DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0013925
McDuffie County
GDOT District 2 - Tennille
SR 10/US 278/Augusta Hwy @
Sweetwater Creek 3.6 Miles SE of
Thomson - Bridge Replacement

OFFICE Design Policy & Support

DATE 7/27/2018

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Paul Tanner, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Erik Rohde, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Benny Walden, Statewide Location Bureau Chief
Corbett Reynolds, District Engineer
Todd Price, District Preconstruction Engineer
Jamie Lindsey, District Utilities Engineer
Jeff Henry, Project Manager
BOARD MEMBER - 10th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT

Project Type: Bridge Replacement
GDOT District: 2
Federal Route Number: 278
P.I. Number: 0013925
County: McDuffie
State Route Number: 10
Project Number: N/A

SR 10/US 278/Augusta Hwy Bridge Replacement over Sweetwater Creek

Submitted for approval: Report updated 06/21/2018

Saurabh Bhattacharya, PE - **PARSONS** — 4/19/2018
Consultant Designer & Firm *or* GDOT Concept/Design Phase Office Head & Office — Date

Kimberley W. Mabott — 5/1/18
State Program Delivery Administrator — Date

Kim Chapman — 4-19-18
GDOT Project Manager — Date

Recommendation for approval: * Recommendations on File

*Eric Duff/AT — 05/04/2018
State Environmental Administrator — Date

*Christina D. Barry/AT — 05/17/2018
for State Traffic Engineer — Date

*Bill DuVall/AT — 05/22/2018
State Bridge Engineer — Date

*Todd Price/AT — 05/11/2018
District Preconstruction Engineer — Date

☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

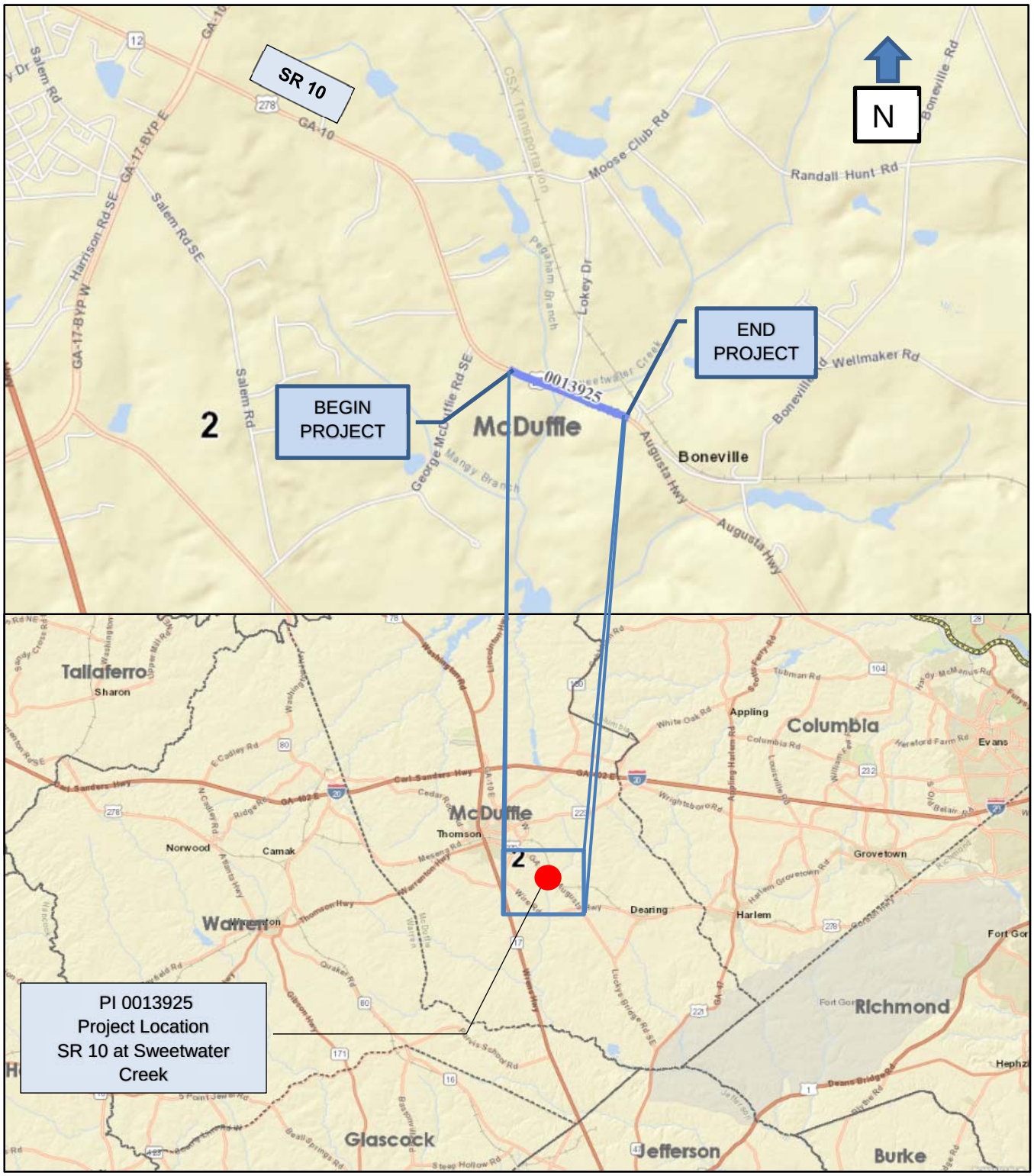
*Charles Robinson/AT — 05/16/2018
for State Transportation Planning Administrator — Date

Approval:

Concur: — 7-11-18
GDOT Director of Engineering — Date

Approve: Margaret B. Pirkle — 7/13/18
GDOT Chief Engineer — Date

PROJECT LOCATION MAP



PI 0013925, McDUFFIE COUNTY
SR 10 / US 278 / AUGUSTA HIGHWAY AT SWEETWATER CREEK

PLANNING & BACKGROUND DATA

Project Justification Statement: The bridge on SR 10 (US 278) over Sweetwater Creek, Structure ID 189-0004-0, was built in 1931 and widened in 1957. This bridge consists of three (3) spans of Reinforced Concrete Deck Girders (RCDG's) on concrete caps with concrete columns. The bridge was designed using an H-15 vehicle, which is below current design standards. A structural analysis shows a lower than expected carrying capacity in the superstructure of this bridge. The overall condition of this bridge would be classified as fair. The deck is in fair condition with minor cracking with efflorescence and spalls with exposed rebar. The superstructure is in fair condition with flexure cracking in the RCDG's and spalls with exposed rebar. The substructure is in fair condition with cracking in the concrete caps and spalls with exposed rebar. This bridge is classified as having an unknown foundation and therefore could be at risk for scour. Due to the structural integrity of the bridge pertaining to the design vehicle, the structural analysis of the superstructure, and the unknown foundation of the substructure, replacement of this 86-year-old bridge is recommended.

Existing conditions: This bridge carries SR 10 over Sweetwater Creek. SR 10 is a rural two-lane roadway with 12-foot travel lanes and 3-foot paved shoulders at the bridge approach. The cast-in-place (CIP) deck width is 34 feet with an available roadway width of 28 feet. The road has 2018 Average Daily Traffic (ADT) of 5,800 Vehicles per Day (VPD) with 15.5% Trucks. There is no existing provision for sidewalks or bicycle lanes. There is an unsignalized intersection approximately 50-feet before the bridge where it crosses Lokey Dr. A telephone utility line is attached to the bridge and there are existing electrical power lines and poles located on both sides of the existing roadway. The bridge is located on a non-interstate Strategic Highway Network (STRAHNET) route.

Other projects in the area: N/A

MPO: N/A - not in an MPO **TIP #:** N/A

Congressional District(s): 10

Federal Oversight: ☐PoDI ☒Exempt ☐State Funded ☐Other

Projected Traffic: *ADT or AADT* 24 HR T: 15.5%
Current Year (2018): 5,750 Open Year (2023): 6,150 Design Year (2043): 7,850
Traffic Projections Performed by: PARSONS
Date approved by the GDOT Office of Planning: March 15, 2018

Functional Classification (Mainline): Rural Minor Arterial

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:
Warrants met: ☒None ☐Bicycle ☐Pedestrian ☐Transit

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required?		☒No	☐Yes
Initial Pavement Type Selection Report Required?		☒No	☐Yes
Feasible Pavement Alternatives:	☒HMA	☐PCC	☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project:
This project is located approximately 3.6 MI SE of Thomson, Georgia in McDuffie County and would replace the structurally deficient existing bridge located on SR 10 over Sweetwater Creek. The proposed bridge would be located along the existing alignment to minimize environmental and right-of-way impacts along the project corridor. The Project begins and ends approximately 0.06 mile outside of the existing bridge limits for a total project length of 0.14 miles. Although SR 10 is functionally

classified as an Rural Minor Arterial, the proposed roadway will be designed with a rural shoulder to match existing conditions. SR 10 within the project limits is not part of State or Regional Bicycle Plans, however 4-foot paved shoulders are proposed.

