

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type: Bridge Replacement
 GDOT District: 2
 Federal Route Number: 221

P.I. Number: 0007180
 County: Johnson
 State Route Number: 171

This project consist of a bridge replacement on State Route 171 over Little Ohoopsee River 2.7 miles North of Kite in Johnson County.

Submitted for approval:

[Signature] *Tennille, GA*
 GDOT Concept/Design Phase Office Head & Office
[Signature]
 Office Head (GDOT Project Manager's Office)
[Signature] SR.
 GDOT Project Manager

Sept 6, 2012
 DATE
9/14/2012
 DATE
7 Sept 2012
 DATE

Recommendation for approval:

Program Control Administrator
*GLENN BOWMAN/EKP**
 State Environmental Administrator (recommendation required)
*LISA MYERS/EKP**
 Project Review Engineer
*PATRICK ALLEN/EKP**
 For State Utilities Engineer
*BEN RABUN/EKP**
 State Bridge Design Engineer
 State Transportation Financial Management Administrator

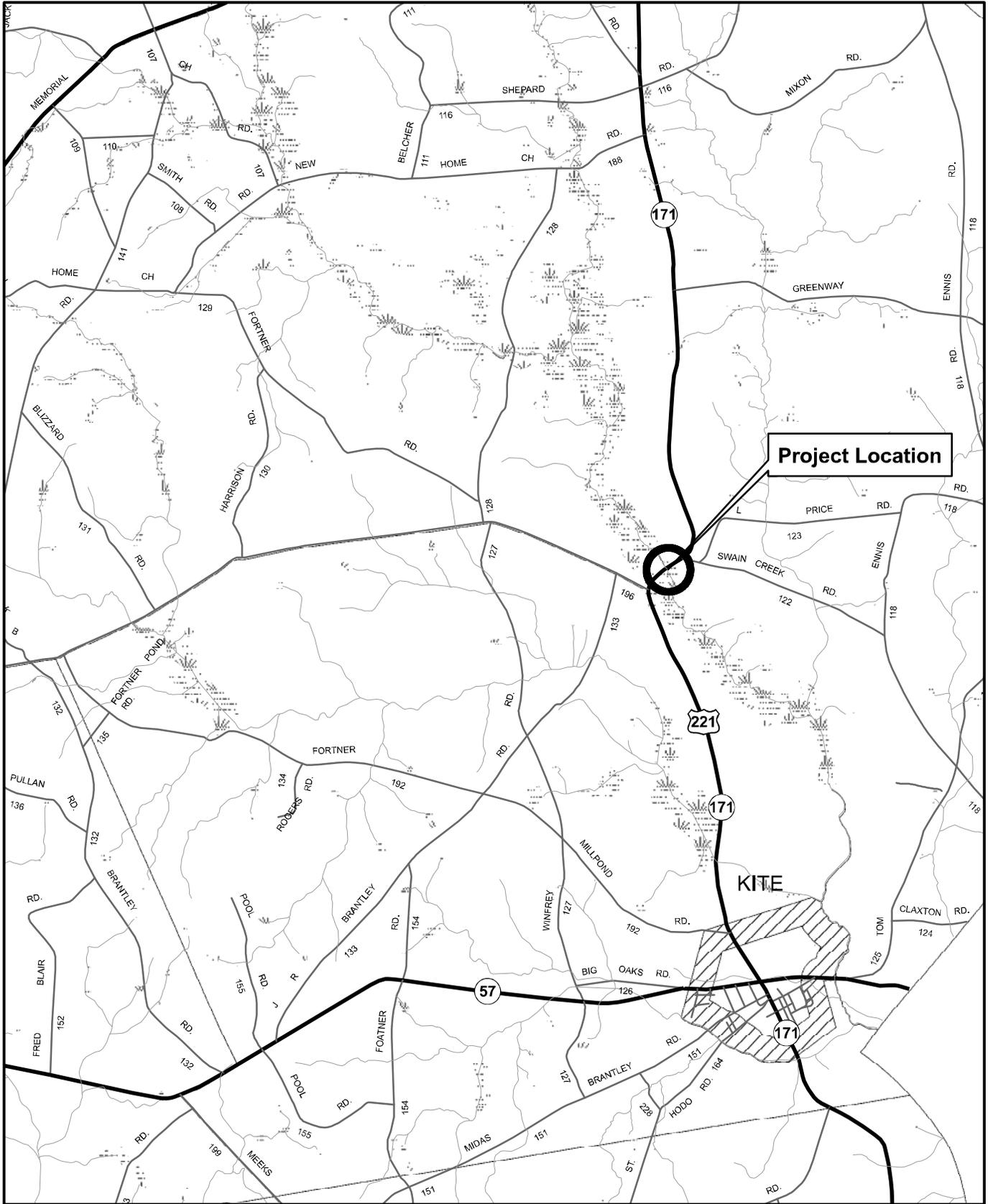
DATE
9/28/2012
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9/18/2012
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9/26/2012
 DATE
10/16/2012
 DATE
 DATE

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

*CINDY VAN DYKE/EKP**
 State Transportation Planning Administrator (recommendation required)

9/20/2012
 DATE

** - RECOMMENDATION ON FILE*



LOCATION MAP
CSBRG-0007-00 (180) Johnson
SR 171 at Little Ochoopee River
2.7 Miles North of Kite

PLANNING & BACKGROUND DATA

Project Justification Statement: This bridge (Structure ID 167-0027-0; State Route 171 over Little Ohoopsee River) was built in 1963. The bridge consists of seven spans of reinforced concrete deck girders on concrete caps and steel piles. This bridge was designed using a truck configuration that weighs less than the current state legal truck weights. This bridge is currently posted. The overall condition of this bridge would be classified as good to satisfactory; with the substructure showing some minor deterioration considered to be classified as satisfactory. The deck and superstructure members are exhibiting some minor problems. No rehabilitation work performed on the structure components would improve this bridge in so far as the posting of the structure is concerned. Due to the structural integrity, based on the design and that the bridge is currently posted, replacement of this bridge is recommended.

Description of the proposed project: This project consists of the replacement of the structurally deficient bridge over Little Ohoopsee River on State Route 171 located 2.7 miles North of Kite in Johnson County. The length of the project will be 0.18 miles. The replacement bridge is not proposed to be raised to increase boat clearance. A hydraulic study will be completed to determine if the bridge will need to be raised. Traffic will be detoured with an off-site detour during construction.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Choose
MPO Project TIP #

Regional Commission: N/A RC – Heart of Georgia RC
RC Project ID # N/A

Congressional District(s): 12

Projected Traffic: ADT

Current Year (2010): 475 Open Year (2017): 525 Design Year (2037): 800
Traffic Projections Performed by: GDOT Transportation Planning

Functional Classification (Mainline): Rural Major Collector

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Is this project on a designated Bike Route, Pedestrian Plan, or Transit Network?

None Bike Route Pedestrian Plan Transit Network

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: N/A

Context Sensitive Solutions: N/A

DESIGN AND STRUCTURAL DATA

Mainline Design Features:

Roadway Name/Identification: State Route 171

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	12	11-12	12
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type	6-ft.	6-ft.	6-ft.
- Outside Shoulder Slope	6%	6%	6%
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	55 MPH		55 MPH
Design Speed	55 MPH	55 MPH	55 MPH
Min Horizontal Curve Radius	960-ft.	1060-ft.	1060-ft.
Superelevation Rate	8%	6%	6%
Grade	4%	6%	4%
Access Control	Permit	Permit	Permit
Right-of-Way Width	80-ft. to 200-ft.	100-ft. to 225-ft.	100-ft. to 225-ft.
Maximum Grade – Crossroad	3%	7%	3%
Design Vehicle	SU	SU	SU

*According to current GDOT design policy if applicable

Major Structures:

Structure	Existing	Proposed
167-0027-0 Bridge on SR 171 over Little Ohoopsee River	This bridge was built in 1963 and consist of 7 spans of reinforced concrete deck girders on concrete caps and steel piles with a total length of 266-ft. The width is 26-ft. consisting of one 12-ft lane in each direction. The current sufficiency rating of this bridge is 62.84	The proposed bridge is estimated to be 266-ft. long x 36-ft wide. The proposed bridge will have one 12-ft lane in each direction with 6-ft shoulders. The proposed bridge is expected to be at approximately the same elevation it currently is pending the outcome of the hydraulic study.

Major Interchanges/Intersections: N/A

Project Concept Report page 5
Project Number: CSBRG-0007-00(180)
P.I. Number: 0007180
County: Johnson

Utility Involvements:

- Telephone: Pineland Telephone
- Power: Washington EMC

Public Interest Determination Policy and Procedure recommended (Utilities)? YES NO

SUE Required: Yes No

Railroad Involvement: N/A

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: None Bicycle Pedestrian Transit

Right-of-Way:

Required Right-of-Way anticipated: YES NO Undetermined
Easements anticipated: Temporary Permanent Utility Other

Anticipated number of impacted parcels:	3
Anticipated number of displacements (Total):	0
Businesses:	0
Residences:	0
Other:	0

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

A roadway user cost study was completed for this project and determined that the use of a off-site detour would reduce project cost, lower environmental impacts, reduce right of way cost while not adversely affecting commuter traffic.

Transportation Management Plan Anticipated: YES NO

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lane Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Shoulder Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Bridge Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Horizontal Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Superelevation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Vertical Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Grade	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Cross Slope	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Vertical Clearance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Lateral Offset to Obstruction	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Bridge Structural Capacity	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - Median Opening Spacing	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Safety Edge	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

VE Study anticipated: No Yes Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes
 Is a Carbon Monoxide hotspot analysis required? No Yes

MS4 Compliance – Is the project located in an MS4 area? No Yes

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA: This project will require an individual 404 Permit.

Ecology: A summary of the federal and state threatened and endangered species listed within a three mile radius of the project, their federal status, and suitable habitat requirements is included in the table below.

