

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0006320 **OFFICE** Design Policy & Support
CSBRG-0006-00(320)
GDOT District 1 - Gainesville
Clarke County **DATE** February 3, 2011
CR 481/College Station Rd. @ N. Oconee River

FROM *for [Signature]* 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:

Genetha Rice-Singleton, Program Control Administrator
Ron Wishon, State Project Review Engineer
Glenn Bowman, State Environmental Administrator
Ken Thompson, Statewide Location Bureau Chief
Kathy Zahul, State Traffic Engineer
Cindy VanDyke, State Transportation Planning Administrator
Ben Rabun, State Bridge Engineer
Bobby Hilliard, State Program Delivery Engineer
Georgene Geary, State Materials & Research Engineer
Angela Robinson, Financial Management Administrator
Jeff Baker, State Utilities Engineer
Allen Ferguson, District Utilities Engineer
Robert Mahoney, District Preconstruction Engineer
Todd McDuffie, District Engineer
Tim Matthews, Project Manager
BOARD MEMBER - 10th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSBRG-0006-00(320)
County: Clarke
P. I. Number: 0006320
Federal Route Number: N/A
State Route Number: N/A

Bridge Replacement CR 481/College Station Road Over N. Oconee River

Submitted for approval:

DATE 10/19/10

Bum Hoc - Grisham Smith & Partners

Design Consultant Name and Firm Name

DATE 10/25/2010

Bobby Hilliard

Office Head (Program Delivery)

DATE 10/22/10

[Signature]

Project Manager

Recommendation for approval:

DATE 10/26/2010

for LEE UPKINS / Ho *
~~State Design Policy Engineer~~ STATE UTILITIES ENGINEER

DATE 10/25/2010

GENETHA RICE-SINGLETON / Ho **
Program Control Administrator

DATE 10/28/2010

GLENN BOWMAN / Ho *
State Environmental Administrator

DATE 11/15/2010

KATHY ZAHUL / Ho **
State Traffic Engineer

DATE 11/08/2010

RON WISTON / Ho **
Project Review Engineer

DATE _____

District Engineer

DATE 01/21/2011

BEN RABUN / Ho *

State Bridge Design Engineer

DATE _____

State Transportation Financial Management Administrator

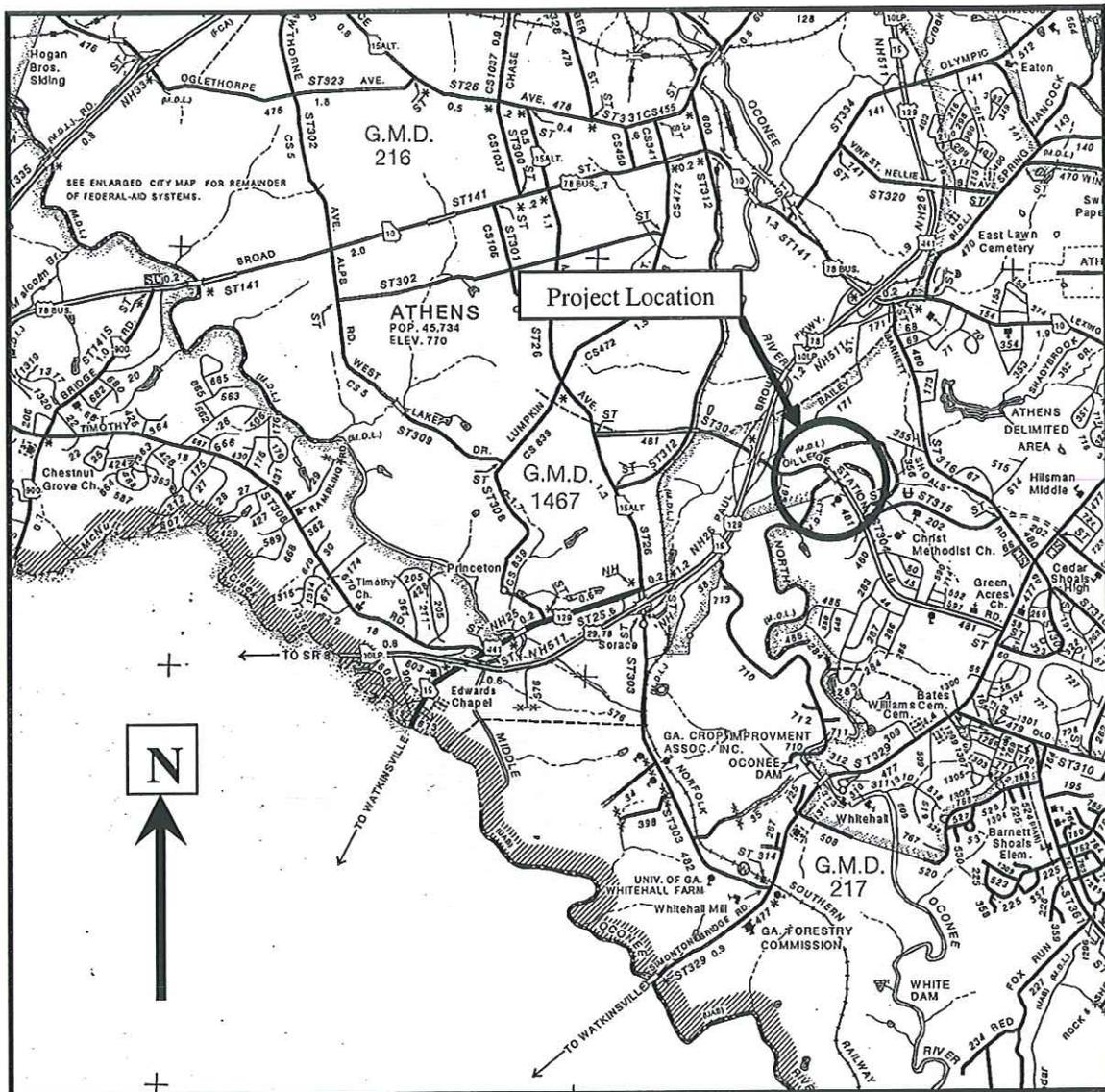
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and the State Transportation Improvement Program (STIP).

DATE 10/27/10

[Signature]

State Transportation Planning Administrator

* RECOMMENDATION W/ COMMENTS ON FILE
** RECOMMENDATION ON FILE



PROJECT LOCATION SKETCH: CSBRG-0006-00(320)

Bridge Replacement CR 481/College Station Road Over N.
Oconee River

Need and Purpose: See attached need and purpose.

Description of the proposed project: The proposed project will replace both the eastbound and westbound bridges with one new bridge over the North Oconee River. The existing bridges will be removed. The typical section of the bridge includes two 12 foot lanes in each direction, 4 foot bike lanes, an 8 foot raised median, a 10 foot shoulder to accommodate a possible future sidewalk on the westbound lanes, and an 11.5 foot urban shoulder with sidewalk on the eastbound lanes. The typical section of the roadway improvements includes two 12 foot lanes in each direction, an 8 foot to 24 foot raised median, a 10 foot shoulder (6.5 foot paved with a 4 foot bike lane striped out) on the westbound lanes, and a 4 foot bike lane and 12 foot urban shoulder with sidewalk on the eastbound lanes.

The existing eastbound bridge measures approximately 260 feet in length and has an overall deck width of 30.10 feet. The deck consists of two 12-foot lanes east bound and two-foot parapets on both sides of the bridge. The eastbound bridge was constructed in 1958 and currently has a posted 45 mph speed limit. The existing westbound bridge measures approximately 260 feet in length and has an overall deck width of 33.80 feet. The westbound bridge was constructed in 1972 and currently has a posted 45 mph speed limit. The existing bridges extend from milepost 1.37 to 1.43 mi. The proposed design speed has been reduced from 45 mph to 35 mph to reduce the right of way impacts and construction costs. The existing curve west of the bridge is a 35 mph curve and the posted speed approaching the bridge is signed to 35 mph. GDOT has coordinated with Athens/Clarke County on this proposed speed reduction and they are in agreement with the feasibility of this design. The posted speed on CR481/College Station Road will be reduced by Athens/Clarke County

The proposed replacement bridge will be one structure approximately 77.5 feet wide and 263 feet long. Some additional right-of-way (ROW) will be acquired from the University of Georgia (UGA) on the approach roadway for tie-in purposes. Currently there are two buildings located on this land, the Museum of Natural History Annex A and Annex B, both associated with UGA, from which ROW will be acquired. The Annex A building is the closest structure to the existing ROW with a distance of approximately 180 feet from the west corner of the building to existing Athens-Clarke County ROW. There will be no direct impacts to the building due to implementation of the project.

