

ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0007168 **OFFICE** Design Policy & Support
CSBRG-0007-00(168)
Bridge Replacement - SR 47/US 221 over
Greenbrier Creek 2.5 MI NE of Appling City
GDOT District 2 - Tennille
Columbia County **DATE** August 20, 2012

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Jimmy Smith, District Engineer
Neil O'Brien, District Preconstruction Engineer
Lynn E. Bean, District Utilities Engineer
George Brewer, Project Manager
BOARD MEMBER - 10th Congressional District

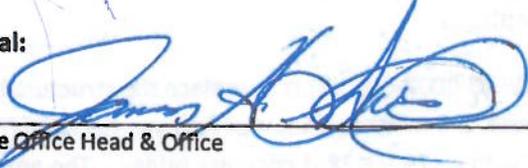
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
REVISED PROJECT CONCEPT REPORT**

Project Type: Bridge Replacement
GDOT District: District 2/ Tennille
Federal Route Number: US 221

P.I. Number: 0007168
County: Columbia
State Route Number: SR 47

The project length and shoulder widths have been revised in order to reduce the cost of the project as well as impacts to streams and wetlands. The proposed bridge length has been increased and the proposed intersection of CR 577/Yelton Road shifted to the north. During construction, the existing bridge will be closed and the local traffic diverted to an off-site detour using CR 986/Ray Owens Road and SR 150/Clarks Hill Road rather than CR 577/Yelton Road.

Submitted for approval:

| | |
|---|---------------------------------|
|  _____ GDOT Concept/Design Phase Office Head & Office | <u>5-21-12</u> _____ DATE |
|  _____ Office Head (GDOT Project Manager's Office) | <u>5/21/12</u> _____ DATE |
|  _____ GDOT Project Manager | <u>5/21/12</u> _____ DATE |

Recommendation for approval:

| | |
|---|------------------------------------|
| <i>* Glenn Bowman / MMS</i> _____ State Environmental Administrator | <u>05/29/2012</u> _____ DATE |
| <i>* Ben Rabun / MMS</i> _____ State Bridge Design Engineer | <u>06/25/2012</u> _____ 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).

| | |
|---|------------------------------------|
| <i>* Cynthia Van Dyke / MMS</i> _____ State Transportation Planning Administrator | <u>05/31/2012</u> _____ DATE |
|---|------------------------------------|

** Recommendation on file.*

PLANNING, APPROVED CONCEPT, & BACKGROUND DATA

Project Justification Statement:

This bridge (Structure ID 073-0027-0; SR 47 over Greenbrier Creek) was built in 1955. The bridge consists of three simple spans of steel girders on concrete caps with concrete columns. This bridge was designed using a truck configuration that weighs less than the current state legal truck weights. No rehabilitation work performed on the bridge components would improve this bridge to meet current design load standards. This bridge is currently posted. The overall condition of this bridge is good to fair. The deck is in fair condition due to cracking and spalling of the deck. The superstructure is in good condition due to minor problems. The substructure is in satisfactory condition due to minor concrete cracking in the caps. Due to the design of the bridge and that it is posted, replacement of this bridge is recommended.

Description of the approved concept:

The approved concept for project CSBRG-0007-00(168) is to replace the structurally deficient bridge on U. S. 221/S.R. 47 over Greenbrier Creek, 2.5 miles northeast of Appling, Georgia. The existing 129 ft x 34 ft bridge is proposed to be replaced with a 129 ft x 38 ft concrete bridge. The approaches are to consist of two 12 ft travel lanes with 10 ft grassed shoulders (6.5 ft paved with rumble strips). The existing bridge is to be closed to traffic during construction and traffic detoured along CR 577/Yelton Road while the new bridge is constructed.

PDP Classification: Major Minor

Federal Oversight: Full Oversight Exempt State Funded Other

Projected Traffic as shown in the approved Concept Report: AADT

Open Year (2013): 1100

Design Year (2033): 1650

Updated Traffic: AADT

Open Year (2016): 1100

Design Year (2036): 1650

Functional Classification (Mainline): Rural Minor Arterial

VE Study anticipated: No Yes Completed – Date:

PROPOSED REVISIONS

| Approved Features: | Proposed Features: |
|---|---|
| <p><i>The approved concept has a proposed project length of 0.70 miles. The proposed limits include a culvert that does not meet clear zone.</i></p> <p><i>The existing (129 ft x 34 ft) bridge is to be replaced with a new 129 ft x 38 ft concrete bridge at the existing bridge site.</i></p> <p><i>The approaches are to consist of one 12-ft travel lane in each direction with 10-ft rural shoulders (6.5-ft paved with rumble strips).</i></p> <p><i>During the construction of the bridge, S.R. 47/US 221 is to be closed and traffic routed along CR 577/Yelton Road.</i></p> | <p><i>The project length has been reduced to approximately 0.18 miles. The beginning of the project is located approximately 0.045 miles south of CR 578/Tubman Road and ending at approximately 0.047 miles North of CR 577/Yelton Road. The culvert located approximately 0.072 miles North of CR 577 would no longer be within the new project limits. The existing bridge is proposed to be replaced with a 180 ft x 36 ft concrete bridge.</i></p> <p><i>The revised approaches consist of one 12-ft travel lane in each direction with 6-ft rural shoulders (2-ft paved.)</i></p> <p><i>During the construction, the existing bridge would be closed for approximately six months and local traffic diverted to an off-site detour using 6.2 miles of CR 986/Ray Owens Road and 3.8 miles of SR 150/Clarks Hill Road.</i></p> |
| <p>Reason(s) for change: <i>The project length has been revised in order to reduce the cost of the project by eliminating a culvert extension and reducing impacts to Stream 9 and Wetlands 6 & 10. The roadway shoulders were reduced, because GDOT Guidelines refer to the current AASHTO Green Book for design criteria on roadways with ADT less than 2000. The Bridge Office prepared preliminary bridge calculations and determined the proposed bridge to be 180 ft X 36 ft. The additional bridge length and sight distance requirements will require the intersection of CR 577/Yelton Road to be shifted to the north approximately 102 ft. Therefore, due to the relocation of the intersection, the local traffic will be diverted to an off-site detour using CR 986/Ray Owens Road and SR 150/Clarks Hill Road rather than CR 577/Yelton Road.</i></p> | |