Scientific Name	Common Name	State Status	Federal Status	Type	Habitat Requirements
<i>Clemmys guttata</i>	Spotted Turtle	U	None	Reptile	Heavily vegetated, shallow wetlands with standing or slowly flowing water are the typical habitat for the spotted turtle.
<i>Heterodon simus</i>	Southern Hognose Snake	T	None	Reptile	Fire-maintained, well drained, zeric, sandy soils; longleaf pine and/or scrub oaks and wiregrass forests; ruderal habitats, fallow fields
<i>Moxostoma robustum</i>	Robust Redhorse	E	None	Fish	The robust redhorse is primarily known from habitats in main-stem rivers and has been collected in riffles, runs, and pools. Adults in the Oconee River have usually been found in association with (tree) snags, in moderate to swift current, often in deeper water near shore.
<i>Macranthera flammea</i>	Hummingbird Flower	T	None	Plant	Bogs and wet boggy thickets, edges of shrub-tree bogs or bays, occasionally in shallow water of cypress-gum ponds or depressions
<i>Marshallia ramosa</i>	Pineland Barbara Buttons	R	None	Plant	In Georgia, found in open, mixed oak-longleaf pine forests in thin soils on and near rock outcrops, particularly of the Altamaha Formation found on the Inner Coastal Plain.
<i>Penstemon dissectus</i>	Cutleaf Beardtongue	R	None	Plant	Outcrops of siliceous rock and the sandy-gravelly soils nearby. Occasionally locally abundant on outcrops of the Altamaha Grit, an iron-rich gravelly sand that is known to support several other endemics. Also (occasionally) on sand ridges with longleaf pine (<i>Pinus palustris</i>) and turkey oak (<i>Quercus laevis</i>). The sites where <i>Penstemon dissectus</i> occurs are dry savannahs; the open aspect is maintained by rock outcrops and by periodic fire.
<i>Sarracenia flava</i>	Yellow Flytrap	U	None	Plant	Wet pinelands and bogs.
<i>Sarracenia minor</i> var. <i>minor</i>	Hooded Pitcherplant	U	None	Plant	Wet savannas and pine flatwoods, seepage slopes, and bogs.

History: The Bridge is not historic.

Archeology: A Cemetery is located on County Road 122(Swain Creek Road) just past the Gumlog Church. No impacts to the church or cemetery are anticipated.

Air & Noise:

Air: This project will be evaluated for its consistency with state and federal air quality goals, including CO, Ozone, PM 2.5 and MSATS as part of the assessment.

Noise: This project will be evaluated for the type of Noise Study required. When evaluated this project will be found to meet the criteria for a Type III project established in 23 CFR 722. Therefore, the project requires no analysis for highway traffic noise impacts.

Public Involvement: A Detour Public Open House will be required.

Major stakeholders: Traveling public

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: Migratory birds could affect construction schedule of project if awarded during the nesting season and they are found to be under the existing bridge.

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT – District 2
Design	GDOT – District 2
Right-of-Way Acquisition	GDOT – District 2
Utility Relocation	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT – District 2
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	GDOT
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Lighting required: No Yes

Initial Concept Meeting: N/A

Concept Meeting: A concept team meeting was held on 6-26-2012. The meeting minutes are attached.

Other projects in the area: CSBRG-0007-00(178) P.I. No. 0007178 consists of a Bridge Replacement on State Route 171 located 0.6 miles South of Kite.

Project Concept Report page 10
 Project Number: CSBRG-0007-00(180)
 P.I. Number: 0007180
 County: Johnson
Other coordination to date: N/A

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environment al Mitigation	Total Cost
By Whom	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$490,774.31	\$90,000.00	\$36,000.00	\$1,660,905.91	\$100,000.00	\$2,377,680.22
Date of Estimate	11/28/2011	5/15/2012	5/17/2012	11/27/2012	4/18/2012	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection

Preferred Alternative: Off-Site Detour – This Alternative would close State Route 171 and detour traffic along an off-site detour during construction. The only suitable routes that can accommodate truck traffic are State Route 26, State Route 4 and State Route 78. This route would cause motorist to travel east along State Route 26 to State Route 4, then take State Route 4 north to State Route 78, then take State Route 78 west back to State Route 171 for a total length of 33.0 miles. The normal distance traveled along this route is 25.35 miles. This off-site detour would add 7.65 miles to the commuter. The length of the project will be 0.18 miles.			
Estimated Property Impacts:	3 Parcels	Estimated Total Cost:	\$2,377,680.22
Estimated ROW Cost:	\$90,000.00	Estimated CST Time:	12 Months
Rationale: This Alternate was selected as the preferred alternate as it satisfies the need and purpose of this project while minimizing traffic delays to commuters. This alternate reduces project costs and also environmental impacts as compared to Alternate 1.			

No-Build Alternative:			
Estimated Property Impacts:	N/A	Estimated Total Cost:	N/A
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: This alternate would not address the need and purpose of this project.			

Alternative 1: On-Site Detour – This Alternative would construct an on-site detour approximately 50-ft. South of the existing roadway of State Route 171. Once the detour construction is complete traffic would be shifted to the detour while the existing bridge and approaches are replaced. After the new bridge and approaches are complete traffic would then be shifted back to the original location and the detour would be removed. The length of the project will be 0.44 miles.

Estimated Property Impacts:	5	Estimated Total Cost:	\$2,770,708.43
Estimated ROW Cost:	\$139,000.00	Estimated CST Time:	18 Months

Rationale: This alternative would cost more to build since an on-site detour would have to be constructed including an additional bridge. Right of way cost would be increased to include additional easements for the on-site detour. The construction time would be extended an additional 6 months to build the detour, shift traffic, demolish the old bridge, construct the new bridge, shift traffic and remove detour and detour bridge. The detour would also increase environmental impacts. This office does not recommend this alternate due to the higher cost, the longer construction time, and the additional impacts to the environment.

Comments: This office recommends that the Preferred Alternate of this concept be approved for implementation.

Attachments:

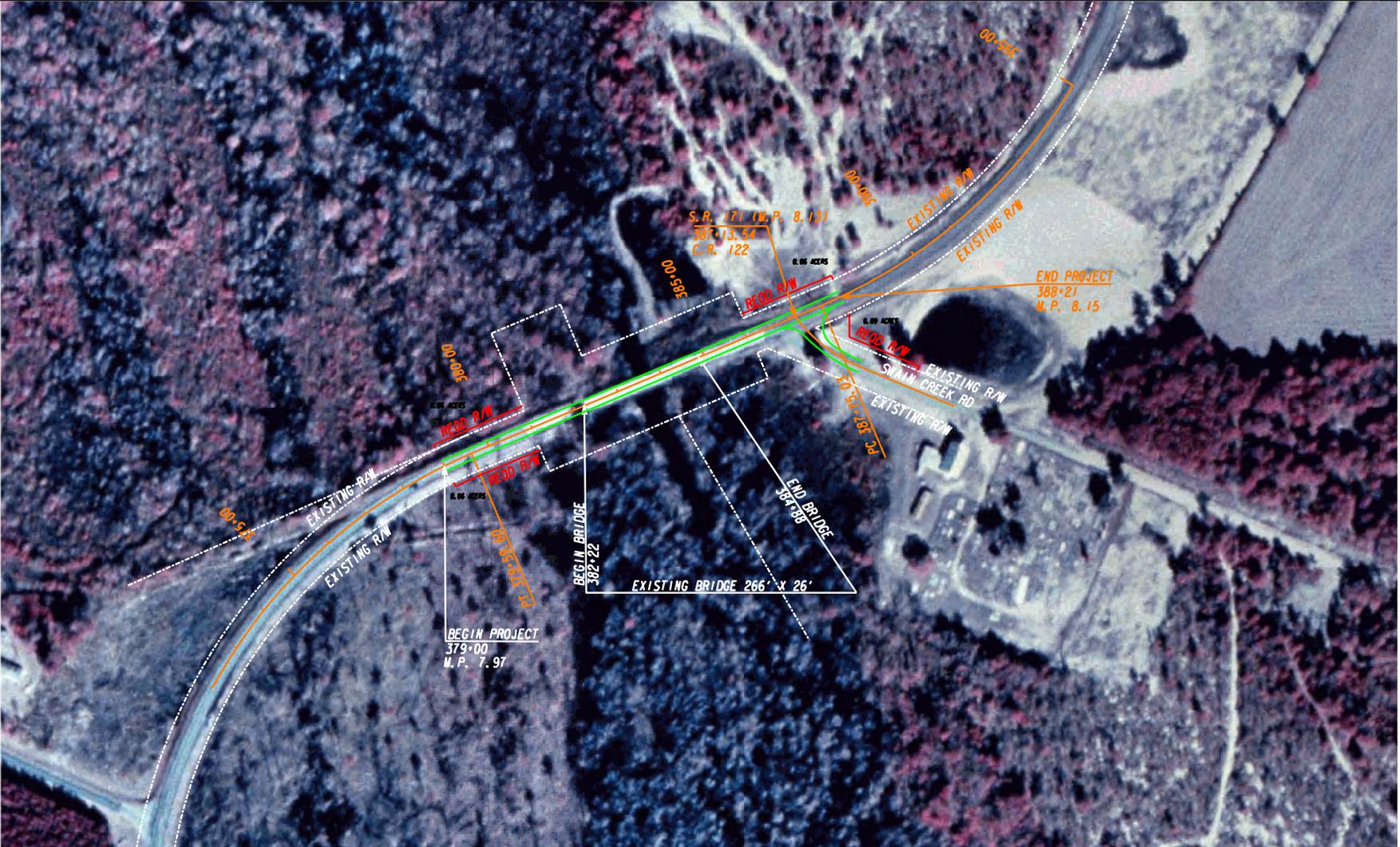
1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection, Fuel & Asphalt Price Adjustment forms
 - b. Right-of-Way
 - c. Utilities
 - d. Environmental Mitigation (EPD, etc)
4. Crash summaries
5. Corridor Traffic Data
6. Bridge inventory
7. Historic Bridge Inventory Report
8. Justification Statement from Bridge Maintenance
9. Minutes of Concept meetings
10. Roadway User Cost

