

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSBRG-0007-00(051)
County: Talbot
P. I. Number: 0007051
Federal Route Number: 80
State Route Number: 22

Bridge Replacement
See page 2 for location sketch.

Submitted for approval:

DATE 10-3-11
DATE 10/20/2011
DATE 10/21/2011

C. Andy Casey
C. Andy Casey, P.E.; State Roadway Design Engineer
BOBBY HILLIARD * * T.J.
Bobby Hilliard, P.E.; State Program Delivery Engineer
KEVIN VAN HOUTEN * * T.J.
Kevin VanHouten; Project Manager

Recommendation for approval:

DATE _____
DATE _____
DATE 2/9/2012
DATE 2/2/2012
DATE 1/31/2012
DATE _____
DATE 2/13/2012
DATE _____

Brent A. Story, P.E.; State Design Policy Engineer

Genetha Rice-Singleton; Program Control Administrator
GLENN BOWMAN * * T.J.
Glenn Bowman, P.E.; State Environmental Administrator
KATHY ZAHUL * * T.J.
Kathy Zahul, P.E.; State Traffic Engineer
RON WISHON * * T.J.
Ron Wishon; Project Review Engineer

David Millen; District Engineer
BEN RABUN * * T.J.
Benjamin F. Rabun, P.E.; State Bridge Design Engineer

Angela D. Robinson;
State Transportation Financial Management Administrator

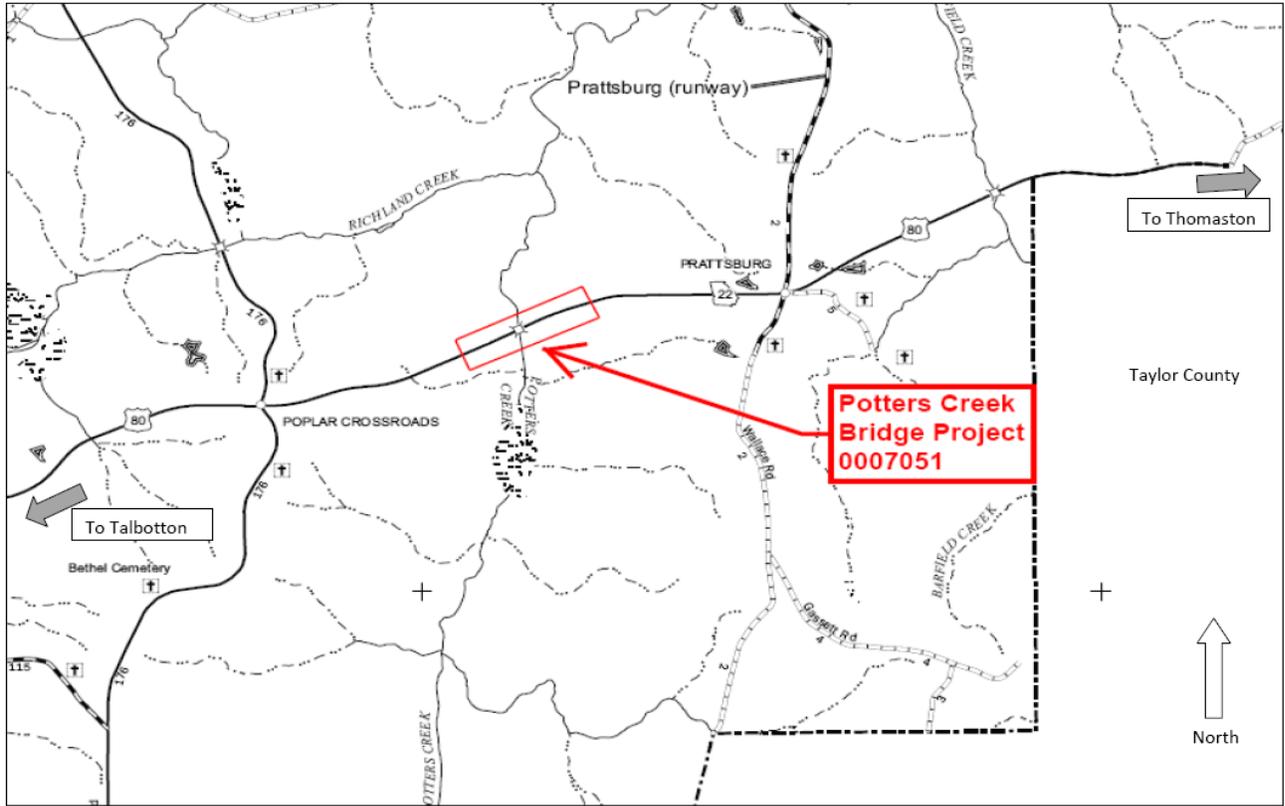
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 2-1-12

Cynthia L. Vandyke
Cynthia L. Vandyke;
State Transportation Planning Administrator

* RECOMMENDATION ON FILE
** SIGNATURE ON FILE

Location Sketch



CSBRG-0007-00(051) Talbot County
PI# 0007051
Bridge Replacement on SR 22 over Potter's Creek

Project Justification Statement: Replacing this bridge is justified due to its current deficient sufficiency rating. The bridge has a carrying capacity of less than HS-20 and has a Sufficiency Rating of 48.47. The deck is overlaid with asphalt which has started to separate from the concrete bridge deck. The superstructure shows minor cracking in the “T” beams and bent 2 of the substructure has two minor spalls. The need exists to replace this bridge structure to bring it up to current design standards.

Description of the proposed project: Project CSBRG-0007-00(051) is a bridge replacement project on US80/SR22 over Potters Creek located 10.1 miles east of Talbotton. The gross project length is 850 feet (0.1608 miles) with 750 feet of roadway and 100 feet of bridge construction. The project will begin on US80/SR22 at MP 26.12 and end at MP 25.96. The project will replace the existing structurally deficient 78 ft long by 25.3 ft wide bridge and existing 11.5 ft travel lanes with 2 ft shoulders with a new 100 ft long by 39.25 ft wide bridge and two 12 ft travel lanes with 6 ft shoulders (2 ft of shoulder will be paved). The project will construct a new bridge in the existing location while providing an off- site detour. The design speed for the proposed project is 55 mph.

