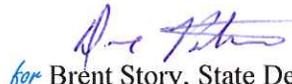


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0010414 **OFFICE** Design Policy & Support
Meriwether County
GDOT District 3 - Thomaston **DATE** March 25, 2014
SR 109 Spur @Red Oak Creek West of Gay
Bridge Replacement

FROM  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: Jason Mobley, District Design Engineer
Thomas Howell, District Engineer
Dan Pass, District Preconstruction Engineer
Kerry Gore, District Utilities Engineer
Adam Smith, Project Manager
BOARD MEMBER - 3rd Congressional District

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

Project Type: Bridge Replacement P.I. Number: 0010414
 GDOT District: 3 County: Meriwether
 Federal Route Number: N/A State Route Number: 109 Spur
 Project Number: N/A

Replacement of a structurally deficient bridge on S.R. 109 Spur over Red Oak Creek two miles west of Gay, Ga.

Submitted for approval

District Engineer

DATE

State Program Delivery Engineer

DATE

GDOT Project Manager

DATE

12/12/13
1/9/14
1/8/14

* *Recommendation on file*
 Recommendation for approval:

Program Control Administrator

DATE

State Environmental Administrator

DATE

State Traffic Engineer

DATE

Project Review Engineer

DATE

State Utilities Engineer

DATE

District Engineer

DATE

State Bridge Design Engineer

DATE

State Transportation Financial Management Administrator

DATE

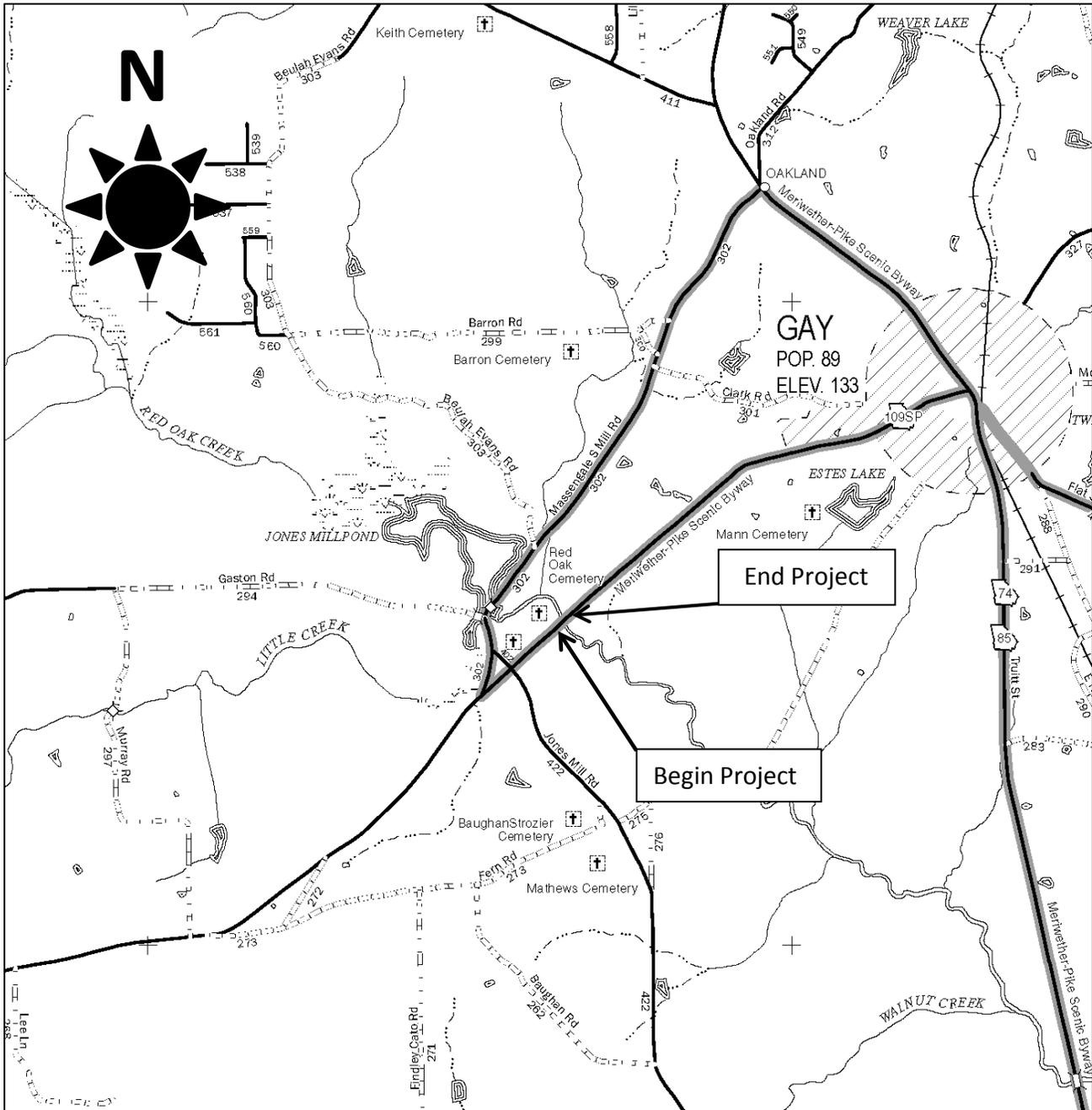
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

State Transportation Planning Administrator

DATE

* Glenn Bowman / KLP 1-20-14
 * Kathy Zahul / KLP 1-28-14
 * Lisa Myers / KLP 1-14-14
 * Jun Birnkammer / KLP 1-27-14
 * Thomas Howell / KLP 1-28-14
 * Ben Rabun / KLP 2-5-14
 * Christopher A. Nungesser 1-16-14

PROJECT LOCATION MAP



County: Meriwether

PLANNING AND BACKGROUND

Project Justification Statement:

This bridge (Structure ID 199-0049-0; SR 109 Spur over Red Oak Creek) was built in 1964. The bridge consists of five spans of reinforced concrete deck girders on concrete caps with concrete columns and steel piles. This bridge was designed using a truck weight that is less than the current state minimum required truck weight. No rehabilitation work performed on the bridge components would improve this bridge to meet current design load standards. The overall condition of this bridge is satisfactory to poor. The deck is in satisfactory condition due to minor concrete cracking. The superstructure is in satisfactory condition due to minor concrete cracking. The substructure is in poor condition due to advanced section loss in the steel piles, scour at the footings and concrete cracking in the caps. Due to the inadequate structural integrity of the substructure and the design of the bridge, replacement of this bridge is recommended.

