

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0010410
Gordon County
GDOT District 6 - Cartersville
SR 156@ CSX #340683F –
2 miles north of Ranger
Bridge Replacement

OFFICE Design Policy & Support

DATE September 25, 2014

FROM  *Kim Phillips*
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:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Paul Tanner, Asst. State Transportation Data Administrator
Attn: Systems & Classification Branch
Jeff Fletcher, Statewide Location Bureau Chief
Andy Casey, State Roadway Design Engineer
Attn: David Ray, District Design Engineer
DeWayne Comer, District Engineer
Michael Haithcock, District Preconstruction Engineer
Kerry Bonner, District Utilities Engineer
Kevin Bailey, Project Manager
BOARD MEMBER - 14th Congressional District

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

Project Type: **BRIDGE REPLACEMENT** P.I. Number: **#0010410**
 GDOT District: **DISTRICT 6** County: **GORDON**
 Federal Route Number: **N/A** State Route Number: **SR156**
 Project Number: **N/A**

SR156 @ CSX #340683F 2 MILES NORTH OF RANGER

Submitted for approval:

<u><i>Darwin Taylor</i></u> <i>DESIGN</i>	<u>7/21/2014</u>
GDOT Concept/Design Phase Office Head & Office	DATE
<u><i>Albert Shelby</i></u>	<u>7/24/2014</u>
State Program Delivery Engineer	DATE
<u><i>Kim B...</i></u>	<u>7/21/14</u>
GDOT Project Manager	DATE
Recommendation for approval:	

Program Control Administrator

<i>* Hiral Patel/KLP</i>	<u>7-29-14</u>
State Environmental Administrator	DATE
<i>* Kathy Zahal/KLP</i>	<u>8-14-14</u>
State Traffic Engineer	DATE
<i>* Lisa Myers/KLP</i>	<u>7-29-14</u>
Project Review Engineer	DATE
<i>* Jun Birnkammer/KLP</i>	<u>8-1-14</u>
State Utilities Engineer	DATE
<i>* Dwayne Comer/KLP</i>	<u>7-29-14</u>
District Engineer	DATE
<i>* Ben Rabun/KLP</i>	<u>8-27-14</u>
State Bridge Design Engineer	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).

<u><i>Cynthia S. Varpe</i></u>	<u>7-30-14</u>
State Transportation Planning Administrator	DATE

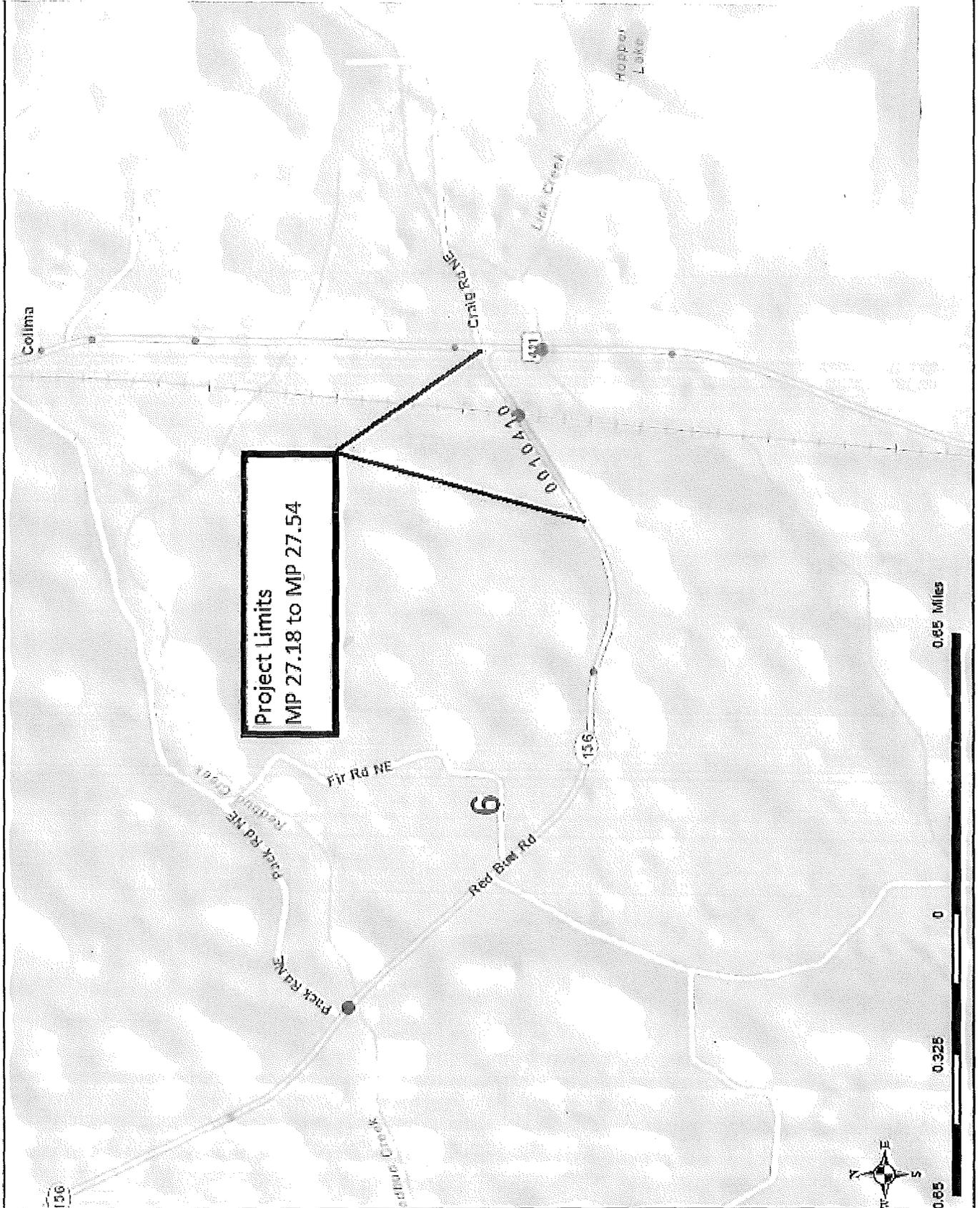
** Recommendation on file*

DATE
 JUL 23 2014

County: Gordon

PROJECT LOCATION

0010410 SR156 @ CSX TRANSPORTATION



PLANNING AND BACKGROUND

Project Justification Statement:

This bridge (Structure ID 129-0050-0; SR 156 over CSX Railroad [340683F]) was built in 1939. The bridge consists of five spans of steel beams on concrete caps and concrete columns. This bridge was designed using a truck configuration that weights less than the current state legal truck weights. The overall condition of this bridge would be classified as good to poor; with the deck in poor condition due to advanced deterioration, concrete cracking and spalling. The superstructure has some minor problems considered to be classified as being in good condition. The substructure elements are in fair condition with some minor concrete cracking and spalling. Due to the structural integrity, based on the design and that the deck is in poor condition, replacement of the bridge is recommended. The project justification statement was Prepared by Regional Bridge Inspection Engineer.

Existing conditions: The project is a two lane highway with a bridge over CSX Transportation railway. SR 156, the mainline of the project, ties in with SR61/US 411.

Other projects in the area: None

MPO: N/A - Project not in MPO

MPO Project ID : None

Regional Commission: Northwest Georgia RC

RC Project ID : None

Congressional District(s): 14

Federal Oversight: Full Oversight Exempt State Funded Other

Projected Traffic: AADT

Current Year (2012): 1350 Open Year (2016): 1450
Traffic Projections Performed by: *GDOT* Office of Planning

Design Year (2036): 2075

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

Preliminary Pavement Evaluation Summary Report Required? No Yes

Preliminary Pavement Type Selection Report Required? No Yes

Feasible Pavement Alternatives: HMA PCC HMA & PCC

DESIGN AND STRUCTURAL

Description of the proposed project: The length of project is 0.36 Mi. with two 12 lanes over CSX Transportation and tie into SR61/US411.

Major Structures:

Structure	Existing	Proposed
<i>Structure ID</i> 129-0050-0 SR156 over CSX Transportation	The bridge is 158 Ft long with two-12 Ft lanes, and 1.4 Ft barrier walls each side. The sufficiency rating is 50.99 on 2-27-2014	The bridge length will be >158 Ft. It will have two-12 Ft. lanes, 8 Ft. shoulders each side, and about 2 Ft. barrier walls each side.
<i>Retaining walls</i>	None	None Anticipated
<i>Other</i>	None Anticipated	None Anticipated

Mainline Design Features: Red Bud Rd./SR156/Rural Major Collector

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 or Border Area Width	4 -ft	8 -ft	8-ft
- Outside Shoulder Slope	3:1	4:1 to 6:1	6:1
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	None	None	None
- Auxiliary Lanes	None	None	None
- Bike Lanes	None	None	None
Posted Speed	55		55
Design Speed	55	55	55
Min Horizontal Curve Radius	1060	1060	1060
Maximum Superelevation Rate	6% to 8%	6% to 8%	6%
Maximum Grade	< 7%	< 7%	>7%
Access Control	by permit	by permit	by permit
Design Vehicle	N/A	WB-40 or WB-62	WB-62
Pavement Type	asphalt	asphalt	asphalt

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: None

Lighting required: No Yes

Off-site Detours Anticipated: No Undetermined Yes

County: Gordon

Transportation Management Plan [TMP] Required:

If Yes: Project classified as: No Yes
 TMP Components Anticipated: Non-Significant Significant
 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Grade	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Stopping Sight Distance	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	

Item 7 is explained in attachment.