Major Structures: Bridge carrying SR 10 over Sweetwater Creek

Structure ID	Existing	Proposed
ID # 189-0004-0	Length = 72 feet CIP Deck Width = 34.0 feet Bridge Roadway Width = 28 feet 1 Lane in each Direction 12-foot travel lane width 2-foot curb on both sides Sufficiency rating =55.3	Length = 72 feet Deck Width = 43.25 feet (Full Width) 1 Lane in each Direction 12-foot travel lane width 8-foot shoulder 1.625-foot barrier

Accelerated Bridge Construction (ABC) techniques anticipated: ☐ No ☒ Yes
The preferred alternate for this bridge replacement is to construct the new bridge on the existing alignment with road/bridge closure and an off-site detour of five (5) additional travel miles. Anticipated construction duration is 12 months with a required off-site detour/road closure of 9 months. The proposed project could potentially utilize prefabricated bridge elements to reduce the overall construction duration and limit the mobility impacts. Using ABC for the bridge construction would reduce the road closure by approximately 3 month. The benefit cost analysis of using ABC will be further explored during the preliminary design phase.

Mainline Design Features: SR 10 – Rural Minor Arterial

Feature	Existing	Policy*	Proposed
Typical Section			
- Number of Lanes	2 Lanes		2 Lanes
- **Lane Width(s)**	**12-foot**	**11-12- foot**	**12-foot**
- **Median Width & Type**	**N/A**	**N/A**	**N/A**
- **Outside Shoulder Width**	**3-foot at bridge approach**	**10-foot total 4-6.5 foot paved**	**10-foot total 4-foot paved**
- **Outside Shoulder Slope**	**6%**	**6%**	**6%**
- **Inside Shoulder Width**	**None**	**N/A**	**N/A**
- **Sidewalks**	**None**	**N/A**	**N/A**
- Auxiliary Lanes	**None**		N/A
- **Bike Accommodations**	**None**	**4-foot**	**4-foot Bikeable Shoulder**
Posted Speed	55 mph		55 mph
Design Speed	**55 mph**	**55 mph**	**55 mph**
Minimum Horizontal Curve Radius	**N/A**	**1060-feet**	**N/A**
Maximum Superelevation Rate	**N/A**	**6% or 8%**	**N/A**
Maximum Grade	**2.4%**	**5%**	**2.4%**
Access Control	**By Permit**	**By Permit**	**By Permit**
Design Vehicle	WB-67		WB-67
Pavement Type	HMA		HMA

*According to current GDOT design policy if applicable

Is the project located on a NHS roadway? ☐ No ☒ Yes

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated: None

Design Variances to GDOT Standard Criteria anticipated: None

Lighting required: ☒ No ☐ Yes

Off-site Detours Anticipated: ☐ No ☐ Undetermined ☒ Yes

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

INTERCHANGES AND INTERSECTIONS

Major Interchanges/Intersections: Lokey Drive

Intersection Control Evaluation (ICE) Required: ☒ No ☐ Yes
ICE Waiver Request – Level 1 has been approved by GDOT Office of Traffic Operations on 04-18-2018.

Roundabout Peer Review Required: ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: N/A

Utility Involvements:

Telecommunications	AT&T
Cable	Jones Intercable
Electric	Georgia Power Company Distribution
Water	City of Thomson

SUE Required: ☒ No ☐Yes

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way: Existing width: 80-100 feet. Proposed width: 80-100 feet.
Required Right-of-Way anticipated: ☒ None ☐ Yes ☐ Undetermined
Easements anticipated: ☐ None ☐ Temporary ☒ Permanent** ☐ Utility ☐ Other
*** All permanent easement will have the right to place utilities for this project.*

Anticipated total number of impacted parcels: 5
Displacements anticipated: Businesses: 0
Residences: 0
Other: 0
Total Displacements: 0

Impacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: Traveling Public, suitable habitat for the Georgia aster and relict trillium exists in the project area.

Context Sensitive Solutions Proposed: To reduce the impact to environmental resources and species, an off-site detour with road closure and bridge replacement at the existing alignment is being

recommended as a preferred alternative. One issue of concern with the road closure is to reduce the impact to the traveling public along this corridor. The current SR 10 route between Thomson and Harlem is 11 miles. The required detour needed will be 16-miles approximately, which would be 5 miles longer than current SR 10 route. Additionally, ABC techniques will be explored during preliminary design phase to reduce the off-site detour duration thereby limiting mobility impacts.

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

NEPA:	☐ PCE	☒ CE	☐ EA-FONSI
GEPA:	☐ Type A	☐ Type B	☐ None

Level of Environmental Analysis:

☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.

☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:
MS4 Compliance – Is the project located in an MS4 area? ☒ No ☐ Yes

Is Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: A Section 404 Nationwide Permit and potentially a State Waters Buffer Variance due to a parallel stream are anticipated for this project.

Air Quality:

Is the project located in an Ozone Non-attainment area?	☒ No	☐ Yes
Carbon Monoxide hotspot analysis required?	☒ No	☐ Yes

NEPA/GEPA Comments & Information: Based on ecology surveys, there are 2 streams, 5 wetlands, and a suitable habitat for the Georgia aster and relict trillium that exists within the project area. Two seasonal surveys for protected plants will be required. Based on location of streams and wetlands some impacts are anticipated. No archaeological sites were identified within the project area. Based upon field survey completed on 2/16/18, it appears that there will not be any eligible resources in the APE for this bridge project, however SHPO confirmation is pending. Impacts to air quality, or noise are not anticipated. A standard Public Information Open House (PIOH)/Detour Meeting is anticipated.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

Project Meetings: Initial Concept Team Meeting was held on March 29, 2018.
Detour Open House meeting anticipated date is July 31, 2018.

Other coordination to date: N/A

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Parsons as Consultant
Design	Parsons as Consultant
Right-of-Way Acquisition	GDOT

Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Parsons as Consultant
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate and Funding Responsibilities:

	PE Activities					
	PE Funding	**Section 404 Mitigation**	**ROW**	**Reimbursable Utilities**	**CST*****	**Total Cost**
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
$ Amount	$500,000	$18,000	TBD****	$22,000	$2,654,789.27	$3,194,789
Date of Estimate	2018	3/2/2018	Requested	6/07/2018	6/21/2018	

***CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.
**** ROW estimate requested from GDOT on 4/19/2018
Right of way costs will be updated upon receipt of estimate from the ROW office. - AT

ALTERNATIVES DISCUSSION

Preferred Alternative: The proposed bridge will be constructed along the same alignment as the existing bridge and would require an off-site detour during construction. The current SR 10 route between Thomson and Harlem is 11 miles. The required detour needed would be 16-miles approximately, which would be 5 miles longer than current SR 10 route. There are local roads that area residents can use to navigate around the road closure.

Estimated Property Impacts:	**5**	**Estimated CST Cost:**	**$2,654,789.27**
Estimated ROW Cost:	**Requested 4/19/2018**	**Estimated CST Time:**	**12 Months**

Rationale: This alternative was selected as the preferred because it maintains the existing alignment, and has the least impact to the both the right-of-way and environmental resources. This alternative will also allow the construction to be completed in 12 months, which is at least 6 months shorter than other build alternatives that are being considered. We anticipate that the road closure with low traffic volume will not present an issue to the surrounding stakeholders. This option also minimizes the utility relocations and environmental mitigation costs that would be required if the bridge was shifted to the North.

No-Build Alternative: No-Build

Estimated Property Impacts:	**0**	**Estimated CST Cost:**	**$0**
Estimated ROW Cost:	**N/A**	**Estimated CST Time:**	**N/A**

Rationale: This alternative is not preferred since the existing bridge over Sweetwater Creek has poor structural integrity, is designed below current standards, and does not meet the need and purpose of the project.

Alternative 1: The proposed bridge would be constructed on a new alignment that runs parallel to the existing bridge to the South side. This will allow for the bridge to be stage constructed and allow for the existing SR 10 to remain open during construction. The proposed bridge and roadway typical dimensions would be the same as the preferred alternative. Shifting the bridge to the South will avoid major utility (power line) impacts that are located on the north side of SR 10.

