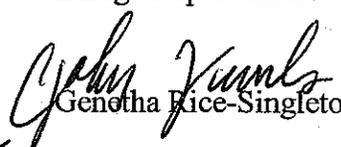


ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P. I. No. 0006954, Spalding County **OFFICE** Preconstruction  
CSBRG--0006-00(954)  
CR 134/North Hill Street over Cabin Creek-  
Bridge Replacement **DATE** December 5, 2007

**FROM**  Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO** *to* SEE DISTRIBUTION

**SUBJECT APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

Attachment

**DISTRIBUTION:**

Brian Summers  
Glenn Bowman  
Ken Thompson  
Michael Henry  
Keith Golden  
Thomas Howell  
Angela Alexander  
Paul Liles  
Bill Rountree  
BOARD MEMBER

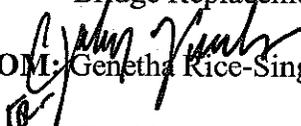
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** P.I. No. 0006954, Spalding County  
CSBRG-0006-00(954)  
CR 134/North Hill Street over Cabin Creek-  
Bridge Replacement

**OFFICE:** Preconstruction

**DATE:** November 27, 2007

**FROM:**  Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO:** Gerald M. Ross, P.E., Chief Engineer

**SUBJECT:** *PROJECT CONCEPT REPORT*

This project is the replacement of a structurally deficient bridge on CR 134/North Hill Street over Cabin Creek in Griffin, Georgia. The existing bridge, constructed in 1930, is a 31' x 23.7' concrete structure with a sufficiency rating of 16. County Road 134 at this location is a rural two lane roadway with 11' lanes and variable width grass shoulders. The posted speed is 35 MPH. County Road 134 is classified as a rural minor arterial. The base year traffic (2012) along this section of CR 134 is 9150 VPD. The design year (2032) volumes are projected to be 11600 VPD. The proposed speed design is 35 MPH.

The project proposes to construct a new double 7' x 7' reinforced concrete culvert over Cabin Creek at the existing bridge site. The travel lanes will consist of two, 11' lanes with curb and gutter, 16' shoulders and 5' sidewalks. The existing bridge will be closed to traffic during construction. Traffic will be detoured via an off-site detour.

Environmental concerns include requiring a COE 404 permit; Categorical Exclusion will be prepared; a Public hearing is not required; Time saving procedures is appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C)	\$ 337,000	\$ 337,000	L110	LR
Right-of-way & Utilities	Local	Local	Local	

\* Spalding County signed PFA on 10-31-06 for right-of-way and utilities.

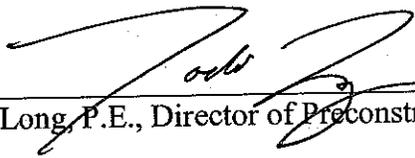
P.I. No. 0006954, Spalding County  
November 27, 2007

I recommend this project concept be approved.

GRS: JDQ

Attachment

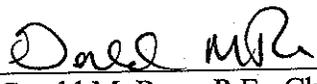
CONCUR



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Todd I. Long, P.E., Director of Preconstruction

APPROVED

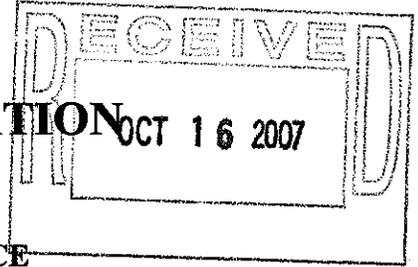


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Gerald M. Ross, P.E., Chief Engineer



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**



**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** CSBRG-0006-00(954) Spalding County      **OFFICE:** Engineering Services  
P.I. No. 0006954  
Bridge Replacement on North Hill Street over Cabin Creek

**DATE:** October 15, 2007

**FROM:**  Brian K. Summers, P.E., Project Review Engineer

**TO:** Genetha Rice-Singleton Assistant Director of Preconstruction

**SUBJECT: CONCEPT REPORT**

We have reviewed the Concept Report received October 15, 2007 from Adam Smith, and have no comments.

The costs for this project are:

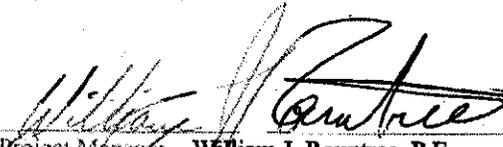
Construction	\$ 306,510
E & C	\$ 30,651
Reimbursable Utilities	\$ 0
Right of Way	\$ 217,000

BKS

c: Thomas Howell, Attn.: Adam Smith

**Recommendation for approval:**

DATE 10/10/07

  
Project Manager - William J. Rountree, P.E.

DATE 10/10/07

  
District Engineer - Thomas Howell, P.E.

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

DATE

\_\_\_\_\_  
State Transportation Planning Administrator

\_\_\_\_\_  
State Financial Management Administrator

DATE

\_\_\_\_\_  
State Environmental / Location Engineer

DATE 10/15/07

  
Project Review Engineer

DATE

\_\_\_\_\_  
State Traffic Safety and Design Engineer

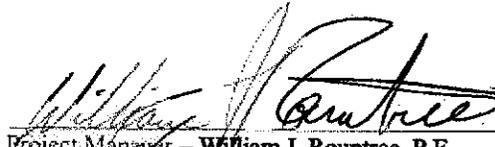
\_\_\_\_\_  
State Bridge & Structural Engineer (Bridge or Wall Projects)

## SCORING RESULTS AS PER MOG 2440-2

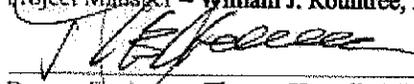
<b>Project Number:</b> CSBRG-0006-00(954)		<b>County:</b> Spalding		<b>PI No.:</b> 0006954	
<b>Report Date:</b> October 10, 2007		<b>Concept By:</b> DOT Office: District 3			
<input checked="" type="checkbox"/> Concept Stage					
<b>Project Type:</b> Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input checked="" type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
<b>Presentation</b>	100				
<b>Judgement</b>	100				
<b>Environmental</b>	100				
<b>Right of Way</b>	100				
<b>Utility</b>	100				
<b>Constructability</b>	100				
<b>Schedule</b>	100				

**Recommendation for approval:**

DATE 10/16/07

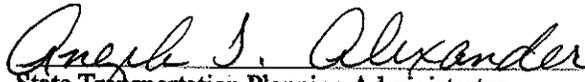
  
Project Manager - William J. Rountree, P.E.

DATE 10/16/07

  
District Engineer - Thomas Howell, P.E.

