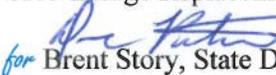


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0007030 **OFFICE** Design Policy & Support
CSBRG-0007-00(030)
GDOT District 1 - Gainesville
Dawson County **DATE** September 2, 2011
SR 9 Bridge Replacement @ the Etowah River

FROM  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
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Andy Casey, State Roadway Design Engineer
Attn: Chris Rudd, Design Group Manager
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Ron Wishon, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Todd McDuffie, District Engineer
Robert Mahoney, District Preconstruction Engineer
Allen Ferguson, District Utilities Engineer
David Norwood, Project Manager
BOARD MEMBER - 9th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSBRG-0007-00(030)
County: Dawson
P. I. Number: 0007030
Federal Route Number: NA
State Route Number: SR 9

Bridge Replacement
See page 2 for location sketch.

Submitted for approval:

DATE 7/14/11
DATE 7/18/2011
DATE 7/18/11

C. Andy Casey
Andy Casey, P.E.; State Roadway Design Engineer
Bobby Hilliard
Bobby Hilliard, P.E.; State Program Delivery Engineer
David Norwood
David Norwood; Project Manager

Recommendation for approval:

DATE _____
DATE 7/22/11
DATE _____
DATE 7/20/11
DATE 7/20/11
DATE 7/25/11
DATE _____
DATE _____

Genetha Rice-Singleton; Program Control Administrator
GLENN BOWMAN/EKP*
Glenn Bowman, P.E.; State Environmental Administrator

Kathy Zahul, P.E.; State Traffic Engineer
RON WISHON/EKP*
Ron Wishon; Project Review Engineer
TODD McDUFFIE/EKP*
Todd McDuffie; District One Engineer
BEN RABUN/EKP*
Benjamin F. Rabun, P.E.; State Bridge Design Engineer

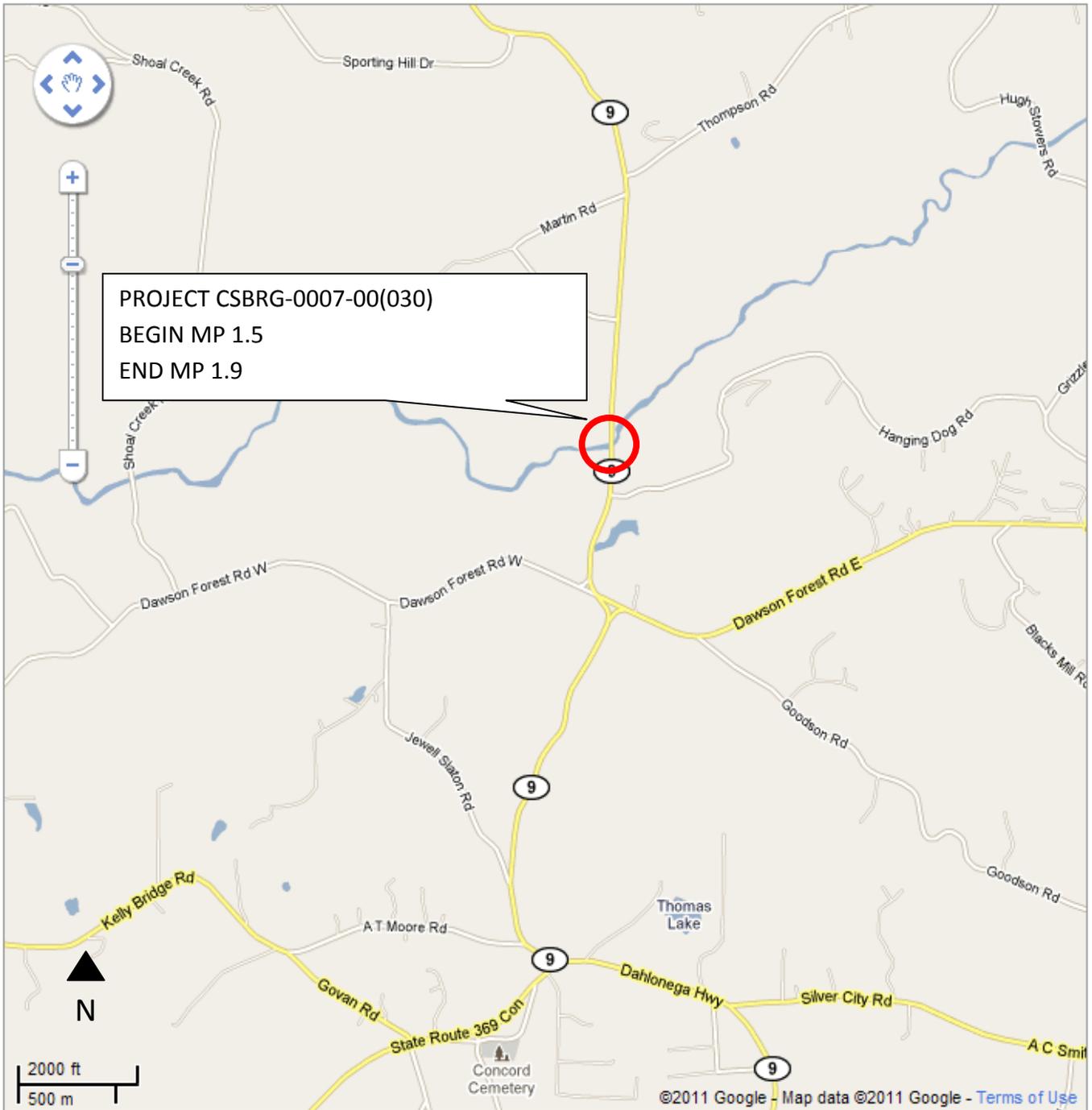
Jeff Baker, P.E.; State Utilities Engineer

Angela D. Robinson; State Trans. Financial Mngmt. Administrator

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

DATE 7-27-11
Cynthia L. Vandyke
Cynthia L. Vandyke; State Transportation Planning Administrator

* - RECOMMENDATION ON FILE



Location Map

Project: CSBRG-0007-00(030) Dawson County **PI No.:** 0007030

Description: SR 9 Bridge Replacement

Need and Purpose: This bridge (Structure ID 085-0001-0; SR 9 over Etowah River) was built in 1930 and reconstructed in 1955. The bridge consists of 2 spans of continuous steel beams and 1 span of cantilevered steel beams (cantilevered shoe bearing 1939 original design; and pin and hanger system 1955 reconstruct)) on a concrete cap and full web wall substructure with pile footings. The bridge is currently posted, with posting ranging from 18 to 30 tons and has a Sufficiency Rating of 41.56. The deck currently is overlaid with 2 ¼” of asphalt. The deck has been repaired numerous times and these repairs are beginning to show new cracking. The underside of the deck is exhibiting deterioration with transverse cracking along with spalls and exposed rebar in numerous areas of the bridge deck. In span two at beam locations 3, 4, 5, and 6 section loss of the angle brace in the cantilever bearing section is present. Some areas show section loss of up to 1/8”. Also at bent 2 numerous anchor bolts are missing in the cantilever shoe bearings. The superstructure steel at the abutments is in fair condition with a number of the beams exhibiting section loss (up to 3/8”) and deep pitting. Due to the inadequate structural integrity and that this bridge is currently posted, replacement of this bridge is recommended.

Description of the proposed project: The proposed project will replace the existing 28’ wide bridge with a new 40’ wide bridge. The proposed bridge deck will be slightly higher than the existing bridge due to staging and constructability. Due to this elevation change, the vertical grades at both ends of the bridge will be slightly modified. The project is located in Dawson County, approximately 4.5 miles south of Dawsonville near M.P. 1.72.

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

Is this project located in an Ozone Non-attainment area? _____ Yes X No

PDP Classification: Major _____ Minor X

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

Functional Classification: _____ Rural Major Collector _____

U. S. Route Number(s): _____ N/A _____ State Route Number(s): _____ 9 _____

Traffic (AADT):
 Open Year: (2015) _____ 5525 _____ Design Year: (2035) _____ 8200 _____

Crash History:

Year	No. Crashes	No. Vehicles	No. Injuries	No. Fatalities
2006	0	0	0	0
2007	0	0	0	0
2009*	1	1	1	0
Total all years	1	1	1	0

*Data for these years may be incomplete.

Existing design features:

- Typical Section: 2-12' lanes, 2' paved shoulder, 2-12' lanes across existing bridge
 Posted speed 45 mph Minimum radius for curve: 643'
- Maximum super-elevation rate for curve: 6%
- Maximum grade: 6% %
- Width of right-of-way: 100 ft.
- Major structures: 085-0001-0: 34' wide X 110' long; 41.56 sufficiency rating
- Existing length of roadway segment and the beginning mile logs for each county segment.
 Existing length of roadway segment is .40 miles. Begin MP is 1.5, End MP is 1.9.

Proposed Design Features:

- Proposed Typical Section(s):
 Roadway: 2-12' lanes, 8' shoulder (2' paved)
 Bridge: 2-12' lanes across existing bridge, 8' shoulder
- Proposed Design Speed Mainline 45 mph
- Proposed Maximum grade Mainline 6 %
- Maximum grade allowable 6 %
- Proposed Maximum grade Side Street NA %
- Maximum grade allowable N/A %
- Proposed Maximum grade driveway 12 %
- Proposed Minimum radius of curve 643 ft
- Minimum radius allowable 643 ft
- Maximum allowable superelevation rate 6 %
- Proposed maximum superelevation rate 6 %
- Right-of-Way:
 - Width 100
 - Easements: Temporary (X) Permanent () Utility () Other ().
 - Type of access control: Full () Partial () By Permit (X) Other ().
 - Number of parcels: 4 Number of displacements: 0
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: Proposed 130' length, 40' Width
- Major intersections, interchanges, median openings and signal/intersection control locations.
 N/A
- Transportation Management Plan Anticipated: Yes () No (X)
- Design Exceptions to controlling criteria anticipated:

	<u>YES</u>	<u>NO</u>	<u>UNDETERMINED</u>
1. DESIGN SPEED:	()	(X)	()
2. LANE WIDTH:	()	(X)	()
3. SHOULDER WIDTH:	()	(X)	()
4. BRIDGE WIDTH:	()	(X)	()
5. HORIZONTAL ALIGNMENT:	()	(X)	()

Coordination

- Concept Team meeting held June 23, 2011, minutes attached.
- PAR meetings, dates and results. No PAR is required because this project does not require an individual U.S. Army Corps of Engineers permit.
- FEMA, USCG, and/or TVA. N/A
- Public involvement. None to date (PIOH will be held).
- Local government comments. None to date
- Other projects in the area. N/A
- Railroads. N/A
- Other Coordination to date. None to date

Scheduling – Responsible Parties’ Estimate:

- Time to complete the environmental process: 18 Months Begin: 11/01/2010 End : 05/02/2012
- Time to complete preliminary construction plans: 9 Months Begin: 09/16/2011 End : 06/14/2012
- Time to complete right-of-way plans: 2 Months Begin: 07/20/2012 End : 09/26/2012
- Time to complete the Section 404 Permit: 4 Months Begin: 04/11/2013 End : 08/28/2013
- Time to complete final construction plans: 12 Months Begin: 08/24/2012 End : 08/08/2013
- Time to complete the purchase of right-of-way: 12 Months Begin: 11/25/2012 End : 12/06/2013

Construction/ Design Alternates considered:

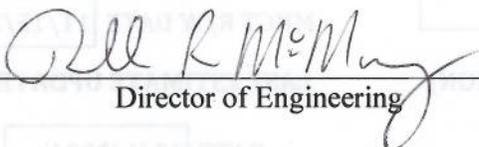
1. Maintain existing alignment. This alternate calls for the construction of a new bridge while maintaining one lane of traffic on the existing bridge through the use of a temporary signal. Although this alternate does require the use of only one lane during much of the construction of the new bridge, it was ultimately chosen because it requires less right-of-way and has less impacts to the Etowah River and surrounding areas as well as being able to use the existing bridge to maintain traffic during construction.
2. Close road and construct the bridge on existing alignment while providing an offsite detour. Although this detour will also require less right-of-way, there is no feasible detour located in close proximity to the project.
3. Use a parallel alignment while maintaining traffic on the existing bridge. This alternative was not chosen because a parallel alignment would require more right-of-way due to the profile changes required to tie in to the existing SR 9 alignment which would incur more impacts to the Scenic Etowah river park and to the Etowah River as well as higher construction and right of way costs.
4. Construction of a temporary bridge for construction on the existing alignment. This option was not chosen because the construction of a temporary bridge would incur more impacts the Etowah River and the Scenic Etowah River Park as well as higher costs for the right-of-way/easement for the construction of the temporary bridge.

Comments:

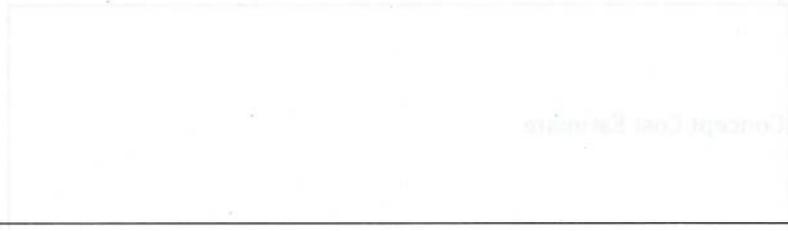
There are two schools in the vicinity of the project. Riverview Middle School is adjacent to the project and Riverview Elementary School is Approximately 5 miles south of the project, coordination will be done with both of schools concerning staging and construction of the project.

Attachments:

1. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection.
 - b. Completed Fuel & Asphalt Price Adjustment forms.
 - c. Utilities.
2. Typical sections.
3. Accident Summaries.
4. Traffic diagrams.
5. Bridge inventory.
6. Minutes of Concept meetings.
7. Dawson County Notification letter

Concur: 
Director of Engineering

Approve:  Date: 8/30/11
Chief Engineer



DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. CSBRG-0007-00(030) , **OFFICE** ROADWAY DESIGN
 DATE 6/29/2011

P.I. No.

FROM

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER

MNGT LET DATE

MNGT R/W DATE

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES \$

* Costs contain % Engineering and Inspection

REASON FOR COST INCREASE

Concept Cost Estimate

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$ 1,082,420.18	(Base Estimate)
Engineering and Inspection:	\$ 54,121.01	(Base Estimate x 5 %)
Total Fuel Adjustment	\$ 11,528.02	(From attached worksheet)
Total Liquid AC Adjustment	\$ 8,925.73	(From attached worksheet)
Construction Total:	\$ 1,156,994.94	

REIMBURSABLE UTILITY COST

Utility Owner

Reimbursable Cost

Attachments

DETAILED COST ESTIMATE



Job: 0007030

JOB NUMBER: 0007030

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

DESCRIPTION: SR 9 @ ETOWAH RIVER

ITEMS FOR JOB 0007030

0010 - ROADWAY ITEMS

LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$75,000.00	TRAFFIC CONTROL - CSBRG-0007-00(030)	\$75,000.00
0010	153-1300	1.000	EA	\$77,815.23	FIELD ENGINEERS OFFICE TP 3	\$77,815.23
0015	210-0100	1.000	LS	\$200,000.00	GRADING COMPLETE - CSBRG-0007-00(030)	\$200,000.00
0035	310-1101	3080.000	TN	\$17.79	GR AGGR BASE CRS, INCL MATL	\$54,802.69
0030	402-3121	148.000	TN	\$70.00	RECYL AC 25MM SP,GP1/2,BM&HL	\$10,360.00
0020	402-3130	40.000	TN	\$128.00	RECYL AC 12.5MM SP,GP2,BM&HL	\$5,120.00
0025	402-3190	54.000	TN	\$123.00	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$6,642.00
0095	413-1000	50.000	GL	\$3.53	BITUM TACK COAT	\$176.58
0040	433-1000	342.000	SY	\$125.16	REINF CONC APPROACH SLAB	\$42,805.32
0045	620-0200	110.000	LF	\$61.83	TEMP BARRIER, METHOD NO. 2	\$6,801.35
0125	632-0003	2.000	EA	\$11,244.11	CHANGEABLE MESS SIGN,PORT,TP 3	\$22,488.22
0050	641-1200	100.000	LF	\$19.81	GUARDRAIL, TP W	\$1,980.54
0055	641-5012	4.000	EA	\$1,833.48	GUARDRAIL ANCHORAGE, TP 12	\$7,333.93
0090	647-0220	1.000	LS	\$35,000.00	TRAF SIGNAL INSTALLATION, TEMP	\$35,000.00
SUBTOTAL FOR ROADWAY ITEMS:						\$546,325.86

0020 - EROSION CONTROL ITEMS

LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0110	163-0300	2.000	EA	\$1,100.44	CONSTRUCTION EXIT	\$2,200.88
0105	165-0030	2750.000	LF	\$0.73	MAINT OF TEMP SILT FENCE, TP C	\$2,006.29
0115	165-0101	4.000	EA	\$631.43	MAINT OF CONST EXIT	\$2,525.72
0060	171-0030	5500.000	LF	\$3.07	TEMPORARY SILT FENCE, TYPE C	\$16,879.17
0065	643-8200	300.000	LF	\$2.00	BARRIER FENCE (ORANGE), 4 FT	\$599.77
0100	716-2000	180.000	SY	\$1.16	EROSION CONTROL MATS, SLOPES	\$209.67
SUBTOTAL FOR EROSION CONTROL ITEMS:						\$24,421.50

0030 - SIGNING AND MARKING ITEMS

LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0070	653-1501	4224.000	LF	\$0.42	THERMO SOLID TRAF ST 5 IN, WHI	\$1,786.50
0075	653-1502	4224.000	LF	\$0.39	THERMO SOLID TRAF ST, 5 IN YEL	\$1,660.45
SUBTOTAL FOR SIGNING AND MARKING ITEMS:						\$3,446.95

0040 - BRIDGE ITEMS

LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0080	500-1006	1.000	LS	\$374,000.00	SUPERSTR CONCRETE, CL AA, BR NO - 1	\$374,000.00
0085	500-2110	220.000	LF	\$269.21	CONCRETE PARAPET, SPCL DES	\$59,225.87
0120	540-1102	1.000	LS	\$75,000.00	REM OF EX BR, BR NO - BRIDGE NUMBER 1	\$75,000.00
SUBTOTAL FOR BRIDGE ITEMS:						\$508,225.87

TOTALS FOR JOB 0007030

ITEMS COST:	\$1,082,420.18
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$1,082,420.18
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$1,082,420.18

P.I. Number 7030

County Dawson

Date 6/1/2011

Project Number CSBRG-0007-00(030)

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

ENTER FPL DIESEL	4.079
ENTER FPM DIESEL	9.178

ENTER FPL UNLEADED	3.862
ENTER FPM UNLEADED	8.6895

<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)	3080.000	0.29	893.20	0.24	739.20	
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)	242.000	2.90	701.80	0.71	171.82	
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				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
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				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				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		
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=			1595.00	SUM QF UNLEADED=			911.02	
DIESEL PRICE ADJUSTMENT(\$)					\$7,481.91			
UNLEADED PRICE ADJUSTMENT(\$)					\$4,046.11			

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 =

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)

TMT =

REMARKS:

MONTHLY PRICE ADJUSTMENT(\$)

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$)

\$7,481.91

UNLEADED PRICE ADJUSTMENT(\$)

\$4,046.11

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

\$155.65

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

\$8,770.08

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

REMARKS:

TOTAL ADJUSTMENTS

\$20,453.75

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0007-00(030) Dawson Co. **OFFICE** Gainesville
P.I. No. 0007030
SR 9 @ Etowah River **DATE** July 5, 2011

FROM 
Allen Ferguson
District Utilities Engineer

TO David Norwood, Project Manager

SUBJECT PRELIMINARY REIMBURSABLE UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Preliminary Reimbursable Utility Cost estimate for the subject project:

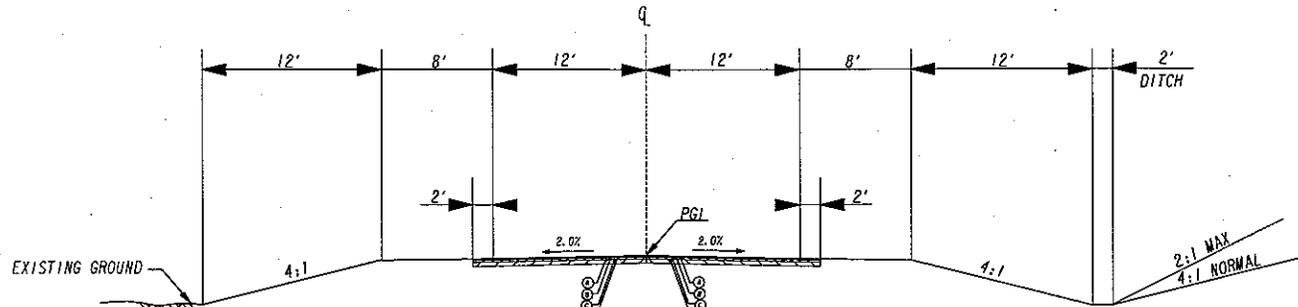
It is anticipated that no utilities will have to relocate for this project. While Georgia Transmission Corp. is located within the project limits they should be able to leave their facilities in their current location during construction.

Total reimbursable cost for the above project is estimated to be \$0.00

If you have any questions, please contact Allen Ferguson at 770-532-5510.

RAF

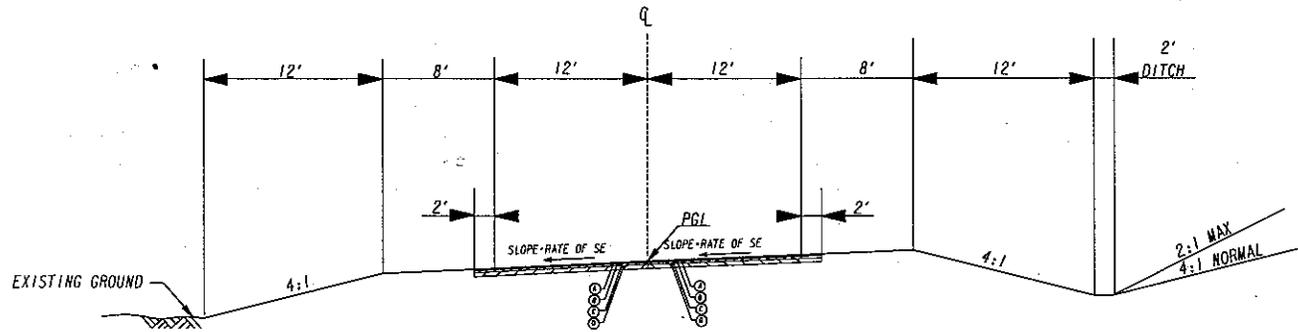
C: Jeff Baker, State Utilities Engineer;
Angie Robinson, Office of Financial Management;
Matt Needham, Area Engineer
File



TYPICAL SECTION NO. 1
S. R. 9 TANGENT SECTION
FROM APPROXIMATELY 1000' SOUTH TO
1000' NORTH OF THE ETOWAH RIVER

PAVEMENT DESIGN

- (A) ASPHALTIC CONCRETE
12.5 mm SUPERPAVE
- (B) ASPHALTIC CONCRETE
19 mm SUPERPAVE
- (C) ASPHALTIC CONCRETE BASE
25 mm SUPERPAVE
- (D) GRADED AGGREGATE BASE



TYPICAL SECTION NO. 2
S. R. 9 SUPERELEVATED SECTION
SEE PLANS FOR LOCATIONS OF SUPERELEVATED SECTION

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROADWAY DESIGN
TYPICAL SECTIONS

CSBRG-0007-00(030)
DAWSON COUNTY

DRAWING NO.
5-01

ACCIDENT RATE CALCULATION for year(s) 2006,2007,2009

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2006	Dawson	1	000900	1.50	1.90	4,580	0.40	1,832

Total Vehicle Miles: 1,832	Total Accidents: 0	Accident Rate: 0
Average ADT: 4,580	Total Injuries: 0	Injury Rate: 0
Length in Miles: 0.40	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2007	Dawson	1	000900	1.50	1.90	4,070	0.40	1,628

Total Vehicle Miles: 1,628	Total Accidents: 0	Accident Rate: 0
Average ADT: 4,070	Total Injuries: 0	Injury Rate: 0
Length in Miles: 0.40	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2009	Dawson	1	000900	1.50	1.90	3,948	0.40	1,579

Total Vehicle Miles: 1,579	Total Accidents: 1	Accident Rate: 173
Average ADT: 3,948	Total Injuries: 1	Injury Rate: 173
Length in Miles: 0.40	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0007-00(030), Dawson County **OFFICE** Planning
P.I. # 0007030
DATE November 17, 2010

FROM Angela T. Alexander, State Transportation Planning Administrator

TO Russell McMurry, Assistant Division Director of Engineering
Attention: Christopher Rudd

SUBJECT Updated Traffic Assignment for S.R. 9 at Etowah River.

The estimated traffic assignment for the above project is attached:

2010 ADT = 5000
2015 ADT = 5525
2035 ADT = 8200
K = 12.5%
D = 60%
T = 4%
24 HR T = 4%
S.U. = 3.7%
COMB. = 0.3%

If you have any questions concerning this information please contact
Abby Ebodaghe at (404) 631-1923.

ATA/AFE

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:085-0001-0		Dawson		SUFF. RATING: 41.56	
Location & Geography			Signs & Attachments		
Structure ID:	085-0001-0	*104 Highway System:	0	225 Expansion Joint Type:	02
200 Bridge Information:	06	*26 Functional Classification:	07	242 Deck Drains:	1
*8A Feature Int:	ETOWAH RIVER	*204 Federal Route Type:	S No: 00984	243 Parapet Location:	0
*8B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0
*7A Route No Carried:	SR00009	*110 Truck Route:	0	Width:	0
*7B Facility Carried:	SR 9	2006 School Bus Route:	1	238 Curb Height:	1
9 Location:	4.5 MI S OF DAWSONVILLE	217 Benchmark Elevation:	0000.00	Curb Material:	1
2 Dot District:	1	218 Datum:	0	239 Handrail:	11
207 Year Photo:	2009	*19 Bypass Length:	09	*240 Medium Barrier Rail:	0
*91 Inspection Frequency:	24 Date: 08/05/2009	*20 Toll:	3	241 Bridge Median Height:	0
92A Fract Crit Insp Freq:	0 Date: 02/01/1901	*21 Maintenance:	01	Bridge Median Width:	0
92B Underwater Insp Freq:	0 Date: 03/06/2006	*22 Owner:	01	230 Guardrail Loc, Dir, Rear:	3
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	2	Fwrd:	3
*4 Place Code:	00000	37 Historical Significance:	5	Oppo. Dir, Rear:	0
*5 Inventory Route(OAU):	1	205 Congressional District:	09	Oppo. Fwrd:	0
Type:	3	27 Year Constructed:	1930	244 Approach Slab:	3
Designation:	1	106 Year Reconstructed:	1855	224 Retaining Wall:	0
Number:	00009	33 Bridge Medium:	0	233 Posted Speed Limit:	45
Direction:	0	34 Skew:	00	236 Warning Sign:	0.00
*16 Latitude:	34 21.4498 HMMS Prefix:SR	35 Structure Flared:	0	234 Delineator:	1.00
*17 Longitude:	84 -06.8117 HMMS Suffix:00 MP:1.73	38 Navigation Control:	0	235 Hazzard Boards:	1
98 Border Bridge:	000%Shared:00	213 Special Steel Design:	8	237 Utilities Gas:	00
99 ID Number:	0000000000000000	267 Type of Paint:	5	Water:	00
*100 STRAHNET:	0	*42 Type of Service On:	1	Electric:	00
12 Base Highway Network:	1	Type of Service Under:	5	Telephone:	00
13A LRS Inventory Route:	851000900	214 Movable Bridge:	0	Sewer:	00
13B Sub Inventory Route:	0	203 Type Bridge:	J	247 Lighting Street:	0
101 parallel Structure:	N	259 Pile Encasement:	3	Navigation:	0
*102 Direction of Traffic:	2	*43 Structure Type Main:	4 02	Aerial:	0
*264 Road Inventory Mile Post:	001.72	45 No.Spans Main:	003	*248 County Continuity No.:	03
*208 Inspection Area:	1 Initials: EFP	44 Structure Type Appr:	0 00		
Engineer's Initials:	sgm	46 No Spans Appr:	0000		
* Location ID No:	085-00009D-001.73N	226 Bridge Curve Horz:	0 Vert: 1		
		111 pier Protection:	0		
		107 Deck Structure Type:	1		
		108 Wearing Structure Type:	6		
		Membrane Type:	0		
		Deck Protection:	8		

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:085-0001-0

Permanent Data		Measurements:		65 Inventory Rating Method:	
201 Project No:	BA (2) 1807 (3)	*29ADT	004070 Year:2007		1
202 Plans Available:	4	109%Trucks:	0	63 Operating Rating Method:	1
249 Prop Proj No:	CSBRG-0007-00-(030)	* 28 Lanes On:	02 Under:00	68 Inventory Type:	2 Rating: 19
250 Approval Status:	0000	210 No. Tracks On:	00 Under:00	64 Operating Type	2 Rating: 19
251 PI Number:	0007030	* 48 Max. Span Length	0051	231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	111	H-Modified:	18 1
260 Seismic No:	00000	51 Br. Rwdy. Width	27.70	HS-Modified:	20 0
75 Type Work:	34 1	52 Deck Width:	34.00	Type 3:	18 1
94 Bridge Imp. Cost:	\$96	* 47 Tot. Horiz. Cl:	28	Type 3s2:	28 0
95 Roadway Imp. Cost:	44	50 Curb / Sidewalk Width	2.10 / 2.10	Timber:	30 1
96 Total Imp Cost:	190	32 Approach Rdwy. Width	026	Piggyback:	40 0
76 Imp Length:	000321	*229 Shoulder Width:		261 H Inventory Rating:	1E
97 Imp Year:	1990	Rear Lt:	3.10 Type:2 Rt:2.50	262 H Operating Rating	24
114 Future ADT:	008105 Year:2027	Fwd. Lt:	2.40 Type:2 Rt:2.60	67 Structural Evaluation:	4
Hydraulic Data		Permanent Width:		58 Deck Condition:	5
215 Waterway Data:		Rear:	21.30 Type:2	59 Superstructure Condition:	5
High Water Elev:	0000.0 Year:1900		21.30 Type:2	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	Interaction Rear:	0 Fwd: 0	60A Substructure Condition:	6
Avg Streambed Elev:	0000.0	36 Safety Features Br. Rail:	2	60B Scour Condition:	7
Drainage Area:	00129	Transition:	2	60C Underwater Condition:	6
Area of Opening:	000850	App. G. Rail:	2	71 Waterway Adequacy:	8
113 Scour Critical	U	App. Rail End:	2	61 Channel Protection Crnd.:	6
216 Water Depth:	2.5 Br. Height:24.9	53 Minimum Cl. Over:	99' 99' *	68 Deck Geometry:	3
222 Slope Protection:	1	Under:		69 UnderClr. Horiz/Vert:	N
221 Slope Protection	0 Fwd:0	*228 Minimum Vertical Cl		72 Appr. Alignment:	7
219 Fender System	0	Act. Odm Dir:	99' 99'	62 Culvert:	N
220 Dolphin:	0	Oppo. Dir:	99' 99'	Posttime Data	
223 Current Cover:	000	Posted Odm Dir:	00' 00'	70 Bridge Posting Required	4
Type:	0	Oppo. Dir:	00' 00'	41 Struct Oper, Posted, CL:	F
No. Barrels:	0	55 Lateral Undercl. Rt:	N 0 0	* 103 Temporary Structure:	0
* Width:	0.00 Height:0.00	56 Lateral Undercl. Lt:	0.00	232 Posted Loads	
* Length:	0 Apron:0	*10 Max Min Vert Cl:	99' 99' Dir:0	H-Modified:	18
265 U/W Insp. Area	1 Diver:RMO	39 Nav Vert Cl:	000 Horiz:0000	HS-Modified:	00
Location ID No:	085-00009D-001.73N	116 Nav Vert Cl Closed:	000	Type 3:	18
		245 Deck Thickness Main	7.00	Type 3s2:	00
		Deck Thick Approach:	0.00	Timber:	30
		246 Overlay Thickness:	2.30	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

MEETING MINUTES

Bridge Replacement SR 9 at Etowah River Concept Team Meeting

June 23, 2011, 10:00 AM

Conference Room – Gainesville Area Office

Georgia Department of Transportation

Attending:

Chris Rudd	GDOT – Roadway Design
David Norwood	GDOT – Program Delivery
Brent Cook	GDOT – District 1 Traffic Engineer
Matt Needham	GDOT – District 1 Area Engineer
Jerod June	GDOT – Roadway Design

David Norwood, GDOT Project Manager, introduced the project and all attendees introduced themselves.

David Norwood opened the meeting for comments and Brent Cook, District 1 Traffic Engineer inquired about what type of traffic control would be provided during construction.

David Norwood stated that a temporary signal would be used to control traffic.

Brent Cook agreed with the use of a temporary signal and also stated that no permit would be required to use a temporary signal during construction. Brent Cook also recommended doing a level of service check to see how the use of the temporary signal would affect traffic in this area due to Riverview Middle School and Riverview Elementary School being in close proximity to the project.

Brent Cook noted that the crash data shown in the concept report was for Dawson Forest Road and is not applicable to this project and should be corrected accordingly.

Brent cook also mentioned from past experience that a sign could be used to notify drivers of the approaching temporary signal and maybe a sign stating the maximum red time expected at the temporary signal.

David Norwood mentioned that both schools in the area should be part of the project coordination and the PIOH would probably be held at Riverview Middle School.

David Norwood mentioned that this project does not need a constructability review and that the design should require very little roadway work outside of the bridge replacement and that very minimal ROW should be required.

Matt Needham, GDOT District 1 Area Engineer, mentioned that bikers frequent this area and that there is an annual bike race called the "Rose Pedal Ride" in which riders

pass over the Etowah River and continue down to Thompson Road which is located north of the project.

Brent Cook added that no roads are shut down during this bike race and that when the bikers call GDOT to request a permit to hold the bike race that they will be notified of any construction taking place and or traffic control measures being used along the bike route.

David Norwood added that the following comments were sent in and should be included in the meeting minutes:

Ron Wishon, GDOT Project Review Engineer noted that a temporary barrier wall should be shown on the typical section for stage 2 since traffic will still be on the existing bridge.

The Office of Design Policy and Support noted to use the most current concept report template.

The Office of Design Policy and Support recommended using titles only on the cover page of the concept report for signatures and adding a line for the State Utilities Engineer.

The Office of Design Policy and Support recommended having the Bridge Design/Maintenance office reviewing the project justification if it did not come from their office.

The Office of Design Policy and Support recommended mentioning what type of grade changes and/or shoulder improvements that might have to be done in the project description and changing the phrase "base year" to "open year".

The Office of Design Policy and Support recommended reviewing any discrepancy in the proposed design features including shoulder widths, proposed maximum grade, allowable minimum radii, and the proposed bridge length.

The Office of Design Policy and Support requested reviewing the construction costs and recommended discussing more about alternative considerations and not leaving any fields blank. Along with adding cost estimates for ROW and utilities.

The Office of Design Policy and Support also recommended coordination with the nearby Riverview Elementary and Middle School along with mentioning the proximity of these schools to the project somewhere in the concept report.

The Office of Design Policy and Support also recommended removing station ranges from concept typicals and instead using the Etowah River as a reference point. In addition, recommendations were made to dimension roadway lanes shoulders on the typical sections and attaching the notification letter sent to Dawson County.

David Norwood adjourned the meeting.



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5206

EARL L. MAHFUZ
TREASURER
(404) 656-5224

June 06, 2006

Honorable Mike Berg
Commission Chairman, Dawson County
76 Howard Ave. E. Suite 120
Dawsonville, GA 30534

Dear Chairman Berg:

Subject: Local Government Responsibilities

Project No. CSBRG-0007-00(030) Dawson Co. PI# 0007030
SR 9 @ ETOWAH RIVER

The Office of Financial Management has added the subject project to the Department's Construction Work Program.

In an effort to improve project delivery, the Department has decided to adopt a new policy in regards to Local Government responsibility and commitment requirements. For projects generated by a State Highway System need, the Department will no longer request upfront Local Government commitments nor require Local Governments to bear costs for third parties. These projects will be classified as "Department Projects" hereon. The Department will assume the eligible costs for all utilities and railroads holding a property interest.