APPROVALS

Concur: 
 Director of Engineering

Approve: 
 Chief Engineer

12/17/12
 Date



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

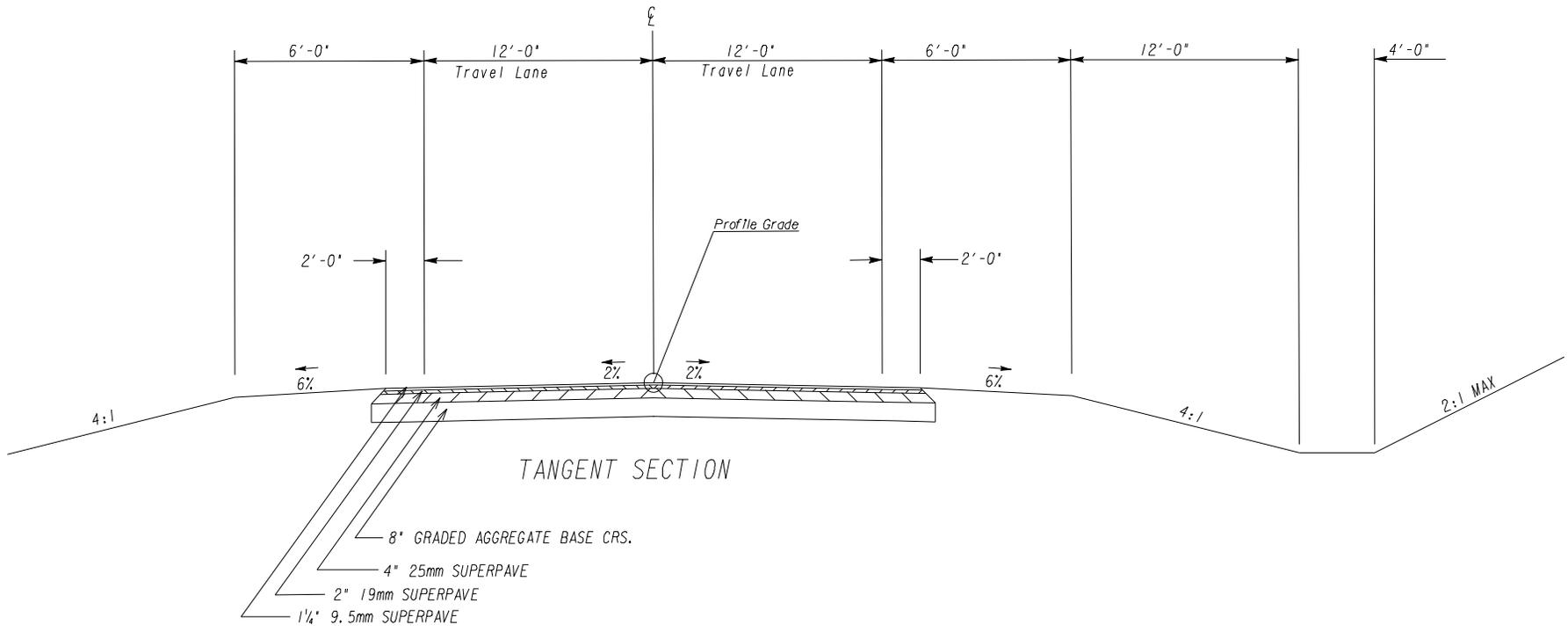
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 TRANSPORTATION

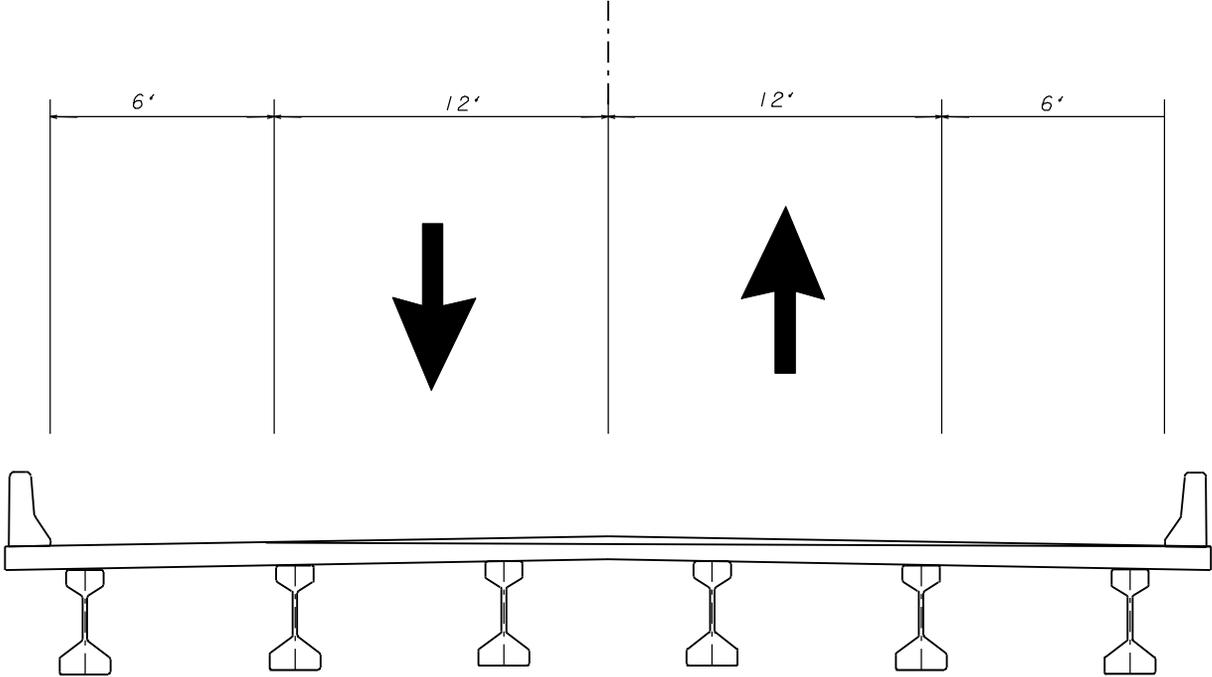


REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: DISTRICT 2 DESIGN
 MAINLINE PLAN
 PREFERRED ALTERNATE
 DRAWING NO. 13-



BRIDGE
TYPICAL SECTION
CSBRG-0007-00(180)
JOHNSON COUNTY
PI # 0007180



PROPOSED BRIDGE TYPICAL

PROJ. NO.: CSBRG-0007-00(180)
P.I. NO. 0007180
DATE: 11/27/2012

Base Construction Cost		\$	1,571,758.64
E & I	5%	\$	78,587.93
Construction Contingency		\$	-
Subtotal Construction Cost		\$	<u>1,650,346.57</u>
Liquid AC Adjustment (50 % cap)		\$	10,559.33
Total Construction Cost		\$	<u>1,660,905.91</u>

PROJ. NO. CSBRG-0007-00(180)
P.I. NO. 0007180
DATE 11/27/2012

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Nov-12	\$ 3.337
DIESEL		\$ 3.961
LIQUID AC		\$ 569.00

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)				10412.7	\$	10,412.70
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	910.40		
Monthly Asphalt Cement Price month project let (APL)			\$	569.00		
Total Monthly Tonnage of asphalt cement (TMT)				30.5		

ASPHALT	Tons	%AC	AC ton
Leveling	100	5.0%	5
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	150	5.0%	7.5
25 mm SP	260	5.0%	13
19 mm SP	100	5.0%	5
	610		30.5

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$ 146.63	\$	146.63
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	910.40		
Monthly Asphalt Cement Price month project let (APL)			\$	569.00		
Total Monthly Tonnage of asphalt cement (TMT)				0.429510092		

Bitum Tack

Gals	gals/ton	tons
100	232.8234	0.42951009

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	910.40		
Monthly Asphalt Cement Price month project let (APL)			\$	569.00		
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 \$ 10,559.33

DETAILED COST ESTIMATE



Job: 0007180_FCG

JOB NUMBER 0007180_FCG

FED/STATE PROJECT NUMBER CSBRG-0007-00(180)

SPEC YEAR: 01

DESCRIPTION: SR 171 BRIDGE REPLACEMENT OVER LITTLE OGEECHEE RIVER
(PREFERRED ALTERNATE)

ITEMS FOR JOB 0007180_FCG

10 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$40,000.00000	TRAFFIC CONTROL - CSBRG-0007-00(180)	\$40,000.00
0010	153-1300	1.000	EA	\$59,911.09000	FIELD ENGINEERS OFFICE TP 3	\$59,911.09
0015	207-0203	50.000	CY	\$50.59020	FOUND BK FILL MATL, TP II	\$2,529.51
0020	210-0100	1.000	LS	\$80,000.00000	GRADING COMPLETE - CSBRG-0007-00(180)	\$80,000.00
0025	310-1101	390.000	TN	\$26.00457	GR AGGR BASE CRS, INCL MATL	\$10,141.78
0030	318-3000	25.000	TN	\$22.44681	AGGR SURF CRS	\$561.17
0035	402-1812	100.000	TN	\$88.05954	RECYL AC LEVELING, INC BM&HL	\$8,805.95
0040	402-3103	150.000	TN	\$82.38444	REC AC 9.5 MM SP, TP II, GP 2, INCL BM & H L	\$12,357.67
0045	402-3121	260.000	TN	\$79.68174	RECYL AC 25MM SP, GP 1/2, BM&HL	\$20,717.25
0050	402-3190	100.000	TN	\$89.75277	RECYL AC 19 MM SP, GP 1 OR 2, INC BM&HL	\$8,975.28
0055	413-1000	120.000	GL	\$3.23625	BITUM TACK COAT	\$388.35
0060	433-1200	284.000	SY	\$141.89666	REF CONC APPR SL/I SLOPED EDGE	\$40,298.65
0065	436-1000	500.000	LF	\$7.48442	ASPH CONC CURB - 6 IN	\$3,742.21
0070	441-0303	4.000	EA	\$1,606.67038	CONC SPILLWAY, TP 3	\$6,426.68
0075	446-1100	950.000	LF	\$4.25784	PVMT REF FAB STRIPS, TP 2, 18 INCH WIDTH	\$4,044.95
0080	456-2015	1.000	GLM	\$4,650.88200	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	\$4,650.88
0095	550-1180	100.000	LF	\$37.92023	STM DR PIPE 18", H 1-10	\$3,792.02
0100	550-2180	40.000	LF	\$29.19021	SIDE DR PIPE 18", H 1-10	\$1,167.61
0105	550-3618	2.000	EA	\$540.44673	SAFETY END SECTION 18", SD, 6:1	\$1,080.89
0110	550-4218	4.000	EA	\$520.70442	FLARED END SECT 18 IN, ST DR	\$2,082.82
0115	634-1200	13.000	EA	\$101.69252	RIGHT OF WAY MARKERS	\$1,322.00
0120	641-1100	84.000	LF	\$65.64684	GUARDRAIL, TP T	\$5,514.33
0125	641-1200	400.000	LF	\$15.05585	GUARDRAIL, TP W	\$6,022.34
0130	641-5001	2.000	EA	\$604.27744	GUARDRAIL ANCHORAGE, TP 1	\$1,208.55
0135	641-5012	2.000	EA	\$1,800.97830	GUARDRAIL ANCHORAGE, TP 12	\$3,601.96
0140	643-8200	1000.000	LF	\$2.13511	BARRIER FENCE (ORANGE), 4 FT	\$2,135.11
SUBTOTAL FOR ROADWAY:						\$331,479.05

20 - PERMANENT EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0145	603-2181	100.000	SY	\$36.91906	STN DUMPED RIP RAP, TP 3, 18"	\$3,691.91
0310	603-7000	100.000	SY	\$2.97671	PLASTIC FILTER FABRIC	\$297.67
0150	700-6910	5.000	AC	\$902.63636	PERMANENT GRASSING	\$4,513.18
0155	700-7000	15.000	TN	\$83.81657	AGRICULTURAL LIME	\$1,257.25
0160	700-8000	8.000	TN	\$448.66909	FERTILIZER MIXED GRADE	\$3,589.35
0165	700-8100	500.000	LB	\$2.16165	FERTILIZER NITROGEN CONTENT	\$1,080.83
0170	710-9000	1500.000	SY	\$3.55831	PERM SOIL REINFORCING MAT	\$5,337.47
0175	716-2000	2000.000	SY	\$1.103494	EROSION CONTROL MATS, SLOPES	\$2,206.98
SUBTOTAL FOR PERMANENT EROSION CONTROL:						\$22,377.54