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

DATE 10/16/07

  
State Transportation Planning Administrator

\_\_\_\_\_  
State Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental / Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety and Design Engineer

\_\_\_\_\_  
State Bridge & Structural Engineer (Bridge or Wall Projects)

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

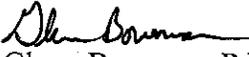
OCT 29 2007

**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** P.I. No. 0006954

**OFFICE:** Environment/Location

**DATE:** October 25, 2007

**FROM:**   
Glenn Bowman, P.E., State Environmental/Location Engineer

**TO:** Genetha Rice-Singleton, Assistant Director of Preconstruction

**SUBJECT:** **PROJECT CONCEPT REPORT**  
**CSBRG-0006-00(954) / Spalding County**  
**Culvert at Hill Street over Cabin Creek**

The above subject Concept Report has been reviewed and appears satisfactory subject to the following comments:

- 1) The bridge is listed as Not Eligible in the GHBS.
- 2) During project development, we will need detailed justification for using a culvert vs. bridge for the permit application. The design will need to comply with new nationwide standards – embedding a double box needs to be wide enough for entire channel to fit in one of the openings with the other purely for storm overflow. It may also require seasonal aquatic survey for mussel.
- 3) Page 6 – Says off-site detour. This will require a Detour PIOH and Page 7 “Public Involvement” should be corrected to agree with TOPPS 4055-1.

If you have any questions, please contact me at (404) 699-4401.

GB:lc

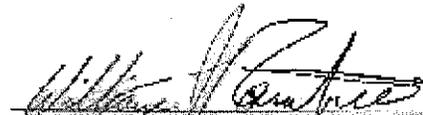
Attachment

cc: Brian Summers  
Jamie Simpson  
Keith Golden  
Angela Alexander  
Thomas Howell  
Paul Liles

Project Concept Report page 2  
Project Number: CSSBRG-0006-00(954)  
P.I. Number: 0006954

**Recommendation for approval:**

DATE 10/10/07

  
\_\_\_\_\_  
Project Manager - William J. Rountree, P.E.

DATE 10/10/07

  
\_\_\_\_\_  
District Engineer - Thomas Howell, P.E.

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

\_\_\_\_\_  
State Financial Management Administrator

DATE 10/26/07

  
\_\_\_\_\_  
State Environmental / Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety and Design Engineer

\_\_\_\_\_  
State Bridge & Structural Engineer (Bridge or Wall Projects)

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
*Office of District 3 Design*

**PROJECT CONCEPT REPORT**

Project Number: CSBRG-0006-00(954)

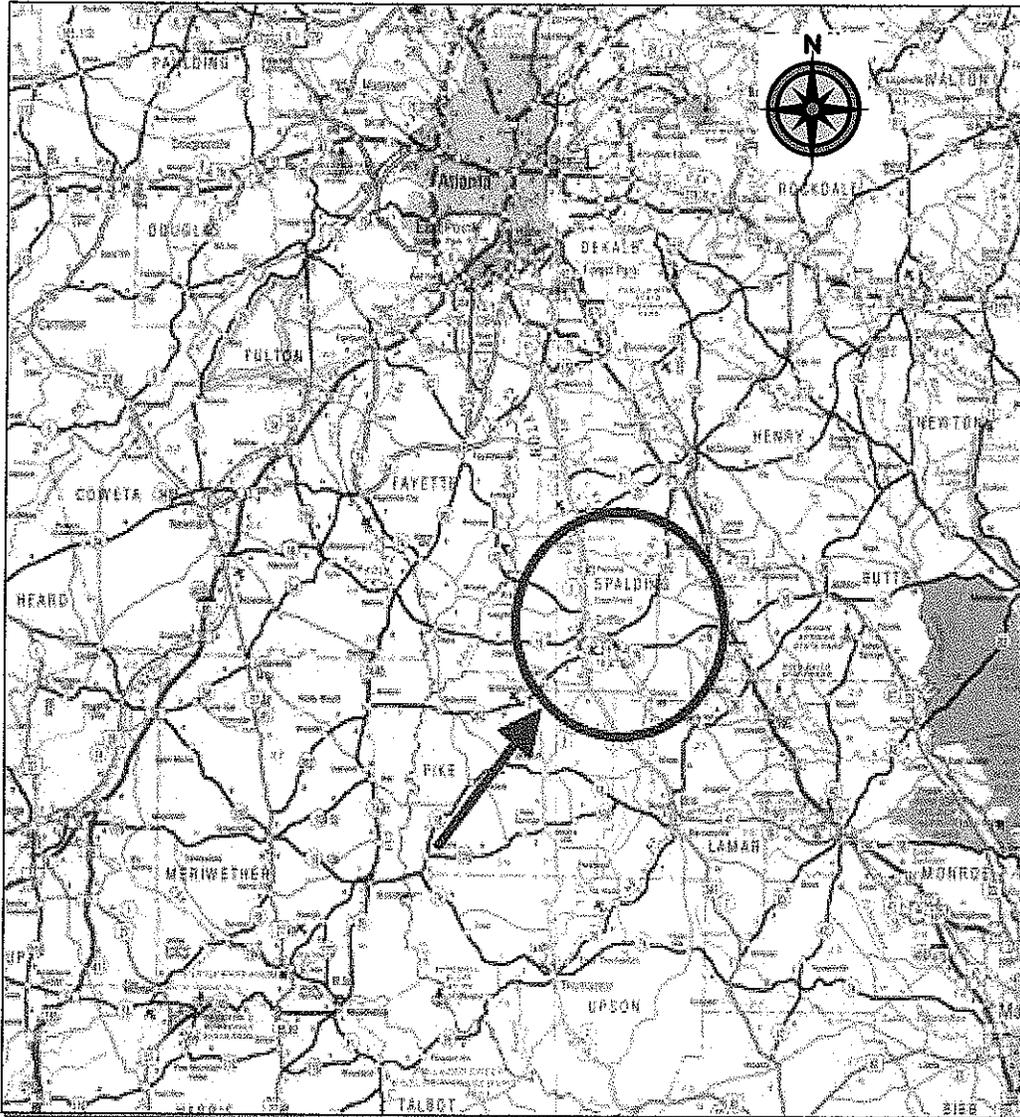
County: Spalding

P.I. Number: (0006954)

Federal Route Number: N/A

State Route Number: N/A

*Regional Sketch*  
*Culvert at Hill Street Over Cabin Creek*



Project Concept Report page 2  
Project Number: CSSBRG-0006-00(954)  
P.I. Number: 0006954

**Recommendation for approval:**

DATE 10/10/07

  
Project Manager - William J. Rountree, P.E.

DATE 10/10/07

  
District Engineer - Thomas Howell, P.E.

