

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0011685
Houston County
GDOT District 3 - Thomaston
SR 247 @ Big Indian Creek &
@ Big Indian Creek Overflow
Bridge Replacements

OFFICE Design Policy & Support

DATE March 24, 2014

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
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
Clinton Ford, Project Manager
BOARD MEMBER - 8th Congressional District

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

Project Type: <u>Bridge Replacement</u>	P.I. Number: <u>0011685</u>
GDOT District: <u>3</u>	County: <u>Houston</u>
Federal Route Number: <u>129</u>	Project Number: <u>N/A</u>
State Route Number: <u>247</u>	

This project will replace two structurally deficient bridges: SR 247 @ Big Indian Creek and SR 247 @ Big Indian Creek Overflow. The bridges are located approximately 9 miles southeast of Perry, GA.

Submitted for approval:

[Signature]
District Engineer

[Signature]
State Program Delivery Engineer

[Signature]
GDOT Project Manager

12/2/13
DATE

02-21-14
DATE

2/19/14
DATE

** Recommendation on file*
Recommended for approval:

Program Control Administrator
** Glenn Bowman / KLP*

State Environmental Administrator
** Kathy Zahul / KLP*

State Traffic Engineer
** Lisa Myers / KLP*

Project Review Engineer
** Jun Birnkammer / KLP*

FOR State Utilities Engineer
** Ben Rabun / KLP*

State Bridge Design Engineer

DATE
3-5-2014

DATE
2-28-2014

DATE
2-27-2014

DATE
3-3-2014

DATE
2-28-2014

DATE

State Transportation Financial Management Administrator

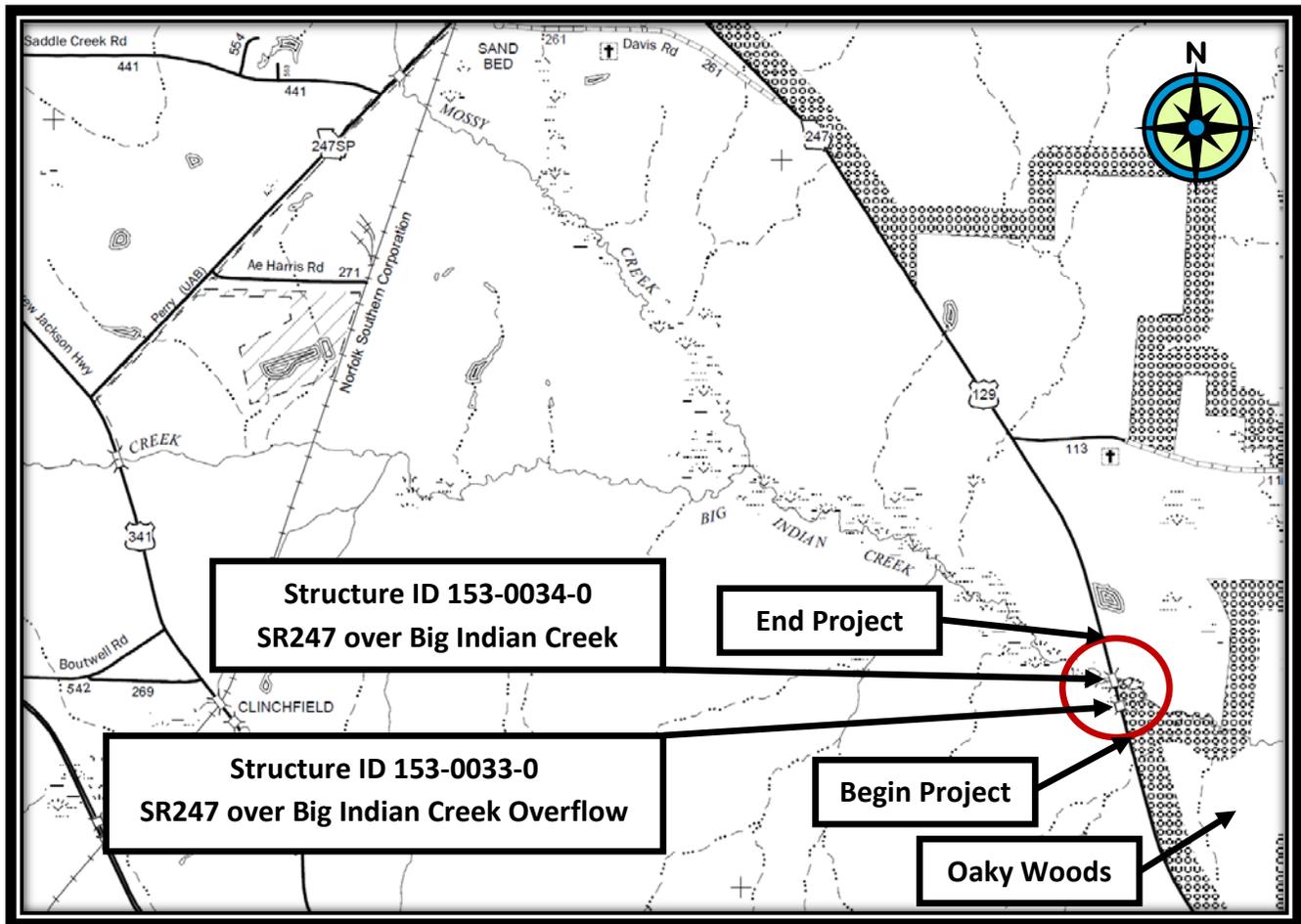
DATE

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).

[Signature]
State Transportation Planning Administrator

2-28-14
DATE

PROJECT LOCATION MAP



County: Houston

PLANNING AND BACKGROUND

Project Justification Statement:

This bridge (Structure ID 153-0034-0; SR 247 over Big Indian Creek) was built in 1959. The bridge consists of seven spans of reinforced concrete deck girders on concrete caps and steel H-piles. The overall condition of this bridge would be classified as fair. The deck is in fair condition due to numerous spalls with exposed rebar along with scaling and cracking of the deck. The superstructure is in fair condition with some minor flexure cracks noted in the beam stems. The substructure is in fair condition with minor concrete cracking and some spalls in the caps. In addition, significant scour is noted at two bent locations. In addition, this structure has an unknown foundation. Due to the structural integrity of this bridge and the unknown foundation, replacement is recommended.

This bridge (Structure ID 153-0033-0; SR 247 over Big Indian Creek Overflow) was built in 1959. The bridge consists of three spans of reinforced concrete deck girders on concrete caps and steel H-piles. The overall condition of this bridge would be classified as fair to good. The deck is in fair condition due to minor spalls with exposed rebar along with scaling and cracking of the concrete. The superstructure is in good condition with some minor flexure cracks noted in the beam stems. The substructure is in fair condition with minor concrete cracking and some spalls in the caps. In addition, this structure has an unknown foundation. Due to the structural integrity of this bridge and the unknown foundation, replacement is recommended.

Existing conditions:

SR 247 is a two-lane highway running north-south through Houston County, connecting Warner Robins and Hawkinsville. At the project location, SR247 crosses Big Indian Creek and an overflow with two structurally deficient bridges. A Georgia Power transmission line runs along the west side of the highway. Oaky Woods Wildlife Management Area borders the project to the east.

Other projects in the area:

P.I. No. 0011349 – This is a TIA funded project to construct passing lanes along SR 247 between the Pulaski / Houston County line and SR 96. TIA did not pass in this region.

MPO: Warner Robins – Houston

MPO Project ID: 2013-2

Regional Commission: Middle Georgia

RC Project ID: N/A

Congressional District(s): 8

Federal Oversight: Exempt

Projected Traffic: ADT

Current Year (2013): 3350 vpd

Open Year (2019): 3650 vpd

Design Year (2039): 4450 vpd

Traffic Projections Performed by: GDOT Office of Planning

Functional Classification (Mainline): Rural Minor Arterial

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants: No warrants met.

County: Houston

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

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? No

Preliminary Pavement Type Selection Report Required? No

Feasible Pavement Alternatives: HMA

DESIGN AND STRUCTURAL**Description of the proposed project:**

The project consists of replacing two structurally deficient bridges on SR 247 over Big Indian Creek and over Big Indian Creek overflow 9 miles southeast of Perry in Houston County. The length of the project will be approximately 0.66 miles. The two new bridges will accommodate two lanes of travel and will replace the two deficient bridges. An on-site detour will be used during construction.

Major Structures:

Structure	Existing	Proposed
Bridge 153-0034-0	The bridge is 280' in length with a 27.9' roadway width, 33.9' deck width, 2' curb width, 29' approach roadway width, 2.5' shoulder widths, and 40.98 is the current sufficiency rating for the bridge.	The bridge will be 300' in length and 40' in width. It will consist of (2) 12' travel lanes and (2) 8' shoulders
Bridge 153-0033-0	The bridge is 120' in length with a 27.9' roadway width, 33.9' deck width, 2' curb width, 29' approach roadway width, 2.5' shoulder widths, and 42.45 is the current sufficiency rating for the bridge.	The bridge will be 150' in length and 40' in width. It will consist of (2) 12' travel lanes and (2) 8' shoulders.

