

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

Project Type: Bridge Replacement P.I. Number: 0007887
 GDOT District: Three County: Stewart
 Federal Route Number: N/A State Route Number: N/A
 Project Number: CSBRG-0007-00(887)

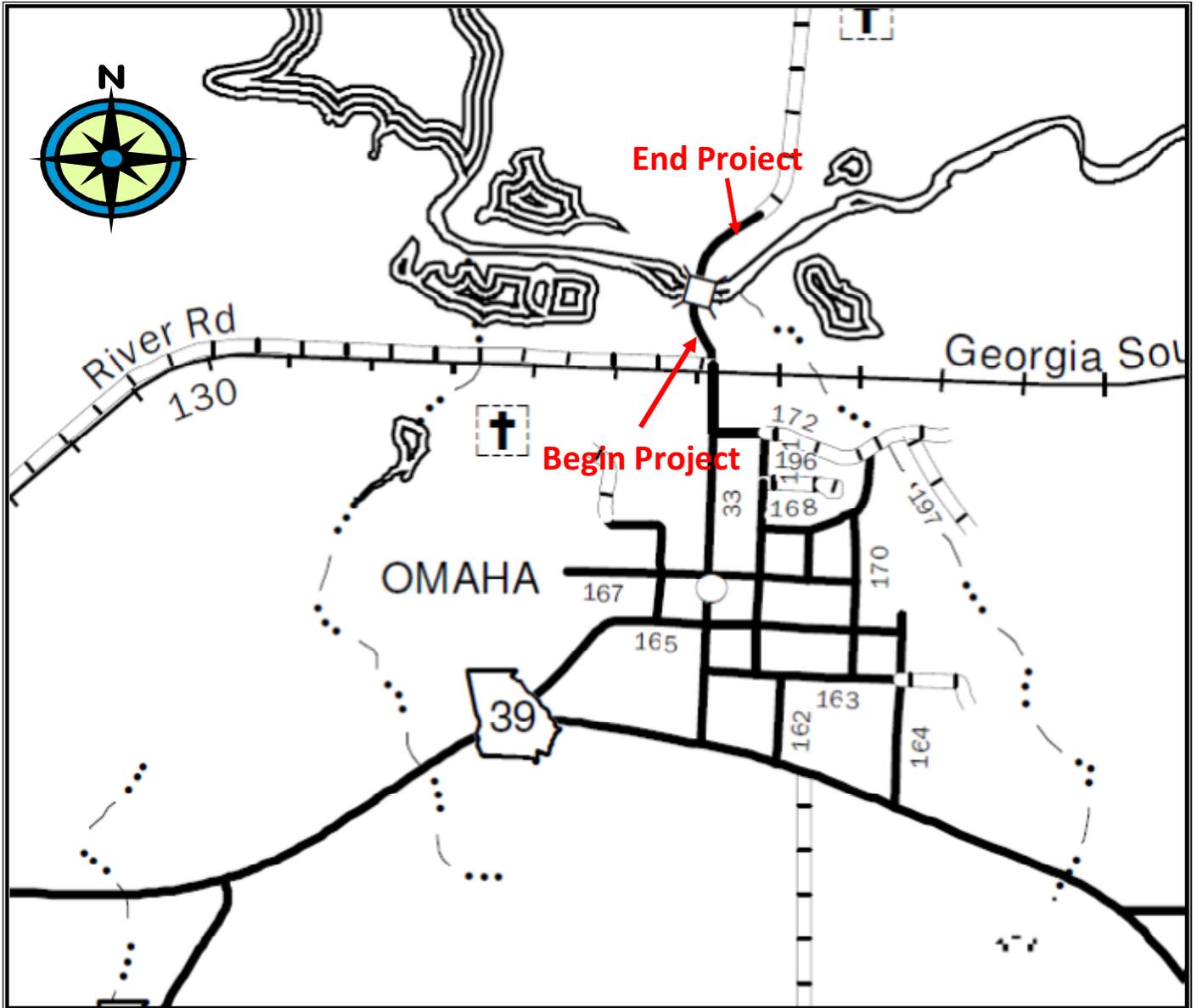
Bridge project CSBRG-0007-00(887) will replace the structurally deficient bridge located on CR33/Second Avenue on Hannahatchee Creek.

Submitted for approval:
 _____ DATE 3/22/13
 District Engineer
 _____ DATE _____
 State Program Delivery Engineer
 _____ DATE 4/30/13
 GDOT Project Manager
 _____ DATE _____

Recommendation for approval:

_____	DATE
* Glenn Bowman / KLP	<u>5-6-13</u>
State Environmental Administrator	DATE
* Kathy Zahul / KLP	<u>5-16-13</u>
State Traffic Engineer	DATE
* Lisa Myers / KLP	<u>5-14-13</u>
Project Review Engineer	DATE
* Patrick Allen / KLP	<u>5-21-13</u>
State Utilities Engineer	DATE
* Ben Rabun / KLP	<u>5-23-13</u>
State Bridge Design Engineer	DATE
* Thomas Howell / KLP	<u>5-20-13</u>
DISTRICT ENGINEER	DATE
* Recommendation on file	
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).	
_____	<u>5-9-13</u>
State Transportation Planning Administrator	DATE

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Justification Statement: This bridge (Structure ID 259-5009-0; CR 33 over Hannahatchee Creek) was built in 1970. The bridge consists of eight spans of steel beams on concrete and timber caps and steel H-piles or timber piles. This bridge was designed using an unknown truck configuration. The bridge is currently closed. No rehabilitation work performed on this bridge would re-open it without posting restrictions. The bridge deck has failed. The superstructure has minor section loss in the steel beams. The substructure has advanced timber deterioration and advancing section loss in the steel H-piles. Due to the structural integrity, based on the condition of the bridge deck and substructure and the unknown design, replacement of this bridge is recommended.

Description of the proposed project: This project will replace the existing bridge with a bridge that is made of reinforced concrete and steel that is approximately 242 feet long and 30 feet wide. The placement of the bridge is the current location of the existing bridge. This project is approximately 0.5 miles north of Omaha, Georgia.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A

MPO Project ID: N/A

Regional Commission: River Valley

RC Project ID: N/A

Congressional District(s): 2

Projected Traffic: AADT

Current Year (2009): 300 vpd

Open Year (2018): 325 vpd

Design Year (2038): 400 vpd

Traffic Projections Performed by: GDOT Office of Planning

Functional Classification (Mainline): Rural Local Road

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: N/A

County: Stewart

DESIGN AND STRUCTURAL DATA

Mainline Design Features: CR 33/ Second Avenue

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	N/A	2
- Lane Width(s)	9	9	9
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder or Border Area Width	6' -2' paved 4' grassed	2'	6' -2' paved 4' grassed
- Outside Shoulder Slope	varies	6% max	6%
- Inside Shoulder Width	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	N/A	N/A	N/A
Design Speed	30 MPH	30 MPH	30 MPH
Min Horizontal Curve Radius	286	125 min	290
Superelevation Rate	3% max	4% max	4% max ~
Grade	3% max	10% max	3% max
Access Control	By permit	N/A	By permit
Right-of-Way Width	80	N/A	120
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	unknown	S-BUS36	S-BUS36

*According to current GDOT design policy if applicable

~ Value obtain from Exhibit 6 from AASHTO Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400)

Major Structures:

Structure	Existing	Proposed
ID# 259-5009-0	The bridge is 242 feet long and 18.5 feet wide. Wood piles Steel Beams, Asphalt/Dirt overlay on corrugated steel deck	The bridge is approximately 242 feet long and 30 feet wide. This bridge will be constructed with reinforced concrete and steel.

Major Interchanges/Intersections: N/A

Utility Involvements: Bell South d/b/a AT&T Georgia- telephone
Sumter EMC- electricity

Public Interest Determination Policy and Procedure recommended (Utilities)? No Yes

County: Stewart

SUE Required: No Yes

Railroad Involvement: The railroad is owned by GDOT. No impacts or coordination are anticipated.

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

Right-of-Way:

Required Right-of-Way anticipated: No Yes Undetermined

Easements anticipated: None Temporary Permanent Utility Other

Anticipated number of impacted parcels:	3
Displacements anticipated:	Total: 0
	Businesses: 0
	Residences: 0
	Other: 0

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Undetermined Yes

The detour is 16 miles long. See attached detour map. The bridge is closed and the detour is currently being used.

