

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0007050
CSBRG-0007-00(050)
GDOT District 3 - Thomaston
Pulaski County
SR 26 @ Ocmulgee River

OFFICE Design Policy & Support

DATE May 9, 2012

FROM *for [Signature]* Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Andy Casey, State Roadway Design Engineer
Attn: Butch Welch, Design Group Manager
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
Michael Henry, Systems & Classification Branch Chief
David Millen, District Engineer
Bill Rountree, District Preconstruction Engineer
Kerry Gore, District Utilities Engineer
Clinton Ford, Project Manager
BOARD MEMBER - 8th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSBRG-0007-00(050)
County: Pulaski
P. I. Number: 0007050
Federal Route Number: 341, 129
State Route Number: 26, 257, 230, 112, 27
SR 26 @ OCMULGEE RIVER

Submitted for approval:

DATE 3/30/12

C. Andy Conroy
Design Phase Office Head

DATE _____

Office Head (Project Manager's Office)

DATE _____

Project Manager

Recommendation for approval:

DATE 4/9/2012

GENETHA RICE-SINGLETON *T.J.
Program Control Administrator

DATE 4/17/2012

BEN RABUN *T.J.
State Environmental Administrator

DATE 4/11/2012

KATHY ZAHUL *T.J.
State Traffic Engineer

DATE 4/4/2012

LISA MYERS *T.J.
Project Review Engineer

DATE _____

State Utilities Engineer
KERRY GORE *T.J.

DATE 4/4/2012

District Engineer / District Utilities Engineer
BEN RABUN *T.J.

DATE 4/17/2012

State Bridge Design Engineer

DATE _____

State Transportation Financial Management Administrator

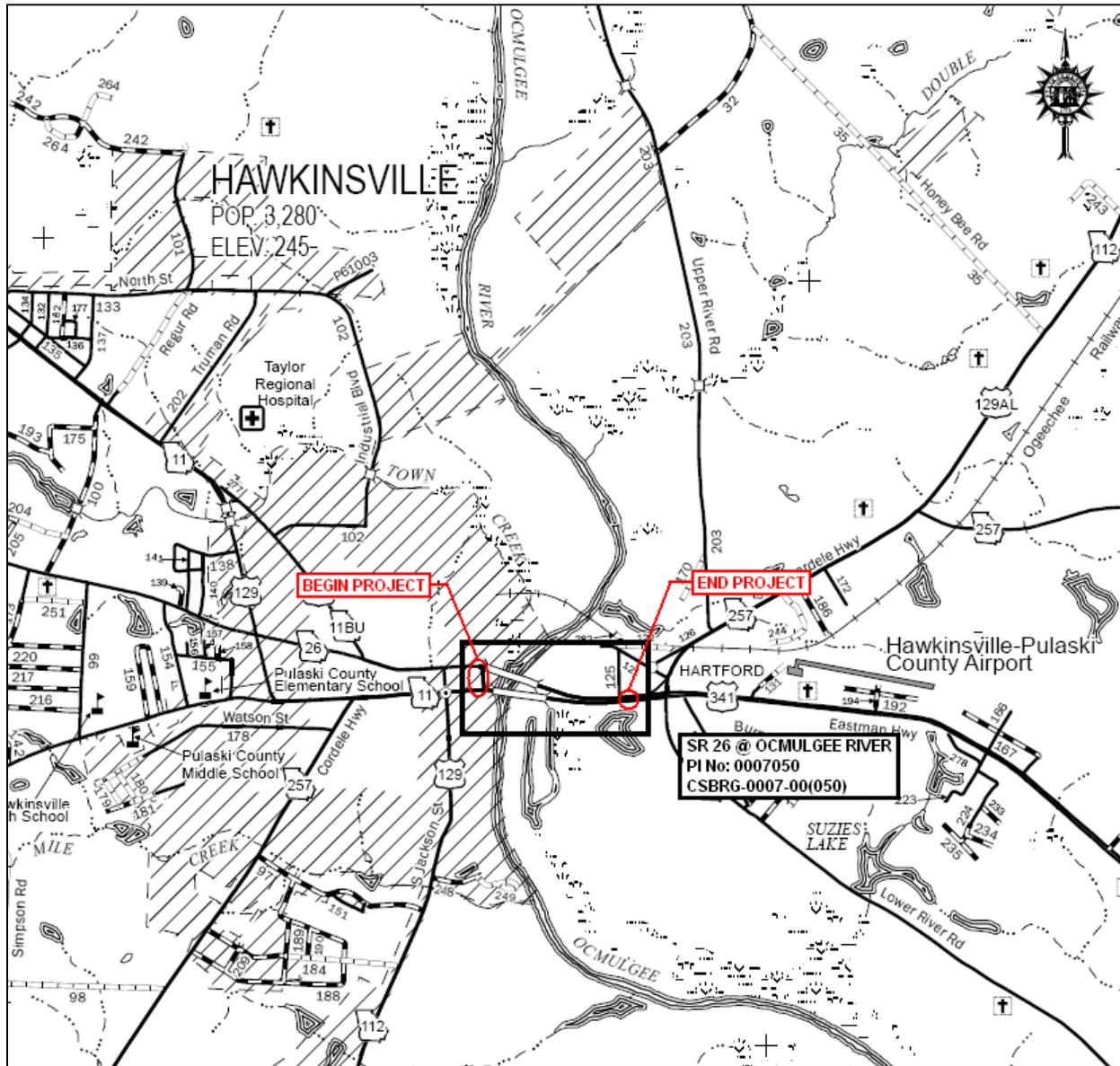
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 4-11-12

Cynthia L. Vande
State Transportation Planning Administrator

* RECOMMENDATION ON FILE

PROJECT LOCATION MAP SR 26 @ Ocmulgee River



Need and Purpose: The Southernmost Bridge (which accommodates eastbound traffic), Structure ID 235-0008-0, was built in 1959 and consists of 23 steel beam spans (span lengths vary from 40'-0", 81'-6", and 100'-0"). The substructure (2 end bents and 22 intermediate bents) consists of a concrete cap on concrete columns with spread footings (5 bents), also a concrete cap on steel piles (17 bents). The bridge has a carrying capacity of less than HS-20, does not currently require posting and has a Sufficiency Rating of 47.90. The deck shows heavy transverse cracking that extends through the deck with efflorescence on the bottom of the deck. The beams are showing lateral movement under heavy loads, three beams have started to pull away from the deck, numerous anchor bolts are missing. Bent 5 has minor cracking under beam 1 in the bearing area; also numerous caps have been repaired due to spalling off of the concrete caps under the beam bearing areas. Replacement of this structurally deficient bridge is recommended.

The Northernmost Bridge (which accommodates westbound traffic), Structure ID 235-0009-0, was built in 1959 and consists of 21 steel beam spans (span lengths vary from 40'-0", 80'-6" and 100'-0"). The substructure (2 end bents and 20 intermediate bents) consists of a concrete cap on concrete columns with spread footings (7 bents), also a concrete cap on steel piles (13 bents). The bridge has a carrying capacity of HS-20, and has a Sufficiency Rating of 61.42. The deck shows heavy transverse cracking that extends the full depth of the slab and exhibits efflorescence. A number of bent caps have spalls or cracks with efflorescence. This substructure also has had numerous caps repaired. Replacement of this structurally deficient bridge is recommended.

Description of the Proposed Project: The project is located in Pulaski County on SR 26 at the Ocmulgee River, east of Hawkinsville. This project consists of the removal of both the structurally deficient two-lane bridge structures over the Ocmulgee River and replacing them in their respective existing locations. Each bridge will contain two (2) 12-ft lanes with a 4-ft bike lane, a 2-ft gutter and a 5.5-ft sidewalk on the outside shoulder and a 4-ft flush inside shoulder. Each bridge will be 1168-ft in length and 42-ft in width. The project is approximately 0.61 miles in length.

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

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

PDP Classification: Major Minor

Federal Oversight: Full Oversight Exempt State Funded Other

Functional Classification: Rural Principal Arterial

U. S. Route Number(s): 341, 129

State Route Number(s): 26, 230, 112, 27, & 257

Traffic (AADT):

Base Year: (2016) = 12,150

Design Year: (2036) = 18,000

Existing Design Features:

- Typical Section: The existing typical section on the two bridges consist of two (2) 12-ft lanes with 2-ft gutters with a 2-ft brush curb on the inside shoulder and a 5-ft sidewalk on the outside shoulder.
- Posted speed: 45mph Minimum radius for curve: N/A
- Maximum super-elevation rate for curve: N/A
- Maximum grade: -0.60% (grade on southernmost bridge), -0.30% (grade on northernmost bridge)
- Width of right-of-way: Varies from 60-ft at the bridge approach to 550-ft between bridges over the Ocmulgee River.
- Major structures:
 - Southernmost Bridge (EB): Structure ID# 235-0008-0, Length= 1,123-ft
Width= 37-ft, Sufficiency Rating = 47.90
 - Northernmost Bridge (WB): Structure ID# 235-0009-0, Length= 1,124-ft
Width= 37-ft, Sufficiency Rating = 61.42
- Major intersections along the project: The intersection of SR 26 @ US 341 is approximately 0.5 miles east of the Ocmulgee River.
- The existing length of the project is 0.61 miles and located entirely in Pulaski County.