ENVIRONMENTAL

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

Potential environmental impacts of proposed revision: *Environmental impacts have been reduced as a result of this concept revision. The impacts to Wetland #6 will be reduced from 0.08 AC to 0.05 AC. Wetland #10 (0.005 AC) is no longer impacted. Stream #9 is no longer impacted, but originally those impacts were within the Stream Buffer Variance.*

Have proposed revisions been reviewed by environmental staff? No Yes

Environmental responsibilities (Studies/Documents/Permits): *GDOT/Consultant*

PROJECT COST & ADDITIONAL INFORMATION

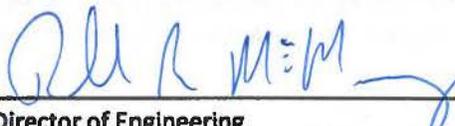
| Updated Cost Estimate | | Date of Estimate |
|---------------------------------|------------------------|------------------|
| Base Construction Cost: | \$1,516,795.00 | 7/14/2012 |
| Engineering and Inspection: | 75,839.75 | 7/14/2012 |
| Liquid AC Adjustment: | 70,375.64 | 7/14/2012 |
| Total Construction Cost: | \$1,663,010.39 | |
| | | |
| Right-of-Way: | \$ 175,000.00 | 5/1/2012 |
| | | |
| Utilities (reimbursable costs): | \$0.00 | 5/8/2012 |
| | | |
| Environmental Mitigation: | \$0.00 | 5/10/2012 |
| | | |
| TOTAL PROJECT COST: | \$ 1,838,010.39 | |

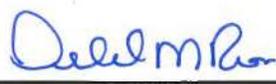
Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:

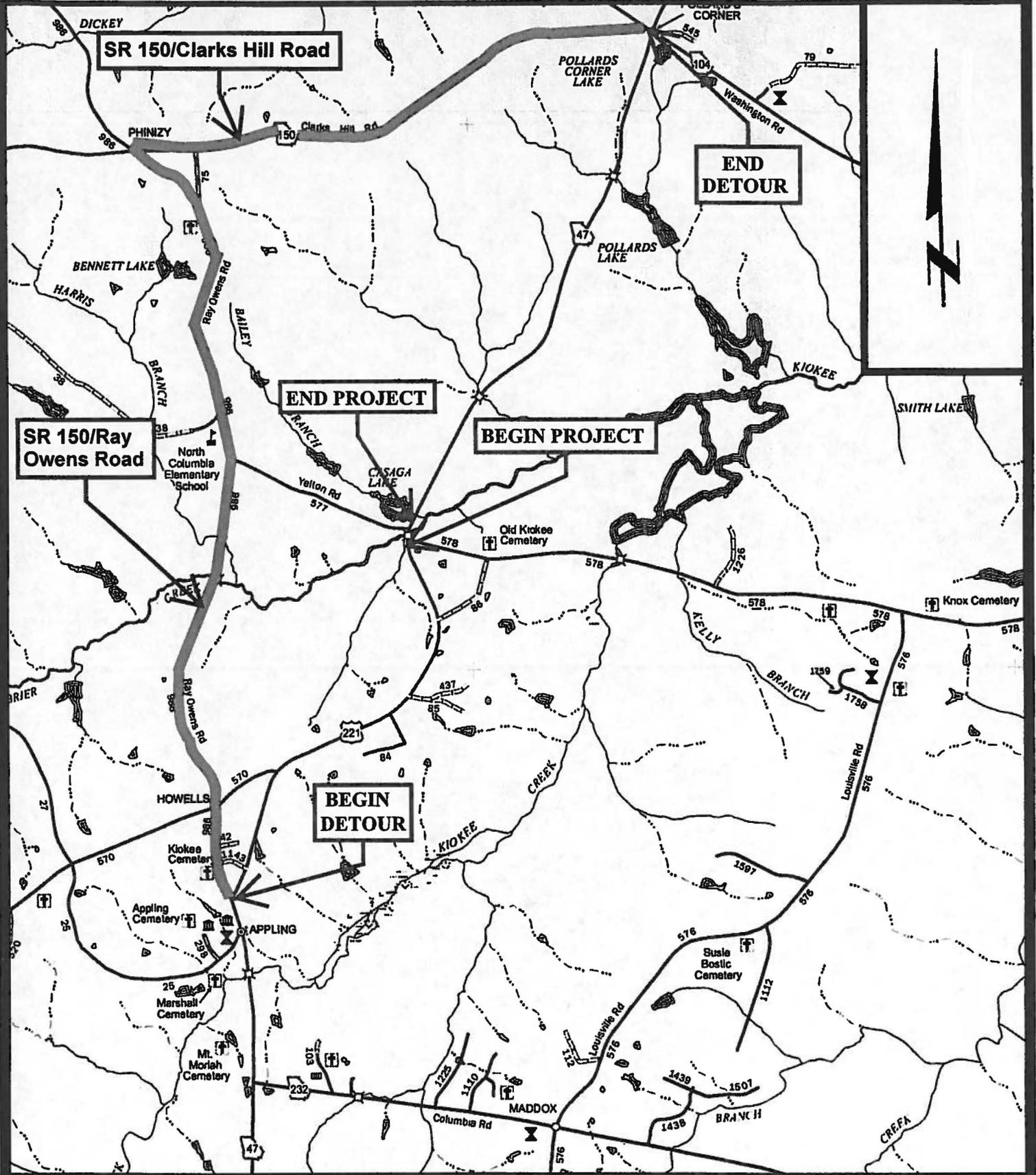
1. Sketch map
2. Cost Estimate(s)
 - a. Construction
 - b. Liquid AC Adjustment
 - c. Right of Way
 - d. Utilities
 - e. Correspondence from the Office of Environmental Services/Mitigation Costs
3. Traffic
4. Plan Sheets
5. Typical Sections
6. Preliminary Flexible Pavement Design Analysis
7. Correspondence from the Office of Bridge Design
8. Bridge Inventory Data Sheet
9. Minutes from the Off-Site Detour Meeting