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

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

PDP Classification: Major _____ Minor X

Federal Oversight: Full Oversight () Exempt (X) State Funded () or Other ()

Functional Classification: Rural Minor Arterial

U. S. Route Number(s): 80 State Route Number(s): 22

Traffic (AADT):

Open Year: (2016) 1150 Design Year: (2036) 1650

Existing design features:

- Typical Section:
 - Roadway/Bridge – 2-11.5’ lanes with 2’ shoulder
- Posted speed 55 mph Minimum radius for curve: 1060 ft
- Maximum super-elevation rate for curve: 6%
- Maximum grade: 5 %
- Width of right-of-way: 100 ft.
- Major structures:
 - Existing bridge over Potters Creek
 - Structure ID 263-0008-0
 - Width = 25.30 ft
 - Length = 78 ft
 - Sufficiency Rating = 48.47

Proposed Design Features:

- Proposed typical section(s):
 - Roadway – 2-12’ lanes with 6’ shoulder (2’ paved)
 - Bridge – Width 39.25’ 2-12’ lanes with 6’ shoulders
Length 80’ – 100’
- Proposed Design Speed Mainline 55 mph
- Proposed Maximum grade Mainline 5 %
- Maximum grade allowable 5 %
- Proposed Maximum grade Side Street N/A
- Maximum grade allowable N/A
- Proposed Maximum grade driveway 25 %
- Proposed Minimum radius of curve 4200 ft
- Minimum radius allowable 1060 ft
- Maximum superelevation rate 6 %
- Proposed Maximum superelevation rate 3 %
- Right-of-Way:
 - Existing Width 100 ft, Proposed width 100 ft
 - Easements: Temporary () Permanent (X) Utility () Other ().
 - Possible easements needed for sediment basins
 - Type of access control: Full () Partial () By Permit (X) Other ().
 - Number of parcels: 2 Number of displacements: 0
 - Business: N/A
 - Residences: N/A
 - Mobile Homes: N/A
 - Other: N/A
- Structures:
 - 39.25’ wide Proposed bridge over Potters Creek
- Transportation Management Plan Anticipated: Yes () No (X)
- Design Exceptions to controlling criteria anticipated:

	<u>YES</u>	<u>NO</u>	<u>UNDETERMINED</u>
HORIZONTAL ALIGNMENT:	()	(X)	()
LANE WIDTH:	()	(X)	()
SHOULDER WIDTH:	()	(X)	()
VERTICAL GRADES:	()	(X)	()
CROSS SLOPES:	()	(X)	()
STOPPING SIGHT DISTANCE:	()	(X)	()
SUPERELEVATION RATES:	()	(X)	()
VERTICAL ALIGNMENT:	()	(X)	()
SPEED DESIGN:	()	(X)	()
VERTICAL CLEARANCE:	()	(X)	()
BRIDGE WIDTH:	()	(X)	()
BRIDGE STRUCTURAL CAPACITY:	()	(X)	()
LATERAL OFFSET TO OBSTRUCTION:	()	(X)	()

- Design Variances
 - None

- Environmental concerns – None known
- Anticipated Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X) No ()
 - Categorical exclusion anticipated (X).
 - Environmental Assessment/ Finding of No Significant Impact anticipated (FONSI). ()
 - Environmental Impact Statement (EIS) () .
- Utility involvements:
 - Telephone
- VE Study Anticipated Yes () No (X)
- Benefit/Cost Ratio N/A

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST*	MITIGATION
By Whom	GDOT	GDOT	Public Service Telephone	GDOT	GDOT
\$ Amount	539,884.86	73,500	6,000	822,614	0

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

Project Activities Responsibilities:

- Design: Roadway Design
- Right-of-Way Acquisition: District 3 R/W Team
- Right-of-Way funding (real property): GDOT
- Relocation of Utilities: Utility Owners
- Letting to contract: Construction Bidding Administration
- Supervision of construction: District 3 Construction
- Providing material pits: Contractor
- Providing detours: Contractor
- Environmental Studies/Documents/Permits: Office of Environmental Services
- Environmental Mitigation: N/A

Coordination

- Initial Concept Meeting date and brief summary. May 18, 2011 (see attached minutes)
- Concept meeting date and brief summary. September 14, 2011 (see attached minutes)
- Detour meeting. To be held
- P A R meetings, dates and results. N/A
- FEMA, USCG, and/or TVA. None
- Public involvement. None to date
- Local government comments. None to date
- Other projects in the area. None
- Other coordination to date. None

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: Begin 08/ 2011 End 12/ 2012
- Time to complete preliminary construction plans: Begin 03/ 2012 End 12/ 2012
- Time to complete right-of-way plans: Begin 01/ 2013 End 03/ 2012
- Time to complete the Section 404 Permit NW: Begin 12/ 2013 End 05/ 2014
- Time to complete final construction plans: Begin 03/ 2013 End 05/ 2014
- Time to complete purchase right-of-way: Begin 06/ 2013 End 06/ 2014

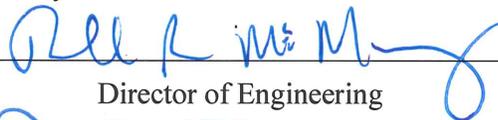
Other construction alternates considered:

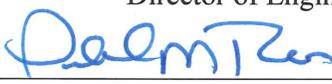
1. Close road, construct bridge on existing alignment providing an offsite detour.
2. Parallel alignment, maintain traffic onsite.
3. Parallel alignment, stage construction; maintain one lane for traffic through the use of a temporary signal.

Comments: An offsite detour will be required. The offsite detour for this project will re-route traffic traveling between Talbotton and Thomaston onto SR 208 to SR 3 (see attached detour map). The additional mileage for through traffic using State Routes is approximately 6 miles from the SR3/SR22 intersection back into Talbotton. The 2009 AADT is ~~970~~ 1,000.

Attachments:

1. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection.
 - b. Completed Asphalt Price Adjustment forms.
 - c. Right – of - Way
 - d. Utilities.
 - e. Environmental Mitigation
2. Typical sections.
3. Traffic diagrams.
4. Bridge inventory.
5. Highway Safety Manual Analysis.
6. Minutes of Concept meetings
7. Project layout sheet
8. Detour layout sheet

Concur: 
Director of Engineering

Approve: 
Chief Engineer

Date: 2-17-12

DETAILED COST ESTIMATE



Job: 0007051

JOB NUMBER: 0007051

FED/STATE PROJECT NUMBER CSBRG-0007-00(051)

SPEC YEAR: 01

DESCRIPTION: SR 22 @ POTTERS CREEK

ITEMS FOR JOB 0007051

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0009	150-1000	1.000	LS	\$20,000.00	TRAFFIC CONTROL - OFF-SITE DETOUR WILL BE USED	\$20,000.00
0010	150-5010	2.000	EA	\$10,146.74	TRAF CTRL,PORTABLE IMPACT ATTN	\$20,293.48
0015	153-1300	1.000	EA	\$63,000.00	FIELD ENGINEERS OFFICE TP 3	\$63,000.00
0034	210-0100	1.000	LS	\$200,000.00	GRADING COMPLETE - IN PLACE BRIDGE REPLACEMENT.	\$200,000.00
0039	310-1101	187.000	TN	\$30.00	GR AGGR BASE CRS, INCL MATL	\$5,610.00
0054	402-3102	172.000	TN	\$95.00	REC AC 9.5 MM SP,TPII, BL 1 INCL BM & HL	\$16,340.00
0064	402-3121	411.000	TN	\$90.00	RECYL AC 25MM SP,GP1/2,BM&HL	\$36,990.00
0074	402-3190	274.000	TN	\$92.00	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$25,208.00
0079	413-1000	523.000	GL	\$3.00	BITUM TACK COAT	\$1,569.00
0089	433-1100	200.000	SY	\$144.28	REF CONC APPR SL/INCL CURB	\$28,856.22
0094	436-1000	375.000	LF	\$11.99	ASPH CONC CURB - TYPE STATION	\$4,497.37
0184	641-1100	100.000	LF	\$57.37	GUARDRAIL, TP T	\$5,737.23
0189	641-1200	325.000	LF	\$17.76	GUARDRAIL, TP W	\$5,770.83
0194	641-5001	2.000	EA	\$591.19	GUARDRAIL ANCHORAGE, TP 1	\$1,182.38
0199	641-5012	2.000	EA	\$1,885.61	GUARDRAIL ANCHORAGE, TP 12	\$3,771.21
0209	643-8200	300.000	LF	\$2.01	BARRIER FENCE (ORANGE), 4 FT	\$603.60
SUBTOTAL FOR ROADWAY:						\$439,429.32