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undeter-- mined	Yes	Appvl Date (if applicable)
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
1. Access Control/Median Openings	DP&S	<input checked="" 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

Railroad Involvement: Coordination with CSX Transportation is required. See Attached cost estimate for Surface Work.

Utility Involvements: Atlanta Gas Light - Natural Gas
City of Calhoun – Water > Water
Georgia Power - Power Distribution
Verizon Business/MCI - Network Services

SUE Required: No Yes Undetermined

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

Right-of-Way (ROW): Existing width: 80ft Proposed width: 80 to 100ft

Required Right-of-Way anticipated: None Yes Undetermined
Easements anticipated: None Temporary Permanent Utility Other

Check all easement types that apply.

Anticipated total number of impacted parcels:	7
Displacements anticipated:	Businesses: None
	Residences: None
	Other: None
Total Displacements:	None

Location and Design approval: Not Required Required

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None

Context Sensitive Solutions Proposed: N/A

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: NEPA: CE EA/FONSI EIS

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

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
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 checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	CSX Transportation
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: CE substantially complete. Cannot submit until we have agency concurrences. USFWS has indicated that a bat survey will be required due to suitable forested habitat and proximity to caves.

Ecology: USFWS has indicated that a bat survey will be required due to suitable forested habitat and proximity to caves.

History: One eligible historic resource, the Former Louisville & Nashville Railroad, was identified within the APE of the project corridor during the field survey. A Historic Resource Survey Report was concurred on by SHPO on February 19, 2014. An Assessment of Effects document will be required to document the effects of the project to this resource. This document will include the determinations of the Archaeology report and will require SHPO concurrence.

Archeology: An archaeological site was identified during field work in June 2014. This site is being recommended as unknown eligibility; however, SHPO concurrence with this determination has not been received. A full Phase I Archeology Report will be required for SHPO concurrence. The results of this report will also be included in the History Assessment of Effects.

Air Quality: An Air Assessment was approved for the project on May 20, 2014. No CO model was required.

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

County: Gordon

Is the project located in an Ozone Non-attainment area?
 Is a Carbon Monoxide hotspot analysis required?

No
 No

Yes
 Yes

Noise Effects: None Required

Public Involvement: Public Information Meeting may be required

Major stakeholders: Traveling Public & CSX Transportation

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: Unknown

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Meeting: 7-12-2013

Concept Meeting: 3-28-2014

Other coordination to date: None

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

County: Gordon

Project Cost Estimate Summary and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	Planning	GDOT	GDOT	GDOT	_____	<i>DP</i> 3,406,854
\$ Amount	250,000	326,000	378,000	2,452,854 <i>2,373,595</i>		3,406,854 <i>3,327,595</i>
Date of Estimate	5/19/2011	3/26/2014	9/30/2013	9/11/2014	N/A	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment, *& contingencies*
Also see Attachment for RR cost for Surface work for Reimbursable Utility cost.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Maintain existing bridge as detour & build new bridge south of existing. <i>\$3,327,595 K&P</i>			
Estimated Property Impacts:	7 parcels	Estimated Total Cost:	\$3,802,595
Estimated ROW Cost:	\$ 326,000	Estimated CST Time:	21 months
Rationale: No impact on residence. More sight distance at intersection with SR61/US411.			

No-Build Alternative: Would require continuous maintenance.			
Estimated Property Impacts:	None	Estimated Total Cost:	Undetermined
Estimated ROW Cost:	None	Estimated CST Time:	continuous maintenance
Rationale: Impractical alternative.			

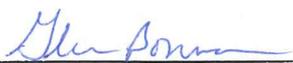
Alternative 1: Maintain existing bridge as detour & build new bridge north of existing			
Estimated Property Impacts:	7 parcels	Estimated Total Cost:	\$3,867,795
Estimated ROW Cost:	\$391,200	Estimated CST Time:	21 months
Rationale: May cause more of an impact on residences to the north side. Will shorten sight distance at intersection with SR61/US411.			

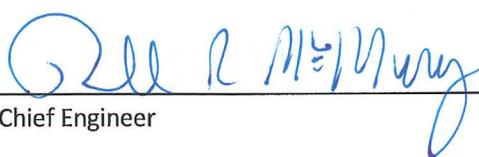
Comments: None

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel & Asphalt Price Adjustment forms
 - c. Right-of-Way
 - d. Utilities
 - e. Environmental Mitigation (EPD, etc)
4. Design exception explanation for Vertical Alignment. (Item 7 Design Exceptions to FHWA/AASHTO Controlling criteria anticipated:)
5. Traffic diagrams
6. S I & A Report(s)
7. Pavement studies
8. Minutes of Concept meetings

