

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSBRG-0007-00(041)
County: Jefferson and McDuffie Counties
P. I. Number: 0007041
Federal Route Number: U.S. 221
State Route Number: S.R. 47

S.R. 47 Bridge Replacement over Big Brier Creek

Submitted for approval:

DATE 9/12/2011
DATE 9/16/2011
DATE 9-12-11

Bill Hurlburt ATKINS
Design Consultant Name and Firm Name
Colby Hulland
Office Head (Project Manager's Office)
Michelle Wright
Project Manager

Recommendation for approval:

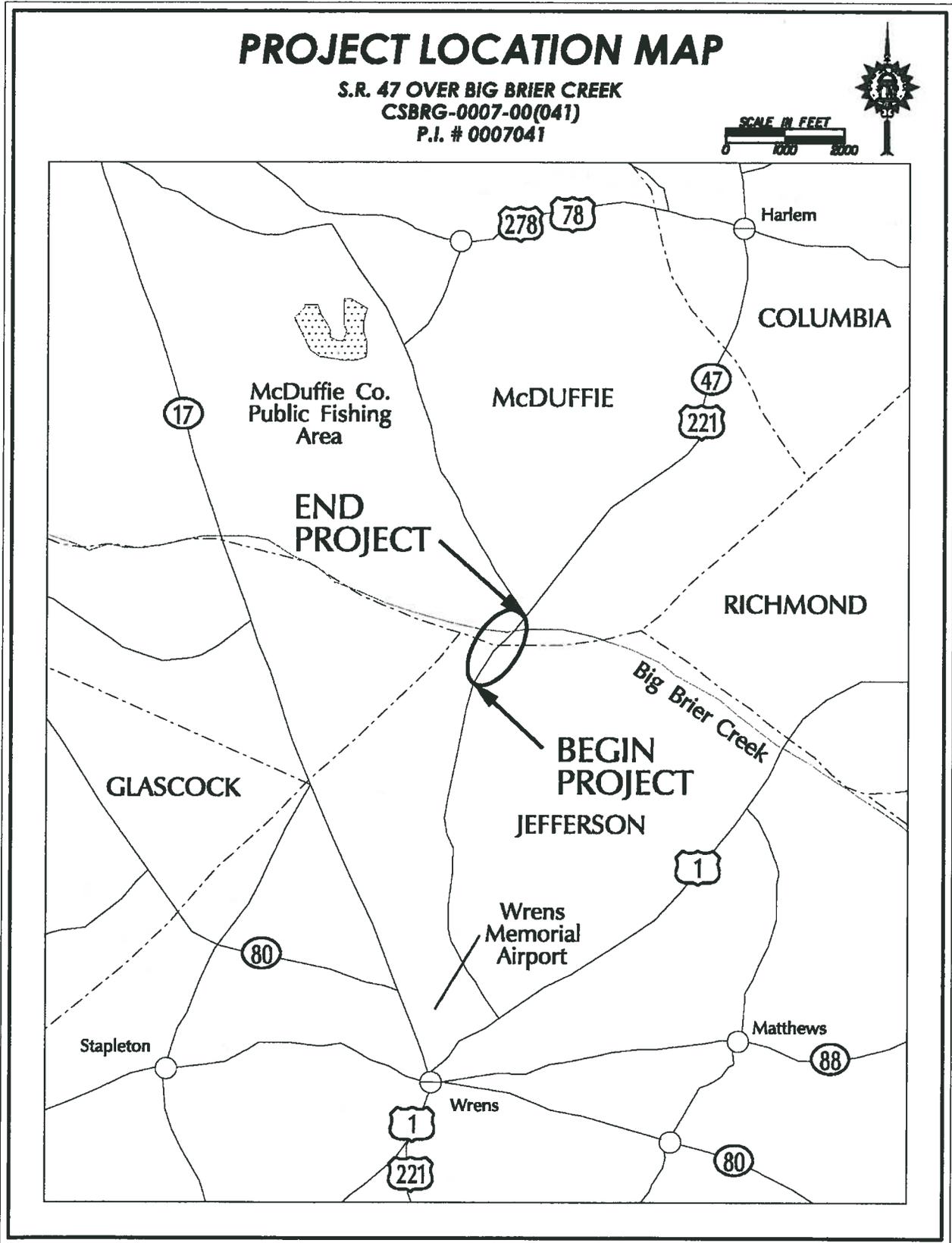
DATE _____
DATE 10-4-2011
DATE _____
DATE 9-28-2011
DATE 9-23-2011
DATE _____
DATE 10-12-2011
DATE _____

Program Control Administrator
Glenn Bowman *
State Environmental Administrator
State Traffic Engineer
Ron Wishon *
Project Review Engineer
Sal Pirzad *
for State Utilities Engineer
District Engineer / District Utilities Engineer
Ben Rabun *
State Bridge Design Engineer
State Transportation Financial Management Administrator

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 9-28-11
Christina R. Newberry
State Transportation Planning Administrator

* Recommendation on file. LC



NEED AND PURPOSE

This Bridge (Structure ID 189-0030-0) was built in 1953 and consists of a 12 spans of Reinforced Concrete Deck Girders (RCDG) on concrete caps with concrete piles. The bridge is currently posted from 20 to 33 tons and has a Sufficiency Rating of 29.84. Numerous locations in the top of the deck have exposed rebar. The superstructure exhibits numerous RCDG's are with shear and deflections cracks. Four substructure caps are exhibiting vertical cracking and six bent locations have experienced scour around the piles. Replacement of this structurally deficient bridge is recommended.

Description of Existing Roadways

S.R. 47 is an existing two-lane facility (one in each direction) and is functionally classified as a rural minor arterial within the project limits. The posted speed limit along S.R. 47 is 55 miles per hour (mph). The section where the proposed bridge project improvement would take place is a school bus route. S.R. 47 is not part of the Statewide Bicycle Plan. The bridge is located on the Jefferson and McDuffie County boundary and was constructed in 1953.

Land Use

The western side of S.R. 47 in the project corridor is agricultural/forested. The eastern side of S.R. 47 is Fort Gordon, which in the project corridor is forested.

Existing Conditions

Trucks represent approximately 22% of the traffic along S.R. 47. The projected Average Daily Traffic (ADT) along this section of highway for year 2015 is 2,400. The projected ADT for year 2035 for this section of highway is 3,000. Currently no roadway improvements are in the Construction Work Program for S.R. 47 in this vicinity.

Crash Analysis

A review of the crash data along S.R. 47 shows a total of three crashes occurred within the project limits from 2007 through 2009. None of the crashes involved another vehicle and two crashes occurred at night under wet conditions. The crash rates and injury rates on S.R. 47 were slightly higher than the statewide average for rural minor arterials in 2007 and 2008. No statewide information was available for the year 2009. No fatalities occurred in this area in the years 2007 through 2009.