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

Is the project located in an Ozone Non-attainment area? Yes No

PDP Classification: Major () Minor (X)

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

Functional Classification: Urban Collector Street

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

| | | | |
|--------------------------------|-----|-----|-----|
| VERTICAL GRADES: | () | () | (X) |
| CROSS SLOPES: | () | () | (X) |
| STOPPING SIGHT DISTANCE: | () | () | (X) |
| SUPERELEVATION RATES: | () | () | (X) |
| VERTICAL ALIGNMENT: | () | () | (X) |
| SPEED DESIGN: | () | (X) | () |
| VERTICAL CLEARANCE: | () | () | (X) |
| BRIDGE WIDTH: | () | () | (X) |
| BRIDGE STRUCTURAL CAPACITY: | () | () | (X) |
| LATERAL OFFSET TO OBSTRUCTION: | () | () | (X) |

The existing curve does not meet the 45mph design speed. If this curve is retained, then a design exception for the curve is needed or the speed design needs to be reduced to 35mph.

- Design Variances: None anticipated.
- Environmental concerns: None anticipated.
- Anticipated Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No (),
 - Categorical exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().
- Utility involvements: (Telephone, Power, Gas, Water and University Fiber Optic Network)
- VE Study Anticipated: Yes () No (X)
- Benefit/Cost Ratio: N/A

Project Cost Estimate and Funding Responsibilities:

| | PE | ROW | Utility | CST | Mitigation |
|------------------|-----------|----------------------|---------|----------------|------------|
| By Whom | GDOT | Athens-Clarke County | GDOT | GDOT | |
| \$ Amount | \$800,967 | \$0 | \$0 | \$4,152,052.00 | |

Project Activities Responsibilities:

- Design: GS&P
- Right of way acquisition: Athens-Clarke County
- Right of way funding (Real property): Athens-Clarke County
- Relocation of utilities: Athens-Clarke County
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: None anticipated
- Environmental studies/documents/permits: GS&P
- Environmental mitigation: None anticipated

Coordination

- ~~Initial~~ Concept Meeting: July 29, 2008 (See Attachment ~~X~~ *1/e*)
- PAR meetings: Not required.

- FEMA, USCG, and TVA: Hydraulic report required; FEMA involvement will be required due to a regulatory floodway for the North Oconee Rives in Clarke County
- Public Involvement: None.
- Railroads: None.
- Other Projects in the area:
 1. CSSTP-0008-00(820) – bicycle and pedestrian facility improvement project
 2. New Access Road for Athens-Clarke County Water Reclamation Facility
- Other coordination to date: University of Georgia

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: Begin: 07/19/07 End: 06/01/11
- Time to complete preliminary construction plans: Begin: 12/15/10 End: 06/02/11
- Time to complete right-of-way plans: Begin: 08/15/11 End: 11/18/11
- Time to complete the Section 404 Permit: Begin: N/A End: N/A
- Time to complete final construction plans: Begin: 08/15/11 End: 10/23/12
- Time to complete to purchase right-of-way: Begin: 11/21/11 End: 10/19/12
- List other major items that will affect the project schedule: Begin: N/A End: N/A

Other alternates considered:

1) Replace both bridges under traffic - this alternate was chosen because the shifted location of the bridge allows for staged construction of the bridge while keeping all lanes of traffic open. 1. Construct a westbound portion of the new bridge adjacent to the existing bridges. This will be wide enough to accommodate two temporary 10-foot lanes for maintaining traffic. 2. With traffic split, demolish the old westbound bridge and construct the remainder of the new bridge. 3. Shift traffic to the final bridge location and obliterate the old eastbound bridge.

2) Rebuilding only the eastbound bridge – this alternate was not chosen due to the following conditions. A bridge condition survey was conducted on the existing bridges (see attached). Widening of the current westbound bridge would cost \$200,000 plus the cost of the deck repair/replacement. A significant shift to the roadway alignment would have been required to maintain the existing speed design on the roadway while keeping the current westbound bridge alignment. In addition, several traffic shifts would be required during construction as well as a reduction of traffic to one lane during parts of construction. The center strip remaining of the old bridge would require joints to be replaced every 10 years at a cost of \$10,000 each and the bridge will have to be repainted every 20 years at a cost of \$120,000.

3) Closing and rebuilding the bridge - this alternate was not chosen due to the high

Project Concept Report – Page 7
Project Number: CSBRG-0006-00(320)
P.I. Number: 0006320
County: Clarke

traffic, the long duration of the project and the lack of alternate routes
4) Detour Bridge - this alternate was not chosen due to the high traffic and unfavorable geometry that would be introduced with a detour bridge
5) No Build - this alternate was not considered prudent due to the low sufficiency rating of the eastbound bridge.

Attachments

1. Need and Purpose
2. Detailed Cost Estimates:
 - a. Construction including Contingencies, Engineering and Inspection.
 - b. Right-of-Way – Athens-Clarke County
 - c. Utilities – none anticipated
 - d. Environmental Mitigation – none anticipated
3. Typical Sections
4. Concept Layout
5. Bridge Inventory
6. Bridge Condition Surveys
- ~~7. Location and Design Notice~~ N/A UNTIL ENV. DOC. ADJUS *de*
8. Completed Fuel/Asphalt Price Adjustment Form
9. Minutes of Concept Meetings

Concur: *James B. Buhl*
Director of Engineering

Approve: *Dee M. Kim* Chief Engineer Date: 1/31/11

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE OFFICE Planning
DATE September 24, 2010

FROM 
Angela T. Alexander, State Transportation Planning Administrator

TO Bobby Hilliard, PE, State Program Delivery Engineer
Attention: Tim Matthews

SUBJECT Need and purpose Statement for PI 0006320

Attached is the requested Need and Purpose Statement for the College Station Road Bridge over North Oconee River in Clarke County. If you have any questions or need additional information, please contact Anie Bassey at (404) 631- 1795.

ATT:uam

Attachment



NEED AND PURPOSE

PI# 0006320, CLARKE COUNTY

CR 481/COLLEGE STATION ROAD OVER THE NORTH OCONEE RIVER

Location/Description: County Road 481, also known as College Station Road crosses the North Oconee River and is classified as an Urban Collector Street. The crossing at the North Oconee River consists of two bridge structures (The eastbound lane over North Oconee River, Structure ID 059-0055-0, and the westbound lane over North Oconee River, Structure ID 059-0056-0). The project lies within the Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS), the MPO for the Athens area and is in MACORTS FY 2011-2014 Transportation Improvement program (TIP). This bridge is located on the existing Athens-Clarke County Bike Facility.

Bridge Condition

The CR 481 eastbound bridge is a Reinforced Concrete Deck Girder (RCDG) bridge. The bridge has insufficient shear capacity and cracks in the stems, therefore the bridge requires posting. There is scour around the intermediate bents, erosion of the end fills, and the bridge is classified as an unknown foundation bridge and structurally deficient. According to the latest Bridge Condition Survey, this bridge was recommended to be replaced. The latest Bridge Inventory Data listing gives the bridge a Sufficiency Rating of 49.13. The eastbound bridge was constructed in 1958.

The westbound bridge is a steel beam bridge that was built in 1972 and has a Sufficiency Rating of 68.69. The current load rating is less than HS-20 and the existing barrier (brush curb and concrete handrail) does not meet current design requirements. The bridge width does not meet current minimum bridge widths or the proposed roadway section. There is scour holes around the bents. The deck expansion joints, the utility hangers and cap spalls at bents 2, 3, and 4 are in need of repair. There are also vertical cracks in the caps at bent 2, 3 and 4. The bridge is classified as an unknown foundation bridge.

Need and Purpose

The eastbound bridge has insufficient shear capacity and cracks in the stems and requires posting. There is scour around the intermediate bents and erosion of the end fills. The westbound bridge current load rating is less than HS-20 and the existing barrier does not meet current design requirements. Due to both bridges not surpassing the structural evaluation ratings, the bridges will need to be replaced. Replacing the bridges would bring it up to current design and the Department standards. The bridge condition survey also indicates that it would be cheaper building a new bridge than trying to widen and maintain the existing bridges.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. CSBRG-0006-00(320), Clarke
Bridge Replacement CR 481/College Station
Road Over N. Oconee River
P.I. No. 0006320

OFFICE Program Delivery

DATE 10/21/2010

FROM Bobby K. Hilliard, P.E., State Program Delivery Engineer

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Tim Matthews, P.E.

MNGT LET DATE 9/16/2011

MNGT R/W DATE Select Date

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$1,600,000.00

DATE 1/15/2004

RIGHT OF WAY \$ LOCL

DATE Select Date

UTILITIES \$ 0.00

DATE Select Date

REVISED COST ESTIMATES

CONSTRUCTION* \$4,152,052.00

RIGHT OF WAY \$LOCL

UTILITIES \$0.00

* Costs contain 5% Engineering and

REASON FOR COST INCREASE: Concept Estimate. Cost estimate was never updated prior to my management.