APPROVALS

Concur: 
Director of Engineering

Approve: 
Chief Engineer

8/16/2012
Date



**Bridge Replacement - US 221/SR 47
over Greenbrier Creek**

CSBRG-0007-00(168)

PI 0007168

Columbia County

NOT TO SCALE

PROJ. NO.: CSBRG-0007-00(168)
P.I. NO. 0007168
DATE: 5/10/2012

| | | | |
|-----------------------------------|----|----|---------------------|
| Base Construction Cost | | \$ | 1,516,795.00 |
| E & I | 5% | \$ | 75,839.75 |
| Construction Contingency | | \$ | - |
| Subtotal Construction Cost | | \$ | <u>1,592,634.75</u> |
| Liquid AC Adjustment (50 % cap) | | \$ | <u>70,375.64</u> |
| Total Construction Cost | | \$ | <u>1,663,010.39</u> |

PROJ. NO. CSBRG-0007-00(168)
P.I. NO. 0007168
DATE 5/3/2012

CALL NO.

| INDEX (TYPE) | DATE | INDEX |
|---------------|--------|-----------|
| REG. UNLEADED | Jul-12 | \$ 3.137 |
| DIESEL | | \$ 3.602 |
| LIQUID AC | | \$ 611.00 |

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

LIQUID AC ADJUSTMENTS

$PA = \left(\frac{APM - APL}{APL} \right) \times TMT \times APL$

Asphalt

| | | | | | | |
|--|----------|-----|----|-----------------|----|------------------|
| Price Adjustment (PA) | | | | 69434.04 | \$ | 69,434.04 |
| Monthly Asphalt Cement Price month placed (APM) | Max. Cap | 60% | \$ | 977.60 | | |
| Monthly Asphalt Cement Price month project let (APL) | | | \$ | 611.00 | | |
| Total Monthly Tonnage of asphalt cement (TMT) | | | | 189.4 | | |

| ASPHALT | Tons | %AC | AC ton |
|-----------|-------------|------|--------------|
| Leveling | 125 | 5.0% | 6.25 |
| 12.5 OGFC | | 5.0% | 0 |
| 12.5 mm | | 5.0% | 0 |
| 9.5 mm SP | 635 | 5.0% | 31.75 |
| 25 mm SP | 2377 | 5.0% | 118.85 |
| 19 mm SP | 651 | 5.0% | 32.55 |
| | 3788 | | 189.4 |

BITUMINOUS TACK COAT

| | | | | | | |
|--|----------|-----|----|--------------------|----|---------------|
| Price Adjustment (PA) | | | \$ | 941.60 | \$ | 941.60 |
| Monthly Asphalt Cement Price month placed (APM) | Max. Cap | 60% | \$ | 977.60 | | |
| Monthly Asphalt Cement Price month project let (APL) | | | \$ | 611.00 | | |
| Total Monthly Tonnage of asphalt cement (TMT) | | | | 2.568470351 | | |

| Bitum Tack | Gals | gals/ton | tons |
|------------|------|----------|------------|
| | 598 | 232.8234 | 2.56847035 |

PROJ. NO.

CSBRG-0007-00(168)

CALL NO.

P.I. NO.

0007168

DATE

5/3/2012

BITUMINOUS TACK COAT (surface treatment)

| | | | | | | | |
|--|--|----------|-----|----|--------|----|---|
| Price Adjustment (PA) | | | | | 0 | \$ | - |
| Monthly Asphalt Cement Price month placed (APM) | | Max. Cap | 60% | \$ | 977.60 | | |
| Monthly Asphalt Cement Price month project let (APL) | | | | \$ | 611.00 | | |
| 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 | \$ 70,375.64 |
|-----------------------------------|---------------------|