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

DATE \_\_\_\_\_

State Transportation Planning Administrator

State Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE \_\_\_\_\_

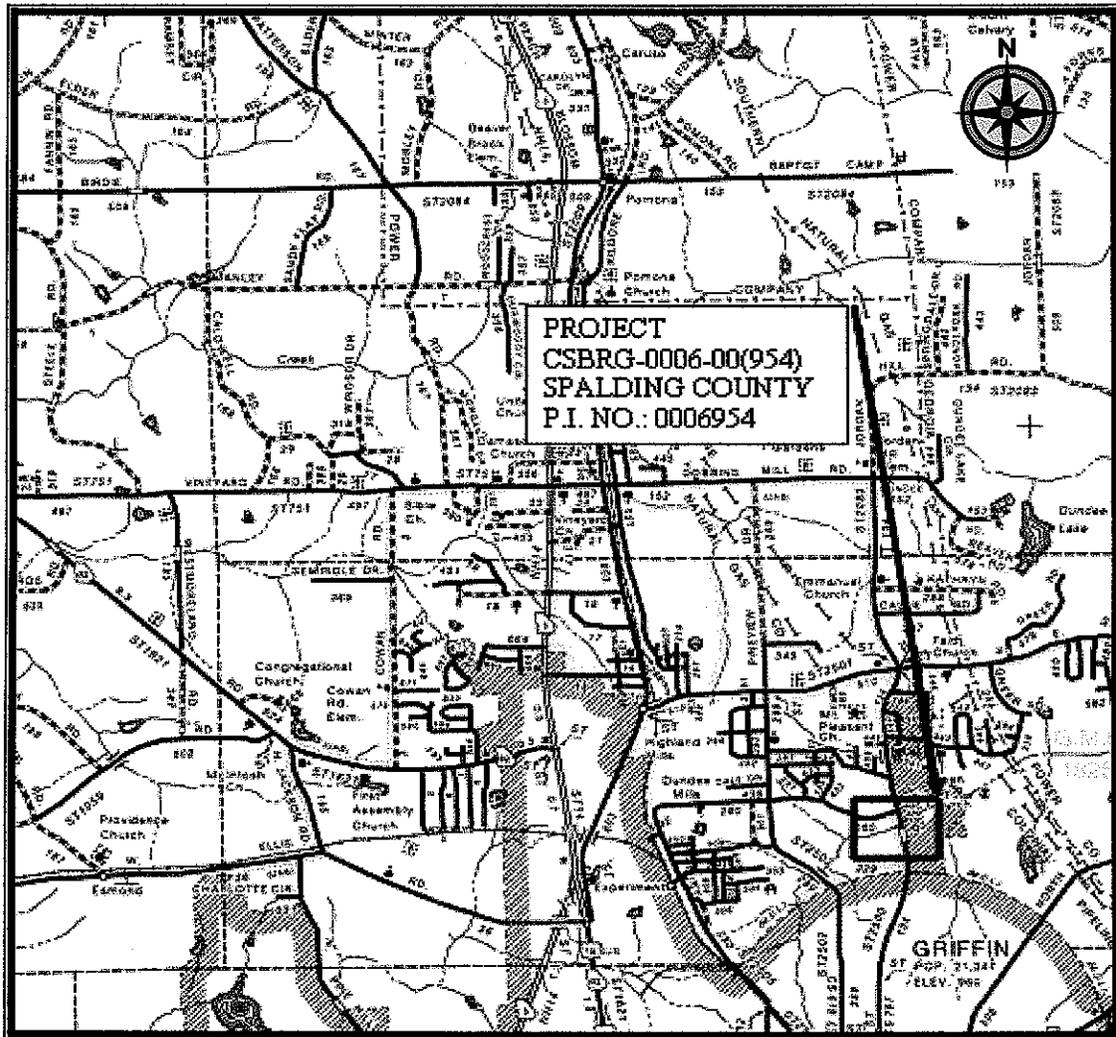
Project Review Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

State Bridge & Structural Engineer (Bridge or Wall Projects)

### Project Location Map



Scale: Not to scale

**Project:** CSBRG-0006-00(954) Spalding County, P. I. No. 0006954

**Description:** Culvert at Hill Street over Cabin Creek in Spalding County.

**Need and Purpose:** This bridge project, CSBRG-0006-00(954), has been chosen for replacement because it has been designated as a structurally deficient bridge with sufficiency rating of 16.21. In addition, the bridge was constructed in 1930, indicating that it is beyond its 50 year life span. Replacing the existing bridge with a culvert will eliminate an existing structurally deficient and functionally obsolete bridge.

### **Background**

Bridge project CSBRG-0006-00(954) will replace the structurally deficient bridge located on CR 134 over Cabin Creek. This bridge's sufficiency rating is 16.21. The Department has determined that any structure with a sufficiency rating less than 50 should be replaced rather than improved and is included in the HBRRP Selection List as noted in TOPPS 2405-1.

### **Existing Conditions**

This section of CR 134 is classified as a rural minor arterial. There are no bicycle routes located along CR 134, but there is a designated school bus route within the project area.

The 2005 traffic (AADT) in the project area was 8,250. Base year (2012) traffic is anticipated to increase to 9,150 AADT and design year (2032) traffic is projected to be 11,600 AADT. Currently LOS, based on 2005 AADT, is a D. Similarly, based on projected traffic volumes, LOS in the project area is anticipated to remain at D in both 2012 and 2032. This roadway (CR 134) is currently functioning at or above capacity during peak hour periods and will require improvements at some point to address capacity needs. This bridge may need to be designed to accommodate future improvements.

### **Other Projects in the Area**

There are no programmed projects within the immediate area of this project.

### **Community Issues**

CR 134 forms the boundary of two census tracts (1603 and 1604) in Spalding County and both are included in this analysis. In 1990, Spalding County had a population of 54,457 and in 2005 the population grew to 61,289. Census Tract 1603, in 1990, had a population of 3,793 and in 2005 the population dropped to 3,514 resulting in a -8% growth rate. Similarly, in 1990, Census Tract 1604 had a population of 6,793 and in 2005 the population dropped to 6,292, also resulting in a -8% growth rate. By comparison, the growth rate of Spalding County between 1990 and 2005 was 12.5% compared to the state average of 40.1%.

According to the 2000 Census, 66.5% of the total Spalding County population was white and 33.5% were minorities. By comparison, within Census Tract 1603, 23.2% of the population is white and 76.8% are minorities. Within Census Tract 1604, 39.3% of the population is white and 60.7% are minorities.

The median household income in 2003 for Spalding County was \$41,631 or 18.4% lower than the state median household income of \$49,280. In addition, Spalding contains 15,811 family households with 12.4% of those families living below the poverty level. In comparison, 9.9% of the 2,126,360 family households in Georgia live below the poverty level. Within Census Tract 1603, 20% of the 920 families are living below the poverty level and the median household income was \$28,466. In Census Tract 1604, 25.1% of the 1,600 families are living below the poverty level and the median household income was \$23,991.

**Description of the proposed project:**

Bridge project CSBRG-0006-00(954) will replace the structurally deficient bridge located on CR 134 over Cabin Creek with a double box culvert. This bridge's sufficiency rating is 16.21. The Department has determined that any structure with a sufficiency rating less than 50 should be replaced. The proposed culvert is a double 7' X 7' culvert approximately 75' in length. The begin project mile post is 1.21 and the end project is 1.23. The project is located in the northern sector of Griffin on Hill Street.