Mainline Design Features: SR 247 – Rural Minor Arterial

Feature	Existing	Standard*	Proposed
Typical Section			
-Number of Lanes	2	N/A	2
-Lane Width	11'	12'	12'
-Median Width & Type	N/A	N/A	N/A
-Outside Shoulder or Border Area Width	10'	10'	10'
-Outside Shoulder Slope	Varies	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	N/A	55 mph
Design Speed	>65 mph	65 mph	65 mph
Min Horizontal Curve Radius	N/A	1480'	≥1480'
Maximum Superelevation Rate	N/A	8%	8%
Maximum Grade	4%	4%	≤4%
Access Control	By permit	N/A	By permit
Design Vehicle	Unknown	SU	SU
Pavement Type	Asphalt	N/A	Asphalt

*According to current GDOT design policy if applicable

County: Houston

Major Interchanges/Intersections: None

Lighting required: No

Off-site Detours Anticipated: No

Transportation Management Plan [TMP] Required: Yes

Project classified as: Non-Significant

TMP Components Anticipated: Temporary Traffic Control (TTC) plan.

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undetermined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Horizontal Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Grade	<input 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	Undetermined	Yes	Appvl Date (if applicable)
1. Access Control/Median Openings	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Intersection Sight Distance	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Skew Angle	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Median Usage	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Roundabout Illumination Levels	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Complete Streets	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. ADA & PROWAG	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. GDOT Construction Standards	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Bridge & Structural Manual	Bridge	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

VE Study anticipated: No

UTILITY AND PROPERTY

Temporary State Route needed: No

Railroad Involvement: None

Utility Involvements:

Power (GPC Transmission, Flint EMC)
Telecommunications (ComSouth, Windstream)
Water and Sewer (Houston County)

SUE Required: No

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

Right-of-Way (ROW):

Existing and Proposed width: 200-270 ft
Required Right-of-Way anticipated: None
Easements anticipated: Temporary, Permanent, and Utility
Anticipated total number of impacted parcels: 3
Displacements anticipated: 0

Location and Design approval: Required

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None

Context Sensitive Solutions Proposed: None

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document: NEPA, Categorical Exclusion (CE)

MS4 Permit Compliance – Is the project located in a MS4 area? Yes. A preliminary hydrology study is attached. A proposed enhanced swale will meet MS4 requirements.

County: Houston

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"/>	Maybe
6. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Maybe
10. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Maybe (Avoidance of Sensitive Resources)
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	(FHWA, USFWS, USACOE)

Is a PAR required? No

Environmental Comments and Information:

NEPA/GEPA: A Categorical Exclusion would be the appropriate NEPA document for this project. Oaky Woods Wildlife Management Area borders the project and will be temporarily impacted during construction. The on-site detour will be constructed on the same side as Oaky Woods to avoid an expensive power transmission line on the other side.

Ecology: An ecology report has not been prepared. There are potential wetlands within the project limits. The project borders and will have minor impacts on the Oaky Woods Wildlife Management Area. The project outfalls are not within one mile of a biota impaired stream, nor do they discharge into one. The proposed bridges will facilitate fish passage.

History: A Desktop search of NHARGIS found:
 The bridge is not eligible.
 There are no resources over 50 years old.
 There are no resources found in NAHRGIS.
 There are no NR listed resources.

Archeology: An archaeology report has not been prepared.

Air Quality: Air quality studies have not been prepared.
 Is the project located in a PM 2.5 Non-attainment area? No
 Is the project located in an Ozone Non-attainment area? No
 Is a Carbon Monoxide hotspot analysis required? No

Noise Effects: Noise effects studies have not been prepared.

County: Houston

Public Involvement: No public involvement has taken place. Public meetings are not anticipated. The project will only have minor temporary impacts to Oaky Woods, and no off-site detour will be used.

Major stakeholders: GDOT, Houston County, property owners, landfill

County: Houston

CONSTRUCTION**Issues potentially affecting constructability/construction schedule:** None**Early Completion Incentives recommended for consideration:** No**COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS****Initial Concept Meeting:** N/A

PTIP Meeting: A Project Team Initiation Process (PTIP) Meeting was held on October 17, 2012. Topics of discussion included the Oaky Woods WMA, the replacement of the overflow bridge, the maintenance of traffic during construction, the power transmission line, activity responsibilities, and scheduling. The minutes are attached.

Concept Meeting: A Concept Meeting was held on November 13, 2013. Topics of discussion included temporary versus permanent easements, utility locations, property information concerning Oaky Woods, and the need for a soil survey. The minutes are attached.

Other coordination to date: FAA coordination is not required. The nearest aviation facility is more than 10 miles away.

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

Project Cost Estimate Summary and Funding Responsibilities:

	Preliminary Engineering	Right of Way	Reimbursable Utility	Construction *	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$350,000	\$167,000	\$0	\$4,726,702	\$80,000	\$5,323,702
Date of Estimate	7/19/2012	5/3/2013	4/12/2013	10/28/2013	6/6/2013	

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

County: Houston

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Build temporary bridges to the east side of SR 247. Replace the bridges on their current alignment while using the on-site detour.			
Estimated Property Impacts:	3	Estimated Total Cost:	\$5,323,702
Estimated ROW Cost:	\$167,000	Estimated CST Time:	18 months
Rationale: The new bridges will replace the structurally deficient bridges. Impacts to road users and utilities will be minimized. Impacts to Oaky Woods will only be temporary. The historically straight roadway will remain straight after construction.			

No-Build Alternative: Leave the existing bridges in service without replacement.			
Estimated Property Impacts:	0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	0 months
Rationale: The current bridges are structurally deficient and need to be replaced.			

Alternative 1: Close the road during construction. Replace the bridges on their current alignment while using an off-site detour.			
Estimated Property Impacts:	0	Estimated Total Cost:	\$4,610,410
Estimated ROW Cost:	\$0	Estimated CST Time:	12 months
Rationale: Costs to the traveling public for using the off-site detour would be substantial.			

Alternative 2: Build temporary bridges to the west side of SR 247. Replace the bridges on their current alignment while using the on-site detour.			
Estimated Property Impacts:	3	Estimated Total Cost:	\$5,823,702
Estimated ROW Cost:	\$167,000	Estimated CST Time:	18 months
Rationale: Relocation of the power transmission line would be unavoidable due to clearance requirements. The cost of the conflict would be substantial.			

Alternative 3: Build bridges on new alignment parallel to the existing alignment. Move traffic permanently to the new alignment and remove the existing bridges and roadway.			
Estimated Property Impacts:	3	Estimated Total Cost:	\$4,313,265
Estimated ROW Cost:	\$167,000	Estimated CST Time:	15 months
Rationale: This alternative would result in either a substantial cost to relocate the power transmission lines or permanent impacts to Oaky Woods WMA. Also, curvature would be introduced to a historically straight roadway with no future projects planned to straighten it.			

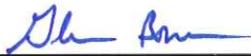
Comments: No Additional Comments

County: Houston

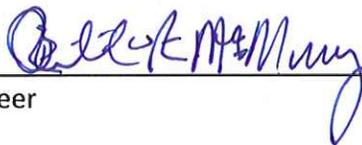
LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout with Typical Sections
2. Construction Cost Comparisons
 - a. Right of Way
 - b. Utilities
 - c. Environmental Mitigation
3. Crash History and Safety Analysis
4. Bridge Inventories
5. Concept Utility Report
6. Hydrology Study for MS4 Permit
7. Preliminary Pavement Designs
8. PTIP Meeting Minutes
9. Concept Meeting Minutes
10. Additional Comments