Proposed Design Features:

- Proposed typical section(s):
 - Bridge(s): Each bridge will contain two (2) 12-ft lanes with a 4-ft bike lane, a 2-ft gutter and a 5.5-ft sidewalk on the outside shoulder and a 4-ft flush inside shoulder.
- Proposed Design Speed Mainline: 45mph
- Proposed Maximum grade Mainline: 1.1%
- Maximum grade allowable: 6%
- Proposed Maximum grade Side Street: 1%
- Maximum grade allowable: 7%
- Proposed Maximum grade driveway: N/A
- Proposed Minimum radius of curve: 1150-ft
- Minimum radius allowable: 711-ft
- Maximum allowable super elevation rate: 4%
- Proposed maximum super elevation rate: N/A
- Right-of-Way:
 - Width: Varies from 60-ft at the bridge approach in the City of Hawkinsville to 550-ft between bridges over the Ocmulgee River. Construction will be done within the existing right of way.
 - Easements: Temporary Permanent Utility Other
 - Type of access control: Full Partial By Permit Other

- Right-of-Way (continued):
 - Number of parcels: 0
 - Number of displacements: 0
 - Businesses: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: N/A
- Structures:
 - Bridges: Replacement of Bridge Structures ID# 235-0008-0 and ID# 235-0009-0 along their existing alignment: Proposed width of structures: 42-ft
Proposed length of structures: 1168-ft
 - Retaining Walls: N/A
- Major intersections along the project: The intersection of SR 26 @ US 341 is approximately 0.5 miles east of the Ocmulgee River and the City of Hawkinsville.
- Transportation Management Plan Anticipated: Yes No
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: N/A
- Environmental concerns: Two (2) Historic Sites found, other studies pending. All work to be done within the limits of the existing right of way.
- Anticipated Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes No
 - Categorical exclusion anticipated
 - Environmental Assessment/Finding of No Significant Impact anticipated (FONSI)
 - Environmental Impact Statement (EIS)
- Utility involvements: (Power, Sewer)
- Public Interest Determination Policy and Procedure Required? Yes No
- VE Study Anticipated? Yes No

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST	MITIGATION
By Whom	State/Federal	State/Federal	State/Federal	State/Federal	-
\$ Amount- Alternate 1	\$1,237,648.87	\$96,000.00	\$1,450,000.00	\$7,529,110.00	-
\$ Amount- Alternate 2	\$1,237,648.87	-	\$1,450,000.00	\$7,695,910.00	-
\$ Amount- Alternate 3	\$1,237,648.87	\$96,000.00	\$1,450,000.00	\$8,100,998.00	-

**CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment:*

Project Activities Responsibilities:

- Design: GDOT
- Right-of-Way Acquisition: GDOT
- Right-of-Way funding (real property): GDOT
- Relocation of Utilities: GDOT
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: Contractor
- Environmental Studies/Documents/Permits: GDOT
- Environmental Mitigation: GDOT

Coordination

- Initial Concept Meeting held on 3-30-11. Summary: A new alternate was proposed by the City of Hawkinsville to reconstruct and widen the southernmost bridge to accommodate traffic in and out town and demolish the northernmost bridge. After this meeting the project was reprogrammed to include the reconstruction of both bridges. See meeting minutes attached.
- Concept Meeting held on 6-22-11. Summary: The concept was updated to include removal and reconstruction of both bridge structures. During this meeting, alternates were proposed to address the updated scope and the City of Hawkinsville was in favor of the alternate that it proposed at ICTM. After the CTM meeting, some preliminary public outreach was conducted by the City and uncertainty arose as to which alternate it was in favor of. It was determined that a Public Involvement Open House was needed. See meeting minutes attached.
- PAR meetings, dates and results: N/A
- FEMA, USCG, and/or TVA: TBD
- Public involvement: PIOH held 11-3-11. Summary: Alternates 1 and 2 were presented to the public and the majority favored Alternate 2 due to economic and safety concerns. See Synopsi attached.

- Meeting between GDOT and City/County Officials held 12-12-11. Summary: Chief Engineer explained to the local officials why the Department was moving forward with a one bridge alternate. See meeting minutes attached.
- Meeting with GDOT management held 2-22-12. Summary: Due to the lack of cost savings, move forward with Alternate 2.
- Other projects in the area: N/A
- Railroads: N/A

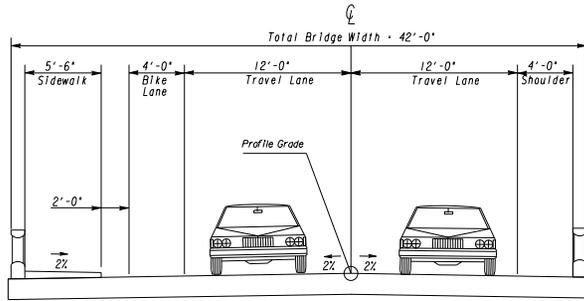
Alternates Considered:

Alternate 1: This alternate proposes to remove both structurally deficient bridges and reconstruct the southernmost bridge along its current alignment. The proposed Broad Street bridge will be widened to the north and will consist of two (2) 12-ft travel lanes, a 4-ft bike lane with a 2-ft gutter and a 5.5-ft sidewalk in each direction separated by a 12-ft flush median to accommodate both eastbound and westbound traffic. During construction, traffic will be shifted to the existing northernmost bridge providing one lane in each direction during the removal and reconstruction of the proposed southernmost bridge. Upon completion of the new structure, all traffic will be shifted to the new bridge and the existing northernmost bridge will be demolished and taken off system.

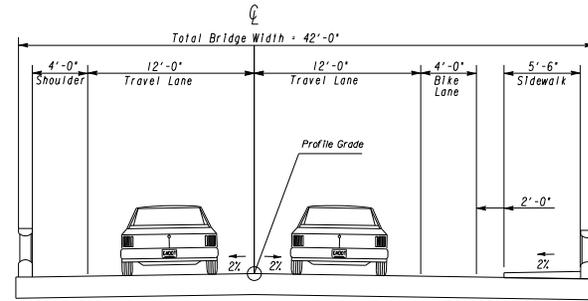
Alternate 2: This alternate proposes the removal and reconstruction of both structurally deficient bridges in their respective existing locations. Each proposed bridge will consist of two (2) 12-ft travel lanes with a 4-ft gutter on the inside shoulder and a 4-ft bike lane with a 2-ft gutter and a 5.5-ft sidewalk on the outside shoulder. During construction, traffic will be shifted to the northernmost bridge to provide one lane in each direction during the removal and reconstruction of the southernmost bridge. Once construction of the southernmost bridge is completed, traffic will then be shifted to the southernmost bridge to provide one lane in each direction during the removal and reconstruction of the northernmost bridge. Upon completion of the northernmost bridge, traffic will be returned to its normal configuration. **This is the preferred alternate.**

Alternate 3: This alternate proposes to remove both structurally deficient bridges and reconstruct the northernmost bridge along its current alignment. The proposed Commerce Street bridge will be widened to the north and will consist of two (2) 12-ft travel lanes, 4-ft bike lane with a 2-ft gutter and a 5.5-ft sidewalk in each direction separated by a 12-ft flush median to accommodate eastbound and westbound traffic. During construction, traffic will be shifted to the existing southernmost bridge providing one lane in each direction during the removal and reconstruction of the proposed northernmost bridge. Upon completion of the new structure, all traffic will be shifted to the new bridge and the existing southernmost bridge will be demolished and taken off system.

Alternate 4: No build: This alternate does not satisfy the Need and Purpose of the project.



TS-1
Bridge Typical Section
Alternate 2 (Westbound)



TS-2
Bridge Typical Section
Alternate 2 (Eastbound)

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

REVISION DATES

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

SR 26 @ OCMULGEE RIVER
CONCEPT TYPICAL SECTIONS

DRAWING No.
5-01

McMurry	<i>PR</i>
Casey	
Hasty	
McCook	
Richardson	<i>Marcela</i>
Other	
File	

**Department of Transportation
State of Georgia**

RECEIVED
APR 03 2011
ROADWAY DESIGN

RECEIVED
APR 03 2011
ROADWAY DESIGN

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0007-00(050), Pulaski County **OFFICE** Planning
P.I. # 0007050 **DATE** August 18, 2010

FROM Angela T. Alexander, State Transportation Planning Administrator

TO Bobby Hilliard, P.E., State Program Delivery Engineer
Attention: Clinton Ford

SUBJECT Traffic Volumes for S.R. 26 @ Ocmulgee River.