0020 - BRIDGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0214	207-0203	30.000	CY	\$48.01	FOUND BKFILL MATL, TP II	\$1,440.39
0263	540-1101	1.000	LS	\$47,000.00	REM OF EX BR, STA NO - STA -	\$47,000.00
0264	543-9000	1.000	LS	\$306,000.00	CONSTR OF BRIDGE COMPLETE - BRIDGE AREA = 3920 SQ FT	\$306,000.00
SUBTOTAL FOR BRIDGE:						\$354,440.39

0040 - SIGNING & MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0928	636-1020	25.000	SF	\$17.00	HWY SGN,TP1MAT,REFL SH TP3	\$425.00
0948	636-2070	50.000	LF	\$9.00	GALV STEEL POSTS, TP 7	\$450.00
1073	653-1501	200.000	LF	\$0.71	THERMO SOLID TRAF ST 5 IN, WHI	\$141.67
1078	653-1502	400.000	LF	\$0.65	THERMO SOLID TRAF ST, 5 IN YEL	\$259.81
1133	657-1084	100.000	LF	\$6.80	PRF PL SD PVMT MKG,8",WH,TP PB	\$680.25
1138	657-1085	100.000	LF	\$6.94	PRF PL SD PVT MKG,8",B/W,TP PB	\$693.69
1163	657-6085	100.000	LF	\$7.30	PRF PL SD PVMT MKG,8",B/Y,TPPB	\$730.39
SUBTOTAL FOR SIGNING & MARKING:						\$3,380.81

0080 - TEMPORARY EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
1313	163-0232	0.135	AC	\$600.00	TEMPORARY GRASSING	\$81.00
1318	163-0240	5.000	TN	\$250.00	MULCH	\$1,250.00
1323	163-0300	2.000	EA	\$1,800.00	CONSTRUCTION EXIT	\$3,600.00
1383	165-0030	1000.000	LF	\$1.50	MAINT OF TEMP SILT FENCE, TP C	\$1,500.00
1423	165-0101	2.000	EA	\$700.00	MAINT OF CONST EXIT	\$1,400.00
1433	167-1000	2.000	EA	\$1,500.00	WATER QUALITY MONITORING AND SAMPLING	\$3,000.00
1438	167-1500	6.000	MO	\$1,000.00	WATER QUALITY INSPECTIONS	\$6,000.00
1453	171-0030	1000.000	LF	\$4.00	TEMPORARY SILT FENCE, TYPE C	\$4,000.00
1456	716-2000	500.000	SY	\$1.21	EROSION CONTROL MATS, SLOPES	\$603.59
SUBTOTAL FOR TEMPORARY EROSION CONTROL:						\$21,434.59

DETAILED COST ESTIMATE



Job: 0007051

0090 - PERMANENT EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
1457	441-0204	500.000	SY	\$30.86	PLAIN CONC DITCH PAVING, 4 IN	\$15,431.76
1458	603-2024	200.000	SY	\$42.40	STN DUMPED RIP RAP, TP 1, 24"	\$8,479.15
1468	603-7000	200.000	SY	\$3.68	PLASTIC FILTER FABRIC	\$735.03
1473	700-6910	0.270	AC	\$1,010.59	PERMANENT GRASSING	\$272.86
1478	700-7000	1.000	TN	\$65.00	AGRICULTURAL LIME	\$65.00
1488	700-8000	0.040	TN	\$350.00	FERTILIZER MIXED GRADE	\$14.00
1493	700-8100	108.000	LB	\$2.64	FERTILIZER NITROGEN CONTENT	\$285.64
SUBTOTAL FOR PERMANENT EROSION CONTROL:						\$25,283.44

TOTALS FOR JOB 0007051

ITEMS COST:	\$843,968.55
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$843,968.55
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$843,968.55

PROJ. NO.

CSBRG-0007-00(051)

CALL NO.

P.I. NO.

0007051

DATE

10/4/2011

INDEX (TYPE)

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=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				14654.7	\$	14,654.70
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)				42.85		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	172	5.0%	8.6
25 mm SP	411	5.0%	20.55
19 mm SP	274	5.0%	13.7
	857		42.85

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	768.25	\$	768.25
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)						2.246337782	

Bitum Tack

Gals	gals/ton	tons
523	232.8234	2.24633778

PROJ. NO.

CSBRG-0007-00(051)

CALL NO.

P.I. NO.

0007051

DATE

10/4/2011

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	\$	15,422.95
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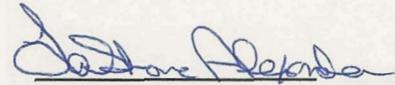
PROJ. NO.: CSBRG-0007-00(051)

P.I. NO. 0007051

DATE: 10/4/2011

Base Construction Cost		\$	843,968.55
E & I	5%	\$	42,198.43
Construction Contingency	0%	\$	-
Subtotal Construction Cost		\$	886,166.98
Liquid AC Adjustment (50 % cap)		\$	15,422.95
Total Construction Cost		\$	901,589.93

Preliminary Right of Way Cost Estimate



Phil Copeland
Right of Way Administrator
 By: LaShone Alexander

Date: May 19, 2011
Project: Talbot
Existing/Required R/W: Varies/Varies
Project Termini : SR 22 Bridge over Potter Creek
Project Description: SR 22 Bridge over Potter Creek

P.I. Number: 0007051
No. Parcels: 2

Land:

Res/Agric R/W: 2.91 acres @ \$ 5,000.00/acre \$ 14,550

Improvements : Fencing, site improvements & misc 15,000

Relocation: Residential (0) @ \$ 40,000/Parcel
 Commercial (0) @ 25,000/Parcel \$

Damage :
 Cost to Cure (0) \$
 Net Cost \$ 29550

Net Cost		\$	29550
Scheduling Contingency	55 %		16,252
Adm/Court Cost	60 %		<u>27,481</u>
		\$	73,284

Total Cost \$ 73,500

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

Taylor, Walter

From: VanHouten, Kevin
Sent: Monday, August 01, 2011 8:38 AM
To: Taylor, Walter
Subject: Fw: CSBRG-0007-00 (051) Talbot county - PI #0007051 - SR 22 @ Potters Creek

Kevin VanHouten

From: Brown, Kim
To: VanHouten, Kevin
Sent: Mon Aug 01 08:18:19 2011
Subject: FW: CSBRG-0007-00 (051) Talbot county - PI #0007051 - SR 22 @ Potters Creek
Kevin,

You can put \$6,000. nonreimbursable for Public service Telephone on this project.

*Kim Brown
GDOT Utilities
District 3 - Thomaston
115 Transportation Blvd.
Thomaston, GA 30286
706-646-6695
kibrown@dot.ga.gov*

From: jmorgan@pstel.com [mailto:jmorgan@pstel.com]
Sent: Friday, July 29, 2011 1:27 PM
To: Brown, Kim
Subject: RE: CSBRG-0007-00 (051) Talbot county - PI #0007051 - SR 22 @ Potters Creek

Kim, our facilities are located on the North side of the bridge at Potters Creek. If they are impacted when the bridge is constructed, the cost to rearrange our facilities will be 6000 dollars. Of course this figure will increase each year due to inflation if the construction is postponed for many years.

