

Project Concept Report
County: Harris

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA PROJECT CONCEPT REPORT

Project Type: Bridge Replacement P.I. Number: 0008600
GDOT District: 3 County: Harris
Federal Route Number: N/A State Route Number: N/A

Project Number: CSBRG-0008-00(600)

This project will replace the structurally deficient bridge over Standing Boy Creek on CR 386/Fortson Road.

Submitted for approval:

Aurabh Bhattacharya, PARSONS 02/24/2015
Consultant Designer & Firm Date

Albert Shelby AS 3-2-15
Date

State Program Delivery Engineer Date

Sue Anne Decker KESD 2-26-15
Date

GDOT Project Manager Date

Recommendation for approval:

* Hiral Patel / KLP 3-18-15
State Environmental Administrator Date

* Andrew Heath / KLP 3-9-15
State Traffic Engineer Date

* Lisa Myers / KLP 3-18-15
Project Review Engineer Date

FOR * Yulanda Pride-Foster 3-13-15
State Utilities Engineer Date

* Thomas Howell / KLP 3-4-15
District Engineer Date

* Ben Rabun / KLP 3-3-15
State Bridge Engineer Date

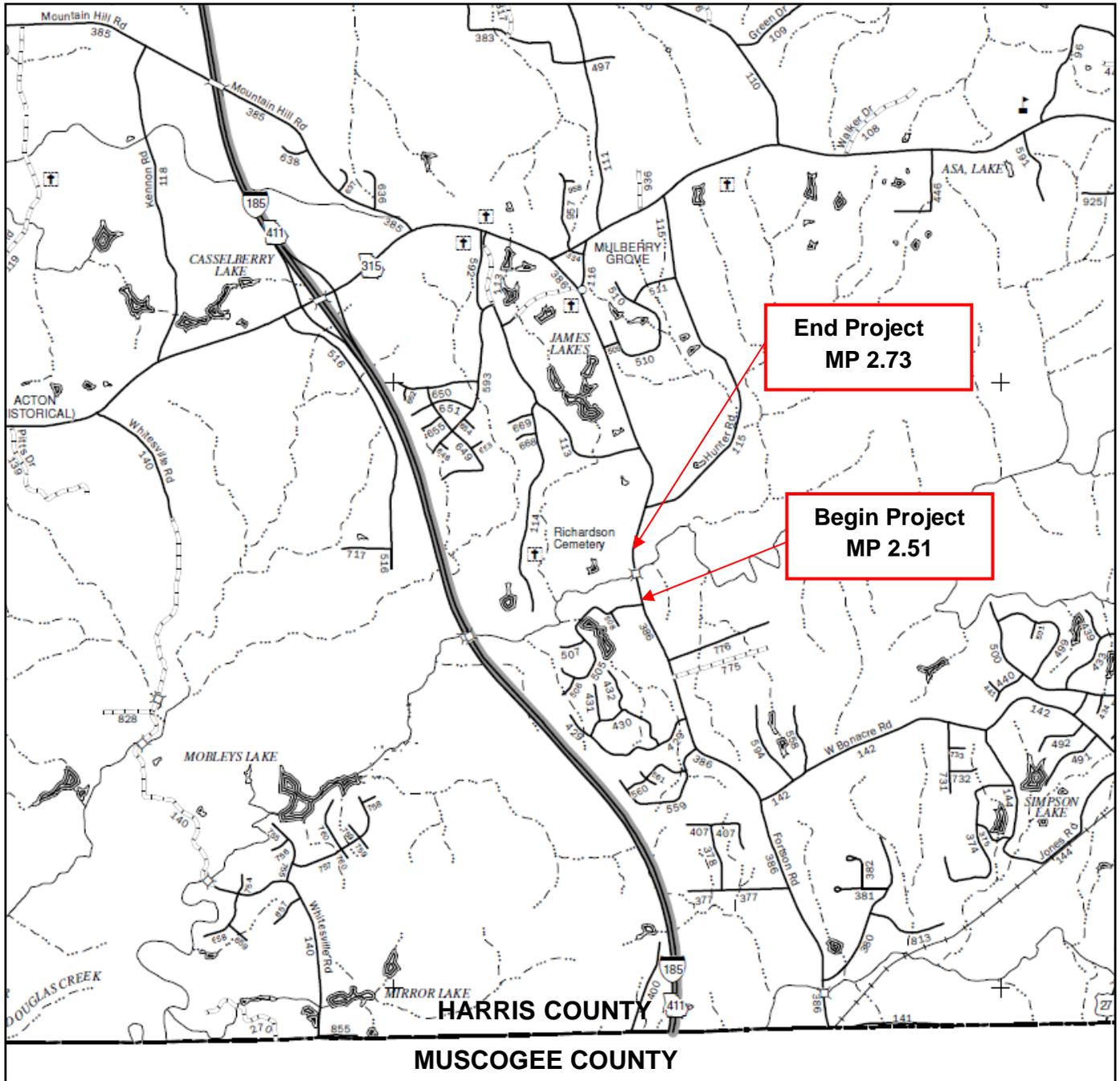
Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

Cindy VanDyke 3/9/15
State Transportation Planning Administrator Date

* Recommendation on file

County: Harris

PROJECT LOCATION MAP



Project: CSBRG-0008-00(600), PI No.: 0008600
CR 386/Fortson Road at Standing Boy Creek
Harris County, Georgia



County: Harris

PLANNING AND BACKGROUND

Project Justification Statement:

CR 386/Fortson Road is a north-south route that passes through the community of Fortson and ties in to SR 315 in Harris County, Georgia. It runs parallel to I-185 north with interstate access through SR 315 to the north and Smith Road to the south. The CR 386/Fortson Road Bridge over Standing Boy Creek is located approximately 10 miles south of the City of Hamilton. The area of the proposed project is primarily undeveloped, wooded and rural with limited residential developments. The existing bridge was constructed in 1959.

