

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. # 0007158 **OFFICE** Design Policy & Support  
CSBRG-0007-00(158)  
Banks County  
GDOT District 1 - Gainesville **DATE** March 12, 2013  
SR 63 @ Middle Fork Broad River

**FROM**  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  
Glenn Bowman, State Environmental Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Ben Rabun, State Bridge Engineer  
Kathy Zahul, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Mike Bolden, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
Andy Casey, State Roadway Design Engineer  
Attn: Albert (Butch) Welch, Design Group Manager  
Bayne Smith, District Engineer  
Brent Cook, District Preconstruction Engineer  
Neil Kantner, District Utilities Engineer  
Suzanne Dunn, Project Manager  
BOARD MEMBER - 9th Congressional District

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

Project Type: Bridge Replacement  
 GDOT District: 1  
 Federal Route Number: N/A

P.I. Number: 0007158  
 County: Banks  
 State Route Number: SR63

The project is located 9 miles Northeast of Homer and consists of the reconstruction of the bridge over Middle Fork Broad River on SR 63. The bridge is proposed to be reconstructed at the current location, elevation, and roadway centerline.

**Submitted for approval:**

C. Andy Coney  
 State Roadway Design Engineer  
[Signature]  
 State Program Delivery Engineer  
Suzanne Dunn  
 GDOT Project Manager

~~1/10/13~~ 1/10/13  
 DATE  
 1/25/13  
 DATE  
 1/18/13  
 DATE

**Recommendation for approval:**

Program Control Administrator \* T.J.  
GLENN BOWMAN  
 State Environmental Administrator \* T.J.  
LISA MYERS  
 Project Review Engineer \* T.J.  
PATRICK ALLEN  
 State Utilities Engineer  
 District Engineer \* T.J.  
BEN RABUN  
 State Bridge Design Engineer  
 State Transportation Financial Management Administrator

DATE 2/27/2013  
 DATE 2/5/2013  
 DATE 2/18/2013  
 DATE  
 DATE 2/17/2013  
 DATE  
 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).

Cynthia A. Vande  
 State Transportation Planning Administrator

2-4-13  
 DATE

STIP says:

UTL - \$253,897  
 CST - \$5,655,640  
 PE - matches concept

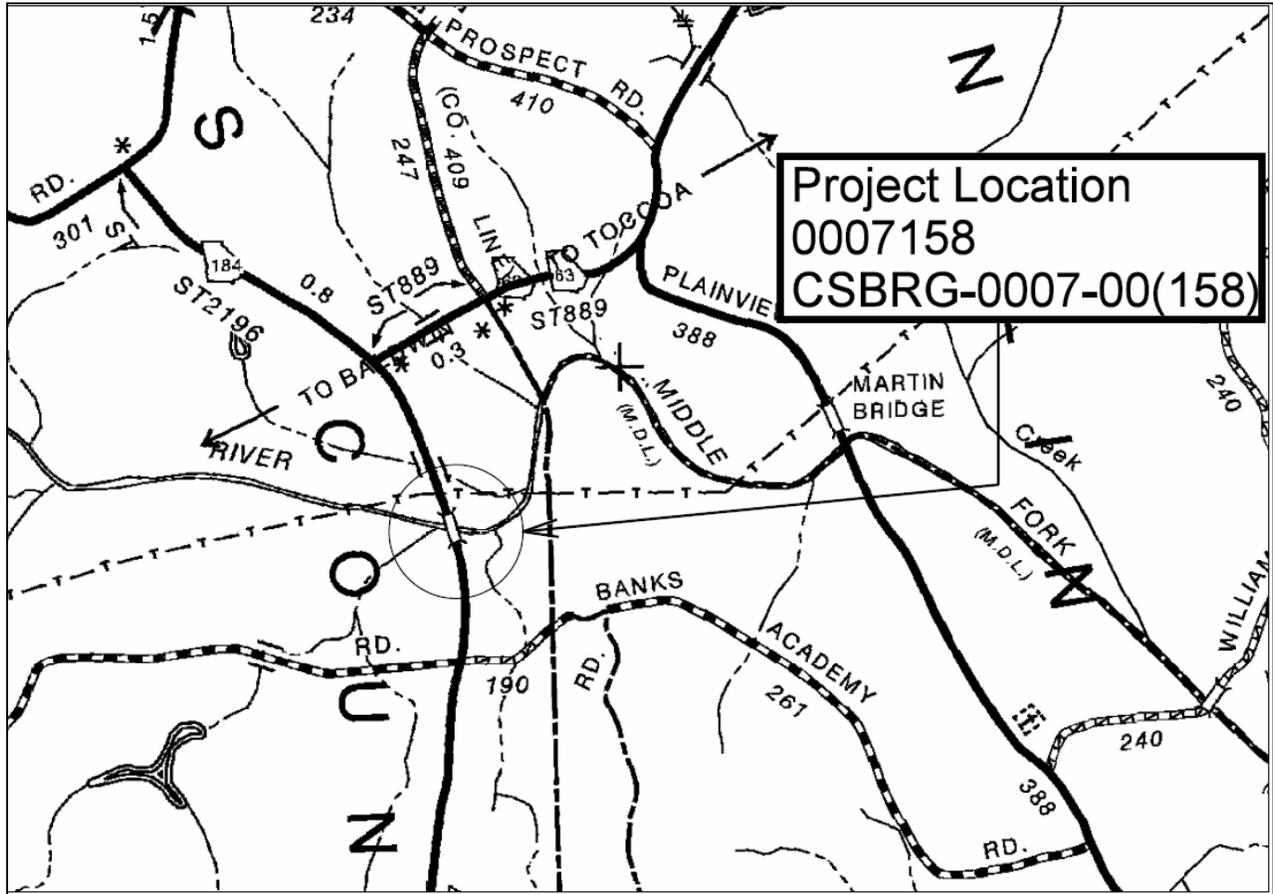
Concept says:

UTL - \$36,000  
 CST - \$2,071,275

\* RECOMMENDATIONS ON FILE

KGW

### PROJECT LOCATION



## PLANNING & BACKGROUND DATA

This bridge (Structure ID 011-0039-0; SR 63 over Middle Fork Broad River) was built in 1962. The bridge consists of eight spans of Reinforced Concrete Deck Girders on concrete caps and pile bents. The bridge was designed using truck configurations that weigh less than the current legal state truck weights. This bridge is currently posted. The overall condition of this bridge would be classified as satisfactory; with the beams and caps exhibiting minor cracking. No rehabilitation work performed on the deck would improve this bridge in so far as the posting of the structure is concerned. Therefore due to the structural integrity and based on the design, replacement of this bridge is recommended. The bridge's sufficiency rating is 55.

**Description of the proposed project:** The project is located 9 miles Northeast of Homer and consists of .4 miles of reconstruction of the bridge and approaches over Middle Fork Broad River on SR 63. Proposed is a new 304 foot long by 43 foot wide concrete bridge over Middle Fork Broad River that will be reconstructed at the current location, elevation, and roadway centerline.

**Federal Oversight:**  Full Oversight  Exempt  State Funded  Other

**MPO:**  N/A  MPO - Choose  
MPO Project TIP #

**Regional Commission:**  N/A  RC – Georgia Mountains RC

**Congressional District(s):** 9

**Projected Traffic:** Choose

Current Year (2010): 1500

Open Year (2017): 1800

Design Year (2037): 2950

**Functional Classification (Mainline):** Rural Major Collector

**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:** No issues

**Context Sensitive Solutions:** N/A

## DESIGN AND STRUCTURAL DATA

### Mainline Design Features:

Roadway Name/Identification: SR63 – Rural Major Collector

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	2	N/A	2
- Lane Width(s)	12-ft	12-ft	12-ft
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type	6-ft unpaved	10-ft (2-ft paved 8-ft unpaved)	10-ft (2-ft paved 8-ft unpaved)
- Outside Shoulder Slope	unknown	6%	Match existing
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	55 MPH		55 MPH
Design Speed	unknown	55 MPH	55 MPH
Min Horizontal Curve Radius	unknown	1060-ft	Match existing
Superelevation Rate	unknown	6%	Match existing
Grade	0.5%(on bridge)	8%	0.5% (on bridge)
Access Control	Permit	Permit	Permit
Right-of-Way Width	200-ft	Varies	200-ft
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	Unknown	WB-50	WB-50

### Major Structures:

Structure	Existing	Proposed
ID 011-0039-0	304-ft long by 30-ft wide concrete beam bridge. Bridge currently posted.	304-ft long by 43-ft wide concrete beam bridge. Two 12-ft lanes with 8-ft shoulders. Design for HS-20 loading.

Major Interchanges/Intersections: N/A

Utility Involvements: Georgia Power Transmission – High tension line and tower. Runs perpendicular to project, 100-ft north of existing bridge

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

SUE Required:  YES  NO

### Right-of-Way:

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

Location and Design approval:  Not Required  Required

Off-site Detours Anticipated:  NO  YES  Undetermined

See attachment 2

**Transportation Management Plan Anticipated:**  YES  NO  
 All traffic control will be covered under Special Provision 150

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:**

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

**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	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Safety Edge	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

**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

**Environmental Permits/Variations/Commitments/Coordination anticipated:**

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There will be unavoidable stream/wetland impacts
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Possible- pending design
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Presumed per required disturbance
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Crossing mapped 100-year floodplain
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	One present , but will not be impacted
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Is a PAR required?  NO  YES  Completed – Date:

**NEPA/GEPA:** Categorical Exclusion. Historic farmstead represents a 4f resource, but significant impacts are not anticipated.

**Ecology:** The Ecological Resources Survey Report is under preparation. No protected terrestrial species found. Habitat is available for sandbar shiner and yellow lamp mussel, but results of survey are still pending. No other seasonal surveys are necessary. Migratory bird nests are present under the existing bridge, but bat roosts were not found. Jurisdictional wetlands and streams are present, but impact estimates are pending design. Indiana bat habitat is present within project corridor and an acoustic survey and possible netting is recommended.

**History:** The Historic Resources Survey Report is under preparation. There is one potentially historic farmstead property along the southeast quadrant of the project area, SHPO concurrence is pending, but disturbance of eligible structures is not anticipated.

**Archeology:** There is a cemetery present within the vicinity, but it will not be affected by the project. The Archeological survey is awaiting design layout drawings before proceeding.

**Air & Noise:** The project area is not located in non-attainment areas for PM 2.5 or ozone. This is not a capacity increasing project either. Simple reporting is anticipated and therefore no mitigation is anticipated.

**Public Involvement:** a Detour PIOH is required. No other particular stakeholders identified yet (such as EJ communities), but local Fire dept., Sheriff and Schools were included in early coordination letters.

**Major stakeholders:** Traveling public and adjacent property owners.

## CONSTRUCTION

**Issues potentially affecting constructability/construction schedule:** An off-site detour is proposed for this project as it will reduce the construction time and total cost. Accelerated bridge construction will be considered to reduce roadway closure time.

SR63 is one of four North/South corridors between I-85 and Toccoa, GA allowing for several detour options for local and through traffic. The State Route to State Route detour options from the point of road closure are described below (see attachment 3).

Eastern Detour (BLUE Route): The proposed eastern detour begins at the junction of SR63 and SR198 and proceeds east along SR198 for 7.8 miles to SR59, continuing east along SR59 for 1.8 miles to the junction of SR320 and SR59. Then, the proposed detour heads north along SR320 for 10.1 miles to the junction of SR63 and SR320. Finally, the proposed eastern detour heads south along SR63 to terminate at the SR184/SR63 junction for a total of 24 miles.

Western Detour (RED Route): The proposed western detour begins at the junction of SR63 and SR198 and proceeds west along SR198 for 8.3 miles to US441/SR15. Then, the proposed detour heads north along US441/SR15 for 2.8 miles to the junction of US441/SR15 and SR105. The proposed western detour continues along SR105 for 8.4 miles to the junction of SR105 and SR184. Finally, the detour heads south along SR184 for 2.5 miles to terminate at the SR184/SR63 junction for a total of 22 miles.

Motorists traveling north and south on I-85 will be provided a series of advanced warning signs of the road closure at: A) exit 149, B) exit 150, C) exit 160, and D) exit 166 along I-85. Additionally, motorists traveling along State Routes east and west of I-85 will be provided with advanced warning signs at the road junctions of: 1) SR51 & US441/SR15, 2) SR51 & SR63, 3) SR198 & SR63, 4) SR63 & SR184, 5) SR105 & SR184, 6) SR63, SR320, & SR106, and 7) SR184 & US123/SR17/SR365. These signs will provide advanced notice of the road closure to warn local and through traffic of alternate routes that will significantly decrease the length of the detour route and travel time.

**Early Completion Incentives recommended for consideration:**  NO  YES

## PROJECT RESPONSIBILITIES

### Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT - Office of Roadway Design
Design	GDOT - Office of Roadway Design
Right-of-Way Acquisition	N/A
Utility Relocation	Utility Owners
Letting to Contract	GDOT - Bidding Admin Office
Construction Supervision	GDOT – District 1 Construction
Providing Material Pits	Contractor
Providing Detours	GDOT – District 1 Construction
Environmental Studies, Documents, & Permits	Mulkey Engineering
Environmental Mitigation	GDOT – Environmental Services

Construction Inspection & Materials Testing	GDOT – Materials & Research Office
<b>Lighting required:</b>	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES

**Initial Concept Meeting:** Held 9-13-2012 meeting minutes attached.

**Other coordination to date:** Scoping meeting held 11/21/11 and Environmental Kick-off meeting held 4/11/12 - See attached Meeting minutes

**Other projects in the area:** 1) PI# 0007156 SR98 @ Hickory Level Creek, Bridge Replacement;  
 2) PI# 0007157, SR33 @ Groove Creek, 6.5-mi West of Homer, Bridge Replacement.

**Project Cost Estimate and Funding Responsibilities:**

	Breakdown of PE	ROW	Utility (Reimbursable)	CST* <sup>1</sup>	Environmental Mitigation	Total Cost
By Whom	Stat/Federal			State/Federal		
\$ Amount	\$417,995	N/A	\$36,000	\$ 2,105,667	TBD	\$2,559,662
Date of Estimate	5/6/2009		8/16/2012	3/1/2013		

\*CST Cost includes: Engineering and Inspection

<sup>1</sup> CST cost does not include Liquid AC adjustments due to both an offsite detour and the option of Accelerated Bridge Construction methods which will limit construction duration to less than 12 months

**ALTERNATIVES DISCUSSION**

**Alternative selection**

<b>Preferred Alternative:</b> Replace the existing bridge at the existing location and elevation using a offsite detour			
<b>Estimated Property Impacts:</b>	<b>none</b>	<b>Estimated Total Cost:</b>	<b>\$2,559,662</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>12 months</b>
<b>Rationale:</b> This Alternate has the fastest construction time of the build alternates and the least potential ROW, Environmental and Utility impacts. It is also the least costly of the build alternates			

<b>Alternative 1:</b> Replace the existing bridge at the existing location and elevation using a on-site detour			
<b>Estimated Property Impacts:</b>	<b>Unknown</b>	<b>Estimated Total Cost:</b>	<b>\$3,473,600</b>
<b>Estimated ROW Cost:</b>	<b>TBD</b>	<b>Estimated CST Time:</b>	<b>18 to 24 months</b>
<b>Rationale:</b> Potentially costly impacts to existing utility (GA Power Transmission tower); Additional environmental and ROW impacts (extra stream buffer and potential ROW needed for detour bridge); Longer construction time			

<b>No-Build Alternative:</b>			
<b>Estimated Property Impacts:</b>	<b>none</b>	<b>Estimated Total Cost:</b>	<b>\$0.00</b>
<b>Estimated ROW Cost:</b>	<b>\$ 0.00</b>	<b>Estimated CST Time:</b>	<b>none</b>
<b>Rationale:</b> Does not meet project justification as the structural integrity of the bridge is insufficient.			

**Comments:**

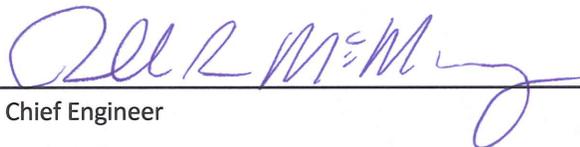
HSM - GDOT Office of Roadway Design policy directs that Highway Safety Manual (HSM) analysis is not accomplished for bridge replacement projects with 0.5-mile or less of roadway construction on each bridge approach. This project has less than 0.5-mile of roadway construction proposed on each approach thus a HSM analysis is not included.

**Attachments:**

1. Concept Layout
2. Typical Section
3. Detour Map
4. Detailed Cost Estimates:
  - a. Construction including Engineering and Inspection
  - b. Utilities
5. Traffic Counts
6. Bridge Inventory Sheets
7. Meeting Minutes:
  - a. Scoping Meeting
  - b. Environmental Kick-off Meeting
  - c. Concept Team Meeting

**APPROVALS**

Concur: \_\_\_\_\_ N/A \_\_\_\_\_  
Director of Engineering

Approve: \_\_\_\_\_  \_\_\_\_\_  
Chief Engineer

\_\_\_\_\_ 3/8/13 \_\_\_\_\_  
Date



184

TO TOCCOA

END PROJECT  
STA 119+14

BOX CULVERT #2  
9X9 CONCRETE  
STA 115+54

END BRIDGE  
STA 108+53

BOX CULVERT #1  
10X12 CONCRETE  
STA 102+98

7158 SR 63 OVER MIDDLE FORK BROAD RIVER

BEGIN BRIDGE  
STA 105+50

END PROJECT  
STA 119+14

BOX CULVERT  
10X12 CONCI  
STA 102+98

BEGIN PROJECT  
STA 100+00

END BRIDGE  
STA 108+53

BEGIN PROJECT  
STA 100+00

TO HOMER

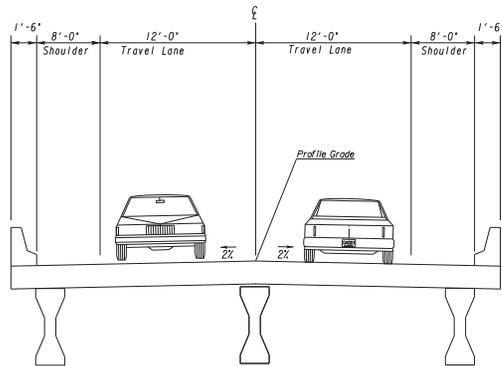
TO HOMER

W Rd

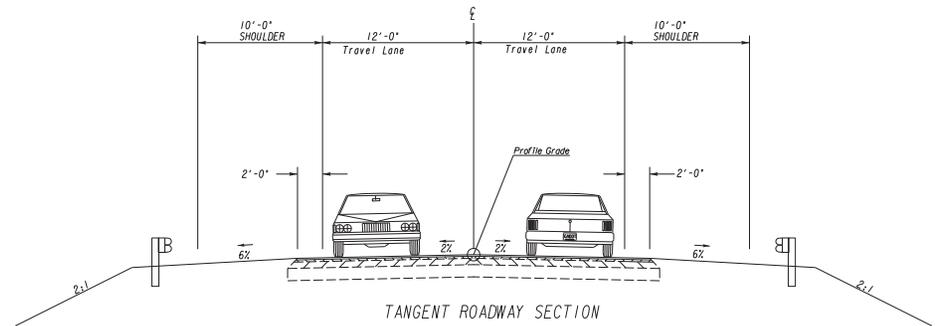
Co Rd 490

County Line Rd

County Rd



TANGENT BRIDGE SECTION



TANGENT ROADWAY SECTION

**GEORGIA**  
DEPARTMENT  
OF  
TRANSPORTATION

NOT TO SCALE

REVISION DATES


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

SR 63 @ MIDDLE FORK  
BROAD RIVER 0007158

DRAWING NO.  
**05-0001**

SR3 over Middle Fork Broad River  
Replacement and associated roadway improvements  
CSBRG-0007-(158)

DATE : 3/1/2012  
PAGE : 1

COST GROUPS FOR JOB 0007158

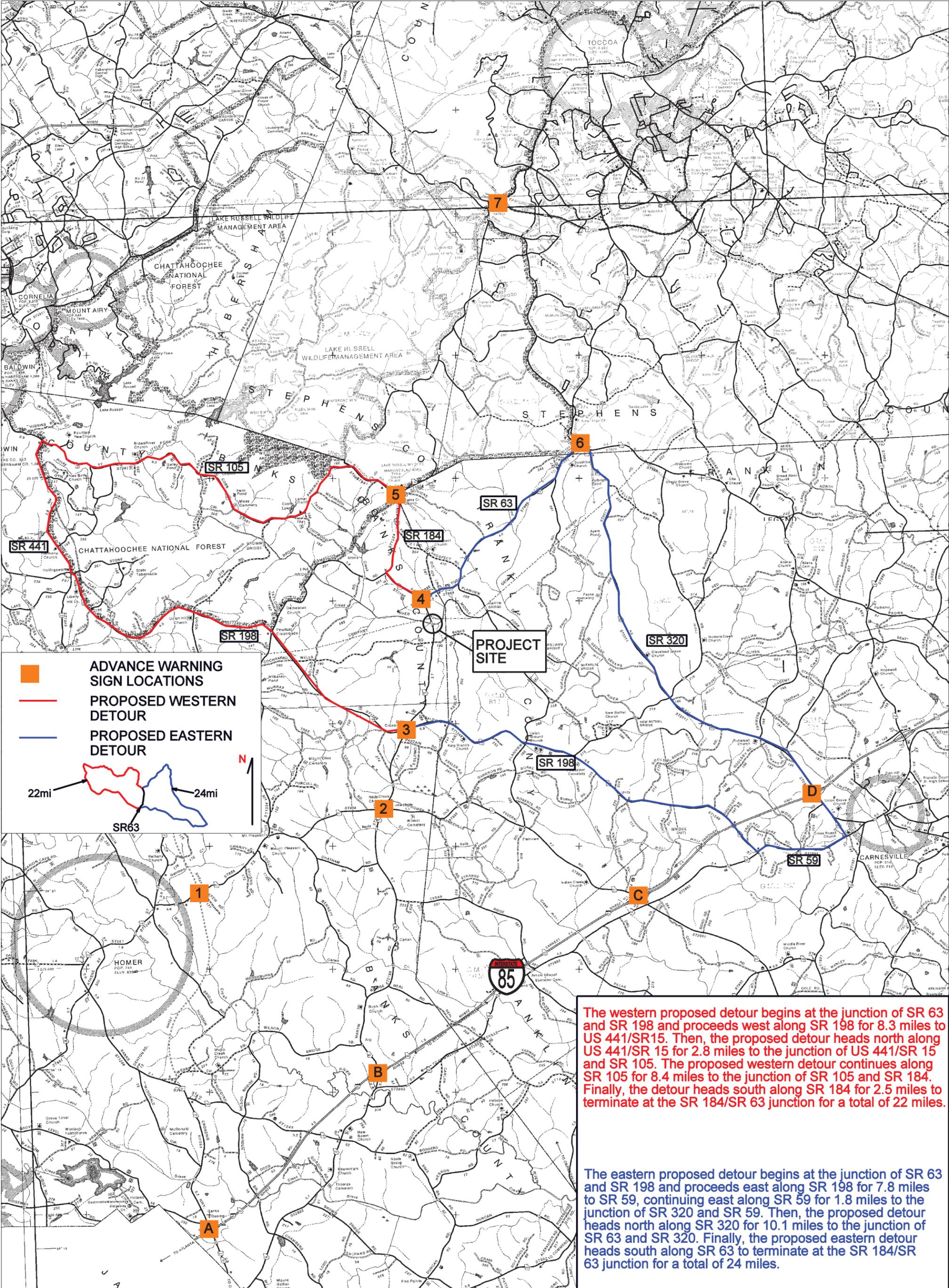
COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
STRO	STRUCTURES, OTHER (LS)	13072.000	91.15192	1191537.90	Y
ERTHLS	EARTHWORK (LS)	1.000	250000.00000	250000.00	Y
RMVL	REMOVALS (LS)	1.000	100000.00000	100000.00	Y
DRNGPCTO	DRAINAGE (PERCENT OF JOB)	16431.254	6.00000	98587.53	Y
UDEF	SIGNING AND MARKING (LUMP SUM)	1.000	3000.00000	3000.00	Y
ACTIVE COST GROUP TOTAL				1643125.43	
INFLATED COST GROUP TOTAL				1643125.43	

ITEMS FOR JOB 0007158

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0004	433-1000		SY	REINF CONC APPROACH SLAB	96.000	131.52	12626.18
0005	150-1000		LS	TRAFFIC CONTROL - TRAFFIC CONTROL	1.000	100000.00	100000.00
0008	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	841.000	64.28	54059.88
0009	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	281.000	72.80	20458.27
0014	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	374.000	71.34	26682.18
0018	413-1000		GL	BITUM TACK COAT	408.000	2.87	1174.43
0019	310-5120		SY	GR AGGR BS CRS 12IN INCL MATL	1861.000	19.98	37192.92
0020	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	2.000	591.19	1182.38
0021	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	2.000	1820.62	3641.25
0022	641-1100		LF	GUARDRAIL, TP T	56.000	68.74	3849.48
0023	641-1200		LF	GUARDRAIL, TP W	144.000	19.14	2757.23
0028	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	77815.22	77815.23
0033	716-1000		SY	EROSION CONTROL MATS,WATERWAYS	237.000	1.82	431.34
0038	716-2000		SY	EROSION CONTROL MATS, SLOPES	2212.000	1.09	2411.08
0043	603-2018		SY	STN DUMPED RIP RAP, TP 1, 18"	281.000	49.93	14030.33
0048	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	1106.000	2.94	3251.64
0053	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	1106.000	0.64	707.84
ITEM TOTAL							362271.66
INFLATED ITEM TOTAL							362271.66

TOTALS FOR JOB 0007158

ESTIMATED COST:	2005397.09
E&I (5.0):	100269.85
ESTIMATED TOTAL:	2105666.94



**ADVANCE WARNING SIGN LOCATIONS**

**PROPOSED WESTERN DETOUR**

**PROPOSED EASTERN DETOUR**

22mi

24mi

SR63

The western proposed detour begins at the junction of SR 63 and SR 198 and proceeds west along SR 198 for 8.3 miles to US 441/SR15. Then, the proposed detour heads north along US 441/SR 15 for 2.8 miles to the junction of US 441/SR 15 and SR 105. The proposed western detour continues along SR 105 for 8.4 miles to the junction of SR 105 and SR 184. Finally, the detour heads south along SR 184 for 2.5 miles to terminate at the SR 184/SR 63 junction for a total of 22 miles.

The eastern proposed detour begins at the junction of SR 63 and SR 198 and proceeds east along SR 198 for 7.8 miles to SR 59, continuing east along SR 59 for 1.8 miles to the junction of SR 320 and SR 59. Then, the proposed detour heads north along SR 320 for 10.1 miles to the junction of SR 63 and SR 320. Finally, the proposed eastern detour heads south along SR 63 to terminate at the SR 184/SR 63 junction for a total of 24 miles.

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

**FILE** CSBRG-0007-00(158) Banks OFFICE Gainesville  
P.I. No. 0007158  
SR 63 @ Middle Fork Broad River DATE August 15, 2012

**FROM** Jason Dykes  
Assistant District Utilities Engineer

**TO** Suzanne Dunn, Project Manager

**SUBJECT** PRELIMINARY REIMBURSABLE UTILITY COST ESTIMATE

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

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Banks County Water	\$ 96,000.00	\$ 0.00
Jackson EMC	\$ 72,000.00	\$ 36,000.00
Windstream Communications	\$ 18,400.00	\$ 0.00
<b>Total:</b>	<b>\$ 186,400.00</b>	<b>\$ 36,000.00</b>

Please note that there is a Georgia Power Transmission 500 kV Structure in close proximity to the project limits. The cost to relocate this structure would be significant. Please adjust the roadway plans as necessary to avoid conflict with this facility.  
If you have any questions, please contact Jason Dykes at 770-532-5510.

JAD

**C:** Jeff Baker, State Utilities Engineer  
Harold Mull, Assistant District Construction Engineer  
File

# NO BUILD ADT = BUILD ADT

## Department of Transportation

### State of Georgia

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#### INTERDEPARTMENT CORRESPONDENCE

**FILE** CSBRG-0007-00(158), Banks County **OFFICE** Planning  
P.I. # 0007158 **DATE** November 4, 2011

**FROM** Cindy VanDyke, State Transportation Planning Administrator

**TO** Bobby Hilliard, P.E., State Program Delivery Engineer  
**Attention:** Suzanne Dunn

**SUBJECT** Traffic Assignment for SR 63 @ MIDDLE FORK BROAD RIVER.

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

**TC # 0225**  
2010 ADT = 1500  
2017 ADT = 1800  
2037 ADT = 2950  
2010 DHV = 135  
2017 DHV = 165  
2037 DHV = 265  
K = 9%  
D = 60%  
T. = 10%  
S.U. T = 6%  
COMB. T = 4%  
24 HOUR T = 11%  
S.U. = 7%  
COMB. = 4%

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

# Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:011-0039-0		Banks	SUFF. RATING: 55.03		
<b>Location &amp; Geography</b>			<b>Signs &amp; Attachments</b>		
Structure ID:	011-0039-0	*104 Highway System:	0	225 Expansion Joint Type:	02
200 Bridge Information:	06	*26 Functional Classification:	07	242 Deck Drains:	1
*6A Feature Int:	MIDDLE FORK BROAD RIVER	*204 Federal Route Type:	S No: 02196	243 Parapet Location:	0
*6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0
*7A Route No Carried:	SR00063	*110 Truck Route:	0	Width:	0
*7B Facility Carried:	SR 63	2006 School Bus Route:	1	238 Curb Height:	1
9 Location:	9.4 MI NE OF HOMER	217 Benchmark Elevation:	0000.00	Curb Material:	1
2 Dot District:	1	218 Datum:	0	239 Handrail:	1 1
207 Year Photo:	2011	*19 Bypass Length:	07	*240 Medium Barrier Rail:	0
*91 Inspection Frequency:	24 Date: 08/30/2011	*20 Toll:	3	241 Bridge Median Height:	0
92A Fract Crit Insp Freq:	0 Date: 02/01/1901	*21 Maintenance:	01	* Bridge Median Width:	0
92B Underwater Insp Freq:	0 Date: 02/01/1901	*22 Owner:	01	230 Guardrail Loc. Dir. Rear:	3
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	2	Fwd:	3
*4 Place Code:	00000	37 Historical Significance:	5	Oppo. Dir. Rear:	0
*5 Inventory Route(O/U):	1	205 Congressional District:	10	Oppo. Fwd:	0
Type:	3	27 Year Constructed:	1962	244 Approach Slab:	3
Designation:	1	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	00063	33 Bridge Medium:	0	233 Posted Speed Limit:	55
Direction:	0	34 Skew:	25	236 Warning Sign:	1.00
*16 Latitude:	34 25.4632 HMMS Prefix:SR	35 Structure Flared:	0	234 Delineator:	1.00
*17 Longitude:	83 -23.2532 HMMS Suffix:00 MP:9.81	38 Navigation Control:	0	235 Hazzard Boards:	1
98 Border Bridge:	000%Shared:00	213 Special Steel Design:	0	237 Utilities Gas:	00
99 ID Number:	0000000000000000	267 Type of Paint:	2	Water:	00
*100 STRAINNET:	0	*42 Type of Service On:	1	Electric:	00
12 Base Highway Network:	1	Type of Service Under:	5	Telephone:	00
13A IRS Inventory Route:	111006300	214 Movable Bridge:	0	Sewer:	00
13B Sub Inventory Route:	0	203 Type Bridge:	E	247 Lighting Street:	0
101 parallel Structure:	N	259 Pile Encasement:	2	Navigation:	0
*102 Direction of Traffic:	2	*43 Structure Type Main:	1 04	Aerial:	0
*264 Road Inventory Mile Post:	009.81	45 No.Spans Main:	008	*248 County Continuity No.:	00
*208 Inspection Area:	1 Initials: EFP	44 Structure Type Appr:	0 00		
Engineer's Initials:	cep	46 No Spans Appr:	0000		
* Location ID No:	011-00063D-009.81N	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		

# Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:011-0039-0

Programming Data		Measurements:		Inventory Data	
201 Project No:	S-2196 (2)	*29ADT	001490 Year:2010	65 Inventory Rating Method:	1
202 Plans Available:	4	109%Trucks:	11	63 Operating Rating Method:	1
249 Prop Proj No:	BRG-0007-00(158)	* 28 Lanes On:	02 Under:00	66 Inventory Type:	2 Rating: 19
250 Approval Status:	0000	210 No. Tracks On:	00 Under:00	64 Operating Type:	2 Rating: 19
251 PI Number:	0007158	* 48 Max. Span Length	0038	231Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	304	H-Modified:	21 1
260 Seismic No:	00000	51 Br. Rwdy. Width	23.90	HS-Modified:	21 0
75 Type Work:	00 0	52 Deck Width:	29.90	Type 3:	29 1
94 Bridge Imp. Cost:	\$850	* 47 Tot. Horiz. Cl:	24	Type 3s2:	29 0
95 Roadway Imp. Cost:	50	50 Curb / Sidewalk Width	2.00 / 2.00	Timber:	37 1
96 Total Imp Cost:	900	32 Approach Rdwy. Width	024	Piggyback:	39 0
76 Imp Length:	000000	*229 Shoulder Width:		261 H Inventory Rating:	15
97 Imp Year:	0000	Rear Lt:	5.00 Type:8 Rt:5.50	262 H Operating Rating	25
114Furnre ADT:	002235 Year:2030	Fwd Lt:	5.40 Type:8 Rt:5.60	67 Structural Evaluation:	4
<b>Hydraulic Data</b>		Permanent Width:		58 Deck Condition:	6
215Waterway Data:		Rear:	24.00 Type:8	59 Superstructure Condition:	6
High Water Elev:	0000.0 Year:1900	Intersaction Rear:	0 Fwd: 0	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	36Safety Features Br. Rail:	2	60A Substructure Condition:	6
Avg Streambed Elev:	0000.0	Transition:	2	60B Scour Condition:	7
Drainage Area:	00053	App. G. Rail:	2	60C Underwater Condition	N
Area of Opening:	001630	App. Rail End:	2	71 Waterway Adequacy:	9
113 Scour Critical	U	53 Minimum Cl. Over:	99' 99 "	61 Channel Protection Cond.:	7
216Water Depth:	2.3 Br.Height:19.5	Under:		68 Deck Geometry:	3
222Slope Protection:	1	*228 Minimum Vertical Cl		69 UnderClr. Horz/Vert:	N
221Slope Protection	0 Fwd:0	Act. Odm Dir.:	99' 99"	72 Appr. Alignment:	7
219Fender System	0	Oppo. Dir:	99' 99"	62 Culvert:	N
220Dolphin:	0	Posted Odm. Dir:	00' 00"	<b>Posting Data</b>	
223Current Cover:	000	Oppo. Dir:	00' 00"	70 Bridge Posting Required	4
Type:	0	55 Lateral Undercl. Rt:	N 0 0	41 Struct Open, Posted, CL:	P
No. Barrels:	0	56 Lateral Undercl. Lt:	0.00	* 103 Temporary Structure:	0
* Width:	0.00 Height:0.00	*10 Max Min Vert Cl:	99' 99" Dir:0	232 Posted Loads	
* Length:	0 Apron:0	39 Nav Vert Cl:	000 Horiz:0000	H-Modified:	21
265 U/W Insp Area	0 Diver.ZZZ	116 Nav Vert Cl Closed:	000	HS-Modified:	00
Location ID No:	011-00063D-009.81N	245 Deck Thickness Main Deck Thick Approach:	7.00	Type 3:	29
		246 Overlay Thickness:	0.00	Type 3s2:	00
		212 Year Last Painted:	Sup:0000Sub:1989	Timber:	37
				Piggyback	00
				253 Notification Date:	02/01/1901
				258 Fed Notify Date:	2/1/1901 12:00:00AM

## Meeting Minutes- Rev 1

**BY:** Suzanne Dunn  
**DATE:** November 21, 2011  
**SUBJECT:** Scoping Meeting for PI#0007156, 0007157 and 0007158, Banks County

### ATTENDEES:

Suzanne Dunn	Program Delivery	District One By Video:	
Russell McMurry	Engineering	Kim Coley	D1- Planning / Env. Services
Ken Thompson	State Location Bureau	Lisa Deaton	D1- Environmental Services
Jeff Fletcher	State Location Bureau	Robert Mahoney	D1- Preconstruction
Jan Hilliard	Roadway Design		
Tori Brinkley	Roadway Design		
Teresa Lannon	Roadway Design		
Albert Welch	Roadway Design		
Brent Story	Design Policy & Support		
Andy Casey	Roadway Design		
Darrell Richardson	Roadway Design		
Ben Rabun	Bridge Design		

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This meeting was being held to discuss the scoping of three bridges in Banks County, it was agreed to discuss each bridge individually.

### Bridge PI# 0007156:

- It was previously decided that Design will be performed in house. This bridge is assigned to Jan Hilliard's group.
- Design showed two potential detour options, one approximately 14 miles heading North and one approximately 13 miles heading south. Neither include dirt roads.
- The 2011 ADT is 1450.
- The existing road and bridge alignment is very straight, so it would be preferred not to build the replacement bridge offset from the existing as this would cause the new alignment to have a kink in it.
- Design will look at the impact of a detour on school buses and emergency vehicles.
- Survey stated that the project would require the standard bridge survey of 1000 feet each direction from the end of the existing bridge and 500 feet up and down stream.
- There is also a stream parallel to the NW side which will have to be considered.
- The current ROW budget is \$23,000, if an onsite temporary bridge is built the ROW budget will need to increase.
- District stated that parcels close to the bridge may have driveway access issues.
- Environmental Services plans to have the work completed by Task Order.
- Environmental stated that Ecology was probably their highest risk component.

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11/21/11  
Scoping Mtg./Banks Co. Bridges

- A public meeting would need to be held if a detour is used, otherwise no PIOH would be required.
- It appears from photographs and the Bridge Inventory Data Listing sheet that there are no utilities attached to the bridge. This will be confirmed with site visit.
- It was agreed that if a long detour is required, that it would be best to try to schedule the bridge closure to coincide with the school summer holiday as much as possible to minimize the impact on the school buses.

**Bridge PI# 0007157:**

- It was previously decided that Design will be performed in house. This bridge is assigned to Fletcher Miller's group.
- The design group was not represented at this meeting.
- Ben Rabun discussed the current condition of the bridge and the fact that there is no cost effective way to renovate a bridge of this type.
- The 2010 ADT is 1000.
- This bridge is located on a large sweeping curve, therefore a parallel alignment may be appropriate for this bridge. (To the west)
- No potential detour routes were discussed.
- An offsite detour will be investigated.
- There is a landfill located near this bridge, so it has truck traffic.
- Environmental Services plans to have the work completed by Task Order.

**Bridge PI# 0007158:**

- It was previously decided that Design will be performed in house. This bridge is assigned to Albert Welch's group.
- Ben Rabun discussed the current condition of the bridge and the fact that this bridge has a concrete T-Beam design means there is no cost effective way to renovate the bridge.
- The 2010 ADT is 1500.
- No potential detour routes were discussed.
- An offsite detour will be investigated, although the area appears very rural and has the potential for limited routes available.
- This bridge may require a change in the curve, which would then require a larger survey area, more design work and a larger ROW budget.
- It appears from photographs that there are no utilities attached to this bridge. This will be confirmed with a site visit.
- From the photographs it appears as if there is more potential for environmental issues on this project than the other two.
- This bridge may be impacted by hydraulic issues and may need to be longer than the other two.

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11/21/11  
Scoping Mtg./Banks Co. Bridges

**All Three Bridges:**

- The current baseline schedule template is yet accurate for dates. The schedule start will depend on Design start availability.
- Survey asked if there was a priority as all three surveys will be completed in sequence and they need to know if one of the three needs to be completed first. They gave a preliminary estimate of the last survey being completed by October of 2012.
- Ben Rabun stated that structurally, none of the bridges required priority over the others.
- Russell stated that the SME's needed to remember to state their available start time in their man-hour estimates. It is permissible to have a gap in the schedule.
- Russell stated that if the SME's do not have the availability to work within a 2016 Let Date that they should recommend the work be contracted to a consultant.
- The Right of Way on all three projects should each take 8-12 months.
- The PE funds should be approved and available shortly as internal approvals are complete and request has been forwarded to FHWA.
- Suzanne will send the Cost Estimate template to Russell for distribution to the attendees.

## Meeting Minutes

**BY:** Suzanne Dunn  
**DATE:** April 11, 2012  
**SUBJECT:** Environmental Kick-off Meeting for PI#0007156, 0007157 and 0007158,  
 Banks County

**ATTENDEES:**

Suzanne Dunn	GDOT Program Delivery	District One By Video:
Jan Hilliard	GDOT Rdway Design- 7156	Kim Coley GDOT Planning/Env. Services
Tori Brinkley	GDOT Rdway Design- 7156	Lisa Deaton GDOT Environmental Services
Fletcher Miller	GDOT Rdway Design- 7157	
Albert Welch	GDOT Rdway Design- 7158	
Amos Jenkins	GDOT Rdway Design- 7158	
Ted Cashin	GDOT Bridge Design	
Britt Hennessey	Mulkey	
Aaron Caldwell	Mulkey	
Heather Perrin	Mulkey- 7156, 7157	
Mark Ray	Mulkey- 7158	

This meeting was being held to introduce the Design and Environmental teams to each other and discuss the basic start-up of the three projects, it was agreed to discuss each bridge individually.

Suzanne Dunn is the GDOT Project Manager for all three projects and Lisa Deaton is the GDOT District Environmentalist for all three projects.

Britt Hennessey is the Mulkey Contract Manager for all three projects and Aaron Caldwell from Mulkey is the overall Project Liaison for all three projects.

**Bridge PI# 0007156:**

- The GDOT Roadway Design Team for this bridge is Jan Hilliard and Tori Brinkley, the Mulkey Environmentalist will be Heather Perrin.
- This bridge will be replaced using an on-site detour.
- The temporary on-site detour bridge will most likely be placed on the East side of SR98.
- Design is planning on keeping the same centerline for the new bridge.
- Mulkey can start the Ecology and History surveys now.
- Mulkey will require the site survey with the existing bridge location and approximate temporary bridge location before they can complete the Archeology study.
- There is a farm house north of the bridge on SR98 at Quail Road that may be historical.
- Tori will provide Mulkey with the GDOT Bridge Inventory Sheet.

Page 2 Meeting Minutes  
4/11/12  
Environmental start-up Mtg.  
Banks Co. Bridges

- Heather asked for clarification on the schedule as the Concept Approval (03000) is shown as occurring before the PIOH (09300), 10/10/12 vs. 11/22/12. Suzanne will confirm that the PIOH Activity label should actually be for a Detour Open House (if an off-site detour is used), and that a PIOH is not required for a bridge replacement. Confirmation; per initial meeting minutes from 11/21/11 meeting, no PIOH will be required, and if no off-site detour, then no detour meeting is required either.

**Bridge PI# 0007157:**

- The GDOT Roadway Designer for this bridge will be Fletcher Miller, the Mulkey Environmentalist will be Heather Perrin.
- This bridge will be replaced using an on-site detour.
- The temporary on-site detour bridge will most likely be located to the Northwest side of SR323, as there is a stream running parallel to the roadway on the Southeast side of SR323.
- Design is planning on keeping the same centerline for the new bridge.
- Mulkey can start the Ecology and History surveys now.
- Mulkey will require the site survey with the existing bridge location and approximate temporary bridge location before they can complete the Archeology study.
- Mulkey stated that the reservoir north of the bridge location is far enough away it should not have any environmental impact.
- The bridge was built in 1952 so Mulkey will investigate whether it has a historical designation.
- The stream located to the Southeast of SR323 (parallel) creates the potential for wetlands on this project.

**Bridge PI# 0007158:**

- The GDOT Roadway Designer for this bridge will be Albert “Butch” Welch, the Mulkey Environmentalist will be Mark Ray.
- This bridge will be replaced using an off-site detour.
- The preliminary detour route using all State Routes would require the detour to be 19 miles long. Due to this length, GDOT will need to investigate whether it is more appropriate to designate a shorter detour route on local roads and go through the process of having these roads designated as Temporary State Routes for the duration of the project.
- Due to the length of the detour it was also noted that the local Volunteer Fire Services must be consulted to ensure they have acceptable alternate routes.
- Roadway Design will attempt to keep the same centerline for the new bridge, however it may not be possible on this project.

- The site survey for this project has extended limits as there is a culvert just north of the stream crossing and there are also high voltage power lines crossing SR63 just north of the bridge as well.
- Mulkey can start the Ecology and History surveys now.
- Mulkey will require the site survey with the existing bridge location and approximate new bridge location before they can complete the Archeology study.
- The aerial photographs for this project show that there are wetlands and flood plains near the bridge location which will need to be considered.
- As this bridge will most likely be more complicated than the other two, Britt asked whether Mulkey has the Public Meeting/Public Involvement scope for this project. District One stated that Mulkey did not.

**All Three Bridges:**

- The official baseline Schedule in Artemis was not yet available for distribution. Suzanne will distribute when it becomes available.
- Mulkey asked who is responsible for the UST scope. District One stated that GDOT District One will complete the UST scope.
- Mulkey stated that they are able to work on all three projects simultaneously.
- Suzanne will confirm the site survey schedule and distribute as soon as possible.

Please review these meeting minutes and advise of any inaccuracies or additions that you require to be documented. Please respond by Friday, April 27<sup>th</sup>, 2012 or it will be assumed the minutes are accurate as distributed.

## Meeting Minutes- Rev 1

**BY:** Suzanne Dunn  
**DATE:** September 13, 2012- Rev 10/1/12  
**SUBJECT:** Draft Concept Report Review PI#0007158, Banks County

### ATTENDEES:

Suzanne Dunn	GDOT Program Delivery	Rob Mabry	GDOT D1 Construction
Albert Welch	GDOT Roadway Design	Shane Jones	GDOT D1 Construction
Amos Jenkins	GDOT Roadway Design	Jason Dykes	GDOT D1 Utilities
Ted Crabtree	GDOT Eng. Services	Laura Guptill	GDOT D1 Utilities
Brent Cook	GDOT D1 Preconstruc.	<b>Conference Call:</b>	
Lisa Deaton	GDOT D1 Environmental	Ben Rabun	GDOT Bridge Design

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This meeting is being held to review the Draft Concept Report for the Bridge replacement project located on SR 63 @ Middle Fork Broad River, 9 miles northeast of Homer in Banks County.

- AJenkins presented the Draft Concept Report, reviewing the Project Justification Statement and the Description of the proposed project.
- There are no intersections impacted by this project.
- Discussion held regarding the potential decrease in lane width from 12' to 11' per VE options letter. BRabun does not support decreasing the lane width on the bridge as the existing roadway width is 12' and BCook agreed as there are a large number of semi trucks which use this bridge from surrounding chicken farms and logging facilities. BRabun also stated that as the bridge is 304' long we may need all the shoulder we can get for gutter spread if MS4 regulations apply and we cannot have scuppers draining every 15 or so feet. *Per AWelch- According to both [Bridge and Structures Policy Manual](#) (chapter 2.9.1, pg. 2-65) and Policy 4265-10; for all speeds with a design year ADT >2000 the bridge width should be 8'+Travel Width+8'. A Travel Width of 24' can be derived from table 6-5 in the 2011 AASHTO Green Book. The Concept Report will not be changed in this regard.*
- TCrabtree brought up that the Design and Structurea; Data on page 4 has an incorrect value listed for the Minimum Horizontal Curve Radius, the Standard value should read 1330' not 900' and the Superelevation Rate Standard value should read 6% not N/A.
- TCrabtree requested that the Design Speed of 60 mph be verified. *Per AWelch- Using table 6-1 in the 2011 AASHTO Green Book and assuming the terrain type to be*

Page 2 Meeting Minutes  
9/13/12  
Draft Concept Report Mtg.  
Banks Co. Bridge Replacement

'Rolling', the minimum design speed for a rural collector with an ADT >2000 is 50 mph. Given that this road's posted speed is 55 mph, the design speed to be used is 55mph. the Concept Report will be changed to reflect this. With the change in speed design the minimum horizontal curve radii changes from 1300' to 1060' as per table 3-9 in the 2011 AASHTO Green Book.

- TCrabtree stated that if a Design Speed of 55 mph is going to be used, that a 10' shoulder with 6.5' paved is required per GDOT DPM Chapter 6, not a 10' shoulder with 2' paved which is what the Concept Report is currently showing. Per AWelch-As this is a bridge replacement project with limited roadway work, the roadway typical section will be removed and the shoulder will taper from the existing shoulder to the bridge shoulder
- The investigation of an on-site detour was discussed. BRabun stated that when it comes to the cost of a temporary bridge, the main expense is the earthwork cost, not necessarily the temporary structure itself. This location would require a lot of fill as the existing bridge is located in a low area. Combining this issue with the existing high power line located just north east of the existing bridge alignment, (which would impact potential alignments for a temporary structure) it was found that this was not the most cost efficient alternate.
- There will be a PIOH required for the off-site detour.
- It was found that the potential detour routes shown in yellow, which are meant to be the official state route to state route path, do not actually include all state route roads. Roadway Design will correct this in the final report. The inner, orange routes shown are meant to show the potential route a local resident might take, as the state route is not required for personal vehicles.
- The condition of other existing bridges along the potential detour routes will also be evaluated and taken into consideration when the final detour route is chosen.
- The potential detour routes were discussed. It was pointed out that the detour map in the report has the distances for the potential eastern detour route backward. The "Alternate Eastern Route" should read 5.0 miles not 7.5 miles and the "Eastern Detour" should read 7.5 miles not 5.0.
- The Construction group also brought up the issue that Damascus road has a steep grade, so that it may not be an appropriate detour route for semi trucks.
- Per AWelch- The detour map will be revised and re-submitted before the Concept Report submission.

Page 3 Meeting Minutes  
9/13/12  
Draft Concept Report Mtg.  
Banks Co. Bridge Replacement

- The Ecology paragraph will need clarification and additional information regarding the Indiana Bat survey requirements.
- A CE is anticipated for this project, and a 4(f) will probably be required.
- TCrabtree stated that in the Cost Estimate in the report, that under heading “F Concrete Work” the approach slab should be 30’ x 43’ not 20’ x 43’
- JDykes discussed the existing 500 KV power line located just north east of the existing bridge. Raising the grade for the new bridge and approach slabs should not be an issue as the lines are located at a very high elevation, however location of the north end of the bridge itself must be designed in coordination with crane clearance requirements, not only from physical clearance, but from Arc potential as well.
- JDykes also pointed out that there are buried water lines for fire hydrants located near the roadway, most likely parallel to the road, however we will need to receive the first utility submittals before we know the exact location.

Please review these meeting minutes and advise of any inaccuracies or additions that you require to be documented. Please respond by Tuesday, September 25th, 2012 or it will be assumed the minutes are accurate as distributed.

Attch;  
Meeting sign-in sheet  
Potential detour routes map  
GDOT DPM Table 6.5

# MEETING - SIGN-IN SHEET

<b>Project:</b> Banks County	<b>Meeting Date:</b> September 13, 2012 10:00 a.m.
<b>PI:</b> 0007158	<b>Place/Room:</b> D1 Office- Gainesville

Name	Title	Company/Office	Phone	E-Mail
Suzanne Dunn	Project Manager	GDOT-OPD	(404 ) 347-0607	sdunn@dot.ga.gov
ALBERT "BUTCH" WELCH	DESIGN MGR	GDOT/ROADWAY	4)631-1690	AWELCH@DOT.GA.GOV
Andros Jenkins Jr	CADDIE	GDOT/Roadway	4)631-1678	ajenkins@dot.ga.gov
TED CRABTREE	REVIEW MGR	GDOT ENG SUP	4)631-1676	tcrabtree@dot.ga.gov
Lisa Deaton	DI Env	GDOT	770-532-5582	ldeaton@dot.ga.gov
ROB MABRY	AREA ENG.	GDOT	706-754-9559	rmabry...
Shane Jones	AREA ENG.	GDOT	706-754-9559	shjones@dot.ga.gov
Brent Cook	DI Precm Eng	GDOT	770-532-5522	bcook@dot.ga.gov
JASON DYKES	DI UTILITIES	GDOT	770-532-5570	JDYKES@DOT.GA.GOV
Laura Guptill	DI Utilities	GDOT	770-532-5500	lguptill@dot.ga.gov
Conf Call:				
Ben Rabun		Bridge		

<b>Concept Review 0007158</b>	Max. Score	Actual Score
Project addresses the Need & Purpose and is consistent with Logical Termini.	4	4
Revised Concept Report adequately addresses revision. (only scored when reviewing revised Concept Report.	4	4
Project conforms to RTP/TIP/STIP (model yr/open to traffic, # of lanes, termini, cost estimates).	4	4
Traffic Volumes reflect current and design year estimates and cover side roads adequately.	4	4
Geometric Design Policy has been adequately determined – functional classification, design speed, design vehicle, min radius, max grades, max SE rate, access control, clear zone, median usage.	4	4
Typical Sections.	4	4
Capacity Analysis demonstrates acceptable Level of Service (LOS) for Functional Classification.	4	4
Lane configuration (number of lanes, turn lanes) is consistent with the Capacity Analysis.	4	4
Provisions for u-turns have been assessed at appropriate locations along the roadway.	4	4
Accident/Crash History - the concept addresses critical locations along the project?	4	4
Avoidance of environmental resources has been adequately considered.	4	4
State Waters and Stream Buffers have been identified by the ecologist and noted on plans.		
FEMA Flood Plains, Biota Impaired Streams, Fish Passage has been assessed.		
Avoidance of major utilities has been adequately considered.	4	4
Considerations for pedestrian and bicycle access has been adequately addressed.	4	4
Constructability has been assessed (staging, detours, road closures, access, major utilities, etc.).	4	4
Structural elements have been adequately considered (bridge, culvert, retaining wall, noise wall).	4	4
Vertical clearances are addressed (see GDOT Bridge and Structures Design Policy Manual)	4	4
FAA coordination has occurred (if project is within 2 miles of an airport or aviation facility).		
Design Exceptions and Variances are addressed.	4	4
Coordination with stakeholders has occurred	4	4
R/W & Esmt limits are reasonable.	4	4
V.E. study recommendations have been implemented if applicable.		
Feasible alternative alignments have been adequately considered and noted.	4	4
Cost estimates have been reviewed and are satisfactory (ROW, UTL, and CST).	4	4

0 = Not applicable  
1 = Not addressed  
2= Not acceptable  
3= Acceptable w/comments  
4=Acceptable

Total Score = 100

0-74= Not acceptable  
75-100= Acceptable (unless an individual item is scored less than 3)