Please advise if additional information is needed.

Jerry T Morgan
Outside Plant Manager
Public Service Telephone Company
(O) 478-847-6526
(F) 478-847-2019

From: Brown, Kim [mailto:kibrown@dot.ga.gov]
Sent: Wednesday, July 27, 2011 8:57 AM
To: Jerry Morgan
Subject: FW: CSBRG-0007-00 (051) Talbot county - PI #0007051 - SR 22 @ Potters Creek
Importance: High

Can you help me with this?

Thanks,

KIM

*Kim Brown
GDOT Utilities
District 3 - Thomaston
115 Transportation Blvd.
Thomaston, GA 30286
706-646-6695
kibrown@dot.ga.gov*

From: Brown, Kim

Sent: Monday, July 25, 2011 11:03 AM

To: Bonnie Britton (bb0272@att.com); 'Jennings, Clayton D'; Eddie Mullis - Georgia Power Distribution; Jim Bond - Public Service Telephone; 'Gooch, Carl'

Subject: CSBRG-0007-00 (051) Talbot county - PI #0007051 - SR 22 @ Potters Creek

Importance: High

On 5-5-11 you were invited to an initial concept team meeting on the reference project.

I need to know if you have facilities in this area ASAP and if so I need a ballpark estimate for relocation. Please respond today by 5PM.

Thanks,

KIM

*Kim Brown
GDOT Utilities
District 3 - Thomaston
115 Transportation Blvd.
Thomaston, GA 30286
706-646-6695
kibrown@dot.ga.gov*

Taylor, Walter

From: VanHouten, Kevin
Sent: Monday, July 25, 2011 10:33 AM
To: Taylor, Walter
Cc: Bastian, Clay
Subject: FW: 0007051 Talbot Programmed Cost Estimate Update CST 07-01-11 signed

FYI

Kevin B. VanHouten, E.I.T. , CPESC

115 Transportation Blvd.
Thomaston, GA 30286
706-646-6972 office
706-741-3469 cell
706-646-6722 fax

From: Pugh, Samuel
Sent: Monday, July 25, 2011 10:33 AM
To: VanHouten, Kevin
Subject: RE: 0007051 Talbot Programmed Cost Estimate Update CST 07-01-11 signed

At this point, we're not expecting major impacts to the stream, so I'd estimate that at 0 – as of right now.

However, we'll need to be further along in design to truly estimate any mitigation costs.

Let me know if you have any additional questions or concerns.

SP
404.631.1167

From: VanHouten, Kevin
Sent: Monday, July 25, 2011 10:28 AM
To: Pugh, Samuel; Gore, Kerry
Cc: Taylor, Walter; Bastian, Clay
Subject: FW: 0007051 Talbot Programmed Cost Estimate Update CST 07-01-11 signed

Please provide the hi-lighted items below by Friday July 29th for inclusion in the concept report? Keep in mind that since the ICTM, the decision has been made to close the roadway, replace the bridge in its current location, and utilize an off-site detour. We currently do not anticipate any required ROW utilizing this approach.

Link to project info:
[0007051 Talbot](#)

Kevin B. VanHouten, E.I.T. , CPESC

115 Transportation Blvd.
Thomaston, GA 30286
706-646-6972 office
706-741-3469 cell
706-646-6722 fax

From: Taylor, Walter
Sent: Thursday, July 21, 2011 4:02 PM
To: VanHouten, Kevin
Cc: Bastian, Clay
Subject: FW: 0007051 Talbot Programmed Cost Estimate Update CST 07-01-11 signed

Kevin,

What is the status on the items requested below?

Thanks,

WALTER D. TAYLOR, P.E.
LEAD DESIGN ENGINEER
GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ROADWAY DESIGN
600 WEST PEACHTREE ST - 26TH FLOOR
ATLANTA, GA 30308
PHONE: (404) 631-1617
FAX: (404) 631-1949
EMAIL: WTAYLOR@DOT.GA.GOV

From: Taylor, Walter
Sent: Wednesday, July 06, 2011 9:52 AM
To: VanHouten, Kevin
Subject: RE: 0007051 Talbot Programmed Cost Estimate Update CST 07-01-11 signed

Kevin,

~~We need to get a utility cost estimate and an environmental mitigation cost estimate~~ before the report can be completed. Also, the ROW cost has changed since the estimate from May 19th, 2011. I've updated the concept report to show the new cost, but can we get a copy of the new estimate?

Thanks,

WALTER D. TAYLOR, P.E.
LEAD DESIGN ENGINEER
GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ROADWAY DESIGN
600 WEST PEACHTREE ST - 26TH FLOOR
ATLANTA, GA 30308
PHONE: (404) 631-1617
FAX: (404) 631-1949
EMAIL: WTAYLOR@DOT.GA.GOV

From: VanHouten, Kevin
Sent: Wednesday, July 06, 2011 9:06 AM
To: Taylor, Walter
Cc: Bastian, Clay; Casey, Andy
Subject: 0007051 Talbot Programmed Cost Estimate Update CST 07-01-11 signed

FYI, revised CST estimate for concept report. Let me know when we are ready to schedule CTM and I will set it up.

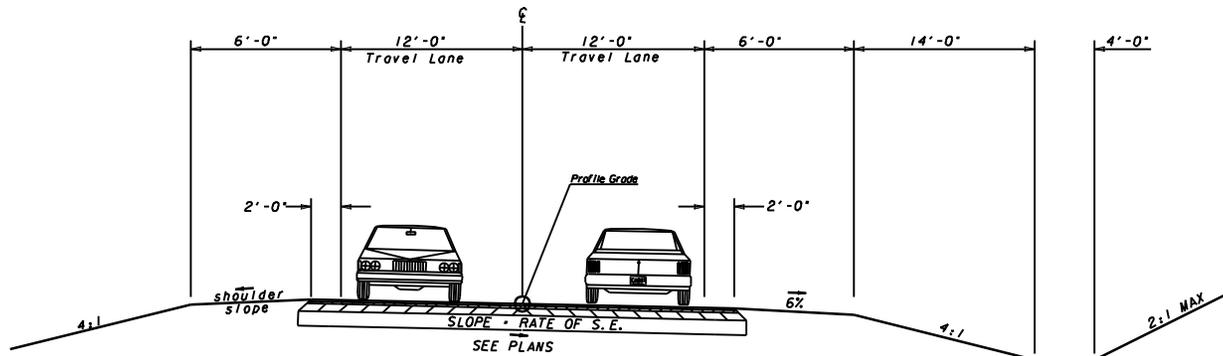
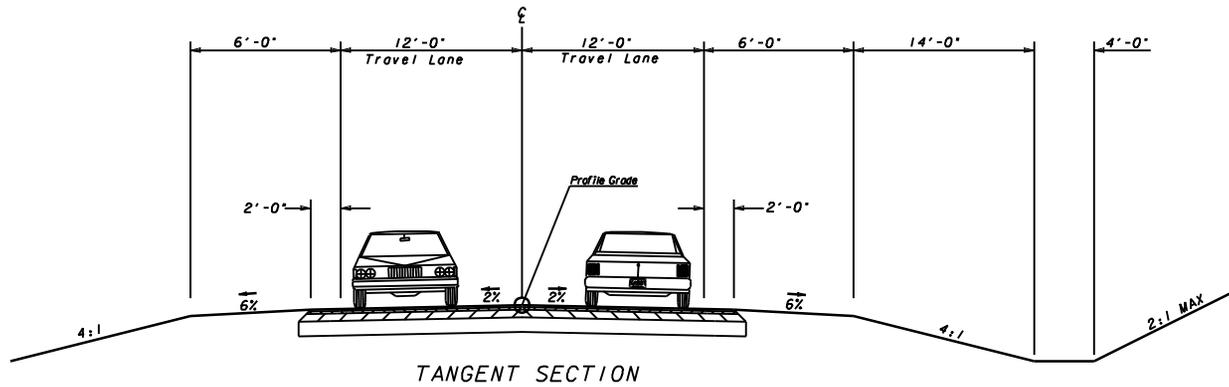
Kevin B. VanHouten, E.I.T. , CPESC

