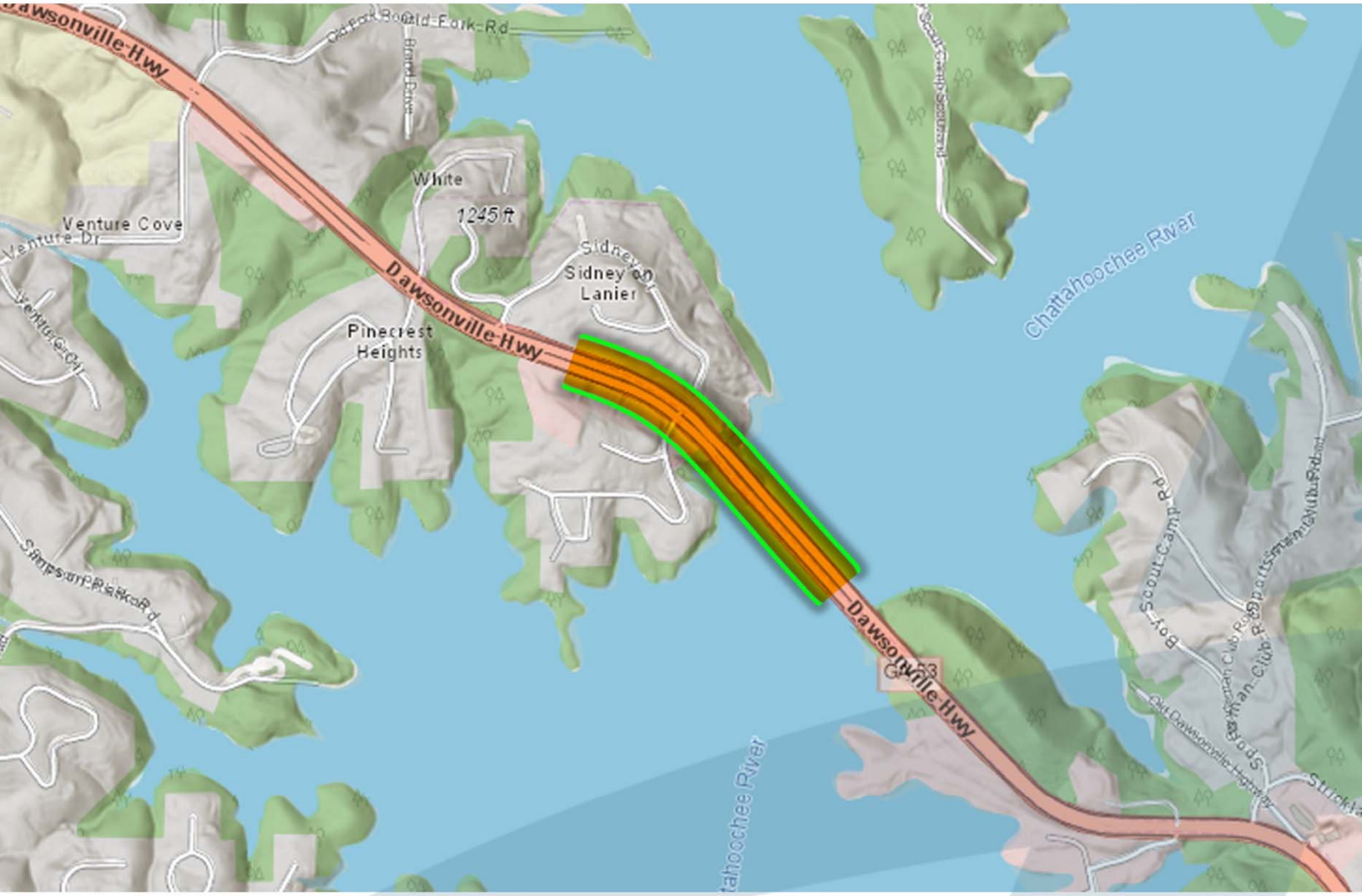
DESIGN AND CONSTRUCT - THE SR 53 WESTBOUND AT CHATTAHOOCHEE RIVER BRIDGE REPLACEMENT PROJECT

P.I. # 0010212 - Hall County

PROJECT NUMBER P.I. No. 0010212
June 14, 2019



TECHNICAL PROPOSAL

1.1 Construction Staging and Traffic Management Narrative
1.2 Project Management Approach
1.3 Schedule
1.4 Organization Chart
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1.1 Construction Staging and Traffic Management Narrative

E.R. Snell Contractor, Inc. (ERS) is the lead organization and prime contractor proposing to deliver the SR 53 Bridge Replacement Project (P.I. # 0010212) to the Georgia Department of Transportation (GDOT). As described in our response to the RFQ, ERS has a vast amount of experience with projects involving long bridges over Lake Lanier and has assembled a highly capable and experienced team with Moreland Altobelli Associates, LLC (MA) as the primary design consultant.

(a) Construction Staging and Traffic Management – The project will consist of three distinct phases. Phase 1 consists of constructing a significant portion of the new SR 53 WB bridge in between the two existing SR 53 bridges, tie-ins to existing roadway, and a new S-barrier on the north side of the existing SR 53 EB bridge. Once Phase 1 of construction is complete, westbound traffic will be shifted to the newly constructed SR 53 WB bridge. Phase 2 consists of deconstructing the existing SR 53 WB steel truss bridge in accordance with the RFP. Phase 3 consists of constructing the remaining portion of the SR 53 WB bridge and placing WB traffic in its final configuration.

Anticipated Challenges and Solutions

The ERS team has identified three challenges that require attention during construction: space constraints, maintenance of traffic, and a speed design of 55 mph.

Space Constraint – The costing plans present a challenge of removing the existing bridge between the existing eastbound bridge and the newly constructed westbound bridge. The tight space between the bridges, approximately 34 feet and 7 inches, would make it difficult to place barges and cranes in position to safely remove the steel truss bridge while maintaining stability of the remaining, in-place portions. The ERS-MA team proposal reverses the situation and constructs the new bridge between the two existing bridges enabling the truss bridge to be removed entirely from the outside. ERS has completed a rigorous analysis of the construction site and is confident that our alternative is much more readily constructible and can be safely constructed in accordance with the RFP.

Maintenance of Traffic – Safely maintaining traffic is always a challenge on road and bridge projects. The ERS-MA team has developed a design that provides for Maintenance of Traffic (MOT) through common GDOT practices. As the accompanying details show, the proposed SR 53 WB bridge will be stage constructed. Following GDOT guidelines, a temporary barrier – Method 1 – will be placed on the existing SR 53 EB bridge and eastbound traffic will be shifted to the outside. The deck drainage has been analyzed and it meets GDOT requirements during construction and in the permanent condition. The existing jersey barrier on the left side will be removed and replaced with MASH compliant S-barrier type. The proposed SR 53 WB bridge will also be stage constructed. A temporary barrier – Method 1 – will be placed on the Stage 1 portion of the new bridge. Once the first stage is complete, westbound traffic will be moved to the newly constructed portion of the SR 53 WB bridge. The temporary barrier will be removed from the SR 53 EB bridge, opening it to traffic. The ERS-MA team will complete the construction and meet the traffic control guidelines set forth in the RFP.

55 MPH Speed Design – The RFP requires a design speed of 55 mph for the new westbound construction. Setting a profile to meet 55 mph presents challenges due to flatter profile. The new construction grade will be higher than the existing. The ERS-MA team will address this elevation difference with temporary walls, wire walls, and variable concrete side barriers where needed. This will require a variable height median barrier and wire wall shoring for the bridge approaches. The 55-mph speed design will require the new WB bridge to be set at a different profile than the existing EB bridge. If the design speed is reduced to 45mph, ERS can tie the newly constructed bridge to the SR 53 EB bridge and replace the existing Jersey barrier with S-barrier on the right side of the road at no additional cost.

(b) Minimizing Impacts and Minimizing User Distraction – The ERS-MA design greatly reduces the environmental impacts. First, it reduces the overall footprint width of the bridges. The costing plans have the new SR 53 WB bridge constructed to the north of the existing WB bridge. This creates an overall bridge footprint width of approximately 160 feet. The ERS-MA design has a footprint width of half the costing plans at 80 feet. Second, by bringing the new SR 53 WB bridge between the existing bridges, the ERS-MA design eliminates all environmental impacts to the areas outside of the existing roadway.

The ERS-MA team will minimize distractions to the traveling public by following standard GDOT construction procedures. Further, the construction will meet the traffic control requirements of the RFP. Distractions to public recreational users will be minimized by utilizing methods like those employed by ERS on the other bridge replacement projects at Lake Lanier. Methods such as placing buoys in the water to alert boaters of construction and establishing “no wake zones” and working with GDOT to notify the public of the construction zone.

(c) ERS-MA design and construction approach differs from the RIDs in that it moves the new SR 53 WB bridge construction between the two existing bridges. See attached sketches. The benefits of this approach are numerous and have been described above. The ERS-MA approach results in fewer environmental impacts; half the bridge footprint width; no impacts outside of the existing roadway footprint width; removing the existing SR 53 WB bridge from the outside, a much more efficient and safer method; and provides for a new S-barrier on the left side (north side) of the existing SR 53 EB bridge. Our design meets the GDOT Bridge Office requirements for bridges on divided highways and meets the requirements of the RFP, including the 55-mph design. It should be noted that SR 53 from Gainesville will likely remain 45 mph well into the future. The ERS-MA team proposes that if the speed design of the new work were changed to 45 mph, the two bridges could be connected, and the team would provide an S-barrier on both sides of the existing SR 53 EB bridge.

1.2 Project Management Approach

The ERS-MA team was designed specifically to complete the project on the required schedule while providing high quality design and construction. The project team remains the same as shown in the SOQ and in the organization chart. The team will be led by Randy Griffin, PE, of ERS, and Ben Buchan, PE, of MA as project manager, with Barry Brown, PE, MA, as the engineer of record. The team is led by experienced professionals at all key positions and is structured to provide complete independent review in design and construction. To assure abundant design resources are available to meet or exceed our proposed schedule, ERS-MA will utilize several subconsultants that will be responsible for specific design/QA efforts within specific tasks or portions of the project. The subconsultants include Long Engineering, and Dan Brown And Associates (DBA). As examples of the quality assurance program for the project, Long Engineering, with two of the bridge engineers responsible for the existing SR 53EB bridge, will provide an independent design check for the entire bridge design. Similarly, DBA will provide an independent check of the bridge foundation investigation report and provide quality assurance monitoring of drilled caisson construction. MA will coordinate all design work as well as overseeing all design QC/QA efforts. The ERS-MA team is committed to completing all the work to GDOT's satisfaction as required and identified in the RFP for this contract and within the number of days, as shown in our Proposal Schedule, *Section 1.3 – Proposal Schedule*.