Estimated Property Impacts:	**5**	**Estimated CST Cost:**	**$3,777,451.58**

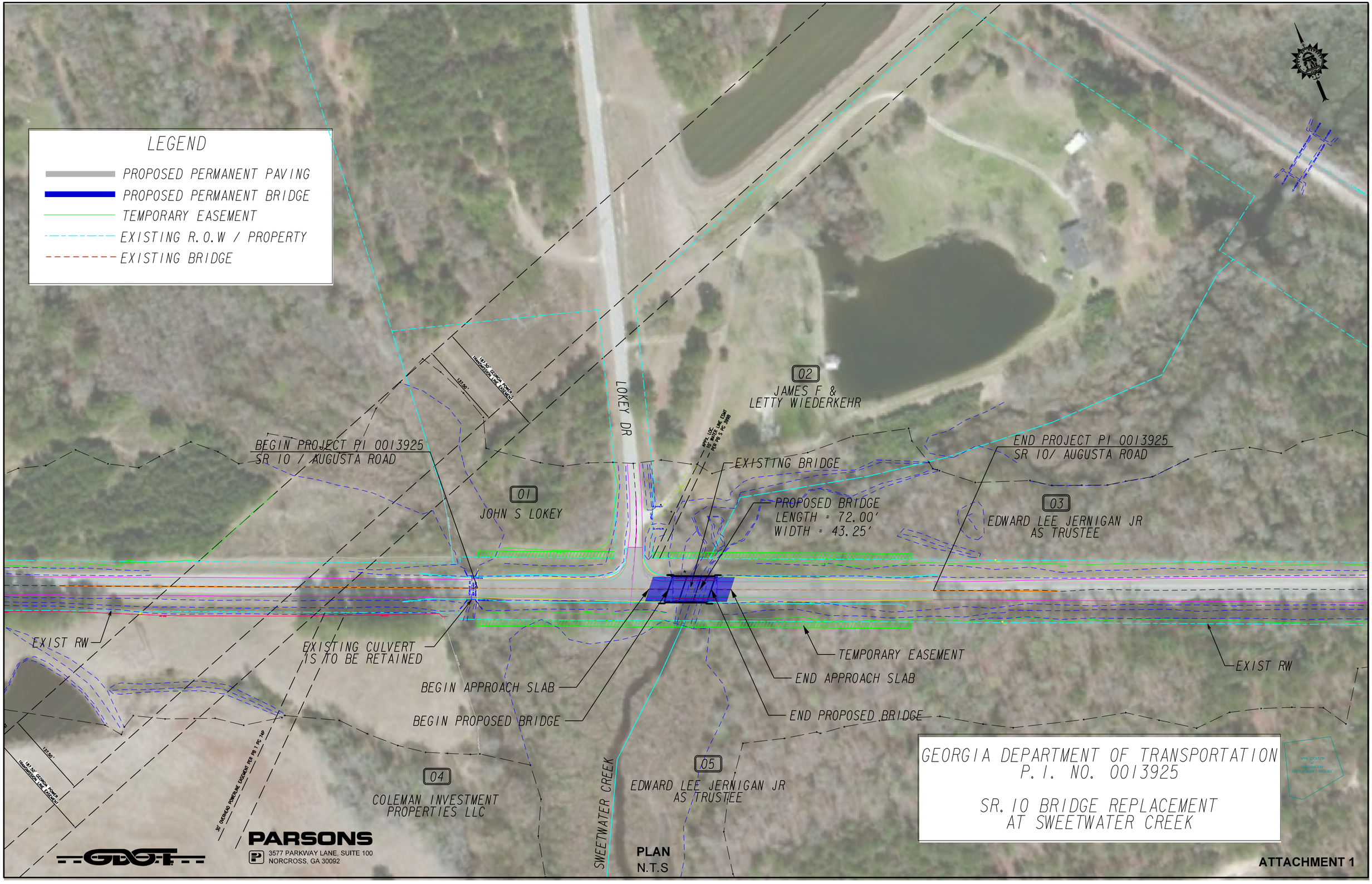
Estimated ROW Cost:	**Requested 3/1/2018**	**Estimated CST Time:**	**18 months**
Rationale: This alternative was not selected as the preferred alternative because of larger impacts to the adjacent properties and increase in project footprint which introduces additional construction and right-of-way cost. The relocation to south incidentally is on the downstream side, which minimizes required hydraulic bridge clearance, however the profile grade will probably need to be raised and that determination will be made after a more detailed hydraulic analysis.			

Alternative 2: This alternative is similar to alternative 1 but shifts the construction of the new bridge to a parallel alignment to the North of the existing bridge over Sweetwater Creek.			
Estimated Property Impacts:	**4**	**Estimated CST Cost:**	**$3,787,272.94**
Estimated ROW Cost:	**Requested 3/1/2018**	**Estimated CST Time:**	**18 months**
Rationale: This alternative was not selected because it would require existing power lines (major utility) to be relocated as opposed to the telephone line (minor utility) if the bridge alignment was shifted to the south. This alternative also increases environmental impacts as compared to the preferred alternative.			

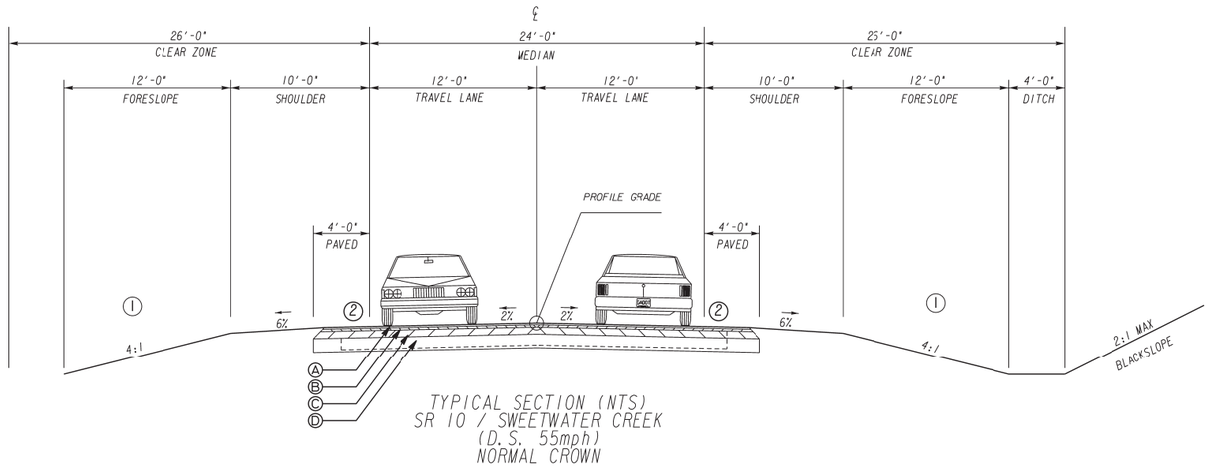
Additional Comments/ Information: 187 foot wide Georgia Power Transmission Line Corridor passes across the existing road approximately 535 feet west of where the existing bridge is located.

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout and Typical section
2. Detour Map
3. Cost Estimates
4. Traffic Study (approved)
5. Bridge Inventory Report
6. ICE Waiver Request – Level 1
7. Concept Team Meeting Minutes



ATTACHMENT 1



TYPICAL SECTION (NTS)
SR 10 / SWEETWATER CREEK
(D.S. 55mph)
NORMAL CROWN

SLOPE CONTROL FILL & CUT	
SLOPE	HIGH FROM SHLD. PT.
4:1	0' - 10'
* 2:1	10'+

* - GUARDRAIL IS REQUIRED ON FILL SECTION OVER 6' HIGH

GENERAL NOTES

1. SEE GA S-4 DETAIL FOR TYPICAL SHOULDER WITH GUARDRAIL.
2. INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP). SEE GA DETAIL S-9

PAVEMENT SECTION

A. RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME (137.5 LBS/SY)
B. RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LBS/SY)
C. RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (440 LBS/SY)
D. GR AGGR BASE CRS, 12 INCH, INCL MATL
E. RECYCLED ASPH CONC MILLING & LEVELING - VARIABLE DEPTH
F. SEE GDOT DETAIL P-7 FOR SAFETY EDGE TREATMENT DETAILS AND METHOD OF QUANTITY CALCULATION.