Traffic Volumes for the above project is attached below:

	SR 26 WESTBOUND	SR 26 EASTBOUND
	TC # 0157	TC # 0154
2009 ADT	5125	5125
2016 ADT	6075	6075
2036 ADT	9000	9000
D	60%	60%
K	9%	9%
T	11%	11%
24 HOUR T.	15.5%	15.5%
S.U.	6.5%	6.5%
COMB.	9%	9%

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

ATA/AFE

ACCIDENT RATE CALCULATION 2006

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2006	Pulaski	1	2600	8.53	8.69	5,580	0.16	893
2006	Pulaski	1	2600	8.69	8.93	6,450	0.24	1,548
Total Vehicle Miles: 2,441		Total Accidents: 5		Accident Rate: 561		Statewide Accident Rate: 529		
Average ADT: 6,102		Total Injuries: 4		Injury Rate: 449		Statewide Injury Rate: 296		
Length in Miles: 0.40		Total Fatalities: 0		Fatality Rate: 0.00		Statewide Fatality Rate: 6.34		

NOTE: Rates are per 100 Million Vehicle Miles

ACCIDENT RATE CALCULATION 2007

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2007	Pulaski	1	2600	8.53	8.69	4,940	0.16	790
2007	Pulaski	1	2600	8.69	8.93	4,710	0.24	1,130
Total Vehicle Miles: 1,921		Total Accidents: 8		Accident Rate: 1,141		Statewide Accident Rate: 145		
Average ADT: 4,802		Total Injuries: 7		Injury Rate: 998		Statewide Injury Rate: 79		
Length in Miles: 0.40		Total Fatalities: 0		Fatality Rate: 0.00		Statewide Fatality Rate: 2.21		

NOTE: Rates are per 100 Million Vehicle Miles

ACCIDENT RATE CALCULATION 2008

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2008	Pulaski	1	2600	8.53	8.69	4,940	0.16	790
2008	Pulaski	1	2600	8.69	8.93	4,710	0.24	1,130
Total Vehicle Miles: 1,921		Total Accidents: 5		Accident Rate: 713		Statewide Accident Rate: 158		
Average ADT: 4,802		Total Injuries: 0		Injury Rate: 0		Statewide Injury Rate: 86		
Length in Miles: 0.40		Total Fatalities: 0		Fatality Rate: 0.00		Statewide Fatality Rate: 1.71		

NOTE: Rates are per 100 Million Vehicle Miles

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:235-0008-0

Pulaski

SUFF. RATING: 47.90

Location & Geography

Structure ID: 235-0008-0
 200 Brdge Information: 06
 *6A Feature Int: OCMULGEE RIVER
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00026
 *7B Facility Carried: SR 230- US 129-341
 9 Location: E. HAWKINSVILLE-EB LANES
 2 Dot District: 3
 207 Year Photo: 2010
 *91 Inspection Frequency: 12 Date: 05/03/2010
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 1 Date: 04/12/2006
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 37396
 *5 Inventory Route(O/U): 1
 Type: 2
 Designation: 1
 Number: 00129
 Direction: 0
 *16 Latitude: 32 16.9739 HMMS Prefix:SR
 *17 Longitude: 83 -27.6952 HMMS Suffix:00 MP:8.86
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 2
 12 Base Highway Network: 1
 13A LRS Inventory Route: 23510026
 13B Sub Inventory Route: 2
 101 pallel Structure: R
 *102 Direction of Traffic: 1
 *264 Road Inventory Mile Post: 008.52
 *208 Inspection Area: 3 Initials: EFP
 Engineer's Initials: sgm
 * Location ID No: 235-00026D-008.86E

*104 Highway System: 1
 *26 Functional Classification: 02
 *204 Federal Route Type: F No: 00022
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 01
 *20 Toll: 3
 *21 Maintanance: 01
 *22 Owner: 01
 *31 Design Load: 5
 37 Historical Significance: 5
 205 Congressional District: 08
 27 Year Constructed: 1959
 106 Year Reconstructed: 0000
 33 Bridge Medium: 1
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 4
 *42 Type of Service On: 5
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: 0
 259 Pile Encasement 3
 *43 Structure Type Main: 4 02
 45 No.Spans Main: 023
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 1
 Membrane Type: 0
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 11
 242 Deck Drains: 1
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 7 7
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 3
 Frwd: 3
 Oppo. Dir. Rear: 0
 Oppo. Frwd: 0
 244 Aproach Slab 3
 224 Retaining Wall: 1
 233Posted Speed Limit: 45
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazzard Boards: 0
 237 Utilities Gas: 00
 Water: 00
 Electric: 24
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 1
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:235-0008-0

Program Data		Measurements:				
201 Project No:	F-002-2 (3)	*29ADT	006220	Year:2007	65 Inventory Rating Method:	2
202 Plans Available:	4	109%Trucks:	0		63 Operating Rating Method:	2
249 Prop Proj No:	BRG-0007-00(050)	* 28 Lanes On:	02	Under:00	66 Inventory Type:	2 Rating: 41
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 41
251 PI Number:	0007050	* 48 Max. Span Length	0100		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	1123		H-Modified:	20 0
260 Seismic No:	00000	51 Br. Rwdy. Width	27.80		HS-Modified:	25 0
75 Type Work:	00 0	52 Deck Width:	37.10		Type 3:	26 0
94 Bridge Imp. Cost:	\$0	* 47 Tot. Horiz. Cl:	28		Type 3s2:	39 0
95 Roadway Imp. Cost:	0	50 Curb / Sidewalk Width	2.00 / 5.00		Timber:	36 0
96 Total Imp Cost:	0	32 Approach Rdwy. Width	024		Piggyback:	40 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	15
97 Imp Year:	0000	Rear Lt:	10.00	Type:8 Rt:10.00	262 H Operating Rating	26
114 Future ADT:	009330 Year:2027	Fwd. Lt:	10.00	Type:8 Rt:10.00	67 Structural Evaluation:	4
Hydraulic Data		Permanent Width:			58 Deck Condition:	4
215 Waterway Data:		Rear:	60.00	Type:8	59 Superstructure Condition:	5
High Water Elev:	0000.0 Year:1900		24.00	Type:2	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	Intersection Rear:	1	Fwd: 0	60A Substructure Condition:	4
Avg Streambed Elev:	0000.0	36 Safety Features Br. Rail:	2		60B Scour Condition:	6
Drainage Area:	00000	Transition:	1		60C Underwater Condition	6
Area of Opening:	000000	App. G. Rail:	2		71 Waterway Adequacy:	9
113 Scour Critical	U	App. Rail End:	1		61 Channel Protection Cond.:	6
216 Water Depth:	11.7 Br.Height:44.3	53 Minimum Cl. Over:	99' 99"		68 Deck Geometry:	3
222 Slope Protection:	1	Under:			69 UnderClr. Horz/Vert:	N
221 Slope Protection	0 Fwd:0	*228 Minimum Vertical Cl			72 Appr. Alignment:	8
219 Fender System	0	Act. Odm Dir.:	99' 99"		62 Culvert:	N
220 Dolphin:	0	Oppo. Dir:	99' 99"		Posting Data	
223 Current Cover:	000	Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
Type:	0	Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
No. Barrels:	0	55 Lateral Undercl. Rt:	N 0 0		* 103 Temporary Structure:	0
* Width:	0.00 Height:0.00	56 Lateral Undercl. Lt:	0.00		232 Posted Loads	
* Length:	0 Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
265 U/W Insp. Area	2 Diver:WSR	39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
Location ID No:	235-00026D-008.86E	116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main Deck Thick Approach:	6.30		Type 3s2:	00
		246 Overlay Thickness:	0.00		Timber:	00
		212 Year Last Painted:	Sup:2003Sub:2003		Piggyback	00
					253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:235-0009-0

Pulaski

SUFF. RATING: 61.42

Location & Geography

Structure ID: 235-0009-0
 200 Bridge Information: 06
 *6A Feature Int: OCMULGEE RIVER
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00026
 *7B Facility Carried: US 129 ALT- US 341
 9 Location: E. HAWKINSVILLE-WB LANES
 2 Dot District: 3
 207 Year Photo: 2010
 *91 Inspection Frequency: 12 Date: 05/03/2010
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 1 Date: 04/12/2006
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 37396
 *5 Inventory Route(O/U): 1
 Type: 2
 Designation: 2
 Number: 00129
 Direction: 4
 *16 Latitude: 32 16.9218 HMMS Prefix:SR
 *17 Longitude: 83 -27.7108 HMMS Suffix:00 MP:8.58
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 2
 12 Base Highway Network: 1
 13A LRS Inventory Route: 2351002600
 13B Sub Inventory Route: 2
 101 parallel Structure: L
 *102 Direction of Traffic: 1
 *264 Road Inventory Mile Post: 008.58
 *208 Inspection Area: 3 Initials: EFP
 Engineer's Initials: sgm
 * Location ID No: 235-00026W-000.52W

*104 Highway System: 1
 *26 Functional Classification: 02
 *204 Federal Route Type: F No: 00022
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 01
 *20 Toll: 3
 *21 Maintanance: 01
 *22 Owner: 01
 *31 Design Load: 5
 37 Historical Significance: 5
 205 Congressional District: 08
 27 Year Constructed: 1959
 106 Year Reconstructed: 0000
 33 Bridge Medium: 1
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 4
 *42 Type of Service On: 5
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: 0
 259 Pile Encasement 3
 *43 Structure Type Main: 3 02
 45 No.Spans Main: 021
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 1
 Membrane Type: 0
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 11
 242 Deck Drains: 1
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 7 7
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 3
 Frwd: 3
 Oppo. Dir. Rear: 0
 Oppo. Frwd: 0
 244 Aproach Slab 3
 224 Retaining Wall: 1
 233Posted Speed Limit: 45
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazzard Boards: 0
 237 Utilities Gas: 00
 Water: 00
 Electric: 24
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 1
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:235-0009-0