DETAILED COST ESTIMATE



Job: 0007168_MS

JOB NUMBER: 0007168_MS

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

DESCRIPTION: BRIDGE REPLACEMENT ON SR 47/US221 OVER GREENBRIER CREEK
2.5 MILES NE OF APPLING

ITEMS FOR JOB 0007168_MS

10 - ROADWAY

| Line Number | ITEM | QUANTITY | UNITS | PRICE | DESCRIPTION | AMOUNT |
|------------------------------|----------|----------|-------|--------------|---|-----------------------|
| 0005 | 150-1000 | 1.000 | LS | \$75,000.00 | TRAFFIC CONTROL - CSBRG-0007-00(168) | \$75,000.00 |
| 0025 | 207-0203 | 120.000 | CY | \$40.95 | FOUND BK FILL MATL, TP II | \$4,914.19 |
| 0029 | 210-0100 | 1.000 | LS | \$141,000.00 | GRADING COMPLETE - CSBRG-0007-00(168) | \$141,000.00 |
| 0030 | 310-1101 | 3288.000 | TN | \$18.79 | GR AGGR BASE CRS, INCL MATL | \$61,783.56 |
| 0035 | 318-3000 | 150.000 | TN | \$18.86 | AGGR SURF CRS | \$2,828.79 |
| 0040 | 402-1812 | 125.000 | TN | \$83.53 | RECYL AC LEVELING, INC BM&HL | \$10,441.70 |
| 0045 | 402-3101 | 635.000 | TN | \$83.01 | REC AC 9.5 MM SP, TPI, BL 1 INCL BM & HL | \$52,710.45 |
| 0050 | 402-3121 | 2377.000 | TN | \$68.20 | RECYL AC 25MM SP GP1/2, BM&HL | \$162,107.95 |
| 0055 | 402-3190 | 651.000 | TN | \$76.74 | RECYL AC 19 MM SP, GP 1 OR 2, INC BM&HL | \$49,959.23 |
| 0080 | 413-1000 | 598.000 | GL | \$3.88 | BITUM TACK COAT | \$2,200.77 |
| 0083 | 433-1000 | 129.000 | SY | \$152.59 | REINF CONC APPROACH SLAB | \$19,684.11 |
| 0084 | 433-1100 | 129.000 | SY | \$139.81 | REF CONC APPR SL/INCL CURB | \$18,035.77 |
| 0068 | 436-1000 | 400.000 | LF | \$10.73 | ASPH CONC CURB - 6 IN | \$4,293.74 |
| 0089 | 441-0050 | 9.000 | SY | \$77.62 | CONC SLOPE DRAIN | \$698.60 |
| 0074 | 441-0303 | 1.000 | EA | \$2,070.19 | CONC SPILLWAY, TP 3 | \$2,070.19 |
| 0079 | 446-1100 | 200.000 | LF | \$8.16 | PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH | \$1,631.36 |
| 0084 | 500-3200 | 10.000 | CY | \$341.85 | CL B CONC | \$3,418.47 |
| 0089 | 500-3800 | 10.000 | CY | \$724.84 | CL A CONC INCL REINF STEEL | \$7,248.39 |
| 0094 | 511-1000 | 135.000 | LB | \$0.98 | BAR REINF STEEL | \$131.84 |
| 0099 | 540-1102 | 1.000 | LS | \$153,510.00 | REM OF EX BR, BR NO - (129' X 34' X 35) | \$153,510.00 |
| 0104 | 543-9000 | 1.000 | LS | \$486,000.00 | CONSTR OF BRIDGE COMPLETE - (180' X 36' X 75) | \$486,000.00 |
| 0109 | 550-1300 | 148.000 | LF | \$50.88 | STM DR PIPE 30", H 1-10 | \$7,529.80 |
| 0114 | 550-1480 | 48.000 | LF | \$90.38 | STM DR PIPE 48", H 1-10 | \$4,338.24 |
| 0119 | 550-2240 | 64.000 | LF | \$27.63 | SIDE DR PIPE 24", H 1-10 | \$1,768.45 |
| 0124 | 550-3624 | 4.000 | EA | \$636.24 | SAFETY END SECTION 24", SD, 6:1 | \$2,544.97 |
| 0129 | 550-4230 | 2.000 | EA | \$816.27 | FLARED END SECT 30 IN, ST DR | \$1,632.53 |
| 0134 | 603-2024 | 1965.000 | SY | \$42.39 | STN DUMPED RIP RAP, TP 1, 24" | \$83,301.40 |
| 0143 | 603-7000 | 1965.000 | SY | \$3.42 | PLASTIC FILTER FABRIC | \$6,728.14 |
| 0144 | 634-1200 | 5.000 | EA | \$102.00 | RIGHT OF WAY MARKERS | \$509.99 |
| 0149 | 641-1100 | 84.000 | LF | \$64.05 | GUARDRAIL, TP T | \$5,380.20 |
| 0154 | 641-1200 | 1555.000 | LF | \$15.37 | GUARDRAIL, TP W | \$23,897.18 |
| 0159 | 641-5001 | 3.000 | EA | \$641.87 | GUARDRAIL ANCHORAGE, TP 1 | \$1,925.00 |
| 0164 | 641-5012 | 3.000 | EA | \$1,797.08 | GUARDRAIL ANCHORAGE, TP 12 | \$5,391.23 |
| 0169 | 643-0105 | 450.000 | LF | \$5.60 | FIELD FENCE BARWIRE, 5 STRANDS | \$2,518.96 |
| 0174 | 643-8001 | 1.000 | EA | \$1,204.07 | GATE, GALV METAL- | \$1,204.07 |
| 0179 | 668-5000 | 1.000 | EA | \$1,581.73 | JUNCTION BOX | \$1,581.73 |
| SUBTOTAL FOR ROADWAY: | | | | | | \$1,409,917.00 |

20 - TEMPORARY EROSION CONTROL

| Line Number | ITEM | QUANTITY | UNITS | PRICE | DESCRIPTION | AMOUNT |
|--|----------|----------|-------|------------|---|--------------------|
| 0184 | 163-0232 | 4.000 | AC | \$153.14 | TEMPORARY GRASSING | \$612.54 |
| 0189 | 163-0240 | 102.000 | TN | \$206.18 | MULCH | \$21,030.64 |
| 0194 | 163-0300 | 4.000 | EA | \$1,123.74 | CONSTRUCTION EXIT | \$4,494.96 |
| 0199 | 163-0520 | 310.000 | LF | \$15.51 | CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN | \$4,809.02 |
| 0204 | 163-0527 | 10.000 | EA | \$255.50 | CNST/REM RIP RAP CKDM, STN P RIPRAP/SN BG | \$2,555.02 |
| 0209 | 163-0528 | 270.000 | LF | \$3.29 | CONSTR AND REM FAB CK DAM - TP C SLT FN | \$888.95 |
| 0214 | 165-0030 | 2000.000 | LF | \$0.75 | MAINT OF TEMP SILT FENCE, TP C | \$1,496.12 |
| 0219 | 165-0041 | 370.000 | LF | \$1.31 | MAINT OF CHECK DAMS - ALL TYPES | \$485.90 |
| 0224 | 165-0101 | 4.000 | EA | \$322.75 | MAINT OF CONST EXIT | \$1,291.02 |
| 0229 | 167-1000 | 2.000 | EA | \$396.06 | WATER QUALITY MONITORING AND SAMPLING | \$792.11 |
| 0234 | 167-1500 | 12.000 | MO | \$529.02 | WATER QUALITY INSPECTIONS | \$6,348.23 |
| 0239 | 171-0030 | 4000.000 | LF | \$2.90 | TEMPORARY SILT FENCE, TYPE C | \$11,601.36 |
| SUBTOTAL FOR TEMPORARY EROSION CONTROL: | | | | | | \$66,406.87 |