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

PDP Classification: Major  Minor   
Federal Oversight: Full Oversight , Exempt , State Funded  or Other

*ADP  
10/19/2007*

Functional Classification: Rural Minor Arterial

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

Traffic (AADT):  
Current Year: (2012) 9,150 Design Year: (2032) 11,600  
K = 9%  
D = 55%  
T = 4%  
24 HR T = 4.5%

**Existing design features:**

- Typical Section: 2 -11 ft. lanes with 2 ft. grassed and 4 ft. sidewalk with 10 ft shoulders on the right side bridge and 6 ft. grassed shoulders on the left side are of bridge. There is a right turn lane north of bridge at the traffic light.
- Posted speed 35 mph Maximum degree of curvature: N/A
- Minimum Mainline Grade: 6% Maximum Mainline Grade: 8%
- Minimum Side Street Grade: 6% Maximum Side Street Grade: 8%
- Maximum Driveway Grade: 15%
- Width of right of way: 50 ft.
- Major structures: 2- 11' lanes with sidewalk on right side of bridge, bridge length 31'x 23.70', and sufficient rating is 16.21.
- Major interchanges or intersections along the project: none
- Existing Length of Roadway Segment and the Beginning Mile Logs for Each County Segment:

**Proposed Design Features:**

- Proposed typical section(s): 2 – 11 ft. lanes with 16 ft. shoulders and 5 ft. sidewalks.
- Proposed Design Speed Mainline: 35 mph
- Proposed Maximum grade Mainline: 6 % Grade allowable: 8 %.
- Proposed Maximum grade Side Street: 6 % Grade allowable: 8 %.
- Proposed Maximum Grade Driveway: N/A Grade allowable: 26%
- Proposed Maximum Radius: N/A. Maximum radius allowable: 380 degrees.
- Right of way:
  - Width 150'
  - Easements: Temporary , Permanent , Utility , Other .
  - Type of access control: Full , Partial , By Permit , Other .
  - Number of parcels: 4      Number of displacements:
    - Business: none
    - Residences: none
    - Mobile homes: none
    - Other: N/A

- Structures:
  - Culvert: 2 – 11 ft. lanes with sidewalks, Double 7' X7' box culvert 75' long.
  - Retaining walls: none
- Major intersections and interchanges: none
- Traffic control during construction: offsite detour
- Design Exceptions to Controlling Criteria Anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances: none
- Environmental concerns: The road crosses the stream at 90°. Therefore it should be exempt from a stream buffer variance. There may be wetland involvement along the banks of the stream.
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes , No .
  - Categorical exclusion .
  - Environmental Assessment/Finding of No Significant Impact (FONSI) , or
  - Environmental Impact Statement (EIS) .
- Utility involvements:
  - Electricity – City of Griffin
  - Water – City of Griffin
  - Sewer – City of Griffin

- Telephone – Bell South
- Gas - Atlanta Gas Company
- Cable TV - Comcast

**Project responsibilities:**

- Design, GDOT
- Right of Way Acquisition, Local
- Relocation of Utilities, Local
- Letting to contract, GDOT
- Supervision of construction, GDOT
- Providing material pits, Contractor
- Providing detours, Local

**Coordination**

- Initial Concept Meeting date and brief summary. Attach minutes.
- Concept meeting date and brief summary. Attach minutes.
- P. A. R. meetings, dates and results.
- FEMA, USCG, and/or TVA *DETOUR PLAN - still*
- Public involvement: Open House meeting (not required if State Aid project)
- Local government comments: none
- Other projects in the area: none
- Other coordination to date: none
- Railroads : N/A
- *VE STUDY: no.*

**Scheduling – Responsible Parties' Estimate**

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 4 Months.
- Time to complete the Section 404 Permit: 6 Months.
- Time to complete final construction plans: 6 Months.
- Time to complete to purchase right of way: 6 Months.
- List other major items that will affect the project schedule: 0 Months.

**Comments:** It was discussed at the concept team meeting that a culvert would be a better option due to substantial cost reduction when compared to a bridge replacement. With a culvert the project can be made a State Aid project to further cut cost, and it will also save time.

**Attachments:**

1. Cost Estimates:
  - a. Construction including E&C,
  - b. Right of Way, and
  - c. Utilities.
2. Typical sections,
3. Bridge inventory,
4. Minutes of Initial Concept and Concept meetings,
5. LGPA's or PMA's,
6. Location and Design Notice

## PRELIMINARY COST ESTIMATE

PROJECT NUMBER: CSBRG-0006-00(954) COUNTY: SPALDING  
 PI #: 0006954 DESCRIPTION: BRIDGE REPLACE AT NORTH HILL STREET OVER CABIN CREEK  
 DATE: 9/21/2007 ESTIMATED LETTING DATE: \_\_\_\_\_  
 PREPARED BY: AGS PROJECT LENGTH: 0.1 MILES  
 PROGRAMMING PROCESS       CONCEPT DEVELOPMENT       DURING PROJECT DEVELOPMENT

<b>A. RIGHT-OF-WAY:</b>			
1. PROPERTY (LAND & EASEMENT)	0 AC	\$150,000.00 PER AC	\$0.00
2. DISPLACEMENTS	RES: 0	BUS: 0	M.H.: 0
3. OTHER COST (ADM/COST, INFLATION)			\$0.00
SUBTOTAL: A			\$0.00
<b>B. REIMBURSABLE UTILITIES:</b>			
1. RAILROAD			\$0.00
2. TRANSMISSION LINES			\$0.00
3. SERVICES			\$0.00
SUBTOTAL: B			\$80,000.00
<b>C. CONSTRUCTION:</b>			
<b>1. MAJOR STRUCTURES</b>			
a. REMOVE EXISTING BRIDGE	0 LUMP	\$0.00 LUMP	\$21,000.00
b. CONC APPROACH SLAB	0 EA	\$0.00 PER EA	\$0.00
c. CULVERTS			
1) CLASS A CONCRETE	150 CY	\$575.00 PER CY	\$86,250.00
2) BAR REINF STEEL	15,000 LB	\$1.00 PER LB	\$15,000.00
d. RETAINING WALLS	0 SF	\$45.00 PER SF	\$0.00
SUBTOTAL: C-1			\$122,250.00
<b>2. GRADING AND DRAINAGE</b>			
a. EARTHWORK (Grading Complete)	LUMP		\$65,000.00
b. DRAINAGE			
1) CROSS DRAIN PIPE	1 EA	\$11,300.00 PER EA	\$11,300.00
2) SIDE DRAIN PIPE	0 EA	\$6,200.00 PER EA	\$0.00
3) CURB AND GUTTER, 8" X 30"	200 LF	\$15.00 PER LF	\$3,000.00
4) LONGITUDINAL SYSTEM	200 LF	\$79.00 PER LF	\$15,800.00
SUBTOTAL: C-2			\$95,100.00
<b>3. BASE AND PAVING</b>			
a. AGGREGATE BASE	160 TN	\$25.00 PER TN	\$4,000.00
b. ASPHALT PAVING			
1) SURFACE	20 TN	\$100.00 PER TN	\$2,000.00
2) BINDER	30 TN	\$100.00 PER TN	\$3,000.00
3) BASE	110 TN	\$100.00 PER TN	\$11,000.00
SUBTOTAL: C-3.a			\$16,000.00
c. BITUM TACK COAT	20 GAL	\$2.00 PER GAL	\$40.00
d. CONCRETE PAVING	0 SY	\$75.00 PER SY	\$0.00
e. CONCRETE MEDIAN, 8 IN	0 SY	\$35.00 PER SY	\$0.00
SUBTOTAL: C-3			\$20,040.00