Programmin Data		Measurements:				
201 Project No:	F-002-2 (3)	*29ADT	004710	Year:2007	65 Inventory Rating Method:	1
202 Plans Available:	4	109%Trucks:	0		63 Operating Rating Method:	1
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	02	Under:00	66 Inventory Type:	2 Rating: 36
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 36
251 PI Number:	00000000	* 48 Max. Span Length	0100		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	1124		H-Modified:	21 0
260 Seismic No:	00000	51 Br. Rwdy. Width	27.80		HS-Modified:	30 0
75 Type Work:	00 0	52 Deck Width:	37.10		Type 3:	33 0
94 Bridge Imp. Cost:	\$0	* 47 Tot. Horiz. Cl:	28		Type 3s2:	40 0
95 Roadway Imp. Cost:	0	50 Curb / Sidewalk Width	5.00 / 2.00		Timber:	37 0
96 Total Imp Cost:	0	32 Approach Rdwy. Width	024		Piggyback:	40 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	30
97 Imp Year:	0000	Rear Lt:	10.00	Type:8 Rt:10.00	262 H Operating Rating	50
114Furure ADT:	007065 Year:2027	Fwd. Lt:	10.00	Type:8 Rt:10.00	67 Structural Evaluation:	5
Hydraulic Data		Permanent Width:			58 Deck Condition:	4
215Waterway Data:		Rear:	24.00	Type:8	59 Superstructure Condition:	6
High Water Elev:	0000.0 Year:1900		60.00	Type:2	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	Intersection Rear:	0	Fwd: 0	60A Substructure Condition:	5
Avg Streambed Elev:	0000.0	36Safety Features Br. Rail:	2		60B Scour Condition:	6
Drainage Area:	00000	Transition:	2		60C Underwater Condition	6
Area of Opening:	000000	App. G. Rail:	2		71 Waterway Adequacy:	8
113 Scour Critical	U	App. Rail End:	2		61 Channel Protection Cond.:	6
216Water Depth:	12.3 Br.Height:40.0	53 Minimum Cl. Over:	99' 99"		68 Deck Geometry:	3
222Slope Protection:	1	Under:			69 UnderClr. Horz/Vert:	N
221Slope Protection	0 Fwd:0	*228 Minimum Vertical Cl			72 Appr. Alignment:	8
219Fender System	0	Act. Odm Dir::	99' 99"		62 Culvert:	N
220Dolphin:	0	Oppo. Dir:	99' 99"		Postino Data	
223Current Cover:	000	Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
Type:	0	Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
No. Barrels:	0	55 Lateral Undercl. Rt:	N 0 0		* 103 Temporary Structure:	0
* Width:	0.00 Height:0.00	56 Lateral Undercl. Lt:	0.00		232 Posted Loads	
* Length:	0 Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
265 U/W Insp. Area	2 Diver:WSR	39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
Location ID No:	235-00026W-000.52W	116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main Deck Thick Approach:	8.00		Type 3s2:	00
		246 Overlay Thickness:	0.00		Timber:	00
		212 Year Last Painted:	Sup:2003Sub:2003		Piggyback	00
					253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

DETAILED COST ESTIMATE



Job: 0007050 ALT 2

JOB NUMBER: 0007050 ALT 2

FED/STATE PROJECT NUMBER CSBRG-0007-00(050)

SPEC YEAR: 01

DESCRIPTION: SR 26 @ OCMULGEE RIVER
ALTERNATE 2

ITEMS FOR JOB 0007050 ALT 2

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$100,000.00	TRAFFIC CONTROL - CSBRG-0007-00(050)	\$100,000.00
0010	210-0100	1.000	LS	\$150,000.00	GRADING COMPLETE - CSBRG-0007-00(050)	\$150,000.00
0015	402-3130	346.000	TN	\$91.34	RECYL AC 12.5MM SP,GP2,BM&HL	\$31,604.75
0020	432-0208	3144.000	SY	\$2.54	MILL ASPH CONC PVMT/ 2" DEP	\$7,985.70
0305	433-1000	352.000	SY	\$144.69	REINF CONC APPROACH SLAB	\$50,929.19
SUBTOTAL FOR ROADWAY:						\$340,519.64

0020 - BRIDGE 1 - SR 26/BROAD ST

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0085	500-0100	4153.000	SY	\$3.20	GROOVED CONCRETE	\$13,302.47
0090	500-1006	1726.000	LS	\$575.61	SUPERSTR CONCRETE, CL AA, BR NO - CSBRG-0007-00(050)	\$993,502.86
0095	500-2100	1168.000	LF	\$33.20	CONCRETE BARRIER	\$38,780.59
0100	500-3002	301.000	CY	\$532.63	CL AA CONCRETE	\$160,321.00
0105	507-8900	3200.000	LF	\$81.52	PSC BEAMS, AASHTO TP 1 MOD, BR NO - CSBRG-0007-00(050)	\$260,864.00
0110	507-9032	0.000	LF		PSC BEAMS,AASHTO,BULB TEE, 72"	
0115	507-9033	2640.000	LF	\$199.65	PSC BEAMS, AASHTO, BULB TEE, 74"	\$527,086.88
0120	511-1000	60207.000	LB	\$0.73	BAR REINF STEEL	\$44,058.88
0125	511-3000	397063.000	LS	\$0.73	SUPERSTR REINF STEEL, BR NO - CSBRG-0007-00(050)	\$289,855.99
0130	520-2218	4000.000	LF	\$63.36	PILING, PSC, 18 IN SQ	\$253,422.92
0135	520-2224	350.000	LF	\$67.33	PILING, PSC, 24 IN SQ	\$23,565.50
0140	524-0010	560.000	LF	\$629.13	DRILLED CAISSON - CSBRG-0007-00(050)	\$352,314.82
0145	540-1101	1.000	LS	\$300,000.00	REM OF EX BR, STA NO - CSBRG-0007-00(050)	\$300,000.00
0150	603-2024	2000.000	SY	\$44.52	STN DUMPED RIP RAP, TP 1, 24"	\$89,044.14
0155	603-7000	2000.000	SY	\$3.09	PLASTIC FILTER FABRIC	\$6,170.04
SUBTOTAL FOR BRIDGE 1 - SR 26/BROAD ST:						\$3,352,290.09

0030 - BRIDGE 2 - SR 26/COMMERCE ST

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0160	500-0100	4153.000	SY	\$3.20	GROOVED CONCRETE	\$13,302.47
0165	500-1006	1726.000	LS	\$575.61	SUPERSTR CONCRETE, CL AA, BR NO - CSBRG-0007-00(050)	\$993,502.86
0170	500-2100	1168.000	LF	\$33.20	CONCRETE BARRIER	\$38,780.59
0175	500-3002	301.000	CY	\$532.63	CL AA CONCRETE	\$160,321.00
0180	507-8900	3200.000	LF	\$81.52	PSC BEAMS, AASHTO TP 1 MOD, BR NO - CSBRG-0007-00(050)	\$260,864.00
0185	507-9032	0.000	LF		PSC BEAMS,AASHTO,BULB TEE, 72"	
0190	507-9033	2640.000	LF	\$199.65	PSC BEAMS, AASHTO, BULB TEE, 74"	\$527,086.88
0195	511-1000	60207.000	LB	\$0.73	BAR REINF STEEL	\$44,058.88
0200	511-3000	397063.000	LS	\$0.73	SUPERSTR REINF STEEL, BR NO - CSBRG-0007-00(050)	\$289,855.99
0205	520-2218	4000.000	LF	\$63.36	PILING, PSC, 18 IN SQ	\$253,422.92
0210	520-2224	350.000	LF	\$67.33	PILING, PSC, 24 IN SQ	\$23,565.50
0214	524-0010	560.000	LF	\$629.13	DRILLED CAISSON - CSBRG-0007-00(050)	\$352,314.82
0220	540-1101	1.000	LS	\$300,000.00	REM OF EX BR, STA NO - CSBRG-0007-00(050)	\$300,000.00
0225	603-2024	2000.000	SY	\$44.52	STN DUMPED RIP RAP, TP 1, 24"	\$89,044.14
0215	603-7000	2000.000	SY	\$3.09	PLASTIC FILTER FABRIC CSBRG-0007-00(050)	\$6,170.04
SUBTOTAL FOR BRIDGE 2 - SR 26/COMMERCE ST:						\$3,352,290.09

DETAILED COST ESTIMATE



Job: 0007050 ALT 2

0040 - BRIDGE LIGHTING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0025	500-3101	4.000	CY	\$714.57	CLASS A CONCRETE	\$2,858.29
0030	511-1000	74.000	LB	\$1.33	BAR REINF STEEL	\$98.62
0035	681-4220	20.000	EA	\$2,745.39	LT STD, 40' MH, POST TOP	\$54,907.87
0040	681-6466	20.000	EA		LUMINAIRE, TP 4, 400W, HP SODIUM	
0045	682-1404	4914.000	LF	\$0.58	CABLE, TP XHHW, AWG NO 10	\$2,864.52
0050	682-1405	5754.000	LF	\$0.93	CABLE, TP XHHW, AWG NO 8	\$5,350.36
0055	682-1406	4914.000	LF	\$1.16	CABLE, TP XHHW, AWG NO 6	\$5,719.45
0060	682-6120	4494.000	LF	\$11.99	CONDUIT, RIGID, 2 IN	\$53,869.26
0065	682-6222	200.000	LF	\$6.46	CONDUIT, NONMETL, TP 2, 2 IN	\$1,292.28
0070	682-9000	1.000	LS		MAIN SVC PICK UP POINT	
0075	682-9021	8.000	EA	\$1,434.51	ELEC JCT BX, CONC GRD MOUNTED	\$11,476.08
0080	682-9023	20.000	EA	\$284.97	ELEC JCT BX, GALVANIZED, SIZE -	\$5,699.41
SUBTOTAL FOR BRIDGE LIGHTING:						\$144,136.14

0060 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0275	163-0232	1.000	AC	\$392.00	TEMPORARY GRASSING	\$392.00
0270	163-0240	8.000	TN	\$472.47	MULCH	\$3,779.72
0280	163-0300	2.000	EA	\$1,312.29	CONSTRUCTION EXIT	\$2,624.57
0295	165-0030	8391.000	LF	\$0.69	MAINT OF TEMP SILT FENCE, TP C	\$5,789.54
0300	165-0101	2.000	EA	\$493.22	MAINT OF CONST EXIT	\$986.43
0250	171-0030	16782.000	LF	\$2.87	TEMPORARY SILT FENCE, TYPE C	\$48,091.34
0255	700-6910	2.000	AC	\$1,469.30	PERMANENT GRASSING	\$2,938.59
0260	700-7000	6.000	TN	\$90.92	AGRICULTURAL LIME	\$545.54
0265	700-8000	2.000	TN	\$514.18	FERTILIZER MIXED GRADE	\$1,028.36
0285	700-8100	100.000	LB	\$2.78	FERTILIZER NITROGEN CONTENT	\$277.78
0290	716-2000	1984.000	SY	\$1.31	EROSION CONTROL MATS, SLOPES	\$2,590.35
SUBTOTAL FOR EROSION CONTROL:						\$69,044.22

COST GROUP FOR JOB 0007050 ALT 2

LINE NUMBER	UNIT	CALCULATION RULE	QUANTITY	PRICE	COST GROUP ID	DESCRIPTION	AMOUNT
00000006	EA	NORM	1.000	\$25,000.00	DRNGEA	DRAINAGE (EA)	\$25,000.00
00000007	LS	NORM	1.000	\$40,000.00	UDEF	SIGNING AND STRIPING (LUMP SUM)	\$40,000.00
SUBTOTAL:							\$65,000.00

TOTALS FOR JOB 0007050 ALT 2

ITEMS COST:	\$7,258,280.18
COST GROUP COST:	\$65,000.00
ESTIMATED COST:	\$7,323,280.18
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$7,323,280.18

PROJ. NO.: CSBRG-0007-00(050)
P.I. NO. 0007050 - ALT 2
DATE: 4/19/2012

Base Construction Cost		\$	7,323,280.18
E & I	5%	\$	366,164.01
Construction Contingency	0%	\$	-
Subtotal Construction Cost		\$	7,689,444.19
Liquid AC Adjustment (50 % cap)		\$	6,466.74
Total Construction Cost		\$	7,695,910.93

PROJ. NO.

CSBRG-0007-00(050)

CALL NO.

P.I. NO.

0007050 - ALT 2

DATE

3/7/2012

INDEX (TYPE)

REG. UNLEADED

Mar-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)

6373.32

\$

6,373.32

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)

17.3

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	346	5.0%	17.3
9.5 mm SP		5.0%	0
25 mm SP		5.0%	0
19 mm SP		5.0%	0
	346		17.3

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$

-

\$

-

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)

0

Bitum Tack

Gals	gals/ton	tons
0	232.8234	0

PROJ. NO.

CSBRG-0007-00(050)

CALL NO.

P.I. NO.

0007050 - ALT 2

DATE

3/7/2012

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
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)					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
					0

TOTAL LIQUID AC ADJUSTMENT							\$	6,373.32
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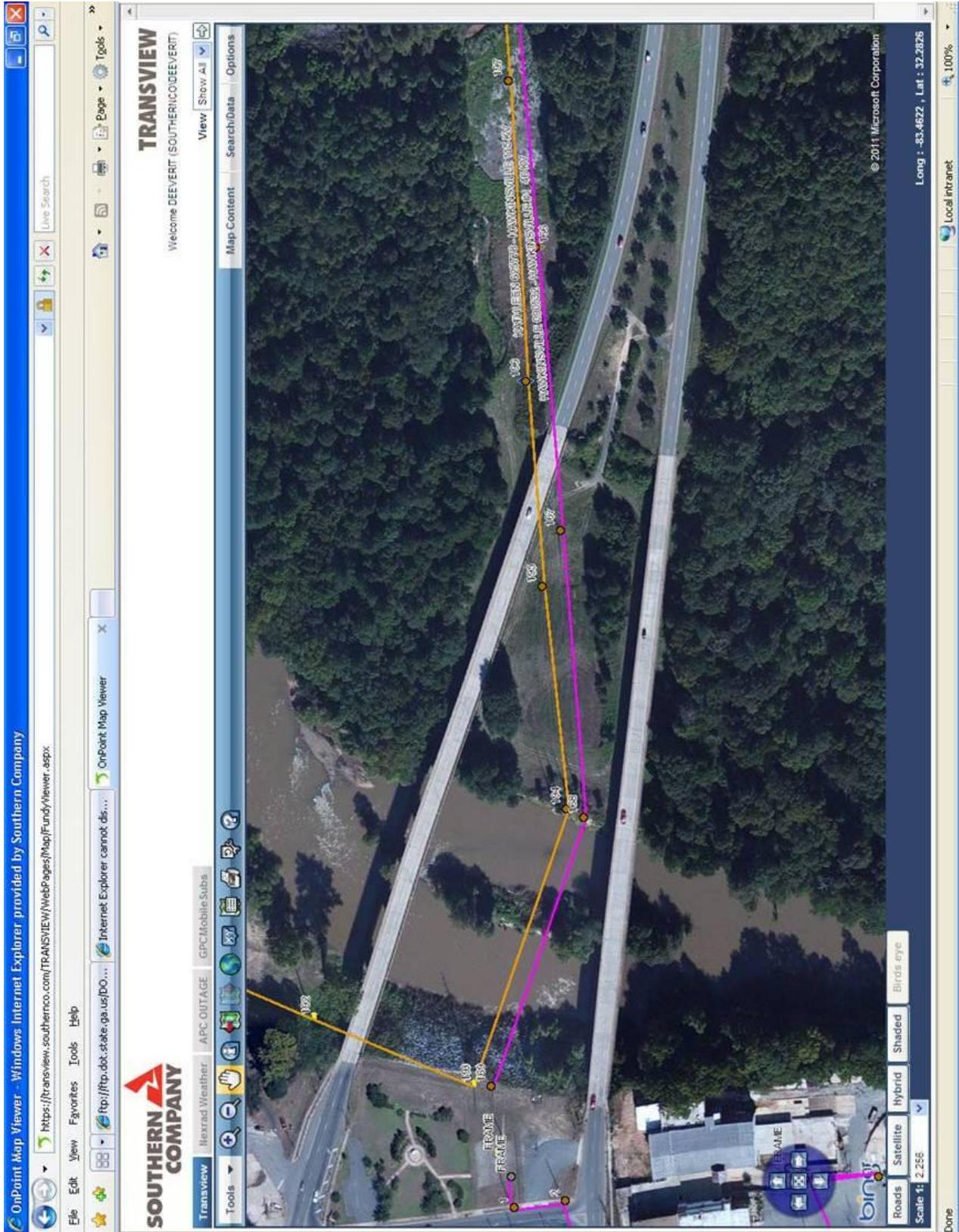
UTILITY COST ESTIMATE - PRELIMINARY

Utility Company	reimbursable	Non Reimbursable
City of Hawkinsville	250,000	0
GPC Distribution	0	15,000
GPC Transmission	1.2 million	0

As per Dan Everitt e-mail alternate 2 is more of a constructability issue. If the bridge on Commerce Street cannot be constructed because of the clearance, then the transmission line may have to be relocated. Relocating the line that cross over Commerce Street could have the same effect on the cost. Therefore, I believe the amount should remain the same.

Harland Smith
Utilities Engineer, District 3
115 Transportation Blvd.
Thomaston, GA. 30286
Phone (706) 646-6696
Cell (706) 741-3613
FAX (706) 646-6724
[**hasmith@dot.ga.gov**](mailto:hasmith@dot.ga.gov)

See attached sheet for pole and line locations



Meeting Minutes

CSBRG-0007-00(050)

PI No. 0007050

SR26 @ Ocmulgee River

March 30, 2011

Discussion: Initial Concept Team Meeting

Location: Area 3 Conference Room, Perry, GA

-PM gave introduction of the project (Project Identification)

Ryan gave description of the project and design features including existing and proposed

-Went over proposed alternates:

Alternate 1: This alternate proposes to replace the structurally deficient bridge structure (ID: 235-0008-0, Suff. Rating 47.90) in its existing location by providing a contraflow detour on the northern bridge (ID: 235-0009-0, Suff. Rating 61.42). Traffic would be maintained on this detour during the reconstruction. This alternate appears to require the least amount of impacts on the environment, right of way, and utilities. The northern bridge has been used in the past as a detour for traffic but for short periods of time. The City expressed uncertainty as to whether the bridge could handle this detour for the proposed construction time (one and a half to two years). Alternate 1 might cause issues with traffic congestion, Mr. Parker, D3 Program Operations Manager will look in to it. A TMP might be needed was suggested by Mr. Rountree, D3 Preconstruction Engineer.

Alternate 2: This alternate proposes to replace the structurally deficient bridge just north of the existing bridge. The traffic would be maintained on the existing bridge during construction, and then shifted to the new bridge upon completion. This alternate may include additional environmental, right of way and utility impacts compared to Alternate 1.

-The Commissioner expressed concern in ensuring that the proposed bridge would have sidewalks to accommodate pedestrian traffic. Current design proposes a 5 ½ ft sidewalk on the right side of the bridge.

-The Commissioner and the City queried if accommodations can be made for a proposed River Walk Project. The OCMULGEE RIVER CORRIDOR - MILE BRANCH RIVER PARK – RIVERWALK Project, PINo.0009413 would pass under the Ocmulgee River bridges along the west bank. City will send the PM a layout and information of this enhancement project.

-Mr. Robinson, District3 Construction proposed a new alternate; **Alternate 3** (in which the City seems to be in favor of) which would include the proposed bridge to be 4-laned to provide access in and out of town and eliminating the northernmost bridge structure into downtown. It was expressed by the PM and Roadway Design that this idea was beyond the scope of the current project which is to replace the southernmost bridge due to its structural deficiency. The proposed alternate would require additional funds that are not programmed for the current project according to the PM.

-It was stated by the Commissioner and confirmed by the City that they own all land between the two bridges. There is a park in this area that may involve a 4-f.

-GA Power Transmission may have an easement that runs between the bridges.

-The Commissioner recalled that a gas line may be located north of the North-Bridge

- There is a sewer Lift Station on the west bank of the River as it was inspected on the field visit by the Team.

-It was stated by District Preconstruction Engineer that Survey should be on schedule with what is currently proposed. (Survey should be done by June 22-11)

Those who attended went on a site visit directly following the meetings. (See photos in M:\UD5\0007050 SR 26 @ OCMULGEE RIVER\Photos\Initial Concept Team Meeting Photos 3-30-11)

Attendees:

Incomplete list

Clinton Ford, Project Manager, Office of Program Delivery

Marcela Coll, Roadway Design

Ryan Mickens, Roadway Design

Bill Rountree, D3 Preconstruction Engineer

Ken Robinson, D3 Construction Engineer

Sheldon Minor, Asst Area Construction Engineer

Bob Rychel, Middle Ga Regional Commission

Scott Parker, D3 Program Operations Manager

Mitchell Woods, City of Hawkinsville

Johnny Gordon, City of Hawkinsville

Charles Holmes, Pulaski County

C. Brooks Bailey, Pulaski County Commissioner

Brink Stockes, D3 Area3 Engineer

Harland B. Smith, D3 Utilities

SIGN-IN SHEET

3-30-11
PI # 0007050
CSBRG-0007-00(050)

<u>NAME</u>	<u>COMPANY</u>	<u>PHONE #</u>	<u>EMAIL</u>
RYAN MICKENS	GDOT	404-631-1689	rmickens@dot.ga.gov
MARCELA COLL	GDOT/Design	404-631-1692	mcoll@dot.ga.gov
Bill Rountree	GDOT/Programs	706-646-6487	brountree@dot.ga.gov
Ken Robinson	GDOT/Const.	706-646-6911	krobinson@dot.ga.gov
SHELDON MINOR	GDOT/Const.	478-988-7151	smminor@dot.ga.gov
Bob Rychel	Middle Ga. Regional Commission	478-751-6160	RRychel@mg-rc.org
SCOTT PARKER	GDOT/TRAFFIC OPS	706-646-6675	
MITCHELL WOODS	CITY OF HAWKINSVILLE	478-783-9236	
Johnny Gordon	City of Hawkinsville	478-783-9250	
Charles Holmes	Pulaski County	478-892-3573	
C. Brooks Bailey	Pulaski Co.	{ 478-783-4154 { pulaskico@comsouth.net	
Brink Stokes	GDOT-Perry	(478) 988-7151	bstokes@dot.ga.gov
Harland B. Smith	GDOT Dist. 3	(706) 646-6696	Hsmith@dot.ga.gov

Meeting Minutes

CSBRG-0007-00(050)

PI No. 0007050

SR26 @ Ocmulgee River

June 22, 2011

Discussion: **Concept Team Meeting**

Location: Area 3 Conference Room, Perry, GA

-Ryan Mickens (Design Engineer) gave introduction of the project (Project Identification) and gave description of the project and design features including existing and proposed.

-Discussed proposed alternates:

Alternate 1: This alternate proposes to reconstruct the structurally deficient east and west bound bridge structures in the location of the existing east bound (EB) Bridge. The proposed bridge would consist of four 12' lanes, two 5.5' sidewalks with 2' gutters, in order to accommodate the east and west bound traffic. The eastbound traffic would remain on the existing EB Bridge during construction of the northern half of the proposed bridge and then shifted onto the new structure during the demolition of the existing EB Bridge and then the construction of the southern half of the proposed bridge. Upon completion of the new structure, all traffic would be shifted to the new bridge and the existing WB Bridge would be taken off the State Route System and demolished. The advantages of this alternate include lower construction costs and positive support from the City of Hawkinsville. The City prefers this alternate because it will reduce through traffic in the downtown area including the heavy trucks. Existing utilities may be relocated to the new bridge. The disadvantage of this alternate includes the potential impacts to property, utilities, and environmental resources due to the increased bridge footprint at the existing EB Bridge location. However, these impacts might be smaller for the project as a whole as compared to Alternate 2 since the bridge width for Alternate 1 is 8' less. This alternate is still the preferred alternate of the City of Hawkinsville and District Construction.

Alternate 2: This alternate proposes to reconstruct the structurally deficient east and west bound bridge structures in their respective existing location. The proposed bridges would consist of two 12' lanes, one 5.5' sidewalk each with a 2' gutter and a 4' inside shoulder. The new WB Bridge would be constructed while traffic is maintained on the existing EB Bridge as a contra-flow detour. The traffic would be switched to the new WB Bridge as a contra-flow detour during the construction of the new EB Bridge. The advantage of this alternate includes the lower possibility of impacting property, utilities, and environmental resources since the new bridges will be constructed on existing locations. The disadvantages of this alternate include a 10% higher construction cost and having heavy truck and through traffic in the downtown area.

-Mr. Murkerson requested to include water lines and other facilities (utilities) into the design of the new bridge structure. Coordination by the District Utility Office needs to be done. As soon as facilities are identified and proposed locations are established, this utility information needs to be provided to the Bridge Office to be incorporated into the proposed bridge design.

-District Right of Way (R/W) and District Construction discussed pros and cons of the proposed alternate. Pros include eliminating heavy truck traffic through the downtown area. Cons include businesses potentially losing some parking thru the downtown area.

-District Construction recommends that the roadway design on the west side of the Structure ID# 235-0009-0, WB Bridge, maintains normal access to the local businesses and residents in that area.

-The City stated that most of the property between the bridges on the west side of the bridges is City R/W except a small area that was used to accommodate a utility pump station. The City is in the process of finding out the owner of this property now and will attempt to acquire this property prior to the proposed construction of the project.

-District Construction confirmed that the raw data for survey has been received and is undergoing SDE work. It should be ready for Design within the next couple of weeks.

-Discussion was raised as to whether Structure ID# 235-0009-0, WB Bridge, would be maintained after it is taken off system or demolished. The City stated that they don't have the resources to maintain the bridge if kept. If the City doesn't want to maintain the bridge, District Construction recommends it to be demolished.

-The City raised concern to the OCMULGEE RIVER CORRIDOR - MILE BRANCH RIVER PARK – RIVERWALK Project, PINo.0009413 that will run underneath the Ocmulgee River Bridge along the west bank. The concern is that special precautions/considerations should be taken during the design phase so as to not preclude this project. The City requested that close coordination take place between them and the Project Manager during the design of this project and the construction of enhancement projects that they have planned.

-District Construction and R/W pointed out that some of the R/W currently owned by the GDOT could potentially be surplus upon the demolition of Structure ID#235-0009-0, WB Bridge, and the realignment to the new widened bridge.

-Roadway Design queried if the survey for the project would be detailed enough to do a Hydraulic Study or if additional survey of the river would be needed. Survey was taken of the river but we will need to analyze the survey once received to determine if the data is sufficient or if additional survey will be needed.

-The City queried about adding driveways to provide access to proposed retail/residential development near approach of Structure ID# 235-0008-0. No additional driveways are planned with this project and any driveways affected by bridge widening will be carefully evaluated. It was recommended by District Construction that we cut access into the park area to the west Structure ID# 235-0008-0 for safety reasons once the bridge is widened.

-District Utilities is waiting on location information from GA Power Distribution and Transmission. A gas line crosses the Ocmulgee River further upstream but will not be affected by this project. District Utilities is to forward info to the Project Manager and Design once available.

-Status of Environmental Surveys was queried. A Preliminary Concept Layout was sent to Environmental on April 1, 2011; still awaiting input.

Concept Team Meeting

Page 3

June 22, 2011

Attendees:

Ryan Mickens, Design Engineer, Roadway Design

Harland B. Smith, D3 Utilities

Mike England, D3 Traffic

Bill Rountree, D3 Preconstruction Engineer

Bob Rychel, Middle Ga. Regional Commission

Charles Holmes, Pulaski County

Johnny Gordon, City of Hawkinsville

Jerry Murkerson, City of Hawkinsville

Bob O'Rourke, District R/W

C. Brooks Bailey, Pulaski County Commissioner

Brink Stockes, D3 Area3 Engineer

SIGN IN SHEET

CONCEPT TEAM MEETING

0007050

<u>NAME</u>	<u>COMPANY</u>	<u>PHONE/FAX</u>	<u>EMAIL</u>
RYAN MICKENS	GDOT-ROADWAY design	404-631-1689	rmickens@dot.ga.gov
Harland Smith	GDOT (utilities)	706-741-3613	hasm.fl@dot.ga.gov
MIKE ENGLAND	GDOT D-3 Traffic	706-646-6676	menland@dot.ga.gov
BILL Rountree	GDOT Dist Recan	706-646-6987	
Bob Rychel	Middle Georgia Regional Commission	478-751-6160	RRYCHEL@MG-RC.org
Charles Holmes	Pulaski Co. Road Dept.	478-214-0656	None
Johnny D Gordon	City of Hawkinsville	478-783-9250	jd.gordon@comsouth.net
Jerry Murkerson	"	478-842-3240	jmurkerson@comsouth.net
Bob O'Rourke	GDOT	(706) 646-6968	
Brooks Bailey	Pulaski County	478-783-4154	pulaskico@comsouth.net
Brink Stokes	GDOT	(478)-988-7151	bstokes@dot.ga.gov



*PI 0007050 Pulaski County
SR 26 Bridge Replacement over the Ocmulgee River*

Meeting Minutes
December 12, 2011

ATTENDEES:

Shelley Berryhill – City of Hawkinsville, Council Chairman-- Shelley@gawebbservices.com (478) 783-4154
Brooks Bailey – Pulaski County, County Commissioner – pulaskico@comsouth.net (478) 892-3240
Jerry Murkerson- City of Hawkinsville, City Administrator- jmurkerson@comsouth.net (478) 783-4154
Clinton B. Ford – GDOT/OPD, Project Manager – cford@dot.ga.gov (678) 343-0929
Gerald Ross– GDOT, Chief Engineer – gross@dot.ga.gov (404) 631-1004
Andy Casey--GDOT, State Roadway Design Engineer-- acasey@dot.ga.gov (404) 631-1700
Michael Haithcock—GDOT, Assistant Program Delivery Engineer-- mhaithcock@dot.ga.gov (404) 631-1562
Chad White—GDOT/OPD, Project Manager— cwhite@dot.ga.gov (404) 631-1546
Albert Welch—GDOT, Design Group Manager— awelch@dot.ga.gov (404) 631-1690
Keenan Ford—GDOT, Assistant Area Engineer-- kford@dot.ga.gov (478) 988-7151
Ken Robinson—GDOT, District Construction [Engineer—krobinson@dot.ga.gov](mailto:krobinson@dot.ga.gov) (706) 646-6911

Purpose: Pulaski – PI 0007050 Meet with Local Representatives about Project Alternative Designs

- Clinton Ford opened the meeting at approximately 9:15 a.m. with a brief over view of the project and project history. Clinton further advised the local representatives that the Department heard the concerns of the residence at the PIOH about the single bridge alternative and felt this meeting was necessary so the community's leaders could have a discussion with the Departments leaders. Clinton then asked for the locals to express their concerns with the single bridge alternative.
- Shelley Berryhill, the Chairman of the Hawkinsville City Council, expressed that the citizens of Hawkinsville wanted both bridges to be replaced. He further expressed that the single bridge alternate would have a negative impact on the economy in the city on Commerce Street and on traffic on Broad Street. He also added that the Department of Economic Development advised the city that a single bridge would definitely impact the city's economy.
- Brooks Bailey, the County Commissioner, advised he did not have great concerns with the single bridge alternate. He felt the single bridge alternative could work. He stated he understood the economic crisis the Department and the State of Georgia is currently facing. He further added he also understood the concerns of the community, but still felt the single bridge alternative could still work.
- Gerald Ross, Chief Engineer, expressed why the single bridge alternative was necessary. He explained that the economy has impacted the Department in several ways. Not only did the Department not have the funds to replace both bridges, it was a challenge for the Department to maintenance the bridges. He advised that the Department has cut our bridge inspection staff due to the economy and it is currently a challenge to inspect all the bridges across the state. He further explained that the single four lane bridge helps with the aforementioned challenges. Thus the single Bridge alternate makes good business sense. Mr. Ross expressed if the Department moved forward with just replacing only one of the parallel bridges (eastbound) now with a two lane bridge. In a few years when the westbound bridge would need to be replaced, he feared that funding may not be available for this replacement.
- Andy Casey, State Roadway Design Engineer, and Albert Welch, Design Group Leader, explained that a third Alternative was developed after evaluating the comments from the PIOH held on November 3, 2011.

- Alternate 1 demolished both existing bridges and replace with a single bridge tying into Broad Street (preferred)
- Alternate 2 demolished both existing bridges and replace with two bridges tying into existing locations on Broad and Commerce Street.
- Alternate 3 demolished both existing bridges and replace with a single bridge tying into Commerce Street.

Open Discussion

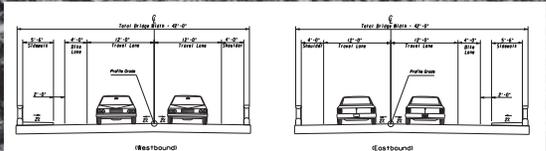
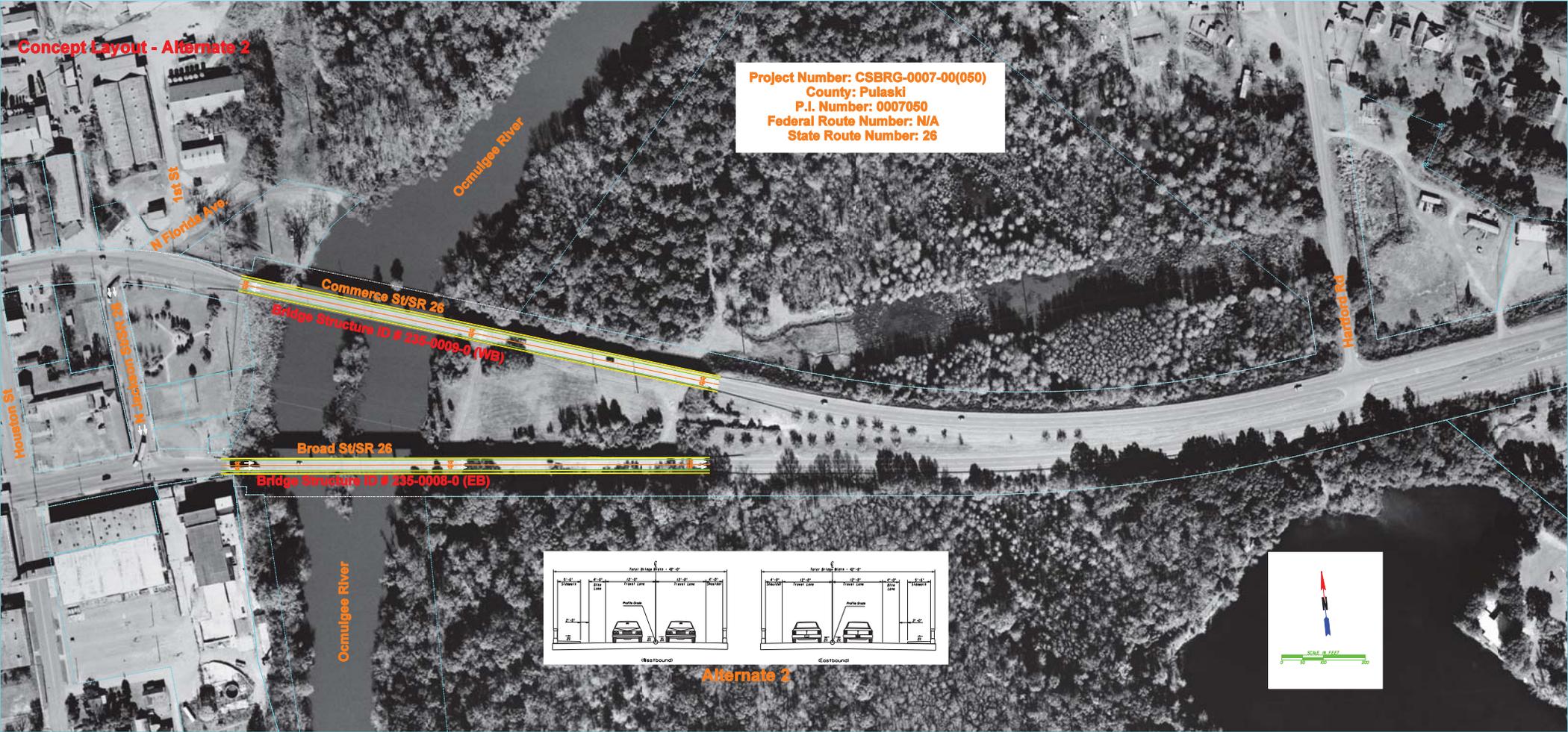
The layout for alternate 1 was reviewed by all in attendance. Commissioner Bailey asked if this alternate could be modified to allow all westbound traffic be directed to take a right on Florida Avenue north to Commerce Street, this would put all westbound traffic back on Commerce Street. Alternate 3 was then displayed to all in attendance. The Chairman Berryhill and the Commissioner Bailey both were receptive to this alternate. There was some concern expressed over the lane configuration at the intersection of Commerce Street and Florida Avenue. Albert Welch explained the constraints in this location with a park to the south and a boat ramp to the north. Chairman Berryhill added that if additional rights of way was needed from either the park or the boat ramp the city owned both and would be willing to sign a De minimis letter. Jerry Murkerson asked if bike lanes and sidewalks could be placed on the bridge. It was agreed that the replacement bridge would have sidewalks and bike lanes. The Chairman expressed concerns over the traffic impacts that alternate 3 would have on downtown Hawkinsville. It was agreed that the Department would evaluate the traffic impacts in the downtown area and report findings to chairman. It was also agreed that another PIOH would be scheduled once the traffic impact were evaluated for alternate 3. Clinton ended the meeting asking Chairman Berryhill and Commissioner Bailey to support the single bridge alternative in the community. The meeting was adjourned.