Once notified of a conditional award, the team will work at our own risk to begin administrative, design, and environmental activities for time-sensitive tasks and processes, further assuring the project schedule is met.

There are several actions that the ERS-MA team is proposing to ensure successful completion of this project. The following are just a few of those actions:

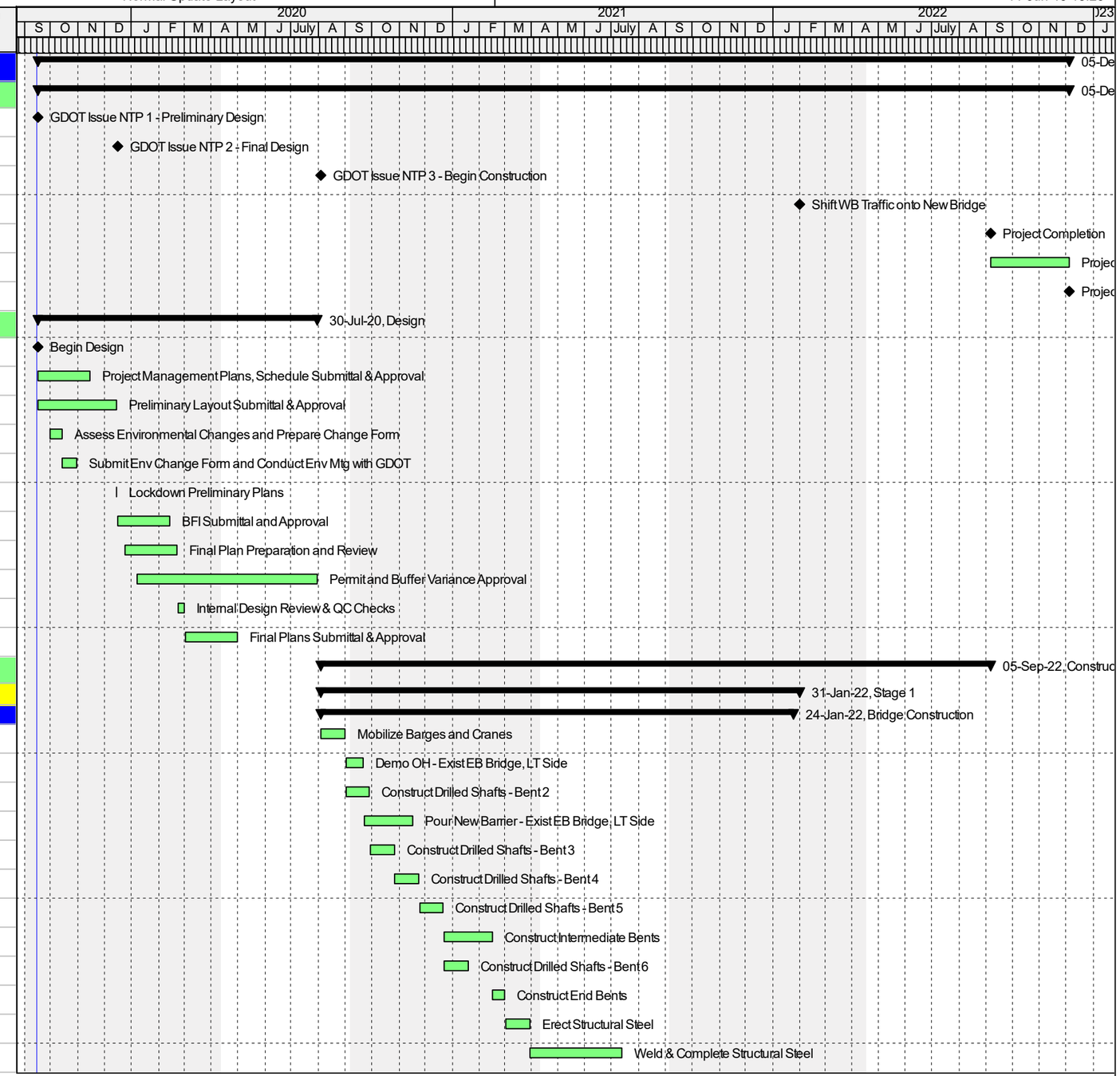
- Project kickoff meeting with NTP1 notification
- Project design and environmental kickoff meetings within 5 days of NTP1 for the overall project
- Weekly internal design/construction meetings
- Monthly or more frequent progress meetings with GDOT
- Utilize project management database (e-Builder®) to keep track of all records, emails, and documents
- QC/QA project procedures that include independent reviews/design checks for both design and construction

Partnering is a vital part of any successful project and ERS understands that true partnering with GDOT and all stakeholders is critical to delivering a quality project. ERS has been in existence since 1923 thanks to strong company commitment to partnering, customer service, safety, and project delivery.

Given the nature and location of the project, ERS-MA understands that this project will be extremely visible to the public, and thus very important to GDOT. We are committed to dealing with any concerns/issues that may arise and are focused on completing this project for GDOT and the public in the safest and most efficient manner possible, working with GDOT communications to assure that public information on the project is fully available.

GDOT SR 53 Design-Build Bridge | Normal Update Layout | 11-Jun-19 13:26

Activity ID	Activity Name	Original Duration	Early Start	Early Finish
GDOT SR 53 Design-Build Bridge		840	16-Sep-19	05-Dec-22
Procurement & Milestones		840	16-Sep-19	05-Dec-22
A1110	GDOT Issue NTP 1 - Preliminary Design	0	16-Sep-19	
A1120	GDOT Issue NTP 2 - Final Design	0	16-Dec-19	
A1200	GDOT Issue NTP 3 - Begin Construction	0	04-Aug-20	
A1140	Shift WB Traffic onto New Bridge	0		31-Jan-22
A1130	Project Completion	0		05-Sep-22
A1210	Project Final Paperwork & As-Builts	90	06-Sep-22	04-Dec-22
A1220	Project Final Acceptance	0		05-Dec-22
Design		229	16-Sep-19	30-Jul-20
A1150	Begin Design	0	16-Sep-19	
A1160	Project Management Plans, Schedule Submittal & Approval	60	16-Sep-19	14-Nov-19
A1190	Preliminary Layout Submittal & Approval	90	16-Sep-19	14-Dec-19
A1170	Assess Environmental Changes and Prepare Change Form	14	30-Sep-19	13-Oct-19
A1180	Submit Env Change Form and Conduct Env Mtg with GDOT	17	14-Oct-19	30-Oct-19
A1230	Lockdown Preliminary Plans	1	15-Dec-19	15-Dec-19
A1240	BFI Submittal and Approval	60	16-Dec-19	13-Feb-20
A1250	Final Plan Preparation and Review	61	24-Dec-19	22-Feb-20
A1270	Permit and Buffer Variance Approval	148	07-Jan-20	30-Jul-20
A1280	Internal Design Review & QC Checks	8	23-Feb-20	01-Mar-20
A1260	Final Plans Submittal & Approval	60	02-Mar-20	30-Apr-20
Construction		545	04-Aug-20	05-Sep-22
Stage 1		390	04-Aug-20	31-Jan-22
Bridge Construction		385	04-Aug-20	24-Jan-22
A1290	Mobilize Barges and Cranes	20	04-Aug-20	31-Aug-20
A1000	Demo OH - Exist EB Bridge, LT Side	15	01-Sep-20	21-Sep-20
A1050	Construct Drilled Shafts - Bent 2	20	01-Sep-20	28-Sep-20
A1010	Pour New Barrier - Exist EB Bridge, LT Side	40	22-Sep-20	16-Nov-20
A1300	Construct Drilled Shafts - Bent 3	20	29-Sep-20	26-Oct-20
A1310	Construct Drilled Shafts - Bent 4	20	27-Oct-20	23-Nov-20
A1320	Construct Drilled Shafts - Bent 5	20	24-Nov-20	21-Dec-20
A1060	Construct Intermediate Bents	40	22-Dec-20	15-Feb-21
A1330	Construct Drilled Shafts - Bent 6	20	22-Dec-20	18-Jan-21
A1070	Construct End Bents	10	16-Feb-21	01-Mar-21
A1080	Erect Structural Steel	20	02-Mar-21	29-Mar-21
A1340	Weld & Complete Structural Steel	75	30-Mar-21	12-Jul-21



Actual Work | Critical Remaining Work | Summary
Remaining Work | Milestone

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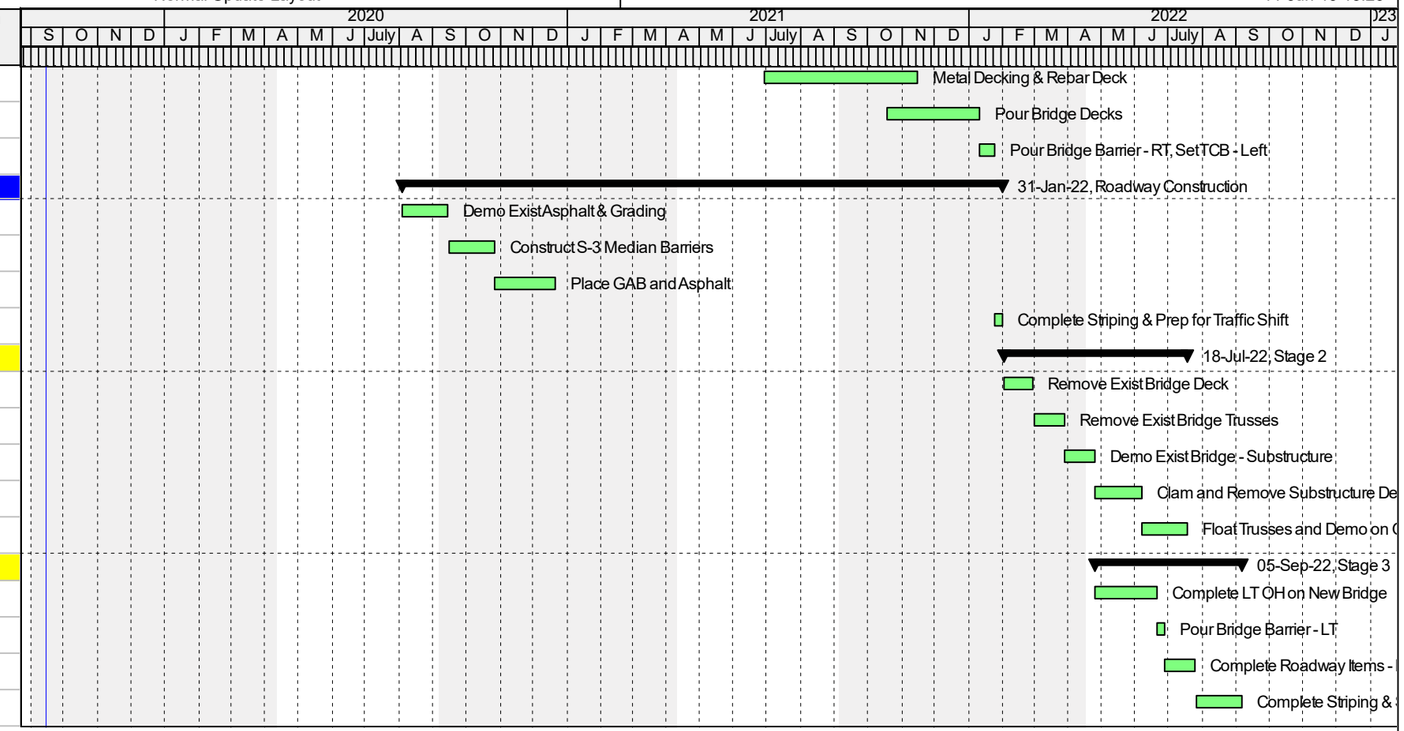
GDOT SR 53 Design-Build Bridge | Normal Update Layout | 11-Jun-19 13:26