CONTINGENCY SUMMARY

| | | |
|-----------------------------|-----------------------|---------------------------|
| Construction Cost Estimate: | \$3,835,429.00 | (Base Estimate) |
| Engineering and Inspection: | \$ 191,772.00 | (Base Estimate x 5 %) |
| Total Fuel Adjustment | \$ 71,646.00 | (From attached worksheet) |
| Total Liquid AC Adjustment | \$ 53,205.00 | (From attached worksheet) |
| Construction Total: | \$4,152,052.00 | |

REIMBURSABLE UTILITY COST

| Utility Owner | Reimbursable Costs |
|---------------|--------------------|
| _____ | _____ |
| _____ | _____ |

Attachments

cc: Genetha Rice-Singleton, State Program Control Administrator

DETAILED COST ESTIMATE

JOB NUMBER: 0006320

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

ENGINEERING AND INSPECTION: 5

DESCRIPTION: CR 481/COLLEGE STATION ROAD BRIDGE REPLACEMENT

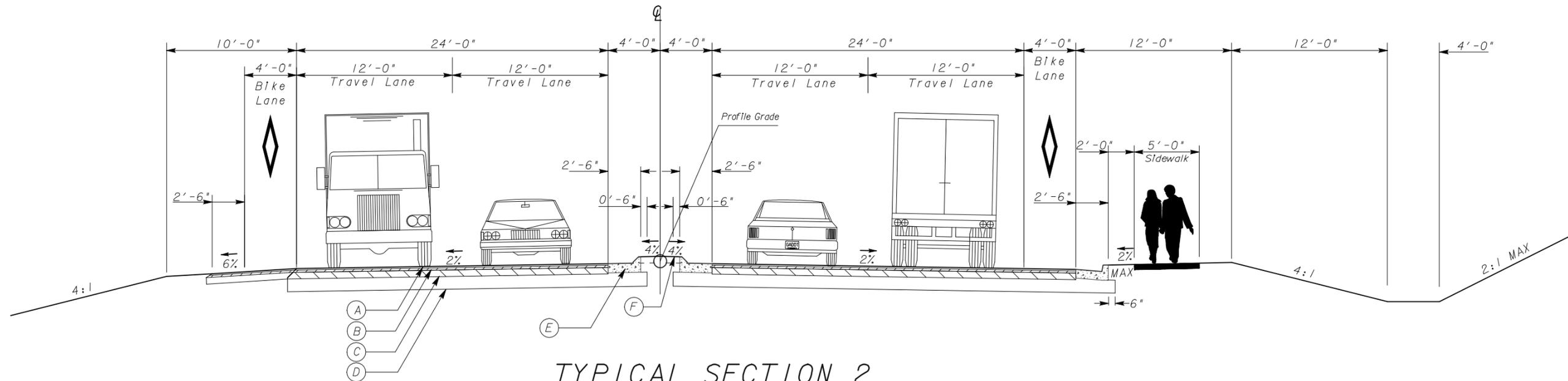
ITEMS FOR JOB 0006320

| LINE | ITEM | QUANTITY | UNITS | PRICE | DESCRIPTION | AMOUNT |
|------------------|----------|----------|-------|----------------|---|-----------------------|
| 0005 | 150-1000 | 1.000 | LS | \$300,000.00 | TRAFFIC CONTROL - CSBRG-0006-00(320) | \$300,000.00 |
| 0010 | 210-0100 | 1.000 | LS | \$400,000.00 | GRADING COMPLETE - CSBRG-0006-00(320) | \$400,000.00 |
| 0015 | 310-1101 | 2809.000 | TN | \$17.23 | GR AGGR BASE CRS, INCL MATL | \$48,394.55 |
| 0020 | 402-3113 | 380.000 | TN | \$75.00 | RECYL AC 12.5MM SP,GP1/2,BM&HL | \$28,500.00 |
| 0025 | 402-3121 | 1015.000 | TN | \$64.59 | RECYL AC 25MM SP,GP1/2,BM&HL | \$65,559.52 |
| 0030 | 402-3190 | 507.000 | TN | \$75.00 | RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL | \$38,025.00 |
| 0035 | 413-1000 | 323.000 | GL | \$3.19 | BITUM TACK COAT | \$1,031.19 |
| 0040 | 432-0206 | 200.000 | SY | \$4.02 | MILL ASPH CONC PVMT/ 1.50" DEP | \$803.87 |
| 0045 | 433-1000 | 482.000 | SY | \$135.22 | REINF CONC APPROACH SLAB | \$65,175.77 |
| 0050 | 441-0104 | 363.000 | SY | \$31.36 | CONC SIDEWALK, 4 IN | \$11,384.27 |
| 0055 | 441-0740 | 192.000 | SY | \$32.65 | CONC MEDIAN, 4 IN | \$6,268.53 |
| 0060 | 441-6222 | 669.000 | LF | \$13.88 | CONC CURB & GUTTER/ 8"X30"TP2 | \$9,283.94 |
| 0065 | 441-6740 | 1261.000 | LF | \$13.11 | CONC CURB & GUTTER/ 8"X30" TP7 | \$16,534.31 |
| 0110 | 540-1101 | 1.000 | LS | \$170,000.00 | REM OF EX BR, STA NO - RIGHT | \$170,000.00 |
| 0115 | 540-1101 | 1.000 | LS | \$170,000.00 | REM OF EX BR, STA NO - LEFT | \$170,000.00 |
| 0125 | 543-9000 | 1.000 | LS | \$2,314,950.00 | CONSTR OF BRIDGE COMPLETE - 21045 (SF) | \$2,314,950.00 |
| 0070 | 550-1180 | 600.000 | LF | \$28.52 | STM DR PIPE 18",H 1-10 | \$17,110.12 |
| 0075 | 550-1240 | 160.000 | LF | \$39.14 | STM DR PIPE 24",H 1-10 | \$6,261.73 |
| 0080 | 550-3618 | 4.000 | EA | \$655.56 | SAFETY END SECTION 18",SD,6:1 | \$2,622.22 |
| 0085 | 641-1100 | 90.000 | LF | \$55.99 | GUARDRAIL, TP T | \$5,038.69 |
| 0090 | 641-1200 | 690.000 | LF | \$16.59 | GUARDRAIL, TP W | \$11,447.56 |
| 0095 | 641-5001 | 2.000 | EA | \$628.36 | GUARDRAIL ANCHORAGE, TP 1 | \$1,256.73 |
| 0100 | 641-5012 | 2.000 | EA | \$1,877.41 | GUARDRAIL ANCHORAGE, TP 12 | \$3,754.81 |
| 0105 | 668-1100 | 8.000 | EA | \$2,128.21 | CATCH BASIN, GP 1 | \$17,025.66 |
| 0120 | 999-0000 | 1.000 | \$ | \$25,000.00 | SEC 999 MISCELLANEOUS SIGNING AND MARKING | \$25,000.00 |
| 0130 | 999-0000 | 1.000 | \$ | \$100,000.00 | SEC 999 MISCELLANEOUS EROSION CONTROL | \$100,000.00 |
| Total for | | | | | | \$3,835,428.47 |

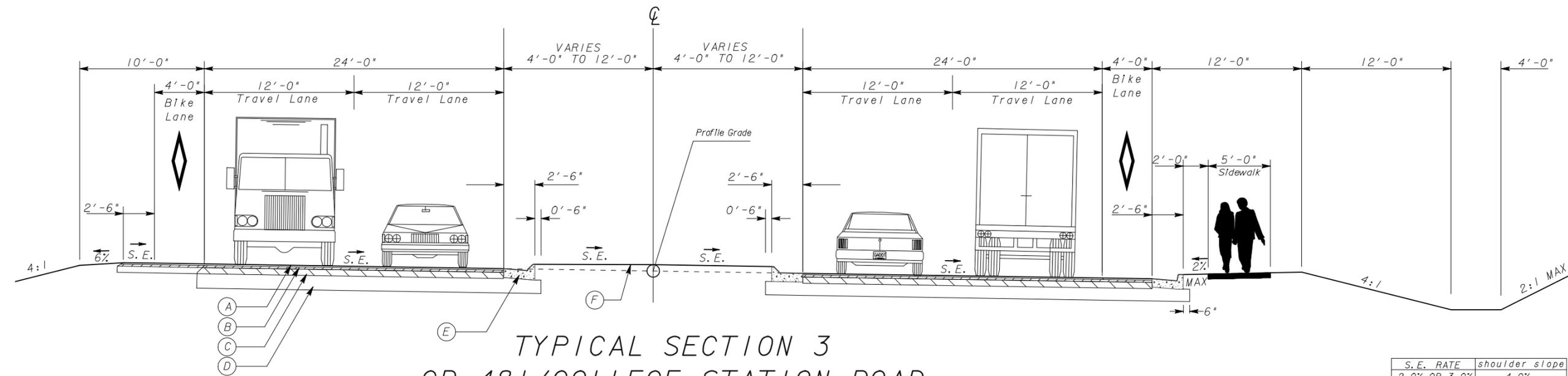
GRAND TOTAL FOR JOB 0006320 \$3,835,428.47