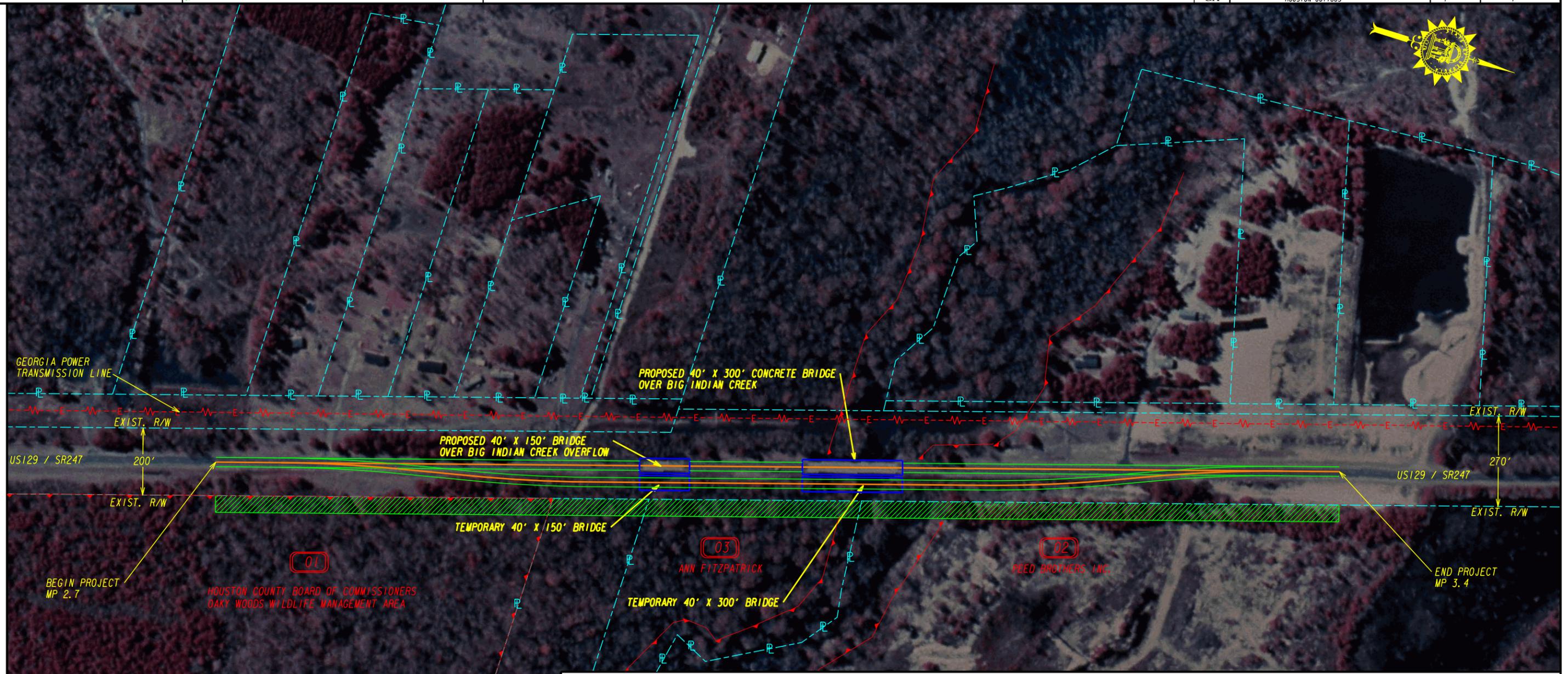
APPROVALS

Concur: 
Director of Engineering

3/17/14
DATE

Approve: 
Chief Engineer

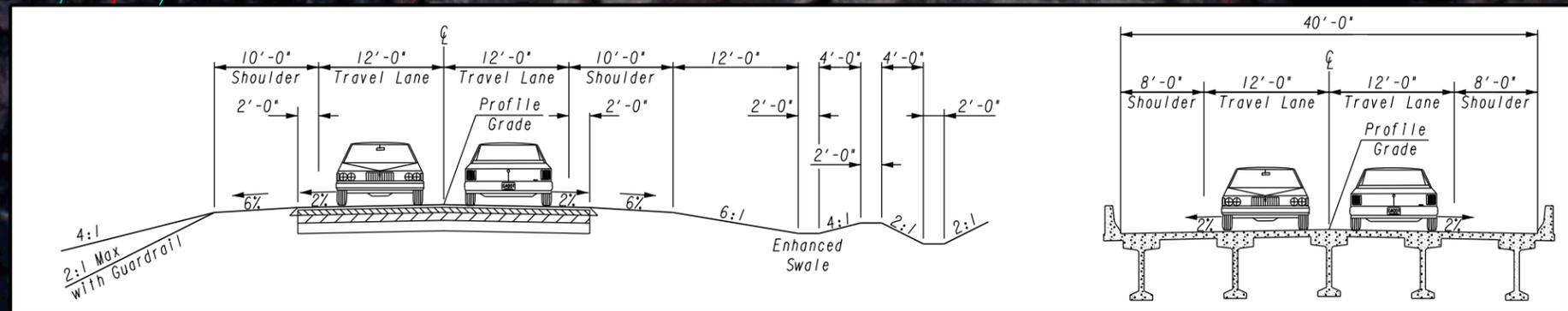
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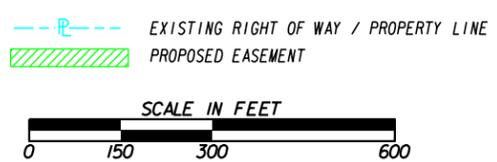
BEGIN PROJECT MP 2.7

HOUSTON COUNTY BOARD OF COMMISSIONERS
 OAKY WOODS WILDLIFE MANAGEMENT AREA

END PROJECT MP 3.4



- CONSTRUCTION CENTERLINE
- PROPOSED EDGE OF TRAVEL WAY
- PROPOSED EDGE OF PAVED SHOULDER
- EXISTING EDGE OF PAVEMENT
- ENVIRONMENTALLY SENSITIVE AREA