Table 1. Crash Data – S.R. 47 at Big Brier Creek

	2007		2008		2009	
	S.R. 47	Statewide	S.R. 47	Statewide	S.R. 47	Statewide
Crashes	1		1		1	
Crash Rate*	155	149	161	152	157	N/A
Injuries	4		2		1	
Injury Rate*	620	67	322	75	157	N/A

* Rate per 100 million vehicle miles.

DESCRIPTION OF THE PROPOSED PROJECT

The proposed project would begin along S.R. 47 approximately 1,100 feet south of Big Brier Creek and extend approximately 1,600 feet to the north of Big Brier Creek and include the replacement of the structurally deficient bridge over Big Brier Creek. The proposed project is 0.51 miles long and begins at mile post 0.27 in Jefferson County and ends at mile post 5.91 in McDuffie County. The southern and northern termini of the project are determined by the horizontal constraints of the bridge approach roadway. The proposed improvements for this project include replacing the existing 12 span bridge with a new nine span concrete bridge parallel to and west of existing. The proposed bridge will accommodate a 12 foot travel lane and 8 foot shoulder in both directions with side barrier. The total horizontal clearance on the bridge from face of barrier is 40 feet.

The roadway approach to the proposed bridge on the southern end will utilize reverse curves with a minimum allowable radius of 6,820 feet that will utilize reverse crown. The roadway approach on the northern end will utilize a 3,290 foot radius and tie in to the tangent section of roadway to the north of the project. The proposed horizontal geometry will allow for super elevation transitions to occur along the roadway approaches and not along the bridge. The roadway typical section will accommodate a 12 foot travel lane and 10 foot shoulder, of which 4 feet is paved, in both directions.

Is the project located in a PM 2.5 Non-attainment area? Yes No

Is the project located in an Ozone Non-attainment area? Yes No

PDP Classification: Major , Minor

Federal Oversight: Full Oversight , Exempt , State Funded , or Others

Functional Classification: Rural Minor Arterial

U. S. Route Number(s): U.S. 221

State Route Number(s): S.R. 47

Traffic (AADT):

	Open Year: (2015)	Design Year: (2035)
S.R. 47	2,400 (22% trucks)	3,000 (22% trucks)

Existing Design Features:

- Typical Section:
S.R. 47: Two-lane undivided facility with 10 foot wide travel lanes and 6 foot wide outside shoulders with open ditch drainage.
- Posted Speed - 55 mph
- Minimum radius for curve - 2864.93'
- Maximum super-elevation rate for curve: 0.03
- Maximum Grade: Mainline - 4.5%, Crossroad - N/A, Driveway - 4.0%
- Width of right of way: Varies (100-ft minimum, 200-ft maximum)

- Major structures: Structure ID 189-0030-0 S.R. 47 over Big Brier Creek (31.8' x 408') (Sufficiency Rating 29.84)
- Major interchanges or intersections along the project: None.
- Existing length of roadway segment and the beginning mile logs for each county segment: S.R. 47 from south of Big Brier Creek (M.P. 0.41) in Jefferson County to north of Big Brier Creek (M.P. 5.91) in McDuffie County. The total length of project is approximately 0.50 miles.

Proposed Design Features:

- Proposed typical section(s):
S.R. 47: Two-lane undivided roadway with 12-ft travel lanes and 8-ft outside shoulders, of which 2-ft is paved, and open ditch drainage.
Bridge: Two-lane undivided bridge with 12-ft travel lanes and 8-ft paved outside shoulder with side barrier.
- Proposed Design Speed S.R. 47: 55 mph
- Proposed Maximum grade S.R. 47: 3.1% Maximum grade allowable 5.0%
- Proposed Maximum grade Side Street: N/A Maximum grade allowable 6.0%
- Proposed Maximum grade driveway 16% (Residential) Maximum grade allowable 16%
11% (Commercial)
- Proposed Minimum radius of curve, Mainline 3290.00' Minimum radius allowable 1060'
- Proposed Maximum super-elevation rate for curve: 0.036
- Proposed Maximum allowable super-elevation rate for curve: 0.060
- Right-of-Way:
 - Width: 100 ft – 200 ft
 - Easements: Temporary , Permanent , Utility , Others
 - Type of access control: Full , Partial , By Permit , Others
 - Number of parcels 2 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile Homes: 0
 - Other: 0
- Structures:
 - Bridges: (all bridge widths and lengths are approximate): 450' x 43'-3" concrete bridge for S.R. 47 over Big Brier Creek
 - Retaining walls: (all dimensions are approximate): None anticipated.
- Major intersections, interchanges, median openings, and signal locations: None
- Transportation Management Plan Anticipated? Yes No
- Traffic control during construction:
 - Install temporary traffic signals at begin and end of project to manage closure of southbound lane. One lane, one way operation would continue until a portion of the existing bridge was removed and portion of proposed bridge was constructed.
 - Remove portion of existing bridge to allow for construction of proposed bridge. Construct 26.5 ft of proposed bridge and accompanying roadway approaches.
 - Shift traffic to newly constructed portion of bridge, open roadway to two way traffic.
 - Construct remaining portion of bridge and roadway approaches.
 - Shift traffic to final location.

- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
LANE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
LATERAL OFFSET TO OBSTRUCTION:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances: None anticipated
- Environmental concerns: Fort Gordon, Archaeology Sites on Fort Gordon property, Migratory birds
- Anticipated Level of environmental analysis:
 - Are Time Saving Procedures appropriate? Yes , No
 - Categorical Exclusion: Yes , No
 - Environmental Assessment/Finding of No Significant Impact (FONSI): Yes , No
 - Environmental Impact Statement (EIS): Yes , No
- Utility involvement: AT&T and Atlanta Gas Light would be in conflict with proposed project and would require relocation
- Public Interest Determination Policy and Procedure Required? Yes , No
- VE Study Anticipated? Yes , No

Project Cost Estimate and Funding Responsibilities:

	PE*	ROW	UTILITY	CST**	MITIGATION
By Whom	GDOT	GDOT	GDOT	GDOT	GDOT
\$ Amount	\$523,000	\$79,000	\$100,000	\$4.26 M	N/A

*PE Cost is for Concept through Final Plans

**CST Cost includes: Construction, Engineering & Inspection, Fuel Cost Adjustment and Asphalt Cement Cost Adjustment

Project Activities Responsibilities:

- Design: GDOT/ATKINS
- Right-of-Way Acquisition: GDOT
- Right-of-Way funding (real property): GDOT
- Relocation of Utilities: GDOT (within R/W) and Local Utilities
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: Contractor
- Environmental Studies/Documents/Permits: GDOT
- Environmental Mitigation: N/A

Coordination:

- Initial Concept Meeting Date 4/27/2011
- Concept Meeting Date 4/27/2011, Meeting Minutes are attached
- PAR Meeting Date N/A
- FEMA, USCG, and/or TVA: TBD
- Public Involvement: N/A
- Local government comments: None
- Other projects in area:
 1. *BRST0-0173-01(007), McDuffie County, P.I. No. 232320, SR 47/US 221 @ Headstall Creek 5.3 Miles South of Dearing*
 2. *EDS00-0545-00(005), Jefferson County, P.I. No. 221730, SR 17 In Wrens FM Near CR 129 to SR 80 North of Wrens*
 3. *EDS00-0545-00(049), Jefferson County, P.I. No. 222520, SR 17 FM CR 59/Quaker Rd to North of SR 296/Warren & Reloc*
- Railroads: None
- Other coordination to date: None

Scheduling – Responsible Parties’ Estimate

- Time to complete environmental process: Begin: 9/30/2010 End: 1/6/2012
- Time to complete preliminary construction plans: Begin: 9/30/2011 End: 3/13/2012
- Time to complete right of way plans: Begin: 3/14/2012 End: 6/5/2012
- Time to complete the Section 404 Permit: Begin: 11/15/2012 End: 7/12/2013
- Time to complete final construction plans: Begin: 3/14/2012 End: 10/18/2013
- Time to complete the purchase of right of way: Begin: 7/8/2012 End: 6/20/2013
- List other major items that will affect the project schedule: None anticipated.

Other alternatives considered:

- 1) **No Build** – Eliminated due to substandard structural rating of existing bridge.
- 2) **Bridge Replacement along Existing alignment with On-Site Detour (Alternate 2)** – This alternative would replace the existing bridge over Big Brier Creek with a new concrete bridge while utilizing the existing alignment. In order to construct the new bridge in the same location as the old bridge, an on-site detour was evaluated. The detour would consist of temporary pavement and a temporary bridge approximately 100 feet in length to the west of existing. The detour would require a temporary construction easement since there is not adequate right-of-way. The estimated project cost for this alternative is \$5.2 million. This alternative was the most expensive alternative and therefore was not selected as the preferred.
- 3) **Bridge Replacement along Existing alignment with Off-Site Detour (Alternate 3)** – Similar to Alternate 2, this alternate would replace the existing bridge over Big Brier Creek with a new concrete bridge while utilizing the existing alignment. However, an off-site detour was evaluated in lieu of constructing temporary pavement and a temporary bridge on site. During construction, through traffic would be diverted onto adjacent county and local roads which may not meet current GDOT design criteria. County and local roads were utilized to provide the shortest detour distance possible. The total length of the proposed detour is approximately 9.1 miles. The excessive length of the detour would likely result in significantly increased travel times and costs to drivers. As a result, this alternate was not selected as the preferred.

Project Concept Report Page: 8
Project Number: CSBRG-0007-00(041)
P. I. Number: 0007041
County: Jefferson and McDuffie

- 4) **Bridge Replacement using permanent re-alignment of S.R. 47 (Alternate 4)** – This alternative would permanently re-align 3,600 lin. ft. of S.R. 47 to the west. The re-alignment of S.R. 47 would allow the proposed bridge to be built 55 ft west and downstream of the existing bridge with minimal disruption to existing traffic. Existing wetlands and a stream parallel to the existing roadway would be impacted negatively by this alternative. The estimated project cost for this alternative would be \$4.7 million. The preferred alternative was approximately \$0.5 million less than this alternative and minimized impacts to surrounding environmental resources.

Comments: None

Attachments:

1. Detailed Cost Estimates:
 - a) Construction, including Engineering and Inspection
 - b) Completed Fuel & Asphalt Price Adjustment forms
 - c) Right-of-Way
 - d) Concept Utility Cost Estimate
2. Typical Sections including Bridge Staging
3. Accident Summaries
4. Design Traffic, February 17, 2011
5. Bridge Inventory
6. Concept Team Meeting Minutes, April 27, 2011

Concur:

Bill R. McMurry
Director of Engineering

Approve:

Dee m. Ron
Chief Engineer

Date:

10-25-11

Attachment 1a

Construction Cost Estimate

S.R. 47 Over Big Brier Creek (Preferred Alternative)

Roadway

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	Lump Sum	\$220,000.00	Traffic Control	\$220,000.00
153-1300	1	EA	\$57,385.59	FIELD ENGINEERS OFFICE	\$57,385.59
310-5120	4600	SY	\$18.30	GR AGGR BASE CRS, 12 INCH, INCL MATL	\$84,180.00
402-1812	2000	TN	\$64.95	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	\$129,900.00
402-3121	1400	TN	\$56.63	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	\$79,282.00
402-3130	890	TN	\$61.16	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	\$54,432.40
402-3190	470	TN	\$63.71	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	\$29,943.70
413-1000	750	GL	\$1.99	BITUM TACK COAT	\$1,492.50
433-1200	290	SY	\$142.68	REINF CONC APPROACH SLAB, INCL SLOPED EDGE	\$41,377.20
446-1100	4400	LF	\$4.03	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	\$17,732.00
522-1000	1	LS	\$30,000.00	SHORING	\$30,000.00
620-0200	450	LF	\$34.04	TEMPORARY BARRIER, METHOD NO. 2	\$15,318.00
641-1100	90	LF	\$47.47	GUARDRAIL, TP T	\$4,272.30
641-1200	2,375	LF	\$14.86	GUARDRAIL, TP W	\$35,292.50
641-5001	2	EA	\$637.50	GUARDRAIL ANCHORAGE, TP 1	\$1,275.00
641-5012	2	EA	\$1,751.80	GUARDRAIL ANCHORAGE, TP 12	\$3,503.60

Subtotal: \$805,386.79

Major Structures

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-xxxx	19463.5	SF	\$100.00	Bridge over Big Brier Creek	\$1,946,350.00
540-1101	1	LS	\$400,000.00	Removal of Existing Bridge	\$400,000.00

Subtotal: \$2,346,350.00

Miscellaneous Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
	1	LS	\$150,000.00	Grading Complete	\$150,000.00
	1	LS	\$165,100.00	Temporary Erosion Control (5%)	\$165,100.00
	1	LS	\$165,100.00	Permanent Erosion Control (5%)	\$165,100.00
	1	LS	\$66,100.00	Signing and Marking (2%)	\$66,100.00
	1	LS	\$66,100.00	Drainage (2%)	\$66,100.00