DETAILED COST ESTIMATE



Job: 0007168_MS

30 - EROSION CONTROL

| Line Number | ITEM | QUANTITY | UNITS | PRICE | DESCRIPTION | AMOUNT |
|--------------------------------------|----------|----------|-------|----------|-------------------------------|--------------------|
| 0243 | 573-2004 | 500.000 | LF | \$27.34 | UNDDR PIPE INCL DRAIN AGGR 4" | \$13,672.45 |
| 0244 | 603-2181 | 208.000 | SY | \$37.58 | STN DUMPED RIP RAP, TP 3, 18" | \$7,742.18 |
| 0249 | 603-7000 | 206.000 | SY | \$3.62 | PLASTIC FILTER FABRIC | \$746.00 |
| 0254 | 700-6910 | 8.000 | AC | \$511.92 | PERMANENT GRASSING | \$4,095.36 |
| 0259 | 700-7000 | 22.000 | TN | \$39.28 | AGRICULTURAL LIME | \$864.20 |
| 0264 | 700-8000 | 5.000 | TN | \$472.33 | FERTILIZER MIXED GRADE | \$2,361.67 |
| 0269 | 700-8100 | 351.000 | LB | \$2.45 | FERTILIZER NITROGEN CONTENT | \$859.82 |
| 0274 | 710-9000 | 1670.000 | SY | \$3.83 | PERM SOIL REINFORCING MAT | \$6,402.40 |
| 0279 | 716-2000 | 4000.000 | SY | \$1.15 | EROSION CONTROL MATS, SLOPES | \$4,617.96 |
| SUBTOTAL FOR EROSION CONTROL: | | | | | | \$41,361.84 |

40 - SIGNING AND MARKING

| Line Number | ITEM | QUANTITY | UNITS | PRICE | DESCRIPTION | AMOUNT |
|--|----------|----------|-------|---------|--------------------------------|-------------------|
| 0284 | 636-1020 | 18.000 | SF | \$16.07 | HWY SGN,TP1MAT,REFL SH TP3 | \$289.28 |
| 0289 | 636-1033 | 68.000 | SF | \$20.82 | HWY SIGNS, TP1MAT,REFL SH TP 9 | \$1,416.07 |
| 0294 | 636-2070 | 200.000 | LF | \$8.94 | GALV STEEL POSTS, TP 7 | \$1,787.46 |
| 0289 | 652-5451 | 2950.000 | LF | \$0.15 | SOLID TRAF STRIPE, 5 IN, WHITE | \$446.69 |
| 0304 | 652-5452 | 2950.000 | LF | \$0.09 | SOLID TRAF STRIPE, 5 IN, YELLO | \$260.84 |
| 0309 | 652-5701 | 40.000 | LF | \$2.28 | SOLID TRAF STRIPE, 24", WHITE | \$91.20 |
| 0314 | 653-1501 | 1540.000 | LF | \$0.48 | THERMO SOLID TRAF ST 5 IN, WHI | \$741.96 |
| 0319 | 653-1502 | 1540.000 | LF | \$0.40 | THERMO SOLID TRAF ST, 5 IN YEL | \$623.84 |
| 0324 | 654-1001 | 62.000 | EA | \$4.12 | RAISED PVMT MARKERS TP 1 | \$255.41 |
| 0329 | 657-1054 | 360.000 | LF | \$4.30 | PRF PL SD PVMT MKG,5",WH,TP PB | \$1,548.25 |
| 0334 | 657-6054 | 360.000 | LF | \$4.58 | PRF PL SD PVMT MKG,5",YW,TP PB | \$1,648.97 |
| SUBTOTAL FOR SIGNING AND MARKING: | | | | | | \$9,109.77 |

TOTALS FOR JOB 0007168_MS

| | |
|--|----------------|
| ITEMS COST: | \$1,516,794.48 |
| COST GROUP COST: | \$0.00 |
| ESTIMATED COST: | \$1,516,794.48 |
| CONTINGENCY PERCENT: | 0.00 |
| ENGINEERING AND INSPECTION: | 0.00 |
| ESTIMATED COST WITH CONTINGENCY AND E&I: | \$1,516,794.48 |

Department of Transportation State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate Update **OFFICE** Atlanta
DATE May 1, 2012
FROM Phil Copeland, Right of Way Administrator
LaShone Alexander, Right of Way Cost Estimator
TO Renee Decker, Design Engineer III
SUBJECT **Preliminary Right of Way Cost Estimate**
Project: CSBRG-0007-00(168)
P.I. No.: 0007168
Description: Bridge Replacement

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

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

PC:LA
Attachments
c: File

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

Date: 5/1/2012 Project: CSBRG-0007-00(168)
 Revised: County: Columbia
 PI: 0007168

Description: Bridge Replacement on SR 47/US221@Greenbrier Creek
 Project Termini: SR 47 @ Greenbrier Creek Bridge Replacement

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 4

Land and Improvements \$87,000.00

| | |
|----------------------|-------------|
| Proximity Damage | \$0.00 |
| Consequential Damage | \$0.00 |
| Cost to Cures | \$0.00 |
| Trade Fixtures | \$0.00 |
| Improvements | \$25,000.00 |

Valuation Services \$4,000.00

Legal Services \$40,200.00

Relocation \$8,000.00

Demolition \$0.00

Administrative \$35,500.00

TOTAL ESTIMATED COSTS \$174,700.00

TOTAL ESTIMATED COSTS (ROUNDED) \$175,000.00

| Preparation Credits | Hours | Signature |
|---------------------|-------|-----------|
| | | |
| | | |
| | | |

Prepared By: Lashone Alexander CG#: 286999 05/01/2012
 Approved By: Joshua Alexander CG#: 286999 05/04/2012

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0007-00(168) Columbia County **OFFICE** Tennesse-Utilities
P.I. No. 0007168
SR 47/US 221 @ GREENBRIER CREEK **DATE** May 8, 2012
2.5 MI NE OF APPLING

FROM Lynn Bean, District Utilities Engineer

TO Neal O'Brien, District Preconstruction Engineer
ATTN Jamie Lindsey, District Design Engineer

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

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

| FACILITY OWNER | NON-REIMBURSABLE | REIMBURSABLE |
|-----------------------|---------------------|---------------|
| Georgia Power Co. (D) | \$60,000.00 | \$0.00 |
| AT&T Georgia | \$14,550.00 | \$0.00 |
| Columbia County Water | \$52,582.00 | \$0.00 |
| Totals | \$127,132.00 | \$0.00 |

Total non-reimbursable cost: \$127,132.00

Total reimbursable cost: \$0.00

Please be advised this is an estimate and may be revised when prior rights research is completed.