CONCEPT LAYOUT

US129 / SR247 BRIDGE REPLACEMENT OVER BIG INDIAN CREEK

HOUSTON COUNTY, P.I. NO. 0011685

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: DISTRICT THREE DESIGN

Cost Comparison, Houston 0011685, October 28, 2013

Section	Item	Units	Price	Description	Preferred Alternative (Temporary On-site East)		Alternative 1 (Offsite Detour)		Alternative 2 (Temporary On-site West)		Alternative 3 (Permanent Offset)	
					Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
0010 - Roadway	150-1000	LS	\$50,000.00	TRAFFIC CONTROL - 0011685	1	\$50,000.00	1	\$20,000.00	1	\$50,000.00	1	\$20,000.00
	210-0100	LS	\$500,000.00	GRADING COMPLETE - 0011685	1	\$500,000.00	1	\$300,000.00	1	\$500,000.00	1	\$300,000.00
	310-1101	TN	\$19.00	GR AGGR BASE CRS, INCL MATL	11600	\$220,400.00	8700	\$165,300.00	11600	\$220,400.00	8700	\$165,300.00
	318-3000	TN	\$20.00	AGGR SURF CRS	1000	\$20,000.00	1000	\$20,000.00	1000	\$20,000.00	1000	\$20,000.00
	402-1812	TN	\$75.00	LEVELING	1400	\$105,000.00	100	\$7,500.00	1400	\$105,000.00	300	\$22,500.00
	402-3102	TN	\$68.00	9.5MM SP	1000	\$68,000.00	1000	\$68,000.00	1000	\$68,000.00	1000	\$68,000.00
	402-3121	TN	\$63.00	25MM SP	3800	\$239,400.00	2400	\$151,200.00	3800	\$239,400.00	2400	\$151,200.00
	402-3190	TN	\$65.00	19MM SP	2500	\$162,500.00	1600	\$104,000.00	2500	\$162,500.00	1600	\$104,000.00
	413-1000	GL	\$3.25	BITUM TACK COAT	2700	\$8,775.00	1700	\$5,525.00	2700	\$8,775.00	1700	\$5,525.00
	432-5010	SY	\$10.00	MILL ASPH CONC PVMT,VARB DEPTH	650	\$6,500.00	650	\$6,500.00	650	\$6,500.00	650	\$6,500.00
	433-1000	SY	\$145.00	REINF CONC APPROACH SLAB	540	\$78,300.00	540	\$78,300.00	540	\$78,300.00	540	\$78,300.00
	436-1000	LF	\$9.00	ASPH CONC CURB - 5"	2500	\$22,500.00	2500	\$22,500.00	2500	\$22,500.00	2500	\$22,500.00
	441-0050	SY	\$38.62	CONC SLOPE DRAIN	560	\$21,628.29	560	\$21,628.29	560	\$21,628.29	560	\$21,628.29
	441-0303	EA	\$1,800.00	CONC SPILLWAY, TP 3	8	\$14,400.00	8	\$14,400.00	8	\$14,400.00	8	\$14,400.00
	446-1100	LF	\$5.00	FABRIC STRIPS	1000	\$5,000.00	1000	\$5,000.00	1000	\$5,000.00	1000	\$5,000.00
	500-0100	SY	\$5.00	GROOVED CONCRETE	540	\$2,700.00	540	\$2,700.00	540	\$2,700.00	540	\$2,700.00
	500-3200	CY	\$340.00	CL B CONC	48	\$16,320.00	48	\$16,320.00	48	\$16,320.00	48	\$16,320.00
	550-2180	LF	\$27.32	SIDE DR PIPE 18",H 1-10	400	\$10,926.63	400	\$10,926.63	400	\$10,926.63	400	\$10,926.63
	550-3418	EA	\$356.90	SAFETY END SECTION 18",SD,4:1	8	\$2,855.22	8	\$2,855.22	8	\$2,855.22	8	\$2,855.22
	550-3618	EA	\$491.00	SAFETY END SECTION 18",SD,6:1	8	\$3,928.04	8	\$3,928.04	8	\$3,928.04	8	\$3,928.04
641-1100	LF	\$55.23	GUARDRAIL, TP T	166	\$9,167.41	166	\$9,167.41	166	\$9,167.41	166	\$9,167.41	
641-1200	LF	\$16.05	GUARDRAIL, TP W	850	\$13,640.58	850	\$13,640.58	850	\$13,640.58	850	\$13,640.58	
641-5001	EA	\$646.70	GUARDRAIL ANCHORAGE, TP 1	4	\$2,586.78	4	\$2,586.78	4	\$2,586.78	4	\$2,586.78	
641-5012	EA	\$1,844.38	GUARDRAIL ANCHORAGE, TP 12	4	\$7,377.51	4	\$7,377.51	4	\$7,377.51	4	\$7,377.51	
643-8200	LF	\$1.25	BARRIER FENCE (ORANGE), 4 FT	3000	\$3,750.00	3000	\$3,750.00	3000	\$3,750.00	3000	\$3,750.00	
0020 - Structural	211-0300	CY	\$29.00	BRIDGE EXCAVATION, STREAM	500	\$14,500.00	500	\$14,500.00	500	\$14,500.00	500	\$14,500.00
	540-1102	LS	\$81,360.00	REM OF EX BR, BR NO - 153-0033-0	1	\$81,360.00	1	\$81,360.00	1	\$81,360.00	1	\$81,360.00
	540-1102	LS	\$189,840.00	REM OF EX BR, BR NO - 153-0034-0	1	\$189,840.00	1	\$189,840.00	1	\$189,840.00	1	\$189,840.00
	541-0001	LS	\$273,000.00	DETOUR BRIDGE - 153-0033-0	1	\$273,000.00	0	\$0.00	1	\$273,000.00	0	\$0.00
	541-0001	LS	\$136,500.00	DETOUR BRIDGE - 153-0034-0	1	\$136,500.00	0	\$0.00	1	\$136,500.00	0	\$0.00
	543-9000	LS	\$1,092,165.00	BRIDGE COMPLETE - 153-0033-0	1	\$1,092,165.00	1	\$1,092,165.00	1	\$1,092,165.00	1	\$1,092,165.00
	543-9000	LS	\$546,082.00	BRIDGE COMPLETE - 153-0034-0	1	\$546,082.00	1	\$546,082.00	1	\$546,082.00	1	\$546,082.00
0040 - Signing & Marking	610-9001	EA	\$93.55	REM SIGN	3	\$280.64	3	\$280.64	3	\$280.64	3	\$280.64
	611-5551	EA	\$150.00	RESET SIGN	3	\$450.00	3	\$450.00	3	\$450.00	3	\$450.00
	636-1020	SF	\$17.00	HWY SGN,TP1MAT,REFL SH TP3	30	\$510.00	30	\$510.00	30	\$510.00	30	\$510.00
	636-1033	SF	\$22.00	HWY SIGNS, TP1MAT,REFL SH TP 9	30	\$660.00	30	\$660.00	30	\$660.00	30	\$660.00
	636-2070	LF	\$9.51	GALV STEEL POSTS, TP 7	50	\$475.30	50	\$475.30	50	\$475.30	50	\$475.30
	653-2501	LM	\$1,600.00	THERMO SOLID 5" STRIPE, WHITE	0	\$0.00	0	\$0.00	0	\$0.00	2	\$3,200.00
	653-2502	LM	\$1,600.00	THERMO SOLID 5" STRIPE, YELLOW	2	\$3,200.00	2	\$3,200.00	2	\$3,200.00	2	\$3,200.00
	653-4501	GLM	\$400.00	THERMO SKIP 5" STRIPE, WHITE	1	\$400.00	1	\$400.00	1	\$400.00	0	\$0.00
	654-1001	EA	\$4.61	RAISED PVMT MARKERS TP 1	90	\$414.94	90	\$414.94	90	\$414.94	90	\$414.94
	657-1085	LF	\$6.06	PRF PL SD PVT MKG,8",B/W,TP PB	900	\$5,455.49	900	\$5,455.49	900	\$5,455.49	900	\$5,455.49
	657-6085	LF	\$6.00	PRF PL SD PVMT MKG,8",B/Y,TPPB	900	\$5,400.00	900	\$5,400.00	900	\$5,400.00	900	\$5,400.00

Cost Comparison, Houston 0011685, October 28, 2013

Section	Item	Units	Price	Description	Preferred Alternative (Temporary On-site East)		Alternative 1 (Offsite Detour)		Alternative 2 (Temporary On-site West)		Alternative 3 (Permanent Offset)	
					Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
0080 - Erosion Control	163-0232	AC	\$600.00	TEMPORARY GRASSING	8	\$4,800.00	6	\$3,600.00	8	\$4,800.00	8	\$4,800.00
	163-0240	TN	\$250.00	MULCH	300	\$75,000.00	225	\$56,250.00	300	\$75,000.00	300	\$75,000.00
	163-0300	EA	\$1,200.00	CONSTRUCTION EXIT	4	\$4,800.00	4	\$4,800.00	4	\$4,800.00	4	\$4,800.00
	163-0520	LF	\$15.00	TEMPORARY PIPE SLOPE DRAIN	500	\$7,500.00	500	\$7,500.00	500	\$7,500.00	500	\$7,500.00
	163-0527	EA	\$215.00	RIP RAP DITCH CHECKS	60	\$12,900.00	40	\$8,600.00	60	\$12,900.00	60	\$12,900.00
	163-0528	LF	\$3.50	FABRIC CHECK DAMS	800	\$2,800.00	600	\$2,100.00	800	\$2,800.00	800	\$2,800.00
	163-0529	LF	\$4.00	BALED STRAW	500	\$2,000.00	350	\$1,400.00	500	\$2,000.00	500	\$2,000.00
	163-0539	EA	\$800.00	SLOTTED BOARD DAMS	3	\$2,400.00	3	\$2,400.00	3	\$2,400.00	3	\$2,400.00
	163-0541	EA	\$360.00	ROCK FILTER DAMS	4	\$1,440.00	4	\$1,440.00	4	\$1,440.00	4	\$1,440.00
	165-0010	LF	\$0.75	MAINT OF TEMP SILT FENCE, TP A	2000	\$1,500.00	1500	\$1,125.00	2000	\$1,500.00	2000	\$1,500.00
	165-0030	LF	\$1.00	MAINT OF TEMP SILT FENCE, TP C	4000	\$4,000.00	3000	\$3,000.00	4000	\$4,000.00	4000	\$4,000.00
	165-0041	LF	\$2.50	MAINT OF CHECK DAMS - ALL TYPES	1000	\$2,500.00	700	\$1,750.00	1000	\$2,500.00	1000	\$2,500.00
	165-0071	LF	\$1.00	MAINT OF BALED STRAW	250	\$250.00	175	\$175.00	250	\$250.00	250	\$250.00
	165-0096	EA	\$210.00	MAINT OF SLOTTED BOARD DAMS	3	\$630.00	3	\$630.00	3	\$630.00	3	\$630.00
	165-0101	EA	\$700.00	MAINT OF CONST EXIT	4	\$2,800.00	4	\$2,800.00	4	\$2,800.00	4	\$2,800.00
	165-0110	EA	\$150.00	MAINTENANCE OF ROCK FILTER DAM	4	\$600.00	4	\$600.00	4	\$600.00	4	\$600.00
	167-1000	EA	\$500.00	WATER QUALITY MONITORING & SAMPLING	2	\$1,000.00	2	\$1,000.00	2	\$1,000.00	2	\$1,000.00
	167-1500	MO	\$500.00	WATER QUALITY INSPECTIONS	18	\$9,000.00	12	\$6,000.00	18	\$9,000.00	15	\$7,500.00
	171-0010	LF	\$1.50	TEMPORARY SILT FENCE, TYPE A	4000	\$6,000.00	3000	\$4,500.00	4000	\$6,000.00	4000	\$6,000.00
	171-0030	LF	\$3.00	TEMPORARY SILT FENCE, TYPE C	8000	\$24,000.00	6000	\$18,000.00	8000	\$24,000.00	8000	\$24,000.00
	603-2024	SY	\$38.12	STN DUMPED RIP RAP, TP 1, 24"	5000	\$190,619.40	5000	\$190,619.40	5000	\$190,619.40	5000	\$190,619.40
	603-7000	SY	\$3.50	PLASTIC FILTER FABRIC	5000	\$17,500.00	5000	\$17,500.00	5000	\$17,500.00	5000	\$17,500.00
	700-6910	AC	\$1,000.00	PERMANENT GRASSING	16	\$16,000.00	12	\$12,000.00	16	\$16,000.00	16	\$16,000.00
	700-7000	TN	\$65.00	AGRICULTURAL LIME	48	\$3,120.00	36	\$2,340.00	48	\$3,120.00	48	\$3,120.00
	700-8000	TN	\$450.00	FERTILIZER MIXED GRADE	12	\$5,400.00	9	\$4,050.00	12	\$5,400.00	12	\$5,400.00
700-8100	LB	\$2.30	FERTILIZER NITROGEN CONTENT	800	\$1,840.00	600	\$1,380.00	800	\$1,840.00	800	\$1,840.00	
716-2000	SY	\$1.24	EROSION CONTROL MATS, SLOPES	8000	\$9,920.00	8000	\$9,920.00	8000	\$9,920.00	8000	\$9,920.00	