Existing conditions: The project is located on S.R. 109 Spur southwest of Gay over Red Oak Creek. The existing cross section includes eleven foot travel lanes, 2 foot paved shoulders, and nine foot grass shoulders. The existing bridge over Red Oak Creek is 32.2 ft. x 200 ft.

Other projects in the area: N/A

MPO: N/A - Project not in MPO

MPO Project ID: N/A

Regional Commission: Three Rivers RC

RC Project ID: N/A

Congressional District(s): 3

Federal Oversight: Full Oversight Exempt State Funded Other

Projected Traffic: ADT

Current Year (2013): 400 Open Year (2018): 450

Design Year (2038): 600

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

Project 0010414 is located on the Meriwether-Pike Scenic Byway. The proposed paved shoulder width is 6'-6" (12'-0" where guardrail is utilized) to accommodate bicycles on the shoulder. AP

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 proposed project would replace a structurally deficient bridge, and approaches, on S.R. 109 Spur over Red Oak Creek. This project is approximately 0.14 miles long, and is located approximately two miles west of Gay, Georgia.

Major Structures:

Structure	Existing	Proposed
199-0049-0	Length - 200 ft Deck Width – 32.2 ft Total Lane Width – 26’(2 Lanes) Suff. Rating – 47.45	Length - 200 ft Deck Width – 34 ft Total Lane Width – 22’ (2 Lanes)

Mainline Design Features: SR 109 Spur

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	11 ft	11 ft	11 ft
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder	11 ft	5 ft min	6.5 ft / 12 ft **
- Outside Shoulder Slope	13 %	6 %	6 %
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	55 mph		55 mph
Design Speed	Unknown	55 mph	55 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Maximum Superelevation Rate	NC	6 % Max	≤ 6%
Maximum Grade	0.67%	6 %	6 %
Access Control	By Permit	By Permit	By Permit
Design Vehicle	Unknown	SU	SU
Pavement Type	HMA	HMA	HMA

*According to current GDOT design policy if applicable

**Note: AASHTO minimum shoulder width is 5 ft when no bicycle facilities are provided on the shoulder. The proposed shoulder width is 6.5 ft to better accommodate bicycles. The 12 ft proposed width includes the additional shoulder required for the proposed guardrail. (Total shoulder width for guardrail = 6.5 ft + 2 ft + 3.5 ft = 12 ft)

County: Meriwether

Major Interchanges/Intersections: N/A

Lighting required: No Yes

Off-site Detours Anticipated: No Undetermined Yes

Transportation Management Plan [TMP] Required: No Yes
 If Yes: Project classified as: Non-Significant Significant
 TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

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

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undeter-- mined	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:

County: Meriwether

Highway Safety Analysis: Per GDOT policy a Highway Safety Manual analysis is not required for bridge replacement projects with one half mile, or less, of roadway construction on each bridge approach. This project does meet that criteria, thus a HSM analysis has not been included.

UTILITY AND PROPERTY

Temporary State Route needed: No Yes Undetermined

Utility Involvements:

- 1. AT&T - Telecommunications
- 2. Southern Rivers Energy

SUE Required: No Yes Undetermined

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

Right-of-Way (ROW): Existing width: 100 – 200 ft Proposed width: 200 ft
 Required Right-of-Way anticipated: None Yes Undetermined
 Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels:	4
Displacements anticipated:	
Businesses:	0
Residences:	0
Other:	0
Total Displacements:	0

Location and Design approval: Not Required Required

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: This project is located on the Meriwether-Pike Scenic Byway.

Context Sensitive Solutions Proposed: Clearing and grubbing will be kept to a minimum within the project limits. This will minimize the impact of the project on the surrounding area.

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 type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Possible
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 type="checkbox"/>	<input checked="" type="checkbox"/>	Possible
10. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	FHWA, USFWS. USACE

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

(Information below is based on a desktop study. Field Surveys are yet to be performed.)

NEPA/GEPA: A Categorical Exclusion will be required

Ecology: There are no biota impaired streams.

History: Red Oak Cemetery is within the project area. Bridge is not eligible.

Archeology: no report

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: no report

Public Involvement: A detour meeting will be required.

Major stakeholders: City of Gay

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: None

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Meeting: N/A

Concept Meeting: Concept Meeting was held on September 18, 2013

Other coordination to date: PTIP Meeting was held on July 14, 2011.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT District 3 Design
Design	GDOT District 3 Design
Right-of-Way Acquisition	GDOT District 3 Right of Way
Utility Relocation	Utility Companies
Letting to Contract	GDOT Bidding Administration
Construction Supervision	GDOT District 3 Construction
Providing Material Pits	Contractor
Providing Detours	GDOT
Environmental Studies, Documents, & Permits	GDOT Office of Environmental Services
Environmental Mitigation	GDOT Office of Environmental Services
Construction Inspection & Materials Testing	GDOT Office of Materials

Project Cost Estimate Summary and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	295,000.00	123,000.00	10,000.00	1,312,490.87	80,000.00	1,820,490.87
Date of Estimate	5/19/2011	5/3/2013	7/15/2013	12/12/2013	12/4/2013	

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

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Construct Bridge and approaches on existing alignment. Use off-site detour.			
Estimated Property Impacts:	4	Estimated Total Cost:	\$1,820,490.87
Estimated ROW Cost:	\$123,000.00	Estimated CST Time:	12 Months
Rationale: Closing the roadway and constructing the bridge on existing alignment will reduce construction cost and construction time. This alternative has a road user cost of \$365,000.00.			

Alternative No. 2: Construct Bridge and approaches on existing alignment. Use on-site detour.			
Estimated Property Impacts:	4	Estimated Total Cost:	\$2,829,130.87
Estimated ROW Cost:	\$131,640.00	Estimated CST Time:	18-24 Months
Rationale: Due to high costs and impacts of constructing an on-site detour the use of an off-site detour is recommended.			

Alternative No. 3: Construct bridge on new alignment. Leave traffic on existing alignment.			
Estimated Property Impacts:	4	Estimated Total Cost:	\$2,836,690.87
Estimated ROW Cost:	\$139,200.00	Estimated CST Time:	18-24 Months
Rationale: Due to high costs and impacts of constructing a new alignment the use of an off-site detour is recommended. It is also undesirable to introduce curvature into a tangent alignment.			

No-Build Alternative:			
Estimated Property Impacts:	None	Estimated Total Cost:	0.00
Estimated ROW Cost:	0.00	Estimated CST Time:	0 months
Rationale: Does not satisfy project justification. Bridge must be replaced due to structural deficiencies.			

Comments: None

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimate:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel & Asphalt Price Adjustment forms
 - c. Right-of-Way
 - d. Utilities
 - e. Environmental Mitigation (EPD, etc)
 - f. Road User Cost Breakdown
4. Bridge inventory
5. Scoping Meeting (PTIP) minutes and responses
6. Detour Map
7. Concept Team Meeting Minutes and responses
8. Concept Utility Report

APPROVALS

Concur: 
Director of Engineering

Approve: 
Chief Engineer

3/24/14
Date

David L. Sharp

1

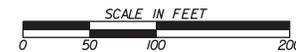
Glenn and Kennedy Reese

3

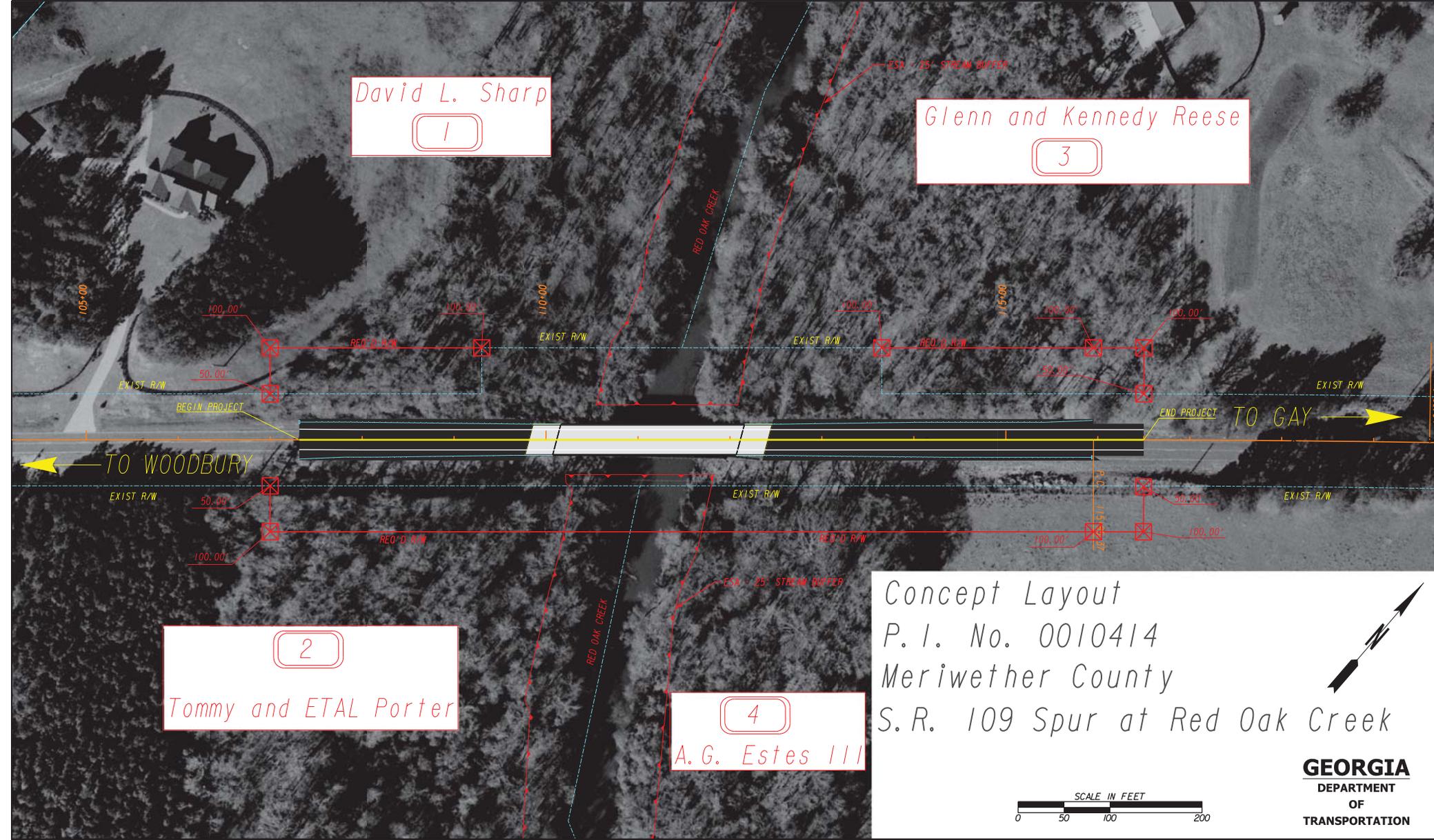
2
Tommy and ETAL Porter

4
A.G. Estes III

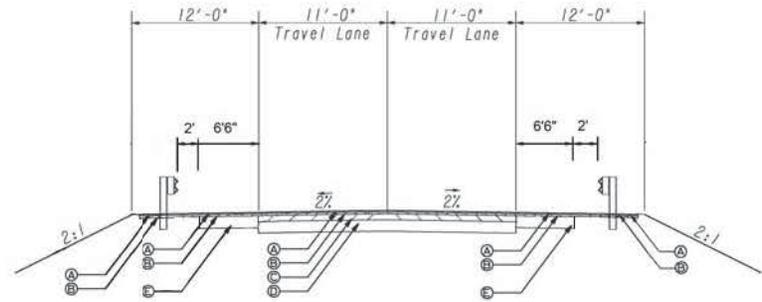
Concept Layout
P. I. No. 0010414
Meriwether County
S.R. 109 Spur at Red Oak Creek



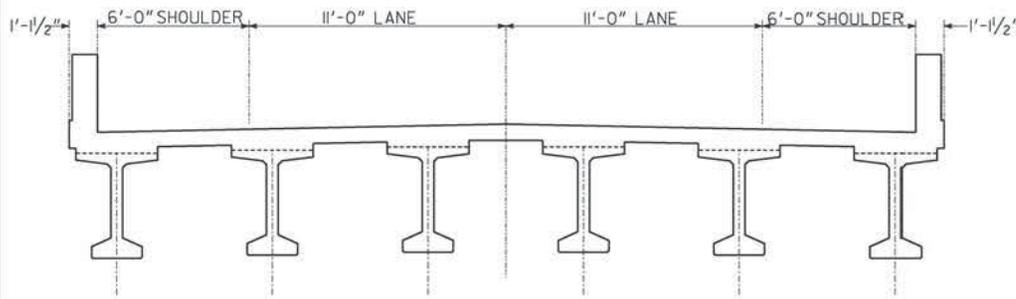
GEORGIA
DEPARTMENT
OF
TRANSPORTATION



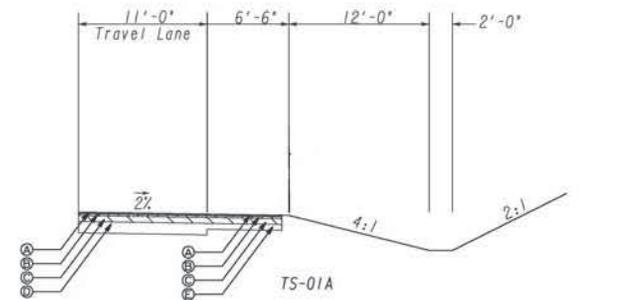
- A. RECYCLED ASPH CONC 9.5 mm SUPERPAVE, TYPE 11, GP 2 ONLY, INCL BITUM MATL & H LIME, 137.5 LBS/SY
- B. RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LBS/SY
- C. RECYCLED ASPH CONC 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 770 LBS/SY
- D. GR AGGR BASE CRS, 12 In, INCL MATL
- E. GR AGGR BASE CRS, 6 In, INCL MATL



TS-01
ROADWAY SECTION WITH GUARDRAIL SHOULDER



BRIDGE TYPICAL SECTION



TS-01A
ALTERNATIVE SHOULDER TO BE USED WHERE NO GUARDRAIL PRESENT

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: District 3 Design
TYPICAL SECTIONS

DRAWING NO.
05-001

0010414

01

BRIDGE WITH OFFSITE DETOUR

ITEMS FOR JOB 0010414

0010 - ROADWAY

ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
150-1000	1.000	LS	\$15,000.00000	TRAFFIC CONTROL - 0010414	\$15,000.00
210-0100	1.000	LS	\$150,000.00000	GRADING COMPLETE - 0010414	\$150,000.00
211-0300	250.000	CY	\$32.56715	BR EXCAV, STREAM CROSSING	\$8,141.79
310-1101	1200.000	TN	\$20.77496	GR AGGR BASE CRS, INCL MATL	\$24,929.95
318-3000	500.000	TN	\$17.79096	AGGR SURF CRS	\$8,895.48
402-3100	180.000	TN	\$79.33515	REC AC 9.5 MM SP,TPI,GP1ORBL1,INCL BM&HL	\$14,280.33
402-3121	350.000	TN	\$72.84524	RECYL AC 25MM SP,GP1/2,BM&HL	\$25,495.83
402-3190	290.000	TN	\$74.30054	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$21,547.16
413-1000	150.000	GL	\$3.41285	BITUM TACK COAT	\$511.93
432-5010	650.000	SY	\$7.50000	MILL ASPH CONC PVMT,VARB DEPTH	\$4,875.00
433-1000	280.000	SY	\$145.00000	REINF CONC APPROACH SLAB	\$40,600.00
436-1000	500.000	LF	\$11.53307	ASPH CONC CURB - 100+25	\$5,766.54
441-0014	300.000	SY	\$24.33217	DRIVEWAY CONCRETE, 4 IN TK	\$7,299.65
441-0303	4.000	EA	\$1,801.72414	CONC SPILLWAY, TP 3	\$7,206.90
500-0100	270.000	SY	\$5.02393	GROOVED CONCRETE	\$1,356.46
550-1180	380.000	LF	\$25.99829	STM DR PIPE 18",H 1-10	\$9,879.35
550-1240	140.000	LF	\$40.06288	STM DR PIPE 24",H 1-10	\$5,608.80
550-2180	100.000	LF	\$28.20857	SIDE DR PIPE 18",H 1-10	\$2,820.86
550-3418	4.000	EA	\$494.17352	SAFETY END SECTION 18",SD,4:1	\$1,976.69
550-3518	4.000	EA	\$633.98439	SAFETY END SECTION 18",STD,6:1	\$2,535.94
550-4218	2.000	EA	\$454.54459	FLARED END SECT 18 IN, ST DR	\$909.09
550-4224	2.000	EA	\$503.47290	FLARED END SECT 24 IN, ST DR	\$1,006.95
634-1200	20.000	EA	\$98.90684	RIGHT OF WAY MARKERS	\$1,978.14
641-1100	84.000	LF	\$59.75101	GUARDRAIL, TP T	\$5,019.08
641-1200	550.000	LF	\$16.91159	GUARDRAIL, TP W	\$9,301.37
641-5001	2.000	EA	\$591.19111	GUARDRAIL ANCHORAGE, TP 1	\$1,182.38
641-5012	2.000	EA	\$1,885.60526	GUARDRAIL ANCHORAGE, TP 12	\$3,771.21
643-8200	640.000	LF	\$1.85740	BARRIER FENCE (ORANGE), 4 FT	\$1,188.74
SUBTOTAL FOR ROADWAY:					\$383,085.62

0020 - EROSION CONTROL

ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
163-0232	4.000	AC	\$600.00000	TEMPORARY GRASSING	\$2,400.00
163-0240	180.000	TN	\$225.00000	MULCH	\$40,500.00
163-0300	2.000	EA	\$1,200.00000	CONSTRUCTION EXIT	\$2,400.00
163-0503	4.000	EA	\$500.00000	3	\$2,000.00
163-0520	250.000	LF	\$15.00000	DRAIN	\$3,750.00
163-0527	15.000	EA	\$254.80536	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	\$3,822.08
163-0528	630.000	LF	\$3.89621	CONSTR AND REM FAB CK DAM -TP C SLT FN	\$2,454.61
163-0529	600.000	LF	\$3.75000	CNST/REM TEMP SED BAR OR BLD STRW CK DM	\$2,250.00
165-0030	2000.000	LF	\$1.00000	MAINT OF TEMP SILT FENCE, TP C	\$2,000.00
165-0041	500.000	LF	\$2.50000	MAINT OF CHECK DAMS - ALL TYPES	\$1,250.00
165-0071	300.000	LF	\$1.00000	MAINT OF SEDIMENT BARRIER - BALED STRAW	\$300.00
165-0087	4.000	EA	\$135.00000	MAINT OF SILT CONTROL GATE, TP 3	\$540.00
165-0101	2.000	EA	\$700.00000	MAINT OF CONST EXIT	\$1,400.00
167-1000	2.000	EA	\$500.00000	WATER QUALITY MONITORING AND SAMPLING	\$1,000.00
167-1500	12.000	MO	\$500.00000	WATER QUALITY INSPECTIONS	\$6,000.00
171-0030	4000.000	LF	\$3.00000	TEMPORARY SILT FENCE, TYPE C	\$12,000.00
603-2024	1000.000	SY	\$40.13756	STN DUMPED RIP RAP, TP 1, 24"	\$40,137.56
603-2182	500.000	SY	\$37.45106	STN DUMPED RIP RAP, TP 3, 24"	\$18,725.53
603-7000	1500.000	SY	\$3.49478	PLASTIC FILTER FABRIC	\$5,242.17
700-6910	8.000	AC	\$1,093.28889	PERMANENT GRASSING	\$8,746.31
700-7000	24.000	TN	\$56.00659	AGRICULTURAL LIME	\$1,344.16
700-8000	6.000	TN	\$471.78833	FERTILIZER MIXED GRADE	\$2,830.73
700-8100	400.000	LB	\$2.37097	FERTILIZER NITROGEN CONTENT	\$948.39
716-1000	600.000	SY	\$1.95943	EROSION CONTROL MATS,WATERWAYS	\$1,175.66
716-2000	3000.000	SY	\$1.09246	EROSION CONTROL MATS, SLOPES	\$3,277.38
SUBTOTAL FOR EROSION CONTROL:					\$166,494.58

0030 - STRUCTURAL

ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
540-1102	1.000	LS	\$104,000.00000	REM OF EX BR, BR NO - 1	\$104,000.00
543-9000	1.000	LS	\$578,000.00000	CONSTR OF BRIDGE COMPLETE - BRIDGE # 1	\$578,000.00
SUBTOTAL FOR STRUCTURAL:					\$682,000.00

0040 - SIGNAL AND SIGNING MARKING

ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
636-1020	36.000	SF	\$13.97986	HWY SGN,TP1MAT,REFL SH TP3	\$503.27
636-1033	25.000	SF	\$20.94896	HWY SIGNS, TP1MAT,REFL SH TP 9	\$523.72
636-2070	88.000	LF	\$7.82990	GALV STEEL POSTS, TP 7	\$689.03
636-5010	12.000	EA	\$35.93130	DELINEATOR, TP 1	\$431.18
653-2501	1.000	LM	\$1,309.30518	THERMO SOLID TRAF ST, 5 IN, WH	\$1,309.31
653-2502	1.000	LM	\$1,310.94533	THERMO SOLID TRAF ST, 5 IN YE	\$1,310.95
654-1001	77.000	EA	\$4.43205	RAISED PVMT MARKERS TP 1	\$341.27
SUBTOTAL FOR SIGNAL AND SIGNING MARKING:					\$5,108.73

TOTALS FOR JOB 0010414

ITEMS COST:	\$1,236,688.93
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$1,236,688.93
FUEL & AC ADJUSTMENTS	\$13,967.49
ENGINEERING AND INSPEC.:	\$61,834.45
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$1,312,490.87

PROJ. NO.

10414

CALL NO.

P.I. NO.

DATE

INDEX (TYPE)

DATE INDEX

REG. UNLEADED

Dec-13 \$ 3.241

DIESEL

\$ 3.823

LIQUID AC

\$ 559.00

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)

13751.4

\$

13,751.40

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 894.40

Monthly Asphalt Cement Price month project let (APL)

\$ 559.00

Total Monthly Tonnage of asphalt cement (TMT)

41

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	180	5.0%	9
25 mm SP	350	5.0%	17.5
19 mm SP	290	5.0%	14.5
	820		41

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$ 216.09

\$

216.09

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 894.40

Monthly Asphalt Cement Price month project let (APL)

\$ 559.00

Total Monthly Tonnage of asphalt cement (TMT)

0.644265138

Bitum Tack

Gals	gals/ton	tons
150	232.8234	0.64426514

PROJ. NO.

10414

CALL NO.

P.I. NO.

DATE

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$		894.40		
Monthly Asphalt Cement Price month project let (APL)				\$		559.00		
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							\$	13,967.49
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GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 5/3/2013 Project: 0010414
 Revised: County: Meriwether
 PI: 0010414

Description: S.R. 109 Spur at Red Oak Creek
 Project Termini: S.R. 109 Spur at Red Oak Creek

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 4

Land and Improvements _____ \$34,950.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$10,000.00

Valuation Services _____ \$4,000.00

Legal Services _____ \$40,200.00

Relocation _____ \$8,000.00

Demolition _____ \$0.00

Administrative _____ \$35,500.00

TOTAL ESTIMATED COSTS _____ \$122,650.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$123,000.00

Preparation Credits	Hours	Signature

Prepared By: Jashone Alexander CG#: 286999 05/03/2013 (DATE)
 Approved By: Jashone Alexander CG#: 286999 05/03/2013 (DATE)

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

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **Project # N/A, Meriwether County, P.I. # 0010414** OFFICE Thomaston
SR 109 Spur @ Red Oak Creek 2 Miles West of Gay
DATE July 15, 2013

FROM Kerry Gore, District Utilities Engineer

TO Adam Smith, Project Manager

SUBJECT **PRELIMINARY UTILITY COST (ESTIMATE)**

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

<u>FACILITY OWNER</u>	<u>NON-REIMBURSABLE</u>	<u>REIMBURSABLE</u>
BellSouth d/b/a AT&T Georgia	21,000	0
Southern Rivers Energy	40,000	10,000
TOTALS	\$61,000	\$10,000

Total Preliminary Utility Cost Estimate **\$71,000**.

If you have any questions, please contact Gene McKissick at 706-646-7604.

KG/GM

cc: Mike Bolden, State Utilities Engineer (*via: e-mail*)

RUC for PAR Alternate 2
 Bridge Replacement on SR 109 Spur Over Red Oak Creek

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

Segment	Segment Description				Laneage	Traffic Volumes - RCDATA Sept 2010			
	County		Segment length	Location at Beginning of Segment	No. of Lanes	Traffic ADT (two way) date?	Posted Speed	Traffic ADT/lane	Travel Time
			mi		ea	vpd	MPH	vpd/lane	Hr
NORMAL ROUTE	Meriwether		8.84	SR 74/85 IN GAY TO SR 109 IN GREENVILLE	2	400	55	200	0.16
	Travel Length without Detour (mile)		8.84	Travel Time without Detour				0.16	
DETOUR ROUTE	Meriwether			Begin Detour intersection of SR 74/85 and SR 109 Spur in Gay					
			5.0	SR 74/85	2	2,630	55	658	0.09
			11.1	SR 362	2	640	55	320	0.20
			1.9	SR 41	2	4,920	55	2,460	0.03
			0.4	SR 18	2	4,240	70	2,120	0.01
			End Detour at intersection of SR 18 and SR 109 Spur in Greenville						
Travel Length with Detour (mile)		18.38	Travel Time with Detour				0.33		
Added Travel Length (mile)		9.54	Added Travel Time				0.17		

Note:

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

Bridge Replacement on SR 109 Spur over Red Oak Creek

Reference from another cell or sheet Black Input Red
 Calculated Blue

Table 3a: Circuity (Detour) Delay

Travel Length without Detour (mile)	Travel Length with Detour (mile)	Added Travel Length (mile)	Travel Time without Detour (hr/veh)	Travel Time with Detour (hr/veh)	Added Time to Travel Detour (hr/veh)
8.84	18.38	9.54	0.16	0.33	0.17

Table 4: Escalation factors

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

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

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

Table 5: Cost Rates

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

¹From NCHRP Report 133 as indicated in NJ manual

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

Bridge Replacement on SR 109 Spur over Red Oak Creek

Analysis Case - Off-Site Detour

Jeff Swiderski 8-15-2013

Table 6: Road Users Cost Summary

Cost Component	Vehicle Class	Percent Class	Total Vehicles	Added Travel Length	Added Travel Time	Cost Rate	Road User Cost	Total Road User Cost
	mph	%	#	mi/veh	hr/veh	\$/Veh-hr, \$/mi	\$/user	\$
Queue Delay (Added time)	Car	91	0		0.00	17.71	0	0
	Truck	10	0		0.00	29.51	0	0
Queue Idling VOC (Added cost)	Car	91	0		0.00	1.04	0	0
	Truck	10	0		0.00	1.20	0	0
Work Zone Delay (Added Time)	Car	91	0		0.00	17.71	0	0
	Truck	10	0		0.00	29.51	0	0
Circuitry Delay (Added Time)	Car	91	300		0.17	17.71	3.04155476	826
	Truck	10	300		0.17	29.51	5.06925793	144
Circuitry VOC (Added cost)	Car	91	300	9.54		0.34	3.28176	891
	Truck	10	300	9.54		0.69	6.56352	187
Total vehicles that travel queue			0	Road User Cost				\$2,000
Total vehicles that travel work zone				Adjusted Road User Cost¹				\$1,000
Total vehicles that travel detour			300	Number of Work Zone Days²				365
Percent passenger cars			91	Total Road User Cost²				\$365,000
Percent Trucks			9.5	¹ Adjusted down 50% from Road User Cost				

Trucks, % ¹	9.5
Cars, %	91
75% Traveling Detour ADT, vpd ²	300

Notes:

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

² Traffic ADT from report provided by State Planning and Programing Engineer, Traffic Assignments Dated 2-5-2010. Assumed that 25% of Traffic would use alternate route other than detour.

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:199-0049-0

Meriwether

SUFF. RATING: 47.45

Location & Geography

Structure ID: 199-0049-0
 200 Bridge Information: 07
 *6A Feature Int: RED OAK CREEK
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00109
 *7B Facility Carried: SR 109 SPUR
 9 Location: 2 MI W OF GAY
 2 Dot District: 3
 207 Year Photo: 2012
 *91 Inspection Frequency: 24 Date: 05/03/2012
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 1 Date: 01/09/2013
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 00000
 *5 Inventory Route(O/U): 1
 Type: 3
 Designation: 4
 Number: 00109
 Direction: 0
 *16 Latitude: 33 04.7017 HMMS Prefix:SR
 *17 Longitude: 84 -36.5187 HMMS Suffix:SP MP:6.84
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 19910109
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 006.62
 *208 Inspection Area: 3 Initials: EFP
 Engineer's Initials: JTB
 * Location ID No: 199-00109P-006.84E

*104 Highway System: 0
 *26 Functional Classification: 07
 *204 Federal Route Type: S No: 00739
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 0
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 06
 *20 Toll: 3
 *21 Maintenance: 01
 *22 Owner: 01
 *31 Design Load: 2
 37 Historical Significance: 5
 205 Congressional District: 03
 27 Year Constructed: 1964
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 15
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 5
 *42 Type of Service On: 1
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: 0
 259 Pile Encasement 0
 *43 Structure Type Main: 1 04
 45 No.Spans Main: 005
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 1
 Membrane Type: 8
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 1
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 11
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 3
 Fwd: 3
 Oppo. Dir. Rear: 0
 Oppo. Fwd: 0
 244 Approach Slab 0
 224 Retaining Wall: 0
 233Posted Speed Limit: 55
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazzard Boards: 0
 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:199-0049-0

Programming Data		Measurements:				
201 Project No:	RAB (4) SP 1512-A (6)	*29ADT	000390	Year:2011	65 Inventory Rating Method:	2
202 Plans Available:	4	109%Trucks:	0		63 Operating Rating Method:	2
249 Prop Proj No:	0010414	* 28 Lanes On:	02	Under:00	66 Inventory Type:	2 Rating: 21
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 21
251 PI Number:	0010414	* 48 Max. Span Length	0040		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	200		H-Modified:	20 0
260 Seismic No:	00000	51 Br. Rwdy. Width	26.00		HS-Modified:	25 0
75 Type Work:	00 0	52 Deck Width:	32.20		Type 3:	26 0
94 Bridge Imp. Cost:	\$781	* 47 Tot. Horiz. Cl:	26		Type 3s2:	40 0
95 Roadway Imp. Cost:	78	50 Curb / Sidewalk Width	2.00 / 2.00		Timber:	36 0
96 Total Imp Cost:	1172	32 Approach Rdwy. Width	022		Piggyback:	40 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	15
97 Imp Year:	2013	Rear Lt:	7.00	Type:8 Rt:7.00	262 H Operating Rating	27
114 Future ADT:	000585	Fwd. Lt:	7.00	Type:8 Rt:7.00	67 Structural Evaluation:	4
		Permanent Width:			58 Deck Condition:	6
		Rear:	22.00	Type:8	59 Superstructure Condition:	6
			22.00	Type:2	* 227 Collision Damage:	0
		Intersaction Rear:	0	Fwd: 0	60A Substructure Condition:	4
		36 Safety Features Br. Rail:	2		60B Scour Condition:	5
		Transition:	0		60C Underwater Condition	4
		App. G. Rail:	2		71 Waterway Adequacy:	8
		App. Rail End:	2		61 Channel Protection Cond.:	7
		53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	5
		Under:			69 UnderClr. Horz/Vert:	N
		*228 Minimum Vertical Cl			72 Appr. Alignment:	8
		Act. Odm Dir.:	99' 99"		62 Culvert:	N
		Oppo. Dir:	99' 99"		Posting Data	
		Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
		Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
		55 Lateral Undercl. Rt:	N 0 0		* 103 Temporary Structure:	0
		56 Lateral Undercl. Lt:	0.00		232 Posted Loads	
		*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
		39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
		116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main	6.00		Type 3s2:	00
		Deck Thick Approach:	0.00		Timber:	00
		246 Overlay Thickness:	0.00		Piggyback	00
		212 Year Last Painted:	Sup:0000Sub:2002		253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

Scoping Meeting Minutes
0010412 Jones, 0010414 Meriwether, & 0010415 Pulaski
July 14, 2011 10:30 a.m.