APPROVALS

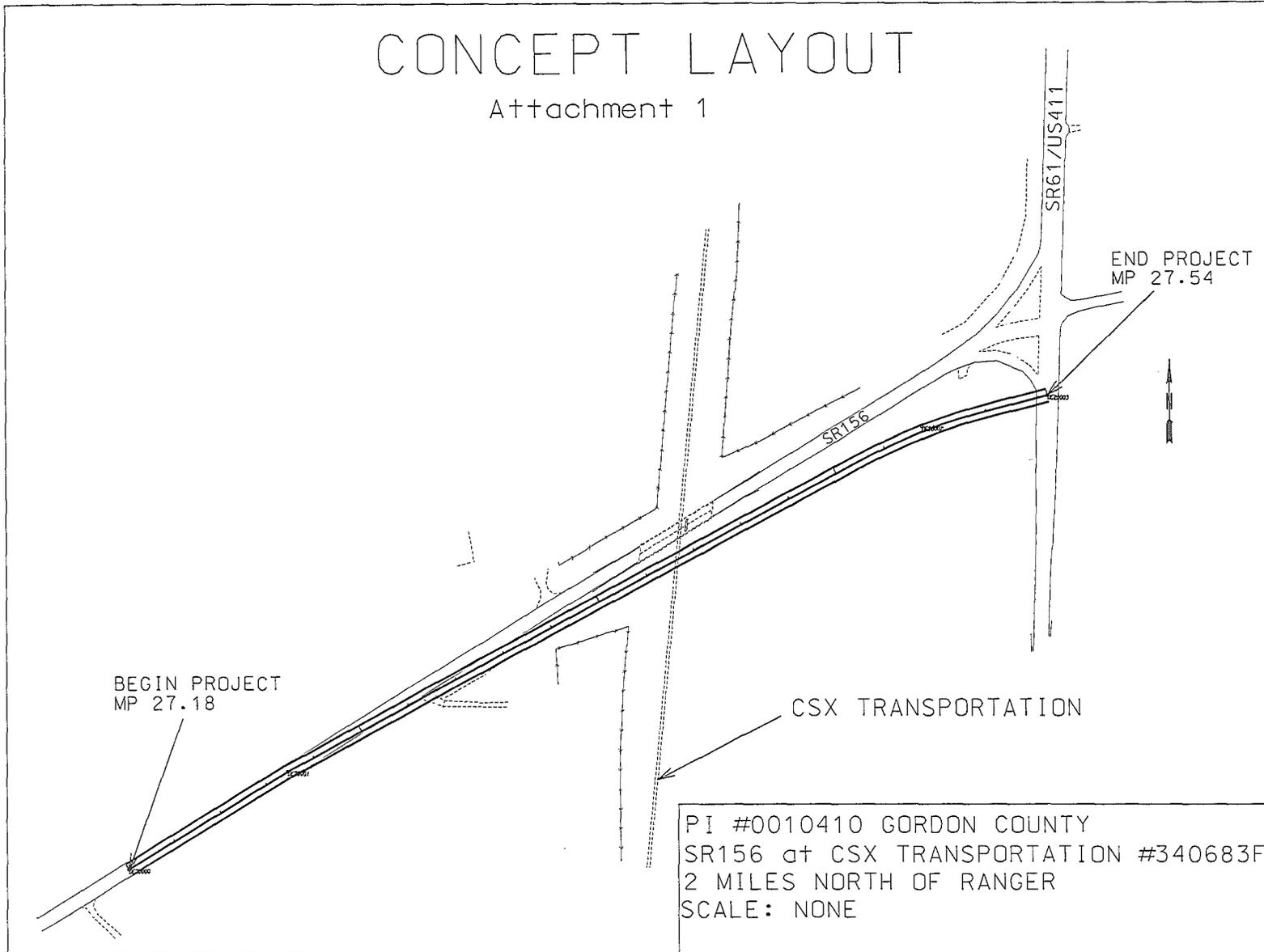
Concur: 
Director of Engineering

Approve: 
Chief Engineer

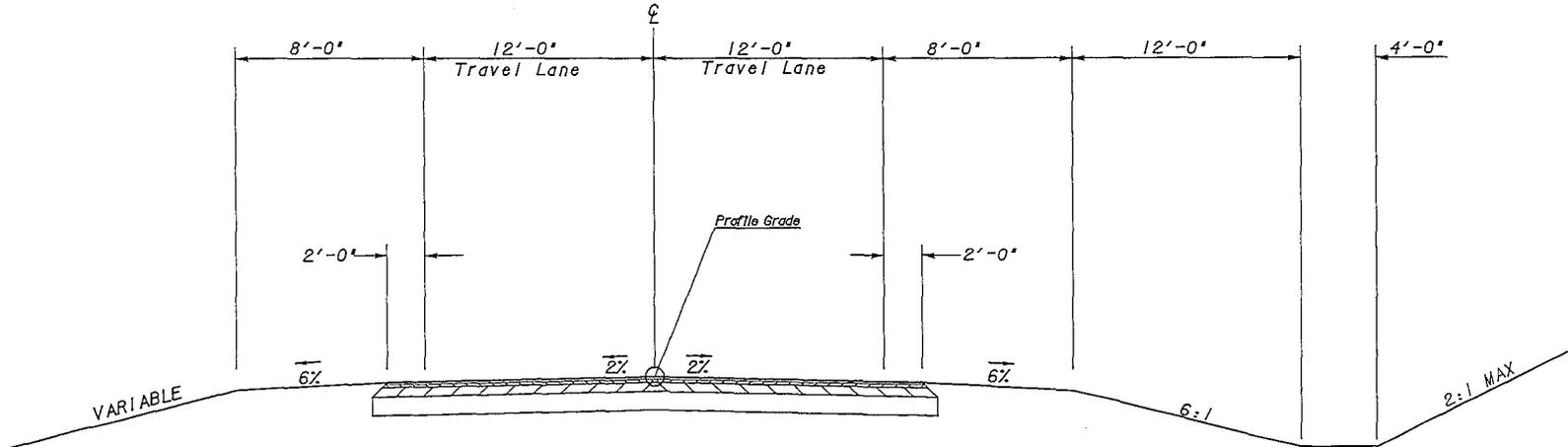
9-23-14
Date

CONCEPT LAYOUT

Attachment 1

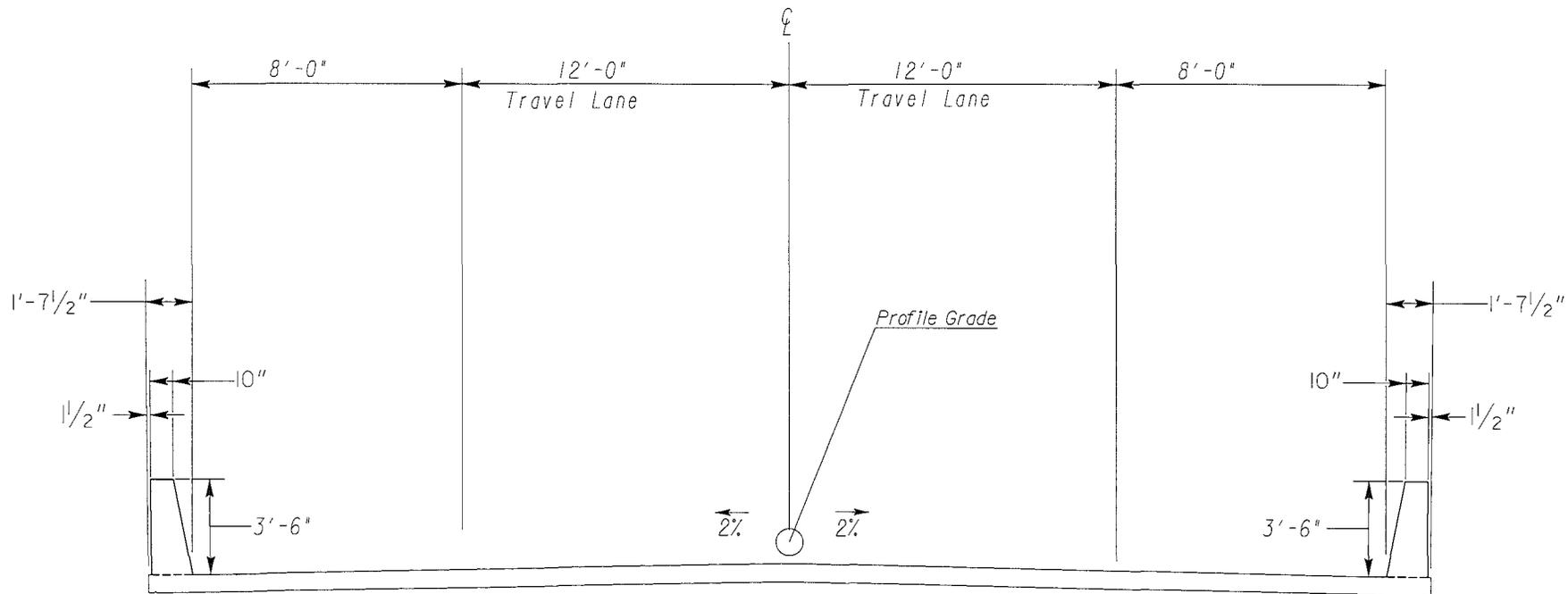


ATTACHMENT 2



TYPICAL SECTION

PI #0010410
SR156 AT CSX TRANSPORTATION
GORDON COUNTY



BRIDGE TYPICAL SECTION

BRIDGE TYPICAL SECTION
 SR156 AT CSX TRANSPORTATION
 GORDON COUNTY
 PI #0010410

**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:	\$	1,942,677.35	Base Estimate From CES
B. ENGINEERING AND INSPECTION (E & I):	\$	97,133.87	Base Estimate (A) x 5 %
C. CONTINGENCY:	\$	305,971.68	Base Estimate (A) + E & I (B) x 15 % <u>See % Table in "Risk Based Cost Estimation" Memo</u>
D. TOTAL LIQUID AC ADJUSTMENT:	\$	27,811.88	Total From Liquid AC Spreadsheet
E. CONSTRUCTION TOTAL:	\$	2,373,594.78	(A + B + C + D = E)

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
Georgia Power - Distribution	\$ 110,000.00
Atlanta Gas Light	\$ 100,000.00
Verizon Business/MCI Network Service	\$ 50,000.00
CSX Transportation	\$ 118,000.00
TOTAL	\$ 378,000.00

ATTACHMENTS:

Detailed Cost Estimate Printout From TRAQS
Liquid AC Adjustment Spreadsheet

PROJ. NO. n/a
P.I. NO. 0010410
DATE 7/30/2014

CALL NO. 9/29/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Jul-14	\$ 3.589
DIESEL		\$ 3.867
LIQUID AC		\$ 596.00

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) 23244 \$ 23,244.00
Monthly Asphalt Cement Price month placed (APM) Max. Cap 60% \$ 953.60
Monthly Asphalt Cement Price month project let (APL) \$ 596.00
Total Monthly Tonnage of asphalt cement (TMT) 65

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC	0	5.0%	0
12.5 mm	300	5.0%	15
9.5 mm SP	0	5.0%	0
25 mm SP	650	5.0%	32.5
19 mm SP	350	5.0%	17.5
	1300		65

BITUMINOUS TACK COAT
Price Adjustment (PA) \$ 1,228.74 \$ 1,228.74
Monthly Asphalt Cement Price month placed (APM) Max. Cap 60% \$ 953.60
Monthly Asphalt Cement Price month project let (APL) \$ 596.00
Total Monthly Tonnage of asphalt cement (TMT) 3.436080738

Bitum Tack

Gals	gals/ton	tons
800	232.8234	3.43608074

BITUMINOUS TACK COAT (surface treatment)
Price Adjustment (PA) 3339.138386 \$ 3,339.14
Monthly Asphalt Cement Price month placed (APM) Max. Cap 60% \$ 953.60
Monthly Asphalt Cement Price month project let (APL) \$ 596.00
Total Monthly Tonnage of asphalt cement (TMT) 9.337635306

Bitum Tack

	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	0	0.20	0	232.8234	0
Double Surf. Trmt.	0	0.44	0	232.8234	0
Triple Surf. Trmt	3062	0.71	2174.02	232.8234	9.337635306
					9.337635306