115 Transportation Blvd.
Thomaston, GA 30286
706-646-6972 office
706-741-3469 cell
706-646-6722 fax

From: VanHouten, Kevin
Sent: Friday, July 01, 2011 11:33 AM
To: Cost Estimates and Updates
Subject: 0007051 Talbot Programmed Cost Estimate Update CST 07-01-11 signed.pdf - Adobe Acrobat Professional

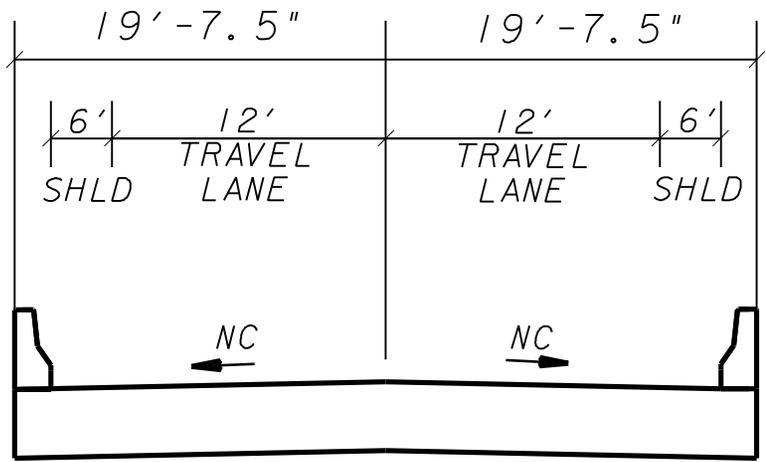
<< File: 0007051 Talbot Programmed Cost Estimate Update CST 07-01-11 signed.pdf >>

I got with Daniel Friday and went over the CST estimate in CES.



S.E. RATE	shoulder slope
2.0% OR 3.0%	4.0%
4.0% OR 5.0%	2.0%
6.0% OR 7.0%	1.0%
8.0% +	0.0%

**CSBRG-0007-00(051)
SR 22 @ POTTERS CREEK
P.I. 0007051**



BRIDGE

CSBRG-0007-00(051)
SR 22 @ POTTERS CREEK
P. I. 0007051

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0007-00(051), Talbot County **OFFICE** Planning
P.I. # 0007051 **DATE** December 8, 2010

FROM Angela T. Alexander, State Transportation Planning Administrator

TO Russell R. McMurry, P.E., Assistant Division Director of Engineering
Attention: Walter Taylor, P.E.

SUBJECT Traffic Assignments for S.R. 22 @ Potters Creek.

We are furnishing estimated Traffic Assignments for the above project is attached:

	TC # 263-0015
2009 AADT	1000
2016 AADT	1150
2036 AADT	1650
K	9%
D	60%
T.	14%
24 HOUR T.	19%
S.U.	10.5%
COMB.	8.5%

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

ATA/AFE

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

48.47

Talbott

Structure ID: 263-0008-0

Location & Geography

* Structure ID No: 263-0008-0
 * 200 Bridge Information: POTTERS CREEK
 * 6A Feature Int: 0
 * 6B Critical Bridge: SR00022
 * 7A Route Number Carried: US 80
 * 7B Facility Carried: 10.1 MI E OF TALBOTTON
 * 9 Location: 3
 * 2 DOT District: 2008
 * 207 Year Photo: 2008
 * 91 Inspection Frequency: 24 Date: 01/04/2008
 * 92A Fract-Crit Insp Freq: 00 Date: 02/01/1901
 * 92B Underwater Insp Freq: 00 Date: 02/01/1901
 * 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 * Type: 2
 * Designation: 00080
 * Number: 0
 * Direction: MMS Prefix: SR
 * 16 Latitude: 32-42.5870 MMS Suffix: 00 MP: 26.05
 * 17 Longitude: 84-22.7520
 * 98 Border Bridge: 000 %Shared: 00
 * 99 ID Number: 000000000000000
 * 100 STRAHNET: 2
 * 12 Base Highway Network: 1
 * 13A LRS Inventory Route: 2631002200
 * 13B Sub Inventory Route: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 025.30
 * 208 Inspection Area: 08 Initials: JLA
 * Engineer's Initial: sgm
 * Location ID No.: 263-00022D-025.305

Signs & Attachments

* 104 Highway System:	0	* 225 Expansion Joint Type:	02
* 26 Functional Classification:	06	* 242 Deck Drains:	1
* 204 Federal Route Type:	S	* 243 Parapet Location:	0
* 105 Federal Lands Highway:	0	Height:	0.00
* 110 Truck Route:	0	Width:	0.00
* 206 School Bus Route:	1	* 238 Curb:	0.70 I
* 217 Benchmark Elevation:	00000.00	* 239 Handrail:	1 I
* 218 Datum:	0	* 240 Median Barrier Rail:	0
* 19 Bypass Length:	10	* 241 Bridge Median Height:	0.00
* 20 Toll:	3	Width:	0.00
* 21 Maintenance:	01	* 230 Guardrail Loc Dir Rear:	3
* 22 Owner:	01	Fwrd:	3
* 31 Design Load:	2	Oppo Dir Rear:	0
* 37 Historical Significance:	5	Fwrd:	0
* 205 Congressional District:	02	* 244 Approach Slab:	3
* 27 Year Constructed:	1926	* 224 Retaining Wall:	1
* 106 Year Reconstructed:	1937	* 233 Posted Speed Limit:	55
* 33 Bridge Median:	0	* 236 Warning Sign:	1
* 34 Skew:	00	* 234 Delineator:	1
* 35 Structure Flared:	0	* 235 Hazard Boards:	1
* 38 Navigation Control:	0	* 237 Utilities Gas:	00
* 213 Special Steel Design:	0	W	00
* 267 Type of Paint:	0	Ele	00
* 42 Type of Service on:	1	Telephone:	00
	5	S*	00
* 214 Movable Bridge:	0	* 247 Lighting Street:	0
* 203 Type Bridge:	A-O-O-O	Navigation:	0
* 259 Pile Encasement:	3	Aerial:	0
* 43 Structure Type Main:	1 04	* 248 County Continuity No.	00
* 45 No. Spans Main:	003		
* 44 Structure Type Appr:	0 00		
* 46 No. Spans Appr:	0000		
* 226 Bridge Curve Horz:	0		
* 111 Pier Protection:	0		
* 107 Deck Structure Type:	1		
* 108 Wearing Surface Type:	6		
	M		
	0		
	F		
	8		

