

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: BRS LB-1492(5) & BRS LB-1492(6)

County: Appling & Pierce

P. I. Number: 531340 & 532312

Federal Route Number: N/A

State Route Number: N/A

County Road 305

This project will replace two bridges with substandard load capacity and deck geometry. The main bridge and overflow structure are located on County Road 305 in Appling and Pierce Counties over Big Satilla Creek. The roadway shoulders and slopes will be reworked to accommodate bicycles and guardrail. The new bridges will be constructed on the same horizontal alignment as the existing bridges. Traffic will be maintained by a 22-mile off-site detour route. It is recommended that P.I. Number 532312 - Project No. BRS LB-1492-00(006) be eliminated and combined with P.I. Number 531340 - Project No. - BRS LB-1492-

Submittal for approval:

DATE 6/10/11

DATE 6-7-11

DATE 6-8-2011

Karen D. Henry
District Engineer

[Signature]
Design Phase Office Head

[Signature]
Project Manager

Recommendation for approval:

DATE 6-17-2011

Genetha Rice Singleton (Recommendation on file)^{LC}
Program Control Administrator

DATE 6-20-2011

Glenn Bowman (Recommendation on file)^{LC}
State Environmental Administrator

DATE 6-29-2011

Kathy Zahul (Recommendation on file)^{LC}
State Traffic Engineer

DATE 6-16-2011

Ron Wishon (Recommendation on file)^{LC}
Project Review Engineer

DATE 6-21-2011

Andrew Hoenig (Recommendation on file)^{LC}
State Utilities Engineer

DATE _____

State Transportation Financial Management Administrator

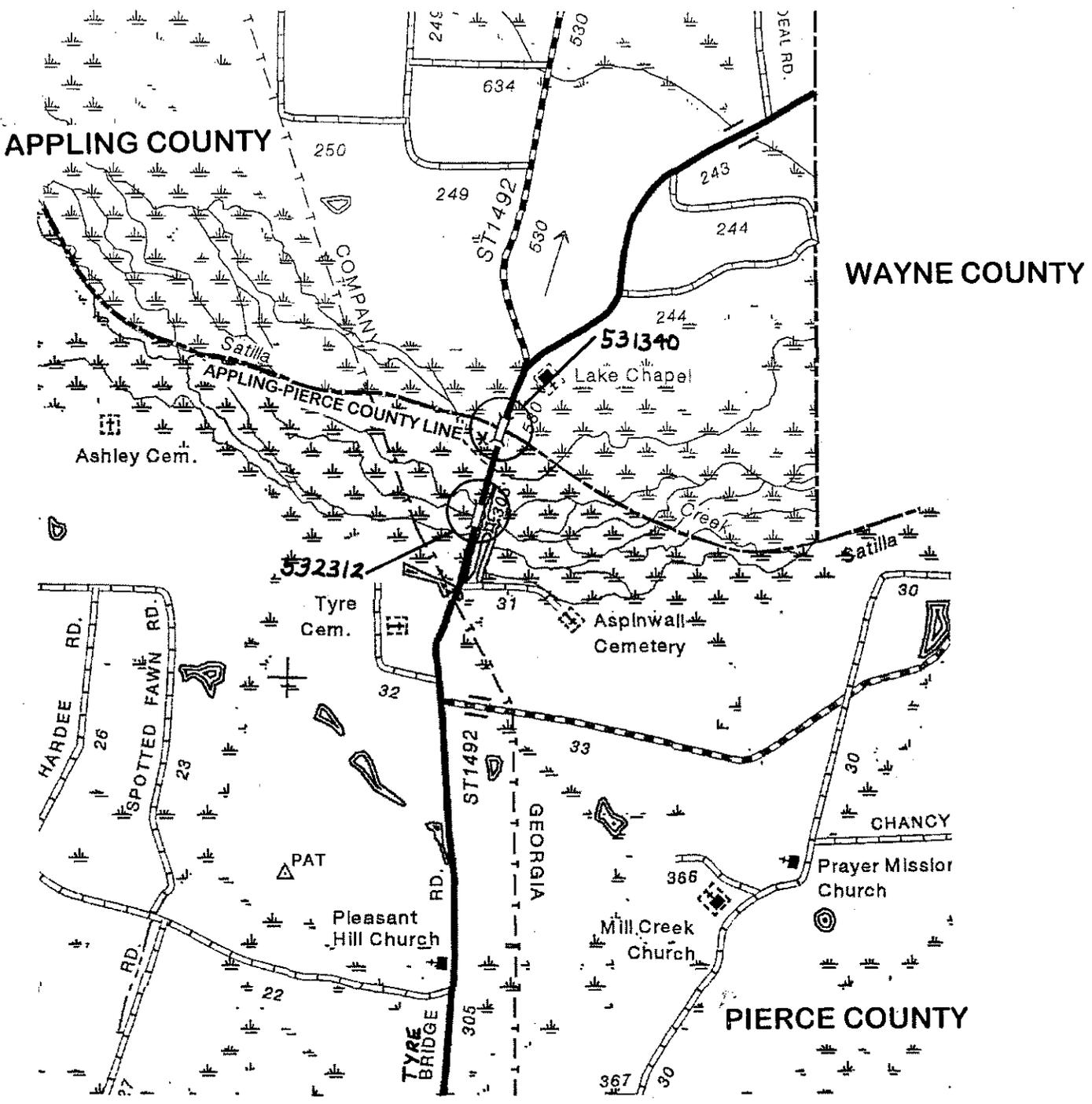
DATE 8-4-2011

Ben Rabun (Recommendation on file)^{LC}
State Bridge Design Engineer

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

DATE 6-20-11

Cynthia L. VandeBerg
State Transportation Planning Administrator



PROJECT NO.: BRSLB-1492(5) & BRSLB-1492(6)
P.I. NO.: 531340 & 532312
C.R. 305 @ SATILLA CREEK @ APPLING-PIERCE COUNTY LINE & OVERFLOW
COUNTIES : APPLING & PIERCE

Need and Purpose: The main bridge (P.I. No. 532340, Structure ID 229-0031-0) was built in 1956 and consists of 15 – 30’-0” waffle spans on concrete caps with metal shell piles. The bridge is currently posted at 10 tons and has a Sufficiency Rating of 38.45. In 1983 one helper bent was placed between each existing bent. The helper bents consist of two steel H piles with a steel cap. The deck is a 4” waffle deck with 1-inch asphalt overlay. The superstructure waffle panels have deflection cracks throughout. The substructure steel H piles and metal shell piles have moderate to heavy section losses. Some of the piles have been encased in concrete 2 feet above the water line. Replacement of this structurally deficient bridge is recommended.

The overflow bridge (P.I. No. 532312, Structure ID 229-0030-0) was built in 1956 and consists of 11 – 30’-0” waffle panel spans on concrete caps with metal shell piles. The bridge is currently posted at 10 tons and has a Sufficiency Rating of 47.23. In 1983 one helper bent was placed between each existing bent. The helper bents consist of two steel H piles with a steel cap. The deck is a 4” waffle deck with 1.5-inch asphalt overlay. The superstructure waffle panels have minor spalling and deflection cracks throughout. The substructure steel H piles have 100% section loss in some locations, the metal shell piles are also showing section loss. Prior to September 2008 inspection, all piles have been encased in concrete 2 feet above the water line. Replacement of this bridge is recommended.

Description of the proposed project: This section of County Road 305 is functionally classified as a rural major collector. The average annual daily traffic (AADT) on this section of roadway was 535 vehicles per day in the year 2010. The projected AADT is 650 vehicles per day for year 2020 with LOS “B” and 900 vehicles per day for the design year 2040 with LOS “C”. Truck traffic is 8 percent of the traffic volume. No accidents were reported from 2006- 2009 in the GDOT Accident Information System.

The main bridge limits begin at milepost 5.96 and end at milepost 6.16 for a total length of 0.20 miles. The structure is located at roadway inventory milepost 6.13. This structure is 6.2 miles north of the city limits of Patterson, Georgia on County Road 305/Tyre Bridge Road at Big Satilla Creek at the Appling-Pierce County Line (Appling County). The bridge deck is 25.20 feet wide and 420 feet in length.

The overflow bridge limits begin at milepost 5.72 and end at milepost 6.12 for a total length of 0.40 miles. The structure is located at roadway inventory milepost 5.92. This structure is 6.0 miles north of the city limits of Patterson, Georgia on County Road 305/Tyre Bridge Road at Big Satilla Creek in Pierce County. The bridge deck is 25.30 feet wide and 330 feet in length.

The logic for establishing this termini is due to replacing the bridges and reworking the shoulders and slopes to accommodate bicycles and guardrail. The proposed minimum bridge width clear distance is 30 feet for both bridges and the main bridge length is 420 feet and the overflow bridge is 330 feet. Both structures have substandard load capacity and deck geometry and are approximately 800 feet apart. The new bridges will be constructed on the same alignment as the existing bridges. Traffic will be maintained by using an off-site 22–mile detour on State/County roads. The concept proposes to satisfy the Need and Purpose by replacing substandard load capacity and deck geometry bridges with upgraded shoulders and guardrail. It is recommended that P.I. Number 532312 - Project No. BRSLB-1492-00(006) be eliminated and combined with P.I. Number 531340 – Project No. – BRSLB-1492-00(005).

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

Is this project located in an Ozone Non-attainment area? _____ Yes ___X___ No

PDP Classification: Major _____ Minor ___X___

Federal Oversight: Full Oversight () Exempt(X) State Funded () or Other ()

Functional Classification: Rural Major Collector

U. S. Route Number(s): N/A

State Route Number(s): N/A

Traffic (AADT):

Open Year: (2020) 650

Design Year: (2040) 900

Existing design features:

- Typical Section: 2-Lane Rural Section: 10 ft. travel lanes, 7 ft. shoulders, v ditches.
- Posted speed 55 mph Minimum radius of curve: N/A
- Maximum super-elevation rate of curve: N/A
- Maximum grade: Mainline has no existing plans to provide grade – N/A %, Cross Roads NA %, Driveways N/A
- Width of right of way: 100 feet

Main Bridge

- Structure ID 229-0031-0, 420 feet (length) and 25.20 feet (width), Sufficiency Rating 38.45
- Major interchanges or intersections along the project N/A
- Roadway inventory Begin Milepost 5.96 and End Milepost 6.16 for a total length of 0.20 miles. Bridge is located at Milepost 6.13.
- Expansion or Add-on to an existing ITS system N/A

Overflow Bridge

- Structure ID 229-0030-0, 330 feet (length) and 25.30feet (width), Sufficiency Rating 47.23
- Major interchanges or intersections along the project N/A
- Roadway Inventory Begin Milepost 5.72 and End Milepost 6.12 for a total length of 0.40 miles. Bridge is located at Milepost 5.92.
- Expansion or Add-on to an existing ITS system N/A

Proposed Design Features:

- Proposed typical section: 2-Lane Rural Section: 11 ft. travel lanes, 10 ft. graded shoulders to include 2 ft. paved shoulder, 12 ft. front slopes, and 2 ft. wide ditches.
- Proposed Design Speed Mainline 55 mph
- Proposed Maximum grade Mainline N/A %
- Maximum grade allowable 6.0 %
- Proposed Maximum grade Side Street N/A %
- Maximum grade allowable N/A %
- Proposed Maximum grade driveway N/A %
- Proposed Minimum radius of curve N/A
- Minimum radius allowable 1060 ft.
- Maximum allowable superelevation rate 6.0 %
- Proposed maximum superelevation rate N/A %

8A RRM

Project Cost Estimate and Funding Responsibilities:

532340	PE	ROW	UTILITY	*CST	MITIGATION
By Whom	In-House	Appling-Pierce	Companies	GDOT	GDOT
\$ Amount	\$393,022	\$29,400	\$0 (Appling-Pierce)	\$1,485,649	Pending
531312	PE	ROW	UTILITY	*CST	MITIGATION
By Whom	In-House	Pierce	Companies	GDOT	GDOT
\$ Amount	\$409,879	\$56,450	\$0 (Pierce)	\$1,226,582	Pending
\$ TOTAL	\$802,901	\$85,850	\$0	\$2,712,231	Pending

**CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment.*

Project Activities Responsibilities:

- Design: District 5 Design Section
- Right-of-Way Acquisition: PFA for Appling & Pierce Counties
- Right-of-Way funding (real property): PFA for Appling & Pierce Counties
- Relocation of Utilities: PFA for Appling & Pierce Counties
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: Appling & Pierce Counties
- Environmental Studies/Documents/Permits: GDOT (Ecological Solutions -Task Order)
 All field surveys have been completed for special studies per Categorical Exclusion (CE). History and archaeology have been completed and submitted, with no eligible properties affected or eligible sites needing further analysis. Archaeology has been approved and History in a final revision for re-submittal before mid-June 2011. Air and noise in final Quality Control (QC) review for submittal by early June 2011. Ecology field studies found wetlands as expected, but no suitable habitat for protected species requiring further surveys. Ecology Assessment of Effects will be completed within 4 weeks after receipt of preliminary construction and R-O-W limits. Scheduling jurisdictional determination is next step for ecology, with EPD and USACE field review of delineations. Nationwide Permit anticipated, however, it is too soon to confirm whether a Stream Buffer Variance (SBV) will be required.
- Environmental Mitigation: GDOT (Ecologic Solutions) – Compensatory mitigation will be determined after impacts to state and federal waters are calculated and will be based on the current SOP. The project has the potential to require wetland and stream mitigation credits due to encroachment within wetlands, streams, and/or protected buffer of state waters.

Coordination

- A Concept Team Meeting was held on March 23, 2011. An initial concept meeting was held on July 31, 2007. Minutes are attached.
- P. A. R. meetings: None to date or anticipated.
- FEMA, USCG, and/or TVA coordination N/A
- Public involvement: County officials are in agreement with proposed detour. A Detour Meeting will be held to facilitate the public.
- Local Government involvement: PFA signed with Appling 10-16-2007 and Pierce 09-18-2007
- No other projects in the area.
- Railroads N/A
- Peer Review documentation (Roundabouts only) N/A
- No other coordination to date.

COST ESTIMATE - P. I. NO. 531340

CONSTRUCTION INCLUDING ENGINEERING AND INSPECTION

FUEL & ASPHALT PRICE ADJUSTMENT

RIGHT-OF-WAY

UTILITIES

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. BRSLB-1492-00(005), Appling Co.
CR 305 @ Satilla Creek @ Appling/Pierce
County Line
P.I. No. 531340-

OFFICE D5RD

DATE 8/23/2011

FROM Tshaka Malik Al-Kush, Design Engineer 2

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Matt Bennett

MNGT LET DATE 1/15/2015

MNGT R/W DATE 8/15/2013

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$4,498,879

DATE 5/6/2009

RIGHT OF WAY \$14,850

DATE 11/20/2008

UTILITIES \$126,000

DATE 9/30/2008

REVISED COST ESTIMATES

CONSTRUCTION* \$1,485,649

RIGHT OF WAY \$29,400

UTILITIES \$0

* Costs contain 5% Engineering and Inspection Contingencies and Fuel and Liquid AC Adjustments.

REASON FOR COST INCREASE Cost decrease; off-site detour route, no temporary bridge cost .

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$1,359,202	(Base Estimate)
Engineering and Inspection:	\$67,960	(Base Estimate x 5 %)
Total Fuel Adjustment	\$ 20,966	(From attached worksheet)
Total Liquid AC Adjustment	\$ 37,521	(From attached worksheet)
Construction Total:	\$1,485,649	

Utility Total: \$Enter Value

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Attachments

c: Genetha Rice - Singleton, State Program Control Administrator

STATE HIGHWAY AGENCY

DATE : 08/23/2011

PAGE : 1

JOB ESTIMATE REPORT

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 JOB NUMBER : 531340-_AUG11 SPEC YEAR: 01
 DESCRIPTION: CR 305 @ SATILLA CREEK @ APPLING-PIERCE COUNTY LINE
 ROADWAY APPROACHS AND BRIDGE

COST GROUPS FOR JOB 531340-_AUG11

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
DRNGPCTO	DRAINAGE (PERCENT OF JOB)	2859.855	3.49000	9980.89	Y
EROC	EROSION CONTROL (SY)	11666.000	5.27083	61489.50	Y
SIGNPCTO	SIGNS (PERCENT OF JOB)	2859.855	0.19000	543.37	Y
CRTS	COUNTY ROAD TRAFFIC STRIPE				N
ERTHPCTO	EARTHWORK (PERCENT OF JOB)	2859.855	5.54000	15843.59	Y
GDRL	GUARDRAIL/BARRIER (LF)	300.000	39.38872	11816.62	Y
ASPH	ASPHALT (TN)	988.000	85.00061	83980.60	Y
BASE	BASE/AGGREGATE (TN)	2100.000	39.44533	82835.19	Y
MILL	MILLING (SY)	5000.000	3.64175	18208.75	Y
MISCPCTO	MISCELLANEOUS (PERCENT OF JOB)	2859.855	0.13000	371.78	Y
TRFTPCTO	TRAFFIC CONTROL-TEMPORARY (PCT OF JOB)	2859.855	0.32000	915.15	Y
ACTIVE COST GROUP TOTAL				285985.44	
INFLATED COST GROUP TOTAL				285985.44	

ITEMS FOR JOB 531340-_AUG11

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	999-2030		LS	SUPERSTRUCTURE COMPLETE, BR NO - 30' X 420' @ \$85 /SF	1.000	1071000.00	1071000.00
0025	413-1000		GL	BITUM TACK COAT	525.000	3.19	1676.10
0030	652-2501		LM	SOLID TRAF STRIPE, 5 IN, WHITE	0.800	337.35	269.89
0035	652-2502		LM	SOLID TRAF STRIPE, 5 IN, YELLO	0.800	338.60	270.88
ITEM TOTAL							1073216.86
INFLATED ITEM TOTAL							1073216.86

TOTALS FOR JOB 531340-_AUG11

ESTIMATED COST:	1359202.32
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	1359202.32

P.I. Number 531340-

County Appling

Project Number BRS LB-1492-00(005) Estimate

Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

ENTER FPL DIESEL	3.959
ENTER FPM DIESEL	8.908

ENTER FPL UNLEADED	3.714
ENTER FPM UNLEADED	8.3565

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	2100.000	0.29	609.00	0.24	504.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	988.000	2.90	2865.20	0.71	701.48	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	3474.20	SUM QF UNLEADED=	1205.48
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DIESEL PRICE ADJUSTMENT(\$)	\$15,817.51
UNLEADED PRICE ADJUSTMENT(\$)	\$5,148.73

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00%	INCREASE ADJUSTMENT
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Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
0413		525
TMT =		<input style="width: 100px;" type="text" value="2.2549"/>
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	\$1,569.43
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ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (<i>ENGLISH 125% MAX</i>)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$15,817.51</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$5,148.73</u>
ASPHALT CEMENT PRICE ADJUSTMENT (<i>BITUMINOUS TACK COAT 125% MAX</i>)	<u>\$1,569.43</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT <i>125% MAX</i>	<u>\$34,382.40</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(<i>Surface Treatment 125% MAX</i>)	<u>\$1,569.43</u>

REMARKS:	
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TOTAL ADJUSTMENTS	\$58,487.50
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DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. BRSRB-1492-00(006), Pierce Co.
CR 305 @ Satilla Creek Overflow
P.I. No. 532312

OFFICE D5RD

DATE 8/23/2011

FROM Tshaka Malik Al-Kush, Design Engineer 2

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Matt Bennett

MNGT LET DATE 1/15/2015

MNGT R/W DATE 8/15/2013

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$4,691,833

DATE 5/6/2009

RIGHT OF WAY \$59,400

DATE 11/20/2008

UTILITIES \$436,920

DATE 9/30/2008

REVISED COST ESTIMATES

CONSTRUCTION* \$1,226,582

RIGHT OF WAY \$56,450

UTILITIES \$0

* Costs contain 5% Engineering and Inspection Contingencies and Fuel and Liquid AC Adjustments.

REASON FOR COST INCREASE Cost decrease; off-site detour route, no temporary bridge cost.

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$1,112,994	(Base Estimate)
Engineering and Inspection:	\$55,650	(Base Estimate x 5 %)
Total Fuel Adjustment	\$ 20,966	(From attached worksheet)
Total Liquid AC Adjustment	\$ 36,972	(From attached worksheet)
Construction Total:	\$1,226,582	

Utility Total: \$0

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Attachments

c: Genetha Rice - Singleton, State Program Control Administrator

STATE HIGHWAY AGENCY

DATE : 08/23/2011

PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 532312- AUG11 SPEC YEAR: 01
 DESCRIPTION: CR 305 @ SATILLA CREEK OVERFLOW
 ROADWAY APPROACHES AND BRIDGE

COST GROUPS FOR JOB 532312- AUG11

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
DRNGPCTO	DRAINAGE (PERCENT OF JOB)	2692.774	3.49000	9397.78	Y
EROC	EROSION CONTROL (SY)	11666.000	4.03170	47033.81	Y
ERTHPCTO	EARTHWORK (PERCENT OF JOB)	2692.774	5.54000	14917.97	Y
GDRL	GUARDRAIL/BARRIER (LF)	300.000	39.23453	11770.36	Y
MILL	MILLING (SY)	5000.000	3.30540	16527.00	Y
MISCPCTO	MISCELLANEOUS (PERCENT OF JOB)	2692.774	0.13000	350.06	Y
SIGNPCTO	SIGNS (PERCENT OF JOB)	2692.774	0.19000	511.63	Y
TRFTPCTO	TRAFFIC CONTROL-TEMPORARY (PCT OF JOB)	2692.774	0.32000	861.69	Y
ASPH	ASPHALT (TN)	988.000	93.71809	92593.47	Y
BASE	BASE/AGGREGATE (TN)	2100.000	35.86363	75313.62	Y
CRTS	COUNTY ROAD TRAFFIC STRIPE				N
STRO	STRUCTURES, OTHER (SF)				N
ACTIVE COST GROUP TOTAL				269277.39	
INFLATED COST GROUP TOTAL				269277.39	

ITEMS FOR JOB 532312- AUG11

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0020	413-1000		GL	BITUM TACK COAT	525.000	3.19	1676.10
0035	652-2501		LM	SOLID TRAF STRIPE, 5 IN, WHITE	0.800	337.35	269.89
0040	652-2502		LM	SOLID TRAF STRIPE, 5 IN, YELLO	0.800	338.60	270.88
0050	999-2030		LS	SUPERSTRUCTURE COMPLETE, BR NO - 30' X 330' @ \$85 / SF	1.000	841500.00	841500.00
ITEM TOTAL							843716.86
INFLATED ITEM TOTAL							843716.86

TOTALS FOR JOB 532312- AUG11

ESTIMATED COST:	1112994.25
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	1112994.25

Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

ENTER FPL DIESEL	3.959
ENTER FPM DIESEL	8.908

ENTER FPL UNLEADED	3.714
ENTER FPM UNLEADED	8.3565

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	2100.000	0.29	609.00	0.24	504.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	988.000	2.90	2865.20	0.71	701.48	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	3474.20	SUM QF UNLEADED=	1205.48
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DIESEL PRICE ADJUSTMENT(\$)	\$15,817.51
UNLEADED PRICE ADJUSTMENT(\$)	\$5,148.73

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00%	INCREASE ADJUSTMENT
----------------	----------------------------

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
		525
TMT =		<input style="width: 100px;" type="text" value="1.4657"/>
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	\$1,020.13
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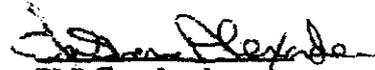
ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (<i>ENGLISH 125% MAX</i>)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$15,817.51</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$5,148.73</u>
ASPHALT CEMENT PRICE ADJUSTMENT (<i>BITUMINOUS TACK COAT 125% MAX</i>)	<u>\$1,569.43</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT <i>125% MAX</i>	<u>\$34,382.40</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(<i>Surface Treatment 125% MAX</i>)	<u>\$1,020.13</u>

REMARKS:

TOTAL ADJUSTMENTS	\$57,938.20
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Preliminary Right of Way Cost Estimate



Phil Copeland
 Right of Way Administrator
 By: LaShonte Alexander

Date: July 16, 2010
 Project: BRS LB-1492-00(005) Appling-Pierce County
 Existing/Required R/W: Varies/Varies
 Project Terminals: CR 305 @ Satilla Creek @ Appling Pierce County Line
 Project Description: CR 305 @ Satilla Creek @ Appling Pierce County Line

P.I. Number: 531340
 No. Parcels:

Land:	Residential R/W	0.48 acres @ \$ 8,000/acre	\$ 3,840
			\$ 3,840
Improvements:	Landscaping, misc. site improvement		\$ 8,000
Relocation:	Commercial (0)		
	Residential (0)	\$	
Damage:	Proximity Cost to Cure		\$ 00
	Net Cost		\$ 11,840
	Net Cost		\$ 11,840
	Scheduling Contingency	55 %	6,512
	Adm/Court Cost	60 %	11,011
			\$ 29,363

Total Cost \$ 29,400

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE **BRSLB-1492-00(005), Appling/Pierce**
 P.I. # 531340

OFFICE **Jesup**

DATE **12/1/2010**

FROM **Karon L. Ivery, District Utilities Engineer**

TO **Matt Bennett, Project Manager**

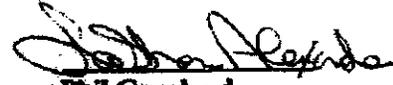
SUBJECT **PRELIMINARY UTILITY COST (ESTIMATE)**

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

Facility Owner	Non-Reimbursable	Reimbursable	Comments
Altel	\$ 12,000.00		
Satilla EMC	42,000.00		
Totals	\$ 54,000.00		
Total Reimbursement		0.00	

CC; Angie Robnison, Office of Financial Management;
Lee Upkins, State Utilities Preconstruction Engineer
District Office File
Utilities Office File

Preliminary Right of Way Cost Estimate



Phil Copeland
Right of Way Administrator
By: LaShone Alexander

Date: July 16, 2010
Project: BRSLB-1492-00(006) Pierce County
Existing/Required R/W: Varies/Varies
Project Termini : CR 305 @ Satilla Creek Overflow
Project Description: CR 305 @ Satilla Creek Overflow

P.L Number: 532312
No. Parcels:

Land:			
Residential R/W	0.97 acres @ \$ 8,000/acre		\$ 7,757
			\$ 7,757
Improvements :	Landscaping, misc. site improvement		\$ 15,000
Relocation:	Commercial (0)		
	Residential (0)	\$	
Damage :	Proximity Cost to Cure		\$ 00
	Net Cost		\$ 22,757

Net Cost		\$ 22,757
Scheduling Contingency	55 %	12,516
Adm/Court Cost	60 %	21,164
		<u>\$ 56,438</u>

Total Cost \$ 56,450

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE **BRSLB-1492-00(006), Pierce**
 P.I. # 532312

OFFICE **Jesup**

DATE **12/1/2010**

FROM **Karon L. Ivery, District Utilities Engineer**

TO **Matt Bennett, 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 above project limits.

Facility Owner	Non-Reimbursable	Reimbursable	Comments
Altel	\$ 21,000.00		
Satlla EMC	11,000.00		
Level-3	15,000.00		
Totals	\$ 47,000.00		
Total Reimbursement		0.00	

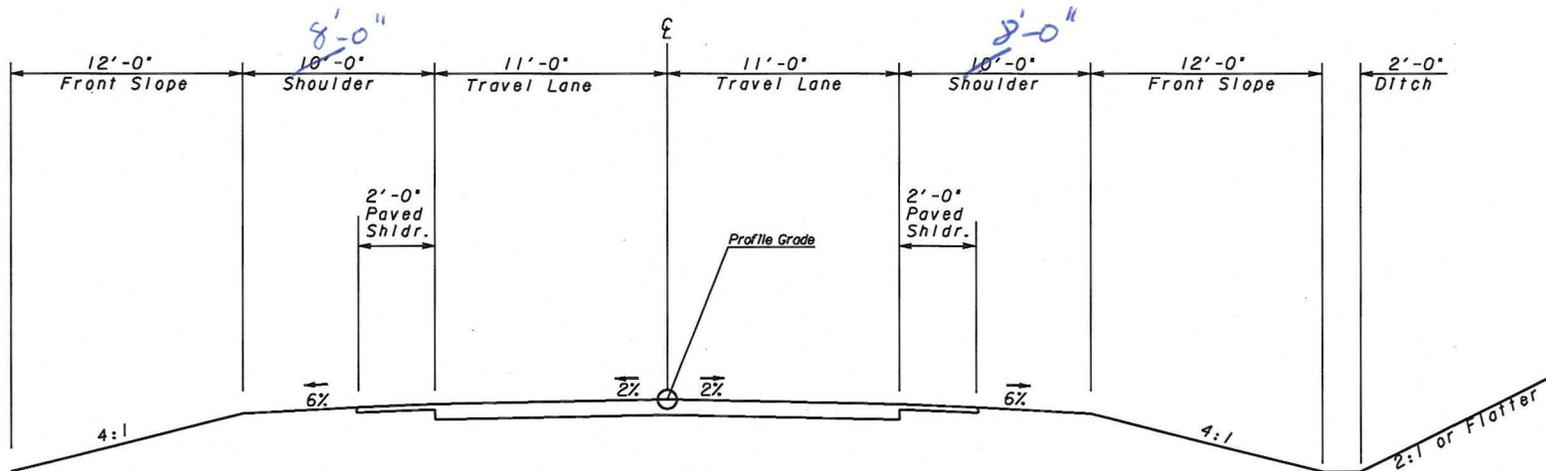
CC: Angie Robinson, Office of Financial Management;
Lee Upkins, State Utilities Preconstruction Engineer
District Office File
Utilities Office File

PROPOSED TYPICAL SECTION

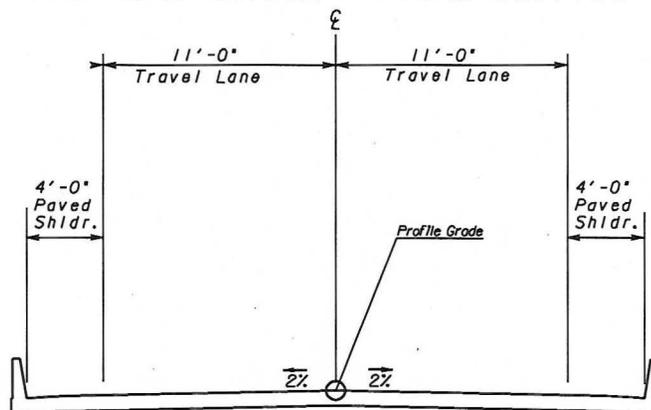
8/23/2011
 USER:malkush

TOTAL SHEETS

PROPOSED ROADWAY TYPICAL SECTION



PROPOSED BRIDGE TYPICAL SECTION



REVISION	DATE

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: ROADWAY DESIGN
TYPICAL SECTIONS

COUNTY ROAD 305

DRAWING NO.
 5-

DESIGN TRAFFIC

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE BRSLB-1492-00(005), (006) **OFFICE** Planning
Appling & Pierce Counties
P.I. # 531340 & 532312
DATE August 30, 2010

FROM Angela Alexander, State Transportation Administrator

TO Glenn W. Durrence, P.E., District Engineer
Attention: Malik Al-Kush

SUBJECT Updated Traffic Assignments for C.R. 305 at Satilla Creek & Satilla Overflow.

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

CR 305/ TC # 171

2009 AADT = 525
2020 AADT = 650
2040 AADT = 900
K = 9.5%
D = 60%
T = 8%
24 HOUR T = 12%
S.U. = 7.5%
COMB. = 4.5 %

If you have any questions concerning this information please contact Abby Ebodaghe at (404) 631-1923.

ATA/afe

BRIDGE INVENTORY

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID: 229-0031-0		Pierce	SUFF. RATING: 38.45		
Location & Geography			Signs & Attachments		
Structure ID:	229-0031-0	*104 Highway System:	0	225 Expansion Joint Type:	02
200 Bridge Information:	06	*26 Functional Classification:	07	242 Deck Drains:	1
*6A Feature Int:	BIG SATILLA CREEK	*204 Federal Route Type:	S No: 01492	243 Parapet Location:	0
*6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0
*7A Route No Carried:	CR00305	*110 Truck Route:	0	Width:	0
*7B Facility Carried:	TYRE BRIDGE ROAD	2006 School Bus Route:	1	238 Curb Height:	1
9 Location:	6.2 MI N OF PATTERSON	217 Benchmark Elevation:	0000.00	Curb Material:	1
2 Dot District:	5	218 Datum:	0	239 Handrail:	22
207 Year Photo:	2009	*19 Bypass Length:	10	*240 Medium Barrier Rail:	0
*91 Inspection Frequency:	24 Date: 08/07/2009	*20 Toll:	3	241 Bridge Median Height:	0
92A Fract Crit Insp Freq:	0 Date: 02/01/1901	*21 Maintenance:	02	* Bridge Median Width:	0
92B Underwater Insp Freq:	1 Date: 01/26/2009	*22 Owner:	02	230 Guardrail Loc. Dir. Rear:	3
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	2	Fwd:	3
*4 Place Code:	00000	37 Historical Significance:	5	Oppo. Dir. Rear:	0
*5 Inventory Route(O/U):	1	205 Congressional District:	01	Oppo. Fwd:	0
Type:	4	27 Year Constructed:	1958	244 Approach Slab:	3
Designation:	1	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	01492	33 Bridge Medium:	0	233 Posted Speed Limit:	35
Direction:	0	34 Skew:	00	236 Warning Sign:	0.00
*16 Latitude:	31 28.3682 HMMS Prefix:	35 Structure Flared:	0	234 Delineator:	0.00
*17 Longitude:	82 -09.0090 HMMS Suffix: MP:0.00	38 Navigation Control:	0	235 Hazzard Boards:	0
93 Border Bridge:	0004Shared:00	213 Special Steel Design:	0	237 Utilities Gas:	00
99 ID Number:	0000000000000000	267 Type of Paint:	1	Water:	00
*100 STRAHNET:	0	*42 Type of Service On:	1	Electric:	00
12 Base Highway Network:	1	Type of Service Under:	5	Telephone:	00
13A LRS Inventory Route:	2292030500	214 Movable Bridge:	0	Sewer:	00
13B Sub Inventory Route:	0	203 Type Bridge:	E	247 Lighting Street:	0
101 parallel Structure:	N	259 Pile Encasement:	2	Navigation:	0
*102 Direction of Traffic:	2	*43 Structure Type Main:	1 01	Aerial:	0
*264 Road Inventory Mile Post:	006.13	45 No. Spans Main:	028	*248 County Continuity No.:	00
*208 Inspection Area:	5 Initials: EFP	44 Structure Type Appr:	0 00		
Engineer's Initials:	sgm	46 No Spans Appr:	0000		
* Location ID No.:	229-01492F-006.17N	226 Bridge Curve Horiz:	0 Vert: 0		
		111 pier Protection:	0		
		107 Deck Structure Type:	2		
		108 Wearing Structure Type:	6		
		Membrane Type:	8		
		Deck Protection:	8		

Processed Date:1/31/2011

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:229-0031-0

Programming Data

201 Project No: S-1492 (2)
 202 Plans Available: 4
 219 Prop Proj No: BRSLB-1492 (5)
 250 Approval Status: 0000
 251 PI Number: 531340-
 252 Contract Date: 02/01/1901
 260 Seismic No: 00000
 75 Type Work: 31 1
 94 Bridge Imp. Cost: \$ 464
 95 Roadway Imp. Cost: 140
 96 Total Imp Cost: 736
 76 Imp Length: 000636
 97 Imp Year: 1990
 114 Future ADT: 000810 Year:2027

Measurements

*29 ADT 000540 Year:2007
 109% Trucks: 0
 *28 Lanes On: 02 Under:00
 210 No. Tracks On: 00 Under:00
 *48 Max. Span Length 0015
 *49 Structure Length: 420
 51 Br. Rwdy. Width 23.80
 62 Deck Width: 25.20
 *47 Tot. Horiz. Cl: 24
 50 Curb / Sidewalk Width 0.00 / 0.00
 32 Approach Rdwy. Width 021
 *229 Shoulder Width:
 Rear Lt: 2.50 Type:2 Rt:3.00
 Fwd. Lt: 6.00 Type:8 Rt:6.00
 Permanent Width:
 Rear: 20.00 Type:2
 21.00 Type:2
 Intersection Rear: 0 Fwd: 0
 36 Safety Features Br. Rail: 2
 Transition: 3
 App. G. Rail: 3
 App. Rail End: 3
 53 Minimum Cl. Over: 99' 99"
 Under:
 *228 Minimum Vertical Cl
 Act. Odm Dir.: 99' 99"
 Oppo. Dir: 99' 99"
 Posted Odm. Dir: 00' 00"
 Oppo. Dir: 00' 00"
 55 Lateral Undercl. Rt: N 0 0
 56 Lateral Undercl. Lt: 0.00
 *10 Max Min Vert Cl: 98' 99" Dir:0
 39 Nav Vert Cl: 000 Horiz:0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main 4.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 1.00
 212 Year Last Painted: Sup:0000Sub:1956

65 Inventory Rating Method: 1
 63 Operating Rating Method: 1
 66 Inventory Type: 2 Rating: 12
 64 Operating Type: 2 Rating: 12
 231 Calculated Loads:
 H-Modified: 10 1
 HS-Modified: 00 0
 Type 3: 00 0
 Type 3s2: 00 0
 Timber: 00 0
 Piggyback: 00 0
 261 H Inventory Rating: 08
 262 H Operating Rating 14
 67 Structural Evaluation: 2
 58 Deck Condition: 5
 59 Superstructure Condition: 5
 *227 Collision Damage: 0
 60A Substructure Condition: 6
 60B Scour Condition: 7
 60C Underwater Condition 6
 71 Waterway Adequacy: 8
 61 Channel Protection Cond.: 8
 68 Deck Geometry: 4
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: N
 Posting Data
 70 Bridge Posting Required 0
 41 Struct Open, Posted, CL: P
 *103 Temporary Structure: 0
 232 Posted Loads
 H-Modified: 10
 HS-Modified: 00
 Type 3: 00
 Type 3s2: 00
 Timber: 00
 Piggyback 00
 253 Notification Date: 02/01/1901
 258 Fed Notify Date: 2/1/1901 12:00:00AM

Hydraulic Data

215 Waterway Data:
 High Water Elev: 0000.0 Year:1900
 Flood Elev: 0000.0 Freq:00
 Avg Streambed Elev: 0000.0
 Drainage Area: 00000
 Area of Opening: 000000
 113 Scour Critical U
 216 Water Depth: 6.7 Br. Height:12.6
 222 Slope Protection: 6
 221 Slope Protection 0 Fwd:0
 219 Fender System 0
 220 Dolphin: 0
 221 Current Cover: 000
 Type: 0
 No. Burels: 0
 * Width: 0.00 Height:0.00
 * Length: 0 Apron:0
 265 U/W Insp. Area 0 Diver:WSR
 Location ID No: 229-01492F-006.17N

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:229-0030-0

Engineering Data		Measurements:		Inventory Rating Method:	
201 Project No:	S-1492 (2)	*29ADT	000540 Year:2007	65	1
202 Plans Available:	4	109% Trucks:	0	63 Operating Rating Method:	1
209 Prop Proj No:	BRSLB-1492 (6)	*28 Lanes On:	02 Under:00	66 Inventory Type:	2 Rating: 15
210 Approval Status:	0000	210 No. Tracks On:	00 Under:00	64 Operating Type:	2 Rating: 15
211 PI Number:	532312-	*48 Max. Span Length	0015	231 Calculated Loads:	
212 Contract Date:	02/01/1901	*49 Structure Length:	330	H-Modified:	13 1
213 Seismic No:	00000	51 Br. Rwdy. Width	24.00	HS-Modified:	18 0
73 Type Work:	31 1	52 Deck Width:	25.30	Type 3:	15 1
94 Bridge Imp. Cost:	\$ 364	*47 Tot. Horiz. Cl:	24	Type 3a2:	25 0
95 Roadway Imp. Cost:	114	50 Curb / Sidewalk Width	0.00 / 0.00	Timber:	26 1
96 Total Imp Cost:	582	32 Approach Rdwy. Width	026	Piggyback:	00 0
76 Imp Length:	000544	*229 Shoulder Width:		261 H Inventory Rating:	11
97 Imp Year:	1990	Rear Lt.:	3.00 Type:2 Rt:3.00	262 H Operating Rating:	18
114 Future ADT:	000810 Year:2027	Fwd. Lt.:	3.00 Type:2 Rt:3.00	67 Structural Evaluation:	4
Hydraulic Data		Permanent Width:		58 Deck Condition:	5
215 Waterway Data:		Rear:	19.80 Type:2	59 Superstructure Condition:	5
High Water Elev.:	0000.0 Year:1900	Interaction Rear:	0 Fwd: 0	*227 Collision Damage:	0
Flood Elev.:	0000.0 Freq:00	36 Safety Features Br. Rail:	2	60A Substructure Condition:	6
Avg Streambed Elev.:	0000.0	Transition:	2	60B Scour Condition:	6
Drainage Area:	00000	App. G. Rail:	2	60C Underwater Condition:	6
Area of Opening:	000000	App. Rail End:	2	71 Waterway Adequacy:	6
113 Scour Critical:	U	53 Minimum Cl. Over:	99' 99"	61 Channel Protection Cond.:	6
216 Water Depth:	11 Br.Height:12	Under:		68 Deck Geometry:	4
222 Slope Protection:	6	*228 Minimum Vertical Cl:		69 UnderCl. Horz/Vert:	N
221 Slope Protection:	0 Fwd:0	Act. Odm Dir.:	99' 99"	72 Appr. Alignment:	8
219 Fender System:	0	Oppo. Dir.:	99' 99"	62 Culvert:	N
220 Dolphin:	0	Posted Odm. Dir.:	00' 00"	Posting Data	
223 Current Cover:	000	Oppo. Dir.:	00' 00"	70 Bridge Posting Required:	2
Type:	0	55 Lateral Undercl. Rt.:	N 0 0	41 Struct Open, Posted, Cl.:	P
No. Barrels:	0	56 Lateral Undercl. Lt.:	0.00	*103 Temporary Structure:	0
* Width:	0.00 Height:0.00	*10 Max Min Vert Cl.:	99' 99" Dir:0	232 Posted Loads:	
* Length:	0 Apron:0	39 Nav Vert Cl.:	000 Horiz:0000	H-Modified:	10
265 U/W Insp. Area:	2 Diver:WSR	116 Nav Vert Cl Closed:	000	HS-Modified:	00
Location ID No.:	229-01482F-005.96N	245 Deck Thickness Main Deck Thick Approach:	4.00	Type 3:	00
		246 Overlay Thickness:	0.00	Type 3a2:	00
		212 Year Last Painted:	Sup:0000Sub:1956	Timber:	00
				Piggyback:	00
				253 Notification Date:	02/01/1901
				256 Fed Notify Date:	2/1/1901 12:00:00AM

MINUTES FROM CONCEPT MEETING

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRSLB-1492-00(005), **OFFICE** Program Delivery
BRSLB-1492-00(006),
BRSLB-1825-00(005)
Appling & Pierce Counties
P.I. #'s 531340, 532312 & 532320 **DATE** March 31, 2011

FROM  Matt Bennett, Project Manager

TO Tony Collins, District Five Engineer, Jesup
ATTN: Brad Saxon, PE, District Preconstruction Eng.

SUBJECT CONCEPT TEAM MEETING MINUTES

The Office of Program Delivery held a Concept Team Meeting for the above listed projects on **March 23rd, 2011 at 10:00 AM in the District 5 Office Assembly Room: 204 North Highway 301, Jesup, GA 31546**. A Draft Concept Report was reviewed and comments discussed for each project.

Below are the minutes of the meeting, please feel free to contact Matt Bennett, GDOT Project Manager if there are any questions, comments, concerns, additions or modifications needed to the minutes.

531340/532312

Matt Bennett, GDOT Project Manager, opened the meeting and introductions were made. A sign in sheet was passed around. Matt gave a general description of the project and reviewed the schedule and stated that a Detour Meeting would be held in the near future. Todd Barker, from Ecological Solutions, stated that the environmental studies are underway, history is finishing up and ecology studies will begin in about 2 weeks. He can use the concept to do the NEPA document but asked for more info if anything changes. Jeffery Young from the Location Office stated that surveys will begin when the concept is approved. Matt turned the meeting over to Malik Al-Kush of District 5 Design Office.