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant Significant

TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

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

County: Stewart

Design Variances to GDOT Standard Criteria anticipated:

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

VE Study anticipated: No Yes Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA NEPA: CE EA/FONSI EIS

Project 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/Variances/Commitments/Coordination anticipated:

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

County: Stewart

Is a PAR required? No Yes Completed – Date:**NEPA:** CE is anticipated.**Ecology:** Protected waters include the Hannahatchee Creek, any associated wetlands and any associated floodplains. Protected species listed in Stewart County include aquatics (May through November survey season), several plants (March through August survey seasons) and the gopher tortoise (October through March survey season).**History:** Railroad located immediately south of the bridge is a historic resource. No additional previously identified historic properties are located in the project area.**Archeology:** One previously identified archaeology site is located southeast of the bridge. An ARPA permit will be required if a survey is needed on the federally owned property located north of Hannahatchee Creek.**Air & Noise:** Not of concern for air quality. A Type III project for noise.**Public Involvement:** Will want to notify residents, emergency services, school board, local government, local businesses & employers, and hunting lodge visitors of the proposed detour & construction time.**Major stakeholders:** The major stakeholders are Stewart County residents, traveling public and game hunters.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: None**Early Completion Incentives recommended for consideration:** No Yes

PROJECT RESPONSIBILITIES

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT D3Design
Design	GDOT D3Design
Right-of-Way Acquisition	Stewart County
Utility Relocation	Stewart County/Utility Companies
Letting to Contract	GDOT Bidding Administration
Construction Supervision	GDOT D3 Construction
Providing Material Pits	Contractor
Providing Detours	Stewart County
Environmental Studies, Documents, and Permits	GDOT Environmental Services
Environmental Mitigation	GDOT Environmental Services
Construction Inspection & Materials Testing	GDOT D3 Construction/Office of Materials

County: Stewart

Lighting required: No Yes

Initial Concept Meeting: N/A

Concept Meeting: Concept team meetings were held on January 7, 2008 and February 25, 2013. See attached minutes.

Other projects in the area: N/A

Other coordination to date: PTIP was held September 6, 2012 and the minutes are attached. There have been conversations and meetings with local officials, including Commission Chairman Joe Lee Williams, Commissioner Jimmy Lee, and Road Superintendent Jimmy Babb regarding the replacement of the bridge and local funding. In the fall of 2011, District Three Design and the Project Manager met on-site with Mr. Babb to discuss the project. Mr. Babb indicated that outside of local citizens, the bridge and area roads were used by game hunters during hunting season. Additionally, the Project Manager has discussed the project with State Representative Gerald Greene, who was concerned that the project move forward quickly.

HSM: GDOT Office of Roadway Design policy directs that highway Safety Manual (HSM) analysis is not required for bridge replacement projects with 0.5-mile or less of roadway construction on each bridge approach. This project has less than 0.5-mile of roadway construction proposed on each approach thus a HSM analysis is not included.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	*CST	Environmental Mitigation	Total Cost
By Whom	GDOT	Stewart County	Stewart County	GDOT	GDOT	
\$ Amount	287,504.71	100,000.00	39,375.00	1,193,106.24	35,000.00	1,654,985.95
Date of Estimate	10-12-12	2-22-13	10-25-12	5-28-13	11-6-12	

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

ALTERNATIVES DISCUSSION

Preferred Alternative: Replace existing bridge in place			
Estimated Property Impacts:	3	Estimated Total Cost:	\$1,654,985
Estimated ROW Cost:	\$100,000.00	Estimated CST Time:	12 months
Rationale: It is more economical to replace the bridge at the existing location.			

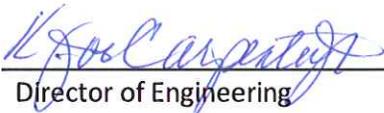
No-Build Alternative:			
Estimated Property Impacts:	0	Estimated Total Cost:	0
Estimated ROW Cost:	0	Estimated CST Time:	0
Rationale: The bridge is closed until it can be repaired or replaced			

Alternative 1: Offset existing bridge 40 ft to the right			
Estimated Property Impacts:	3	Estimated Total Cost:	\$2,656,095.52
Estimated ROW Cost:	\$987,425.76	Estimated CST Time:	12 months
Rationale: Construction cost is higher than the preferred choice because of approach work. Increased project footprint would cause increased impact.			

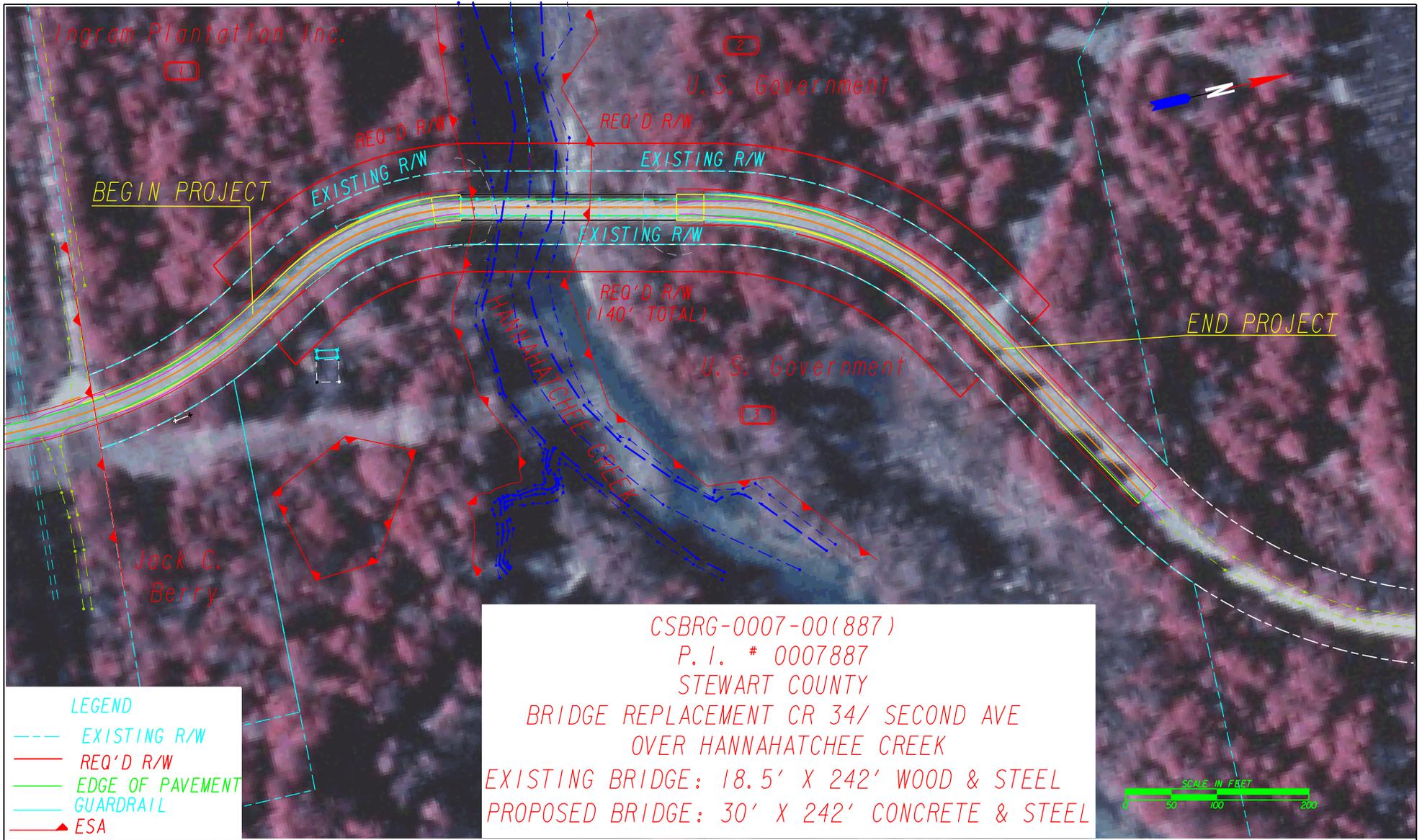
Attachments:

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates: Construction, Right of Way, Utilities, Environmental Mitigation
4. Bridge inventory
5. PTIP minutes
6. Concept Meeting minutes
7. Responses to Meeting minutes
8. Detour Layout
9. Traffic data
10. Crash summary report

APPROVALS

Concur:  6-17-13
Director of Engineering

Approve:  6/21/13 _____
Chief Engineer Date



Ingram Plantation Inc.