Report Date: 12/29/2009

SIA-1

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

48.47

SUFF. RATING

Structure ID: 263-0008-0

Tablot

Measurements

201 Project No.: FAP 445-B
 202 Plans Available: 1
 249 Prop. Proj. No. BRG-0007-00(051)
 250 Approval Status: 0000
 251 P.I. No.: 0007051
 252 Contract Date: 02/01/1901
 260 Seismic No.: 000000
 75 Type Work: 34 I
 94 Bridge Imp. Cost: \$ 103
 95 Roadway Imp. Cost: \$ 42
 96 Total Imp Cost: \$ 185
 76 Imp. Length: 000289
 97 Imp. Year: 1990
 114 Future ADT: 001530 Year: 2027

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 20
 64 Operating Type: 2 Rating: 34
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 40 0
 261 H Inventory Rating: 15
 262 H Operating Rating: 25
 67 Structural Evaluation: 5
 58 Deck Condition: 6
 59 Superstructure Condition: 5
 227 Collision Damage: 0
 60A Substructure Condition: 5
 60B Scour Condition: 8
 60C Underwater Condition: N
 71 Waterway Adequacy: 8
 61 Channel Protection Cond: 8
 68 Deck Geometry: 3
 69 UnderCir. HorizVert: N
 72 Appr. Alignment: 8
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: U
 216 Water Depth: 01.1 Br. Height: 13.2
 222 Slope Protection: 1
 221 Spur Dikes Rear: 0 Fwd: 0
 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: 0 Diver: ZZZ

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 02/01/1901
 253 Fed Notify Date: 02/01/1901

* Location I.D. No.: 263-00022D-025 30E

Report Date: 12/29/2009

SIA-2

HIGHWAY SAFETY MANUAL (HSM) ANALYSIS for CONCEPT REPORTS/REVISED CONCEPT REPORTS

This Concept Report/Revised Concept includes an HSM predicted average crash frequency analysis for the design year ADT using the Manual's Predictive Method. The Predictive Method analysis is based on Safety Performance Functions (SPF) for individual roadway segments and intersections that provide the crash frequency. The HSM often provides information on crash frequency distribution by collision type and severity. Some SPFs include HSM Crash Modification Factors (CMF) that adjust the SPF crash frequency to account for difference between HSM base conditions and project specific conditions such as geometric design features. The HSM includes local calibration factors to further refine predictive average crash frequency. These local factors have not yet been developed by GDOT.

Project Segment and Intersection Types analyzed

Segment				Intersection	
ID #	Type	Sta. Begin	Sta. End	ID #	Type
1	2-Lane Undivided Rural				Choose an item.

The predicted number of crashes per the HSM on the proposed condition is 0.337 crashes per year. This is slightly higher than the HSM base condition. The reason for this is the paved shoulder width and the roadway grade.

INITIAL CONCEPT TEAM MEETING MINUTES

CSBRG-0007-00(051) – Talbot County

P.I. 0007051

Bridge Replacement on SR 22 over Potters Creek

The concept team meeting for Georgia DOT project CSBRG-0007-00(051), Talbot County, P.I. 0007051 was held at 9:30 A.M. on the 18th day, May 2011 with Kevin B. VanHouten, Project Manager from the Office of Program Delivery officiating. Team members present were:

Andy Casey, Roadway Design, AOHD
Clay Bastian, Roadway Design, DPL
Walter Taylor, Roadway Design, LDE
Sam Pugh, NEPA Specialist
Daniel Chastain, Engineering Services, Estimating
Jason Mobley, District Three Design / Preconstruction
Kim Brown, District Three Utilities
Jay Strange, District Three ROW
Ken Robinson, District Three Construction
Greg Smith, District Three Location
Scott Parker, District Three Traffic Operations
Wayne Pittman, Area 7 Engineer

The following constitutes the minutes for the concept team meeting held on the 18th day, May, 2011. These minutes are a summary in nature and do not attempt to document every item discussed nor statement made. Should your recollection differ from what is contained herein or you wish to add something, please contact Kevin B. VanHouten at 706-741-3469, or via e-mail at kvanhouten@dot.ga.gov.

The meeting began at approximately 9:37 A.M.

- I. Each member was provided with a concept report draft and meeting agenda. A layout of the concept was displayed as a visual aid. Introductions were made. It was requested that comments or questions be withheld until after a review of the concept report draft.
- II. Clay Bastian began by giving a project description using a layout display of the project. Clay continued to explain the possible alternatives considered for the project which included:
 1. Closing the existing roadway and utilizing an off-site detour.
 2. Building the new bridge on an offset alignment and then switching traffic and demolishing the existing bridge
 3. Utilizing a minimally offset bridge to decrease amount of required ROW, maintain a single lane of traffic on the existing bridge, controlled by temporary signals at either end.

III. Clay Bastian then presented the supporting reasons alternatives were selected or denied:

1. This option is not preferred because no suitable off-site detour along state routes exists within 20 miles of the project. All local roads are dirt, with sub standard pavement cross-sections, safety appurtenances, and shoulder widths.
2. This option is preferred; it minimizes impacts to traffic, and allows construction of the new bridge outside of the area of the existing structure.
3. This option if not preferred due to lack of existing power sources at the bridge location, added expense of temporary signals, maintenance of the signals for the project duration, may increase construction time, and close proximity of the work to the existing travel lanes.

Clay continued to add that the offset alignment of the new bridge is preferred to be on the north side of the existing bridge in order to minimize the horizontal curves on the project approaches and decrease the required length of the roadway construction.

IV. The project is in the S.T.I.P., with ROW approved for FY 2013 and CST approved for FY 2015.

V. Following the draft concept report review, comments and questions were requested from members present. Such comments have been listed below and are categorized by department.

a. **Planning:** Jason Mobley recommended removing the word "safety" from the last sentence of the need and purpose. He further stated that a management memo was circulated with guidance on the issue and the crash data shows no accidents at the project location. He also noted that the approaches to the bridge include 1150 feet of roadway construction on each end, and posed the question if the length could be reduced. He also presented that it appears a super transition will be on the bridge, and the report shows 100 feet of ROW and we may need more. He recommended that we indicate Time Saving Procedures are appropriate. He recommended that we investigate short term closure of the road, due to low traffic and noted that he would be discussing a similar project with a long detour with Gerald on Friday May 20th and would provide feedback after that date. He noted that other projects in the area are:

1. M004039 Taylor - Construction Complete
2. 343110 Upson - Pobiddy Rd. over Flint River - CST 2012
3. 0009049 Talbot - RR crossing closure

The group agreed to look at possibly closing the road, to develop a cost comparison for offset alignment vs. replace at same location, and to determine suitable offsite detour along state route system in the area. It was also agreed that coordination with 343110 Upson would need to be performed to prevent possible conflicts with traffic flows / detours (PM is Ernay Robinson).