Activity ID	Activity Name	Original Duration	Early Start	Early Finish
A1090	Metal Decking & Rebar Deck	100	29-Jun-21	15-Nov-21
A1350	Pour Bridge Decks	60	19-Oct-21	10-Jan-22
A1100	Pour Bridge Barrier - RT, Set TCB - Left	10	11-Jan-22	24-Jan-22
Roadway Construction		**390**	**04-Aug-20**	**31-Jan-22**
A1440	Demo Exist Asphalt & Grading	30	04-Aug-20	14-Sep-20
A1450	Construct S-3 Median Barriers	30	15-Sep-20	26-Oct-20
A1460	Place GAB and Asphalt	40	27-Oct-20	21-Dec-20
A1360	Complete Striping & Prep for Traffic Shift	5	25-Jan-22	31-Jan-22
Stage 2		**120**	**01-Feb-22**	**18-Jul-22**
A1020	Remove Exist Bridge Deck	20	01-Feb-22	28-Feb-22
A1400	Remove Exist Bridge Trusses	20	01-Mar-22	28-Mar-22
A1030	Demo Exist Bridge - Substructure	20	29-Mar-22	25-Apr-22
A1420	Clam and Remove Substructure Demo	30	26-Apr-22	06-Jun-22
A1410	Float Trusses and Demo on Ground	30	07-Jun-22	18-Jul-22
Stage 3		**95**	**26-Apr-22**	**05-Sep-22**
A1370	Complete LT OH on New Bridge	40	26-Apr-22	20-Jun-22
A1380	Pour Bridge Barrier - LT	5	21-Jun-22	27-Jun-22
A1430	Complete Roadway Items - Flatwork, GR, Grassing	20	28-Jun-22	25-Jul-22
A1390	Complete Striping & Shift Traffic to Final Configuration	30	26-Jul-22	05-Sep-22



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Remaining Work | Milestone

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Georgia Department of Transportation

Scheduling
John White

Lead Contractor Project Manager
Randy Griffin, PE ★

Construction Quality Assurance Manager
Lucas Garrett ★

Quality Assurance Independent Design Review
Bridge Design
Paul Liles, PE (5)
Sammy Powell, PE (5)
Bill Ingalsbe, PE (5)
Bridge Foundations
Sam Sternburg, PE, D.GE (2)
Robert Thompson, PE, D.GE (2)
Bridge Hydraulics & Drainage
John Washington, PE, RLS
David Ancalle, PE
Roadway Design
Anthony Kamburis, PE (5)
Marc Thompson, PE (5)

Lead Design Consultant Project Manager
Ben Buchan, PE ★

Public Involvement
Karlene Barron

Contractor Superintendent
Jordan Dunagan ★

Engineer of Record
Barry Brown, PE ★

Safety Manager
Doug Wooten

Traffic Control Supervisor
Bob Manning, PE

Construction Erosion Control Supervisor
Mike Gray

Foundation (Drilled Caisson) Construction Monitoring & Testing
Sam Sternburg, PE, D.GE (2)
Robert Thompson, PE, D.GE (2)

Bridge Design Lead
Amir Kangari, PE (4)

Bridge Design
Morad Ghali, PE (4)
Steve Wyche
Kevin Dascall, PE
Tyler Chaffer, EIT
Jeff Smith, EIT
Jamie Mandujano

Bridge Foundations
Yong Shao, PhD, PE

Bridge Hydraulics & Drainage
Robbie Frizzell, PE (5)

Roadway Design Lead
Brad Hale, PE

Roadway Design
Ben Morden, PE
Nebiat Abraham
Evan Ash, PE

Survey
Don Jones, RLS
Ronnie Joiner, RLS

Utility Coordination
Stan Jaworski
SUE
Randy Sanborn, PE (5)

MS4/Erosion Control/ Hydrology
M.J. Sheehan, PE
Eric Brown, PE, RLS
John Washington, PE

Soil Survey
Yong Shao, PhD, PE

Environmental Compliance

NEPA
Bijay Niraula
History
Christine Dawson
Air Quality & Noise
Rob Whitesides, PE
Ecology
Matt Sudderth
Archaeology
Paul Jackson (6)
Freshwater Aquatic Surveys
Chris Crow (1)
Bat Survey
David Smith (3)

Traffic Studies

David Fairlie, PE
Francisco Ramirez

Legend

★ Key Personnel

Subconsultants
1 CCR Environmental, Inc.
2 Dan Brown and Associates
3 Ecological Solutions
4 GHD
5 Long Engineering, Inc. (DBE)
6 TerraXplorations

SUPERELEVATION TRANSITIONS

STATION	LEFT	RIGHT
16+13.00	-0.02	0.02
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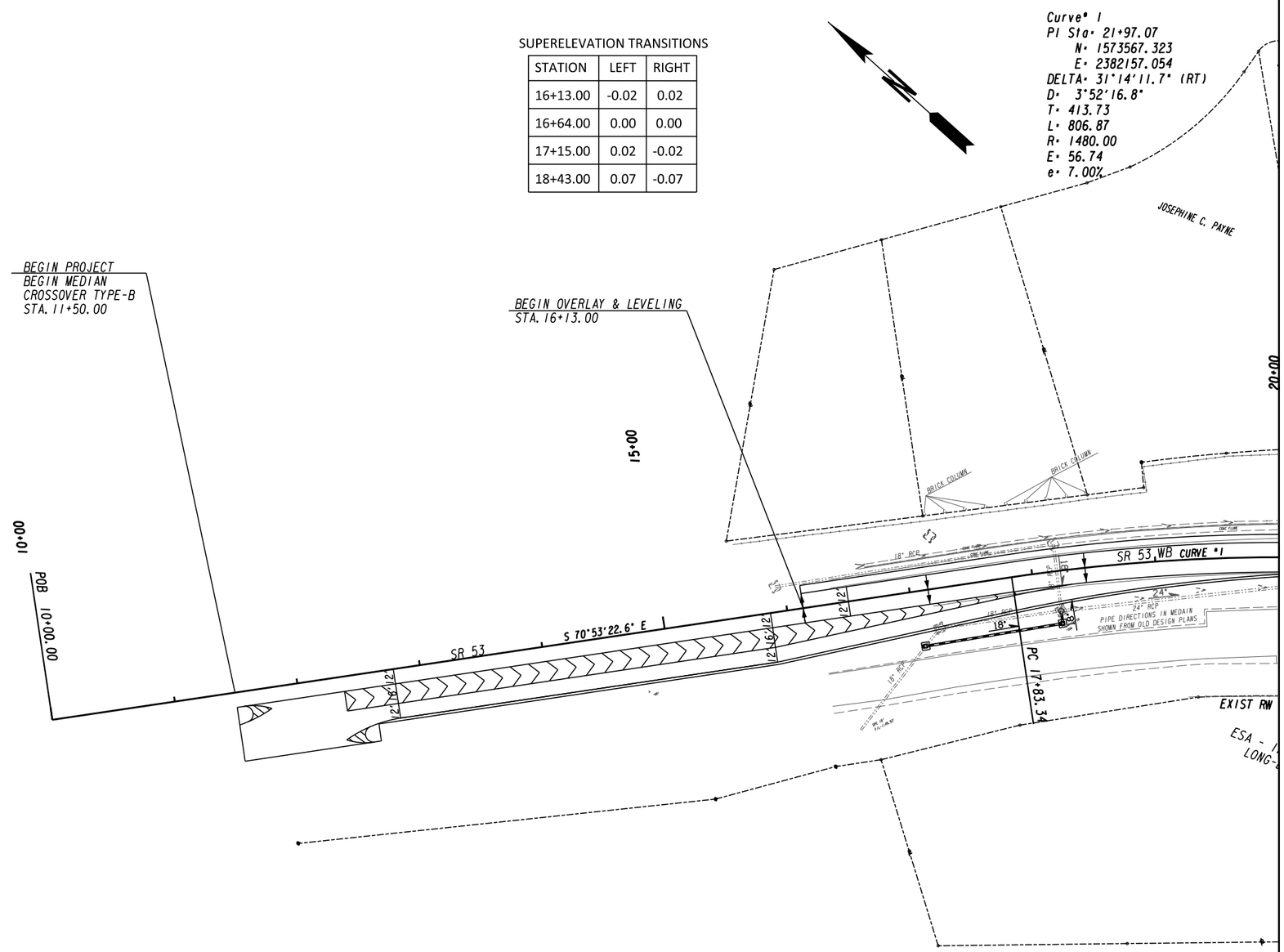
17+15.00	0.02	-0.02
18+43.00	0.07	-0.07



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REVISION DATES

CONSTRUCTION PLAN
SR 53 WB BRIDGE REPLACEMENT
OVER CHATTAHOOCHEE RIVER

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SUPERELEVATION TRANSITIONS

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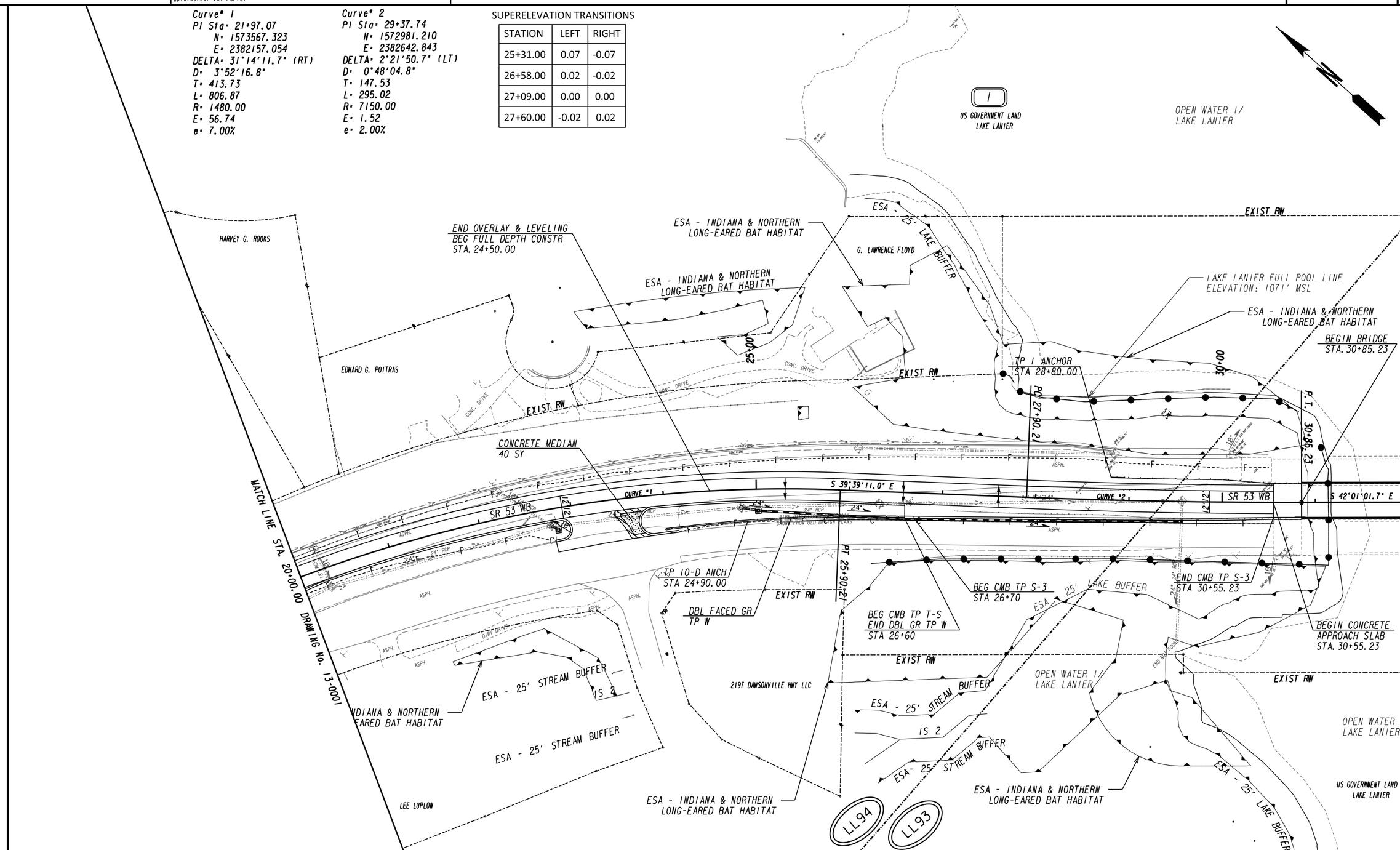

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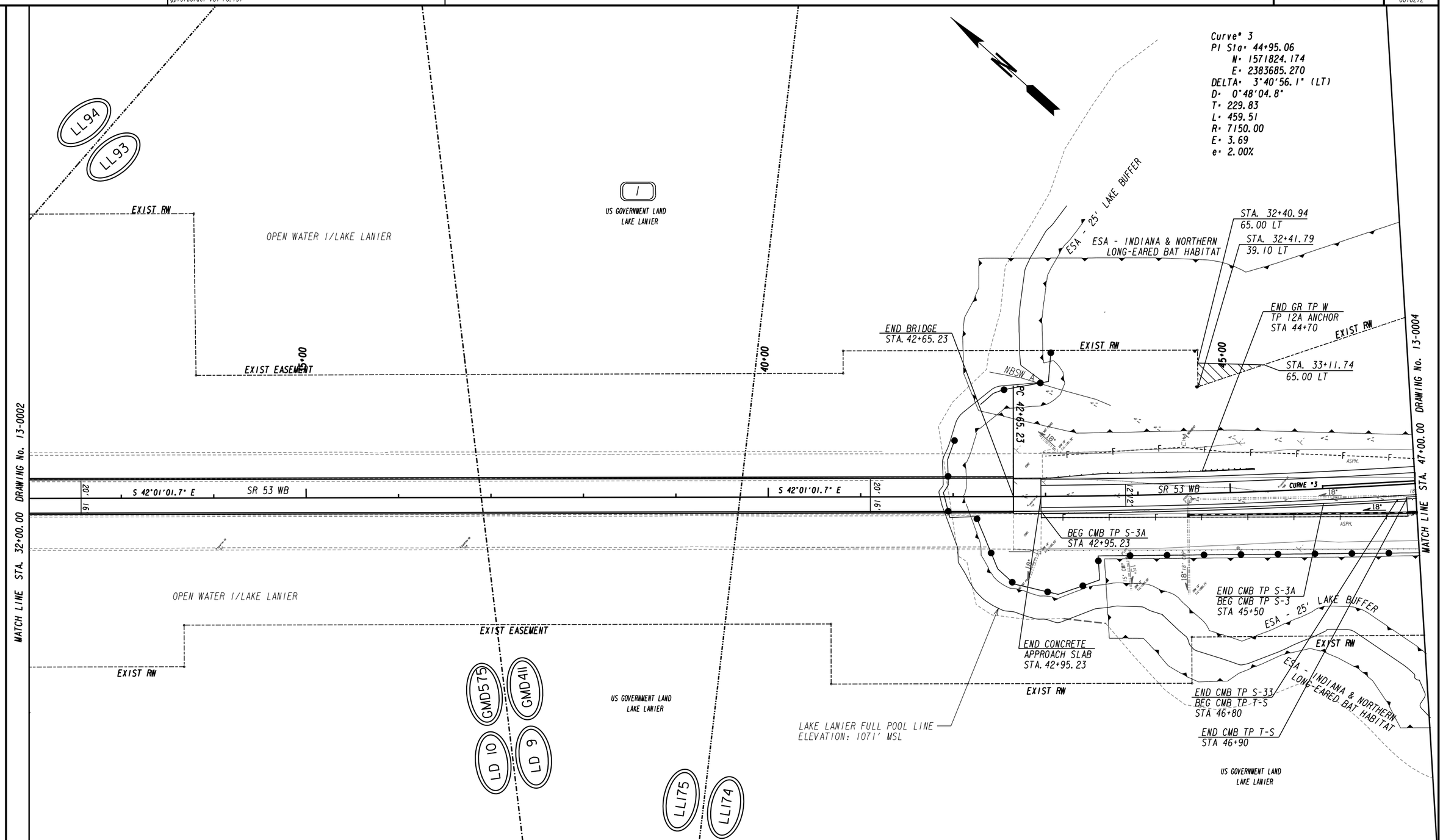

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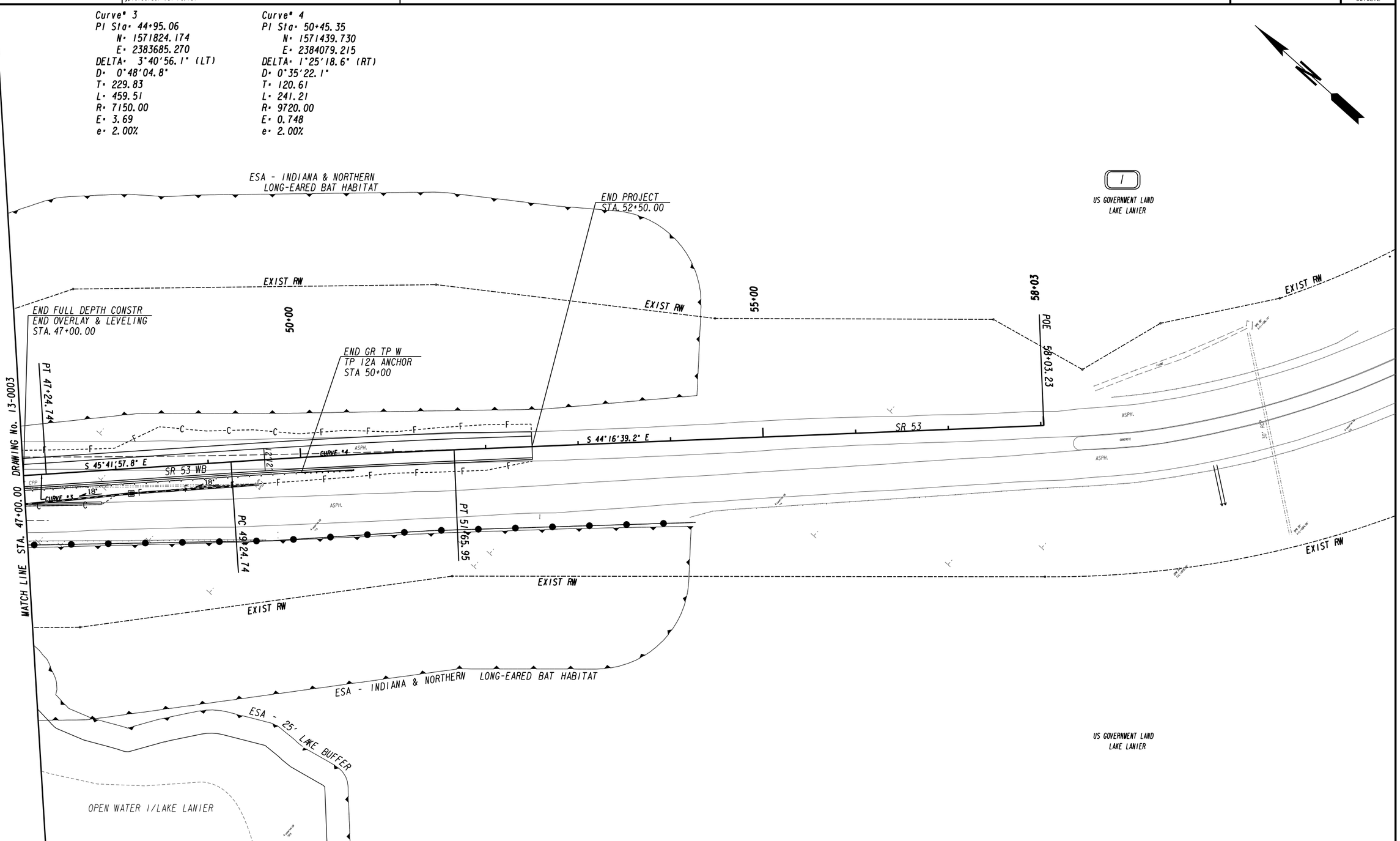

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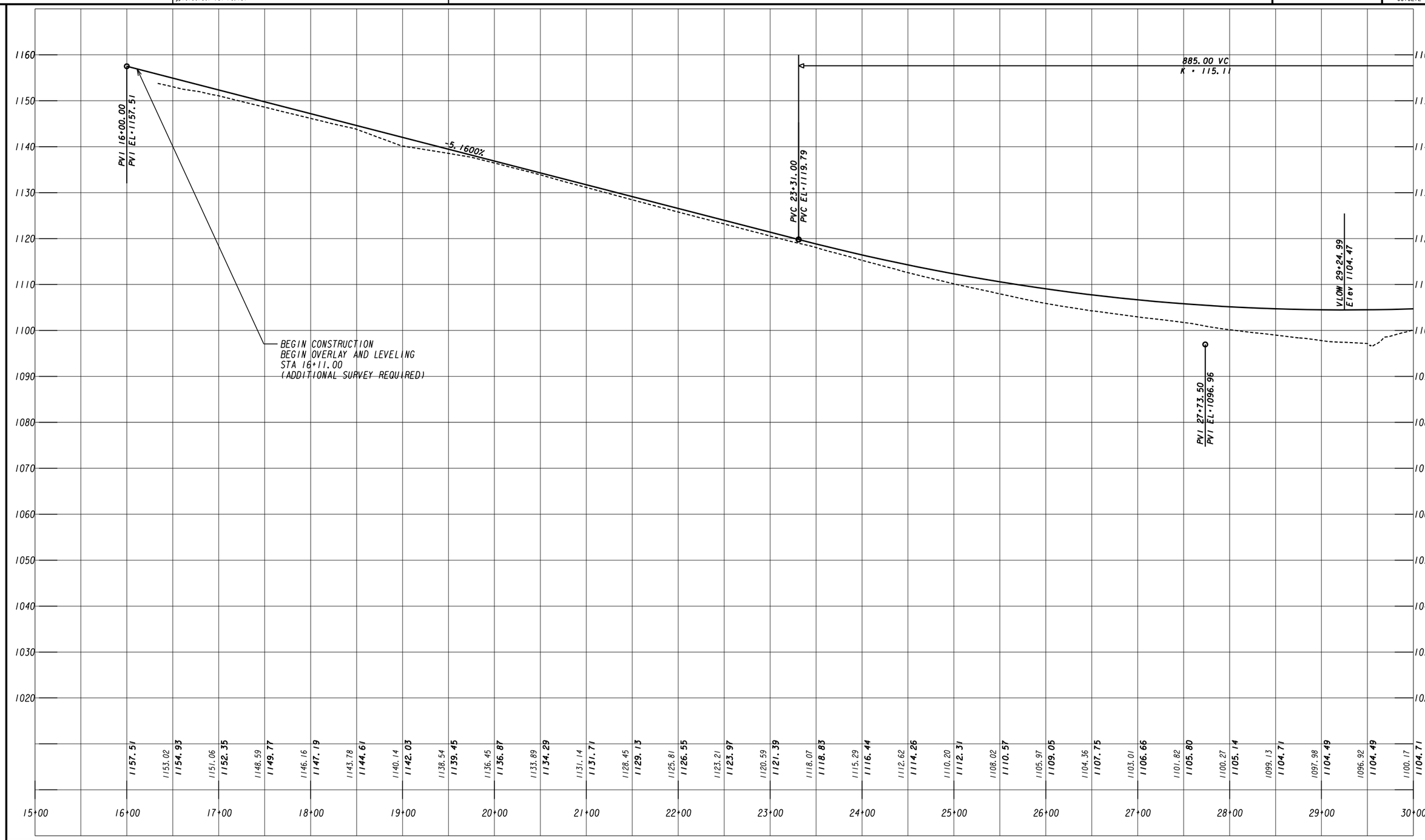

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MAINLINE PROFILE

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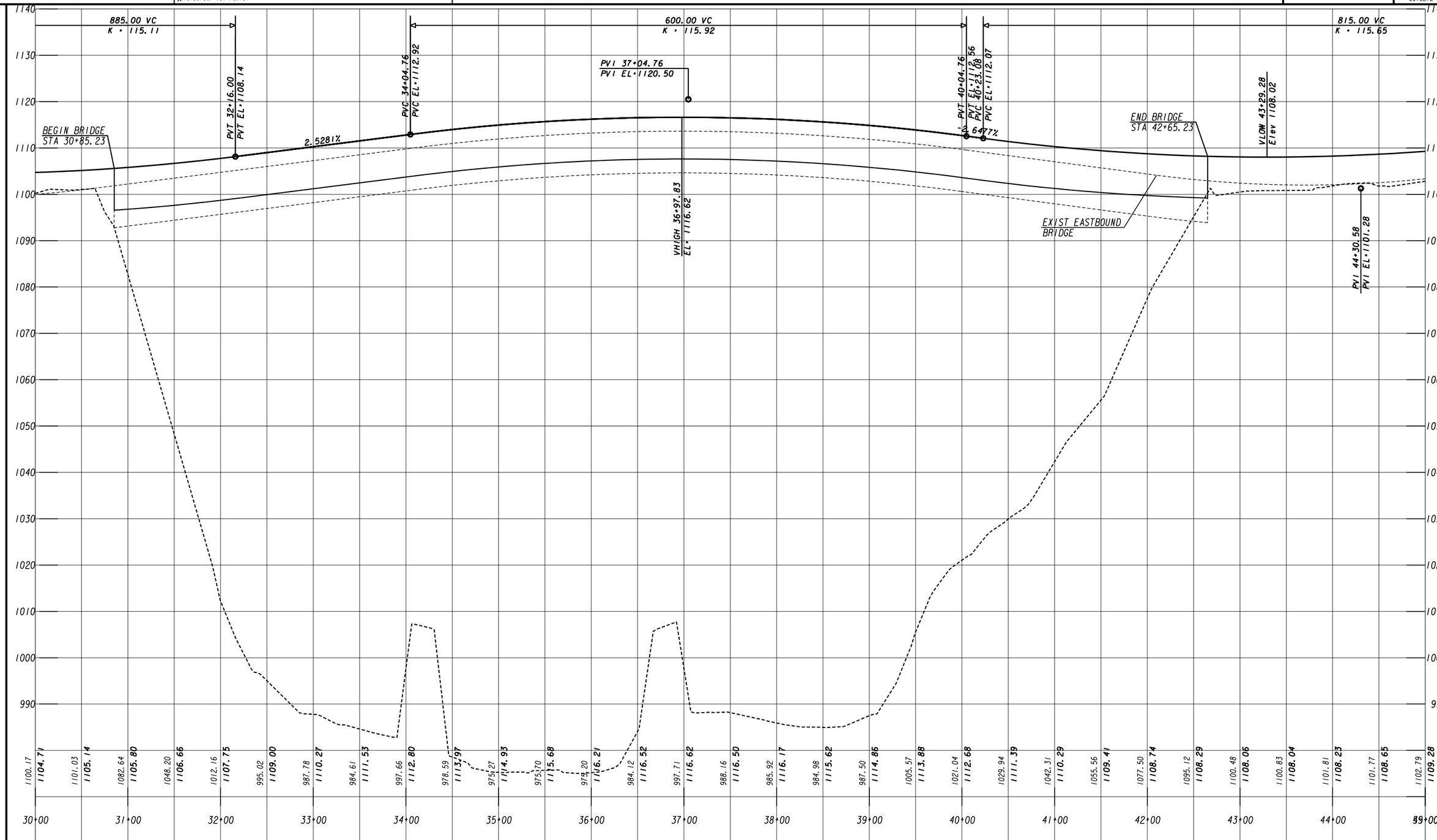

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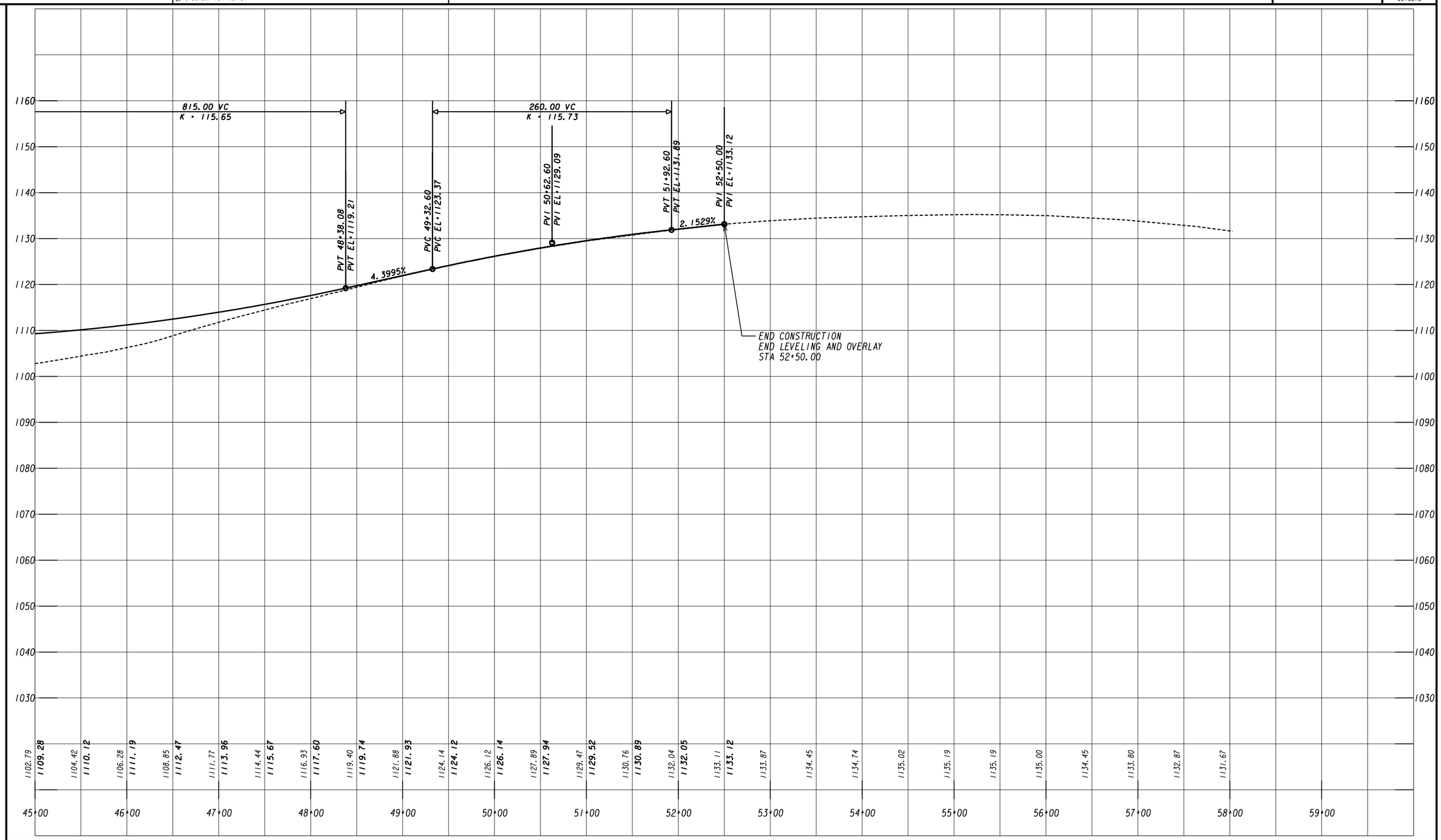

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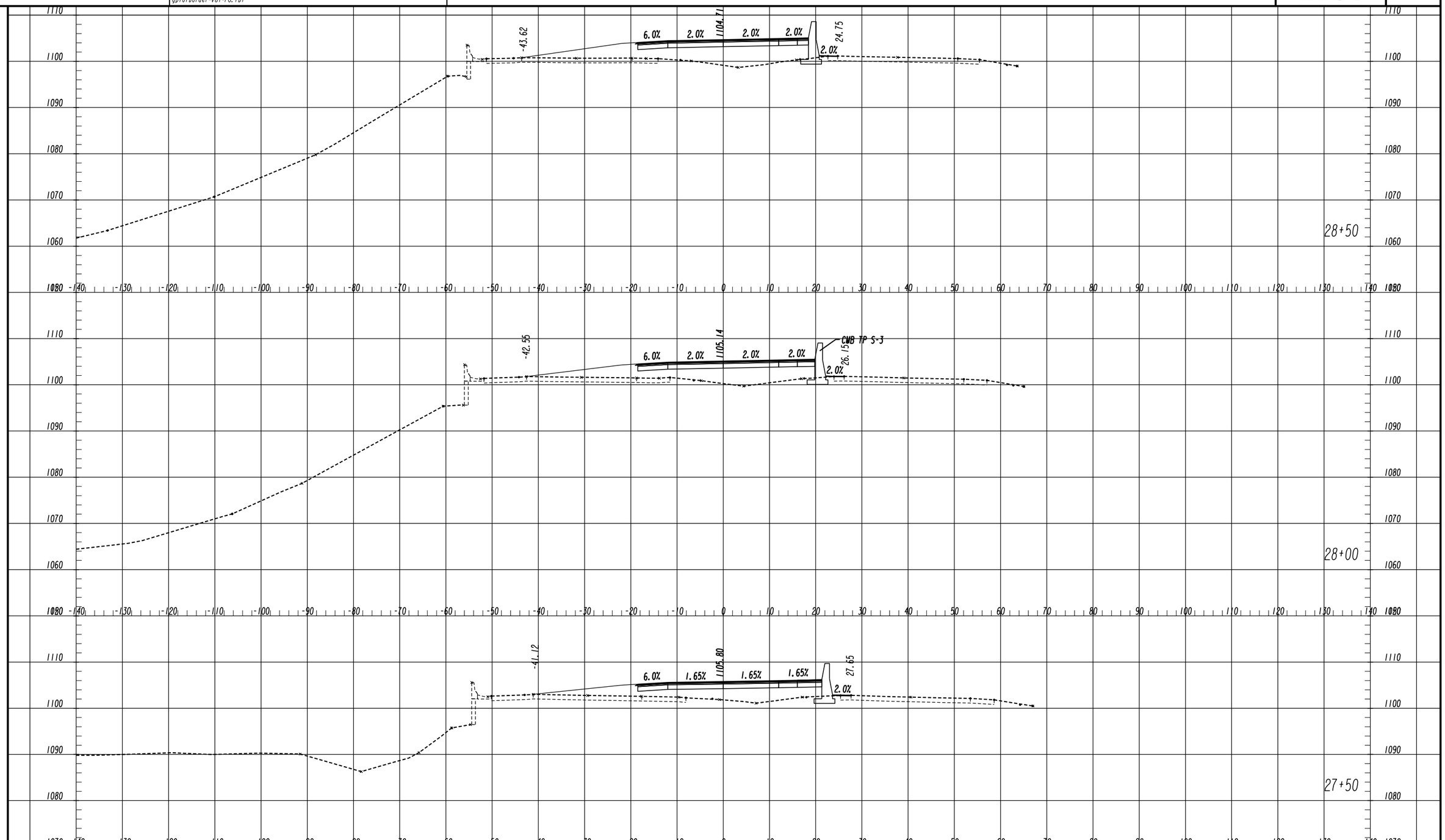

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REVISION DATES

CROSS SECTIONS

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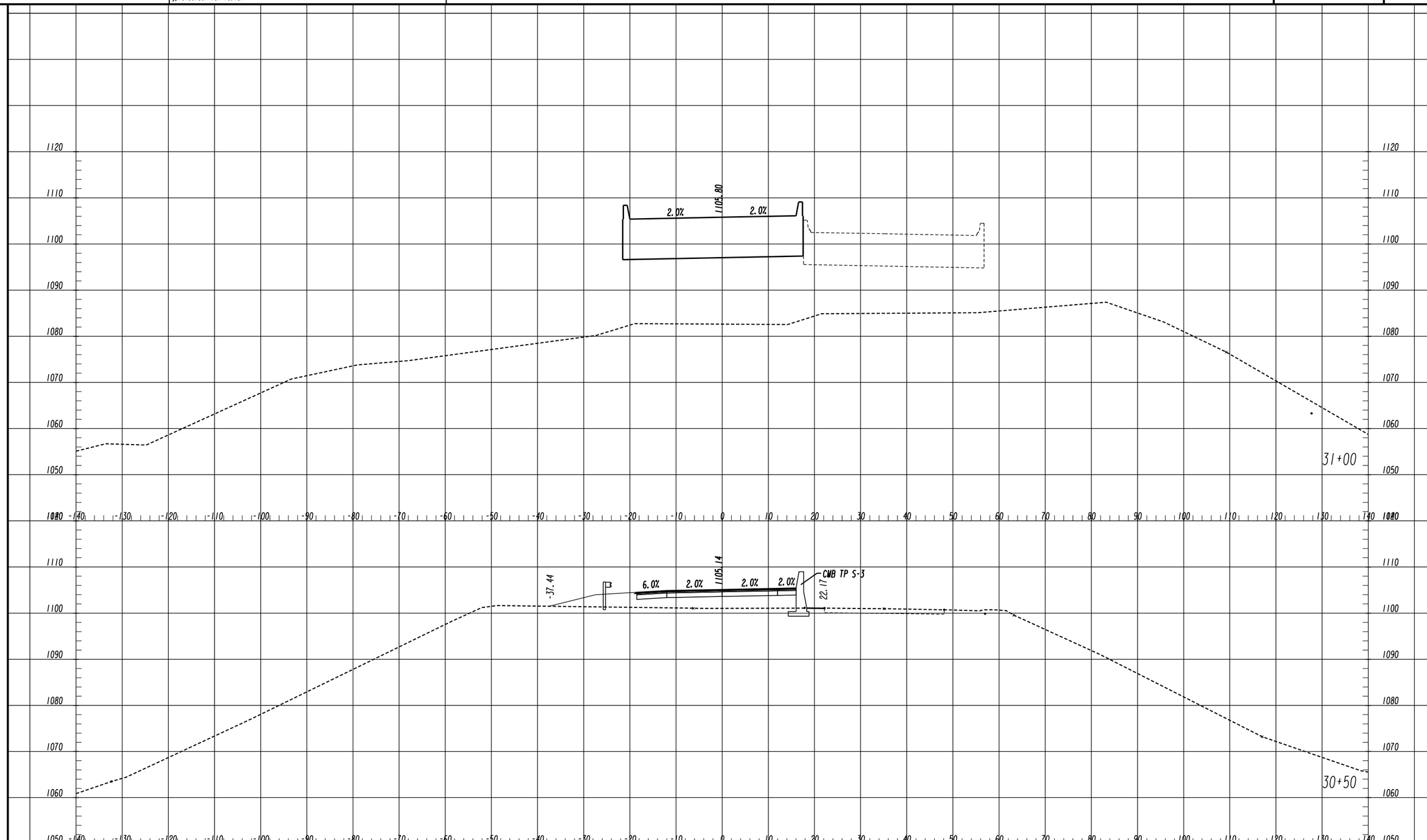

MORELAND ALTOBELLI
— AN ATLAS COMPANY —
2450 Commerce Avenue
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770.263.5945

REVISION DATES

CROSS SECTIONS

SR 53 WB BRIDGE REPLACEMENT
OVER CHATTAHOOCHEE RIVER

CHECKED:		DATE:	
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CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
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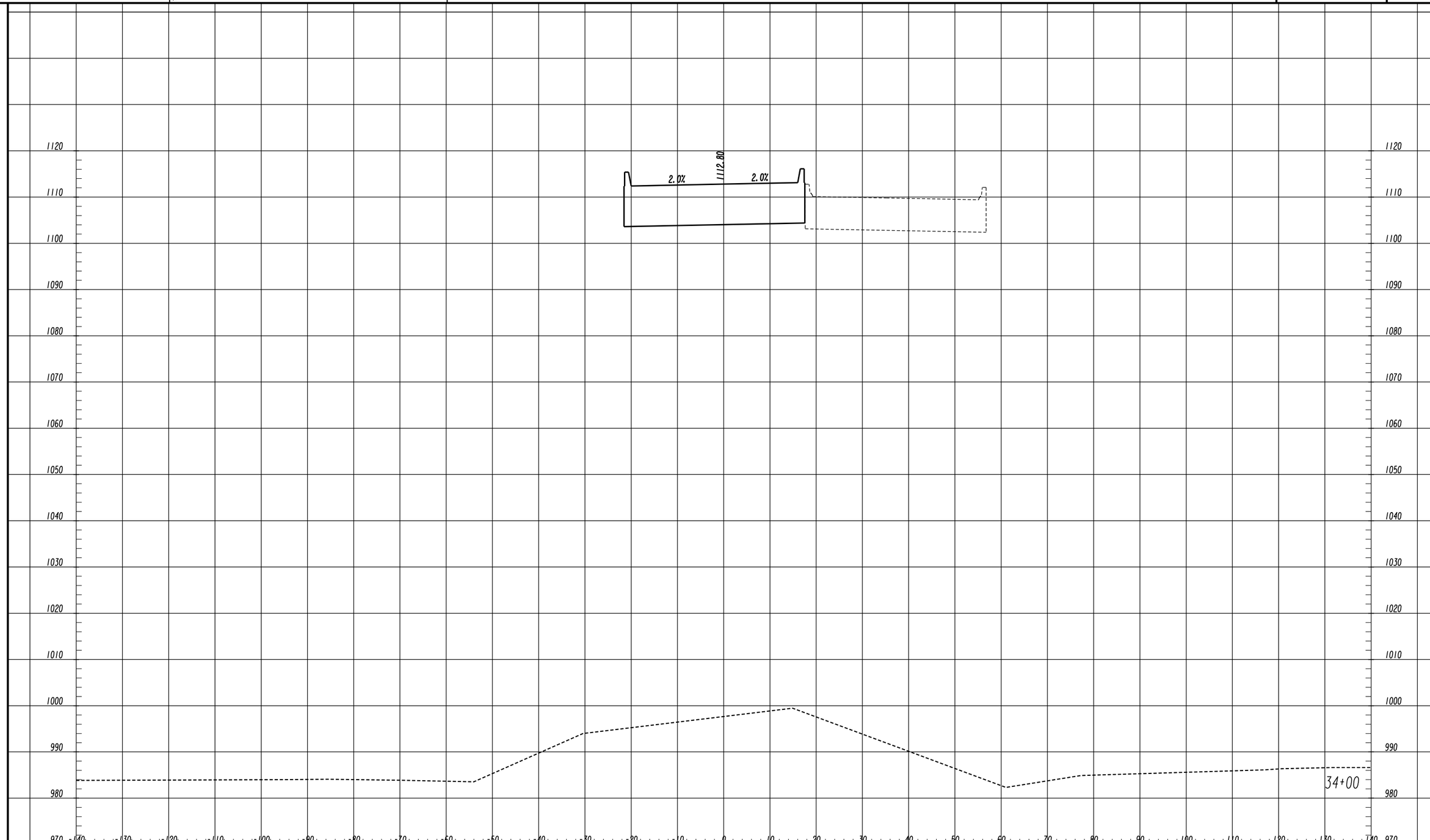

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SR 53 WB BRIDGE REPLACEMENT
OVER CHATTAHOOCHEE RIVER

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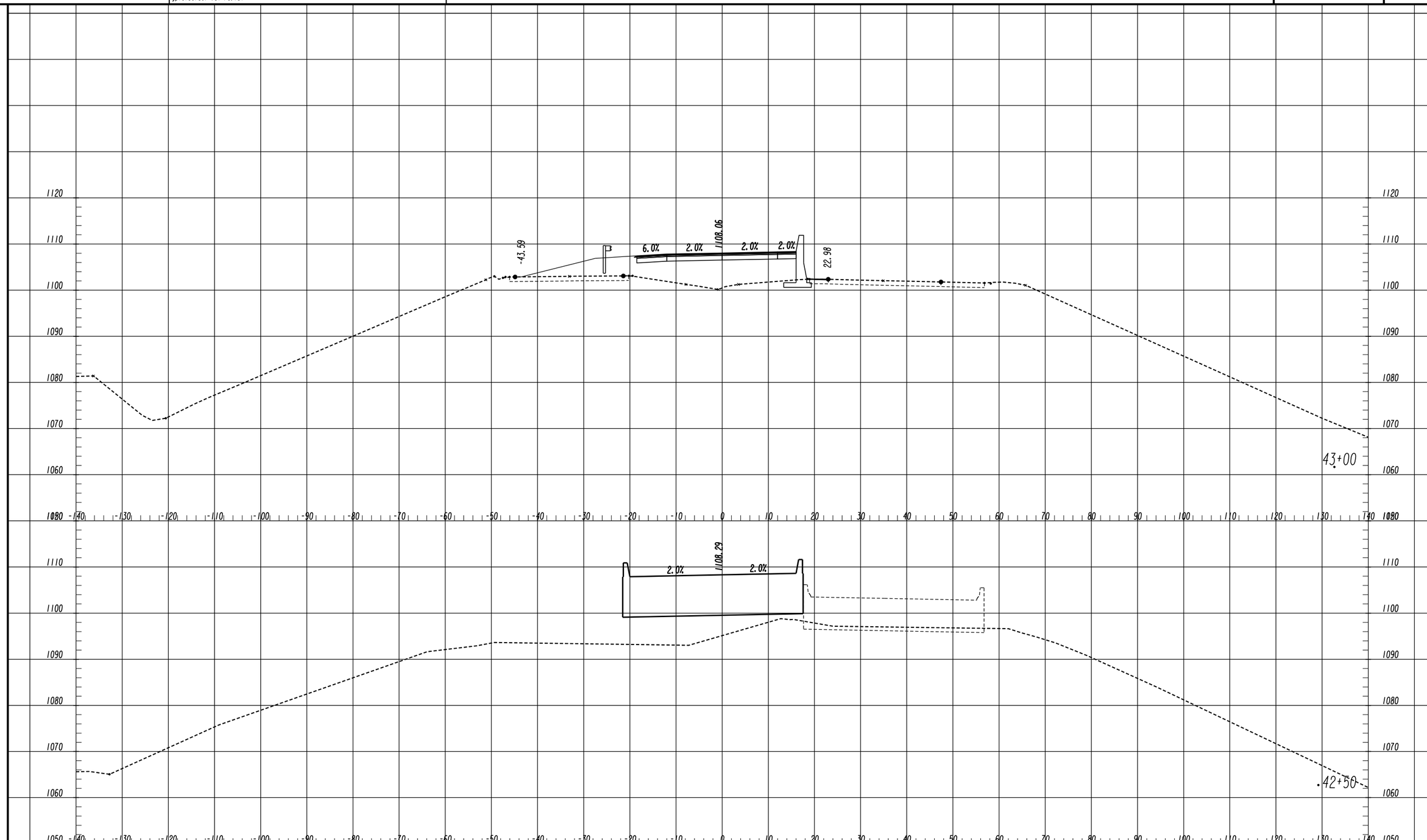

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REVISION DATES

CROSS SECTIONS

SR 53 WB BRIDGE REPLACEMENT
OVER CHATTAHOOCHEE RIVER

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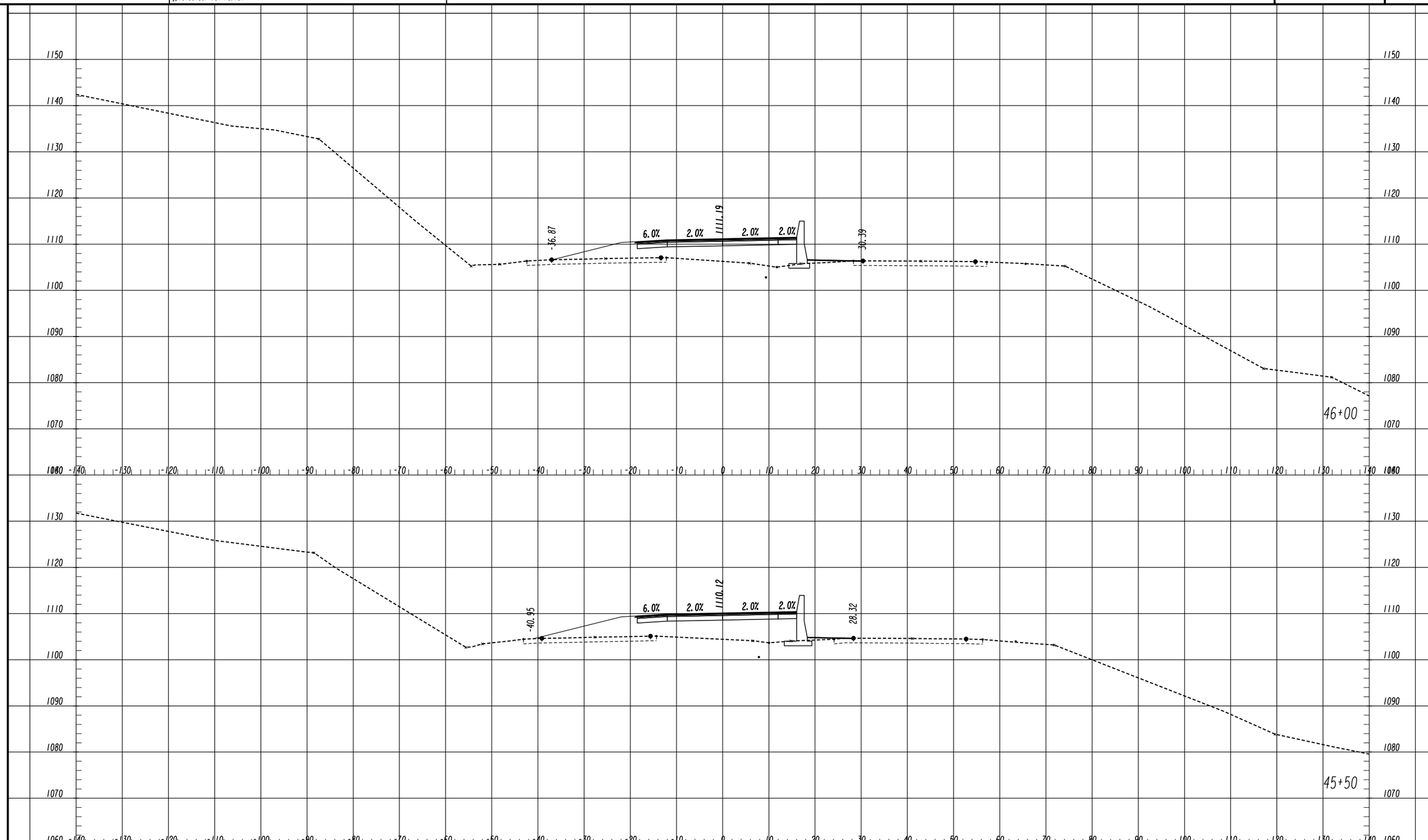