Malik reviewed the concept beginning with the project description. He then reviewed the need and purpose, noting that the bridges are being replaced due to them being structurally deficient. The sufficiency ratings for the bridges are 38.45 and 47.23, respectively. The bridges are to be built on the existing alignment with offsite detours. There are not side roads but some driveways are present on the project. A question was asked regarding the need for any additional RW or easement. Only easement will likely be needed since the bridges are being replaced on the existing alignment. It was noted that Pierce and Appling Counties will be responsible for RW and utility relocations. A PFA was signed by Pierce County in Sept 2007 and by Appling County in Oct 2007. Malik finished his review of the concept with the cost estimate. He then opened the floor for questions and comments.

Todd Barker from Ecological Solutions stated that the cost of mitigation needs to be clarified. Is this the cost for preparing to buy the credits or is this the cost of the credits? It was also determined that "Task

Order” needs to be removed from the cost estimate chart under the Mitigation column. Todd also noted that a stream buffer variance may be needed.

Cynthia Phillips asked if the bridge width could be included in the “Description of the proposed project” on Page 2. It was determined that the description of the proposed bridge typical be included with the existing bridge description to clarify and distinguish between the two.

Cynthia also mentioned a discrepancy in the Utility Cost Estimate and the attachments for the estimate. Matt stated that the estimates needed to be verified prior to submission of the Concept Report.

Matt recommended adding a proposed bridge typical section on page three (3) below the section titled “Proposed Design Features.”

Steve Price asked if the roadway between the bridges would be improved. After a lengthy discussion, it was determined the total roadway limits from the south end to north end should be included in the concept, but the section between the bridge may be removed and shown as an exception once design is underway, if it is determined that this area will not need improvements.

There was some discussion about this being a bike route. This may require that the bridge be wider to accommodate the route. Matt stated that this would be included in the discussions held with the locals along with the offsite detour.

Matt continued the meeting by asking if there were any potential maintenance problems.

Matt recommended adding the section titled “Traffic Control” and describing the off-site detour.

Malik then handed out a map to review possible detours. It was determined that the shortest route of paved roads (County and State) be used and then presented to the county for approval.

532320

Matt Bennett, GDOT Project Manager, opened the meeting and introductions were made. A sign in sheet was passed around. Matt gave a general description of the project. He also reviewed the schedule and stated that a Detour Meeting would be held in the near future. In addition, it was mentioned by Matt that the project was about 4 months behind, yet seemed recoverable. Jeffery Young from the Location Office stated that surveys will begin when the concept is approved. Matt turned the meeting over to Malik Al-Kush of District 5 Design Office.

Malik reviewed the concept beginning with the project description. He then reviewed the need and purpose, noting that the bridge is being replaced due to it being structurally deficient. The sufficiency rating for the bridge is 21.31. The bridge is to be built on the existing alignment with an off- site detour. A question was brought up regarding the need for any additional RW or easement. Only easement will likely be needed since the bridge is being replaced on the existing alignment. Malik then reviewed the existing and proposed design. The county is responsible for RW and utility relocations. A PFA was signed by Pierce County in Sept 2007. Malik finished his review of the concept with the cost estimate. It was noted that the utility estimate needs to be added to the cost estimate chart. He then opened the floor for questions.

Todd Barker from Ecological Solutions stated that the cost of mitigation needs to be clarified. Is this the cost for preparing to buy the credits or is this the cost of the credits? It was also determined that “Task

Order” needs to be removed from the cost estimate chart under the Mitigation column. Todd also noted that a stream buffer variance may be needed.

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Matt continued the meeting by asking if there were any potential maintenance problems.

Matt recommended adding the section titled “Traffic Control” and describing the off-site detour.

Malik then handed out a map to review possible detours. It was determined that the shortest route of paved roads (County and State) be used and then presented to the county for approval.

If there are any questions please contact the GDOT Project Manager, Matt Bennett at (912) 271-7404.

MAH:JMB

c: Gerald Ross, Chief Engineer
Glenn Bowman, State Environment and Location Engineer
Kathy Zahul, State Traffic Operations Engineer
Jeff Baker, State Utilities Engineer
Phil Copeland, State Right of Way Engineer
Ben Rabun, State Bridge Design Engineer
Cindy VanDyke, State Transportation Planning Administrator
Eric Pitts, State Maintenance Engineer
Georgene Geary, State Materials & Research Engineer
Karlene Barron, Communications Administrator
Ron Wishon, State Project Review Engineer
Tony Collins, District Engineer
William Murphy, Jr., District 5 Construction Engineer
Chad Hartley, District 5 Maintenance Engineer
Robert McCall, Jr., District 5 Traffic Engineer
Karon Ivery, District 5 Utilities Engineer
Dennis Odom, District 5 Design Engineer
Teresa Scott, District 5 Planning and Programming Engineer
Steve Price, District 5 Environmentalist/NEPA Analyst
Donnie Boyd, District 5 Location Engineer
Matthew McKenzie, Baxley Area Engineer
Jack G. Walker, Waycross Area Engineer
General File/Atl

Meeting Sign-in Sheet

Page 1

Title: BRSLB-1492(5) CR 305 over Big Satilla Creek, Appling/Pierce County Line
P.I. Number 531340
BRSLB-1492(6) CR 305 over Big Satilla Creek (Overflow), Pierce County
P.I. Number 532312

Meeting Date: March 23, 2011

Location: District 5
204 North Highway 301
Jesup, GA 31546



Time: 10:00 a.m.

Room: Assembly Room

Name / Agency	Address	Phone	Email
DENNIS ODOM, JESUP DESIGN	JESUP	912-427-5716	DDODOM@DOT.GA.GOV
MATT BENNETT	DS	912-271-7404	MARBENNETT@DOT.GA.GOV
Ron Salter	Barley / DS	912-366-1090	RSalter@DOT.GA.GOV
MACK CRAVEY	DS	912-427-5793	MCRAVEY@DOT.GA.GOV
TODD BARKER	ENV CONSULTANT PM ECOLOGICAL SOLUTIONS	678-469-1600	tbarker@ecologicalsolutions.net
Steve Price	Jesup	912-427-5756	stprice@dot.ga.gov
Jeffery Young	Location	912-370-2588	JYoung@dot.ga.gov
Carthia Phillips	Jesup	912-427-5767	cyphillips@dot.ga.gov
Matthew K. McKenzie	Barley	912-366-1090	MMCKENZIE@DOT.GA.GOV

MINUTES OF THE CONCEPT MEETING

Project No. BRSLB-1492-00(005) & BRSLB-1492-00(006) County: Appling & Pierce

P.I. NUMBER: 531340 & 532312

DATE: 07/31/2007

The meeting began at 10:00 A.M. at the Baxley Area 1 Office, at which time the description of the project was read, and the main headings from the Project Concept Report were covered. During this time a sign in sheet was passed around for those in attendance to sign.

Those in attendance:

Billy Dampier, Design

Mack Cravey, Local Government

Jeffrey Young, Location

Brent Moseley, Area 1 Construction

Billy Shores, Satilla EMC

David Deloach, Areal 1 Engineer

Dennis Odom, Road Design

There were no issues presented with the need and purpose or environmental issues concerning this project.

Right of way will be handled by local government.

Shoulders may need to be 10 ft. shoulder 6.5 ft paved if design policy apply.

There are Satilla EMC, 3 phase electrical wiring on the north side of roadway and Bellsouth utilities may be on the project.

Detour will be provided by Appling county.

There are no constructability issues concerning this project at this time.

Meeting adjourned at 10:30 am

PROPOSED DETOUR MAP

AVERAGE 22-MILE DETOUR ON PAVED STATE/COUNTY ROADS

PFA's – PROJECT FRAMEWORK AGREEMENTS



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

GENA L. ABRAHAM
COMMISSIONER
(404) 656-5206

GERALD M. ROSS, P.E.
CHIEF ENGINEER
(404) 656-5277

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

DEC 3, 2007

The Honorable Virgil Carter
Commission Chairman
69 Tippins Street, Suite 201
Baxley, Georgia 31513

Dear Chairman Carter:

I am returning for your files an executed agreement between the Georgia Department of Transportation and the Appling County for the following project:

PROJECT#: BRSLB-1492(5) Appling County, P.I. #531340

We look forward to working with you on the successful completion of the joint project. Should you have any questions, please contact the Project Manager Dennis Odom at (912)427-5716.

Sincerely,

James T. Simpson,
Financial Management Administrator District # 5

JTS:rm

Enclosure

c: Bob Rogers
Glenn Durrence – District 5
Jeff Baker – Utilities

Date: 12/6/07

Dist. Engr.
 Personnel
 Contracts GJC
 Dist. Est.
 M/C's Test
 Constr.
 Engr. & R.I.
 Spec. Const.
 Insp. Div./R.W.
 Design
 M/C's Est.
 Right of Way
 M.C. & Tr.
 Employee Safety
 Traffic Safety
 Utilities
 Adm. Offices
 Purchasing
 Maintenance
 File Room

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
APPLING COUNTY
FOR
TRANSPORTATION FACILITY IMPROVEMENTS

This Framework Agreement is made and entered into this 16th day of October, 2007, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the APPLING COUNTY, acting by and through its Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶(a).