- b. **Office of Financial Management:** No Personnel Present
- c. **Environmental:** Sam Pugh commented that no initial studies have begun. He continued that if there are no detours, no effects to historical properties, and no displacements that a PIOH would not be needed. He commented that this project probably falls within the Flint River Basin which typically has protected species. Kevin VanHouten commented that in order to meet the schedule, funding has been approved for an Ecology task order and procurement would be initiated immediately. Sam stated that this project would be a CE, but could possibly become a PCE after initial studies are underway depending on the findings.
- d. **Utilities:** Kim Brown commented that minimal research had been performed to determine existing utilities. Kevin VanHouten commented that during a site visit the only evident existing utilities is a single phone line on the north side of the bridge that is underground but goes aerial over the creek. He continued that it appears no other existing utilities are present.
- e. **Right of Way:** Jay Strange commented that ROW would like to ensure that if sediment basins are required, that adequate room be delineated for their construction and maintenance. He continued that these should be shown on permanent easement. He also pointed out that ROW estimates appears to be high and requested that we have the state ROW review and update. Jay also stated that it appears only two parcels will be affected.
- f. **Traffic Operations:** Scott Parker commented that no existing signals are present.
- g. **Construction:** Wayne Pittman commented that he did not know of any issues. He thought the possibility of closing the road would not be preferable due to the long detour that would be required. He said he would make contact with the Talbot County Road Supt. and solicit input. Later at the project site, Wayne noted that the Road Supt. was opposed to closing the road. We discussed the amount of traffic being only 1150 AADT and the possibility of utilizing unique time saving construction (pre-cast deck) to minimize the closure time. Wayne stated he would revisit the issue with Talbot County once we had a clearer direction. Wayne also commented that approximately 2 miles west of the project site, another bridge exists over Richland Creek that is about the same age and condition. He commented that if the road were to be closed, we may want to consider reconstructing that bridge also under the same contract to minimize impacts to traffic.

- h. **Maintenance:** Ken Robinson commented that all proposed utilities need to be placed on the downstream side of the bridge when possible to prevent maintenance issues with debris collecting upstream of the bridge.
- i. **Location:** Greg Smith commented that location was approximately 50% complete with the field survey and confirmed this project would be designed in InRoads.
- j. **County:** No personnel present.
- k. **City:** No personnel present.

- VI. The overall consensus of the members of the design team was to explore the possibility of an offsite detour by beginning communication with the District and the locals. Explore possible time saving construction methods to minimize the closure time. Move forward with offsite detour unless recommendations return that closing the road is not an option. If offsite detour is denied, design shall proceed as presented in the initial concept layout.
- VII. The meeting was adjourned at approximately 11:40 A.M. after a field inspection of the site.

CONCEPT TEAM MEETING MINUTES

CSBRG-0007-00(051) – Talbot County

P.I. 0007051

Bridge Replacement on SR 22 over Potters Creek

The concept team meeting for Georgia DOT project CSBRG-0007-00(051), Talbot County, P.I. 0007051 was held at 9:30 A.M. on the 14th day, September 2011 with Kevin B. VanHouten, Project Manager from the Office of Program Delivery officiating. Team members present were:

Clay Bastian, Roadway Design, DPL
Walter Taylor, Roadway Design, LDE
Mark Williams, Assistant Area 7 engineer, Construction
Wayne Pittman, Area 7 Engineer
Scott Parker, District Three Traffic Operations
Greg Smith, District Three Location
David Zoekler, Engineering Services, Design Review
Ken Crabtree, Assistant District 3 Construction Engineer
Carol Perry, District Three ROW
Bill Rountree, District 3 Preconstruction Engineer
Sam Pugh, NEPA Specialist
Kevin VanHouten, Project Manager

The following constitutes the minutes for the concept team meeting held on the 14th day, September, 2011. These minutes are a summary in nature and do not attempt to document every item discussed nor statement made. Should your recollection differ from what is contained herein or you wish to add something, please contact Kevin B. VanHouten at 706-741-3469, or via e-mail at kvanhouten@dot.ga.gov.

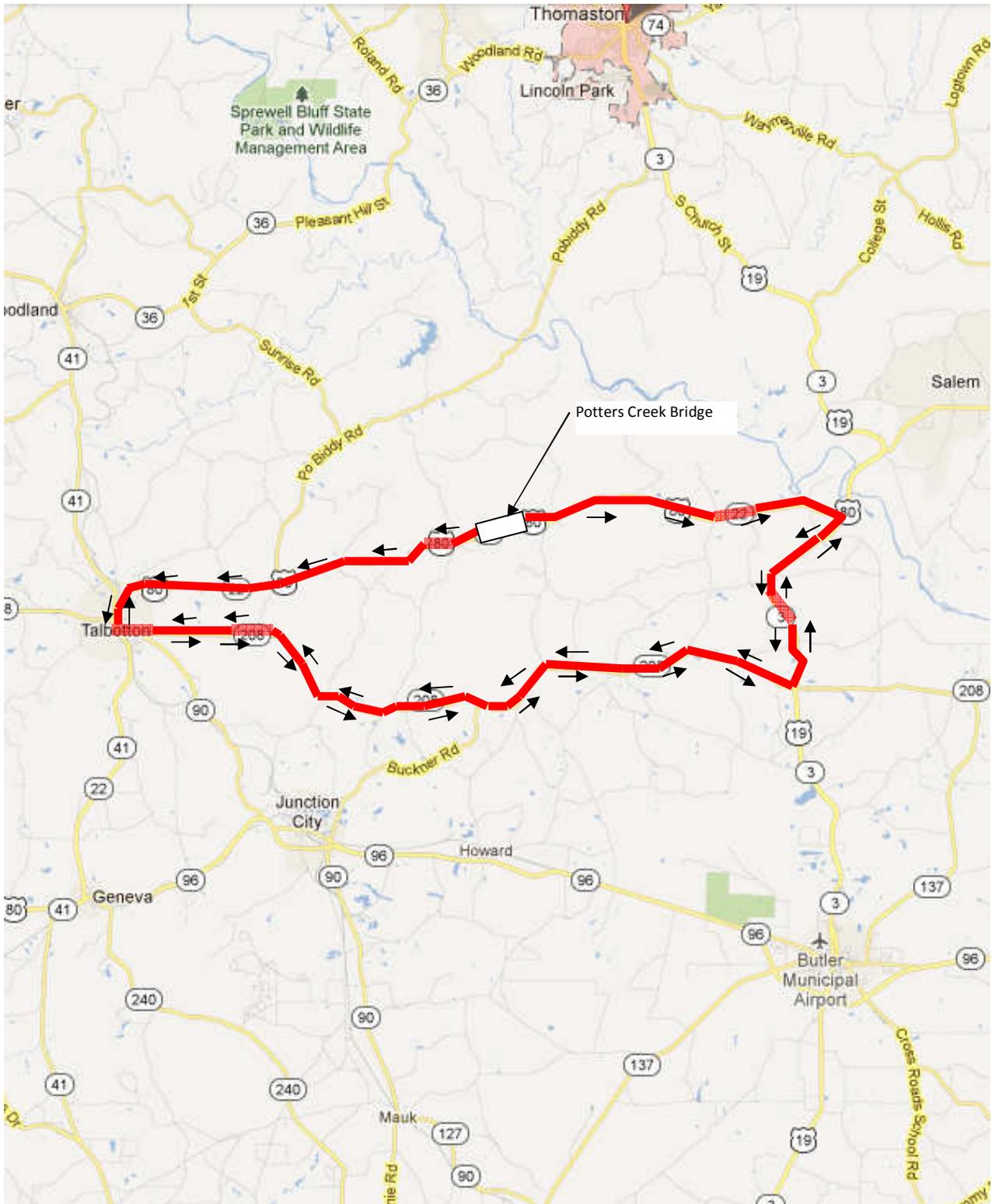
The meeting began at approximately 9:37 A.M.