If you have any questions, please contact Michael D. Thomas at 478-552-4606.

LB/MDT

C: Jeff Baker, P.E., State Utilities Engineer
Angela D. Robinson, Office of Financial Management
Rodney Way, Area Engineer Augusta
George Brewer, Project Manager
Patrick Allen, Utilities Preconstruction Engineer
Vahid Munshi, Utilities Preconstruction Engineer

Decker, Renee

From: Westberry, Lisa
Sent: Thursday, May 10, 2012 12:34 PM
To: Decker, Renee
Subject: FW: CSBRG-0007-00(168) Columbia - Mitigation Cost
Attachments: 0007168CP01.pdf, 0007168XR01.pdf

Renee,

Based on the information that we have and what you have noted below, this project will not require any mitigation credits. Please let me know if you need anything else.

Thank you,
Lisa Westberry
Georgia Department of Transportation
600 West Peachtree Street, NW, Atlanta, GA 30308
404-631-1772

From: Decker, Renee
Sent: Thursday, May 10, 2012 11:02 AM
To: Westberry, Lisa
Subject: CSBRG-0007-00(168) Columbia - Mitigation Cost

Lisa,

I revised Wetland 6 and Stream 8 Stream Buffer.

New Areas:

| | |
|------------|---|
| Wetland #6 | 0.05 AC – Clear |
| Stream #8 | 62 LF/1095 SF Buffer No Channel Impact Non-Exempt |

I need the mitigation cost estimate to put in the revised concept.

Thanks for your help.

Renee'

*Renee' Decker, DE III
GA Department of Transportation
District 2 Design
P. O. Box 8
801 Highway 15 South
Tennille, GA 31089
(478) 552-4659
ddecker@dot.ga.gov*

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0007-00(168) **OFFICE** Environment/Location
Columbia County
P.I. # 0007168

DATE July 6, 2007

FROM Harvey Keepler, State Environment/Location Engineer

TO Mike L. Thomas, P.E., District Engineer, Tennille
Attn. Alan Smith

SUBJECT Traffic Assignments for S.R. 47 at Greenbrier Creek 2.5 MI Northeast
of Appling.

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

TC # 0189

2006 AADT = 900

2013 AADT = 1100

2033 AADT = 1650

K = 8%

D = 60%

T = 5%

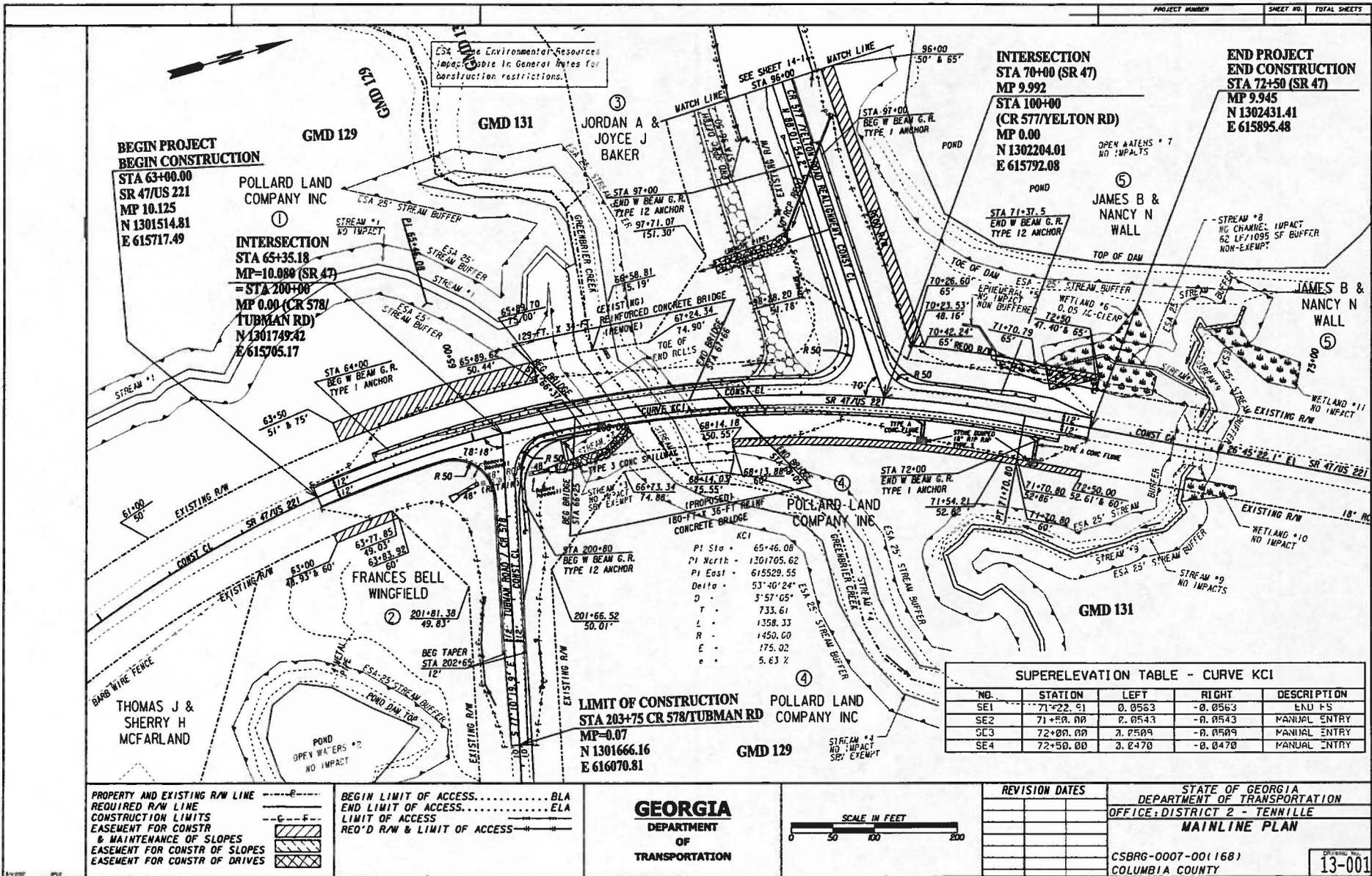
24 HR. T = 7.5%

S.U. = 4%

COMB. = 3.5%

If you have any questions concerning this information please contact
Abby Ebodaghe at (404) 699-4454.