NOW THEREFORE, in consideration of the mutual promises made and of the ~~benefits to flow from one to the other, the DEPARTMENT and the LOCAL~~ GOVERNMENT hereby agree each with the other as follows:

1. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, all reimburseable utility relocation costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT and eligible for reimbursement by the DEPARTMENT shall not be considered reimbursible to the LOCAL GOVERNMENT until the LOCAL GOVERNMENT receives a written notice to proceed for each phase of the PROJECT.

Upon execution of this Agreement, the LOCAL GOVERNMENT hereby agrees and shall transfer to the DEPARTMENT the sum of n/A and No/100 Dollars (\$XXXXX.00) for the purpose of

providing the DEPARTMENT with the local match for the costs of the preconstruction engineering (design) activities.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, right of way acquisitions and construction, as specified in Attachment A of this Agreement.

3. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks and the grass strip between the curb and gutter and the sidewalk within the PROJECT limits.

4. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP). Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by referenced. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through a written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

5. The DEPARTMENT shall accomplish all of the design activities for the PROJECT.

6. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this Agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

7. The LOCAL GOVERNMENT shall follow the DEPARTMENT's procedures for identification of its existing and proposed utility facilities on the PROJECT. This requires that all requests for existing, proposed, or relocated facilities flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.

8. If the right of way phase is 100% local funding with no federal or state reimbursement, upon the DEPARTMENT's approval of the project right of way plans, verification that the approved environmental document is current, which shall mean that the approval of the environmental document occurred within six (6) months of the approval notice by the DEPARTMENT's for project right of way plans, and delivery of a written notice to proceed, the LOCAL GOVERNMENT may proceed with the acquisition of the necessary right of way for the PROJECT. If the right of way phase involves federal and/or state reimbursement, upon the Department's approval of the project right of way plans, the Local Government may proceed with all pre-acquisition right of way activities, however, property negotiation

and acquisition cannot commence until project right of way funding authorization is approved. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT and in accordance with the "Contract for the Acquisition of Right of Way" to be prepared by the Office of Right of Way and executed between the LOCAL GOVERNMENT and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. In the event the LOCAL GOVERNMENT is to receive reimbursement of all or part of the acquisition funding, reimbursable right of way costs are to include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids.

9. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained; the PROJECT shall be let for construction. The DEPARTMENT, unless shown

otherwise on Attachment A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

10. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

APPLING COUNTY

[Signature]
District Engineer
[Signature], DIR OF PRCOM

BY: [Signature]
Chairman

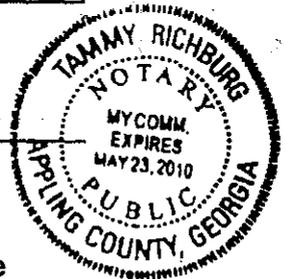
[Signature]
Deputy Commissioner
[Signature]
Chief Engineer

Signed, sealed and delivered this Keth day of October, 2007 in the presence of:

DEPARTMENT OF TRANSPORTATION

[Signature]
Witness

[Signature]
Notary Public



This Agreement approved on the Tain day of October, 2007.

[Signature]
City/County Clerk (as appropriate)



BY: [Signature]
Commissioner

ATTEST: [Signature]
Treasurer

REVIEWED AS TO LEGAL FORM:
[Signature]
Office of Legal Services

FEIN: 58-6000778

ATTACHMENT "A"

Project Number: BRSRB-1492 (5), Appling, Pierce Counties

Project (PI#, Project # ,Description)	Work Type	Preliminary Engineering		Right of Way		Construction		Utilities
		Funding	Design	Funding of Real Property	Acquisition & Administrative Costs by	Funding	Letting by	Relocation Costs by
PI 531340-, BRSRB-1492(5), Appling, Pierce CR 305 @ Satilla Creek @ Appling and Pierce County Line	Bridge Replacement	80% Federal 20% State	GDOT	100% County	County	80% Fed 20% State	GDOT	100% County

Note: 1. Maximum allowable GDOT reimbursible amount may be shown above in lieu of percentages when applicable. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated.
 2. Cash participation limits may be shown above in lieu of percentages when applicable

ATTACHMENT "B"
BRSRB-1492 (5), Appling & Pierce Counties

Proposed Project Schedule

Environmental Phase					
Concept Phase					
Preliminary Plan Phase					
Right of Way Phase					
Deadlines for Responsible Parties	Execute Agreement	Dec/07 (Approve Concept)	Jun/08 (Approve Env. Document)	Feb/09 (Authorize Right of Way funds)	Aug/09 (Authorize Const. funds)



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

GERALD M. ROSS, P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

September 24, 2007

The Honorable James W. Dennison
Commission Chairman
P.O. Box 679
Blackshear, Georgia 31516

Dear Chairman Dennison:

I am returning for your files an executed agreement between the Georgia Department of Transportation and Pierce County for the following project:

PROJECT#: BRSLB-1492(5) Pierce County, P.I. #531340-

We look forward to working with you on the successful completion of the joint project. Should you have any questions, please contact the Project Manager Dennis Odom at (912)427-5716.

Sincerely,

James T. Simpson
James T. Simpson, 

Financial Management Administrator

JTS:rm

Enclosure

c: Bob Rogers
Glen Durrence - District 5
Jeff Baker - Utilities

- District # 5
Jesup
Date: 10-2-07
- Dist. Engr.
 - Personnel
 - Contracts *GSU*
 - Dist. Est.
 - Mfr's Test
 - Constr. *W*
 - Progr. & R.I.
 - Pre-Const. *200 10-3*
 - Local Gov./R.W.
 - Design
 - State Aid
 - Right of Way
 - E.E.O. & Tr.
 - Employee Sfty
 - Traffic Sfty
 - Utilities
 - Adm. Officer
 - Purchasing
 - Maintenance
 - File Room

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
PIERCE COUNTY
FOR
TRANSPORTATION FACILITY IMPROVEMENTS

This Framework Agreement is made and entered into this 18th day of September, 2007, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the PIERCE COUNTY, acting by and through its Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶1(a).

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, all reimburseable utility relocation costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT and eligible for reimbursement by the DEPARTMENT shall not be considered reimbursible to the LOCAL GOVERNMENT until the LOCAL GOVERNMENT receives a written notice to proceed for each phase of the PROJECT.

Upon execution of this Agreement, the LOCAL GOVERNMENT hereby agrees and shall transfer to the DEPARTMENT the sum of N/A and No/100 Dollars (\$XXXXX.00) for the purpose of

providing the DEPARTMENT with the local match for the costs of the preconstruction engineering (design) activities.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, right of way acquisitions and construction, as specified in Attachment A of this Agreement.

3. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks and the grass strip between the curb and gutter and the sidewalk within the PROJECT limits.

4. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP). Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by referenced. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through a written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

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6. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this Agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

7. The LOCAL GOVERNMENT shall follow the DEPARTMENT's procedures for identification of its existing and proposed utility facilities on the PROJECT. This requires that all requests for existing, proposed, or relocated facilities flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.

8. If the right of way phase is 100% local funding with no federal or state reimbursement, upon the DEPARTMENT's approval of the project right of way plans, verification that the approved environmental document is current, which shall mean that the approval of the environmental document occurred within six (6) months of the approval notice by the DEPARTMENT's for project right of way plans, and delivery of a written notice to proceed, the LOCAL GOVERNMENT may proceed with the acquisition of the necessary right of way for the PROJECT. If the right of way phase involves federal and/or state reimbursement, upon the Department's approval of the project right of way plans, the Local Government may proceed with all pre-acquisition right of way activities, however, property negotiation

and acquisition cannot commence until project right of way funding authorization is approved. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT and in accordance with the "Contract for the Acquisition of Right of Way" to be prepared by the Office of Right of Way and executed between the LOCAL GOVERNMENT and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. In the event the LOCAL GOVERNMENT is to receive reimbursement of all or part of the acquisition funding, reimbursable right of way costs are to include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids.

9. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained; the PROJECT shall be let for construction. The DEPARTMENT, unless shown

otherwise on Attachment A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

10. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

[Signature]
District Engineer

[Signature]
Deputy Commissioner

[Signature]
Chief Engineer

DEPARTMENT OF
TRANSPORTATION

BY: [Signature]
Commissioner EML

ATTEST: [Signature]
Treasurer bms

REVIEWED AS TO LEGAL FORM:

[Signature]
Office of Legal Services

PIERCE COUNTY

BY: [Signature]
Chairman

Signed, sealed and delivered this
17 day of August, 2007, in
the presence of:

[Signature]
Witness

[Signature]
Notary Public



This Agreement approved on the
17 day of August, 2007

[Signature]
City/County Clerk (as appropriate)

FEIN: 58-6000874

ATTACHMENT "A"

Project Number: BRSRB-1492 (5), Appling, Pierce Counties

Project	Work	Preliminary Engineering		Right of Way		Construction		Utilities
(PI#, Project # ,Description)	Type	Funding	Design	Funding of Real Property	Acquisition & Administrative Costs by	Funding	Letting by	Relocation Costs by
PI 531340-, BRSRB-1492(5) CR 305 @ Satilla Creek @ Appling and Pierce County Line	Bridge Replacement	80% Federal 20% State	GDOT	100% County	County	80% DOT/Fed 20% County	GDOT	100% County

Note: 1. Maximum allowable GDOT reimbursible amount may be shown above in lieu of percentages when applicable. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated.
 2. Cash participation limits may be shown above in lieu of percentages when applicable

ATTACHMENT "B"
BRSRB-1492 (5), Appling & Pierce Counties

Proposed Project Schedule

Environmental Phase					
Concept Phase					
Preliminary Plan Phase					
Right of Way Phase					
Deadlines for Responsible Parties	Execute Agreement	Dec/07 (Approve Concept)	Jun/08 (Approve Env. Document)	Feb/09 (Authorize Right of Way funds)	Aug/09 (Authorize Const. funds)



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

GERALD M. ROSS, P.E.
CHIEF ENGINEER
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State of Georgia
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BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

September 24, 2007

The Honorable James W. Dennison
Commission Chairman
P.O. Box 679
Blackshear, Georgia 31516

Dear Chairman Dennison:

I am returning for your files an executed agreement between the Georgia Department of Transportation and the Pierce County for the following project:

PROJECT#: BRSLB-1492-(6) Pierce County, P.I. #532312-

We look forward to working with you on the successful completion of the joint project. Should you have any questions, please contact the Project Manager Dennis Odom at (912)427-5716.

Sincerely,

James T. Simpson,
Financial Management Administrator

JTS:rm

Enclosure

c: Bob Rogers
Glen Durrence - District 5
Jeff Baker - Utilities

- District # 5
Jeep
Date: 10-2-07
- Dist. Engr.
 - Personnel
 - Contracts GSC
 - Dist. Est.
 - M's Test
 - Constr.
 - Progr. & R.I. F-316/10
 - Pre-Const.
 - Local Gov./R.W.
 - Design
 - State Aid
 - Right of Way
 - E.E.O. & Tr.
 - Employee Sfty
 - Traffic Sfty
 - Utilities
 - Adm. Officer
 - Purchasing
 - Maintenance
 - File Room

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
PIERCE COUNTY
FOR
TRANSPORTATION FACILITY IMPROVEMENTS

This Framework Agreement is made and entered into this 18th day of September, 2007, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the PIERCE COUNTY, acting by and through its Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶I(a).

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, all reimburseable utility relocation costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT and eligible for reimbursement by the DEPARTMENT shall not be considered reimbursible to the LOCAL GOVERNMENT until the LOCAL GOVERNMENT receives a written notice to proceed for each phase of the PROJECT.

Upon execution of this Agreement, the LOCAL GOVERNMENT hereby agrees and shall transfer to the DEPARTMENT the sum of N/A and No/100 Dollars (\$XXXXX.00) for the purpose of

providing the DEPARTMENT with the local match for the costs of the preconstruction engineering (design) activities.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, right of way acquisitions and construction, as specified in Attachment A of this Agreement.

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4. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP). Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by referenced. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through a written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

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7. The LOCAL GOVERNMENT shall follow the DEPARTMENT's procedures for identification of its existing and proposed utility facilities on the PROJECT. This requires that all requests for existing, proposed, or relocated facilities flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.

8. If the right of way phase is 100% local funding with no federal or state reimbursement, upon the DEPARTMENT's approval of the project right of way plans, verification that the approved environmental document is current, which shall mean that the approval of the environmental document occurred within six (6) months of the approval notice by the DEPARTMENT's for project right of way plans, and delivery of a written notice to proceed, the LOCAL GOVERNMENT may proceed with the acquisition of the necessary right of way for the PROJECT. If the right of way phase involves federal and/or state reimbursement, upon the Department's approval of the project right of way plans, the Local Government may proceed with all pre-acquisition right of way activities, however, property negotiation

and acquisition cannot commence until project right of way funding authorization is approved. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT and in accordance with the "Contract for the Acquisition of Right of Way" to be prepared by the Office of Right of Way and executed between the LOCAL GOVERNMENT and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. In the event the LOCAL GOVERNMENT is to receive reimbursement of all or part of the acquisition funding, reimbursable right of way costs are to include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids.

9. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained; the PROJECT shall be let for construction. The DEPARTMENT, unless shown

otherwise on Attachment A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

10. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

PIERCE COUNTY

[Signature]
District Engineer

BY: [Signature]
Chairman

[Signature]
Deputy Commissioner

Signed, sealed and delivered this 17 day of August, 2007 in the presence of:

[Signature]
Chief Engineer

[Signature]
Witness

DEPARTMENT OF TRANSPORTATION

[Signature]
Notary Public



BY: [Signature]
Commissioner

This Agreement approved on the 17 day of August, 2007

ATTEST: [Signature]
Treasurer

[Signature]
City/County Clerk (as appropriate)

REVIEWED AS TO LEGAL FORM:

[Signature]
Office of Legal Services

FEIN: 58-6000874

ATTACHMENT "A"

Project Number: BRSRB-1492 (6), Pierce County

Project (PI#, Project # ,Description)	Work Type	Preliminary Engineering		Right of Way		Construction		Utilities
		Funding	Design	Funding of Real Property	Acquisition & Administrative Costs by	Funding	Letting by	Relocation Costs by
PI 532312-, BRSRB-1492(6) CR 305 @ Saffila Creek Overflow	Bridge Replacement	80% Federal 20% State	GDOT	100% County	County	80% DOT/Fed 20% County	GDOT	100% County

Note: 1. Maximum allowable GDOT reimbursible amount may be shown above in lieu of percentages when applicable. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated.
 2. Cash participation limits may be shown above in lieu of percentages when applicable

ATTACHMENT "B"
BRSRB-1492 (6), Pierce County

Proposed Project Schedule

Environmental Phase					
Concept Phase					
Preliminary Plan Phase					
Right of Way Phase					
Deadlines for Responsible Parties	Execute Agreement	Dec/07 (Approve Concept)	Jun/08 (Approve Env. Document)	Feb/09 (Authorize Right of Way funds)	Aug/09 (Authorize Const. funds)

QC/QA DOCUMENTATION

**Georgia Department of Transportation
Quality Control and Quality Assurance Program**

Component of Quality Assurance:

Revised: September 22, 2010

1. Concept Report & Layout Review

Review Panel: Assistant Office Head, Design Group Manager, Lead Design Engineer

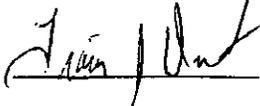
Review Schedule: Hold review 4 weeks prior to submission of the concept report or revised report.

Review Elements:

- Project addresses the Need & Purpose and is consistent with Logical Termini.
- Project conforms to RTP/TIP/STIP (model yr/open to traffic, # of lanes, termini, cost estimates).
- Traffic Volumes reflect current and design year estimates and cover side roads adequately.
- Geometric Design Policy has been adequately determined – functional classification, design speed, design vehicle, min radius, max grades, max SE rate, access control, clear zone, median usage. See Chapters 3, 4, and 5 of the GDOT DPM.
- Typical Sections (see Chapter 6 of the GDOT DPM).
- Capacity Analysis demonstrates acceptable Level of Service (LOS) for Functional Classification.
- Lane configuration (number of lanes, turn lanes) is consistent with the Capacity Analysis.
- Provisions for u-turns have been assessed at appropriate locations along the roadway.
- Accident/Crash History - the concept addresses critical locations along the project?
- Avoidance of environmental resources has been adequately considered.
- State Waters and Stream Buffers have been identified by the ecologist and noted on plans.
- FEMA Flood Plains, Biota Impaired Streams, Fish Passage has been assessed.
- Avoidance of major utilities has been adequately considered.
- Considerations for pedestrian and bicycle access has been adequately addressed.
- Constructability has been assessed (staging, detours, road closures, access, major utilities, etc.).
- Structural elements have been adequately considered (bridge, culvert, retaining wall, noise wall).
- Vertical clearances are addressed (see GDOT Bridge and Structures Design Policy Manual).
- FAA coordination has occurred (if project is within 2 miles of an airport or aviation facility).
- Design Exceptions and Variances are addressed.
- Coordination with stakeholders has occurred (FHWA, local governments, civic groups, utility companies, railroad companies, other federal and state agencies, etc...).
- R/W & easement limits are reasonable (see Chapter 3 of the GDOT DPM).
- V.E. study recommendations have been implemented if applicable.
- Feasible alternative alignments have been adequately considered and noted.
- Roadway Quantities have been reviewed and are satisfactory.**

Action:

- Lead Design Engineer will incorporate revisions resulting from the review into the Concept Report and layout; and/or conduct additional studies to support decisions or resolve questions, and follow-up with Assistant Office Head for closure.
- Document and file, in QC/QA folder, a copy of the review notes and any actions taken by the review panel.

Project: BRSLB-1492(5) & BRSLB-1492(6) . AOH:  . Date: 2-21-11.