Construction	\$4,356,668	\$3,369,778	\$4,356,668	\$3,430,918
Liquid AC Cost Adjustment	\$152,200	\$89,392	\$152,200	\$92,800
Engineering and Inspection	\$217,833	\$168,489	\$217,833	\$171,546
Subtotal - Construction	\$4,726,702	\$3,627,660	\$4,726,702	\$3,695,265
Preliminary Engineering	\$350,000	\$350,000	\$350,000	\$350,000
Right Of Way	\$167,000	\$0	\$167,000	\$167,000
Reimbursable Utilities	\$0	\$0	\$500,000	\$0
Environmental Mitigation	\$80,000	\$80,000	\$80,000	\$80,000
Road User	\$0	\$547,500	\$0	\$0
Total	\$5,323,702	\$4,605,160	\$5,823,702	\$4,292,265

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 5/3/2013 Project: 0011685
 Revised: County: Houston
 PI: 0011685

Description: SR 247 Bridge Replacement over Big Indian Creek
 Project Termini: SR 247 Bridge Replacement over Big Indian Creek

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 3

Land and Improvements _____ \$89,250.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$25,000.00

Valuation Services _____ \$3,000.00

Legal Services _____ \$39,525.00

Relocation _____ \$6,000.00

Demolition _____ \$0.00

Administrative _____ \$28,500.00

TOTAL ESTIMATED COSTS _____ \$166,275.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$167,000.00

Preparation Credits	Hours	Signature

Prepared By: Jathone B. Alexander CG#: 286999 05/03/2013 (DATE)
 Approved By: Jathone B. 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 **N/A, Houston County, P.I. # 0011685**
SR 247 Bridge over Big Indian Creek

OFFICE Thomaston

DATE **04/12/2013**

FROM Kerry Gore, District Utilities Engineer

TO **Clinton Ford**, 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>
GPC Trans.	No Conflict	No Conflict
Flint EMC	No Conflict	No Conflict
ComSouth	No Conflict	No Conflict
HCW	No Conflict	No Conflict
Windstream	No Conflict	No Conflict
TOTALS	\$ 0.00	\$0.00

Total Preliminary Utility Cost Estimate **0.00**.

If you have any questions, please contact Harland Smith at 706-646-7606.

KG/pls

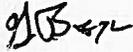
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0011685

OFFICE Environmental Services

DATE June 6, 2013

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

TO Clinton Ford, Project Manager

SUBJECT Preliminary Mitigation Cost Estimate

As requested by your office, we are furnishing you with a preliminary cost estimate for the subject projects. The proposed project consists of the replacement of the bridges on SR 247 over Big Indian Creek southeast of Perry, Georgia in Houston County. After reviewing the plans and based on the information provided, wetlands and streams will be impacted by the proposed project. The total estimated cost for all four projects is an estimated \$80,000.

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

If you have any questions or need additional information, please contact Lisa Westberry (404) 631-1772 of our office.

GB/HDC/lmw

cc: General File

Crash History (2008 – 2013)

Crash Number	Date	Number of Vehicles Involved	Type of Crash	Injuries	Fatalities
0929115	10-20-2009	1	Collison – Non Fixed Object	0	0
C000042654-01	11-07-2010	1	Collison – Non Fixed Object	0	0
C000135210-01	10-12-2012	1	Collison – Non Fixed Object	0	0
C000178577-01	06-01-2013	2	Non-Collision	2	0

Notes:

One of the Collisions was debris that fell from a passing vehicle, and the other two were deer. The non-collision incident was a vehicle attempting to evade a police officer at a high rate of speed. The driver lost control, crashed, and flying debris from the crash struck another vehicle.

Safety Analysis

This project consists of bridge replacements with less than 0.5 miles of approach work. In accordance with GDOT procedures, safety analysis, as outlined by the Highway Safety Manual, is not required.

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:153-0034-0

Houston

SUFF. RATING: 40.98

Location & Geography

Structure ID: 153-0034-0
 200 Bridge Information: 06
 *6A Feature Int: BIG INDIAN CREEK
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00247
 *7B Facility Carried: US 129
 9 Location: 9 MI SE OF PERRY
 2 Dot District: 3
 207 Year Photo: 2011
 *91 Inspection Frequency: 24 Date: 11/09/2011
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 1 Date: 08/24/2011
 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: 00129
 Direction: 0
 *16 Latitude: 32 24.8670 HMMS Prefix:SR
 *17 Longitude: 83 -34.2795 HMMS Suffix:00 MP:3.45
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 2
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1531024700
 13B Sub Inventory Route: 2
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 003.34
 *208 Inspection Area: 3 Initials: EFP
 Engineer's Initials: SGM
 * Location ID No: 153-00247D-003.45N

*104 Highway System: 0
 *26 Functional Classification: 06
 *204 Federal Route Type: F No: 00343
 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: 26
 *20 Toll: 3
 *21 Maintenance: 01
 *22 Owner: 01
 *31 Design Load: 5
 37 Historical Significance: 5
 205 Congressional District: 08
 27 Year Constructed: 1959
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 4
 *42 Type of Service On: 1
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: E
 259 Pile Encasement 1
 *43 Structure Type Main: 1 04
 45 No.Spans Main: 007
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 1
 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
 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 3
 224 Retaining Wall: 0
 233 Posted 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.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:153-0034-0

Programming Data		Measurements:				
201 Project No:	F-034-3 (2)	*29ADT	003440	Year:2011	65 Inventory Rating Method:	1
202 Plans Available:	4	109%Trucks:	15		63 Operating Rating Method:	1
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	02	Under:00	66 Inventory Type:	2 Rating: 23
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 23
251 PI Number:	0000000	* 48 Max. Span Length	0040		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	280		H-Modified:	21 0
260 Seismic No:	00000	51 Br. Rwdy. Width	27.90		HS-Modified:	26 0
75 Type Work:	00 0	52 Deck Width:	33.90		Type 3:	22 0
94 Bridge Imp. Cost:	\$1,094	* 47 Tot. Horiz. Cl:	28		Type 3s2:	35 0
95 Roadway Imp. Cost:	109	50 Curb / Sidewalk Width	2.00 / 2.00		Timber:	29 0
96 Total Imp Cost:	1641	32 Approach Rdwy. Width	029		Piggyback:	40 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	18
97 Imp Year:	2013	Rear Lt:	2.50	Type:2 Rt:2.50	262 H Operating Rating	31
114 Future ADT:	005160	Fwd. Lt:	2.50	Type:2 Rt:2.50	67 Structural Evaluation:	5
		Permanent Width:			58 Deck Condition:	5
		Rear:	23.80	Type:2	59 Superstructure Condition:	6
			23.80	Type:2	* 227 Collision Damage:	0
		Intersaction Rear:	0	Fwd: 0	60A Substructure Condition:	5
		36 Safety Features Br. Rail:	2		60B Scour Condition:	6
		Transition:	2		60C Underwater Condition	5
		App. G. Rail:	2		71 Waterway Adequacy:	6
		App. Rail End:	1		61 Channel Protection Cond.:	7
		53 Minimum Cl. Over:	99'	99 "	68 Deck Geometry:	3
		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:0000	Sub:2000	253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:153-0033-0

Houston

SUFF. RATING: 42.45

Location & Geography

Structure ID: 153-0033-0
 200 Bridge Information: 06
 *6A Feature Int: BIG INDIAN CREEK O/F
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00247
 *7B Facility Carried: US 129
 9 Location: 9.5 MI SE OF PERRY
 2 Dot District: 3
 207 Year Photo: 2011
 *91 Inspection Frequency: 24 Date: 10/20/2011
 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: 00129
 Direction: 0
 *16 Latitude: 32 24.7762 HMMS Prefix:SR
 *17 Longitude: 83 -34.2477 HMMS Suffix:00 MP:3.35
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 2
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1531024700
 13B Sub Inventory Route: 2
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 003.25
 *208 Inspection Area: 3 Initials: EFP
 Engineer's Initials: sgm
 * Location ID No: 153-00247D-003.35N

