ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0009860
Bridge Replacement - SR 3/US 41 @
CR 122/OLD HWY 41
GDOT District 6 - Cartersville
Bartow County

OFFICE Design Policy & Support

DATE August 20, 2012

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
DeWayne Comer, District Engineer
Mike Haithcock, District Preconstruction Engineer
Kerry Bonner, District Utilities Engineer
Terry Rogers, Project Manager
BOARD MEMBER - 11th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type:	Bridge Replacement	P.I. Number:	0009860
GDOT District:	6	County:	Bartow
Federal Route Number:	41	State Route Number:	3

Bridge Replacement on SR 3 / US 41 @ CR 122 / OLD HWY 41

Submitted for approval:

David W Ray — 5/4/2012
Consultant Designer & Firm or GDOT Concept/Design Phase Office Head & Office — DATE

Bobby Hilliard — 5-11-2012
Office Head *(GDOT Project Manager's Office)* — DATE

Terry Rogers — 5/14/12
GDOT Project Manager — DATE

Recommendation for approval:

Program Control Administrator — DATE

*Glenn Bowman/MAS — 04-05-2012
State Environmental Administrator *(recommendation required)* — DATE

State Traffic Engineer *(recommendation required for roundabout projects)* — DATE

*Lisa Myers/MAS — 04-04-2012
Project Review Engineer — DATE

*Patrick Allen/MAS — 04-20-2012
State Utilities Engineer — DATE

*Ben Rabun/MAS — 05-03-2012
State Bridge Design Engineer *(if applicable)* — DATE

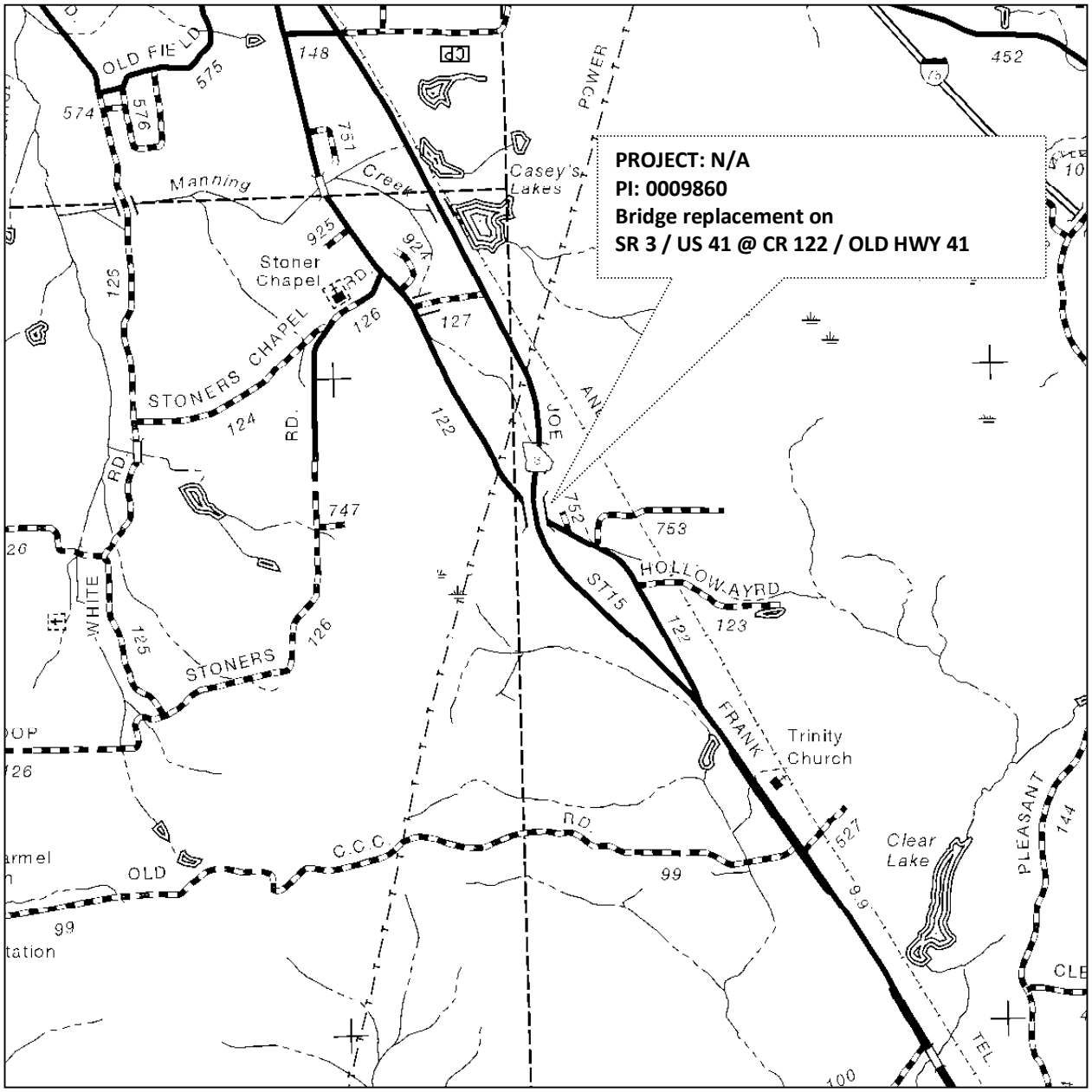
State Transportation Financial Management Administrator — DATE

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

*Cindy VanDyke — 04-04-2012
State Transportation Planning Administrator *(recommendation required)* — DATE

* Recommendation on file.

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Justification Statement:

The existing bridge (Structure ID 015-0021-0) was built in 1949 and consists of 5 spans of steel beams on a concrete cap and column substructure with spread footings at bents 2, 3 and 4. Bent 5 has a concrete cap on steel piles. The deck has transverse cracking with efflorescence. The substructure caps are exhibiting vertical cracks at all bents. Bent 2 is being controlled by flexure cracking. Bent caps 3, 4 and 5 also all exhibit cracking. Replacement of this structurally deficient bridge is recommended.

Description of the proposed project:

This project is located in Bartow County, Georgia, approximately 4 miles south of the city of Adairsville. The project consists of the replacement of the existing bridge replacement on SR 3 / US 41 over CR 122 / Old HWY 41. There is no suitable detour route for SR 3 / US 41 at this location, therefore the new bridge will be constructed directly adjacent to the existing bridge on the eastern side of SR 3 / US 41. This will allow SR 3 / US 41 to remain open during construction.

Federal Oversight: ☐ Full Oversight ☒ Exempt ☐ State Funded ☐ Other

MPO: ☒ N/A ☐ MPO
MPO Project TIP # N/A

Regional Commission: ☐ N/A ☒ Nortwest Georgia Regional Commission
RC Project ID # N/A

Congressional District(s): 11

Projected Traffic ADT:
Current Year (2011): 6900 Open Year (2017): 8250 Design Year (2037): 13500

Functional Classification (Mainline): Rural Minor Arterial

Is this project on a designated bike route? ☒ No ☐ YES

Is this project located on a pedestrian plan? ☒ No ☐ YES

Is this project located on or part of a transit network? ☒ No ☐ YES

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: N/A

Context Sensitive Solutions: N/A

DESIGN AND STRUCTURAL DATA

Mainline Design Features:
Roadway Name/Identification: SR 3 / US 41

Feature	Existing	Standard*	Proposed
Typical Section			
- **Number of Lanes**	**2**	**2**	**2**
- **Lane Width(s)**	**12 ft**	**12 ft**	**12 ft**
- **Median Width & Type**	**N/A**	**N/A**	**N/A**
- **Outside Shoulder Width & Type**	**6 ft - 12 ft**	**8 ft min**	**6 ft grassed / 2 ft paved** *
- **Outside Shoulder Slope**	**Unknown**	**6%**	**6%**
- **Inside Shoulder Width & Type**	**N/A**	**N/A**	**N/A**
- **Sidewalks**	**N/A**	**N/A**	**N/A**
- **Auxiliary Lanes**	**N/A**	**None required**	**N/A**
- **Bike Lanes**	**N/A**	**N/A**	**N/A**
Posted Speed	**55**		**55 mph**
Design Speed	**Unknown**	**55 mph**	**55 mph**
Min Horizontal Curve Radius	**1184 ft**	**1060 ft**	**2292 ft**
Superelevation Rate	**Unknown**	**6% max**	**6%**
Grade	**Unknown**	**5%**	**3.17%**
Access Control	**By permit**	**By permit or partial control**	**By permit**
Right-of-Way Width	**100 ft – 250 ft**	**--**	**100 ft – 250 ft**
Maximum Grade – Crossroad	**N/A**	**N/A**	**N/A**
Design Vehicle	**WB-62**	**WB-40 or WB-62**	**WB-62**

*According to current GDOT design policy if applicable

Major Structures:

Structure	Existing	Proposed
ID# 015-0021-0 SR3/US41@CR122/OLD HWY 41	*Existing bridge consists of 2 – 12' lanes with 3' shoulders and is 220' long and 36' wide. The sufficiency rating is 28.63*	*Proposed bridge consists of 2 – 12' lanes with 8' shoulders and is 300' long and 40' wide.*

Major Interchanges/Intersections: None

* Table entry corrected from "8 ft grassed/2 ft paved" - Oct. 26, 2012

Utility Involvements:

Bartow County Water - Water
Georgia Power Company - Power Distribution
AT&T - Telecommunications
Comcast - Cable Television
City of Adairsville - Water
Atlanta Gas Light Company - Natural Gas

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

SUE Required: ☐ Yes ☒ No

Railroad Involvement: N/A

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

Anticipated number of impacted parcels: 8
Anticipated number of displacements (Total): 0
Businesses: 0
Residences: 0
Other: 0

Location and Design approval: ☐ Not Required ☒ Required

Off-site Detours Anticipated: ☒ No ☐ Yes ☐ Undetermined

Transportation Management Plan Anticipated: ☐ YES ☒ NO

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	NO	Undetermined
1. Design Speed	☐	☒	☐
2. Lane Width	☐	☒	☐
3. Shoulder Width	☐	☒	☐
4. Bridge Width	☐	☒	☐
5. Horizontal Alignment	☐	☒	☐
6. Superelevation	☐	☒	☐
7. Vertical Alignment	☐	☒	☐
8. Grade	☐	☒	☐
9. Stopping Sight Distance	☐	☒	☐
10. Cross Slope	☐	☒	☐
11. Vertical Clearance	☐	☒	☐
12. Lateral Offset to Obstruction	☐	☒	☐
13. Bridge Structural Capacity	☐	☒	☐

Design Variances to GDOT standard criteria anticipated:

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

VE Study anticipated: ☒ No ☐ Yes ☐ Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: ☐ **NEPA:** ☒ Categorical Exclusion ☐ EA/FONSI ☐ EIS

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? ☐ No ☒ Yes
Is the project located in an Ozone Non-attainment area? ☐ No ☒ Yes
Exempt due to the project does not add capacity.

Environmental Permits/Variances/Commitments/Coordination anticipated:

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

Is a PAR required? ☒ No ☐ Yes ☐ Completed – Date:

NEPA/GEPA: The document would be a Categorical Exclusion NEPA document. There are two or three potentially historic structures located on the east side of SR 3/US 41; none are expected to be eligible for listing on the National Register. Based on this, there should not be a 4f issue.

Ecology: A potential stream in the southeast quadrant begins near the existing bridge area and runs parallel to the roadway, underneath the existing bridge, and into the southwest quadrant where it continues on. A potential stream within the southwest quadrant begins near the existing bridge area and runs mostly parallel to the existing roadway. As it nears the bottom of the hill it joins the previously described stream coming from the southeast quadrant. Both streams could possibly be determined as ephemeral at their origins but changing to intermittent shortly before or after joining at the bottom of the hill.

The Bay Star Vine is listed as state threatened (ST) and the Twinleaf is listed as state endangered (SE).

History: Two potentially historic barns/sheds are located within the southeast quadrant of the project's corridor, and one potentially historic roadbed is located within the northeast quadrant. None are expected to be eligible for listing on the National Register. SHPO concurrence will be required with the history survey report.

Archeology: No impact(s) anticipated.

Air & Noise: No air issues anticipated since the project does not add capacity. Since the existing distance to at least one home will be reduced approximately by 50%, a type 1 noise analysis (on-site noise readings) would likely be required. Mitigation measures are not anticipated.

Public Involvement: Since the project will not be closing the roadway, public involvement (a PIOH) should not be required.

Major stakeholders: At least three homeowners, two businesses, and Utility companies.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule:
There may be some potential historic sites and potential habitat of endangered species.

Early Completion Incentives recommended for consideration: ☒ No ☐ Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT – District 6
Design	GDOT – District 6
Right-of-Way Acquisition	GDOT – District 6
Utility Relocation	Utility Companies
Letting to Contract	GDOT
Construction Supervision	GDOT – District 6
Providing Material Pits	GDOT / Contractor
Providing Detours	N/A
Environmental Studies, Documents, and Permits	GDOT – Atlanta
Environmental Mitigation	GDOT – Atlanta
Construction Inspection & Materials Testing	GDOT

Lighting required: ☒ No ☐ Yes

Initial Concept Meeting: December 20, 2011

Concept Meeting: February 23, 2012

Other projects in the area: N/A

Other coordination to date: N/A

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	GDOT	GDOT	GDOT	GDOT	
$ Amount	$50.000	$327,000	$110,000	$2,540,185.58	Undetermined	$3,027,184.58
Date of Estimate	4/15/2010	9/13/2011	11/17/2011	6/6/2012	N/A	

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

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Replace in new location			
Estimated Property Impacts:	**8**	**Estimated Total Cost:**	**$2,986,800.00**
Estimated ROW Cost:	**$327,000.00**	**Estimated CST Time:**	**12 to 18 Months**
Rationale: The Preferred Alternative was selected because there is no viable detour route for SR 3 / US 41, and closing the road for the duration of construction would cause undue inconveniences to the traveling public. The Preferred Alternative affects only 8 parcels, while Alternative 1 would affect approximately 14 parcels. Although the Preferred Alternative would affect fewer parcels, the total acreage of ROW required would be approximately equal to the ROW required from 14 parcels with Alternative 1. Therefore, the estimated ROW cost for both the Preferred Alternative and Alternative 1 are shown as $327,000. The new bridge will be constructed adjacent to the existing bridge on the eastern side of SR 3 / US 41.			

Alternative 1: Replace in place			
Estimated Property Impacts:	**14**	**Estimated Total Cost:**	**$2,986,800.00**
Estimated ROW Cost:	**$327,000.00**	**Estimated CST Time:**	**12 to 18 Months**
Rationale: Alternative 1 was not selected because there is no viable detour route for US 41 / SR 3, and closing the road for the duration of construction would cause undue inconveniences to the traveling public. Alternative 1 would affect approximately 14 parcels, while the Preferred Alternative would affect only 8 parcels.			

Alternative 2: No Build			
Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**0**
Estimated ROW Cost:	**0**	**Estimated CST Time:**	**0**
Rationale: Alternative 2 was not selected because the existing bridge is structurally deficient and requires replacement.			

Comments:

Attachments:

1. Typical sections
2. Detailed Cost Estimates:
    a. Construction including Engineering and Inspection
    b. Programmed Cost Estimate
    c. Completed Asphalt Price Adjustment forms
    d. Right-of-Way
    e. Utilities
3. Crash summaries
4. Traffic data
5. Bridge inventory
6. Pavement studies
7. Initial Concept Team Meeting minutes
8. Concept Team Meeting Minutes

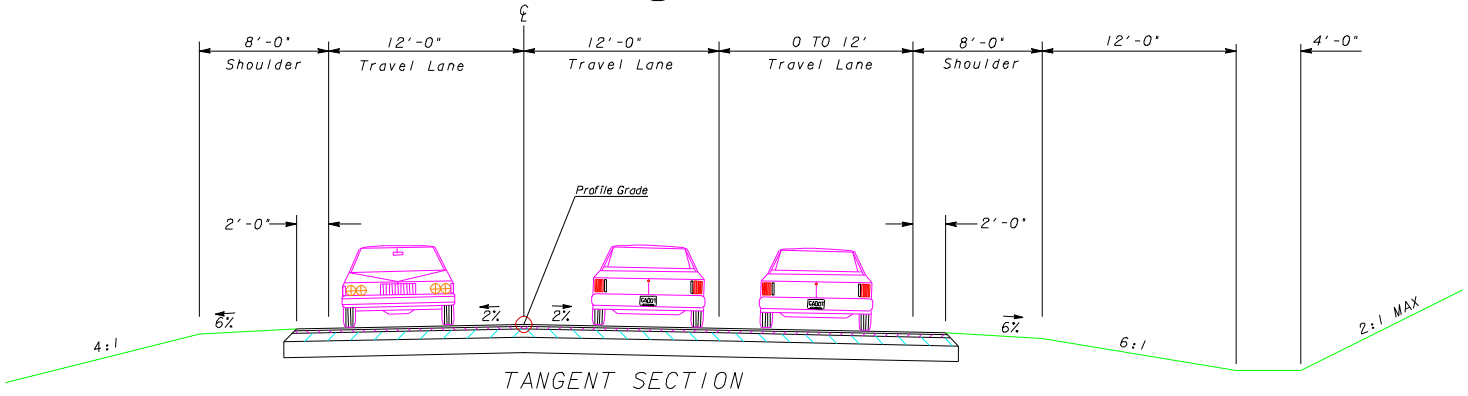
APPROVALS

Concur: _____
Director of Engineering

Approve: _____ 8-16-12
Chief Engineer Date

TYPICAL SECTION

SR 3 / US 41 @ CR 122 / OLD HWY 41



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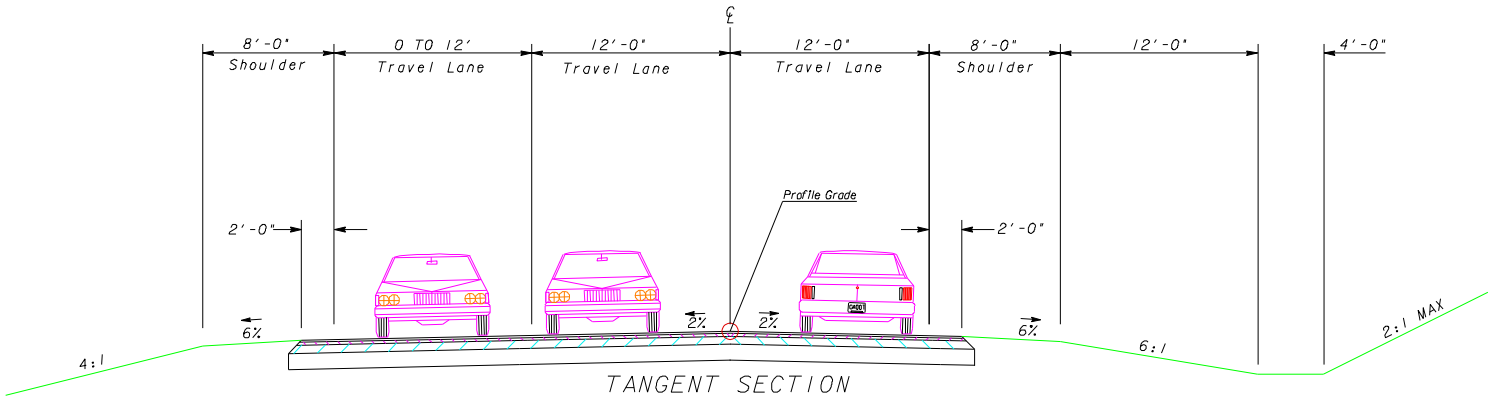
TYPICAL SECTION

SR 3 / US 41 @ CR 122 / OLD HWY 41



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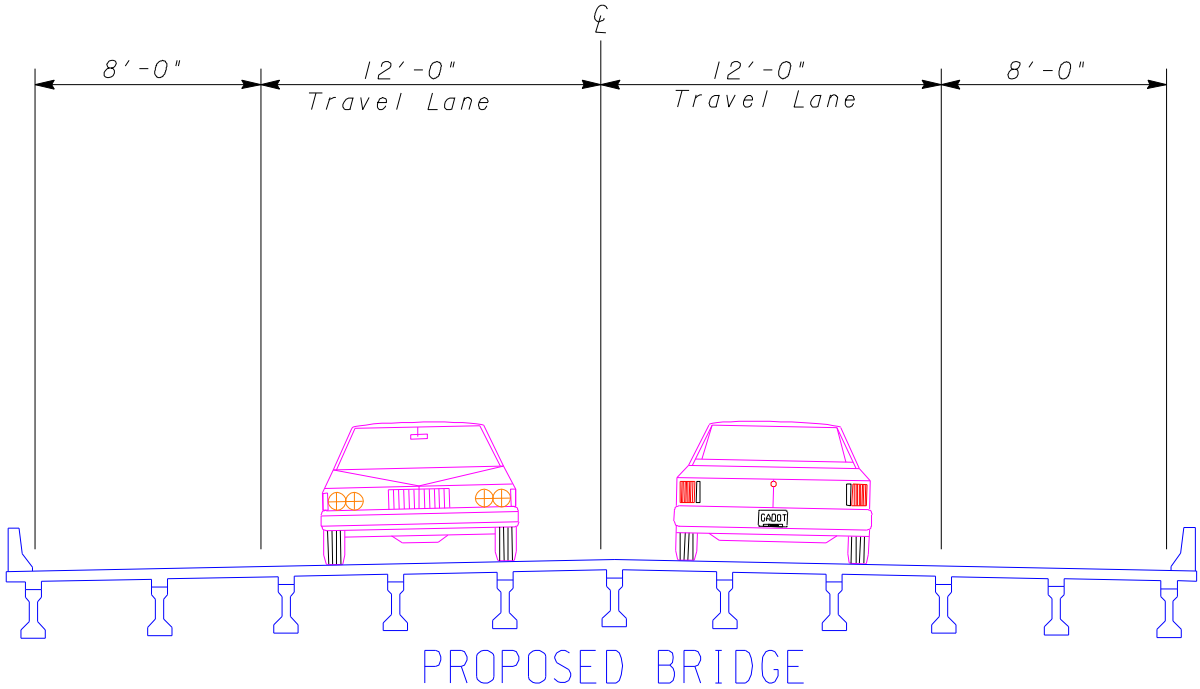
TYPICAL SECTION

SR 3 / US 41 @ CR 122 / OLD HWY 41



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Processed Date: 6/6/12

DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 0009860

JOB NUMBER: *0009860* **FED/STATE PROJECT NUMBER**

SPEC YEAR: *01*

DESCRIPTION: *BRIDGE REPLACEMENT ON SR3 / US41 OVER CR 122 / OLD HWY 41*

ITEMS FOR JOB 0009860

0010 - ROADWAY

.ine Numbe	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	$99,555.78	TRAFFIC CONTROL - 0009860	$99,555.78
0010	153-1300	1.000	EA	$83,157.23	FIELD ENGINEERS OFFICE TP 3	$83,157.23
0015	210-0100	1.000	LS	$561,236.21	GRADING COMPLETE - 0009860	$561,236.21
0020	433-1000	160.000	SY	$176.37	REINF CONC APPROACH SLAB	$28,219.20
0025	634-1200	15.000	EA	$104.12	RIGHT OF WAY MARKERS	$1,561.80
0030	641-1100	110.000	LF	$52.63	GUARDRAIL, TP T	$5,789.30
0035	641-1200	1000.000	LF	$17.04	GUARDRAIL, TP W	$17,040.00
0040	641-5001	4.000	EA	$653.14	GUARDRAIL ANCHORAGE, TP 1	$2,612.56
0045	641-5012	4.000	EA	$1,870.74	GUARDRAIL ANCHORAGE, TP 12	$7,482.96
					SUBTOTAL FOR ROADWAY:	**$806,655.04**

0020 - PAVEMENT

.ine Numbe	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0050	310-1101	1350.000	TN	$18.47	GR AGGR BASE CRS, INCL MATL	$24,934.50
0055	402-1811	120.000	TN	$100.00	RECYL AC LEVELING, INCL BM	$12,000.00
0060	402-3121	550.000	TN	$65.61	RECYL AC 25MM SP,GP1/2,BM&HL	$36,085.50
0065	402-3141	710.000	TN	$65.98	RECYL AC 12.5 MM SP,GP 1 OR 2,INCL BM	$46,845.80
0070	402-3190	330.000	TN	$73.45	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	$24,238.50
0075	413-1000	440.000	GL	$4.76	BITUM TACK COAT	$2,094.40
					SUBTOTAL FOR PAVEMENT:	**$146,198.70**

0030 - SIGNING & MARKING

.ine Numbe	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0080	653-1501	5280.000	LF	$0.57	THERMO SOLID TRAF ST 5 IN, WHI	$3,009.60
0085	653-1502	5280.000	LF	$0.61	THERMO SOLID TRAF ST, 5 IN YEL	$3,220.80
0090	654-1001	50.000	EA	$3.67	RAISED PVMT MARKERS TP 1	$183.50
					SUBTOTAL FOR SIGNING & MARKING:	**$6,413.90**

0040 - BRIDGE REPLACEMENT

.ine Numbe	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0095	540-1102	1.000	LS	$72,368.36	REM OF EX BR, BR NO - 0009860	$72,368.36
0100	543-9000	1.000	LS	$1,254,000.00	CONSTR OF BRIDGE COMPLETE - 0009860	$1,254,000.00
					SUBTOTAL FOR BRIDGE REPLACEMENT:	**$1,326,368.36**

0050 - EROSION CONTROL

.ine Numbe	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0105	163-0232	4.000	AC	$290.95	TEMPORARY GRASSING	$1,163.80
0110	163-0240	7.000	TN	$266.45	MULCH	$1,865.15
0115	163-0300	2.000	EA	$1,164.94	CONSTRUCTION EXIT	$2,329.88
0120	165-0030	4000.000	LF	$0.70	MAINT OF TEMP SILT FENCE, TP C	$2,800.00
0125	165-0101	1.000	EA	$460.40	MAINT OF CONST EXIT	$460.40
0130	167-1000	1.000	EA	$309.15	WATER QUALITY MONITORING AND SAMPLING	$309.15
0135	167-1500	18.000	MO	$586.95	WATER QUALITY INSPECTIONS	$10,565.10
0140	171-0030	8000.000	LF	$2.77	TEMPORARY SILT FENCE, TYPE C	$22,160.00
0145	700-6910	4.000	AC	$729.40	PERMANENT GRASSING	$2,917.60
0150	716-2000	7500.000	SY	$0.97	EROSION CONTROL MATS, SLOPES	$7,275.00
					SUBTOTAL FOR EROSION CONTROL:	**$51,846.08**

TOTALS FOR JOB 0009860

File Location: Div of Preconstruction > CES

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DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 0009860

ITEMS COST:	$2,337,482.08
COST GROUP COST:	$0.00
ESTIMATED COST:	$2,337,482.08
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	$2,454,356.18

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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. N/A , Bartow County
SR 3 / US 41 @ CR 122 / OLD HWY 41
P.I. No. 0009860

OFFICE Cartersville

DATE 7/23/2012

FROM Paula Moppins, Design Engineer II

TO Ronald E. Wishon Acting Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER : Terry Rogers

MNGT LET DATE: 10/15/2014

MNGT R/W DATE: 5/15/2013

PROGRAMMED COST (TPro W/OUT INFLATION)		**LAST ESTIMATE UPDATE**
CONSTRUCTION	$500,000.00	DATE 4/15/2010
RIGHT OF WAY	$50,000.00	DATE 4/15/2010
UTILITIES	N/A	DATE Select Date

REVISED COST ESTIMATES

CONSTRUCTION*	2,868,064.28
RIGHT OF WAY	$ 327,000.00
UTILITIES	$110,000.00

* Costs contain 5 % Engineering and Inspection

CONTINGENCY SUMMARY

Construction Cost Estimate:	$2,337,482.08	(Base Estimate)
Engineering and Inspection:	$116,874.10	(Base Estimate x 5%)
Total Liquid AC Adjustment	$85,828.40	(From attached worksheet)
Construction Total:	$2,540,184.58	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
Georgia Power Company – Dist.	$110,000.00

Attachments

c: Genetha Rice - Singleton, State Program Control Administrator

PROJ. NO.		CALL NO.
P.I. NO.	0009860	
DATE	7/17/2012	

INDEX (TYPE)	**DATE**	**INDEX**
REG. UNLEADED	Jul-12	$ 3.137
DIESEL		$ 3.602
LIQUID AC		$ 611.00

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)				**84867.9**	**$**	**84,867.90**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	977.60		
Monthly Asphalt Cement Price month project let (APL)			$	611.00		
Total Monthly Tonnage of asphalt cement (TMT)				231.5		

ASPHALT	**Tons**	**%AC**	**AC ton**
Leveling	120	5.0%	6
12.5 OGFC		5.0%	0
9.5 mm	660	5.0%	33
19 mm	510	5.0%	25.5
25 mm SP	760	5.0%	38
GAB	2580	5.0%	129
	4630		**231.5**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**960.50**	**$**	**960.50**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	977.60		
Monthly Asphalt Cement Price month project let (APL)			$	611.00		
Total Monthly Tonnage of asphalt cement (TMT)				2.620011562		

Bitum Tack Gals	gals/ton	tons
610	232.8234	2.62001156

PROJ. NO.		CALL NO.	
P.I. NO.	0009860		
DATE	7/17/2012		

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$ -**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	977.60	
Monthly Asphalt Cement Price month project let (APL)			$	611.00	
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	**$**	**85,828.40**

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 9/13/2011 Project:
Revised: County: Bartow
PI: 9860

Description: Bridge Replacement
Project Termini: SR 3/US 41 @ CR 122/Old Hwy 41

Existing ROW:
Parcels: 8 Required ROW:

Land and Improvements		$144,000.00
Proximity Damage	*$0.00*	
Consequential Damage	*$0.00*	
Cost to Cures	*$0.00*	
Trade Fixtures	*$0.00*	
Improvements	*$0.00*	
Valuation Services		$15,000.00
Legal Services		$80,400.00
Relocation		$16,000.00
Demolition		$0.00
Administrative		$71,000.00
TOTAL ESTIMATED COSTS		$326,400.00
TOTAL ESTIMATED COSTS (ROUNDED)		***$327,000.00***

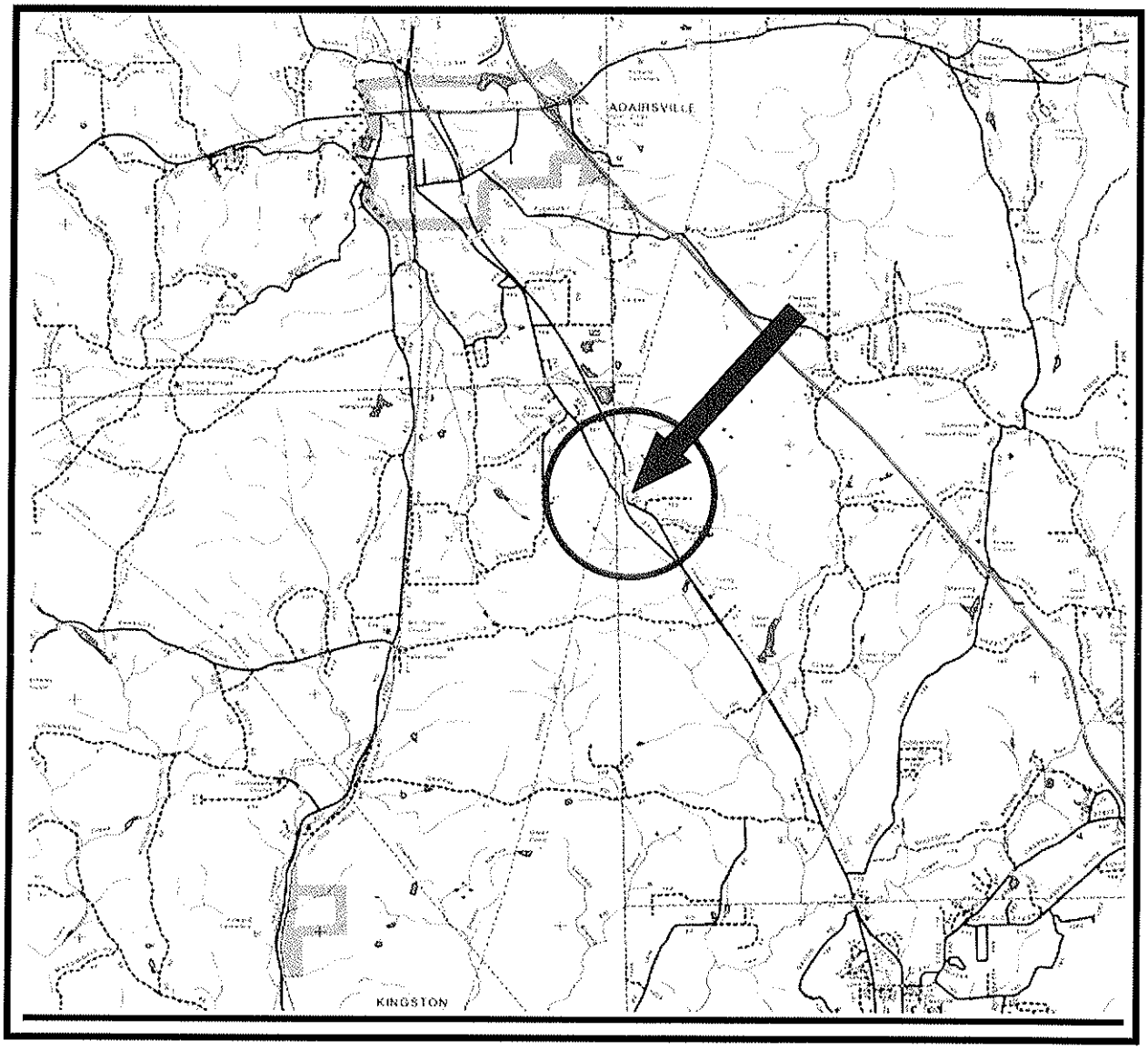
Preparation Credits	Hours	Signature
	40	Claudette Same

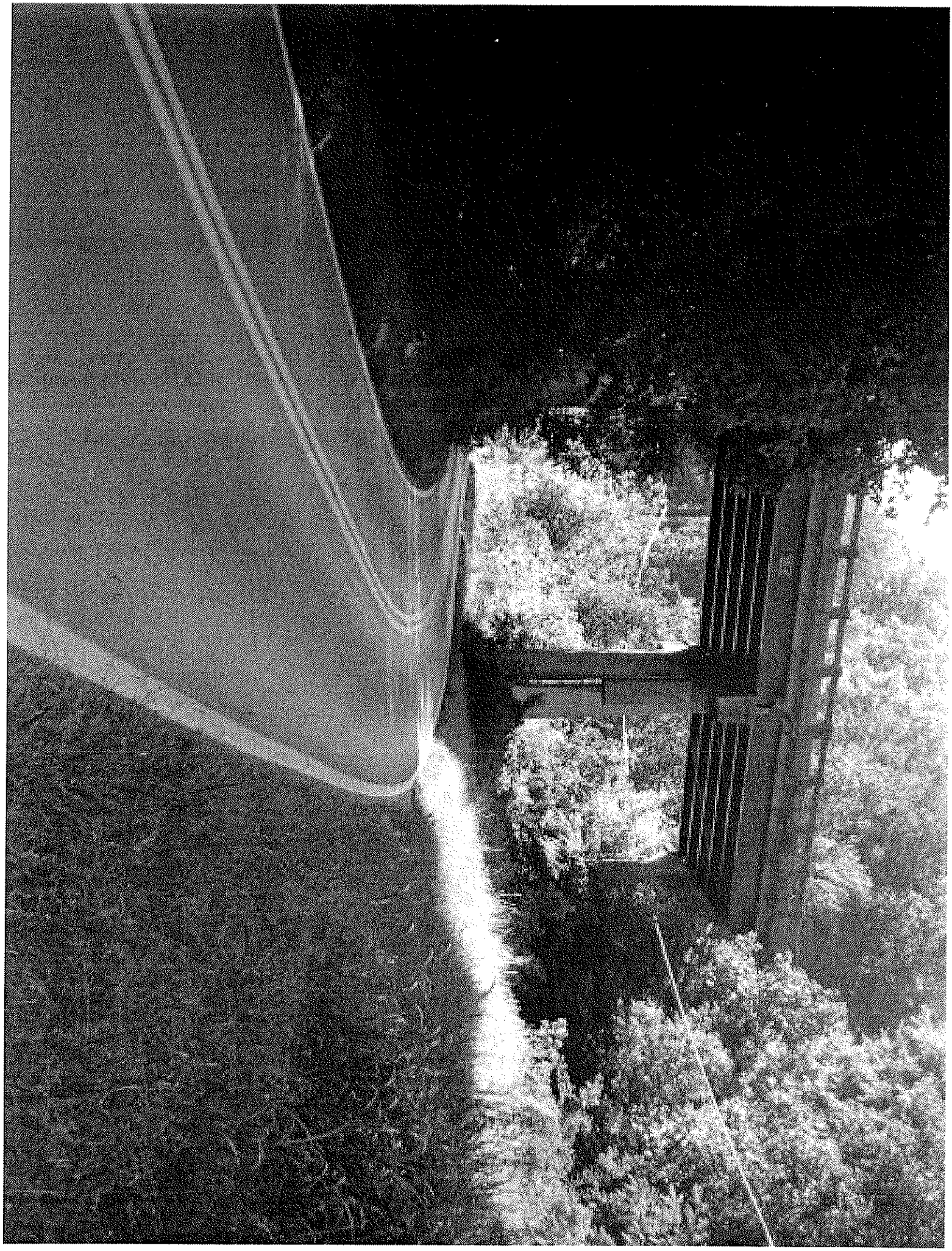
Prepared By: Pam Digal CG#: 6559 (DATE) 9-13-11
Approved By: LaShone Alexander CG#: 286999 (DATE) 9-14-11

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

PI# 0009860

SR 3 / US 41 @ CR 122 / OLD HWY 41





DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE N/A, Bartow Co.
Bridge Replacement
SR 3 @ Old Hwy. 41
P.I. No. 0009860

OFFICE Cartersville

DATE November 17, 2011

FROM Kerry D. Bonner, District Utilities Engineer

TO Bobby Hilliard, P. E., Office of Program Delivery
ATTN Terry Rogers, 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.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Bartow County Water*	$ 75,000.00	
Georgia Power Company – Dist.		$ 110,000.00
AT&T – Georgia	$ 15,000.00	
Comcast	$ 10,000.00	
City of Adairsville*	$ 100,000.00	
Atlanta Gas Light Co.	$ 50,000.00	
Totals	$ 250,000.00	$110,000.00

Total utility cost for the above project is $360,000.00

*The reimbursable costs could increase to $285,000.00 if the City of Adairsville and Bartow County Water were to apply for and be granted assistance.

If you have any questions, please contact Jennifer Deems at 770-387-3616.

KDB/jd

C: File/Estimating Book

Accident Information

There were no accidents reported between the years of 2005 and 2009 within the project limits on SR 3 / US 41.

QUERY SUMMARY

For Year(s): 2005,2006,2007,2008,2009

Year	County	Route Type	Route Number	Beginning Milelog	Ending Milelog	No. Accidents	No. Vehicles	No. Injuries	No. Fatalities
2005	Bartow	State Route	000300	20.93	21.33	0	0	0	0
					2005 SubTotal	0	0	0	0
2006	Bartow	State Route	000300	20.93	21.33	0	0	0	0
					2006 SubTotal	0	0	0	0
2007	Bartow	State Route	000300	20.93	21.33	0	0	0	0
					2007 SubTotal	0	0	0	0
2008	Bartow	State Route	000300	20.93	21.33	0	0	0	0
					2008 SubTotal	0	0	0	0
2009	Bartow	State Route	000300	20.93	21.33	0	0	0	0
					2009 SubTotal	0	0	0	0
					All Year(s)Total	**0**	**0**	**0**	**0**

NO BUILD ADT = BUILD ADT
Department of Transportation
State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Bartow County
P.I. # 0009860

OFFICE Planning

DATE November 4, 2011

FROM Cindy VanDyke, State Transportation Planning Administrator

TO Kent Lloyd Sager, District 6 Engineer
Attention: Paula Moppins

SUBJECT Traffic Assignment for SR 3/US 41 @ CR 122/ Old Hwy. 41, Bridge Replacement Project.

We are furnishing estimated Traffic Assignment for the above project as follows:

TC # 0123
2011 ADT = 6900
2017 ADT = 8250
2037 ADT = 13500
2011 DHV = 690
2017 DHV = 825
2037 DHV = 1350
K = 10%
D = 50%
T = 5%
S.U. T = 4%
COMB. T = 1%
24 HOUR T = 9%
S.U. = 7%
COMB. = 2%

If you have any questions concerning this information please contact Leslie R. Woods at (404) 631-1773.

CLV/LRW

Traffic Projections/Forecasting Summary Sheet

P.I. # 0009860

Bartow County

Year the counts were taken 2011

Growth Factors

Build	**No Build**
Growth for Build	***Growth for No Build***
Existing Year to Base Year 3.0%	Existing to Base Year 3.0%
Base Year to Design Year 2.5%	Base to Design Year 2.5%
K = 9.5%	K = 9.5%
D = 50%	D = 50%

Assumptions

- Looked at average 7-year trend.
- Used ARC projections for Bartow County as additional tool (3.0%).

Processed Date:2/23/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:015-0021-0 **Bartow** **SUFF. RATING:** 28.63

Location & Geography

Structure ID:	015-0021-0
200 Brdge Information:	07
*6A Feature Int:	CR 122
*6B Critical Bridge:	0
*7A Route No Carried:	SR00003
*7B Facility Carried:	US 41
9 Location:	4 MI S OF ADAIRSVILLE
2 Dot District:	6
207 Year Photo:	2008
*91 Inspection Frequency:	24 Date: 11/10/2008
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	2
Designation:	1
Number:	00041
Direction:	0
*16 Latitude:	34 - 19.6427 HMMS Prefix:SR
*17 Longtitude:	84 -53.973 HMMS Suffix:00 MP:22.62
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	0
12 Base Highway Network:	1
13A LRS Inventory Route:	151000300
13B Sub Inventory Route:	0
101 parellel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	021.80
*208 Inspection Area:	6 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	015-00003D-022.62N

*104 Highway System:	0
*26 Functional Classification:	06
*204 Federal Route Type:	F No: 00015
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	04
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	2
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1949
106 Year Reconsrtucted:	0000
33 Bridge Medium:	0
34 Skew:	45
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	5
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O
259 Pile Encasement	2
*43 Structure Type Main:	3 02
45 No.Spans Main:	005
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	6
Membrane Type:	0
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	02
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	1
Curb Material:	1
239 Handrail	1 1
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	3
Fwrd:	3
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	1
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	15

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Bridge Inventory Data Listing

Structure ID:015-0021-0

Programming Data

201 Project No:	FI 426 (6)
202 Plans Available:	4
249 Prop Proj No:	0009860
250 Approval Status:	0000
251 PI Number:	0009860
252 Contract Date:	02/01/1901
260 Seismic No:	00016
75 Type Work:	00 0
94 Bridge Imp: Cost:	$ 0
95 Roadway Imp. Cost:	0
96 Total Imp Cost:	0
76 Imp Length:	000000
97 Imp Year:	0000
114Furure ADT:	12420 Year:2027

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216Water Depth:	00.0 Br.Height:00.0
222Slope Protection:	0
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current Cover:	000
Type:	0
No. Barrels:	0
* Width:	0.00 Height:0.00
* Length:	0 Apron:0
265 U/W Insp. Area	0 Diver:ZZZ
Location ID No:	015-00003D-022.62N

Measurements:

*29ADT	008280 Year:2007
109%Trucks:	0
* 28 Lanes On:	02 Under:02
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0050
* 49 Structure Length:	220
51 Br. Rwdy. Width	29.70
52 Deck Width:	35.80
* 47 Tot. Horiz. Cl:	30
50 Curb / Sidewalk Width	2.20 / 2.20
32 Approach Rdwy. Width	033
*229 Shoulder Width:	
Rear Lt:	3.00 Type:2 Rt:2.00
Fwd. Lt:	2.00 Type:2 Rt:2.00
Permanent Width:	
Rear:	28.00 Type:2
	36.00 Type:2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	2
Transition:	2
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under:	
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	H 6 6
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	8.00
Deck Thick Approach:	0.00
246 Overlay Thickness:	1.00
212 Year Last Painted:	Sup:1999Sub:1999

65 Inventory Rating Mathod:	2
63 Operating Rating Method:	2
66 Inventory Type:	2 Rating: 21
64 Operating Type:	2 Rating: 21
231Calculated Loads:	
H-Modified:	20 0
HS-Modified:	25 0
Type 3:	26 0
Type 3s2:	39 0
Timber:	36 0
Piggyback:	40 0
261 H Inventory Rating:	15
262 H Operating Rating	21
67 Structural Evaluation:	4
58 Deck Condition:	6
59 Superstructure Condition:	7
* 227 Collision Damage:	0
60A Substructure Condition:	4
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	4
69 UnderClr. Horz/Vert:	4
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

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DEPARTMENT OF TRANSPORATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE Pavement Design

OFFICE Materials and Research
Forest Park, Georgia
DATE March 18, 2011

FROM Georgene M. Geary, P.E., State Materials and Research Engineer

TO Ben Buchan, P.E., Director of Engineering
Gerald Ross, P.E., Deputy Commissioner/Chief Engineer

SUBJECT **Guidelines for Superpave and Other Mix Types Selection – Revision**

The Office of Materials and Research recommends that the Superpave Mix and Other Mix Types Selection guidelines dated January 30, 2006 be revised. This revision to the Guidelines corresponds with current construction practice and specifications, provides recommended lift thicknesses and includes the standard pay items from the November 2007 "Most frequently used pay-items" document.

These guidelines supersede the current guidelines date January 30, 2006 and the November 7, 2007 document. All changes and recommendations have been incorporated into the attached two-page "Criteria for Use of Asphaltic Concrete Layer and Mix Types" dated March 18, 2011 which can be used immediately, but, will be incorporated into Chapter 15 of the Design Policy Manual shortly as part of upcoming revisions.

If you have any questions, please contact Peter Wu at 404-608-4840 or J.T. Rabun at 404-608-4740.

BB:GMG:PW:JTR:aj/sh

Attachment: Criteria for Use of Asphaltic Concrete Layer and Mix Types

Recommended: _____
Ben Buchan, P.E., Director of Engineering

Approved: _____
Gerald Ross, P.E., Chief Engineer

CRITERIA FOR USE OF ASPHALTIC CONCRETE LAYER AND MIX TYPES
(Using Base Year Two-Way ADT)

	PAY ITEM	Base Year Two-Way ADT	MIX TYPE	LAYER THICKNESS AND/OR SPREAD RATE Customary, (Metric)			REMARKS
				(Minimum)	**USE**	(Maximum)	
Drainage	400-3206	>25,000	12.5 mm OGFC	85 lbs/yd^2, (47 kg/m^2)	**90 lbs/yd^2, (50 kg/m^2)**	95 lbs/yd^2, (53 kg/m^2)	For High ADT State Routes with speed limits ≥ 55 mph.
Drainage	400-3624	N/A	12.5 mm PEM	110 lbs/yd^2, (60 kg/m^2)	**135 lbs/yd^2, (75 kg/m^2)**	165 lbs/yd^2, (90 kg/m^2)	For Interstate Routes.
Surface**	402-3814	<800	4.75 mm	¾", 85 lbs/yd^2, (19 mm, 45 kg/m^2)	**$^7/_8$", 90 lbs/yd^2, (22 mm, 50 kg/m^2)**	1-$^1/_8$", 125 lbs/yd^2, (28 mm, 70 kg/m^2)	For State and Off-system Routes with low truck traffic volume (< 100 trucks per day).
Surface**	402-3816	800 to 1000					
Surface**	402-3100	<800	9.5 mm Type I Superpave	$^7/_8$", 90 lbs/yd^2, (22 mm, 50 kg/m^2)	**1-¼"*, 135 lbs/yd^2, (32 mm, 75 kg/m^2)**	1-¼", 135 lbs/yd^2, (32 mm, 75 kg/m^2)	For State and Off-system Routes *** For Off-system Routes <u>only</u> USE:** 1-$^1/_8$", 125 lbs/yd^2, (28 mm, 70 kg/m^2)
Surface**	402-3101	800 to 2000					
Surface**	402-3102	2000 to 4000	9.5 mm Type II Superpave	1-$^1/_8$", 125 lbs/yd^2, (28 mm, 70 kg/m^2)	**1-¼", 135 lbs/yd^2, (32 mm, 75 kg/m^2)**	1-½", 165 lbs/yd^2, (38 mm, 90 kg/m^2)	For State and Off-system Routes.
Surface**	402-3103	4000 to 10,000					
Surface**	402-3130	10,000 to 25,000	12.5 mm Superpave	1-$^3/_8$", 150 lbs/yd^2, (35mm, 80 kg/m^2)	**1-½", 165 lbs/yd^2, (38 mm, 90 kg/m^2)**	2-½", 275 lbs/yd^2, (64 mm, 150 kg/m^2)	For State Routes and for shoulders of Interstate Routes.
Surface**	402-4510	25,000 to 50,000	12.5 mm Superpave w/polymer Modified AC	1-$^3/_8$", 150 lbs/yd^2, (35mm, 80 kg/m^2)	**1-½", 165 lbs/yd^2, (38 mm, 90 kg/m^2)**	2-½", 275 lbs/yd^2, (64 mm, 150 kg/m^2)	For High ADT State Routes, all Interstate Routes; and all Interstate Ramps.
Surface**	402-3600	>50,000	12.5 mm SMA	1-$^3/_8$", 150 lbs/yd^2, (35mm, 80 kg/m^2)	**1-½", 165 lbs/yd^2, (38 mm, 90 kg/m^2)**	3", 330 lbs/yd^2, (75mm, 180 kg/m^2)	For Interstate Routes and for State Routes when recommended by OMR. **OMR may recommend 2-inch lift 12.5 mm SMA on Interstates.**

CRITERIA FOR USE OF ASPHALTIC CONCRETE LAYER AND MIX TYPES
(Using Base Year Two-Way ADT)

	PAY ITEM	Base Year Two-Way ADT	MIX TYPE	LAYER THICKNESS AND/OR SPREAD RATE Customary, (Metric)			REMARKS
				(Minimum)	**USE**	(Maximum)	
Intermediate	402-3190	N/A	19 mm Superpave	1-¾", 190 lbs/yd^2, (44 mm, 105 kg/m^2)	**2", 220 lbs/yd^2, (50 mm, 120 kg/m^2)**	3", 330 lbs/yd^2, (75mm, 180 kg/m^2)	All Routes. 2 inches is optimum for smoothness, if additional structure is required use 25 mm. Trench widening which may be left exposed as travel surface Thickness = 4", 440 lbs/yd^2, (100 mm, 240 kg/m^2) Trench widening Thickness = 6 ", 660 lbs/yd^2, (150 mm, 360 kg/m^2)
Base	402-3121	N/A	25 mm Superpave	2-½", 275 lbs/yd^2, (64 mm, 150 kg/m^2)	**3", 330 lbs/yd^2, (75mm, 180 kg/m^2)**	4", 440 lbs/yd^2, (100 mm, 240 kg/m^2)	All Routes. 3 or 4 inches is a standard lift thickness. Trench widening Thickness = 6 ", 660 lbs/yd^2, (150 mm, 360 kg/m^2)

Note: Mix type to be used for patching and leveling will depend on thickness to be placed according to Section 400.3.03.B.4, Table 3 in Shelf Special Provision.

****Use of the shown pay items for Surface mixes will comply with GDOT Policy 5520-8 in relation to the allowed aggregate Group/Blend for friction and ADT**

Mixes Used on an Infrequent Basis **(Contact OMR for Guidance before using)**

PAY ITEM	Base Year ADT	MIX TYPE	LAYER THICKNESS AND/OR SPREAD RATE Customary, (Metric)			REMARKS
			(Minimum)	USE	(Maximum)	
400-3150	N/A	9.5 mm OGFC	55 lbs/yd^2, (30 kg/m^2)	**60 lbs/yd^2, (33 kg/m^2)**	65 lbs/yd^2, (36 kg/m^2)	Limited use on State Routes to address specific drainage problems. State Routes with speed limits ≥ 55 mph.
400-3600 402-XXXX	10,000 to 50,000	9.5 mm SMA	1-$^1/_8$", 125 lbs/yd^2, (28 mm, 70 kg/m^2)	**1-¼", 135 lbs/yd^2, (32 mm, 75 kg/m^2)**	1-½", 165 lbs/yd^2, (40 mm, 90 kg/m^2)	May be used as alternate surface on State Routes ***only*** when recommended by OMR.
402-3606	N/A	19 mm SMA	1-¾", 190 lbs/yd^2, (44 mm, 105 kg/m^2)	**2", 220 lbs/yd^2, (50 mm, 120 kg/m^2)**	3", 330 lbs/yd^2, (75mm, 180 kg/m^2)	Only for special circumstances, with concurrence of OMR.

Initial Concept Team Meeting Minutes

Project Number: 0009860
P. I. Number: 0009860
Federal Route Number: None
State Route Number: 3
County Route Number:
Bridge Replacement of SR 3/US 41 over CR 122/Old Hwy 41
County: Bartow

Date: December 20, 2011
Location: GDOT District 6
Total Minutes: 45 mins

Attendees:

Paula Moppins	GDOT	pmoppins@dot.ga.gov
David Ray	GDOT	dray@dot.ga.gov
Lisa Wesley	GDOT	lwesley@dot.ga.gov
Carla Benton-Hooks	GDOT	cbenton-hooks@dot.ga.gov
Bobby Dollar	GDOT	bdollar@dot.ga.gov
Stan McCarley	GDOT	smccarley@dot.ga.gov
Terry Rogers	GDOT	trogers@dot.ga.gov
Jennifer Deems	GDOT	jdeems@dot.ga.gov

The meeting was opened by David Ray at 10:00 AM. He read the Draft Concept Report and discussion occurred as questions were asked.

- David Ray mentioned that Context Sensitive Design may be required due to historic roadway/bridge. Decorative Handrail had been used on another project on this same route.

- Stan McCarley suggested a 6:1 slope could be used instead of 4:1. He also questioned that inside shoulder widths were shown, but were probably not needed since that would be for a 4-lane section and this is only a 2-lane roadway.

- Jennifer Deems of UT said that Ga. Power Distribution should be shown, not Transmission. She also said the utility list and costs were omitted from the printout in the meeting. Paula Moppins provided copies for everyone during the

meeting. Jennifer stated that no PID was required and that the utility estimate will be decreasing some.

- Carla Benton-Hooks read the Environmental section of the Draft Concept Report. Bobby Dollar inquired about the schedule and at this time, there were no changes to the schedule to report.

- Discussion was made about constructing the project without a detour, since it will be on new alignment. Since there are no State Routes within a reasonable distance, an offsite detour is not feasible.

David Ray adjourned the meeting around 10:45 AM.

Concept Team Meeting Minutes

Project Number: 0009860
P. I. Number: 0009860
Federal Route Number: None
State Route Number: 3
County Route Number:
Bridge Replacement of SR 3/US 41 over CR 122/Old Hwy 41
County: Bartow

Date: February 23, 2012
Location: GDOT District 6
Total Minutes: 30 mins

Attendees:

Paula Moppins	GDOT	pmoppins@dot.ga.gov
Dee Corson	GDOT	dcorson@dot.ga.gov
Kerry Bonner	GDOT	kbonner@dot.ga.gov
Carla Benton-Hooks	GDOT	cbenton-hooks@dot.ga.gov
Duane Fant	GDOT	dfant@dot.ga.gov
Terry Rogers	GDOT	trogers@dot.ga.gov

The meeting was opened by Terry Rogers at 2:00 PM. She read the Draft Concept Report and discussion occurred as questions were asked. No comments were received from other offices before or after the meeting.

- In the Planning and Background Data, it was noted that the statement about Bent 2 was worded exactly as the Bridge Office's justification statement.

- The Design and Structural Data matrix had an incorrect unit measurement for the Proposed Right-of-Way width.

- In the Major Structures matrix, the Proposed Shoulder width was questioned by Kerry. It is to be corrected.

- The Environmental section for History had an incomplete sentence about the SHPO concurrence. It is to be corrected.

- A PIOH should not be needed since there will be no detour.
- The Alternatives Discussion section did not have any information shown. It is to be corrected.
- One of the Attachments is listed but not needed. It will be deleted.
- The Proposed Construction year was noted as being brought in by the Bridge Office from 2017 to 2015 to align with the schedule and due to the need for replacement.

Terry Rogers adjourned the meeting around 2:30 PM.