ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0007049
CSBRG-0007-00(049)
SR 36 @ Yellow River
GDOT District 2 - Tennille
Newton County

OFFICE Design Policy & Support

DATE August 1, 2012

FROM Kim Phillips for 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:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Jimmy Smith, District Engineer
Neil O'Brien, District Preconstruction Engineer
Lynn E. Bean, District Utilities Engineer
George Brewer, Project Manager
BOARD MEMBER - 8th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type:	Bridge Replacement	P.I. Number:	0007049
GDOT District:	2	County:	Newton
Federal Route Number:	N/A	State Route Number:	36

The proposed project consists of the replacement of the bridge over the Yellow River on SR 36. The bridge is located 14 miles south of Covington. This project proposes to replace the existing 520' X 30' bridge with a 550' X 43'-3" bridge. The typical section of the roadway approaches will be 2-12 foot lanes with 10 foot wide shoulders. The project length is approximately one half mile.

Submitted for approval:

Brendetta Walker, P.E./Parsons Brinckerhoff Inc. Consultant Designer & Firm *or* GDOT Concept/Design Phase Office Head & Office	3-16-12 DATE
Bobby Hilliard Office Head *(GDOT Project Manager's Office)*	3-29-2012 DATE
Gerry M. Brewer GDOT Project Manager	3/29/2012 DATE

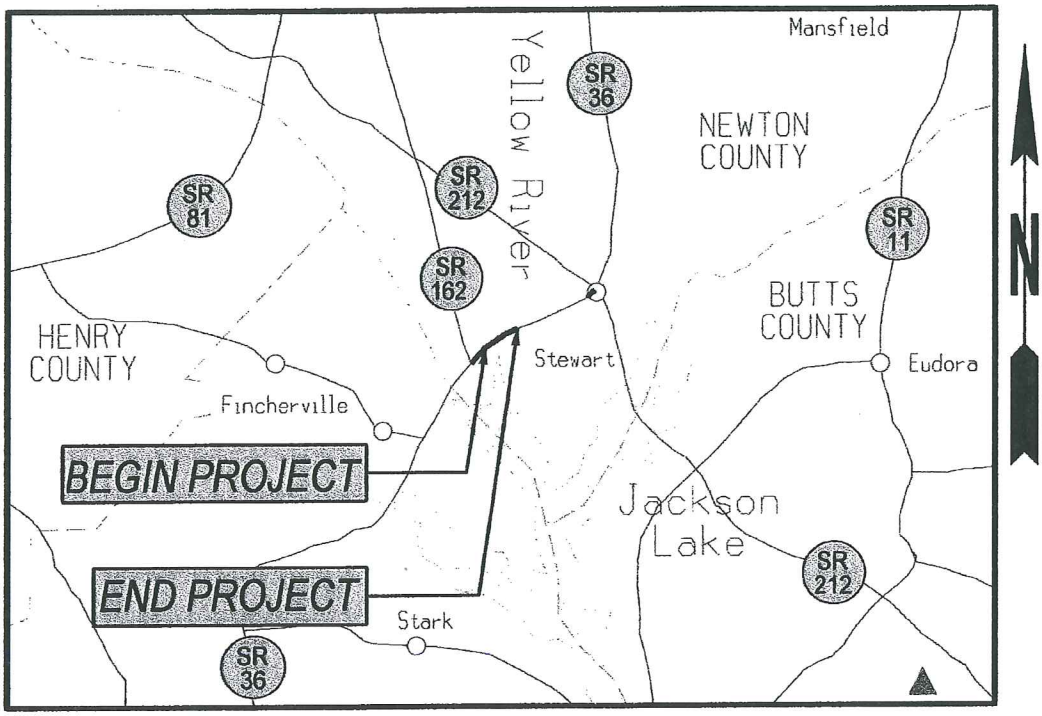
Recommendation for approval:

Program Control Administrator	DATE
*Glenn Bowman/MAS State Environmental Administrator	06-08-2012 DATE
*Kathy Zahul/MAS State Traffic Engineer	06-07-2012 DATE
*Lisa Myers/MAS Project Review Engineer	06-07-2012 DATE
*Abdulwahid Munshi/MAS State Utilities Engineer	06-14-2012 DATE
District Engineer	DATE
*Ben Raban/MAS State Bridge Design Engineer	06-25-2012 DATE
State Transportation Financial Management Administrator	DATE

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

*Cindy VanDyke State Transportation Planning Administrator	06-06-2012 DATE

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Justification Statement:
This bridge (Structure ID 217-0008-0; SR 36 over Yellow River) was built in 1952. The bridge consists of eight spans of steel beams on concrete caps and steel piles. This bridge was designed using a truck configuration that weighs less than the current state legal truck weights. The overall condition of this bridge would be classified as fair to satisfactory. The deck is in satisfactory condition due to minor concrete deterioration. The superstructure is in satisfactory condition due to minor deterioration of the steel beams. The substructure elements are in fair condition with minor concrete spalling and scour. Due to the structural integrity, based on the design, replacement of the bridge is recommended.

Description of the proposed project:
The proposed project consists of the replacement of the State Route 36 bridge over the Yellow River. The existing bridge is located 14 miles south of Covington. This project proposes to replace the existing 520' X 30' bridge with a 550' X 43'-3" bridge. The typical section transitions at the roadway approaches to wider section of 2-12 foot lanes with 10 foot wide shoulders. The project length is approximately one half mile.

Federal Oversight: ☐ Full Oversight ☒ Exempt ☐ State Funded ☐ Other

MPO: ☒ N/A ☐ MPO
MPO Project TIP #

Regional Commission: ☐ N/A ☒ RC Northeast Georgia DRP
RC Project ID #

Congressional District: 8

Projected Traffic ADT:
Current Year (2010): 3925 Open Year (2016): 4550 Design Year (2036): 7450

Functional Classification (Mainline): Rural Minor Arterial

Is this project on a designated bike route? ☒ No ☐ YES

Is this project located on a pedestrian plan? ☒ No ☐ YES

Is this project located on or part of a transit network? ☒ No ☐ YES

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: On the northern side of the bridge, the roadbed is bounded by wetlands.

Context Sensitive Solutions: The proposed bridge can be designed to be almost twice the length of the existing one in order to span wetlands on the north eastern project site. The view beneath the proposed bridge will be enhanced by removing the old road bed and grading to a lower surface elevation. The area could also serve as a wetland mitigation site. However, this solution was not implemented due to the high construction costs.

DESIGN AND STRUCTURAL DATA

Mainline Design Features: ***SR 36***

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	**2**	**2**	**2**
- Lane Width(s)	**11.85'**	**12'**	**12'**
- Median Width & Type	**n/a**	**n/a**	**n/a**
- Outside Shoulder Width & Type	**2'-6' grassed**	**10' (min 2' paved)**	**2'paved / 8' grassed**
- Outside Shoulder Slope	**varies**	**6%**	**6%**
- Inside Shoulder Width & Type	**n/a**	**n/a**	**n/a**
- Sidewalks	**n/a**	**n/a**	**none**
- Auxiliary Lanes	**n/a**	**n/a**	**n/a**
- Bike Lanes	**n/a**	**n/a**	**n/a**
Posted Speed	**55**		**55**
Design Speed	**55**	**55**	**55**
Min Horizontal Curve Radius	**11,342**	**1,060**	**11,342**
Superelevation Rate	**.02/RC**	**0.06 max**	**0.02/RC**
Grade	**4%**	**5% max**	**0.5% / 4.1%**
Access Control	**by permit**	**by permit**	**by permit**
Right-of-Way Width	**50'-100'**	**76'**	**100'-150'**
Maximum Grade – Crossroad	**n/a**	**n/a**	**n/a**
Design Vehicle	**SU**	**SU**	**SU**

*According to current GDOT design policy if applicable

Major Structures:

Structure	Existing	Proposed
ID 217-0008-0 14 miles South of Covington	*520' long, 30' wide, (including lane and shoulder widths), and 48.24 sufficiency rating*	*550' long, 43'-3" wide*

Major Interchanges/Intersections: *N/A*

Utility Involvements: Phone-AT&T; Power-Snapping Shoals EMC; Water-Newton County Water; Cable-Bulldog Cable

Public Interest Determination Policy and Procedure recommended (Utilities)? ☐ YES ☒ NO

SUE Required: ☐ Yes ☒ No

Railroad Involvement: *N/A*

Right-of-Way:
Required Right-of-Way anticipated: ☒ YES ☐ NO ☐ Undetermined
Easements anticipated: ☒ Temporary ☐ Permanent ☐ Utility ☐ Other

Anticipated number of impacted parcels:	5
Anticipated number of displacements (Total):	0
Businesses:	0
Residences:	0
Other:	0

Location and Design approval: ☐ Not Required ☒ Required

Off-site Detours Anticipated: ☐ No ☒ Yes ☐ Undetermined
The offsite detour will route traffic from SR 36 to SR 162 and SR 212 during bridge construction. The length of the detour is approximately 10 miles.