The existing bridge (Structure ID 145-0055-0) is approximately 135 feet long with a deck width of 30.20 feet. The bridge consists of steel beams on reinforced concrete intermediate bents with spread footings embedded into rock. The bridge had a 2013 ADT of 1,800 vehicles per day with a 24-hour truck percentage of 6.25%.

CR 386/Fortson Road is functionally classified as a rural major collector. It has a posted speed limit of 45 mph. Fortson Road is located on a school bus route with a minimum of five buses and is used by fire rescue and law enforcement.

The bridge is currently posted from 11 to 16 tons and has a sufficiency rating of 35.62. The bridge consists of three spans of steel girders on concrete columns and caps. The design vehicle used for this bridge is below the current standards. The overall condition of this bridge would be classified as good to fair. The deck is in fair condition with moderate concrete cracking. The superstructure is in satisfactory condition with minor steel deterioration. The substructure is in good condition with some minor problems. Due to the structural integrity of the bridge, replacement is recommended.

Existing conditions: CR 386/Fortson Rd is a rural two lane divided highway with 11-foot travel lanes and 2-foot paved shoulders at the bridge approach. There is an existing bridge over Standing Boy Creek. Major utilities in the project limits include telecommunications, electric, water and gas lines as well as utility power poles and utility telephone poles.

Other projects in the area:

1. PI M005084, Harris County – SR 315 from SR 219 to Talbot County Line – Resurface and Maintenance.

MPO: Not Urban/Not in MPO

TIP #: N/A

TIA Regional Commission: Not a TIA Project

Congressional District: 3

Federal Oversight: FOS/PoDI Exempt State Funded Other

Projected Traffic: ADT 24 HR T: 6.25%

Current Year (2013): 1800 Open Year (2021): 2300 Design Year (2041): 3900

Traffic Projections Performed by: GDOT Office of Planning

Functional Classification (Mainline): Rural Major Collector

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

Warrants met: None Bicycle Pedestrian Transit

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

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? No Yes

Initial Pavement Type Selection Report Required? No Yes

Feasible Pavement Alternatives: HMA PCC HMA & PCC

County: Harris

DESIGN AND STRUCTURAL

Description of the proposed project: Project CSBRG-0008-00(600) is located 10 miles south of Hamilton, Georgia in Harris County and will replace the CR 386/Fortson Road bridge at Standing Boy Creek. The project begins approximately 200 feet north of the CR 386/Fortson Road intersection with Turkey Trail and ends approximately 460 feet north of the bridge at Standing Boy Creek Road for a total length of 0.22 miles.

Major Structures:

Structure	Existing	Proposed
ID # 145-0055-0 Bridge carrying CR 386/Fortson Rd over Standing Boy Creek	Length = 135 ft Deck Width = 30.20 ft 1 lane in each direction 11 ft travel lane width 2 ft shoulder width at bridge approach Sufficient rating = 35.62	Length = 162 ft Deck Width = 43.25 ft 1 lane in each direction 12 ft travel lane 8 ft shoulder 1.625 ft barrier

Mainline Design Features: CR 386/Fortson Road, Rural Major Collector

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2 lanes- 1 in each direction	2 lanes- 1 in each direction	2 lanes- 1 in each direction
- Lane Width(s)	11-ft	11-ft to 12-ft	12-ft
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder or Border Area Width	2 ft at bridge approach	8-ft overall (4-ft paved)	8-ft overall (4-ft paved)
- Outside Shoulder Slope	8.00%	6.00%	6.00%
- 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	45 mph		45 mph
Design Speed	45 mph	45 mph	45 mph
Min Horizontal Curve Radius	985 ft	643 ft	1000 ft
Maximum Superelevation Rate	6.00%	6.00% or 8.00%	6.00%
Maximum Grade	10.00%	8.00%	10.00%
Access Control	By Permit	By Permit	By Permit
Design Vehicle	WB-67	SU-40	WB-67
Pavement Type	Asphalt	Asphalt	Asphalt

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: N/A

Lighting required: No Yes

Off-site Detours Anticipated: No Undetermined Yes

Vehicles using Fortson Road typically originate from outside of the proposed project limits rather than within the proposed project limits. All vehicles can access I-185 at its interchange with SR 315 to the north and the I-185 interchange with Smith Road south of the project site for a gross detour length of 7.2 miles and a net detour length of 1.7 miles.

Transportation Management Plan [TMP] Required: No Yes

County: Harris

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	Undetermined	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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	

A design exception is anticipated to allow a maximum grade of 10% on the south side of the bridge rather than the standard maximum grade of 8%. Existing approach grade at this location is 10%. Correcting the approach grade to meet standard will incur significant additional costs in construction and right-of-way due to increased project limits and project footprint. No crashes or operational issues are reported or observed within project limits as a result of the existing grade. Therefore, keeping the 10% grade will not be detrimental.

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undetermined	Yes	Appvl Date (if applicable)
1. Access Control/Median Openings	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Intersection Sight Distance	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. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Median Usage	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Roundabout Illumination Levels	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Complete Streets	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. ADA & PROWAG	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. GDOT Construction Standards	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Bridge & Structural Manual	Bridges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

VE Study anticipated: No Yes Completed – Date:

UTILITY AND PROPERTY

Temporary State Route needed: No Yes Undetermined

County: Harris

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"/>	
10. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: A NEPA CE will be required for this project.