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

PARSONS
3577 PARKWAY LANE, SUITE 100
NORCROSS, GA 30092

NOT TO SCALE

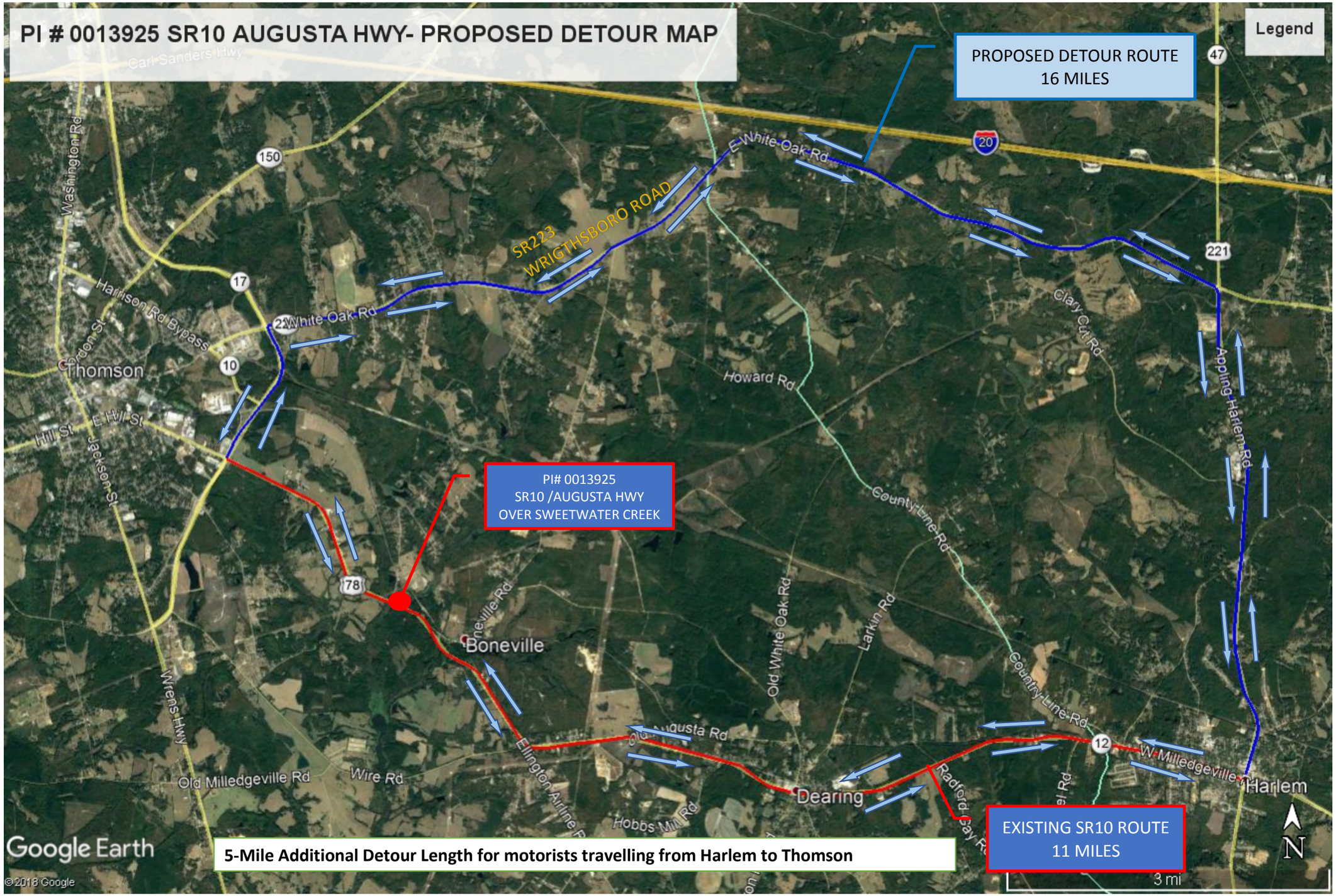
REVISION DATES

TYPICAL SECTIONS

SR 10 / AUGUSTA ROAD AT
SWEETWATER CREEK

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

DRAWING No.
05-0001



5-Mile Additional Detour Length for motorists travelling from Harlem to Thomson

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. **0013925**

OFFICE PROGRAM DELIVERY

PROJECT DESCRIPTION

SR 10 @ SWEETWATER CREEK 3.6 MI SE OF THOMSON

DATE June 21, 2018

From: Kimberly Nesbitt, State Program Delivery Administrator

To: Lisa L. Myers, State Project Review Engineer

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Kim Chapman

MGMT LET DATE 4/15/2021

MGMT ROW DATE 11/15/2019

PROGRAMMED COSTS (TPro W/OUT INFLATION)			**LAST ESTIMATE UPDATE**	
CONSTRUCTION	$	1,500,000.00	DATE	5/25/2017
RIGHT OF WAY	$	250,000.00	DATE	5/25/2017
UTILITIES	$		DATE	

REVISED COST ESTIMATES

CONSTRUCTION*	$	2,654,789.27
RIGHT OF WAY	$	
UTILITIES	$	22,000.00

*Cost Contains **15** % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Conceptual Cost Estimate

CONTINGENCY SUMMARY

A.	**CONSTRUCTION COST ESTIMATE:**	$ 2,186,369.53	Base Estimate From CES	
B.	**ENGINEERING AND INSPECTION (E & I):**	$ 109,318.48	Base Estimate (A) x	5 %
C.	**CONTINGENCY:**	$ 344,353.20	Base Estimate (A) + E & I (B) x See % Table in "Risk Based Cost Estimation" Memo	15 %
D.	**TOTAL LIQUID AC ADJUSTMENT:**	$ 14,748.07	Total From Liquid AC Spreadsheet	
E.	**CONSTRUCTION TOTAL:**	$ **2,654,789.27**	(A + B + C + D = E)	

REIMBURSABLE UTILTY COSTS

UTILITY OWNER	REIMBURSABLE COST
Georgia Power Company (Distribution)	$ 22,000.00
TOTAL	**$ 22,000.00**

ATTACHMENTS:

Detailed Cost Estimate Printout From TRAQS
Liquid AC Adjustment Spreadsheet

PROJ. NO.	SR 10 @ SWEETWATER CREEK 3.6 MI SE OF THOMSON	CALL NO.	9/29/2009
P.I. NO.	0013925		
DATE	4/1/2018		

INDEX (TYPE)	**DATE**	**INDEX**
REG. UNLEADED	Apr-18	$ 2.579
DIESEL		$ 2.920
LIQUID AC		$ 428.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				**14560.56**	**$**	**14,560.56**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	684.80		
Monthly Asphalt Cement Price month project let (APL)			$	428.00		
Total Monthly Tonnage of asphalt cement (TMT)				56.7		

ASPHALT	**Tons**	**%AC**	**AC ton**
Leveling	0	5.0%	0
12.5 OGFC	0	5.0%	0
12.5 mm	200	5.0%	10
9.5 mm SP	0	5.0%	0
25 mm SP	667	5.0%	33.35
19 mm SP	267	5.0%	13.35
	1134		**56.7**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**187.51**	**$**	**187.51**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	684.80		
Monthly Asphalt Cement Price month project let (APL)			$	428.00		
Total Monthly Tonnage of asphalt cement (TMT)				0.730167157		

Bitum Tack Gals	gals/ton	tons
170	232.8234	0.73016716

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$**	**-**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	684.80		
Monthly Asphalt Cement Price month project let (APL)			$	428.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	**$**	**14,748.07**

JOB ESTIMATE REPORT

JOB NUMBER : 0013925_CONCEPT SPEC YEAR: 13
DESCRIPTION: SR10 @ SWEET WATER CREEK

COST GROUPS FOR JOB 0013925_CONCEPT

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
UDEF	DRAINAGE	1.000	59400.00000	59400.00	Y
UDEF	PERMANENT EROSION CONTROL	1.000	29700.00000	29700.00	Y
UDEF	TEMPORARY EROSION CONTROL	1.000	44600.00000	44600.00	Y
UDEF	SIGNING & MARKING	1.000	29700.00000	29700.00	Y
ACTIVE COST GROUP TOTAL				163400.00	
INFLATED COST GROUP TOTAL				163400.00	