Transportation Management Plan Anticipated: ☐ YES ☒ NO

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	☐		☒	☐
2. Lane Width	☐		☒	☐
3. Shoulder Width	☐		☒	☐
4. Bridge Width	☐		☒	☐
5. Horizontal Alignment	☐		☒	☐
6. Superelevation	☐		☒	☐
7. Vertical Alignment	☐		☒	☐
8. Grade	☐		☒	☐
9. Stopping Sight Distance	☐		☒	☐
10. Cross Slope	☐		☒	☐
11. Vertical Clearance	☐		☒	☐
12. Lateral Offset to Obstruction	☐		☒	☐
13. Bridge Structural Capacity	☐		☒	☐

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - *Median Opening Spacing*	DP&S	☐		☒	☐
2. Median Usage & Width	DP&S	☐		☒	☐
3. Intersection Skew Angle	DP&S	☐		☒	☐
4. Lateral Offset to Obstruction	DP&S	☐		☒	☐
5. Intersection Sight Distance	DP&S	☐		☒	☐
6. Bike & Pedestrian Accommodations	DP&S	☐		☒	☐
7. GDOT Drainage Manual	DP&S	☐		☒	☐
8. Georgia Standard Drawings	DP&S	☐		☒	☐
9. GDOT Bridge & Structural Manual	Bridge Design	☐		☒	☐
10. Roundabout Illumination	DP&S	☐		☒	☐
11. Rumble Strips	DP&S	☐		☒	☐
12. Safety Edge	DP&S	☐		☒	☐

VE Study anticipated: ☒ No ☐ Yes ☐ Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:
GEPA: ☐ **NEPA:** ☒ Categorical Exclusion ☐ EA/FONSI ☐ EIS

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

This project is designated as an in-place bridge replacement project; therefore, there are no potential concerns for air quality impacts. No additional through lanes will be added to the existing corridor. The proposed project matches the conforming plan model description. However, an exempt Air Quality assessment will be required for the categorical exclusion which will include a letter of concurrence.

Environmental Permits/Variances/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	☐	☒	
2. Forest Service/Corps Land	☐	☒	
3. CWA Section 404 Permit	☒	☐	May be NWP or IP depending on impacts to waters of the US. If an IP is required a PAR will need to be done. If NWP no PAR required.
4. Tennessee Valley Authority Permit	☐	☒	
5. Buffer Variance	☐	☒	
6. Coastal Zone Management Coordination	☐	☒	
7. NPDES	☒	☐	
8. FEMA	☒	☐	
9. Cemetery Permit	☐	☒	
10. Other Permits	☐	☒	
11. Other Commitments	☒	☐	Section 106 mitigation
12. Other Coordination	☒	☐	Section 4(f) coordination

Because the bridge proposed for replacement has previously been determined a historic property, its removal will constitute an adverse effect under Section 106 of the National Historic Preservation Act and a use under Section 4(f) of the Department of Transportation Act. Additional commitments and coordination anticipated include developing measures to mitigate the adverse effect to the bridge and coordination conforming to the requirements of the "Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges."

Is a PAR required? ☐ No ☐ Yes ☐ Completed – Date:

It is unknown at this time. If an Individual Permit is required, then a PAR will be required. This will not be known until a Phase II Ecology Assessment of Effects (EAOE) has been completed.

NEPA:
An environmental document has not yet been prepared for this project. An environmental screening study is currently underway.

GDOT Bridge 217-0008-0 was determined a historic property in the updated Georgia Historic Bridge Survey; therefore, the bridge is a 4(f) resource and its proposed removal will require conformance with the requirements of the "Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges."

Ecology: To date a Phase I – Ecology Survey Report (ESR) has been completed and is currently under review by the GDOT. A Phase II – Ecology Assessment of Effects (EAOE) report should be completed upon the approval of the Phase I – ESR. No federal or state threatened and endangered species or habitats were observed during the field surveys conducted for the Phase I – ESR. However, potentially suitable foraging and nesting habitat for the protected bald eagle was observed and reported in the Phase I – ESR. In addition, jurisdictional waters of the US were observed within the proposed project corridor and reported in the Phase I – ESR.

History: Because GDOT Bridge 217-0008-0 has previously been determined a historic property, its proposed removal would result in an adverse effect under Section 106; mitigation measures would be required. Additional historic resource survey is underway, and its results will be documented in a Historic Resources Survey Report that will be transmitted to the SHPO for concurrence.

Archeology: There are no currently documented archeological resources; however, full survey of the project corridor is required. If no archaeological resources are identified, a GDOT Archaeological Short Form for Negative Findings would be completed and submitted to OES for concurrence. No SHPO concurrence is necessary for the short form. If an archaeological site or isolated find is identified, a full survey report would be prepared. It would be submitted to both GDOT and to SHPO for concurrence.

Air & Noise:
A noise assessment screening template is required for environmental documentation for Noise.
An exempt Air Quality assessment template is required for the environmental documentation which will include a letter of concurrence.

Public Involvement: As part of the Section 106 process, notifications regarding the proposed project were transmitted to the SHPO, local government, and to other organizations that may have an interest in historic properties in the project area, including the Newton County Historical Society. Additional coordination with these parties may be required.

A Public Information Open House (PIOH) and detour meetings are anticipated.

Major stakeholders: Because the proposed project will likely have an adverse effect under Section 106, potential consulting parties will be able to comment on the proposed project and mitigation measures, and these comments must be considered. Coordination with the SHPO is required; interest on the part of other potential consulting parties is not known at this time.

Local residents and the traveling public are also stakeholders.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: The viability of the offsite detour may affect the project's constructability. Closing the bridge to traffic will allow the most efficient construction schedule and cost. If the detour is not viable, other measures affecting design and construction will have to be implemented.

Early Completion Incentives recommended for consideration: ☒ No ☐ Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Parsons Brinckerhoff, Inc.
Design	Parsons Brinckerhoff, Inc.
Right-of-Way Acquisition	GDOT
Utility Relocation	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, and Permits	Parsons Brinckerhoff Inc.
Environmental Mitigation	Parsons Brinckerhoff Inc.
Construction Inspection & Materials Testing	GDOT

Lighting required: ☒ No ☐ Yes

Initial Concept Meeting: *(if applicable) – N/A*

Concept Meeting: *- February 28, 2012*

Other projects in the area:

- PI#231690 STP00-0054-01(055)
  Passing Lanes at 3 locations on SR 36 between Butts County Line and CR188/Moores Farm RD
- PI#007862 CSSTP-0007-00(862)
  9.5 Miles of Widening SR 212 from Rockdale county line to SR 162.
- PI#008679
  CSSTP-0008-00(679) Widening SR 36 from CR289/Stark Road in Butts County to SR 162 in Newton County

Other coordination to date: There has been no other coordination to date.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Total Cost
By Whom	GDOT	GDOT	GDOT	PB/GDOT	
$ Amount	$593,305	$356,000	$129,300	$4,176,767.02	$5,255,372.02
Date of Estimate	Authorized	3/13/2012	4/3/2012	7/11/2012	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: *Build a 550' bridge on the existing road alignment using an offsite detour.*			
Estimated Property Impacts:	**5**	**Estimated Total Cost:**	**$5,255,372.02**
Estimated ROW Cost:	**356,000**	**Estimated CST Time:**	**24 months**
Rationale: *This alternate will require the use of a 10 mile detour. There will be more environmental impacts to the adjacent wetlands, but it is one of the least costly and will take less time to build.*			

