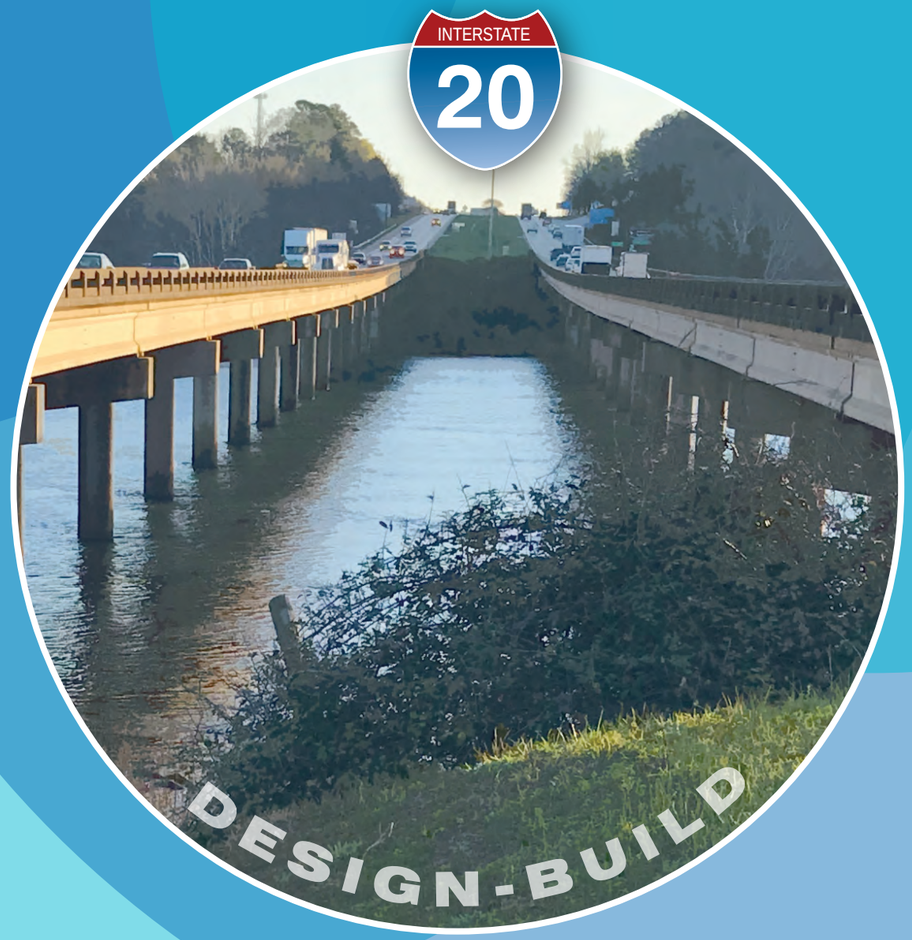
TECHNICAL PROPOSAL

GDOT Georgia Department of Transportation *in conjunction with* SCDOT

RFQ NO. 484-03302018DB

I-20 AT SAVANNAH RIVER BRIDGE REPLACEMENTS AND ROADWAY WIDENING PROJECT

P.I. NO. 210327



Submitted to:
Georgia Department of Transportation

Submitted by:
Superior Construction Company Southeast, LLC
WSP USA Inc.

September 26, 2018

SUPERIOR CONSTRUCTION WSP

Table of Contents

Georgia Department of Transportation *in conjunction with* SCDOT

RFQ NO. 484-03302018DB

DESIGN-BUILD

I-20 AT SAVANNAH RIVER BRIDGE REPLACEMENTS AND ROADWAY WIDENING PROJECT

P.I. NO. 210327

SECTION C.1

Technical Proposal

SUPERIOR CONSTRUCTION

wsp

C.1.1. Construction Staging and Traffic Management

C.1.1.1. Requirements for Construction Staging and Traffic Management

C.1.1.1.a. Construction phasing bridge work, identifying the ***five most significant project challenges/solutions***

Project phasing and construction staging are key to this project's success. The **SUPERIOR** Team analyzed numerous concepts, including alternate alignments, to minimize project costs and schedule. Our analysis determined the Georgia Department of Transportation (GDOT), in conjunction with South Carolina Department of Transportation (SCDOT), costing plans were well thought out, most economical, and efficient. ***Our Team optimized the span arrangement for both bridges and refined elements*** *of the roadway design.* We finalized our construction phasing by combining GDOT's costing plans and our Team's expertise to develop innovative solutions to access work areas and to facilitate our innovative construction methods. ***Figure 1 on the following page illustrates our phasing and staging plan.***

Our overall construction phases will be segmented into four phases. The Savannah River Bridge (SRB) construction will have three major construction phases, with two sub-phases each, and a fourth phase for final median barrier wall installation. The Augusta Canal Bridge (ACB) and roadway construction throughout Georgia and South Carolina will have three major construction phases, as well as a fourth phase for final median barrier wall installation. A detailed description of each phase is highlighted below.

Phase 1: This phase will maintain two lanes of traffic in each direction throughout the project corridor. The work zone in Phase 1 will be in the median of the existing eastbound (EB) and westbound (WB) travel lanes throughout the project limits. All roadway work areas (inside the existing median) will have a temporary barrier wall installed along each inside shoulder to protect travelers and provide access for construction. Access points into the roadway work zone will be installed at the beginning and end of the work areas on the Georgia and South Carolina side of the project and at designated points within the workzone (Figure 1). Construction access and egress points will be established into the work zone to not hinder traffic. This will be done at all access points for all construction phases.

Each of the three main SRB construction phases will be completed in two sub-phases.

Phase 1A will involve construction of Phase 1's western portion, while Phase 1B includes construction of the eastern portion of the bridge. Access points will be constructed at the outside shoulder of the EB and WB travel way for the river bridge construction. This provides east and west access to the river bridge throughout the bridge construction. The access points for 1A will be on the west end of the bridge and 1B will be on the east end.

Our temporary cofferdam system will be installed in the river during Phase 1A. This will allow us to access and build the Phase 1A portion of the SRB. Once Phase 1A components are complete, the cofferdam system will be relocated to the east side of the river for Phase 1B work. This will allow access to build Phase 1B and Phase 2A portions of the river bridge.

The installation and removal of the cofferdam system for all phases will be performed outside of the March 1st to July 1st time frame to comply with Special Provision Section 107. ***Special designed temporary acceleration (accel) and deceleration (decel) lanes for construction vehicles entering and exiting the work zone from all access points on I-20 will be established at designated locations.*** These lanes will allow construction vehicles to enter/exit at normal highway speeds, with ample distance to slow or accel once inside the lanes. Signs will be posted "Construction Traffic Only." Construction deliveries will use these access points throughout construction. We will schedule incoming and outgoing construction traffic outside of peak travel periods as much as possible. Our construction access will not hinder the traveling public.

The installation and removal of the cofferdam system for all phases will be performed outside of the March 1st to July 1st time frame to comply with Special Provision Section 107.

Our construction planning and analysis determined the safest method to install Phase 1 girders for the SRB will require closing the inside travel lane of EB and WB river bridges for 18 nights. ***This will be the extent of lane closures during all phases of our Team's SRB construction.***

Access for the ACB construction will be at the abutments on both ends of the bridge. Our equipment will access the canal and be loaded on barges to construct the bridge foundations and

INNOVATIVE AND VALUE ADDED FEATURES

- ACB (three-span bridge): eliminated the middle canal pier and shortened bridge - reduces impacts
- SRB (nine-span bridge): eliminated five piers and shortened bridge - reduces impacts
- Increased span lengths on ACB and SRB - reduces impacts
- Temporary cofferdam - allows construction from the river and reduces environmental impacts
- Rubblization of existing concrete pavement in Georgia and South Carolina - allows schedule savings, material reuse, and reduces construction traffic
- Steel end diaphragms at end of concrete beams - speeds construction
- Less piers, longer spans, temporary cofferdam, and reused materials - minimizes environmental impacts
- Maintain traffic flow - minimizes disruptions
- Use of temporary accel/decel lanes into work zone - minimizes lane closures and impacts to traveling public
- Innovative design and construction methods - streamlines construction phasing
- Thorough construction sequencing - ensures longitudinal joints in the concrete pavement are on the final lane skip and edge line markings

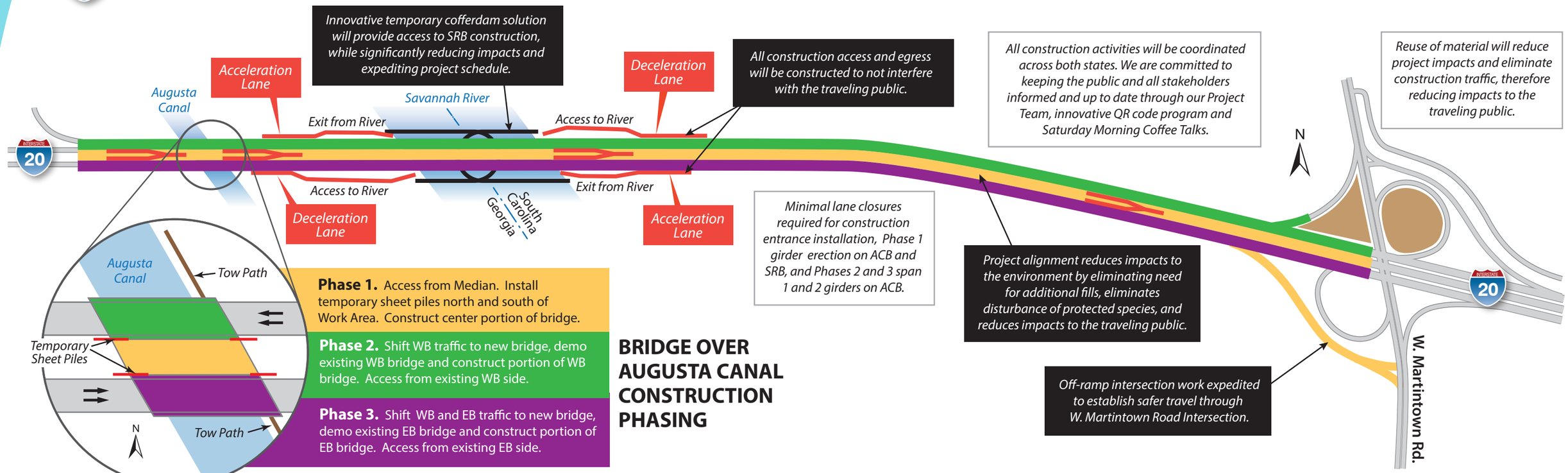
FIGURE 1

Innovative temporary cofferdam solution will provide access to SRB construction, while significantly reducing impacts and expediting project schedule.

All construction access and egress will be constructed to not interfere with the traveling public.

All construction activities will be coordinated across both states. We are committed to keeping the public and all stakeholders informed and up to date through our Project Team, innovative QR code program and Saturday Morning Coffee Talks.

Reuse of material will reduce project impacts and eliminate construction traffic, therefore reducing impacts to the traveling public.



Minimal lane closures required for construction entrance installation, Phase 1 girder erection on ACB and SRB, and Phases 2 and 3 span 1 and 2 girders on ACB.

Project alignment reduces impacts to the environment by eliminating need for additional fills, eliminates disturbance of protected species, and reduces impacts to the traveling public.

Off-ramp intersection work expedited to establish safer travel through W. Martintown Road Intersection.

Phase 1. Access from Median. Install temporary sheet piles north and south of Work Area. Construct center portion of bridge.

Phase 2. Shift WB traffic to new bridge, demo existing WB bridge and construct portion of WB bridge. Access from existing WB side.

Phase 3. Shift WB and EB traffic to new bridge, demo existing EB bridge and construct portion of EB bridge. Access from existing EB side.

BRIDGE OVER AUGUSTA CANAL CONSTRUCTION PHASING

LEGEND

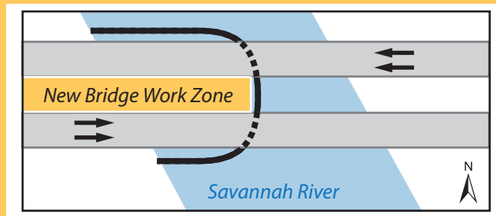
- Phase I
- Phase 2
- Phase 3
- Specially Designed Temporary Access Road to Construction Staging
- Temporary Acceleration/Deceleration Median Construction Access
- Potential Laydown/Storage Area
- Temporary Cofferdam System

BRIDGE OVER SAVANNAH RIVER CONSTRUCTION PHASING

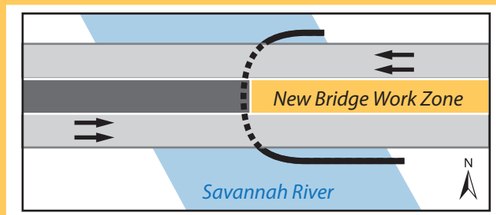
- Existing
- Construction completed in previous phase

PHASE 1

Phase 1A. Construct temporary cofferdam and construct west side of new middle portion of bridge.

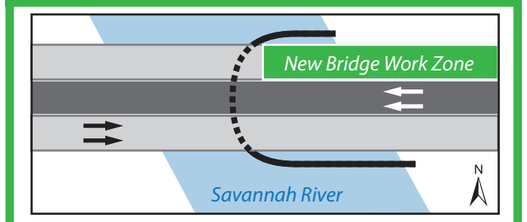


Phase 1B. Relocate temporary cofferdam to east side of river. Construct new middle portion of bridge.

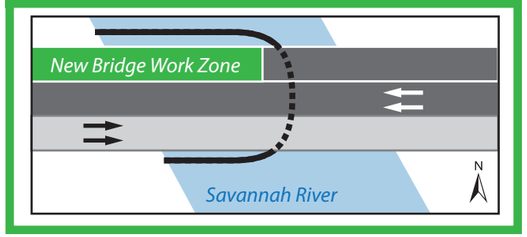


PHASE 2

Phase 2A. Shift westbound traffic to new bridge, demo existing east half of westbound bridge and construct east portion of new bridge.

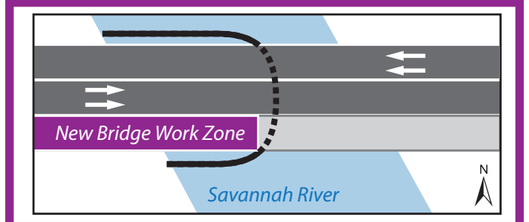


Phase 2B. Relocate temporary cofferdam to west side of river. Demo existing west half of westbound bridge and construct west portion of new bridge.

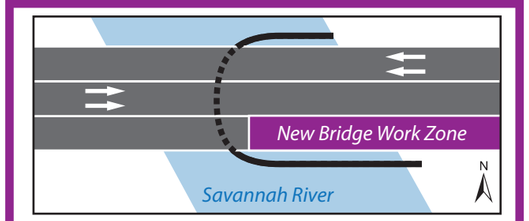


PHASE 3

Phase 3A. Shift westbound and eastbound traffic to new bridge. Demo existing west half of eastbound bridge and construct west portion of new bridge.



Phase 3B. Relocate temporary cofferdam to east side of river. Demo existing east half of eastbound bridge and construct east portion of new bridge.



substructure. For the ACB Phase1 girder erection, we will need to close the inside travel lane of EB and WB bridges for six nights.

During all phases, we will maintain access to the Welcome Center at all times.

Phase 2: This phase will maintain two lanes of traffic in each direction throughout the project corridor. Two lanes of traffic will remain on the existing EB travel lanes, while the WB travel lanes will be placed on the newly constructed roadway and bridges. The work zone will be the existing WB travel lanes on the project limits. Temporary barrier walls will be relocated to protect travelers from work areas and act as a median between EB and WB traffic. Access points into the work zone will be maintained at the start and end of the roadway work areas on the Georgia and South Carolina sides of the project and at designated interim locations (Figure 1).

SRB Phase 2A will include the demolition and construction of the eastern portion (WB bridge). Phase 2B will involve the demolition and construction of the western portion (WB bridge). The access points for the SRB Phase 2 construction will be the same as Phase 1. Phase 2A will be on the east end of the bridge and Phase 2B will be on the west end.

The temporary cofferdam system installed during Phase 1B will remain in place for Phase 2A construction. This will allow our Team to access and build the Phase 2A portion of the river bridge, including the partial demolition of the existing WB bridge. Once Phase 2A bridge components are complete, the temporary cofferdam system will be relocated to the west side of the river for Phase 2B work, allowing us to access and build the Phase 2B and Phase 3A portions of the river bridge. This includes demolition of the remaining portions of the existing WB bridge.

No lane closures will be required during Phase 2 for the SRB construction. Travel lanes will be protected from the work zone with temporary barrier walls.

Phase 2 construction of the ACB will require our cranes and other equipment to be loaded onto barges to construct the new bridge and demolish the existing bridge. Unlike Phase 1, crane mounted barges will be used to erect bridge girders. This work will require four night lane closures.

We will coordinate and phase the roadway construction around the entrance and exit of the Georgia Welcome Center. A detailed plan of construction phasing has been created to ensure traffic will not be restricted at any time.

Phase 3: This phase will maintain two lanes of traffic in each direction throughout the project corridor. Two EB and WB travel lanes will be on the newly constructed roadway and bridges. The work zone will be the existing EB lanes throughout the project limits. Temporary barrier walls will be relocated to protect travelers from work areas and act as a median between EB and WB traffic. Access points into the work zone will be maintained at the beginning and end of roadway work areas on the Georgia and South Carolina sides of the project and at designated interim locations (Figure 1).

SRB Phase 3A includes the demolition and construction of the western portion of Phase 3. Phase 3B involves the demolition and construction of the eastern portion of Phase 3. The access point for 3A will be on the west end of the bridge and access for 3B will be on the east end of the bridge, the same as Phases 1 and 2.

The cofferdam system installed during Phase 2B will remain in place for Phase 3A construction allowing access to build Phase 3A, including the partial demolition of the existing EB bridge required to build the portion of the new bridge. Once Phase 3A bridge components are complete, the cofferdam system will be relocated to the east side of the river for Phase 3B, allowing access to build Phase 3B. This includes the demolition of the remaining portions of the existing EB bridge. ***At the end of Phase 3B, the cofferdam system will be removed from the river and no additional construction will be required in the river.***

During Phase 3 roadway and SRB bridge construction, no lane closures will be required to perform the work.

Phase 3 construction of the ACB will use the same equipment setup as Phase 2. To relocate our equipment from Phase 2 to Phase 3, cranes will be partially disassembled in order to float below the bridge girders. Access for the ACB construction will be on the south side (EB) of both ends of the bridge. ACB girder erection for Phase 3 will require six night lanes closures.

We will coordinate and phase the roadway construction around the entrance and exit of the South Carolina Welcome Center. A detailed plan of construction phasing has been created to ensure traffic will not be restricted at any time.

During Phase 3 roadway and SRB bridge construction, no lane closures will be required to perform the work.

Phase 4: This phase will maintain two lanes of traffic in each direction throughout the project corridor. Two lanes of EB and WB traffic will be on the newly constructed outside roadway and bridge travel lanes. The work zone will be the median of the newly constructed roadway and bridges. The remaining areas of temporary pavement will be removed and completion of permanent road and bridge work will be completed in this phase. ***At the completion of Phase 4, all new travel lanes will be opened to the traveling public and construction will be complete.***

Significant Known and Anticipated Challenges
While there are many challenges to this project's construction phasing, ***we have identified the five most significant known and anticipated challenges and our solutions for them.***

1. Construction Access to the Savannah River. Due to the very shallow water, accessing the river will be a challenge. Typical construction techniques for a river crossing are either crane mounted barges, or trestle and cofferdams. However, due to the limited water depth and rocky bottom, the use of barges will be impossible; and using a trestle and traditional cofferdams with sheet pile will be problematic given the shallow elevations of hard geotechnical rock formations. ***Installing a trestle and sheets will have extensive impacts to the environment.*** Therefore, this challenge requires unique construction methods.

   Solution: We evaluated several options and decided upon using a temporary cofferdam system, which provides the most cost-effective solution.

Example of Temporary Cofferdam

Our Team analyzed multiple ideas and determined the temporary cofferdam system provides an effective and innovative solution to addressing the most significant project challenge. We designed temporary access roads for material and equipment deliveries and detailed our project schedule to ensure the ***temporary cofferdam is installed and removed outside of the water work restriction window identified in the Requests for Proposal (RFP).*** We will inspect the cofferdam system daily and temporary access roads weekly, at a minimum.

The temporary cofferdam system will allow our construction equipment and material deliveries to access the river. ***This will drastically reduce traffic disruptions and environmental impacts.*** The only lane closures required for the SRB construction will be the girder erection for Phase 1.

The only lane closures required for the SRB construction will be the girder erection for Phase 1.

2. Construction Access to the Augusta Canal. Accessing the canal presents challenges unlike those to the Savannah River. We intend to use barge mounted cranes for the ACB work. Similar to the Savannah River, our Team designed temporary access for material and equipment deliveries. The challenges occur in how to erect the Phase 1 girders and how to relocate the crane mounted barges from Phase 1 to the Phase 2 work areas outside the existing canal bridges. The equipment becomes trapped between the bridges due to vertical clearances of the existing EB and WB bridges. The equipment would be required to be dismantled. Likewise, geometric restrictions will not allow for crane boom clearances adjacent to the existing bridges, nor for girder delivery onto the canal.

   Solution: Our solution to these challenges is to use a Mi-Jack Straddle Crane to straddle the new structure and install the bridge girders for Phase 1 rather than using conventional cranes and barges. This method eliminates the "trapped" scenario. This will require closing the inside travel lane of EB and WB bridges for six nights, but significantly reduces the overall exposure to the work area and schedule. Temporary access will be constructed and conventional construction methods using crane mounted barges will be used for Phases 2 and 3. The only lane closures for ACB will be for Phase 1 girder erection. ***This solution provides an overall safer work environment for project personnel, as well as the traveling public.*** A detailed erection plan using the Mi-Jack to install the Phase 1 girders will be provided. We have confirmed the existing bridge is suitable for the construction loads. Our maintenance of traffic (MOT) plan will incorporate truck mounted attenuators and law enforcement support while we safely install the girders during the short duration lane closures. This work will be thoroughly coordinated with GDOT and all stakeholders.

Mi-Jack Straddle Crane (Superior Project)

3. **SRB Geometric Restrictions to Constructing Phase 1 in Proposed Alignment.** Similar to the challenge identified in Item 2, geometric restrictions in Phase 1 are a significant challenge. Cranes will be used inside our temporary cofferdam system to construct bridge foundations and substructures. We analyzed using the same cranes to install the Phase 1 girders. To do this, a complex erection sequence was developed and analyzed by our construction engineering consultant, McNary Bergeron & Associates. This procedure requires the last two beams in each span be rolled and jacked into position to allow

an envelope for the cranes to work. This option was ruled out due to the extraordinary risk of having crane booms between the existing bridges and rolling very large girders into place.

Solution: The solution for the ACB will be implemented in the same manner for the SRB. The use of the Mi-Jack to install the Phase 1 girders on the SRB is the safest solution. *The **risk of crane booms contacting the substructure and rolling/jacking very large girders into place is eliminated.*** Although this option does introduce the need for 18 nighttime lane closures, our construction experience suggests this is by far the safest installation method. Girders will be staged in the median. We understand the importance of traffic flow and the value to GDOT and SCDOT of eliminating lane closures. This is a high priority for us as well; therefore, this analysis, and decision was taken with the highest consideration regarding project and public safety.

4. Schedule Restraints within the Savannah River. The overall project schedule is aggressive due to the December 31, 2021 end date and the restraints for in-water work within the Savannah River. ***Special Provision Section 107, requires no work in the Savannah River from March 1st through July 1st.*** These constraints create challenges with scheduling our work to maintain work flow and continuity with crews and resources. Numerous schedules were created to optimize our manpower and equipment resources to develop a solution to work around the schedule constraints and achieve the desired end date.

   Solution: ***With creative crew overlapping and the addition of resources, we were able to develop a solution to the schedule challenges.*** Our project staff will actively manage the schedule and use this as a tool to ensure schedule goals are achieved. Detailed schedules for each work item will be created and updated weekly to ensure milestone dates are met. If schedule slippage occurs, we will have alternate plans and backup resources available to recover time and regain the schedule. Our Team will maintain the highest level of communication to ensure stakeholders are informed of upcoming traffic shifts, project milestones, and overall progress.

5. **Traffic Flow and Environmental Protection.** Our approach is to ensure the traveling public, GDOT and SCDOT representatives, and project personnel are not in danger by having non-critical lane closures or disruptions to traffic. Therefore, we developed construction methods that provide minimal lane closures and limit impact to construction traffic.

   Solution: Our lane closures will be limited to additional borings during design, installation of accel/decel lanes, and the girder erection within Phase 1 of the SRB and ACB and Phases 2 and 3 (spans 1 and 2) of the ACB. *Outside of those **limited lane closures, we do not anticipate any traffic** restrictions.* Our Team will use special designed accel and decel lanes for construction traffic access and egress.

We will not put the traveling public, GDOT and SCDOT representatives, and project personnel in danger by having non-critical lane closures or disruptions to traffic. We developed methods to construct work with minimal lane closures and limit impacts of construction traffic.

***Our goal is to keep drivers focused on safe driving and not the construction activities surrounding them. The welfare of the traveling public and project personnel is** our top priority.*

Likewise, we will be good stewards of the environment. Protecting the natural resources within and around the project is very important and ***the SUPERIOR Team is committed** to doing so.* We analyzed numerous alignment options and ultimately selected the costing plan option to reduce impacts to the environment. Our Team is familiar with designing and working in environmentally-sensitive areas. *We understand **the commitments for the SRB and selected a temporary cofferdam system and construction methods that have minimal impacts to the river and surrounding environment.***

We also understand the commitments within the Augusta Canal and have selected construction methods for the ACB to protect the natural resources within the area. ***Additionally, we designed our roadway construction to have minimal impacts to the environment by reducing material exports and imports as evidenced by our approved Alternative Technical Concepts (ATC) 001A and 002A,*** and by reducing the environmental footprint felt by the project by eliminating bents in the canal and the river. We also evaluated an alignment shift and found it to have far greater impact on the environment; therefore, we rejected the idea. We are committed to designing and maintaining the project to protect the surrounding environment and natural resources that exist in the area.

C.1.1.1.b. Traffic management/control/sequencing approach

While design and construction are important, minimizing delays to motorists and maximizing safety for the public and construction workers is critical for project success. We developed a detailed MOT plan, as identified below, that will be part of a comprehensive traffic management plan (TMP). The TMP includes detailed plans and will be a living document throughout the project's design and construction phases. It will also meet the Federal Highway Administration (FHWA) Work Zone Mobility and Safety Program requirements. It will include detailed descriptions of each MOT phase; impacts to traveling public; descriptions of travel routes; laydown, recycling, and staging areas; disposal locations; haul routes; maintenance plans; notification procedures for traffic pattern changes; procedures for incident management and public outreach. Other information, such as specific requirements for stakeholders adjacent to the project, will be detailed in the TMP. ***We will develop a detailed plan for each construction phase emphasizing safety and improving driver** expectancy.*

C.1.1.1.c. Conceptual construction staging drawings

Conceptual Construction Staging Drawings are included in Schematic Designs accompanying this proposal.

C.1.1.2. Minimum Lane Closure Durations

Our construction approach will significantly minimize the use of lane closures for the new bridge and roadway reconstruction.

As outlined in C.1.1.1.a, ***our Team will use special designed accel and decel lanes for construction traffic access and egress.*** Our plan allows nearly all material and equipment deliveries to safely navigate to and from the project using these accel/decel lanes to the specific site location. These lanes will be constructed on both the Georgia and South Carolina sides, in both EB and WB lanes. ***Our temporary cofferdam system will provide access to a dry river bottom for deliveries to the SRB construction zone with minimal lane closures.*** As previously identified in Significant Known and Anticipated Challenges, the only exceptions for lane closures during construction will be the Phase 1 bridge beam erection on the SRB and ACB, and ACB Phases 2 and 3 (spans 1 and 2).

We will significantly minimize the use of lane closures for the new bridge and roadway reconstruction.

C.1.1.3. Work Areas, Yard Locations, and Sequencing

This project will require a unique approach to construction means and methods, specifically to address access, work areas, yard locations, sequencing, and challenges. ***We will use a temporary cofferdam system, which will provide an economic and efficient solution to this challenge allowing us to work in the water during the restricted timeframes.***

This cofferdam system, essentially a portable cofferdam, will allow a portion of the river to be temporarily dewatered while foundations, substructure, and superstructure components are constructed.

Our innovative cofferdam system allows for a simplified design of the new bridge structure, reduces costs, allows smaller equipment to be used, produces less noise, and reduces temporary river impacts.

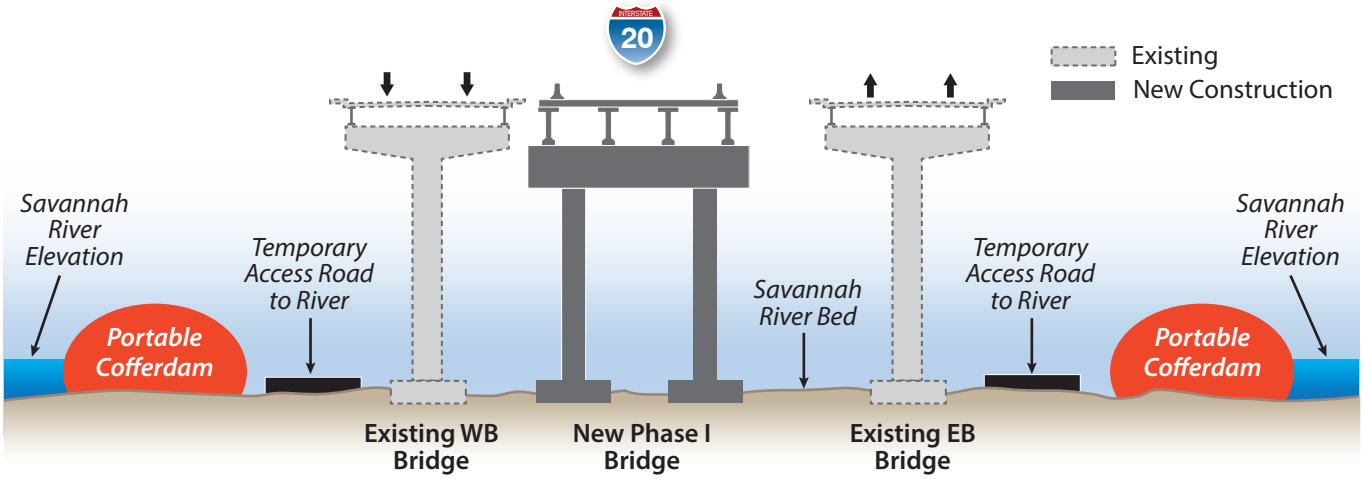
This provides for direct riverbed access while having little to no adverse impacts to the public and the environment. This unique solution will allow construction crews to work throughout the year while not being affected by environmental work restrictions in the water. Our cofferdam system will allow a dry work area, encompassing approximately half of the bridge construction in each phase, including demolition.

The cofferdam system will also simplify the design, making it more economical while minimizing impacts to the public and the environment. This solution will eliminate the need for traditional cofferdams and sheet pile installation, which will be problematic given the shallow elevations of hard geotechnical rock formations. Installing sheet piles will have extensive impacts to the environment, require larger equipment, prolong construction durations, produce excess noise and vibration, and create an adverse impact to the public.

Our innovative cofferdam system allows for a simplified design of the new bridge structure, reduce costs, allows smaller equipment to be used, produces less noise, and reduces temporary impacts to the river.

C.1.1.3.a. Minimizing impacts to the traveling public from staging or laydown yard locations

The SUPERIOR Team approach to minimizing impacts to the traveling public begins with the innovative concepts presented within our proposal. Our primary laydown area will be the dry riverbed, created by our cofferdam system. For the SRB, we will deliver and install bridge components from this location, except Phase 1 girders. This will keep traffic flowing safely and eliminate impacts to the traveling public. We will also use the



Phases 2 and 3 are similar

Typical Section Showing Portable Cofferdam Location and Access Roads for SRB

areas within the I-20 WB on-ramps (South Carolina) to potentially store material. Our Team will develop a plan to establish safe ingress and egress, and review the laydown locations with GDOT, SCDOT, and other stakeholders. These ramp locations will be improved to return the sites to their original condition or better.

For the ACB, we will use barges for the material storage and laydown. Resource coordination will be closely monitored to minimize on-site material and equipment.

Our Team has also coordinated with multiple nearby businesses for off-site laydown/storage areas. These yard locations are within two miles of the project site and will provide easy access for project personnel and equipment. Our project field office will be located here.

The Welcome Centers in Georgia and South Carolina will remain open and functional with no impacts resulting from our construction activities, including the ramp tie-ins.

Welcome Centers will not be used for material storage or laydown. With our innovative approach to working within the river, virtually all deliveries will use our special designed accel and decel lanes, greatly reducing construction impacts to adjacent routes and degradation of existing infrastructure.

Our approach also includes a well-defined truck route for deliveries, which will be communicated and updated weekly through our Public Information Network. ***All major deliveries will be planned outside of peak travel times on the I-20 corridor.***

C.1.1.3.b. Minimizing impacts to the traveling public, public recreational users, and stakeholders from noise, vibration, dust, erosion, and light

As previously referenced, our cofferdam system on the SRB will allow our crews to work within a dry riverbed. Our special designed accel and decel lanes, and direct access to the riverbed will significantly minimize impacts to the traveling public. By working in the riverbed, we have direct access to the bridge components, which allows for smaller equipment; produces less noise, less vibration, less dust; and greatly reduces impacts to the area.

We will work around recreational users of the canal and towpath for the ACB construction. Our crews are accustomed to working on major waterways and dealing with high volumes of recreational traffic. We will coordinate our work schedules to minimize inconvenience to recreational users on the towpath and canal. Signage will be installed to identify all work zones and notify recreational users. During all work activities for the ACB, we will delineate a safe passage way through the work area for the recreational water user by installing floating barriers in the canal. We will also delineate safe passage for the towpath users through the work area as well. During girder erection and demolition, portions of the canal/towpath will be closed—public safety is our top priority.

Our ACB design eliminated the pier in the middle of the canal, which will minimize impacts to the recreational traffic.

We have limited our exposure through design. Our focus points will be the in-water foundation and substructure work. We will use drilled shafts in casings for intermediate bents; therefore, no cofferdams are needed. Since the Phase 1 girder erection will involve lane closures on I-20, it will occur at night and recreational users will not be present. During demolition, we will have spotters on barges and the canal/towpath will be closed from public use.

During our limited night work, we will ensure temporary lighting is directed away from traffic to minimize distractions. During demolition activities, dust control will be in place to reduce or eliminate airborne particles and employ methods to prevent materials from falling into the water. Our erosion control measures will be installed and maintained throughout the life of the project. We will also accommodate the canal inspections and required access on the towpath through the work zone.

C.1.1.3.c. Safe ingress and egress to and from the work zone during construction, including truck accel/decel when merging

As stated in C.1.1.2, our Team will use special designed accel and decel lanes to enter and exit the project site for construction traffic providing a means of safe access and egress for construction vehicles and material deliveries. ***These lanes will give construction vehicles the ability to enter and exit the site at normal speeds in a safe manner*** and not hinder the normal traveling operations of I-20. Our Team has previously implemented these accel and decel lanes with other DOT projects to successfully provide safe project access. This has proven to be a safe solution for construction personnel and the traveling public.

Construction of the new SRB structure will be completed in multiple phases. This phased work typically requires numerous deliveries off the shoulder of the existing road. Our design and construction approach, with the use of our cofferdam system and the proposed accel/decel lanes adjacent to the travel lanes of I-20 will eliminate the need for lane closure deliveries, reduce impacts to the traveling public, and provide a safe travel experience through the project.

C.1.1.4. Maintenance of Traffic, GDOT Values

C.1.1.4.a. Traffic control phased to maximize flow within the allowable lane closures

The staging and sequence of construction were carefully studied and developed to minimize lane closures. Limited nighttime closures will be required for Phase 1 bridge beam erection on the SRB and ACB. ACB Phases 2 and 3 (spans 1 and 2) will also require nighttime lane closures. There will also be minimal nighttime lane closures for installation of the accel/decel lanes and to obtain additional soil borings for the foundation design during preconstruction. Aside from these activities, ***our traffic control is phased to maximize flow.***

We will reduce the impact to the public by scheduling major deliveries/activities, such as bridge beams, concrete pours, etc., outside peak time congestion.

C.1.1.4.b. Establishing temporary visual barriers to minimize user distraction and impacts

Our commitment for a safe work zone includes the safety of the traveling public and minimal user distraction. During bridge construction, we will use an opaque fence material as part of our safety handrail of the deck overhang form system. This will create a visual deterrent and act as a "catch" mechanism for any falling or blowing debris. Our construction schedule and phasing will also minimize the use of night work and lane closures to reduce user distraction glare from the temporary lighting, and impacts in proximity to the travel lanes.

C.1.1.4.c. Minimizing the impact of the construction during peak-time congestion

We understand the traffic needs of the area, especially during peak travel times.

We will reduce the impact to the traveler by scheduling major deliveries/activities, such as bridge beams and concrete pours, outside peak time congestion.

C.1.1.4.d. Optimize driving conditions during construction so that they are unimpeded

Our Team's optimization of driving conditions throughout the project corridor during construction is highlighted below.

i. **Maintain clear, identifiable temporary pavement markings**
- Temporary pavement markings will be re-coated as needed to meet standards

ii. **Minimize the degradation of pavement conditions from the removal of existing pavement markings**
- Pavement marking removal by waterblasting to minimize roadway degradation

iii. **Minimize the need for narrowed lanes and shoulders**
- Travel lane widths will be 11 and 12 feet wide during construction
- Our staging sequence has been carefully developed to ensure longitudinal joints in the concrete pavement are on the final lane skip and edge line markings

iv. Smooth, consistent transitions between temporary and permanent pavement
- All temporary pavement will smoothly transition

v. Rapid response times to maintenance of the facilities
- Personnel available for rapid response for repairs of MOT devices
- We will implement a response plan should an incident require maintenance within the project limits
  - Rob Clark or his designee will be immediately notified
  - We will engage in coordination with first responders
  - Assessment and repair of the facility will be initiated, including MOT
  - Rob will address and contact appropriate individuals

vi. **During off-peak hours, maintaining a speed band through** the construction period where 75% of vehicles through the **construction zone will be within five miles per hour of the** posted construction zone speed

We will maintain the speed band during off-peak hours by focusing on the following:
- Minimize lane closures during off-peak hours
- Utilize off non-peak hours for major deliveries
- Accel and decel lanes will provide a means of safe access and egress for construction vehicles, allowing traffic to maintain the desired speed band
- We will work with GDOT's motorist assistance program Coordinated Highway Assistance and Maintenance Program (CHAMPS)

vii. **During peak hours, maintaining a speed band where 75%** of the vehicles through the construction zone will be within **five miles per hour of the pre-construction speed**

We will maintain the speed band during peak hours by focusing on the following:
- No major deliveries during peak hours
- Accel and decel lanes will provide a means of safe access and egress for construction vehicles, allowing traffic to maintain the desired speed band
- We will work with GDOT's motorist assistance program Coordinated Highway Assistance and Maintenance Program (CHAMPS)

viii. **Use of enhanced public outreach strategies to inform** and update the traveling public
- Update the traveling and recreational public during all phases of this project using proven enhanced outreach strategies, as highlighted in our proposal

C.1.2. Proposal (Project) Schedule

C.1.2.a. Overall approach to the design, construction phasing, planning, scheduling, and execution of the work

Our project schedule is enclosed in the Schedule Tab of our submittal and depicts our ***Substantial Completion by December 23, 2021, ahead of the December 31, 2021 deadline.*** The Final Acceptance date is February 9, 2022. Our schedule identifies the overall schedule approach and execution for design and construction. It details design submittals, review periods for each component, and items leading up to permit submittals. Roadway items are divided between Georgia and South Carolina to better define scope and review responsibilities. Critical shop drawings and material procurement activities are identified. Each construction phase is divided to identify sub-phases. *Constraints **were placed on work within the Savannah River to ensure no work will occur in the water from March 1st through July 1st.***

Our Team will start ***"at-risk" preliminary permitting and design*** work, as well as project management planning once we are determined the apparent winner. This will allow us to get ahead of the process by procuring long lead-time materials, plan early works, develop detailed work plans, and proactively manage toward the success of the project.

Our project Team will meet with GDOT, SCDOT, and other key stakeholders to ensure project milestones are clearly communicated and understood. We will conduct regular meetings internally, with design and construction personnel as well as externally with GDOT, SCDOT, project personnel, and other key stakeholders to review schedule updates and provide up-to-date details on upcoming milestones and events.

C.1.2.b. Schedule activities in South Carolina and Georgia

Our construction schedule details Georgia and South Carolina roadway, SRB, and ACB activities for each phase of work. Due to the required phasing on the SRB, the three main phases are divided into sub-phases. For example, our schedule identifies roadway work in Georgia (Phase 1A) and South Carolina (Phase 1B) and will be completed concurrently. As shown in Phase 1A, the ACB work can continue throughout Phase 1. This is similar for Phases 2 and 3.

Our bridge construction sequence starts with foundation work, followed by substructure activities (columns and caps) and then girder erection. After the girders are erected, the stay-in-place (SIP) deck will be installed and deck concrete placement will occur from previously poured bridge decks. ***Deck installation will not require lane closures,*** which will keep construction traffic minimized inside our temporary cofferdam system.

C.1.2.c. Critical Path

The project schedule will be updated weekly, with monthly status updates submitted. This will confirm the critical path and other milestone dates are being achieved. The weekly and monthly schedule updates will be reviewed with our Team during our schedule update meetings. The overall Critical Path Method (CPM) schedule will be used to create detailed construction schedules by field staff for day-to-day activity planning. This will be the basis of our detailed construction look-ahead schedules and will be used as tools to actively manage project progression.

The critical path starts with design, specifically related to the SRB and runs concurrent with permit acquisition. Once permits are obtained, and the National Environmental Policy Act (NEPA) re-evaluation completed, construction of the SRB is the critical path in each phase of work. Due to the constraint on relocating our temporary cofferdam system between March 1st and July 1st, the relocation at the end of Phase 1A is paused until after July 1st, 2020. This constraint removes items from the critical path, prior to Phase 1B. These activities remain critical to our schedule and will be actively pursued. The critical path extends through the completion of bridge construction and then into Phase 4, where barrier wall and final roadway construction is completed, ending at substantial completion.

The schedule is developed using a seven-day calendar for design and permitting activities and a five-day calendar for construction activities. ***GDOT and SCDOT standard holidays and special events are identified as non-work days.*** Durations are based on one shift per day. Activities requiring lane closures will be at night; therefore, these items will be pursued as two shifts per day.

We will use weekend work and additional shifts, when necessary, as opportunities to recover from schedule delays to expedite milestone dates.

Acumen Fuse reports will be created as an added value to typical schedule updates.

Acumen Fuse Software is another tool we will utilize. This is a metric analysis and visualization tool to assess the quality of schedules, accuracy of cost forecasts, and realism of risk models. Acumen Fuse reports will be created as an added value to typical schedule updates.

i. Interim completion deadlines for early portions of the work (if any)
- Interim completion will be 660 days from Notice to Proceed (NTP) 1

ii. Substantial completion
- December 23, 2021

iii. **Final acceptance (reference Form M)**
- February 9, 2022

C.1.2.d. Schedule Requirements: Substantial Completion on or before December 31, 2021

Our schedule complies.

C.1.2.e. Proposal Schedule will incorporate all restrictions for protected species

Our schedule complies.

C.1.2.f. Proposal Schedule will be a computer prepared, critical path method

Our proposal schedule is a detailed Primavera P6 schedule containing 534 activities. Each activity is uniquely identified so that its intent and location is clearly understood and its order and interdependence accurately illustrates the overall approach to the work. Durations and logic ties illustrate the planning, scheduling, and execution of the work. All elements of the project are considered in the schedule, including design, permitting, utilities, and construction. Construction activities are to a level of detail such that no activity has a duration more than 90 days and design packages are appropriately tied to each construction phase.

- ✓ i. Contain a minimum of 400 schedule activities
- ✓ ii. **Uniquely identify each schedule activity with a** noun, verb, and location
- ✓ iii. Indicate the order and interdependence of activities and sequence for accomplishing the work
- ✓ iv. Include reasonable durations and appropriate logic ties to show the proposer's overall approach to the planning, scheduling and execution of the work
- ✓ v. Include activities for design, permitting, utilities, and construction for each of the two states
- ✓ vi. Not have any schedule activity longer than 90 days in duration
- ✓ vii. Show separate design packages with appropriate logic ties to each construction phase

C.1.3. Environmental Impacts/Public Outreach

C.1.3.a. Durations (days) for single allowed canal closure

We will plan the work within the Augusta Canal to minimize the closure period to the shortest extent possible at all times during construction and use floating barrier or buoys to ***delineate a safe waterway passage for recreational users*** through the work area. We will respect the users' ability to access the canal area and coordinate work activities to inform the surrounding public and canal users. The activities requiring canal closures are demolition and the erection of girders. This work will require eight days of canal closures for demolition of the existing bridge. Girder erection will occur at night, when canal usage is limited.

C.1.3.b. Durations (days) for 2 allowed towpath closures

Similarly, we understand the usage of the towpath is vital to the community and we are committed to keeping the towpath open and operational. We will minimize the impacts to the towpath and only implement full closures of the path for demolition and girder erection. We will delineate a safe walkway for the recreational user of the towpath through the work area. This work will require two three-day towpath closures for demolition of the existing bridge. The girder erection over the towpath will occur at night, when the towpath is closed to recreational users. We will maintain access for the canal bank inspections. The towpath will be safely re-opened and operational for users for day time use during work.

We are committed to keeping the towpath open and operational.

C.1.3.c. CEPP Enhancements

i. Specific protections to the environmentally-sensitive areas and species

Environmental management best management practices (BMPs) adhering to specific requirements outlined in the GDOT-approved Ecology Assessment of Effects Report (AOER), including Supplemental Specification 107.23G and Special Provision 107.23H, as well as environmental commitments outlined in the environmental document, will be implemented. These will be closely monitored to ensure success. Our Team's approach to environmental compliance and permitting will begin upon award with early integration of design and NEPA leads, ecologists, compliance managers, and construction managers into the project development group to fully understand the environmental issues, Special Provision 107, and develop a comprehensive BMP strategy. ***Our Team is committed to environmental compliance and will insist on adherence to the requirements of Special Provision 107.*** Our Team members have a comprehensive understanding of environmental requirements and best practices from their qualifications and past experience working on bridge projects over sensitive waterways. Our design for the canal bridge intermediate bents includes drilled shafts within casings to minimize canal impacts.

ii. Additional worker training will be provided

Construction personnel will be trained to recognize the appearance of protected species that may occur on site. All personnel will be made aware of the civil and criminal penalties for harassing, harming, pursuing, hunting, shooting, wounding, killing, capturing, or collecting individuals of these species. Photos of these species and their habitat information will be posted in a conspicuous location in the project field office and all foreman connex boxes, until construction has been completed.

Augusta Canal and Towpath

iii. Other actions deemed beneficial

Per the requirements of Special Provision 107, an ecologist prequalified in Area Class 1.06(e) will be present for cofferdam dewatering activities and will remove any fish or other visible aquatic animal species that become trapped within the structures. A qualified ecologist will also periodically inspect orange barrier fence and erosion control BMPs to ensure they have not been damaged and remain in place to minimize additional impacts to protected species. Additionally, a qualified ecologist will be available to perform a site visit if requested by the contractor, due to damage of orange barrier fence, erosion control BMPs, or suspected/known impacts to protected species.