DETAILED COST ESTIMATE



Job: 0007180_FCG

30 - TEMPORARY EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0180	163-0232	15.000	AC	\$251.96496	TEMPORARY GRASSING	\$3,779.47
0185	163-0240	100.000	TN	\$195.62950	MULCH	\$19,562.95
0190	163-0300	2.000	EA	\$1,204.25100	CONSTRUCTION EXIT	\$2,408.50
0195	163-0520	500.000	LF	\$13.59056	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	\$6,795.28
0200	163-0528	1000.000	LF	\$4.32278	CONSTR AND REM FAB CK DAM -TP C SLT FN	\$4,322.78
0205	163-0529	500.000	LF	\$3.68949	CNST/REM TEMP SED BAR OR BLD STRW CK DM	\$1,844.75
0210	165-0030	2000.000	LF	\$0.74873	MAINT OF TEMP SILT FENCE, TP C	\$1,497.46
0215	165-0041	500.000	LF	\$1.54238	MAINT OF CHECK DAMS - ALL TYPES	\$771.19
0220	165-0071	250.000	LF	\$1.35647	MAINT OF SEDIMENT BARRIER - BALED STRAW	\$339.12
0225	165-0101	2.000	EA	\$493.21640	MAINT OF CONST EXIT	\$986.43
0230	167-1000	2.000	EA	\$418.46250	WATER QUALITY MONITORING AND SAMPLING	\$836.93
0235	167-1500	12.000	MO	\$690.95987	WATER QUALITY INSPECTIONS	\$8,291.52
0240	171-0030	4000.000	LF	\$2.79537	TEMPORARY SILT FENCE, TYPE C	\$11,181.48
SUBTOTAL FOR TEMPORARY EROSION CONTROL:						\$62,617.86

40 - SIGNING AND MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0245	636-1020	22.000	SF	\$13.88873	HWY SGN,TP1MAT,REFL SH TP3	\$305.55
0250	636-1033	18.000	SF	\$17.40560	HWY SIGNS, TP1MAT,REFL SH TP 9	\$313.30
0255	636-2070	48.000	LF	\$7.40919	GALV STEEL POSTS, TP 7	\$355.64
0260	636-2090	30.000	LF	\$7.17953	GALV STEEL POSTS, TP 9	\$215.39
0270	652-5451	910.000	LF	\$0.62348	SOLID TRAF STRIPE, 5 IN, WHITE	\$567.37
0265	652-5452	910.000	LF	\$0.19203	SOLID TRAF STRIPE, 5 IN, YELLO	\$174.75
0285	654-1001	20.000	EA	\$5.11791	RAISED PVMT MARKERS TP 1	\$102.36
0280	657-1085	532.000	LF	\$6.04697	PRF PL SD PVT MKG,8",B/W,TP PB	\$3,216.99
0275	657-6085	532.000	LF	\$5.57342	PRF PL SD PVMT MKG,8",B/Y,TPPB	\$2,965.06
SUBTOTAL FOR SIGNING AND MARKING:						\$8,216.41

50 - BRIDGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0290	540-1102	1.000	LS	\$179,816.00000	REM OF EX BR, BR NO - 1 (266-FT X 26-FT X \$26)	\$179,816.00
0295	543-9000	1.000	LS	\$909,720.00000	CONSTR OF BRIDGE COMPLETE - 1 (266-FT X 36-FT X \$95)	\$909,720.00
0300	603-2024	1200.000	SY	\$44.96644	STN DUMPED RIP RAP, TP 1, 24"	\$53,959.73
0305	603-7000	1200.000	SY	\$2.97671	PLASTIC FILTER FABRIC	\$3,572.05
SUBTOTAL FOR BRIDGE:						\$1,147,067.78

TOTALS FOR JOB 0007180_FCGALT1

ITEMS COST:	\$1,571,758.64
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$1,571,758.64
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$1,571,758.64

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

Date: 5/15/2012 Project: CSBRG-00078-00(180)
 Revised: County: Johnson Co
 PI: 0007180

Description: SR-171@Little Ohoopsee River 2.7 Miles North Kite
 Project Termini: SR-171@Little Ohoopsee River 2.7 Miles North Kite

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 3

Land and Improvements \$12,240.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$6,000.00

Valuation Services \$3,000.00

Legal Services \$39,525.00

Relocation \$6,000.00

Demolition \$0.00

Administrative \$28,500.00

TOTAL ESTIMATED COSTS \$89,265.00

TOTAL ESTIMATED COSTS (ROUNDED) \$90,000.00

Preparation Credits	Hours	Signature

Prepared By: Lashone Alexander CG#: 286999 05/15/2012
 Approved By: Lashone Alexander CG#: 286999 05/15/2012

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0007-00(180) Johnson County **OFFICE** Tennille
P.I. No. 0007180 - SR 171 @ Little Ochoopee River **DATE** May 17, 2012

FROM 
Lynn Bean, District Utilities Engineer

TO Bobby Hilliard, P.E., State Program Delivery Engineer
ATTN Chad White, Project Manager

SUBJECT CONCEPT UTILITY COST ESTIMATE

As requested by your office, we are furnishing you with a Concept Utility Cost Estimate for each known utility facility within the project limits.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
PINELAND TELEPHONE	\$85,100.00	\$0.00
JEFFERSON ENERGY	\$36,000.00	\$36,000.00

Total Non-Reimbursable Cost: \$121,100.00

Total Reimbursable Cost: \$36,000.00

Total Potential Relocation Cost: \$157,100.00

This estimate is based on Concept plans dated May 16, 2012.

Pineland Telephone has additional facilities adjacent to the right of way on private easement. It appears these facilities can be avoided. However, if these facilities do become a conflict with construction an additional \$100,000.00 will be added to the estimate.

Please be advised this is an estimate and may be revised when as project plans are developed and prior rights research is completed.

If you have any questions, please contact Jimmy Hobby at 478-552-4637.

LB/JFH

cc: Jeff Baker, State Utilities Engineer
Allen Patrick, Utilities Preconstruction Engineer
Vahid Munshi, Utilities Preconstruction Engineer
Angela Robinson, Office of Financial Management
Chris Holmes, Area Engineer, Area One

Grimes, Foster

From: Westberry, Lisa
Sent: Wednesday, April 18, 2012 10:13 AM
To: Grimes, Foster
Cc: Lindsey, Jamie; Cox, Jonathan
Subject: FW: CSBRG-0007-00(180) P.I. No. 0007180 - Mitigation Cost Concept Estimate
Attachments: 0007180 Alternate 1.PDF; 0007180_Preferred Alt.PDF

Good morning Foster,

The project is located on SR 171 over the Little Ohoopsee River in Johnson County. I reviewed the NRCS Soil Survey Maps and based on the project description, wetlands would be impacted by either alternative of the proposed project and mitigation would be required. My calculations were based on using 200 feet of ROW, the project would require approximately 18.4 wetland credits. The estimated cost for these credits is \$100,000.

DISCLAIMER: This information is solely based on a desk top review of the information available. Only after a field reconnaissance can project impacts be determined and the exact number of credits required for mitigation calculated.

If you have any questions, please don't hesitate to ask.

Thank you,
Lisa Westberry
Georgia Department of Transportation
600 West Peachtree Street, NW, Atlanta, GA 30308
404-631-1772

From: Grimes, Foster
Sent: Tuesday, April 17, 2012 8:23 AM
To: Westberry, Lisa
Cc: Lindsey, Jamie
Subject: CSBRG-0007-00(180) P.I. No. 0007180 - Mitigation Cost Concept Estimate

Lisa,

Please provide this office the mitigation concept cost estimates for this project. I have attached two alternates for this project.

Thank you,

Foster C. Grimes

*Design Engineer 3
Georgia Department of Transportation
District 2 Preconstruction Division
Office of Design
801 Highway 15 South/P.O. Box 8
Tennille, Georgia 31089
Phone (478)552-4643
Fax (478)552-4677
email at fgrimes@dot.ga.gov*

ACCIDENT RATE CALCULATION for year(s) 2004,2005,2006,2007,2008

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2004	Johnson	1	017100	7.84	8.28	640	0.44	282

Total Vehicle Miles: 282	Total Accidents: 0	Accident Rate: 0
Average ADT: 640	Total Injuries: 0	Injury Rate: 0
Length in Miles: 0.44	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2005	Johnson	1	017100	7.84	8.28	600	0.44	264

Total Vehicle Miles: 264	Total Accidents: 0	Accident Rate: 0
Average ADT: 600	Total Injuries: 0	Injury Rate: 0
Length in Miles: 0.44	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2006	Johnson	1	017100	7.84	8.28	670	0.44	295

Total Vehicle Miles: 295	Total Accidents: 0	Accident Rate: 0
Average ADT: 670	Total Injuries: 0	Injury Rate: 0
Length in Miles: 0.44	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2007	Johnson	1	017100	7.84	13.40	630	5.56	3,503
2007	Johnson	1	017100	7.7	8.28	630	0.58	365

Total Vehicle Miles: 3,868	Total Accidents: 0	Accident Rate: 0
Average ADT: 630	Total Injuries: 0	Injury Rate: 0

Length in Miles: 6.14	Total Fatalities: 0	Fatality Rate: 0.00
-----------------------	---------------------	---------------------

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2008	Johnson	1	017100	7.84	13.40	630	5.56	3,503
2008	Johnson	1	017100	7.7	8.28	630	0.58	365

Total Vehicle Miles: 3,868	Total Accidents: 0	Accident Rate: 0
Average ADT: 630	Total Injuries: 0	Injury Rate: 0
Length in Miles: 6.14	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:167-0027-0

Johnson

SUFF. RATING: 62.84

Location & Geography

Structure ID: 167-0027-0
 200 Bridge Information: 06
 *6A Feature Int: LITTLE OHOOPEE RIVER
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00171
 *7B Facility Carried: US 221
 9 Location: 2.7 MI N OF KITE
 2 Dot District: 2
 207 Year Photo: 2010
 *91 Inspection Frequency: 24 Date: 11/12/2010
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 1 Date: 06/25/2008
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 00000
 *5 Inventory Route(O/U): 1
 Type: 2
 Designation: 1
 Number: 00221
 Direction: 0
 *16 Latitude: 32 43.9187 HMMS Prefix:SR
 *17 Longitude: 82 -31.1417 HMMS Suffix:00 MP:7.22
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1671017100
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 007.83
 *208 Inspection Area: 2 Initials: EFP
 Engineer's Initials: kww
 * Location ID No: 167-00171D-007.83N