Ecology: An aquatic survey has been completed for the identification of protected, endangered or threatened aquatic species in Standing Boy Creek. There are thirteen such identified species in Harris County that are present in the Standing Boy Creek system; however, suitable habitat was only identified for one state protected species and was not identified for any of the federally protected species. Suitable habitat for the federally endangered relict trillium is located within the project area. A survey for this plant will be complete in the spring of 2015.

History: There are no potentially eligible historic resources within the project limits.

Archeology: There were no cemeteries observed within the project limits during the project site visit. It is not anticipated that there will be any cemeteries impacted by the 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

Noise Effects: There are no anticipated noise effects for this project.

Public Involvement: A Detour Meeting will be scheduled after concept approval.

Major stakeholders: Major stakeholders in the area include the traveling public, residents that live on CR 386/Fortson Rd and on the nearby side roads, and emergency vehicle and school bus drivers.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: The construction schedule could be influenced by the local school schedule as a result of avoiding adverse impacts to school day traffic. If possible, it is best to close the road while school is out of session for summer break.

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Other coordination to date: None.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT (Parsons as Consultant)
Design	GDOT (Parsons as Consultant)
Right-of-Way Acquisition	Harris County
Utility Relocation (Construction)	Utility Companies
Utility Coordination (Pre Let)	GDOT
Letting to Contract	GDOT
Construction Supervision	GDOT

County: Harris

Providing Material Pits	Contractor
Providing Detours	Harris County
Environmental Studies, Documents, & Permits	GDOT (Parsons as Consultant)
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate Summary and Funding Responsibilities:

	Breakdown of PE	ROW	Utility*	CST**	Environmental Mitigation	Total Cost
Funded By	GDOT	Local	GDOT	GDOT	GDOT	
\$ Amount	\$727,960	\$168,000	\$11,900.50	\$2,005,784.44	\$0	\$2,913,644.94
Date of Estimate	FY 2014	10/17/2014	2/2/2015	2/24/2015	12/5/2014	

*Reimbursable Utility Costs only

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

ALTERNATIVES DISCUSSION**Alternative selection:**

No-Build Alternative: No-build			
Estimated Property Impacts:	None	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	N/A
Rationale: This alternative is not preferred since the existing bridge over Standing Boy Creek has poor structural integrity and is designed below current standards; it does not meet the operational needs of the project.			

Alternative 1/Preferred Alternative: The proposed bridge will be constructed on existing alignment and traffic will be deferred to an off-site detour during construction. The proposed bridge will be 43'-3" wide and approximately 162'-0" long as compared with the approximately 30'-3" wide x 135'-0" long existing bridge. The bridge span arrangement and structure type will be selected to meet bridge hydraulics and stream buffer requirements. The proposed roadway typical section will comprise of two-12'-0" wide travel lanes and 8'-0" wide outside shoulders (4'-0" paved).			
Estimated Property Impacts:	5 parcels	Estimated Total Cost:	\$2,913,644.94
Estimated ROW Cost:	\$168,000	Estimated CST Time:	6 months
Rationale: This alternative is selected as the preferred alternative because the estimated construction timeline, environmental impact and costs are minimized and all hydraulic requirements are met.			

Alternative 1B: This alternative is similar to Alternative 1 but would potentially require a hydraulic design variance (pending detailed hydraulic studies) to reduce bridge length and overall project length. Similar to Alternative 1, proposed bridge will be constructed on existing alignment and traffic will be deferred to an off-site detour during construction. Proposed roadway typical section will be similar to Alternative 1. Results of detailed hydraulic study may also allow the design to meet standard grade or better within project limits and eliminate the need for a design exception.			
Estimated Property Impacts:	5 parcels	Estimated Total Cost:	\$2,698,614.22
Estimated ROW Cost:	\$131,360	Estimated CST Time:	6 months
Rationale: Although construction timeline, costs and environmental impacts will be further reduced, this alternative is not selected as the preferred alternate pending the completion of detailed hydraulic studies.			

County: Harris

Alternative 2: This alternative is similar to Alternative 1 except that traffic will be maintained on an onsite detour. A temporary bridge will be constructed on a detour alignment and traffic will be shifted to this detour during the construction of the proposed permanent bridge and approaches on the existing alignment.			
Estimated Property Impacts:	9 parcels	Estimated Total Cost:	\$3,780,339.37
Estimated ROW Cost:	\$223,484	Estimated CST Time:	9 months
Rationale: This onsite detour alternative has a higher cost, longer construction timeline and additional impacts in comparison to the Alternative 1. Therefore, this is not selected as the preferred alternative.			

Comments:

1. Maintenance associated with horizontal sight distance improvements beyond the project limits at Turkey Trail to be performed by the county.
2. Due to the sparsely located private residences (5 parcels) and lack of other development within the project limits, the majority of traffic on CR 386/Fortson Road does not originate within project limits. There is a heavier concentration of businesses and locations of interest along SR 315 to the north and Smith Road to the south, which are both accessible from I-185. This indicates that CR 386/Fortson Road is used primarily as another route by which to access SR 315 and Smith Road.