Attendees

- Sue Anne Decker, GDOT Project Manager
- Ben Rabun, GDOT Bridge Office
- Andy Casey, GDOT Roadway Design
- Dave Peters, GDOT Design Policy and Support
- Michael Murdoch, GDOT Office of Environmental Services
- Jason Mobley, GDOT District 3 Design
- Greg Smith, GDOT District 3 Location
- Bill DuVall, GDOT Bridge Office

Sue Anne opened the meeting and brought layouts for the team to look at. Introductions were made.

0010415 Pulaski

- (Ben Rabun) – This project needs to be deleted. This work is included in 0007050 Pulaski. (Managed by Clinton Ford.)

0010412 Jones

- Bridge Information - This road has approximately 10,000 vpd. The bypass length is 4 miles. This road services lots of local traffic (residential). A nearby quarry has worn out the bridge deck. There is an unpaved access road underneath the bridge as well as the RR.
 - Is Jones County part of the Macon MPO?
 - Will this roadway be widened in the next 75 years?
 - If it will, then we could build a parallel bridge and remove the kink in the roadway when it is widened. If not, we should consider another alternative.
- Alternates Discussed
 - Off-site Detour
 - Parallel Bridge
 - Approximate cost = \$500,000.00 plus staging
 - On-site Detour
 - Staged construction
- Bridge Closure
 - The bridge would be close about a year for construction.
- Utilities
 - There is one utility attached to the bridge.
- Funding
 - PE cannot be authorized until the STIP is approved, which may be in September this year.
- GDOT's In-house availability
 - D3 Location can easily take this on. They normally provide 1000' on each side of the bridge and 300' to 500' long the RR track, which includes DTM and top of rail.
 - Andy's staff has availability to do this work.
 - D3 may do the design.
 - Dave Peters' group will do the concept report.
 - Ben's staff has availability to do this work.

0010414 Meriwether

- Bridge Information - This road has approximately 4,000 vpd. The bypass length is 6 miles.
- Alternates Discussed
 - Off-site Detour – recommended by the Bridge Office
 - On-site Detour
- Environmental
 - Please verify that the detour route can hold the traffic. This will help with the comments from FHWA.
 - If programmatic approval is given, the environmental document can be accelerated by showing that impacts were minimized.
 - We could not get a PCE with an off-site detour. However, all we need is to do is hold a detour meeting.
- Hydraulics
 - Bridge and Roadway need to coordinate on the hydraulic information.
 - Location is aware that there is a dam and a bridge upstream. They will provide hydraulic information up to the dam.
- Funding
 - PE cannot be authorized until the STIP is approved, which may be in September this year.
- GDOT's In-house availability
 - D3 Location can easily take this on.
 - Andy's staff has availability to do this work.
 - D3 may do the design.
 - Dave Peters' group will do the concept report.
 - Ben's staff has availability to do this work.

Action Items

- GDOT PM
 - 0010415 Pulaski
 - Request to delete project from the Construction Work Program.
 - 0010412 Jones
 - Contact RR about plans for a second track and where they want it, and the number of trains per day on the track.
 - Send request to Andy Casey for design and concept work.
 - Send request to Ken Thompson for survey.
 - Submit 1625 for PE once the STIP is approved.
 - 0010414 Meriwether
 - Coordinate hydraulics with road and bridge offices.
 - Send request to Andy Casey for design and concept work.
 - Send request to Ken Thompson for survey.
 - Submit 1625 for PE once the STIP is approved.

0010414 Meriwether

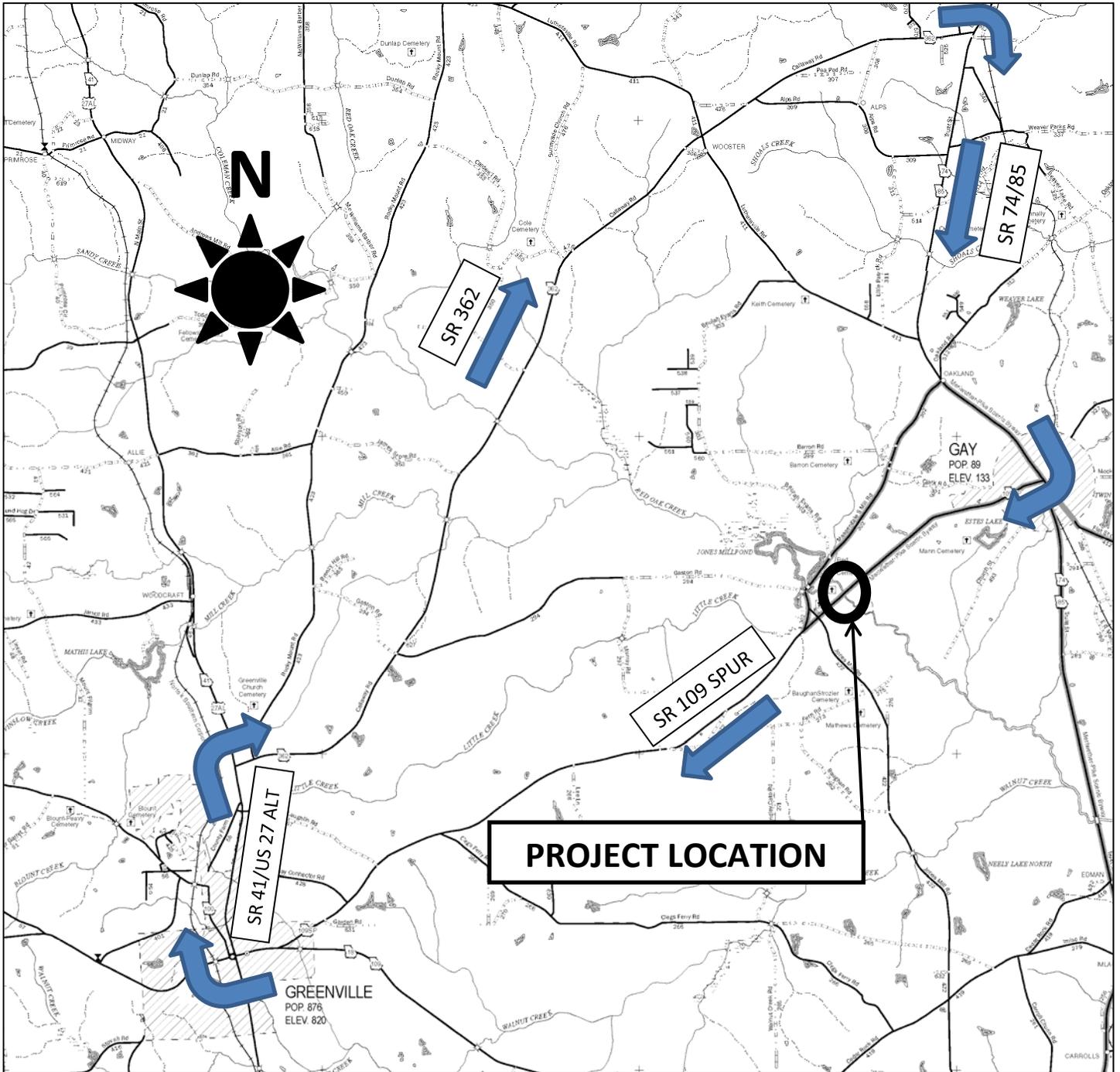
Responses to Scoping (PTIP) Meeting Minutes