TOTALS FOR JOB 0006320

| | |
|--|-----------------------|
| ESTIMATED COST: | \$3,835,428.47 |
| CONTINGENCY PERCENT (0.0): | 0.00 |
| ENGINEERING AND INSPECTION (0.0): | 0.05 |
| ESTIMATED TOTAL: | \$4,027,199.89 |



TYPICAL SECTION 2
 CR 481/COLLEGE STATION ROAD
 TANGENT SECTION



TYPICAL SECTION 3
 CR 481/COLLEGE STATION ROAD
 SUPERELEVATED SECTION

| S.E. RATE | shoulder slope |
|--------------|----------------|
| 2.0% OR 3.0% | 4.0% |
| 4.0% OR 5.0% | 2.0% |
| 6.0% OR 7.0% | 1.0% |
| 8.0% + | 0.0% |



GRESHAM
 SMITH AND
 PARTNERS

REVISION DATES

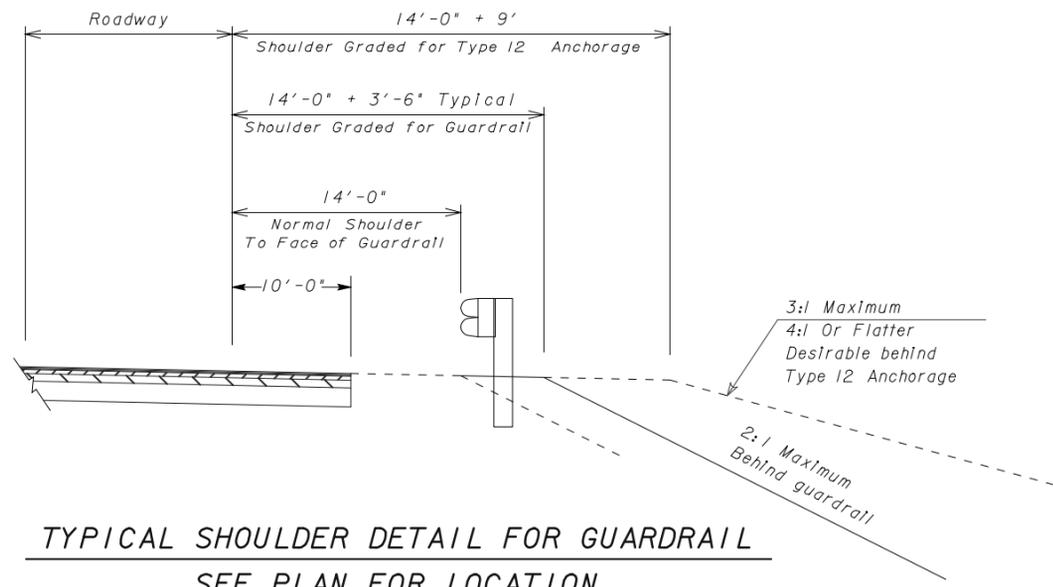
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STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: ROAD DESIGN

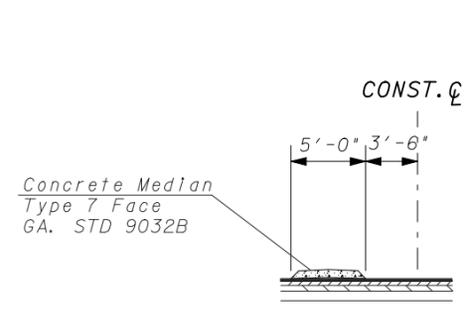
TYPICAL SECTIONS

CSBRG-0006-00(320)
 CLARKE COUNTY

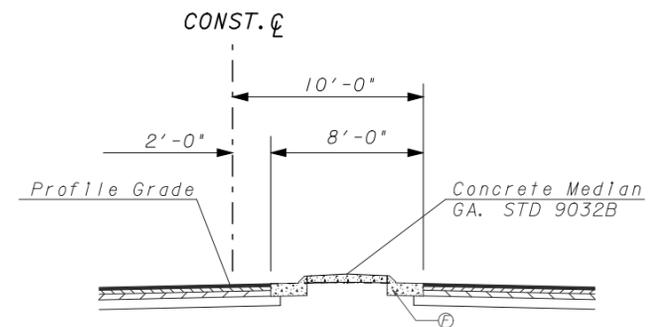
DRAWING No.
 5-02



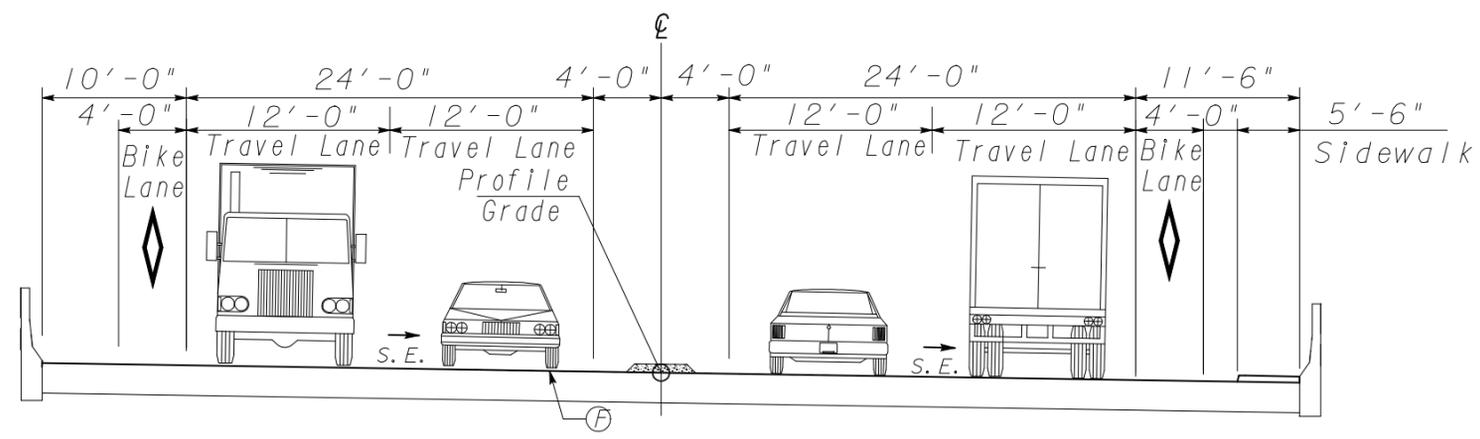
TYPICAL SHOULDER DETAIL FOR GUARDRAIL
SEE PLAN FOR LOCATION



DETAIL FOR RAISED MEDIAN
APPLIES FROM STA. 124+50 TO STA. 127+30
STA. 168+10 TO 172+09



DETAIL FOR MEDIAN TURN LANE
SEE PLANS FOR LOCATIONS



TYPICAL SECTION I
CR 481/COLLEGE STATION ROAD
BRIDGE OVER N. OCONEE RIVER
SUPERELEVATED SECTION



NOT TO SCALE

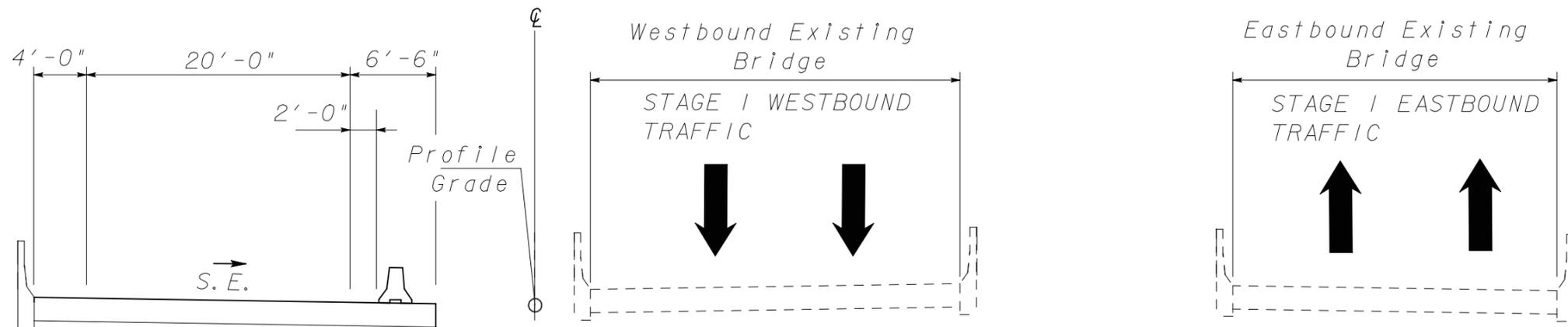
| REVISION DATES | | |
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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROAD DESIGN

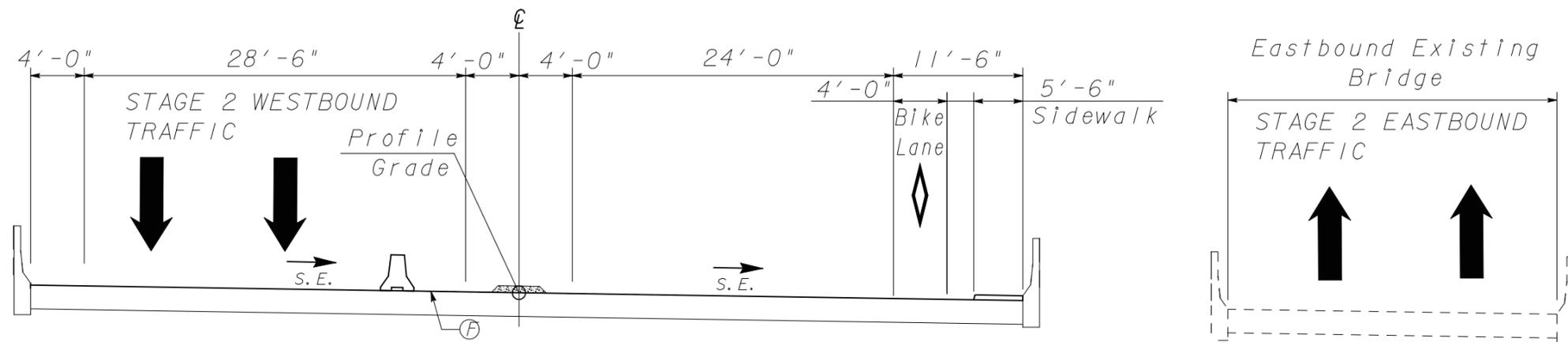
TYPICAL SECTIONS

CSBRG-0006-00(320)
CLARKE COUNTY

DRAWING No.
5-01



TYPICAL SECTION - BRIDGE STAGE 1



TYPICAL SECTION - BRIDGE STAGE 2



GRESHAM
SMITH AND
PARTNERS

REVISION DATES

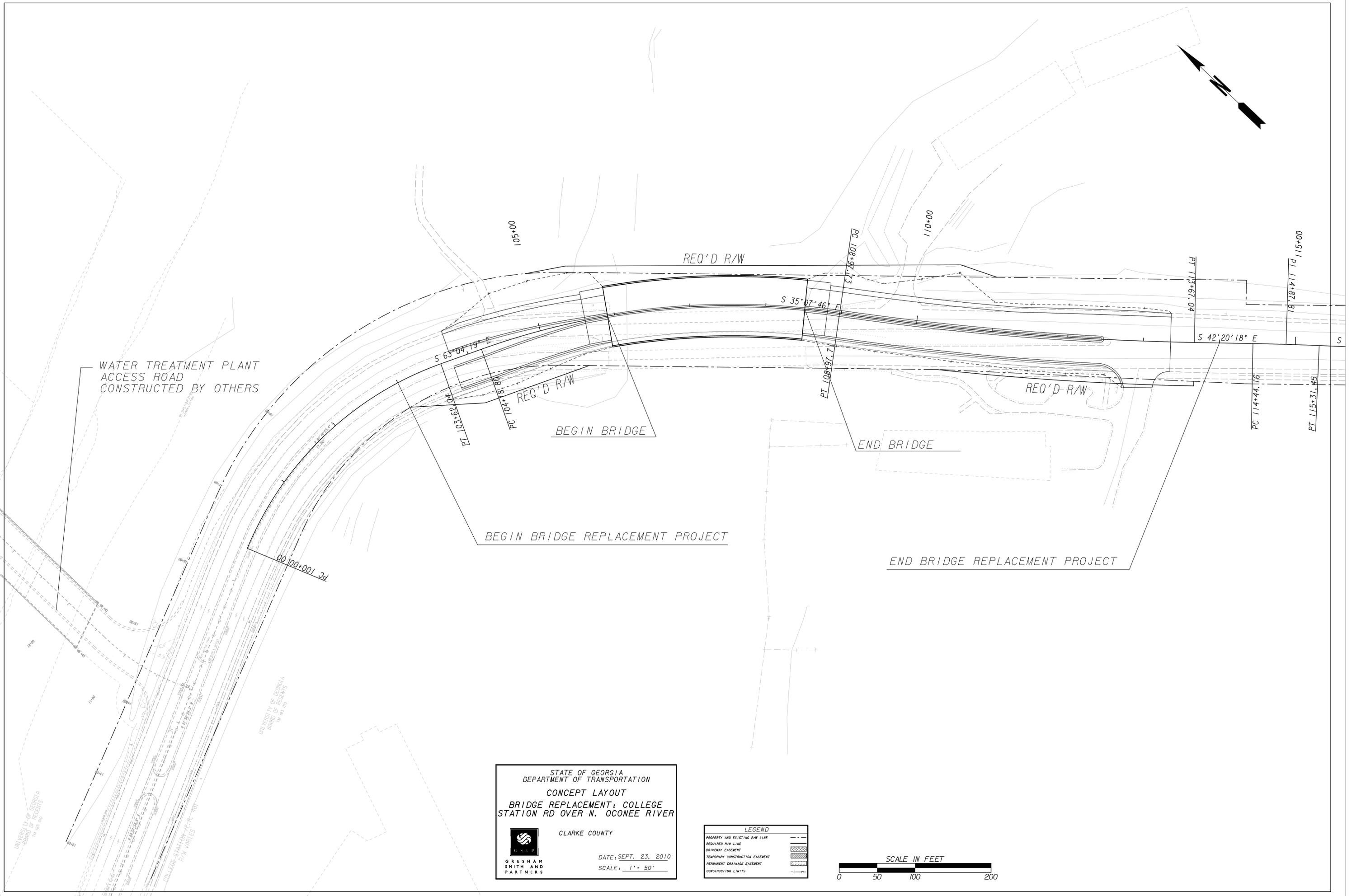
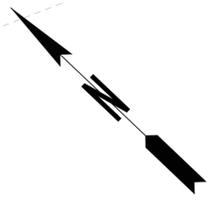
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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROAD DESIGN

TYPICAL SECTIONS

CSBRG-0006-00(320)
CLARKE COUNTY

DRAWING No.
5-03



WATER TREATMENT PLANT
ACCESS ROAD
CONSTRUCTED BY OTHERS

BEGIN BRIDGE REPLACEMENT PROJECT

END BRIDGE REPLACEMENT PROJECT

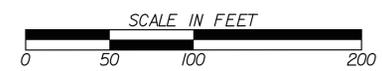
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
CONCEPT LAYOUT
BRIDGE REPLACEMENT: COLLEGE
STATION RD OVER N. OCONEE RIVER
CLARKE COUNTY
DATE: SEPT. 23, 2010
SCALE: 1" = 50'



GRESHAM
SMITH AND
PARTNERS

LEGEND

| | |
|---------------------------------|-----------|
| PROPERTY AND EXISTING R/W LINE | - - - - - |
| REQUIRED R/W LINE | — — — — — |
| DRIVEWAY EASEMENT | ▨ ▨ ▨ ▨ |
| TEMPORARY CONSTRUCTION EASEMENT | ▧ ▧ ▧ ▧ |
| PERMANENT DRAINAGE EASEMENT | ▩ ▩ ▩ ▩ |
| CONSTRUCTION LIMITS | - · - · - |



Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:059-0055-0

Clarke

SUFF. RATING: 49.13

Location & Geography

Structure ID: 059-0055-0
 200 Bridge Information: 06
 *6A Feature Int: NORTH OCONEE RIVER
 *6B Critical Bridge: 0
 *7A Route No Carried: CR00481
 *7B Facility Carried: COLLEGE ST RD (EBL)
 9 Location: 2 MI S OF ATHENS SQ
 2 Dot District: 1
 207 Year Photo: 2009
 *91 Inspection Frequency: 24 Date: 04/22/2009
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 03432
 *5 Inventory Route(O/U): 1
 Type: 5
 Designation: 1
 Number: 00304
 Direction: 0
 *16 Latitude: 33 55.9208 HMMS Prefix:
 *17 Longitude: 83 -21.5725 HMMS Suffix: MP:0.00
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 592048100
 13B Sub Inventory Route: 0
 101 parallel Structure: R
 *102 Direction of Traffic: 1
 *264 Road Inventory Mile Post: 001.38
 *208 Inspection Area: 1 Initials: EFP
 Engineer's Initials: sgm
 * Location ID No: 059-00304M-001.47E

*104 Highway System: 0
 *26 Functional Classification: 17
 *204 Federal Route Type: M No: 00304
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 1
 *19 Bypass Length: 01
 *20 Toll: 3
 *21 Maintenance: 02
 *22 Owner: 02
 *31 Design Load: 2
 37 Historical Significance: 5
 205 Congressional District: 10
 27 Year Constructed: 1958
 106 Year Reconstructed: 0000
 33 Bridge Medium: 1
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 3
 *42 Type of Service On: 1
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: 0
 259 Pile Encasement 3
 *43 Structure Type Main: 3 02
 45 No.Spans Main: 002
 44 Structure Type Appr: 1 04
 46 No Spans Appr: 0004
 226 Bridge Curve Horz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 1
 Membrane Type: 0
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 1
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 11
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 3
 Fwd: 2
 Oppo. Dir. Rear: 0
 Oppo. Fwd: 0
 244 Approach Slab 0
 224 Retaining Wall: 0
 233 Posted Speed Limit: 45
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazzard Boards: 1
 237 Utilities Gas: 22
 Water: 22
 Electric: 00
 Telephone: 22
 Sewer: 21
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00



Processed Date:10/22/2010

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:059-0055-0

| | | | | | |
|-------------------------|--------------------|------------------------------|---------------------|------------------------------|---------------------|
| Programming Data | | Measurements: | | 65 Inventory Rating Method: | 1 |
| 201 Project No: | RRPR 3368 (1) | *29ADT | 029740 Year:2007 | 63 Operating Rating Method: | 1 |
| 202 Plans Available: | 4 | 109%Trucks: | 0 | 66 Inventory Type: | 2 Rating: 17 |
| 249 Prop Proj No: | BRG-0006-00 (320) | * 28 Lanes On: | 02 Under:00 | 64 Operating Type: | 2 Rating: 17 |
| 250 Approval Status: | 0000 | 210 No. Tracks On: | 00 Under:00 | 231 Calculated Loads: | |
| 251 PI Number: | 0006320 | * 48 Max. Span Length | 0054 | H-Modified: | 15 1 |
| 252 Contract Date: | 02/01/2008 | * 49 Structure Length: | 260 | HS-Modified: | 19 0 |
| 260 Seismic No: | 00000 | 51 Br. Rwdy. Width | 24.10 | Type 3: | 16 1 |
| 75 Type Work: | 34 1 | 52 Deck Width: | 30.10 | Type 3s2: | 26 0 |
| 94 Bridge Imp. Cost: | \$157 | * 47 Tot. Horiz. Cl: | 24 | Timber: | 21 1 |
| 95 Roadway Imp. Cost: | 367 | 50 Curb / Sidewalk Width | 2.00 / 2.00 | Piggyback: | 00 0 |
| 96 Total Imp Cost: | 662 | 32 Approach Rdwy. Width | 032 | 261 H Inventory Rating: | 13 |
| 76 Imp Length: | 001581 | *229 Shoulder Width: | | 262 H Operating Rating | 22 |
| 97 Imp Year: | 1990 | Rear Lt: | 2.00 Type:3 Rt:5.50 | 67 Structural Evaluation: | 2 |
| 114 Future ADT: | 044610 Year:2027 | Fwd. Lt: | 2.00 Type:3 Rt:5.50 | 58 Deck Condition: | 6 |
| Hydraulic Data | | Permanent Width: | | 59 Superstructure Condition: | 6 |
| 215 Waterway Data: | | Rear: | 24.20 Type:3 | * 227 Collision Damage: | 0 |
| High Water Elev: | 0590.0 Year:1900 | | 24.20 Type:2 | 60A Substructure Condition: | 6 |
| Flood Elev: | 0000.0 Freq:00 | Intersaction Rear: | 1 Fwd: 1 | 60B Scour Condition: | 6 |
| Avg Streambed Elev: | 0571.9 | 36 Safety Features Br. Rail: | 2 | 60C Underwater Condition | N |
| Drainage Area: | 00275 | Transition: | 2 | 71 Waterway Adequacy: | 9 |
| Area of Opening: | 009100 | App. G. Rail: | 2 | 61 Channel Protection Cond.: | 5 |
| 113 Scour Critical | U | App. Rail End: | 2 | 68 Deck Geometry: | 2 |
| 216 Water Depth: | 2.8 Br.Height:31 | 53 Minimum Cl. Over: | 99' 99 " | 69 UnderClr. Horz/Vert: | N |
| 222 Slope Protection: | 6 | Under: | | 72 Appr. Alignment: | 6 |
| 221 Slope Protection | 0 Fwd:0 | *228 Minimum Vertical Cl | | 62 Culvert: | N |
| 219 Fender System | 0 | Act. Odm Dir.: | 99' 99" | Posting Data | |
| 220 Dolphin: | 0 | Oppo. Dir: | 99' 99" | 70 Bridge Posting Required | 3 |
| 223 Current Cover: | 000 | Posted Odm. Dir: | 00' 00" | 41 Struct Open, Posted, CL: | P |
| Type: | 0 | Oppo. Dir: | 00' 00" | * 103 Temporary Structure: | 0 |
| No. Barrels: | 0 | 55 Lateral Undercl. Rt: | N 0 0 | 232 Posted Loads | |
| * Width: | 0.00 Height:0.00 | 56 Lateral Undercl. Lt: | 0.00 | H-Modified: | 15 |
| * Length: | 0 Apron:0 | *10 Max Min Vert Cl: | 99' 99" Dir:0 | HS-Modified: | 00 |
| 265 U/W Insp. Area | 0 Diver:ZZZ | 39 Nav Vert Cl: | 000 Horiz:0000 | Type 3: | 16 |
| Location ID No: | 059-00304M-001.47E | 116 Nav Vert Cl Closed: | 000 | Type 3s2: | 00 |
| | | 245 Deck Thickness Main | 6.20 | Timber: | 21 |
| | | Deck Thick Approach: | 6.20 | Piggyback | 00 |
| | | 246 Overlay Thickness: | 0.00 | 253 Notification Date: | 02/01/1901 |
| | | 212 Year Last Painted: | Sup:1999Sub:1999 | 258 Fed Notify Date: | 2/1/1901 12:00:00AM |

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:059-0056-0

Clarke

SUFF. RATING: 68.69

Location & Geography

Structure ID: 059-0056-0
 200 Bridge Information: 06
 *6A Feature Int: NORTH OCONEE RIVER
 *6B Critical Bridge: 0
 *7A Route No Carried: CR00481
 *7B Facility Carried: COLLEGE ST RD (WBL)
 9 Location: 2 MI S OF ATHENS SQ
 2 Dot District: 1
 207 Year Photo: 2009
 *91 Inspection Frequency: 24 Date: 04/22/2009
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 03432
 *5 Inventory Route(O/U): 1
 Type: 5
 Designation: 1
 Number: 00304
 Direction: 0
 *16 Latitude: 33 55.9262 HMMS Prefix:
 *17 Longitude: 83 -21.5657 HMMS Suffix: MP:0.00
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 592048100
 13B Sub Inventory Route: 0
 101 parallel Structure: L
 *102 Direction of Traffic: 1
 *264 Road Inventory Mile Post: 001.37
 *208 Inspection Area: 1 Initials: EFP
 Engineer's Initials: sgm
 * Location ID No: 059-00304M-001.48E

*104 Highway System: 0
 *26 Functional Classification: 17
 *204 Federal Route Type: M No: 00304
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 1
 *19 Bypass Length: 01
 *20 Toll: 3
 *21 Maintenance: 02
 *22 Owner: 02
 *31 Design Load: 2
 37 Historical Significance: 5
 205 Congressional District: 10
 27 Year Constructed: 1972
 106 Year Reconstructed: 0000
 33 Bridge Medium: 1
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 5
 *42 Type of Service On: 1
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: A
 259 Pile Encasement 3
 *43 Structure Type Main: 3 02
 45 No.Spans Main: 004
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 1
 Membrane Type: 0
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 1
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 11
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 3
 Fwd: 3
 Oppo. Dir. Rear: 0
 Oppo. Fwd: 0
 244 Approach Slab 0
 224 Retaining Wall: 0
 233 Posted Speed Limit: 45
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazzard Boards: 1
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 31
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00



Processed Date:10/22/2010

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:059-0056-0

| Programming Data | | Measurements: | | | | |
|-----------------------|-------------------|------------------------------|------------------|----------------|------------------------------|---------------------|
| 201 Project No: | UNKNOWN DESIGN | *29ADT | 029740 | Year:2007 | 65 Inventory Rating Method: | 1 |
| 202 Plans Available: | 0 | 109%Trucks: | 0 | | 63 Operating Rating Method: | 1 |
| 249 Prop Proj No: | BRG-0006-00 (321) | * 28 Lanes On: | 02 | Under:00 | 66 Inventory Type: | 2 Rating: 29 |
| 250 Approval Status: | 0000 | 210 No. Tracks On: | 00 | Under:00 | 64 Operating Type: | 2 Rating: 29 |
| 251 PI Number: | 0006321 | * 48 Max. Span Length | 0070 | | 231 Calculated Loads: | |
| 252 Contract Date: | 02/01/2008 | * 49 Structure Length: | 260 | | H-Modified: | 21 0 |
| 260 Seismic No: | 00000 | 51 Br. Rwdy. Width | 27.80 | | HS-Modified: | 30 0 |
| 75 Type Work: | 34 1 | 52 Deck Width: | 33.80 | | Type 3: | 27 0 |
| 94 Bridge Imp. Cost: | \$223 | * 47 Tot. Horiz. Cl: | 28 | | Type 3s2: | 40 0 |
| 95 Roadway Imp. Cost: | 61 | 50 Curb / Sidewalk Width | 1.80 / 1.80 | | Timber: | 35 0 |
| 96 Total Imp Cost: | 398 | 32 Approach Rdwy. Width | 032 | | Piggyback: | 00 0 |
| 76 Imp Length: | 000471 | *229 Shoulder Width: | | | 261 H Inventory Rating: | 22 |
| 97 Imp Year: | 1990 | Rear Lt: | 2.00 | Type:3 Rt:5.50 | 262 H Operating Rating | 38 |
| 114 Future ADT: | 044610 | Fwd. Lt: | 2.00 | Type:3 Rt:5.50 | 67 Structural Evaluation: | 6 |
| | | Permanent Width: | | | 58 Deck Condition: | 5 |
| | | Rear: | 25.50 | Type:3 | 59 Superstructure Condition: | 7 |
| | | | 24.10 | Type:2 | * 227 Collision Damage: | 0 |
| | | Intersaction Rear: | 1 | Fwd: 1 | 60A Substructure Condition: | 6 |
| | | 36 Safety Features Br. Rail: | 2 | | 60B Scour Condition: | 6 |
| | | Transition: | 2 | | 60C Underwater Condition | N |
| | | App. G. Rail: | 2 | | 71 Waterway Adequacy: | 8 |
| | | App. Rail End: | 2 | | 61 Channel Protection Cond.: | 6 |
| | | 53 Minimum Cl. Over: | 99' 99 " | | 68 Deck Geometry: | 3 |
| | | Under: | | | 69 UnderClr. Horz/Vert: | N |
| | | *228 Minimum Vertical Cl | | | 72 Appr. Alignment: | 6 |
| | | Act. Odm Dir.: | 99' 99" | | 62 Culvert: | N |
| | | Oppo. Dir: | 99' 99" | | Posting Data | |
| | | Posted Odm. Dir: | 00' 00" | | 70 Bridge Posting Required | 5 |
| | | Oppo. Dir: | 00' 00" | | 41 Struct Open, Posted, CL: | A |
| | | 55 Lateral Undercl. Rt: | N 0 0 | | * 103 Temporary Structure: | 0 |
| | | 56 Lateral Undercl. Lt: | 0.00 | | 232 Posted Loads | |
| | | *10 Max Min Vert Cl: | 99' 99" Dir:0 | | H-Modified: | 00 |
| | | 39 Nav Vert Cl: | 000 Horiz:0000 | | HS-Modified: | 00 |
| | | 116 Nav Vert Cl Closed: | 000 | | Type 3: | 00 |
| | | 245 Deck Thickness Main | 8.00 | | Type 3s2: | 00 |
| | | Deck Thick Approach: | 0.00 | | Timber: | 00 |
| | | 246 Overlay Thickness: | 0.00 | | Piggyback | 00 |
| | | 212 Year Last Painted: | Sup:1999Sub:0000 | | 253 Notification Date: | 02/01/1901 |
| | | | | | 258 Fed Notify Date: | 2/1/1901 12:00:00AM |

Matthews, Tim

From: Clements, Mike
Sent: Friday, June 04, 2010 4:12 PM
To: Matthews, Tim
Cc: Buchan, Ben; Hilliard, Bobby; Liles, Paul; Bennett, Clayton
Subject: BRIDGE CONDITION SURVEYS - REPLACE BRIDGES

CSBRG-0006-00(320), Clarke County
College Station Road over North Oconee River
PI No. 0006320

The following 2 bridge structures are within the limits of this project:

Structure ID: 059-0055-0
CR 481 (College Road) EBL over North Oconee River
Sufficiency Rating: 49.13
Built: 1958
Posted

This is an Reinforced Concrete Deck Girder (RCDG) bridge. The RCDG have insufficient shear capacity and cracks in the stems, therefore the bridge requires posting. There is scour around the intermediate bents, erosion of the end fills, and the bridge is classified as an unknown foundation bridge and Structurally Deficient.

Structure ID: 059-0056-0
CR 481 (College Road) WBL over North Oconee River
Sufficiency Rating: 68.69
Built: 1972
Not Posted

This is a steel beam bridge but there are no plans for this bridge. However, county route bridges built around 1972 were H-15 or HS-15 designs. The current Load Rating is less than HS-20. There bridge is classified as an unknown foundation bridge and Functionally Obsolete.

There are several maintenance issues that will need to be address related to this bridge:

- fill in scour holes
- rebuild and protect end fills
- clean and paint structural steel
- repair utility hangers
- repair cap spalls at bents 2, 3, and 4
- epoxy injection of vertical cracks in caps at bents 2, 3, and 4
- remove and replace the deck expansion joints

Addressing these maintenance issues is about \$200,000 but without a Deck Condition Survey, I do not know if deck repair/replacement (spall repairs, two part polymer over lay, hydro-demolition of the deck, full deck replacement) is required. Therefore, I cannot calculate the total construction maintenance cost for the existing bridge. Contact Myron Banks for a Deck Condition Survey and the cost of the deck repair/replacement.

The existing barrier (brush curb and concrete handrail) does not meet current design requirements and should be replaced. If the existing barrier and overhangs are removed and rebuilt, the bridge width would not meet current minimum bridge widths nor the proposed

roadway section. Therefore, the bridge would have to be widened in stages. Two traffic lanes would have to be reduced to one lane during Stage 1. Widening of the bridge would result in approximately a 20'-0" strip of bridge that is 39 years old surrounded by new bridge.

Recommendations:

Structure ID: 059-0055-0

Replace the bridge.

Structure ID: 059-0056-0

Replace the bridge.

- Sufficiency Rating does not qualify this bridge for replacement.
- TOPPS 2405-1 – “Existing bridges on the state route system which have a current Load Rating of less than HS-20 shall be replaced.” qualifies this bridge for replacement.
- Construction and Maintenance Costs/Issues justify replacement of the bridge
 - Widen Bridge
 - \$200,000 plus the cost of deck repair/replacement
 - Several shifts of traffic will be required
 - During Stage 1 the existing 2 lanes will have to be reduced to 1 lane
 - 20'-0" strip of 39 year old bridge will create maintenance problems in the future
 - The bridge will have to be closed while rehabilitating the original deck.
 - Every 10 years the joints have to be replaced - \$10,000
 - Every 20 years the bridge will have to be repainted - \$120,000
 - New Bridge
 - Removal cost for the entire bridge will be the same at the 2 stage removal of the widen bridge
 - Minimal traffic control
 - Faster construction
 - New bridge would be PSC Beams on neoprene bearings – No real future maintenance costs
 - Cost of 20' x 260' of new bridge – \$300,000
 - Bridge would no longer be classified as an unknown foundation bridge

If you have any questions, please call or email me.

Mike Clements, P.E.

State Bridge Maintenance Engineer

P.I. Number 6320

County Clarke

Project Number CSBRG-0006-00(320)

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

| | |
|------------------|-------|
| ENTER FPL DIESEL | 2.881 |
| ENTER FPM DIESEL | 6.482 |

| | |
|--------------------|-------|
| ENTER FPL UNLEADED | 2.532 |
| ENTER FPM UNLEADED | 5.697 |

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

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

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

| ROADWAY ITEMS | QUANTITY | DIESEL FACTOR | GALLONS DIESEL | UNLEADED FACTOR | GALLONS UNLEADED | REMARKS |
|--|----------|---------------|----------------|-----------------|------------------|---------|
| Excavations paid as specified by Sections 205 (CUBIC YARD) | | 0.29 | | 0.15 | | |
| Excavations paid as specified by Sections 206 (CUBIC YARD) | | 0.29 | | 0.15 | | |
| GAB paid as specified by the ton under Section 310 (TON) | 2809.000 | 0.29 | 814.61 | 0.24 | 674.16 | |
| Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON) | | 2.90 | | 0.71 | | |
| Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON) | 1902.000 | 2.90 | 5515.80 | 0.71 | 1350.42 | |
| PCC Pavement paid as specified by the square yard under Section 430 (SY) | | 0.25 | | 0.20 | | |