<b>4. LUMP ITEMS:</b>			
a. GRASSING	0.10 AC	\$1,600.00 PER AC	\$160.00
b. CLEARING AND GRUBBING	0.24 AC	\$5,000.00 PER AC	\$1,200.00
c. LANDSCAPING			\$0.00
d. EROSION CONTROL			\$15,000.00
e. TRAFFIC CONTROL			\$15,000.00
f. SIGNAL			\$0.00
g. LIGHTING			\$0.00
h. ATMS			\$0.00
<b>SUBTOTAL: C-4</b>			<b>\$31,360.00</b>
<b>5. MISCELLANEOUS:</b>			
a. SIGNING	2 EA	\$560.00 PER EA	\$1,120.00
b. ASPH PAVEMENT MARKING	200 LF	\$1.20 PER LF	\$240.00
c. CONC PAVEMENT MARKING	0 LF	\$20.00 PER LF	\$0.00
d. GUARDRAIL	0 LF	\$22.00 PER LF	\$0.00
e. SIDEWALK, 6 IN	200 LF	\$175.00 PER LF	\$35,000.00
f. RIP RAP, TY 1	50 SY	\$28.00 PER SY	\$1,400.00
<b>SUBTOTAL: C-5</b>			<b>\$37,760.00</b>
<b>6. SPECIAL FEATURES:</b>			
a.	0 UNIT	\$0.00 COST PER UNIT	\$0.00
<b>SUBTOTAL: C-6</b>			<b>\$0.00</b>
<b>ESTIMATE SUMMARY</b>			
<b>A. RIGHT-OF-WAY</b>			<b>\$217,000.00</b>
<b>B. REIMBURSABLE UTILITIES</b>			<b>\$0.00</b>
<b>C. CONSTRUCTION</b>			
1. MAJOR STRUCTURES		\$122,250.00	
2. GRADING AND DRAINAGE		\$95,100.00	
3. BASE AND PAVING		\$20,040.00	
4. LUMP ITEMS		\$31,360.00	
5. MISCELLANEOUS		\$37,760.00	
6. SPECIAL FEATURES		\$0.00	
<b>SUBTOTAL CONSTRUCTION COST</b>			<b>\$306,510.00</b>
<b>E. &amp; C. (10%)</b>			<b>\$30,651.00</b>
<b>INFLATION (5%/YEAR)</b>			<b>\$0.00</b>
<b>TOTAL CONSTRUCTION COST</b>			<b>\$337,161.00</b>
<b>GRAND TOTAL PROJECT COST</b>			<b>\$654,161.00</b>
This project is 100 % in Congressional District 3			

# Preliminary Right of Way Cost Estimate

**Phil Copeland**

Right of Way Administrator

By: Jerry Milligan

**Date:** September 28, 2007

**Project:** CSBRG-0006-00(954)Spalding UPDATE

**Existing/Required R/W:** Varies/Varies

**Project Termini :** Bridge Replacement on North Hill Street over Cabin Creek

**Project Description:** Bridge Replacement on N. Hill St. over Cabin Creek

**P.I. Number:** 0006954

**No. Parcels:** 4

**Land:** R/W Commercial: 0.25 acres @ \$150,000 / acre \$ 37,500

**Improvements :** misc. site improvements 25,000

**Relocation:** Residential ( 0 )  
Commercial ( 0 ) 0

**Damage :** Cost to Cure (0) parcel  
Proximity ( 0 )parcel  
Uneconomic Remnant 0

Net Cost \$ 62,500

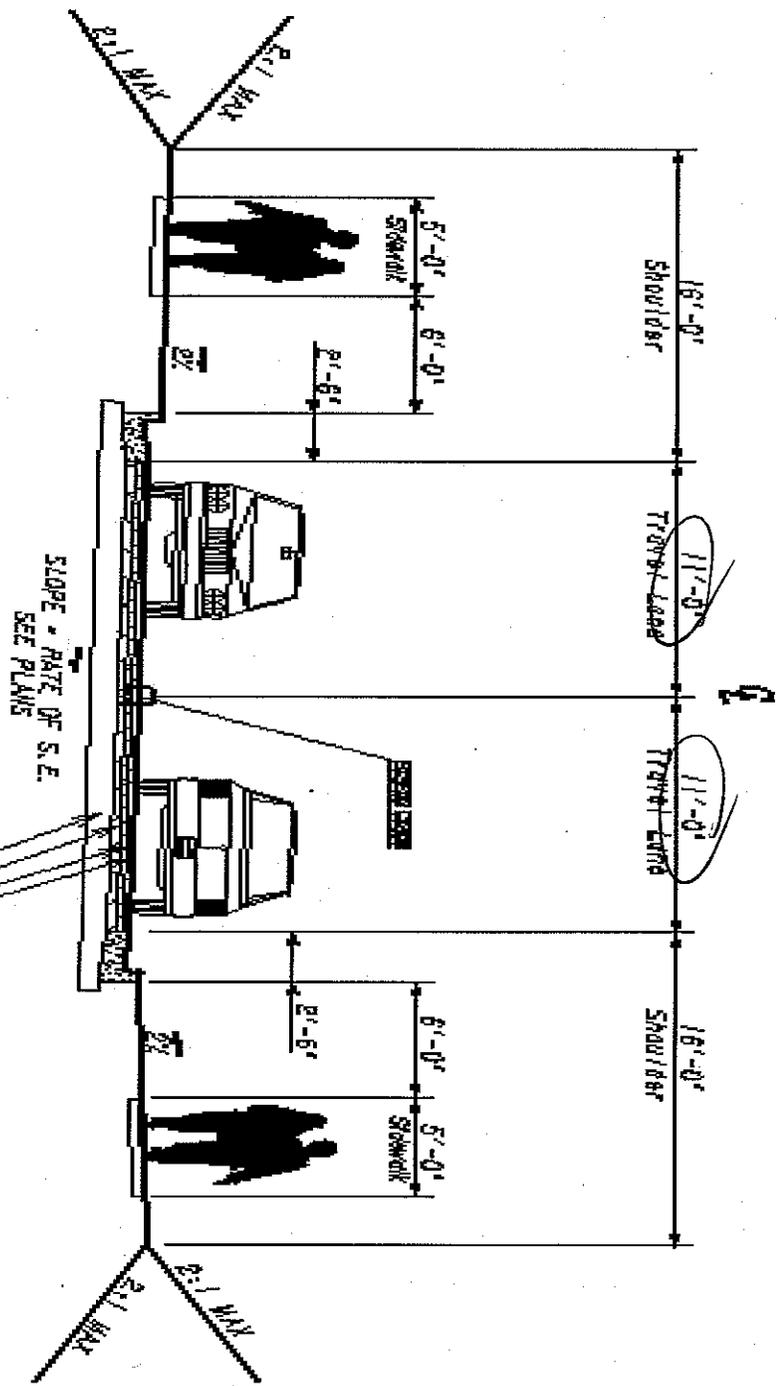
Net Cost		\$	62,500
Scheduling Contingency	55 %		34,375
Adm/Court Cost	60 %		58,125
Market Appreciation	40 %		62,000
		\$	<u>217,000</u>

