

GDOT replaces 24 bridges in 24 counties using 'bridge bundles'

ATLANTA — The Georgia Department of Transportation has announced that the “bridge bundle” replacements funded in Fiscal Year 2016 are complete and open to traffic.

The bridge bundles are state-funded bridge replacement projects that replaced and updated 24 structurally deficient bridges on off-system roads — city or county routes that are not part of the state system — in 24 Georgia counties: Atkinson, Bacon, Ben Hill, Coweta, Crawford, Elbert, Grady, Greene, Harris, Hart, Jackson, Laurens, Meriwether, Morgan, Pike, Stephens, Telfair, Tift, Treutlen, Walton, Ware, Wayne, Wheeler and Wilkes.

Construction for the first bridge began in April 2017, and construction of the final bridge was completed in June. The FY16 bridge replacements represent an investment of \$39.6 million and are part of the Georgia DOT Design-Build Bridge Replacement Program.

They were delivered through five contracts with three contractors. The program, funded as a result of the Transportation Funding Act of 2015, utilizes bundles to maximize efficiency and speed in the replacement of the locally-owned infrastructure. Similar bridge replacements from fiscal years 2017 and 2018 are currently in the works.

“Thanks to the Transportation Funding Act we were

able to complete 24 bridge replacements over the course of two years leveraging design-build delivery methods,” Design-Build Program Manager Andrew Hoenig said. “The design-build program helps expedite the completion process whereas replacing a large quantity of bridges in such a short timeframe would have been practically impossible using traditional delivery methods, and costs would have been more.”

The bridge bundles used design-build contracts, each in geographic groups of four to six bridge replacements, which allowed each contractor to streamline delivery by combining design and construction activities for the bridges in their bundled contract.

This concept is considered especially suitable in rural areas due to lower impacts to the traveling public. By replacing old bridges, some of which were closed or had weight restrictions, the new bridges are able to enhance safety and quality of life for residents and enrich communities economically.

The replacements accommodate school buses, trucks going from field to market and emergency response vehicles.

Reduced construction time means less travel impacts and minimized public inconvenience.

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About The GDOT

The goal of the DBE Supportive Services Program is to increase the number of DBEs participating on GDOT contracts and facilitate the opportunity for DBEs to obtain contracts. The services are designed to:

- Assist established construction firms to move them from bidding as a subcontractor to bidding as a Prime Contractor to produce sound bids.
- Provide access to training increases DBE expertise in handling of daily business operations.



About The Program

The Construction Estimating Institute (CEI) works with GDOT as the statewide provider of the federally funded Disadvantaged Business Enterprises (DBE) Supportive Services Program. We want to increase the number of certified DBEs participating in highway and bridge construction, as well as assist DBEs in growing and eventually becoming self-sufficient. Additionally, CEI provides supportive services by assisting prime contractors and consultants with identifying DBEs for subcontracting opportunities on priority projects.

Basics in Estimating

The responsibility for compiling accurate estimates for a construction company normally falls onto the shoulders of the salesperson.

Some construction-related companies hire estimators to estimate, and sales people to sell. I personally believe this is a duplication of effort needed to get to the sale and it runs up the overhead expense. If possible, these two positions should be combined. If the salesperson/estimator is involved with the entire sales process, both the estimate and writing the contract, there will be fewer errors not only on the estimate sheet but also on the contract, the negotiating process, and the job.

Estimating Starts With Good Plans

Any estimator must know how to read plans. And they must have a good set of plans to work from.

Without a good set of plans, it is virtually impossible to know if the customer's idea of what they want done matches your understanding of what they want done. It is almost guaranteed that your concept of the job will differ from the customer's without a good set of plans.

You should not attempt any kind of a construction estimate without a set of accurate plans. Tell your prospective customer that unless and until they authorize you or someone else to do a set of plans that will pass the plan review at the local building

department, the most you will give them is a very rough approximate for their job.

Unit Cost Estimating

Estimating should be done by unit cost only. It is much faster (as much as two times) than stick estimating, just as accurate, and gets you back in front of the customer sooner. You can't take three or four weeks with your quotation. You need to be back in front of your customers with a quote in 3-5 days, at most 7-10 days. Larger jobs (+\$100,000) may take a day or two longer because you need to get quotes from your subs, but no longer than that.

Unit costing follows the following steps:

1. Compile all the line items (assemblies) for that job.
2. Attach a unit cost to each line item (assembly).
3. Total your numbers and have them checked by a second party that knows what they are doing.

Apply your markup, and you have a price. Then get back to your customer with your quotation and move on with the sale.

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Supportive Services Offered:

- Estimating Training
- Building Capacity
- Mobilization Financing
- Bonding Assistance
- Marketing Plan Development
- Creating a Business Plan
- Building a Website
- Plan Reading



Within the past 3 months,
CEI assisted DBEs
in obtaining

**\$6 MILLION
IN BONDING!!**

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Financing or Insurance needs!

 (855) 432-1323

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CEI is an educational organization providing the highest quality construction training in the industry. Over 100,000 owners, estimators, project managers, field supervisors, office support staff, foremen, laborers, and key management personnel have attended courses that are offered nationwide. The courses provide students with construction skills training and the critical information needed to be effective within their companies and organizations.