| BRIDGE ITEMS | Quantity | Unit Price | QF/1000 | Diesel Factor | Gallons Diesel | Unleaded Factor | Gallons Unleaded | REMARKS |
|---------------------------------------|----------|------------|----------|---------------|----------------|-----------------|------------------|-------------------|
| Bridge Excavation (CY) Section 211 | 375.00 | 29.64 | 11.1150 | 8.00 | 88.92 | 1.50 | 16.67 | |
| Class __ Concrete (CY) Section 500 | 330.00 | 470.98 | 155.4234 | 8.00 | 1243.39 | 1.50 | 233.14 | Class AA Concrete |
| Class __ Concrete (CY) Section 500 | | | | 8.00 | | 1.50 | | |
| Class __ Concrete (CY) Section 500 | | | | 8.00 | | 1.50 | | |
| Superstru Con Class__(CY) Section 500 | 650.00 | 711.46 | 462.4490 | 8.00 | 3699.59 | 1.50 | 693.67 | Class AA Concrete |
| Superstru Con Class__(CY) Section 500 | | | | 8.00 | | 1.50 | | |
| Superstru Con Class__(CY) Section 500 | | | | 8.00 | | 1.50 | | |
| Concrete Handrail (LF) Section 500 | | | | 8.00 | | 1.50 | | |
| Concrete Barrier (LF) Section 500 | 526.00 | 39.86 | 20.9664 | 8.00 | 167.73 | 1.50 | 31.45 | |

| BRIDGE ITEMS | Quantity | Unit Price | QF/1000 | Diesel Factor | Gallons Diesel | Unleaded Factor | Gallons Unleaded | REMARKS |
|--------------|----------|------------|---------|---------------|----------------|-----------------|------------------|---------|
|--------------|----------|------------|---------|---------------|----------------|-----------------|------------------|---------|

| | | | | | | | | |
|---|-----------|--------|----------|------|---------|------|--------|-----------------|
| Stru Steel <u>Plan Quantity</u> (LB) Section 501 | 1000.00 | 3.09 | 3.0900 | 8.00 | 24.72 | 1.50 | 4.64 | |
| Stru Steel <u>Plan Quantity</u> (LB) Section 501 | | | | 8.00 | | 1.50 | | |
| PSC Beams____ (LF) Section 507 | 2595.00 | 140.03 | 363.3779 | 8.00 | 2907.02 | 1.50 | 545.07 | AASHTO Type III |
| PSC Beams____ (LF) Section 507 | | | | 8.00 | | 1.50 | | |
| PSC Beams____ (LF) Section 507 | | | | 8.00 | | 1.50 | | |
| Stru Reinf <u>Plan Quantity</u> (LB) Section 511 | 190000.00 | 0.96 | 182.4000 | 8.00 | 1459.20 | 1.50 | 273.60 | Superstructure |
| Stru Reinf <u>Plan Quantity</u> (LB) Section 511 | | | | 8.00 | | 1.50 | | |
| Bar Reinf Steel (LB) Section 511 | 85000.00 | 0.89 | 75.6500 | 8.00 | 605.20 | 1.50 | 113.48 | Substructure |
| Piling____inch (LF) Section 520 | 2850.00 | 61.72 | 175.9020 | 8.00 | 1407.22 | 1.50 | 263.85 | 10 inch |
| Piling____inch (LF) Section 520 | | | | 8.00 | | 1.50 | | |
| Piling____inch (LF) Section 520 | | | | 8.00 | | 1.50 | | |
| Piling____inch (LF) Section 520 | | | | 8.00 | | 1.50 | | |
| Piling____inch (LF) Section 520 | | | | 8.00 | | 1.50 | | |
| Piling____inch (LF) Section 520 | | | | 8.00 | | 1.50 | | |
| Drilled Caisson,____ (LF) Section 524 | | | | 8.00 | | 1.50 | | |
| Drilled Caisson,____ (LF) Section 524 | | | | 8.00 | | 1.50 | | |
| Drilled Caisson,____ (LF) Section 524 | | | | 8.00 | | 1.50 | | |
| Pile Encasement,____(LF) Section 547 | | | | 8.00 | | 1.50 | | |
| Pile Encasement,____(LF) Section 547 | | | | 8.00 | | 1.50 | | |

| | | | |
|-----------------------|-----------------|-------------------------|----------------|
| SUM QF DIESEL= | 17933.40 | SUM QF UNLEADED= | 4200.14 |
|-----------------------|-----------------|-------------------------|----------------|

| | |
|--------------------------------------|--------------------|
| DIESEL PRICE ADJUSTMENT(\$) | \$59,416.04 |
| UNLEADED PRICE ADJUSTMENT(\$) | \$12,229.97 |

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

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

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

ENTER APL

ENTER APM

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

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

| Use this side for Asphalt Cement Only | | |
|---------------------------------------|------|---|
| L.I.N. | TYPE | TACK (GALLONS) |
| 1000 | | 323 |
| TMT = | | <input style="width: 100px;" type="text" value="1.3873"/> |
| REMARKS: | | |

| | |
|------------------------------|----------|
| MONTHLY PRICE ADJUSTMENT(\$) | \$754.15 |
|------------------------------|----------|

ADJUSTMENT SUMMARY

| | |
|---|--------------------|
| FUEL PRICE ADJUSTMENT (<i>ENGLISH 125% MAX</i>) | |
| DIESEL PRICE ADJUSTMENT(\$) | <u>\$59,416.04</u> |
| UNLEADED PRICE ADJUSTMENT(\$) | <u>\$12,229.97</u> |
| | |
| ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) | <u>\$754.15</u> |
| | |
| 400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX | <u>\$51,696.36</u> |
| | |
| ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX) | <u>\$754.15</u> |

| | |
|----------|--|
| REMARKS: | |
|----------|--|

| | |
|--------------------------|---------------------|
| TOTAL ADJUSTMENTS | \$124,850.66 |
|--------------------------|---------------------|



G R E S H A M
S M I T H A N D
P A R T N E R S

Memorandum

To: Meeting Attendees (see page 2)

From: Brian O'Connor - Gresham, Smith & Partners

Date: July 30, 2008

Subject: **CSBRG-0006-00(320), Clarke County, PI No. 0006320**
Concept Team Meeting
Bridge Replacement – CR 481/College Station Road over N. Oconee River

The concept team meeting for the above project was held July 29, 2008, at 10:00 a.m., in the District 1 office in Gainesville, GA. Please see page 2 for the list of attendees.

The meeting was opened by Robert Mahoney, who gave a brief description of the project. The detail of the proposed project concept was discussed by Brian O'Connor, Gresham, Smith and Partners.

The project is located on CR 481, also known as College Station Road, over N. Oconee River in Clarke County. The project consists of the replacement of the two bridges over N. Oconee River with one bridge. College Station Road will be realigned to correct a substandard horizontal curve on the lanes approaching the bridge, and guardrail will be installed on the shoulder. Construction will be staged so that all four lanes will remain open to traffic.

The proposed project length is 0.48 miles. One bridge structure is proposed, approximately 260 feet long by 92 feet wide. There are no side roads associated with this project. There is a project, CSSTP-0008-00(820), located just east of the bridge replacement. This project is a bicycle and pedestrian facility improvement project. There is also a separate Athens-Clarke County project located west of the bridge to construct a driveway and signalized intersection on College Station Road for the N. Oconee Water Reclamation Facility.

Existing College Station Road consists of four 12' travel lanes, two in each direction, with a raised median, mostly rural shoulders and a posted speed of 45 mph. There is existing sidewalk on the south side of the road, ending at the guardrail on the bridge approaches. The existing eastbound bridge over N. Oconee River (Bridge Inventory I.D. 059-0055-0) consists of a 6-span, 260 ft. long bridge with a width of 30.1 ft. The existing westbound bridge over N. Oconee River (Bridge Inventory I.D. 059-0056-0) consists of a 4-span, 260 ft. long bridge with a width of 33.8 ft.

Discussion was as follows:

GDOT asked for further justification for replacing both bridges as opposed to only replacing the eastbound bridge. GS&P responded that the option of building a new bridge and shifting the alignment

would allow all four lanes of traffic to remain open during construction, as well as correcting a substandard horizontal curve west of the bridge. It would also allow for extending bicycle and pedestrian facilities.

Athens-Clarke County asked about replacing the existing sidewalk and bicycle lane on the roadway approaching the bridge. GS&P responded that they would look at options for designing the sidewalk and shoulder. Athens-Clarke County also requested to know whether median breaks would be provided to maintain full access to driveways to UGA facilities. GS&P responded that they would look at the existing driveways and the proposed median.

GDOT stated that since the property surrounding the project belonged to the University of Georgia, coordination with UGA is necessary and should be noted in the Concept Report. Athens-Clarke County stated that the Architect's Office at UGA would assist with coordination to make sure no research or environmentally sensitive areas were disturbed.

Athens-Clarke County requested verification of the width of the bike lane, according to AASHTO standards. GS&P stated that the width would be verified.

Athens-Clarke County will be responsible for Right of Way acquisition; GDOT will be responsible for the Letting of the Contract and Supervision of Construction.

As an addendum to the meeting notes, Athens-Clarke County stated that they would prefer a smaller width for the rural paved shoulders, and would like to ensure that the median will be grassed for future landscaping.

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact Gresham, Smith and Partners.

MEETING ATTENDEES

| | | |
|-------------------|----------------------------|--|
| Robert W. Mahoney | GDOT/D1 Preconstruction | rmahoney@dot.ga.gov |
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