TOTAL LIQUID AC ADJUSTMENT \$ 27,811.88

DETAILED COST ESTIMATE



Job: 0010410

JOB NUMBER 0010410

FED/STATE PROJECT NUMBER N/A

SPEC YEAR: 01

DESCRIPTION: SR156 AT CSX #340683F 2 MILES NORTH OF RANGER GORDON COUNT

ITEMS FOR JOB 0010410

1 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0010	150-5010	4.000	EA	\$6,657.96153	TRAF CTRL,PORTABLE IMPACT ATTN 0010410	\$26,631.85
0015	153-1300	1.000	EA	\$64,950.93976	FIELD ENGINEERS OFFICE TP 3	\$64,950.94
0020	210-0100	1.000	LS		GRADING COMPLETE - 0010410	
0025	310-1101	2532.000	TN	\$24.80465	GR AGGR BASE CRS, INCL MATL	\$62,805.37
0030	318-3000	1000.000	TN	\$20.51659	AGGR SURF CRS	\$20,516.59
0050	402-1812	2000.000	TN	\$86.01683	RECYL AC LEVELING,INC BM&HL	\$172,033.66
0035	402-3121	1415.000	TN	\$87.10604	RECYL AC 25MM SP,GP1/2,BM&HL	\$123,255.05
0040	402-3130	243.000	TN	\$118.44359	RECYL AC 12.5MM SP,GP2,BM&HL	\$28,781.79
0055	413-1000	800.000	GL	\$3.28829	BITUM TACK COAT	\$2,630.63
0060	432-5010	2000.000	SY	\$4.52565	MILL ASPH CONC PVMT,VARB DEPTH	\$9,051.30
0065	433-1200	280.000	SY	\$137.73797	REF CONC APPR SL/I SLOPED EDGE	\$38,566.63
0070	441-0016	160.000	SY	\$36.30698	DRIVEWAY CONCRETE, 6 IN TK	\$5,809.12
0075	441-0301	4.000	EA	\$1,696.90680	CONC SPILLWAY, TP 1	\$6,787.63
0080	500-3200	8.000	CY	\$505.90636	CL B CONC	\$4,047.25
0085	576-1018	400.000	LF	\$43.80835	SLOPE DRAIN PIPE, 18 IN	\$17,523.34
0090	620-0100	1300.000	LF	\$31.14816	TEMP BARRIER, METHOD NO. 1	\$40,492.61
0095	632-0003	2.000	EA	\$5,808.94618	CHANGEABLE MESS SIGN,PORT,TP 3	\$11,617.89
0100	634-1200	10.000	EA	\$113.41741	RIGHT OF WAY MARKERS	\$1,134.17
0105	641-1100	100.000	LF	\$54.78670	GUARDRAIL, TP T	\$5,478.67
0110	641-1200	650.000	LF	\$20.67764	GUARDRAIL, TP W	\$13,440.47
0115	641-5001	2.000	EA	\$739.11212	GUARDRAIL ANCHORAGE, TP 1	\$1,478.22
0120	641-5012	2.000	EA	\$1,841.43400	GUARDRAIL ANCHORAGE, TP 12	\$3,682.87
SUBTOTAL FOR ROADWAY:						\$660,716.05

2 - BRIDGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0279	543-9000	1.000	LS	\$1,007,000.00000	CONSTR OF BRIDGE COMPLETE - BRIDGE NO. 1 - 0010410	\$1,007,000.00
SUBTOTAL FOR BRIDGE:						\$1,007,000.00

DETAILED COST ESTIMATE



Job: 0010410

3 - TEMPORARY EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0130	163-0232	7.000	AC	\$583.01935	TEMPORARY GRASSING	\$4,081.14
0135	163-0240	750.000	TN	\$131.82831	MULCH	\$98,871.23
0140	163-0300	4.000	EA	\$1,321.99649	CONSTRUCTION EXIT	\$5,287.99
0150	163-0520	1000.000	LF	\$12.62096	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	\$12,620.96
0145	163-0529	2500.000	LF	\$4.18404	CNST/REM TEMP SED BAR OR BLD STRW CK DM	\$10,460.10
0155	165-0030	4500.000	LF	\$0.71319	MAINT OF TEMP SILT FENCE, TP C	\$3,209.36
0160	165-0071	1250.000	LF	\$0.87906	MAINT OF SEDIMENT BARRIER - BALED STRAW	\$1,098.83
0165	165-0101	4.000	EA	\$633.15567	MAINT OF CONST EXIT	\$2,532.62
0170	171-0030	9000.000	LF	\$2.95735	TEMPORARY SILT FENCE, TYPE C	\$26,616.15
0125	643-8200	800.000	LF	\$1.39290	BARRIER FENCE (ORANGE), 4 FT	\$1,114.32
SUBTOTAL FOR TEMPORARY EROSION CONTROL:						\$165,892.70

4 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0175	163-0240	25.000	TN	\$228.11317	MULCH	\$5,702.83
0180	603-2024	50.000	SY	\$53.62890	STN DUMPED RIP RAP, TP 1, 24"	\$2,681.45
0185	603-7000	50.000	SY	\$3.17083	PLASTIC FILTER FABRIC	\$158.54
0190	700-6910	7.000	AC	\$923.64247	PERMANENT GRASSING	\$6,465.50
0195	700-7000	30.000	TN	\$72.12500	AGRICULTURAL LIME	\$2,163.75
0200	700-8000	10.000	TN	\$475.98838	FERTILIZER MIXED GRADE	\$4,759.88
0205	700-8100	350.000	LB	\$1.93622	FERTILIZER NITROGEN CONTENT	\$677.68
0210	716-2000	2400.000	SY	\$1.20951	EROSION CONTROL MATS, SLOPES	\$2,902.82
SUBTOTAL FOR EROSION CONTROL:						\$25,512.45

5 - SIGNING AND MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0215	636-1033	60.000	SF	\$18.71456	HWY SIGNS, TP1MAT,REFL SH TP 9	\$1,122.87
0220	636-2070	78.000	LF	\$8.70618	GALV STEEL POSTS, TP 7	\$679.08
0225	653-1501	2200.000	LF	\$0.74314	THERMO SOLID TRAF ST 5 IN, WHI	\$1,634.91
0230	653-1502	2200.000	LF	\$0.64082	THERMO SOLID TRAF ST, 5 IN YEL	\$1,409.80
0235	657-1054	600.000	LF	\$4.87588	PRF PL SD PVMT MKG,5",WH,TP PB	\$2,925.53
0240	657-6054	600.000	LF	\$4.94017	PRF PL SD PVMT MKG,5",YW,TP PB	\$2,964.10
SUBTOTAL FOR SIGNING AND MARKING:						\$10,736.29

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0045	402-3190	806.000	TN	\$90.34722	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$72,819.86
SUBTOTAL FOR :						\$72,819.86

TOTALS FOR JOB 0010410

DETAILED COST ESTIMATE



Job: 0010410

ITEMS COST:	\$1,942,677.35
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GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 3/26/2014 Project: 0010410
 Revised: 3/28/2014 County: Gordon
 PI: 0010410

Description: Bridge Replacement
 Project Termini: Bridge Replacement

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 7

Land and Improvements _____ \$150,000.00

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

Valuation Services _____ \$17,500.00

Legal Services _____ \$79,725.00

Relocation _____ \$14,000.00

Demolition _____ \$0.00

Administrative _____ \$64,000.00

TOTAL ESTIMATED COSTS _____ \$325,225.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$326,000.00

Preparation Credits	Hours	Signature

Prepared By: Dathone Alexander CG#: 286999 03/28/2014 (FE)
 Approved By: Dathone Alexander CG#: 286999 03/28/2014 (FE)

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: Gordon Co.
P.I. No. 0010410
SR 156 @ CSX Railroad #340683F, 2 miles north of Ranger

OFFICE: Cartersville

DATE: September 30, 2013

FROM:  Kerry D. Bonner, District Utilities Engineer

TO: Office Program Delivery
ATTN: Kevin Bailey

SUBJECT: CONCEPT UTILITY COST ESTIMATE

We are furnishing you with a Concept Utility Cost estimate for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Atlanta Gas Light		? 100,000.00
City of Calhoun – Water	\$ 120,000.00	
GA Power – Dist.		\$ 110,000.00
Verizon Business/MCI Network Services		? 50,000.00
Totals	\$ 120,000.00	\$ 260,000.00

Total Updated Utility Cost Estimate: \$ 380,000.00

* The reimbursable amount could increase to \$ 380,000.00 if City of Calhoun Water was to apply for utility assistance for the relocation of their facilities.

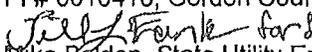
If you have any questions, please contact Stanley McCarley at 678-721-5324.