- Bridge Information – Updated traffic shows 400 vpd.
- Environmental – The proposed detour will be able to hold the additional 400 vpd.

0010414 Meriwether

Offsite Detour Map

Total Length = 27.36 miles



Concept Team Meeting Minutes

Meriwether 0010414, SR109 Spur @ Read Oak Creek

September 18, 2013

Thomaston District Office – 10:30a.m.

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Jason Mobley	GDOT – D3 Design	jmobley@dot.ga.gov
Joshua Waddell	GDOT – D3 Design	jowaddell@dot.ga.gov
Jeff Swiderski	GDOT – D3 Design	jswiderski@dot.ga.gov
Greg Smith	GDOT – D3 Location	grsmith@dot.ga.gov
Bill Rountree	GDOT – D3 Preconstruction	brountree@dot.ga.gov
Jack Reed	GDOT – D3 Planning and Programming	jreed@dot.ga.gov
Tyler Peek	GDOT – D3 Utilities	tpeek@dot.ga.gov
Gene McKissick	GDOT – D3 Utilities	gmckissick@dot.ga.gov
Michael McDaris	AT&T	mm0956@att.com
Jeremy Daniel	GDOT – Engineering Services	jedaniel@dot.ga.gov
Bob O'Rourke	GDOT – D3 Right of Way	borourke@dot.ga.gov
Ken Robinson	GDOT – D3 Construction	krobinson@dot.ga.gov
Adam Smith*	GDOT – Program Delivery	adsmith@dot.ga.gov
Lyn Clements*	GDOT – Bridge Design	lclements@dot.ga.gov
Sam Pugh*	GDOT – Environmental Services	spugh@dot.ga.gov
Cathy Pollard	GDOT – D3 Design	cpollard@dot.ga.gov
Kerry Gore	GDOT – D3 Utilities	kgore@dot.ga.gov

*Via video conference

- Jason Mobley called the meeting to order and asked everyone to introduce themselves.
- He provided an overview of the project and layout and began reviewing the report.
- Gene McKissick reported from Utilities.
 - He listed the utility owners.
 - He stated that AT&T had facilities underground as well as over the river.
 - Kerry Gore stated that any pole line relocations would need to be considered if clearing and grubbing limits were going to be minimized due to the context of the scenic byway.
 - Gene mentioned that a concept utility report had been provided and should be attached to the concept report.
- Sam Pugh reported from Environmental Services.
 - He stated that a Categorical Exclusion would be required.
 - He stated that a 404 permit could be required.
 - He asked if a temporary work bridge would be required. Bill Rountree stated that the need for a temporary work bridge would be determined later, but he recommended evaluating assuming one would be needed.
 - Sam asked if the bridge would be raised. Lyn Clements said that the hydraulic study would have to be completed before the details of the bridge would be known.
 - Jason Mobley mentioned that environmental information was needed to complete the concept report.
- Jason Mobley asked if FEMA coordination would be required. Lyn Clements said she would investigate. After the meeting, Lyn responded that FEMA coordination would not be required.
- Bill Rountree suggested Bridge Design Coordinate with Greg Smith on survey data needed for the study. Greg stated the survey was complete. Jason Mobley asked if the dam was included per the request at PTIP. Greg stated he was unsure but would confirm.
- Bill Rountree stated that the City of Gay could be a major stakeholder and should be contacted to discuss any impacts the project may have on the Cotton Pickin' Fair.

- Jeremy Daniel asked about the paved shoulder dimensions. Discussion continued regarding the possibility of reducing the total shoulder width (including guardrail) to the existing shoulder width. Jason Mobley stated that design would investigate and attempt to reduce the proposed shoulder width.
 - *The required minimum shoulder width is 6' – 0". Because there is guardrail present the shoulder must be extended 2'-0" to the face of the guardrail, and another 3'-6" to the back of the shoulder. It was decided to make the paved shoulder 12'-0" wide rather than the original 15'-6".*

Concept Utility Report

Project Number: 0010414

District: 3

County: Meriwether

Prepared by: Gene McKissick

P.I. # 0010414

Date: 9/10/13

Project Description: Bridge replacement on SR 109 Spur over Red Oak Creek two miles west of Gay, Ga.

The information provided herein has been gathered from Georgia811 and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? No Level: A B C D

Public Interest Determination (PID): Automatic Mandatory Consideration
 No Use Exempt

Is a separate utility funding phase recommended? No

Existing Facilities: Electrical- Southern Rivers Energy, Communication - Bell South

Potential Project (Schedule/Budget) Impacts: None

Capital Improvement Projects (Utilities) Anticipated in the Area: None

Project Specific Recommendations for Avoidance/Mitigation: None

Right of Way Coordination: None

Environmental Coordination: None

Additional Remarks: First Submission plans were received from the utility companies and sent to the PM in January 2013.