ITEMS FOR JOB 0013925_CONCEPT

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 0013925	1.000	125000.00	125000.00
0010	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	97011.06	97011.06
0015	210-0100		LS	GRADING COMPLETE - 0013925	1.000	275000.00	275000.00
0020	310-1101		TN	GR AGGR BASE CRS, INCL MATL	1533.000	32.09	49195.40
0022	318-3000		TN	AGGR SURF CRS	100.000	35.02	3502.13
0025	402-3113		TN	RECYL AC 12.5MM SP,GP1/2,BM&HL	200.000	102.07	20414.71
0030	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	267.000	97.42	26013.15
0035	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	667.000	92.71	61837.90
0040	413-0750		GL	TACK COAT	170.000	4.00	680.00
0044	456-2015		GLM	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	377.000	1428.98	538728.46
0045	433-1000		SY	REINF CONC APPROACH SLAB	280.000	188.06	52658.69
0055	641-1100		LF	GUARDRAIL, TP T	84.000	68.79	5779.00
0060	641-1200		LF	GUARDRAIL, TP W	1005.000	19.08	19180.96
0065	641-5015		EACH	GUARDRL ANCHOR, TP 12A, 31 IN, TANG, E/A	3.000	2106.29	6318.88
0066	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	1.000	1029.90	1029.91
0069	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	350.000	9.28	3249.28
0070	540-1101		LS	REM OF EX BR, STA NO - 1	1.000	176850.00	176850.00
0075	543-9000		LS	CONSTR OF BRIDGE COMPLETE - 0013925	1.000	560520.00	560520.00
ITEM TOTAL							2022969.52
INFLATED ITEM TOTAL							2022969.52

TOTALS FOR JOB 0013925_CONCEPT

ESTIMATED COST:	2186369.53
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	2186369.53

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: **N/A**
County **McDuffie**
P.I. # **0013925**

Office: **Tennille - Utilities**
Date: **June 7, 2018**

Description: ***SR 10 at Sweetwater Creek 3.6 Miles Southeast of Thomson***

FROM James L. Lindsey, District Utilities Manager

TO Kim Chapman, Project Manager

SUBJECT **REVISED PRELIMINARY UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted without a design concept. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non- Reimbursable	Estimate Based on
Georgia Power Company (Distribution)	$22,000.00	$0.00	On Site Assessment by GDOT
AT&T Distribution	$0.00	$28,500.00	On Site Assessment by GDOT
Jones Intercable	$0.00	$5,250.00	On Site Assessment by GDOT
Total 0.00%	$22,000.00	$33,750.00	

Update All

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Tonia Parker at 478-553-3386.

cc: Patrick Allen, P.E., State Utilities Administrator (via e-mail)
Yulonda Pride-Foster, State Preconstruction Manager (via e-mail)
Tonia Hinton, Utilities Preconstruction Specialist (via e-mail)
Todd Price, P.E., District Preconstruction Manager (via e-mail)

Concept Utility Report

Project Number: N/A

District: 2

County: McDuffie

Prepared By: Tonia Parker

P.I. #: 0013925

Date: June 7, 2018

Project Description: SR 10 at Sweetwater Creek 3.6 miles Southeast of Thomson

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

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

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

Is a separate utility funding phase recommended? No

Existing Facilities:

Georgia Power Company - Single Phase Distribution on west side of roadway

Georgia Power Company - 46KV/115KV Wooden & Steel Structures

AT&T - Buried copper, aerial insert & bridge attachment

Jones Intercable – Buried & aerial fiber on west side of roadway

City of Thomson - 14" & 8" water main on west side of roadway

Potential: Project (Schedule/Budget) Impacts: None at this time

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

Project Specific Recommendations for Avoidance/Mitigation: Power Transmission Structures, City of Thomson Water Mains

Right of Way Coordination: Yes- Easement Limited Agreement may be required for construction easement acquisition within Georgia Power's easement

Environmental Coordination: N/A

Additional Remarks: N/A

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

Existing Facilities / Appurtenances	Approximate Limits (Station / Offset)	Reimbursable Cost (est.)	Non-reimbursable Cost (est.)	Facilities to Avoid (Station / Offset)	Facility Retention Recommended	Comments
Georgia Power Company (Electrical_ Distribution)	Entire Project-West side of Bridge	$22,000				Single Phase Distribution Wood Pole Construction – Partially within Construction Easement – 1 Pole
Georgia Power Company (Transmission)	West side of Bridge		$0	Wooden Transmission Structure		46KV/115KV Wooden & Steel Structures - Partially within Construction Easement
AT&T Distribution (Telephone)	Entire Project – East side of bridge		$28,500			Buried Copper cable, aerial insert and 2" conduit attached to bridge @ $15 per foot (1900')
City of Thomson (Water)	Entire Project – West side of bridge		$0	14" & 8" Water Mains		14" & 8" Water Mains
Jones Intercable	Entire Project – West Side of bridge		$5,250			Aerial and buried fiber optic @ $15 per foot (350')
TOTAL		$22,000	$33,750			

Shah, Rajeev

From: Chapman, Kim <KChapman@dot.ga.gov>
Sent: Friday, March 02, 2018 8:21 AM
To: Shah, Rajeev
Cc: Bhattacharya, Saurabh
Subject: FW: P.I. 0013925, McDuffie County - Estimated Mitigation Cost for Concept Report

Rajeev,

Please find below concept mitigation cost estimate for 0013925.

Thanks,

Kim Chapman
Project Manager
Georgia Department of Transportation
Office of Program Delivery - 25th Floor
One Georgia Center -600 W. Peachtree St. NW
Atlanta, GA 30308
Office: 770-499-1161; Cell: 561-633-9574
Email: kchapman@dot.ga.gov

From: Westberry, Lisa
Sent: Friday, March 02, 2018 8:17 AM
To: Chapman, Kim
Cc: Borchardt, David J
Subject: P.I. 0013925, McDuffie County - Estimated Mitigation Cost for Concept Report

Kim,

As requested, the estimated mitigation costs for the subject project is **$18,000**. This was based on a review of aerial photography, NWI mapping, and NRCS soil surveys and not an actual field verification. The total cost of mitigation credits could remain the same or be higher once the ecology field survey is complete.

If you should have any questions or need any additional information, please do not hesitate to contact me.

Thank you,

Lisa Westberry | Special Projects Coordinator | Office of Environmental Services | 600 West Peachtree Street, NW | Atlanta, GA 30308 | 404-631-1772

Roadway fatalities in Georgia are up 33% in two years. That's an average of four deaths every single day! Many of these deaths are preventable and related to driver behavior: distracted or impaired driving, driving too fast for conditions, and/or failure to wear a seatbelt. Pledge to **DRIVE ALERT ARRIVE ALIVE**. Buckle up – Stay off the phone and mobile

Department of Transportation
State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE McDuffie County,
P.I. # 0013925

OFFICE Planning
DATE March 15, 2018

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Kimberly Nesbitt, State Program Delivery Engineer
Attention: Kim Chapman

SUBJECT **Reviewed** Design Traffic for bridge replacement along SR 10/US Hwy 278 (Augusta Rd) Over Sweetwater Creek

We have reviewed the Design Traffic for the above project. The Design Traffic is approved. The approved Design Traffic is furnished in the attached documents: Traffic Study_PI0013925.pdf, Appendix-0013925-Consultant_Bridge_Document.pdf and Appendix-0013925-Volume Diagrams.pdf.

If you have any questions concerning this information, please contact Andre Washington at 404-631-1925.

Keith McCage
HNTB
Design Traffic Consultant to GDOT
404-946-5731

CLV/KAM

PARSONS

3577 Parkway Ln #100,
Peachtree Corners, GA 30092

MEMORANDUM TO: Dan Funk
Georgia Department of Transportation, Office of Planning

FROM: Rajeev Shah
PARSONS

DATE: March 6, 2018

SUBJECT: Traffic Assignments for PI# 0013925, McDuffie County, SR 10/ US 278 (Augusta Rd) @ Sweetwater Creek

PARSONS is furnishing Traffic Assignments for the above project as follows:

BRIDGE-ID 189-0004-0

NO BUILD=BUILD	2018 (Existing Year)	2023 (Base Year)	2025 (Base Year +2)	2043 (Design Year)	2045 (Design Year + 2)
AADT	5,750	6,150	6,300	7,850	8,100
DHV (AM/PM)	490/ 545	525/ 580	530/ 600	665/ 740	685/ 760
K% (AM/PM)	8.5%/ 9.5%	Same as Existing Year			
D% (AM/PM)	64% (WB)/ 56% (EB)				
24 HR. T% - S.U.	13.5%				
24 HR. T% - COMB.	2.0%				
24 HR. T% - TOTAL	15.5%				
T% - S.U. (AM/PM)	14.5%/ 11.5%				
T% - COMB. (AM/PM)	0.5%/ 1.5%				
T% - TOTAL (AM/PM)	15.0%/ 13.0%				

If you have any questions concerning this information please contact Rajeev Shah, Rajeev.Shah@parsons.com