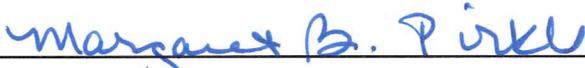
County: Harris

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical Sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Liquid AC Cost Adjustment Form
 - c. Right-of-Way
 - d. Utilities
 - e. Environmental Mitigation (EPD, etc)
4. Traffic Volumes
5. Detour Map
6. Minutes of Concept Meeting

APPROVALS

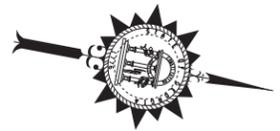
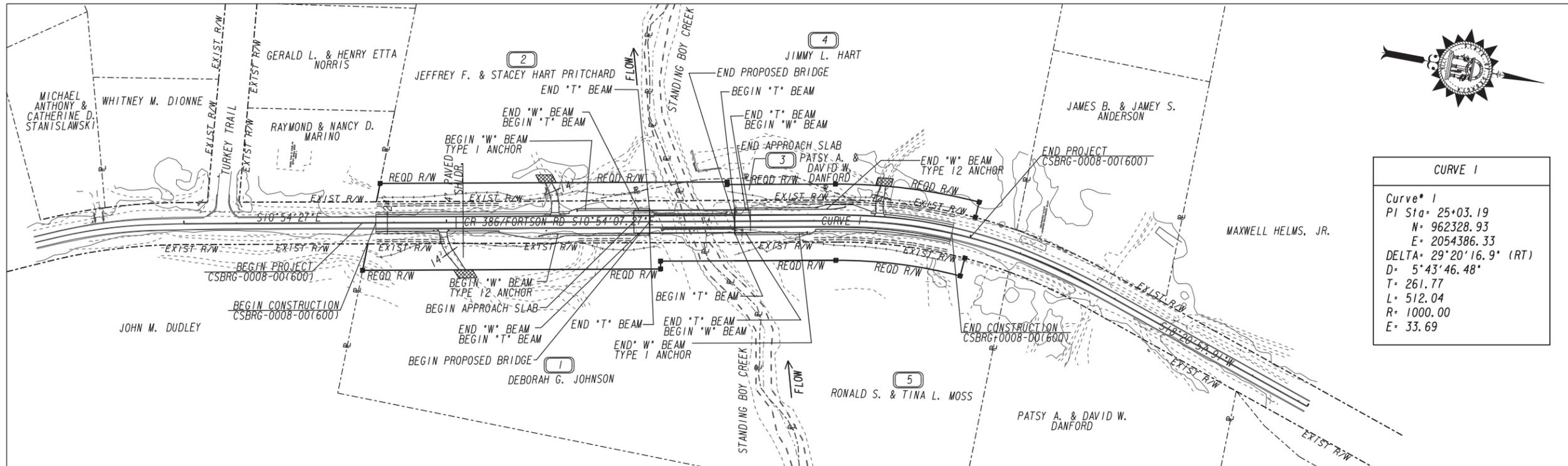
Concur: 
Director of Engineering

Approve: 
Chief Engineer

5.11.15
Date

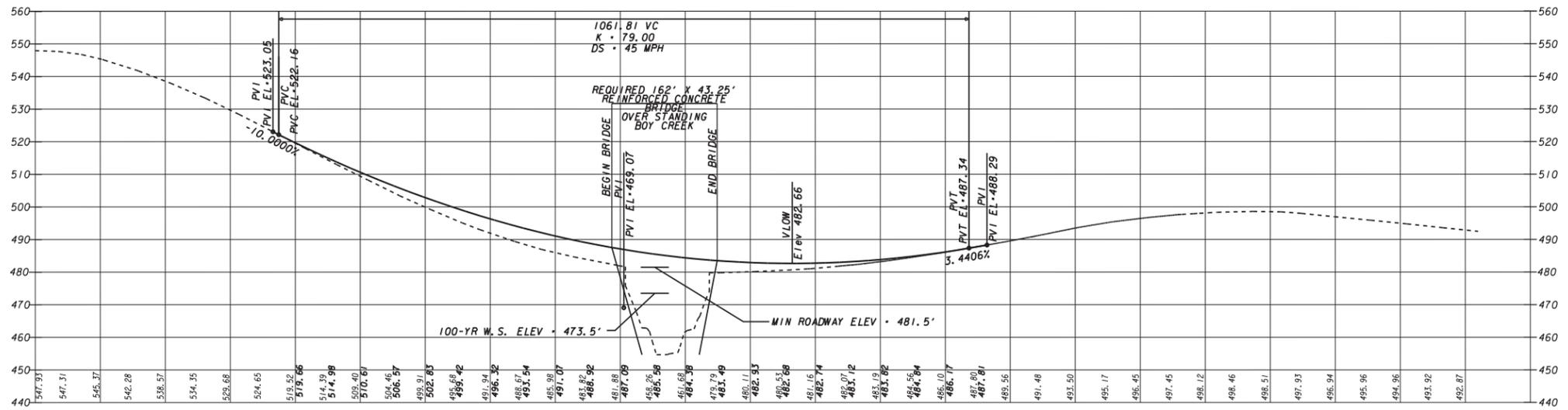
ATTACHMENT 1

Concept Layout



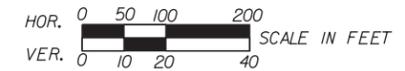
CURVE 1	
Curve#	1
PI Sta	25+03.19
N	962328.93
E	2054386.33
DELTA	29°20'16.9" (RT)
D	5'43'46.48"
T	261.77
L	512.04
R	1000.00
E	33.69