The project will replace the substandard bridge at Potters Creek on US80/ SR22. The project will construct a new bridge in the existing location providing an off- site detour along SR 208 which parallels SR 22 to the south.

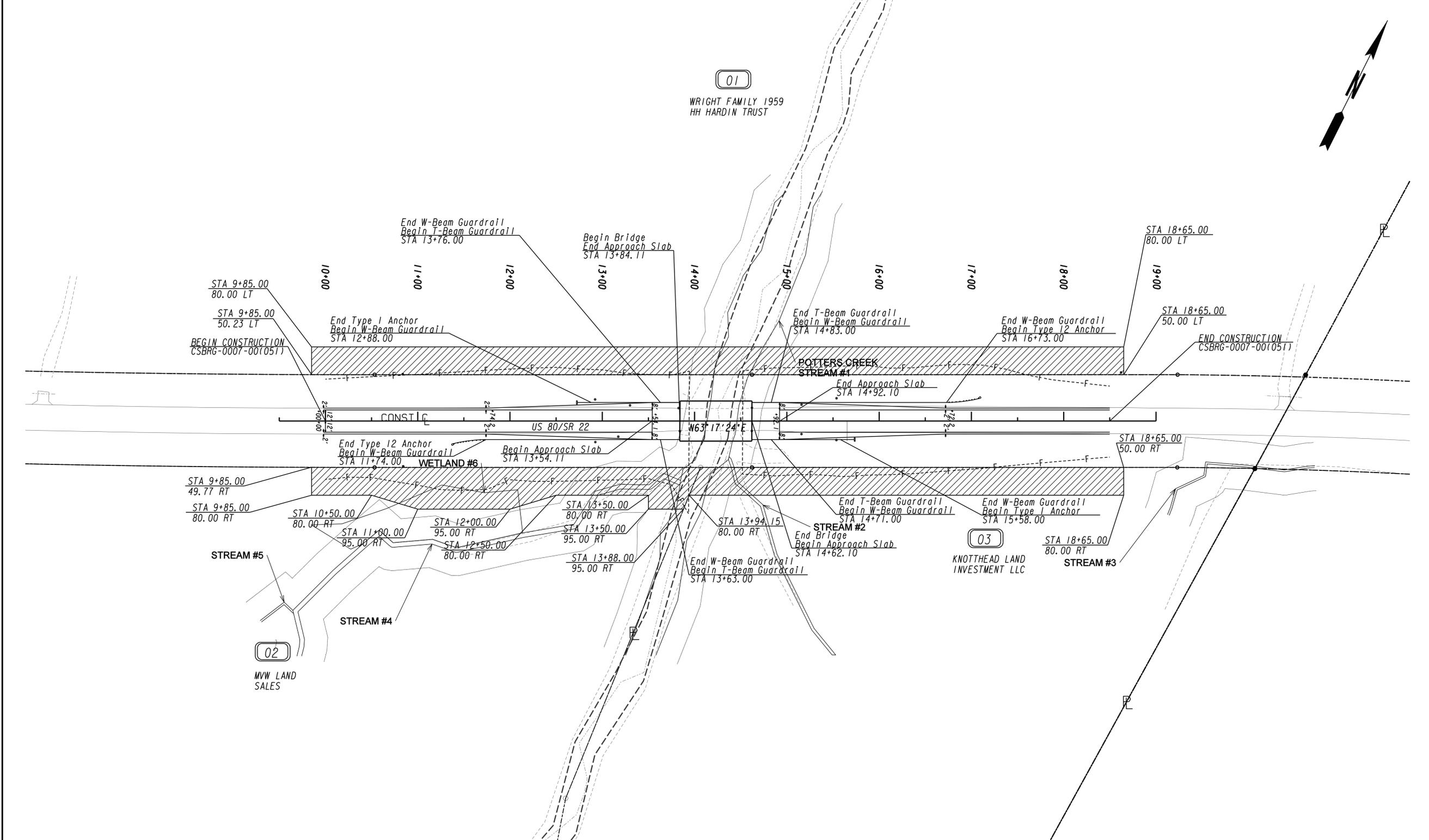
- I. The project is in the S.T.I.P., with ROW approved for FY 2013 and CST approved for FY 2015.
- II. Following the draft concept report review, comments and questions were requested from members present. Such comments have been listed below and are categorized by department.
 - a. **Planning:** No Personnel Present
 - b. **Office of Financial Management:** No Personnel Present

- c. **Environmental:** Sam Pugh commented that some initial studies have begun. He continued that with the detour a PIOH/ Detour Meeting, could be held simultaneously, the Environmental Document could be a PCE as long as there is no controversy. History has been cleared and finding is "No Historic Properties Affected". It is anticipated that Air/Noise will be a write-off. Archeology has not yet performed initial site investigation. Ecology Task Order is in office of Chief Engineer for signature as of September 14, 2011, (NTP) to follow soon.
- d. **Utilities:** No Personnel Present but was noted Utilities had no additional comments per Kerry Gore.
- e. **Right of Way:** Carol Perry commented that erosion control measures may require easement and to inform as soon as possible if any right of way is required. Current layout most likely will require no right of way acquisition.
- f. **Traffic Operations:** Scott Parker had no additional comments.
- g. **Construction:** Ken Crabtree requested adequate construction time to allow required waiting/cure times for pouring each span on the bridge deck as required in the specifications. Mark Williams commented raising the grade would lengthen the project.
- h. **Maintenance:** No Personnel Present
- i. **Location:** Greg Smith commented that location survey was complete and submitted to design. Project will be designed with InRoads.
- j. **Bridge Design:** No Personnel Present
- k. **County:** No personnel present.
- l. **City:** No personnel present.

III. The meeting was adjourned at approximately 10:30 A.M. A follow up field inspection was not done as one was performed at ICTM.



PI# 0007051, Talbot County
CSBRG-0007-00(051)
SR 22 over Potters Creek
Off-site Detour Map
Along SR 22, SR 208, & SR 3



PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

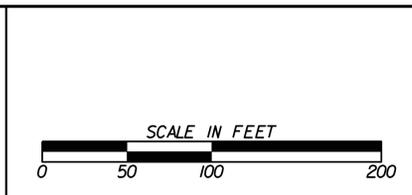
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BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 LIMIT OF ACCESS
 REQ'D R/W & LIMIT OF ACCESS

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GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION



REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: ROADWAY DESIGN
MAINLINE PLAN

CSBRG-0007-00(051)
 US 80/SR 22 TALBOT COUNTY

DRAWING No.
13-01