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:4/5/2017

Parameters: Bridge Serial Number

Bridge Serial Number: 189-0004-0 **County: McDuffie** **SUFF. RATING: 55.3**

Location & Geography

Structure ID:	189-0004-0
200 Bridge Information:	06
*6 Feature Intersected:	SWEETWATER CREEK
*7A Route Number Carried:	SR00010
*7B Facility Carried:	US 78, SR 10
9 Location:	3.6 MI SE OF THOMSON
2 GDOT District:	4841200000 - D2 District Two Tennille
*91 Inspection Frequency:	24 Date: 01/09/2017
92A Fracture Critical Insp. Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5A Inventory Route(O/U):	1
5B Route Type:	2 - U.S. Numbered
5C Service Designation:	1- Mainline
5D Route Number:	00078
5E Directional Suffix:	0. Not applicable
*16 Latitude:	33 - 26.2962
*17 Longtitude:	82 - 27.0378
98A Border Bridge:	0 98B: GA% 00
99 ID Number:	000000000000000
*100 STRAHNET:	0- The Feature is not a STRAHNET route.
12 Base Highway Network:	Yes
13A LRS Inventory Route:	1891001000
13B Sub Inventory Route:	0
101 Parallel Structure:	N. No parallel structure exists
*102 Direction of Traffic:	2- Two Way
*264 Road Inventory Mile Post:	17.97
*208 Inspection Area:	Area 02
*104 Highway System:	0- Inventory Route is not on the NHS
*26 Functional Classification:	6- Rural - Minor Arterial
*204A Federal Route Type:	F - Primary.
*204B Federal Route Number:	00043
105 Federal Lands Highway:	0. Not applicable
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks
217 Benchmark Elevation:	0000.00
* Location ID No:	189-00010D-018.38E

218 Datum:	0- Not Applicable
*19 Bypass Length:	2
*20 Toll:	3- On a Free Road or Non-Highway
*21 Maintenance Responsibility:	01-State Highway Agency.
*22 Owner:	01-State Highway Agency.
*31 Design Load:	2- H 15
37 Historical Significance:	5- Not eligible for the National Register of Historic Places
205 Congressional District:	010
27 Year Constructed:	1931
106 Year Reconsrtucted:	1957
33 Bridge Median:	0-None
34 Skew:	0
35 Structure Flared:	No
38 Navigation Control:	0- Navigation is not controlled by an Agency
213 Special Steel Design:	0- Not applicable or other
267A Type Paint Super Structure:	0- Not Applicable. Year : 0000
267B Type Paint Sub Structure:	0- Not Applicable Year : 0000
*42A Type of Service On:	1-Highway
*42B Type of Service Under:	5-Waterway
214A Movable Bridge:	0
214B Operator on Duty:	0
203 Type Bridge:	O - Multiple combinations (be sure the different types are on file). O. Concrete O. Concrete O. Concrete
259 Pile Encasement:	3
*43A Structure Type Main material:	1-Concrete
*43B Structure Type Main Type:	4-Tee Beam
45 Number of Main Spans:	3
44 Structure Type Approach:	A:0- Other B: 0- Other
46 Number of Approach Spans:	0
226 Bridge Curve:	A: Vertical: NoB: Horizontal: No
111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway
107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars
108A Wearing Surface Type:	6. Bituminous
108B Membrane Type:	8. Unknown
108C Deck Protection:	8. Unknown
265 Underwater Inspection Area:	0

Signs & Attachments

225 Expansion Joint Type:	02- Open or sealed concrete joint (silicone sealant).
242 Deck Drains:	1- Open Scuppers.
243A Parapet Location:	0- None present.
243B Parapet Height:	0.00
243C Parapet Width:	0.00
238A Curb Height:	1.5
238B Curb Material:	1- Concrete.
239A Handrail Left:	1- Concrete.
239B Handrail Right:	1- Concrete.
*240 Median Barrier Rail:	0- None.
241A Bridge Median Height:	0
241B Bridge Median Width:	0
*230A Guardrail Location Direction Rear:	3- Both sides.
*230B Guardrail Location Direction Fwrd:	3- Both sides.
*230C Guardrail Location Opposing Rear:	0- None.
*230D Guardrail Location Opposing Fwrd:	0- None.
244 Approach Slab:	0- None.
224 Retaining Wall:	0- None.
233 Posted Speed Limit:	55
236 Warning Sign:	No
234 Delineator:	Yes
235 Hazard Boards:	Yes
237A Gas:	00- Not Applicable
237B Water:	00- Not Applicable
237C Electric:	00- Not Applicable
237D Telephone:	32- Side Right.
237E Sewer:	00- Not Applicable
247A Lighting: Street:	No
247B Navigation:	No
247C Aerial:	No
*248 County Continuity No.:	08
36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.
36B Transition:	2- Inspected feature meets acceptable construction date standards.
36C Approach Guardrail:	2- Inspected feature meets acceptable construction date standards.
36D Approach Guardrail Ends:	2- Inspected feature meets acceptable construction date standards.

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:4/5/2017

Bridge Serial Number: 189-0004-0 **County: McDuffie** **SUFF. RATING: 55.3**

Programming Data

201 Project Number:	FAP 66 / F-004 (3) 8
202 Plans Available:	4- Plans in InfoImage.
249 Proposed Project Number:	00000000000000000000000000
250A Reconstruction Approval Status:	No
250B Route Approval Status:	No
250C Approval Status Definition:	0
250D Approval Status Federal:	0
251Project Identification Number:	0013925
252 Contract Date:	02/01/1901
260 Seismic Number:	00000
75A Type Work Proposed:	34- Widening with deck rehabilitation or replacement
75B Work Done by:	1- Work to be done by contract
94 Bridge Improvement Cost:(X$1,000)	$281
95 Roadway Improvement Cost: (X$1,000)	$28
96 Total Improvement Cost: (X$1,000)	$422
76 Improvement Length:	283.0'
97 Year Improvement Cost Based On:	2013
114 Future AADT:	6630
115 Future AADT Year:	2031

Hydraulic Data

113 Scour Critical:	U. No Load Rating; no scour critical data entered.
216A Water Depth:	5.0
216B Bridge Height:	11.6
222 Slope Protection:	1
221A Spur Dike Rear:	
221B Spur Dike Fwd:	
219 Fender System:	0- None.
220 Dolphin:	
223A Culvert Cover:	000
223B Culvert Type:	0- Not Applicable
223C Number of Barrels:	0
223D Barrel Width:	0.0
223E Barrel Height:	0.0
223F Culvert Length:	0.0
223G Culvert Apron:	0
39 Navigation Vertical Clearance:	0'
40 Navigation Horizontal Clearance:	0
116 Navigation Vertical Clear Closed:	0

Measurements:

*29 AADT:	4420
*30 AADT Year:	2011
109 % Truck Traffic:	1
* 28A Lanes On:	2
*28B Lanes Under:	0
210A Tracks On:	00
210B Tracks Under:	0
* 48 Maximum Span Length:	24
* 49 Structure Length:	72
51 Bridge Roadway Width:	28.0'
52 Deck Width:	34.0'
* 47 Total Horizontal Clearance:	28.0'
50A Curb / Sidewalk Width Left:	2.0
50B Curb / Sidewalk Width Right:	2.0
32 Approach Rdwy. Width:	30.0'

***229 Approach Roadway**

Rear Shoulder Left: Width:	3	*Right Width:*3.0	Type: 2 - Asphalt.
Fwd Shoulder: Left Width:	3	*Right Width:*3.0	Type: 2 - Asphalt.
Rear Pavement: Width:	24.0	*Type:*2- Asphalt.	
Forward Pavement: Width:	24.0	*Type:*2- Asphalt.	
Intersection Rear:	1	*Forward:*0	

53 Minimum Vertical Clearance Over Rd:	99' 99"
54A Under Reference Feature:	N- Feature not a highway or railroad.
54B Minimum Clearance Under:	0' 0"

***228 Minimum Vertical Clearance**

228A Actual Odometer Direction:	99'99"
228B Actual Opposing Direction:	99'99"
228C Posted Odometer Direction:	00'00"
228D Posted Opposing Direction:	00'00"
55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.
55B Lateral Underclearance on Right:	0.0
56 Lateral Underclearance on Left:	0.0
10A Direction of Travel for Max Min:	0
10B Max Min Vertical Clearance:	99'99"
245A Deck Thickness Main:	12.0
245B Deck Thickness Approach:	0.0
246 Overlay Thickness:	3

Ratings and Posting

65 Inventory Rating Method:	1-Load Factor (LF)
63 Operating Rating Method:	1-Load Factor (LF)
66A Inventory Type:	2 - HS loading.
66B Inventory Rating:	24
64A Operating Type:	2 - HS loading.
64B Operating Rating:	40