KDB/sm

C: Mike Bolden, State Utilities Engineer
Angie Robinson, Office of Financial Management
File/Estimating Book

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: PI # 0010410, Gordon County **OFFICE:** State Utilities Office
FROM: 
Mike Bolden, State Utility Engineer **DATE:** April 12, 2013
TO: Genetha Rice-Singleton, State Program Delivery Engineer
Attn: Kevin Matthew Bailey, Project Manager
SUBJECT: PRELIMINARY RAILROAD COST FOR SURFACE WORK (CONCEPT ESTIMATE)

A review of railroads located within the project limits on the above referenced project has been conducted based on the proposed concept report provided. Listed below is a breakdown of the estimated railroad costs:

<u>FACILITY OWNER</u>	<u>NON-REIMBURSABLE</u>	<u>REIMBURSABLE</u>
CSX – PE for bridge over railroad	\$0.00	\$38,000.00
CSX – CE for bridge over railroad	\$0.00	\$80,000.00
Total Reimbursement Cost:	\$0.00	\$118,000.00

Total railroad surface work reimbursable cost for the above project is estimated to be:
\$118,000.00.

Please note that this amount does not include other reimbursable utility costs that may be associated with this project. Please keep the railroad costs separate from other utilities in your designer's cost estimate.

If you have any questions, please contact Raymond Chandler, (404)631-1372, rhandler@dot.ga.gov or Jill Franks, (404) 631-1370, jfranks@dot.ga.gov.

MB:JLF:rbc

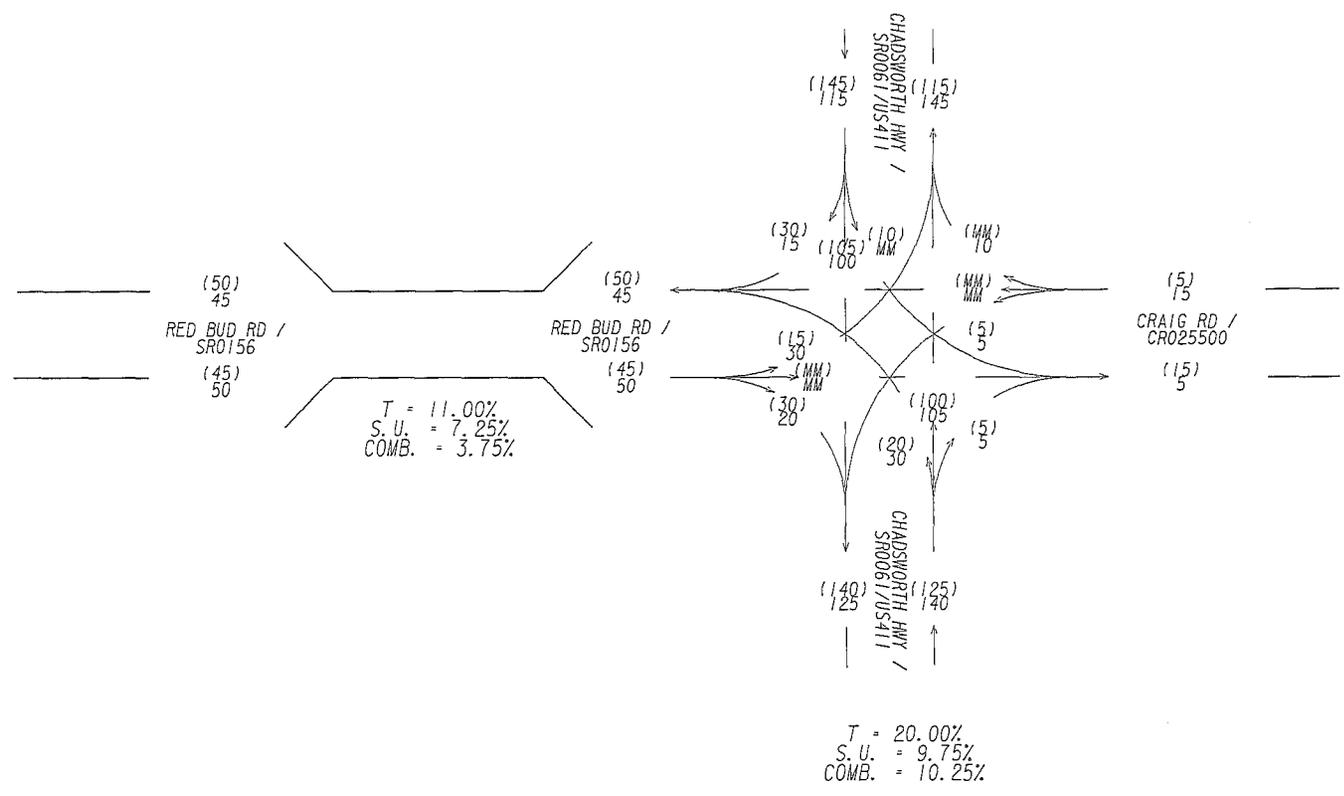
cc: Patrick Allen, State Utilities Preconstruction Engineer
Angela Robinson, State Financial Management Administrator
Kerry Bonner, District 6 Utilities Engineer

FROM PAGE 5

Design exception to FHWA/ASSHTO controlling criteria anticipated:
Item 7 Vertical alignment

The proposed bridge on SR156 is planned to span CSX Transportation R/W. Also CSX Transportation is reserving the right to expand. This would allow another set of rail road tracks to be added in the future. CSX Transportation is not committing to which side of the existing tracks a new set of tracks would be set. In essence the new bridge would need to accommodate the crossing of three sets of tracks with the minimum clearance of 23 Feet from top of rail to bottom of beam of the bridge. The proposed bridge East end will be around 0.11 miles (600 Ft) from the edge of pavement tie in point with SR61/US411. To provide this accommodation a "crest" vertical curve over CSX Transportation will need to be 650 Feet in length with a "K" value of 60.53 equal to a 45 MPH vertical curve. To tie into SR61/US411 at grade will require a "sag" vertical curve 200 Feet in length with a "K" value of 30.64 equal to a 35 MPH vertical curve coming into a stop condition intersecting with SR61/US411.

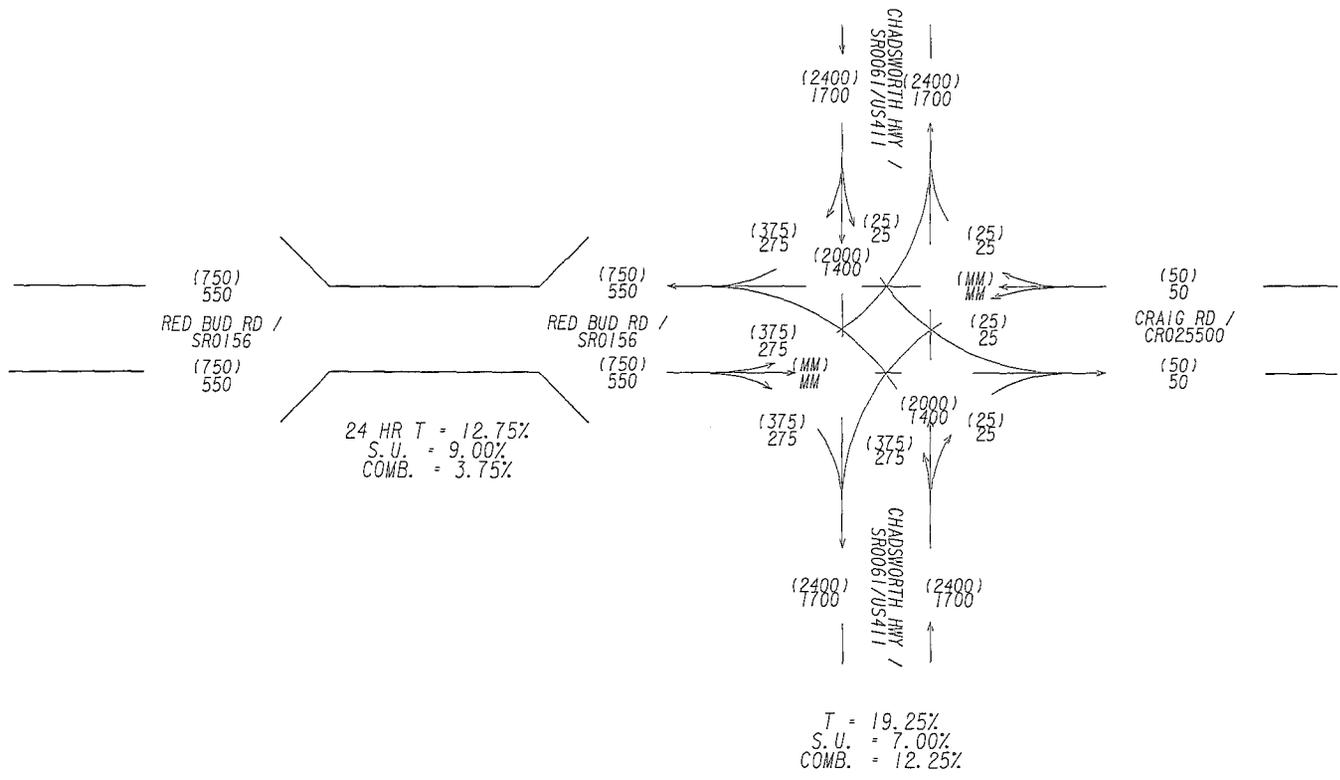
GORDON COUNTY BUILD



XXXX-XXXX-XX(XXX)
P.I. * 0010410
GORDON COUNTY
SR 156 @ CSX * 340683F
2 MI N OF RANGER

REVISION DATES		STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION	
AW 12/13		OFFICE: TRAFFIC DIAGRAM	
		2016 PM DHV = (000)	
		2016 AM DHV = 000	
		DRAWING No. 10-02	