(1)

(2)

U.S. Government

BEGIN PROJECT

REQ'D R/W
EXISTING R/W

REQ'D R/W
EXISTING R/W

EXISTING R/W

REQ'D R/W
(140' TOTAL)

END PROJECT

HANNAHATCHEE CREEK

U.S. Government

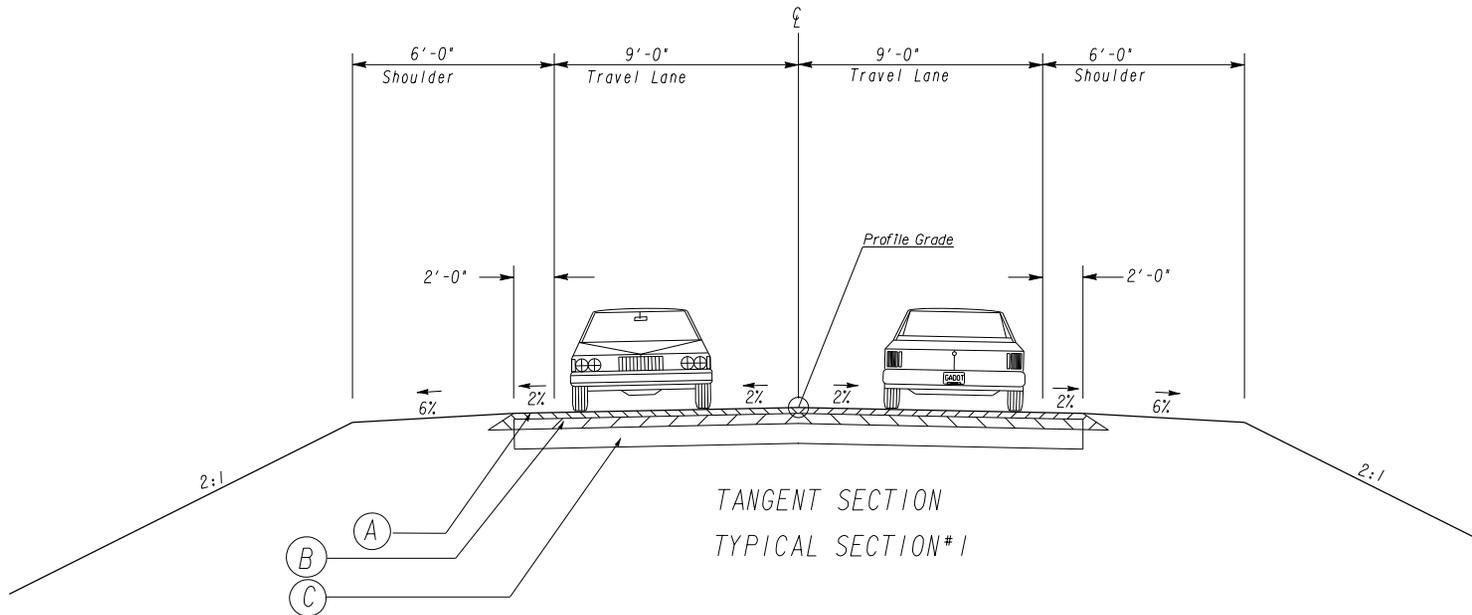
(3)

Jack C. Berry

- LEGEND**
- EXISTING R/W
 - REQ'D R/W
 - EDGE OF PAVEMENT
 - GUARDRAIL
 - ▲ ESA

CSBRG-0007-00(887)
 P. I. # 0007887
 STEWART COUNTY
 BRIDGE REPLACEMENT CR 34/ SECOND AVE
 OVER HANNAHATCHEE CREEK
 EXISTING BRIDGE: 18.5' X 242' WOOD & STEEL
 PROPOSED BRIDGE: 30' X 242' CONCRETE & STEEL





- Ⓐ ASPHALTIC CONCRETE 9.5 mm SUPERPAVE, TYPE 1 (135 LBS/SQ. YD)
- Ⓑ ASPHALTIC CONCRETE 19 mm SUPERPAVE, (220 LBS/SQ. YD)
- Ⓒ GRADED AGGREGATE BASE, 8.0 BASE INCHES

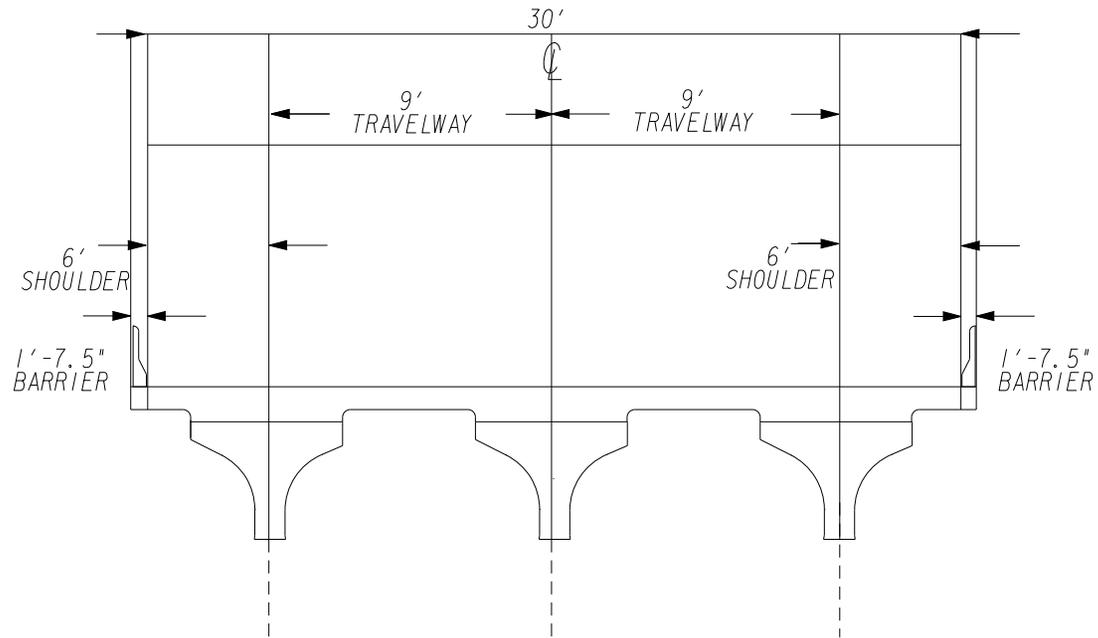
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: **TYPICAL SECTIONS**

DRAWING No.
05-001

BRIDGE TYPICAL
30' BRIDGE



GEORGIA
DEPARTMENT
OF
TRANSPORTATION

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 3 DESIGN
TYPICAL SECTIONS

DRAWING No.
05-003

JOB NO: 0007887

FED/STATE PROJECT NUMBER:

SPEC YR 01

DESCRIPTION: BRIDGE REPLACEMENT CR 33/ SECOND AVE STEWART COUNTY
5-28-13

ITEMS FOR JOB 0007887

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$10,000.00000	TRAFFIC CONTROL - CSBRG-0007-00(887)	\$10,000.00
0010	210-0100	1.000	LS	\$150,000.00000	GRADING COMPLETE - CSBRG-0007-00(887)	\$150,000.00
0015	310-1101	1000.000	TN	\$21.05755	GR AGGR BASE CRS, INCL MATL	\$21,057.55
0090	318-3000	300.000	TN	\$18.11603	AGGR SURF CRS	\$5,434.81
0095	402-1812	50.000	TN	\$79.45318	RECYL AC LEVELING,INC BM&HL	\$3,972.66
0210	402-3100	90.000	TN	\$82.54911	REC AC 9.5 MM SP,TPI,GP1ORBL1,INCL BM&HL	\$7,429.42
0025	402-3190	400.000	TN	\$72.60960	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$29,043.84
0030	413-1000	200.000	GL	\$3.31854	BITUM TACK COAT	\$663.71
0040	433-1000	190.000	SY	\$158.66667	REINF CONC APPROACH SLAB	\$30,146.67
0215	436-1000	300.000	LF	\$12.36231	ASPH CONC CURB - 5"	\$3,708.69
0225	441-0050	33.000	SY	\$61.15945	CONC SLOPE DRAIN	\$2,018.26
0220	441-0303	4.000	EA	\$1,801.72414	CONC SPILLWAY, TP 3	\$7,206.90
0230	500-0100	190.000	SY	\$5.33846	GROOVED CONCRETE	\$1,014.31
0240	634-1200	14.000	EA	\$101.03043	RIGHT OF WAY MARKERS	\$1,414.43
0155	641-1100	81.000	LF	\$60.25947	GUARDRAIL, TP T	\$4,881.02
0035	641-1200	800.000	LF	\$16.33453	GUARDRAIL, TP W	\$13,067.62
0160	641-5001	2.000	EA	\$591.19111	GUARDRAIL ANCHORAGE, TP 1	\$1,182.38
0165	641-5012	2.000	EA	\$1,885.60526	GUARDRAIL ANCHORAGE, TP 12	\$3,771.21
0055	643-8200	700.000	LF	\$1.83991	BARRIER FENCE (ORANGE), 4 FT	\$1,287.94
SUBTOTAL FOR ROADWAY:						\$297,301.42