Subtotal: \$612,400.00

Construction Cost	\$3,764,136.79
Engineering and Inspection (5.0 %)	\$188,206.84
Contingency (0%)	\$0.00
Total AC and Fuel Adjustment	\$82,497.69
Total Construction Cost	\$4,034,841.32

Right Of Way	\$79,000.00
ReImb. Utilities	\$100,000.00
Total Project Cost	\$4,213,841.32

Attachment 1b

Fuel/Asphalt Price Adjustment Form

PROJ. NO. CSBRG-0007-00(041)
P.I. NO. 0007041
DATE 9/22/2011

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Sep-11	\$ 3.582
DIESEL		\$ 3.873
LIQUID AC		\$ 570.00

Link to Fuel and AC Index:
<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

$PA = \left(\frac{APM - APL}{APL} \right) \times TMT \times APL$

Asphalt

Price Adjustment (PA)				91485	\$	91,485.00
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	912.00		
Monthly Asphalt Cement Price month project let (APL)			\$	570.00		
Total Monthly Tonnage of asphalt cement (TMT)				267.5		

ASPHALT	Tons	%AC	AC ton
Leveling	2000	5.0%	100
12.5 OGFC		5.0%	0
12.5 mm	970	5.0%	48.5
9.5 mm SP		5.0%	0
25 mm SP	1800	5.0%	90
19 mm SP	580	5.0%	29
	5350		267.5

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	1,204.52	\$	1,204.52
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	912.00			
Monthly Asphalt Cement Price month project let (APL)			\$	570.00			
Total Monthly Tonnage of asphalt cement (TMT)							3.521982756

Bitum Tack	Gals	gals/ton	tons
	820	232.8234	3.52198276

PROJ. NO.

CSBRG-0007-00(041)

CALL NO.

P.I. NO.

0007041

DATE

9/22/2011

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)					0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	912.00		
Monthly Asphalt Cement Price month project let (APL)				\$	570.00		
Total Monthly Tonnage of asphalt cement (TMT)					0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	\$	92,689.52
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Attachment 1c

R/W Cost Estimate

Department of Transportation State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE August 18, 2011

FROM Phil Copeland, Right of Way Administrator
LaShone Alexander, Right of Way Cost Estimator

TO Michelle Wright, Project Manager

SUBJECT **Preliminary Right of Way Cost Estimate**
Project: CSBRG-0007-00(041) McDuffie
P.I. No.: 0007041
Description: SR 47 @ Big Brier Creek

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

If you have any questions, please contact LaShone Alexander at One Georgia Center 600 West Parkway Street, NW Atlanta, GA 30308, Right of Way Office at (478) 553-1569 or (478) 232-4045.

,
PC:LA
Attachments
c: File

**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: August 18, 2011
Revised:

Project: CSBRG-0007-00(041) McDuffie
County: McDuffie
PI: 0007041

Description: SR 47 @ Big Brier Creek
Project Termini: SR 47 @ Big Brier Creek

Parcels: 2 Existing ROW: Varies
Required ROW: Varies

Land and Improvements _____ \$12,120.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$2,000.00

Valuation Services _____ \$2,000.00

Legal Services _____ \$38,850.00

Relocation _____ \$4,000.00

Demolition _____ \$0.00

Administrative _____ \$21,500.00

TOTAL ESTIMATED COSTS _____ \$78,470.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$79,000.00

Preparation Credits	Hours	Signature

Prepared By: Lashone Alexander CG#: 286999 08/18/11
 Approved By: Lashone Alexander CG#: 286999 08/18/11

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

**Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet**

Project/County/PI

CSBRG-0007-00(041) McDuffie McDuffie

0007041

	A	B	C	D
Land and Improvements	Agriculture	Residential	Commercial	Industrial
1 Estimate Low (ac)	\$0.00	\$0.00	\$0.00	\$0.00
2 Estimate High (ac)	\$0.00	\$0.00	\$0.00	\$0.00
3 Estimate Used (ac)	\$0.00	\$8,000.00		\$0.00
4 Fee Simple Area (ac)	0.00	0.76	0.00	0.00
5 Fee Simple Estimate	\$0.00	\$6,080.00	\$0.00	\$0.00
6 Perm Esmt Area (ac)	0.00	0.00	0.00	0.00
7 Perm Esmt Factor	0%	0%	0%	0%
8 Perm Esmt Estimate	\$0.00	\$0.00	\$0.00	\$0.00
9 Temp Esmt Area (ac)	0.00	0.00	0.00	0.00
10 Temp Esmt Factor	0%	0%	0%	0%
11 Temp Esmt Estimate	\$0.00	\$0.00	\$0.00	\$0.00
12 Proximity Damages	\$0.00	\$0.00	\$0.00	\$0.00
13 Consequential Damages	\$0.00	\$0.00	\$0.00	\$0.00
14 Cost to Cures	\$0.00	\$0.00	\$0.00	\$0.00
15 Improvements	\$0.00	\$2,000.00	\$0.00	\$0.00
16 Trade Fixtures	\$0.00	\$0.00	\$0.00	\$0.00
17				
18 PROPERTY TYPE TOTALS	\$0.00	\$8,080.00	\$0.00	\$0.00
19	SUB TOTAL PROPERTY TYPES			\$8,080.00
20	Counter Offers and Condemnation Increases			\$4,040.00
21				
22	GRAND TOTAL LANDS AND IMPROVEMENTS			\$12,120.00

**Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet**

Project/County/PI

CSBRG-0007-00(041) McDuffie McDuffie

0007041

	A	B	C	D
Valuation Services	Agriculture	Residential	Commercial	Industrial
1 Appraisals (# of Parcels)	0	2	0	0
2 Estimated Fees (per Parcel)	\$0.00	\$1,000.00	\$0.00	\$0.00
3 TOTAL APPRAISALS	\$0.00	\$2,000.00	\$0.00	\$0.00
4 Sign Estimates	0	0	0	0
5 Estimated Fees	\$0.00	\$0.00	\$0.00	\$0.00
6 TOTAL SIGN ESTIMATES	\$0.00	\$0.00	\$0.00	\$0.00
7 Specialty Reports	0	0	0	0
8 Estimated Fees	\$0.00	\$0.00	\$0.00	\$0.00
9 TOTAL SPECIALTY REPORTS	\$0.00	\$0.00	\$0.00	\$0.00
10 Septic/Well Reports	0	0	0	0
11 Estimated Fees	\$0.00	\$0.00	\$0.00	\$0.00
12 TOTAL SEPTIC/WELL REPORTS	\$0.00	\$0.00	\$0.00	\$0.00
13				
14				
15				
16 TOTAL VALUATION FEES	\$0.00	\$2,000.00	\$0.00	\$0.00
17	SUB TOTAL VALUATION SERVICES			\$2,000.00
18	Updates and Incidentals (Min \$2,500 or 25%)			\$2,500.00
19	GRAND TOTAL VALUATION SERVICES			\$2,000.00

**Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet**

Project/County/PI

CSBRG-0007-00(041) McDuffie McDuffie

0007041

	A	B	C	D
	Parcels	Estimated Fees		TOTALS
1	Meeting with Attorney	2	\$125.00	\$250.00
2	Preliminary Titles	2	\$200.00	\$400.00
3	Closing and Final Title	2	\$300.00	\$600.00
4	Recording Fees	2	\$50.00	\$100.00
5	Condemnation Filing	1	\$5,000.00	\$5,000.00
6	Litigation Costs	1	\$25,000.00	\$25,000.00
7	Updates and Incidentals	1	\$7,500.00	\$7,500.00
8				
9				
10				
11				
12				
13				
14				
15				
16				
17	GRAND TOTAL LEGAL SERVICES			\$38,850.00

**Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet**

Project/County/PI

CSBRG-0007-00(041) McDuffie McDuffie

0007041

	A	B	C	D
	Displacements	Estimated Costs		TOTALS
1	Business Displacement	\$15,000.00		\$0.00
2	Residential Tenant	\$20,000.00		\$0.00
3	Residential Owner	\$40,000.00		\$0.00
4	Pro-Rata Taxes	2	\$1,000.00	\$2,000.00
5	Property Pin Replacement	2	\$1,000.00	\$2,000.00
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17		GRAND TOTAL RELOCATION		\$4,000.00

**Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet**

Project/County/PI

CSBRG-0007-00(041) McDuffie McDuffie

0007041

	A	B	C	D
	Demolition	Items/Improvements	Estimated Costs	TOTALS
1	Residential Structures		\$15,000.00	\$0.00
2	Commercial Structures		\$25,000.00	\$0.00
3	Hotels/Apartments		\$60,000.00	\$0.00
4	UST's - Dispensers		\$50,000.00	\$0.00
5	Billboards		\$8,000.00	\$0.00
6	Signs - Light Standards		\$1,500.00	\$0.00
7	Water Vaults		\$15,000.00	\$0.00
8	Gas/Water Service Separation		\$2,500.00	\$0.00
9				
10				
11				
12				
13				
14				
15				
16				
17			GRAND TOTAL DEMOLITION	\$0.00

**Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet**

Project/County/PI

CSBRG-0007-00(041) McDuffie McDuffie

0007041

	A	B	C	D
	Parcels	Man hours per Parcel		TOTALS
1	Pre-Acquisition	2	40	\$4,000.00
2	Acquisition	2	100	\$10,000.00
3	Relocation		50	\$0.00
4	Administrative Appeals	1	50	\$2,500.00
5	Post-Acquisition	1	100	\$5,000.00
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17	GRAND TOTAL INHOUSE			\$21,500.00

Attachment 1d

Concept Utility Cost Estimate

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0007-00 (041) Jefferson/McDuffie OFFICE Tennille
P.I. No. 0007041 DATE May 25, 2011

FROM Jamie Lindsey
Assistant District Utilities Engineer

TO Bobby Hilliard, Program Delivery
ATTN Michelle Wright

SUBJECT CONCEPT UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Concept Utility Cost estimate for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON- REIMBURSABLE	REIMBURSABLE
GA Power Co. (Dist)	\$ 0.00	
GA Power Co. (Trans.)	\$ 0.00	
Jefferson Energy Coop.	\$ 0.00	
AT&T Georgia	\$ 10,000.00	
AGL Resources		\$100,000.00
Totals	\$ 10,000.00	\$100,000.00
Total Reimbursement Cost:	\$100,000.00	

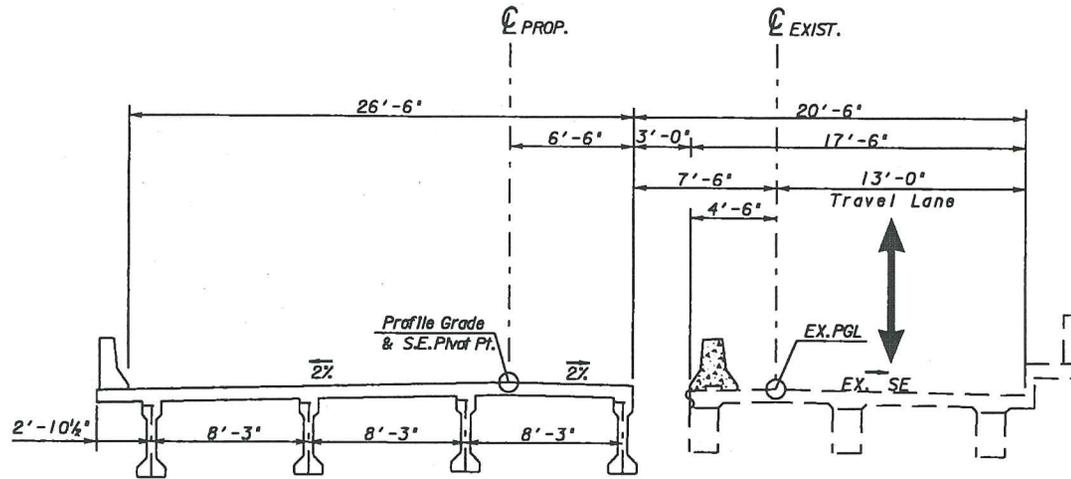
If you have any questions, please contact Jamie Lindsey at 478-552-4637.

JDC/JLL

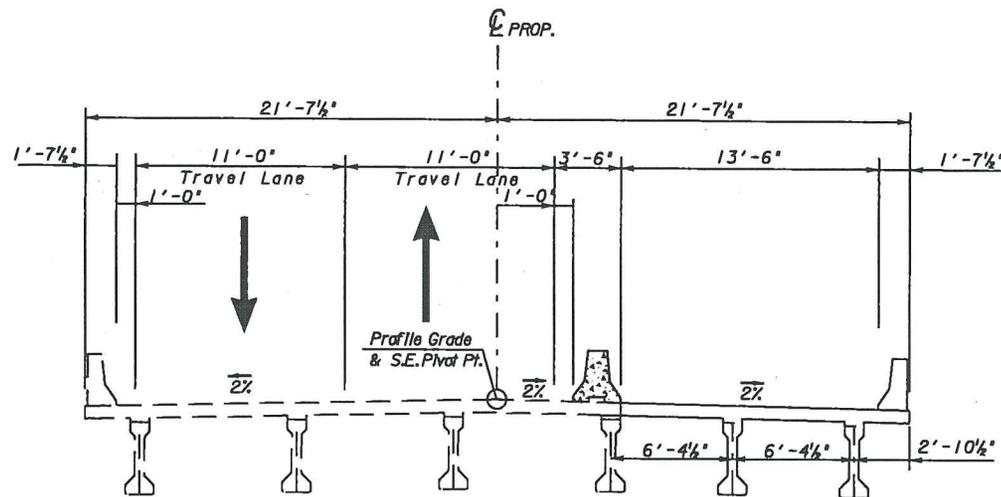
**C: Jeff Baker, State Utilities Engineer
Corbett Reynolds, Area Engineer**