**Total Cost \$217,000**

Utility Cost

<b>UTILITY OWNER</b>	<b>PUBLIC OR PRIVATE</b>	<b>TYPE OF UTILITY</b>	<b>REIMBURSABLE</b>	<b>NON-REIMBURSABLE</b>
City of Griffin – Water	Private	Water/	0	\$40,000
AGL	Private	Gas	0	\$40,000
<b>TOTAL PROJECT COST</b>			<b>0</b>	<b>\$80,000</b>

# TYPICAL SECTION



SUPER ELEVATED SECTION

- 137.50 LBS. / SQ. YD. ASPHALTIC CONCRETE, 9.5 MM SUPERPAVE
- 220 LBS. / SQ. YD. ASPHALTIC CONCRETE, 19 MM SUPERPAVE
- 800 LBS. / SQ. YD. ASPHALTIC CONCRETE, 25 MM SUPERPAVE
- 12 INCHES GRADED AGGREGATE BASE

SLOPE - RATE OF S.E.  
SEE PLANS

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 255-0043-0

Spalding

SUPE. RATING

16.21

## Location & Geography

* Structure ID No:	255-0043-0	* Highway System:	0	* Signs & Attachments	
* 200 Bridge Information	06	* 26 Functional Classification:	16	225 Expansion Joint Type:	02
* 6A Feature Int:	CABIN CREEK	* 204 Federal Route Type:	M No.: 02500	242 Deck Drains:	0
* 6B Critical Bridge:	0	* 105 Federal Lands Highway:	0	243 Parapet Location:	0
* 7A Route Number Carried:	CR00134	* 110 Truck Route:	0	Height:	0.00
* 7B Facility Carried:	HILL STREET	* 206 School Bus Route:	1	Width:	0.00
* 9 Location:	IN GRUFFIN	* 217 Benchmark Elevation:	0000.00	238 Curb:	1.00 1
* 2 DOT District:	3	* 218 Datum:	0	239 Handrail:	1 1
* 207 Year Photo:	2006	* 19 Bypass Length:	03	* 240 Median Barrier Rail:	0
* 91 Inspection Frequency:	24 Date: 08/31/2006	* 20 Toll:	3	241 Bridge Median Height:	0.00
* 92A Fract Crit Insp Freq:	00 Date: 02/01/1901	* 21 Maintenance:	02	Width:	0.00
* 92B Underwater Insp Freq:	00 Date: 02/01/1901	* 22 Owner:	02	* 230 Guardrail Loc Dir Rear:	0
* 92C Other Spc Insp Freq:	00 Date: 02/01/1901	* 31 Design Load:	0	Fwd:	0
* 4 Place Code:	35334	* 37 Historical Significance:	5	Oppo Dir Rear:	0
* 5 Inventory Route (O/C/D):	1	* 205 Compression Distric:	13	Paral:	0
Type:	5	* 27 Year Constructed:	1930	244 Approach Slab:	0
Designation:	1	* 106 Year Reconstructed:	0000	Retaining Wall:	1
Number:	02500	* 33 Bridge Median:	0	245 Posted Speed Limit:	35
Direction:	0	* 34 Skew:	00	Warning Sign:	0
* 16 Latitude:	33-164810 NAD83 Prefix:	* 35 Structure Flared:	0	234 Delineator:	0
* 17 Longitude:	84-15.6860 NAD83 Suffix:	* 38 Navigation Control:	0	235 Hazard Boards:	1
* 98 Border Bridge:	000 %Shared: 00	* 213 Special Steel Design:	0	237 Utilities Gas:	22
* 99 ID Number:	0000000000000000	* 267 Type of Paint:	1	Water:	21
* 100 STRAHNET:	0	* 42 Type of Service on:	1	Electric:	00
* 12 Base Highway Network:	1	Under:	5	Telephone:	22
* 13A LRS Inventory Route:	2552013400	* 214 Movable Bridge:	0	Sewer:	21
* 13B Sub Inventory Route:	0	* 203 Type Bridge:	H-O-M-O	247 Lighting Street:	0
* 101 Parallel Structure:	N	* 259 Pile Encasement:	3	Navigation:	0
* 102 Direction of Traffic:	2	* 43 Structure Type Main:	3 02	Aerial:	0
* 264 Road Inventory Mile Post:	001.21	* 45 No. Spans Main:	001	* 248 County Community No.:	00
* 208 Inspection Area:	03	* 44 Structure Type Appr:	0 08		
Engineer's Initial:	sgm	* 46 No. Spans Appr:	0000		
		* 226 Bridge Curve Horiz:	0		
		* 111 Pier Protection:	0		
		* 107 Deck Structure Type:	1		
		* 108 Wearing Surface Type:	6		
		Members:	8		
		Protection:	8		

Report Date: 12/15/2006

SIA-1

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 255-0043-0

Spalling

SUFR. RATING

16.21

### Programming Data

201 Project No.: UNKNOWN  
 202 Plans Available: 0  
 249 Prop. Proj. No.: CSBRG-0006-00495  
 250 Approval Status: 0000  
 251 PI No.: 0006954  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 000000  
 75 Type Work: 34 1  
 94 Bridge Imp. Cost: \$ 39  
 95 Roadway Imp. Cost: \$ 262  
 96 Total Imp Cost: \$ 341  
 76 Imp. Length: 001351  
 97 Imp. Year: 1990  
 114 Future ADT: 013360 Year: 2025

### Measurements

\* 29 ADT: 008240 Year: 2005  
 109 % Trucks: 0  
 \* 28 Lanes On: 02 Under: 00  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max Span Length: 0031  
 \* 49 Structure Length: 31  
 51 Br. Rwy. Width: 23.70  
 52 Deck Width: 26.60  
 \* 47 Tot Horiz Cl: 23.70  
 50 Curb/SideWd Width: 0.60/0.60  
 32 Approach Rdwy Width: 024  
 \* 229 Shoulder Width:  
 Rear Lt: 6.00 Type: 8 Rt: 6.00  
 Fwd Lt: 6.00 Type: 8 Rt: 6.00  
 Pavement Width:  
 Rear: 24.00 Type: 2  
 Fwd: 24.00 Type: 2  
 Intersection Rear: 1 Fwd: 1  
 36 Safety Features Br. Rail: 3  
 Transition: 0  
 App. G. Rail: 0  
 App. Rail End: 0  
 53 Minimum Cl Over: Under: N  
 \* 228 Min. Vertical Cl  
 Act. Odm Dir: 99 \* 99 \*  
 Opp. Dir: 99 \* 99 \*  
 Postd Odm Dir: 00 \* 00 \*  
 Opp. Dir: 00 \* 00 \*  
 35 Lateral Underl. R: N 99.99  
 36 Lateral Underl. L: 0.00  
 \* 10 Max Min Vert Cl: 99 \* 99 \* Dir: 0  
 39 New Vert Cl: 000 Horiz: 0000  
 116 New Vert Cl Closed: 000  
 245 Deck Thickness Main: 8.00  
 Deck Thick Approach: 0.00  
 246 Overlay Thickness: 4.00  
 212 Year Last Painted: Sup: 1990 Sub: 0000

### Ratings

65 Inventory Rating Method: 1  
 63 Inventory Rating Method: 1  
 66 Inventory Type: 2 Rating: 10  
 64 Operating Type: 2 Rating: 17  
 231 Calculated Loads  
 H-Modifield: 08 1  
 HS-Modifield: 00 0  
 Type 3: 00 0  
 Type 3&2: 00 0  
 Timber: 00 0  
 Pile/Spac: 00 0  
 261 H Inventory Rating: 06  
 262 H Operating Rating: 10  
 67 Structural Evaluation: 2  
 58 Deck Condition: 7  
 59 Superstructure Condition: 5  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 7  
 60B Score Condition: 8  
 60C Underwater Condition: N  
 71 Waterway Adequacy: 4  
 61 Channel Protection Cont: 7  
 68 Deck Geometry: 2  
 69 Undercl. Horiz Vert: N  
 72 Appr. Alignment: 6  
 62 Culvert: N

### Hydraulic Data

215 Waterway Data  
 Highway Elev.: 0000.0 Year: 1900  
 Ave. Streambed Elev.: 6000.0 Freq: 00  
 Drainage Area: 000000  
 Area Of Opening: 000000  
 113 Score Critical: U  
 216 Water Depth: 01.2 Br. Height: 14.0  
 222 Slope Protection: 0  
 221 Spur Dikes Rear: 0 Fwd: 0  
 219 Fender System: 0  
 220 Dolphin: 0  
 223 Culvert Cover: 000  
 Type: 0  
 No. Barrels: 0  
 Width: 0.00 Height: 0.00  
 Length: 0 Apron: 0  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ

### Posting Data

70 Bridge Posting Required: 0  
 41 Struct Open, Posted, Cl: P  
 \* 103 Temporary Structure: 0  
 232 Posted Load: H-Modifield: 08  
 HS-Modifield: 00  
 Type 3: 00  
 Type3&2: 00  
 Timber: 00  
 Pile/Spac: 00  
 253 Notification Date: 02/01/1901  
 253 Fed Notify Date: 02/01/1901  
 0

## CONCEPT TEAM MEETING MINUTES

CSBRG-0006-00(954) – Spalding County

P.I. 0006954

North Hill Street @ Cabin Creek

The concept team meeting for Georgia DOT project CSBRG-0006-00(954) Spalding County, P.I. 0006954 was held at 9:00 A.M. on Tuesday, August 27<sup>th</sup>, 2007 with Bill Rountree, District 3 Design Engineer, officiating. Team members present were:

Bill Rountree	GDOT, District 3 Design Engineer (706-646-6990)
Adam Smith	GDOT, District 3 Design (706-646-6662)
Geraldine Trice	GDOT, District 3 Design (706-646-6663)
Audrey Gooch	GDOT District 3 Local Government (706-646-6965)
Debra F. Pruitt	GDOT, District 3 Environmentalist (706-646-6984)
Lamar Pruitt	GDOT District 3 Construction (706-646-6911)
Cheryl Griffin	GDOT District 3 Preconstruction (706-646-6985)
Kerry Gore	GDOT District 3 Utilities (706-646-6692)
Mike England	GDOT, District 3 Traffic Engineer (706-646-6678)
David Millen	GDOT District 3 Preconstruction (706-646-6987)
Thomas Howell	GDOT District 3 Engineer (706-646-6900)
Craig Sewell	GDOT Area 5 Assistant Area Engineer (706-646-8965)
Timothy A. Crane	Spalding County Assistant Public Works Director
Tom Queen	GDOT District 3 Planning Engineer (706-646-6982)

The following constitutes the minutes for the concept team meeting held on Tuesday, August 27<sup>th</sup>, 2007. These minutes are a summary in nature and do not attempt to document every item discussed nor statement made. Should your recollection differ from what is contained herein or you wish to add something, please contact Bill Rountree at 706-646-6990, or via e-mail at [bill.rountree@dot.state.ga.us](mailto:bill.rountree@dot.state.ga.us).

- I. The meeting began at approximately 9:00 A.M.
- II. Each member was provided with a concept report draft and meeting agenda. A layout of the concept was displayed on an easel board for visual aid. Introductions were made. It was requested that comments or questions be withheld until after a review of the concept report draft.
- III. Bill Rountree began by giving a project description using the layout. There was some minor discussion regarding the limits of construction.
- IV. Additionally, Bill Rountree led the group through the concept report draft and noted some changes throughout:
- V. Following the concept report draft review, comments and questions were requested from members present. Such comments have been listed below and are categorized by department.

- a. Planning: The PFA in the concept report says Jordan Hill Road on it. Tom said he didn't send out this PFA. A revised PFA needs to be sent out to reflect the location of the project at North Hill Street in Griffin. Also the possibility of using State Aid to build a culvert was discussed.
- b. Office of Financial Management : Not Present
- c. Environmental: Debra stated that 12 months should be enough were the project to remain a bridge project. She said that she may be able to do a PCE and get it done in 6 months. She stated that layouts had been sent to OEL. She also suggested the culvert option. She stated that there were several UST sites in the area and that the bridge may be over 50 years old. She didn't seem to think that the wetlands/stream should be a problem and suggested we do a PCE.
- d. Utilities: Kerry had no comments regarding Utilities other than that they were out there. He said going underground with the existing utilities if we were to use a culvert would be no problem. He also made a note that there is a lot of pedestrian traffic and that we may need to maintain that pedestrian traffic during construction.
- e. Right of Way: A suggestion was made to change the R/W to 12 months. A suggestion to reduce the shoulders was also made. Were we to change to a culvert, it is believed that the R/W could be acquired in 6-8 months.
- f. Traffic Operations: Mike suggested that we work with the City and County on the detour since it will be in both municipalities. If we go with a culvert, the culvert should be extended for future right turn lanes at the intersection. A separate intersection improvement project would probably be warranted. Pedestrian traffic was also discussed/
- g. Construction: Lamar and Thomas wondered why 16 ft. shoulders were used. This is in accordance with the new GDOT Design Manual, but a variance was suggested. Recommendations were made for a hydraulic study for a culvert. This was considered to be the best option.
- h. Maintenance: Not Present
- i. Location: Not Present
- j. Spalding County: No Additional Comments were made from the County. They concurred with the culvert option as well as other comments made.

VI. The overall consensus of the members was in favor of proposing another alternative for a culvert in the concept. At that point a hydraulic study should be done to determine if it is feasible. We should use federal funds to determine if this is an option. Once determine, we may use State Aid to build design and build the project. A separate intersection improvement project may be programmed for the intersection at a later date. This project will allow for right turn lanes to be added in the future.

VII. The meeting was adjourned at approximately 10:00 A.M.

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

This AGREEMENT is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and SPALDING COUNTY acting by and through its Mayor/Chairman and Board of Commissioners, hereinafter called the "SPONSOR".

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

WHEREAS, the SPONSOR has represented to the DEPARTMENT a desire to participate in certain activities of the PROJECT as set forth in this AGREEMENT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the department has expressed a willingness to participate in certain activities of the PROJECT as set forth in this AGREEMENT.

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

1. The SPONSOR shall contribute to the PROJECT by funding all of certain portions of the PROJECT costs for utility relocations and right of way acquisitions as specified in Exhibit A and further defined in this agreement.
2. The DEPARTMENT shall contribute to the PROJECT by funding all of certain portions of the PROJECT costs for Preliminary Engineering and Construction as specified in Exhibit A.
3. The SPONSOR shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks and the grass strip between the curb and gutter and the sidewalk within the PROJECT limits.
4. Upon the approval of the right of way plans by the DEPARTMENT, the necessary rights of way for the PROJECT shall be acquired by the SPONSOR. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code, 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT. Failure of the SPONSOR to follow these requirements may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the SPONSOR to make up the loss of that funding. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. Should the SPONSOR request that the right of way plans be modified, the DEPARTMENT shall evaluate the resulting change to the overall cost of the PROJECT and determine if the change should be made. If such change is approved by the DEPARTMENT, the

SPONSOR shall fund any resulting increases in the overall PROJECT COST.

5. The SPONSOR shall contribute to the PROJECT by funding all of the PROJECT costs for utility relocations, which are deemed eligible by the DEPARTMENT for reimbursement. Eligible relocations would be those utilities holding a property interest in their present location. When deemed eligible, the relocation costs shall include any preliminary engineering, easement acquisition and construction activities that are necessary for the utility to accommodate the PROJECT. The SPONSOR shall also fund the relocations for any facility which it owns and for any other local government that is not relocating at its own expense. Upon determination of eligibility, the DEPARTMENT shall prepare a written agreement which specifies the terms and amounts of any contribution or repayments that will be made to the Utility of the DEPARTMENT by the SPONSOR. The Agreement shall be supported by plans, specifications and itemized cost estimates of the work agreed upon and shall be executed prior to advertising the PROJECT for letting.

6. The DEPARTMENT shall be responsible for all railroad relocation costs necessary for the construction of the PROJECT.

7. Upon completion and approval of the PROJECT plans, the SPONSOR shall certify to the DEPARTMENT that all needed rights of way have been obtained and cleared of obstructions, and certify that all needed permits for the PROJECT have been obtained. The DEPARTMENT shall certify that all utilities located within the projects limits have been sufficiently detailed to provide a clear understanding of the work to be done to adequately accommodate the PROJECT. The DEPARTMENT shall also certify that all approvals have been completed for work to be done at the sole expense of the utility (i.e. Permits) or for work to be reimbursed (i.e. Agreements). After certification the PROJECT shall be let for construction. The DEPARTMENT shall be solely

responsible for securing and awarding the construction contract for the PROJECT.

8. Both the SPONSOR and the DEPARTMENT hereby acknowledge that time is of the essence and both parties shall adhere to the priorities established in the approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP) or earlier. Furthermore, all parties shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the completion of respective commitments contained herein, if a change in the schedule is needed, the DEPARTMENT shall have final authority. If, for any reason, the SPONSOR does not complete the activities defined in this agreement on schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction.

9. This AGREEMENT is made and entered into in FULTON COUNTY, Georgia, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

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

RECOMMENDED:



\_\_\_\_\_  
District

\_\_\_\_\_  
Director of Preconstruction

\_\_\_\_\_  
Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY: \_\_\_\_\_  
Commissioner

ATTEST:

\_\_\_\_\_  
Treasurer

REVIEWED AS TO LEGAL FORM:

\_\_\_\_\_  
Office of Legal Services

SPONSOR:

BY: \_\_\_\_\_  
Name  
Title

Signed, sealed and delivered this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, in the presence of:

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Notary Public

This Agreement approved by SPALDING COUNTY at a meeting held at

this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

\_\_\_\_\_  
City/County Clerk (as appropriate)

FEIN: \_\_\_\_\_

EXHIBIT A

Project	Description	Project Type	Responsible Party			
			Preliminary Engineering	RW Acquisition	Utilities Relocation	Construction
CSBRS-2016-101954 P.I. No 0008964	CF 134/JORDAN HILL RD @ CABIN CREEK	Replacement	100% CDOT	100% SPONSOR	100% SPONSOR	100% CDOT

## NOTICE OF LOCATION AND DESIGN APPROVAL

CSBRG-0006-00(954)

P.I. No.: 0006954

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

The date of location approval is DECEMBER 5, 2007

The project CSBRG-0006-00(954) Spalding County is a bridge replacement on North Hill Street over Cabin Creek. The bridge sufficiency rating is 16.21. The project CSBRG-0006-00(954) Spalding County is located in Land Lot 159, Land District 3 and the G.M.D. is 1825. All numerical units are in English units.

The project consists of replacing the existing substandard bridge on North Hill Street over Cabin Creek. The proposed bridge is 200 ft. long and 38 ft wide. The begin project mile post is 1.16 and the end project mile post is 1.29.

Drawings, maps or plats of the proposed project, as approved, are on file and are available for inspection at the Georgia Department of Transportation:

Mark Sanford, Area Engineer  
[Mark.Sanford@dot.state.ga.us](mailto:Mark.Sanford@dot.state.ga.us)  
1001 Highway 19 South  
Griffin, Georgia 30223  
Phone No.: (770) 228-7205 / (770) 228-7337  
Fax (770) 412-4068

Any interested party may obtain a copy of the drawings, maps or plats, or portions thereof, by paying a nominal fee and requesting in writing to:

William J. Rountree, P.E., District Design Engineer  
Department Of Transportation  
[bill.rountree@dot.state.ga.us](mailto:bill.rountree@dot.state.ga.us)  
115 Transportation Boulevard  
Thomaston, Georgia 30286-4524  
(706) 646-6990

Any written request or communication in reference to this project or notice SHOULD include the Project and P.I. Numbers as noted at the top of this notice.