0020 - STRUCTURAL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0205	211-0300	300.000	CY	\$32.33027	BR EXCAV, STREAM CROSSING	\$9,699.08
0045	540-1102	1.000	LS	\$67,155.00000	REM OF EX BR, BR NO - 1	\$67,155.00
0050	543-9000	1.000	LS	\$617,100.00000	CONSTR OF BRIDGE COMPLETE	\$617,100.00
SUBTOTAL FOR STRUCTURAL:						\$693,954.08

0030 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0115	163-0232	1.000	AC	\$662.80952	TEMPORARY GRASSING	\$662.81
0110	163-0240	50.000	TN	\$248.55837	MULCH	\$12,427.92
0175	163-0300	2.000	EA	\$958.41955	CONSTRUCTION EXIT	\$1,916.84
0185	163-0520	400.000	LF	\$13.15177	DRAIN	\$5,260.71
0190	163-0527	20.000	EA	\$246.51867	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	\$4,930.37
0195	163-0528	500.000	LF	\$3.96057	CONSTR AND REM FAB CK DAM -TP C SLT FN	\$1,980.29
0145	163-0529	800.000	LF	\$3.18021	CNST/REM TEMP SED BAR OR BLD STRW CK DM	\$2,544.17
0120	165-0030	2000.000	LF	\$0.65978	MAINT OF TEMP SILT FENCE, TP C	\$1,319.56
0200	165-0041	450.000	LF	\$1.26662	MAINT OF CHECK DAMS - ALL TYPES	\$569.98
0150	165-0071	400.000	LF	\$1.10812	MAINT OF SEDIMENT BARRIER - BALED STRAW	\$443.25
0180	165-0101	2.000	EA	\$510.23257	MAINT OF CONST EXIT	\$1,020.47
0085	167-1000	2.000	EA	\$768.88889	WATER QUALITY MONITORING AND SAMPLING	\$1,537.78
0080	167-1500	12.000	MO	\$970.40763	WATER QUALITY INSPECTIONS	\$11,644.89
0125	171-0030	4000.000	LF	\$3.09779	TEMPORARY SILT FENCE, TYPE C	\$12,391.16
0140	603-2024	800.000	SY	\$40.44332	STN DUMPED RIP RAP, TP 1, 24"	\$32,354.66
0235	603-2182	800.000	SY	\$36.21746	STN DUMPED RIP RAP, TP 3, 24"	\$28,973.97
0130	603-7000	1600.000	SY	\$3.48915	PLASTIC FILTER FABRIC	\$5,582.64
0060	700-6910	2.000	AC	\$1,093.28889	PERMANENT GRASSING	\$2,186.58
0065	700-7000	6.000	TN	\$59.27093	AGRICULTURAL LIME	\$355.63
0070	700-8000	2.000	TN	\$496.63015	FERTILIZER MIXED GRADE	\$993.26
0075	700-8100	100.000	LB	\$2.66190	FERTILIZER NITROGEN CONTENT	\$266.19
0270	716-1000	600.000	SY	\$1.95943	EROSION CONTROL MATS,WATERWAYS	\$1,175.66
0135	716-2000	3000.000	SY	\$1.09246	EROSION CONTROL MATS, SLOPES	\$3,277.38
SUBTOTAL FOR EROSION CONTROL:						\$133,816.17

0040 - SIGNING & MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0245	636-1033	50.000	SF	\$20.06532	HWY SIGNS, TP1MAT,REFL SH TP 9	\$1,003.27
0250	636-2070	60.000	LF	\$8.07145	GALV STEEL POSTS, TP 7	\$484.29
0255	636-5010	12.000	EA	\$35.93130	DELINEATOR, TP 1	\$431.18
0260	652-5451	600.000	LF	\$0.15035	SOLID TRAF STRIPE, 5 IN, WHITE	\$90.21
0265	652-5452	600.000	LF	\$0.19530	SOLID TRAF STRIPE, 5 IN, YELLO	\$117.18
0170	654-1001	18.000	EA	\$5.51824	RAISED PVMT MARKERS TP 1	\$99.33
SUBTOTAL FOR SIGNING & MARKING:						\$2,225.46

TOTALS FOR JOB 0007887

ITEMS COST:	\$1,127,297.13
ESTIMATED COST:	\$1,127,297.13
LIQUID AC & FUEL ADJUSTMENT	\$9,444.21
ENGINEERING AND INSPECTION:	\$56,364.90
ESTIMATED COST WITH EI AND LIQUID AC & FUEL ADJUSTMENT:	\$1,193,106.24

PROJ. NO.

CSBRG-0007887

CALL NO.

P.I. NO.

0007887

DATE

5/23/2013

INDEX (TYPE)

REG. UNLEADED

May-13

\$ 3.414

DIESEL

\$ 3.860

LIQUID AC

\$ 565.00

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)

9153

\$

9,153.00

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 904.00

Monthly Asphalt Cement Price month project let (APL)

\$ 565.00

Total Monthly Tonnage of asphalt cement (TMT)

27

ASPHALT	Tons	%AC	AC ton
Leveling	50	5.0%	2.5
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	90	5.0%	4.5
25 mm SP		5.0%	0
19 mm SP	400	5.0%	20
	540		27

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$ 291.21

\$

291.21

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 904.00

Monthly Asphalt Cement Price month project let (APL)

\$ 565.00

Total Monthly Tonnage of asphalt cement (TMT)

0.859020184

Bitum Tack

Gals	gals/ton	tons
200	232.8234	0.85902018

PROJ. NO.

CSBRG-0007887

CALL NO.

P.I. NO.

0007887

DATE

5/23/2013

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$		904.00		
Monthly Asphalt Cement Price month project let (APL)				\$		565.00		
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							\$	9,444.21
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GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 2/22/2013 Project: CSBRG-0007-00(887)
 Revised: County: Stewart County
 PI: 7887

Description: Bridge Replacement
 Project Termini: Reconstruction and Rehabilitation Widening

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 3

Land and Improvements _____ \$22,290.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$12,000.00

Valuation Services _____ \$3,000.00

Legal Services _____ \$39,525.00

Relocation _____ \$6,000.00

Demolition _____ \$0.00

Administrative _____ \$28,500.00

TOTAL ESTIMATED COSTS _____ \$99,315.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$100,000.00

Preparation Credits	Hours	Signature

Prepared By: Dathone Alexander CG#: 286999 02/22/2013(DATE)
 Approved By: Dathone Alexander CG#: 286999 02/22/2013(DATE)

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

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **CSBRG-0007-00(887), Stewart County, P.I. # 0007887** OFFICE Thomaston
CR 33/Second Ave @ Hannahatchee Creek DATE October 25, 2012

FROM Kerry Gore, District Utilities Engineer

TO Tyler Peek, Project Manager

SUBJECT **PRELIMINARY UTILITY COST (ESTIMATE)**

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

<u>FACILITY OWNER</u>	<u>NON-REIMBURSABLE</u>	<u>REIMBURSABLE</u>
BellSouth d/b/a AT&T Georgia	49,218	0
Sumter EMC	0	39,375
TOTALS	\$49,218	\$39,375

Total Preliminary Utility Cost Estimate **\$88,593**.

If you have any questions, please contact Kim Brown at 706-646-6695.