Our design for the canal bridge intermediate bents includes drilled shafts within casings to minimize impacts to the canal.

C.1.3.d. Descriptions and Commitments

i. Schedule/sequence to minimize environmentally-sensitive impacts

Members of our environmental Team will identify potential environmental issues that may reasonably occur during construction and develop mitigation strategies to avoid potential schedule delays. During development of the final plans, ***our Team's ecologist will review the final construction plans to ensure compliance with requirements outlined in Special Provision 107.23H*** and avoidance and/or minimization of impacts to protected species' suitable habitats. ***Construction sequence will occur with adherence to in-stream restrictions.***

Construction will not begin until the required erosion control BMPs, orange barrier fence, and netting are installed. Temporary cofferdams will be used to provide a dry work area within the Savannah River. Any temporary placement of material within this dry area will be fully contained by geotextile fabric to prevent debris from being released into the river.

ii. Protecting environment during construction

Protecting the environment during construction, particularly in the staging areas will address recycling, construction equipment storage and maintenance, material storage, and disposal locations used during construction. Emergency Spill Kits will be located and maintained at staging/storage locations, and our personnel will be trained in proper use of these kits. See Section C.1.3.c. CEPP Enhancements to review how we intend to manage environmental concerns.

C.1.3.e. Public Outreach

SUPERIOR is dedicated to achieving GDOT's communication and public outreach goals. Our Team will support GDOT Office of Communications (GDOTOC) and SCDOT in providing objective and useful information regarding the project on both sides of the Savannah River, both before construction begins and throughout the project. We will provide materials and strategies to ***communicate potential impacts for travel along I-20 and local roadways, and to recreational users of the waterway and towpath.***

Providing up-to-the-minute updates is at the forefront of our Team's outreach philosophy.

Our Team has experience working with GDOTOC on a corridor-wide and statewide basis, managing the public involvement process for the Statewide Transportation Improvement Program (STIP), and the Statewide Transportation Plan (SWTP).

i. **Early notification methods for traffic information**

We understand GDOT will lead the outreach program and has completed public outreach in this corridor prior to the letting of this project, including the presentation of project renderings at a Public Information Open House. Upon Award, our Team will build upon these efforts using messaging that is consistent with language used previously about the project. To accomplish this goal, we are prepared to ***coordinate early and often with GDOTOC, SCDOT, project partners, and FHWA.***

Our Team will begin by drafting a communications and engagement plan with GDOTOC describing the ground work for our approach, one that will build upon established communication tools with innovative strategies to reach both groups of impacted residents and stakeholders on a regular basis. Strategies will involve use of QR codes in highly visible locations at the project site to inform and educate the public on the project. ***We will hold regular Saturday Morning Coffee Talks, where a member of the project Team will host the public to answer questions and provide updates.*** To assist GDOT and SCDOT in providing up-to-the-minute travel data for motorists, we will provide information regularly to designated 511 managers.

ii. **Early installation and additional CMS signage**

The I-20 at Savannah River Bridge project will be phased to reduce disruption to the public. Helping the traveling public plan for these phases by providing up-to-the-minute updates is at the forefront of our Team's outreach philosophy. We will put this philosophy into action with the early installation of additional CMS signage and the ***consistent flow of useful, relevant, timely information into CMS signage for immediate communication to the public.*** In particular, our Team will also support the GDOTOC and SCDOT communication teams in working early in the project process to make residents aware of the location, use, and impacts of the truck accel/decel lanes that will be constructed within the project.

iii. **Frequent, consistent coordination with key stakeholders**

The foundation of our successful outreach approach is the ***early and clear identification of stakeholders, which whom we will coordinate frequently and consistently.*** There will be a Section 4(f) use of a publicly owned recreational resource and the Augusta Canal National Heritage Area (NHA). **The SUPERIOR Team** will contact stakeholders that represent the experiences the canal offers: the NHA; operators of Petersburg Boat Tours; and hikers, bikers, runners, canoers, and kayakers who frequent the trails and waterways. We will coordinate with GDOTOC, SCDOT, and the NHA's communications staff and resources to post up-to-date information regarding upcoming trail closures for demolition and girder erection, and build a database of email addresses for direct communication about the project.

C.1.4. Project Management Approach

C.1.4.1. Organization, Management, and Key Personnel

The SUPERIOR Team was assembled specifically to fulfill the requirements of this contract and is ideally suited to serve GDOT and SCDOT on this complex river bridge replacement, and interstate widening project. Our Team brings excellence in design-build (D-B) projects, specializing in marine bridge construction, interstate widening, concrete pavement, engineering, and public involvement. This section of I-20 is located at the border of Georgia and South Carolina in Augusta and provides a vital link to the transportation corridor in this region. Additionally, environmental challenges working in the Savannah River and Augusta Canal, while maintaining uninterrupted traffic movement on I-20, makes it a challenging site to reconstruct due to extraordinary traffic volumes during peak usage. Adding in a multi-year D-B contract administered through GDOT in conjunction with multi-state coordination with the SCDOT, will require the **SUPERIOR Team** to develop the schedule and coordination strategies to ensure seamless communication to all stakeholders. ***Our Team is ready to meet this challenge head on and has the resources, experience, and capabilities to deliver this complex and important project for GDOT and its partner SCDOT.***

C.1.4.1.a. Organization chart

Our Team's organizational chart appears as Figure 2 on the following page.

C.1.4.1.b. Organization, management, design, construction, quality, and project controls GA and SC; addressing how construction requirements will be separated while the overall project management and quality management maintained

SUPERIOR, WSP, and STV have enjoyed a long-standing professional relationship and have worked closely together on multiple projects in the past.

Our key Team members were selected based on past proven excellence on bridge and interstate widening and reconstruction projects with complex access conditions, environmental challenges, and high traffic volumes.

SUPERIOR is teamed with WSP for their GDOT knowledge and experience, **STV** for their SCDOT knowledge and experience, and our subconsultants and subcontractors for their local expertise and knowledge. The synergy established between these professionals over numerous similar projects will enable fluid communication and shared knowledge among Team members, as well as the commitment of personnel throughout the entire process. With two states involved, WSP and STV have worked closely together during the proposal phase to develop a consistent design, while adhering to each owners' specifications and requirements. WSP will be responsible for overall project design, the Georgia roadway portion of the project, and both bridges. STV will provide design services for the South Carolina roadway portion.

The SUPERIOR Team will implement procedures and controls to eliminate the challenge of working in two states. Our Team will ensure a seamless transition with different specifications, design submittals and standards, material requirements, and the highest standard of testing and quality control are achieved.

Rob Clark, PE, Lead Contractor Project Manager (LCPM) will be involved in all project development processes to ensure adherence to contract requirements and allocate appropriate resources. Our design and construction Teams will interface throughout the life of the project. **SUPERIOR** will be the lead for construction and WSP will lead design. We have organized our Team to have leadership and supporting personnel for each state, reporting up through and to **SUPERIOR** and WSP.

Design: In addition to leading the overall design, WSP will be responsible for the Georgia roadway, ACB and SRB and design quality control (QC). STV will have design and QC responsibilities for South Carolina components.

Construction: **SUPERIOR** has designated a **Project Manager (Rob Clark, PE) and Superintendent (Kenny Wooten),** responsible for the overall project. We will also designate assistant superintendents, foremen, and field engineers for work throughout Georgia and South Carolina. Their responsibilities will include constructing the work to the appropriate specifications and design, and ensuring proper materials are ordered and delivered.

QC: Our materials testing and certification Teams will be specific to each state and certified by each DOT.

The SUPERIOR Team's extensive D-B experience has demonstrated regular discipline coordination meetings throughout project execution are critical to success, particularly in an environment of working in two states under one contract. These meetings, led by **David Nardon D-B Coordinator**, will serve as the central decision-making and communications tool among key staff. These open forums of discussion with the project Team (including GDOT and their Program Management Consultant (PMC), and SCDOT representatives) will address design status, key project elements, project schedule, safety, constructability issues, Q/C testing, and methods to address technical challenges. Through this approach, we will develop strong relationships and a firm foundation for mutual trust, partnering, and interactions within the entire project Team leading to open communications, streamlined reviews, reduced potential for construction field issues, and the ability to deliver the project safely, and as early as possible. WSP has worked with GDOT's PMC on the SR 299 over I-24 Bridge Replacement.

C.1.4.1.c. Conducting work in the two States: how State-specific technical requirements will be applied and what methods of ensuring they are properly applied will be used

During final design, WSP's roadway design manager will work closely with STV to ensure clear and concise project details, standards, and call-outs are noted appropriately for Georgia and South Carolina portions of the project. The line of demarcation from Georgia to South Carolina specifications is clear. Both bridges will follow GDOT design requirements and will be designed by WSP. Willmer Engineering is familiar with geotechnical requirements for both states. Final plan quantities and details by state, will be clearly denoted for their intended location on the project. The coordination of design and construction activities, including MOT, will be crucial due to the location, particularly the SRB connecting Georgia and South Carolina. ***Independent design reviews will ensure compliance with state-specific technical requirements and methods*** to confirm they are properly applied. **SUPERIOR**, in our weekly coordination meetings will ensure project communication and documentation is shared with WSP and **STV**. We will provide exceptional coordination between GDOT, SCDOT, and the D-B Team to ensure traffic control and project details are distributed to inform the public and third-party stakeholders.

C.1.4.1.d. Quality processes for the Project

Our Team's principal quality goal will be to meet or exceed GDOT and SCDOT expectations and eliminate revisions or rework by performing the work correctly the first time. We are dedicated to performing quality work and strive for continual improvement. Our Team's quality policy and procedures are designed to meet these objectives, and to be compliant to the International Organization for Standardization (ISO) 9001:2008 international standard for quality management, quality assurance, and quality systems.

FIGURE 2

ORGANIZATIONAL CHART

SCDOT | GDOT Georgia Department of Transportation | PMC HNTB

Executive Oversight
Pete Kelley (SCC)
Ken Taura (WSP)

Lead Contractor Project Manager
Rob Clark, PE (SCC)

Project Executive
Ryan Hamrick, PE (SCC)

Lead Design Consultant Project Manager
John Poulson, PE (WSP)

Contractor Design-Build Coordinator
David Nardon (SCC)

Contractor Superintendent
Kenny Wooten (SCC)

Contractor Project Controls Manager
Garrett Jones, EI (SCC)

Construction Quality Control Manager
Kevin Born (SCC)

Health Safety & Environmental Manager
Bobby Greer, CSP, SHST (SCC)

Construction Quality Assurance
TBD

Lead Design Consultant Deputy Project Manager
Denny Meier, PE (WSP)

Engineer of Record
Geoffrey Donald, PE (WSP) - Georgia
Sheri Williamson, PE (STV) - S. Carolina

Structures Superintendent
Juan Rivera (SCC)

Structures Field Engineer
Travis McLean, EI (SCC)

Project Scheduler
TBD (SCC)

Roadway Superintendent
Dean Naylon (SCC)

Roadway Field Engineer
Mark Meyler (SCC)

Construction Engineering
Tim Davis, PE (MBA)

Traffic Control Superintendent
Mike Trail (SCC)

Public Involvement Coordinator
Audra Rojek, AICP (WSP)

THIRD PARTY STAKEHOLDERS

- Traveling Public
- FHWA
- Local Businesses
- Police, Fire, & Rescue
- SHPO
- DNR
- USACE
- Utility Owners
- Local Tourist Attractions
- City of Augusta

DESIGN TEAM

Lead Design Structural Engineer
Arun Saha, PE (WSP)
Chris Vanek, PE (WSP)
Tom Harris, PE (WSP)

Lead Geotechnical Engineer
Tom Scruggs, PE (WI)

Bridge Hydraulic Analysis
Robbie Frizzell, PE (LONG)

Drainage/MS4 Design
Casey Choi, PE (WSP)
John Littlefield (WSP)
Guy Peters, PE, CFM, LEED AP (STV)

SUE
Randy Sanborn, PE (LONG)

Survey
Tim Slaton, RLS (LONG)

Lead Utility Coordination Manager
Randy Sanborn, PE (LONG)

Signing and Pavement Markings
Chris Rome, PE (WSP)

Peer Review
Robert Woodruff, PE (WGI)

Freshwater Aquatics
Chris Crow (CCR)

Georgia Lead Design Roadway Engineer
Steve Linley, PE (WSP)
Geoffrey Donald, PE (WSP)

South Carolina Lead Design Roadway Engineer
Jeffrey Church, PE (STV)
Sheri Williamson, PE (STV)
David Syen, PE (STV)

Environmental Permitting
Andrea Benson (WSP)

MOT/ITS
Mike Holt, PE, PTOE (WSP)

Cultural Resources
Stephanie Foell (WSP)
Michelle Houston (WSP)

Archaeology
Scot Keith (NS)
Stefan Brannan (NS)
Julie Coco (NS)

Noise Analysis/Mitigation
Byron Pirkle (WSP)

Design QA/QC
Robert Moses, PE (WSP) - Roadway
Bill Ingalsbe, PE (LONG) - Structures

ANTICIPATED SUBCONTRACTORS

Asphalt Paving
Signing and Pavement Markings **
Lighting/Electrical/ITS
Guardrail **
Clearing & Grubbing **
Trucking **
Rebar Installation **
Concrete Barrier Wall **

** Potential DBE

TEAM

(SCC) - Superior Construction Company Southeast, LLC
(WSP) - WSP USA Inc.
(CCR) - CCR Environmental, Inc.
(LONG) - Long Engineering, Inc. - DBE
(MBA) - McNary Bergeron & Associates
(NS) - New South Associates, Inc. - DBE
(STV) - STV Incorporated
(WGI) - Wantman Group, Inc.
(WI) - Willmer Engineering

Note: Key Team Leads in RED

LEGEND

Design | Construction

SUPERIOR CONSTRUCTION | wsp

At the start of the project, a meeting will be convened to discuss the work, clarify requirements, establish lines of communication, and review quality plans and procedures. The uniqueness of working in two states, under different design requirements, **specifications, inspection practices and testing (at a** minimum) will be thoroughly reviewed. Accommodation and consideration for GDOT, SCDOT, and other stakeholder personnel and programs will be provided throughout the duration of the project.

Regularly scheduled meetings will be convened to address performance, schedule, material, and quality issues throughout the duration of the project to ensure GDOT and SCDOT stakeholder concerns are understood and addressed, and ensure continual improvement is implemented and evident.

In the case of an error or ambiguity during the life of the project, we will have a plan in place for the identification and control of non-conforming conditions, identified as a Condition Adverse to Quality (CAQ). CAQs are identified, documented, evaluated, and resolved in accordance with applicable procedures. Non-conforming items are segregated, when appropriate, to preclude inadvertent use.

Design Quality Assurance

In accordance with GDOT's D-B Manual, **the SUPERIOR Team** will develop a formal Quality Control Plan (QCP) documenting the roles, responsibilities, and requirements of the design Team throughout the design development process. ***The QCP will be tailored to include SCDOT requirements.*** This documented approach involves a collaborative effort between John Poulson, **PE, Lead Design Consultant Project Manager**; **Geoffrey Donald, PE, Engineer of Record (EOR)** for Georgia; and Sheri Williamson, PE, EOR for South Carolina; the design Teams; Independent Design Reviewer (IDR) for both bridges; the Quality Assurance Manager; and **Rob Clark, PE, LCPM**.

Design quality management will be led by the Design Quality Assurance Manager (DQAM), John Poulson, Geoffrey Donald, Sheri Williamson will be integrally involved in implementing quality control reviews by the discipline leads. For design activities and deliverables, the Design Quality Management Plan (DQMP) will include requirements for GDOT and SCDOT and will be the framework for quality assurance, while the EORs will be responsible for QC. **The SUPERIOR Team** Design Quality Management Program will provide a framework through which appropriate management controls are developed and implemented.

The DQAM will review the QC documentation and perform specific quality assurance checks, as defined in the DQMP, to confirm the Released for Construction (RFC) plans are prepared in accordance with GDOT and SCDOT requirements and the IDR comments have been addressed. **The SUPERIOR Team** will implement the following formal design QA/QC procedures during design development using the following process.

- WSP will develop project-specific compliance checklists (by discipline and state) using the Project Technical Requirements during the early stages of design development
- Checklists will be developed by the EOR for both states and submitted to the DQAM for review and approval
- Interdisciplinary design reviews, discipline QC reviews, and design builder reviews to be performed using Bluebeam software (with cloud hosting), so review comments from multiple Team members can be captured in one file (and saved as documentation of the QC process)
- Bluebeam comments will be exported to Excel, for development of a formal Comment Resolution Form for use in disposition of all plan review comments
- Responsible design engineer completes the Design Discipline Project Checklists and submits concurrently with each formal submittal as documentation of the QC process
- Complete quality assurance certifications
- Conversion of GDOT and SCDOT generated RFC Plan comments to a Comment Resolution Form, for easy review and disposition of comments

Other components of the DQMP will include meetings between the D-B Team, project PMC, GDOT, SCDOT, and other representatives as previously noted. The purpose of these meetings is to allow for construction Team oversight and constructability input during design development and provide for "over-the-shoulder" reviews from GDOT, SCDOT, PMC, and key stakeholders.

For RFC submittals, individual drawings will be signed and sealed by discipline leads and the title sheet signed and sealed by the EOR for both states prior to submittal to GDOT for acceptance and then distribution as the approved RFC Plans. Formal design changes during construction will involve the same rigorous process as noted above.

WSP has used similar procedures on several D-B projects to control quality of design deliverables, minimize the need for re-work and re-submittal, and meet client and owner expectations so the design is developed to expected quality standards.

Construction Quality Control

Our Team will take responsibility for the quality of the work and all QC activities, including construction inspection, materials testing, and reporting required by the contract. Through the development and implementation of a QCP, we will verify adherence to the standards set forth in the contract and systematically evaluate the adequacy and appropriateness of our work. The QCP will contain the project standards and measurable goals, along with the established policies and procedures. The QCP will also require staff training and continuous review of data associated with the project standards. The QCP will contain a quality assurance component to act as a system of 'checks and balances' for the life of the project. We will meet with stakeholders, including GDOT,

SCDOT, City of Augusta, Augusta Canal Authority, Augusta National, Petersburg Boat Tours, first responders, and local businesses.

We are committed to:

- Providing properly trained and qualified inspectors and technicians
- Implementing a system ensuring each inspector and technician understands the QCP requirements
- Committing to effective project management and oversight by the QAM and construction QA manager
- Ensuring inspectors and technicians are onsite and responsive to needs

C.1.4.1.e. Identify all Key Personnel, organization, function and responsibility relative to the Project, and percent of time devoted to the project for each phase

Table 1 highlights our key Team members and their function for this project. ***Our Team members will be 100% committed to this project during each phase.***

Table 1	
Name/Title	**Function/Responsibility**
Robert Clark, PE ***Lead Contractor Project Manager***	Manage planning, permitting, execution and control of all project aspects
John Poulson, PE ***Lead Design Consultant Project Manager***	Manage project design in coordination with environmental documents, utilities, and construction
Geoffrey Donald, PE ***Engineer of Record (Georgia)***	Oversee design for the Georgia portion of the project
Sheri Williamson, PE ***Engineer of Record (South Carolina)***	Oversee design for the South Carolina portion of the project
Kenny Wooten *Contractor Superintendent*	Manage construction, coordinate subcontractors, drive schedule
Kevin Born ***Construction QC Manager***	Perform construction quality acceptance/oversight
David Nardon ***Contractor D-B Coordinator***	Manage/coordinate design activities, provide oversite, serve as liaison between design and construction, provide technical assistance and constructability reviews
Denny Meier, PE ***Lead Design Consultant Deputy Project Manager***	Serve as the single point of contact for design discipline and segment leads

C.1.4.1.f. Brief qualification and experience statement for task managers and required personnel in each sub-organization reporting to the Key Personnel

Table 4 highlights the qualifications of personnel.

C.1.4.1.g. Current and projected workload and backlog of the Proposer team

The SUPERIOR Team has reviewed our current and projected workload and identified the resources necessary for this project. Our Team will have ample resources available to perform the work starting upon the anticipated award in December 2018. Our construction Team will have the required capacity when the construction is anticipated to begin in mid-2019.

C.1.4.1.h. Participating Members and Major Non-Participating Members have relationships outside this Proposal

i. A table indicating the roles of participating members and major non-participating members

Table 2 indicates the roles of the Participating Members and Major Non-Participating Members and their shares of ownership of any joint venture entities.

Table 2			
Firm	Role	**JV %**	Project Position
Superior Construction Company Southeast, LLC.	Participating Member	N/A	Lead Contractor
WSP USA Inc.	Major Non-Participating Member	N/A	Lead Design Consultant EOR for Georgia
STV Incorporated	Major Non-Participating Member	N/A	EOR for South Carolina

ii. A table showing the relationship between any of the participating members and major non-participating member

Table 3 indicates the relationships between participating and major non-participating members.

Table 3		
Firm	Role	Relationship
Superior Construction Company Southeast, LLC.	Participating Member	SUPERIOR is the sole Participating Member and will be the contracting entity with GDOT
WSP USA Inc.	Major Non-Participating Member	WSP is a Major Non-Participating Member and will contract under a design subcontract agreement with SUPERIOR
STV Incorporated	Major Non-Participating Member	STV is a Major Non-Participating Member and will contract under a design subcontract agreement with WSP

C.1.4.2 Organizational Communication

C.1.4.2.a. Proposer's team members working together to provide a unified design, construction, maintenance during construction, and quality approach to the Project

SUPERIOR brings proven methods for creating a harmonious environment of Team members working together to provide a unified design, construction, facility maintenance during construction, and a committed quality approach to all elements of the work.

Table 4			
Name/Title	**Function/Responsibility**	**Qualifications**	Years
Arun Saha, PE (WSP) ***Lead Design Structural*** *Engineer*	Lead structural design efforts, including the bridges over the Savannah River and Augusta Canal	Experience working on multiple D-B and innovative projects. Experience working with GDOT on multiple bridges. In-depth knowledge of GDOT's Bridge and Structures Design Manual. Experience with multiple D-B projects throughout the nation using LRFD method. Demonstrated project success on several GDOT bridge projects.	26
Steve Linley, PE (WSP) ***Georgia Lead Design Roadway Engineer***	Oversee design of new lanes, auxiliary lanes, and ramp systems; coordinate other discipline leads and construction managers for Georgia	Experienced in the management and design in all phases of highway projects. His work experience includes the successful completion of roadway and bridge projects including a wide spectrum of design ranging from interchange reconstruction, interstate widenings, rural widenings, urban arterials and intersection improvements.	29
Jeff Church, PE (STV) ***South Carolina Lead Design Roadway*** *Engineer*	Oversee design of new lanes, auxiliary lanes, and ramp systems; coordinate other discipline leads and construction managers for South Carolina	Experience providing design and management for state and local highway projects, including projects with SCDOT and GDOT. Provides design, geometric design, drainage layout and design, ROW plans, signing and marking, erosion control, and MOT.	25
Tom Scruggs, PE (Willmer) ***Lead Geotechnical*** *Engineer*	Preparation of geotechnical reports, lead site investigation and lab testing, provide analysis	Experience providing geotechnical services for roadway/bridge design and construction projects, including soil surveys and foundation design. Former GDOT Geotechnical Engineer Bureau Chief. Experience includes developing the GDOT Geotechnical Manual for drilling, sampling, and report writing guidelines. Considered a subject matter expert.	37
Robbie Frizzell, PE (LONG) ***Bridge Hydraulics Analysis***	Provide bridge hydraulic analysis	Experience with structural and hydraulic design, FEMA modeling, and permitting. Provides preliminary and final geometric layout. He was key in the development of a methodology combining 2-D and 1-D modeling for bridge design for published in ASCE EWRI conference proceedings .	30
Andrea Benson (WSP) ***Environmental Permitting***	Lead NEPA and environmental activities and coordinate with other discipline leads	Significant NEPA and permitting experience on GDOT projects including specializing in data collection and analysis for natural resource and other environmental/ecological studies. Established working relationships with GDOT Environmental staff and permitting agency staff.	6

The **SUPERIOR** Team is comprised of highly qualified and experienced firms that are well suited to deliver the I-20 Savannah River Bridge Replacements and Roadway Widening Project on schedule. Success starts with the pre-award effort during the proposal phase. Our D-B task groups have had regularly scheduled weekly meetings to develop innovative solutions to the many challenges set forth in the project.

Our plan approaches the project on two fronts: design and construction concurrently. We will collaborate upon anticipated award to begin final design and interface between disciplines.

We will establish a project field office in Augusta during design to begin detailed operation planning, project coordination, and staging preparation. Weekly coordination meetings with GDOT, SCDOT, and other key stakeholders, will begin immediately. All design discipline leads will meet weekly for internal and external coordination. Internal coordination will be accomplished through design management meetings and informal communication between disciplines. External coordination occurs during task force meetings (including design, construction and owner representatives), schedule meetings, and design kickoff and review meetings. This execution plan is similar to the plan used on other successful D-B projects in which **SUPERIOR** has been the lead. Through the use of electronic collaboration and effective meetings, ***this organizational approach has proven numerous times to be efficient and effective.***

Design

Our plan begins with implementing a Design Coordination Plan that integrates design and construction. Through effective innovation, collaboration, and detailed planning, the approach accelerates design while minimizes design changes. To optimize the benefits of the D-B process and provide GDOT with the best value, we will coordinate within our Team, GDOT, SCDOT, and outside stakeholders. Our coordination plan will be implemented by **David Nardon, D-B Coordinator,** during design, and **Rob Clark, Construction PM,** during construction.

Internal Design Review Process

Our design coordination process will accelerate design completion, ensure timely constructability input/reviews, facilitate permitting and third-party coordination, allow for NEPA reevaluation, minimize field changes, and provide continuous quality control.

We will hold weekly interdisciplinary design review and coordination meetings to guarantee interdisciplinary communication by bringing discipline leads together to share

innovative concepts, update plans, and coordinate and monitor schedule milestones. Constructability reviews will evaluate means and methods, safety, efficiency, specification conformance, and improve value.

Design submittal packages at conceptual, preliminary, and final stages will be posted to ProjectSolve[2] for internal distribution. We will create design schedules and plans for early construction activities, with sufficient information for NEPA re-evaluation including foundations and MOT. Internal task force Teams for specific disciplines will focus on design concepts, technical approaches, compliance with design standards and guidelines, issue resolution, schedule status, and constructability.

David Nardon, D-B Coordinator (D-BC), will review and compile the comment sheets and marked-up drawings. A formal comment review/resolution meeting will be scheduled with our Team for final disposition. A Final "Submittal Package" Compliance Review Matrix will ensure compliance with submittal requirements. Once construction begins, weekly construction coordination meetings will be held, which will include GDOT, SCDOT, and key stakeholders, ensuring project commitments and schedules are maintained.

GDOT and SCDOT Comment Review

During design, we will hold weekly progress meetings with GDOT and SCDOT to confirm expectations and commitments. Design submittal meetings with GDOT and SCDOT will define and expedite the review process. ***We propose informal preliminary and final over-the-shoulder reviews with GDOT and SCDOT*** to proactively expedite the final design submittal. These design and constructability over-the-shoulder review meetings with GDOT and SCDOT will ensure the design meets and is consistent with all commitments and requirements. We propose to hold face-to-face working meetings with GDOT and SCDOT for final design submittal comment resolution as well.

Construction and Maintenance

The importance of project coordination during construction cannot be overstated. Internal coordination will include continuous collaboration between the design and construction Teams through regularly scheduled planning and progress meetings and continue with the construction Team during construction. External coordination will include weekly progress meetings with GDOT, the PMC, SCDOT, and key stakeholders to review upcoming activities/submittals, track progress, review schedule, key activities, and develop solutions to issues well in advance of their impact to design and/or construction activities.

Maintenance of existing facilities will be reviewed, at a minimum, during weekly scheduled meetings with stakeholders. Emergency needs will be remedied immediately.

Partnering Process

Our Team will use a formal partnering process for this project and engaging all stakeholders to ensure success. We will hold an initial kickoff meeting and subsequent monthly meetings coordinated with GDOT and SCDOT. We will keep project stakeholders updated and informed through various public information forums and key stakeholder meetings. Key stakeholders include GDOT, SCDOT, City of Augusta, Augusta Canal Authority, Augusta National, Petersburg Boat Tours, first responders, and local businesses. We will coordinate MOT with key stakeholders and accommodate special events, including The Masters.

Our approach to resolving potential quality concerns is to immediately identify the issue, communicate with the Department regarding the issue, and select/implement the desired solution without additional costs or delays.

Quality Approach

Quality assurance and control will begin with specific constructability reviews integrated into the DQMP for all project phases, and with our Construction Quality Control (QC) Plan during construction. Our Team will develop a comprehensive QC plan specific to this project to verify, check, and maintain control of key construction processes. The implementation of this plan will be managed by **SUPERIOR's QC Manager Kevin Born** to provide the Department with one point of contact for all QC-related issues. Sampling, testing, and reporting of all materials will be in compliance with GDOT's and SCDOT's procedures.

Our approach to resolving potential quality concerns is to immediately identify the issue, communicate with the Department regarding the issue, and select and implement the desired solution without additional costs or delays.

C.1.4.2.b. Proposer's team decision-making process

SUPERIOR believes the decision-making process begins and should end at the lowest level possible. Should an issue be unresolved at the lowest level, we have a hierarchy in place for dispute resolution to immediately elevate unresolved issues to the next level. In concert with organizational and personnel hierarchy, we also will ***implement a task force group comprised of senior members of our Team for specific issue resolution*** impacting cost, schedule, or quality. At no time during this process will the project be adversely affected.

C.1.4.2.c. Methods used to establish lines of communication and documentation within the Proposer's team

The foundation of the project communication plan is our meeting integration strategy, which provides stakeholders the opportunity to meet face-to-face on a regularly scheduled basis and communicate the status of project goals, expectations, construction, environmental and quality issues, safety, public outreach, and schedule. Each meeting will be documented by minutes and distributed to all participants. Action item lists will be developed to identify critical issues and establish milestones for resolution.

The SUPERIOR Team will use the GDOT web-based management website, e-Builder.net, for all contractual file storage, communication, and correspondence. This system will provide automated tracking of time critical submittals and will be

the official record of all project communication. **SUPERIOR** will use Viewpoint for internal financial controls.

C.1.4.2.d. Management approach for design and construction

The SUPERIOR Team's management of the I-20 at Savannah River Bridge project will be governed by the Project Management Plan (PMP). This Plan will be developed to serve as the blueprint and primary tool utilized in managing design, permitting functions, and construction. The PMP will also incorporate a management approach to make certain the project is constructed in a safe, environmentally-sensitive, and timely manner while maintaining GDOT's and SCDOT's high standards for quality.

We will be sufficiently organized to manage the design and construction phases of the project. The pre-award proposal phase began with developing our technical proposal and included optimizing the costing plans design and gaining a complete understanding of the permitting requirements. The D-B phase will focus on final design development, permitting, NEPA re-evaluation, and integrating final design into construction operations.

Key personnel and task managers have held regularly scheduled meetings during the pre-award design phase to develop the following tasks:

- Conceptual development of a PMP
- ATC Development
- Preliminary (Proposal) Project Schedule
- Risk Matrix
- DBE Subcontracting Good Faith Effort
- Bid Package Development
- Evaluation of Environmental Commitments and permitting requirements
- Evaluation and Development of Technical Solutions for MS4 Compliance
- MOT Plan
- Identification of Utility Conflicts and Solutions
- Project Communication Plan
- Optimize costing plans design, project quantities, and construction pricing
- Production of Submittal Documents and Plans

The SUPERIOR Team's effective transition to the Construction phase is critical to continuing the D-B process. **David Nardon, D-BC,** was assigned at the onset of the statement of qualifications (SOQ) and pre-award design phase and will remain through final design, ensuring first-hand knowledge and experience gained during the preliminary design will be carried through final design.

The design and permitting function will be segmented by technical discipline: roadway design, MOT, structures design, drainage design, traffic engineering, ITS, environmental, lighting, utilities, and support functions, such as survey and geotechnical.

The SUPERIOR Team commits to utilize the Project Management Control System (PMCS). We will use this system for all project communications, interactions and tracking. We are familiar with and understand the PMCS and will utilize this to perform our responsibilities on the project. We will organize all members of the D-B team and have them fully integrated into the system within 30 days from the start of the contract (NTP 1).

An effective Project Execution Plan among the SUPERIOR Team, GDOT, and SCDOT is important in maintaining design consistency, quality, and schedule, in addition to the regularly scheduled meetings. **The SUPERIOR Team** will use the GDOT project design-based management system "e-Builder.net" for communications, file sharing, and electronic communications. With multiple subconsultants working on the design plans, a system must be established for design file management and communication. WSP will implement dedicated file management systems for use by the D-B team during design development and construction. Communication and collaboration within the **SUPERIOR Team** will be accomplished through interactive on-line web meetings/conference calls, face-to-face meetings and action item reports to document the actions required of all parties. Direct electronic communication including email, on-line web meetings and voicemail will be used to conduct project business and keep all parties informed.

ProjectSolve^2

In addition to these typical communication approaches, the **SUPERIOR Team** will use ProjectSolve^2 (PS^2), WSP's proprietary web-based collaboration tool, as a primary team interface and communication tool. PS^2 allows a project team to communicate, consolidate and coordinate information and activities from anywhere in the world using simple yet robust tools and an internet connection. This tool is being used during the pursuit phase and will be configured to meet the specific needs of the **SUPERIOR Team** for this Project.

C.1.4.2.e. Proposers interface with GDOT, its consultants, SCDOT, and other stakeholders on all matters

SUPERIOR knows this project is important to GDOT, SCDOT, City of Augusta, Augusta Canal Authority, Augusta National, Petersburg Boat Tours, first responders, and local businesses and welcomes their participation and involvement in the project. ***Beginning at the kickoff meetings, all key stakeholders will be integrated into the project meeting protocol.*** Each entity, including utilities and subcontractors will be invited to participate in task force and technical meetings to promote communications and the early identification and resolution of issues before they impact the schedule and timely completion of the project.

Public Involvement

Public involvement and communications will be a critical aspect of this project. We have designated Audra Rojek, AICP, as our local outreach liaison. Audra has 10 years of planning and outreach experience in Georgia and knows how to develop stakeholder relationships that will aid in building trust and rapport with the community from the project outset.

We will educate the community of pending construction activities well before the actual start of construction, using stakeholder and public meetings, variable onsite message boards, posting to project related websites or use of other social media platforms.

Our Public Involvement Plan will include outreach to numerous stakeholders including GDOT, SCDOT, City of Augusta, Augusta Canal Authority, Augusta National, Petersburg Boat Tours, first responders, and local businesses. Because stakeholder needs affect project schedule and construction, ***we will begin coordination with key stakeholders early in the design process and continue through construction.***

We will educate the community of pending construction activities well before the actual start of construction, using stakeholder and public meetings, variable onsite message boards, posting to project related websites or use of other social media platforms.

C.1.4.3. Safety Plan

SUPERIOR'S safety program has won numerous regional and national awards including eight straight Florida Transportation Builders Association (FTBA) Safety Awards and the 2013 American Road and Transportation Builders Association (ARTBA) National Safety Award, in addition to currently being a finalist for the 2018 ARTBA National Safety Award. This award winning program will be implemented on this project to ensure the safety of the traveling public, our partners, GDOT, SCDOT, and our Team is integrated into every aspect of the project.

Safety begins at the most senior level of our company; our culture is led by example. Everyone at **SUPERIOR** is held accountable for the safety of their colleagues and the traveling public. Regardless of role or title, ***each employee is empowered and expected to be engaged in fostering a safety culture.*** This exceptional commitment to promoting and maintaining a safe work environment emanates from **SUPERIOR's** leadership who are rigorously trained and challenged to ensure each employee has the proper resources and are empowered to create a safe work place.

SUPERIOR will have a dedicated Safety Professional on site, to oversee the entirety of the project limits. Our Safety Professional will lead the efforts in creating a project-specific Safety Plan. This plan will identify all project related health and safety hazards, as well as environmental hazards. We will then develop specific plans to avoid hazards or engineer safe solutions to each hazard to create a safe working environment, for the traveling public, GDOT, SCDOT, and the project personnel. Our cofferdam concept eliminates the need of working over water in the Savannah River. There will be times where we will be within the water to install the cofferdam, and while working in the Augusta Canal. For these times, we will have a dedicated manned safety boat, along with the appropriate personal protective equipment (PPE) and safety equipment.

Due to the logistics of the project, our Project Specific Safety Plan and Project Communication Plan will ***identify specific arrival locations and access points in both states for first responders to muster should an incident occur.*** We will have an onsite Project Safety Meeting with first responders to establish jurisdictions so they are aware of arrival and access points.

C.1.4.4. DBE Utilization

SUPERIOR has already begun the process of teaming with DBE firms during our initial teaming discussions and with our bid solicitations.

a. Meeting or exceeding the DBE participation goals

- We are committed to meet the 11% DBE utilization for this project

b. Integrating DBEs at all levels of the Project

- **SUPERIOR** will hold an initial workshop for DBEs. This will be an introduction to our company and the Project to identify opportunities for DBE firms to participate, including subcontractors, subconsultants, and suppliers.

c. DBEs utilize during construction

- Workshops will be scheduled to aid in exceeding the project goals and create a diverse field of DBE firms

d. Promote DBE in new or under-represented areas

- **SUPERIOR** has experience teaming and mentoring DBE firms. In Florida for the Florida Air National Guard (FANG) 125th Fighter Wing; M2 Taxiway Project, **SUPERIOR** (Teaming Contractor) teamed with AKI Partnership, Inc. (Contractor), a small DBE firm and supported and mentored them in successfully completing the project.

The DBE Participation portion of the PMP shall describe the Proposer's intentions and commitments regarding DBE usage throughout the Project Term to achieve the values identified above, including:

C.1.4.4.a. Proposer's commitment and good faith effort

- **The SUPERIOR Team** commits to meeting the 11% DBE goal

C.1.4.4.b. Proposer's commitment to engage DBE firms in aspects of the Work

- We will schedule workshops to further identify and develop DBE firms for the project

C.1.4.4.c. Proposer's indication and its good faith effort commitment of how they plan to utilize DBE firms

- We have identified design DBE firms in our SOQ as noted on the organizational chart, and will further develop DBE firms

C.1.4.4.d. Proposer's commitment to promote DBE firms

- In addition to meeting the goal, we feel confident that we will identify additional DBE opportunities

Georgia Department of Transportation *in conjunction with* SCDOT

RFQ NO. 484-03302018DB

DESIGN-BUILD

I-20 AT SAVANNAH RIVER BRIDGE REPLACEMENTS AND ROADWAY WIDENING PROJECT

P.I. NO. 210327

SECTION C.2

Project Differences from Reference Information Documents (RIDs)

SUPERIOR CONSTRUCTION

wsp

C.2 Project Differences from Reference Information Documents (RIDs)

The **SUPERIOR** Team is dedicated to developing unique design solutions, including our Alternative Technical Concepts (ATCs). While not considered an ATC, **the SUPERIOR Team** approached bridge elements of the project with a focus on innovative ideas to streamline phasing and minimize disruptions to the traveling public, ease construction to reduce the construction duration, minimize environmental impacts, and develop an efficient and cost-effective solution for the bridges. ***Maximizing efficiency has been achieved through smart bridge layout by increasing span lengths, thus reducing the impacts on the Augusta Canal and Savannah River*** by reducing the number of bents from what is shown in the costing plans. A high-level beam optimization analyses and cost estimates were performed to choose the correct materials. High performance concrete (f'c=10 ksi) is included in our analyses to maximize the span lengths and shorten bridges for concrete beam-type.

The following is a listing and brief summary of approved ATCs to be included by the **SUPERIOR Team** for implementation during final design and construction. A table highlighting our design modifications appears at the bottom of this page.

ATC001A – Pavement Design Modification

Concrete Pavement Rubblization in Georgia. ATC001A was developed and approved by GDOT to rubblize the existing concrete pavement on I-20 for the project limits within Georgia.

The I-20 typical sections were modified to rubblize the existing concrete pavement and use the fractured concrete as aggregate base course. Prior to rubblization, Willmer Engineering will conduct a Soil Survey Investigation to obtain samples adjacent to the travel lanes and determine the potential for weak or wet subgrade soils. The investigation will include in-place and lab tests on samples obtained, including soil support capacity. If weak/wet soils are found, one or more of the following measures will be used:

1. Adjusting the rubblization energy to ensure the underlying areas and not overstressed
2. Removing and replacing the weak/wet subgrade soil
3. Adjusting the pavement design to account for these soils

We will ensure the rubblized section drains properly or install under drains as necessary.

ATC002A – Pavement Design Modification

Concrete Pavement Rubblization in South Carolina. ATC002A was developed and approved by GDOT to rubblize the existing concrete pavement on I-20 for the project limits within South Carolina.

The I-20 typical sections were modified to rubblize the existing concrete pavement and use the fractured concrete as aggregate base course. Levelling or wedging the rubblized section will be accomplished using HMA (Type E for depths less than 1.5 inches and Type C for depths greater than 1.5 inches). The minimum lift thickness for GABC in South Carolina will be six inches and the maximum lift thickness will be 10 inches. We will also use proof rolling.

The rubblization for ATC001A and ATC002A will ***re-purpose*** the existing concrete pavement, allowing it to remain in place as aggregate base and will ***result in construction schedule time savings, less truck hauling for slab disposal and removal of existing base materials, and less truck hauling for new base materials.*** This will provide an improvement to traffic flow for motorists on I-20. The rubblized concrete will be compacted and brought to grade, the three-inch interlayer of 19 mm asphalt applied (Georgia) or 175 HMA surface Type C interlayer (South Carolina), and the 12 inches of Plain PC Concrete Pavement constructed.

ATC003 – Concrete Edge Beam Modification

Steel End Diaphragms at Ends of Concrete Beams. ATC003 was developed and approved by GDOT for modification to edge beams. The modification provides a galvanized steel end diaphragm at the ends of pre-stressed concrete beams at open deck expansion joints and for continuous deck locations at interior bents. The depth of the steel diaphragm will be at least half the depth of the largest connecting girder. The approved ATC003 detail will replace the concrete edge beam detail shown on GDOT Bridge Cell.

RID Modifications

Modifications	Details	Benefit
Modification 1 – Augusta Canal Bridge	Our design for the ACB will be a ***three-span configuration in lieu of a four-span*** and eliminates the proposed pier in the middle of the canal. Bridge length will be 384 feet in lieu of 390 feet consisting of span lengths equalling 160 feet, 160 feet, 64 feet. FIB 78 will be used on the 160-foot spans and FIB 36 on the 64-foot span over the towpath. We will access and build the remaining pier in the water with barge mounted equipment.	Eliminates center pier, shortens bridge, and reduces impacts to recreational boaters using the canal.
Modification 2 – Savannah River Bridge	Our design for the SRB will be a ***nine-span arrangement in lieu of the 14-span*** shown in the costing plans. Bridge length will be 1,278 feet in lieu of 1,316 feet with nine 142-foot spans using AASHTO BT 74 girders. This design proves to be hydraulically and structurally efficient for the bridge over the Savannah River.	Shortens the bridge and has eliminated five piers in the river, minimizing environmental impacts, reducing cost, and improving the schedule.