No-Build Alternative: *Leave the existing bridge in place*			
Estimated Property Impacts:	**5**	**Estimated Total Cost:**	**0**
Estimated ROW Cost:	**0**	**Estimated CST Time:**	**0**
Rationale: *This alternate will leave in place the sub-standard width existing bridge with insufficient structural integrity.*			

Alternative 1: *Build a 980' proposed bridge with and on site detour*			
Estimated Property Impacts:	**5**	**Estimated Total Cost:**	**10,367,494.49**
Estimated ROW Cost:	**450,000**	**Estimated CST Time:**	**30 months**
Rationale: *This alternate is the most costly and has the longest construction time. It would not however, require the use of a 10 mile detour*			

Alternative 2: *Build a 980' proposed bridge on the same horizontal alignment as the existing bridge with an offsite detour.*			
Estimated Property Impacts:	**5**	**Estimated Total Cost:**	**8,059,237.33**
Estimated ROW Cost:	**356,000**	**Estimated CST Time:**	**24 months**
Rationale: *This alternate proposes a bridge length that will span the adjacent wetlands. It will have less environmental impacts than the preferred alternate and a higher construction cost.*			

Alternative 3: *Staged construction of a 980' proposed bridge along the existing alignment*			
Estimated Property Impacts:	**5**	**Estimated Total Cost:**	**9,569,320.80**
Estimated ROW Cost:	**356,000**	**Estimated CST Time:**	**36 months**
Rationale: *This alternate would be one of the more expensive alternates, and it would take longer to build.*			

Attachments:

1. Concept Layout
2. Detour Route
3. Typical sections
4. Detailed Cost Estimates:
    a. Construction including Engineering and Inspection
    b. Completed Fuel & Asphalt Price Adjustment forms
    c. Right-of-Way
    d. Utilities
5. Traffic Assignment
6. Bridge inventory
7. Conforming plan's network schematics showing thru lanes
8. Concept Meeting Minutes

APPROVALS

Concur: _____
Director of Engineering

Approve: _____ 7/27/12
Chief Engineer Date

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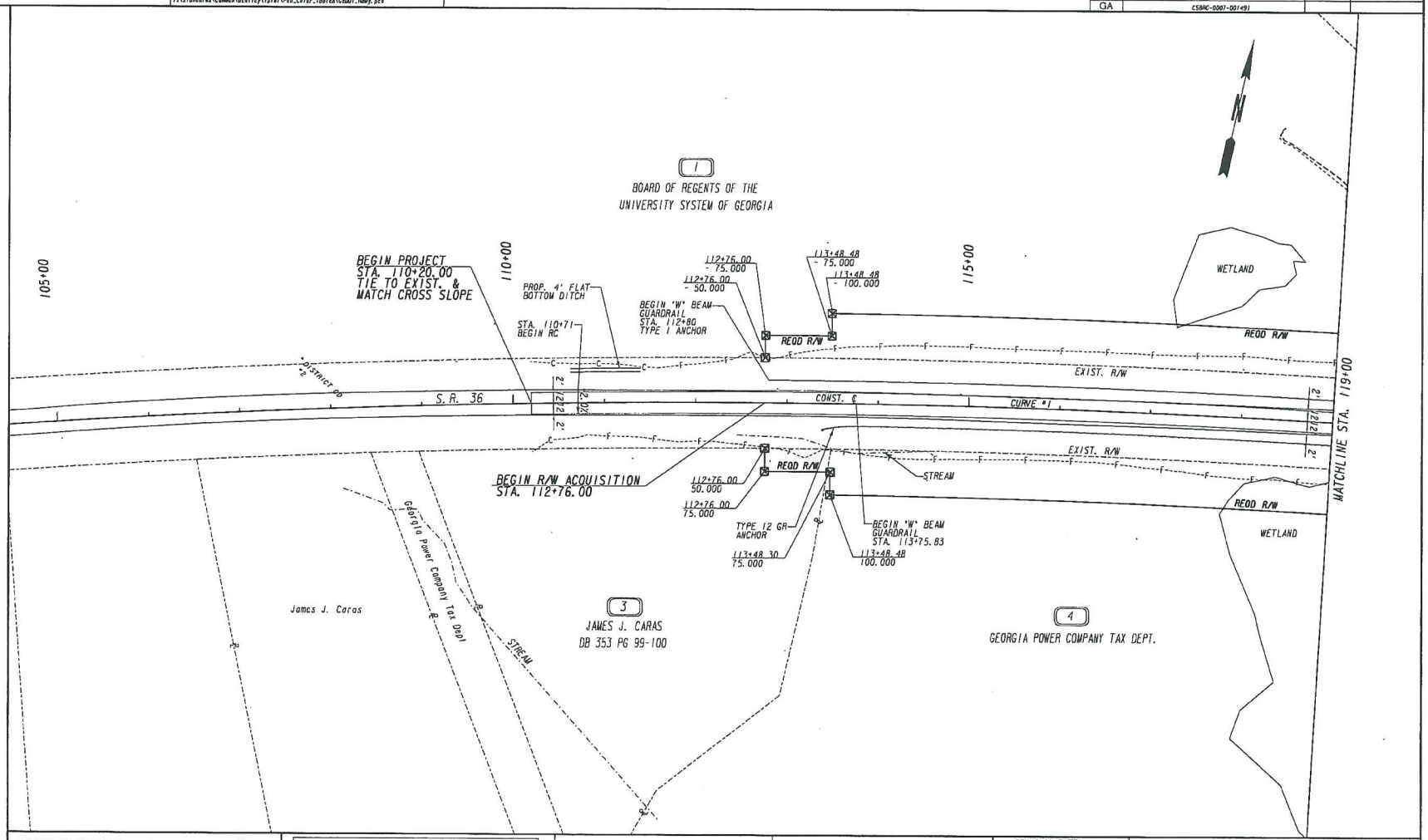

PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
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EASEMENT FOR CONSTR OF DRIVES	

STATIONS AND OFFSETS ARE REFERENCED TO THE CONSTRUCTION CENTERLINE UNLESS OTHERWISE NOTED.

GEORGIA
DEPARTMENT OF TRANSPORTATION

SCALE IN FEET
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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY

MAINLINE PLAN

S.R. 36 OVER YELLOW RIVER
NEWTON COUNTY

DRAWING No. 13-01

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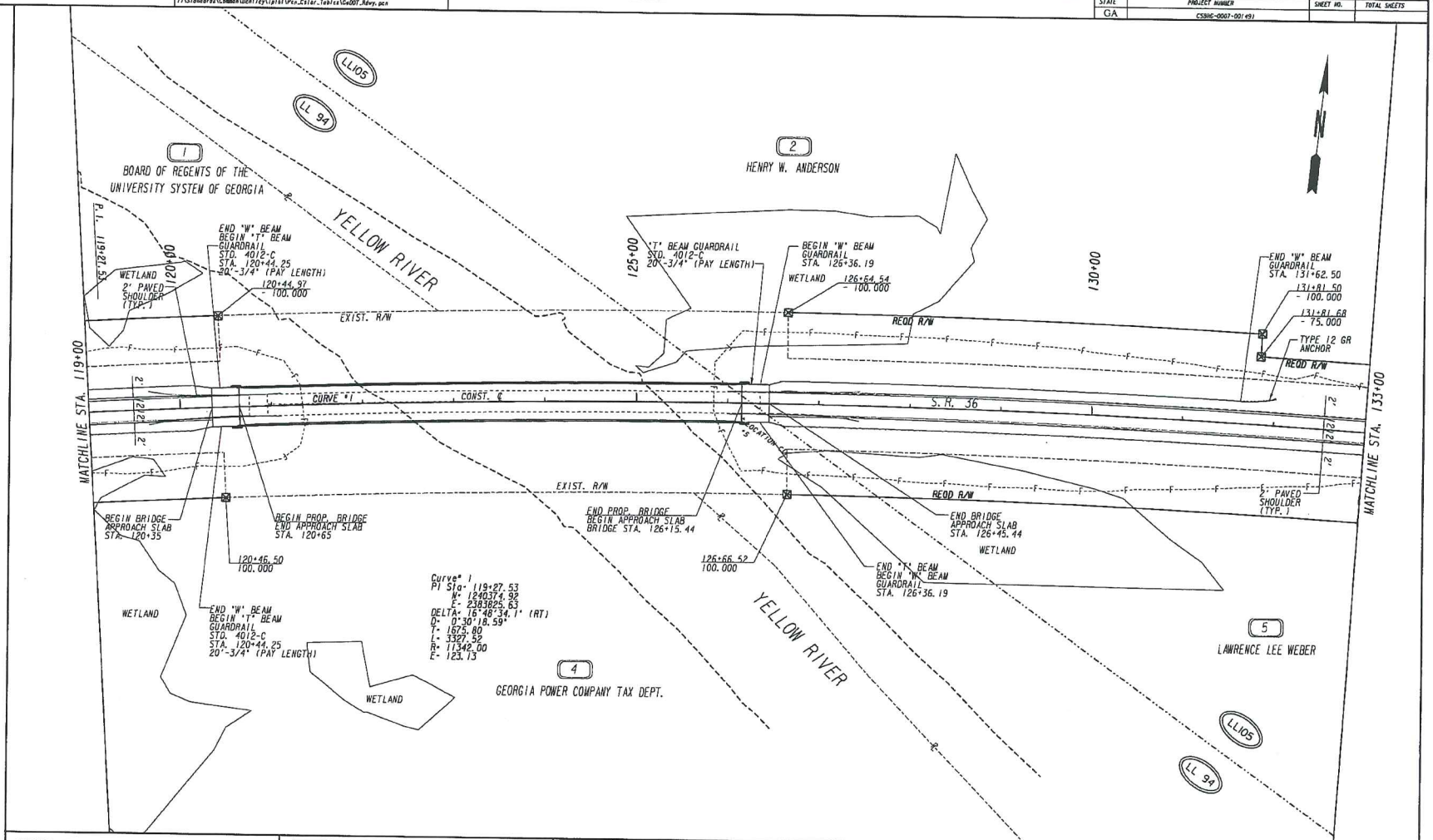

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CONSTRUCTION LIMITS	--C---F--
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STATIONS AND OFFSETS ARE REFERENCED TO THE CONSTRUCTION CENTERLINE UNLESS OTHERWISE NOTED.

GEORGIA
DEPARTMENT OF TRANSPORTATION

SCALE IN FEET
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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:

MAINLINE PLAN

S.R. 36 OVER YELLOW RIVER
NEWTON COUNTY

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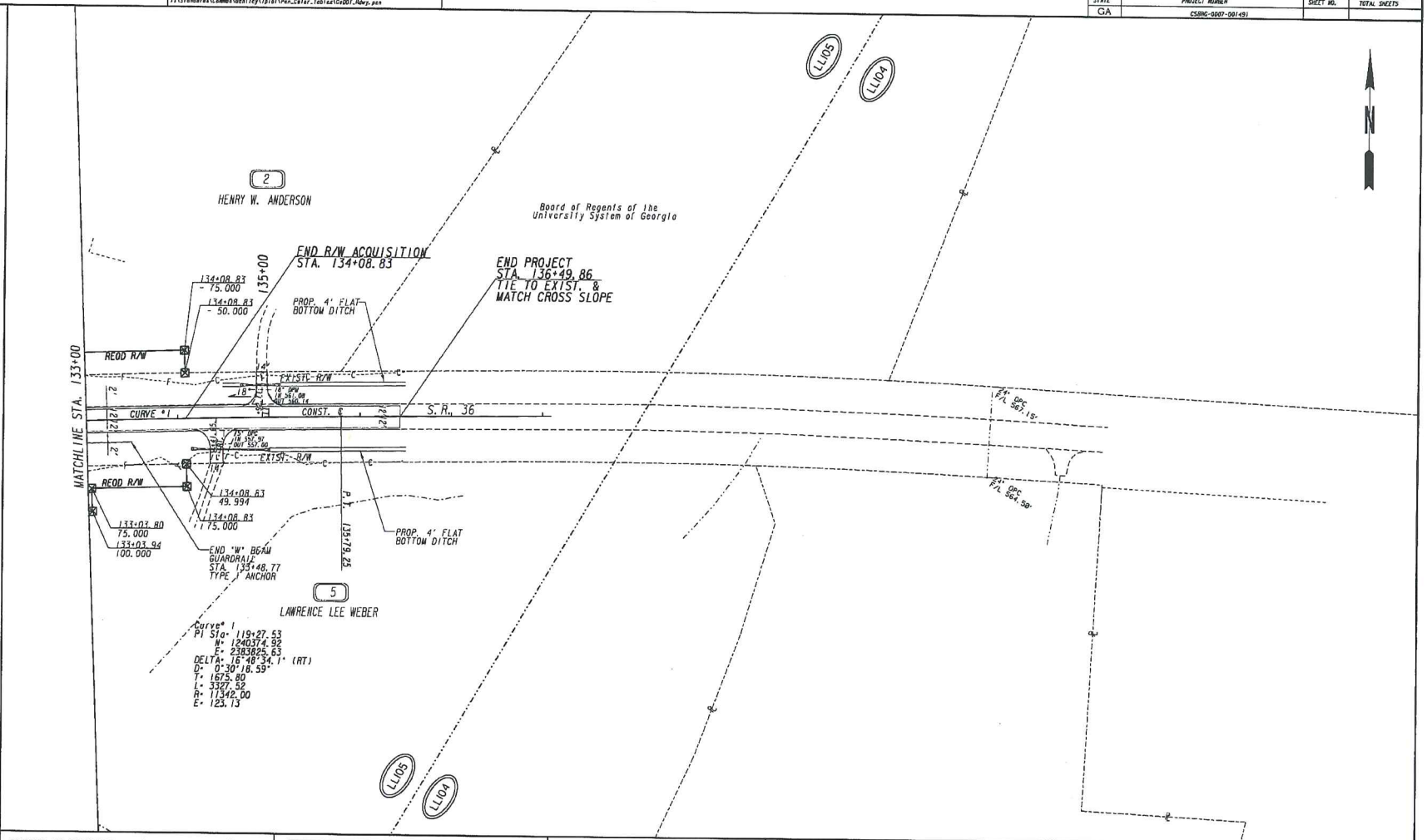

PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
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GEORGIA
DEPARTMENT OF TRANSPORTATION

SCALE IN FEET
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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:

MAINLINE PLAN

S.R. 36 OVER YELLOW RIVER
NEWTON COUNTY

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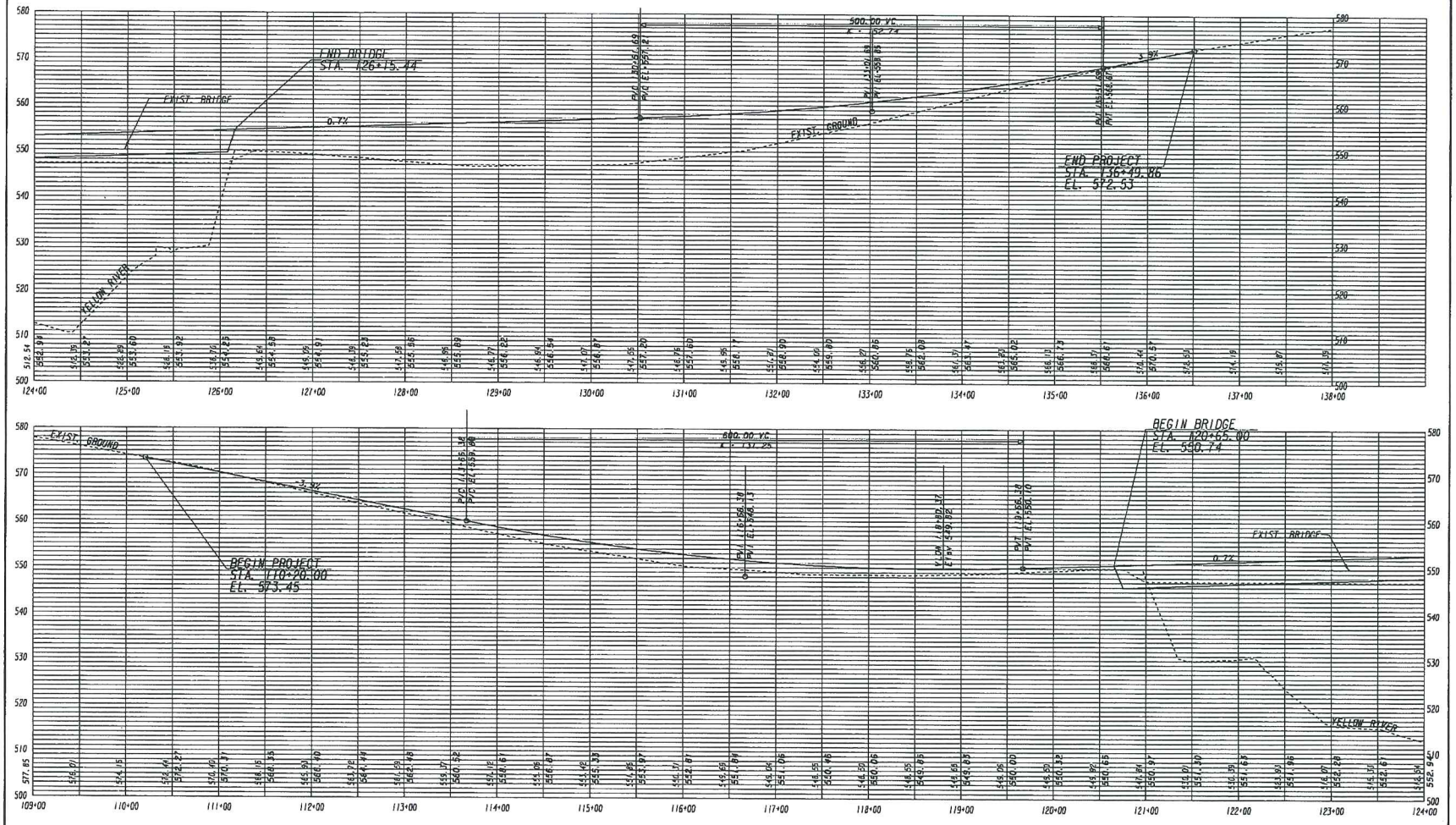

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GRAPHIC SCALE
1" = 50' (H) 1" = 10' (V)

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

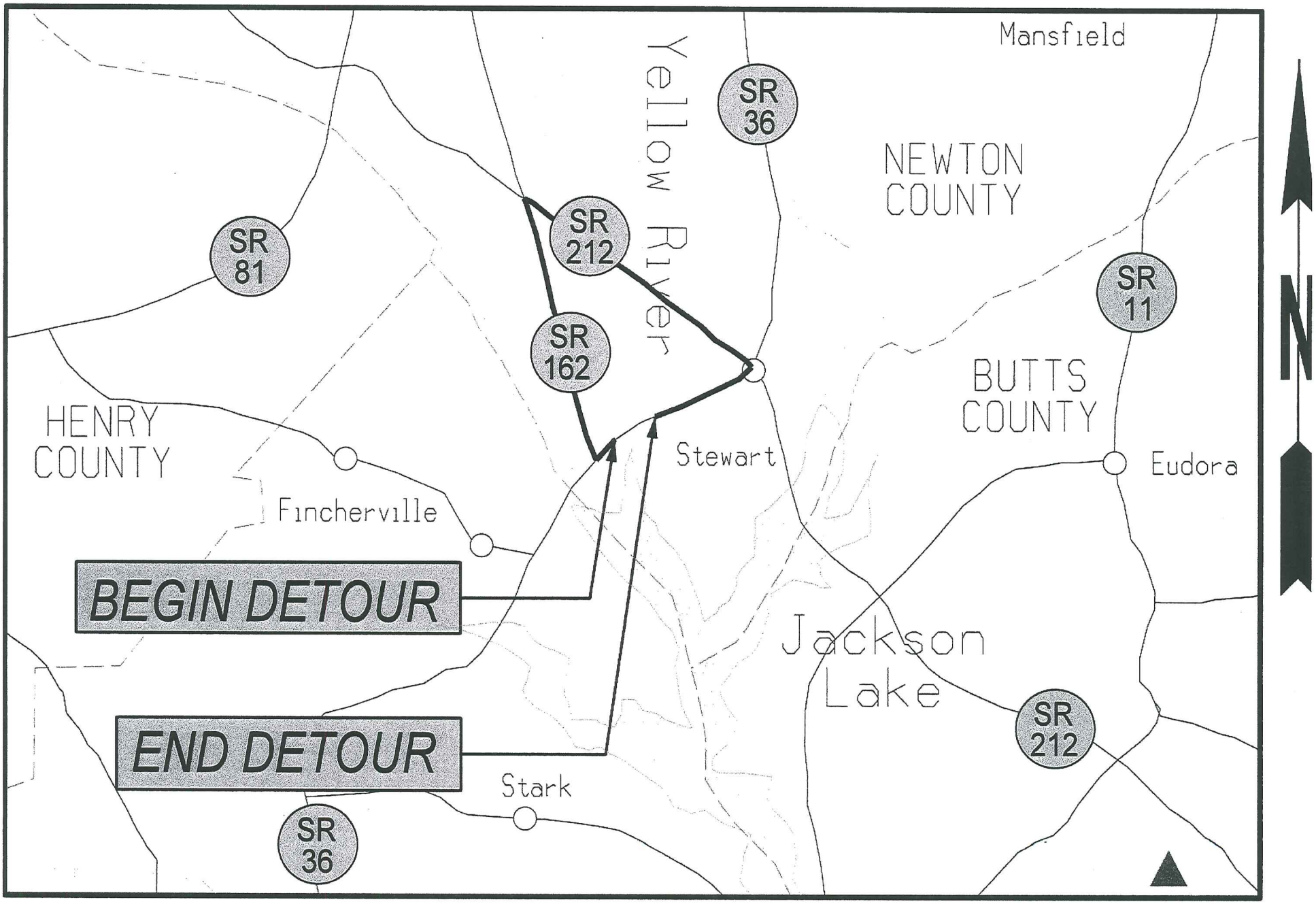
OFFICE:

MAINLINE PROFILE

S.R. 36 OVER YELLOW RIVER
NEWTON COUNTY

DRAWING No.
15-01

3/26/2014 GRZ2130



LENGTH OF DETOUR = 10 MILES
DURATION OF DETOUR = 18 MONTHS

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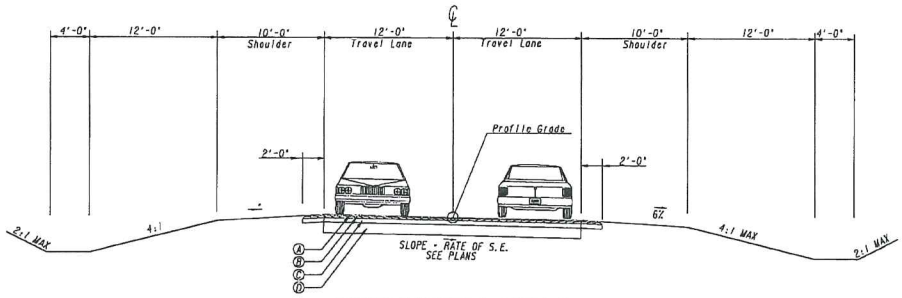
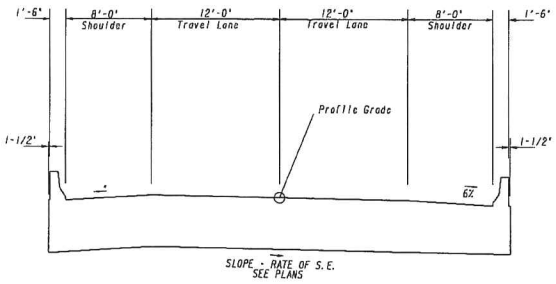
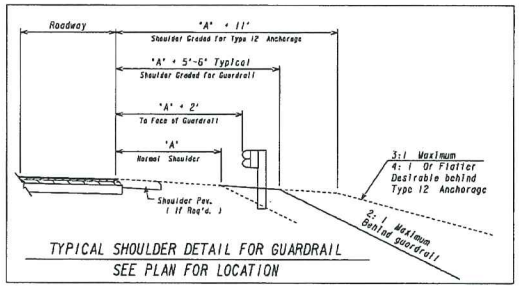


SUPERELEVATED SECTION

Ⓐ RECYCLED ASPH CONC 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME (165 LB/SY)
Ⓑ RECYCLED ASPH CONC 19.0 mm SUPERPAVE, GP 1 OR GP 2, INCL BITUM MATL & H LIME (220 LB/SY)
Ⓒ RECYCLED ASPH CONC 25.0 mm SUPERPAVE, GP 1 OR GP 2, INCL BITUM MATL & H LIME (550 LB/SY)
Ⓓ GR AGGR BASE CRS, 12 INCH, INCL MATL



BRIDGE SECTION



TYPICAL SHOULDER DETAIL FOR GUARDRAIL
SEE PLAN FOR LOCATION

* SHOULDER TO SLOPE AT NORMAL RATE, HOWEVER, THE ALGEBRAIC DIFFERENCE IN PAVING SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 8%. MINIMUM SHOULDER SLOPE TO BE 2%.