231Calculated Loads		**Posting Required**
231A H-Modified:	20	No
231B Type3/Tandem:	21	No
231C Timber:	28	No
231D HS-Modified:	27	No
231E Type 3S2:	33	No
231F Piggyback:	40	No

261 H Inventory Rating:	16
262 H Operating Rating:	27
67 Structural Evaluation:	5
58 Deck Condition:	5 - Fair Condition
59 Superstructure Condition:	5 - Fair Condition
* 227 Collision Damage:	
60A Substructure Condition:	5 - Fair Condition
60B Scour Condition:	8 - Very Good Condition
60C Underwater Condition:	N - Not Applicable
71 Waterway Adequacy:	8-Equal to present desirable criteria.
61 Channel Protection Cond.:	7-Better than present minimum criteria.
68 Deck Geometry:	4
69 UnderClr. Horz/Vert:	N
72 Approach Alignment:	8-No reduction of vehicle operating speed required.
62 Culvert:	N - Not Applicable
70 Bridge Posting Required:	5. Equal to or above legal loads
41 Struct Open, Posted, CL:	A. Open, no restriction
* 103 Temporary Structure:	No

232 Posted Loads

232A H-Modified:	00
232B Type3/Tandem:	00
232C Timber:	00
232D HS-Modified:	00
232E Type 3s2:	00
232F Piggyback:	00
253 Notification Date:	02/01/1901
258 Federal Notify Date:	02/01/1901

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.11 | Revised 01/25/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 10/ US 278 @ Lokey Dr
County: McDuffie
GDOT District: 2 - Tennille
Area Type: Rural
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): 0013925
Requested By: District Engineer
Prepared By: Parsons
Analyst: P.Thummala
Date: 4/13/2018
Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	5,650	
Existing Avg Daily Traffic (Minor Street):	200	
Existing / Future Analysis Year:	2018 / 2043	
Analysis Period:	AM Peak	PM Peak
Existing Peak Hour Intersection Delay:	0.1 sec	0.2 sec
Existing Intersection V/C ratio:	N/A	N/A
2043 Design Year Intersection Delay:	0.1 sec	0.2 sec
2043 Design Year Intersection V/C:	N/A	N/A

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required)

Crash Type	*Crash Data :Enter 5 most recent years of intersection crash data*	*Crash Severity*		
		PDO	Injury Crash*	Fatal Crash*
	Angle	2	0	0
	Head-On	0	0	0
	Rear End	0	0	0
	Sideswipe - same	0	1	0
	Sideswipe - opposite	0	0	0
	Not Collision w/Motor Veh	0	1	0
	TOTALS:	**2**	**2**	**0**

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The Scope of work is to replace the bridge over Sweetwater Creek on SR 10. The bridge is located towards east of the Intersection of SR 10 and Lokey Drive. The ICE waiver is requested for the Intersection as it is in accordance with ICE Waiver Request - Scenario 3 requirements.

REQUESTED BY: Sunita Nadella Date: 4/13/2018

Title: Traffic Lead

APPROVED BY: Date: 4/18/2018

Name: Andrew Heath

Chief Engineer or (Approved Delegate)

PARSONS

3577 Parkway Lane, Suite 100 | Peachtree Corners, Georgia 30092
P: +1 770.446.4900 | F: +1 770.446.4910 | www.parsons.com

INITIAL CONCEPT TEAM MEETING

PURPOSE: **Review draft limited concept report submitted for Contract ID MPOPD1701686**

PROJECT: 0013924 SR 26 @ Indian Branch 5.2 MI SE of Brewton, Laurens County;
0013925 SR 10 @ Sweetwater Creek 3.6 MI SE of Thomson, McDuffie County;
0014907 SR 4/US 1 @ North Fork Spirit Creek 4.7 MI NW of Hephzibah, Richmond County

DATE/TIME: March 29, 2018

Location: GDOT General Office, 600 West Peachtree Street, Atlanta, GA 30308-RM407

RECORDED BY: Rajeev Shah, Parsons

Attendees: See attached sign-in sheet

1. **Introduction of Attendees**
   - Introduction of those in attendance and those who attended via teleconference.

2. **Draft Limited Scope Concept Report Discussions:** The concept report was presented at the meeting in the following outlined agenda. The minutes will document any comments provided at the meeting.
   <u>0014907 SR 4/US 1 @ North Fork Spirit Creek – Richmond County</u>
   a) Project Justification - No comment. Good as shown in the draft concept report as presented.
   b) Project Termini - No comment. Good as shown in the draft concept report as presented.
   c) Location of Environmental Resources
      - Archaeology: Field survey complete. No Archaeology Sites in the ESB.
      - History: Based upon field survey completed on 2/16/18, it appears that there will not be any eligible resources in the APE for this bridge project. This is just our initial impression and the way we will be making our reports, but we do not have SHPO concurrence at this time.
      - Ecology: Site visit was scheduled for week of March 5th, however, known impounded lake associated with a golf course is a possible foraging habitat for the bald eagle and federally protected wood stork. Potential foraging habitat for the eastern indigo snake is also anticipated to be in the project area. Potentially suitable habitat for Georgia aster to be evaluated further. The state protected bluebarred pygmy sunfish has also been identified in Spirit Creek. Waters identified in the project area include three open waters, three wetlands, two streams, and one ephemeral channel.
   d) Public Involvement Plan (PIP) – A PIP is not anticipated for this project with an on-site detour being proposed. The detour is in line with the feedback from the County's Assistant Director of Traffic who has recommended closing the bridge and using an on-site detour and lane reduction from four to two lanes. Kim Chapman (GDOT PM) will send a letter/email informing the selected detour option to the county's Asst. Director of Traffic. This also will be used in NEPA documentation. Parsons will revise the context sensitive solutions section to reflect the early stakeholder coordination and related responses, which is to be provided.
   e) Type of Environmental Document anticipated – No comment. Good as shown in the draft concept report presented.
   f) Alternatives considered – Provide information in alternative discussions with regards to profile and whether it will be raised or not.
   g) Environmental Permits/Studies required - No comment. Good as shown in the draft concept report as presented.

h) Traffic - Traffic study was approved by GDOT Office of Planning on March 15, 2018. Final Concept Report will be updated accordingly to reflect the approval dates.
i) Design Criteria proposed - H-20 will be removed from Existing Design Vehicle and replaced with WB-67.
j) Typical Sections - No comment. Good as shown in the draft concept report as presented.
k) Access Control - No comment. Good as shown in the draft concept report as presented.
l) Right-of-Way Requirements/Estimate, including easement - No additional ROW is required since bridge will be reconstructed on existing location.
m) Preliminary Construction Cost Estimate - MGMT ROW Date of 3/15/2020 will be added to the project cost estimate cover form. Kimberly Nesbitt's spelling will be corrected.
n) Name, size and location of utilities along project (including Utility Cost Estimate) – The District 2 (D2) Utility Engineer stated that there are no utility conflicts on this project.
o) Public Interest Determination (PID) findings - PID is not required.
p) SUE - The D2 Utility Engineer confirms that SUE is not required.
q) Maintenance of traffic - As stated in the concept report, an on-site detour is being proposed during construction.
a) Preliminary bridge assessments and structural needs, including retaining walls - No retaining walls are anticipated based on conceptual study. Provide information in alternative discussions with regards to raising the roadway profile/bridge.
r) Work zone Safety and Mobility Requirements (Transportation Management Plan) - No constructability issue anticipated with existing ROW corridor. The bridge being replaced is on a state route & the transportation of beams will not be an issue.
s) Temporary Impacts and Easements associated with Bridge Construction - Not required.
t) Other general comments by Kim Chapman (GDOT PM):
   - PI number is to be removed from Project Number tab on cover page
   - General Location Map should zoom in for clarity

<u>0013924 SR 26 at Indian Branch, Laurens County</u>

a) Project Justification - No comment. Good as shown in the draft concept report as presented.
b) Project Termini - No comment. Good as shown in the draft concept report as presented.
c) Location of Environmental Resources
   - Archaeology: Field survey complete, no archaeology sites in the ESB.
   - History: Based upon field survey completed on 3/6/18, it appears that there will not be any eligible resources in the APE for this bridge project. This is just our initial impression and the way we will be making our reports, but we do not have SHPO concurrence at this time.
   - Ecology: 1 stream, wetlands at all four quadrants, suitable habitat for the federally listed indigo snake, red cockaded woodpecker, and several plant species exist in the project corridor.
d) Public Involvement Plan (PIP) – It was the design's initial assessment that a PIP will not be required based on the Preferred Realignment option. However, based on the GDOT PM's comments, the preferred alternate will be revised to an Off-site detour and replacing the bridge at the existing location. With road closure being considered, a detour meeting will be required for this project and the final concept report will be revised to reflect that accordingly. The design and environmental team will work together to provide the detour layout, handout, fact sheet and checklist to GDOT PM for review and further feedback from Office of Program Delivery.
e) Type of Environmental Document anticipated – No comment. Good as shown in the draft concept report as presented.