GORDON COUNTY NO BUILD



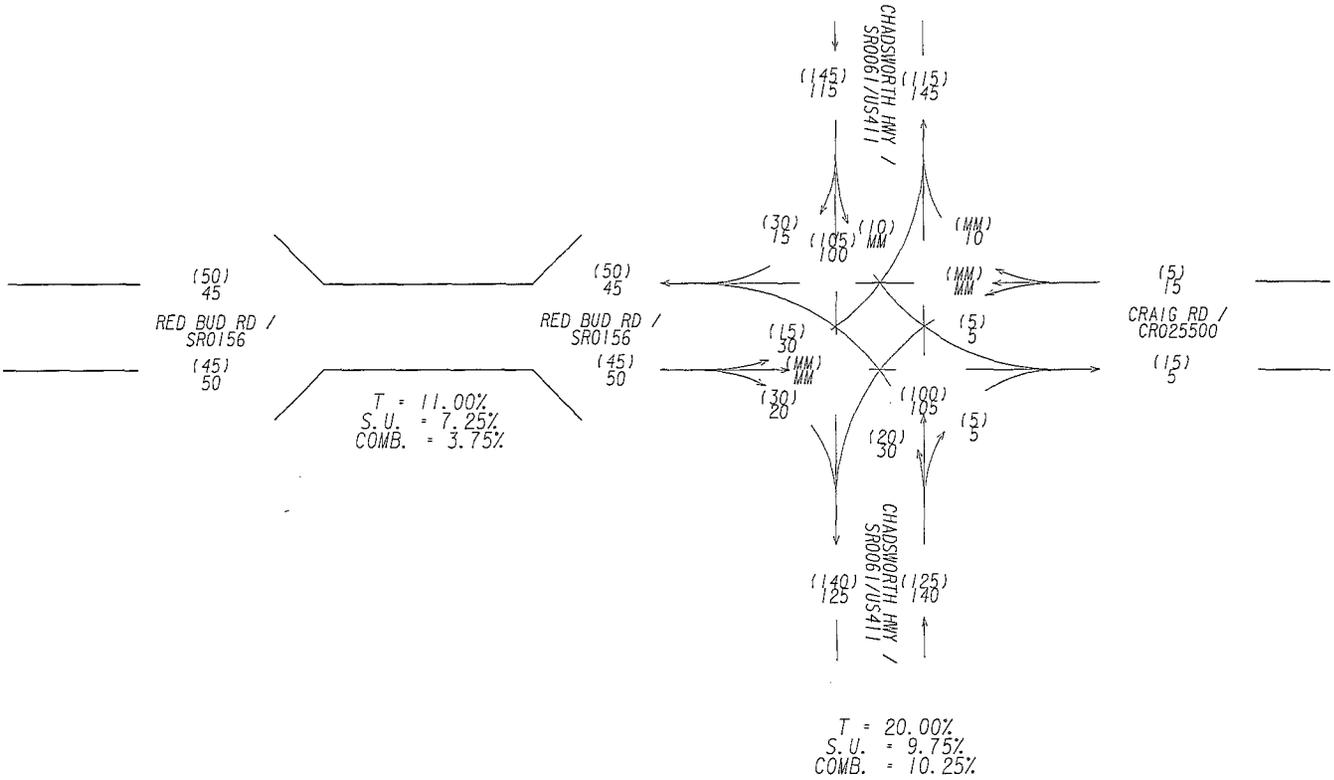
XXXX-XXXX-XX(XXX)
 P. I. * 0010410
 GORDON COUNTY
 SR 156 @ CSX *340683F
 2 MI N OF RANGER

REVISION DATES	
MM	DD/YY

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
TRAFFIC DIAGRAM
 2036 ADT = (000)
 2016 ADT = 000

DRAWING No.
10-04

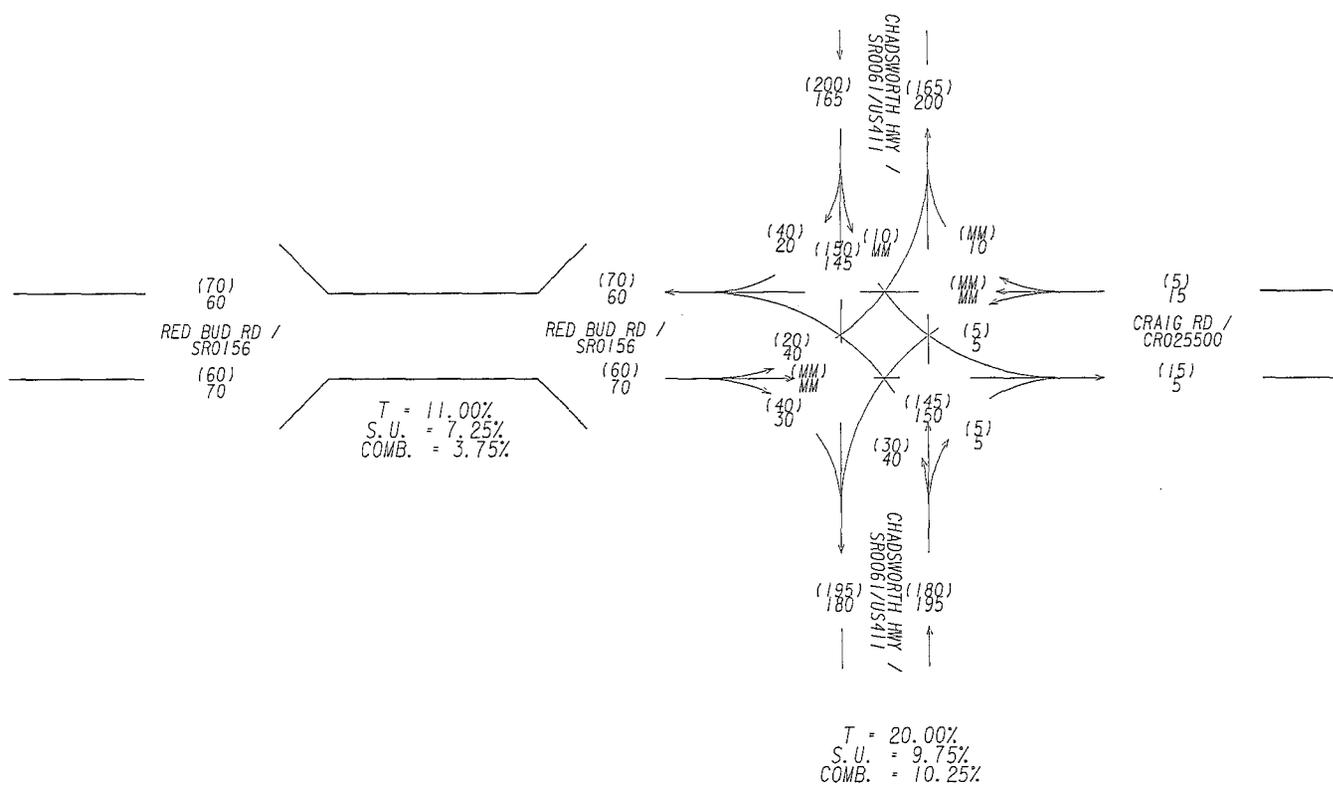
GORDON COUNTY NO BUILD



XXXX-XXXX-XX(XXX)
P.I. * 0010410
GORDON COUNTY
SR 156 @ CSX *340683F
2 MI N OF RANGER

REVISION DATES		STATE OF GEORGIA	
REV 12/13		DEPARTMENT OF TRANSPORTATION	
		OFFICE:	
		TRAFFIC DIAGRAM	
		2016 PM DHV = (000)	DRAWING NO.
		2016 AM DHV = 000	10-05

GORDON COUNTY NO BUILD



XXXXX-XXXX-XX(XXX)
 P.I. * 0010410
 GORDON COUNTY
 SR 156 @ CSX * 340683F
 2 MI N OF RANGER

REVISION DATES		STATE OF GEORGIA	
AM 12/13		DEPARTMENT OF TRANSPORTATION	
		OFFICE:	
		TRAFFIC DIAGRAM	
		2036 PM DHV = (000)	
		2036 AM DHV = 000	
		DRAWING NO. 10-06	