Georgia Department of Transportation *in conjunction with* SCDOT

RFQ NO. 484-03302018DB

DESIGN-BUILD

I-20 AT SAVANNAH RIVER BRIDGE REPLACEMENTS AND ROADWAY WIDENING PROJECT

P.I. NO. 210327

SCHEMATIC DESIGNS

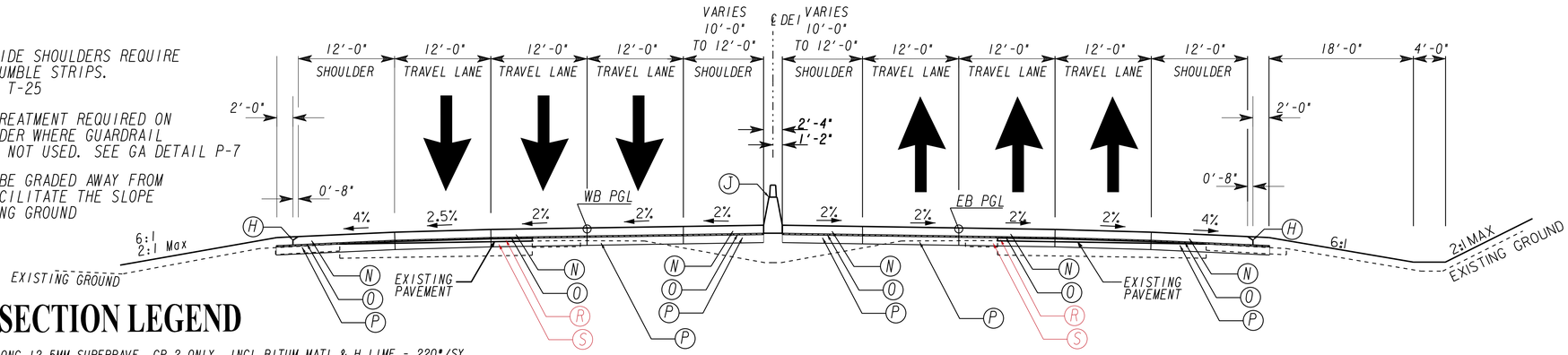
SUPERIOR CONSTRUCTION

wsp

P. I. No. 210327-

NOTES:

1. INSIDE & OUTSIDE SHOULDERS REQUIRE INDENTATION RUMBLE STRIPS. SEE GA DETAIL T-25
2. SAFETY EDGE TREATMENT REQUIRED ON OUTSIDE SHOULDER WHERE GUARDRAIL OR BARRIER IS NOT USED. SEE GA DETAIL P-7
3. SHOULDER MAY BE GRADED AWAY FROM ROADWAY TO FACILITATE THE SLOPE TIE TO EXISTING GROUND

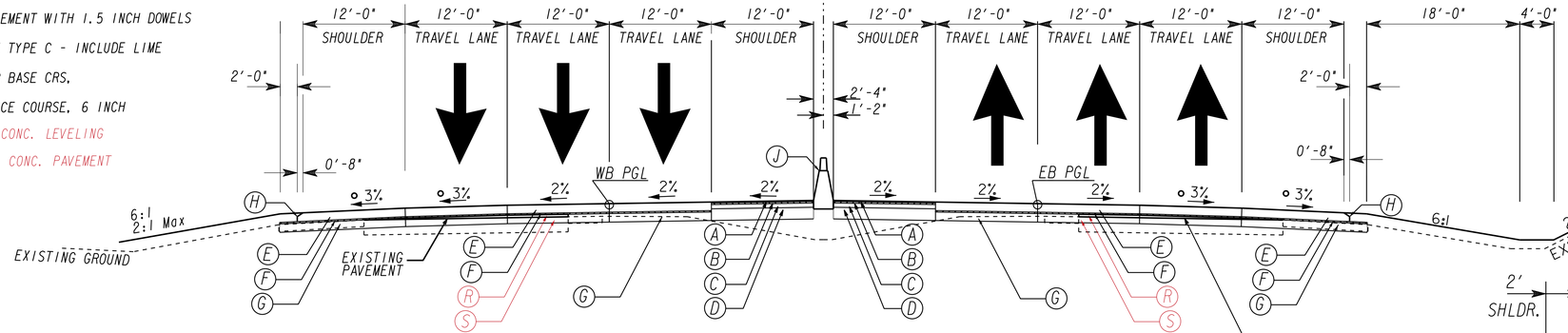


TYPICAL SECTION LEGEND

- (A) RECYCLED ASPH CONC 12.5MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME - 220*/SY
- (B) RECYCLED ASPH CONC 19MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME - 220*/SY
- (C) RECYCLED ASPH CONC 25MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME - 770*/SY
- (D) GR AGGR BASE CRS, 16.0"
- (E) PLAIN PC CONC PVMT, CL 1 CONC, 12 INCH THK
- (F) ASPH CONC 19MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME - 330*/SY
- (G) GR AGGR BASE CRS, 12" INCL MATL
- (H) CONSTRUCTION DETAIL P7 (PAVEMENT EDGE TREATMENT ASPHALT AND CONCRETE PAVEMENT)
- (J) CONCRETE MEDIAN BARRIER, GA MOD. STD 4940 TYPE S-1, S-2, S-3
- (L) GR AGGR BASE CRS, 14" INCL MATL
- (N) 12 INCH PCC PAVEMENT WITH 1.5 INCH DOWELS
- (O) 175 HMA SURFACE TYPE C - INCLUDE LIME
- (P) 10 INCH GR AGGR BASE CRS,
- (T) AGGREGATE SURFACE COURSE, 6 INCH
- (R) RECYCLED ASPH. CONC. LEVELING
- (S) RUBBLIZE EXIST. CONC. PAVEMENT

TYPICAL SECTION NO. 2
TANGENT SECTION

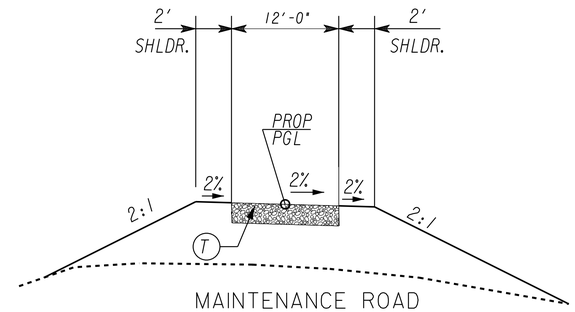
STATE OF SC STA.381+33.63 TO STA.396+19.00 WB
STATE OF SC STA.381+33.63 TO STA.398+09.88 EB



3% 3RD LANE AND SHOULDER TO SLOPE AT 2.0% ALONG PROPOSED BRIDGES

TYPICAL SECTION NO. 1
TANGENT SECTION

STATE OF GA STA.343+85.00 TO STA.381+33.63 STATE OF SC
SECTION EXCEPTION FOR BRIDGE FROM
STA.366+85.00 TO STA.380+01.00
STA.351+20.00 TO STA.355+10.00



SUPERIOR CONSTRUCTION
wsp
STV Incorporated

NOT TO SCALE

COSTING PLANS
NOT FOR CONSTRUCTION

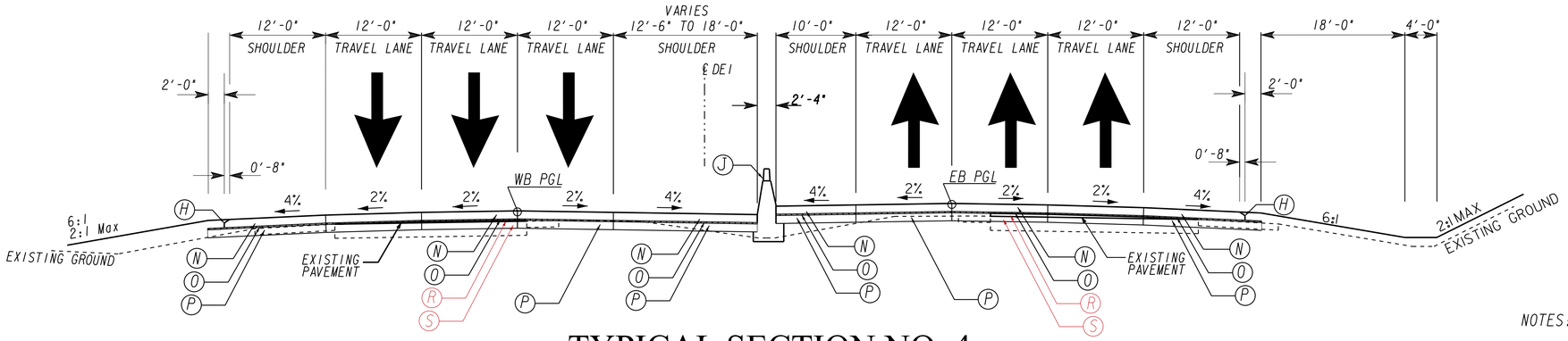
REVISION DATES

TYPICAL SECTIONS

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		05-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



TYPICAL SECTION LEGEND

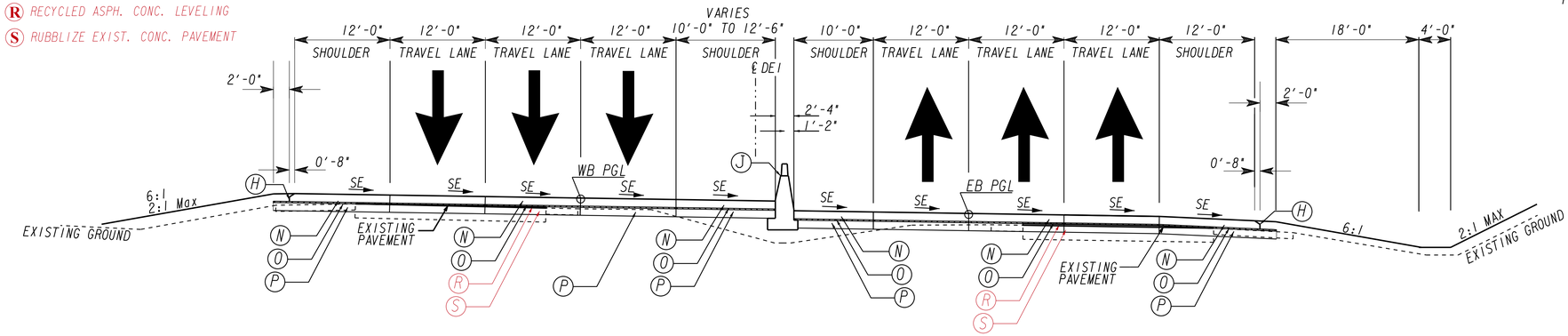
- (H) CONSTRUCTION DETAIL P7 (PAVEMENT EDGE TREATMENT ASPHALT AND CONCRETE PAVEMENT)
- (J) CONCRETE MEDIAN BARRIER, GA MOD. STD 4940 TYPE S-1, S-2, S-3
- (N) 12 INCH PCC PAVEMENT WITH 1.5 INCH DOWELS
- (O) 175 HMA SURFACE TYPE C - INCLUDE LIME
- (P) 10 INCH GR AGGR BASE CRS,
- (R) RECYCLED ASPH. CONC. LEVELING
- (S) RUBBLIZE EXIST. CONC. PAVEMENT

TYPICAL SECTION NO. 4
TANGENT SECTION

STATE OF SC STA. 413+45.63 TO 417+92.75 WB
STATE OF SC STA. 414+06.03 TO 417+92.75 EB

NOTES:

1. INSIDE & OUTSIDE SHOULDERS REQUIRE INDENTATION RUMBLE STRIPS. SEE GA DETAIL T-25
2. SAFETY EDGE TREATMENT REQUIRED ON OUTSIDE SHOULDER WHERE GUARDRAIL OR BARRIER IS NOT USED. SEE GA DETAIL P-7
3. SHOULDER MAY BE GRADED AWAY FROM ROADWAY TO FACILITATE THE SLOPE TIE TO EXISTING GROUND



TYPICAL SECTION NO. 3
SUPER ELEVATED SECTION

STATE OF SC STA. 396+19.00 TO STA. 413+45.63 WB
STATE OF SC STA. 398+09.88 TO STA. 414+06.03 EB

SUPERIOR CONSTRUCTION
STV Incorporated
wsp

NOT TO SCALE

COSTING PLANS
NOT FOR CONSTRUCTION

REVISION DATES		

TYPICAL SECTIONS

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

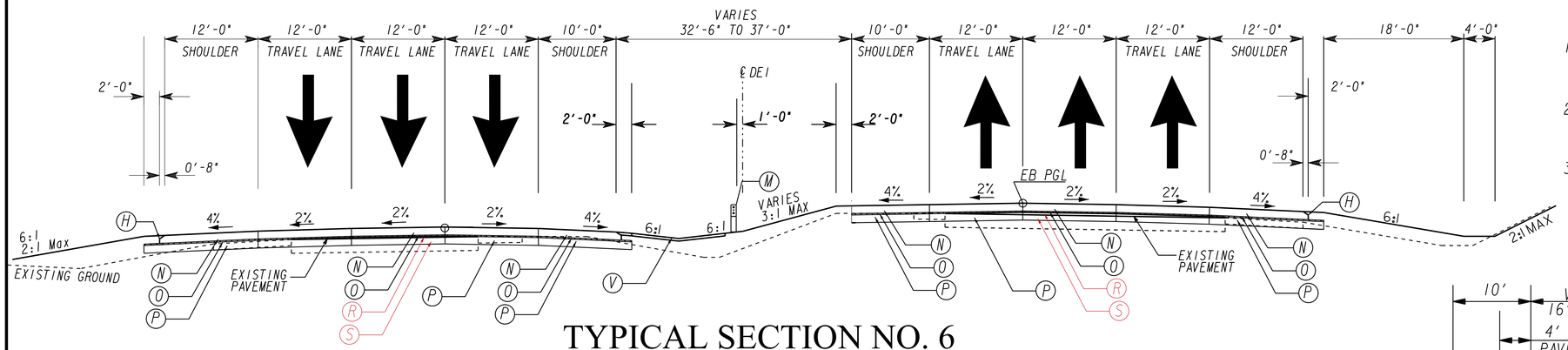
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		05-0002
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

P. I. No. 210327-

NOTES:

1. INSIDE & OUTSIDE SHOULDERS REQUIRE INDENTATION RUMBLE STRIPS. SEE GA DETAIL T-25
2. SAFETY EDGE TREATMENT REQUIRED ON OUTSIDE SHOULDER WHERE GUARDRAIL OR BARRIER IS NOT USED. SEE GA DETAIL P-7
3. SHOULDER MAY BE GRADED AWAY FROM ROADWAY TO FACILITATE THE SLOPE TIE TO EXISTING GROUND

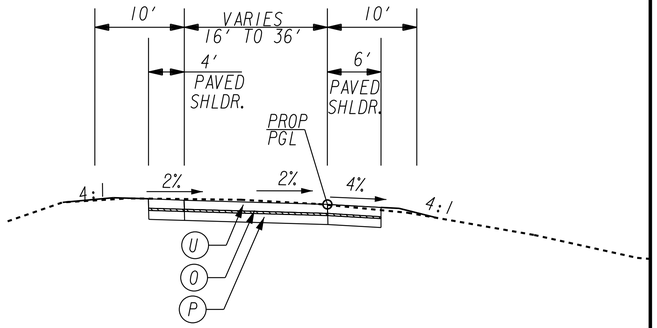


TYPICAL SECTION NO. 6
TANGENT SECTION

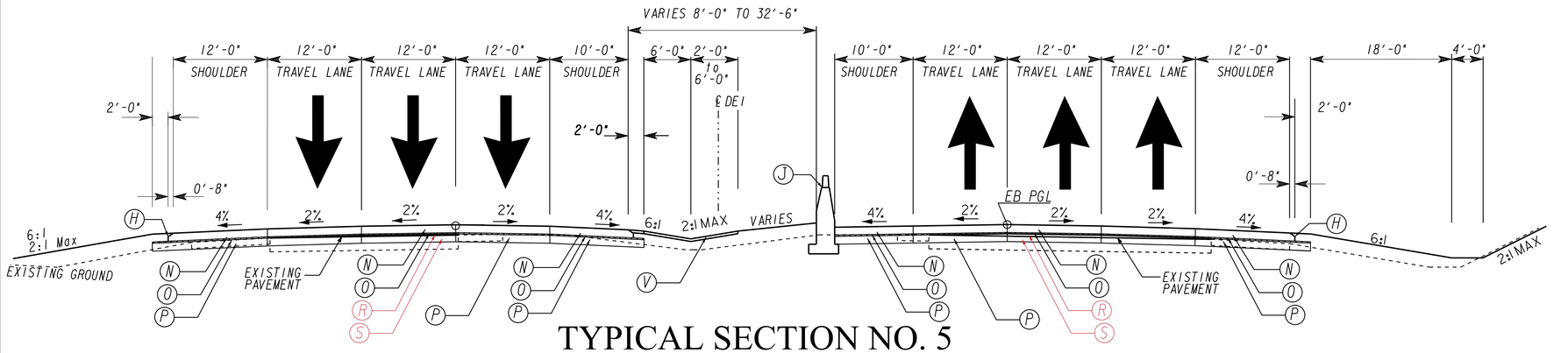
STATE OF SC STA.438+00.00 TO STA.440+44.63 WB
STATE OF SC STA.438+00.00 TO STA.442+22.28 EB

TYPICAL SECTION LEGEND

- (H) CONSTRUCTION DETAIL P7 (PAVEMENT EDGE TREATMENT ASPHALT AND CONCRETE PAVEMENT)
- (J) CONCRETE MEDIAN BARRIER, GA MOD. STD 4940 TYPE S-1, S-2, S-3
- (M) CABLE BARRIER
- (N) 12 INCH PCC PAVEMENT WITH 1.5 INCH DOWELS
- (O) 175 HMA SURFACE TYPE C - INCLUDE LIME
- (P) 10 INCH GR AGGR BASE CRS,
- (U) 10 INCH PCC PAVEMENT WITH 1.5 INCH DOWELS
- (V) 4 INCH DITCH PAVING
- (R) RECYCLED ASPH. CONC. LEVELING
- (S) RUBBLIZE EXIST. CONC. PAVEMENT

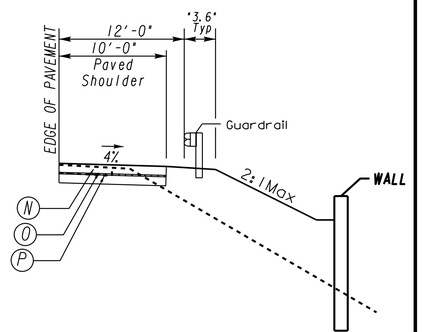


TYPICAL SECTION 7
SYSTEM RAMPS
(SHOWN IN THE DIRECTION OF TRAVEL)



TYPICAL SECTION NO. 5
TANGENT SECTION

STATE OF SC STA.417+92.75 TO 438+00.00 WB
STATE OF SC STA.417+92.75 TO 438+00.00 EB



DETAIL FOR WALL USE ON OUTSIDE SHOULDER

SUPERIOR CONSTRUCTION
STV Incorporated
wsp

NOT TO SCALE

COSTING PLANS
NOT FOR CONSTRUCTION

REVISION DATES

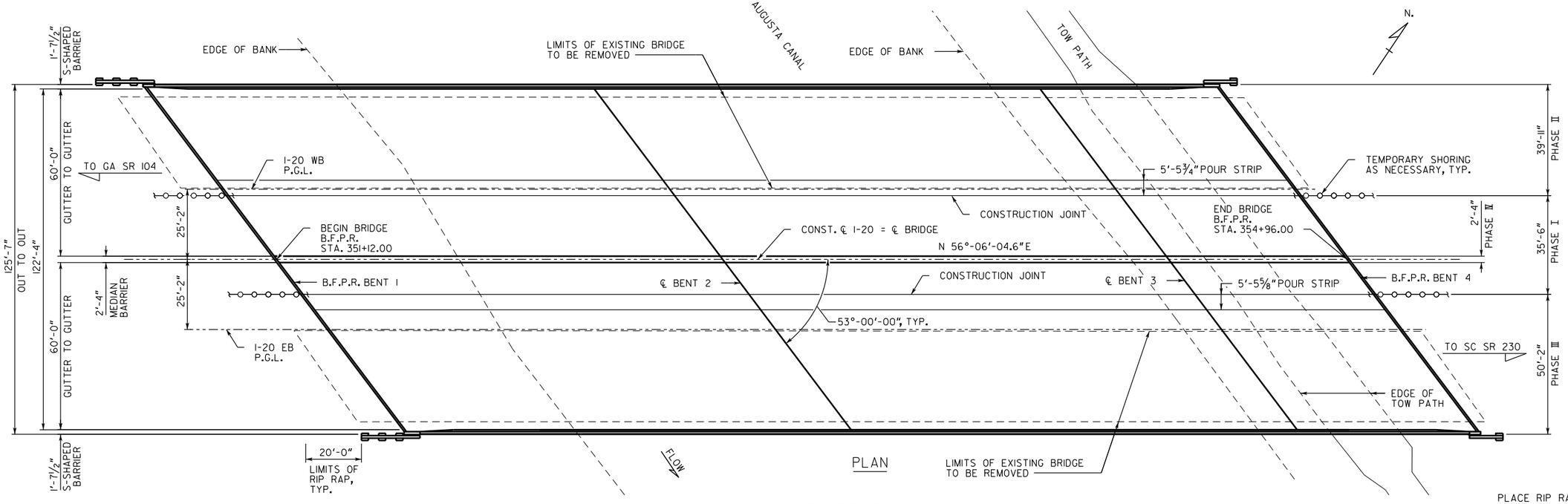
TYPICAL SECTIONS

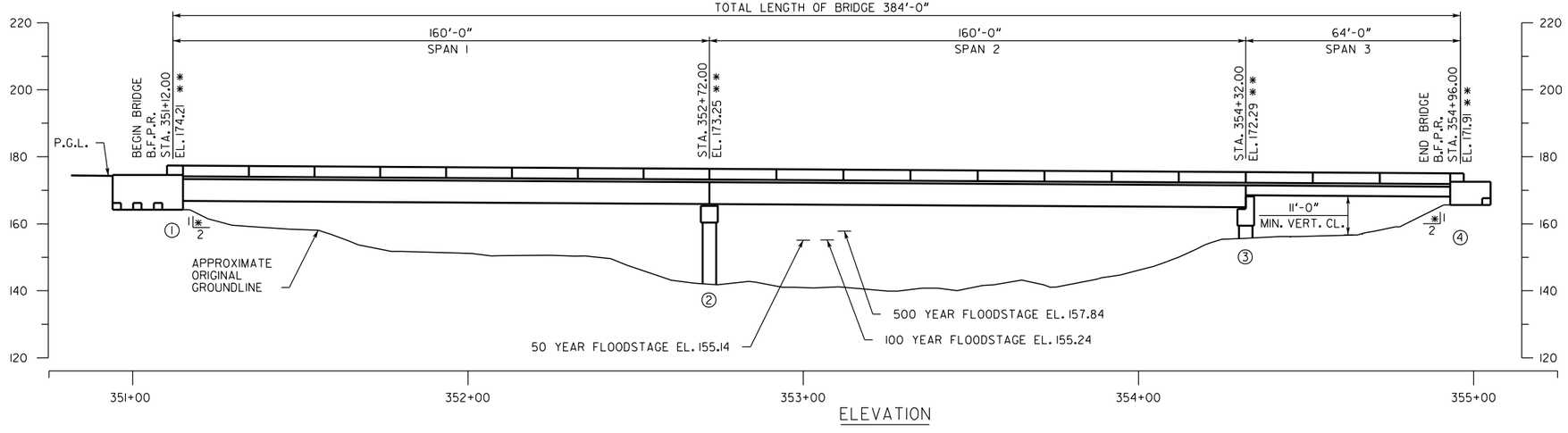
I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		05-0003
VERIFIED:		DATE:		

10/23/2015 GPLN

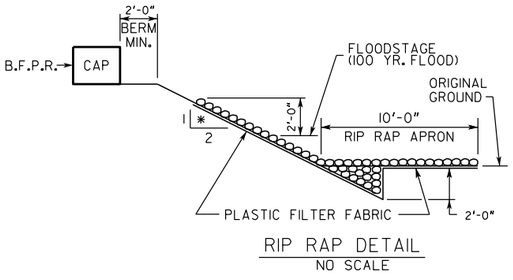
P.I. NO. 210327





ELEVATION

PLACE RIP RAP AND FILTER FABRIC FROM 2 FT. BELOW ORIGINAL GROUND TO 2 FT. ABOVE FLOODSTAGE. EXTEND RIP RAP AND FILTER FABRIC 20 FT. BEYOND END OF WINGWALLS UNLESS OTHERWISE NOTED. WHERE BERM ELEVATION IS LOWER THAN 2 FT. ABOVE FLOODSTAGE, EXTEND RIP RAP AND FILTER FABRIC ACROSS BERM.



RIP RAP DETAIL
NO SCALE

RT. EXISTING BRIDGE I.D NO. 245-00402D-201.07E
RT. EXISTING BRIDGE SERIAL NO. 245-0051-0
LT. EXISTING BRIDGE I.D. NO. 245-00402D-201.08E
LT. EXISTING BRIDGE SERIAL NO. 245-0052-0
PROJECT P.I. NO. 210327

PROPOSED BRIDGE CONSISTS OF

2 - 160'-0" FLORIDA I-BEAM, 78 IN, PSC BEAM SPANS ----- SPECIAL DESIGN
1 - 64'-0" FLORIDA I-BEAM, 36 IN, PSC BEAM SPAN -------- SPECIAL DESIGN
2 - PILE END BENTS ----------- SPECIAL DESIGN
2 - CONCRETE INTERMEDIATE BENTS ----------- SPECIAL DESIGN
24" TYPE I RIP RAP

TRAFFIC DATA

TRAFFIC ----------- ADT = 73,500 (2022)
ADT = 93,300 (2042)
DESIGN SPEED ----------- 65 MPH
TRUCKS ----------- 10.5 %
24 HR TRUCKS ----------- 14.5 %
DIRECTIONAL ----------- 50 %

DESIGN DATA

SPECIFICATIONS ----------- AASHTO LRFD 8TH EDITION, 2017
(DESIGNED FOR SEISMIC PERFORMANCE ZONE 2, SDI = 0.245)
DESIGN VEHICLE LIVE LOAD ----------- HL-93
FUTURE PAVING ALLOWANCE ----------- 30 LBS PER SQ FT

DRAINAGE DATA

DRAINAGE AREA ----------- 17 SQ MILES

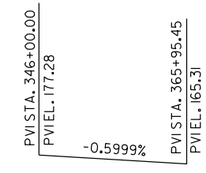
FLOOD FREQUENCY	TOTAL DISCHARGE	MEAN VELOCITY	AREA OF OPENING UNDER FLOODSTAGE	BACKWATER
50 YEAR	3,970 CFS	2.07 FPS	1,921 SQ FT	0.02 FT
100 YEAR	4,040 CFS	2.08 FPS	1,943 SQ FT	0.02 FT
500 YEAR	6,000 CFS	2.36 FPS	2,538 SQ FT	0.03 FT

NOTES:

1. ALL BENTS ARE PARALLEL.
2. END BENT PILES NOT SHOWN.
3. ✱ SLOPE NORMAL TO END BENT.
4. ✱✱ STATIONS ARE ALONG ℄ I-20 AT THE INTERSECTION OF ℄ I-20 AND B.F.P.R. OR CENTERLINE BENT. ELEVATIONS ARE ALONG P.G.L.

UTILITIES

NO UTILITIES ON BRIDGE



PROPOSED GRADE DATA

BRIDGE NO. 1

GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES

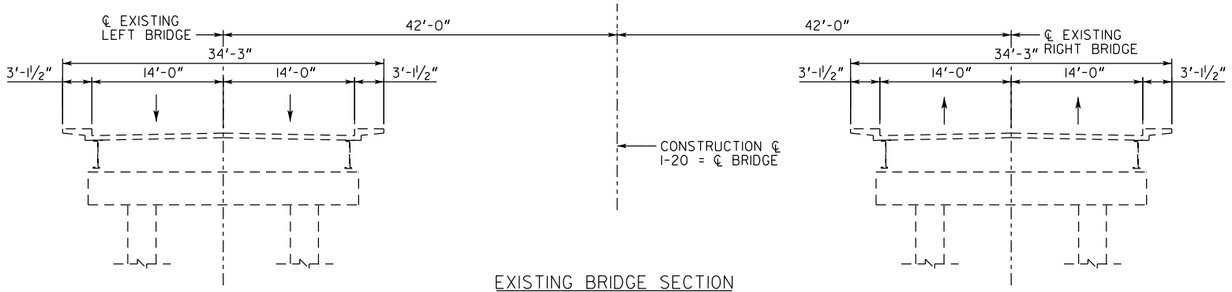
PRELIMINARY LAYOUT
I-20 OVER AUGUSTA CANAL
PLAN & ELEVATION
RICHMOND COUNTY IM000-0020-02(117)

DRAWING NO. 35-0001
BRIDGE SHEET 1 OF 3
SCALE: 1" = 20' (U.N.O.)
SEPTEMBER 2018
DESIGNED PAA
DRAWN JTP
CHECKED AS
DESIGN GROUP
REVIEWED
APPROVED

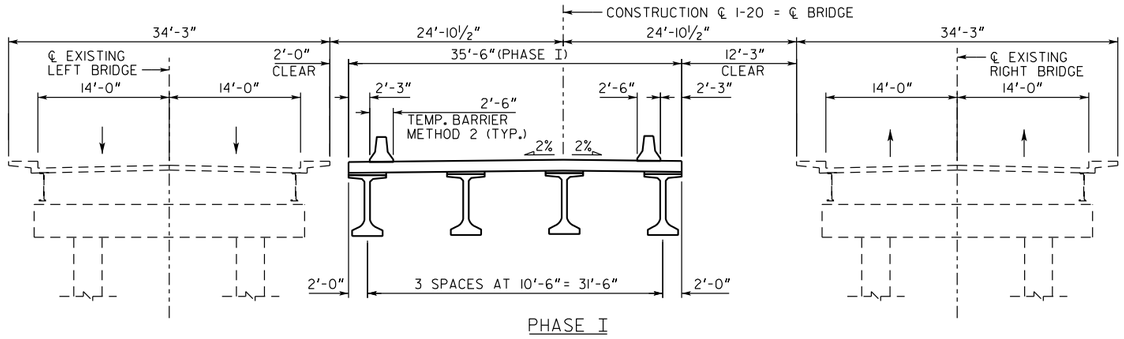
REVISIONS | DATE | BY

1 INCH WHEN PRINTED FULL SIZE

9/13/2018 5:17:46 PM
USER:coatelj
I:\20 Savanah River Crossing\Design\DGN\staging alt\Drawings\I-20 Augusta Canal GP&E.dgn



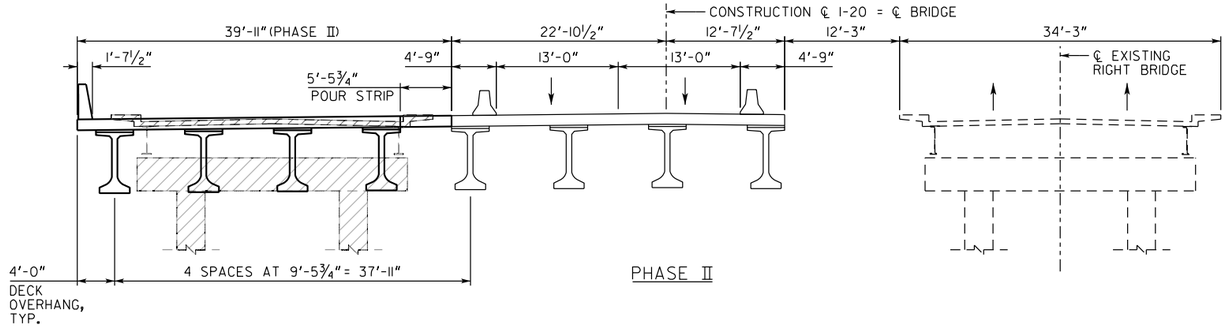
EXISTING BRIDGE SECTION



PHASE I

PHASE I

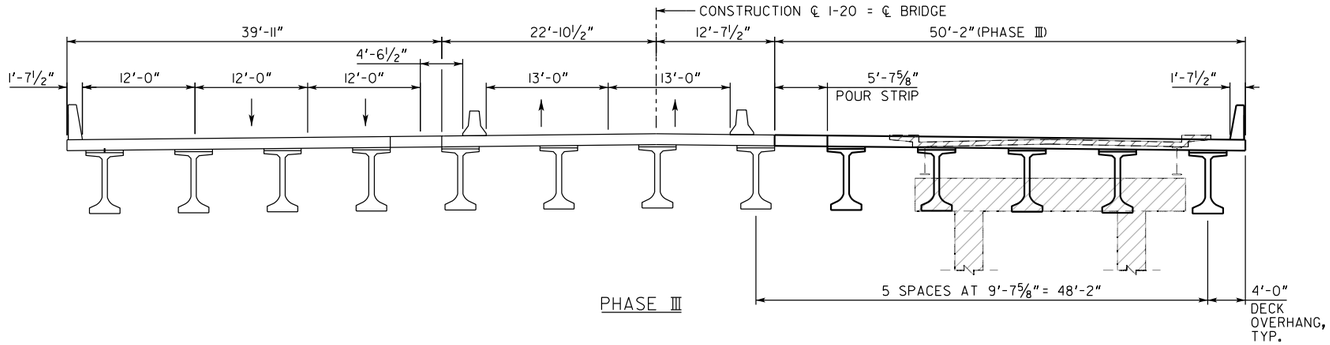
1. MAINTAIN FOUR 12'-0" LANES ON TWO EXISTING BRIDGES.
2. CONSTRUCT CENTER PART OF THE NEW BRIDGE.
3. PLACE TEMP. CONCRETE BARRIER, METHOD 2, AS SHOWN.



PHASE II

PHASE II

1. ROUTE TWO 12'-0" LANES FROM EXISTING LEFT BRIDGE INTO TWO 11'-0" LANES ONTO THE PHASE I OF THE NEW BRIDGE.
2. REMOVE EXISTING LEFT BRIDGE.
3. CONSTRUCT LEFT SIDE OF THE NEW BRIDGE.



PHASE III

PHASE III

1. ROUTE TWO 11'-0" LANES FROM PHASE I INTO TWO 12'-0" LANES ONTO PHASE II OF NEW BRIDGE.
2. ROUTE TWO 12'-0" LANES FROM EXISTING RIGHT BRIDGE INTO TWO 11'-0" LANES ONTO PHASE I OF THE NEW BRIDGE.
3. REMOVE EXISTING RIGHT BRIDGE.
4. CONSTRUCT RIGHT SIDE OF THE NEW BRIDGE.

LEGEND

- EXISTING STRUCTURE.
- EXISTING STRUCTURE TO BE REMOVED.
- NEW CONSTRUCTION.

BRIDGE NO. 1

GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES

PRELIMINARY LAYOUT
I-20 OVER AUGUSTA CANAL BRIDGE
STAGING PLAN
RICHMOND COUNTY IM000-0020-02(117)

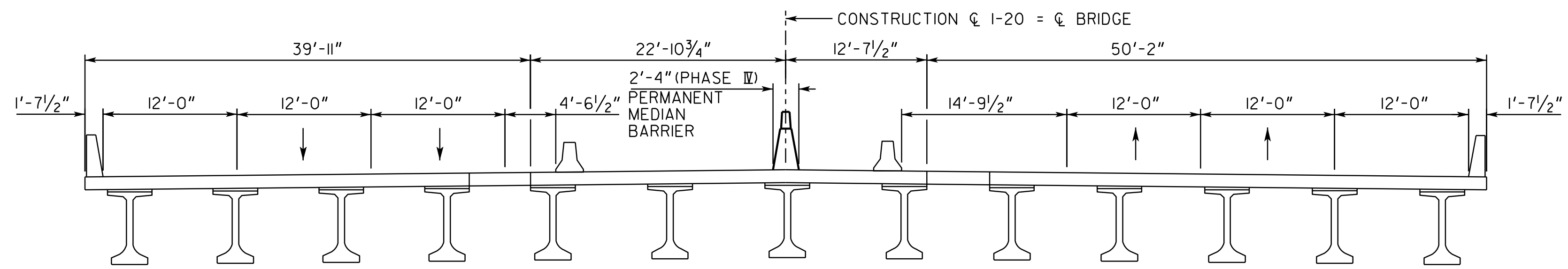
DRAWING NO. 35-0002
BRIDGE SHEET 2 OF 3
SCALE: ⅛" = 1'-0"
SEPTEMBER 2018
DESIGNED JTP CHECKED AS REVIEWED
DRAWN JTP DESIGN GROUP APPROVED

DATE | REVISIONS | BY

1 INCH WHEN PRINTED FULL SIZE

LEGEND

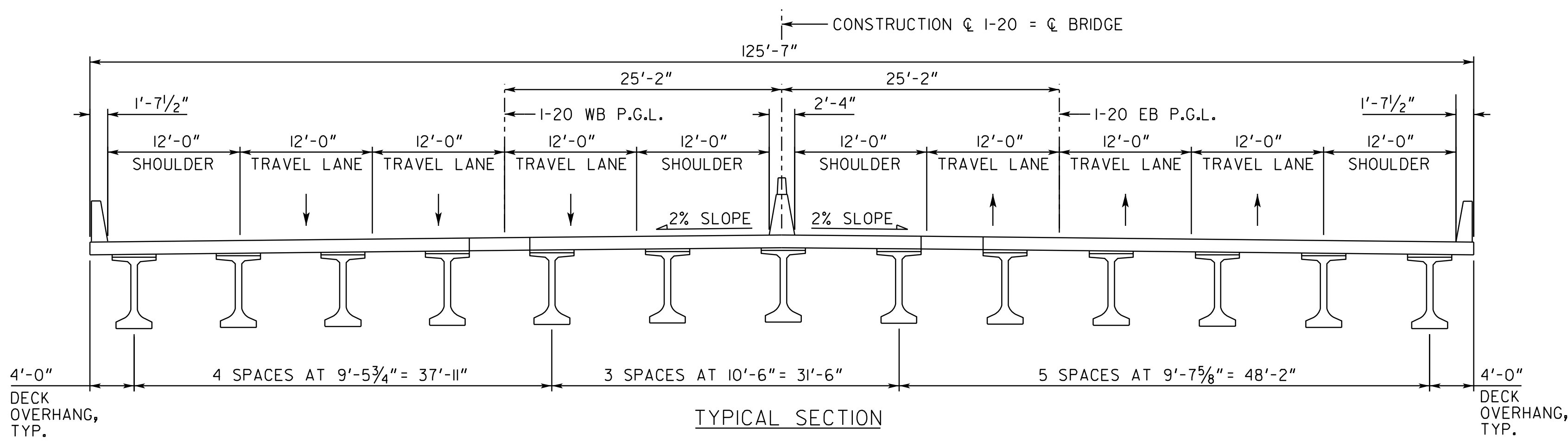
- EXISTING STRUCTURE.
- EXISTING STRUCTURE TO BE REMOVED.
- NEW CONSTRUCTION.



PHASE IV

PHASE IV

1. ROUTE TWO 11'-0" LANES FROM PHASE I INTO TWO 12'-0" LANES ONTO PHASE III OF NEW BRIDGE.
2. CONSTRUCT PERMANENT MEDIAN BARRIER AT THE CENTER OF THE NEW BRIDGE.



TYPICAL SECTION

3. REMOVE TEMPORARY CONCRETE BARRIERS.
4. ROUTE TRAFFIC ONTO COMPLETED BRIDGE.

wsp

BRIDGE NO. 1

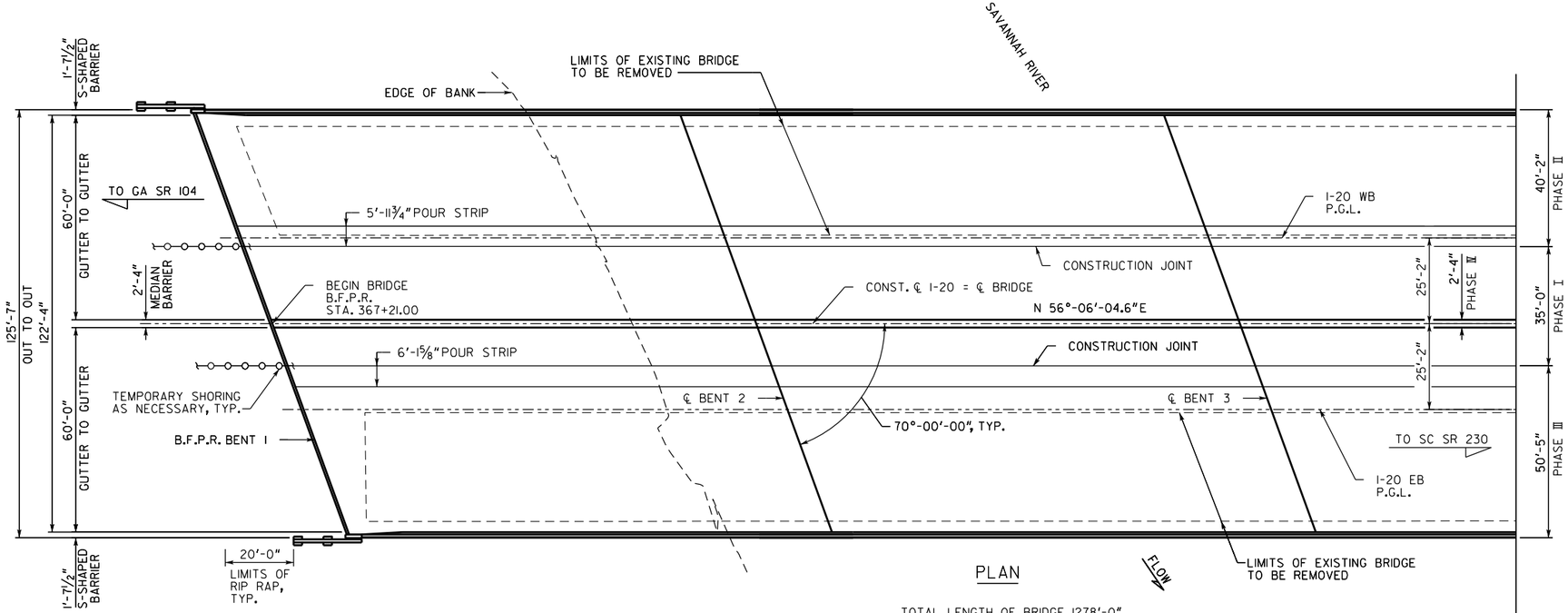
GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES

PRELIMINARY LAYOUT
I-20 OVER AUGUSTA CANAL BRIDGE
STAGING PLAN & TYPICAL SECTION
RICHMOND COUNTY IM000-0020-02(117)

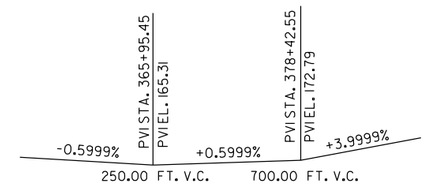
DRAWING NO. 35-0003	SCALE: 1/8" = 1'-0"		SEPTEMBER 2018
BRIDGE SHEET 3 OF 3	DESIGNED JTP / DRAWN JTP	CHECKED AS / DESIGN GROUP	REVIEWED / APPROVED

DATE / REVISIONS / BY

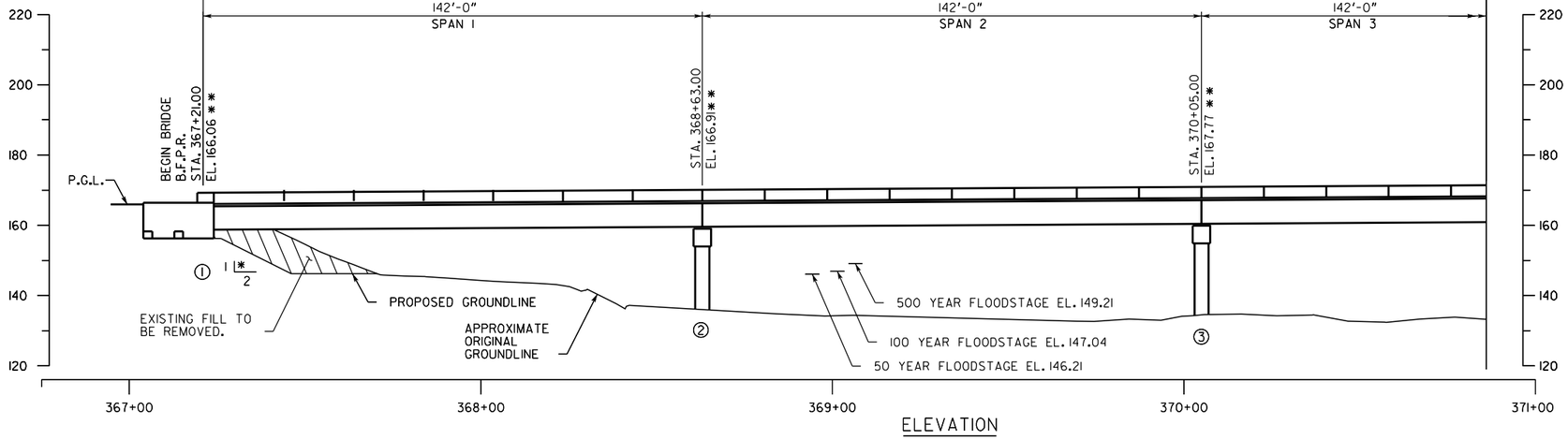
1 INCH WHEN PRINTED FULL SIZE



PLAN

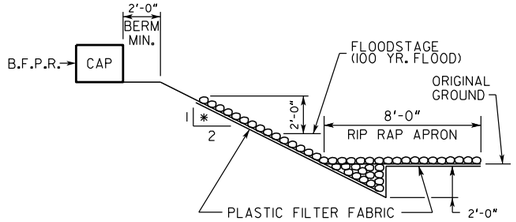


PROPOSED VERTICAL CURVE DATA



ELEVATION

PLACE RIP RAP AND FILTER FABRIC FROM 2 FT. BELOW ORIGINAL GROUND TO 2 FT. ABOVE FLOODSTAGE. EXTEND RIP RAP AND FILTER FABRIC 20 FT. BEYOND END OF WINGWALLS UNLESS OTHERWISE NOTED. WHERE BERM ELEVATION IS LOWER THAN 2 FT. ABOVE FLOODSTAGE, EXTEND RIP RAP AND FILTER FABRIC ACROSS BERM.



RIP RAP DETAIL
NO SCALE

RT. EXISTING BRIDGE I.D NO. 245-00402D-201.38E
RT. EXISTING BRIDGE SERIAL NO. 245-0053-0
LT. EXISTING BRIDGE I.D. NO. 245-00402D-201.39E
LT. EXISTING BRIDGE SERIAL NO. 245-0054-0
PROJECT P.I. NO. 210327

PROPOSED BRIDGE CONSISTS OF

9 - 142'-0" BULB TEE, 74 IN, PSC BEAM SPANS ---------- SPECIAL DESIGN
2 - PILE END BENTS ---------- SPECIAL DESIGN
8 - CONCRETE INTERMEDIATE BENTS ---------- SPECIAL DESIGN
24" TYPE I RIP RAP

TRAFFIC DATA

TRAFFIC ---------- ADT = 73,500 (2022) ADT = 93,300 (2042)
DESIGN SPEED ---------- 65 MPH
TRUCKS ---------- 10.5 %
24 HR TRUCKS ---------- 14.5 %
DIRECTIONAL ---------- 50 %

DESIGN DATA

SPECIFICATIONS ---------- AASHTO LRFD 8TH EDITION, 2017 (DESIGNED FOR SEISMIC PERFORMANCE ZONE 2, SDI = 0.168)
DESIGN VEHICLE LIVE LOAD ---------- HL-93
FUTURE PAVING ALLOWANCE ---------- 30 LBS PER SQ FT

DRAINAGE DATA

DRAINAGE AREA ---------- 7,140 SQ MILES

FLOOD FREQUENCY	TOTAL DISCHARGE	MEAN VELOCITY	AREA OF OPENING UNDER FLOODSTAGE	BACKWATER
50 YEAR	146,000 CFS	12.37 FPS	11,800 SQ FT	1.00 FT
100 YEAR	163,000 CFS	12.93 FPS	12,604 SQ FT	1.20 FT
500 YEAR	205,000 CFS	13.86 FPS	14,789 SQ FT	1.50 FT

NOTES:

1. ALL BENTS ARE PARALLEL.
2. END BENT PILES NOT SHOWN.
3. * SLOPE NORMAL TO END BENT.
4. ** STATIONS ARE ALONG ℄ I-20 AT THE INTERSECTION OF ℄ I-20 AND B.F.P.R. OR CENTERLINE BENT. ELEVATIONS ARE ALONG P.G.L.