KG/pls

cc: Jeff Baker, P.E., State Utilities Engineer (*via: e-mail*)
Angela Robinson, Office of Financial Management (*via: e-mail*)
Mark Williams, Area Engineer (*via: e-mail*)

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0007887 **OFFICE** Environmental Services

DATE November 6, 2012

FROM 
Glenn Bowman, P.E., State Environmental Administrator

TO Tyler Peek, Project Manager

SUBJECT Preliminary Mitigation Cost Estimate

As requested by your office, we are furnishing you with a preliminary cost estimate for the subject project. The project is located on CR 33/2nd Avenue over Hannahatchee Creek near Omaha, Georgia in Stewart County. After reviewing the NWI mapping and based on the information provided, there is the potential for wetlands to be impacted and mitigation will be required. The estimated cost for mitigation is \$35,000.

DISCLAIMER: The information provided above is based solely on a desktop review of the information available. Only after a field reconnaissance, can a more detailed and accurate cost be estimated.

Thank you for your cooperation and expeditious handling of this matter. If you have any questions or need additional information, please contact Lisa Westberry (404) 631-1772 of our office.

GB/HDC/lmw

cc: General File

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:259-5009-0		Stewart		SUFF. RATING: 2.00	
Location & Geography			Signs & Attachments		
Structure ID:	259-5009-0	*104 Highway System:	0	225 Expansion Joint Type:	00
200 Brgde Information:	96	*26 Functional Classification:	09	242 Deck Drains:	0
*6A Feature Int:	HANNAHATCHEE CREEK	*204 Federal Route Type:	0 No: 00000	243 Parapet Location:	0
*6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0
*7A Route No Carried:	CR00033	*110 Truck Route:	0	Width:	0
*7B Facility Carried:	CR 33	2006 School Bus Route:	0	238 Curb Height:	0
9 Location:	.5 MI N OF OMAHA	217 Benchmark Elevation:	0000.00	Curb Material:	0
2 Dot District:	3	218 Datum:	0	239 Handrail	2.2
207 Year Photo:	2012	*19 Bypass Length:	11	*240 Medium Barrier Rail:	0
*91 Inspection Frequency:	06 Date: 08/15/2012	*20 Toll:	3	241 Bridge Median Height:	0
92A Fract Crit Insp Freq:	0 Date: 02/01/1901	*21 Maintanance:	02	* Bridge Median Width:	0
92B Underwater Insp Freq:	1 Date: 02/08/2011	*22 Owner:	02	230 Guardrail Loc. Dir. Rear:	0
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	0	Fwr:	0
* 4 Place Code:	00000	37 Historical Significance:	5	Oppo. Dir. Rear:	0
*5 Inventory Route(O/U):	1	205 Congressional District:	02	Oppo. Fwr:	0
Type:	4	27 Year Constructed:	1970	244 Aproach Slab	0
Designation:	1	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	00033	33 Bridge Medium:	0	233Posted Speed Limit:	55
Direction:	0	34 Skew:	00	236 Warning Sign:	1.00
*16 Latitude:	32 09.1440 HMMS Prefix:	35 Structure Flared:	0	234 Delineator:	0.00
*17 Longitude:	85 -00.8052 HMMS Suffix: MP:0.00	38 Navigation Control:	0	235 Hazzard Boards:	0
98 Border Bridge:	000%Shared:00	213 Special Steel Design:	0	237 Utilities Gas:	00
99 ID Number:	0000000000000000	267 Type of Paint:	1	Water:	00
*100 STRAHNET:	0	*42 Type of Service On:	1	Electric:	00
12 Base Highway Network:	1	Type of Service Under:	5	Telephone:	00
13A LRS Inventory Route:	2592003300	214 Movable Bridge:	0	Sewer:	00
13B Sub Inventory Route:	0	203 Type Bridge:	0	247 Lighting Street:	0
101 parallel Structure:	N	259 Pile Encasement	2	Navigation:	0
*102 Direction of Traffic:	2	*43 Structure Type Main:	3 02	Aerial:	0
*264 Road Inventory Mile Post:	004.45	45 No.Spans Main:	008	*248 County Continuity No.:	00
*208 Inspection Area:	3 Initials: EFP	44 Structure Type Appr:	0 00		
Engineer's Initials:	JTB	46 No Spans Appr:	0000		
* Location ID No:	259-00033X-004.45W	226 Bridge Curve Horz	0 Vert: 0		
		111 pier Protection	0		
		107 Deck Structure Type:	6		
		108 Wearing Structure Type:	9		
		Membrane Type:	0		
		Deck Protection:	0		

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:259-5009-0

Programming Data		Measurements:				
201 Project No:	UNKNOWN	*29ADT	000600	Year:3910	65 Inventory Rating Method:	1
202 Plans Available:	0	109%Trucks:	0		63 Operating Rating Method:	1
249 Prop Proj No:	CSBRG-0007-00(887)	* 28 Lanes On:	02	Under:00	66 Inventory Type:	2 Rating: 00
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 00
251 PI Number:	0007887	* 48 Max. Span Length	0054		231Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	242		H-Modified:	00 0
260 Seismic No:	00000	51 Br. Rwdy. Width	18.00		HS-Modified:	00 0
75 Type Work:	00 0	52 Deck Width:	18.00		Type 3:	00 0
94 Bridge Imp. Cost:	\$274	* 47 Tot. Horiz. Cl:	18		Type 3s2:	00 0
95 Roadway Imp. Cost:	116	50 Curb / Sidewalk Width	0.00 / 0.00		Timber:	00 0
96 Total Imp Cost:	459	32 Approach Rdwy. Width	018		Piggyback:	00 0
76 Imp Length:	001558	*229 Shoulder Width:			261 H Inventory Rating:	00
97 Imp Year:	1990	Rear Lt:	2.00	Type:8 Rt:2.00	262 H Operating Rating	00
114Furure ADT:	000900	Fwd. Lt:	2.00	Type:8 Rt:2.00	67 Structural Evaluation:	0
		Permanent Width:			58 Deck Condition:	1
		Rear:	18.00	Type:8	59 Superstructure Condition:	5
			18.00	Type:2	* 227 Collision Damage:	0
		Intersaction Rear:	0	Fwd: 0	60A Substructure Condition:	4
		36Safety Features Br. Rail:	3		60B Scour Condition:	6
		Transition:	0		60C Underwater Condition	7
		App. G. Rail:	0		71 Waterway Adequacy:	8
		App. Rail End:	0		61 Channel Protection Cond.:	5
		53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	2
		Under:			69 UnderClr. Horz/Vert:	N
		*228 Minimum Vertical Cl			72 Appr. Alignment:	4
		Act. Odm Dir.:	99' 99"		62 Culvert:	N
		Oppo. Dir:	99' 99"		Posting Data	
		Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	0
		Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	K
		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:	00
		39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
		116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main	0.20		Type 3s2:	00
		Deck Thick Approach:	0.00		Timber:	00
		246 Overlay Thickness:	3.00		Piggyback	00
		212 Year Last Painted:	Sup:1970Sub:1970		253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

PROJECT TEAM INITIATION MEETING MINUTES

CSBRG-0007-00(887)

P.I. 0007887

CR 33/2nd Avenue at Hannahatchee Creek

September 6, 2012 – 10:00 AM

Attendees:

Tyler Peek (PM), Program Delivery	706-741-5309, tpeek@dot.ga.gov
Constance Flint, District Three Design	706-646-6992, cflint@dot.ga.gov
Jason Mobley, District Three Design	706-646-6990, jmobley@dot.ga.gov
Ron Grimes, Bridge Design	404-631-1901, rgrimes@dot.ga.gov
Ken Thompson, State Location Bureau	404-699-4401, kthompson@dot.ga.gov
Andy Casey, Roadway Design	404-631-1700, acasey@dot.ga.gov
Gail D'Avino, Environmental Services	404-631-1075, gdavino@dot.ga.gov
Genetha Rice-Singleton, Program Delivery	404-631-1522, grice-singleton@dot.ga.gov

Minutes:

- Tyler began the meeting at approximately 10:00 AM with introductions and began to work through the Agenda (see page 3). Information packets were provided to attendees for their use and reference. Other visual aids were provided by Tyler and Jason.
- Concerning the roadway geometry, it was agreed by all involved that the bridge should be replaced in its current location, if possible. Other alternatives had been considered before, and will be included in the Concept Report; but it was agreed that given the traffic data and the fact that the bridge is currently closed, an “in-kind” replacement would be best to limit costs.
- Discussion was made about reducing the proposed lane widths of 11 feet. Jason indicated that his office had looked into minimum lane widths per AASHTO; however, for continuity the typical section should match existing, since existing lane widths are slightly higher than the AASHTO minimum. Ron and Andy advised that minimum bridge widths would still have to be implemented.
- The bridge closure and detour options were discussed. The exact date of the bridge closure was unknown, although it was agreed to have been sometime in early 2011, meaning the bridge would have been closed for a period of greater than 12 months. Since the bridge is currently closed, the need for a detour meeting was questioned. It was decided that a better alternative would probably be public notifications in local gathering areas, such as the Omaha Post Office, as well as in venues where game hunters frequently visit. Stewart County, specifically in the vicinity of the bridge, attracts hunters from out of state each year; therefore notification to hunters would be advisable given its popularity. Tyler agreed to check with local officials on any specific hunting venues.