HDK/AFE



**BEGIN PROJECT
BEGIN CONSTRUCTION**
STA 63+00.00
SR 47/US 221
MP 10.125
N 1301514.81
E 615717.49

**INTERSECTION
STA 65+35.18
MP=10.080 (SR 47)
= STA 200+08
MP 0.00 (CR 578/
TUBMAN RD)
N 1301749.42
E 615705.17**

**LIMIT OF CONSTRUCTION
STA 203+75 CR 578/TUBMAN RD
MP=0.07
N 1301666.16
E 616070.81**

**INTERSECTION
STA 70+00 (SR 47)
MP 9.992
STA 100+00
(CR 577/YELTON RD)
MP 0.00
N 1302204.01
E 615792.08**

**END PROJECT
END CONSTRUCTION
STA 72+50 (SR 47)
MP 9.945
N 1302431.41
E 615895.48**

180'-FLK 36'-FT
CONCRETE BRIDGE

| | |
|----------|------------|
| Pi Sta | 65+46.08 |
| Pi North | 1301705.62 |
| Pi East | 615529.55 |
| Delta | 53°40'24" |
| D | 3'57'65" |
| T | 733.61 |
| L | 1358.33 |
| R | 1450.00 |
| E | 175.02 |
| e | 5.83% |

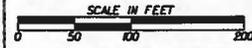
SUPERELEVATION TABLE - CURVE KCI

| NO. | STATION | LEFT | RIGHT | DESCRIPTION |
|-----|----------|--------|---------|--------------|
| SE1 | 71+22.91 | 0.0563 | -0.0563 | END FS |
| SE2 | 71+80.00 | 2.0543 | -0.0543 | MANUAL ENTRY |
| SE3 | 72+00.00 | 2.2509 | -0.0509 | MANUAL ENTRY |
| SE4 | 72+50.00 | 3.2470 | -0.0470 | MANUAL ENTRY |

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

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS

GEORGIA
DEPARTMENT
OF
TRANSPORTATION



REVISION DATES

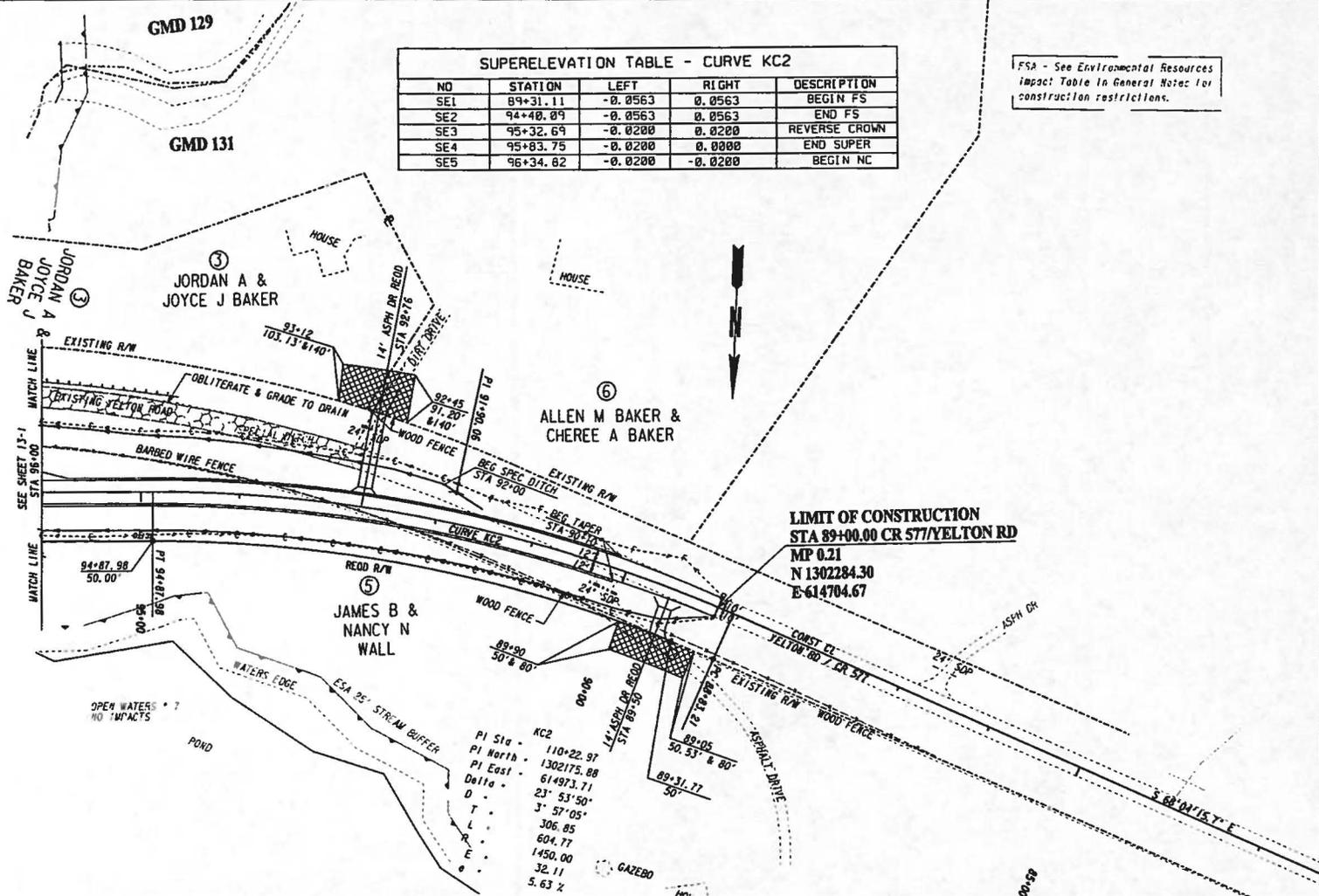
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 2 - TENNILLE
MAINLINE PLAN