GEORGIA
DEPARTMENT OF TRANSPORTATION

SCALE IN FEET
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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:

TYPICAL SECTIONS

S.R. 36 OVER YELLOW RIVER
NEWTON COUNTY

DRAWING No. 05-01

6/20/2011 GPLV

Print Form

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. CSBRG-0007-00(049) ,

OFFICE Office of Program Delivery

The proposed project consists of the replacement of the bridge over the Yellow River on SR36. The bridge is located 14 miles south of Covington.

DATE 3/23/12

P.I. No. 0007049

FROM Bobby K. Hilliard, P.E.

TO Lisa L. Myers, Acting Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

MNGT LET DATE 2016

PROJECT MANAGER George Brewer

MNGT R/W DATE 2014

PROGRAMMED COST (TPro W/OUT INFLATION)		**LAST ESTIMATE UPDATE**	
CONSTRUCTION	$ 6,453,802.20	DATE	5/6/2009
RIGHT OF WAY	$ 189,368.63	DATE	11/20/2008
UTILITIES	$ 461,254.73	DATE	9/30/2008

REVISED COST ESTIMATES

CONSTRUCTION*	$ 4,176.767.02
RIGHT OF WAY	$ 356,000
UTILITIES	$ 129,300

* Costs contain 5 % Engineering and Inspection

REASON FOR COST INCREASE

Conceptual Cost Estimate

Revised: February 2, 2012

CONTINGENCY SUMMARY

Construction Cost Estimate:	$ 3,931,997.11	(Base Estimate)
Engineering and Inspection:	$ 196,599.86	(Base Estimate x 5 %)
Total Liquid AC Adjustment	$ 48,170.05	(From attached worksheet)
Construction Total:	$ 4,176,767.02	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Cost
Newton County Water	129,300

Attachments

JOB ESTIMATE REPORT

JOB NUMBER : 7049 SPEC YEAR: 01
DESCRIPTION: BRIDGE WIDENING SR 36 OVER THE YELLOW RIVER

ITEMS FOR JOB 7049

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	210-0100		LS	GRADING COMPLETE - SR 36	1.000	250000.00	250000.00
0010	310-1101		TN	GR AGGR BASE CRS, INCL MATL	3117.500	17.72	55243.78
0015	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	1225.000	64.54	79070.09
0020	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	367.500	73.14	26879.18
0025	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	735.000	69.88	51362.15
0030	413-1000		GL	BITUM TACK COAT	1559.000	2.61	4072.48
0035	432-0206		SY	MILL ASPH CONC PVMT/ 1.50" DEP	13.000	39.13	508.71
0040	550-1180		LF	STM DR PIPE 18",H 1-10	350.000	34.63	12121.58
0045	550-1240		LF	STM DR PIPE 24",H 1-10	50.000	42.77	2138.83
0055	550-4218		EA	FLARED END SECT 18 IN, ST DR	12.000	488.25	5859.05
0060	550-4224		EA	FLARED END SECT 24 IN, ST DR	2.000	576.76	1153.53
0070	550-4418		EA	FLARED END SECT 18 IN, SLP DR	4.000	362.67	1450.70
0075	576-1018		LF	SLOPE DRAIN PIPE, 18 IN	1000.000	23.70	23705.44
0080	603-2181		SY	STN DUMPED RIP RAP, TP 3, 18"	2500.000	22.32	55804.98
0085	603-7000		SY	PLASTIC FILTER FABRIC	2500.000	3.14	7864.90
0090	636-1020		SF	HWY SGN,TP1MAT,REFL SH TP3	60.000	14.10	846.18
0099	636-2070		LF	GALV STEEL POSTS, TP 7	50.000	8.75	437.89
0100	641-1100		LF	GUARDRAIL, TP T	100.000	58.45	5845.32
0105	641-1200		LF	GUARDRAIL, TP W	200.000	17.14	3429.77
0110	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	2.000	648.00	1296.02
0115	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	2.000	1732.99	3466.00
0120	653-2501		LM	THERMO SOLID TRAF ST, 5 IN, WH	1.000	1430.87	1430.87
0125	653-2502		LM	THERMO SOLID TRAF ST, 5 IN YE	0.500	1457.30	728.65
0135	668-2100		EA	DROP INLET, GP 1	6.000	1548.95	9293.76
0140	700-6910		AC	PERMANENT GRASSING	6.000	663.41	3980.47
0145	700-8000		TN	FERTILIZER MIXED GRADE	1.000	464.71	464.72
0150	716-2000		SY	EROSION CONTROL MATS, SLOPES	3895.000	0.90	3529.45
0155	150-1000		LS	TRAFFIC CONTROL - SR 36	1.000	200000.00	200000.00
0160	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	62941.82	62941.82
0165	163-0232		AC	TEMPORARY GRASSING	7.000	404.91	2834.37
0170	163-0300		EA	CONSTRUCTION EXIT	4.000	1000.36	4001.46
0175	163-0531		EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA NO- SR 36	2.000	9127.45	18254.92
0180	165-0060		EA	MAINT OF TEMP SEDIMENT BASIN,STA NO -	2.000	2456.11	4912.22
0185	165-0101		EA	MAINT OF CONST EXIT	2.000	457.38	914.77
0190	165-0105		EA	MAINT OF INLET SEDIMENT TRAP	2.000	48.71	97.43
0195	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	4.000	115.67	462.68
0200	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	2184.000	2.57	5630.50
0205	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	1092.000	0.88	968.77
0210	171-0020		LF	TEMPORARY SILT FENCE, TYPE B	2184.000	1.16	2541.13
0215	165-0020		LF	MAINT OF TEMP SILT FENCE, TP B	1092.000	0.45	497.81
0220	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	2.000	284.27	568.55

JOB ESTIMATE REPORT

0225	700-7000	TN	AGRICULTURAL LIME	14.000	68.13	953.83
0230	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	4.000	115.67	462.68
0235	163-0527	EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	10.000	211.98	2119.81
0240	165-0041	LF	MAINT OF CHECK DAMS - ALL TYPES	4000.000	1.18	4738.32
0245	163-0240	TN	MULCH	1.000	169.57	169.58
0250	500-3200	CY	CL B CONC	5.000	334.52	1672.63
0255	543-9000	LS	CONSTR OF BRIDGE COMPLETE - BRIDGE OVER YELLOW RIVER	1.000	2750000.00	2750000.00
0260	540-1102	LS	REM OF EX BR, BR NO - EXIST BRIDGE	1.000	200000.00	200000.00
0265	657-1054	LF	PRF PL SD PVMT MKG,5",WH,TP PB	1200.000	3.97	4774.16
0270	657-5002	SY	PREFORMED PLASTIC PVMT MKG, YE, TP PB	600.000	18.07	10844.71
0275	433-1000	SY	REINF CONC APPROACH SLAB	275.000	137.14	37714.26
0280	634-1200	EA	RIGHT OF WAY MARKERS	20.000	96.81	1936.20

ITEM TOTAL	3931997.12
INFLATED ITEM TOTAL	3931997.12

TOTALS FOR JOB 7049

ESTIMATED COST:	3931997.11
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	3931997.11