Action Items

- The Department will evaluate traffic impact at the intersections in downtown Hawkinsville
- The Department will schedule another PIOH once traffic impacts are evaluated.

Concept Layout - Alternate 2

Project Number: CSBRG-0007-00(050)
County: Pulaski
P.I. Number: 0007050
Federal Route Number: N/A
State Route Number: 26



Alternate 2

NEPA

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 0007050 OFFICE: Environmental Services
DATE: November 8, 2011
FROM: Glenn Bowman, P.E., State Environmental Administrator
TO: Distribution Below
SUBJECT: PUBLIC INFORMATION OPEN HOUSE SYNOPSIS

PROJECT No. & COUNTY: CSBRG-0007-00(050), Pulaski

PROJECT DESCRIPTION: This project consists of addressing the structural conditions of the eastbound and westbound bridge structures over the Ocmulgee River. The project begins at milepost 8.55 and ends at mile post 9.16 and is approximately 0.61 miles in length. Two alternatives are under consideration:

Alternative 1: This alternate proposes the removal and reconstruction of the Broad Street (Eastbound) bridge. The proposed bridge structure will be widened to the north to provide four 12' travel lanes and two 5.5' sidewalks with 2' gutters, in order to accommodate both eastbound and westbound traffic. During construction, traffic will be maintained on the existing Commerce Street (Westbound) bridge, to provide one travel lane in each direction. Upon completion of the new structure, all traffic will be shifted to the new bridge and the existing Commerce Street (Westbound) bridge will be demolished and taken off system.

Alternative 2: This alternate proposes the removal and reconstruction of both the Eastbound and Westbound bridges. The two new proposed structures will be rebuilt in their existing locations as much as possible. Each structure will consist of two 12' travel lanes, one 5.5' sidewalk with a 2' gutter and a 4' inside shoulder. During construction of the Broad Street (Eastbound) bridge, traffic will be shifted to the Commerce Street (Westbound) bridge, to provide one travel lane in each direction. During construction of the Commerce Street (Westbound) bridge, traffic will be shifted to the new Broad Street (Eastbound) bridge, to provide one travel lane in each direction. Upon completion of both bridges, traffic will be returned to its normal configuration.

DATE: November 3, 2011

NUMBER IN ATTENDANCE: 40

FOR: 11

CONDITIONAL: 2

UNCOMMITTED: 0

AGAINST: 1

FAVORS ALTERNATIVE 1: 0

FAVORS ALTERNATIVE 2: 14

OFFICIALS IN ATTENDANCE: Jerry Murkerson, Hawkinsville City Manager
Brooks Bailey, Pulaski Sole Commissioner

ADDITIONAL COMMENTS: The public is concerned about the economic impact associated with closing the Commerce Street Bridge.

Additionally, the public is concerned that having one bridge would be unsafe during a natural disaster such as a flood.

PREPARED BY: Sam Pugh

TELEPHONE No.: (404) 631-1167

cc: Russell McMurry, P.E.
David Millen
Clinton Ford
Albert "Butch" Welch
Bill Roundtree
Jack Reed

HIGHWAY SAFETY MANUAL (HSM) ANALYSIS for CONCEPT REPORTS

This Concept Report includes an HSM predicted average crash frequency analysis for the design year ADT using the Manual’s Predictive Method. The HSM uses AADT with the Predictive Method while this analysis uses ADT since AADT is typically not available for GDOT Projects. The Predictive Method analysis is based on Safety Performance Functions (SPF) for individual roadway segments and intersections that provide the crash frequency. The HSM often provides information on crash frequency distribution by collision type and severity. Some SPFs include HSM Crash Modification Factors (CMF) that adjust the SPF crash frequency to account for difference between HSM base conditions and project specific conditions such as geometric design features. The HSM includes local calibration factors to further refine predictive average crash frequency. These local factors have not yet been developed by GDOT.

Project Segment and Intersection Types Analyzed

Segment				Intersection	
ID #	Type	Sta. Begin	Sta. End	ID #	Type
1	4-Lane Divided Rural	16+62.00	28+37.00		Choose an item.

Summary of RESULTS

Alternate #2 for this project is approximately 0.61 miles in length and consists of 1 segment. No intersections were analyzed because the current traffic projections only take into account the traffic along the SR 26 corridor. The Highway Safety Manual proposed condition analysis predicts for the design year of 2036, a total of 0.747 crashes for this roadway segment. The Highway Safety Manual base condition analysis predicts for the design year of 2036, a total of 0.770 crashes for the roadway segments.

The predicted crash frequency is slightly lower in the proposed roadway segment versus the HSM base condition roadway segment due to the CMF for median width. This segment was analyzed as a 4-lane rural divided because it consists of two separated bridge structures, each with two lanes, that accommodate one-way traffic in opposite directions. The minimum distance between these bridge structures is above the maximum width set aside by the HSM for median width. Also, the bridges will contain lighting and the base CMF for lighting is none.

HSM Predictive Method for Rural Multi-Lane (4-Lane) Divided Roadway Segments

Segment			Roadway Segment Base Crash Frequency – Excluding Vehicle and Pedestrian/Bicycle (crashes/year)	Lane Width (base cond. = 12-ft)	Right Shoulder Width (base cond. = 8-ft or more)	Median Width (base cond. = 30-ft)	Lighting (base cond. = none)	Automated Speed Enforcement (base cond. = none)	Total Predicted Average Crash Frequency for Roadway Segment (crashes/year)
ID #	Length (miles)	Analysis Condition	$N_{spf\ rd}$	CMF_{1rd}	CMF_{2rd}	CMF_{3rd}	CMF_{4rd}	CMF_{5rd}	$N_{predicted\ rs}$
1	0.22	Base	0.770	1.0	1.0	1.0	1.0	1.0	0.770
		Proposed	0.770	1.0	1.13	0.94	0.91	1.0	0.747
		Base		1.0	1.0	1.0	1.0	1.0	0.105
		Proposed		1.0	1.0	1.0	1.0	1.0	0.107
		Base		1.0	1.0	1.0	1.0	1.0	0.105
		Proposed		1.0	1.0	1.0	1.0	1.0	0.105
		Base		1.0	1.0	1.0	1.0	1.0	0.140
		Proposed		1.0	1.0	1.0	1.0	1.0	0.139
		Base		1.0	1.0	1.0	1.0	1.0	0.105
		Proposed		1.0	1.0	1.0	1.0	1.0	0.102
		Base		1.0	1.0	1.0	1.0	1.0	0.175
		Proposed		1.0	1.0	1.0	1.0	1.0	0.170
		Base		1.0	1.0	1.0	1.0	1.0	
		Proposed							
Total		Base	0.770						0.770
		Proposed	0.770						0.747