Attachment 2

Typical Sections



BRIDGE TYPICAL SECTION
S. R. 47 OVER BIG BRIER CREEK
STAGE 1



BRIDGE TYPICAL SECTION
S. R. 47 OVER BIG BRIER CREEK
STAGE 2

Attachment 3

Accident Summaries

QUERY SUMMARY

For Year(s): 2007,2008,2009

Year	County	Route Type	Route Number	Beginning Milelog	Ending Milelog	No. Accidents	No. Injuries	No. Fatalities
2007	Jefferson	State Route	004700	5.80	6.29	1	4	0
2007	McDuffie	State Route	004700	0.00	0.34	0	0	0
2006 SubTotal						1	4	0
2008	Jefferson	State Route	004700	5.80	6.29	1	2	0
2008	McDuffie	State Route	004700	0.00	0.34	0	0	0
2007 SubTotal						1	2	0
2009	Jefferson	State Route	004700	5.80	6.29	1	1	0
2009	McDuffie	State Route	004700	0.00	0.34	0	0	0
2008 SubTotal						1	1	0
All Year(s)Total						3	7	0

ACCIDENT RATE CALCULATION for year(s)2007,2008,2009

Accident Data Information System

ACCIDENT RATE CALCULATION 2007

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2007	Jefferson	1	004700	5.80	6.29	2,130	0.49	1,044
2007	McDuffie	1	004700	0.00	0.34	2,130	0.34	724
Total Vehicle Miles: 1768		Total Accidents: 1	Accident Rate: 155	Statewide Accident Rate: 149				
Average AADT: 2130		Total Injuries: 4	Injury Rate: 620	Statewide Injury Rate: 67				
Length In Miles: 0.83		Total Fatalities: 0	Fatality Rate: 0.00	Statewide Fatality Rate: 1.60				

NOTE: Rates are per 100 Million Vehicle Miles.

ACCIDENT RATE CALCULATION 2008

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2008	Jefferson	1	004700	5.80	6.29	2,050	0.49	1,005
2008	McDuffie	1	004700	0.00	0.34	2,050	0.34	697
Total Vehicle Miles: 1702		Total Accidents: 1	Accident Rate: 161	Statewide Accident Rate: 152				
Average AADT: 2050		Total Injuries: 2	Injury Rate: 322	Statewide Injury Rate: 75				
Length In Miles: 0.83		Total Fatalities: 0	Fatality Rate: 0.00	Statewide Fatality Rate: 1.85				

NOTE: Rates are per 100 Million Vehicle Miles.

ACCIDENT RATE CALCULATION 2009

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2009	Jefferson	1	004700	5.80	6.29	2,100	0.49	1,029
2009	McDuffie	1	004700	0.00	0.34	2,100	0.34	714
Total Vehicle Miles: 1743		Total Accidents: 1	Accident Rate: 157	Statewide Accident Rate: N/A*				
Average AADT: 2100		Total Injuries: 1	Injury Rate: 157	Statewide Injury Rate: N/A*				
Length In Miles: 0.83		Total Fatalities: 0	Fatality Rate: 0.00	Statewide Fatality Rate: N/A*				

* 2009 Statewide data not available.

NOTE: Rates are per 100 Million Vehicle Miles.

Attachment 4

Design Traffic

February 17, 2011

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0007-00(041) **OFFICE** Planning
Jefferson & McDuffie Counties
P.I. # 0007041
DATE February 17, 2011

FROM Cindy VanDyke, State Transportation Planning Administrator

TO Bobby Hilliard, P.E., State Program Delivery Engineer
Attention: Michelle Wright

SUBJECT **Updated** Traffic Assignment for S.R. 47 @ Big Brier Creek.

Updated Traffic Assignment for the above project is as follows:

2009 AADT = 2100
2015 AADT = 2400
2035 AADT = 3000
K = 9%
D = 60%
T. = 17.5%
24 HOUR T = 22%
S.U. = 9%
COMB. = 13%

If you have any questions concerning this information please contact Abby Ebodaghe at (404) 631-1923.

CLV/AFE

Attachment 5

Bridge Inventory Sheets

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 189-0030-0

McDuffie

SUFF. RATING

29.84

Location & Geography

* Structure I.D.No: 189-0030-0
 200 Bridge Information 06
 * 6A Feature Int: BIG BRIER CREEK
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00047
 * 7B Facility Carried: US 221
 * 9 Location: 7 MI SW OF DEARING
 2 DOT District: 2
 207 Year Photo: 2009
 * 91 Inspection Frequency: 24 Date: 01/15/2009
 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 92B Underwater Insp Freq: 60 Date: 09/15/2010
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 Type: 2
 Designation: 1
 Number: 00221
 Direction: 0
 * 16 Latitude: 33-18.6887 MMS Prefix: SR
 * 17 Longitude: 82-22.5305 MMS Suffix: 00 MP: 6.29
 98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000
 * 100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1891004700
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 006.29
 * 208 Inspection Area: 02 Initials: JTB
 Engineer's Initial: SGM
 * Location I.D. No.: 189-00047D-006.29E

* 104 Highway System: 0
 * 26 Functional Classification: 06
 * 204 Federal Route Type: F No.: 01731
 105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 206 School Bus Route: 0
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 * 19 Bypass Length: 17
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 2
 37 Historical Significance: 5
 205 Congressional District: 10
 27 Year Constructed: 1953
 106 Year Reconstructed: 0000
 33 Bridge Median: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0
 * 42 Type of Service on: 1
 5
 214 Movable Bridge: 0
 203 Type Bridge: D-O-O-O
 259 Pile Encasement: 3
 * 43 Structure Type Main: 1 04
 45 No. Spans Main: 012
 44 Structure Type Appr: 0 00
 46 No. Spans Appr: 0000
 226 Bridge Curve Horz: 0 Vert: 0
 111 Pier Protection: 0
 107 Deck Structure Type: 1
 108 Wearing Surface Type: 1
 M 8
 F 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 1
 243 Parapet Location: 0
 Height: 0.00
 Width: 0.00
 238 Curb: 1.20 1
 239 Handrail: 1 1
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.00
 Width: 0.00
 * 230 Guardrail Loc Dir Rear: 3
 Fwrd: 3
 Oppo Dir Rear: 0
 Fwrd: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 55
 236 Warning Sign: 0
 234 Delineator: 1
 235 Hazard Boards: 1
 237 Utilities Gas: 00
 W 00
 Ele 00
 Telephone: 32
 S 00
 247 Lighting Street: 0
 Naviagtion: 0
 Aerial: 0
 * 248 County Continuity No.: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 189-0030-0

McDuffie

SUFF. RATING

29.84

Programming Data

201 Project No.: S-0802 (3)
 202 Plans Available: 4
 249 Prop. Proj. No. BRG-0007-00(041)
 250 Approval Status: 0000
 251 P.I. No.: 0007041
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 34 1
 94 Bridge Imp. Cost: \$ 401
 95 Roadway Imp. Cost: \$ 255
 96 Total Imp Cost: \$ 856
 76 Imp. Length: 001728
 97 Imp. Year: 1990
 114 Future ADT: 002325 Year: 2027

Measurements

* 29 ADT: 001550 Year: 2007
 109 % Trucks: 0
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0036
 * 49 Structure Length: 408
 51 Br. Rwdy. Width: 25.80
 52 Deck Width: 31.80
 * 47 Tot. Horz. Cl: 25.80
 50 Curb/Sdewlk Width: 2.10/2.10
 32 Approach Rdwy Width: 029
 * 229 Shoulder Width:
 Rear Lt: 2.40 Type: 2 Rt: 2.40
 Fwrd Lt: 2.40 Type: 2 Rt: 2.40
 Pavement Width:
 Rear: 24.30 Type: 2
 Fwrd: 24.30 Type: 2
 Intersection Rear: 0 Fwrd: 0
 36 Safety Features Br. Rail: 2
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl.Over: 99 ' 99 "
 Under: N 00 ' 00 "
 * 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: N 0.00
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 6.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 0000 Sub: 0000

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 13
 64 Operating Type: 2 Rating: 22
 231 Calculated Loads
 H-Modified: 20 1
 HS-Modified: 25 1
 Type 3: 20 1
 Type 3s2: 33 1
 Timber: 28 1
 Piggyback: 40 0
 261 H Inventory Rating: 10
 262 H Operating Rating: 17
 67 Structural Evaluation: 2
 58 Deck Condition: 5
 59 Superstructure Condition: 5
 * 227 Collision Damage: 0
 60A Substructure Condition: 5
 60B Scour Condition: 6
 60C Underwater Condition: 5
 71 Waterway Adequacy: 8
 61 Channel Protection Cond: 6
 68 Deck Geometry: 4
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0295.8 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 20
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: U
 216 Water Depth: 06.1 Br. Height: 15.6
 222 Slope Protection: 1
 221 Spur Dikes Rear: 1 Fwrd: 1
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 1 Diver: WS

Posting Data

70 Bridge Posting Required: 1
 41 Struct Open, Posted, Cl: P
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 20
 HS-Modified: 25
 Type 3: 20
 Type3s2: 33
 Timber: 28
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901

* Location I.D. No.: 189-00047D-006.29E

0

Attachment 6

Concept Team Meeting Minutes

April 27, 2011



Meeting Minutes

SR 47 over Big Brier Creek CSBRG-0007-00(041) Jefferson/McDuffie Counties P.I. NO. 0007041

Date: April 27, 2011

Location/Time: Louisville Area Office / 1:00 p.m. – 2:15 p.m.

Attendees:	Michelle Wright	GDOT – Program Delivery
	Corbett Reynolds	GDOT – Area Engineer
	Lynn Bean	GDOT – Asst. District Construction Engineer
	George Brewer	GDOT – District Preconstruction Engineer
	Terrell McMillan	GDOT – Assistant Area Engineer, Construction
	LaShone Alexander	GDOT – Right-of-Way
	Mike Moseley	Atkins
	Patrick Tse	Atkins

Minutes By: Mike Moseley

The following items were discussed at the meeting:

1. Michelle Wright, the GDOT Project Manager, started the meeting with introductions and an overview of the project. She stated that it was the intention of the meeting to count as the Concept Team Meeting as well as the Initial Concept Team Meeting.
2. Ms. Wright then turned the meeting over to Mike Moseley with Atkins, the consultant project manager.
3. To begin the meeting Mike Moseley opened the roll plot of the preferred alternate from the draft concept report and discussed the proposed geometry. This alternate proposed the realignment of SR 47 to the west of the existing bridge to allow the new bridge and roadway to be built without any disruption to existing traffic. The proposed bridge would be built 50 ft downstream of the existing bridge. Moving from south to north the realignment of SR 47 would

be accomplished using a curve, radius 9,410 ft, to the left to depart the existing alignment, a curve, radius 9,410 ft, back to the right to parallel SR 47 and a curve, radius 3,700 ft, to the right to tie back into the existing tangent north of the bridge. The concept team expressed their satisfaction with the alignment and did not have any comments.

4. Mr. Moseley expressed some concerns with possible environmental impacts based on the site visit earlier that day. There appeared to be a parallel stream/wetland that could be encroached upon with the current realignment alternate. There was not an attendee from Environmental Services to discuss specific impact parameters.
5. Mr. Moseley then brought up an email from Russell McMurray from 4/15/2011 that discussed closing SR 47 at the bridge and replacing the substructure and deck. Mr. McMurray believes that from the inspection notes only 6 of the 24 bents require repair and that this is mostly a superstructure replacement project. Mr. McMurray also stated that the project would require split funding because of the extent of the relocation of SR 47.
 - a. Ms. Wright expressed that this was still being investigated and there was no concurrence from the Bridge and Maintenance Office.
 - b. The concept team expressed that closing SR 47 was not a viable option. There is not an efficient detour route available.
 - c. George Brewer suggested closing one lane on the existing bridge while either a new bridge or the existing bridge was repaired. The lane closure would be managed with temporary signals to the north and south of the bridge. This idea was decided to be another alternate to investigate.
6. To clarify the option suggested by Mr. Brewer the concept team explained that a new offset alignment would be created. The existing bridge would be cut so one 11 ft lane with 1 ft shoulders would remain. A concrete barrier would have to be bolted to the side of the existing bridge that is cut. A portion of the new bridge would then be built 3 ft from the cut edge of the existing bridge. The portion of the new bridge would have to be built to accommodate two 11 ft lanes, 1 ft shoulders and a bolted barrier on the inside of the new bridge. Atkins agreed to add this as an alternate to the concept report.
7. The meeting then moved onto the agenda items per the PDP:
 - a. Need and Purpose – There were no comments on the Need and Purpose as provided by the GDOT Bridge Office.
 - b. Logical Termini – No comments.
 - c. Planning Concept/STIP project definition – Ms. Wright was going to verify that the project was in conformance.
 - d. Project Background – Replacement of structurally deficient bridge.
 - e. Benefit to Cost Analysis – Not applicable.
 - f. Environmental Resources – Stream/Wetlands were observed; no park lands, historic properties, archaeological sites, hazardous waste sites, underground storage tanks were observed; not aware

of any threatened or endangered species. Ecology survey had not begun as of meeting.