*104 Highway System: 0
 *26 Functional Classification: 06
 *204 Federal Route Type: S No: 00343
 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: 26
 *20 Toll: 3
 *21 Maintenance: 01
 *22 Owner: 01
 *31 Design Load: 5
 37 Historical Significance: 5
 205 Congressional District: 08
 27 Year Constructed: 1959
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 4
 *42 Type of Service On: 1
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: E
 259 Pile Encasement 2
 *43 Structure Type Main: 1 04
 45 No.Spans Main: 003
 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: 0
 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 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.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:153-0033-0

Programming Data		Measurements:				
201 Project No:	F-034-3 (2)	*29ADT	003440	Year:2010	65 Inventory Rating Method:	1
202 Plans Available:	4	109%Trucks:	15		63 Operating Rating Method:	1
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	02	Under:00	66 Inventory Type:	2 Rating: 24
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 24
251 PI Number:	0000000	* 48 Max. Span Length	0040		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	120		H-Modified:	21 0
260 Seismic No:	00000	51 Br. Rwdy. Width	27.90		HS-Modified:	25 0
75 Type Work:	00 0	52 Deck Width:	33.90		Type 3:	22 0
94 Bridge Imp. Cost:	\$469	* 47 Tot. Horiz. Cl:	28		Type 3s2:	35 0
95 Roadway Imp. Cost:	47	50 Curb / Sidewalk Width	2.00 / 2.00		Timber:	30 0
96 Total Imp Cost:	703	32 Approach Rdwy. Width	029		Piggyback:	40 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	18
97 Imp Year:	2013	Rear Lt:	2.50	Type:2 Rt:2.50	262 H Operating Rating	31
114 Future ADT:	005160	Fwd. Lt:	2.50	Type:2 Rt:2.50	67 Structural Evaluation:	5
		Permanent Width:			58 Deck Condition:	5
		Rear:	23.80	Type:2	59 Superstructure Condition:	7
			23.80	Type:2	* 227 Collision Damage:	0
		Intersaction Rear:	0	Fwd: 0	60A Substructure Condition:	5
		36 Safety Features Br. Rail:	2		60B Scour Condition:	6
		Transition:	2		60C Underwater Condition	N
		App. G. Rail:	2		71 Waterway Adequacy:	8
		App. Rail End:	2		61 Channel Protection Cond.:	8
		53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	3
		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:2000		253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

Concept Utility Report

Project Number: N/A

District: 3rd

County: Houston

Prepared by: Harland Smith

P.I. # 0011685

Date: 11-04-2013

Project Description: SR 247 Bridge over Big Indian Creek

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: GPC Trans., Flint EMC, ComSouth, HCW, Windstream

Potential Project (Schedule/Budget) Impacts: There is a joint use pole line that parallels the hwy approximately 150' West of the existing centerline. With that being said, if any changes were to be made that would cause the project to shift West, the cost would change drastically. I would guess the price would be around \$500,000 or more. GPC would likely claim prior rights and depending on the outcome, there could be some reimbursement cost. The pole line is on an easement, therefore an ELA would be required. I did find some r/w markers, but I couldn't make a clear determination rather or not the facilities are within the r/w. Please let me know if you have any question

Capital Improvement Projects (Utilities) Anticipated in the Area: N/A

Project Specific Recommendations for Avoidance/Mitigation: N/A

Right of Way Coordination: If project limits shift toward the west, additional r/w may be needed. The existing pole line is on an existing easement. Therefore, if the project were to shift west, an easement limited agreement may be required

Environmental Coordination: Any utility relocation could impact environmental area.

Additional Remarks: The reimbursable amount is considered no conflict, if the project alignment does not shift west. If the project does shift west the cost would be \$500,000 or more.

The following utilities have facilities within the project limits. Utilities have been located using Georgia811 and/or field visits.

Existing Facilities/Appurtenances	Approximate Limits (Station/Offset)	Reimbursable cost (est.)	Non-reimbursable cost (est.)	Facilities to Avoid (Station/Offset)	Facility Retention Recommended	Con
GPC Trans	ENTIRE PROJECT	no conflict	\$0.00	pole line	N/A	
Flint EMC	ENTIRE PROJECT	no conflict	\$0.00		N/A	
ComSouth	ENTIRE PROJECT	no conflict	\$0.00		N/A	
HCW	ENTIRE PROJECT	no conflict	\$0.00		N/A	
Windstream	ENTIRE PROJECT	no conflict	\$0.00		N/A	

Municipal Separate Storm Sewer System (MS4) Evaluation Form

P.I. No.:	0011685		
County:	Houston		
Description:	SR 247 Bridge Replacement Over Big Indian Creek		
	Yes	No	
1. Does the project lie in a Phase I or Phase II MS4 County/Municipality?	x		
2. Does the project lie on a State Route facility?	x		
3. Does Project disturb less than 1 acre?		x	
4. Does the project discharge water solely as sheet flow?		x	
5. Does the area of impervious surface decrease or remain unchanged?		x	
6. Was the environmental document approved prior to June 30, 2012?		x	
7. Were the R/W plans approved prior to June 30, 2012?		x	
<p>Water Quality: The following preliminary hydrology study indicates approximately .32 acre-feet are needed for 80% reduction in total suspended solids (TSS). This will be provided by an enhanced swale.</p> <p>Channel Protection: As shown, differences in pre-construction and post-construction flow rates are insignificant. Additional stormwater BMP's are not anticipated.</p> <p>Overbank Protection: As shown, differences in pre-construction and post-construction flow rates are insignificant. Additional stormwater BMP's are not anticipated.</p> <p>Extreme Flood Protection: As shown, differences in pre-construction and post-construction flow rates are insignificant. Additional stormwater BMP's are not anticipated.</p>			

<u>Description</u>	<u>Symbol</u>	<u>Storm</u>	<u>Pre-developed</u>	<u>Post-developed</u>
Water Quality Volume (acre-feet)	WQ_v			0.3288
Volumetric Runoff Coefficient	R _v			0.123146067
Percent Impervious Cover (percent)	I		8.08988764	8.127340824
Area (acres)	A		26.7	26.7
Impervious Area (acres)			2.16	2.17
Cover Description	CN			
woods, good cover	25		53%	47%
open space	39		30%	36%
Impervious	98		8.09%	8.13%
residential, 2+ acres	46		9%	9%
Composite Curve Number	CN		37.12098989	37.98209401
Rainfall Distribution (Type I, IA, II, or III)			II	II
Time of Concentration (minutes)	T _c		10	10
Time of Concentration (hours)	T _c		0.166666667	0.166666667
24-Hour Rainfall (inches)	P	(1-Year)	3.5	3.5
		(25-Year)	7	7
		(100-Year)	9	9
Initial Abstraction (inches)	I _a		2.167	2.167
I _a /P	I _a /P	(1-Year)	0.619142857	0.619142857
		(25-Year)	0.309571429	0.309571429
		(100-Year)	0.240777778	0.240777778
Unit Peak Discharge (csm/in)	q _u	(1-Year)	410	410
		(25-Year)	760	760
		(100-Year)	800	800
Pond and Swamp Adjustment	F _p		0.72	0.72
Potential Maximum Retention after Runoff Begins (inches)	S		16.93893679	16.32819559
Runoff (inches)	Q	(1-Year)	0.000738465	0.003316216
		(25-Year)	0.634907562	0.695098414
		(100-Year)	1.396688486	1.490439005
Area (square miles)	A _m		0.04171875	0.04171875
Peak Discharge (cfs)	q _p	(1-Year)	0.009094474	0.04084045
		(25-Year)	14.49398728	15.86805416
		(100-Year)	33.56242431	35.81524929
Detention Time (usually 24 hours)	T		24	24
Ratio of Peak Outflow to Peak Inflow	q _o /q _i	(1-Year)	0.04	0.04
		(25-Year)	0.025	0.025
		(100-Year)	0.02	0.02
Ratio of Required Storage Volume to Runoff Volume	V _s /V _R	(1-Year)	0.627372544	0.627372544
		(25-Year)	0.647262438	0.647262438
		(100-Year)	0.654049568	0.654049568
Runoff (inches)	V _R = Q	(1-Year)	0.000738465	0.003316216
		(25-Year)	0.634907562	0.695098414
		(100-Year)	1.396688486	1.490439005
Channel Protection Storage (acre-feet)	Cp_v = V_s	(1-Year)	0.001030826	0.00462912
		(25-Year)	0.914367791	1.001052184
		(100-Year)	2.032545289	2.168976697
Peak Inflow Rate (cfs) = Peak Discharge (cfs)	Q _{in} = q _p	(1-Year)	0.009094474	0.04084045
		(25-Year)	14.49398728	15.86805416
		(100-Year)	33.56242431	35.81524929
Allowable Outflow Rate = Pre-developed Peak Flow (cfs)	Q _{out} = q _p	(1-Year)		0.009094474
		(25-Year)		14.49398728
		(100-Year)		33.56242431
Total Runoff Volume (acre-feet)	V _R	(1-Year)		0.007378582
		(25-Year)		1.546593972
		(100-Year)		3.316226787
Ratio of Allowable Outflow Rate to Peak Inflow Rate	Q _{out} /Q _{in}	(1-Year)		0.222682992
		(25-Year)		0.913406719
		(100-Year)		0.937098721
Ratio of Required Storage Volume to Allowable Runoff Volume	V _s /V _R	(1-Year)		0.1
		(25-Year)		0.1
		(100-Year)		0.1
Required Overbank Protection Volume (acre-feet)	Q_p	(1-Year)		0.000737858
		(25-Year)		0.154659397
		(100-Year)		0.331622679

From Websoil Survey

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Avp	Alluvial land, wet	11.35	42.50%
GsC2	Greenville fine sandy loam, 5 to 8% slopes, eroded	2.3	8.60%
GsD2	Greenville fine sandy loam, 8 to 12% slopes, eroded	5.58	20.90%
LqB	Lakeland fine sand, 0 to 5% slopes	3.87	14.50%
LqD	Lakeland fine sand, 5 to 12% slopes	3.6	13.50%

Hydrologic Soils Group per TR55, Appendix A

A

B

B

A

A

Use A

Flexible Pavement Design Analysis

PI Number	0011685	County(s)	Houston
Project Number	0011685	Design Name	SR 247
Project Description	SR 247 Big Indian Creek Creek Bridge Replacement		

Traffic Data (AADTs are one-way)					Miscellaneous Data		
Initial Design Year	2019	Initial AADT, VPD	1,825	24 Hour Truck %	13.00	Lanes in one direction	1
Final Design Year	2039	Final AADT, VPD	2,225	SU Truck %	8.00	Curb & Gutter/Barrier	No
		Mean AADT, VPD	2,025	MU Truck %	5.00		

Design Data					
Lane Distribution Factor (%)	100.00	Soil Support Value	3.00	Single Unit ESAL	0.40
Terminal Serviceability Index	2.50	Regional Factor	1.50	Multiple Unit ESAL	1.50
		User Defined 18-KIP ESAL	0.00	Calculated 18-KIP ESAL	0.82
Non-Standard Value Comment					

Design Loading (Calculated 18-KIP ESAL)					
Mean AADT, VPD	LDF (%)	Vehicle Type	Volume (%)	ESAL Factor	Daily ESAL
2,025	100.00	Single Unit Truck	8.00	0.40	65
		Multi Unit Truck	5.00	1.50	152
Total Daily ESALs					217
Total Design Period ESALs					1,584,100

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
		1.75	0.3000	0.53
Course 4	Graded Aggregate Base	10.00	0.1600	1.60
Required SN	4.51	Proposed pavement is 8.97% Underdesigned		Proposed SN
				4.11

Design Remarks	
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Prepared By _____ 10/21/2013 2:29 PM
William Boyd Date

Recommended By _____
District Engineer Date

Approved By _____
State Pavement Engineer Date

Flexible Pavement Design Analysis

PI Number	0011685	County(s)	Houston
Project Number	0011685	Design Name	Temporary
Project Description	SR 247 Big Indian Creek Creek Bridge Replacement		

Traffic Data (AADTs are one-way)					Miscellaneous Data		
Initial Design Year	2019	Initial AADT, VPD	1,825	24 Hour Truck %	13.00	Lanes in one direction	1
Final Design Year	2020	Final AADT, VPD	1,845	SU Truck %	8.00	Curb & Gutter/Barrier	No
		Mean AADT, VPD	1,835	MU Truck %	5.00		

Design Data					
Lane Distribution Factor (%)	100.00	Soil Support Value	3.00	Single Unit ESAL	0.40
Terminal Serviceability Index	2.00	Regional Factor	1.50	Multiple Unit ESAL	1.50
		User Defined 18-KIP ESAL	0.00	Calculated 18-KIP ESAL	0.82
Non-Standard Value Comment					

Design Loading (Calculated 18-KIP ESAL)					
Mean AADT, VPD	LDF (%)	Vehicle Type	Volume (%)	ESAL Factor	Daily ESAL
1,835	100.00	Single Unit Truck	8.00	0.40	59
		Multi Unit Truck	5.00	1.50	138
Total Daily ESALs					197
Total Design Period ESALs					71,905

Proposed Flexible Full Depth Pavement Structure				
Course	Material	Thickness (inches)	Structural Coefficient	Structural Value
Course 1	9.5 mm Type I Superpave	135 lbs/sy	0.4400	0.00
Course 2	19 mm Superpave	2.00	0.4400	0.88
Course 3	25 mm Superpave	2.50	0.4400	1.10
		0.50	0.3000	0.15
Course 4	Graded Aggregate Base	6.00	0.1600	0.96
Required SN	2.67	Proposed pavement is 15.87% Overdesigned		Proposed SN
				3.09

Design Remarks	
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Prepared By _____ 10/21/2013 2:29 PM
William Boyd **Date**

Recommended By _____
District Engineer **Date**

Approved By _____
State Pavement Engineer **Date**

PROJECT TEAM INITIATION MEETING MINUTES

P.I. 0011685, Houston County

S.R. 247 at Big Indian Creek – bridge replacement

Wednesday, October 17, 2012 – 9:00 AM

Attendees:

Gail D’Avino, Environmental Services	404-631-1075, gdavino@dot.ga.gov
Katrina Anderson, Right of Way	404-347-0197, kanderson@dot.ga.gov
Keith Posey, Design Policy & Support	404-631-1219, kposey@dot.ga.gov
Jeff Fletcher, Statewide Location Bureau	404-699-4442, jfletcher@dot.ga.gov
William Boyd, District Three Design	706-646-6664, wboyd@dot.ga.gov
Tyler Peek (PM), Program Delivery	706-741-5309, tpeek@dot.ga.gov
Ben Rabun, Bridge Design	404-631-1985, brabun@dot.ga.gov
Russell McMurry, Engineering	404-631-1519, rmcmurry@dot.ga.gov

Minutes:

- The meeting started with introductions and Tyler began working through the meeting agenda.
- The Oaky Woods Wildlife Management Area (WMA) and its proximity to the bridge were discussed. Gail advised that her office would need to determine the scope of the WMA’s master plan and any wildlife refuges present. It was agreed by the group that impacts to the WMA in terms of right of way and easements should be avoided. However, Gail advised that time for coordination and possible acquisition for the WMA should be built into the schedule, should the need arise.
- Discussion followed concerning the second bridge in this vicinity and the likelihood of its replacement as part of this project. The second bridge spans over an overflow area of the creek and has a sufficiency rating very near that of the project bridge. There is currently no project programmed to replace the second bridge. This issue was brought to Ben’s attention, and Ben advised that he would look into having that bridge added and the project information updated. Though he could not give a final answer, he felt sure that the second bridge could be added as part of this project. He further advised that the addition of a second structure would add little to the overall work of design engineering. The group agreed that adding the second bridge to this project would be more cost effective than programming a second project to be completed at a later time.
- The subject of detours was discussed at length among all attendees. The option of an off-site detour was discussed, since through traffic (especially trucks) could utilize other state routes in the vicinity with minimal additional time delay. Gail advised that the local school board and emergency services should be contacted concerning any detour coordination if an off-site detour were to be proposed. Additional factors affecting an off-site detour were road users,

traffic volume, the bypass length that would be created by an off-site detour, and the presence of a county landfill nearby. The group discussed various pros and cons to closing the road and detouring traffic or building an on-site detour. After much discussion, it was agreed that an on-site detour would likely be the best option, especially given the traffic volume and landfill. Russell advised that the landfill should be contacted to determine traffic patterns to their facility; this would provide confirmation of an on-site detour.

- The power line easement on the west side of the road was discussed and it was agreed that an on-site detour could be constructed between the existing road and the easement. This would allow for avoidance of impacts to the WMA on the east side of the bridge.
- Concerning other environmental issues, Gail advised that a Type III noise study would be sufficient and that their office had already determined that the bridge was not eligible for the historic register. The possibility of a Section 4(f) was discussed, in relation to the WMA.
- Regarding survey needs, Ben and Jeff advised that the survey office would already have to do hydrological survey for both bridge structures. The addition of the second bridge into the project would not incur additional work for the Location Office.
- In discussing the project activities and schedule, Gail advised that there was no environmental reason for a gap between Activities 00800 and 10100. She further advised that 3 months would be needed for consultant procurement. She indicated that her office would likely not split the environmental tasks between in-house and consultant, but would prefer to have one party responsible for all tasks.
- Keith advised that we should communicate with the Warner Robins MPO concerning bike routes in the area. Considering the new Complete Streets Policy and possible bike routes in the vicinity, early coordination should be done to ensure adequate typical sections are constructed.
- The issue of funding was brought up and Tyler advised that he would be continuing to follow-up with this project's approval in the TIP. Because it was added a couple months ago to the program, it does not have an approved TIP year. The authorization of PE funding will determine the feasibility of a January 2013 NTP.
- The meeting was adjourned.

ACTION ITEMS:

- Tyler will coordinate with Andy to provide information to SMEs for MHEs to be completed.
- Tyler will contact the Houston County Landfill concerning their traffic patterns in the area.
- Tyler will continue working toward authorization of PE funds, per the TIP approval.
- Ben will work toward getting the second bridge added to this project.

Project Team Initiation Meeting (PI 0011685)

Changes from meeting shown in red.

Agenda

October 17, 2012

P.I. 0011685 – Houston County

S.R. 247 at Big Indian Creek, 9 miles SE of Perry

- PM begin meeting and start with introductions
- Introduce project
 - Located in southeastern Houston County, 9 miles southeast of Perry.
 - Bridge is located on SR 247 and crosses Big Indian Creek, a tributary of the Ocmulgee River, at M.P. 3.32.
 - This route is shared by SR 247 and US 129 and is classified as a rural minor arterial at this location.
 - The project is located within the Warner Robins MPO. MS4 permitting will apply.
 - The project is located within Congressional District 8 and the Middle Georgia Regional Commission. TIA did not pass in this region and no TIA funding will apply.
 - Geometry
 - SR 247 is a two-lane facility at this location.
 - The bridge is located in a tangent section of this roadway, with slight vertical grade toward the south end of the project.
 - The bridge structure ID is 153-0034-0 and has a sufficiency rating of 40.98.
 - Typical section
 - Existing roadway consists of two, 11-foot lanes in each direction with 2-foot paved shoulders. The bridge width, between curbs, is approximately 24 feet.
 - Proposed roadway should comply with AASHTO and GDOT Design Policy Manual based on the roadway type, traffic data, and speed. At a minimum, the proposed typical section should match existing.
 - Traffic Challenges
 - Data provided from Traffic shows a design years AADT of 4,450 – with a 24-hour truck percentage of 13%.
 - An off-site detour should be considered. Truck traffic could use S.R. 247 Spur and S.R. 11/U.S. 341 for travel between Kathleen and Hawkinsville.
 - An on-site detour will necessitate additional cost and environmental clearances.
 - *Group agreed that an on-site detour was likely the best option due to the traffic volume and proximity to the landfill, as well as the bypass length an off-site detour would create.*
 - Utility/Railroad Concerns

- There appears to be a power easement that runs parallel to S.R. 247, approximately 150 feet to the west of this project. If an on-site detour is desired, impacts to this easement should be considered.
- Property Concerns
 - The Oaky Woods Wildlife Management Area is in this vicinity. Exact location of the property is unknown, but R/W impacts to the WMA property should be avoided.
- Environmental Concerns
 - Ecology:
 - Big Indian Creek feeds into the Ocmulgee River approximately 6 miles downstream from this bridge. There are no known biota-impaired stream segments in the project vicinity.
 - Low-lying areas may indicate the presence of wetlands. Further study needed to confirm.
 - The bridge is located near the Oaky Woods Wildlife Management Area. A Section 4(f) may be required depending on impacts to the WMA.
 - Archaeology:
 - No known archaeological resources are in the vicinity of the project. Further study will confirm this assumption.
 - Air/Noise:
 - This project is located in Houston County which is not located in a non-attainment area for Ozone or PM 2.5.
 - History:
 - No known historic resources are in the vicinity of the project. Further study will confirm this assumption.
 - The bridge was built in 1959.
 - Environmental Justice:
 - Zip code 31821 – estimated 9.8% below poverty level. Within census tract 215.
 - NEPA:
 - Proposing that a Categorical Exclusion would be appropriate. This will be further determined by OES/FHWA.
- Other projects
 - PI 0011349: TIA-funded project to construct passing lanes along SR 247 between Pulaski-Houston County line and SR 96. TIA did not pass in this region.
 - There is a second bridge (153-0033-0) approximately 400 feet south of the project bridge. The second bridge has a sufficiency rating of 42.45 and appears to cross over wetland/overflow areas of Big Indian Creek. It would seem logical and economical to replace both bridges with one project – this will require

discussion and coordination with the Office of Bridge Design. *Bridge will work toward adding the second bridge to this project.*

- Office needs:
 - Survey
 - Design
 - District Three Design, Office of Roadway Design, or Consultant
 - District Three has indicated they have available resources.
 - Preliminary and final bridge design will be required.
 - Environmental Services
 - OES or consultant services required.
 - Detour meeting will be required if the road is closed and an off-site detour established. *Neither a detour meeting nor a PIOH would be required for an on-site detour option.*
 - Traffic Operations
 - Any detour plan will require review/consultation with District Three Traffic Operations. *If an on-site detour is built, there will be no need for a detour plan from Traffic Operations.*
 - Program Delivery will be responsible for project management.
 - Project will be let by GDOT.
- Project schedule:
 - Schedule template provided by Program Control, based on January 2013 NTP for PE.
 - Key Activities:
 - Concept Development/Approval – 9 months
 - Preliminary Design – 10 months
 - Preliminary Bridge Design – 6 months
 - Environmental Studies/Approval – 21 months
 - Utilities 1st/2nd Submission Request/Receive – 6 months
 - R/W Plan Preparation/Approval – 4 months
 - R/W Authorization (from approval date) – 1 month
 - R/W Acquisition – 12 months
 - Final Design – 10 months
 - Final Bridge Design – 6 months
 - Project Milestones:
 - NTP for PE – January 2013
 - Concept Report Approval – November 2013
 - CE Approval – December 2014
 - PFPR – December 2014
 - R/W Approval – June 2015
 - R/W Authorization – July 2015
 - FFPR – January 2016

PTIP Meeting Minutes

October 17, 2012

P.I. 0011685

- Final Plans Submission – June 2016
- Letting – August 2016
- Group Discussion
- PM will adjourn meeting

Concept Team Meeting Minutes

Houston 0011685, Bridge Replacement Over Big Indian Creek

November 13, 2013

Area 3, Perry Office – 10:00 am

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Jason Mobley	GDOT – D3 Design	jmobley@dot.ga.gov
William Boyd	GDOT – D3 Design	wboyd@dot.ga.gov
Greg Smith	GDOT – D3 Location	grsmith@dot.ga.gov
Ken Robinson	GDOT – D3 Construction	krobinson@dot.ga.gov
Cathy Pollard	GDOT – D3 Design	cpollard@dot.ga.gov
Clinton B Ford	GDOT – OPD	cford@dot.ga.gov
Greg Jones	GDOT - Perry Construction	grjones@dot.ga.gov
Johnny Brooks	Houston County	jbrooks@houstoncountyga.org
Charles Jay Strange	GDOT – RW	jstrange@dot.ga.gov
David English	GDOT – Engineering Services	denglish@dot.ga.gov
Harriet Oxford	GDOT – Engineering Services	hoxford@dot.ga.gov
Buddy Harden	Georgia General Assembly	bharden@plantel.net
Michael Keene	GDOT – D3-Area 3 Engineer	mkeene@dot.ga.gov
Bob Rychel	Middle GA Regional Commission	rrychel@mg-rc.org
Stanford Taylor	GDOT – Traffic Ops	stataylor@dot.ga.gov

- Clinton Ford called the meeting to order and asked everyone to introduce themselves.
- Jason Mobley provided an overview of the project and the layout.
- No one was present from Utilities so Clinton listed the utility owners.
- Johnny Brooks asked on which side of the road the on-site detour would be. Jason stated it was proposed for the east side. Johnny stated that was good because Houston County had utilities along the west side.
- Johnny stated that the land fill property included Oaky Woods to the creek.
- Jay Strange stated that the easement could not be shown as temporary; it would have to be shown permanent in case of condemnation.
- Jason stated Environmental Services needed to provide information to complete the appropriate sections in the report.
- Michael Keene stated that special provisions 108 and 150 would not be needed.
- Michael also noted sandy soil in the area that could pose erosion problems. Jason asked if a soil survey was recommended. It was agreed that a soil survey would be requested.

0011685 Houston County

SR 247 Bridge Replacement over Big Indian Creek

Additional Concept Report Comments

- The Planning Office has verified that the project is not on any designated bike, pedestrian, or transit plan in the WRATS MPO.
- Coordination with the landfill was mentioned in the PTIP meeting. This will not be necessary since the road will remain open to traffic during construction.
- At the PTIP meeting the option of building the detour to the West side of SR 247 was discussed, and suggested as the preferred alternative. This was to avoid any impact to the Oaky Woods WMA. Upon further discussion with the District Utilities Office, it would not be feasible to construct the detour on the west side due to the proximity of the high voltage transmission line. It would be too dangerous to work that close to the transmission line, and the cost to move the transmission line is tremendous. Therefore the preferred option is to build on the East side and minimize impacts to Oaky Woods as much as possible in the design of the detour alignment.