- Genetha and others inquired about any local opposition to the bridge being closed. No local opposition has been presented directly to GDOT; however, the County has indicated that in some instances the rip rap being used to block the road is being partially removed by locals or others to provide access across the bridge. Additionally, Tyler indicated that he had received correspondence from State Representative Gerald Greene related to the schedule of the bridge replacement. Apparently, Rep. Greene had received complaints from local residents about the bridge being closed and was asking to have the schedule expedited if possible.
- Additionally, it was discussed that coordination with the County concerning emergency services and school bus routes would be needed to determine detour plans. Jason indicated that there were very few residences in the immediate vicinity of the bridge, possibly limiting concerns for the need of emergency services access.
- The railroad crossing of 2nd Avenue south of the bridge was discussed and it was agreed that the project limits should be designed to avoid the railroad, if possible.
- Jason indicated that Thomas Howell had advised to avoid R/W impacts to the federally-owned land in the northwest quadrant. Andy and Jason further discussed keeping the impacts as low as possible throughout the project limits to limit R/W and construction costs.
- The size of the bridge was discussed, as it is currently an 8-span structure. It is also relatively high above the current water level. This is likely due to its proximity to the Chattahoochee and the size of its floodplain. Gail indicated that the nationwide permit would likely apply for this project, but that would have to be confirmed as the project was developed. She also indicated that an ARPA permit would be required for archaeological surveys on the federally-owned property, if none currently exist and if acquisition of that property is required. Additionally, Gail indicated that this is a Type III project so a noise abatement evaluation is not required. Also, Stewart County is not located in a non-attainment area.
- Ken confirmed that survey data was provided in April.
- Jason confirmed that District Three Design would like to keep the project in their office. Andy confirmed this as well. Jason also indicated that they would like to begin work on re-developing the initial concept as soon as possible. This was agreeable to the group.
- Gail indicated that Ecology was likely to be consulted out. They would need NTP and a baseline schedule before beginning any environmental work or executing task orders.
- The project schedule was discussed. Andy indicated that much of the time allotted for activities could be reduced. Jason confirmed that their time for concept and preliminary design would be less than the 24 months proposed.
- Tyler discussed the funding of the project. A PFA will need to be executed with the City for funding commitments.
- Group discussion followed concerning some of the items above.
- Andy indicated that he would place the PTIP information on their Sharepoint site and request man-hour estimates from the respective subject matter experts.
- The meeting was adjourned.

Project Team Initiation Meeting (PI 0007887)

Agenda

September 5, 2012

CSBRG-0007-00(887)

P.I. 0007887 – Stewart County

CR 33/2nd Avenue at Hannahatchee Creek

- PM begin meeting and start with introductions
- Introduce project
 - Located in Stewart County, in the community of Omaha.
 - Bridge is located on an off-system route and is currently closed to traffic due to its poor condition and sufficiency rating.
 - CR33/2nd Avenue is classified as a rural local road.
 - Geometry:
 - An initial conceptual layout was drafted in 2008 that showed the proposed alignment following existing 2nd Avenue, designing horizontal curves on either side of the bridge to comply with design speed requirements. Other alternatives considered were (1) a parallel bridge located east of the existing bridge with shorter horizontal curves and (2) a bridge offset further east which would remove the curve on the south side and tie-in with a small curve on the north side. In discussions with the Bridge Office, it would be most feasible and economical to replace the bridge in its existing location with as little approach work as possible. Alternatives will be considered during the concept phase.
 - Typical section:
 - Current typical:
 - Two, 9-foot lanes in each direction with 6-foot shoulders (2-foot paved).
 - 18.5-foot existing bridge width.
 - Pavement on the bridge is asphalt/dirt overlay on corrugated steel deck. Roadway approaches are asphalt.
 - Proposed typical section:
 - Two, 11-foot lanes in each direction with 6-foot shoulders.
 - 28-foot proposed bridge width.
 - Asphalt approach with reinforced concrete bridge.
 - Traffic Challenges
 - Road closure will be required as part of the project if the main alternative is selected; however, since the bridge is already closed at this location this should not create additional travel challenges. A detour plan will be developed and a detour meeting held.

- Coordination with emergency services and local school board would be advisable concerning detour options.
- Utility/Railroad Concerns
 - A GDOT-owned, short-line railroad crosses 2nd Avenue approximately 0.1 mile south of the bridge. Efforts to avoid impacts to the railroad should be made. GDOT Utilities office indicated the Railroad was likely leased to Heart of Georgia Railroad Company; this will be confirmed during the concept phase.
 - Known utilities are AT&T and Sumter EMC. Per the latest utility cost estimate, Sumter EMC is a reimbursable utility.
- Property Concerns:
 - Property in the northwest quadrant is federally-owned.
- Environmental Concerns
 - Ecology:
 - Hannahatchee Creek feeds into the Chattahoochee River approximately 1.5 miles downstream from the bridge crossing. Other water bodies (perhaps part of the Chattahoochee system) are located adjacent to Hannahatchee Creek as it enters the River.
 - No known wetlands – further study needed to confirm.
 - Archaeology:
 - No known archaeological resources are in the vicinity of the project. Further study will confirm this assumption. If property is required from federal land an ARPA permit will be required.
 - Air/Noise:
 - This project is located in Stewart County and is not located in a non-attainment area for Ozone or PM 2.5. Air/Noise studies will not be required.
 - History:
 - No known historic resources are in the vicinity of the project. Further study will confirm this assumption.
 - The bridge was built in 1970 so it should not be an eligible resource.
 - Environmental Justice:
 - Zip code 31821 – estimated 6.8% below poverty level. Within census tract 9504.
 - NEPA:
 - Proposing that a Categorical Exclusion would be appropriate. This will be further determined by OES/FHWA.
- Other projects:
 - No other known projects in the vicinity.
- Office needs:
 - Survey was completed and data provided in April.

- Design
 - District Three Design, Office of Roadway Design, or Consultant
 - This project was initially assigned to District Three and they have expressed an interest in keeping this project in their office.
 - Preliminary and final bridge design will be required.
- Environmental Services
 - OES or consultant services required.
 - Detour meeting may be required – will require coordination with Stewart County.
- Traffic Operations
 - Detour plan will require review/consultation with District Three Traffic Operations.
- Program Delivery will be responsible for project management.
- Project will be let by GDOT.
- Project schedule:
 - Schedule template provided by Program Control, based on January 2013 NTP for PE.
 - Key Activities:
 - Preliminary Design (including concept development) – 24 months
 - Preliminary Bridge Design – 5 months
 - Environmental Studies/Approval – 21 months
 - Utilities 1st/2nd Submission Request/Receive – 5 months
 - R/W Plan Preparation/Approval – 5 months
 - R/W Authorization (from approval date) – 1 month
 - R/W Acquisition – 14 months
 - Final Design – 10 months
 - Final Bridge Design – 5 months
 - Project Milestones:
 - NTP for PE – January 2013
 - Concept Report Approval – November 2013
 - CE Approval – November 2014
 - PFPR – January 2015
 - R/W Approval – May 2015
 - R/W Authorization – June 2015
 - FFPR – February 2016
 - Final Plans Submission – May 2016
 - Letting – August 2016
- Funding
 - Local Right of Way and Utility funding participation was pursued in 2010; however, the locals did not concur. At that time the schedule was removed. In September 2011, the Stewart County Board of Commissioners sent a letter indicating their agreement to fund

PTIP Meeting Minutes

September 6, 2012

P.I. 0007887

expenses associated with Right of Way, utility relocations, and detours for fiscal years 2012 and 2013. A PFA and/or other agreements will be needed to acquire funding commitments from the County for these activities.