*104 Highway System: 0
 *26 Functional Classification: 07
 *204 Federal Route Type: S No: 00578
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 17
 *20 Toll: 3
 *21 Maintanance: 01
 *22 Owner: 01
 *31 Design Load: 2
 37 Historical Significance: 5
 205 Congressional District: 12
 27 Year Constructed: 1963
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 3
 *42 Type of Service On: 1
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: E
 259 Pile Encasement 2
 *43 Structure Type Main: 1 04
 45 No.Spans Main: 007
 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 Structure Type: 1
 Membrane Type: 0
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 1
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 11
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 3
 Fwr: 3
 Oppo. Dir. Rear: 0
 Oppo. Fwr: 0
 244 Approach Slab 3
 224 Retaining Wall: 0
 233Posted Speed Limit: 55
 236 Warning Sign: 1.00
 234 Delineator: 1.00
 235 Hazzard Boards: 1
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00



Processed Date:5/30/2012

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:167-0027-0

Programming Data		Measurements:				
201 Project No:	RAB (4) SP 1242-B (12)	*29ADT	000630	Year:2007	65 Inventory Rating Method:	1
202 Plans Available:	4	109%Trucks:	0		63 Operating Rating Method:	1
249 Prop Proj No:	BRG-0007-00(180)	* 28 Lanes On:	02	Under:00	66 Inventory Type:	2 Rating: 16
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 16
251 PI Number:	0007180	* 48 Max. Span Length	0038		231Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	266		H-Modified:	21 1
260 Seismic No:	00000	51 Br. Rwdy. Width	26.00		HS-Modified:	24 0
75 Type Work:	00 0	52 Deck Width:	32.30		Type 3:	24 1
94 Bridge Imp. Cost:	\$750	* 47 Tot. Horiz. Cl:	26		Type 3s2:	40 1
95 Roadway Imp. Cost:	50	50 Curb / Sidewalk Width	2.00 / 2.00		Timber:	33 1
96 Total Imp Cost:	0	32 Approach Rdwy. Width	28		Piggyback:	40 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	12
97 Imp Year:	0000	Rear Lt:	3.00	Type:2 Rt:3.00	262 H Operating Rating	21
114Future ADT:	000945	Fwd. Lt:	3.00	Type:2 Rt:3.00	67 Structural Evaluation:	4
		Permanent Width:			58 Deck Condition:	7
		Rear:	22.00	Type:2	59 Superstructure Condition:	7
			22.00	Type:3	* 227 Collision Damage:	0
		Intersaction Rear:	1	Fwd: 1	60A Substructure Condition:	6
		36Safety Features Br. Rail:	2		60B Scour Condition:	6
		Transition:	2		60C Underwater Condition	6
		App. G. Rail:	2		71 Waterway Adequacy:	8
		App. Rail End:	2		61 Channel Protection Cond.:	7
		53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	5
		Under:			69 UnderClr. Horz/Vert:	N
		*228 Minimum Vertical Cl			72 Appr. Alignment:	7
		Act. Odm Dir.:	99' 99"		62 Culvert:	N
		Oppo. Dir:	99' 99"		Posting Data	
		Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	2
		Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	P
		55 Lateral Undercl. Rt:	N 0 0		* 103 Temporary Structure:	0
		56 Lateral Undercl. Lt:	0.00		232 Posted Loads	
		*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	21
		39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
		116 Nav Vert Cl Closed:	000		Type 3:	24
		245 Deck Thickness Main	6.00		Type 3s2:	40
		Deck Thick Approach:	0.00		Timber:	33
		246 Overlay Thickness:	0.00		Piggyback	00
		212 Year Last Painted:	Sup:0000Sub:1963		253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

PI 0007180

Kevin Schwartz

November 4, 2011

This bridge (Structure ID 167-0027-0; SR 171 over Little Ohoopsee River) was built in 1963. The bridge consists of seven spans of reinforced concrete deck girders on concrete caps and steel piles. This bridge was designed using a truck configuration that weighs less than the current state legal truck weights. This bridge is currently posted. The overall condition of this bridge would be classified as good to satisfactory; with the substructure showing some minor deterioration considered to be classified as satisfactory. The deck and superstructure members are exhibiting some minor problems. No rehabilitation work performed on the structure components would improve this bridge in so far as the posting of the structure is concerned. Due to the structural integrity, based on the design and that the bridge is currently posted, replacement of this bridge is recommended.

Meeting Minutes

6-26-2012

0007180, Johnson County
Concept Meeting

Attendees

Chad E. White Sr.-Program Delivery (Project Manager)
Jamie Lindsey- District 2 Roadway Design Group Leader
Renee Decker- District 2 Roadway Design
Foster Grimes- District 2 Roadway Design
Lashone Alexander-Right of Way
Jimmy Hobby –District 2 GDOT Consultant
Lynn Bean-District 2 GDOT
Todd Price –District 2 Traffic Operations
Matthew Sammons –District 2 Utilities
Sidney Rhoney- Pineland Telephone Company
Corbett Reynolds- District 2 Construction
Vonda Everett- District 2 Planning & Environmental

*Ben Rabun- Bridge Design- State Bridge Engineer
**Attendance by conference call*

- The Project Manager (PM) Chad E. White introduced the Project P.I. 0007180 bridge replacement SR171 @ Little Ohoopsee River 2.7 MI S of Kite
- The PM indicated that the schedule is as follows.
 - Right of Way (R/W) Approval by 4/25/2014
 - Management LET date 07/15/2015
- Jamie Lindsey-Roadway Design Group Leader reviews the functional Classification of the project to include the project justification. The concept report was review in great detail to include the primary means of constructing the bridge replace using an onsite detour.
- Rabun- Bridge Design- State Bridge Engineer questioned the onsite detail and requested the team to look into an offsite detour as a potential preferred alternative for both the stated above project as well 0007178 using an off-site detour. (Due to both project being posted by send truck traffic to another determined state route).
- Chad White explained that the project team would look into a potential detour and to update the traffic data for an analysis by the concept approving authority.

- Alternatives were discussed and rationale for preferred alternative along with constraints was mentioned (the need for survey to have a conclusive decision on how project will be staged).
- Vonda Everett stated that project wetland mitigation and a 404 permit are expected on this project. The project is not in an Ozone non-attainment area and the possibility of the bridge being historic (built in 1963, No Environmental Justice issues are expected and UST should not be an issue either).

- Lashone Alexander had ROW concerns for sediment basins, erosion control, utilities, etc.
 - Mr. Chad White advised that we did not expect to have a sediment basin and BMP's would be placed as required, expected to be within existing ROW.
- Mr. Chad White closed the meeting.

Action Items:

- Off-Site Detour for Local traffic as an alternative means for PI#0007180 and PI#0007178.
- Traffic analysis data for trucks in the local area

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DESIGN – DISTRICT TWO**

Roadway User Cost for

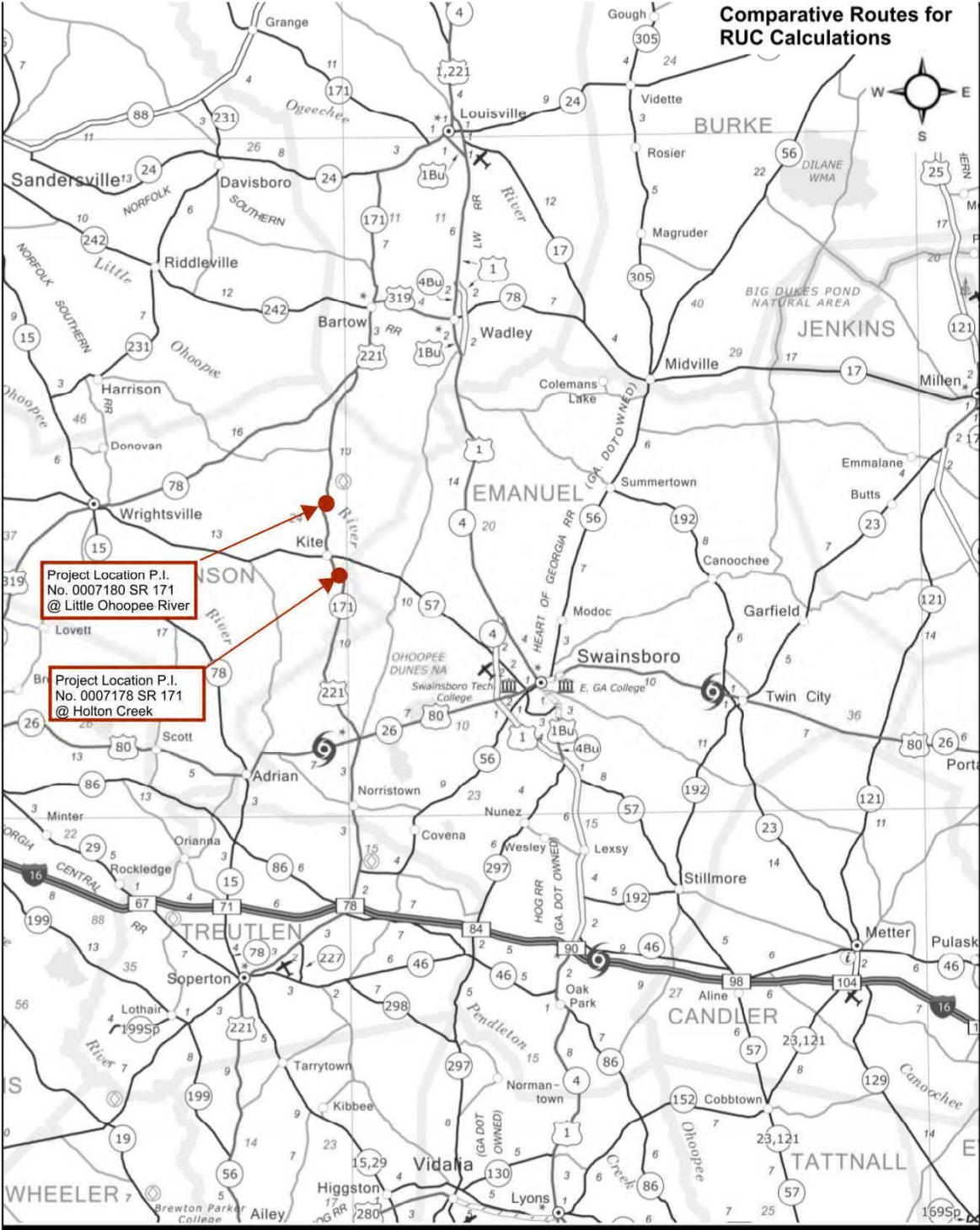
**Bridge Replacement on SR 171 over Holton Creek &
Little Ochoopee River**

Johnson County

PI #0007178 & 0007180

October 24, 2012

Bridge Replacement on State Route 171 over Holton Creek & Little Ohoopsee River Figure 1



P.I. No. 0007178

General Project Description:

This project consists of the replacement of the structurally deficient bridge over Holton Creek on State Route 171 located 0.6 miles South of Kite in Johnson County. The length of the project will be 0.32 miles. Traffic will be maintained with an on-site detour during construction.