f) Alternatives considered - 3 alternatives were considered and based on design team's initial assessment, a realignment option was deemed to be preferred. However, as stated before, the preferred alternative will be revised to be an off-site detour option with bridge replacement along the existing alignment. The off-site detour will be 3.5 miles, which will provide cost and schedule savings. Stakeholder support for the off-site detour option will be gauged through a detour meeting. Final concept report will be revised to show the off-site detour option as discussed.
g) Environmental Permits/Studies required - No comment. Good as shown in the draft concept report as presented.
h) Traffic - Traffic study was approved by GDOT Office of Planning on March 15, 2018. Final Concept Report will be updated accordingly to reflect the approval dates.
i) Design Criteria proposed - No comment. Good as shown in the draft concept report as presented.
j) Typical Sections - No comment. Good as shown in the draft concept report as presented.
k) Access Control - No comment. Good as shown in the draft concept report as presented.
l) Right-of-Way Requirements/Estimate, including easement – The ROW information will be updated to reflect the revised preferred alternative using off-site detour as recommended during the meeting.
m) Preliminary Construction Cost Estimate - The construction cost estimate will be updated to reflect the revised preferred alternative using off-site detour as recommended during the meeting.
n) Name, size and location of utilities along project (including Utility Cost Estimate) – The District 2 (D2) Utility Engineer stated that there are no utility conflicts on this project.
o) Public Interest Determination (PID) findings - PID is not required.
p) SUE - The D2 Utility Engineer confirms that SUE is not required.
q) Maintenance of traffic - Off-site detour will be provided with road closure for bridge replacement.
r) Preliminary bridge assessments and structural needs, including retaining walls - No retaining walls are anticipated based on conceptual study. Provide information in alternative discussions with regards to raising the roadway profile/bridge.
u) Work zone Safety and Mobility Requirements (Transportation Management Plan) - No constructability issue anticipated with available ROW footprint. The bridge being replaced is on a state route & the transportation of beams will not be an issue.
s) Temporary Impacts and Easements associated with Bridge Construction – With offsite detour alternative being recommended as preferred, any temporary impacts and easements associated with the bridge construction will be analyzed and accordingly provided in the final concept report.
t) Other general comments by Kim (GDOT PM)
   - PI number is to be removed from Project Number tab on cover page.
   - General Location Map should zoom in for clarity.
   - Correct US 280 to US 80 on plan drawing.

<u>0013925 SR 10 at Sweetwater Creek, McDuffie County</u>

a) Project Justification - No comment. Good as shown in the draft concept report as presented.
b) Project Termini - No comment. Good as shown in the draft concept report as presented.
c) Location of Environmental Resources
   - Archaeology: Field survey complete. No archaeology sites in the ESB
   - History: Based upon field survey completed on 2/16/18 it appears that there will not be any eligible resources in the APE for this bridge project. This is just our initial impression and the way we will be taking our reports, but we do not have SHPO concurrence at this time.
   - Ecology: 2 streams, 5 wetlands, and suitable habitat for the Georgia aster and relict trillium exists in the project area.

d) Public Involvement Plan (PIP) – It was the design team's initial assessment that a PIP will not be required based on the Preferred Realignment option. However, based on the GDOT PM's comments, the preferred alternate will be revised to an off-site detour and replacing the bridge at the existing location. With road closure being considered, a detour meeting will be required for this project and the final concept report will be revised to reflect that accordingly. The design and environmental team will work together to provide the detour layout, handout, fact sheet and checklist to GDOT PM for review and further feedback from Office of Program Delivery
e) Type of Environmental Document anticipated – No comment. Good as shown in the draft concept report as presented.
f) Alternatives considered - 3 Alternatives were considered and based on design team's initial assessment a realignment option was deemed to be preferred. However, as stated before, the preferred alternative will be revised to be an off-site detour option with bridge replacement along the existing alignment. The off-site detour will provide cost and schedule savings. Stakeholder support for the off-site detour option will be gauged through a detour meeting. Final concept report will be revised to show the off-site detour option as preferred.
g) Environmental Permits/Studies required - No comment. Good as shown in the draft concept report as presented.
h) Traffic - Traffic study was approved by GDOT Office of Planning on March 15, 2018. Final Concept Report will be updated accordingly to reflect the approval dates.
i) Design Criteria proposed –Due to the close proximity to the City of Thomson and State Bike Route 223, a 6.5 ft paved shoulder is proposed for SR 10, even though SR 10 is currently not included in the State Bicycle Plans. GDOT PM recommended to get Bill Duval's concurrence on paved shoulder width for bicycle accommodation.
j) Typical Sections – They will be updated based on GDOT decision on paved shoulder width.
k) Access Control - No comment. Good as shown in the draft concept report as presented.
l) Right-of-Way Requirements/Estimate, including easement – The ROW information will be updated to reflect the revised preferred alternative using off-site detour as recommended during the meeting.
m) Preliminary Construction Cost Estimate - The construction cost estimate will be updated to reflect the revised preferred alternative using off-site detour as recommended during the meeting.
n) Name, size and location of utilities along project (including Utility Cost Estimate) - D2 utility engineer provided correct utility owner information. "Jones Intercable" for cable and "Georgia Power Company Distribution and Transmission" for electric. Sanitary Sewer will be removed from the utility owner table.
o) Public Interest Determination (PID) findings - PID is not required.
p) SUE - The D2 Utility Engineer confirms that SUE is not required.
q) Maintenance of traffic - Off-site detour will be provided with road closure for bridge replacement.
r) Preliminary bridge assessments and structural needs, including retaining walls - No retaining walls are anticipated based on conceptual study. Provide information in alternative discussions with regards to raising the roadway profile/bridge.
s) Work zone Safety and Mobility Requirements (Transportation Management Plan) - No constructability issue anticipated with available ROW footprint. The bridge being replaced is on a state route & the transportation of beams will not be an issue.
t) Temporary Impacts and Easements associated with Bridge Construction – With offsite detour alternative being recommended as preferred, any temporary impacts and easements associated with the bridge construction will be analyzed and accordingly provided in the final concept report.
u) Other general comments by Kim (GDOT PM)
   - PI number is to be removed from Project Number tab on cover page.

- General Location Map should zoom in for clarity.
- Correct Road name as Augusta Highway on first page.
- Intersection Control Evaluation (ICE) is not required for Lokey Dr.

3. Project Risk Management
   - Environmental: There are potential species that needs to be reassessed based on survey results to be carried out in April 2018.
4. Project Development Schedule
   - Concept Report resubmission to PM for review based on comments: April 13, 2018
   - PM submits Concept Report: April 30, 2018
   - Concept Report Review and Comments: April 30, 2018 to July 5, 2018
   - Management Concept Approval Complete: July 5, 2018

5. Additional Information, Comments and Concerns
   - Survey
     - 0013924 and 0013925 surveys are completed and have been submitted for GDOT review and comment.
     - 0014907 field survey is ongoing and will finalize the survey report and database by 3rd week of March.
6. Action Items
   - Detour layout, new road layout (off-site detour option), hand out, fact sheet and worksheet for both 0013924 and 0013925 will be provided to GDOT for PIOH meeting. (Parsons)
   - Concept reports will be updated, and resubmitted based on schedule mentioned on Item 4. (Parsons)
   - Survey Reports will be submitted as they are completed. (Parsons)
   - Environmental Resource Identification and Surveys will be completed as per schedule. (Parsons)
   - Parsons will get Bill Duval's concurrence on 6.5 paved shoulder for 0013925 SR10
   - Kim Chapman (GDOT PM) will schedule Detour meeting for 0013924 and 0013925 after receiving required documentation.
   - Kim will provide some language to add to the concept report that will allow us to use either the realignment option or off-site detour option depending on the PIOH outcome and a revised concept report will not be required.
   - Parsons will perform a reconnaissance of the proposed detour route on PI 0013924 & 0013925 to make sure there are no issues before we propose it as preferred alternative. If there are any load limited bridges or any other constraints, they will be discussed in the concept report. If there are any major issues, we may need to just retain our current concept.

CONCEPT TEAM MEETING SIGN-IN SHEET

Project: 0013924, 0013925 & 0014907	Meeting Date/Time: March 29, 2018 @ 1:30 PM
Facilitator: Kim Chapman	Place/Room: OGC Conference Room 407

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