- Stewart County is in the River Valley Regional Commission where the TIA referendum passed. It is possible that the County may elect to use discretionary funds from TIA to assist with the local expenses of this project.
- Group Discussion
- PM will adjourn meeting

CONCEPT TEAM MEETING MINUTES

CSBRG-0007-00(887) –Stewart County

P.I. 0007887

The concept team meeting for Georgia DOT project CSBRG-0007-00(887) –Stewart County, P.I. 00078887 was held at Georgia Department of Transportation District 3 Office, 11 A.M., January 7, 2008 with Bill Rountree, District 3 Design Engineer, officiating. Team members present were:

Bill Rountree	GDOT, District 3 Design Engineer (706-646-6990)
Debra Pruitt	GDOT, District 3 Environmentalist (706-646-6984)
Kerry Gore	GDOT, District 3 District Utility Engineer (706-646-6692)
David Millen	GDOT, District 3 Preconstruction Engineer (706-646-6987)
Thomas B. Howell	GDOT, District 3 District Engineer (706-646-6900)
Tom Queen	GDOT, Dist 3 Programming & Planning Engineer (706-646-6982)
Jason Mobley	GDOT, District 3 Design (706-646-6661)
Constance Flint	GDOT, District 3 Design (706-646-6998)
Andy Lindsey	GDOT, District 3 Area Engineer (229-931-2434)
Audrey Gooch	GDOT, District 3 Local Government (706-646-6965)
Patti Cullen	LCRDC, Executive Director (706-256-2910)
Mac Moye	Stewart County, County Manager (229-838-6769)

The following constitutes the minutes for the concept team meeting held on the 7th day, January, 2008. 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 Bill Rountree at 706-646-6990, or via e-mail at brountree@dot.ga.gov

The meeting began at approximately 11:20 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 draft concept report.
- II. Bill Rountree began by giving a project description using pictures of the project and the project layout.
- III. In the process of reviewing the draft concept report these items were identified:
 - Find out the correct speed limit for the road
 - Take off S.R. 230 from existing design
 - Obtain a design variance for horizontal curvature/lane widths-shoulder widths
 - Update score card
 - Take out leveling
 - Change GAB to 6” per Thomas Howell.
 - Bridge must be designed per LRFD Standard per David Millen

- IV. 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: Tom Queen stated that there is a discrepancy with the year that the bridge was built; one page states 1901 and another 1970. This matter needs to be resolved.
 - b. Financial Management Administrator:
 - PE 2007(AUTHORIZED)
 - RW LOCL
 - CST LR

Notification letter sent to Stewart County 9-28-07.
The last cost estimate we received on this project was 10-1-05.
 - c. Environmental: Debra Pruitt states that possible historic structure on SE side of bridge/ south side of creek and there appears to be wetlands/pond on east side of bridge and the north side of the creek.
 - d. Utilities: No comment
 - e. Right of Way: Audrey Gooch feels that it will take 12 months for right of way acquisition, due to the fact that one parcel is owned by the U.S. Government.
 - f. Traffic Operations: No comment
 - g. District Engineer: Thomas Howell states that we should stay off the government's property.
 - h. Construction: Andy Lindsey suggests shifting to east slightly to avoid any R/W negotiations /conflicts with the U.S. government. He also suggests shortening the project to avoid conflict with the GDOT owned Railroad.
 - i. Maintenance: No comment
 - j. County: Mac Moye states that this not a bus route. Stewart County feels that the bridge should be moved up in priority and time. While the road is not high use now, it has the potential of higher use in the near future. The land has changed hands 3 times recently (some of it), plus there have been big sales. Also the bridge and road lead to an "area of interest" for the Fort Benning and armored school expansion.
 - k. City: No comment
- V. The overall consensus of the members of the concept team was to proceed forward with the project using an alternate layout shifted to the east with cost estimate to submit for approval. Later we determined that the layout needs to be submitted to environmental for review and approval before submitting the concept report for approval.
- VI. The meeting was adjourned at approximately 12 P.M.

Concept Team Meeting Minutes
CSBRG-0007-00(887) - Stewart County
P.I. 0007887
February 25, 2013

Team members present:

- Jason Mobley GDOT D3 Design
- Tyler Peek GDOT Program Delivery
- Cameron Brown GDOT D3 Design
- Eureka Thomas GDOT D3 Design
- Jeff Franklin GDOT D3 Local Government
- Greg Smith GDOT D3 Location
- Neca Holley AT&T
- Jack Reed GDOT Planning & Programming
- Constance Flint GDOT D3 Design
- Thomas Howell GDOT D3 District Engineer
- Ken Robinson GDOT D3 Construction
- Bill Rountree GDOT D3 Preconstruction
- Jimmy Lee Stewart County Commission
- Jimmy Babb Stewart County Road Department
- Daniel Chastain GDOT Engineering Services
- Paul Alimia GDOT Environmental Services (via teleconference)
- Rick Morris River Valley Regional Commission (via teleconference)

Tyler Peek began the meeting at approximately 10:20 a.m. Each member was provided a draft concept report and a preconstruction status report.

The following items were identified in reviewing the concept report:

- Thomas Howell asked if the lane widths could be changed to 10 feet so Stewart County would have more to work with if there were future plans. Jimmy Lee stated that there was something in the works with Georgia Power already. Jason Mobley explained that the existing lanes were 9 feet which was in accordance with design standards. Bill Rountree added that the pavement would only be 9 feet wide at the tie-in to the existing roadway. The pavement would widen immediately by tapering to the bridge width of 28 feet.
- Bill Rountree stated that the slope of the shoulders should be the same as the slope of the road.
- Tyler Peek stated that an official detour meeting would be held to inform the public. The detour is 16 miles long, and there is no alternative detour.
- Jimmy Lee stated that logging trucks travel this road.
- Paul Alimia is going to check with the ecologist to make sure the 404 permit is needed.
- Much of the adjacent property is federally owned by the Army Corp of Engineers.
- There is a 75-year old gas station in the southeast quadrant that is considered historical.
- Thomas Howell wanted to make sure that the permit that we obtained covered temporary impacts of putting the crane in the water. Paul Alimia stated there was an ACOE permit that would cover the period of construction. Commissioner Lee stated that the old roadbed located

on the west side of the bridge is still there that will assist in getting the crane or drilling rig to the water.

- Jimmy Lee asked about the right of way time frame. Jeff stated that it is a timely process and cannot be shortened. R/W acquisition cannot be shortened due to the fact that GO handles all land purchased dealing with all government parcels. The time for R/W acquisition is estimated at 12 months. Tyler Peek stated that a specific activity agreement would be prepared for Stewart County to purchase the R/W.
- Tyler Peek stated that the parcels have been updated from 6 parcels to 3 parcels. The updated cost is \$100,000.00.
- Ken Robinson stated that the timeline for construction should be 12 months.
- Thomas Howell stated that the bridge department should coordinate with the ACOE on the layout of the bridge. Thomas suggested purchasing temporary easement in order to build the new bridge.
- Paul Alimia indicated a task order would be used for environmental.
- Jeff Franklin asked if the right of way plans would be done in-house. Jason Mobley stated that District 3 Design would prepare the right of way plans.

The following comments were received from the Office of Design Policy and Support prior to the concept meeting.

- Please be sure the submitting team members sign the concept report when it is submitted.
- A signature line for the Traffic Engineer should be included.
- The project location shown on the map is hard to see, not labeled, and appears to be inaccurately placed.
- The project is in the River Valley Regional Commission.
- The current year of traffic is a little bit old.
- 6% may no longer be the maximum SE for this roadway.
- The detour is extremely long. If no detour approval has been requested, a request may be needed. The roadway appears to already be closed at the bridge site.
- The functional classification map may need updating. It shows the roadway as CR 34.
- Stationing is not recommended at concept level. Geographic references approximating the beginning and end of the project are recommended instead.'
- The typical section drawings are very small, have extremely thin lines, and have small hard to read font.
- Are there extreme limitations preventing the lane widths from being at least 10'?
- The ROW work sheets are not needed. Only the summary showing approval is needed.
- On the Cost Estimate table, "CST" has an asterisk beside it. There is no explanation or note for it.
- The construction cost does not match the attachment.
- The Fuel adjustment was not included.
- There is no PFA included.
- Is a HSM calculation or statement needed?
- Is or was a QA review being done for this in-house concept?