UTILITIES

NO UTILITIES ON BRIDGE

wsp

BRIDGE NO. 2

GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES

PRELIMINARY LAYOUT
I-20 OVER SAVANNAH RIVER
PLAN & ELEVATION - 1 OF 3
RICHMOND COUNTY IM000-0020-02(117)

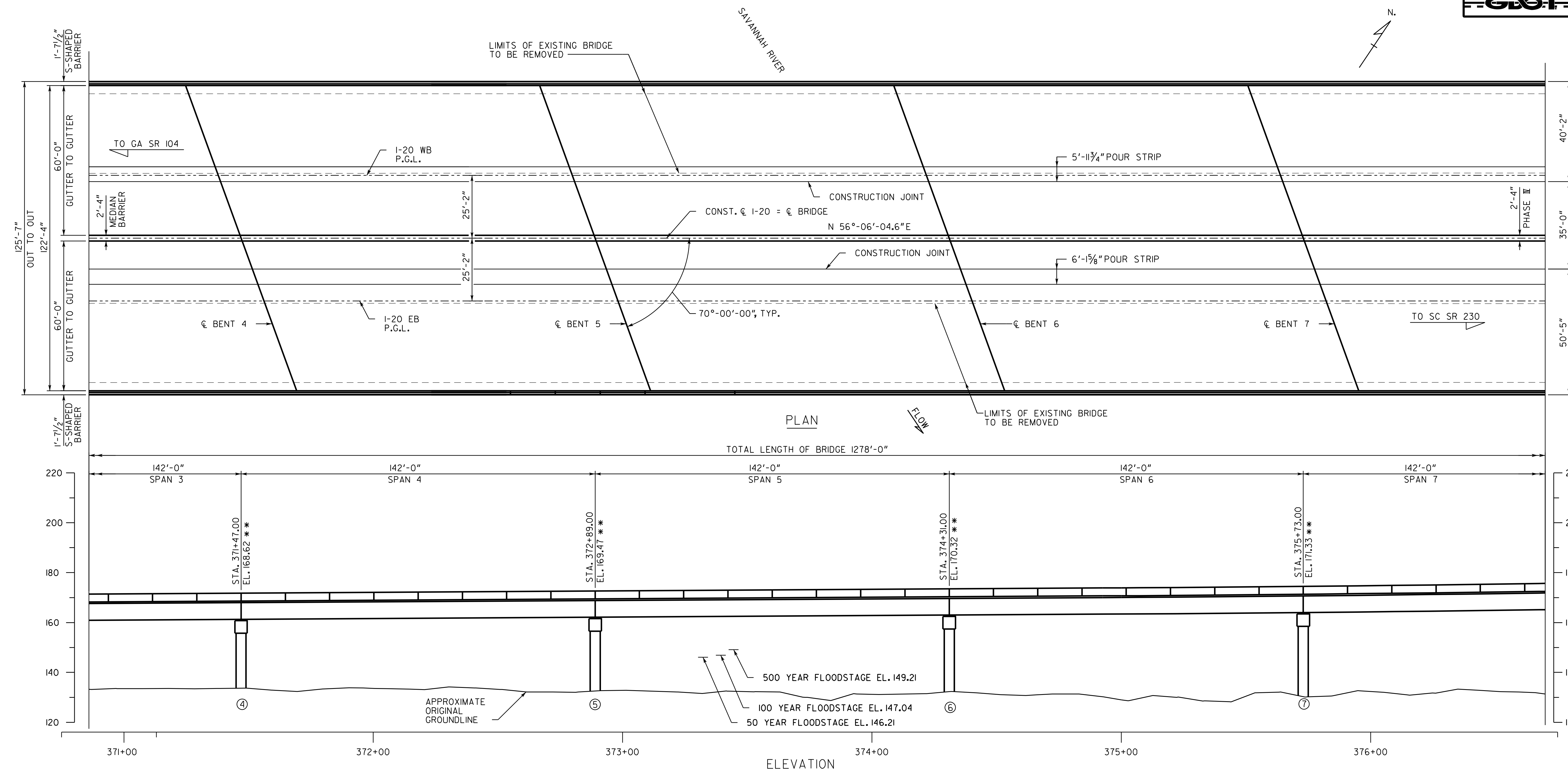
SCALE: 1" = 20' (U.N.O.) SEPTEMBER 2018

DESIGNED PAA | CHECKED AS | REVIEWED
DRAWN JTP | DESIGN GROUP | APPROVED

DRAWING NO. 35-0004
BRIDGE SHEET 1 OF 5

DATE | REVISIONS | BY

1 INCH WHEN PRINTED FULL-SIZE



wsp

BRIDGE NO. 2

GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES

PRELIMINARY LAYOUT
I-20 OVER SAVANNAH RIVER
PLAN & ELEVATION - 2 OF 3
RICHMOND COUNTY IM000-0020-02(117)

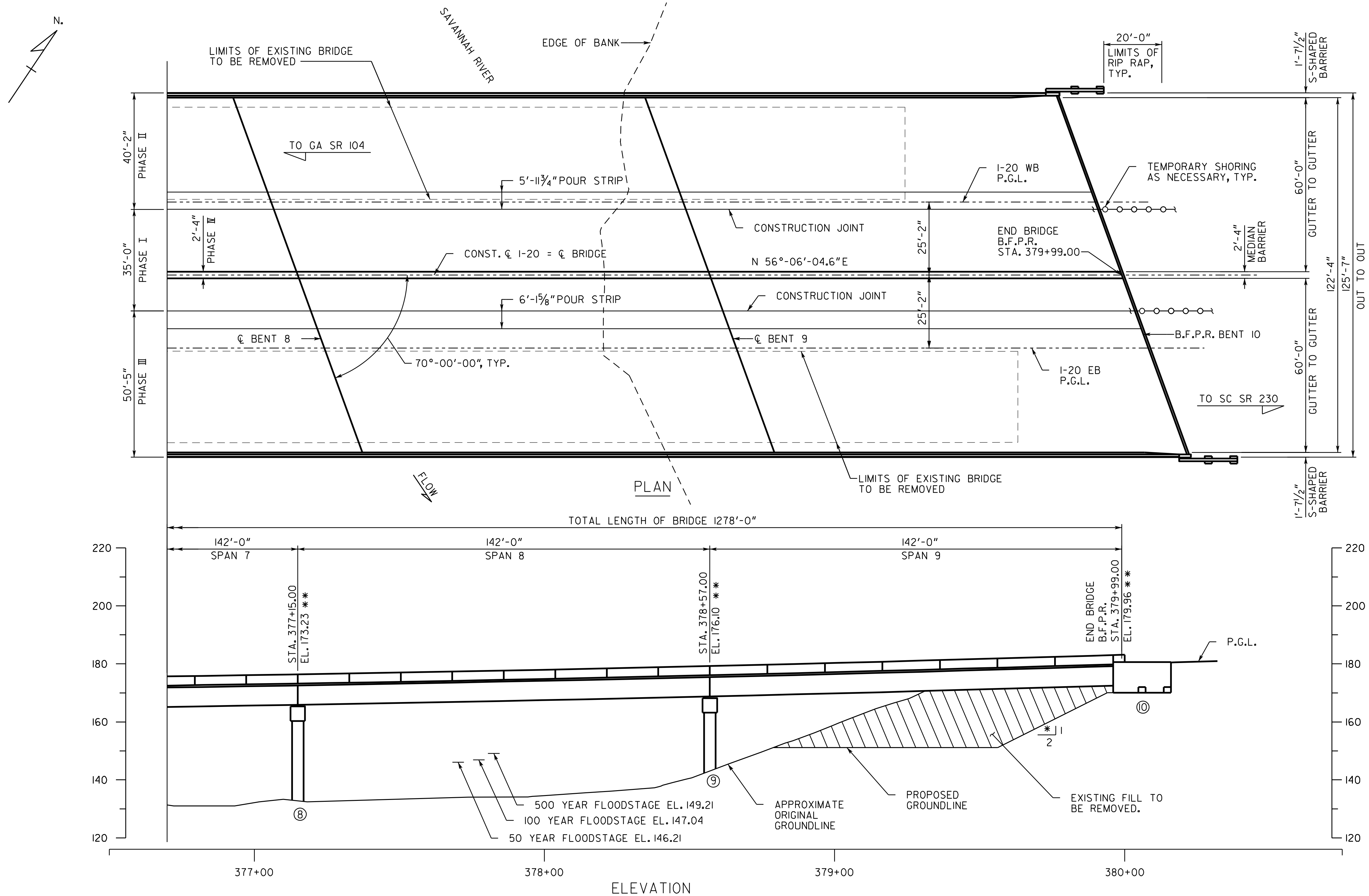
DRAWING NO. 35-0005	SCALE: 1" = 20' (U.N.O.)	SEPTEMBER 2018
BRIDGE SHEET 2 OF 5	DESIGNED PAA / DRAWN JTP	CHECKED AS / DESIGN GROUP / REVIEWED / APPROVED

DATE | REVISIONS | BY

GDOT | P.I. NO. 210327

1 INCH WHEN PRINTED FULL SIZE

9/14/2018 9:35:56 AM USER:outolj1



wsp

BRIDGE NO. 2

GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES

PRELIMINARY LAYOUT

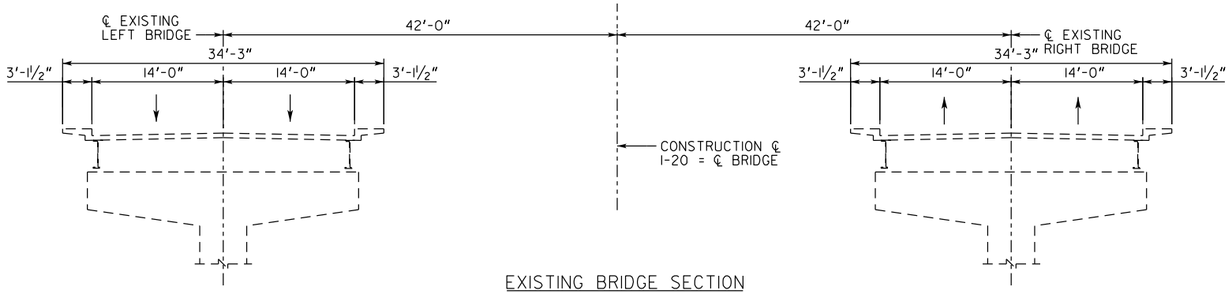
I-20 OVER SAVANNAH RIVER
PLAN & ELEVATION - 3 OF 3

RICHMOND COUNTY IM000-0020-02(117)

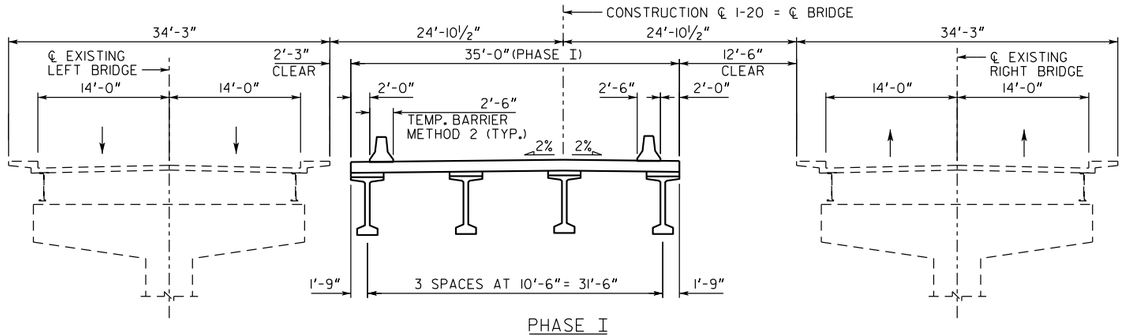
DRAWING NO. 35-0006	DATE / REVISIONS / BY	SCALE: 1" = 20' (U.N.O.)	SEPTEMBER 2018
BRIDGE SHEET 3 OF 5		DESIGNED PAA / DRAWN JTP	CHECKED AS / DESIGN GROUP / REVIEWED / APPROVED

1 INCH WHEN PRINTED FULL SIZE

GDOT
P.I. NO. 210327



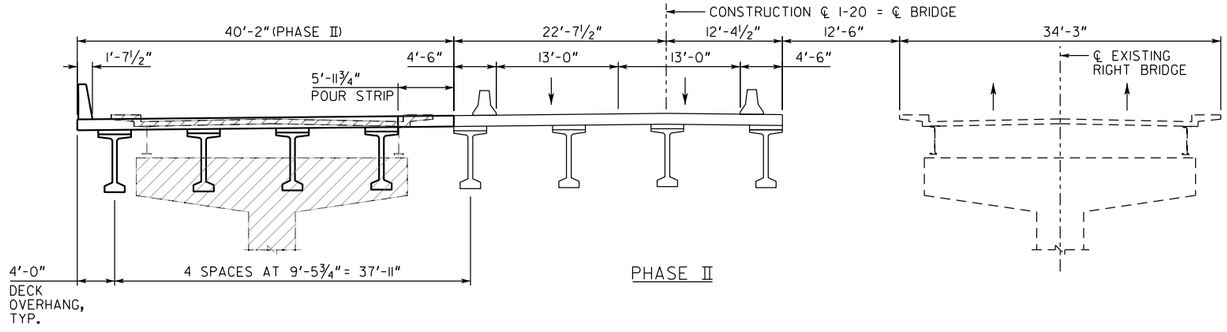
EXISTING BRIDGE SECTION



PHASE I

PHASE I

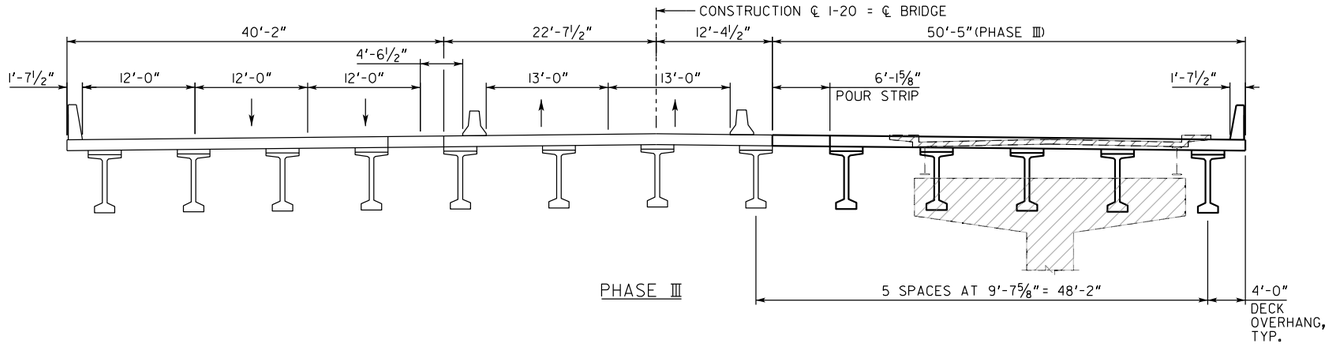
1. MAINTAIN FOUR 12'-0" LANES ON TWO EXISTING BRIDGES.
2. CONSTRUCT CENTER PART OF THE NEW BRIDGE.
3. PLACE TEMP. CONCRETE BARRIER, METHOD 2, AS SHOWN.



PHASE II

PHASE II

1. ROUTE TWO 12'-0" LANES FROM EXISTING LEFT BRIDGE INTO TWO 11'-0" LANES ONTO THE PHASE I OF THE NEW BRIDGE.
2. REMOVE EXISTING LEFT BRIDGE.
3. CONSTRUCT LEFT SIDE OF THE NEW BRIDGE.



PHASE III

PHASE III

1. ROUTE TWO 11'-0" LANES FROM PHASE I INTO TWO 12'-0" LANES ONTO PHASE II OF NEW BRIDGE.
2. ROUTE TWO 12'-0" LANES FROM EXISTING RIGHT BRIDGE INTO TWO 11'-0" LANES ONTO PHASE I OF THE NEW BRIDGE.
3. REMOVE EXISTING RIGHT BRIDGE.
4. CONSTRUCT RIGHT SIDE OF THE NEW BRIDGE.

LEGEND

- EXISTING STRUCTURE.
- EXISTING STRUCTURE TO BE REMOVED.
- NEW CONSTRUCTION.

wsp

BRIDGE NO. 2

GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES

PRELIMINARY LAYOUT
I-20 OVER SAVANNAH RIVER BRIDGE
STAGING PLAN
RICHMOND COUNTY IM000-0020-02(117)

DRAWING NO. 35-0007
BRIDGE SHEET 4 OF 5

SCALE: ⅛" = 1'-0" SEPTEMBER 2018

DESIGNED JTP	CHECKED AS	REVIEWED
DRAWN JTP	DESIGN GROUP	APPROVED

DATE | REVISIONS | BY

1 INCH WHEN PRINTED FULL SIZE

FILE: I:\Savannah River Crossing\Design\DGN\staging alt\Drawings\I-20 Savannah River Staging_1of2.dgn

USER:oatell
9/13/2018
5:17:30 PM

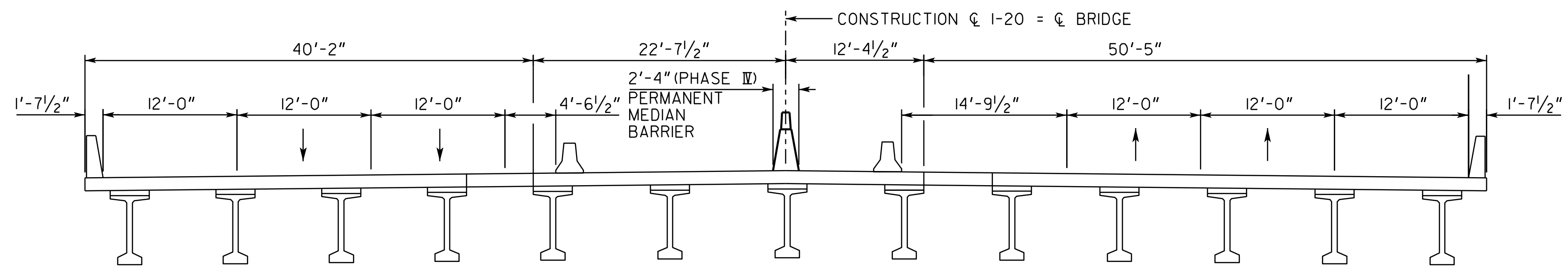
GDOT | P.I. NO. 210327

LEGEND

EXISTING STRUCTURE.

EXISTING STRUCTURE TO BE REMOVED.

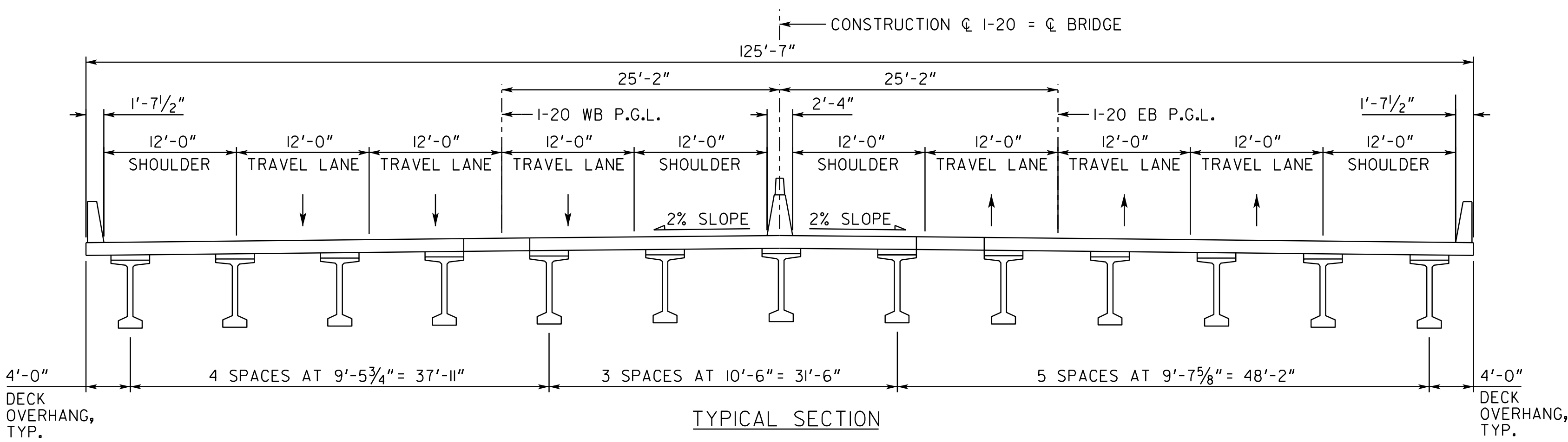
NEW CONSTRUCTION.



PHASE IV

PHASE IV

1. ROUTE TWO 11'-0" LANES FROM PHASE I INTO TWO 12'-0" LANES ONTO PHASE III OF NEW BRIDGE.
2. CONSTRUCT PERMANENT MEDIAN BARRIER AT THE CENTER OF THE NEW BRIDGE.



TYPICAL SECTION

3. REMOVE TEMPORARY CONCRETE BARRIERS.
4. ROUTE TRAFFIC ONTO COMPLETED BRIDGE.

WSP

BRIDGE NO. 2

GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES

PRELIMINARY LAYOUT
I-20 OVER SAVANNAH RIVER BRIDGE
STAGING PLAN & TYPICAL SECTION
RICHMOND COUNTY IM000-0020-02(117)

DATE	REVISIONS	BY

DRAWING NO. 35-0008

BRIDGE SHEET 5 OF 5

SCALE: 1/8" = 1'-0" SEPTEMBER 2018

DESIGNED JTP CHECKED AS REVIEWED

DRAWN JTP DESIGN GROUP APPROVED

1 INCH WHEN PRINTED FULL SIZE

Georgia Department of Transportation *in conjunction with* SCDOT

RFQ NO. 484-03302018DB

DESIGN-BUILD

I-20 AT SAVANNAH RIVER BRIDGE REPLACEMENTS AND ROADWAY WIDENING PROJECT

P.I. NO. 210327

SECTION C.3

Closure Durations, Interim Completion, Substantial Completion, and Final Acceptance Proposal - Form M

FORM M

Closure Durations, Interim Completion, Substantial Completion, and Final Acceptance Proposal

Proposer Name: Superior Construction Company Southeast, LLC

The Proposer shall complete the fields below for each portion (segment) of the Work for which the Proposer will commit to an Interim Completion Deadline.

Required fields are identified with an asterisk (*).

Interim Completion Deadline #1 - Open to Intersection Traffic (duration in Days from NTP 1 to Interim Completion Deadline #1)	660
Interim Completion Deadline #2 - Open to traffic for EB lanes (duration in Days from NTP 1 to Interim Completion Deadline #2)	1103
Interim Completion Deadline #3 - Open to traffic for WB lanes (duration in Days from NTP 1 to Interim Completion Deadline #3)	1103
*** Substantial Completion Deadline (duration in Days from NTP 1 to achievement of Substantial Completion)**	1103
*** Final Acceptance Deadline (duration in Days after Substantial Completion to achievement of Final Acceptance)**	48
*** Total aggregate closure duration for EB lanes (in hours)**	441
*** Total aggregate closure duration for WB lanes (in hours)**	423
*** Closure duration for the single allowed Augusta Canal closure (in Days)**	8
*** Closure duration for allowed Augusta Canal towpath closure #1 (in Days)**	3
*** Closure duration for allowed Augusta Canal towpath closure #2 (in Days)**	3

Date: 09/21/18

Proposer: Superior Construction Company Southeast, LLC

Signature: _____

Title: President

Georgia Department of Transportation *in conjunction with* SCDOT

RFQ NO. 484-03302018DB

DESIGN-BUILD

I-20 AT SAVANNAH RIVER BRIDGE REPLACEMENTS AND ROADWAY WIDENING PROJECT

P.I. NO. 210327

SECTION C.4

No DB Contract Sum Information

SUPERIOR CONSTRUCTION

wsp

Georgia Department of Transportation *in conjunction with* SCDOT

RFQ NO. 484-03302018DB

DESIGN-BUILD

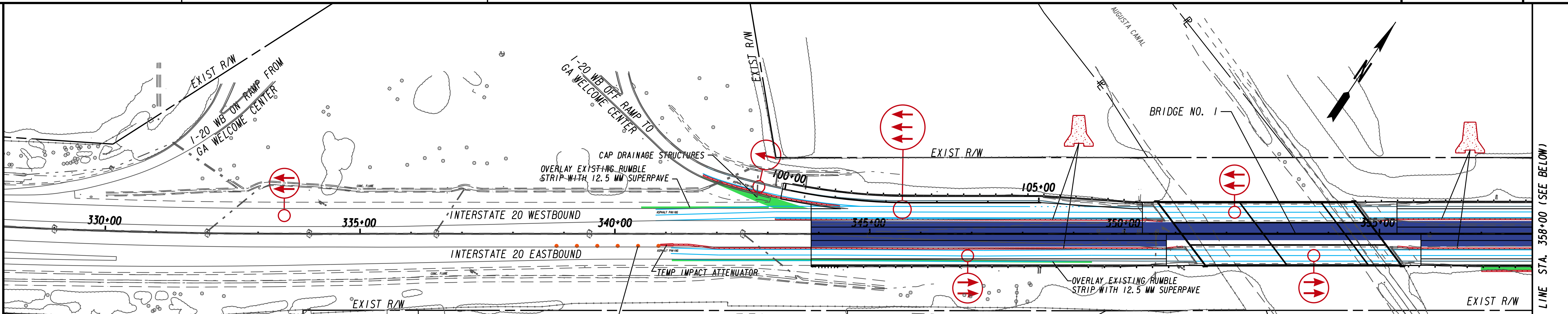
I-20 AT SAVANNAH RIVER BRIDGE REPLACEMENTS AND ROADWAY WIDENING PROJECT

P.I. NO. 210327

CONCEPTUAL CONSTRUCTION STAGING DRAWINGS

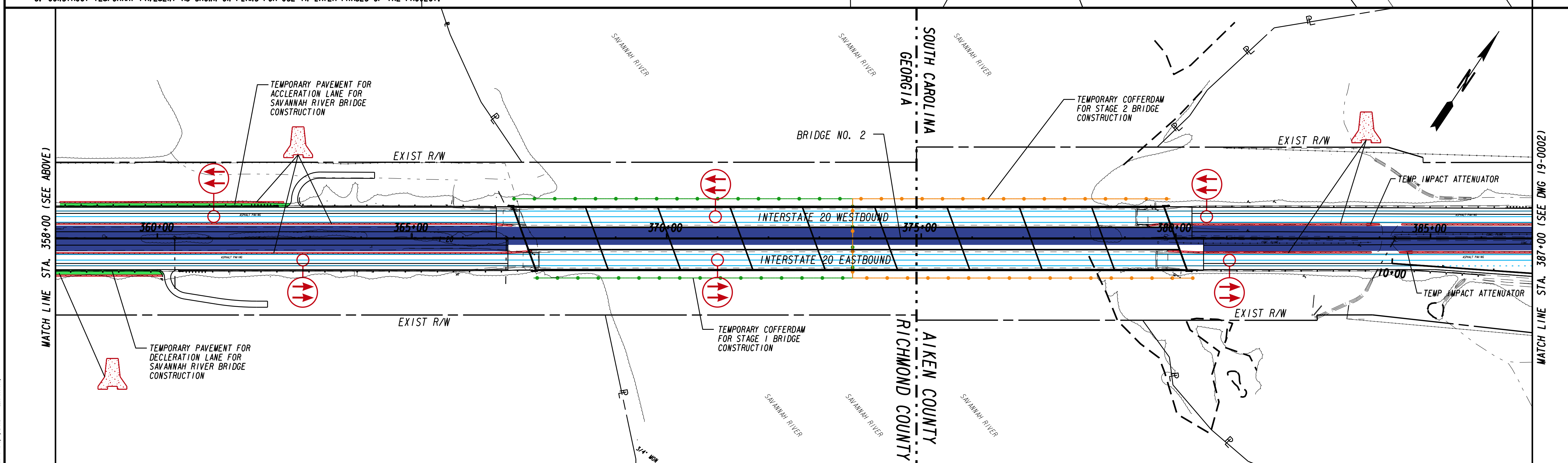
SUPERIOR CONSTRUCTION

WSP



PHASE 1.

1. INSTALL ADVANCE WARNING SIGNS IN ACCORDANCE WITH THE GDOT SPECIAL PROVISION 150 AND THE LATEST EDITION OF THE MUTCD.
2. OVERLAY EXISTING RUMBLE STRIPS AS REQUIRED. RE-STRIPE I-20 EASTBOUND & WESTBOUND LANES TO PROVIDE A MINIMUM OF 2-11 LANES IN EACH DIRECTION. PLACE TEMPORARY BARRIER WALL AS SHOWN ON PLANS.
3. STAGE 1: CONSTRUCT ACCESS FOR BRIDGES NO. 1 AND NO. 2. INSTALL TEMPORARY COFFERDAMS FOR THE WESTERN PORTION OF BRIDGE NO. 2.
4. COMPLETE CONSTRUCTION FOR THE MIDDLE SEGMENT OF BRIDGE NO. 1 AND THE MIDDLE SEGMENT OF THE WESTERN PORTION OF BRIDGE NO. 2.
5. STAGE 2: COMPLETE THE MIDDLE SEGMENT OF THE WESTERN PORTION OF BRIDGE NO. 2 AND MOVE TEMPORARY COFFERDAMS TO EASTERN PORTION OF BRIDGE NO. 2 AND COMPLETE CONSTRUCTION OF THE MIDDLE SEGMENT OF BRIDGE NO. 2.
6. CONSTRUCT INSIDE LANE AND MEDIAN SHOULDER FOR I-20 EASTBOUND AND WESTBOUND LANES WITHOUT MEDIAN BARRIER THROUGH STA. 396+75. CONSTRUCT INSIDE LANE AND MEDIAN SHOULDER FOR I-20 WESTBOUND LANE WITHOUTH MEDIAN BARRIER THROUGH STA 418+75. CONSTRUCT WESTBOUND SHOULDER FROM STA 418+75 TO END OF PROJECT.
7. CONSTRUCT SEGMENT OF MARTINTOWN ROAD EASTBOUND OFF RAMP BETWEEN STA 38+70 AND STA 41+08.
8. CONSTRUCT TEMPORARY PAVEMENT AS SHOWN ON PLANS FOR USE IN LATER PHASES OF THE PROJECT.



Legend	
PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
PERMANENT CONSTRUCTION	
TEMPORARY PAVEMENT	
TEMPORARY CONCRETE BARRIER	
TRAFFIC BARREL DRUM	
TRAFFIC FLOW PATTERN	

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT SCDOT South Carolina Department of Transportation

SUPERIOR CONSTRUCTION WSP STV Incorporated

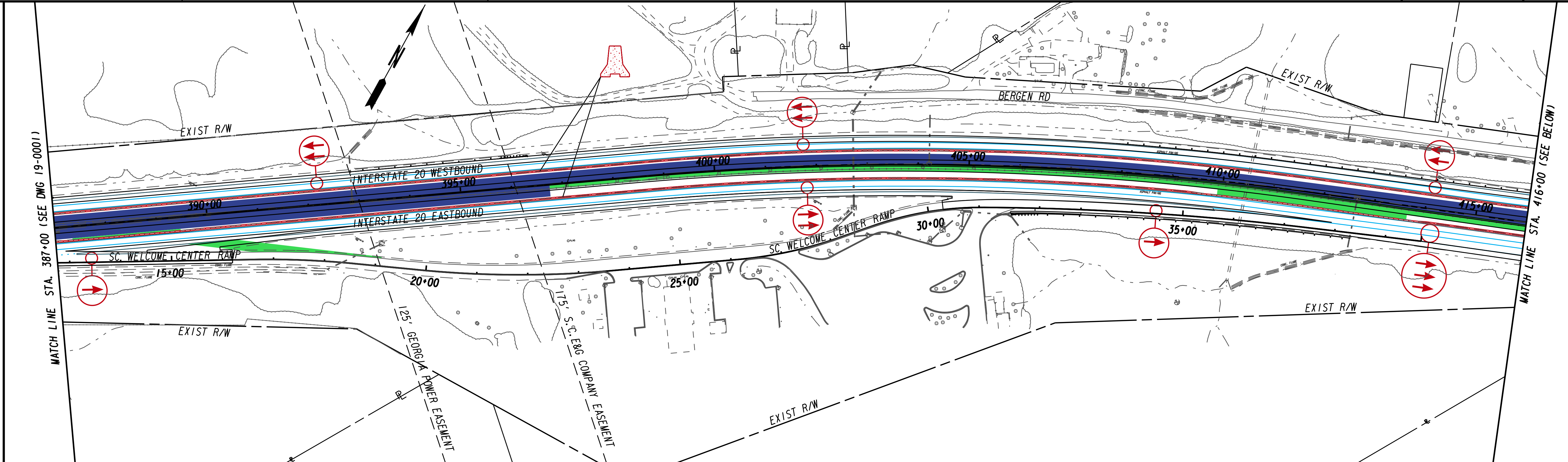
SCALE IN FEET: 0 100 200 400

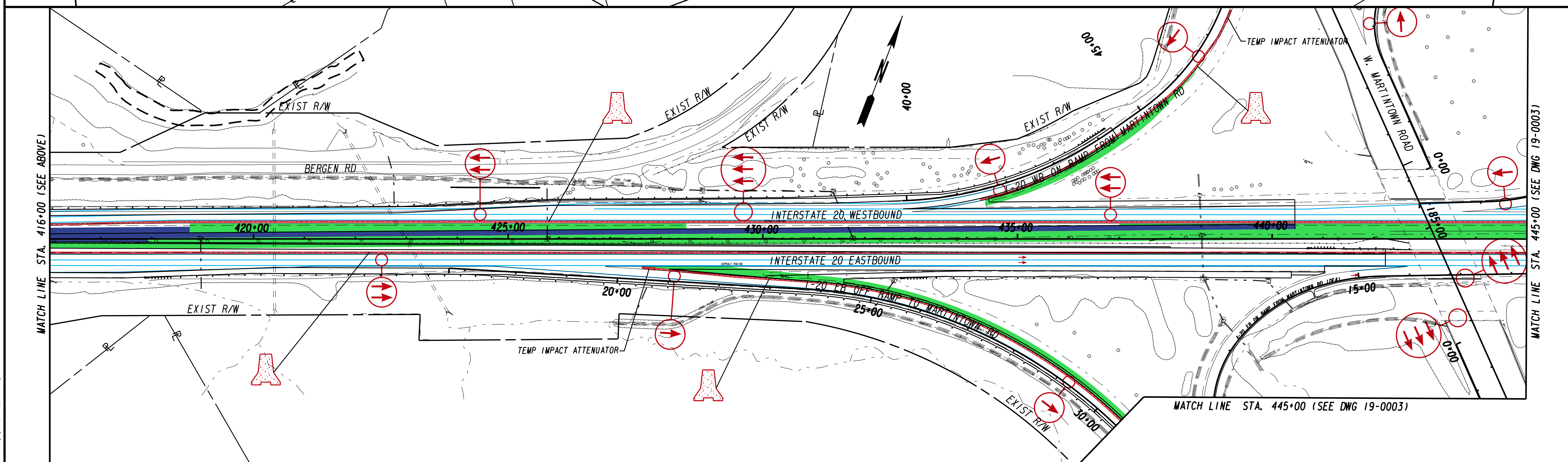
REVISION DATES

CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS PHASE I

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	19-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	





PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
PERMANENT CONSTRUCTION
TEMPORARY PAVEMENT
TEMPORARY CONCRETE BARRIER
TRAFFIC BARREL DRUM
TRAFFIC FLOW PATTERN

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT
SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION
WSP
STV Incorporated

SCALE IN FEET
0 100 200 400

REVISION DATES

CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE I

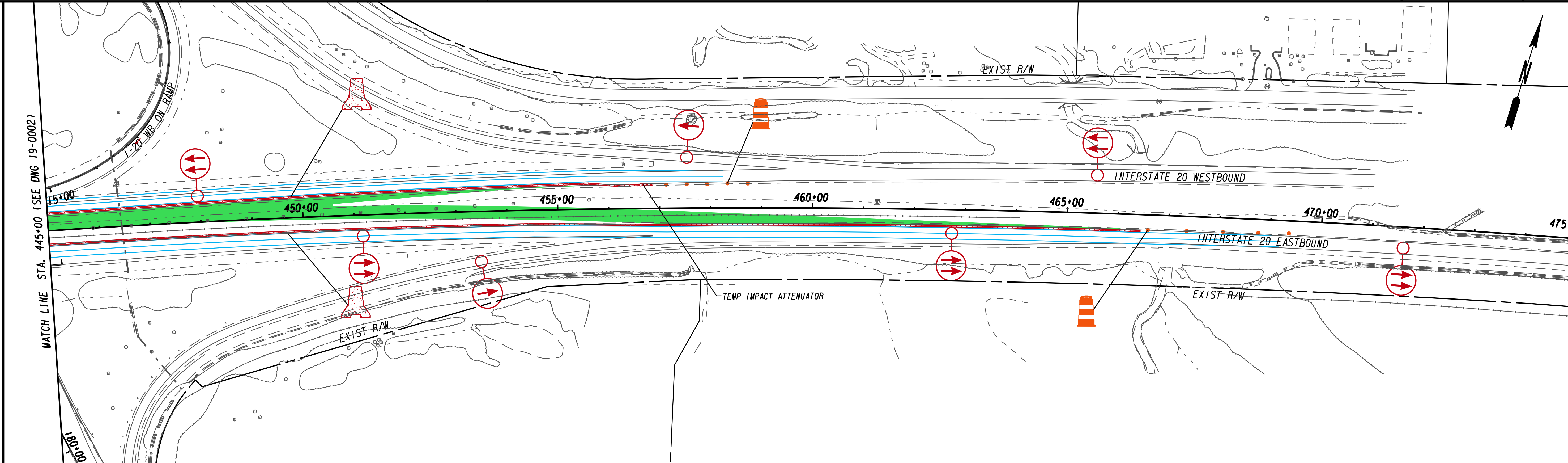
I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

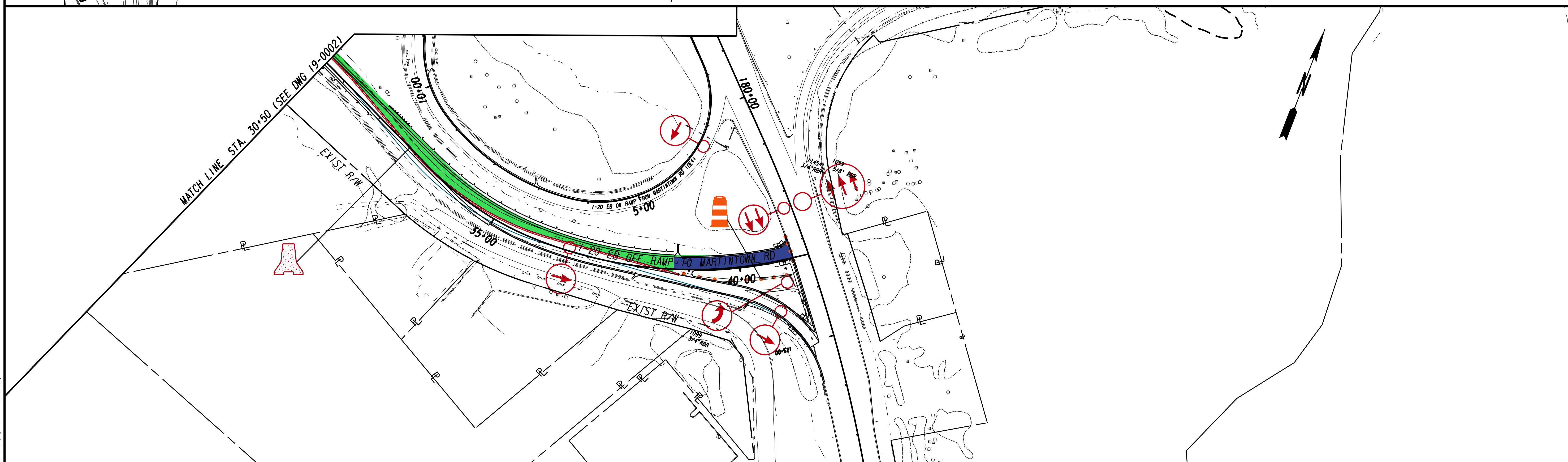
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:		
CORRECTED:	DATE:	19-0002	
VERIFIED:	DATE:		

7/31/2015 GPLN

25-SEP-2018 16:36 $PRF8$ T:\GDOT I-20 Savannah River Crossing\Design_Updated\Construction Staging\210327-_19-0003.dgn
lInleys] T:\GDOT I-20 Savannah River Crossing\Design_Updated\Construction Staging\GaDOT_Rdwy_Half.pen

GDOT P.I. No. 210327-





PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
PERMANENT CONSTRUCTION
TEMPORARY PAVEMENT
TEMPORARY CONCRETE BARRIER
TRAFFIC BARREL DRUM
TRAFFIC FLOW PATTERN

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT
SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION
WSP
STV Incorporated

SCALE IN FEET
0 100 200 400

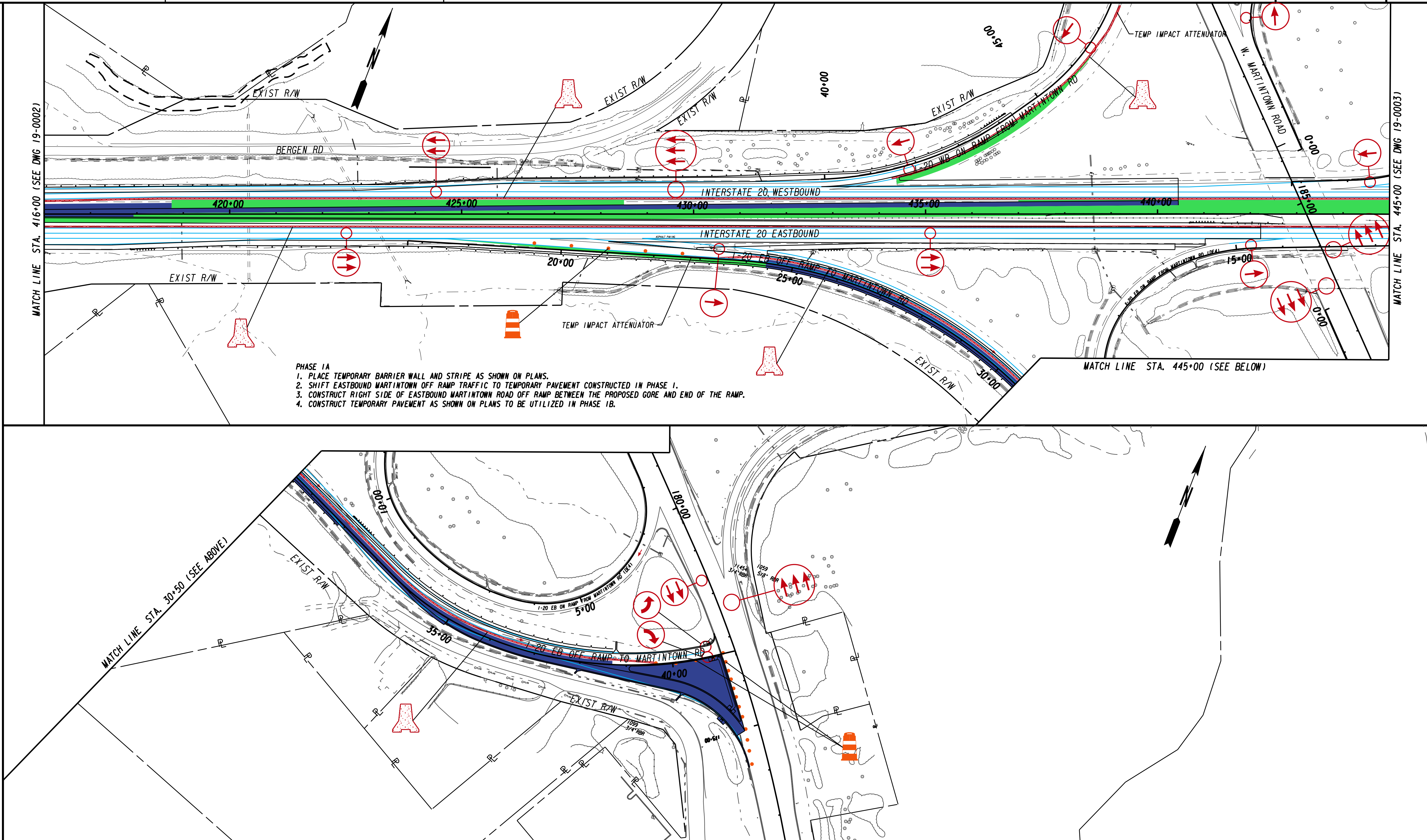
REVISION DATES

CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE I

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	19-0003
CORRECTED:	DATE:	
VERIFIED:	DATE:	

7/31/2015 GPLN



PHASE IA
1. PLACE TEMPORARY BARRIER WALL AND STRIPE AS SHOWN ON PLANS.
2. SHIFT EASTBOUND MARTINTOWN OFF RAMP TRAFFIC TO TEMPORARY PAVEMENT CONSTRUCTED IN PHASE I.
3. CONSTRUCT RIGHT SIDE OF EASTBOUND MARTINTOWN ROAD OFF RAMP BETWEEN THE PROPOSED GORE AND END OF THE RAMP.
4. CONSTRUCT TEMPORARY PAVEMENT AS SHOWN ON PLANS TO BE UTILIZED IN PHASE IB.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
PERMANENT CONSTRUCTION
TEMPORARY PAVEMENT
TEMPORARY CONCRETE BARRIER
TRAFFIC BARREL DRUM
TRAFFIC FLOW PATTERN

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT
SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION
wsp
STV Incorporated

SCALE IN FEET
0 100 200 400

REVISION DATES

CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE IA

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

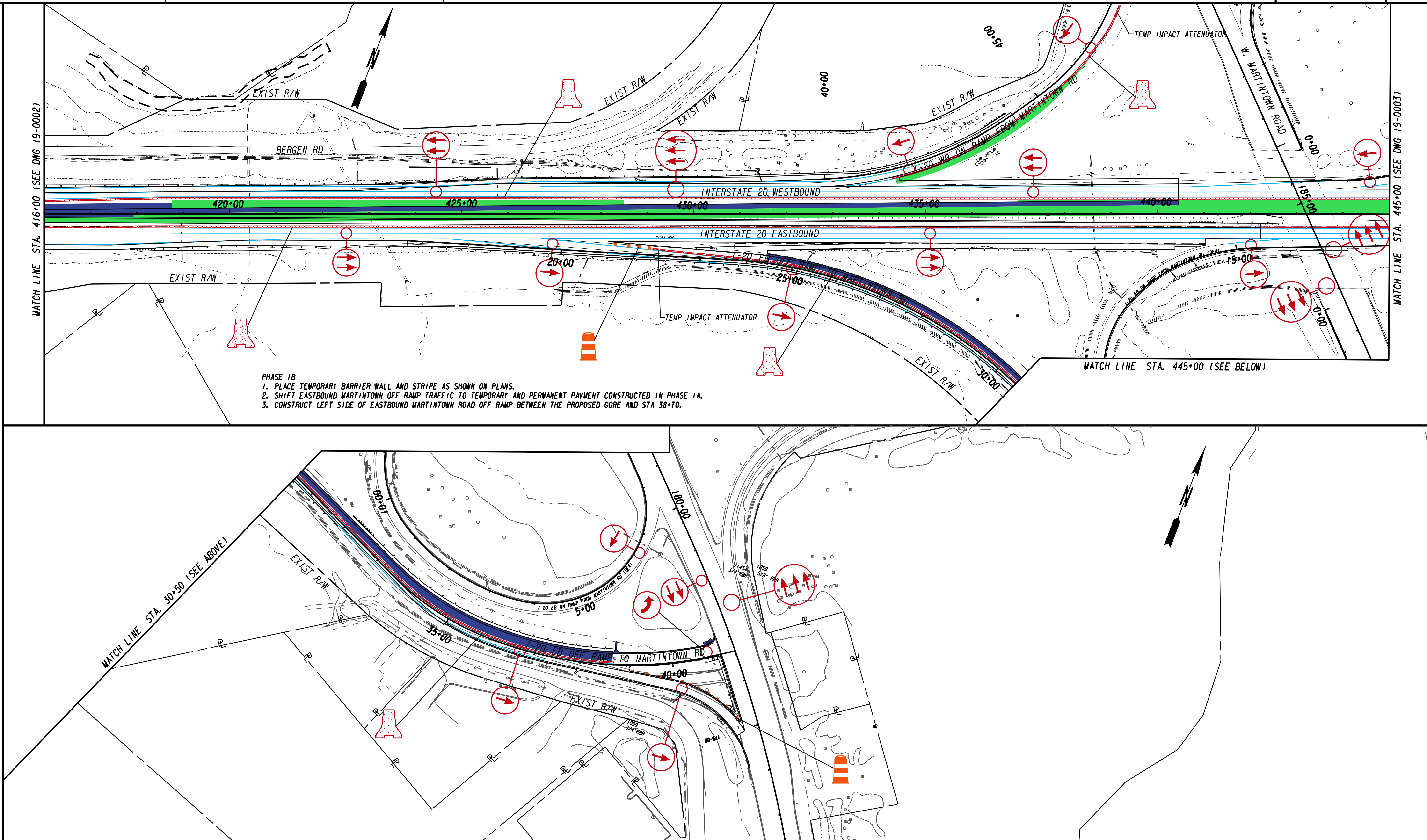
DRAWING No.
19-0004

25-SEP-2018 16:36 linleysj

$PRF8$ T:\GDOT I-20 Savanah River Crossing\Design_Updated\Construction Staging\GaDOT_Rdwy_Half.pen

T:\GDOT I-20 Savanah River Crossing\Design_Updated\Construction Staging\210327-_19-0005.dgn

GDOT | P. I. No. 210327-



PHASE IB

1. PLACE TEMPORARY BARRIER WALL AND STRIPE AS SHOWN ON PLANS.
2. SHIFT EASTBOUND MARTINTOWN OFF RAMP TRAFFIC TO TEMPORARY AND PERMANENT PAVMENT CONSTRUCTED IN PHASE IA.
3. CONSTRUCT LEFT SIDE OF EASTBOUND MARTINTOWN ROAD OFF RAMP BETWEEN THE PROPOSED GORE AND STA 38+70.

Legend	
PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
PERMANENT CONSTRUCTION	
TEMPORARY PAVEMENT	
TEMPORARY CONCRETE BARRIER	
TRAFFIC BARREL DRUM	
TRAFFIC FLOW PATTERN	

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT
SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION
WSP
STV Incorporated

SCALE IN FEET
0 100 200 400

REVISION DATES

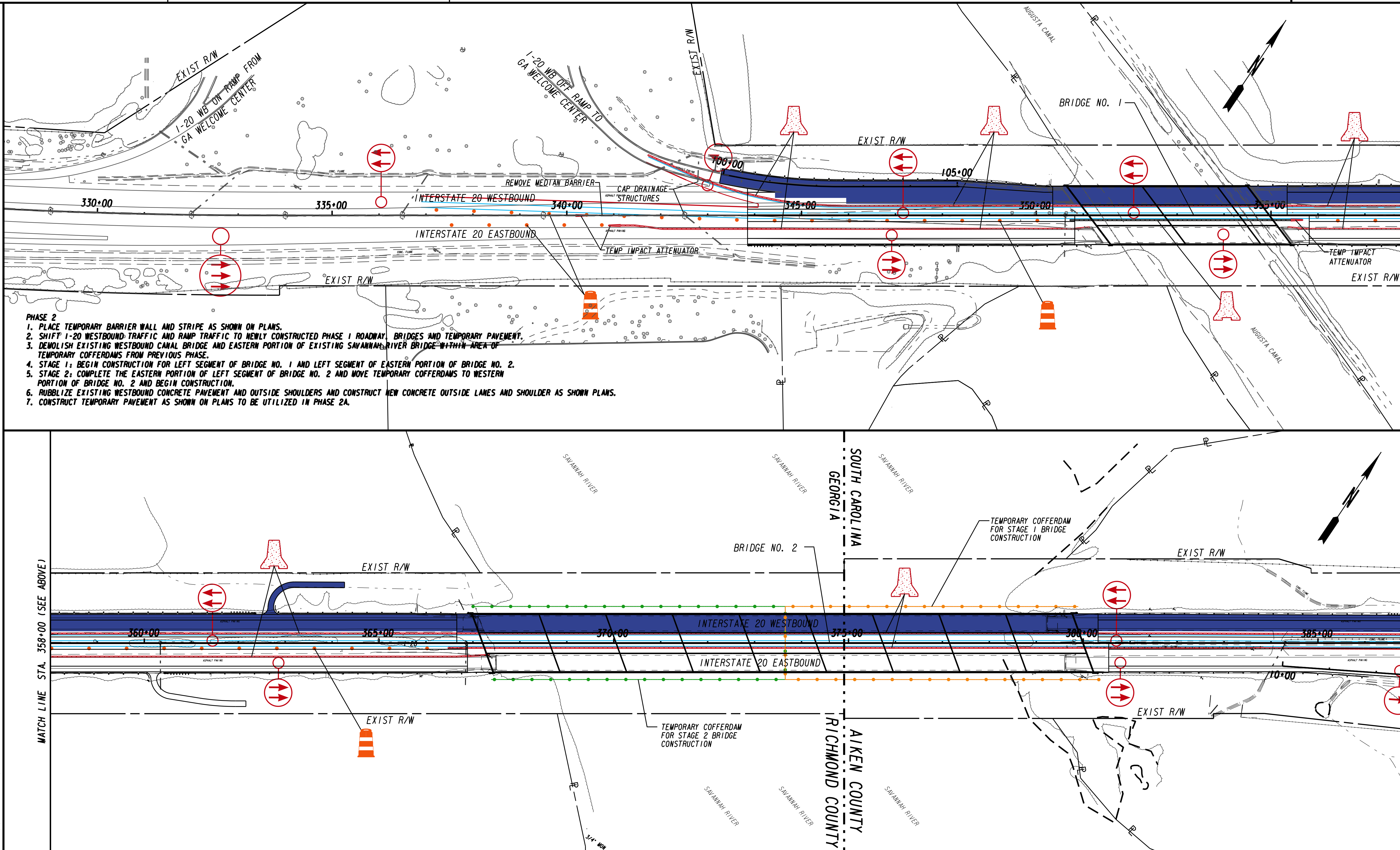
CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE IB

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED:	DATE:
BACKCHECKED:	DATE:
CORRECTED:	DATE:
VERIFIED:	DATE:

DRAWING No. 19-0005

7/31/2015 GPLN



PHASE 2

1. PLACE TEMPORARY BARRIER WALL AND STRIPE AS SHOWN ON PLANS.
2. SHIFT I-20 WESTBOUND TRAFFIC AND RAMP TRAFFIC TO NEWLY CONSTRUCTED PHASE 1 ROADWAY, BRIDGES AND TEMPORARY PAVEMENT.
3. DEMOLISH EXISTING WESTBOUND CANAL BRIDGE AND EASTERN PORTION OF EXISTING SAVANNAH RIVER BRIDGE WITHIN AREA OF TEMPORARY COFFERDAMS FROM PREVIOUS PHASE.
4. STAGE 1: BEGIN CONSTRUCTION FOR LEFT SEGMENT OF BRIDGE NO. 1 AND LEFT SEGMENT OF EASTERN PORTION OF BRIDGE NO. 2.
5. STAGE 2: COMPLETE THE EASTERN PORTION OF LEFT SEGMENT OF BRIDGE NO. 2 AND MOVE TEMPORARY COFFERDAMS TO WESTERN PORTION OF BRIDGE NO. 2 AND BEGIN CONSTRUCTION.
6. RUBBLIZE EXISTING WESTBOUND CONCRETE PAVEMENT AND OUTSIDE SHOULDERS AND CONSTRUCT NEW CONCRETE OUTSIDE LANES AND SHOULDER AS SHOWN PLANS.
7. CONSTRUCT TEMPORARY PAVEMENT AS SHOWN ON PLANS TO BE UTILIZED IN PHASE 2A.

Legend
PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
PERMANENT CONSTRUCTION
TEMPORARY PAVEMENT
TEMPORARY CONCRETE BARRIER
TRAFFIC BARREL DRUM
TRAFFIC FLOW PATTERN

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT
SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION
WSP
STV Incorporated

SCALE IN FEET
0 100 200 400

REVISION DATES

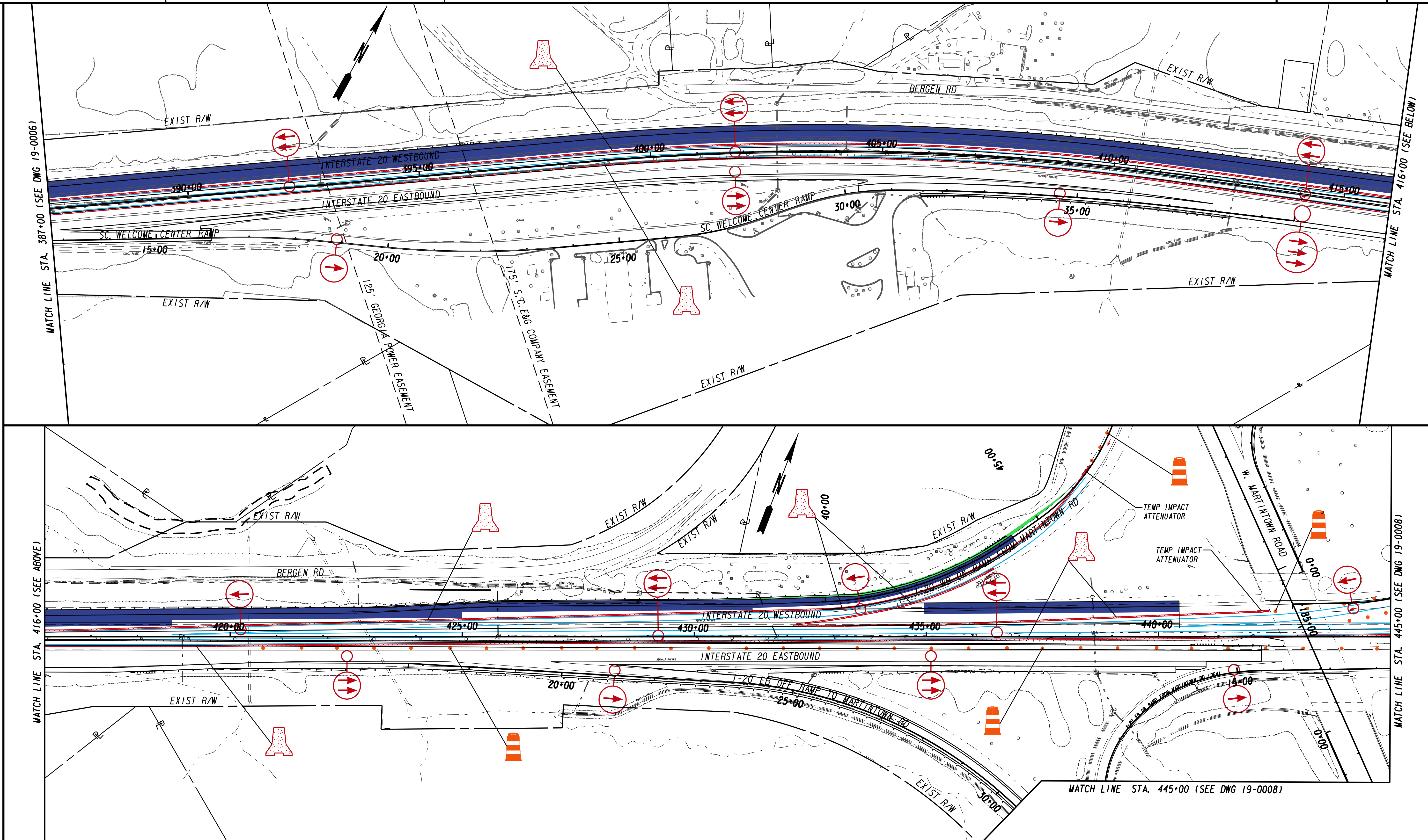
CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE 2

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	19-0006
CORRECTED:	DATE:	
VERIFIED:	DATE:	

25-SEP-2018 16:37 $PRF8$ T:\GDOT I-20 Savannah River Crossing\Design_Updated\Construction Staging\210327-_19-0007.dgn
|Inleys| T:\GDOT I-20 Savannah River Crossing\Design_Updated\Construction Staging\GaDOT_Rdwy_Half.pen

GDOT P. I. No. 210327-



PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
PERMANENT CONSTRUCTION	
TEMPORARY PAVEMENT	
TEMPORARY CONCRETE BARRIER	
TRAFFIC BARREL DRUM	
TRAFFIC FLOW PATTERN	

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION wsp
STV Incorporated

SCALE IN FEET
0 100 200 400

REVISION DATES

CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE 2

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

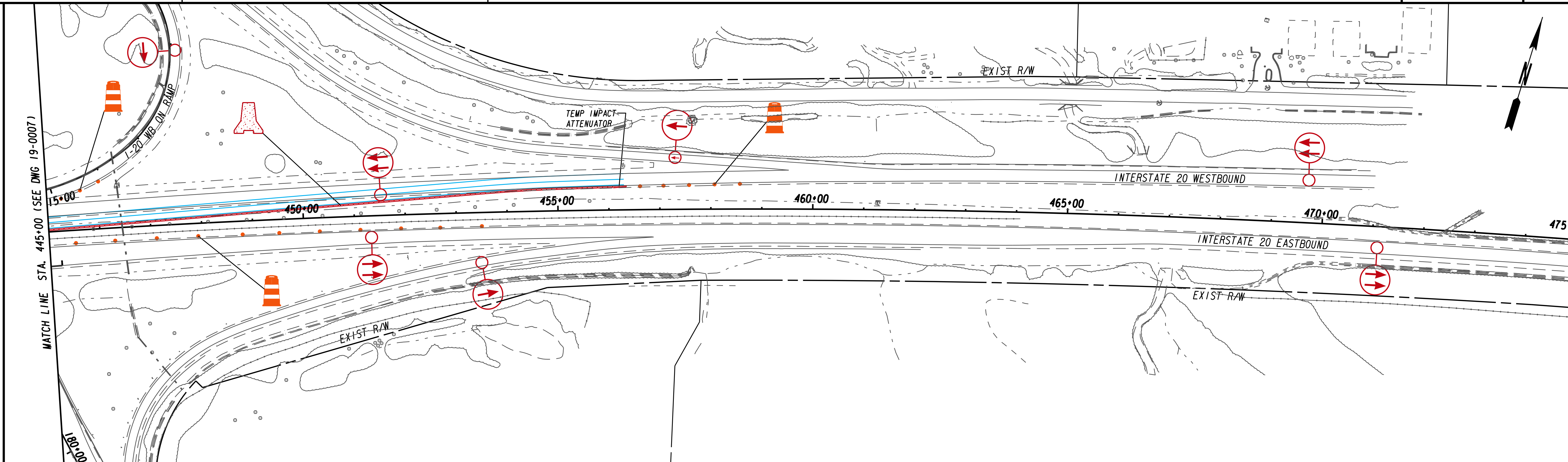
DRAWING No. 19-0007

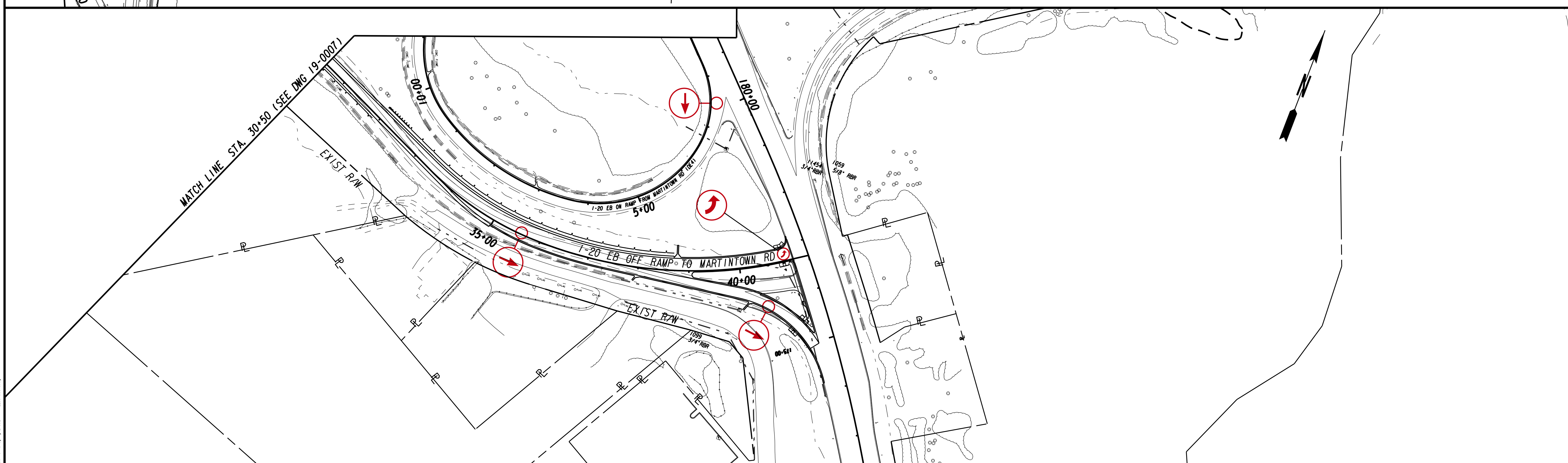
7/31/2015 GPLN

25-SEP-2018 16:37 $PRF8$ T:\GDOT I-20 Savannah River Crossing\Design_Updated\Construction Staging\210327-_19-0008.dgn

[lnleys] T:\GDOT I-20 Savannah River Crossing\Design_Updated\Construction Staging\GaDOT_Rdwy_Half.pen

P. I. No. 210327-





PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
PERMANENT CONSTRUCTION	
TEMPORARY PAVEMENT	
TEMPORARY CONCRETE BARRIER	
TRAFFIC BARREL DRUM	
TRAFFIC FLOW PATTERN	

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT
SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION
WSP
STV Incorporated

SCALE IN FEET
0 100 200 400

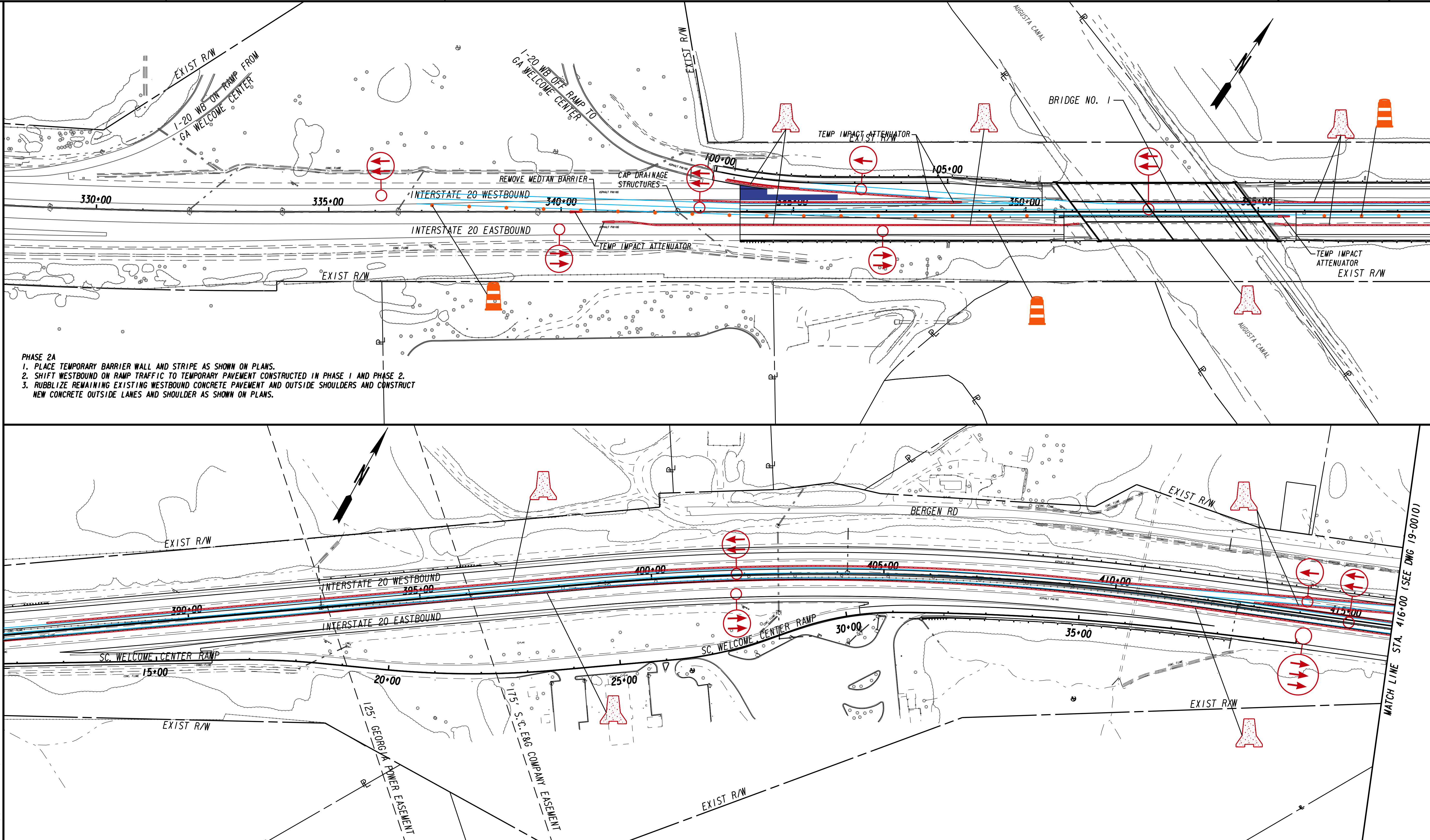
REVISION DATES

CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE 2

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

				DRAWING No.
CHECKED:		DATE:		19-0008
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		

7/31/2015 GPLN



PHASE 2A
1. PLACE TEMPORARY BARRIER WALL AND STRIPE AS SHOWN ON PLANS.
2. SHIFT WESTBOUND ON RAMP TRAFFIC TO TEMPORARY PAVEMENT CONSTRUCTED IN PHASE 1 AND PHASE 2.
3. RUBBLIZE REMAINING EXISTING WESTBOUND CONCRETE PAVEMENT AND OUTSIDE SHOULDERS AND CONSTRUCT NEW CONCRETE OUTSIDE LANES AND SHOULDER AS SHOWN ON PLANS.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
PERMANENT CONSTRUCTION
TEMPORARY PAVEMENT
TEMPORARY CONCRETE BARRIER
TRAFFIC BARREL DRUM
TRAFFIC FLOW PATTERN

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT
SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION
WSP
STV Incorporated

SCALE IN FEET
0 100 200 400

REVISION DATES

CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE 2A

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

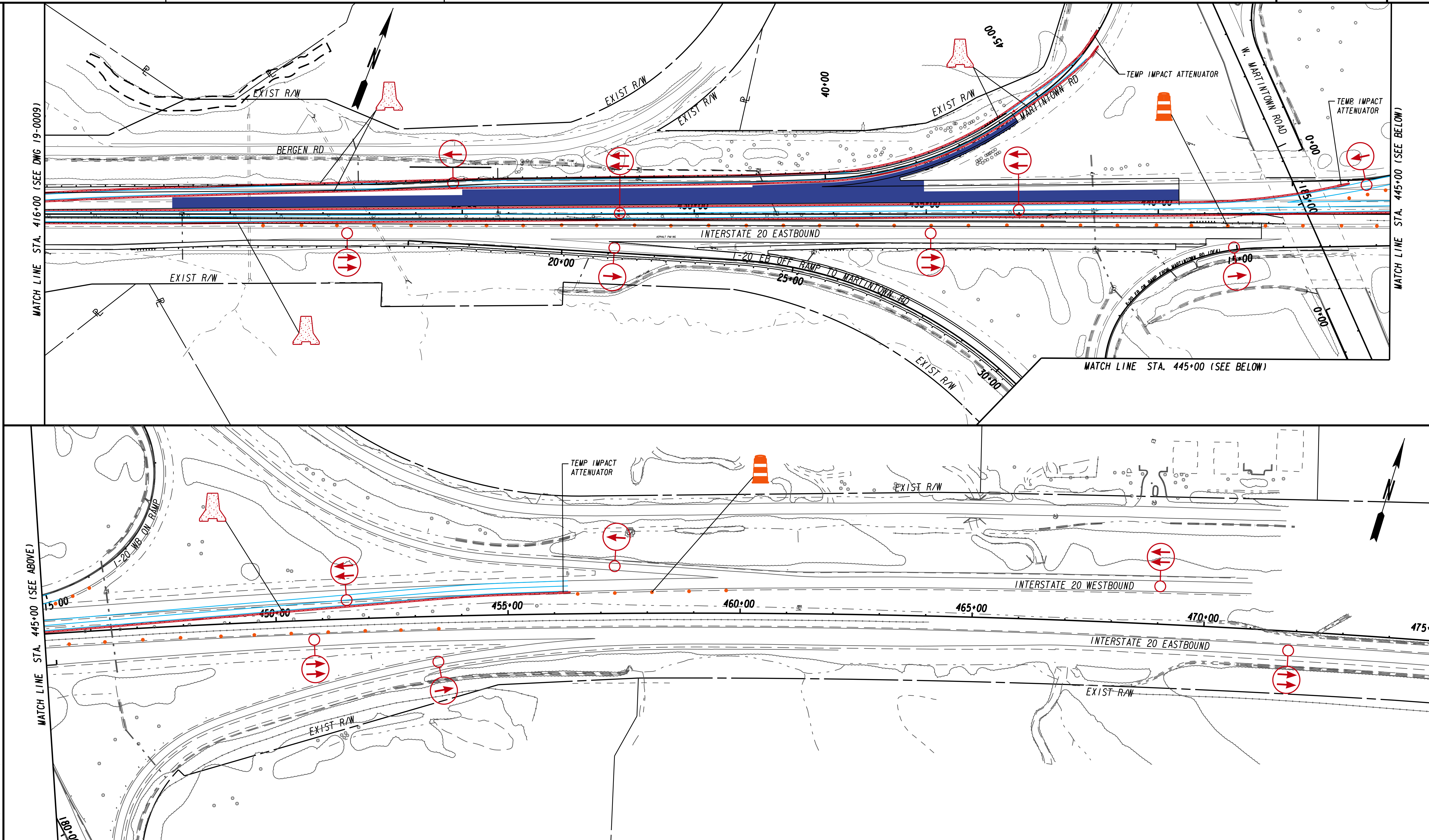
DRAWING No.
19-0009

7/31/2015 GPLN

25-SEP-2018 16:37 $PRF8$ T:\GDOT I-20 Savannah River Crossing\Design_Updated\Construction Staging\210327-_19-0010.dgn

[inleys] T:\GDOT I-20 Savannah River Crossing\Design_Updated\Construction Staging\GaDOT_Rdwy_Half.pen

GDOT P. I. No. 210327-



PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
PERMANENT CONSTRUCTION	
TEMPORARY PAVEMENT	
TEMPORARY CONCRETE BARRIER	
TRAFFIC BARREL DRUM	
TRAFFIC FLOW PATTERN	

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT

SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION

WSP

STV Incorporated

SCALE IN FEET
0 100 200 400

REVISION DATES

CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE 2A

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

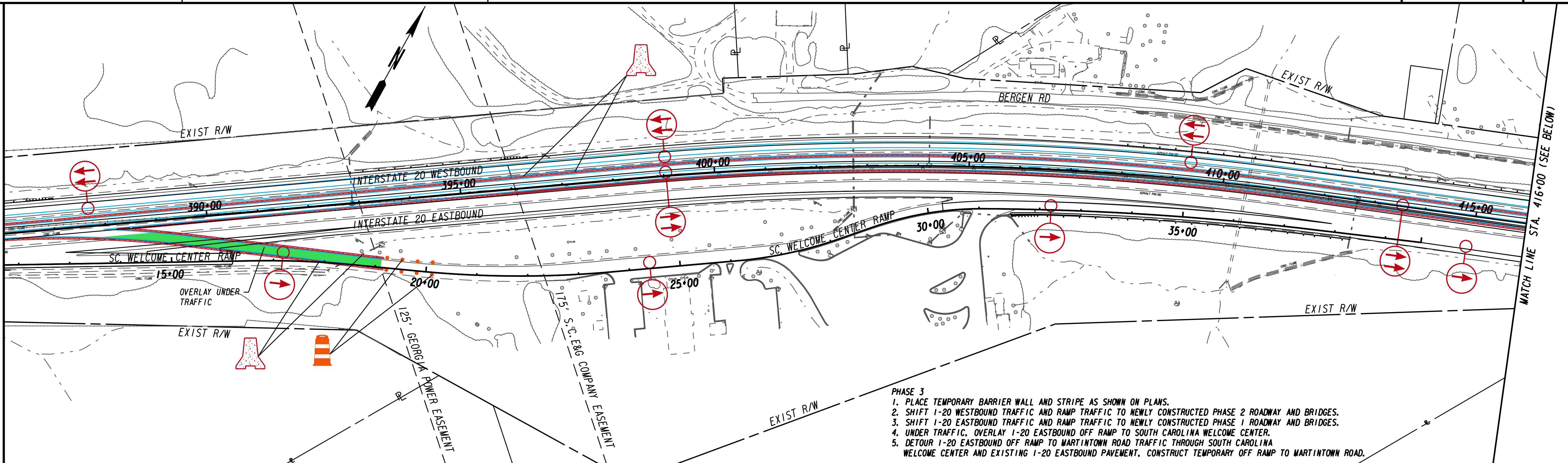
DRAWING No. 19-0010

7/31/2015 GPLN

25-SEP-2018 16:37 | $PRF8$ | T:\GDOT I-20 Savannah River Crossing\Design_Updated\Construction Staging\210327-_19-0011.dgn

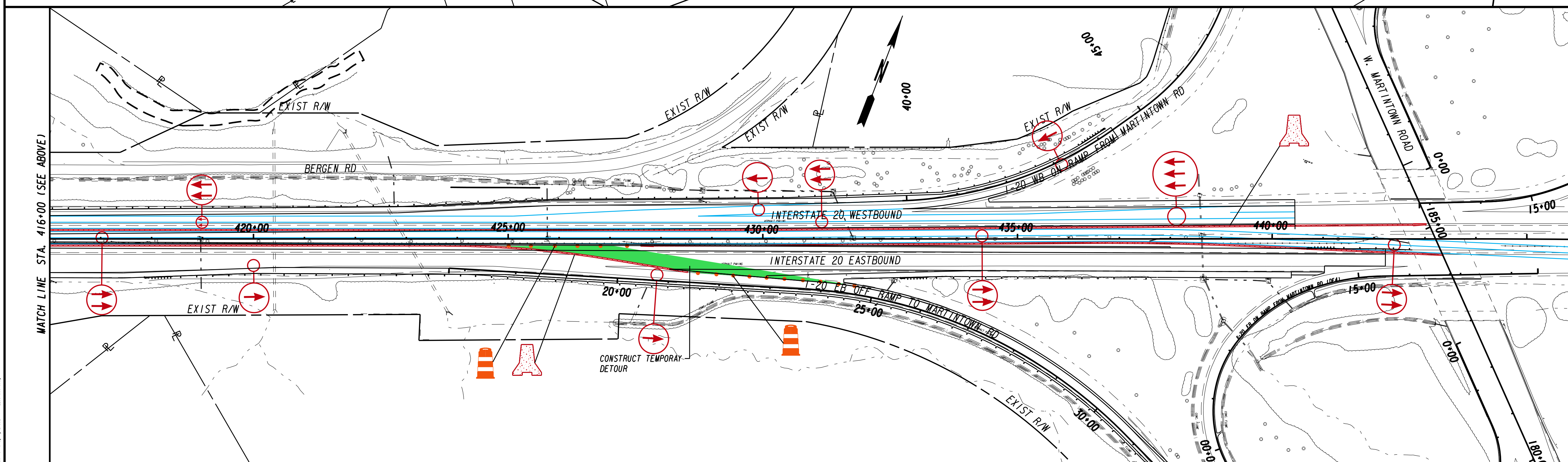
|inleys| | T:\GDOT I-20 Savannah River Crossing\Design_Updated\Construction Staging\GaDOT_Rdwy_Half.pen

GDOT | P. I. No. 210327-



PHASE 3

1. PLACE TEMPORARY BARRIER WALL AND STRIPE AS SHOWN ON PLANS.
2. SHIFT I-20 WESTBOUND TRAFFIC AND RAMP TRAFFIC TO NEWLY CONSTRUCTED PHASE 2 ROADWAY AND BRIDGES.
3. SHIFT I-20 EASTBOUND TRAFFIC AND RAMP TRAFFIC TO NEWLY CONSTRUCTED PHASE 1 ROADWAY AND BRIDGES.
4. UNDER TRAFFIC, OVERLAY I-20 EASTBOUND OFF RAMP TO SOUTH CAROLINA WELCOME CENTER.
5. DETOUR I-20 EASTBOUND OFF RAMP TO MARTINTOWN ROAD TRAFFIC THROUGH SOUTH CAROLINA WELCOME CENTER AND EXISTING I-20 EASTBOUND PAVEMENT. CONSTRUCT TEMPORARY OFF RAMP TO MARTINTOWN ROAD.



Legend	
PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
PERMANENT CONSTRUCTION	
TEMPORARY PAVEMENT	
TEMPORARY CONCRETE BARRIER	
TRAFFIC BARREL DRUM	
TRAFFIC FLOW PATTERN	

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT
SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION
WSP
STV Incorporated

SCALE IN FEET
0 100 200 400

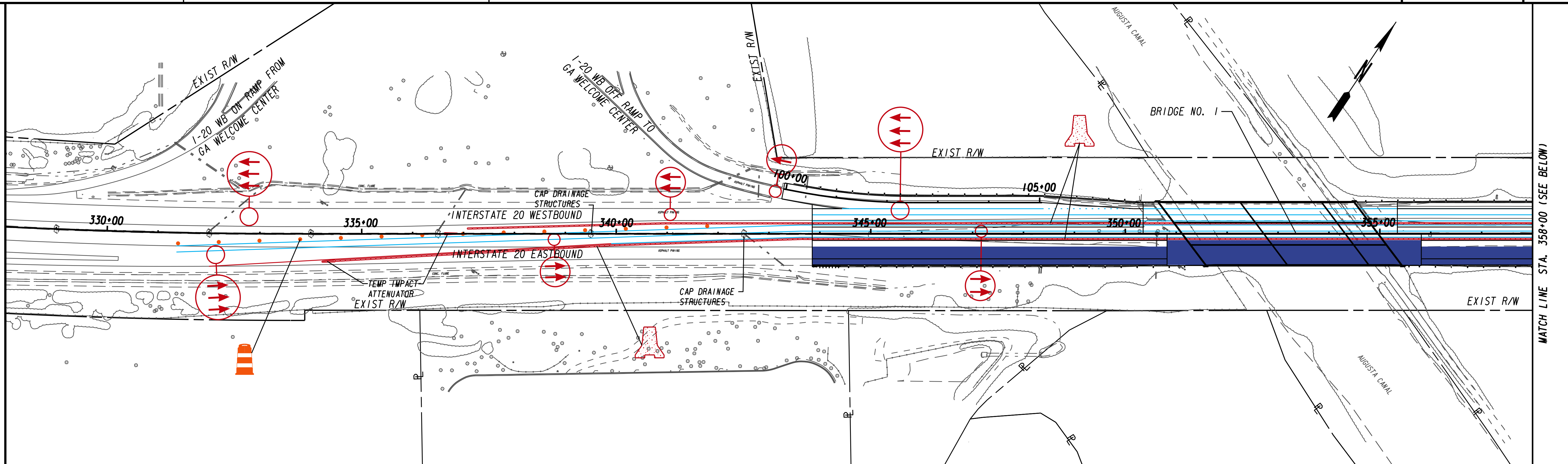
REVISION DATES

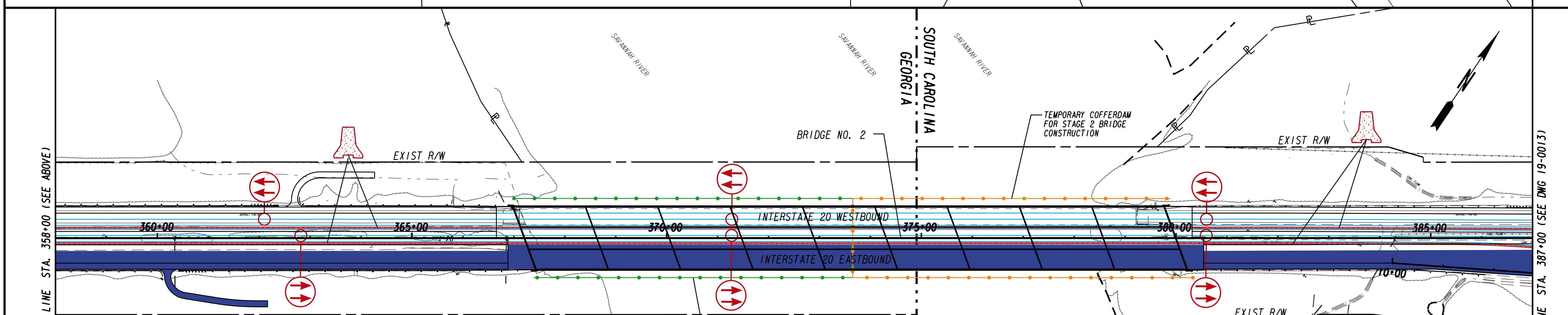
CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE 3

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	19-0011	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

7/31/2015 GPLN





PHASE 3A

1. PLACE TEMPORARY BARRIER WALL AND STRIPE AS SHOWN ON PLANS.
2. UNDER TRAFFIC, OVERLAY I-20 EASTBOUND ON RAMP FROM SOUTH CAROLINA WELCOME CENTER.
3. SHIFT I-20 EASTBOUND RAMP TRAFFIC TO TEMPORARY PAVMENT AS SHOWN ON PLANS.
4. DEMOLISH EXISTING EASTBOUND CANAL BRIDGE AND WESTERN PORTION OF EXISTING EASTBOUND RIVER BRIDGE WITHIN LIMITS OF TEMPORARY COFFERDAMS FROM PREVIOUS PHASE.
5. STAGE 1: BEGIN CONSTRUCTION FOR THE RIGHT SEGMENT OF BRIDGE NO. 1 AND THE WESTERN PORTION OF THE RIGHT SEGMENT OF BRIDGE NO. 2.
6. STAGE 2: COMPLETE THE WESTERN PORTION OF THE RIGHT SEGMENT OF BRIDGE NO. 2 AND MOVE TEMPORARY COFFERDAMS TO EASTERN PORTION OF BRIDGE NO. 2 AND BEGIN CONSTRUCTION ON RIGHT SEGMENT.
7. RUBBLIZE EXISTING EASTBOUND CONCRETE PAVEMENT AND OUTSIDE SHOULDERS AND CONSTRUCT NEW CONCRETE LANES AND SHOULDERS AS SHOWN ON PLANS.

PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
PERMANENT CONSTRUCTION	
TEMPORARY PAVEMENT	
TEMPORARY CONCRETE BARRIER	
TRAFFIC BARREL DRUM	
TRAFFIC FLOW PATTERN	

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

SCDOT South Carolina Department of Transportation

SUPERIOR CONSTRUCTION

STV Incorporated

SCALE IN FEET 0 100 200 400

REVISION DATES

CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE 3A

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

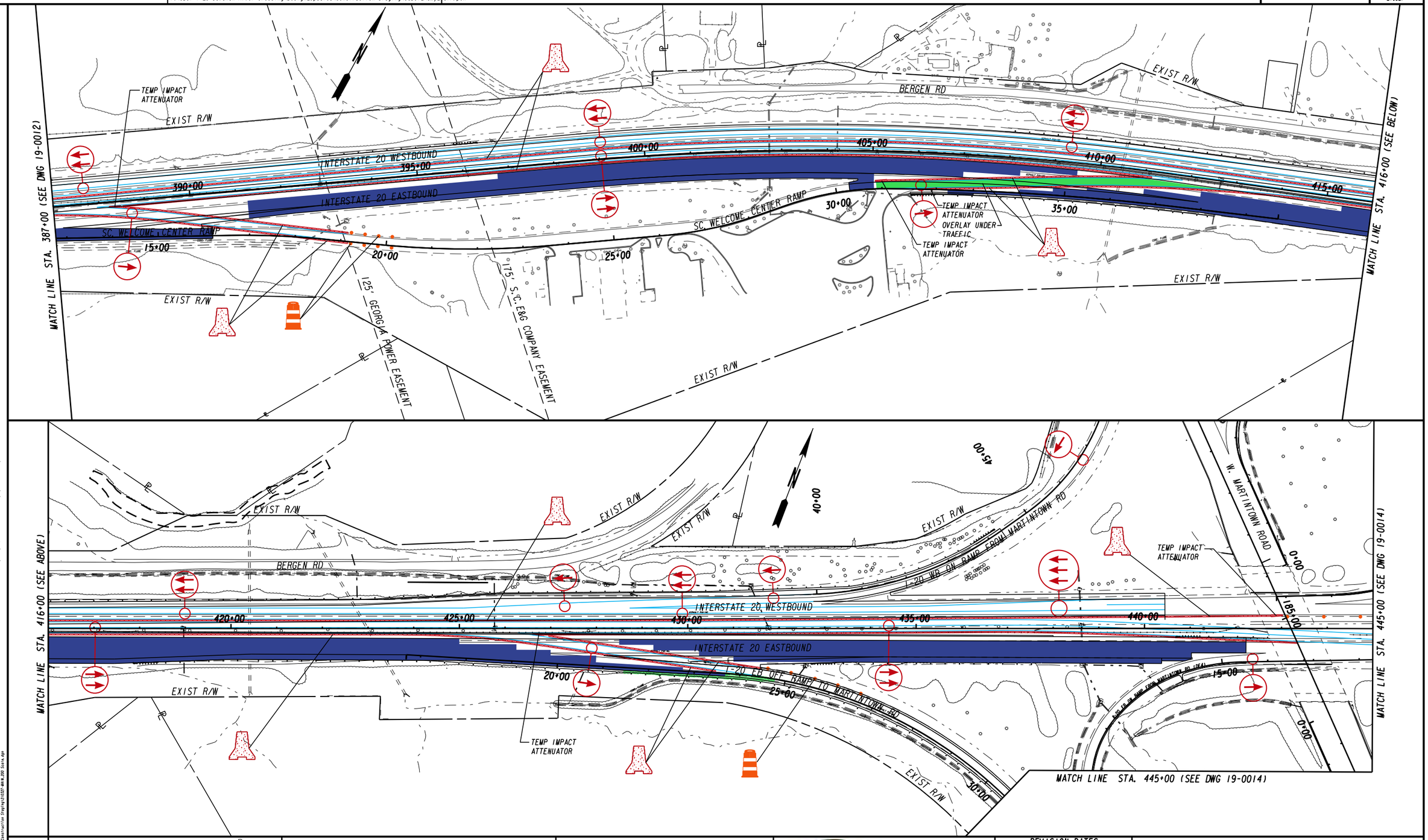
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	19-0012
CORRECTED:	DATE:	
VERIFIED:	DATE:	

25-SEP-2018 16:37 $PRF8$
[lnleys]

T:\GDOT I-20 Savanah River Crossing\Design_Updated\Construction Staging\GaDOT_Rdwy_Calf.pen

T:\GDOT I-20 Savanah River Crossing\Design_Updated\Construction Staging\210327-_19-0013.dgn

GDOT | P.I. No. 210327-



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
PERMANENT CONSTRUCTION
TEMPORARY PAVEMENT
TEMPORARY CONCRETE BARRIER
TRAFFIC BARREL DRUM
TRAFFIC FLOW PATTERN

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT
SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION
WSP
STV Incorporated

SCALE IN FEET
0 100 200 400

REVISION DATES

CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS PHASE 3A

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		19-0013
CORRECTED:		DATE:		
VERIFIED:		DATE:		

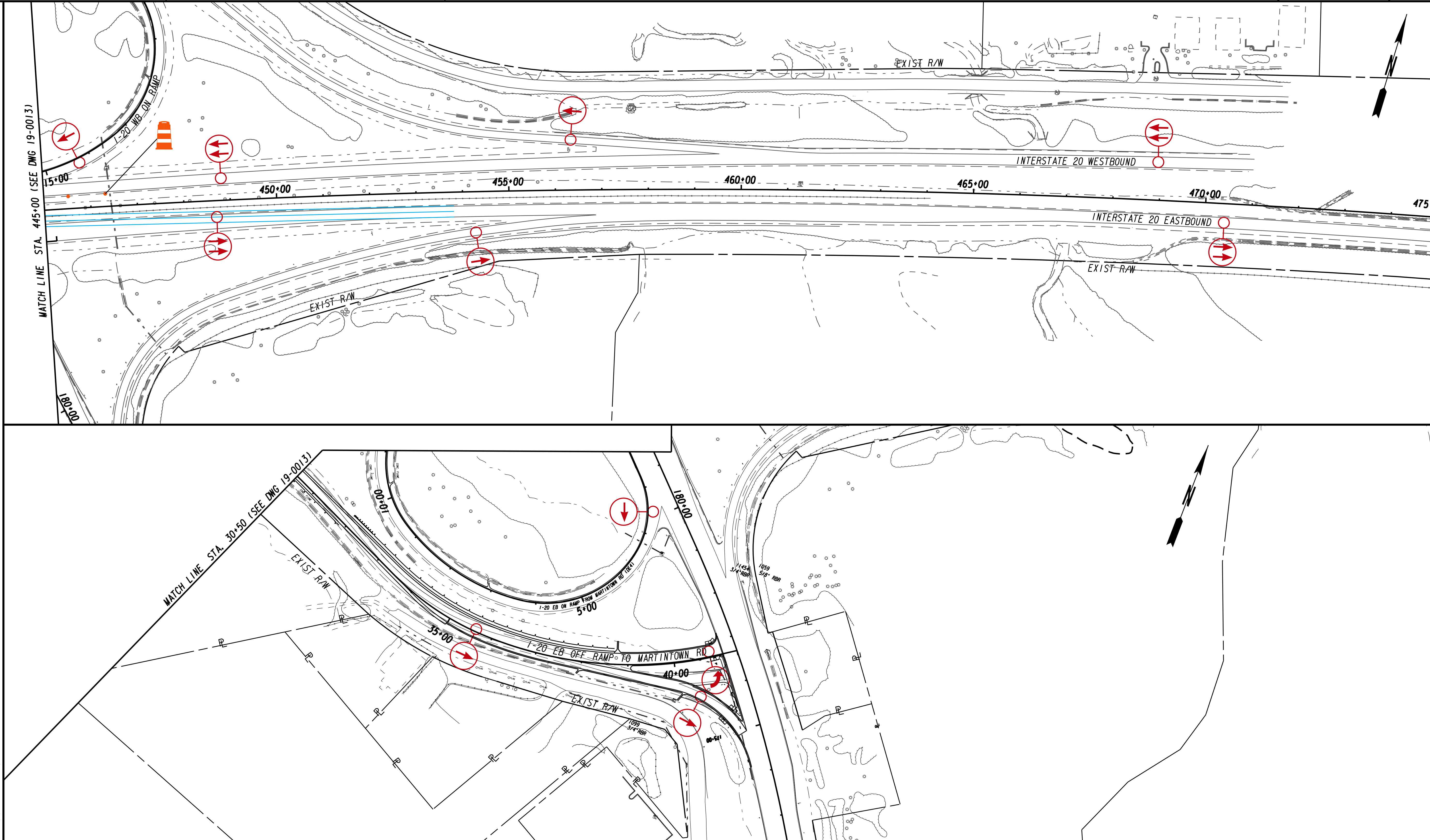
7/31/2015 GPLN

T:\GDOT I-20 Savanah River Crossing\Design_Updated\Construction Staging\210327-19PRF.dgn
T:\GDOT I-20 Savanah River Crossing\Design_Updated\Construction Staging\210327-MAIN.DGN Sets.dgn
T:\GDOT I-20 Savanah River Crossing\Design_Updated\Construction Staging\210327-19PE.dgn
210327-SheetLayout-ANSI.dgn

25-SEP-2018 16:38 $PRF8$ T:\GDOT I-20 Savannah River Crossing\Design_Updated\Construction Staging\210327-_19-0014.dgn

[inleys] T:\GDOT I-20 Savannah River Crossing\Design_Updated\Construction Staging\GaDOT_Rdwy_Half.pen

GDOT P. I. No. 210327-



PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
PERMANENT CONSTRUCTION	
TEMPORARY PAVEMENT	
TEMPORARY CONCRETE BARRIER	
TRAFFIC BARREL DRUM	
TRAFFIC FLOW PATTERN	

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT
SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION
wsp
STV Incorporated

SCALE IN FEET
0 100 200 400

REVISION DATES

CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE 3A

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	19-0014
CORRECTED:	DATE:	
VERIFIED:	DATE:	

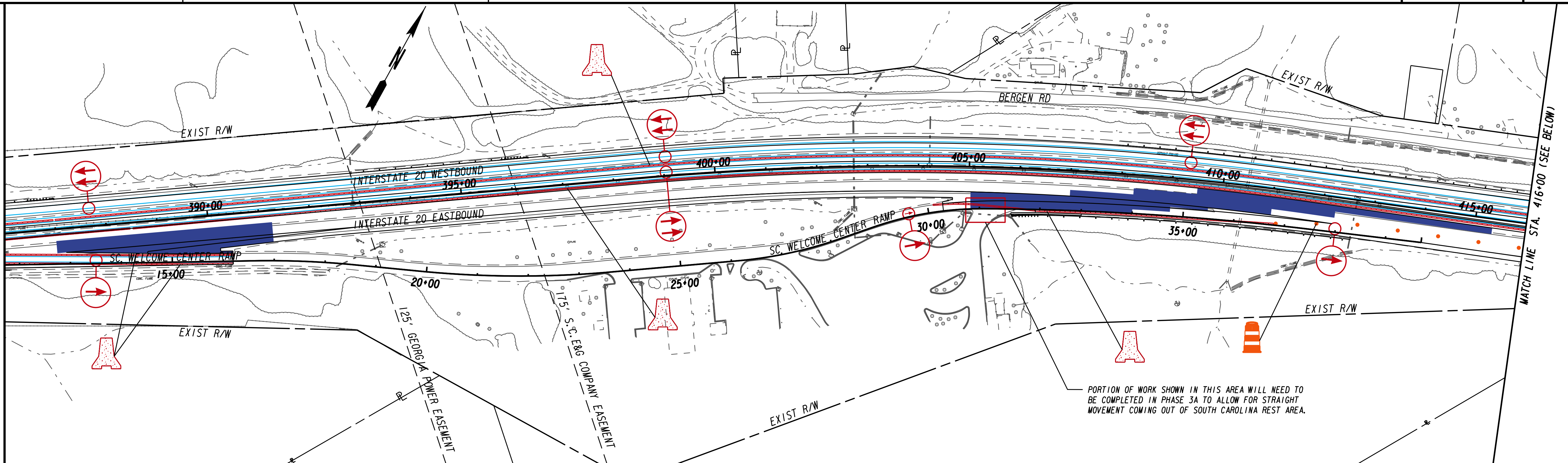
7/31/2015 GPLN

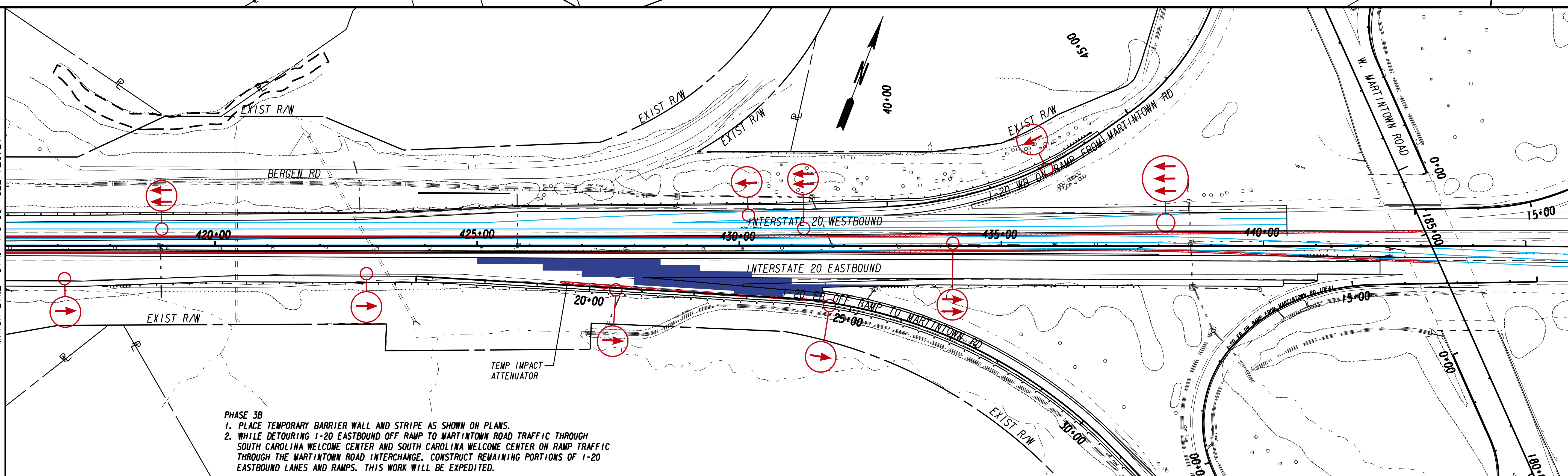
25-SEP-2018 16:38
linleysj

$PRF8$
T:\GDOT I-20 Savanah River Crossing\Design_Updated\Construction Staging\GaDOT_Rdwy_Half.pen

T:\GDOT I-20 Savanah River Crossing\Design_Updated\Construction Staging\210327-_19-0015.dgn

GDOT | P. I. No. 210327-





PHASE 3B

1. PLACE TEMPORARY BARRIER WALL AND STRIPE AS SHOWN ON PLANS.
2. WHILE DETOURING I-20 EASTBOUND OFF RAMP TO MARTINTOWN ROAD TRAFFIC THROUGH SOUTH CAROLINA WELCOME CENTER AND SOUTH CAROLINA WELCOME CENTER ON RAMP TRAFFIC THROUGH THE MARTINTOWN ROAD INTERCHANGE, CONSTRUCT REMAINING PORTIONS OF I-20 EASTBOUND LANES AND RAMPS. THIS WORK WILL BE EXPEDITED.

Legend	
PROPERTY AND EXISTING R/W LINE	ℙ
REQUIRED R/W LINE	
PERMANENT CONSTRUCTION	(blue)
TEMPORARY PAVEMENT	(green)
TEMPORARY CONCRETE BARRIER	
TRAFFIC BARREL DRUM	●
TRAFFIC FLOW PATTERN	→

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT
SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION
WSP
STV Incorporated

SCALE IN FEET
0 100 200 400

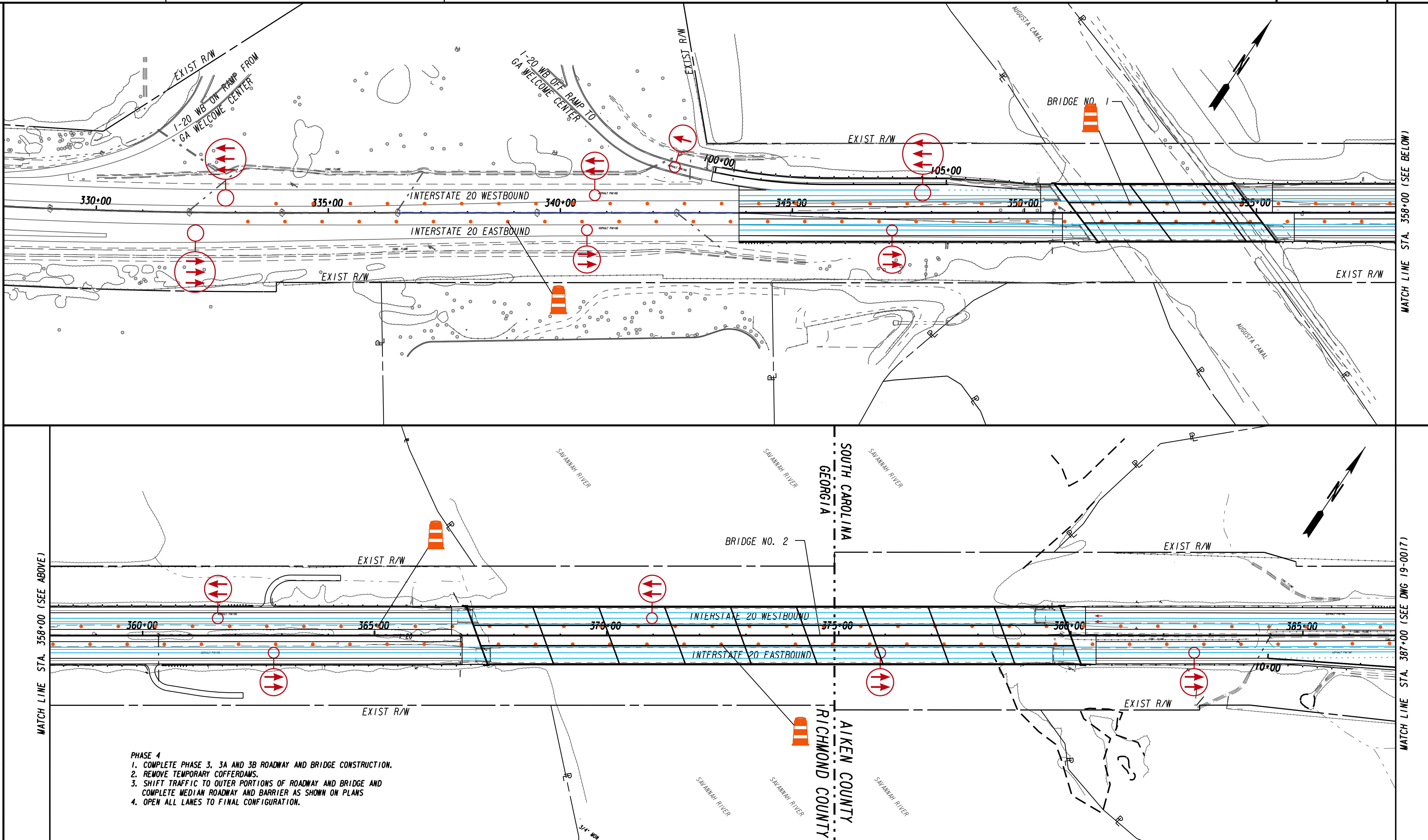
REVISION DATES

CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE 3B

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	19-0015	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

7/31/2015 GPLN



PHASE 4

1. COMPLETE PHASE 3, 3A AND 3B ROADWAY AND BRIDGE CONSTRUCTION.
2. REMOVE TEMPORARY COFFERDAMS.
3. SHIFT TRAFFIC TO OUTER PORTIONS OF ROADWAY AND BRIDGE AND COMPLETE MEDIAN ROADWAY AND BARRIER AS SHOWN ON PLANS
4. OPEN ALL LANES TO FINAL CONFIGURATION.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
PERMANENT CONSTRUCTION
TEMPORARY PAVEMENT
TEMPORARY CONCRETE BARRIER
TRAFFIC BARREL DRUM
TRAFFIC FLOW PATTERN

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT
SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION
WSP
STV Incorporated

SCALE IN FEET
0 100 200 400

REVISION DATES

CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE 4

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	19-0016
CORRECTED:	DATE:	
VERIFIED:	DATE:	

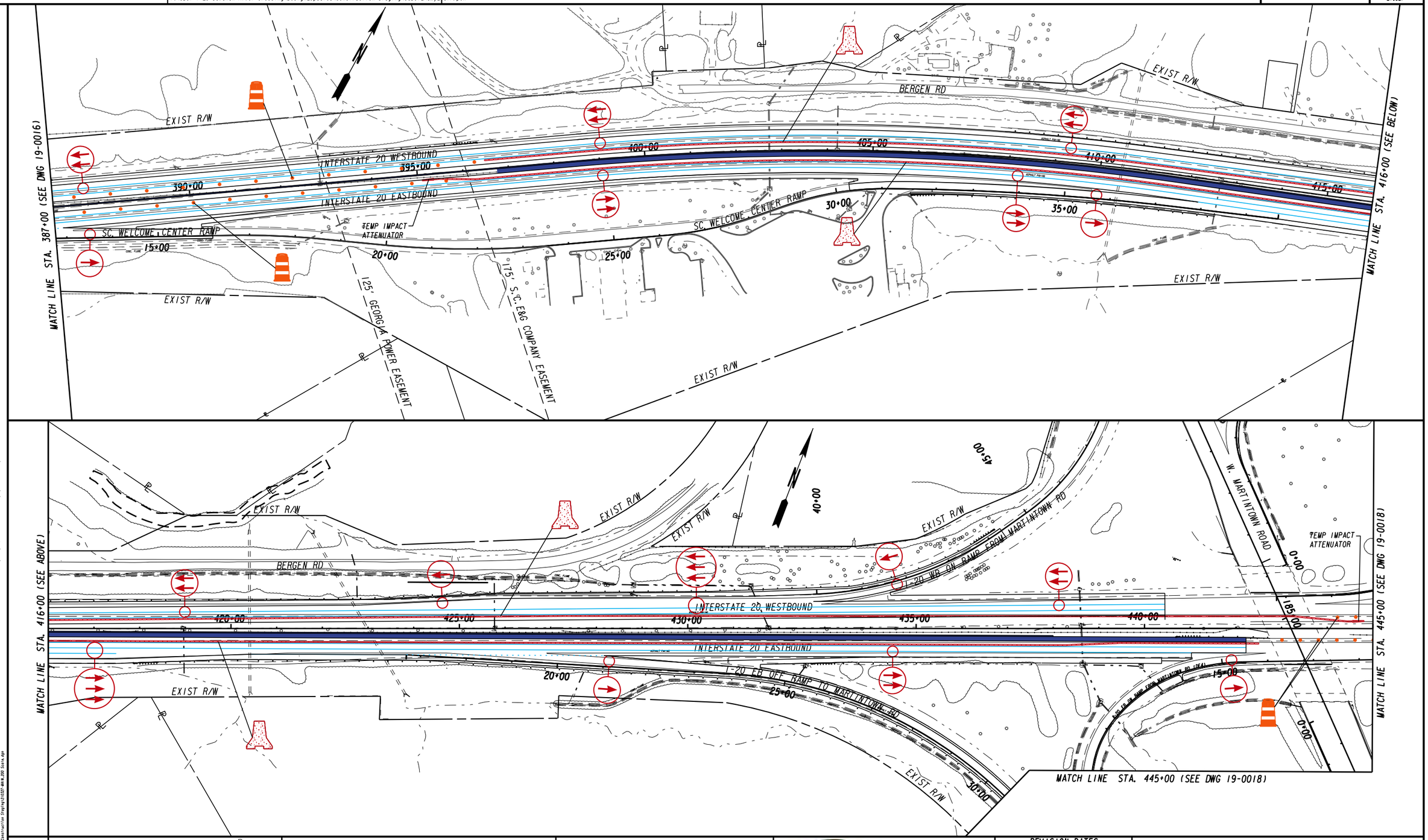
25-SEP-2018 16:38 $PRF8$
[lnleys]

T:\GDOT I-20 Savanah River Crossing\Design_Updated\Construction Staging\GaDOT_Rdwy_Calf.pen

T:\GDOT I-20 Savanah River Crossing\Design_Updated\Construction Staging\210327-_19-0017.dgn

GDOT

P.I. No. 210327-



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
PERMANENT CONSTRUCTION
TEMPORARY PAVEMENT
TEMPORARY CONCRETE BARRIER
TRAFFIC BARREL DRUM
TRAFFIC FLOW PATTERN

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT
SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION
WSP
STV Incorporated

SCALE IN FEET
0 100 200 400

REVISION DATES

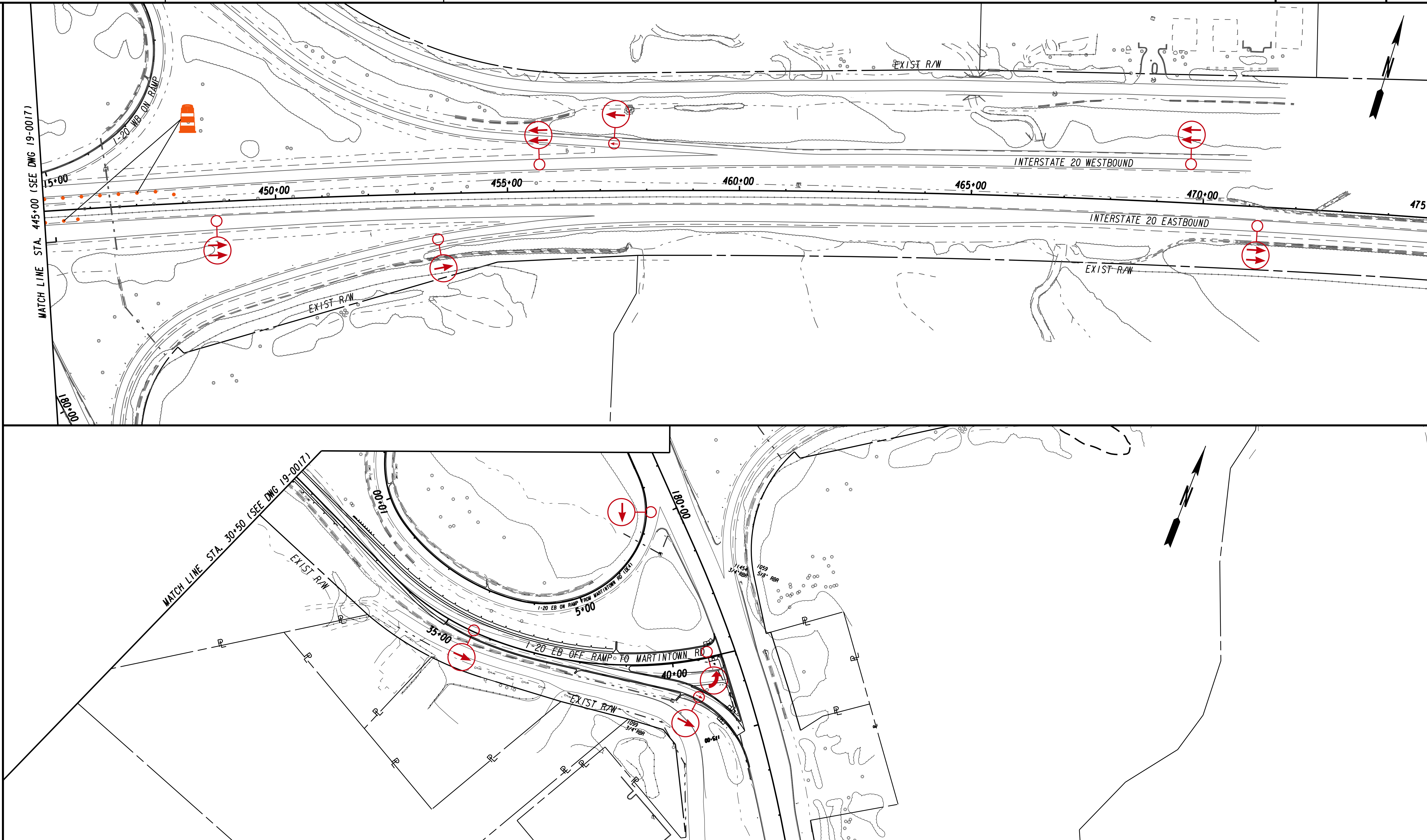
CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS PHASE 4

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		19-0017
VERIFIED:		DATE:		

7/31/2015 GPLN

T:\GDOT I-20 Savanah River Crossing\Design_Updated\Construction Staging\210327-19PRF.dgn
T:\GDOT I-20 Savanah River Crossing\Design_Updated\Construction Staging\210327-MAIN.DGN Sista.dgn
T:\GDOT I-20 Savanah River Crossing\Design_Updated\Construction Staging\210327-19PE.dgn



PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
PERMANENT CONSTRUCTION	
TEMPORARY PAVEMENT	
TEMPORARY CONCRETE BARRIER	
TRAFFIC BARREL DRUM	
TRAFFIC FLOW PATTERN	

TECHNICAL PROPOSAL
NOT FOR CONSTRUCTION

GDOT
SCDOT
South Carolina Department of Transportation

SUPERIOR CONSTRUCTION
WSP
STV Incorporated

SCALE IN FEET
0 100 200 400

REVISION DATES

CONCEPTUAL CONSTRUCTION STAGING DIAGRAMS
PHASE 4

I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No.
19-0018

7/31/2015 GPLN

Georgia Department of Transportation *in conjunction with* SCDOT

RFQ NO. 484-03302018DB

DESIGN-BUILD

I-20 AT SAVANNAH RIVER BRIDGE REPLACEMENTS AND ROADWAY WIDENING PROJECT

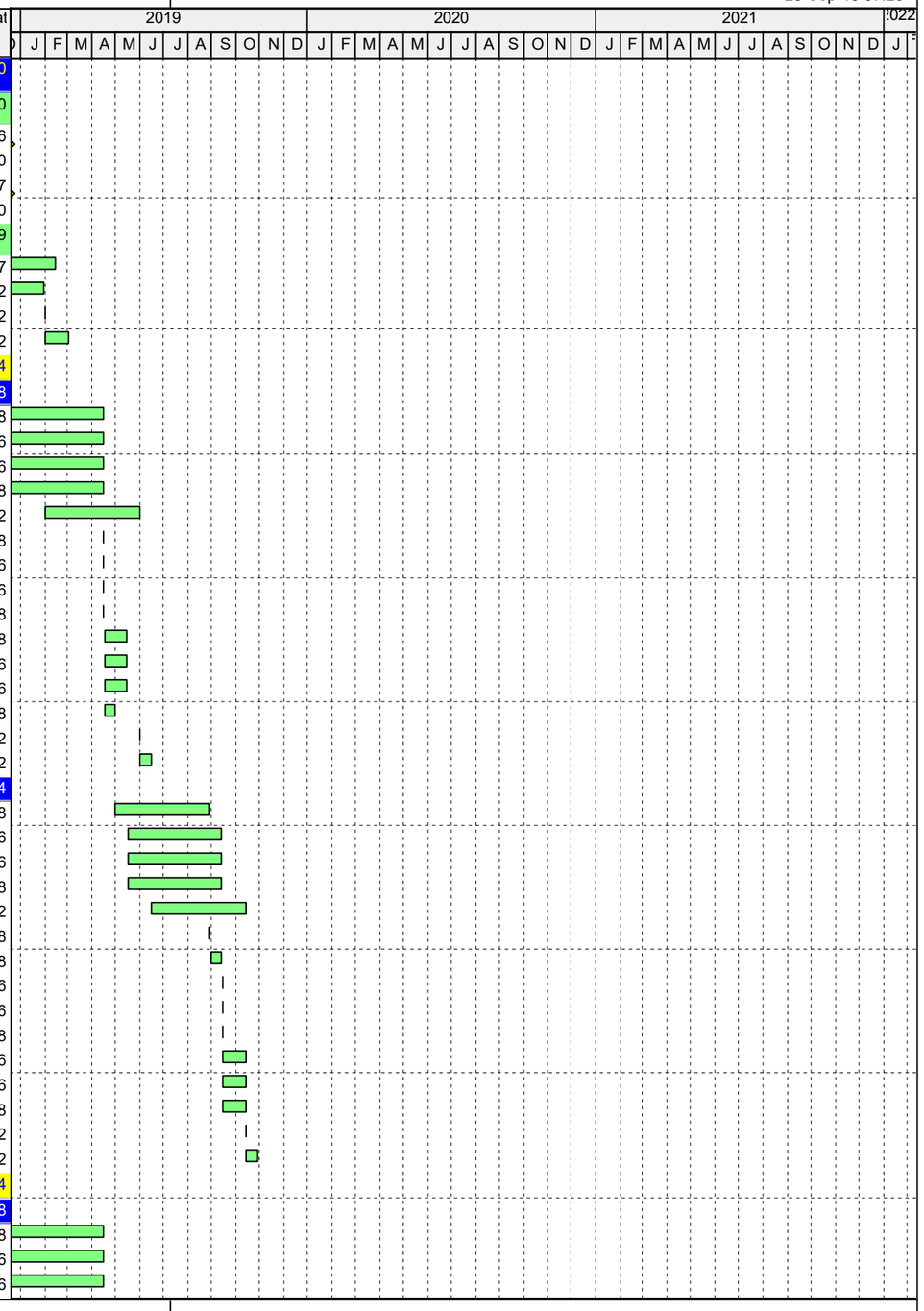
P.I. NO. 210327

PROJECT SCHEDULE

SUPERIOR CONSTRUCTION

wsp

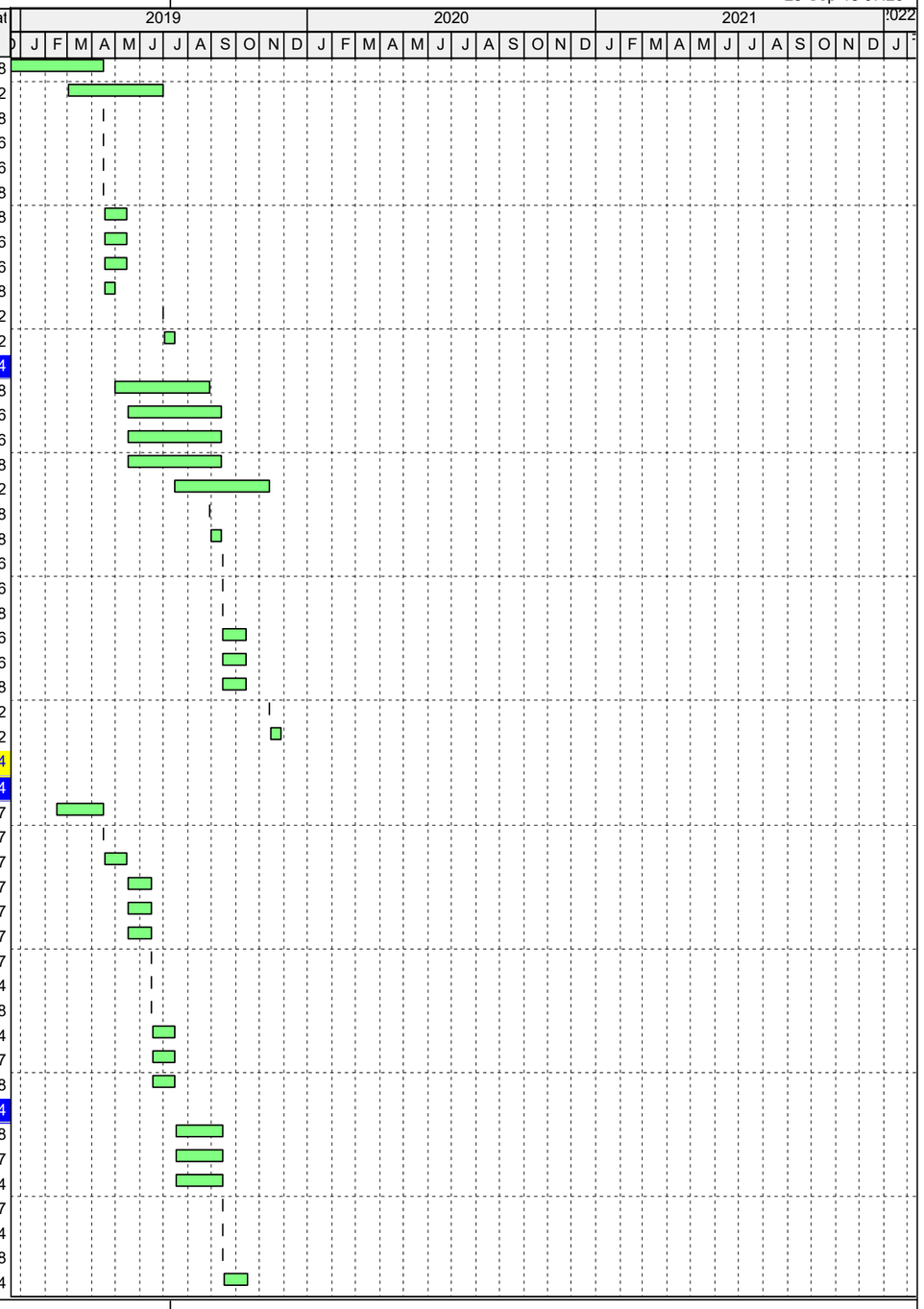
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
I-20 at Savannah River Design-Build (Proposal Schedule PI No. 210327)		1151	17-Dec-18	09-Feb-22	0
Project Milestones		1151	17-Dec-18	09-Feb-22	0
PM.1010	Notice to Proceed 1 - Commence Preliminary Design	0	17-Dec-18		176
PM.1040	Substantial Completion Deadline (Must be completed by 12/31/21)	1103	17-Dec-18	23-Dec-21	0
PM.1000	Contract Execution	0	17-Dec-18		127
PM.1050	Final Acceptance Deadline	1151	17-Dec-18	09-Feb-22	0
Design		351	17-Dec-18	02-Dec-19	349
210327 DSN.1100	Project Survey and SUE Investigation	60	17-Dec-18	14-Feb-19	127
210327 DSN.1110	Prepare Geotechnical Field Data	45	17-Dec-18	30-Jan-19	132
210327 DSN.1270	Submit Geotechnical Field Data	1	31-Jan-19	31-Jan-19	132
210327 DSN.1280	Review Geotechnical Field Data	30	01-Feb-19	02-Mar-19	132
Package A - Georgia Roadway		316	17-Dec-18	28-Oct-19	384
60% Deisgn Submittals		181	17-Dec-18	15-Jun-19	368
210327 DSN.1150	Prepare 60% Drainage Plans - Georgia	120	17-Dec-18	15-Apr-19	398
210327 DSN.1180	Prepare 60% ITS Plans - Georgia	120	17-Dec-18	15-Apr-19	196
210327 DSN.1210	Prepare 60% Signing, Pvement Marking & Signalization Plans - Georgia	120	17-Dec-18	15-Apr-19	176
210327 DSN.1240	Prepare 60% Traffic Control Plans - Georgia	120	17-Dec-18	15-Apr-19	208
210327 DSN.1120	Prepare 60% Grading/Roadway Plans - Georgia	120	01-Feb-19	31-May-19	162
210327 DSN.1160	Submit 60% Drainage Plans - Georgia	1	16-Apr-19	16-Apr-19	398
210327 DSN.1190	Submit 60% ITS Plans - Georgia	1	16-Apr-19	16-Apr-19	196
210327 DSN.1220	Submit 60% Signing, Pavement Marking & Signalization Plans - Georgia	1	16-Apr-19	16-Apr-19	176
210327 DSN.1250	Submit 60% Traffic Control Plans - Georgia	1	16-Apr-19	16-Apr-19	208
210327 DSN.1170	Review 60% Drainage Plans - Georgia	30	17-Apr-19	16-May-19	398
210327 DSN.1200	Review 60% ITS Plans - Georgia	30	17-Apr-19	16-May-19	196
210327 DSN.1230	Review 60% Signing, Pavement Marking & Signalization Plans - Georgia	30	17-Apr-19	16-May-19	176
210327 DSN.1260	Review 60% Traffic Control Plans - Georgia	14	17-Apr-19	30-Apr-19	208
210327 DSN.1130	Submit 60% Grading/Roadway Plans - Georgia	1	01-Jun-19	01-Jun-19	162
210327 DSN.1140	Review 60% Grading/Roadway Plans - Georgia	14	02-Jun-19	15-Jun-19	162
Final Design Submittals		181	01-May-19	28-Oct-19	384
210327 DSN.1620	Prepare Final Traffic Control Plans - Georgia	120	01-May-19	28-Aug-19	208
210327 DSN.1600	Prepare Final ITS Plans - Georgia	120	17-May-19	13-Sep-19	196
210327 DSN.1610	Prepare Final Signing, Pvement Marking & Signalization Plans - Georgia	120	17-May-19	13-Sep-19	176
210327 DSN.1710	Prepare Final Drainage Plans - Georgia	120	17-May-19	13-Sep-19	398
210327 DSN.1590	Prepare Final Grading/Roadway Plans - Georgia	120	16-Jun-19	13-Oct-19	162
210327 DSN.1700	Submit Final Traffic Control Plans - Georgia	1	29-Aug-19	29-Aug-19	208
210327 DSN.1660	Review Final Traffic Control Plans - Georgia	14	30-Aug-19	12-Sep-19	208
210327 DSN.1680	Submit Final ITS Plans - Georgia	1	14-Sep-19	14-Sep-19	196
210327 DSN.1690	Submit Final Signing, Pavement Marking & Signalization Plans - Georgia	1	14-Sep-19	14-Sep-19	176
210327 DSN.1720	Submit Final Drainage Plans - Georgia	1	14-Sep-19	14-Sep-19	398
210327 DSN.1640	Review Final ITS Plans - Georgia	30	15-Sep-19	14-Oct-19	196
210327 DSN.1650	Review Final Signing, Pavement Marking & Signalization Plans - Georgia	30	15-Sep-19	14-Oct-19	176
210327 DSN.1730	Review Final Drainage Plans - Georgia	30	15-Sep-19	14-Oct-19	398
210327 DSN.1670	Submit Final Grading/Roadway Plans - Georgia	1	14-Oct-19	14-Oct-19	162
210327 DSN.1630	Review Final Grading/Roadway Plans - Georgia	14	15-Oct-19	28-Oct-19	162
Package B - South Carolina Roadway		346	17-Dec-18	27-Nov-19	354
60% Design Submittal		211	17-Dec-18	15-Jul-19	338
210327 DSN.1290	Prepare 60% Drainage Plans - South Carolina	120	17-Dec-18	15-Apr-19	398
210327 DSN.1310	Prepare 60% ITS Plans - South Carolina	120	17-Dec-18	15-Apr-19	196
210327 DSN.1320	Prepare 60% Signing, Pvement Marking & Signalization Plans - South Carolin:	120	17-Dec-18	15-Apr-19	176



Actual Level of Effort | Remaining Work | Baseline Milestone
Actual Work | Critical Remaining Work

TASK filter: All Activities

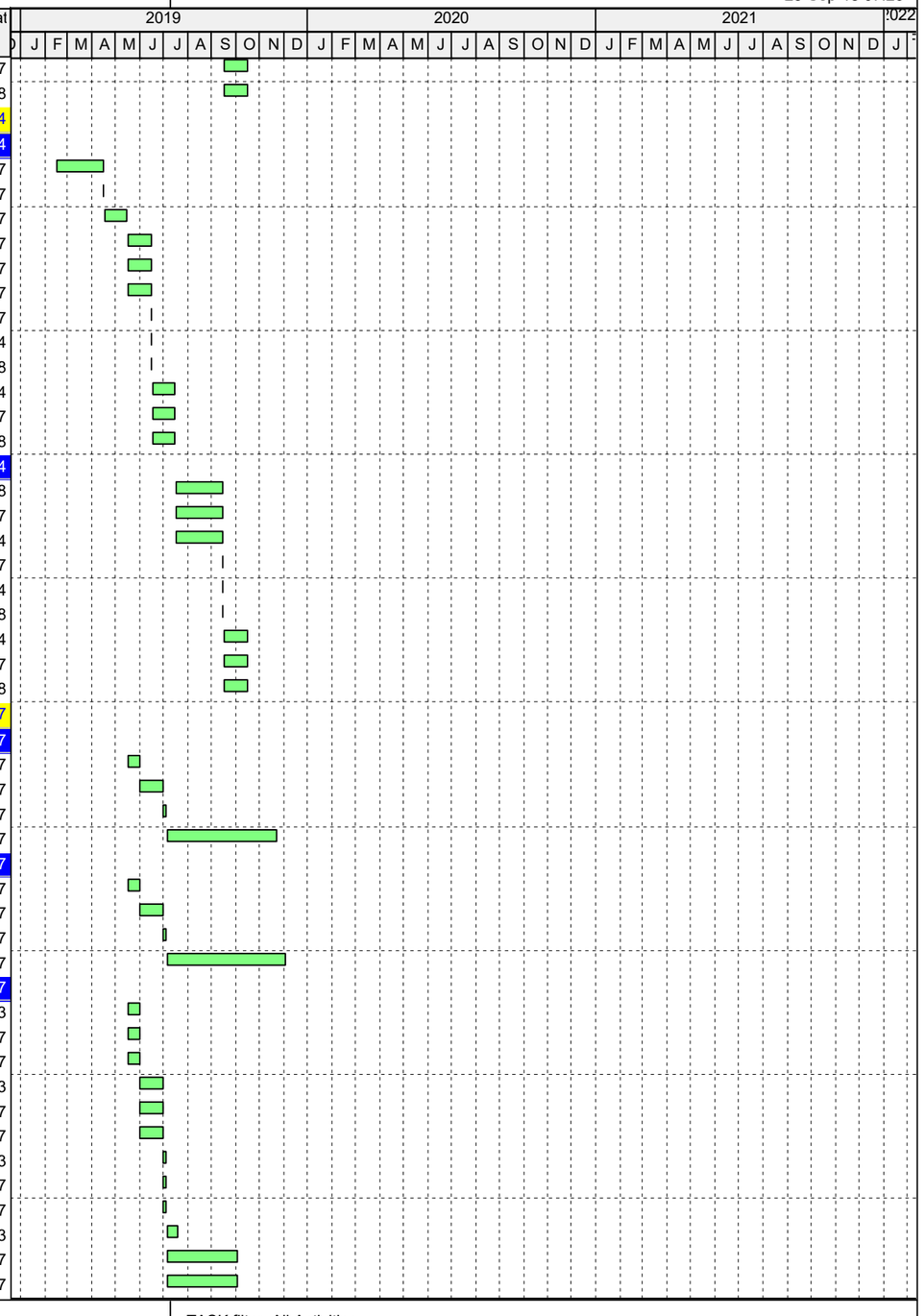
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
210327 DSN.1330	Prepare 60% Traffic Control Plans - South Carolina	120	17-Dec-18	15-Apr-19	208
210327 DSN.1300	Prepare 60% Grading/Roadway Plans - South Carolina	120	03-Mar-19	30-Jun-19	132
210327 DSN.1390	Submit 60% Drainage Plans - South Carolina	1	16-Apr-19	16-Apr-19	398
210327 DSN.1410	Submit 60% ITS Plans - South Carolina	1	16-Apr-19	16-Apr-19	196
210327 DSN.1420	Submit 60% Signing, Pavement Marking & Signalization Plans - South Carolin	1	16-Apr-19	16-Apr-19	176
210327 DSN.1430	Submit 60% Traffic Control Plans - South Carolina	1	16-Apr-19	16-Apr-19	208
210327 DSN.1340	Review 60% Drainage Plans - South Carolina	30	17-Apr-19	16-May-19	398
210327 DSN.1360	Review 60% ITS Plans - South Carolina	30	17-Apr-19	16-May-19	196
210327 DSN.1370	Review 60% Signing, Pavement Marking & Signalization Plans - South Carolin	30	17-Apr-19	16-May-19	176
210327 DSN.1380	Review 60% Traffic Control Plans - South Carolina	14	17-Apr-19	30-Apr-19	208
210327 DSN.1400	Submit 60% Grading/Roadway Plans - South Carolina	1	01-Jul-19	01-Jul-19	132
210327 DSN.1350	Review 60% Grading/Roadway Plans - South Carolina	14	02-Jul-19	15-Jul-19	132
Final Deisgn Submittal		211	01-May-19	27-Nov-19	354
210327 DSN.1480	Prepare Final Traffic Control Plans - South Carolina	120	01-May-19	28-Aug-19	208
210327 DSN.1460	Prepare Final ITS Plans - South Carolina	120	17-May-19	13-Sep-19	196
210327 DSN.1470	Prepare Final Signing, Pvement Marking & Signalization Plans - South Carolin	120	17-May-19	13-Sep-19	176
210327 DSN.1540	Prepare Final Drainage Plans - South Carolina	120	17-May-19	13-Sep-19	398
210327 DSN.1450	Prepare Final Grading/Roadway Plans - South Carolina	120	16-Jul-19	12-Nov-19	132
210327 DSN.1580	Submit Final Traffic Control Plans - South Carolina	1	29-Aug-19	29-Aug-19	208
210327 DSN.1530	Review Final Traffic Control Plans - South Carolina	14	30-Aug-19	12-Sep-19	208
210327 DSN.1560	Submit Final ITS Plans - South Carolina	1	14-Sep-19	14-Sep-19	196
210327 DSN.1570	Submit Final Signing, Pavement Marking & Signalization Plans - South Carolin	1	14-Sep-19	14-Sep-19	176
210327 DSN.1740	Submit Final Drainage Plans - South Carolina	1	14-Sep-19	14-Sep-19	398
210327 DSN.1510	Review Final ITS Plans - South Carolina	30	15-Sep-19	14-Oct-19	196
210327 DSN.1520	Review Final Signing, Pavement Marking & Signalization Plans - South Carolir	30	15-Sep-19	14-Oct-19	176
210327 DSN.1840	Review Final Drainage Plans - South Carolina	30	15-Sep-19	14-Oct-19	398
210327 DSN.1550	Submit Final Grading/Roadway Plans - South Carolina	1	13-Nov-19	13-Nov-19	132
210327 DSN.1500	Review Final Grading/Roadway Plans - South Carolina	14	14-Nov-19	27-Nov-19	132
Package C - Augusta Canal Bridge		243	15-Feb-19	15-Oct-19	204
60% Design Submittal		152	15-Feb-19	16-Jul-19	204
210327 DSN.1850	Prepare Canal Bridge Drainage & Hydrology Report	60	15-Feb-19	15-Apr-19	127
210327 DSN.1860	Submit Canal Bridge Drainage & Hydrology Report	1	16-Apr-19	16-Apr-19	127
210327 DSN.1870	Review Canal Bridge Drainage & Hydrology Report	30	17-Apr-19	16-May-19	127
210327 DSN.1750	Prepare 60% Bridge Superstructure Plans - Augusta Canal	30	17-May-19	15-Jun-19	127
210327 DSN.1780	Prepare 60% Bridge Foundation Plans - Augusta Canal	30	17-May-19	15-Jun-19	127
210327 DSN.1810	Prepare 60% Bridge Substructure Plans - Augusta Canal	30	17-May-19	15-Jun-19	127
210327 DSN.1760	Submit 60% Bridge Foundation Plans - Augusta Canal	1	16-Jun-19	16-Jun-19	197
210327 DSN.1800	Submit 60% Bridge Substructure Plans - Augusta Canal	1	16-Jun-19	16-Jun-19	204
210327 DSN.1830	Submit 60% Bridge Superstructure Plans - Augusta Canal	1	16-Jun-19	16-Jun-19	158
210327 DSN.1770	Review 60% Bridge Substructure Plans - Augusta Canal	30	17-Jun-19	16-Jul-19	204
210327 DSN.1790	Review 60% Bridge Foundation Plans - Augusta Canal	30	17-Jun-19	16-Jul-19	197
210327 DSN.1820	Review 60% Bridge Superstructure Plans - Augusta Canal	30	17-Jun-19	16-Jul-19	158
Final Deisgn Submittal		91	17-Jul-19	15-Oct-19	204
210327 DSN.1950	Prepare Final Bridge Superstructure Plans - Augusta Canal	60	17-Jul-19	14-Sep-19	158
210327 DSN.1930	Prepare Final Bridge Foundation Plans - Augusta Canal	60	17-Jul-19	14-Sep-19	197
210327 DSN.1940	Prepare Final Bridge Substructure Plans - Augusta Canal	60	17-Jul-19	14-Sep-19	204
210327 DSN.1990	Submit Final Bridge Foundation Plans - Augusta Canal	1	15-Sep-19	15-Sep-19	197
210327 DSN.2000	Submit Final Bridge Substructure Plans - Augusta Canal	1	15-Sep-19	15-Sep-19	204
210327 DSN.2010	Submit Final Bridge Superstructure Plans - Augusta Canal	1	15-Sep-19	15-Sep-19	158
210327 DSN.1970	Review Final Bridge Substructure Plans - Augusta Canal	30	16-Sep-19	15-Oct-19	204



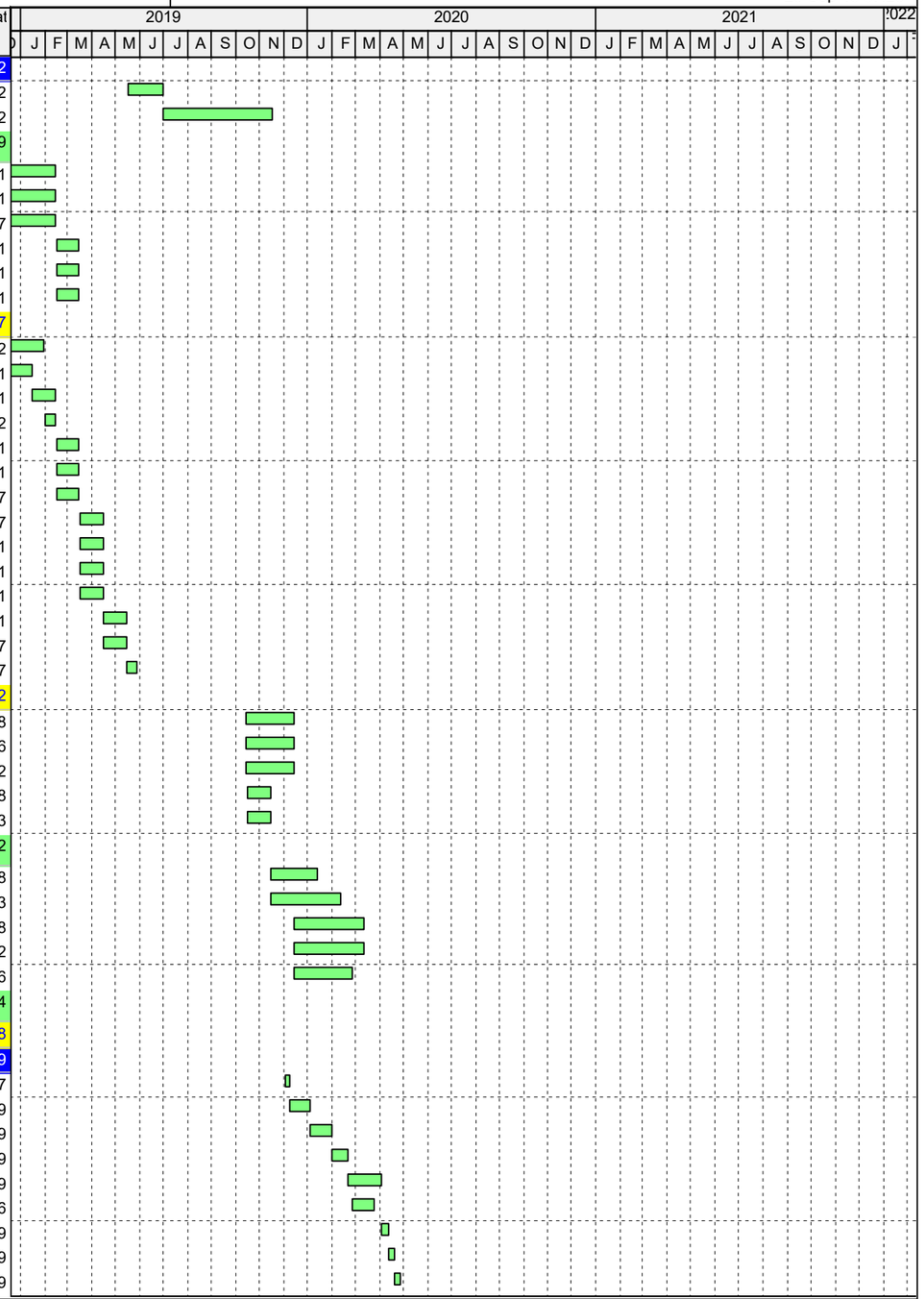
Actual Level of Effort | Actual Work | Remaining Work | Critical Remaining Work | Baseline Milestone

TASK filter: All Activities

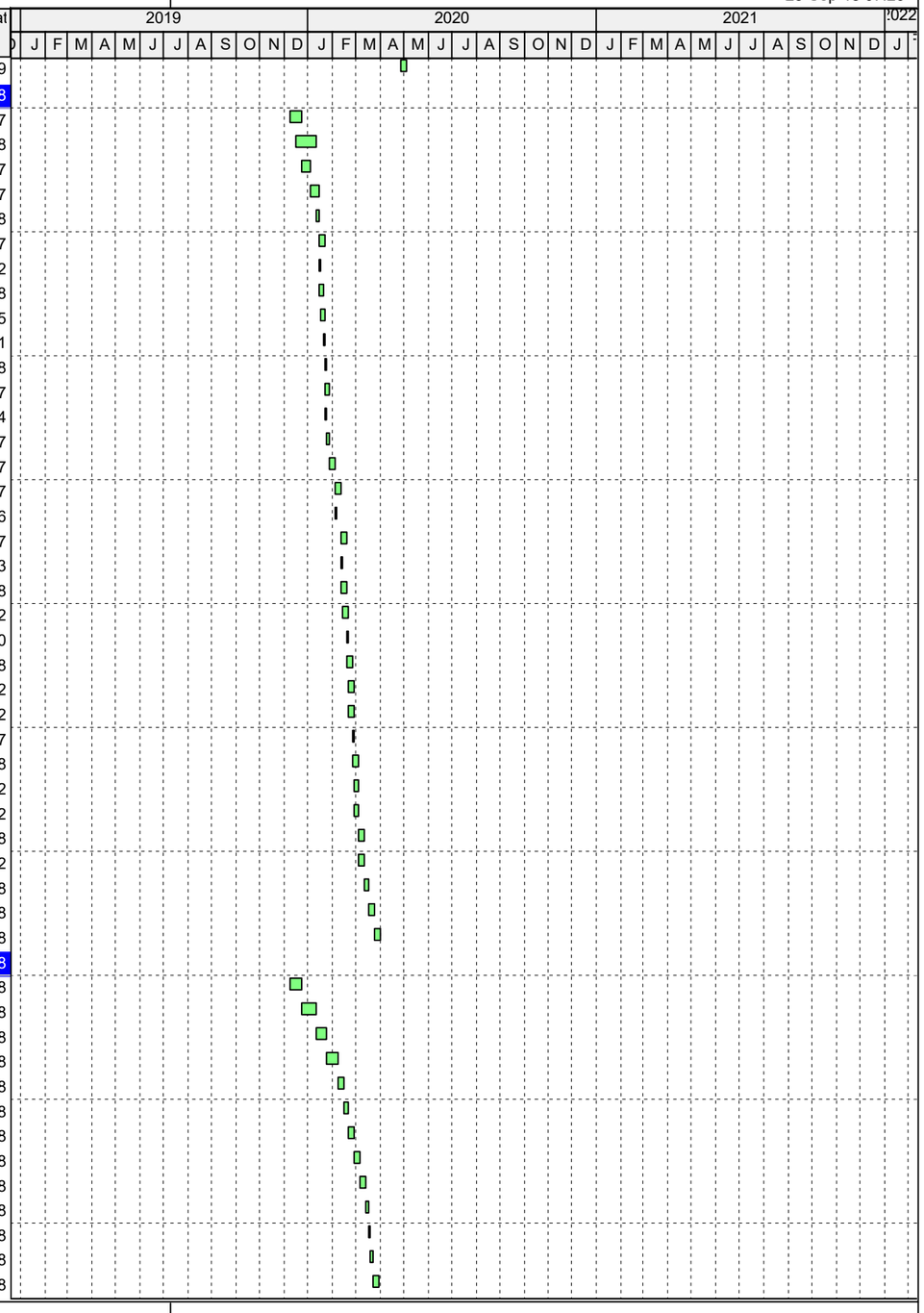
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
210327 DSN.1960	Review Final Bridge Foundation Plans - Augusta Canal	30	16-Sep-19	15-Oct-19	197
210327 DSN.1980	Review Final Bridge Superstructure Plans - Augusta Canal	30	16-Sep-19	15-Oct-19	158
Package D - Savannah River Bridge		243	15-Feb-19	15-Oct-19	204
60% Design Submittal		152	15-Feb-19	16-Jul-19	204
210327 DSN.2200	Prepare River Bridge Drainage & Hydrology Report	60	15-Feb-19	15-Apr-19	127
210327 DSN.2210	Submit River Bridge Drainage & Hydrology Report	1	16-Apr-19	16-Apr-19	127
210327 DSN.2220	Review River Bridge Drainage & Hydrology Report	30	17-Apr-19	16-May-19	127
210327 DSN.2130	Prepare 60% Bridge Superstructure Plans - Savannah River	30	17-May-19	15-Jun-19	127
210327 DSN.2110	Prepare 60% Bridge Foundation Plans - Savannah River	30	17-May-19	15-Jun-19	127
210327 DSN.2120	Prepare 60% Bridge Substructure Plans - Savannah River	30	17-May-19	15-Jun-19	127
210327 DSN.2170	Submit 60% Bridge Foundation Plans - Savannah River	1	16-Jun-19	16-Jun-19	197
210327 DSN.2180	Submit 60% Bridge Substructure Plans - Savannah River	1	16-Jun-19	16-Jun-19	204
210327 DSN.2190	Submit 60% Bridge Superstructure Plans - Savannah River	1	16-Jun-19	16-Jun-19	158
210327 DSN.2150	Review 60% Bridge Substructure Plans - Savannah River	30	17-Jun-19	16-Jul-19	204
210327 DSN.2140	Review 60% Bridge Foundation Plans - Savannah River	30	17-Jun-19	16-Jul-19	197
210327 DSN.2160	Review 60% Bridge Superstructure Plans - Savannah River	30	17-Jun-19	16-Jul-19	158
Final Deisgn Submittal		91	17-Jul-19	15-Oct-19	204
210327 DSN.2040	Prepare Final Bridge Superstructure Plans - Savannah River	60	17-Jul-19	14-Sep-19	158
210327 DSN.2020	Prepare Final Bridge Foundation Plans - Savannah River	60	17-Jul-19	14-Sep-19	197
210327 DSN.2030	Prepare Final Bridge Substructure Plans - Savannah River	60	17-Jul-19	14-Sep-19	204
210327 DSN.2080	Submit Final Bridge Foundation Plans - Savannah River	1	15-Sep-19	15-Sep-19	197
210327 DSN.2090	Submit Final Bridge Substructure Plans - Savannah River	1	15-Sep-19	15-Sep-19	204
210327 DSN.2100	Submit Final Bridge Superstructure Plans - Savannah River	1	15-Sep-19	15-Sep-19	158
210327 DSN.2060	Review Final Bridge Substructure Plans - Savannah River	30	16-Sep-19	15-Oct-19	204
210327 DSN.2050	Review Final Bridge Foundation Plans - Savannah River	30	16-Sep-19	15-Oct-19	197
210327 DSN.2070	Review Final Bridge Superstructure Plans - Savannah River	30	16-Sep-19	15-Oct-19	158
Package E - Permits		200	17-May-19	02-Dec-19	127
USACE Section 404 Permitting		190	17-May-19	22-Nov-19	137
DPE.1180	Prepare/Submit Section 404 General Permit	15	17-May-19	31-May-19	137
DPE.1190	GDOT Review Section 404 General Permit	30	01-Jun-19	30-Jun-19	137
DPE.1200	Submit Final Section 404 General Permit to Agency	5	01-Jul-19	05-Jul-19	137
DPE.1210	USACE Review & Approval Section 404 General Permit	140	06-Jul-19	22-Nov-19	137
Stream Buffer Permitting		200	17-May-19	02-Dec-19	127
DPE.1060	Prepare/Submit GA Stream Buffer Variance	15	17-May-19	31-May-19	127
DPE.1070	GDOT Review Draft GA Stream Buffer Variance	30	01-Jun-19	30-Jun-19	127
DPE.1080	Submit GA Stream Buffer Variance to Agency	5	01-Jul-19	05-Jul-19	127
DPE.1110	GEPD Review & Approval GA Stream Buffer Variance	150	06-Jul-19	02-Dec-19	127
NPDES Permit		140	17-May-19	03-Oct-19	187
DPE.1120	Prepare/Submit NPDES Construction General Permit (GAR100002)	15	17-May-19	31-May-19	263
DPE.1220	Prepare/Submit NPDES Construction General Permit (GAR100003)	15	17-May-19	31-May-19	187
DPE.1260	Prepare/Submit NPDES Construction General Permit (GAR150000)	15	17-May-19	31-May-19	187
DPE.1130	GDOT Review NPDES Construction General Permit (GAR100002)	30	01-Jun-19	30-Jun-19	263
DPE.1230	GDOT Review NPDES Construction General Permit (GAR100003)	30	01-Jun-19	30-Jun-19	187
DPE.1270	GDOT Review NPDES Construction General Permit (GAR150000)	30	01-Jun-19	30-Jun-19	187
DPE.1140	Submit NPDES Construction General Permit (GAR100002) to Agency	5	01-Jul-19	05-Jul-19	263
DPE.1240	Submit NPDES Construction General Permit (GAR100003) to Agency	5	01-Jul-19	05-Jul-19	187
DPE.1280	Submit NPDES Construction General Permit (GAR150000) to Agency	5	01-Jul-19	05-Jul-19	187
DPE.1170	GEPD Review & Approve NPDES Construction General Permit (GAR100002)	14	06-Jul-19	19-Jul-19	263
DPE.1250	GEPD Review & Approve NPDES Construction General Permit (GAR100003)	90	06-Jul-19	03-Oct-19	187
DPE.1290	GEPD Review & Approve NPDES Construction General Permit (GAR150000)	90	06-Jul-19	03-Oct-19	187



Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
SCDHEC Navigable Permit		185	17-May-19	17-Nov-19	142
DPE.1300	Prepare/Submit SCDHEC Permit	45	17-May-19	30-Jun-19	142
DPE.1310	Agency Review & Approval of SCDHEC Permit	140	01-Jul-19	17-Nov-19	142
Submittals		362	17-Dec-18	13-Dec-19	789
CS.1080	Prepare/Submit Schedule of Values	60	17-Dec-18	14-Feb-19	1061
CS.1020	Prepare/Submit Construction Phasing Plan	60	17-Dec-18	14-Feb-19	1061
CS.1030	Prepare/Submit Submittal Schedule	60	17-Dec-18	14-Feb-19	987
CS.1100	GDOT Review Schedule of Values	30	15-Feb-19	16-Mar-19	1061
CS.1060	GDOT Review Construction Phasing Plan	30	15-Feb-19	16-Mar-19	1061
CS.1070	GDOT Review Submittal Schedule	30	15-Feb-19	16-Mar-19	1061
Management Plans		164	17-Dec-18	29-May-19	987
CS.MP.1070	Repare/Submit Public Information and Communications Plan	45	17-Dec-18	30-Jan-19	1092
CS.MP.1080	Prepare/Submit GDOT-DB Team Communications Plan	30	17-Dec-18	15-Jan-19	1091
CS.MP.1140	GDOT Review GDOT-DB Team Communications Plan	30	16-Jan-19	14-Feb-19	1091
CS.MP.1130	GDOT Review Public Information and Communications Plan	14	31-Jan-19	13-Feb-19	1092
CS.MP.1020	Prepare/Submit Design Quality Management Plan	30	15-Feb-19	16-Mar-19	1031
CS.MP.1030	Prepare/Submit Construction Quality Management Plan	30	15-Feb-19	16-Mar-19	1031
CS.MP.1040	Prepare/Submit Quality Management Plan	30	15-Feb-19	16-Mar-19	987
CS.MP.1000	Prepare/Submit Safety Plan	30	17-Mar-19	15-Apr-19	987
CS.MP.1150	GDOT Review Design Quality Management Plan	30	17-Mar-19	15-Apr-19	1031
CS.MP.1090	GDOT Review Quality Management Plan	30	17-Mar-19	15-Apr-19	1031
CS.MP.1110	GDOT Review Construction Quality Management Plan	30	17-Mar-19	15-Apr-19	1031
CS.MP.1010	GDOT Review Safety Plan	30	16-Apr-19	15-May-19	1001
CS.MP.1060	Prepare/Submit Demolition Plan	30	16-Apr-19	15-May-19	987
CS.MP.1120	GDOT Review Demolition Plan	14	16-May-19	29-May-19	987
Shop Drawings		60	15-Oct-19	13-Dec-19	412
CS.SD.1200	Prepare/Submit Drainage Shop Drawings	60	15-Oct-19	13-Dec-19	398
CS.SD.1210	Prepare/Submit ITS Shop Drawings	60	15-Oct-19	13-Dec-19	196
CS.SD.1220	Prepare/Submit Signalization & Lighting Shop Drawings	60	15-Oct-19	13-Dec-19	412
CS.SD.1240	Prepare/Submit Beam Shop Drawings	30	16-Oct-19	14-Nov-19	158
CS.SD.1250	Prepare/Submit SIP Shop Drawings	30	16-Oct-19	14-Nov-19	183
Procurement		119	15-Nov-19	12-Mar-20	412
Procure.1500	Procure Precast Beams	60	15-Nov-19	13-Jan-20	158
Procure.1520	Procure SIP	90	15-Nov-19	12-Feb-20	183
Procure.1510	Procure Drainage Devices	90	14-Dec-19	12-Mar-20	398
Procure.1530	Procure Signalization & Lighting	90	14-Dec-19	12-Mar-20	412
Procure.1540	Procure ITS	75	14-Dec-19	26-Feb-20	196
Construction		746	02-Dec-19	17-Dec-21	54
Phase 1A Construction		116	02-Dec-19	19-May-20	98
Roadway		105	02-Dec-19	04-May-20	109
Ph1a.Rdw.2000	Install MOT Phase 1	5	02-Dec-19	09-Dec-19	87
Ph1a.Rdw.2010	Remove/Modify Existing Roadway (Shoulders) - Phase 1a Georgia	15	09-Dec-19	03-Jan-20	109
Ph1a.Rdw.2020	Install GAB/Rubblize Base - Phase 1a Georgia	20	03-Jan-20	31-Jan-20	109
Ph1a.Rdw.2030	Install Asphalt - Phase 1a Georgia	15	31-Jan-20	21-Feb-20	109
Ph1a.Rdw.2040	Install PCC - Phase 1a Georgia	30	21-Feb-20	03-Apr-20	109
Ph1a.Rdw.2090	Relocate/Modify ITS - Phase 1a Georgia	20	26-Feb-20	25-Mar-20	136
Ph1a.Rdw.2050	Remove Existing Roadway within Transitions - Phase 1a Georgia	5	03-Apr-20	13-Apr-20	109
Ph1a.Rdw.2060	Install GAB within Transitions - Phase 1a Georgia	5	13-Apr-20	20-Apr-20	109
Ph1a.Rdw.2070	Install Asphalt within Transitions - Phase 1a Georgia	5	20-Apr-20	27-Apr-20	109



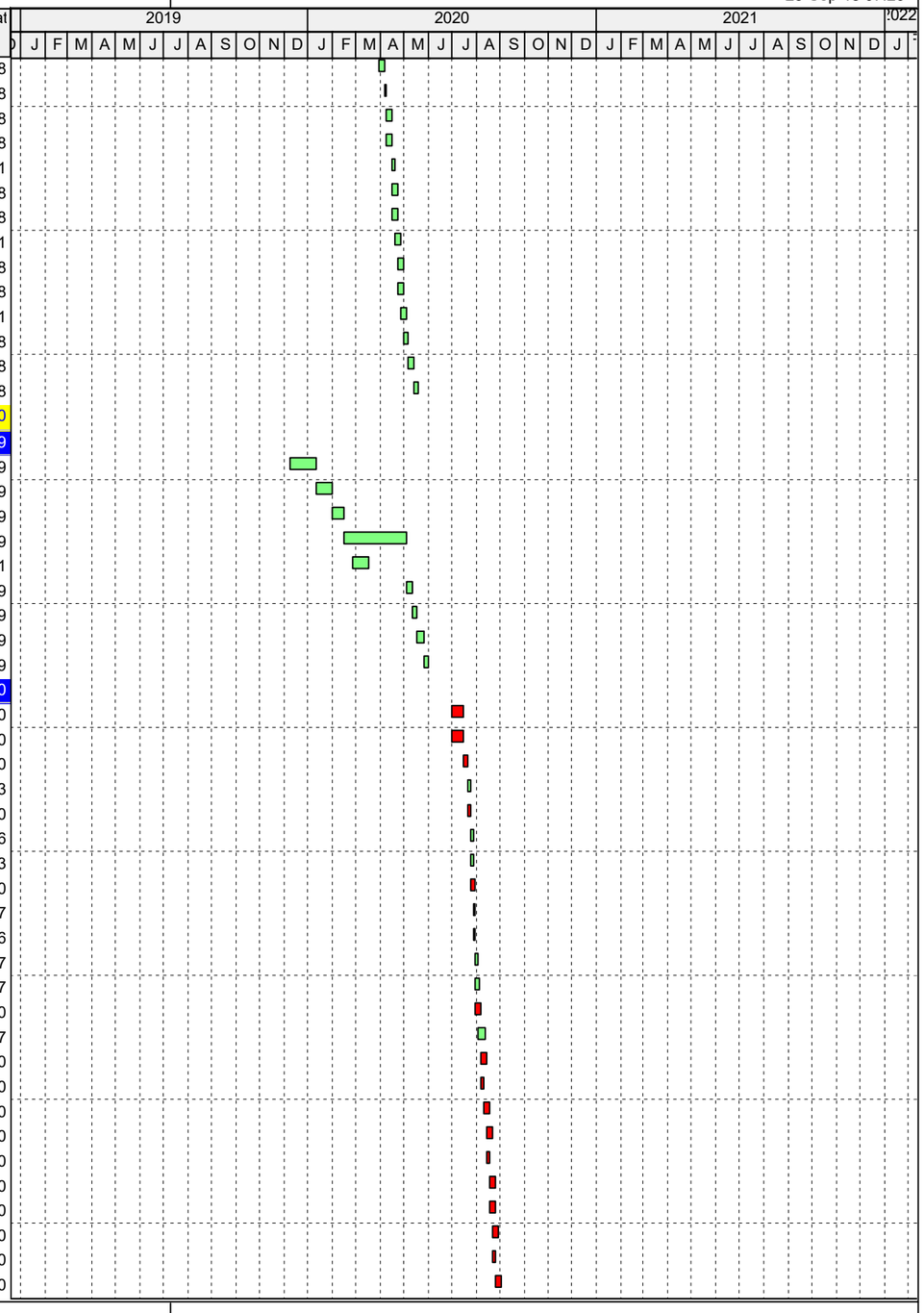
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
Ph1a.Rdw.2080	Install PCC within Transitions - Phase 1a Georgia	5	27-Apr-20	04-May-20	109
Savannah River Bridge		78	09-Dec-19	01-Apr-20	128
Ph1a.Bdg.2100	Install Temporary Access Lane and Roadway at West Abutment	10	09-Dec-19	23-Dec-19	87
Ph1a.Bdg.2120	Install Temporary Cofferdam - Phase 1a Savannah River	15	16-Dec-19	10-Jan-20	88
Ph1a.Bdg.2140	Install Foundation Pier 1 - Phase 1a Savannah River	5	23-Dec-19	03-Jan-20	87
Ph1a.Bdg.2200	Install Abutment Backwall Pier 1 - Phase 1a Savannah River	7	03-Jan-20	14-Jan-20	87
Ph1a.Bdg.2150	Install Foundation Pier 2 - Phase 1a Savannah River	3	10-Jan-20	15-Jan-20	88
Ph1a.Bdg.2260	Install Pier Cap Pier 1 - Phase 1a Savannah River	5	14-Jan-20	21-Jan-20	87
Ph1a.Bdg.2160	Install Footer Pier 3 - Phase 1a Savannah River	2	15-Jan-20	17-Jan-20	92
Ph1a.Bdg.2210	Install Columns Pier 2 - Phase 1a Savannah River	3	15-Jan-20	20-Jan-20	88
Ph1a.Bdg.2170	Install Footer Pier 4 - Phase 1a Savannah River	2	17-Jan-20	21-Jan-20	95
Ph1a.Bdg.2220	Install Columns Pier 3 - Phase 1a Savannah River	2	20-Jan-20	22-Jan-20	91
Ph1a.Bdg.2180	Install Footer Pier 5 - Phase 1a Savannah River	2	21-Jan-20	23-Jan-20	98
Ph1a.Bdg.2270	Install Pier Cap Pier 2 - Phase 1a Savannah River	5	21-Jan-20	28-Jan-20	87
Ph1a.Bdg.2230	Install Columns Pier 4 - Phase 1a Savannah River	2	22-Jan-20	24-Jan-20	94
Ph1a.Bdg.2240	Install Columns Pier 5 - Phase 1a Savannah River	2	24-Jan-20	28-Jan-20	97
Ph1a.Bdg.2280	Install Pier Cap Pier 3 - Phase 1a Savannah River	5	28-Jan-20	04-Feb-20	87
Ph1a.Bdg.2290	Install Pier Cap Pier 4 - Phase 1a Savannah River	5	04-Feb-20	11-Feb-20	87
Ph1a.Bdg.2320	Install Beams Span 1 - Phase 1a Savannah River	2	04-Feb-20	06-Feb-20	96
Ph1a.Bdg.2300	Install Pier Cap Pier 5 - Phase 1a Savannah River	5	11-Feb-20	18-Feb-20	87
Ph1a.Bdg.2330	Install Beams Span 2 - Phase 1a Savannah River	2	11-Feb-20	13-Feb-20	93
Ph1a.Bdg.2370	Install SIP Span 1 - Phase 1a Savannah River	5	12-Feb-20	19-Feb-20	128
Ph1a.Bdg.2380	Install SIP Span 2 - Phase 1a Savannah River	5	13-Feb-20	20-Feb-20	132
Ph1a.Bdg.2340	Install Beams Span 3 - Phase 1a Savannah River	2	18-Feb-20	20-Feb-20	90
Ph1a.Bdg.2420	Install Rebar Span 1 - Phase 1a Savannah River	5	19-Feb-20	26-Feb-20	128
Ph1a.Bdg.2390	Install SIP Span 3 - Phase 1a Savannah River	5	20-Feb-20	27-Feb-20	132
Ph1a.Bdg.2430	Install Rebar Span 2 - Phase 1a Savannah River	5	20-Feb-20	27-Feb-20	132
Ph1a.Bdg.2350	Install Beams Span 4 - Phase 1a Savannah River	2	25-Feb-20	27-Feb-20	87
Ph1a.Bdg.2470	Place Concrete Deck Span 1 - Phase 1a Savannah River	5	26-Feb-20	04-Mar-20	128
Ph1a.Bdg.2400	Install SIP Span 4 - Phase 1a Savannah River	5	27-Feb-20	05-Mar-20	132
Ph1a.Bdg.2440	Install Rebar Span 3 - Phase 1a Savannah River	5	27-Feb-20	05-Mar-20	132
Ph1a.Bdg.2480	Place Concrete Deck Span 2 - Phase 1a Savannah River	5	04-Mar-20	11-Mar-20	128
Ph1a.Bdg.2450	Install Rebar Span 4 - Phase 1a Savannah River	5	05-Mar-20	12-Mar-20	132
Ph1a.Bdg.2490	Place Concrete Deck Span 3 - Phase 1a Savannah River	5	11-Mar-20	18-Mar-20	128
Ph1a.Bdg.2500	Place Concrete Deck Span 4 - Phase 1a Savannah River	5	18-Mar-20	25-Mar-20	128
Ph1a.Bdg.2530	Install Temporary Inside Barrier Wall - Phase 1a Savannah River	5	25-Mar-20	01-Apr-20	128
Augusta Canal Bridge		111	09-Dec-19	19-May-20	98
Ph1a.Can.Bdg.7000	Install Foundations Pier 1 - Phase 1 Augusta Canal	10	09-Dec-19	23-Dec-19	98
Ph1a.Can.Bdg.7010	Install Foundations Pier 2 - Phase 1 Augusta Canal	10	23-Dec-19	10-Jan-20	98
Ph1a.Can.Bdg.7020	Install Foundations Pier 3 - Phase 1 Augusta Canal	10	10-Jan-20	24-Jan-20	98
Ph1a.Can.Bdg.7030	Install Foundations Pier 4 - Phase 1 Augusta Canal	10	24-Jan-20	07-Feb-20	98
Ph1a.Can.Bdg.7050	Install Footer Pier 1 - Phase 1 Augusta Canal	5	07-Feb-20	14-Feb-20	98
Ph1a.Can.Bdg.7060	Install Footer Pier 2 - Phase 1 Augusta Canal	5	14-Feb-20	21-Feb-20	98
Ph1a.Can.Bdg.7070	Install Footer Pier 3 - Phase 1 Augusta Canal	5	21-Feb-20	28-Feb-20	98
Ph1a.Can.Bdg.7080	Install Footer Pier 4 - Phase 1 Augusta Canal	5	28-Feb-20	06-Mar-20	98
Ph1a.Can.Bdg.7100	Install Abutment Pier 1 - Phase 1 Augusta Canal	5	06-Mar-20	13-Mar-20	98
Ph1a.Can.Bdg.7110	Install Columns Pier 2 - Phase 1 Augusta Canal	2	13-Mar-20	17-Mar-20	98
Ph1a.Can.Bdg.7120	Install Columns Pier 3 - Phase 1 Augusta Canal	2	17-Mar-20	19-Mar-20	98
Ph1a.Can.Bdg.7130	Install Abutment Pier 4 - Phase 1 Augusta Canal	2	19-Mar-20	23-Mar-20	98
Ph1a.Can.Bdg.7150	Install Pier Cap Pier 2 - Phase 1 Augusta Canal	5	23-Mar-20	30-Mar-20	98



Actual Level of Effort | Actual Work | Remaining Work | Critical Remaining Work | Baseline Milestone

TASK filter: All Activities

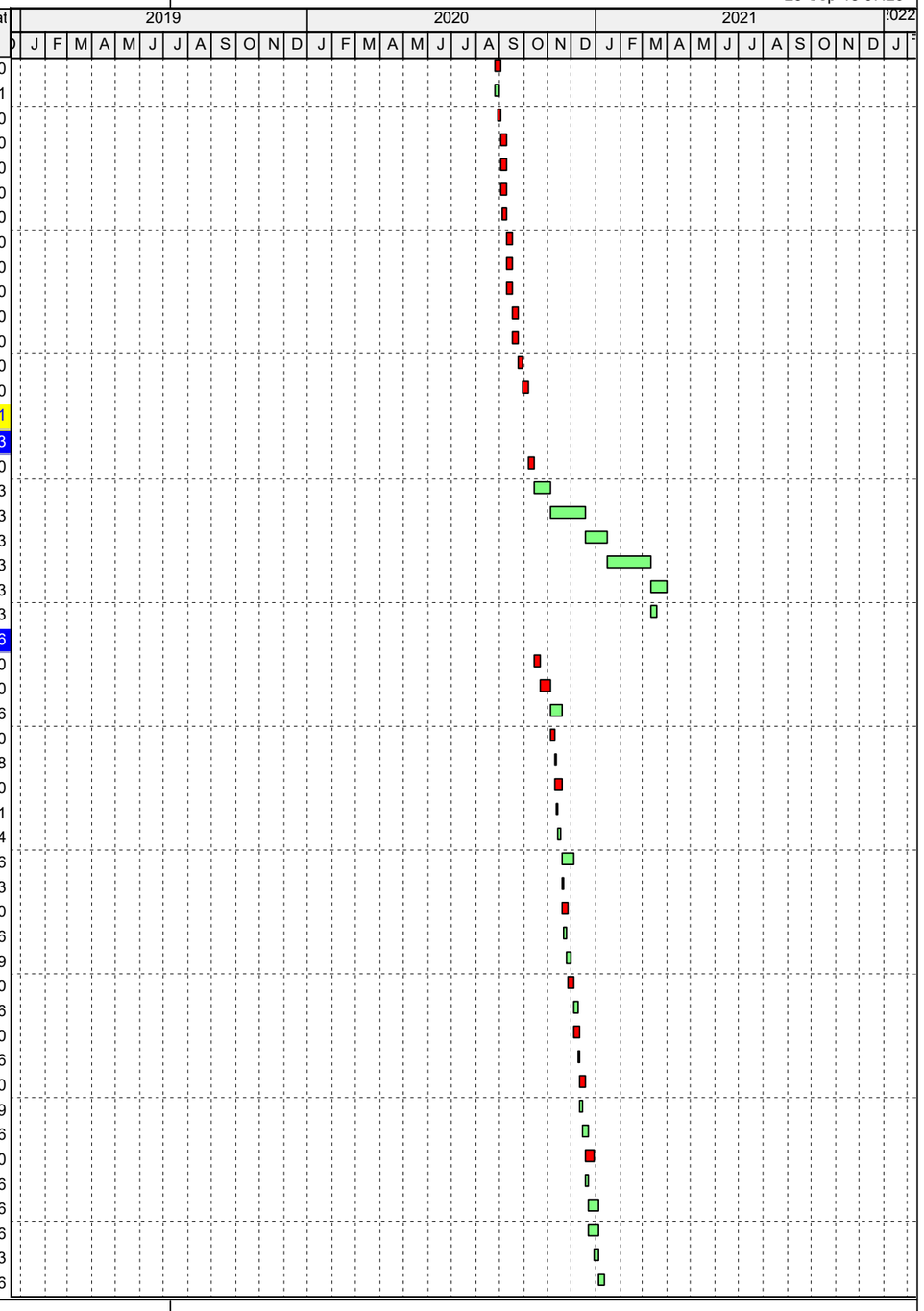
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
Ph1a.Can.Bdg.7160	Install Pier Cap Pier 3 - Phase 1 Augusta Canal	5	30-Mar-20	06-Apr-20	98
Ph1a.Can.Bdg.7180	Install Beams Span 1 - Phase 1 Augusta Canal	2	06-Apr-20	08-Apr-20	98
Ph1a.Can.Bdg.7190	Install Beams Span 2 - Phase 1 Augusta Canal	5	08-Apr-20	16-Apr-20	98
Ph1a.Can.Bdg.7220	Install SIP Span 1 - Phase 1 Augusta Canal	5	08-Apr-20	16-Apr-20	98
Ph1a.Can.Bdg.7200	Install Beams Span 3 - Phase 1 Augusta Canal	2	16-Apr-20	20-Apr-20	101
Ph1a.Can.Bdg.7230	Install SIP Span 2 - Phase 1 Augusta Canal	5	16-Apr-20	23-Apr-20	98
Ph1a.Can.Bdg.7260	Install Rebar Span 1 - Phase 1 Augusta Canal	5	16-Apr-20	23-Apr-20	98
Ph1a.Can.Bdg.7240	Install SIP Span 3 - Phase 1 Augusta Canal	5	20-Apr-20	27-Apr-20	101
Ph1a.Can.Bdg.7270	Install Rebar Span 2 - Phase 1 Augusta Canal	5	23-Apr-20	30-Apr-20	98
Ph1a.Can.Bdg.7300	Place Concrete Deck Span 1 - Phase 1 Augusta Canal	5	23-Apr-20	30-Apr-20	98
Ph1a.Can.Bdg.7280	Install Rebar Span 3 - Phase 1 Augusta Canal	5	27-Apr-20	04-May-20	101
Ph1a.Can.Bdg.7310	Place Concrete Deck Span 2 - Phase 1 Augusta Canal	5	30-Apr-20	07-May-20	98
Ph1a.Can.Bdg.7320	Place Concrete Deck Span 3 - Phase 1 Augusta Canal	5	07-May-20	14-May-20	98
Ph1a.Can.Bdg.7350	Install Temporary Inside Barrier Wall - Phase 1 Augusta Canal	3	14-May-20	19-May-20	98
Phase 1B Construction		209	09-Dec-19	07-Oct-20	0
Roadway		120	09-Dec-19	02-Jun-20	89
Ph1b.Rdw2050	Remove/Modify Existing Roadway (Shoulders) - Phase 1b South Carolina	20	09-Dec-19	10-Jan-20	89
Ph1b.Rdw2060	Install GAB/Rubblize - Phase 1b South Carolina	15	10-Jan-20	31-Jan-20	89
Ph1b.Rdw2070	Install Asphalt - Phase 1b South Carolina	10	31-Jan-20	14-Feb-20	89
Ph1b.Rdw2080	Install PCC - Phase 1b South Carolina	55	14-Feb-20	04-May-20	89
Ph1b.Rdw2130	Relocate/Modify ITS as needed - Phase 1b South Carolina	15	26-Feb-20	18-Mar-20	141
Ph1b.Rdw2090	Remove Existing Roadway within Transition - Phase 1b South Carolina	5	04-May-20	11-May-20	89
Ph1b.Rdw2100	Install GAB within Transition - Phase 1b South Carolina	5	11-May-20	18-May-20	89
Ph1b.Rdw2110	Install Asphalt within Transition - Phase 1b South Carolina	5	18-May-20	26-May-20	89
Ph1b.Rdw2120	Install PCC within Transition - Phase 1b South Carolina	5	26-May-20	02-Jun-20	89
Savannah River Bridge		68	01-Jul-20	07-Oct-20	0
Ph1b.Bdg.2600	Install Temporary Access Lane and Roadway - East Abutment	10	01-Jul-20	16-Jul-20	0
Ph1b.Bdg.2620	Relocate Temporary Cofferdam - Phase 1b Savannah River	10	01-Jul-20*	16-Jul-20	0
Ph1b.Bdg.2640	Install Footer Pier 6 - Phase 1b Savannah River	3	16-Jul-20	21-Jul-20	0
Ph1b.Bdg.2650	Install Footer Pier 7 - Phase 1b Savannah River	3	21-Jul-20	24-Jul-20	3
Ph1b.Bdg.2690	Install Columns Pier 6 - Phase 1b Savannah River	3	21-Jul-20	24-Jul-20	0
Ph1b.Bdg.2660	Install Footer Pier 8 - Phase 1b Savannah River	2	24-Jul-20	28-Jul-20	6
Ph1b.Bdg.2700	Install Columns Pier 7 - Phase 1b Savannah River	2	24-Jul-20	28-Jul-20	3
Ph1b.Bdg.2740	Install Pier Cap Pier 6 - Phase 1b Savannah River	5	24-Jul-20	31-Jul-20	0
Ph1b.Bdg.2670	Install Foundation Pier 9 - Phase 1b Savannah River	2	28-Jul-20	30-Jul-20	7
Ph1b.Bdg.2710	Install Columns Pier 8 - Phase 1b Savannah River	2	28-Jul-20	30-Jul-20	6
Ph1b.Bdg.2680	Install Foundation Pier 10 - Phase 1b Savannah River	2	30-Jul-20	03-Aug-20	7
Ph1b.Bdg.2720	Install Columns Pier 9 - Phase 1b Savannah River	4	30-Jul-20	05-Aug-20	7
Ph1b.Bdg.2750	Install Pier Cap Pier 7 - Phase 1b Savannah River	5	31-Jul-20	07-Aug-20	0
Ph1b.Bdg.2730	Install Abutment/Backwall Pier 10 - Phase 1b Savannah River	7	03-Aug-20	12-Aug-20	7
Ph1b.Bdg.2760	Install Pier Cap Pier 8 - Phase 1b Savannah River	5	07-Aug-20	14-Aug-20	0
Ph1b.Bdg.2790	Install Beams Span 5 - Phase 1b Savannah River	2	07-Aug-20	11-Aug-20	0
Ph1b.Bdg.2840	Install SIP Span 5 - Phase 1b Savannah River	5	11-Aug-20	18-Aug-20	0
Ph1b.Bdg.2770	Install Pier Cap Pier 9 - Phase 1b Savannah River	5	14-Aug-20	21-Aug-20	0
Ph1b.Bdg.2800	Install Beams Span 6 - Phase 1b Savannah River	2	14-Aug-20	18-Aug-20	0
Ph1b.Bdg.2850	Install SIP Span 6 - Phase 1b Savannah River	5	18-Aug-20	25-Aug-20	0
Ph1b.Bdg.2890	Install Rebar Span 5 - Phase 1b Savannah River	5	18-Aug-20	25-Aug-20	0
Ph1b.Bdg.2780	Install Pier Cap Pier 10 - Phase 1b Savannah River	5	21-Aug-20	28-Aug-20	0
Ph1b.Bdg.2810	Install Beams Span 7 - Phase 1b Savannah River	2	21-Aug-20	25-Aug-20	0
Ph1b.Bdg.2860	Install SIP Span 7 - Phase 1b Savannah River	5	25-Aug-20	01-Sep-20	0



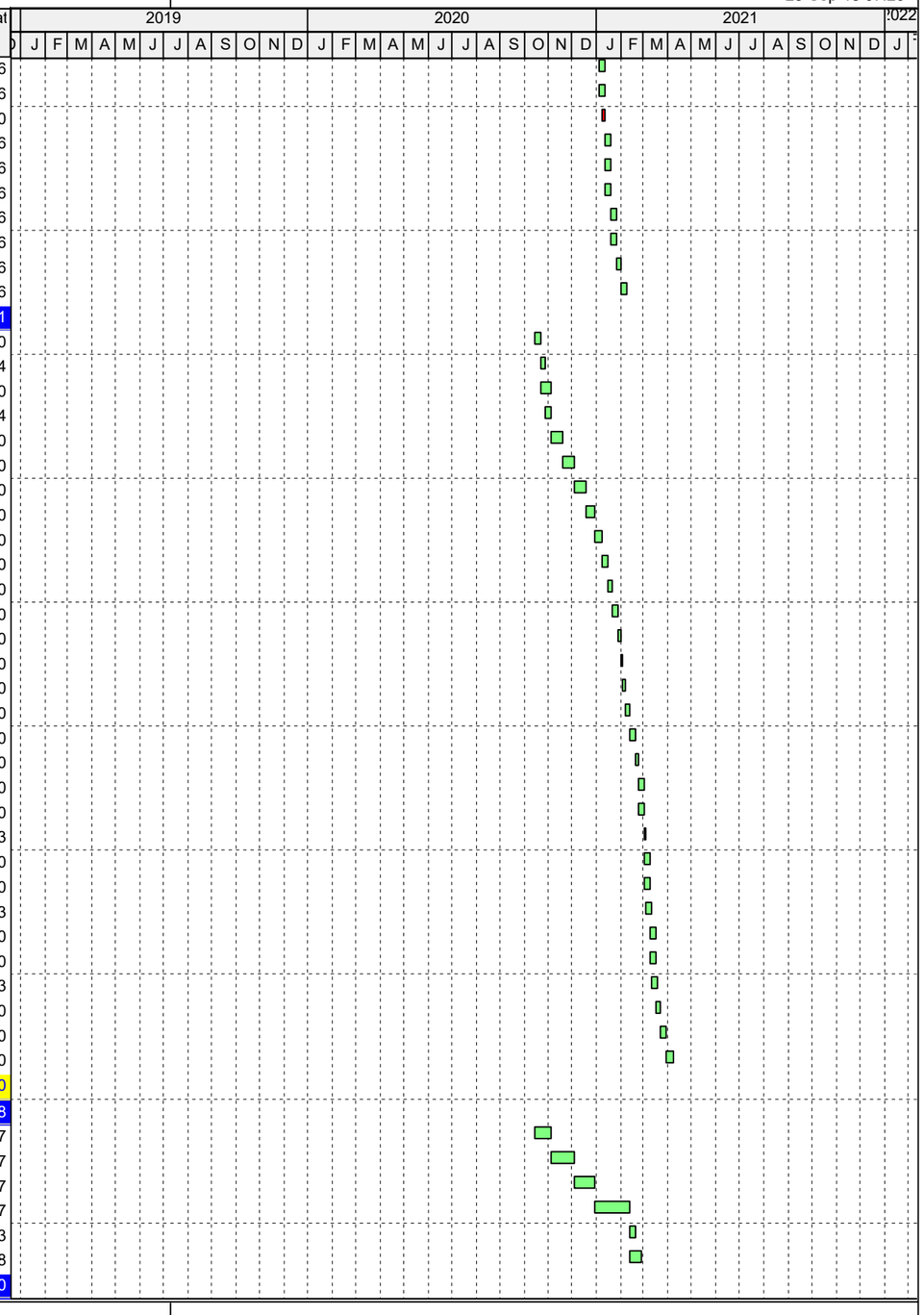
Actual Level of Effort | Remaining Work | Baseline Milestone
Actual Work | Critical Remaining Work

TASK filter: All Activities

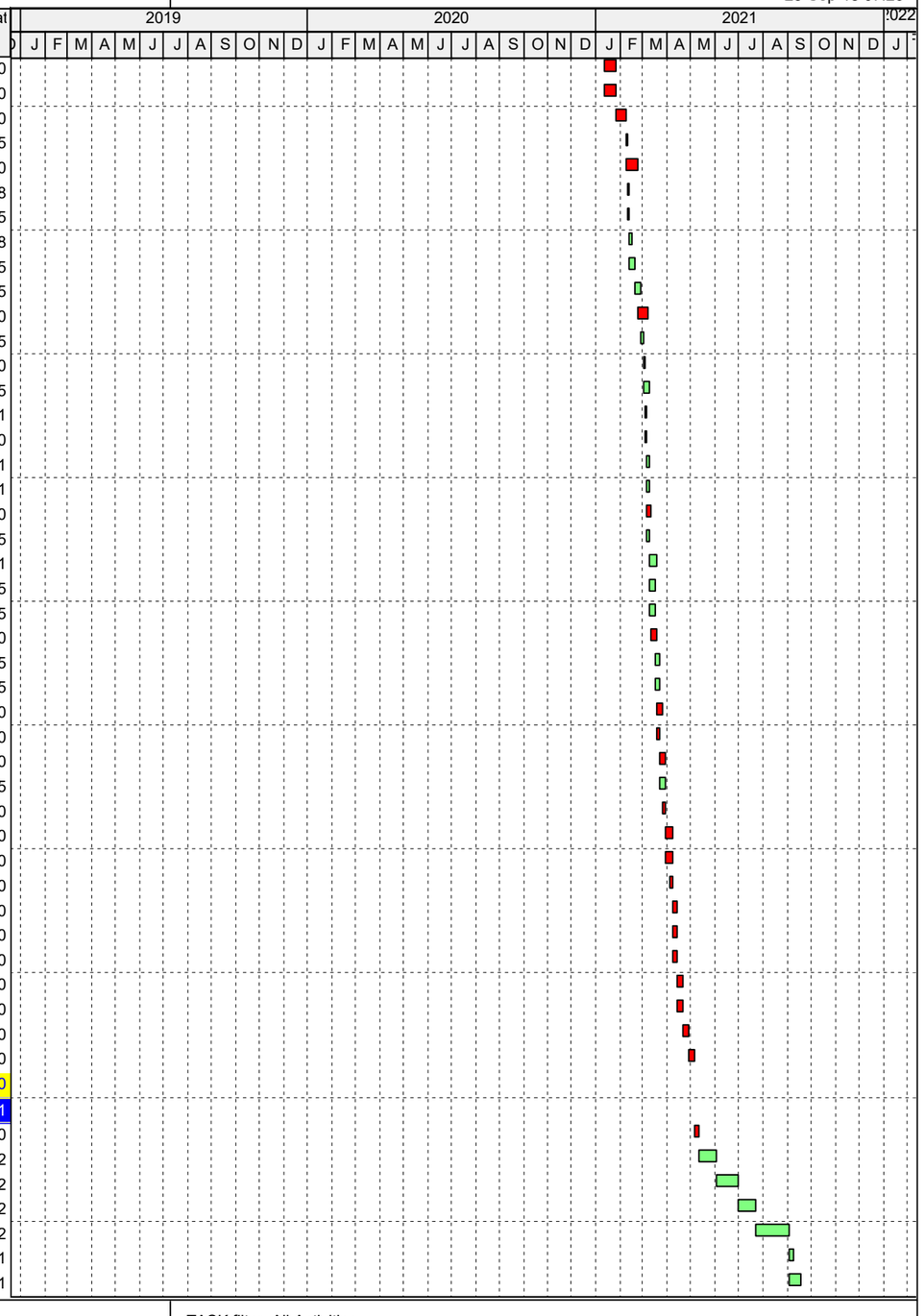
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
Ph1b.Bdg.2900	Install Rebar Span 6 - Phase 1b Savannah River	5	25-Aug-20	01-Sep-20	0
Ph1b.Bdg.2980	Place Concrete Deck Span 5 - Phase 1b Savannah River	4	25-Aug-20	31-Aug-20	1
Ph1b.Bdg.2820	Install Beams Span 8 - Phase 1b Savannah River	2	28-Aug-20	01-Sep-20	0
Ph1b.Bdg.2870	Install SIP Span 8 - Phase 1b Savannah River	5	01-Sep-20	09-Sep-20	0
Ph1b.Bdg.2910	Install Rebar Span 7 - Phase 1b Savannah River	5	01-Sep-20	09-Sep-20	0
Ph1b.Bdg.2940	Place Concrete Deck Span 6 - Phase 1b Savannah River	5	01-Sep-20	09-Sep-20	0
Ph1b.Bdg.2830	Install Beams Span 9 - Phase 1b Savannah River	2	04-Sep-20	09-Sep-20	0
Ph1b.Bdg.2880	Install SIP Span 9 - Phase 1b Savannah River	5	09-Sep-20	16-Sep-20	0
Ph1b.Bdg.2920	Install Rebar Span 8 - Phase 1b Savannah River	5	09-Sep-20	16-Sep-20	0
Ph1b.Bdg.2950	Place Concrete Deck Span 7 - Phase 1b Savannah River	5	09-Sep-20	16-Sep-20	0
Ph1b.Bdg.2930	Install Rebar Span 9 - Phase 1b Savannah River	5	16-Sep-20	23-Sep-20	0
Ph1b.Bdg.2960	Place Concrete Deck Span 8 - Phase 1b Savannah River	5	16-Sep-20	23-Sep-20	0
Ph1b.Bdg.2970	Place Concrete Deck Span 9 - Phase 1b Savannah River	5	23-Sep-20	30-Sep-20	0
Ph1b.Bdg.3000	Install Inside Temporary Barrier Wall - Phase 1b Savannah River	5	30-Sep-20	07-Oct-20	0
Phase 2A Construction		123	07-Oct-20	07-Apr-21	211
Roadway		120	07-Oct-20	01-Apr-21	23
Ph2a.Rdw.3200	Relocate/Setup MOT Phase 2	5	07-Oct-20	14-Oct-20	0
Ph2a.Rdw.3240	Remove Exisitng Sections of Roadway - Phase 2a South Carolina	15	14-Oct-20	04-Nov-20	23
Ph2a.Rdw.2130	Install GAB/Rubblize - Phase 2a South Carolina	30	04-Nov-20	18-Dec-20	23
Ph2a.Rdw.2140	Install Asphalt - Phase 2a South Carolina	15	18-Dec-20	14-Jan-21	23
Ph2a.Rdw.2150	Install PCC - Phase 2a South Carolina	40	14-Jan-21	11-Mar-21	23
Ph2a.Rdw.2160	Install Drainage - Phase 2a South Carolina	15	11-Mar-21	01-Apr-21	23
Ph2a.Rdw.2170	Install Lighting - Phase 2a South Carolina	5	11-Mar-21	18-Mar-21	33
Savannah River Bridge		77	14-Oct-20	08-Feb-21	56
Ph2a.Bdg.3510	Install Temporary Access Lane and Roadway at East Abutment	5	14-Oct-20	21-Oct-20	0
Ph2a.Bdg.3210	Demo Existing EB Bridge Pier 17-19 - Phase 2a Savannah River	10	21-Oct-20	04-Nov-20	0
Ph2a.Bdg.3220	Demo Existing EB Bridge Pier 14-16 - Phase 2a Savannah River	10	04-Nov-20	18-Nov-20	6
Ph2a.Bdg.3240	Install Foundation Pier 10 - Phase 2a Savannah River	3	04-Nov-20	09-Nov-20	0
Ph2a.Bdg.3010	Install Footer Pier 9 - Phase 2a Savannah River	2	09-Nov-20	11-Nov-20	8
Ph2a.Bdg.3050	Install Abutment/Backwall Pier 10 - Phase 2a Savannah River	7	09-Nov-20	18-Nov-20	0
Ph2a.Bdg.3020	Install Footer Pier 8 - Phase 2a Savannah River	2	11-Nov-20	13-Nov-20	11
Ph2a.Bdg.3030	Install Footer Pier 7 - Phase 2a Savannah River	2	13-Nov-20	17-Nov-20	14
Ph2a.Bdg.3230	Demo Exisitng EB Bridge Pier 11-13 - Phase 2a Savannah River	10	18-Nov-20	04-Dec-20	6
Ph2a.Bdg.3060	Install Columns Pier 9 - Phase 2a Savannah River	2	18-Nov-20	20-Nov-20	3
Ph2a.Bdg.3100	Install Pier Cap Pier 10 - Phase 2a Savannah River	5	18-Nov-20	25-Nov-20	0
Ph2a.Bdg.3070	Install Columns Pier 8 - Phase 2a Savannah River	2	20-Nov-20	24-Nov-20	6
Ph2a.Bdg.3080	Install Columns Pier 7 - Phase 2a Savannah River	2	24-Nov-20	30-Nov-20	9
Ph2a.Bdg.3110	Install Pier Cap Pier 9 - Phase 2a Savannah River	5	25-Nov-20	04-Dec-20	0
Ph2a.Bdg.3040	Install Footer Pier 6 - Phase 2a Savannah River	2	04-Dec-20	08-Dec-20	6
Ph2a.Bdg.3120	Install Pier Cap Pier 8 - Phase 2a Savannah River	5	04-Dec-20	11-Dec-20	0
Ph2a.Bdg.3090	Install Columns Pier 6 - Phase 2a Savannah River	2	08-Dec-20	10-Dec-20	6
Ph2a.Bdg.3130	Install Pier Cap Pier 7 - Phase 2a Savannah River	5	11-Dec-20	18-Dec-20	0
Ph2a.Bdg.3160	Install Beams Span 9 - Phase 2a Savannah River	2	11-Dec-20	15-Dec-20	9
Ph2a.Bdg.3350	Install SIP Span 9 - Phase 2a Savannah River	5	15-Dec-20	22-Dec-20	56
Ph2a.Bdg.3140	Install Pier Cap Pier 6 - Phase 2a Savannah River	5	18-Dec-20	29-Dec-20	0
Ph2a.Bdg.3170	Install Beams Span 8 - Phase 2a Savannah River	2	18-Dec-20	22-Dec-20	6
Ph2a.Bdg.3360	Install SIP Span 8 - Phase 2a Savannah River	5	22-Dec-20	04-Jan-21	56
Ph2a.Bdg.3400	Install Rebar Span 9 - Phase 2a Savannah River	5	22-Dec-20	04-Jan-21	56
Ph2a.Bdg.3180	Install Beams Span 7 - Phase 2a Savannah River	2	29-Dec-20	04-Jan-21	3
Ph2a.Bdg.3370	Install SIP Span 7 - Phase 2a Savannah River	5	04-Jan-21	11-Jan-21	56