12/12/2013
155814428142100

3:53:56 PM
G:\ST-14
g:\st\st\14\1411\1411.dwg

D:\p100101010101010.dwg

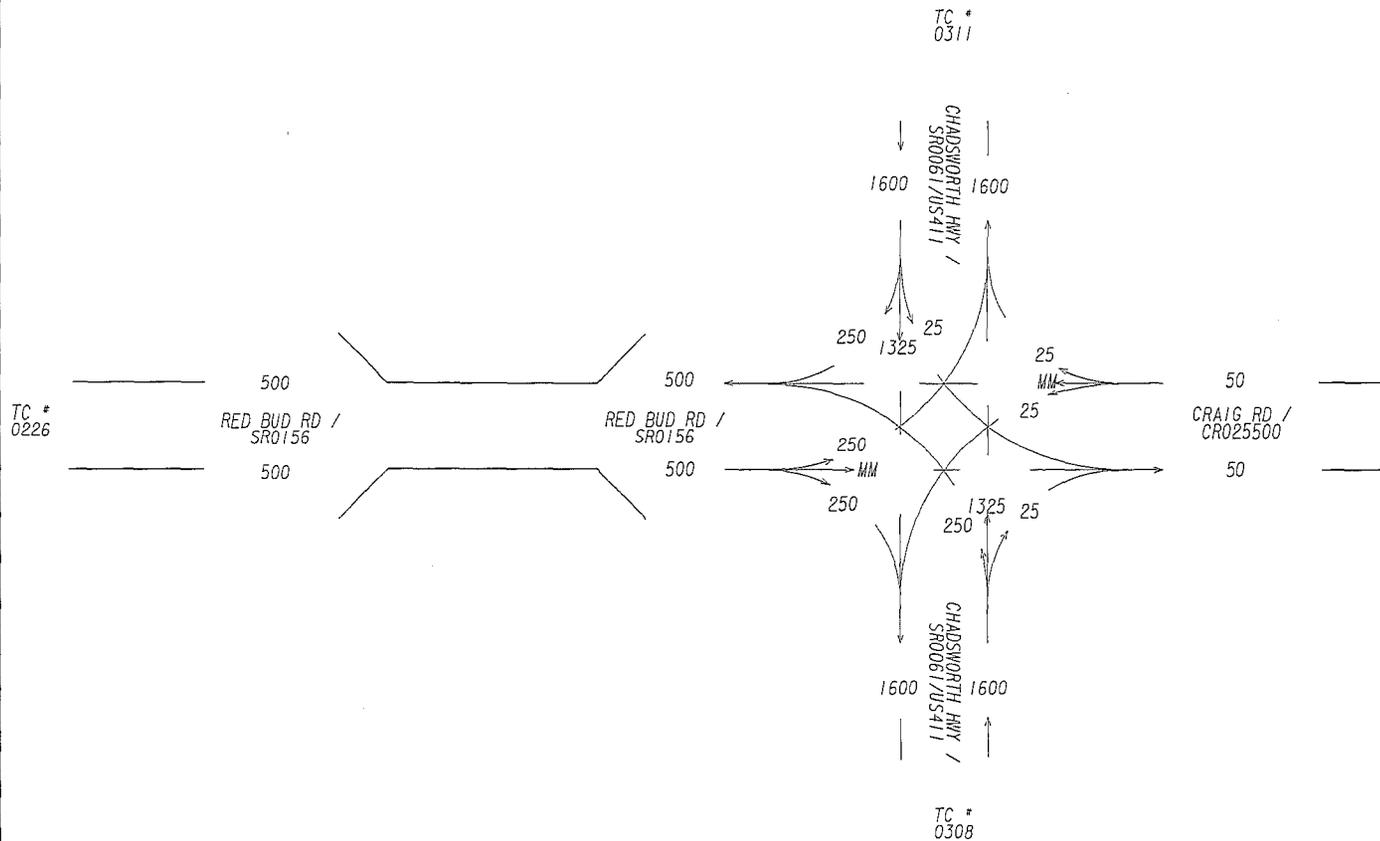
STATE
GA

PROJECT NUMBER

SHEET NO.

TOTAL SHEETS

GORDON COUNTY



XXXXX-XXXX-XX(XXX)
 P.I. * 0010410
 GORDON COUNTY
 SR 156 @ CSX *340683F
 2 MI N OF RANGER

REVISION DATES	
DATE	DESCRIPTION

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION

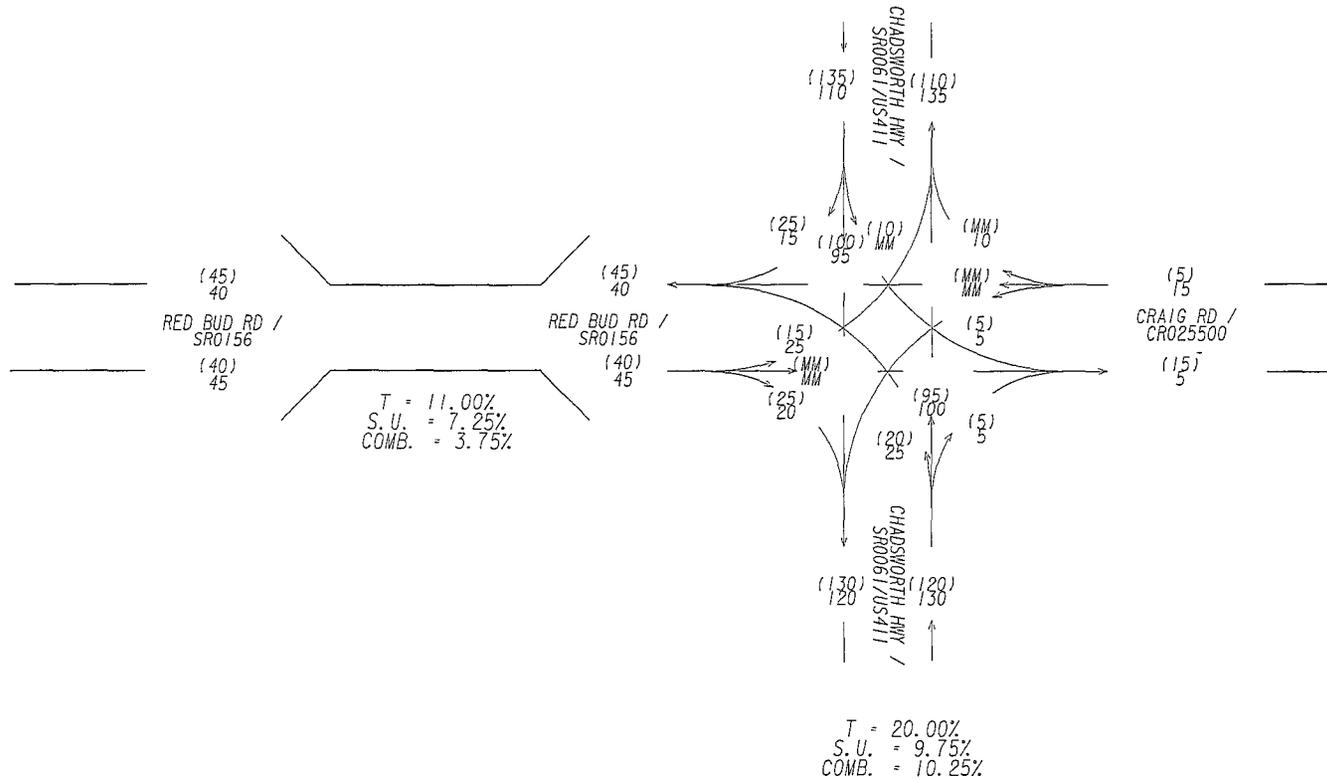
OFFICE:

TRAFFIC DIAGRAM

2013 EXISTING
 TRAFFIC

DRAWING NO.
 10-07

GORDON COUNTY



XXXXX-XXXX-XX(XXX)
 P.I. * 0010410
 GORDON COUNTY
 SR 156 @ CSX *340683F
 2 MI N OF RANGER

REVISION DATES	
NOV 12/13	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
TRAFFIC DIAGRAM
 2013 PM DHV = (000)
 2013 AM DHV = 000

DRAWING NO.
10-08

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:129-0050-0

Gordon

SUFF. RATING: 50.99

Location & Geography

Structure ID: 129-0050-0
 200 Bridge Information: 07
 *6A Feature Int: CSX RAILROAD (340683F)
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00156
 *7B Facility Carried: SR 156
 9 Location: 2 MI N OF RANGER
 2 Dot District: 6
 207 Year Photo: 2013
 *91 Inspection Frequency: 24 Date: 07/09/2013
 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: 3
 Designation: 1
 Number: 00156
 Direction: 0
 *16 Latitude: 34 - 31.7345 HMMS Prefix:SR
 *17 Longitude: 84 - 42.5272 HMMS Suffix:00
 MP: 27.15
 98 Border Bridge: 000 % Shared:00
 99 ID Number: 000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1291015600
 13B Sub Inventory Route: 0
 *101 Parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 027.15
 *208 Inspection Area: 06 Initials: HWB
 Engineer's Initials: JPD
 * Location ID No: 129-00156D-027.64E