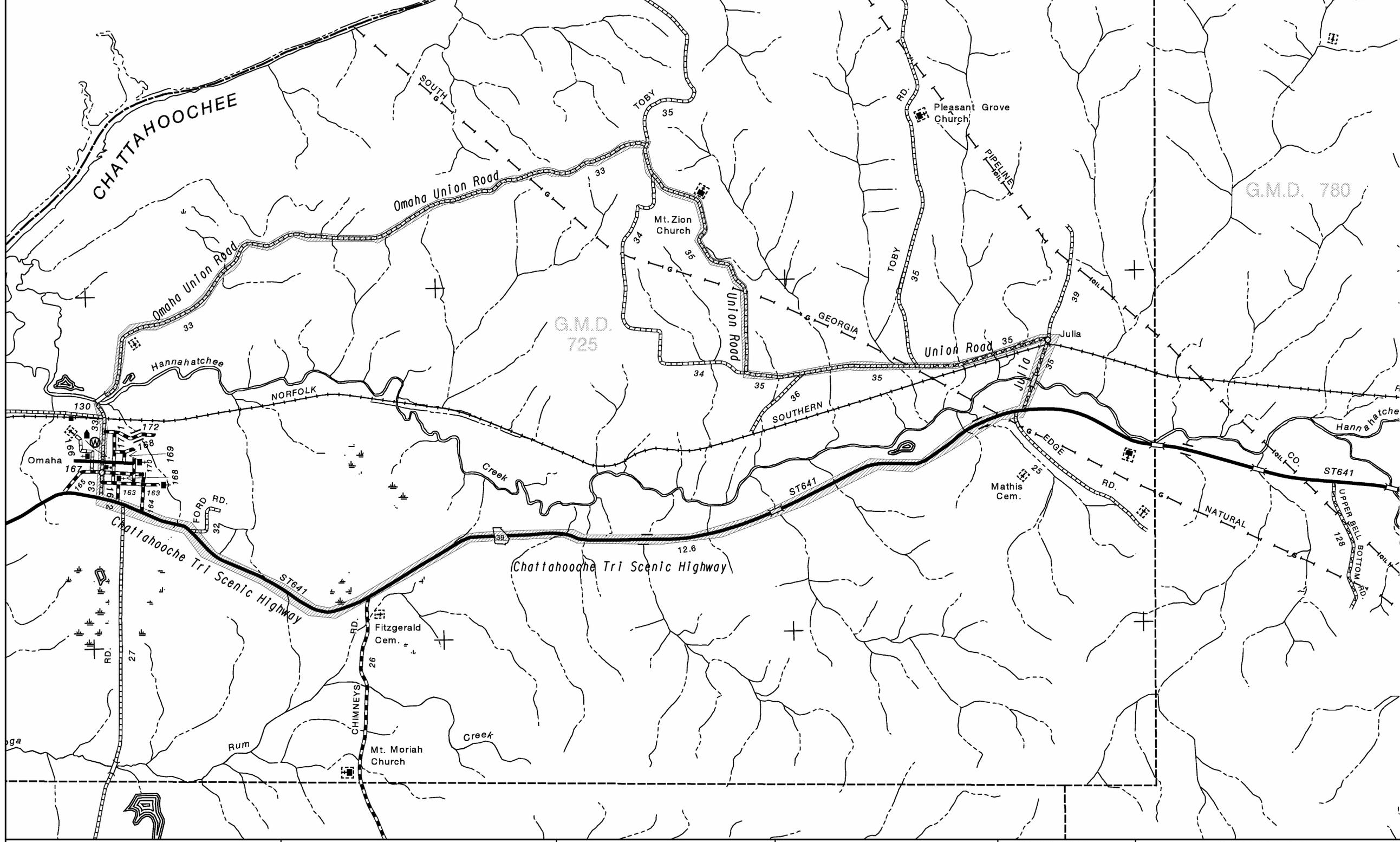
The following comments were received from the District Design Engineer prior to the concept meeting:

- Add signature line for State Traffic Engineer

Responses to Concept Team Meeting Items
CSBRG-0007-00(887) - Stewart County
P.I. 0007887
February 25, 2013

- The proposed typical section will be 9' lanes with 6' shoulders (2' paved and 4' grassed). These widths meet or exceed standards and match the existing roadway. The roadway width will only be at this minimum value at the project limits as it will taper/widen to the bridge width of 30' on both approaches to the bridge.
- The typical section will be updated to show the pave shoulder slope being the same as the travel lane slope.
- The 404 permit will be needed.
- Submitting team members will sign the concept report before it is submitted for approval.
- A signature line will be added for the State Traffic Engineer.
- The project location map will be updated to accurately reflect the project and its limits.
- The Regional Commission section will be updated to show River Valley Regional Commission.
- The traffic data was provided in November 2012 by the Office of Planning. The road is currently closed.
- The superelevation has been changed to 4% per The Design Policy Manual. The manual states "Wherever practical, consideration should be given to maximizing curve radii and minimizing superelevation rates on curves which include bridges. This is due to the increased potential for icing. Where constraints do not exist, an e_{max} of 4% should be utilized. There are no crashes on this roadway. Just north of the project limits, the road is dirt where our guidelines would call for reverse crown. Furthermore, the geometry of the roadway will likely require holding the superelevation across the bridge. To reduce the amount of cross slope, we will use the 4% max table.
- A Detour approval will be requested.
- The Office of Transportation Data is currently updating the functional classification map. Currently the map shows this as road CR33 and CR34.
- Station numbers will be removed from the concept layout.
- Typical sections will be enlarged and darkened for clarity.
- The Right Of Way worksheets will be removed from the cost estimate.
- The asterisk will remain in the report; the asterisk denotes all cost that are included in the CST cost.
- The construction cost will match the attached cost estimate.
- The fuel adjustment will be added.
- A PFA will not be executed for this project, as the PE is being handled by GDOT. A Specific Activities Agreement (SAA) will be executed with Stewart County for Right of Way and Utility costs. These will not be included in the Concept Report.
- The Office of Design Policy and Support directs that a Highway Safety Manual (HSM) analysis is not required for bridge replacement projects with 0.5-mile or less of roadway construction on each bridge approach.
- A QA review was done for this concept and the comments incorporated into the concept team meeting minutes.
- The project description will be revised to include the project length and location with respect to the city and county.

- The concept will reflect the need for a TMP but only including TTC components.
- The project responsibilities will be updated per comments.
- The PTIP meeting will be noted on other coordination, and the minutes will be attached.
- The other coordination provided by the Project Manager will be included in the report.



<p>GEORGIA DEPARTMENT OF TRANSPORTATION</p>	<p>SCALE IN FEET</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">REVISION DATES</th> <th style="width: 50px;"></th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	REVISION DATES								<p>STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: DISTRICT THREE DESIGN STAGING DETAILS</p> <p>DETOUR ROUTE</p>
REVISION DATES											
<p>DRAWING NO. 20-001</p>											

No Build = Build

Department of Transportation

State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0007-00(887), Stewart County **OFFICE** Planning
P.I. # 0007887
DATE November 26, 2012

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Genetha Rice-Singleton, State Program Delivery Engineer
Attention: Tyler Peek

SUBJECT **Traffic Assignments** for CR 33/2nd Ave @ Hannahatchee Creek.

The estimated Traffic Assignments, for the above project, are attached:

CR 33/2nd
2009 AADT = 300
2018 AADT = 325
2038 AADT = 400
2009 DHV = 30
2018 DHV = 35
2038 DHV = 40
K = 10%
D = 60%
T = 5%
S.U. = 3%
COMB. = 2%
24 HOUR T = 7.5%
S.U. = 4%
COMB. = 3.5%

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



COLLISIONS BY PRIMARY ROADWAY

FROM: 1/1/2009 TO: 2/18/2013

PRIVATE PROPERTY: N/A

COUNTY: STEWART

AGENCY: ALL

LOCATION: CR33

NO ITEMS FOUND

TOTAL COLLISIONS	TOTAL FATAL COLLISIONS	TOTAL INJURY COLLISIONS	TOTAL PROPERTY DAMAGE	NUMBER KILLED	NUMBER INJURED
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Total: