



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
TIA PROJECT REVISED CONCEPT REPORT

Project Type: Bridge Replacement

P.I. Number: 0007042

GDOT District: 3

County: Macon

Federal Route Number: N/A

State Route Number: 128

Project Number: CSBRG-0007-00(042)

S.R. 128 over Whitewater Creek Bridge Replacement - TIA

Submitted for approval:

Mark Wilkinson / American Engineers, Inc.
Consultant & Firm

11/28/15
DATE

[Signature]
TIA Project Manager

11/30/15
DATE

[Signature]
GDOT TIA Regional Coordinator

12/3/15
DATE

[Signature]
TIA Program Manager

11/30/15
DATE

[Signature]
GDOT State TIA Administrator

12/03/2015
DATE

Approval:

Concur: [Signature]
GDOT Director of Engineering

12/4/2015
DATE

Approve: [Signature]
GDOT Chief Engineer

12.9.15
DATE

<ul style="list-style-type: none"> The approved concept minimized environmental impacts and would be covered by a Regional 404 Permit. A PAR would not be required. 	<ul style="list-style-type: none"> The revised concept will necessitate Required ROW as well as permanent and temporary easements to accommodate the on-site detour and temporary bridge. The additional ROW and easements will cause greater impacts to ecological resources, thus requiring an Individual 404 Permit and a Practical Alternatives Report (PAR).
<p>Reason for change: The approximately 16-mile offsite detour proposed in the approved concept was opposed by the Macon County Board of Commissioners and a large number of businesses and citizens in the project area. The offsite detour would route a large percentage of trucks through downtown Oglethorpe and Montezuma, as well as cause delays to school buses and emergency services. Additionally, the detour would cause connectivity issues for Whitewater Park as the existing bridge serves as the only connection between amenities on either side of the park.</p>	

Design Variances and/or Exceptions needed:

No Design Exceptions or Variances are anticipated.

ENVIRONMENTAL AND PERMITS

The proposed revision will result in greater impacts to jurisdictional waters of the US. The proposed temporary bridge would result in the placement of fill in Perennial Stream 8 (PS8) of greater than 1,000 feet, necessitating an Individual 404 Permit (IP). The IP and required Practical Alternatives Report (PAR) will cause the project schedule to be extended. The project revisions will also require ROW acquisition from Whitewater Creek Park, a Macon County park. Land and Water Conservation Fund (LWCF) funds have been utilized by the park, however, the improvements using these funds would not be impacted by the proposed project.

Have proposed revisions been reviewed by environmental staff? No Yes

Environmental responsibilities (Studies/Documents/Permits): The consultant will perform the additional environmental work.

Air Quality:

- Is the project located in a PM 2.5 Non-attainment area? No Yes
- Is the project located in an Ozone Non-attainment area? No Yes
- Is a Carbon Monoxide hotspot analysis required? No Yes

Environmental Comments and Information:

NEPA: The project will no longer use Federal funding to avoid 4(f) issues with the park. State funds will now be used, thus no longer necessitating a NEPA document. A GEPA document will now be prepared.

Ecology: The revision will cause greater impacts to project area streams and wetlands, necessitating an Individual Permit and greater compensatory mitigation. The areas of additional impacts due to the detour and temporary bridge were included in the original environmental survey's limits. No additional surveys are required.

Archeology: None

History: No additional impacts to historical resources.

Air Quality: No additional impacts

Public Involvement: A Detour Information Open House will no longer be required.

PROJECT COST AND ADDITIONAL INFORMATION

Project Cost Estimate Summary and Funding Responsibilities for Revised Concept:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By State		\$ 66,000	\$ 210,000	\$ 1,533,273		\$1,809,273
Funded By TIA	\$ 500,000			\$ 2,000,000		\$2,500,000
Total Funding	\$ 500,000	\$ 66,000	\$ 210,000	\$ 3,533,273		\$4,309,273
Current Cost Estimate	\$ 716,472	\$163,888	\$150,000	\$ 4,926,616	\$150,000	\$6,106,976
Date of Estimate	11/18/15	10/06/15	1/22/15	11/18/15	10/01/15	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies, and AC Fuel Price Adjustment

Recommendation: Based on concerns from Macon County citizens and staff regarding an offsite detour, the Revised Concept Report recommends an onsite detour with a temporary bridge.

Comments: The original project budget was funded by \$2,500,000 in TIA funds and \$3,000,000 in Federal and matching State funds. The Federal and State funds have been removed from the project and replaced with \$1,809,273 in HB170 funds. Due to the addition of a temporary detour bridge, this project is currently underfunded by \$1,797,703 and will require additional HB170 funds.

Attachments:

1. TIA Investment Report
2. Location Maps
3. Revised Concept Layout
4. Cost Estimates
5. Supporting Documents regarding Macon County's opposition to an off-site detour
6. Approved Concept Report

Project Sheet

Project Number: RC08-000035 **Project Name:** Replace the State Route 128 Bridge over Whitewater Creek

GDOT ID: 0007042

Project Description: Replace the State Highway 128 Bridge over Whitewater Creek.

Regional Commission: River Valley

County: Macon County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$500,000	\$500,000	
CST	\$5,000,000	\$2,000,000	
Total	\$5,500,000	\$2,500,000	

Public Benefit

Maximizing the value of Georgia's Assets

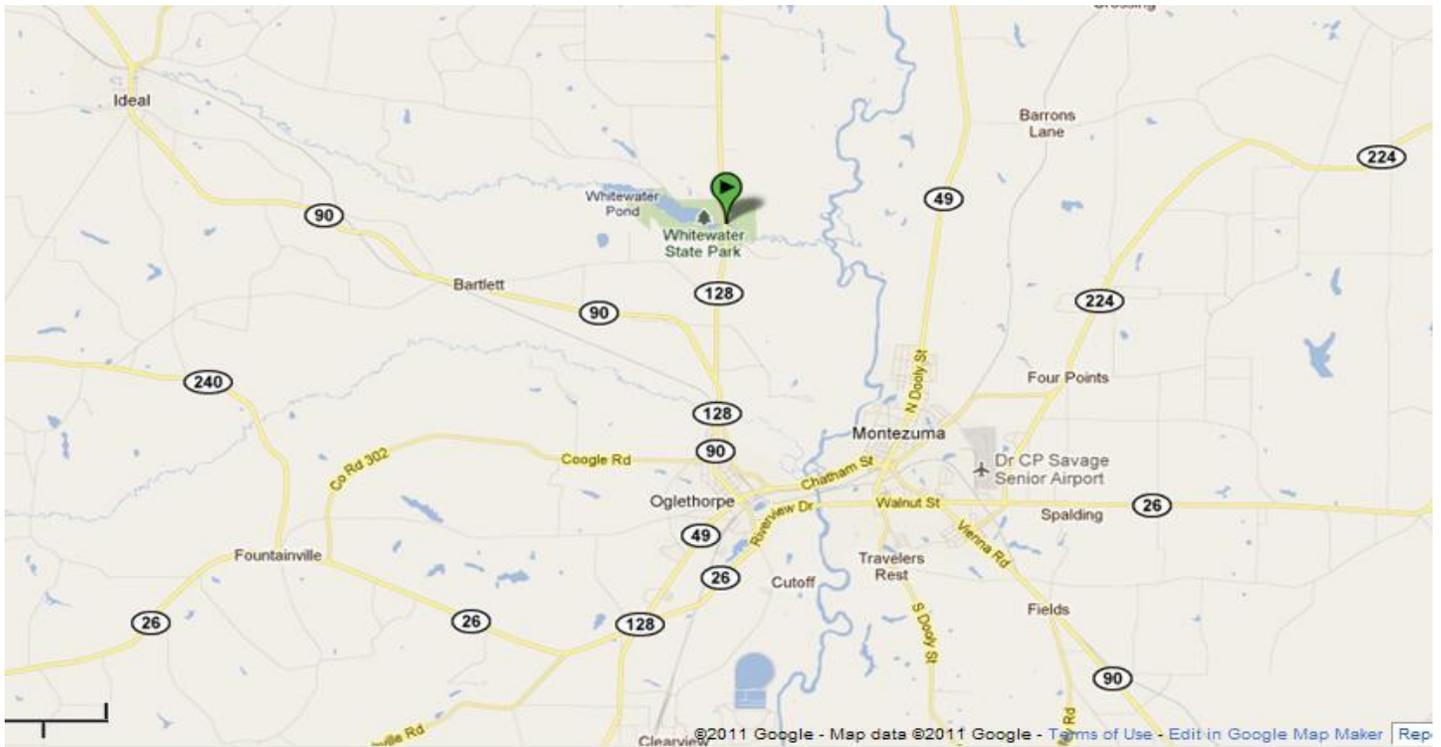
Notes

This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.

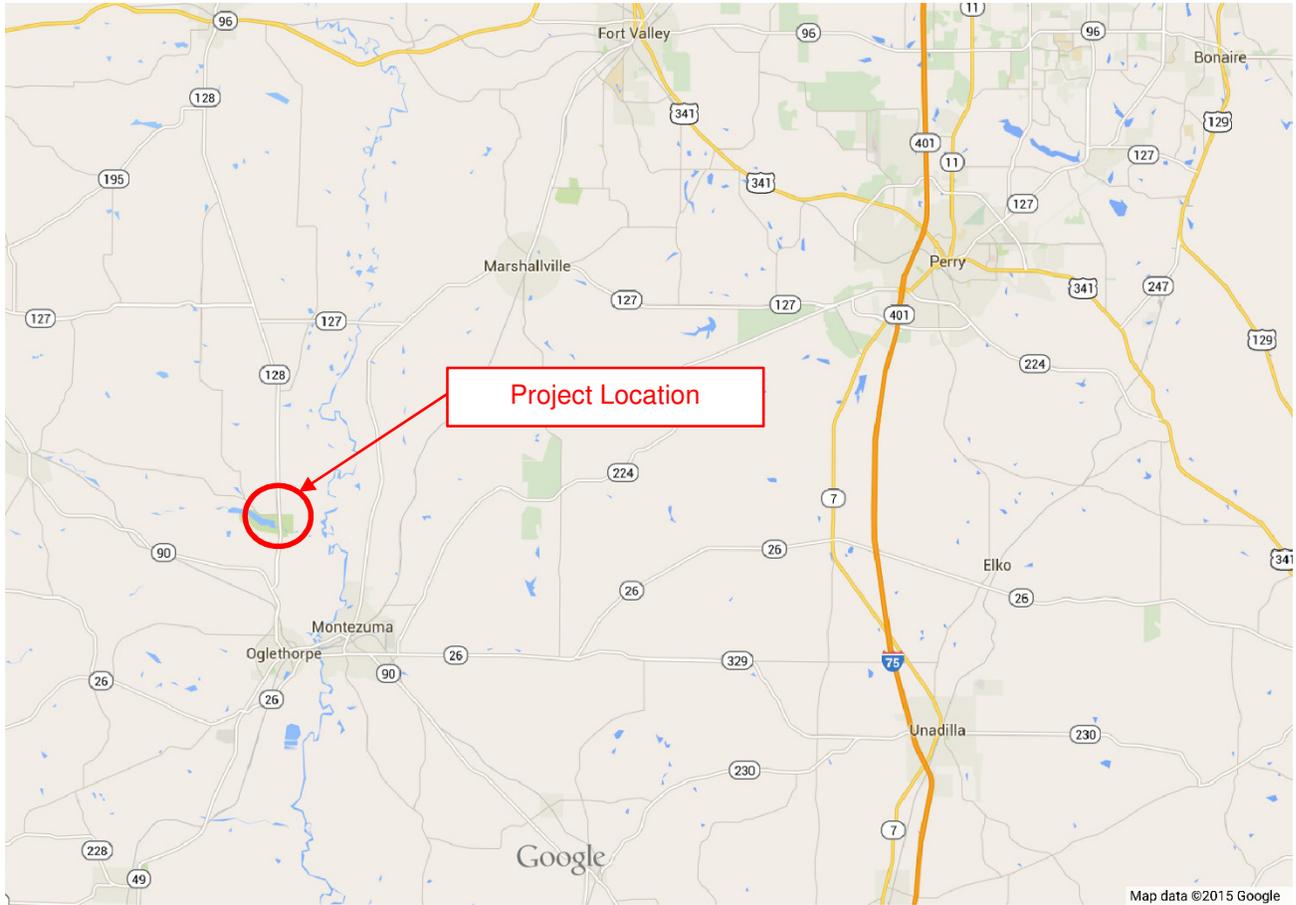
Additional Benefits

This project would benefit the traveling public by improving a key connectivity link over Whitewater Creek in central Macon County. The replacing of this bridge will benefit the public by providing a smoother surface for travel, along with optimizing capital asset management, and potentially improving safety.

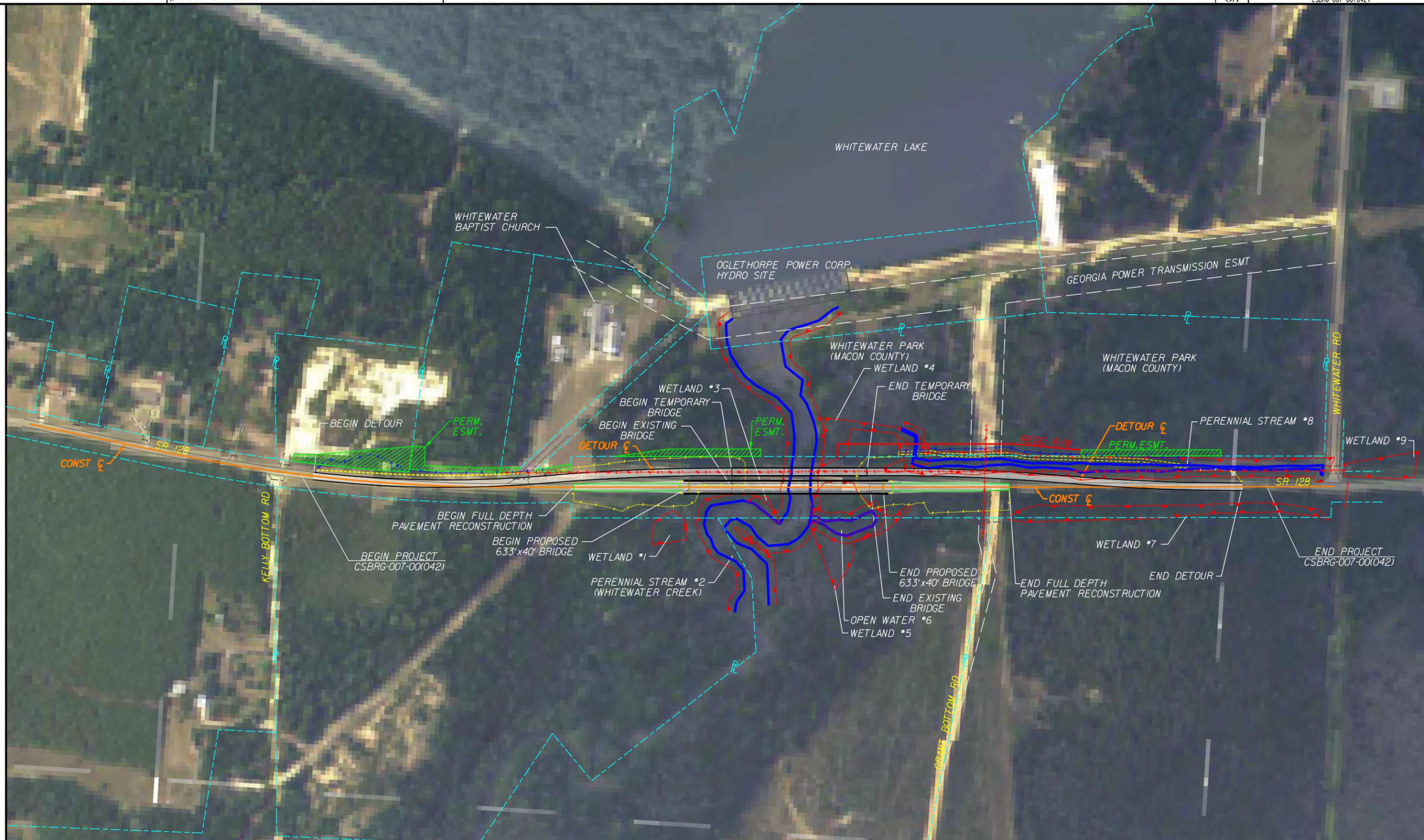
Project Location



PROJECT LOCATION MAP #2



:



	CONSTRUCTION CENTERLINE
	PROPOSED EDGE OF TRAVELWAY
	EXISTING EDGE OF PAVEMENT
	ENVIRONMENTALLY SENSITIVE AREA
	TOP OF STREAM BANK

	CONSTRUCTION LIMITS
	EXIST OVERHEAD POWER/ TC LINE
	PROPERTY AND EXISTING R/W LINE
	REQUIRED R/W LINE
	EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES

PLANS PREPARED AND SUBMITTED BY:

VEI
 65 Aberdeen Drive
 Gosport, KY 40044
 (270) 651-7220
 2500 Nelson Miller Parkway
 Louisville, KY 40223
 www.vei.com

634 White Circle, Suite 101
 Marietta, GA 30066
 (770) 421-8422

AMERICAN ENGINEERS, INC.
 DESIGN CONSULTANT PROFESSIONAL ENGINEERING

CONCEPT LAYOUT

SCALE IN FEET

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION

OFFICE: TIA

SR128 OVER WHITEWATER CREEK BRIDGE REPLACEMENT
 MACON COUNTY, P. I. NO. 0007042

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0007042

OFFICE TIA

PROJECT DESCRIPTION

SR 128 OVER WHITEWATER CREEK BRIDGE REPLACEMENT

DATE November 17, 2015

From: Kelvin Mullins, TIA Administrator

To: Lisa L. Myers, State Project Review Engineer

Subject: **REVISIONS TO PROGRAMMED COSTS**

PROJECT MANAGER Kenneth Franks

MGMT LET DATE 1/15/2018

MGMT ROW DATE FY 2017

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ 3,533,273.00

DATE 4/24/2015

RIGHT OF WAY \$ 66,000.00

DATE 4/24/2015

UTILITIES \$ 210,000.00

DATE 4/24/2015

REVISED COST ESTIMATES

CONSTRUCTION* \$ 4,926,616.13

RIGHT OF WAY \$ 163,888.00

UTILITIES \$ 150,000.00

*Cost Contains 10 % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Costs revised to include an onsite detour with a temporary bridge. A contingency of 10 % is justified due to the use of the on site detour.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	4,238,180.58	Base Estimate From CES
B. ENGINEERING AND INSPECTION (E & I):	\$	211,909.03	Base Estimate (A) x 5 %
C. CONTINGENCY:	\$	445,008.96	Base Estimate (A) + E & I (B) x 10 % See % Table in "Risk Based Cost Estimation" Memo
D. TOTAL LIQUID AC ADJUSTMENT:	\$	31,517.56	Total From Liquid AC Spreadsheet
E. CONSTRUCTION TOTAL:	\$	4,926,616.13	(A + B + C + D = E)

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
FLINT EMC	\$ 150,000.00
WINDSTREAM	\$ -
TOTAL	\$ 150,000.00

ATTACHMENTS:

Detailed Cost Estimate Printout From TRAQS Liquid AC Adjustment Spreadsheet
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PROJ. NO. CSBRG-0007-00(042)
P.I. NO. 0007042
DATE 11/16/2015

CALL NO. 9/29/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	NOV	\$ 2.054
DIESEL		\$ 2.430
LIQUID AC		\$ 413.00

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

LIQUID AC ADJUSTMENTS

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

Asphalt

Price Adjustment (PA)				30603.3	\$	30,603.30
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	660.80		
Monthly Asphalt Cement Price month project let (APL)			\$	413.00		
Total Monthly Tonnage of asphalt cement (TMT)				123.5		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	500	5.0%	25
25 mm SP	1182	5.0%	59.1
19 mm SP	788	5.0%	39.4
	2470		123.5

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	914.26	\$	914.26
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	660.80			
Monthly Asphalt Cement Price month project let (APL)			\$	413.00			
Total Monthly Tonnage of asphalt cement (TMT)				3.689491692			

Bitum Tack

Gals	gals/ton	tons
859	232.8234	3.68949169

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)					\$	0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	660.80				
Monthly Asphalt Cement Price month project let (APL)			\$	413.00				
Total Monthly Tonnage of asphalt cement (TMT)				0				

Bitum Tack

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

TOTAL LIQUID AC ADJUSTMENT \$ **31,517.56**

Construction Cost Estimate.txt
STATE HIGHWAY AGENCY

DATE : 11/20/2015
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0007042 - RC SPEC YEAR: 13
DESCRIPTION: SR128 OVER WHITEWATER CREEK - REVISED CONCP.

ITEMS FOR JOB 0007042 - RC

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - CSBRG-007-00(042)	1.000	123000.00	123000.00
0010	150-5010		EA	TRAF CTRL,PORTABLE IMPACT ATTN	2.000	8119.10	16238.22
0015	163-0232		AC	TEMPORARY GRASSING	5.000	680.30	3401.52
0020	163-0240		TN	MULCH	50.000	299.01	14950.51
0025	163-0300		EA	CONSTRUCTION EXIT	6.000	1543.34	9260.06
0030	163-0527		EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	12.000	370.55	4446.63
0035	163-0528		LF	CONSTR AND REM FAB CK DAM -TP C SLT FN	1318.000	4.99	6581.96
0040	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	5000.000	0.71	3571.30
0045	165-0101		EA	MAINT OF CONST EXIT	6.000	607.95	3647.76
0050	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	4.000	318.57	1274.32
0055	167-1500		MO	WATER QUALITY INSPECTIONS	24.000	629.49	15107.93
0060	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	10000.000	3.69	36967.70
0064	210-0100		LS	GRADING COMPLETE - CSBRG-007-00(042)	1.000	300000.00	300000.00
0075	310-5060		SY	GR AGGR BS CRS 6IN INCL MATL	230.000	16.14	3713.91
0080	310-5080		SY	GR AGGR BS CRS 8IN INCL MATL	5723.000	21.30	121951.18
0085	402-3103		TN	REC AC 9.5 MM SP,TPII,GP2, INCL BM & H L	500.000	104.10	52053.42
0090	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	1182.000	75.56	89322.61
0095	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	788.000	84.93	66927.93
0100	413-0750		GL	TACK COAT	859.000	3.00	2577.00
0105	429-1000		EA	RUMBLE STRIPS	40.000	609.33	24373.44
0110	433-1000		SY	REINF CONC APPROACH SLAB	267.000	186.94	49913.34
0115	540-1102		LS	REM OF EX BR, BR NO - 1	1.000	130500.00	130500.00
0120	541-0001		LS	DETOUR BRIDGE - TEMP - 28' WIDE BY 440' LONG	1.000	492800.00	492800.00
0125	543-9000		LS	CONSTR OF BRIDGE COMPLETE - BRIDGE 1	1.000	2532000.00	2532000.00
0130	550-2180		LF	SIDE DR PIPE 18,H 1-10	180.000	38.82	6988.27
0135	550-2240		LF	SIDE DR PIPE 24,H 1-10	60.000	38.51	2310.78
0140	550-4218		EA	FLARED END SECT 18 IN, ST DR	6.000	600.64	3603.88
0145	550-4224		EA	FLARED END SECT 24 IN, ST DR	2.000	720.40	1440.81
0150	620-0100		LF	TEMP BARRIER, METHOD NO. 1	1180.000	27.02	31892.70
0155	641-1100		LF	GUARDRAIL, TP T	84.000	75.23	6319.88
0160	641-1200		LF	GUARDRAIL, TP W	475.000	20.04	9521.96
0165	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	2.000	980.38	1960.78
0170	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	2.000	2111.41	4222.83
0175	652-5451		LF	SOLID TRAF STRIPE, 5 IN, WHITE	6062.000	0.26	1593.21
0180	652-5452		LF	SOLID TRAF STRIPE, 5 IN, YELLO	6062.000	0.26	1602.31
0185	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	1454.000	0.63	929.30
0190	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	1454.000	0.64	944.04
0195	654-1001		EA	RAISED PVMT MARKERS TP 1	40.000	5.28	211.43

Construction Cost Estimate.txt
 STATE HIGHWAY AGENCY

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JOB ESTIMATE REPORT

0200	657-1054	LF	PRF PL SD PVMT MKG,5,WH,TP PB	2266.000	3.73	8462.51
0205	657-6054	LF	PRF PL SD PVMT MKG,5,YW,TP PB	2266.000	4.70	10653.71
0210	700-6910	AC	PERMANENT GRASSING	10.000	1326.86	13268.62
0215	700-7000	TN	AGRICULTURAL LIME	50.000	77.93	3896.86
0220	700-8000	TN	FERTILIZER MIXED GRADE	10.000	643.84	6438.44
0225	700-8100	LB	FERTILIZER NITROGEN CONTENT	650.000	3.33	2167.46
0230	716-2000	SY	EROSION CONTROL MATS, SLOPES	11200.000	1.35	15170.06

ITEM TOTAL						4238180.56
INFLATED ITEM TOTAL						4238180.58
TOTALS FOR JOB 0007042 - RC						

ESTIMATED COST:						4238180.58
CONTINGENCY PERCENT (10.0):						423818.06
ESTIMATED TOTAL:						4661998.64

Preliminary ROW Cost Estimate



PI No. 0007042

Project Name: SR 128 Over Whitewater Creek Bridge Replacement

Date: Enter Date of Estimate 0: 10/6/2015

Land and Improvements	Agriculture	Residential	Commercial	Industrial	Notes
Estimate (\$/ac)	\$8,000	\$15,000	\$0	\$0	Enter Cost / Acre
Fee Simple Area (ac)	0.66	0.60	0.00	0.00	Enter Acreage
Fee Simple Estimate	\$5,280	\$9,000	\$0	\$0	CALCULATED FIELD
Perm Easement Area (ac)	1.14	0.00	0.00	0.00	Enter Acreage
Perm Easement Factor	50%	50%	50%	50%	Adjust Percentage as Appropriate
Perm Easement Estimate	\$4,560	\$0	\$0	\$0	CALCULATED FIELD
Temp Easement Area (ac)	0.00	0.00	0.00	0.00	Enter Acreage
Temp Easement Factor	0%	25%	25%	0%	Adjust Percentage as Appropriate
Temp Easement Estimate	\$0	\$0	\$0	\$0	CALCULATED FIELD
City Land Available for Swap (ac)	0.00	0.00	0.00	0.00	Enter Acreage (If required)
City Land Available for Swap Estimate	\$0	\$0	\$0	\$0	Enter Estimated Value (If required)
Proximity Damages	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Consequential Damages	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Cost to Cures	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Improvements	\$6,000	\$10,000	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Trade Fixtures	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
min. award adjustments	\$0	\$0	\$0	\$0	
PROPERTY TYPE TOTALS	\$15,840	\$19,000	\$0	\$0	CALCULATED FIELD

Land and Improvements Sub Total **\$34,840** CALCULATED FIELD

Relocation	Quantity	Estimated Cost	Totals	
Residential Tenant (Qty of Tenants)	0	\$30,000	\$0	Adjust Qty / Costs as required
Residential Owner	0	\$50,000	\$0	Adjust Qty / Costs as required
Business Displacement (Qty)	0	\$45,000	\$0	Adjust Qty / Costs as required
Pro Rata Taxes	8	\$1,000	\$8,000	Adjust Qty / Costs as required
Prop Pin Replacement	8	\$1,000	\$8,000	Adjust Qty / Costs as required
PROPERTY TYPE TOTALS	16		\$16,000	CALCULATED FIELD

Relocation Sub Total **\$16,000** CALCULATED FIELD

Valuation Services	Agriculture	Residential	Commercial	Industrial	
Appraisals (# of Parcels)	4	4	0	0	Adjust Parcels as required
Estimated Fee (per Parcel)	\$1,500	\$1,500	\$0	\$0	Enter Estimated Fee per Parcel
Total Appraisals	\$6,000	\$6,000	\$0	\$0	CALCULATED FIELD
Specialty Reports	\$0	\$0	\$0	\$0	Enter Estimated Costs and Provide Notes
Estimated Fees	\$0	\$0	\$0	\$0	Enter Estimated Fees and Provide Notes
PROPERTY TYPE TOTALS	\$6,000	\$6,000	\$0	\$0	CALCULATED FIELD

Valuation Services Sub Total **\$12,000** CALCULATED FIELD

Legal Services	Parcels	Estimated Fees	Totals	
Meeting with Attorney	8	\$125	\$1,000	Adjust Parcels / Fees as required (using best judgement)
Preliminary Titles	8	\$200	\$1,600	Adjust Parcels / Fees as required
Closing and Final Title	8	\$300	\$2,400	Adjust Parcels / Fees as required
Recording Fees	8	\$50	\$400	Adjust Parcels / Fees as required
Condemnation	2	\$5,000	\$10,000	Adjust Parcels / Fees as required

Legal Services Sub Total **\$15,400** CALCULATED FIELD

Administrative	Parcels	Man Hours/Parcel	Totals	
Pre-Acquisition	8	40	\$16,000	Adjust Parcels / Fees as required
Acquisition	8	100	\$40,000	Adjust Parcels / Fees as required
Administrative Appeals	2	50	\$5,000	Calculates as 15% of Acq Parcel Count (Adjust if Necessary)

Administrative Sub Total **\$61,000** CALCULATED FIELD

Contingency			
Overall Contingency	20%	\$24,648	Enter Percentage for Contingency (Default = 20%)

Total Estimated Costs **\$163,888** CALCULATED FIELD

Concept Utility Report

Project Number: CSBRG-0007-00(042)

District: 3rd

County: Macon

Prepared by: Harland Smith

P.I. # 0007042

Date: 01/22/2015

Project Description: SR 128 over Whitewater Creek, bridge replacement.

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

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

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

Is a separate utility funding phase recommended? NO

Existing Facilities:

Flint EMC \$150,000 reimbursable, estimated relocation cost

GPC Distribution No Conflict - beyond project limits.

Windstream \$60,000 non-reimbursable, estimated relocation cost

Potential Project (Schedule/Budget) Impacts: N/A

Capital Improvement Projects (Utilities) Anticipated in the Area: Unknown

Project Specific Recommendations for Avoidance/Mitigation: Unknown

Right of Way Coordination: N/A

Environmental Coordination: If the bridge width changes, utilities may be forced to relocate to the back of the R/W. This would have an impact on the ESA.

Additional Remarks: There is a good possibility that Flint EMC will claim prior rights. The existing pole line runs along the West of SR 128. The existing line is a 3 phase line with one utility under built (Windstream) at approx. 50' from the centerline of SR 128. There are no water facilities within the project limits. Water is supplied to residents, including Whitewater Park

by private well. Majority of the impacts to utilities and ESA is a direct result of the detour bridge. The cost of utility relocations, construction time, and environmental impact could be reduced substantially by avoiding the detour bridge and close SR 128. I recommend closing SR 128 and detour traffic during construction.



MACON COUNTY BOARD OF COMMISSIONERS

POST OFFICE BOX 297
OGLETHORPE, GEORGIA 31068
TELEPHONE (478) 472-7021
FAX (478) 472-5643

COMMISSIONERS:

MICKEY GEORGE, CHAIRMAN
BEN HAUGABOOK, VICE-CHAIRMAN
A. RICHMOND FELTON, MEMBER
BOB MELVIN, MEMBER
GORDON SUTTON, MEMBER

OFFICERS:

REGINA M. McDUFFIE, COUNTY MANAGER
ROSELYN H. STARLING, DEP. CTY MGR; CFO
BELINDA M. JOHNSON, DEPUTY CLERK
JON COOGLE, COUNTY ATTORNEY

July 23, 2015

Mike Dover, TIA Administrator
Ga. Department of Transportation (GDOT)
600 West Peachtree St. NW
Atlanta, GA 30308

RE: Project No. CSBRG-0007-00(042)
S.R. 128 over Whitewater Creek Bridge Replacement

Dear Mr. Dover,

It was truly our pleasure to host you, Mr. Roberts and the other GDOT officials in Macon County on July 8th, 2015 during Representative Bentley's Transportation Tour. I hope you all enjoyed the briefing and tour of the Macon County community. A lot of information was presented at that time, so I wanted to give you a written synopsis of what we were trying to convey regarding the State Route (SR) 128 Bridge replacement.

As I stated during the meeting and the tour, the community has great concerns regarding the proposed **preferred alternative (Alternative 1)** that has been presented in the "Approved Concept Report" issued on 05/28/2015 by Brent Story, State Design Policy Engineer.

I met with the design team early on to participate in the discussions regarding the project and to represent the local community and the County's interest. I also informed the team of planned improvements that were being made to the park adjacent to the bridge and challenges that are faced by park attendees due to the heavy traffic on the bridge. As explained, the park area exists on both sides of the bridge and the bridge is the only means to get from one side to the other, other than by boat. One side of the park has campsites and recreational areas (splashpad, beach, playgrounds) and the other has cabins, primitive sites and an undeveloped walking trail. The County is investing over \$750,000 to make improvements to the park which is scheduled to be completed by late September 2015. The County's investment includes a \$100,000 Federal Land and Water Conservation Grant and meets directives outlined in the Governor's Strategic Comprehensive Outdoor Recreation Program (SCORP). Therefore, we have federal, state and local interest.

Our main purpose for meeting with GDOT officials was to ensure that the project would not have a negative impact on the park operation, local traffic and community. Based on the alternatives provided, Alternative no. 1 would have a significantly adverse impact to the local community and operation of the park, in particular. The closing of the bridge and detour of the traffic would kill traffic to the park. The improvements to the park are part of a developing economic engine for tourism in the County; the detour would be prohibitive for park patrons and campers. In addition, park staff and patrons would have no access from one side of the park to the other. Park attendees would not have access from the cabins to the recreational areas. The detour would be detrimental to the success of the park in its first year of operation after the improvements are completed. We cannot afford to have the traffic re-routed away from the park.

In addition to the park, other concerns include: The impact of the increased volume of truck traffic being diverted through the downtown areas of the cities of Ideal, Montezuma, Oglethorpe; residents in the area would have to drive approximately 20 additional miles to get to a local grocery store, the tag office, courthouse and other general services; truck traffic to and from companies such as Weyerhaeuser and Pine Timber would have significant increases in cost due to the additional time and mileage of the detour; emergency services would be cut off from areas and response times would be significantly increased; and school bus routes and times would be impacted. **These are major concerns.** Letters from community partners expressing direct impacts are attached.

In reviewing, Alternative 2, the realignment of the road and permanent relocation of the footprint of the bridge is also a great concern. Currently, the road alignment provides clear sight lines for traffic coming out of Whitewater Road and persons with campers, boats and trailers can transition out onto the roadway safely. The change in the alignment may hinder this transition and increase the probability of accidents. As stated in the report, the permanent relocation has the greatest environmental and right-of-way impacts as well. Although, this alternative anticipates adverse impacts on the park property, we are more concerned with the adverse impact on park operations. The park has adequate property to accommodate the realignment but a “temporary” infringement would be a better alternative than a permanent relocation, thus, our strong support of Alternative 3.

Alternative no. 3 is the County’s “Preferred” Alternative for a number of reasons. One is that the road can remain open during construction and major calamities with the re-routing of traffic can be avoided. Two, it offers the possibility to provide connectivity from one side of the park to the other if the temporary structure could be left in place. As indicated in the report, constructing a temporary structure should have less environmental and right-of-way impacts and again, the impact on the park property is less of a concern especially if the encroachment for normal vehicle traffic is temporary.

Our initial inquiry was to determine how the bridge replacement would enhance the connectivity from one side of the park to the other. This connection was lost during the flood of 1994 and has not been recovered. The dam and bridge were washed out and the county has been unable to facilitate the replacement of the bridge. This appeared to be an opportune time to conjoin the two projects. I realize that GDOT has great reservation in regards to leaving the temporary bridge in place after the bridge replacement is completed. It was stated that the temporary structure would not be built for long term use, however, if left the usage would be limited to pedestrians and small vehicles, such as golf carts, lawnmowers and ATVs. These limits should increase the reliability of the bridge. It was also stated that the state would have to maintain the temporary structure because it would be on the GDOT right-of-way. The County is willing to enter into an intergovernmental agreement to assume responsibility for maintenance and liability for the bridge for the duration of its use. Leaving the structure should also save on the cost of demolition which would help keep the project within budget.

During the tour, Mr. Roberts asked if the County would help with funding if a shortfall developed. Although our funds are limited, we certainly are willing to invest in this project to ensure that the interest of the local community is served.

With all of this being said, again, I appreciate the opportunity to address you on this matter. The community asked that consideration only be given to Alternative 2 and 3, with preference for Alternative 3. Your attention and strong consideration of the County's and community stakeholder's interest and concern is appreciated. Please let me know if additional information is needed. I look forward to hearing positively from you regarding this project.

Sincerely,



Regina M. McDuffie, County Manager
Macon County Board of Commissioners

Attachments

Cc: Jay Roberts, GDOT Planning Director
Michael Presley, District Traffic Engineer
Kelvin Mullins, TIA Regional Coordinator
Senator Ed Harbison
Patty Bentley, House Representative
Macon County Board of Commissioners

City of Ideal

Kathy Gordon
Mayor

Betty Rainey
City Clerk

P. O. Box 9
Ideal, Georgia 31041
Phone (478) 949-2720
Fax (478) 949-2723

City Council
Nathaniel Rogers
Thomas Marie Bailey
Kay Hardage
Samuel Jenkins
Sidney Clay

June 27, 2015

Brent Story, State Design Policy Engineer
Georgia Department of Transportation

RE: Project No. CSBRG-0007-00(042)
S.R. 128 Over Whitewater Creek Bridge Replacement

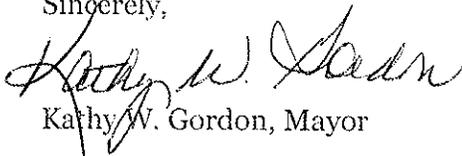
Dear Mr. Story:

I have read over the proposed project report. I met with my city Council and we agree that our "preferred" alternative would be that the bridge remain opened and a "secondary" bridge be constructed until the necessary repairs/replacement of the current bridge is completed.

We are a small rural town with a limited truck route. Approximately 2 to 3 years ago we had to completely repair serious damage to our existing truck route due to age and the abuse from over-weight trucks. This repair was costly to the City and fortunately we had the SPLOST funds for this project. We also have a small one-lane bridge that comes into our city that cannot possibly sustain the constant flow of traffic that would come from re-routing the traffic to this area.

We appreciate your attention to this matter and encourage you to take into consideration an alternative route that would best serve the interest of the county and the affected surrounding cities.

Sincerely,


Kathy W. Gordon, Mayor
City of Ideal

Ideal – The Only Ideal City in Georgia



MACON COUNTY SCHOOLS

P. O. Box 488
 Oglethorpe, Georgia 31068
 (478) 472-8188 Fax (478) 472-2042

DR. D. RAY HILL
 Superintendent

BOARD OF EDUCATION
 EUGENE FELTON, Chairman
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 Ideal, Georgia
 JAMES BYROM
 Montezuma, Georgia
 H. WAYNE BELLEW
 Oglethorpe, Georgia

July 22, 2015

Transportation Commissioner
 Georgia Department of Transportation

Re: Bridge Replacement at Hwy 128 and Whitewater Creek

Dear Commissioner:

The purpose of this letter is to request that the Department of Transportation select Alternative #3 as Macon County's solution to routing traffic during the replacement of the bridge on Highway 128 over Whitewater Creek in Oglethorpe, Georgia. From the perspective of our school system, I ask that you consider that detouring traffic around this area could cause up to 45 minute delays in school bus transportation. Our students must arrive at their respective schools on time to begin their instructional day. Some school bus routes are already lengthy. A detour will only add to these students' long commutes.

It is my opinion that constructing a temporary bridge during this replacement project is the best solution for all residents of that area. I will appreciate your consideration of this request.

Sincerely,

Marc Maynor
 Assistant Superintendent

MM:acp

MACON COUNTY CHAMBER OF COMMERCE

DEVELOPMENT AUTHORITY OF MACON COUNTY

109 NORTH DOOLY STREET
MONTEZUMA, GEORGIA 31063-1507
TELEPHONE (478) 472-2391
Fax (478) 472-5186

July 21, 2015

Mr. Mike Dover
GA Department of Transportation (GDOT)

Re: Project No. CSBRG-0007-00(042)
S.R. 128 over Whitewater Creek Bridge Replacement

Dear Mr. Dover:

The Development Authority of Macon County has reviewed your Alternative 1 proposal to detour traffic on the above mentioned project. Alternative 1 would have a significant negative impact to our community in several ways.

Tourism and Visitors:

- We have a lot of visitors travelling to this area via Highway 128. Whitewater Park would essentially be cut off from its normal traffic pattern. We promote Whitewater Park as one of our tourism attractions in Macon County. New improvements to the park, totaling approximately \$1,000,000, are scheduled to be completed by September 2015. We expect these improvements to boost our tourism efforts which is a vital part of our overall goal to attract visitors to our county.

Impact on local businesses:

- We have heavy truck traffic on Highway 128. These trucks service our main industries – Weyerhaeuser, Tyson Foods, and the State Prison, located in Oglethorpe, GA. This would cause a negative impact, not only for those who supply and service these industries, but also for the employees for each of these industries.
- Every facet of community life will be impacted, i.e., farmers and their suppliers (hauling equipment in and out of Macon County via #128), school bus routes, church attendees, and local residents.

Local traffic impact:

- One of Macon County's largest churches is located just beyond the south end of the bridge. Attendance by local members would be impacted anywhere from a 15-minute to a 45-minute delay.
- The local consolidated housing authority services units in Montezuma and Oglethorpe, as well as Reynolds and Butler. This is the main road they use.

Page 2
July 21, 2015

Local traffic impact (continued):

- The Board of Education will have to re-route school children who ride school buses on Highway 128. This will also have a negative financial impact on the Board of Education, as well as the parents and children.

In reviewing Alternative 3, we feel this proposal would eliminate quite a bit of the above inconveniences and the negative financial impact to all in the area. Therefore, the Development Authority of Macon County and the Macon County Chamber of Commerce strongly support Alternative 3.

Thank you very much for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Gerald D. Beckum", with a long horizontal flourish extending to the right.

Gerald Beckum
Executive Director

Flint River Operations • 2449 Stagecoach Road • P.O. Box 238 • Oglethorpe, Georgia 31068

June 29, 2015

Mr. Brent Story
State Design Policy Engineer
Georgia Department of Transportation
One Georgia Center
600 West Peachtree, NW
Atlanta, GA 30308

RE: Project No. CSBRG-0007-00(042) - S.R. 128 Whitewater Creek Bridge Replacement

Dear Mr. Story:

As a manufacturing facility in Macon County, Georgia, the Weyerhaeuser Company is very supportive of improvements to the transportation infra-structure as proposed by the above-mentioned project. Upon review of the project alternatives, we have identified issues with the DOT's preferred Alternative No. 1 that would significantly impact not only Weyerhaeuser but also the surrounding communities as well.

Alternative No. 1 would require traffic to be detoured prior to reaching the project site. This approach creates both a negative financial impact and a safety concern. The detour route would add mileage to a portion of our truck delivery system. The economic impacts of this additional cost would be significant enough to jeopardize Weyerhaeuser's competitiveness with regards to this portion of our business. In addition to the increased mileage, the detour route would add considerable time to our truck deliveries resulting in lost productivity and revenue for local companies.

The other and more concerning issue with Alternative No. 1 would be the additional traffic that such a detour would create in the city limits and downtown areas of Montezuma and Oglethorpe. This increased traffic could exceed 300 additional loads of raw materials (logs and chips) weekly from our business alone. This influx of large truck traffic would add congestion and stress existing traffic flows within these communities while adding undesirable risk.

Based upon further review of your alternatives, we recognize Alternative No. 3 as having the most favorable economic and safety impact on local communities and businesses. This alternative allows traffic to continue along current routes that bypass both towns and maintains traffic patterns consistent with local expectations.

A project such as this, which is expected to extend in excess of a year, could have unintended and long lasting economic impacts to local businesses. Although it is understood that certain inconveniences are normal for such projects, we trust that this project can and will be approached in a manner that will be considerate of the local economic and personal welfare impacts for Macon County citizens and businesses. Weyerhaeuser asks your strong consideration in selecting Alternative No. 3.

Sincerely,



Neil A. Moore
VP/Mill Manager
Weyerhaeuser - Flint River Operations

Regina McDuffie

From: Brenda <fridaygirl@windstream.net>
Sent: Thursday, July 09, 2015 2:31 PM
To: 'Regina McDuffie'
Cc: dwilkins.pinetimber@windstream.net
Subject: From Dennis Carey

PINE TIMBER TRUCKING, INC.

TO: Regina McDuffie Rmmcduffie148@windstream.net
FROM: Dennis Carey
RE: Macon County Bridge Replacement
DATE: July 9, 2015

The purpose of this writing is to strongly support Alternative 3 regarding the DOT bridge replacement project at Highway 128 and Whitewater creek in Macon county, Georgia. Building a temporary bridge rather than routing traffic through Montezuma is preferred both from a safety and cost perspective. Our company alone will have approximately 9200 southbound truck loads of products bound for the Weyerhaeuser pulpmill rerouted through Montezuma over a twelve month period. The incremental cost of the additional mileage is in excess of \$200,000.

Please let me know if you have questions or need additional information.

Dennis Carey
478-957-6879

Cc: Doug Wilkins

Brenda Petroski
Pine Timber Company
P.O. Box 579
Montezuma, GA 31063
478-472-8213, Ext. 210

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0007042 **OFFICE** Design Policy & Support
CSBRG-0007-00(042)
Macon County
GDOT District 3 - Thomaston **DATE** 5/28/2015
Bridge Replacement: SR 128 at
Whitewater Creek 4 Miles North of
Oglethorpe - TIA

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:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Richard Cobb, Statewide Location Bureau Chief
Michael Presley, District Engineer
Dan Pass, District Preconstruction Engineer
Kerry Gore, District Utilities Engineer
Kelvin Mullins, Project Manager
BOARD MEMBER - 2nd Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type:	<u>Bridge Replacement</u>	P.I. Number:	<u>0007042</u>
GDOT District:	<u>3</u>	County:	<u>Macon</u>
Federal Route Number:	<u>N/A</u>	State Route Number:	<u>128</u>
	Project Number:	<u>CSBRG-0007-00(042)</u>	

S.R. 128 over Whitewater Creek Bridge Replacement - TIA

Submitted for approval:

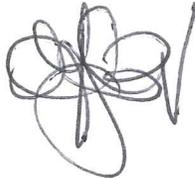
<u>Mark Wilkinson</u> Mark Wilkinson, P.E., American Engineers, Inc.	<u>3/27/2015</u> Date
<u>Kel H. Mullins</u> GDOT TIA Regional Coordinator	<u>03/30/2015</u> Date
<u>Michael D. Deane</u> State TIA Administrator	<u>4/1/2015</u> Date

Recommendation for approval:

* <u>HIRAL PATEL</u> State Environmental Administrator	<u>4/20/2015</u> Date
* <u>ANDREW HEATH</u> State Traffic Engineer	<u>4/6/2015</u> Date
* <u>LISA MYERS</u> Project Review Engineer	<u>4/3/2015</u> Date
* <u>YOLONDA PRIDE-FOSTER</u> State Utilities Engineer	<u>4/16/2015</u> Date
<i>for</i> * <u>THOMAS HOWELL</u> District Engineer	<u>4/3/2015</u> Date
* <u>BEN KABUN</u> State Bridge Engineer	<u>5/4/2015</u> Date

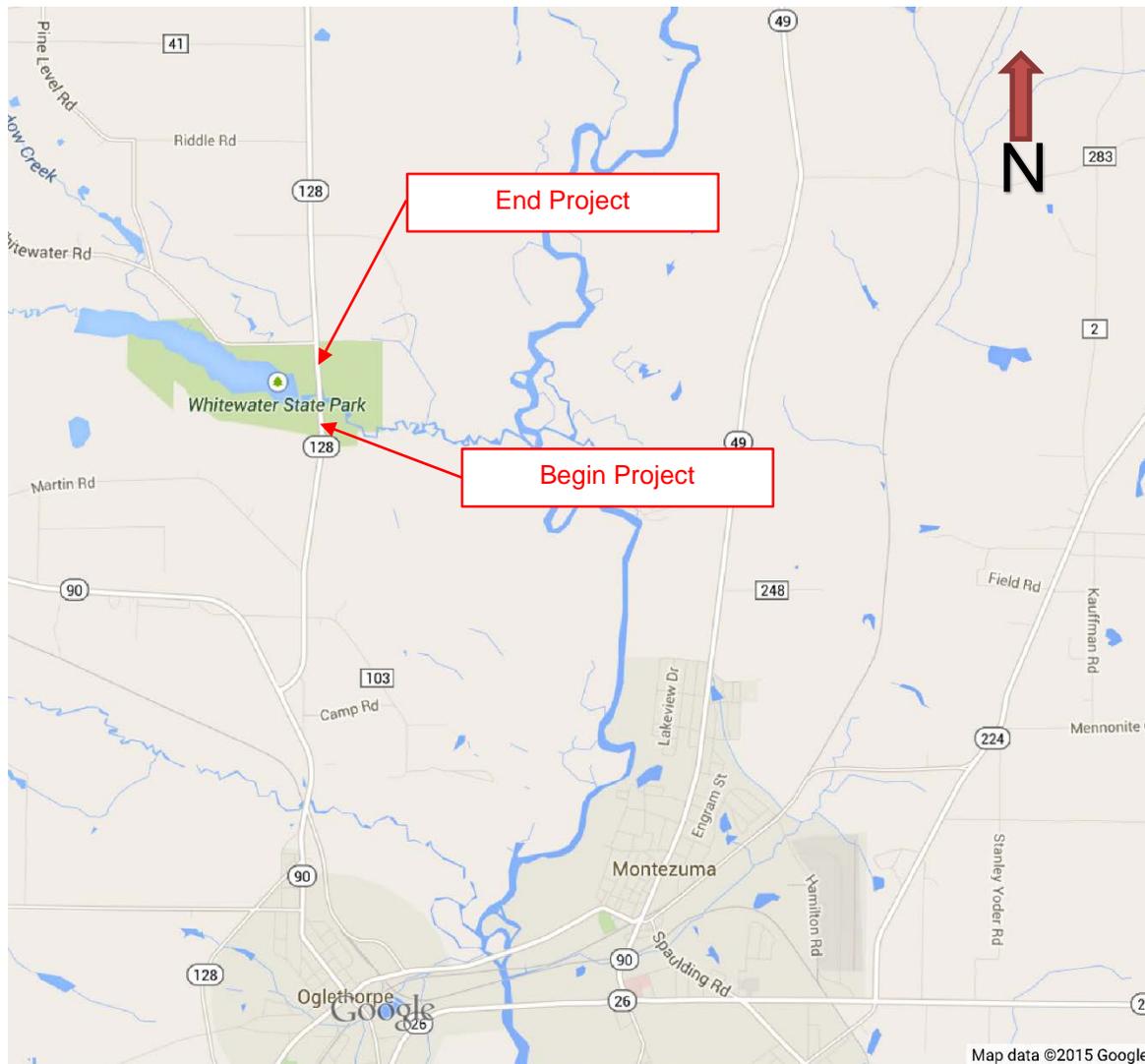
- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

* <u>CYNTHIA L. VANDYKE</u> State Transportation Planning Administrator	<u>4/7/2015</u> Date
--	-------------------------

* RECOMMENDATIONS ON FILE - 

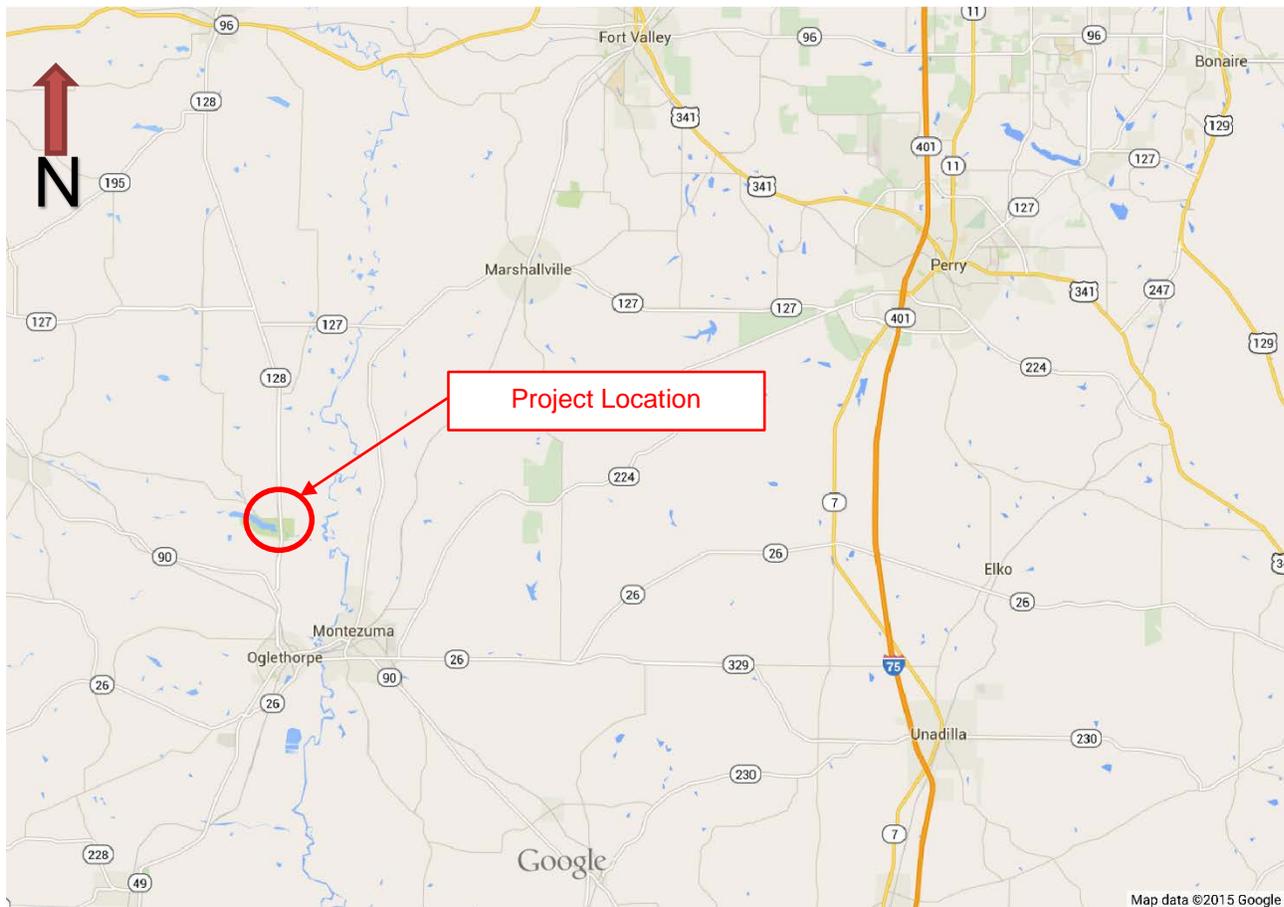
County: Macon

PROJECT LOCATION MAP #1



County: Macon

PROJECT LOCATION MAP #2



County: Macon

PLANNING AND BACKGROUND

Project Justification Statement:

The bridge on SR 128 over Whitewater Creek, Structure ID 193-0025-0, was constructed in 1937. The bridge consists of eight spans of reinforced concrete deck girders (RCDG) and three spans of steel beams on concrete caps on concrete columns. This bridge was designed using an H-15 vehicle, which is below the current design standards. The bridge is classified as structurally deficient and the overall condition of this bridge would be classified as fair to poor. The deck is in poor condition with significant cracking and spalling. Cracking in the deck extends through the slab with efflorescence noted. The RCDG's are in fair condition showing random cracking along the bottom and sides of the beams with some minor spalling noted on two beams. The substructure is in fair condition with moderate concrete deterioration consisting of cracking and spalling of the concrete caps. Due to the structural integrity of the bridge, replacement of the structure is recommended.

Existing conditions: At the Bridge approaches, SR 128 is a two-lane rural highway with 10-foot travel lanes, approximately 8-foot outside shoulders (2-foot paved), and no median. The travel lanes widen to 11-foot each at the existing bridge with 1.5-foot shoulders.

Other projects in the area: The proposed project is not associated with any other construction project in the area.

MPO: N/A

TIP #:N/A

TIA Regional Commission: River Valley RC RC08-000035

Congressional District(s): 2

Federal Oversight: PoDI Exempt State Funded Other (TIA)

Projected Traffic: AADT 24 HR T: 21.25 %

Current Year (2015): 1550 Open Year (2020): 1750 Design Year (2040): 2200

Traffic Projections Performed by: GDOT Office of Planning

Functional Classification (Mainline): Rural Minor Arterial

Complete Streets - Bicycle, Pedestrian, and/or Transit Standard Warrants:

Warrants met: None Bicycle Pedestrian Transit

Pedestrian – Though the project is in the vicinity of Whitewater Creek Park, this project utilizes a rural shoulder and there are no existing or planned pedestrian facilities to tie to.

Bicycle – Though this project is in the vicinity of Whitewater Creek Park, this project does not meet the standard for accommodation due the project being a bridge replacement and minimal work is being proposed along the roadway approaches. The shoulders along the proposed bridge would be able to accommodate bicycles.

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? No Yes

Preliminary Pavement Type Selection Report Required? No Yes

Feasible Pavement Alternatives: HMA PCC HMA & PCC

DESIGN AND STRUCTURAL

Description of the proposed project:

The project is a TIA project with blended funding and is located approximately 4 miles north of Oglethorpe in Macon County. The project is approximately 0.2 miles in length and consist of replacing the structurally deficient bridge on SR 128 over Whitewater Creek including the approaches. It is

County: Macon

recommended to use 12-foot travel lanes on the approaches and the bridge due to the high volume of truck traffic. The project proposes closing the road at the existing bridge and providing an offsite detour around the construction.

Major Structures:

Structure	Existing	Proposed
Structure ID 193-0025-0 SR128 Bridge over Whitewater Creek	450' long, two 11' lanes and 1.5' shoulders, sufficiency rating of 40.57	Permanent Bridge – 610' long, two 12' lanes and 8' shoulders

Mainline Design Features: SR 128, Rural Minor Arterial

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	10-ft	11-12-ft	12-ft
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder or Border Area Width	8-ft (2-ft paved)	10-ft (4-ft paved)	10-ft (4-ft paved)
- Outside Shoulder Slope	6%	6%	6%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	55 mph	55 mph	55 mph
Design Speed	55 mph	55 mph	55 mph
Min Horizontal Curve Radius	5700-ft	1060-ft	1060-ft
Maximum Superelevation Rate	2% (RC)	6-8%	6%
Maximum Grade	3.4%	4%	4%
Access Control	Permitted	Permitted	Permitted
Design Vehicle	N/A	WB-40	WB-40
Pavement Type	HMA	HMA	HMA

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: N/A

Lighting required: No Yes

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant Significant
 TMP Components Anticipated: TTC TO PI

County: Macon

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undeter- mined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Horizontal Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Lateral Offset to Obstruction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. Bridge Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undeter- mined	Yes	Appvl Date (if applicable)
1. Access Control/Median Openings	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Intersection Sight Distance	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Skew Angle	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Median Usage	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Roundabout Illumination Levels	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Complete Streets	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. ADA & PROWAG	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. GDOT Construction Standards	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Bridge & Structural Manual	Bridges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

VE Study anticipated: No Yes Completed – Date:

UTILITY AND PROPERTY

Temporary State Route needed: No Yes Undetermined

Railroad Involvement: N/A

Utility Involvements: Flint River EMC, Windstream

SUE Required: No Yes Undetermined

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way (ROW): Existing width: 200ft. Proposed width: 200ft.
 Required Right-of-Way anticipated: None Yes Undetermined

County: Macon

Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels: 1
 Displacements anticipated: Businesses: 0
 Residences: 0
 Other: 0
 Total Displacements: 0

Location and Design approval: Not Required Required

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern:

Minimizing Impacts to Perennial Stream 8 (PS 8) to less than 1000’ or project may require an Individual 404 Permit.

Context Sensitive Solutions Proposed:

N/A

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: NEPA: CE EA/FONSI EIS

MS4 Permit Compliance – Is the project located in a MS4 area? No Yes

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A USACE Nationwide Permit No. 14 is expected
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A SBV will be required
6. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	FAA coordination for Dr. C.P. Savage, Sr. Airport

Is a PAR required? No Yes Completed – Date: N/A

Environmental Comments and Information:

NEPA/GEPA: The level of NEPA documentation is expected to be a Categorical Exclusion (CE).

Ecology: An ecology survey identified nine (9) jurisdictional waters of the US: six wetlands, two perennial streams, and one open water. Impacts are expected to, wetland (WL) 4, WL 6, and perennial stream (PS) 8. Impacts are expected to fall within the thresholds of a US Army Corps

County: Macon

of Engineers Nationwide Permit 14. Impacts to buffered state waters will require a Stream Buffer Variance. No species were identified during protected species surveys.

History: The history survey revealed that the SR 128 bridge over Whitewater Creek is eligible for inclusion in the National Register. No other eligible historic resources are located within the project area.

Archeology: No archaeological sites were identified by the archaeology survey.

Air Quality:

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

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

Carbon Monoxide hotspot analysis: Required Not Required TBD

Since SR 128 is not expected to carry more than 10,000 vehicles per day in the design year nor have any signalized intersections, no CO hotspot modeling is required.

Noise Effects: Since the project will not halve the distance to any noise sensitive receptor, nor significantly alter the horizontal or vertical alignment of SR 128, this project meets the definition of a Type III project and does not require a noise study or abatement of highway noise impacts. A Type III noise screening will be completed.

Public Involvement: This project will require a detour meeting.

Major stakeholders:

Traveling public, Macon County BOC (Whitewater Creek Park), Whitewater Baptist Church

CONSTRUCTION

Issues potentially affecting constructability/construction schedule:

N/A

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Meeting: N/A

Concept Meeting: 2/09/2015

Other coordination to date: Scoping meeting with TIA Office

Project Activity	Party Responsible for Performing Task(s)
Concept Development	American Engineers, Inc.
Roadway Design	American Engineers, Inc.
Bridge Design	GDOT
Right-of-Way Acquisition	GDOT
Utility Relocation (Construction)	Utility Owners
Utility Coordination (Pre-Let)	GDOT
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	GT Hill Planners
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

County: Macon

Project Cost Estimate Summary and Funding Responsibilities for Preferred Alternate:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By Federal		\$ 118,799	\$ 178,728	\$ 2,040,682		
Funded By State		\$ 29,700	\$ 44,682	\$ 510,171		
Funded By TIA	\$ 500,000			\$ 2,000,000		
Total Funding	\$ 500,000	\$ 148,499	\$ 223,410	\$ 4,550,853		
Current Cost Estimate	\$ 500,000	\$66,000	\$150,000	\$ 3,391,565	\$30,505	\$4,138,070
Date of Estimate	3/26/15	3/26/15	4/22/15	2/27/15	3/02/15	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies

ALTERNATIVES DISCUSSION**Alternative selection:**

Alternate 1 (Preferred Alternative): Off-site detour			
Estimated Property Impacts:	1 Parcel	Estimated CST Cost:	\$3,391,565
Estimated ROW Cost:	\$66,000	Estimated CST Time:	12 months
Estimated Utility Cost:	\$150,000		
Environmental Mitigation Cost:	\$30,505	Estimated Total Cost:	\$3,638,070
Rationale: This alternative was selected as it would minimize environmental and right-of-way impacts as well as right-of-way and environmental mitigation costs. This alternative would also eliminate the potential need for an Individual 404 Permit. Minimal utility relocation would be required. The detour route will add approximately 16 miles utilizing SR127, SR 90, and SR 49. A detour meeting and public outreach will be required. This alternative would also be the easiest to construct.			

Alternative 2: New location Bridge: Construct bridge in new location upstream of existing bridge			
Estimated Property Impacts:	8 Parcels	Estimated CST Cost:	\$4,430,258
Estimated ROW Cost:	\$319,000	Estimated CST Time:	12 months
Estimated Utility Cost:	\$150,000		
Environmental Mitigation Cost:	\$140,915	Estimated Total Cost:	\$5,040,173
Rationale: This alternative will have the greatest environmental and right-of-way impacts. An individual 404 permit would be required. Utilities along the west side of the corridor would need to be relocated. There would be large impacts to Macon County park property.			

County: Macon

Alternative 3: On-site detour: Construct temporary bridge upstream and replace existing bridge with permanent bridge.			
Estimated Property Impacts:	7 Parcels	Estimated CST Cost:	\$4,769,764
Estimated ROW Cost:	\$250,000	Estimated CST Time:	24 months
Estimated Utility Cost:	\$150,000		
Environmental Mitigation Cost:	\$132,300	Estimated Total Cost:	\$5,302,064
Rationale: This alternative would have slightly less environmental and right-of-way impacts compared to a permanent bridge in a new location due to the lower speed design of the onsite detour and temporary bridge. Impacts to environmental resources would have to be minimized to avoid an individual 404 permit. There would be large impacts to Macon County park property. Utilities along the west side of the corridor would need to be relocated.			

No-Build Alternative: <i>Retain existing bridge</i>			
Estimated Property Impacts:	N/A	Estimated CST Cost:	N/A
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Estimated Utility Cost:	N/A	Estimated Total Cost:	N/A
Rationale: This alternative was not selected due to the current sufficiency rating and the bridge's fair to poor condition.			

Comments: No proposed bridges (permanent or temporary) downstream of the existing bridge were considered due to constructability issues and adverse environmental impacts to Whitewater Creek (PS 2).

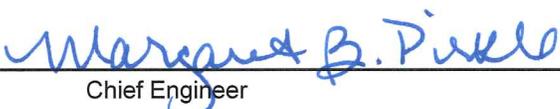
LIST OF ATTACHMENTS/ SUPPORTING DATA

1. Typical Sections
2. Concept Layout
3. Concept Profile
4. Detour Map
5. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection and Contingencies
 - b. Right-of-Way Cost estimates
 - c. Concept Utility Report and Estimate
6. Traffic projections/forecasting summary sheet and Link Volume Traffic
7. Preliminary Pavement design
8. Concept Team Meeting Minutes
9. Comments and Response from Macon County Manager
10. Hydraulic Engineering Field Report
11. Bridge Inventory Data Report

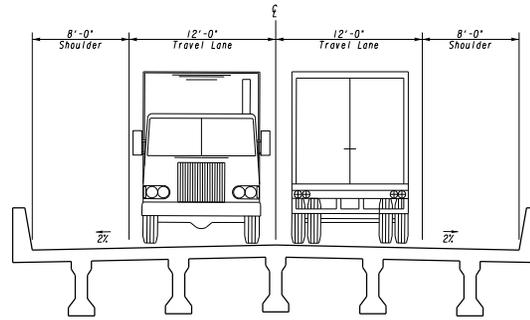
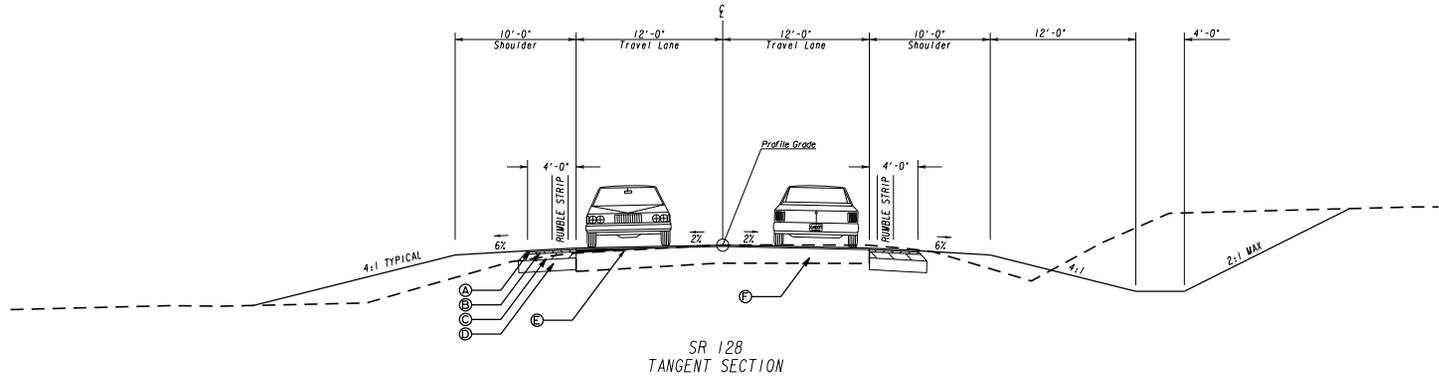
County: Macon

APPROVALS

Concur: 
Director of Engineering

Approve:  5/18/15
Chief Engineer Date

ATTACHMENTS



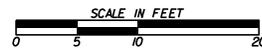
- Ⓐ RECYCLED ASPHL. CONC. 9.5 MM SUPERPAVE, TYPE 11, GP 2, INCL BITUM WATL & H LIME - (135 LB/ST)
- Ⓑ RECYCLED ASPHL. CONC. 19 MM SUPERPAVE, GP 1 OR GP 2, INCL BITUM WATL & H LIME - (220 LB/ST)
- Ⓒ RECYCLED ASPHL. CONC. 25 MM SUPERPAVE, GP 1 OR GP 2, INCL BITUM WATL & H LIME - (330 LB/ST)
- Ⓓ GRADED AGGREGATE BASE COURSE, 8 INCH, INCL WATL
- Ⓔ RECYCLED ASPHL. CONC., LEVELING, AS REQUIRED
- Ⓕ EXISTING PAVEMENT

PLANS PREPARED AND SUBMITTED BY:

VI

AMERICAN ENGINEERS, INC.

1000 W. BROADWAY
SUITE 200
DALLAS, TEXAS 75203
214.760.1000



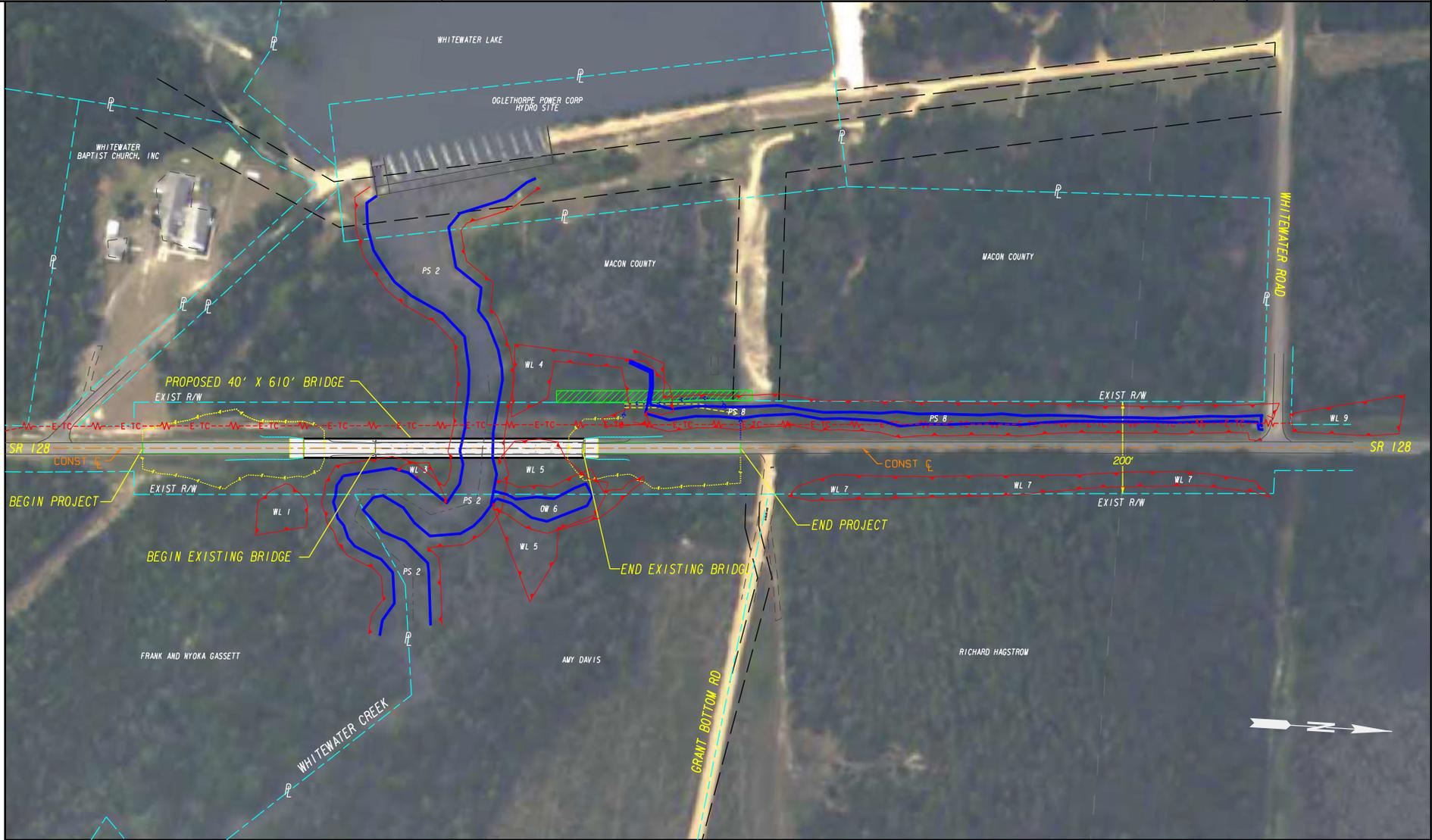
REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: TIA

TYPICAL SECTIONS

SR 128 OVER WHITEWATER CREEK
BRIDGE REPLACEMENT

DRAWING No.
05-001



	CONSTRUCTION CENTERLINE
	PROPOSED EDGE OF TRAVELWAY
	EXISTING EDGE OF PAVEMENT
	ENVIRONMENTALLY SENSITIVE AREA
	TOP OF STREAM BANK

	CONSTRUCTION LIMITS
	EXIST OVERHEAD POWER/ TC LINE
	PROPERTY AND EXISTING R/W LINE
	REQUIRED R/W LINE EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES

PLANS PREPARED AND SUBMITTED BY:

AEI AMERICAN ENGINEERS, INC.

2500 Macdon Water Parkway
Columbus, GA 31906

DESIGN CONSULTANT

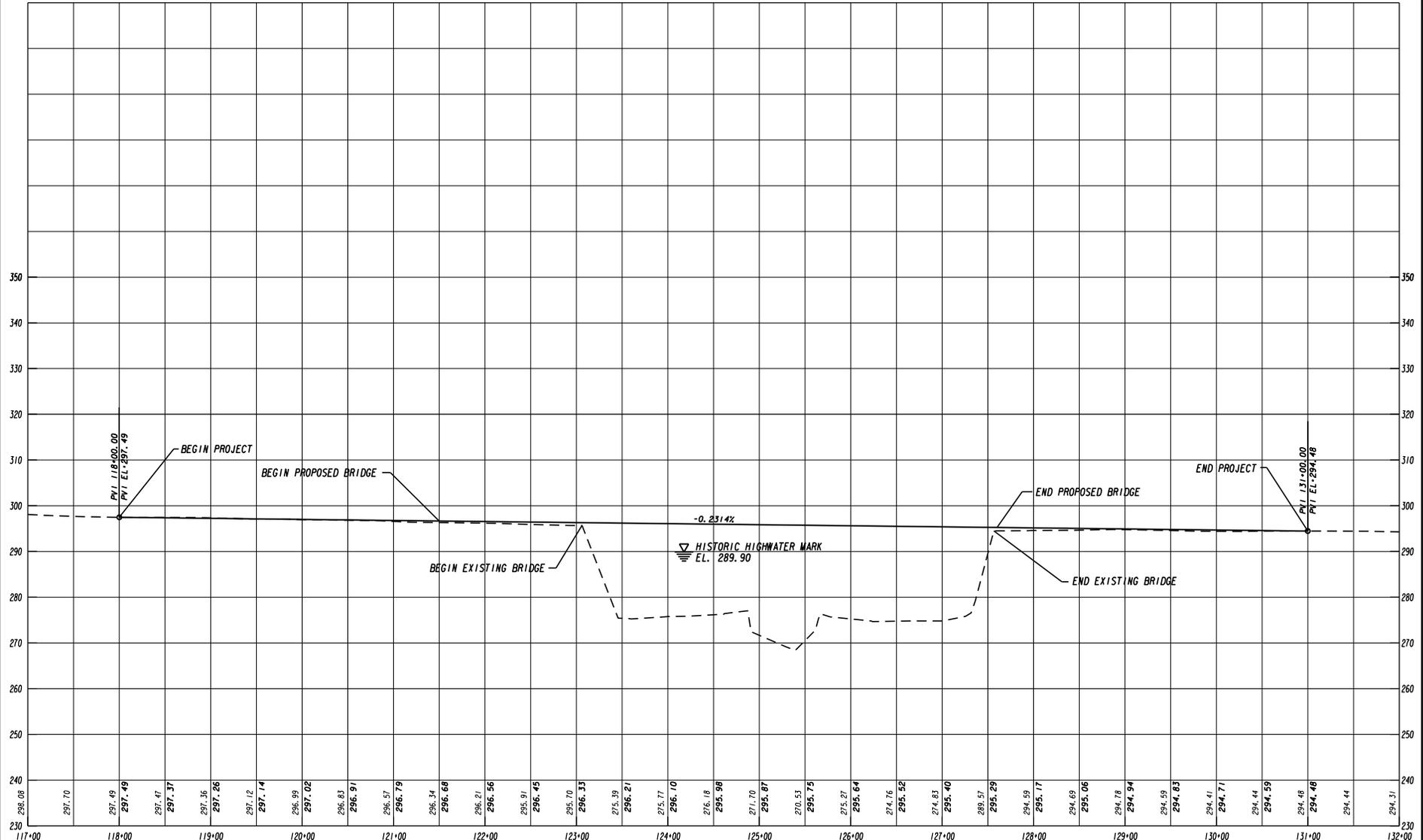
CONCEPT LAYOUT

SCALE IN FEET

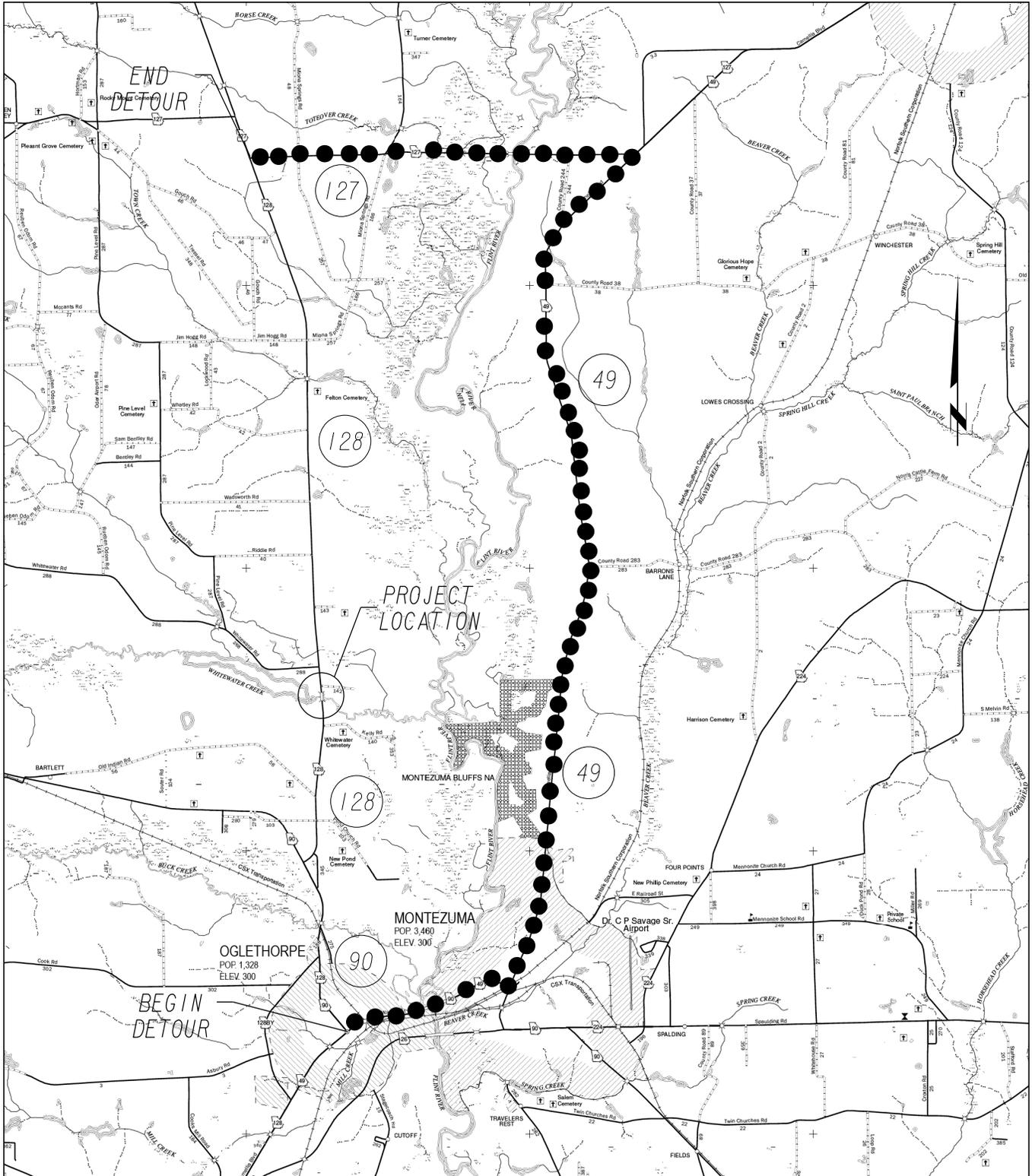
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: TIA

SR128 OVER WHITEWATER CREEK BRIDGE REPLACEMENT
MACON COUNTY, P. 1. NO. 0007042



<p>PLANS PREPARED AND SUBMITTED BY:</p> <p>AMERICAN ENGINEERS, INC.</p> <p>DESIGN PROFESSIONAL ENGINEERING</p> <p>11300 Wilson Bridge Parkway Louisville, KY 40223 (502) 441-3833</p>	<p>REVISION DATES</p> <table border="1" style="width:100%; height: 40px;"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>									<p style="text-align: center;">STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION</p> <p style="text-align: center;">OFFICE: TIA</p> <p style="text-align: center;">MAINLINE PROFILE</p> <p style="text-align: center;">SR128 OVER WHITEWATER CREEK BRIDGE REPLACEMENT</p> <p style="text-align: right;">DRAWING No. 15-001</p>



SCALE IN MILES

●●● - DETOUR ROUTE



LOCATION

DETOUR MAP
 CSBRG-0007-00(042)
 SR128 OVER WHITEWATER CREEK
 BRIDGE REPLACEMENT
 MACON COUNTY
 P. I. # 0007042

PI 0007042 COST ESTIMATE - 2-27-15.txt
STATE HIGHWAY AGENCY

DATE : 02/27/2015
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0007042_ALT1 SPEC YEAR: 01
DESCRIPTION: SR 128 OVER WHITEWATER CREEK BRIDGE REPLACEMENT

ITEMS FOR JOB 0007042_Alt1 Preferred Alternative (Offsite Detour)

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0010	150-1000		LS	TRAFFIC CONTROL - LUMP SUM	1.000	90000.00	90000.00
0170	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	1950.000	0.66	1291.10
0185	163-0300		EA	CONSTRUCTION EXIT	2.000	958.41	1916.84
0190	165-0101		EA	MAINT OF CONST EXIT	2.000	416.74	833.48
0200	402-3103		TN	REC AC 9.5 MM SP,TPII,GP2, INCL BM & H L	153.000	82.16	12570.53
0205	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	96.000	79.37	7620.08
0210	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	64.000	83.01	5312.69
0230	205-0001		CY	UNCLASS EXCAV	486.000	21.15	10282.16
0245	310-5080		SY	GR AGGR BS CRS 8IN INCL MATL	844.000	16.99	14343.33
0255	206-0002		CY	BORROW EXCAV, INCL MATL	23687.000	7.30	172974.55
0265	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	3900.000	2.94	11504.92
0270	163-0528		LF	CONSTR AND REM FAB CK DAM -TP C SLT FN	520.000	3.71	1933.55
0275	402-1812		TN	RECYL AC LEVELING,INC BM&HL	5.000	87.94	439.71
0280	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	4.000	482.97	1931.91
0290	167-1500		MO	WATER QUALITY INSPECTIONS	12.000	517.62	6211.51
0295	413-1000		GL	BITUM TACK COAT	171.000	3.36	576.20
0300	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	1680.000	4.47	7517.80
0350	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	1260.000	0.51	650.01
0365	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	1260.000	0.54	689.46
0370	654-1001		EA	RAISED PVMT MARKERS TP 1	17.000	5.05	86.00
0375	716-2000		SY	EROSION CONTROL MATS, SLOPES	4024.000	1.07	4324.71
0380	700-6910		AC	PERMANENT GRASSING	5.500	580.30	3191.67
0385	700-7000		TN	AGRICULTURAL LIME	16.500	47.71	787.23
0390	700-8000		TN	FERTILIZER MIXED GRADE	4.000	463.47	1853.91
0395	700-8100		LB	FERTILIZER NITROGEN CONTENT	275.000	2.10	579.05
0400	163-0240		TN	MULCH	84.000	198.75	16695.54
0405	163-0232		AC	TEMPORARY GRASSING	2.250	472.63	1063.42
0420	657-1054		LF	PRF PL SD PVMT MKG,5",WH,TP PB	1340.000	4.10	5499.80
0425	657-6054		LF	PRF PL SD PVMT MKG,5",YW,TP PB	1340.000	4.11	5519.29
0450	540-1102		LS	REM OF EX BR, BR NO - 1	1.000	130500.00	130500.00
0460	543-9000		LS	CONSTR OF BRIDGE COMPLETE - 1	1.000	2491850.00	2491850.00
0465	433-1000		SY	REINF CONC APPROACH SLAB	267.000	137.80	36793.85
0475	641-1100		LF	GUARDRAIL, TP T	84.000	57.32	4815.38
0480	641-1200		LF	GUARDRAIL, TP W	350.000	18.23	6383.24

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0485	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	2.000	648.00	1296.02
0490	641-5012	EA	GUARDRAIL ANCHORAGE, TP 12	2.000	1834.19	3668.38
0495	429-1000	EA	RUMBLE STRIPS	32.000	616.66	19733.33

ITEM TOTAL						3083240.66
INFLATED ITEM TOTAL						3083240.66

STATE HIGHWAY AGENCY

DATE : 02/27/2015
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JOB ESTIMATE REPORT

TOTALS FOR JOB 0007042_ALT1

ESTIMATED COST:	3083240.65
CONTINGENCY PERCENT (10.0):	308324.07
ESTIMATED TOTAL:	3391564.72

NOTE: The item totals include all alternate items. The estimated totals include only the low cost alternate items.

STATE HIGHWAY AGENCY

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JOB ESTIMATE REPORT

JOB NUMBER : 0007042_ALT2 SPEC YEAR: 01
DESCRIPTION: SR 128 OVER WHITEWATER CREEK BRIDGE REPLACEMENT

ITEMS FOR JOB 0007042_ALT2 (New Location Bridge - Upstream)

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0010	150-1000		LS	TRAFFIC CONTROL - LUMP SUM	1.000	115000.00	115000.00
0170	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	6060.000	0.56	3427.23
0185	163-0300		EA	CONSTRUCTION EXIT	9.000	980.78	8827.08
0190	165-0101		EA	MAINT OF CONST EXIT	6.000	395.84	2375.05
0200	402-3103		TN	REC AC 9.5 MM SP,TPII,GP2, INCL BM & H L	1000.000	74.19	74195.29
0205	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	1672.000	65.66	109789.29
0210	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	1115.000	68.37	76239.05
0230	205-0001		CY	UNCLASS EXCAV	15304.000	7.65	117120.44
0245	310-5080		SY	GR AGGR BS CRS 8IN INCL MATL	12158.000	12.47	151697.43
0255	206-0002		CY	BORROW EXCAV, INCL MATL	60159.000	5.94	357645.86
0265	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	12120.000	2.79	33905.94
0270	163-0528		LF	CONSTR AND REM FAB CK DAM -TP C SLT FN	1000.000	3.52	3523.69

PI 0007042 COST ESTIMATE - 2-27-15.txt

0275	402-1812	TN	RECYL AC LEVELING,INC BM&HL	25.000	81.91	2047.96
0280	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	4.000	482.97	1931.91
0290	167-1500	MO	WATER QUALITY INSPECTIONS	12.000	517.62	6211.51
0295	413-1000	GL	BITUM TACK COAT	1368.000	2.75	3764.38
0300	432-5010	SY	MILL ASPH CONC PVMT,VARB DEPTH	2500.000	3.94	9861.43
0320	550-2180	LF	SIDE DR PIPE 18",H 1-10	250.000	25.13	6284.68
0350	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	7120.000	0.37	2702.82
0365	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	7120.000	0.40	2875.77
0370	654-1001	EA	RAISED PVMT MARKERS TP 1	51.000	4.38	223.55
0375	716-2000	SY	EROSION CONTROL MATS, SLOPES	12609.000	1.00	12715.67
0380	700-6910	AC	PERMANENT GRASSING	17.000	553.23	9405.05
0385	700-7000	TN	AGRICULTURAL LIME	51.000	45.06	2298.20
0390	700-8000	TN	FERTILIZER MIXED GRADE	12.000	435.42	5225.08
0395	700-8100	LB	FERTILIZER NITROGEN CONTENT	850.000	1.93	1641.58
0400	163-0240	TN	MULCH	280.000	172.88	48408.40
0405	163-0232	AC	TEMPORARY GRASSING	8.500	472.63	4017.36
0410	620-0100	LF	TEMP BARRIER, METHOD NO. 1	1000.000	27.42	27429.58
0420	657-1054	LF	PRF PL SD PVMT MKG,5",WH,TP PB	960.000	4.28	4113.46
0425	657-6054	LF	PRF PL SD PVMT MKG,5",YW,TP PB	9600.000	3.07	29525.47
0430	550-4218	EA	FLARED END SECT 18 IN, ST DR	8.000	442.27	3538.19
0435	550-4224	EA	FLARED END SECT 24 IN, ST DR	2.000	520.38	1040.77
0440	550-2240	LF	SIDE DR PIPE 24",H 1-10	80.000	27.38	2190.78
0450	540-1102	LS	REM OF EX BR, BR NO - 1	1.000	130500.00	130500.00
0460	543-9000	LS	CONSTR OF BRIDGE COMPLETE - 1	1.000	2491850.00	2491850.00
0465	433-1000	SY	REINF CONC APPROACH SLAB	267.000	137.80	36793.85
0475	641-1100	LF	GUARDRAIL, TP T	84.000	57.32	4815.38
0480	641-1200	LF	GUARDRAIL, TP W	350.000	18.23	6383.24
0485	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	2.000	648.00	1296.02
0490	641-5012	EA	GUARDRAIL ANCHORAGE, TP 12	2.000	1834.19	3668.38

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JOB ESTIMATE REPORT

0495	429-1000	EA	RUMBLE STRIPS	180.000	616.66	111000.00
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ITEM TOTAL	4027506.81
INFLATED ITEM TOTAL	4027506.82

TOTALS FOR JOB 0007042_ALT2

ESTIMATED COST:	4027506.82
CONTINGENCY PERCENT (10.0):	402750.68
ESTIMATED TOTAL:	4430257.50

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JOB ESTIMATE REPORT

JOB NUMBER : 0007042_ALT3 SPEC YEAR: 01
DESCRIPTION: SR 128 OVER WHITEWATER CREEK BRIDGE REPLACEMENT

ITEMS FOR JOB 0007042_ALT3 (Detour Bridge)

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0010	150-1000		LS	TRAFFIC CONTROL - LUMP SUM	1.000	133000.00	133000.00
0170	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	10200.000	0.52	5365.81
0185	163-0300		EA	CONSTRUCTION EXIT	6.000	1025.54	6153.28
0190	165-0101		EA	MAINT OF CONST EXIT	6.000	395.84	2375.05
0200	402-3103		TN	REC AC 9.5 MM SP,TPII,GP2, INCL BM & H L	656.000	75.91	49799.57
0205	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	400.000	72.20	28881.00
0210	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	1017.000	68.80	69973.76
0230	205-0001		CY	UNCLASS EXCAV	12111.000	8.19	99303.30
0245	310-5080		SY	GR AGGR BS CRS 8IN INCL MATL	9689.000	12.80	124112.02
0255	206-0002		CY	BORROW EXCAV, INCL MATL	28281.000	7.02	198600.21
0265	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	20400.000	2.73	55695.47
0270	163-0528		LF	CONSTR AND REM FAB CK DAM -TP C SLT FN	1318.000	3.44	4539.97
0275	402-1812		TN	RECYL AC LEVELING,INC BM&HL	600.000	71.20	42725.89
0280	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	4.000	482.97	1931.91
0290	167-1500		MO	WATER QUALITY INSPECTIONS	36.000	459.72	16550.09
0295	413-1000		GL	BITUM TACK COAT	1574.000	2.71	4272.47
0300	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	3000.000	3.72	11168.46
0320	550-2180		LF	SIDE DR PIPE 18",H 1-10	180.000	25.76	4638.00
0350	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	11960.000	0.34	4141.63
0365	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	11960.000	0.36	4410.73
0370	654-1001		EA	RAISED PVMT MARKERS TP 1	85.000	4.10	348.55
0375	716-2000		SY	EROSION CONTROL MATS, SLOPES	11200.000	1.01	11369.57
0380	700-6910		AC	PERMANENT GRASSING	13.000	559.55	7274.23
0385	700-7000		TN	AGRICULTURAL LIME	39.000	45.67	1781.47
0390	700-8000		TN	FERTILIZER MIXED GRADE	10.000	439.95	4399.59
0395	700-8100		LB	FERTILIZER NITROGEN CONTENT	650.000	1.97	1281.39
0400	163-0240		TN	MULCH	189.000	180.93	34197.48
0405	163-0232		AC	TEMPORARY GRASSING	6.500	472.63	3072.10
0410	620-0100		LF	TEMP BARRIER, METHOD NO. 1	1000.000	27.42	27429.58
0415	402-3113		TN	RECYL AC 12.5MM SP,GP1/2,BM&HL	563.000	82.01	46173.48
0420	657-1054		LF	PRF PL SD PVMT MKG,5",WH,TP PB	2680.000	3.75	10058.31
0425	657-6054		LF	PRF PL SD PVMT MKG,5",YW,TP PB	2680.000	3.71	9960.01
0430	550-4218		EA	FLARED END SECT 18 IN, ST DR	6.000	444.79	2668.75
0435	550-4224		EA	FLARED END SECT 24 IN, ST DR	2.000	520.38	1040.77
0440	550-2240		LF	SIDE DR PIPE 24",H 1-10	60.000	27.84	1670.91

PI 0007042 COST ESTIMATE - 2-27-15.txt

0445	163-0232	AC	TEMPORARY GRASSING	8.000	200.93	1607.50
0450	540-1102	LS	REM OF EX BR, BR NO - 1	1.000	130500.00	130500.00
0455	541-0001	LS	DETOUR BRIDGE - 1	1.000	522000.00	522000.00
0460	543-9000	LS	CONSTR OF BRIDGE COMPLETE - 1	1.000	2491850.00	2491850.00
0465	433-1000	SY	REINF CONC APPROACH SLAB	431.000	135.87	58563.48
0475	641-1100	LF	GUARDRAIL, TP T	84.000	57.32	4815.38

STATE HIGHWAY AGENCY

DATE : 02/27/2015
PAGE : 6

JOB ESTIMATE REPORT

0480	641-1200	LF	GUARDRAIL, TP W	350.000	18.23	6383.24
0485	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	2.000	648.00	1296.02
0490	641-5012	EA	GUARDRAIL ANCHORAGE, TP 12	2.000	1834.19	3668.38
0495	429-1000	EA	RUMBLE STRIPS	138.000	616.66	85100.00
ITEM TOTAL						4336148.76
INFLATED ITEM TOTAL						4336148.76

TOTALS FOR JOB 0007042_ALT3						
ESTIMATED COST:						4336148.81
CONTINGENCY PERCENT (10.0):						433614.88
ESTIMATED TOTAL:						4769763.69

Department of Transportation State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE March 26, 2015
FROM Phil Copeland, Right of Way Administrator
LaShone Alexander, Right of Way Cost Estimator
TO Kevin H. Mullins, Project Manager

SUBJECT **Preliminary Right of Way Cost Estimate**
Project: CSBRG-0007-00(042)
P.I. No.: 0007042 Alt 1, 2 & 3
Description: SR 128 Over Whitewater Creek Bridge Replacement

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

Please note if the area of Required R/W was furnished with your request. **Please include total Required R/W areas for the entire corridor in all future requests.**

If you have any questions, please contact LaShone Alexander at One Georgia Center 600 West Parkway Street, NW Atlanta, GA 30308, Right of Way Office at (478) 553-1569 or (478) 232-4045.

PC:LA
Attachments
c: File

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 3/26/2014 Project: CSBRG-0007-00(042)
 Revised: County: Macon
 PI: 0007042 Alt 1

Description: SR 128 over Whitewater Creek Bridge Replacement
 Project Termini: SR 128 over Whitewater Creek Bridge Replacement

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 1

Land and Improvements _____ \$7,500.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$5,000.00

Valuation Services _____ \$3,000.00

Legal Services _____ \$38,175.00

Relocation _____ \$2,000.00

Demolition _____ \$0.00

Administrative _____ \$14,500.00

TOTAL ESTIMATED COSTS _____ \$65,175.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$66,000.00

Preparation Credits	Hours	Signature

Prepared By: Dashone Alexander CG#: 286999 03/26/2015 (DATE)
 Approved By: Dashone Alexander CG#: 286999 03/26/2015 (DATE)

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 3/26/2014 Project: CSBRG-0007-00(042)
 Revised: County: Macon
 PI: 0007042 Alt 3

Description: SR 128 over Whitewater Creek Bridge Replacement
 Project Termini: SR 128 over Whitewater Creek Bridge Replacement

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 8

Land and Improvements _____ \$52,122.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$16,000.00

Valuation Services _____ \$30,000.00

Legal Services _____ \$80,400.00

Relocation _____ \$16,000.00

Demolition _____ \$0.00

Administrative _____ \$71,000.00

TOTAL ESTIMATED COSTS _____ \$249,522.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$250,000.00

Preparation Credits	Hours	Signature

Prepared By: Dashone Alexander CG#:286999 03/26/2015 (DATE)
 Approved By: Dashone Alexander CG#: 286999 03/26/2015 (DATE)

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

Traffic Projections/Forecasting Summary Sheet

CSBRG-0007-00(042), P.I. # 0007042

Macon County

Year the counts were taken from 2012 coverage (TC # 187).

Growth Factors

Growth for Build = No Build

Existing Year to Base Year 1.5%

Base Year to Design Year 1.2%

K = 7%

D = 60%

Assumptions

- Reviewed a 15-year historical trend.
- Trend is low in this county

Flexible Pavement Design Analysis

PI Number	0007042	County(s)	Macon
Project Number	CSBRG-0007-00(042)	Design Name	SR 128 Full Depth Pvmnt Reconstruction
Project Description	SR 128 Over Whitewater Creek Bridge Replacement		

Traffic Data (AADTs are one-way)						Miscellaneous Data	
Initial Design Year	2020	Initial AADT, VPD	875	24 Hour Truck %	21.25	Lanes in one direction	1
Final Design Year	2040	Final AADT, VPD	1,100	SU Truck %	13.00	Curb & Gutter/Barrier	No
		Mean AADT, VPD	988	MU Truck %	8.25		

Design Data					
Lane Distribution Factor (%)	100.00	Soil Support Value	3.50	Single Unit ESAL	0.40
Terminal Serviceability Index	2.50	Regional Factor	1.60	Multiple Unit ESAL	1.50
		User Defined 18-KIP ESAL	0.00	Calculated 18-KIP ESAL	0.83
Non-Standard Value Comment					

Design Loading (Calculated 18-KIP ESAL)					
Mean AADT, VPD	LDF (%)	Vehicle Type	Volume (%)	ESAL Factor	Daily ESAL
988	100.00	Single Unit Truck	13.00	0.40	52
		Multi Unit Truck	8.25	1.50	123
Total Daily ESALs					175
Total Design Period ESALs					1,277,500

Proposed Flexible Full Depth Pavement Structure				
Course	Material	Thickness (inches)	Structural Coefficient	Structural Value
Course 1	9.5 mm Type II Superpave	1.25	0.4400	0.55
Course 2	19 mm Superpave	2.00	0.4400	0.88
Course 3	25 mm Superpave	1.25	0.4400	0.55
		1.75	0.3000	0.53
Course 4	Graded Aggregate Base	8.00	0.1600	1.28
Required SN	4.14	Proposed pavement is 8.49% Underdesigned		Proposed SN
				3.79

Design Remarks	
-----------------------	--

Prepared By Mark Wilkinson 1/20/2015 10:50 AM
 Mark Wilkinson/Senior Project Manager Date

Recommended By _____
 Consultant Design Phase Leader Date

Approved By _____
 State Pavement Engineer Date

Concept Utility Report

Project Number: CSBRG-0007-00(042)

District: 3rd

County: Macon

Prepared by: Harland Smith

P.I. # 0007042

Date: 01/22/2015

Project Description: SR 128 over Whitewater Creek, bridge replacement.

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

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

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

Is a separate utility funding phase recommended? NO

Existing Facilities:

Flint EMC \$150,000 reimbursable, estimated relocation cost

GPC Distribution No Conflict - beyond project limits.

Windstream \$60,000 non-reimbursable, estimated relocation cost

Potential Project (Schedule/Budget) Impacts: N/A

Capital Improvement Projects (Utilities) Anticipated in the Area: Unknown

Project Specific Recommendations for Avoidance/Mitigation: Unknown

Right of Way Coordination: N/A

Environmental Coordination: If the bridge width changes, utilities may be forced to relocate to the back of the R/W. This would have an impact on the ESA.

Additional Remarks: There is a good possibility that Flint EMC will claim prior rights. The existing pole line runs along the West of SR 128. The existing line is a 3 phase line with one utility under built (Windstream) at approx. 50' from the centerline of SR 128. There are no water facilities within the project limits. Water is supplied to residents, including Whitewater Park

by private well. Majority of the impacts to utilities and ESA is a direct result of the detour bridge. The cost of utility relocations, construction time, and environmental impact could be reduced substantially by avoiding the detour bridge and close SR 128. I recommend closing SR 128 and detour traffic during construction.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE **CSBRG-0007-00(042), Macon County, P.I. #0007042** OFFICE Thomaston
FROM Kerry Gore, District Utilities Engineer DATE April 22, 2015
TO Kelvin Mullins, Project Manager
SUBJECT **PRELIMINARY UTILITY COST (ESTIMATE)**

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimate for each utility with facilities potentially located within the project limits.

<u>FACILITY OWNER</u>	<u>NON- REIMBURSABLE</u>	<u>REIMBURSABLE</u>
Flint EMC	0	150,000
GPC Distribution	No Conflict	0
Windstream	60,000	No Conflict
<hr/>		
TOTALS	\$60,000	\$150,000

Total Preliminary Utility Cost Estimate **\$150,000**.

If you have any questions, please contact **Kerry Gore** at **706-646-7603**.

KG/

cc:



Meeting Minutes of Concept Team Meeting

TIA PROJECT NUMBER: RC08-000035
PI NUMBER: 0007042
COUNTY: Macon
DESCRIPTION: SR 128 over Whitewater Creek
DATE: February 9, 2015

ATTENDEES:

Kelvin Mullins – GDOT TIA	Ben Rabun – GDOT Bridge
Shrujal Amin – GDOT TIA	Todd Hill – GT Hill Planners
Mark Wilkinson – American Engineers, Inc.	Harland Smith – GDOT District 3 Utilities
Andrew Farmer – American Engineers, Inc.	Patrick Weaver – GDOT District 3 Design
Troy Patterson – GDOT Eng. Services/Estimating	Thomas Howell – GDOT District 3
Robert Reid – GDOT Eng. Services/Estimating	Regina McDuffie – Macon County Manager
	Olin Credle – Macon Co. Parks & Recreation

Project Description:

1. After introductions by Kelvin Mullins, Mark Wilkinson described the project as replacing the existing deficient bridge on SR 128 over Whitewater Creek in Macon County. The typical section proposed for the roadway has 12-ft lanes and 10-ft shoulders to accommodate the large percentage (21.25) of trucks. The new bridge would have 12-ft lanes and 8-ft shoulders.
2. Several alternatives were considered for the project:
 - a. Offsite Detour and construct permanent bridge in current location
 - b. Construct permanent bridge in new location upstream of the existing bridge
 - c. Construct temporary bridge upstream of the existing bridge and construct permanent bridge in the current location
 - d. Construct the temporary bridge to the downstream of the existing bridge and construct the permanent bridge in the current location
3. Macon County has expressed a desire to provide pedestrian/bike connectivity and access across Whitewater Creek. The existing bridge is too narrow for bike/ped use with the high amount of truck traffic. If a temporary bridge is used, it can not remain as a bike/ped bridge because it will not be designed to pass a 50-yr storm. The proposed bridge will be significantly wider than the existing bridge and bike/peds could use the 8-ft shoulder.



4. Utilities on the project were discussed. There are currently no utilities on the bridge. Utilities in the project vicinity include Georgia Power, Flint Power, and Windstream. Flint Power owns a line of power poles along the west side of the project. Windstream has a line on these same poles. It is anticipated that it would cost \$150,000 to relocate the power poles and \$60,000 to relocate Windstream's facilities. Windstream's line would not be reimbursable. Water in the area is provided by private wells.

Alternatives Discussion:

1. Offsite Detour and construct permanent bridge in current location
 - a. The total detour length from one side of the bridge to the other is 25.7 miles along current state routes (SR90 to SR49 to SR127) This results in 15.7 additional miles traveled along the N-S corridor.
 - b. No anticipated R/W impacts
 - c. No anticipated utility impacts
 - d. No anticipated 4f resource impacts
 - e. Minimal environmental resource impacts
 - f. No PAR required
 - g. Detour Meeting and Public Outreach required
 - h. Least expensive to construct (~450-ft bridge)
 - i. 12 month min. construction time
 - j. Macon County does not prefer
 - k. Easiest to construct
 - l. Would have to reach out to logging companys that use this route.
 - m. Would need to examine access to schools and emergency services.
2. Construct permanent bridge in new location to the upstream of the existing bridge
 - a. This alternative would result in the longest project limits.
 - b. Maintance of traffic and constructability would be moderately easy. Would need to ensure that there would be enough room to remove the existing bridge.
 - c. Greatest impacts to environmental resources
 - d. Greatest R/W impacts
 - e. Greatest 4f impacts
 - f. The Flint Power utility poles would need to be relocated
 - g. PAR would be required
 - h. Individual Permit would be required
 - i. 450-ft bridge would be required
 - j. 12 month min. construction time



3. Construct temporary bridge to the upstream of the existing bridge and replace the existing bridge with a permanent bridge.
 - a. There would need to be enough clearance under the temporary bridge to access the existing/permanent bridge location.
 - b. May be able to use a shorter length, lower elevation temporary bridge
 - c. The Flint Power utility poles would need to be relocated
 - d. 4f impacts would be anticipated
 - e. Environmental impacts would be anticipated
 - f. R/W impacts would be anticipated
 - g. Smaller project limits than permanent bridge to the upstream alternative due to lower speed design for temporary detour/bridge.
 - h. 18-24 month min. construction time
 - i. Most construction cost – Temporary bridge \$550,000
 - j. PAR may be required
 - k. Regional Permit would be required

4. Construct a temporary bridge to the downstream of the current bridge and construct the permanent bridge in the current bridge location
 - a. Results in the longest temporary bridge (>650-ft)
 - b. High environmental impacts anticipated
 - c. PAR required
 - d. Very expensive
 - e. Very difficult to construct
 - f. R/W impacts anticipated
 - g. No 4f impacts
 - h. No utility impacts
 - i. 18-24 mo. Construction time
 - j. This is the least desirable alternative

From: Mullins, Kelvin [<mailto:kemullins@dot.ga.gov>]

Sent: Thursday, March 26, 2015 1:53 PM

To: Regina McDuffie

Cc: Amin, Shrujal; Mark Wilkinson; 'psmeeton@gthillplanners.com'; Dover, Mike; Pugh, Samuel; Miles, Shana M

Subject: RE: Highway 128 Bridge Project

Ms. McDuffie,

Thank you for your email regarding the SR 128 Bridge Replacement project over Whitewater Creek in Macon County. We appreciate your input.

We will take this information into consideration while evaluating the three proposed alternatives for reconstructing the SR 128 bridge.

There are inconveniences to the Alternate which involves closing the road during construction and using an off-site detour, however there are also important benefits that need to be considered, which include:

- Significant cost savings of tax payer dollars for Design and Construction
- Significant reduction in environmental impacts
- Significant reduction in Design and Construction Schedules

We will continue to work closely with you during this project as we move forward with the decision making process for selecting a Construction Alternative.

Please let me know if you have any questions.

Thanks.

Kelvin H. Mullins
TIA Regional Coordinator
Office of TIA - 19th floor
phone: 404-631-1675

From: Regina McDuffie [<mailto:rmmcduffie148@windstream.net>]

Sent: Monday, March 23, 2015 10:12 AM

To: Mullins, Kelvin; Amin, Shrujal

Subject: Highway 128 Bridge Project

Hi Kelvin/ Shrujah,

Hope all is going well for you all. I verbally polled members of the community regarding the option to detour traffic for the Highway 128 Bridge and found that the detour would significantly complicate the traffic in the area. The community is adamantly opposed to the option of detouring the traffic and would like for this option to be eliminated.

A primary adverse impact is the one that we have been trying to rectify regarding connectivity for Whitewater Park. If the bridge access is not available, camp access from the cabins behind the church would be detoured 19 miles (or more) to enjoy amenities at the park. As you know the county is investing more than ¾ of a million

dollars in improvements for the park and would be tremendously impacted if park access across the bridge is limited. This would adversely impact revenues and hurt future business for the park.

Another major adverse impact would be the re-routing of the school buses which would increase cost in hours of operation, fuel cost and time for students to be transported. The school system would have to reroute all bus traffic north of the bridge and the 19 mile detour would impact more than 20 percent of the students.

The access to Whitewater Baptist Church would be impacted as well. Members that live north of the church off of Hwy 128 would again also have to detour more than 19 miles to attend service.

I also spoke with the emergency medical services and fire and rescue. In regards to EMS, we are already transporting outside of the County with an average transport time of 35 - 55 minutes; the detour would add costly hours to the transport time. Fuel cost and supply cost increase with the length of transport and the additional time would significantly impact our response and transport times. For Fire / Rescue, access to areas above the bridge on 128 would be significantly hindered. Our volunteers have to come from their current location to access equipment located at the substation or come from other areas of the County. In regards to emergency services and response, the bridge detour would cause significant delays and may contribute to greater losses of life and property.

I spoke further with City officials in Ideal and they have great concern for traffic being re-routed through the City and the adverse impact on their roads. They do not have the road infrastructure for heavy truck traffic. The county roads would also be severely impacted.

In addition, local businesses have expressed concern that the added transport time would increase their expenses and result in costly delays.

Please let me know when this matter can be further addressed and how the community can voice its opinion regarding the proposed options. Your attention and assistance is appreciated. RMM

Regards,

Regina M. McDuffie,
County Manager



Macon County Board of Commissioners
121 S. Sumter St.
Oglethorpe, GA 31068

(478) 472-7021 phone
(478) 472-5643 fax
Rmmcduffie148@windstream.net email

Georgia DOT has launched a new, more relevant, professional and user-friendly website. Take a look at www.dot.ga.gov. A brief video explaining the new site can be viewed at <https://youtu.be/e3Mu5jW9VKM>. Also, see our Fact Sheet at www.dot.ga.gov/AboutGeorgia/Pages/TravelSmart.aspx. If you have questions and feedback, drop us a line at TravelSmart@dot.ga.gov

HYDRAULIC ENGINEERING FIELD REPORT

I. HYDRAULIC AND HYDROLOGICAL DATA REQUIRED FOR ALL EXISTING OR PROPOSED BRIDGE STREAM CROSSING PROJECTS

A. Project Location

Project No.: RC08-000035 County: MACON District: 15
 P.I. No.: 0007042 Stream Name: WHITEWATERCREEK Route: SR128
 Surveyed By: ZACKARY WOLFE, RLS Date: OCTOBER 18, 2014

B. Site Information

Floodplain and Stream Channel description:

1. Flat, rolling, mountainous, etc.: FLAT
2. Wooded, heavily vegetated, pasture, swampy, etc.: WOODED, SWAMPY
3. Stream channel description: well-defined banks, meandering, debris, etc.
WELL DEFINED BANKS, SOME DEBRIS, FALLEN TREES
4. Is there any fill in the upstream or downstream floodplain, which will affect the natural drainage or limit the floodplain width at this site?
NO

C. Required Existing Bridge Information at Project Site

1. Bridge Identification No.: #0000000193000250, BRIDGE OVER WHITEWATERCREEK
2. Date Built: 1937
3. Skew angle of bridge bents: N/A
4. Height of curb, parapet or barrier: 12"

Substructure Information:

1. Column type (concrete, steel, etc): CONCRETE
2. Size of columns: 2' X 2'
3. Number of columns per bent: 2
4. Guide Bank (Spur Dike) length, elevation and location (if applicable):
N/A
5. Note any scour problems at intermediate bents or abutments:
N/A

Note: The above information is required for all bridges within the floodplain (main and overflow bridges) along the roadway. In addition, the location, size and number of barrels are required for all box culverts located within the floodplain.

D. Normal Water Surface Data

	<u>WS ELEV</u>
500 feet upstream of survey centerline:	<u>272.17</u>
At the survey centerline:	<u>272.97</u>
500 feet downstream of survey centerline:	<u>272.43</u>
Normal high tide:	<u>N/A</u>
Normal low tide:	<u>N/A</u>

E. Historical Flood Data

- Extreme high water elevation at site: 289.9 Date: JULY/1994
- Highest observed tide elevation: N/A Date: _____
- Location of extreme high water elevation (upstream/downstream face of bridge at the centerline or station and offset if not at bridge):
N=852914.65 E=2328181.83 GA WEST NAD 83 (CORS 2006)
- Source of high water information: U.S. GEOLOGICAL SURVEY
OPEN FILE REPORT 96-228
- Location and floor elevation of any houses/buildings/structures that have been flooded:
WHITEWATER BAPTIST CHURCH
FINISH FLOOR ELEVATION = 288.14
- Information about flood (number of times structure has been flooded, water surface elevations and date(s) of flood):
IN JULY OF 1994 FLOOD OF RECORD
BECAME 289.90 AFTER JULY FLOOD
- Location and floor elevation of any houses/buildings/structures that have floor elevations within 2 feet of the extreme high water elevation:
ONLY AT THE WHITEWATER BAPTIST CHURCH

F. Benchmark Information**Location 1:**

- Benchmark Name: Δ6 F242SD6 Elevation: 295.46
- Location (project stations/offset):
Northing: 853428.895 Easting: 2328365.450
- Physical description: 3/4" REBAR W/PINK CAP

Location 2:

- Benchmark Name: Δ5 F242SD5 Elevation: 299.06
- Location (project stations/offset):
Northing: 852857.374 Easting: 2328399.890
- Physical description: 3/4" REBAR W/PINK CAP

Location 3:

- Benchmark Name: Δ4 F242SD4 Elevation: 310.23
- Location (project stations/offset):
Northing: 852480.211 Easting: 2328412.931
- Physical description: 3/4" REBAR W/CAP

G. Upstream and Downstream Structures

Structure 1

- 1. Structure Type (railroad/highway bridge, culvert): N/A
- 2. Route Number (if applicable): _____
- 3. Distance from proposed structure along stream centerline: _____
- 4. Length of bridge or culvert size: _____
- 5. Superstructure (slab thickness, beam depth): _____
- 6. Substructure information: _____
- 7. Column Type (concrete, steel, etc.): _____
- 8. Size of Column: _____
- 9. Number of Columns per bent: _____

Structure 2

- 1. Structure Type (railroad/highway bridge, culvert): N/A
- 2. Route Number (if applicable): _____
- 3. Distance from proposed structure along stream centerline: _____
- 4. Length of bridge or culvert size: _____
- 5. Superstructure (slab thickness, beam depth): _____
- 6. Substructure information: _____
- 7. Column Type (concrete, steel, etc.): _____
- 8. Size of Column: _____
- 9. Number of Columns per bent: _____

Structure 3

- 1. Structure Type (railroad/highway bridge, culvert): N/A
- 2. Route Number (if applicable): _____
- 3. Distance from proposed structure along stream centerline: _____
- 4. Length of bridge or culvert size: _____
- 5. Superstructure (slab thickness, beam depth): _____
- 6. Substructure information: _____
- 7. Column Type (concrete, steel, etc.): _____
- 8. Size of Column: _____
- 9. Number of Columns per bent: _____

NOTE: The above information is required for all bridges or culverts, which lie between 2000 feet and 1 mile upstream or downstream of the project bridge.

H. Miscellaneous Information

- 1. Are there water surfaces affected by other factors (high water from other streams, reservoirs, etc.):

 WHITEWATER CREEK INTERSECTS FLINT RIVER
APPROX. 9800' EAST ALONG STREAMLINE FROM BRIDGE @ SR128

- 2. Give location (horizontal distance to dam or spill way along stream centerline), length, width and elevation of dam and spillway, if applicable:

 624' TO DAM FROM BRIDGE @ SR128 ALONG STREAM CENTERLINE
DAM LENGTH = 390', DAM WIDTH = 80', TOP DAM = 289.00 ELEV., BOT DAM = 271.90

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:193-0025-0		Macon		SUFF. RATING: 40.57	
Location & Geography			Signs & Attachments		
Structure ID:	193-0025-0	*104 Highway System:	0	225 Expansion Joint Type:	04
200 Bridge Information:	06	*26 Functional Classification:	06	242 Deck Drains:	1
*6A Feature Int:	WHITEWATER CREEK	*204 Federal Route Type:	F No: 01541	243 Parapet Location:	0
*6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0.00
*7A Route No Carried:	SR00128	*110 Truck Route:	0	Width:	0.00
*7B Facility Carried:	SR 128	206 School Bus Route:	1	238 Curb Height:	1
9 Location:	4 MI N OF OGLETHORPE	217 Benchmark Elevation:	0000.00	Curb Material:	1
2 Dot District:	3	218 Datum:	0	239 Handrail	1 1
207 Year Photo:	2012	*19 Bypass Length:	19	*240 Median Barrier Rail:	0
*91 Inspection Frequency:	24 Date: 12/19/2012	*20 Toll:	3	241 Bridge Median Height:	0
92A Fract Crit Insp Freq:	0 Date: 02/01/1901	*21 Maintanance:	01	* Bridge Median Width:	0
92B Underwater Insp Freq:	1 Date: 08/10/2011	*22 Owner:	01	230 Guardrail Loc. Dir. Rear:	3
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	2	Fwr:	3
* 4 Place Code:	00000	37 Historical Significance:	5	Oppo. Dir. Rear:	0
*5 Inventory Route(O/U):	1	205 Congressional District:	02	Oppo. Fwr:	0
Type:	3	27 Year Constructed:	1937	244 Aproach Slab	0
Designation:	1	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	00128	33 Bridge Median	0	233Posted Speed Limit:	55
Direction:	0	34 Skew:	00	236 Warning Sign:	0.00
*16 Latitude:	32 - 20.8403 HMMS Prefix:SR	35 Structure Flared:	0	234 Delineator:	1.00
*17 Longitude:	84 - 03.8317 HMMS Suffix:00	38 Navigation Control:	0	235 Hazard Boards:	1
	MP: 5.90	213 Special Steel Design:	8	237 Utilities Gas:	00
98 Border Bridge:	000 % Shared:00	267 Type of Paint:	4	Water:	00
99 ID Number:	0000000000000000	*42 Type of Service On:	1	Electric:	00
*100 STRAHNET:	0	Type of Service Under:	5	Telephone:	00
12 Base Highway Network:	1	214 Movable Bridge:	0	Sewer:	00
13A LRS Inventory Route:	1931012800	203 Type Bridge:	A - O - N - O	247 Lighting Street:	0
13B Sub Inventory Route:	0	259 Pile Encasement	3	Navigation:	0
*101 Parallel Structure:	N	*43 Structure Type Main:	4 02	Aerial:	0
*102 Direction of Traffic:	2	45 No.Spans Main:	003	*248 County Continuity No.:	00
*264 Road Inventory Mile Post:	005.76	44 Structure Type Appr:	1 04		
*208 Inspection Area:	08 Initials: JKP	46 No Spans Appr:	0008		
Engineer's Initials:	res	226 Bridge Curve Horz	0 Vert: 0.00		
* Location ID No:	193-00128D-005.90N	111 Pier Protection	0		
		107 Deck Structure Type:	1		
		108 Wearing Structure Type:	1		
		Membrane Type:	0		
		Deck Protection:	8		