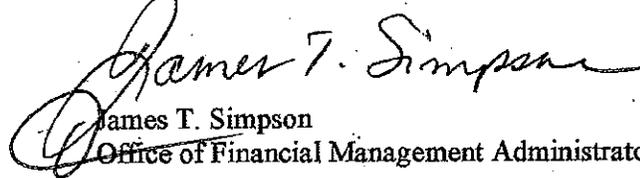
However, utility adjustment / relocation costs associated with any utility that was originally installed within a public right of way shall remain the responsibility of each respective utility owner (Office Code of Georgia Annotated 32-6-171). Please ensure that adequate funding is budgeted for the adjustment / relocation of such utility facilities owned by your Local Government (including any associated Authority's facilities). The Department's District Utilities Office will contact you to determine the potential impacts to your facilities.

Also, in an effort to improve project coordination, the Department strongly urges all Local Governments and associated Authorities that own water and sewer facilities to include such relocation work in the project by notifying the Department's District Utilities Office as early as possible in the project's development.

We hope this new policy will eliminate some of the uncertainties for Local Governments when making early commitments for often unknown costs; and the scheduled delivery of each project will be more reliable.

If you have any questions, feel free to call me at (404) 463-0966 or Russell McMurry, District Engineer in Gainesville at your convenience.

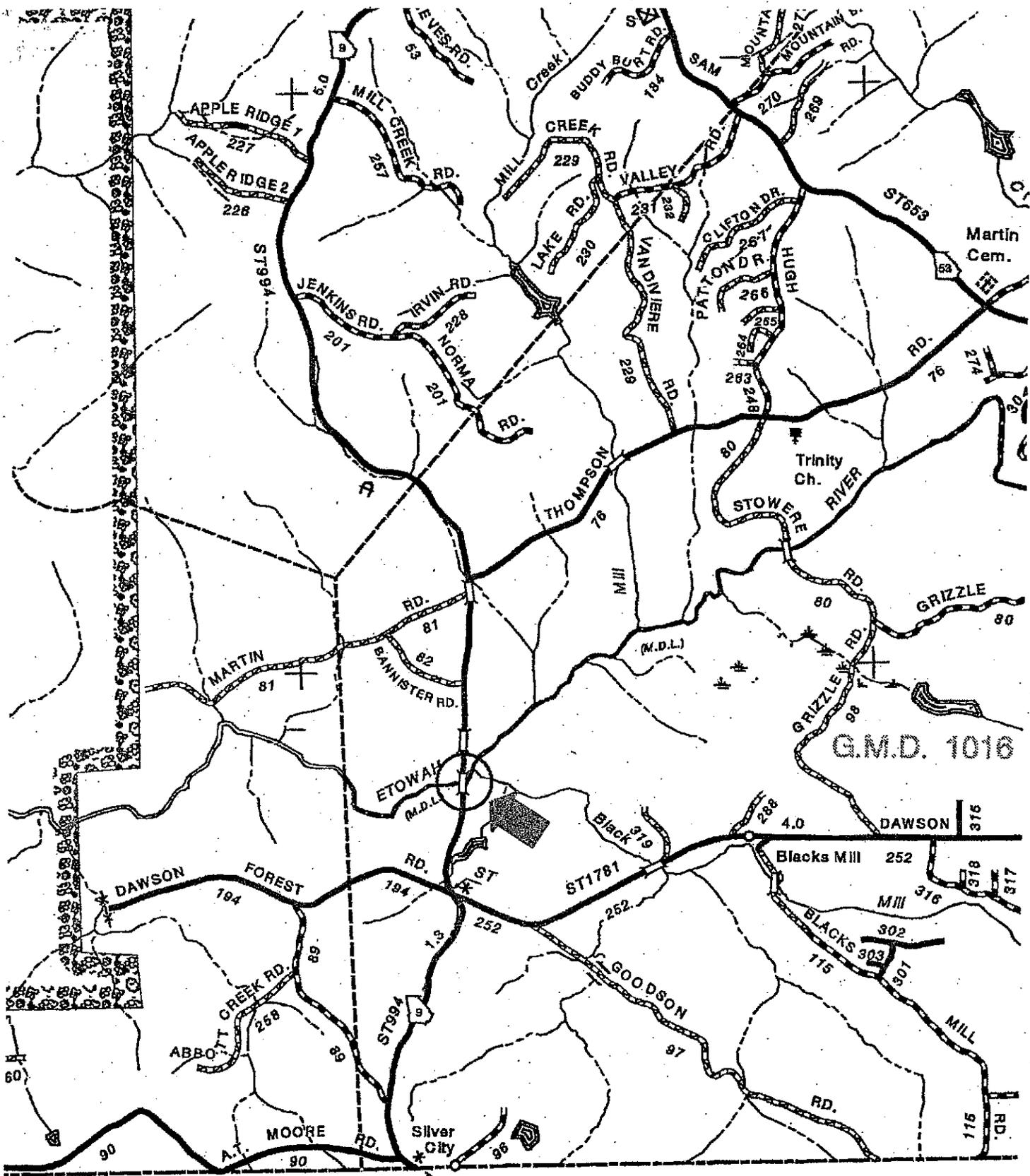
Sincerely yours,



James T. Simpson
Office of Financial Management Administrator

JTS:RR:kp

cc: Russell McMurry - District 1 Engineer
cc: Jeffery Jacques - District 1 Utilities Engineer
cc: Jeff Baker - State Utilities Engineer



G.M.D. 1016

Dawson
 CSBRG-0007-00(030)
 Reconstruction/Rehabilitation
 SR 9 @ ETOWAH RIVER

Bridges

0007030
 0.40 MI.