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REVISION DATES

CROSS SECTIONS

SR 53 WB BRIDGE REPLACEMENT
OVER CHATTAHOOCHEE RIVER

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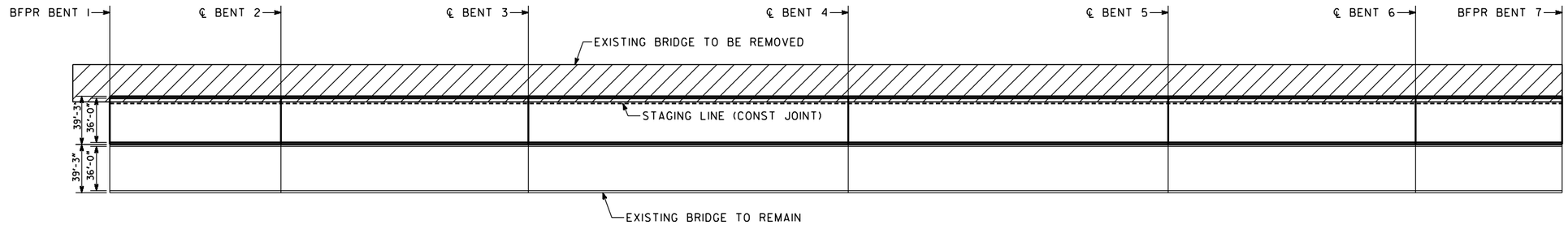

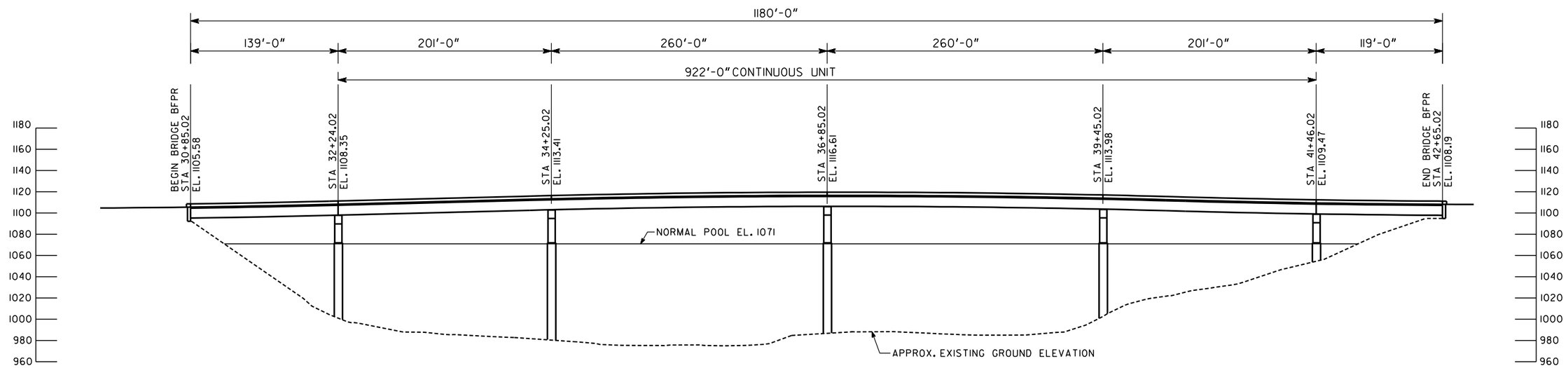

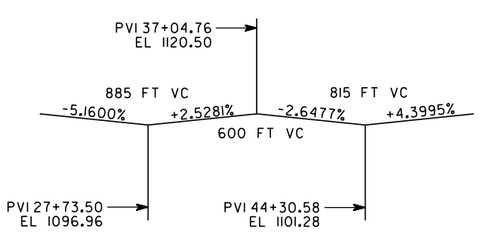

MORELAND ALTOBELLI ASSOCIATES LLC
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Duluth, Georgia 30096-8910
Tel.: (770) 263-5945

GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES

PLAN AND ELEVATION
SR 53 OVER LAKE LANIER

HALL COUNTY 0010212

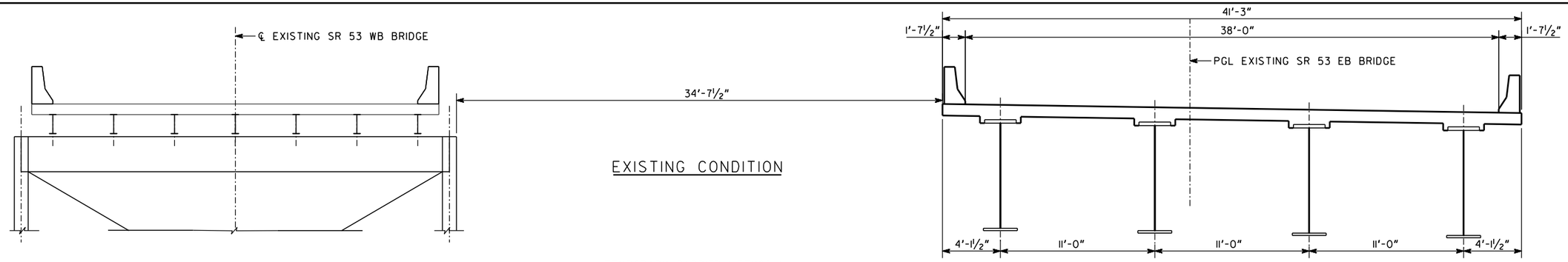
JUNE 2019

DRAWING NO. 35-0001
BRIDGE SHEET 01 OF 02

REVISIONS | DATE | BY

DESIGNED TAC | CHECKED BLB | REVIEWED
DRAWN TAC | DESIGN GROUP | APPROVED

1 INCH WHEN PRINTED FULL SIZE



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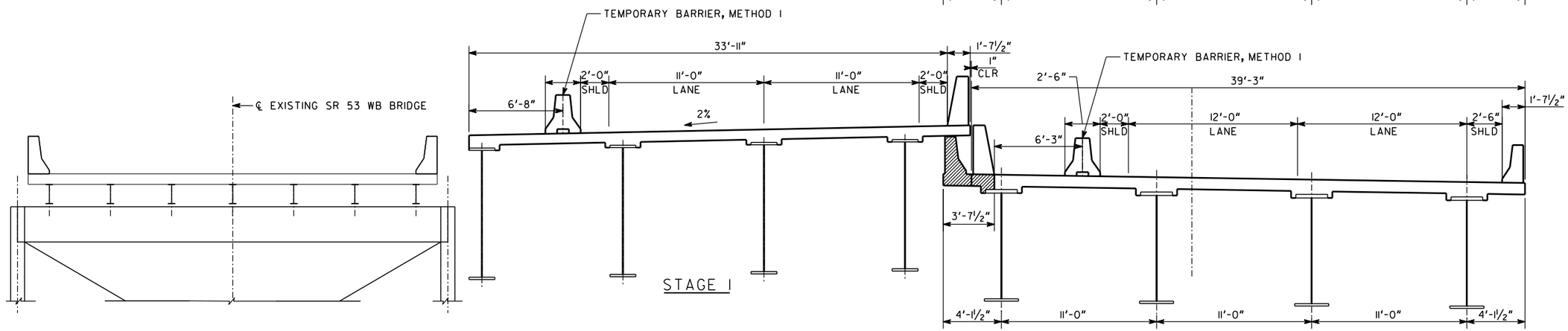
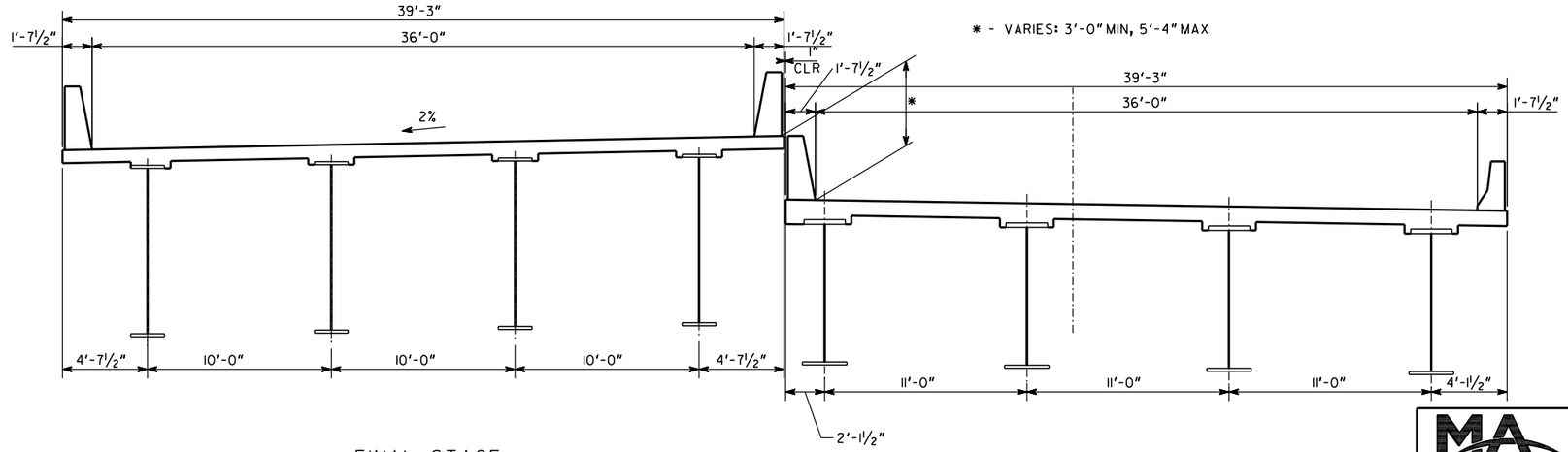


STAGE I



FINAL STAGE

MORELAND ALTOBELLI ASSOCIATES LLC
2450 Commerce Avenue Suite 100
Duluth, Georgia 30096-8910
Tel.: (770) 263-5945

GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES

DATE | REVISIONS | BY

TYPICAL SECTIONS

HALL COUNTY — 0010212

JUNE 2019

DRAWING NO. 35-0002

BRIDGE SHEET 02 OF 02

DESIGNED TAC | CHECKED BLB | REVIEWED
DRAWN TAC | DESIGN GROUP | APPROVED

1 INCH WHEN PRINTED FULL SIZE

FORM M

Closure Durations, Interim Completion, Substantial Completion, and Final Acceptance Proposal

Proposer Name: E.R. Snell Contractor, Inc.

The Proposer shall indicate acceptance of the Substantial Completion Deadline and Final Acceptance Deadline durations identified below.

Table M-1: Milestone Deadlines

Milestone Deadlines	Duration
Substantial Completion Deadline	No later than 1,095 Days after NTP 1
Final Acceptance Deadline	No later than 90 Days after Substantial Completion

Date: June 10, 2019

Proposer: E.R. Snell Contractor, Inc.

Signature: [signature]

Title: Senior Vice President