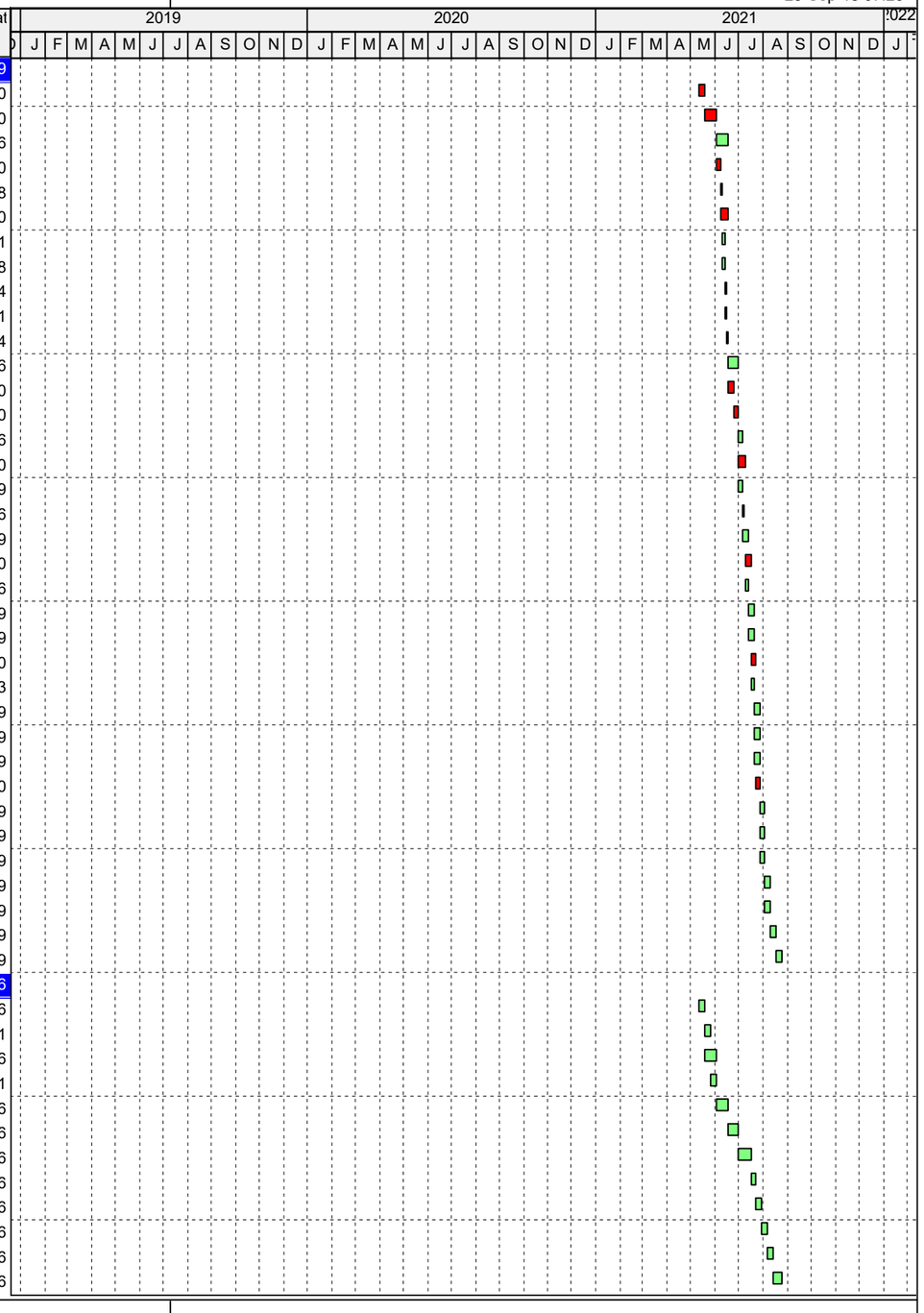
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
Ph2a.Bdg.3410	Install Rebar Span 8 - Phase 2a Savannah River	5	04-Jan-21	11-Jan-21	56
Ph2a.Bdg.3450	Place Concrete Deck Span 9 - Phase 2a Savannah River	5	04-Jan-21	11-Jan-21	56
Ph2a.Bdg.3190	Install Beams Span 6 - Phase 2a Savannah River	2	07-Jan-21	11-Jan-21	0
Ph2a.Bdg.3380	Install SIP Span 6 - Phase 2a Savannah River	5	11-Jan-21	18-Jan-21	56
Ph2a.Bdg.3420	Install Rebar Span 7 - Phase 2a Savannah River	5	11-Jan-21	18-Jan-21	56
Ph2a.Bdg.3460	Place Concrete Deck Span 8 - Phase 2a Savannah River	5	11-Jan-21	18-Jan-21	56
Ph2a.Bdg.3430	Install Rebar Span 6 - Phase 2a Savannah River	5	18-Jan-21	25-Jan-21	56
Ph2a.Bdg.3470	Place Concrete Deck Span 7 - Phase 2a Savannah River	5	18-Jan-21	25-Jan-21	56
Ph2a.Bdg.3480	Place Concrete Deck Span 6 - Phase 2a Savannah River	5	25-Jan-21	01-Feb-21	56
Ph2a.Bdg.3500	Install Outside Barrier Wall - Phase 2a Savannah River	5	01-Feb-21	08-Feb-21	56
Augusta Canal Bridge		118	14-Oct-20	07-Apr-21	211
Ph2a.Can.Bdg.8500	Demo Existing EB Bridge Spans 1-2 - Phase 2 Augusta Canal	5	14-Oct-20	21-Oct-20	20
Ph2a.Can.Bdg.8510	Demo Existing EB Brdige Spans 3-4 - Phase 2 Augusta Canal	5	21-Oct-20	28-Oct-20	314
Ph2a.Can.Bdg.8530	Install Foundations Pier 1 - Phase 2 Augusta Canal	10	21-Oct-20	04-Nov-20	20
Ph2a.Can.Bdg.8520	Demo Existing EB Bridge Span 5 - Phase 2 Augusta Canal	5	28-Oct-20	04-Nov-20	314
Ph2a.Can.Bdg.8540	Install Foundations Pier 2 - Phase 2 Augusta Canal	10	04-Nov-20	18-Nov-20	20
Ph2a.Can.Bdg.8550	Install Foundations Pier 3 - Phase 2 Augusta Canal	10	18-Nov-20	04-Dec-20	20
Ph2a.Can.Bdg.8560	Install Foundations Pier 4 - Phase 2 Augusta Canal	10	04-Dec-20	18-Dec-20	20
Ph2a.Can.Bdg.8580	Install Footer Pier 1 - Phase 2 Augusta Canal	5	18-Dec-20	29-Dec-20	20
Ph2a.Can.Bdg.8590	Install Footer Pier 2 - Phase 2 Augusta Canal	5	29-Dec-20	07-Jan-21	20
Ph2a.Can.Bdg.8600	Install Footer Pier 3 - Phase 2 Augusta Canal	5	07-Jan-21	14-Jan-21	20
Ph2a.Can.Bdg.8610	Install Footer Pier 4 - Phase 2 Augusta Canal	5	14-Jan-21	21-Jan-21	20
Ph2a.Can.Bdg.8630	Install Abutment Pier 1 - Phase 2 Augusta Canal	5	21-Jan-21	28-Jan-21	20
Ph2a.Can.Bdg.8640	Install Columns Pier 2 - Phase 2 Augusta Canal	2	28-Jan-21	01-Feb-21	20
Ph2a.Can.Bdg.8650	Install Columns Pier 3 - Phase 2 Augusta Canal	2	01-Feb-21	03-Feb-21	20
Ph2a.Can.Bdg.8660	Install Abutment Pier 4 - Phase 2 Augusta Canal	2	03-Feb-21	05-Feb-21	20
Ph2a.Can.Bdg.8680	Install Pier Cap Pier 2 - Phase 2 Augusta Canal	5	05-Feb-21	12-Feb-21	20
Ph2a.Can.Bdg.8690	Install Pier Cap Pier 3 - Phase 2 Augusta Canal	5	12-Feb-21	19-Feb-21	20
Ph2a.Can.Bdg.8710	Install Beams Span 1 - Phase 2 Augusta Canal	2	19-Feb-21	23-Feb-21	20
Ph2a.Can.Bdg.8720	Install Beams Span 2 - Phase 2 Augusta Canal	5	23-Feb-21	02-Mar-21	20
Ph2a.Can.Bdg.8750	Install SIP Span 1 - Phase 2 Augusta Canal	5	23-Feb-21	02-Mar-21	20
Ph2a.Can.Bdg.8730	Install Beams Span 3 - Phase 2 Augusta Canal	2	02-Mar-21	04-Mar-21	23
Ph2a.Can.Bdg.8760	Install SIP Span 2 - Phase 2 Augusta Canal	5	02-Mar-21	09-Mar-21	20
Ph2a.Can.Bdg.8790	Install Rebar Span 1 - Phase 2 Augusta Canal	5	02-Mar-21	09-Mar-21	20
Ph2a.Can.Bdg.8770	Install SIP Span 3 - Phase 2 Augusta Canal	5	04-Mar-21	11-Mar-21	23
Ph2a.Can.Bdg.8800	Install Rebar Span 2 - Phase 2 Augusta Canal	5	09-Mar-21	16-Mar-21	20
Ph2a.Can.Bdg.8830	Place Concrete Deck Span 1 - Phase 2 Augusta Canal	5	09-Mar-21	16-Mar-21	20
Ph2a.Can.Bdg.8810	Install Rebar Span 3 - Phase 2 Augusta Canal	5	11-Mar-21	18-Mar-21	23
Ph2a.Can.Bdg.8840	Place Concrete Deck Span 2 - Phase 2 Augusta Canal	5	16-Mar-21	23-Mar-21	20
Ph2a.Can.Bdg.8850	Place Concrete Deck Span 3 - Phase 2 Augusta Canal	5	23-Mar-21	30-Mar-21	20
Ph2a.Can.Bdg.8870	Install Outside Barrier Wall - Phase 2 Augusta Canal	5	30-Mar-21	07-Apr-21	20
Phase 2B Construction		203	14-Oct-20	05-May-21	0
Roadway		135	14-Oct-20	26-Feb-21	68
Ph2b.Rdw.3550	Remove Exisitng Sections of Roadway - Phase 2b Georgia	15	14-Oct-20	04-Nov-20	47
Ph2b.Rdw.3560	Install GAB/Rubblize - Phase 2b Georgia	20	04-Nov-20	04-Dec-20	47
Ph2b.Rdw.3570	Install Asphalt - Phase 2b Georgia	15	04-Dec-20	29-Dec-20	47
Ph2b.Rdw.3580	Install PCC - Phase 2b Georgia	30	29-Dec-20	11-Feb-21	47
Ph2b.Rdw.3590	Install Lighting - Phase 2b Georgia	5	11-Feb-21	18-Feb-21	53
Ph2b.Rdw.3600	Install Drainage - Phase 2b Georgia	15	12-Feb-21	26-Feb-21	68
Savannah River Bridge		81	11-Jan-21	05-May-21	0



Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
Ph2b.Bdg.3600	Install Temporary Access Lane and Roadway at West Abutment	10	11-Jan-21	25-Jan-21	0
Ph2b.Bdg.3630	Relocate Temporary Cofferdam - Phase 2b Savannah River	10	11-Jan-21	25-Jan-21	0
Ph2b.Bdg.4080	Demo Existing EB Bridge Spans 8-10 - Phase 2b Savannah River	10	25-Jan-21	08-Feb-21	0
Ph2b.Bdg.3650	Install Footer Pier 5 - Phase 2b Savannah River	2	08-Feb-21	10-Feb-21	5
Ph2b.Bdg.4090	Demo Existing EB Bridge Spans 4-7 - Phase 2b Savannah River	10	08-Feb-21	22-Feb-21	0
Ph2b.Bdg.3660	Install Footer Pier 4 - Phase 2b Savannah River	2	10-Feb-21	12-Feb-21	8
Ph2b.Bdg.3710	Install Columns Pier 5 - Phase 2b Savannah River	2	10-Feb-21	12-Feb-21	5
Ph2b.Bdg.3720	Install Columns Pier 4 - Phase 2b Savannah River	2	12-Feb-21	16-Feb-21	8
Ph2b.Bdg.3770	Install Pier Cap Pier 5 - Phase 2b Savannah River	5	12-Feb-21	19-Feb-21	5
Ph2b.Bdg.3780	Install Pier Cap Pier 4 - Phase 2b Savannah River	5	19-Feb-21	26-Feb-21	5
Ph2b.Bdg.4100	Demo Existing EB Bridge Spans 1-3 - Phase 2b Savannah River	10	22-Feb-21	08-Mar-21	0
Ph2b.Bdg.3830	Install Beams Span 5 - Phase 2b Savannah River	2	26-Feb-21	02-Mar-21	5
Ph2b.Bdg.3670	Install Footer Pier 3 - Phase 2b Savannah River	2	01-Mar-21	03-Mar-21	0
Ph2b.Bdg.3890	Install SIP Span 5 - Phase 2b Savannah River	5	02-Mar-21	09-Mar-21	5
Ph2b.Bdg.3680	Install Footer Pier 2 - Phase 2b Savannah River	2	03-Mar-21	05-Mar-21	1
Ph2b.Bdg.3730	Install Columns Pier 3 - Phase 2b Savannah River	2	03-Mar-21	05-Mar-21	0
Ph2b.Bdg.3690	Install Foundation Pier 1 - Phase 2b Savannah River	2	05-Mar-21	09-Mar-21	1
Ph2b.Bdg.3740	Install Columns Pier 2 - Phase 2b Savannah River	2	05-Mar-21	09-Mar-21	1
Ph2b.Bdg.3790	Install Pier Cap Pier 3 - Phase 2b Savannah River	5	05-Mar-21	12-Mar-21	0
Ph2b.Bdg.3840	Install Beams Span 4 - Phase 2b Savannah River	2	05-Mar-21	09-Mar-21	5
Ph2b.Bdg.3750	Install Abutment/Backwall Pier 1 - Phase 2b Savannah River	7	09-Mar-21	18-Mar-21	1
Ph2b.Bdg.3900	Install SIP Span 4 - Phase 2b Savannah River	5	09-Mar-21	16-Mar-21	5
Ph2b.Bdg.3950	Install Rebar Span 5 - Phase 2b Savannah River	5	09-Mar-21	16-Mar-21	5
Ph2b.Bdg.3800	Install Pier Cap Pier 2 - Phase 2b Savannah River	5	12-Mar-21	19-Mar-21	0
Ph2b.Bdg.3960	Install Rebar Span 4 - Phase 2b Savannah River	5	16-Mar-21	23-Mar-21	5
Ph2b.Bdg.4010	Place Concrete Deck Span 5 - Phase 2b Savannah River	5	16-Mar-21	23-Mar-21	5
Ph2b.Bdg.3810	Install Pier Cap Pier 1 - Phase 2b Savannah River	5	19-Mar-21	26-Mar-21	0
Ph2b.Bdg.3850	Install Beams Span 3 - Phase 2b Savannah River	2	19-Mar-21	23-Mar-21	0
Ph2b.Bdg.3910	Install SIP Span 3 - Phase 2b Savannah River	5	23-Mar-21	30-Mar-21	0
Ph2b.Bdg.4020	Place Concrete Deck Span 4 - Phase 2b Savannah River	5	23-Mar-21	30-Mar-21	5
Ph2b.Bdg.3860	Install Beams Span 2 - Phase 2b Savannah River	2	26-Mar-21	30-Mar-21	0
Ph2b.Bdg.3920	Install SIP Span 2 - Phase 2b Savannah River	5	30-Mar-21	07-Apr-21	0
Ph2b.Bdg.3970	Install Rebar Span 3 - Phase 2b Savannah River	5	30-Mar-21	07-Apr-21	0
Ph2b.Bdg.3870	Install Beams Span 1 - Phase 2b Savannah River	2	05-Apr-21	07-Apr-21	0
Ph2b.Bdg.3930	Install SIP Span 1 - Phase 2b Savannah River	5	07-Apr-21	14-Apr-21	0
Ph2b.Bdg.3980	Install Rebar Span 2 - Phase 2b Savannah River	5	07-Apr-21	14-Apr-21	0
Ph2b.Bdg.4030	Place Concrete Deck Span 3 - Phase 2b Savannah River	5	07-Apr-21	14-Apr-21	0
Ph2b.Bdg.3990	Install Rebar Span 1 - Phase 2b Savannah River	5	14-Apr-21	21-Apr-21	0
Ph2b.Bdg.4040	Place Concrete Deck Span 2 - Phase 2b Savannah River	5	14-Apr-21	21-Apr-21	0
Ph2b.Bdg.4050	Place Concrete Deck Span 1 - Phase 2b Savannah River	5	21-Apr-21	28-Apr-21	0
Ph2b.Bdg.4070	Install Outside Barrier Wall - Phase 2b Savannah River	5	28-Apr-21	05-May-21	0
Phase 3A Construction		180	05-May-21	01-Nov-21	100
Roadway		136	05-May-21	18-Sep-21	61
Ph3a.Rdw4500	Relocate/Setup MOT Phase 3	5	05-May-21	12-May-21	0
Ph3a.Rdw4510	Remove Remaining Existing Roadway Sections - Phase 3a Georgia	15	12-May-21	03-Jun-21	42
Ph3a.Rdw4520	Install GAB/Rubblize - Phase 3a Georgia	20	03-Jun-21	01-Jul-21	42
Ph3a.Rdw4530	Install Asphalt - Phase 3a Georgia	15	01-Jul-21	23-Jul-21	42
Ph3a.Rdw4540	Install PCC - Phase 3a Georgia	30	23-Jul-21	03-Sep-21	42
Ph3a.Rdw4550	Install Lighting - Phase 3a Georgia	5	04-Sep-21	08-Sep-21	71
Ph3a.Rdw4560	Install Drainage - Phase 3a Georgia	15	04-Sep-21	18-Sep-21	61



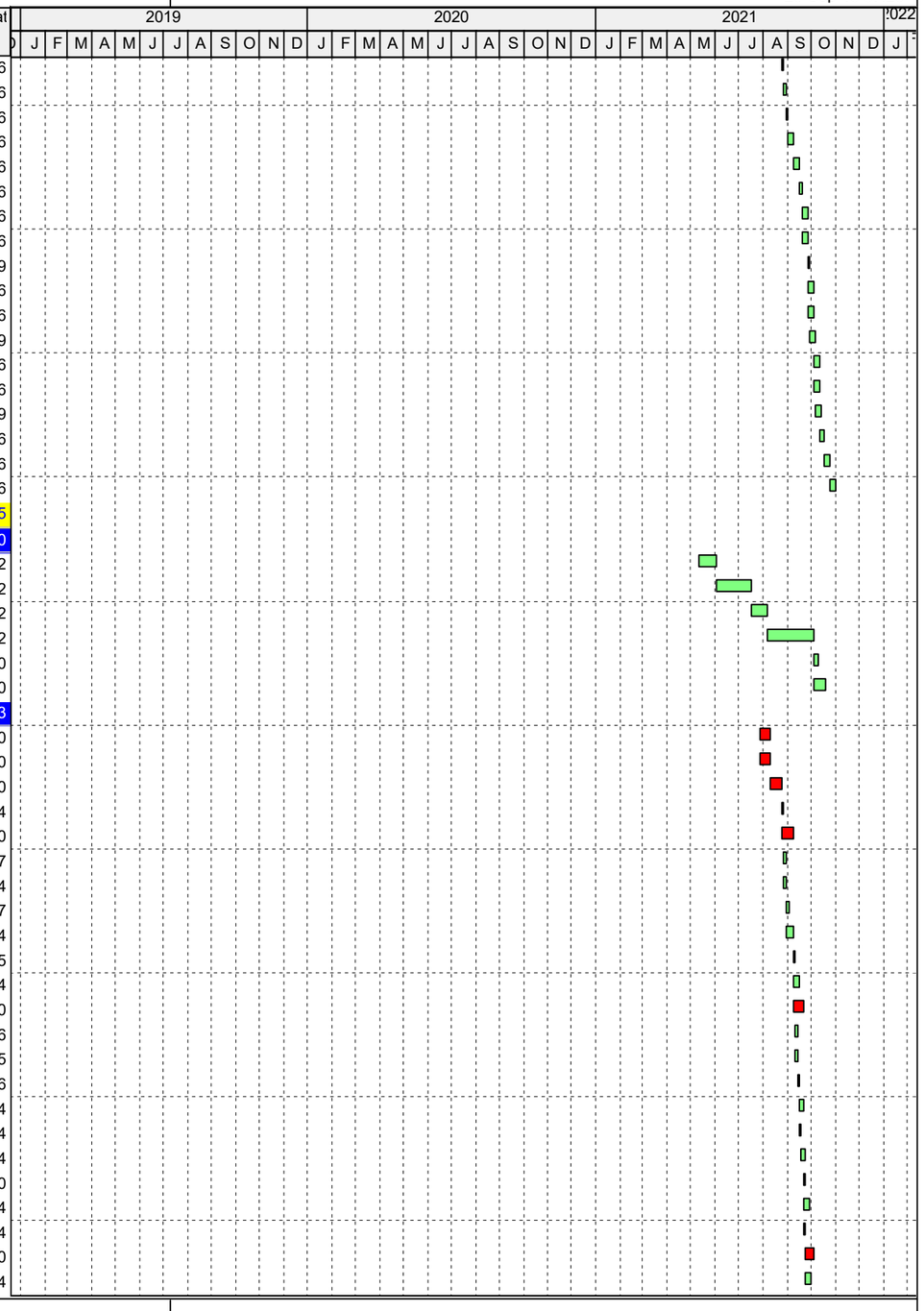
Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
Savannah River Bridge		72	12-May-21	24-Aug-21	79
Ph3a.Bdg.4500	Install Temporary Access Lane and Roadway at West Abutment	5	12-May-21	19-May-21	0
Ph3a.Bdg.4560	Demo Existing WB Bridge Spans 1-3 - Phase 3a Savannah River	10	19-May-21	03-Jun-21	0
Ph3a.Bdg.4570	Demo Existing WB Bridge Spans 4-7 - Phase 3a Savannah River	10	03-Jun-21	17-Jun-21	6
Ph3a.Bdg.4230	Install Foundation Pier 1 - Phase 3a Savannah River	3	03-Jun-21	08-Jun-21	0
Ph3a.Bdg.4240	Install Footer Pier 2 - Phase 3a Savannah River	2	08-Jun-21	10-Jun-21	8
Ph3a.Bdg.4110	Install Abutment/Backwall Pier 1 - Phase 3a Savannah River	7	08-Jun-21	17-Jun-21	0
Ph3a.Bdg.4250	Install Footer Pier 3 - Phase 3a Savannah River	2	10-Jun-21	14-Jun-21	11
Ph3a.Bdg.4180	Install Columns Pier 2 - Phase 3a Savannah River	2	10-Jun-21	14-Jun-21	8
Ph3a.Bdg.4260	Install Footer Pier 4 - Phase 3a Savannah River	2	14-Jun-21	16-Jun-21	14
Ph3a.Bdg.4190	Install Columns Pier 3 - Phase 3a Savannah River	2	14-Jun-21	16-Jun-21	11
Ph3a.Bdg.4200	Install Columns Pier 4 - Phase 3a Savannah River	2	16-Jun-21	18-Jun-21	14
Ph3a.Bdg.4580	Demo Existing WB Bridge Spans 8-10 - Phase 3a Savannah River	10	17-Jun-21	01-Jul-21	6
Ph3a.Bdg.4310	Install Pier Cap Pier 1 - Phase 3a Savannah River	5	17-Jun-21	24-Jun-21	0
Ph3a.Bdg.4320	Install Pier Cap Pier 2 - Phase 3a Savannah River	5	24-Jun-21	01-Jul-21	0
Ph3a.Bdg.4270	Install Footer Pier 5 - Phase 3a Savannah River	2	01-Jul-21	06-Jul-21	6
Ph3a.Bdg.4330	Install Pier Cap Pier 3 - Phase 3a Savannah River	5	01-Jul-21	09-Jul-21	0
Ph3a.Bdg.4120	Install Beams Span 1 - Phase 3a Savannah River	2	01-Jul-21	06-Jul-21	9
Ph3a.Bdg.4210	Install Columns Pier 5 - Phase 3a Savannah River	2	06-Jul-21	08-Jul-21	6
Ph3a.Bdg.4430	Install SIP Span 1 - Phase 3a Savannah River	5	06-Jul-21	13-Jul-21	79
Ph3a.Bdg.4340	Install Pier Cap Pier 4 - Phase 3a Savannah River	5	09-Jul-21	16-Jul-21	0
Ph3a.Bdg.4130	Install Beams Span 2 - Phase 3a Savannah River	2	09-Jul-21	13-Jul-21	6
Ph3a.Bdg.4440	Install SIP Span 2 - Phase 3a Savannah River	5	13-Jul-21	20-Jul-21	79
Ph3a.Bdg.4370	Install Rebar Span 1 - Phase 3a Savannah River	5	13-Jul-21	20-Jul-21	79
Ph3a.Bdg.4350	Install Pier Cap Pier 5 - Phase 3a Savannah River	5	16-Jul-21	23-Jul-21	0
Ph3a.Bdg.4140	Install Beams Span 3 - Phase 3a Savannah River	2	16-Jul-21	20-Jul-21	3
Ph3a.Bdg.4450	Install SIP Span 3 - Phase 3a Savannah River	5	20-Jul-21	27-Jul-21	79
Ph3a.Bdg.4380	Install Rebar Span 2 - Phase 3a Savannah River	5	20-Jul-21	27-Jul-21	79
Ph3a.Bdg.4520	Place Concrete Deck Span 1 - Phase 3a Savannah River	5	20-Jul-21	27-Jul-21	79
Ph3a.Bdg.4150	Install Beams Span 4 - Phase 3a Savannah River	2	23-Jul-21	27-Jul-21	0
Ph3a.Bdg.4460	Install SIP Span 4 - Phase 3a Savannah River	5	27-Jul-21	03-Aug-21	79
Ph3a.Bdg.4390	Install Rebar Span 3 - Phase 3a Savannah River	5	27-Jul-21	03-Aug-21	79
Ph3a.Bdg.4530	Place Concrete Deck Span 2 - Phase 3a Savannah River	5	27-Jul-21	03-Aug-21	79
Ph3a.Bdg.4400	Install Rebar Span 4 - Phase 3a Savannah River	5	03-Aug-21	10-Aug-21	79
Ph3a.Bdg.4540	Place Concrete Deck Span 3 - Phase 3a Savannah River	5	03-Aug-21	10-Aug-21	79
Ph3a.Bdg.4600	Place Concrete Deck Span 4 - Phase 3a Savannah River	5	10-Aug-21	17-Aug-21	79
Ph3a.Bdg.4300	Install Outside Barrier Wall - Phase 3a Savannah River	5	17-Aug-21	24-Aug-21	79
Augusta Canal Bridge		120	12-May-21	01-Nov-21	66
Ph3a.Can.Bdg.8880	Demo Existing WB Bridge Spans 1-2 - Phase 3 Augusta Canal	5	12-May-21	19-May-21	66
Ph3a.Can.Bdg.8890	Demo Existing WB Brdige Spans 3-4 - Phase 3 Augusta Canal	5	19-May-21	26-May-21	171
Ph3a.Can.Bdg.8900	Install Foundations Pier 1 - Phase 3 Augusta Canal	10	19-May-21	03-Jun-21	66
Ph3a.Can.Bdg.8930	Demo Existing WB Bridge Span 5 - Phase 3 Augusta Canal	5	26-May-21	03-Jun-21	171
Ph3a.Can.Bdg.8910	Install Foundations Pier 2 - Phase 3 Augusta Canal	10	03-Jun-21	17-Jun-21	66
Ph3a.Can.Bdg.8920	Install Foundations Pier 3 - Phase 3 Augusta Canal	10	17-Jun-21	01-Jul-21	66
Ph3a.Can.Bdg.8940	Install Foundations Pier 4 - Phase 3 Augusta Canal	10	01-Jul-21	16-Jul-21	66
Ph3a.Can.Bdg.8960	Install Footer Pier 1 - Phase 3 Augusta Canal	5	16-Jul-21	23-Jul-21	66
Ph3a.Can.Bdg.8970	Install Footer Pier 2 - Phase 3 Augusta Canal	5	23-Jul-21	30-Jul-21	66
Ph3a.Can.Bdg.8980	Install Footer Pier 3 - Phase 3 Augusta Canal	5	30-Jul-21	06-Aug-21	66
Ph3a.Can.Bdg.8990	Install Footer Pier 4 - Phase 3 Augusta Canal	5	06-Aug-21	13-Aug-21	66
Ph3a.Can.Bdg.9010	Install Abutment Pier 1 - Phase 3 Augusta Canal	7	13-Aug-21	24-Aug-21	66



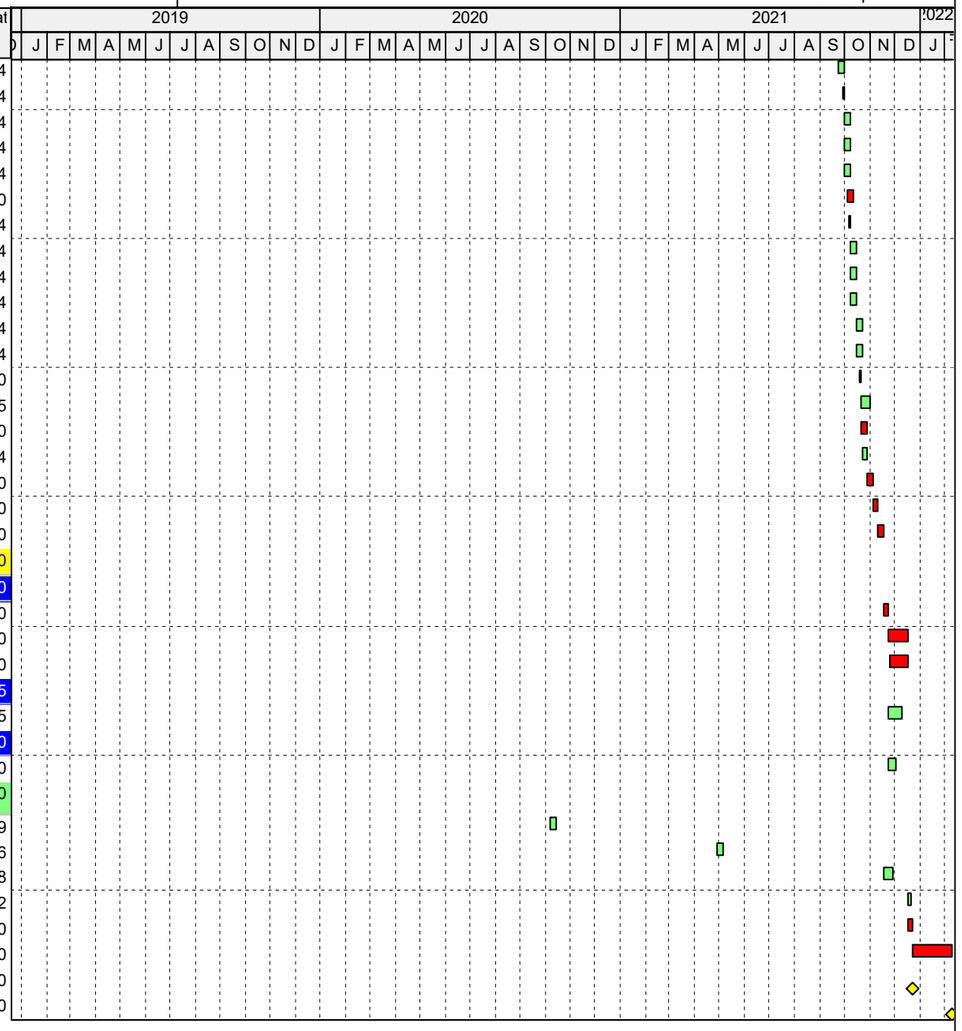
Actual Level of Effort | Actual Work | Remaining Work | Critical Remaining Work | Baseline Milestone

TASK filter: All Activities

Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
Ph3a.Can.Bdg.9020	Install Columns Pier 2 - Phase 3 Augusta Canal	2	24-Aug-21	26-Aug-21	66
Ph3a.Can.Bdg.9030	Install Columns Pier 3 - Phase 3 Augusta Canal	2	26-Aug-21	30-Aug-21	66
Ph3a.Can.Bdg.9040	Install Abutment Pier 4 - Phase 3 Augusta Canal	2	30-Aug-21	01-Sep-21	66
Ph3a.Can.Bdg.9060	Install Pier Cap Pier 2 - Phase 3 Augusta Canal	5	01-Sep-21	09-Sep-21	66
Ph3a.Can.Bdg.9070	Install Pier Cap Pier 3 - Phase 3 Augusta Canal	5	09-Sep-21	16-Sep-21	66
Ph3a.Can.Bdg.9090	Install Beams Span 1 - Phase 3 Augusta Canal	2	16-Sep-21	20-Sep-21	66
Ph3a.Can.Bdg.9100	Install Beams Span 2 - Phase 3 Augusta Canal	5	20-Sep-21	27-Sep-21	66
Ph3a.Can.Bdg.9110	Install SIP Span 1 - Phase 3 Augusta Canal	5	20-Sep-21	27-Sep-21	66
Ph3a.Can.Bdg.9120	Install Beams Span 3 - Phase 3 Augusta Canal	2	27-Sep-21	29-Sep-21	69
Ph3a.Can.Bdg.9130	Install SIP Span 2 - Phase 3 Augusta Canal	5	27-Sep-21	04-Oct-21	66
Ph3a.Can.Bdg.9160	Install Rebar Span 1 - Phase 3 Augusta Canal	5	27-Sep-21	04-Oct-21	66
Ph3a.Can.Bdg.9150	Install SIP Span 3 - Phase 3 Augusta Canal	5	29-Sep-21	06-Oct-21	69
Ph3a.Can.Bdg.9180	Install Rebar Span 2 - Phase 3 Augusta Canal	5	04-Oct-21	11-Oct-21	66
Ph3a.Can.Bdg.9200	Place Concrete Deck Span 1 - Phase 3 Augusta Canal	5	04-Oct-21	11-Oct-21	66
Ph3a.Can.Bdg.9190	Install Rebar Span 3 - Phase 3 Augusta Canal	5	06-Oct-21	13-Oct-21	69
Ph3a.Can.Bdg.9220	Place Concrete Deck Span 2 - Phase 3 Augusta Canal	5	11-Oct-21	18-Oct-21	66
Ph3a.Can.Bdg.9230	Place Concrete Deck Span 3 - Phase 3 Augusta Canal	5	18-Oct-21	25-Oct-21	66
Ph3a.Can.Bdg.9250	Install Outside Barrier Wall - Phase 3 Augusta Canal	5	25-Oct-21	01-Nov-21	66
Phase 3B Construction		190	12-May-21	18-Nov-21	35
Roadway		160	12-May-21	19-Oct-21	30
Ph3b.Rdw4520	Remove Remaining Existing Roadway Sections - Phase 3b South Carolina	15	12-May-21	03-Jun-21	22
Ph3b.Rdw4550	Install GAB/Rubblize - Phase 3b South Carolina	30	03-Jun-21	16-Jul-21	22
Ph3b.Rdw4560	Install Asphalt - Phase 3b South Carolina	15	16-Jul-21	06-Aug-21	22
Ph3b.Rdw4570	Install PCC - Phase 3b South Carolina	40	06-Aug-21	04-Oct-21	22
Ph3b.Rdw4580	Install Lighting - Phase 3b South Carolina	5	05-Oct-21	09-Oct-21	40
Ph3b.Rdw4590	Install Drainage - Phase 3b South Carolina	15	05-Oct-21	19-Oct-21	30
Savannah River Bridge		81	27-Jul-21	18-Nov-21	23
Ph3b.Bdg.4630	Relocate Temporary Cofferdam - Phase 3b Savannah River	10	27-Jul-21	10-Aug-21	0
Ph3b.Bdg.3010	Install Temporary Access into Workzone at East Abutment	10	27-Jul-21	10-Aug-21	0
Ph3b.Bdg.3540	Demo Existing WB Bridge Pier 11-13 - Phase 3b Savannah River	10	10-Aug-21	24-Aug-21	0
Ph3b.Bdg.3020	Install Footer Pier 6 - Phase 3b Savannah River	3	24-Aug-21	27-Aug-21	4
Ph3b.Bdg.3550	Demo Existing WB Bridge Pier 14-16 - Phase 3b Savannah River	10	24-Aug-21	08-Sep-21	0
Ph3b.Bdg.3030	Install Footer Pier 7 - Phase 3b Savannah River	2	27-Aug-21	31-Aug-21	7
Ph3b.Bdg.3040	Install Columns Pier 6 - Phase 3b Savannah River	2	27-Aug-21	31-Aug-21	4
Ph3b.Bdg.3070	Install Columns Pier 7 - Phase 3b Savannah River	2	31-Aug-21	02-Sep-21	7
Ph3b.Bdg.3050	Install Pier Cap Pier 6 - Phase 3b Savannah River	5	31-Aug-21	08-Sep-21	4
Ph3b.Bdg.3060	Install Footer Pier 8 - Phase 3b Savannah River	2	08-Sep-21	10-Sep-21	5
Ph3b.Bdg.3080	Install Pier Cap Pier 7 - Phase 3b Savannah River	5	08-Sep-21	15-Sep-21	4
Ph3b.Bdg.3560	Demo Exisitng WB Bridge Pier 17-19 - Phase 3b Savannah River	10	08-Sep-21	22-Sep-21	0
Ph3b.Bdg.3100	Install Footer Pier 9 - Phase 3b Savannah River	2	10-Sep-21	14-Sep-21	6
Ph3b.Bdg.3110	Install Columns Pier 8 - Phase 3b Savannah River	2	10-Sep-21	14-Sep-21	5
Ph3b.Bdg.3170	Install Columns Pier 9 - Phase 3b Savannah River	2	14-Sep-21	16-Sep-21	6
Ph3b.Bdg.3130	Install Pier Cap Pier 8 - Phase 3b Savannah River	5	15-Sep-21	22-Sep-21	4
Ph3b.Bdg.3090	Install Beams Span 5 - Phase 3b Savannah River	2	15-Sep-21	17-Sep-21	4
Ph3b.Bdg.3120	Install SIP Span 5 - Phase 3b Savannah River	5	17-Sep-21	24-Sep-21	4
Ph3b.Bdg.3160	Install Foundation Pier 10 - Phase 3b Savannah River	2	22-Sep-21	24-Sep-21	0
Ph3b.Bdg.3200	Install Pier Cap Pier 9 - Phase 3b Savannah River	5	22-Sep-21	29-Sep-21	4
Ph3b.Bdg.3140	Install Beams Span 6 - Phase 3b Savannah River	2	22-Sep-21	24-Sep-21	4
Ph3b.Bdg.3230	Install Abutment/Backwall Pier 10 - Phase 3b Savannah River	7	24-Sep-21	05-Oct-21	0
Ph3b.Bdg.3180	Install SIP Span 6 - Phase 3b Savannah River	5	24-Sep-21	01-Oct-21	4



Activity ID	Activity Name	Original Duration	Start	Finish	Total Float
Ph3b.Bdg.3150	Install Rebar Span 5 - Phase 3b Savannah River	5	24-Sep-21	01-Oct-21	4
Ph3b.Bdg.3210	Install Beams Span 7 - Phase 3b Savannah River	2	29-Sep-21	01-Oct-21	4
Ph3b.Bdg.3240	Install SIP Span 7 - Phase 3b Savannah River	5	01-Oct-21	08-Oct-21	4
Ph3b.Bdg.3220	Install Rebar Span 6 - Phase 3b Savannah River	5	01-Oct-21	08-Oct-21	4
Ph3b.Bdg.3190	Place Concrete Deck Span 5 - Phase 3b Savannah River	5	01-Oct-21	08-Oct-21	4
Ph3b.Bdg.3290	Install Pier Cap Pier 10 - Phase 3b Savannah River	5	05-Oct-21	12-Oct-21	0
Ph3b.Bdg.3260	Install Beams Span 8 - Phase 3b Savannah River	2	06-Oct-21	08-Oct-21	4
Ph3b.Bdg.3280	Install SIP Span 8 - Phase 3b Savannah River	5	08-Oct-21	15-Oct-21	4
Ph3b.Bdg.3270	Install Rebar Span 7 - Phase 3b Savannah River	5	08-Oct-21	15-Oct-21	4
Ph3b.Bdg.3250	Place Concrete Deck Span 6 - Phase 3b Savannah River	5	08-Oct-21	15-Oct-21	4
Ph3b.Bdg.3310	Install Rebar Span 8 - Phase 3b Savannah River	5	15-Oct-21	22-Oct-21	4
Ph3b.Bdg.3300	Place Concrete Deck Span 7 - Phase 3b Savannah River	5	15-Oct-21	22-Oct-21	4
Ph3b.Bdg.3320	Install Beams Span 9 - Phase 3b Savannah River	2	19-Oct-21	21-Oct-21	0
Ph3b.Bdg.4640	Remove Temporary Cofferdam - Phase 3b Savannah River	8	21-Oct-21	02-Nov-21	35
Ph3b.Bdg.3330	Install SIP Span 9 - Phase 3b Savannah River	5	21-Oct-21	28-Oct-21	0
Ph3b.Bdg.3340	Place Concrete Deck Span 8 - Phase 3b Savannah River	5	22-Oct-21	29-Oct-21	4
Ph3b.Bdg.3350	Install Rebar Span 9 - Phase 3b Savannah River	5	28-Oct-21	04-Nov-21	0
Ph3b.Bdg.3360	Place Concrete Deck Span 9 - Phase 3b Savannah River	5	04-Nov-21	11-Nov-21	0
Ph3b.Bdg.3370	Install Outside Barrier Wall - Phase 3b Savannah River	5	11-Nov-21	18-Nov-21	0
Phase 4 Construction		29	18-Nov-21	17-Dec-21	0
Roadway		29	18-Nov-21	17-Dec-21	0
Ph4.Rdw.2500	Relocate/Setup MOT Phase 4	4	18-Nov-21	24-Nov-21	0
Ph4.Rdw.2510	Install Roadway Median Barrier/Rails - Phase 4 (Georgia & South Carolina)	15	24-Nov-21	17-Dec-21	0
Ph4.Rdw.2520	Complete Inside Lane Roadway Pavement (Sta 398+418 South Carolina)	23	25-Nov-21	17-Dec-21	0
Savannah River Bridge		10	24-Nov-21	10-Dec-21	5
Ph4.Riv Bdg.2520	Install Median Barrier - Phase 4 Savannah River Bridge	10	24-Nov-21	10-Dec-21	5
Augusta Canal Bridge		5	24-Nov-21	03-Dec-21	10
Ph4.Can Bdg.2530	Install Median Barrier - Phase 4 Augusta Canal Bridge	5	24-Nov-21	03-Dec-21	10
Project Closeout		490	07-Oct-20	09-Feb-22	0
PC.1000	Complete Phase 1 Punchlist	5	07-Oct-20	14-Oct-20	289
PC.1040	Complete Phase 2 Punchlist	5	28-Apr-21	05-May-21	156
PC.1050	Complete Phase 3 Punchlist	5	18-Nov-21	29-Nov-21	18
PC.1070	Install Final Pavement Markings	2	17-Dec-21	21-Dec-21	2
PC.1055	Final Punchlist	4	17-Dec-21	23-Dec-21	0
PC.1100	Prepare Final Closeout Documents	30	23-Dec-21	09-Feb-22	0
PC.1060	Substantial Completion	0		23-Dec-21*	0
PC.1110	Final Completion	0		09-Feb-22*	0



Actual Level of Effort
Actual Work
Remaining Work
Critical Remaining Work
Baseline Milestone

TASK filter: All Activities

SUPERIOR CONSTRUCTION

wsp