PLAN VIEW



FLOOD ELEVATIONS ARE BASED ON FIELD OBSERVATIONS ONLY. PENDING FURTHER STUDY

PROFILE VIEW



**BRIDGE REPLACEMENT
CR 386/FORTSON ROAD
@ STANDING BOY CREEK**

PLAN AND PROFILE VIEW

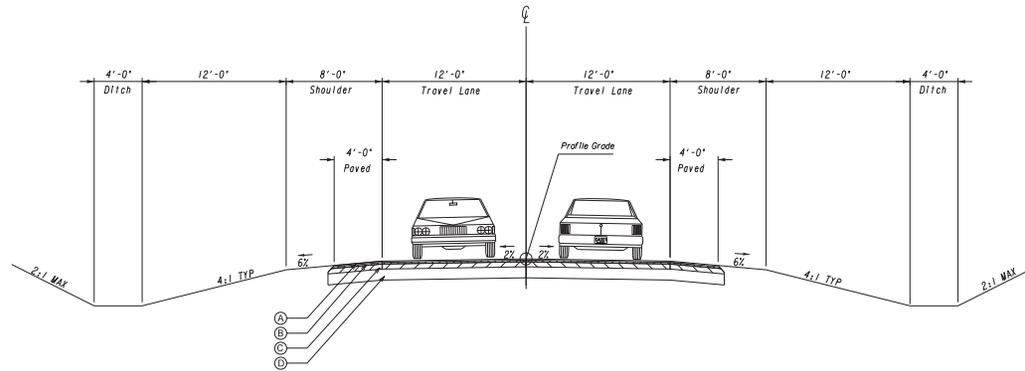
**PROJECT NO:
CSBRG-0008-00(600)**

P.I. NO: 0008600

HARRIS COUNTY

ATTACHMENT 2

Typical Sections



TYPICAL SECTION 1
 CR 386/FORTSON RD

REQUIRED PAVEMENT

- Ⓐ RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME (135 LBS/SY)
- Ⓑ RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LBS/SY)
- Ⓒ RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (550 LBS/SY)
- Ⓓ GR AGGR BASE CRS, 10 INCH, INCL MATL

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

PARSONS
 3577 PARKWAY LANE, SUITE 100
 NORCROSS, GA 30092

NOT TO SCALE

REVISION DATES

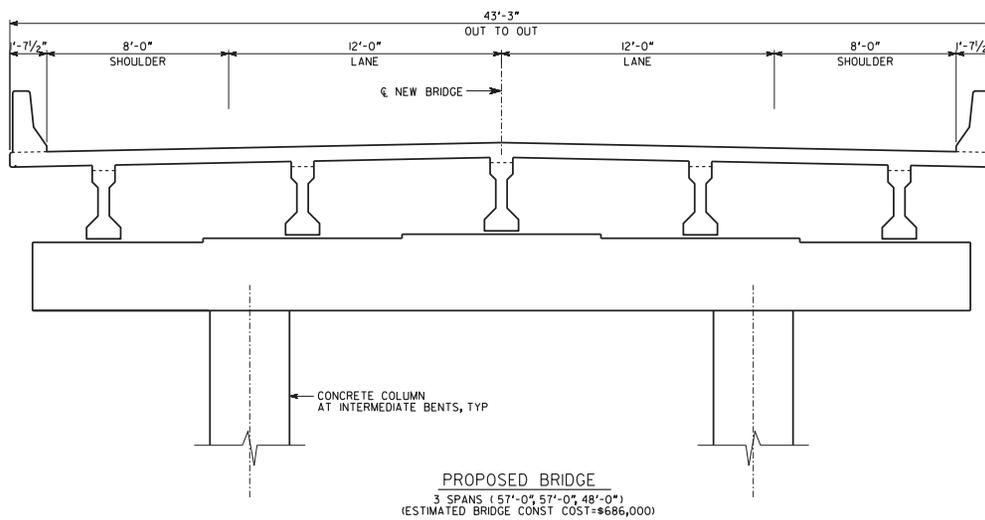
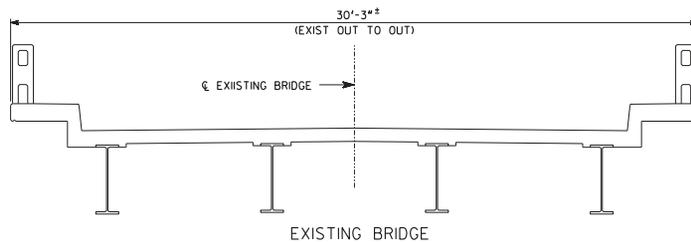
STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION

OFFICE: **TYPICAL SECTIONS**

CR 386/FORTSON ROAD @
 STANDING BOY CREEK

DRAWING No.
5-001

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



P. I. NO. 0008600

BRIDGE NO. 1

PARSONS
3577 PARKWAY LANE, SUITE 100
NORCROSS, GA 30092

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

BRIDGE CONCEPT
CR 386 (FORTSON RD) OVER STANDING BOY CRK.
HARRIS COUNTY CSBRG-0008-00(600)

SCALE: NONE

DRAWING NO.
35-001
BRIDGE SHEET
1 OF 1

BY	DATE	REVISIONS	DESIGNED	CHECKED	REVIEWED
			DESIGN GROUP	DESIGN GROUP	APPROVED

ATTACHMENT 3

Detailed Cost Estimates

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. **OFFICE**

PROJECT DESCRIPTION

DATE

From:

To: Lisa L. Myers, State Project Review Engineer

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER

MGMT LET DATE

MGMT ROW DATE

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES \$

*Cost Contains % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	1,706,598.53	Base Estimate From CES
B. ENGINEERING AND INSPECTION (E & I):	\$	85,329.93	Base Estimate (A) x 5 %
C. CONTINGENCY:	\$	179,192.85	Base Estimate (A) + E & I (B) x 10 % See % Table in "Risk Based Cost Estimation" Memo
D. TOTAL LIQUID AC ADJUSTMENT:	\$	34,663.14	Total From Liquid AC Spreadsheet
E. CONSTRUCTION TOTAL:	\$	2,005,784.44	(A + B + C + D = E)

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
Diverse Power	\$ 11,900.50
TOTAL	\$ 11,900.50

ATTACHMENTS:

- Detailed Cost Estimate Printout From TRAQS
- Liquid AC Adjustment Spreadsheet
- Preliminary Utility Cost Estimate
- Preliminary ROW Cost Estimate

STATE HIGHWAY AGENCY

DATE : 01/05/2015
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0008600_CONCEPT SPEC YEAR: 01
DESCRIPTION: CR 386 OVER STANDING BOY CREEK

COST GROUPS FOR JOB 0008600_CONCEPT

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
UDEF	DRAINAGE	1.000	73563.26000	73563.26	Y
UDEF	PERMANENT EROSION CONTROL	1.000	29425.31000	29425.31	Y
UDEF	TEMPORARY EROSION CONTROL	1.000	88275.92000	88275.92	Y
UDEF	SIGNING & MARKING	1.000	44137.96000	44137.96	Y
ACTIVE COST GROUP TOTAL				235402.45	
INFLATED COST GROUP TOTAL				235402.45	

ITEMS FOR JOB 0008600_CONCEPT

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0010	150-1000		LS	TRAFFIC CONTROL - CSBRG-0008-00(600)	1.000	150000.00	150000.00
0030	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	77972.81	77972.81
0060	210-0100		LS	GRADING COMPLETE - CSBRG-0008-00(600)	1.000	135719.00	135719.00
0090	310-5100		SY	GR AGGR BS CRS 10IN INCL MATL	4296.000	22.53	96807.87
0120	402-1812		TN	RECYL AC LEVELING, INC BM&HL	181.000	73.42	13289.02
0150	402-3103		TN	REC AC 9.5 MM SP,TPII,GP2, INCL BM & H L	290.000	76.36	22144.40
0180	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	1181.000	69.70	82315.70
0210	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	473.000	82.44	38994.12
0240	413-1000		GL	BITUM TACK COAT	451.000	2.94	1325.94
0270	433-1000		SY	REINF CONC APPROACH SLAB	280.000	164.20	45976.29
0300	634-1200		EA	RIGHT OF WAY MARKERS	15.000	98.29	1474.35
0330	641-1100		LF	GUARDRAIL, TP T	83.000	53.27	4421.70
0331	641-1200		LF	GUARDRAIL, TP W	512.000	18.57	9509.33
0332	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	2.000	716.53	1433.07
0333	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	2.000	1906.23	3812.48
0360	540-1101		LS	REM OF EX BR, STA NO - CSBRG-0008-00(600)	1.000	100000.00	100000.00
0390	543-9000		LS	CONSTR OF BRIDGE COMPLETE - CSBRG-0008-00(600)	1.000	686000.00	686000.00
ITEM TOTAL							1471196.08
INFLATED ITEM TOTAL							1471196.08

TOTALS FOR JOB 0008600_CONCEPT

ESTIMATED COST:	1706598.53
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	1706598.53

PROJ. NO. CSBRG-0008-00(600)
P.I. NO. 0008600
DATE 2/24/2015

CALL NO. 9/29/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Feb-15	\$ 1.998
DIESEL		\$ 2.777
LIQUID AC		\$ 534.00

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)				34042.5	\$	34,042.50
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	854.40		
Monthly Asphalt Cement Price month project let (APL)			\$	534.00		
Total Monthly Tonnage of asphalt cement (TMT)				106.25		

ASPHALT	Tons	%AC	AC ton
Leveling	181	5.0%	9.05
12.5 OGFC	0	5.0%	0
12.5 mm	0	5.0%	0
9.5 mm SP	290	5.0%	14.5
25 mm SP	1181	5.0%	59.05
19 mm SP	473	5.0%	23.65
	2125		106.25

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	620.64	\$	620.64
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	854.40			
Monthly Asphalt Cement Price month project let (APL)			\$	534.00			
Total Monthly Tonnage of asphalt cement (TMT)				1.937090516			

Bitum Tack

Gals	gals/ton	tons
451	232.8234	1.93709052

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)					\$	0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	854.40				
Monthly Asphalt Cement Price month project let (APL)			\$	534.00				
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

TOTAL LIQUID AC ADJUSTMENT \$ **34,663.14**

Williams, Emilee

From: thill@gthillplanners.com
Sent: Friday, December 05, 2014 12:23 PM
To: Williams, Emilee
Subject: RE: FW: PI 0008600 Harris Co Concept Report

I am assuming you are referring to approval of the detour route? If so, I will give that to you on Tuesday after we drive the route. With regard to mitigation, if we are clear spanning the creek there will be no 404 permit, thus no mitigation would be required. Also if our impact is less than 100 lf of stream we also would not require mitigation. Based on preliminary surveys I do not believe that environmental mitigation will be required.

Thanks, Todd

G. Todd Hill, P.P., AICP
Senior Environmental Planner



GT HILL PLANNERS

678.205.7315

thill@gthillplanners.com

www.gthillplanners.com

Physical Address- 270 Peachtree Street, NW
Suite 1500
Atlanta, GA 30303

Mailing Address- PO Box 963
Tucker, GA 30085

----- Original Message -----

Subject: RE: FW: PI 0008600 Harris Co Concept Report
From: "Williams, Emilee" <Emilee.Williams@parsons.com>
Date: Fri, December 05, 2014 12:01 pm
To: "thill@gthillplanners.com" <thill@gthillplanners.com>
Cc: "Bhattacharya, Saurabh" <Saurabh.Bhattacharya@parsons.com>

Todd, I will give you a call if anything is unclear. You are correct to assume that no improvements are proposed along the detour.

I do not see the environmental mitigation cost estimate and confirmation of approval included in your attachment. Are you sending this on Tuesday as well?

Thanks,

ATTACHMENT 4

Traffic Volumes

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0008-00(600), Harris County **OFFICE** Planning
P.I. # 0008600
DATE April 15, 2013

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Genetha Rice-Singleton, State Program Delivery Engineer
Attention: Sue Anne Decker, P.E.

SUBJECT **Estimated** Traffic Assignments for CR 386/FORTSON ROAD @
STANDING BOY CREEK.

We are furnishing estimated traffic assignments for the above project as follows:

	NO BUILD	BUILD
	BRIDGE ID 145-0055-0	BRIDGE ID 145-0055-0
2013 ADT	1800	1800
2021 ADT	2300	2300
2041 ADT	3900	3900
2013 DHV	145	230
2021 DHV	185	290
2041 DHV	310	495
D	56%	56%
K	8.0%	12.7%
T	5.00%	5.00%
S.U.	4.50%	4.50%
COMB.	0.50%	0.50%
24 HR. T.	6.25%	6.25%
S.U.	5.25%	5.25%
COMB.	1.00%	1.00%

If you have any questions concerning this information please contact
Andre Washington at (404) 631-1925.

CLV/AMW

ATTACHMENT 5

Detour Map

ATTACHMENT 6

Minutes of Concept Meeting
February 5, 2015

Meeting Summary

PURPOSE: Concept Team Meeting

PROJECT: CSBRG-0008-00(600), PI 0008600, Harris County
CR 386/Fortson Road at Standing Boy Creek

DATE: February 5, 2015

PLACE: GDOT District Three Main Office
115 Transportation Blvd
Thomaston, GA 30286-4524

RECORDED BY: Emilee Williams, Parsons

DISCUSSIONS:

A Concept Team Meeting was held on February 5, 2015 at the Georgia Department of Transportation (GDOT) District Three main office to review the subject project and to facilitate discussion of the concept design among GDOT representatives and consultant representatives. A list of meeting attendees is attached to these meeting minutes.

The purpose of the meeting was to:

- Present project background and concept design for the project
- Obtain feedback, identify any issues and discuss possible solutions

GDOT Project Manager, Sue Anne Decker, conducted the meeting, and provided a brief description of the project. Saurabh Bhattacharya presented the functional classification, existing typical section, design criteria and proposed concept designs as well as alternates considered. Additionally, attendees presented their comments to Sue Anne Decker and the Parsons Team.

Notes below summarize discussions and decisions from the meeting.

1. Environmental issues were addressed first. Todd Hill of GT Hill Planners stated that 90% of the field work has been done. There are no historic resources and only one potential archeological resource. This potential archeological resource is the remnant of the previous bridge, which most likely will not be considered eligible.
2. Todd Hill noted that there are two protected species to survey for between March and April. These two plant species have recently been listed as protected, and while they are not expected to be found at the project site, there is suitable habitat for their presence.
3. Representatives from GT Hill Planners will complete air and noise studies as well as conduct the detour open house. The detour open house is not critical from schedule standpoint and may be more prudent to hold after the approval of bridge hydraulic study.

4. In regards to the Environmental Coordination table in the Concept Report, it was confirmed by GT Hill Planners that no buffer variance is expected. Additionally, 404 Permit (Nationwide 25 permit anticipated) coordination will be assumed necessary at this time. FEMA coordination will also be anticipated as required.
5. GDOT representatives inquired as to how long the bridge will be closed for construction. This is conservatively anticipated to be 6 months. Coordination with the schools and emergency services will be required.
6. During discussion on the typical section, Daniel Pass with GDOT District Three stated that bike facility accommodation is required on the preconstruction status report. The project manager, Sue Anne Decker, will communicate with the County and make a decision as to whether bikes will be accommodated.
7. Daniel Pass also stated that while the current design meets the minimum design vehicle, the truck percentage is 6.25%. This suggests the presence of larger vehicles, so the current design vehicle of SU-40 may not be the most appropriate. He did note that changing the current design vehicle may not necessarily alter the design.
8. Parsons representatives gave an overview of the detour route and mentioned the at-grade railroads on the detour route. Project Manager Sue Anne Decker will confirm the acceptability of the route considering these crossings with Mike Nash.
9. Daniel Pass requested that a statement be added to the description of the detour route that the majority of traffic in the project site is thru traffic that does not originate from the detour.
10. Parsons Project Manager Saurabh Bhattacharya continued his overview of the concept design by discussing Alternative 4. This alternative has the shortest project limits, but may require a design variance for bridge hydraulics. A final determination can only be made when detailed hydraulic studies are completed in preliminary design phase.
11. Intersection sight distance at Turkey Trail was discussed. Parsons representatives stated that while the sight distance meets requirements, it was not as conservative as desired. This intersection is outside of project limits, but maintenance by the county is needed to trim shrubs for adequate horizontal sight distance. Sue Anne Decker will address this issue with the county.
12. The topic of conversation turned to utilities. It was noted that there is a buried gas line on the west side. Everyone was reminded that an updated concept utility estimate is now available.
13. District Three representatives initiated discussion concerning the conduit attached on the east side of the bridge. Parsons confirmed the presence of this conduit based on site visit observations. No utilities are anticipating attachment to the new bridge. The maintenance report does not specify any utility on the bridge.
14. Mike Mobley discussed the need to retain aerial fiber along the project site. Sue Anne Decker

will schedule a constructability meeting to address the scope of utility impact.

15. Barry Brown of Parsons presented the bridge alternatives considered. GDOT representatives noted that spread footings would be more economical than drilled shafts. It was also noted that spread footing construction could not begin until the existing bridge is removed.
16. Dan Pass inquired whether a shifted alignment or onsite detour was considered. Sue Anne Decker mentioned that based on direction from County officials Parsons was asked to assume an offsite detour. Parsons presented an onsite detour alternative noting the extension of project limits and increase in right-of-way impact and cost. This alternative will be added to the concept report for further consideration if desired.
17. Typical section discussion continued with discussion on lane and shoulder width. Parsons originally submitted a typical section of 12-ft lanes and 8-ft shoulders, 4-ft of which is paved, based on the Design Policy Manual guidelines. Sue Anne stated that an 11-ft lane width could be used but that a design exception is required for a shoulder width less than 8-ft. She stated that this design exception is worth investigating and may be needed to reduce the cost of right-of-way; however, bike accommodation could dictate this possibility.
18. The right-of-way estimate reflects an accurate number of acres needed, but the number of parcels is shown as three. There are five parcels impacted, and the estimate will need to be updated.

Action Items

1. Parsons to update the Environmental & Permits section of the Concept Report based on feedback and discussion with GT Hill Planners and GDOT.
2. Sue Anne Decker to communicate with county representatives as to whether bike accommodation is required along the project corridor. She will also coordinate with schools and EMS with respect to the detour and closing of the bridge.
3. Parsons to study the current design vehicle and design for adequate accommodation of larger trucks.
4. Sue Anne Decker to communicate with Mike Nash regarding the at-grade railroad crossings encountered during the detour route.
5. Parsons to update detour route description based on comment from District Three representatives regarding the origin of the majority of traffic through the project site.
6. Sue Anne Decker to address horizontal sight distance issues at Turkey Trail with Harris County representatives.
7. Parsons to update utility estimate in concept report.

8. Sue Anne Decker to schedule first constructability meeting to address utility impact during preliminary plans phase.
9. Parsons to add an onsite detour alternative to the concept report.
10. Parsons and Sue Anne Decker to investigate a design exception for a reduced shoulder width along the project corridor.
11. Parsons to request an updated right-of-way cost estimate which reflects the correct number of impacted parcels and the resulting increase in administrative costs.

Meeting Attendees:

Name	Organization	Email
Sue Anne Decker	GDOT	sdecker@dot.ga.gov
Brent Loftin	Diverse Power	brent.loftin@diversepower.com
Todd Conkle	Diverse Power	todd.conkle@diversepower.com
Jeremy Daniel	GDOT	jedaniel@got.ga.gov
Duane Fant	GDOT D3 RW	dfant@dot.ga.gov
Keenan Ford	GDOT AE	kford@dot.ga.gov
Emilee Williams	Parsons	emilee.williams@parsons.com
Todd Hill	GT Hill Planners	thill@gthillplanners.com
Pat Smeeton	GT Hill Planners	psmeeton@gthillplanners.com
Harland Smith	GDOT	hasmith@dot.ga.gov
George Johnson	GDOT	gejohnson@dot.ga.gov
Barry Brown	Parsons	barry.brown@parsons.com
Saurabh Bhattacharya	Parsons	saurabh.bhattacharya@parsons.com
Mike Mobley	AT&T	mm1115@att.com
Jack Reed	GDOT	jreed@dot.ga.gov
Bill Rountree	Parsons	william.rountree@parsons.com

Daniel Pass	GDOT D3	dpass@dot.ga.gov
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Concept Team Meeting
 February 5, 2015
 0008600 Harris – Fortson Road @ Standing Boy Creek

Name	Agency/Position	Email address and Phone Number
Sue Anne Decker	GDOT/PM	sdecker@dot.ga.gov 706-646-7559
Brent Loftin	Diverse Power	brent.loftin@diversepower.com 706-881-6252
Todd Conkle	DIVERSE POWER	todd.conkle@diversepower.com 706-594-6220
Jeremy Daniel	GDOT	jedaniel@dot.ga.gov 706-601-1376
Diane Fant	GDOT D3 RU	dfant@dot.ga.gov 706-646-7552
Keenan Ford	GDOT AE	kford@dot.ga.gov 706-568-2165
EMILIE WILLIAMS	PARSONS	EMILIE.WILLIAMS@PARSONS.COM 678-969-2319
Todd Hill	GT-Hill Planners	thill@ghillplanners.com 678 205 7315
Pat Smooten	" " "	psmooten@gt-hillplanners.com 678 205 6446
Harland Smith	GDOT	hasmiff@dot.ga.gov 706-646-7606
George Johnson	GDOT	GEORGEJOHNSON@DOT.GA.GOV 706-392-2056
BARRY BROWN	PARSONS	barry.brown@parsons.com 404 999 7440
SAURABH BHATTACHARYA	PARSONS	Saurabh.bhattacharya@parsons.com 678 969-2315
Mike Mobley	AT&T	mm1115@att.com
Jack Rea	GDOT	JREA@DOT.GA.GOV