*104 Highway System: 0
 *26 Functional Classification: 07
 *204 Federal Route Type: S No: 00827
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 09
 *20 Toll: 3
 *21 Maintenance: 01
 *22 Owner: 01
 *31 Design Load: 2
 37 Historical Significance: 5
 205 Congressional District: 09
 27 Year Constructed: 1939
 106 Year Reconstructed: 0000
 33 Bridge Median: 0
 34 Skew: 38
 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: 2
 214 Movable Bridge: 0
 203 Type Bridge: A - O - M - O
 259 Pile Encasement 3
 *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 0 Vert: 1.00
 111 Pier Protection 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 1
 Membrane Type: 0
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 1
 243 Parapet Location: 0
 Height: 0.00
 Width: 0.00
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 1 1
 *240 Median 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 Approach Slab 0
 224 Retaining Wall: 0
 233 Posted Speed Limit: 55
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazard Boards: 1
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:129-0050-0

Programming Data

201 Project No: WPGS 2654 (1)
 202 Plans Available: 4
 249 Prop Proj No: 0010410
 250 Approval Status: 0000
 251 PI Number: 0010410
 252 Contract Date: 02/01/1901
 260 Seismic No: 00011
 75 Type Work: 34 1
 94 Bridge Imp. Cost: \$159
 95 Roadway Imp. Cost: \$46
 96 Total Imp Cost: \$277
 76 Imp Length: 000368
 97 Imp Year: 1990
 114 Future ADT: 002025 Year:2032

Hydraulic Data

215 Waterway 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
 216 Water Depth: 00.0 Br. Height:00.0
 222 Slope Protection: 0
 221 Spur Dikes Rear: 0 Fwd:0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height:0.00
 Length: 0 Apron:0
 *265 U/W Insp. Area: 0 Diver:ZZZ
 *Location ID No: 129-00156D-027.64E

Measurements:

*29 ADT: 001350 Year:2012
 109 %Trucks: 12
 * 28 Lanes On: 02 Under:00
 210 No. Tracks On: 00 Under:01
 * 48 Max. Span Length: 0046
 * 49 Structure Length: 157
 51 Br. Rwdy. Width: 23.80
 52 Deck Width: 27.30
 * 47 Tot. Horiz. Cl: 24
 50 Curb / Sidewalk Width: 0.50 / 0.50
 32 Approach Rdwy. Width: 022
 *229 Shoulder Width:
 Rear Lt: 2.00 Type:8 Rt:2.00
 Fwd. Lt: 2.00 Type:8 Rt:2.00
 Pavement Width:
 Rear: 22.00 Type: 2
 22.00 Type: 2
 Intersaction Rear: 0 Fwd: 1
 36 Safety Features Br. Rail: 2
 Transition: 2
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99' 99"
 Under: R 22' 01"
 *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: R 10.80
 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: 7.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup:2002 Sub:0000

65 Inventory Rating Method: 2
 63 Operating Rating Method: 2
 66 Inventory Type: 2 Rating: 23
 64 Operating Type: 2 Rating: 36
 231 Calculated Loads:
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 27 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 40 0
 261 H Inventory Rating: 15
 262 H Operating Rating: 21
 67 Structural Evaluation: 5
 58 Deck Condition: 5
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 5
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond.: N
 68 Deck Geometry: 3
 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: 02/01/1901

Flexible Pavement Design Analysis

PI Number	0010410	County(s)	Gordon
Project Number	n/a	Design Name	S Malinak
Project Description	SR156@CSX RR		

Traffic Data (AADTs are one-way)						Miscellaneous Data	
Initial Design Year	2016	Initial AADT, VPD	750	24 Hour Truck %	12.00	Lanes in one direction	1
Final Design Year	2036	Final AADT, VPD	1,000	SU Truck %	6.50	Curb & Gutter/Barrier	No
		Mean AADT, VPD	875	MU Truck %	5.50		

Design Data					
Lane Distribution Factor (%)	100.00	Soil Support Value	2.00	Single Unit ESAL	0.40
Terminal Serviceability Index	2.50	Regional Factor	2.00	Multiple Unit ESAL	1.50
		User Defined 18-KIP ESAL	1.17	Calculated 18-KIP ESAL	0.90
Non-Standard Value Comment					

Design Loading (User Provided 18-KIP ESAL Factor)					
Mean AADT, VPD	LDF (%)	Vehicle Type	Volume (%)	ESAL Factor	Daily ESAL
875	100.00	24 Hour Truck	12.00	1.17	123
Total Design Period ESALs					897,900

Proposed Flexible Full Depth Pavement Structure					
Course	Material	Thickness (inches)	Structural Coefficient	Structural Value	
Course 1	9.5 mm Type I Superpave	1.25	0.4400	0.55	
Course 2	19 mm Superpave	2.00	0.4400	0.88	
Course 3	25 mm Superpave	1.25	0.4400	0.55	
		2.75	0.3000	0.83	
Course 4	Graded Aggregate Base	14.00	0.1600	2.24	
Required SN	4.91	Proposed pavement is 2.68% Overdesigned		Proposed SN	5.05

Design Remarks	
----------------	--

Prepared By _____ Date 12/12/2013 11:50 AM
S Malinak
 Recommended By _____ Date _____
State Roadway Design Engineer
 Approved By _____ Date _____
State Pavement Engineer

Minutes of Draft Concept Report

A review has been completed for the Draft CR made available prior to the 3/28/14 concept team meeting. Below are some comments:

- Cover Page - check spelling of contents. Signature lines for some GDOT review offices are missing.
- Recommend using header format as shown in the Concept Report template (see PDP on GDOT ROADS website) .
- List regional commission on page 3.
- Congressional District (page 3) – conflicts with Congressional District info in the project Preconstruction Status Report.
- List projected traffic as per format shown in the Concept Report template (see PDP on GDOT ROADS website).
- List highest existing grade standard, and highest proposed grade in Mainline Design Features Table.
- List Design Vehicle Standard and Proposed Design Vehicle in Mainline Design Features Table.
- Major Structures table (page 5) – do 3 ft wide shoulders on bridge meet GDOT design standard?
- Utility Involvements (page 5) – List the utility and company expected to be involved.
- Sue Required (page 5) – PID comment is inconsistent with the PID status shown directly above.
- Anticipated Environmental Document (page 7) – All are checked, pick one
- Project Activities Table (page 9) – typically the construction contractor provides detours if needed.
- Alternatives Discussion (page 10) – this section should be completed.
- Attachments listing (page 10) – list only the actual attachment included with the report.
- Approvals – If project is not FOS, FHWA signature line should be removed.
- Attachments in general – a better scan quality is recommended.
- Attached Design Traffic – missing open and design years.



Meeting Minutes

Date & Time: July 12, 2013, 1:00pm

Place: GDOT General Office, 25CR 2L2

Attendees:

Kevin Bailey	GDOT Program Delivery
Ben Clopper	ICA Engineering
Ben Buchan	ICA Engineering

Subject: PI No. 0010409 & 0010410
Bridge Replacements – Gordon County
Consultant Kickoff

Discussions:

1. Kevin Bailey indicated that the survey for both projects was underway and was scheduled for completion in late October.
2. Kevin Bailey stated that the project designer is David Ray (District 6 770-387-3622) and the NEPA contact is Michael Murdock (404-631-1178).
3. The project is currently a little behind schedule, but Kevin hopes to recover this.
4. Traffic projections are complete for one project and in development for the other. Kevin will send these to ICA when they are both ready.
5. Kevin provided Preconstruction Status Reports for both projects to ICA. Kevin will provide full Artemis schedules via email.
6. Kevin will investigate whether GDOT did any aerial photography for this project and if it can be made available to F&H.
7. Kevin indicated that at this point no decision has been made regarding an offsite detour for either project. Ben Clopper requested that ICA be kept in the loop when this decision is made.
8. Ben Clopper requested Bridge Inventory Reports. Ben Buchan indicated these were probably available online. [Note: these have been located]
9. Kevin indicated a Project Justification is available for each project. Ben Clopper requested that this be sent to ICA.
10. Ben Clopper indicated that ICA would like to have concept level plans before beginning field work so that the required extents of the field survey are known. Kevin will provide this to ICA when it is available

11. Kevin asked about overall environmental schedule, Ben Clopper indicated this would be developed by Wayne Hall based on the provide PreCon Status Reports.
12. Kevin verified that ICA is familiar with the CMIS invoicing process. Ben Clopper indicated they were.
13. Kevin asked that he be copied on correspondence between ICA and other GDOT departments and outside agencies.

Action Items:

1. Kevin Bailey will provide to ICA:
 - a. Traffic Projections (when complete)
 - b. Full Artemis schedule
 - c. Aerial Photography (if available)
 - d. Concept Layout (when available)
 - e. Project Justification
2. Wayne Hall will provide:
 - a. Environmental schedule

The meeting concluded approximately 1:30