Justification Statement:

This bridge (Structure ID 167-0025-0; SR 171 over Holton Creek) was built in 1963. The bridge consists of three spans of reinforced concrete deck girders on concrete caps and concrete columns. This bridge was designed using a truck configuration that weighs less than the current state legal truck weights. This bridge is currently posted. The overall condition of this bridge would be classified as good; with the deck, superstructure and substructure members exhibiting some minor problems. The superstructure has some minor cracking. No rehabilitation work performed on the structural components would improve this bridge in so far as the posting of the structure is concerned. Due to the structural integrity based on the design and that the bridge is currently posted, replacement of this bridge is recommended.

P.I. No. 0007180

General Project Description:

This project consists of the replacement of the structurally deficient bridge over Little Ohoopsee River on State Route 171 located 2.7 miles North of Kite in Johnson County. The length of the project will be 0.44 miles. Traffic will be maintained with an on-site detour during construction.

Justification Statement:

This bridge (Structure ID 167-0027-0; State Route 171 over Little Ohoopsee River) was built in 1963. The bridge consists of seven spans of reinforced concrete deck girders on concrete caps and steel piles. This bridge was designed using a truck configuration that weighs less than the current state legal truck weights. This bridge is currently posted. The overall condition of this bridge would be classified as good to satisfactory; with the substructure showing some minor deterioration considered to be classified as satisfactory. The deck and superstructure members are exhibiting some minor problems. No rehabilitation work performed on the structure components would improve this bridge in so far as the posting of the structure is concerned. Due to the structural integrity, based on the design and that the bridge is currently posted, replacement of this bridge is recommended.

**PI 0007178 & 0007180 Johnson County
 Bridge Replacement on SR 171 over Holton Creek & Little Ohoopsee River**

Summary of calculated Road User Costs (RUC)

Roadway Closure	Duration	% Traffic that detours	Vehicles affected	Added Time	Adjusted RUC (50% of calculated)	Notes
	hr	%	ea	hr	\$	
Bridge	12 Months	75%	360	0.14	365K	

RUC

Bridge Replacement on SR 171 over Holton Creek & Little Ohoopsee River

Table 1: Summary of laneage and relative traffic volumes by roadway segment.

Segment	Segment Description				Laneage	Traffic Volumes - RCDATA Oct 2010			
	County	Mile Post at Beginning of Segment	Segment length	Location at Beginning of Segment	No. of Lanes	Traffic ADT (two way) date?	Posted Speed	Traffic ADT/lane	Travel Time
		mi.	mi		ea	vpd	MPH	vpd/lane	Hr
NORMAL ROUTE	Emanuel	4.29	6.2	SR 26 @ SR 171 to County Line	2	474	55	237	0.11
	Johnson	10.4	4.63	County Line to Kite City Limits	2	620	55	310	0.08
	Johnson	4.63	0.78	Kite City Limits	2	650	35	325	0.02
	Johnson	5.41	8	Kite City Limits to County Line	2	620	55	310	0.15
	Jefferson	0	4.94	County Line to Bartow City Limits	2	1844	55	922	0.09
	Jefferson	4.94	0.29	Speed Change	2	3660	45	1830	0.01
	Jefferson	5.23	0.43	Speed Change	2	3660	35	1830	0.01
	Jefferson	5.31	0.08	From 35MPH to SR171@SR78	2	3660	55	1830	0.00
		Travel Length without Detour (mile)		25.35	Travel Time without Detour				0.47
EQUIVALENT DETOUR ROUTE	Emanuel	7.22		Begin Detour SR 26 @ SR 171					
		7.22	7.3	SR 26@SR 171 Speed Reduction	2	2,445	55	611	0.13
		14.52	0.2	Speed Change	2	3,230	45	808	0.00
		22.75	17.3	SR 4	2	2,888	55	1,444	0.31
	Jefferson			County Line					
		3.84	3.8	SR 4	2	3,865	55	1,933	0.07
		10.07	1.2	SR 78 to Speed Change	2	2,595	35	1,298	0.03
		8.82	0.3	Speed Change	2	2,110	45	1,055	0.01
		8.54	2.2	Wadley City Limits to Bartow City Limits	2	1,835	55	918	0.04
		6.08	0.8	Bartow City Limits to SR 171	2	1,660	45	830	0.02
	Jefferson	5.31		End of Detour SR78/SR171					
		Travel Length with Detour (mile)		33.00	Travel Time with Detour				0.62
	Added Travel Length (mile)		7.65	Added Travel Time				0.14	

Note:

Assume that Detour route segments will not exceed capacity when added traffic volume is in place during time of construction.

RUC

Bridge Replacement on SR 171 over Holton Creek & Little Ohoopsee River

Reference from another cell or sheet Black Input Red
 Calculated Blue

Table 3a: Circuity (Detour) Delay

Travel Length without Detour (mile)	Travel Length with Detour (mile)	Added Travel Length (mile)	Travel Time without Detour (hr/veh)	Travel Time with Detour (hr/veh)	Added Time to Travel Detour (hr/veh)
25.35	33.00	7.65	0.47	0.62	0.14

Table 4: Escalation factors

Cost Factors	1970 CPI-U ²	Current CPI-U ¹	Escalation Factor
Idling & VOC (transportation)	37.5	215	5.73
Time Value (all components)	38.8	229	5.90

¹From Bureau of Labor Statistics for July 2012 "transportation" and "all components" categories.

²As reported in NJ DOT Road User Cost Manual for 1970.

Table 5: Cost Rates

Vehicle Class	1970			Current		
	Time Value Cost Rate ¹	Idling Cost Rate ²	VOC Cost Rate ²	Time Value Cost Rate	Idling Cost Rate	VOC Cost Rate
	\$/Veh-hr	\$/Veh-hr	\$/mile	\$/Veh-hr	\$/Veh-hr	\$/mile
Car	3.00	0.1819	0.06	17.71	1.04	0.34
Truck	5.00	0.2092	0.12	29.51	1.20	0.69

¹From NCHRP Report 133 as indicated in NJ manual

²Average of SU and combination truck values from NCHRP as stated in the NJ manual.

Bridge Replacement on SR 171 over Holton Creek & Little Ohoopsee River

RUC

Analysis Case - Off-Site Detour

Foster Grimes, 12 October 2012

Table 6: Road Users Cost Summary

Cost Component	Vehicle Class	Percent Class	Total Vehicles	Added Travel Length	Added Travel Time	Cost Rate	Road User Cost	Total Road User Cost
	mph	%	#	mi/veh	hr/veh	\$/Veh-hr, \$/mi	\$/user	\$/day
Queue Delay (Added time)	Car	84	0		0.00	17.71	0	0
	Truck	16.0	0		0.00	29.51	0	0
Queue Idling VOC (Added cost)	Car	84	0		0.00	1.04	0	0
	Truck	16.0	0		0.00	1.20	0	0
Work Zone Delay (Added Time)	Car	84	0		0.00	17.71	0	0
	Truck	16.0	0		0.00	29.51	0	0
Circuity Delay (Added Time)	Car	84	262		0.14	17.71	2.5	554
	Truck	16.0	262		0.14	29.51	4.2	176
Circuity VOC (Added cost)	Car	84	262	7.65		0.34	2.6	579
	Truck	16.0	262	7.65		0.69	5.3	221
Total vehicles that travel queue			0	Road User Cost				\$2,000
Total vehicles that travel work zone				Adjusted Road User Cost³				\$1,000
Total vehicles that travel detour			262	Number of Work Zone Days				365
Percent passenger cars			84	Total Road User Cost				\$365,000
Percent Trucks			16	³ Adjusted down 50% from Road User Cost				

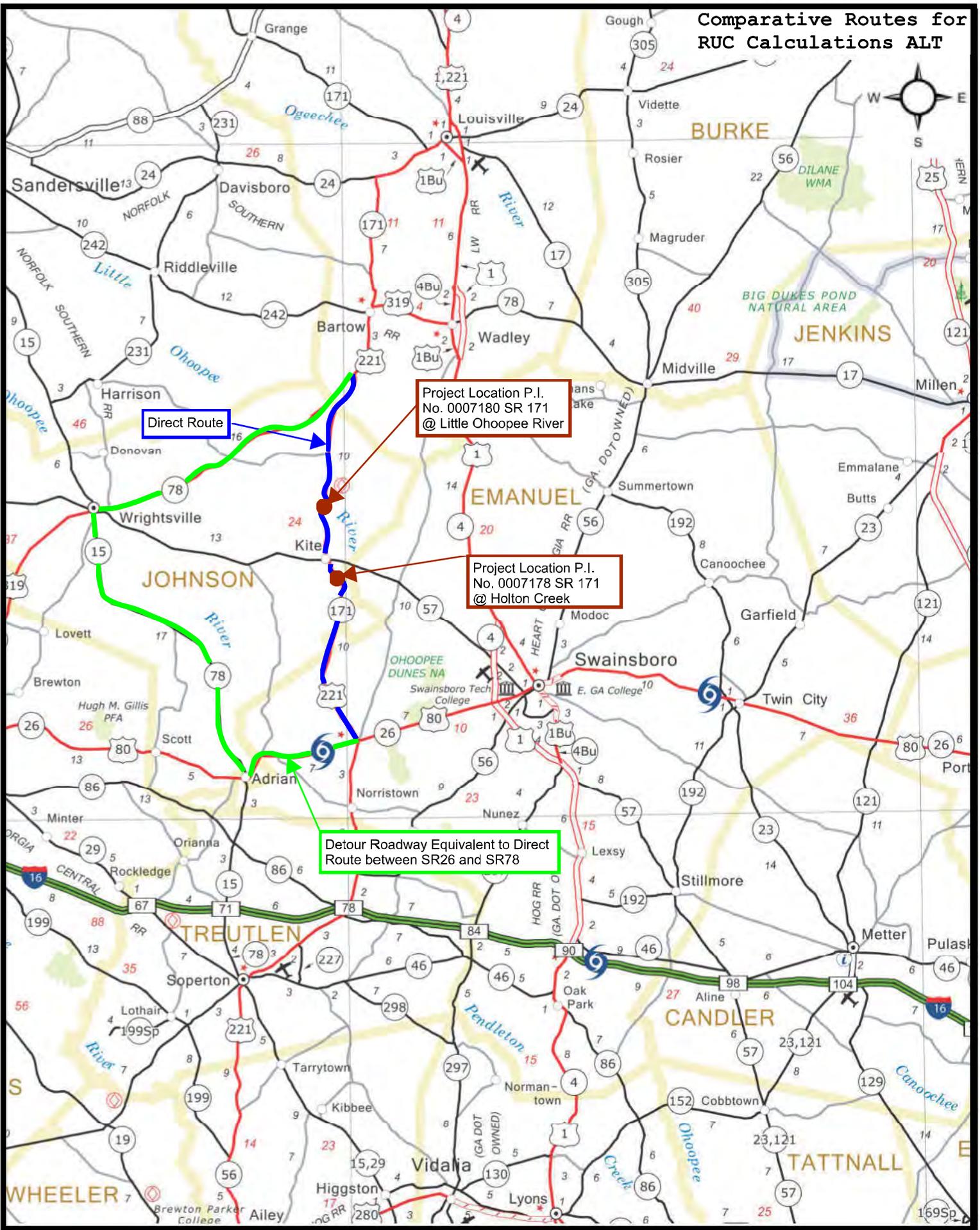
Trucks, % ¹	16
Cars, %	84
75% Traveling Detour ADT, vpd ²	262

Notes:

¹ Corresponds to 24 hour truck percentage in project Traffic Assignments.

² Traffic ADT from report provided by State Planning and Programing Engineer, Traffic Assignments Dated 1-17-2012. Assumed that 50% of Traffic would use alternate route other than detour.

Comparative Routes for RUC Calculations ALT



**PI 0007178 & 0007180 80 Johnson County
 Bridge Replacement on SR 171 over Holton Creek & Little Ohoopsee River**

Summary of calculated Road User Costs (RUC) ALT

Roadway Closure	Duration	% Traffic that detours	Vehicles affected	Added Time	Adjusted RUC (50% of calculated)	Notes
	hr	%	ea	hr	\$	
Bridge	12 Months	75%	360	0.39	730K	

RUC ALT

Bridge Replacement on SR 171 over Holton Creek & Little Choopee River

Table 1: Summary of laneage and relative traffic volumes by roadway segment.

Segment	Segment Description				Laneage	Traffic Volumes - RCDATA Oct 2010			
	County	Mile Post at Beginning of Segment	Segment length	Location at Beginning of Segment	No. of Lanes	Traffic ADT (two way) date?	Posted Speed	Traffic ADT/lane	Travel Time
		mi.	mi		ea	vpd	MPH	vpd/lane	Hr
NORMAL ROUTE	Emanuel	4.29	6.2	SR 26 @ SR 171 to County Line	2	474	55	237	0.11
	Johnson	10.4	4.63	County Line to Kite City Limits	2	620	55	310	0.08
	Johnson	4.63	0.78	Kite City Limits	2	650	35	325	0.02
	Johnson	5.41	8	Kite City Limits to County Line	2	620	55	310	0.15
	Jefferson	0	4.94	County Line to Bartow City Limits	2	1844	55	922	0.09
	Jefferson	4.94	0.29	Speed Change	2	3660	45	1830	0.01
	Jefferson	5.23	0.43	Speed Change	2	3660	35	1830	0.01
	Jefferson	5.31	0.08	From 35MPH to SR171@SR78	2	3660	55	1830	0.00
	Travel Length without Detour (mile)		25.35					Travel Time without Detour	0.47
EQUIVALENT DETOUR ROUTE	Emanuel	7.22		Begin Detour SR 26 @ SR 171					
		7.22	7.2	SR 26 to Johnson County	2	3,320	55	830	0.13
	Johnson			County Line					
		6.52	0.7	SR 26	2	3,480	55	1,740	0.01
		5.80	0.2	Speed Change	2	3,480	45	1,740	0.01
		5.16	0.4	SR 26 to SR 15	2	3,480	35	1,740	0.01
		0.00	0.2	Speed Change	2	1,940	25	970	0.01
		0.23	0.1	Speed Change	2	1,940	35	970	0.00
		0.32	0.3	State Route 15 to Wrightsville City Limits	2	3,236	55	1,618	0.01
		16.20	15.9	Speed Change	2	5,380	45	2,690	0.35
		16.89	0.7	Speed Change	2	8,920	35	4,460	0.02
		17.31	0.4	Speed Change	2	8,920	25	4,460	0.02
		17.45	0.1	to SR 78	2	8,920	25	4,460	0.01
		17.21	0.3	SR 78 to Speed Change	2	5,040	25	2,520	0.01
		17.46	0.3	Speed Change	2	5,040	35	2,520	0.01
		17.98	0.2	Speed Change	2	5,140	45	2,570	0.00
		30.91	12.9	SR 78 to Jefferson County	2	4,060	55	2,030	0.24
	Jefferson			County Line					
	1.65	1.7	Johnson County Line to SR 171	2	3,060	55	1,530	0.03	
			End of Detour SR78/SR171						
	Travel Length with Detour		41.73					Travel Time with Detour	0.86
	Added Travel Length (mile)		16.38					Added Travel Time	0.39

Note:

Assume that Detour route segments will not exceed capacity when added traffic volume is in place during time of construction.

RUC ALT

Bridge Replacement on SR 171 over Holton Creek & Little Ohoopsee River

Reference from another cell or sheet Black Input Red
 Calculated Blue

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Cost Factors	1970 CPI-U ²	Current CPI-U ¹	Escalation Factor
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Car	3.00	0.1819	0.06	17.71	1.04	0.34
Truck	5.00	0.2092	0.12	29.51	1.20	0.69

¹From NCHRP Report 133 as indicated in NJ manual

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Bridge Replacement on SR 171 over Holton Creek & Little Ohoopsee River RUC ALT

Analysis Case - Off-Site Detour

Foster Grimes, 12 October 2012

Table 6: Road Users Cost Summary

Cost Component	Vehicle Class	Percent Class	Total Vehicles	Added Travel Length	Added Travel Time	Cost Rate	Road User Cost	Total Road User Cost
	mph	%	#	mi/veh	hr/veh	\$/Veh-hr, \$/mi	\$/user	\$/day
Queue Delay (Added time)	Car	84	0		0.00	17.71	0	0
	Truck	16.0	0		0.00	29.51	0	0
Queue Idling VOC (Added cost)	Car	84	0		0.00	1.04	0	0
	Truck	16.0	0		0.00	1.20	0	0
Work Zone Delay (Added Time)	Car	84	0		0.00	17.71	0	0
	Truck	16.0	0		0.00	29.51	0	0
Circuity Delay (Added Time)	Car	84	262		0.39	17.71	6.9	1,517
	Truck	16.0	262		0.39	29.51	11.5	482
Circuity VOC (Added cost)	Car	84	262	16.38		0.34	5.6	1,240
	Truck	16.0	262	16.38		0.69	11.3	472
Total vehicles that travel queue			0	Road User Cost			\$4,000	
Total vehicles that travel work zone				Adjusted Road User Cost³			\$2,000	
Total vehicles that travel detour			262	Number of Work Zone Days			365	
Percent passenger cars			84	Total Road User Cost			\$730,000	
Percent Trucks			16	³ Adjusted down 50% from Road User Cost				

Trucks, % ¹	16
Cars, %	84
75% Traveling Detour ADT, vpd ²	262

Notes:

¹ Corresponds to 24 hour truck percentage in project Traffic Assignments.

² Traffic ADT from report provided by State Planning and Programing Engineer, Traffic Assignments Dated 1-17-2012. Assumed that 50% of Traffic would use alternate route other than detour.

Table 3. Consumer Price Index for all Urban Consumers (CPI-U): U.S. city average, detailed expenditure categories

(1982-84=100, unless otherwise noted)

Item and Group	Relative importance, December 2011	Unadjusted indexes		Unadjusted percent change to July 2012 from—		Seasonally adjusted percent change from—		
		June 2012	July 2012	July 2011	June 2012	Apr. to May	May to June	June to July
Expenditure category								
All items	100.000	229,478	229,104	1.4	-0.2	-0.3	0.0	0.0
All items (1967=100)	-	687,415	686,294	-	-	-	-	-
Food and beverages	15.256	233,509	233,557	2.3	.0	.0	.2	.1
Food	14.308	233,563	233,630	2.3	.0	.0	.2	.1
Food at home	8.638	231,515	231,306	1.9	-1	-1	.1	.0
Cereals and bakery products	1.242	267,321	268,449	2.9	.4	-1	-4	.3
Cereals and cereal products .....	.482	234,121	234,369	3.2	.1	.0	-1	-5
Flour and prepared flour mixes .....	.051	258,194	258,081	5.0	.0	-8	1.5	-9
Breakfast cereal ¹ .....	.297	229,232	228,805	2.7	-2	.6	-5	-2
Rice, pasta, cornmeal ¹ .....	.134	239,215	241,183	3.4	.8	.4	-1.0	.8
Rice ^{1 2 3}	-	166,946	166,615	2.6	-2	-8	-1	-2
Bakery products .....	.760	285,029	286,801	2.8	.6	-3	-5	.8
Bread ² .....	.225	172,319	174,960	3.2	1.5	-2	-7	1.3
White bread ^{1 3}	-	311,548	318,602	2.0	2.3	.1	-9	2.3
Bread other than white ^{1 3}	-	333,671	337,607	4.2	1.2	.3	.0	1.2
Fresh biscuits, rolls, muffins ² .....	.114	166,105	166,955	1.8	.5	.5	.4	-1
Cakes, cupcakes, and cookies .....	.186	263,686	265,764	5.3	.8	-9	-6	1.0
Cookies ³	-	255,173	257,938	5.7	1.1	-2	-7	.6
Fresh cakes and cupcakes ^{1 3}	-	273,185	274,704	5.3	.6	-2.2	.2	.6
Other bakery products .....	.235	260,547	259,777	.8	-3	-6	.0	-4
Fresh sweetrolls, coffeecakes, doughnuts ^{1 3}	-	274,984	272,111	2.9	-1.0	1.3	1.0	-1.0
Crackers, bread, and cracker products ³	-	302,651	305,250	1.4	.9	-7	-1.7	.8
Frozen and refrigerated bakery products, pies, tarts, turnovers ³	-	267,563	265,627	-6	-7	-1.3	-3	-8
Meats, poultry, fish, and eggs	1.960	230,464	231,309	3.1	.4	-5	.2	.3
Meats, poultry, and fish	1.846	232,004	232,936	3.2	.4	-6	.2	.3
Meats	1.201	231,938	232,462	2.8	2	-3	.0	.0
Beef and veal ¹ .....	.548	264,346	265,908	6.6	.6	.6	.6	.6
Uncooked ground beef ¹ .....	.212	245,851	245,052	5.8	-3	1.4	1.1	-3
Uncooked beef roasts ^{1 2} .....	.081	189,602	192,476	4.7	1.5	.1	.5	1.5
Uncooked beef steaks ^{1 2} .....	.204	177,613	179,706	8.9	1.2	.1	.3	1.2
Uncooked other beef and veal ^{1 2} .....	.052	183,759	185,083	5.4	.7	.6	.0	.7
Pork .....	.379	205,617	206,446	-1.0	.4	-2.4	-8	-1
Bacon, breakfast sausage, and related products ² .....	.143	146,134	146,532	-1.9	.3	-1.6	-1.4	.1
Bacon and related products ³	-	258,077	262,421	-2.6	1.7	-3.4	-1.5	1.6
Breakfast sausage and related products ^{1 2 3}	-	141,573	139,167	1.9	-1.7	2.8	-4	-1.7
Ham .....	.080	205,767	204,247	1.1	-7	-1.3	.6	-1.8
Ham, excluding canned ³	-	231,450	229,941	.6	-7	-1.3	.6	-2.1
Pork chops .....	.063	189,153	190,722	1.4	.8	-1.9	-4	.1
Other pork including roasts and picnics ² .....	.094	127,041	128,762	-3.5	1.4	-4.2	-5	.3
Other meats .....	.273	209,989	208,312	.4	-8	.6	-3	-9
Frankfurters ³	-	202,821	201,958	.6	-4	1.8	-2.7	.5
Lunchmeats ^{1 2 3}	-	135,678	135,117	.4	-4	-3	.0	-4
Lamb and organ meats ^{1 3}	-	318,771	315,917	-2.4	-9	-2.1	.3	-9
Lamb and mutton ^{1 2 3}	-	202,239	187,926	-9.8	-7.1	-6.0	.5	-7.1
Poultry .....	.336	220,921	223,575	6.1	1.2	-1.3	1.0	1.3
Chicken ² .....	.263	140,037	141,872	5.5	1.3	-1.9	1.3	1.4
Fresh whole chicken ^{1 3}	-	224,056	231,535	3.5	3.3	-4.8	.7	3.3
Fresh and frozen chicken parts ^{1 3}	-	213,613	214,360	6.5	.3	-8	2.6	.3
Other poultry including turkey ² .....	.073	151,906	153,156	8.2	.8	.8	.1	.5
Fish and seafood .....	.308	268,247	268,780	1.6	.2	-1.2	.1	.4
Fresh fish and seafood ^{1 2} .....	.199	158,389	158,373	-3	.0	-2	-2	.0
Processed fish and seafood ² .....	.149	141,590	142,182	3.7	.4	-1.4	1.0	.0
Shelf stable fish and seafood ^{1 3}	-	193,431	196,634	6.3	1.7	-1.3	.8	1.7
Frozen fish and seafood ^{1 3}	-	301,892	299,051	1.8	-9	.1	1.2	-9
Eggs .....	.114	205,608	205,063	2.4	-3	1.2	.9	.0
Dairy and related products ¹ .....	.916	215,485	214,434	-2	-5	-4	-3	-5
Milk ^{1 2} .....	.299	145,158	145,621	-1.9	.3	.0	-6	.3
Fresh whole milk ^{1 3}	-	207,176	206,884	-3.1	-1	.1	-1.2	-1
Fresh milk other than whole ^{1 2 3}	-	149,171	149,957	-1.1	.5	.0	-3	.5
Cheese and related products .....	.291	220,402	218,037	-1.3	-1.1	-7	1.0	-1.6
Ice cream and related products .....	.139	212,416	211,375	2.5	-5	.6	-1.9	.3
Other dairy and related products ² .....	.187	145,913	144,684	2.6	-8	-6	.9	-8

See footnotes at end of table.

Table 3. Consumer Price Index for all Urban Consumers (CPI-U): U.S. city average, detailed expenditure categories -Continued

(1982-84=100, unless otherwise noted)

Item and Group	Relative importance, December 2011	Unadjusted indexes		Unadjusted percent change to July 2012 from—		Seasonally adjusted percent change from—		
		June 2012	July 2012	July 2011	June 2012	Apr. to May	May to June	June to July
Expenditure category								
Moving, storage, freight expense ^{1 2} .....	.089	129.768	129.525	4.6	-0.2	0.4	0.6	-0.2
Repair of household items ^{1 2} .....	.077	199.862	200.628	-	.4	.5	.9	.4
Apparel	3.562	125.241	122.300	3.0	-2.3	.4	.5	.2
Men's and boys' apparel .....	.855	118.829	118.691	4.2	-.1	.1	.6	2.1
Men's apparel .....	.679	123.622	123.644	3.6	.0	.5	.5	1.9
Men's suits, sport coats, and outerwear .....	.124	116.302	115.205	-.1	-.9	.5	1.0	-.3
Men's furnishings .....	.179	152.035	151.446	5.3	-.4	3.5	-1.0	.9
Men's shirts and sweaters ² .....	.219	80.716	81.149	5.1	.5	-2.7	2.2	3.9
Men's pants and shorts .....	.150	119.895	120.547	3.7	.5	1.7	-1.9	2.5
Boys' apparel .....	.176	100.826	100.192	6.4	-.6	-2.6	-1.3	1.8
Women's and girls' apparel	1.507	111.471	106.499	3.0	-4.5	.5	-.1	-.4
Women's apparel	1.246	114.026	108.870	2.7	-4.5	.7	-.5	-.3
Women's outerwear .....	.096	78.753	77.577	-3.8	-1.5	-4.5	-3.5	.8
Women's dresses .....	.157	122.143	110.664	.6	-9.4	-2.0	-2.1	-3.1
Women's suits and separates ² .....	.676	87.034	82.245	3.6	6.5	2.3	.7	.2
Women's underwear, nightwear, sportswear and accessories ² .....	.402	101.926	100.434	1.9	-1.5	-.7	.8	-.2
Girls' apparel .....	.261	99.195	95.088	4.9	-4.1	-.3	1.9	-.8
Footwear .....	.678	131.954	129.847	3.0	-1.6	.8	1.1	-.1
Men's footwear ¹ .....	.209	133.486	132.103	2.0	-1.0	.6	-.2	-1.0
Boys' and girls' footwear .....	.152	136.448	135.789	2.6	-.5	.5	.9	1.1
Women's footwear .....	.316	127.876	124.719	3.9	-2.5	.8	1.9	-.3
Infants' and toddlers' apparel .....	.201	118.260	117.920	5.7	-.3	1.6	.7	.9
Jewelry and watches ⁸ .....	.323	166.335	163.995	-2.1	-1.4	-1.3	1.8	-2.2
Watches ^{1 8} .....	.088	117.890	117.025	-.9	-.7	-1.4	1.3	-.7
Jewelry ⁸ .....	.235	176.983	174.036	-2.9	-1.7	-1.5	1.9	-2.5
Transportation	16.875	216.369	214.294	-.9	-1.0	-2.1	-.7	-.1
Private transportation	15.694	211.423	209.458	-.9	-.9	-2.3	-.6	.1
New and used motor vehicles ²	5.651	101.832	101.811	.4	.0	.3	.1	-.3
New vehicles	3.195	144.367	143.953	.8	-.3	.2	.2	-.1
New cars and trucks ^{2 3}	-	100.058	99.764	.8	-.3	.2	.2	-.1
New cars ³	-	144.365	143.924	.2	-.3	-.1	.0	-.1
New trucks ^{3 9}	-	149.406	149.014	1.5	-.3	.2	.4	.1
Used cars and trucks	1.913	155.306	155.815	1.1	.3	1.0	.0	-.5
Leased cars and trucks ¹¹ .....	.403	89.953	89.069	-6.6	-1.0	-1.2	.0	-1.3
Car and truck rental ² .....	.071	123.598	133.174	1.5	7.7	-2.4	.9	.2
Motor fuel	5.463	304.697	296.502	-5.4	-2.7	-6.6	-2.0	.2
Gasoline (all types)	5.273	303.747	295.498	-5.5	-2.7	-6.8	-2.0	.3
Gasoline, unleaded regular ³	-	303.316	295.007	-5.7	-2.7	-6.9	-2.1	.3
Gasoline, unleaded midgrade ^{3 12}	-	311.230	303.357	-4.9	-2.5	-6.6	-1.7	.4
Gasoline, unleaded premium ³	-	292.970	284.990	-4.8	-2.7	-5.8	-1.9	.0
Other motor fuels ² .....	.189	275.104	269.923	-5.2	-1.9	-5.4	-7.0	-1.1
Motor vehicle parts and equipment ¹ .....	.438	148.542	149.048	2.8	.3	.1	.0	.3
Tires ¹ .....	.298	135.200	135.447	2.8	.2	.0	.0	.2
Vehicle accessories other than tires ^{1 2} .....	.140	158.869	159.945	2.9	.7	.5	.0	.7
Vehicle parts and equipment other than tires ^{1 3}	-	148.794	150.072	2.3	.9	.7	.0	.9
Motor oil, coolant, and fluids ^{1 3}	-	362.507	360.690	5.4	-.5	.1	.3	-.5
Motor vehicle maintenance and repair ¹	1.155	257.629	257.423	1.8	-.1	.3	.1	-.1
Motor vehicle body work ¹ .....	.057	265.018	265.271	2.2	.1	.2	.3	.1
Motor vehicle maintenance and servicing ¹ .....	.461	233.052	232.863	2.3	-.1	.2	.0	-.1
Motor vehicle repair ^{1 2} .....	.601	159.254	159.101	1.5	-.1	.4	.1	-.1
Motor vehicle insurance	2.426	399.729	400.709	3.4	.2	.4	.4	.4
Motor vehicle fees ^{1 2} .....	.561	171.666	172.213	3.4	.3	.1	.1	.3
State motor vehicle registration and license fees ^{1 2 6} .....	.333	166.500	166.528	1.1	.0	.0	.0	.0
Parking and other fees ^{1 2} .....	.206	180.520	181.875	7.1	.8	.2	.2	.8
Parking fees and tolls ^{1 2 3}	-	196.837	198.767	8.7	1.0	.2	.1	1.0
Automobile service clubs ^{1 2 3}	-	125.301	125.381	3.3	.1	.6	.4	.1
Public transportation	1.181	276.784	273.033	.1	-1.4	.8	-1.8	-1.5
Airline fare .....	.768	313.920	305.689	-.7	-2.6	1.0	-2.5	-2.7
Other intercity transportation .....	.152	154.945	156.221	-1.3	.8	.3	.4	-1.5

See footnotes at end of table.