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

PROJ. NO.	CSBRG-0007-00(049)	CALL NO.
P.I. NO.	0007049	
DATE	7/11/2012	

INDEX (TYPE)	**DATE**	**INDEX**
REG. UNLEADED	Jan-12	$ 3.679
DIESEL		$ 4.070
LIQUID AC		$ 614.00

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)				**42863.34**	**$**	**42,863.34**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	982.40		
Monthly Asphalt Cement Price month project let (APL)			$	614.00		
Total Monthly Tonnage of asphalt cement (TMT)				116.35		

ASPHALT	**Tons**	**%AC**	**AC ton**
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	367	5.0%	18.35
9.5 mm SP		5.0%	0
25 mm SP	1225	5.0%	61.25
19 mm SP	735	5.0%	36.75
	2327		**116.35**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**2,466.83**	**$**	**2,466.83**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	982.40		
Monthly Asphalt Cement Price month project let (APL)			$	614.00		
Total Monthly Tonnage of asphalt cement (TMT)				6.696062337		

Bitum Tack Gals	gals/ton	tons
1559	232.8234	6.69606234

PROJ. NO.	CSBRG-0007-00(049)	CALL NO.	
P.I. NO.	0007049		
DATE	7/11/2012		

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)			**2839.875992**	**$**	**2,839.88**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 982.40		
Monthly Asphalt Cement Price month project let (APL)			$ 614.00		
Total Monthly Tonnage of asphalt cement (TMT)			7.708675331		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	0	0.20	0	232.8234	0
Double Surf.Trmt.	4079	0.44	1794.76	232.8234	7.708675331
Triple Surf. Trmt		0.71	0	232.8234	0
					7.708675331

TOTAL LIQUID AC ADJUSTMENT	**$**	**48,170.05**

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date:	1/30/2012	Project:	CSBRG-0007-00(049)
Revised:	3/13/2012	County:	Newton
		PI:	0007049

Description: SR 36 @ Yellow River
Project Termini: SR 36 @ Yellow River

Existing ROW: Varies
Parcels: 5 Required ROW: Varies

Land and Improvements		$216,000.00
Proximity Damage	*$0.00*	
Consequential Damage	*$0.00*	
Cost to Cures	*$0.00*	
Trade Fixtures	*$0.00*	
Improvements	*$50,000.00*	
Valuation Services		$4,000.00
Legal Services		$40,875.00
Relocation		$50,000.00
Demolition		$0.00
Administrative		$45,000.00
TOTAL ESTIMATED COSTS		$355,875.00
TOTAL ESTIMATED COSTS (ROUNDED)		***$356,000.00***

Preparation Credits	Hours	Signature

Prepared By: [illegible] CG#: 286999 03/13/2012
Approved By: [illegible] CG#: 286999 03/13/2012

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

NO BUILD ADT = BUILD ADT
Department of Transportation
State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0007-00(049), Newton County
P.I. # 0007049

OFFICE Planning

DATE May 20, 2011

FROM Cindy VanDyke, State Transportation Planning Administrator

TO Bobby Hilliard, P.E., State Program Delivery Engineer
Attention: Chandria L. Brown

SUBJECT Traffic Assignment for SR 36 @ YELLOW RIVER 10 MI S OF COVINGTON.

We are furnishing estimated Traffic Assignment for the above project as follows:

TC # 0114
2010 ADT = 3925
2016 ADT = 4550
2036 ADT = 7450
2010 DHV = 395
2016 DHV = 455
2036 DHV = 745
K = 10%
D = 50%
T. = 12%
S.U. T = 8%
COMB. T = 4%
24 HOUR T = 14%
S.U. = 9.5%
COMB. = 4.5%

If you have any questions concerning this information please contact Leslie Woods at (404) 631-1773 or Kunle Adebola (404) 631-1959.

CLV/LRW/KOA

Processed Date:11/17/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:217-0008-0 **Newton** **SUFF. RATING:** 48.24

Location & Geography

Structure ID:	217-0008-0
200 Brdge Information:	07
*6A Feature Int:	YELLOW RIVER
*6B Critical Bridge:	0
*7A Route No Carried:	SR00036
*7B Facility Carried:	SR 36
9 Location:	10 MI S OF COVINGTON
2 Dot District:	2
207 Year Photo:	2011
*91 Inspection Frequency:	24 Date: 02/10/2011
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	1 Date: 06/05/2007
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	3
Designation:	1
Number:	00036
Direction:	0
*16 Latitude:	33 24.6088 HMMS Prefix:SR
*17 Longtitude:	83 -52.7628 HMMS Suffix:00 MP:1.31
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	0
12 Base Highway Network:	1
13A LRS Inventory Route:	2171003600
13B Sub Inventory Route:	0
101 parellel Structure:	N
*102 Direction of Traffic	2
*264 Road Inventory Mile Post:	001.31
*208 Inspection Area:	2 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	217-00036D-001.31E

*104 Highway System:	0
*26 Functional Classification:	06
*204 Federal Route Type:	F No: 00541
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	1
217 Benchmark Elevation:	0550.00
218 Datum:	2
*19 Bypass Length:	02
*20 Toll:	3
*21 Maintanance:	01
*22 Owner	01
*31 Design Load:	2
37 Historical Significance:	5
205 Congressional District:	08
27 Year Constructed:	1952
106 Year Reconsrtucted:	0000
33 Bridge Medium:	0
34 Skew:	00
35 Structure Flared:	0
38 Navigation Control:	0
213 Special Steel Design:	0
267 Type of Paint:	2
*42 Type of Service On:	1
Type of Service Under:	5
214 Movable Bridge:	0
203 Type Bridge:	Z
259 Pile Encasement	3
*43 Structure Type Main:	3 02
45 No.Spans Main:	008
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 1
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	8
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	02
242 Deck Drains:	1
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	1
Curb Material:	1
239 Handrail	1 1
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	3
Fwrd:	3
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	1.00
234 Delineator:	1.00
235 Hazzard Boards:	1
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	31
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Bridge Inventory Data Listing

Structure ID:217-0008-0

Programming Data

201 Project No:	S-1573 (1)
202 Plans Available:	0
249 Prop Proj No:	CSBRG-0007-00(049)
250 Approval Status:	0000
251 PI Number:	0007049
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work	34 1
94 Bridge Imp: Cost:	$557
95 Roadway Imp. Cost:	262
96 Total Imp Cost:	1073
76 Imp Length:	001840
97 Imp Year:	1990
114Future ADT:	005220 Year:2027

Hydralic Data

215Waterway Data:	
High Water Elev:	0536.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0518.0
Drainage Area:	00455
Area of Opening:	003900
113 Scour Critical	U
216Water Depth:	17.2 Br.Height:24
222Slope Protection:	6
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current Cover:	000
Type:	0
No. Barrels:	0
* Width:	0.00 Height:0.00
* Length:	0 Apron:0
265 U W Insp. Area	1 Diver:RMO
Location ID No:	217-00036D-001.31E

Measurements:

*29ADT	003480 Year:2007
109%Trucks:	0
* 28 Lanes On:	02 Under:00
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0065
* 49 Structure Length:	520
51 Br. Rwdy. Width	23.80
52 Deck Width:	30.10
* 47 Tot. Horiz. Cl:	24
50 Curb / Sidewalk Width	2.00 / 2.00
32 Approach Rdwy. Width	028
*229 Shoulder Width:	
Rear Lt:	2.00 Type:2 Rt:2.00
Fwd. Lt:	2.00 Type:2 Rt:2.00
Permanent Width:	
Rear:	24.00 Type:2
	24.00 Type:2
Intersection Rear:	0 Fwd: 0
36Safety Features Br. Rail:	2
Transition:	2
App. G. Rail:	2
App. Rail End:	2
53 Minimum Cl. Over:	99' 99 "
Under:	
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	N 0 0
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	7.50
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:1990Sub:0000