- g. Public Involvement – If one lane closure is preferable alternate the Area office will discuss with Kaolin officials to avoid the need for a public meeting.
- h. Environmental Document anticipated – Categorical Exclusion.
- i. Environmental Permits required – Environmental Services did not attend the meeting.
- j. Alternatives considered – Discussed previous alternatives and will add one lane closure as an alternative.
- k. Design Criteria proposed – Meet 55 mph, current signed speed.
- l. Horizontal and Vertical criteria – Meet AASHTO for 55 mph.
- m. Typical Section – Based on Gerald Ross’s VE memo dated 4/6/2011 the concept team decided to use 4 ft paved shoulder instead of the standard 6.5 ft. The travel lanes will remain 12 ft due to the 17.5% truck traffic.
- n. VE Study – Not applicable.
- o. Interchange Modification Report/Interchange Justification Report – Not applicable.
- p. Access Control – By permit.
- q. Practical Alternative Report – Not applicable.
- r. Project Framework Agreement – Not applicable.
- s. Right of Way – There are 5 parcels, no anticipated relocations, GDOT will acquire the R/W and the estimated cost is \$162,000.
- t. Preliminary bridge assessment – Sufficiency Rating of 29.84.
- u. Accident history – Statewide average.
- v. Potential soil conditions – Sandy soil.
- w. Construction limits – Shown on roll plot for preferred alternate.
- x. Maintenance of Traffic – The new alternative will require temporary signals on each end of the bridge to manage one-way traffic.
- y. Maintenance problems existing along project – None.
- z. Preliminary capacity analysis for the “Build Alternative” and “No-Build Alternatives” – Not applicable.
- aa. Potential improvements recommended for intersections along project – Not applicable.
- bb. Constructability of proposed project – Need to estimate the time one lane will be closed.
- cc. Work zone safety and mobility requirements – Standard safety procedures will be utilized.

- dd. Preliminary construction cost estimate – New cost estimate will be prepared for one-lane alternative.
- ee. Project assignments – Concept report is accurate.
- ff. Project schedule – Modify Concept Report to use 12 months for R/W acquisition.
- gg. ITS Concept of Operations – Not applicable.
- hh. Maintenance issues with the ITS system – Not applicable.
- ii. Utility – Gas, overhead power and buried telephone were observed. No utilities were on the bridge. There was not representative from District Utilities at the meeting.
- jj. Proximity and probable impacts to railroad and railroad R/W – Not applicable.
- kk. Proximity and probable impacts to airports and/or flight paths – Not applicable.

Action Items:

1. Verify plan's conformance with STIP (Michelle Wright)
2. Resolution of email from Russell McMurray (Michelle Wright)
3. Discuss one lane closure with Kaolin authorities (Area Office)
4. Analyze one lane alternate, create cost estimate if one lane closure is agreeable (Atkins)

Attachments: Initial Concept Team Meeting Agenda , Email from Russell McMurray, Sign-in sheet

S.R. 47 Bridge Replacement over Big Brier Creek

CSBRG-0007-00(041)

P.I. Number: 0007041

Jefferson/McDuffie Counties

Initial Concept Team Meeting Agenda based on PDP:

- Introductions
- Need and Purpose
- Logical Termini
- Planning Concept/Conforming plan's project description and network schematic showing through lanes/STIP project definition.
- Project Background
- Benefit to Cost analysis
- Environmental Resources
 - Wetlands, open waters, streams and their buffers
 - Park lands
 - Historic properties, potential archaeological sites
 - Streams and their buffers
 - Cemeteries
 - Location of potential hazardous waste sites
 - Underground storage tank sites
 - Threatened and Endangered Species
- Public Involvement
- Environmental Document anticipated
- Environmental Permits required
- Alternatives considered and rejected to date sufficient for inclusion into the environmental document
- Design Criteria proposed
- Horizontal and Vertical criteria
- Typical Section
- VE Study results or recommendations.
- Interchange Modification Report or Interchange Justification Report requirements.
- Access control
- Practical Alternative Report (PAR)
- Project Framework Agreement
- Right of Way
 - Potential Number of parcels
 - Relocations
 - R/W cost
 - Who is responsible for purchase of R/W?

- Preliminary bridge assessment and structural needs including retaining and noise walls
- Accident history
- Potential soil conditions
- Construction limits
- Maintenance of Traffic (detour, closed or constructed under traffic)
- Maintenance problems existing along project .
- Preliminary capacity analysis for the "Build Alternative" and "No-Build Alternatives".
- Potential improvements recommended for intersections along project
- Constructability of proposed project.
- Workzone safety and mobility requirements.
- Preliminary construction cost estimate.
- Project assignments.
- Project schedule.
- ITS Concept of Operations
- Maintenance issues with the ITS system.
- Utility
 - Name/size/location
 - Utility cost estimate
- Proximity and probably impacts to railroad and railroad R/W.
- Proximity and probable impacts to airports and/or flight paths.

INITIAL CONCEPT TEAM MEETING SIGN-IN SHEET

Project: CSBRG-0007-00(041), Jefferson/McDuffie, PI 0007041

Meeting Date: April 27, 2011

Description: Bridge Replacement – SR 47 @ Big Brier Creek

Place/Room: Louisville Area Office

Name	Company	Phone	E-Mail
Michelle Wright	GDOT- Program Delivery	(912) 271- 7562	micwright@ dot.ga.gov
Corbett Reynolds	GDOT CONSTRUCTION	(478) 625-3681	creynolds@ dot.ga.gov
Lynn Bean	GDOT	912 553 2331	
George Brewer	GDOT	(478) 552-4629	gbrewer@dot.ga.gov
Terrell McMillan	GDOT	(478) 625-3681	tmcmillan@dot.ga.gov
Patrick Tse	ATKINS	770-933-0288	patrick.tse@ atkinsglobal.com
Mike Moseley	ATKINS	770 933-0280	michael.moseley@atkinsglobal.com
LaShone Azadeh	GDOT	(478) 553-1569	laalexander@dot.ga.gov