65 Inventory Rating Mathod:	2
63 Operating Rating Method:	2
66 Inventory Type:	2 Rating: 19
64 Operating Type:	2 Rating: 19
231Calculated Loads:	
H-Modified:	20 0
HS-Modified:	25 0
Type 3:	25 0
Type 3s2:	40 0
Timber:	32 0
Piggyback:	40 0
261 H Inventory Rating:	15
262 H Operating Rating	26
67 Structural Evaluation:	4
58 Deck Condition:	6
59 Superstructure Condition:	6
* 227 Collision Damage:	0
60A Substructure Condition:	5
60B Scour Condition:	6
60C Underwater Condition	5
71 Waterway Adequacy:	8
61 Channel Protection Cond.:	6
68 Deck Geometry:	2
69 UnderClr. Horz/Vert:	N
72 Appr. Alignment:	6
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

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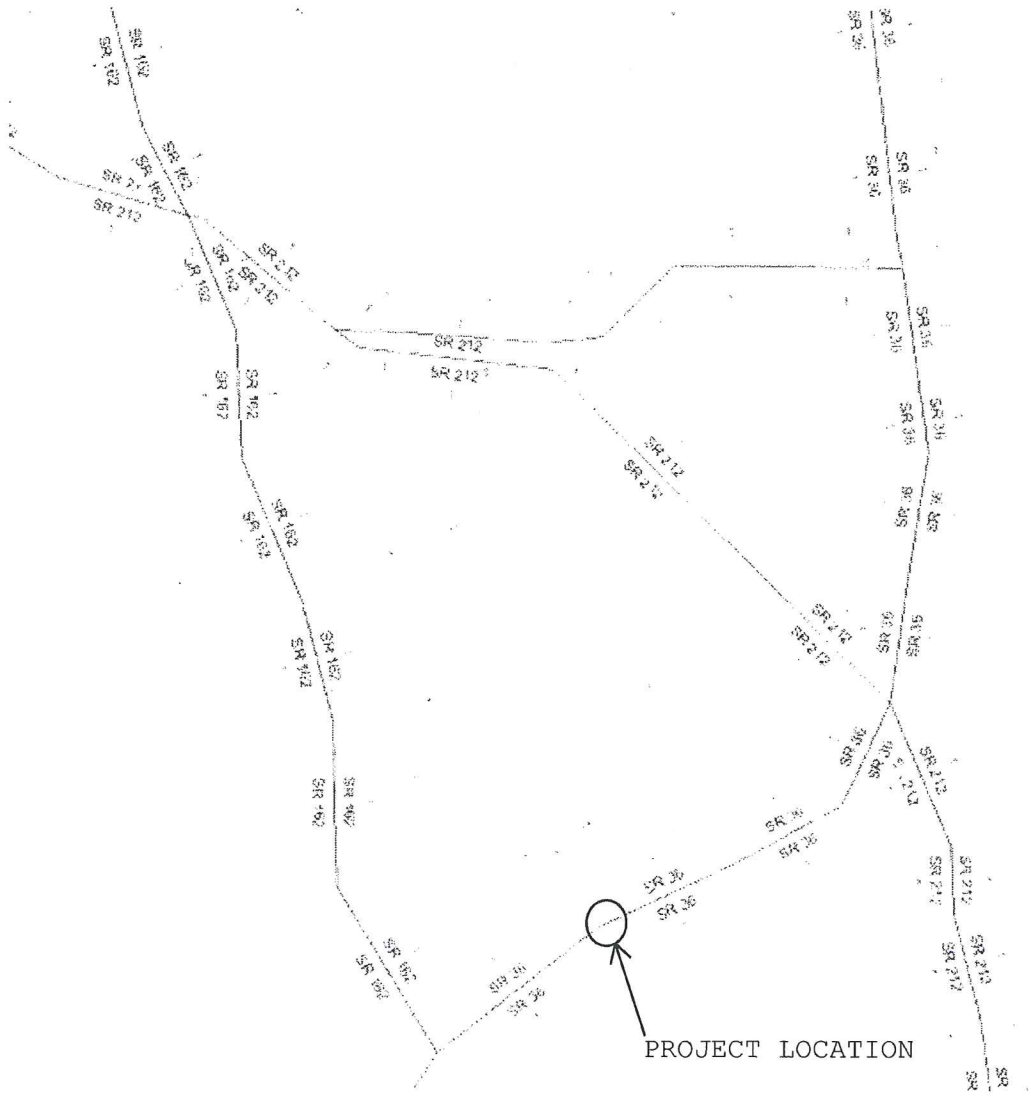
Conforming Plan Network Schematic- SR 36 Bridge Replacement over Yellow River



CSBRG-0007-00(049) Newton County
PI No. 0007049
Bridge Replacement SR 36 over Yellow River

Concept Meeting Minutes

On Tuesday, February 28, the concept meeting for the SR 36 bridge widening project was held at 10:00 A.M. in the 2nd Floor Conference Room of the Newton County Administration Building. The attendees are shown on the attached sign-in sheet.

Brendetta Walker began the meeting by describing the project, existing and future traffic, and functional classification. She then discussed the context sensitive solution in the draft concept report.

During the utility involvement discussion, Jeanie Wheeler stated that two additional utilities, Snapping Shoals EMC and Bulldog Cable, were found within the project boundaries. The GDOT utility office has updated their estimate. Jeanie provided a hard copy of the updated estimate.

George Brewer pointed out that the conceptual construction plans provided at the meeting showed 6 impacted parcels, not 4 as shown in the draft concept report. Brendetta Walker stated that the concept report will be revised accordingly.

Then, the discussion turned to the off-site detour. Brendetta stated that a 10 mile off-site detour will be used for this project. Tom Garrett asked for the duration of the SR 36 bridge closure. Robert Moon answered that 18 months would be enough time. The route for the detour would be from SR 36 to SR 162 to SR 212 and back to SR 36. A roundabout project is planned for the intersection of SR 162 and SR 212, on the detour route. George Brewer said that he would find out the project number so that it can be included in the final concept report. Tom Garrett also suggested including the bridge widening over the South River as a nearby project in the final report.

The bridge replacement alternatives discussed were (1)no build, (2) proposed 980' bridge with an off- site detour, (3) proposed 980' bridge with an on-site detour, (4) proposed 520' bridge, and (5) proposed 980' bridge with staged construction. The preferred option is the 520' bridge using the off-site detour.

During the alternative discussion Robert Moon suggested constructing the proposed bridge the same length as the existing bridge and using rock embankment. He also suggested determining the cost of wetland credits and comparing it to the cost of the lengthened bridge. The environmental impacts of these alternates will be looked at for the final concept report.

The let date for the project is February 2016.

The meeting was adjourned.

MEETING SIGN-IN SHEET

Project: CSBRG-0007-00(049)
Facilitator: GEORGE BREWER
Meeting Date: 2/28/2012
Place/Room:

Name	Company	Phone	E-Mail
GEORGE BREWER	GDOT	(478) 533-8604	gbrewer@dot.ga.gov
Tom Garrett	Newton County	678-625-1325	tgarrett@co.newton.ga.us
Brendetta Walker	Parsons Brinckerhoff	404-364-5235	walkerb@pbworld.com
Robert Moon	GDOT	706-343-5836	rmoon@dot.ga.gov
Frank Scott	GDOT OES	770-361-1777	fscott@dot.ga.gov
Jeanie Wheeler	G-DOT	478-552-4638	jewheeler@dot.ga.gov

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE Newton County
P.I. No. 0007049

OFFICE Tennille

DATE April 3, 2012

FROM Lynn Bean
District Utilities Engineer

TO
ATTN George Brewer, Project Manager

SUBJECT UTILITY COST (ESTIMATE)

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

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
AT&T	$ 80,166	
Snapping shoals EMC	$ 100,000	
Newton Co. Water	$ 129,300	
Bulldog Cable	$ 38,790	
Totals	$ 348,256	

Total Reimbursement Cost: $ 0.00

Total reimbursable cost for the above project is $ 0.00

*The reimbursable amount could increase to $129,300 if Newton Co. Water was to apply for utility assistance for the relocation of their facilities.

This would be worst case scenario.
Entire project length.
This estimate may be revised when project plans are developed.

If you have any questions, please contact Jeanie Wheeler at 478-552-4638.

LB/JW

C: Jeff Baker, State Utilities Engineer
Angela Whitworth, Office of Financial Management
Robert Moon, Area Engineer
Jamie Lindsey, District Design Engineer