CSBRG-0007-00(168)
COLUMBIA COUNTY

13-001

| SUPERELEVATION TABLE - CURVE KC2 | | | | |
|----------------------------------|----------|---------|---------|---------------|
| NO | STATION | LEFT | RIGHT | DESCRIPTION |
| SE1 | 89+31.11 | -0.0563 | 0.0563 | BEGIN FS |
| SE2 | 94+40.09 | -0.0563 | 0.0563 | END FS |
| SE3 | 95+32.69 | -0.0200 | 0.0200 | REVERSE CROWN |
| SE4 | 95+83.75 | -0.0200 | 0.0000 | END SUPER |
| SE5 | 96+34.82 | -0.0200 | -0.0200 | BEGIN NC |

FSA - See Environmental Resources Impact Table in General Notes for construction restrictions.



| | | |
|----------|-----|-------------|
| PI Sta | KC2 | 110+22.97 |
| PI North | | 1302175.88 |
| PI East | | 614973.71 |
| Delta | | 23° 53' 50" |
| D | | 3' 57' 05" |
| T | | 306.85 |
| L | | 604.77 |
| R | | 1450.00 |
| E | | 32.11 |
| e | | 5.63 x |

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

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
RED'D R/W & LIMIT OF ACCESS

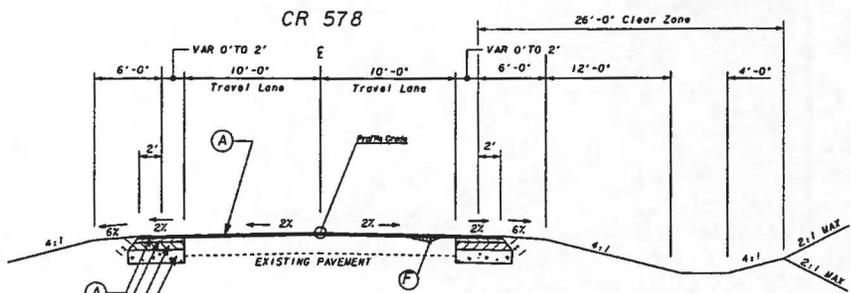
GEORGIA
DEPARTMENT
OF
TRANSPORTATION



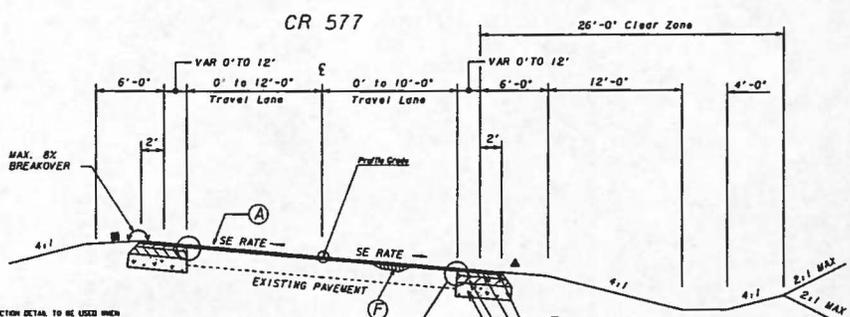
| REVISION DATES |
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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 2 - DESIGN
CROSSROAD PLAN
CSBRG-007-00(168)
COLUMBIA COUNTY

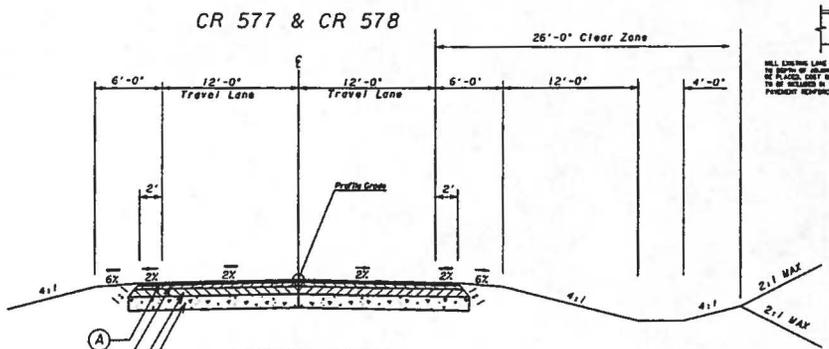
DRAWING NO. 14-001



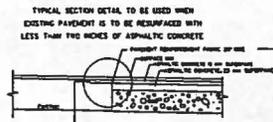
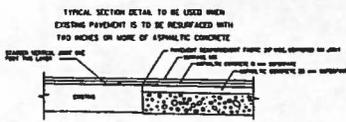
TANGENT SECTION
 THIS SECTION APPLIES FROM
 STA 202+50 TO STA 203+75 CR 578
 STA 89+50 TO STA 90+50 CR 577



SUPERELEVATED SECTION
 THIS SECTION APPLIES FROM
 STA 89+00 TO STA 96+50 CR 577



TANGENT SECTION
 THIS SECTION APPLIES FROM
 STA 96+50 TO STA 100+00 CR 577
 & STA 200+00 TO STA 202+50 CR 578



SEE PLAN SHEETS FOR SUPERELEVATION LIMITS

- ▲ RATE OF SE OR NORMAL SHOULDER SLOPE WHICHEVER IS GREATER (BUT NOT LESS THAN 7/4" PER FT FOR UNPAVED SHOULDERS)
- ALGEBRAIC DIFFERENCE IN PAVING SLOPE AND SHOULDER SLOPE NOT TO EXCEED 0.08"/FT

- (A) 9.5mm ASPH CONC SUPERPAVE. (135*/YD²)
- (B) 19mm ASPH CONC SUPERPAVE. (220*/YD²)
- (C) 25mm ASPH CONC SUPERPAVE. (440*/YD²)
- (D) 25mm ASPH CONC SUPERPAVE. (770*/YD²)
- (E) GRADED AGGREGATE BASE CRS. INCL MAT'L. 10" THICK
- (F) ASPH CONCRETE LEVELING
- (G) GRADED AGGREGATE BASE CRS. INCL MAT'L. 6" THICK

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

NOT TO SCALE

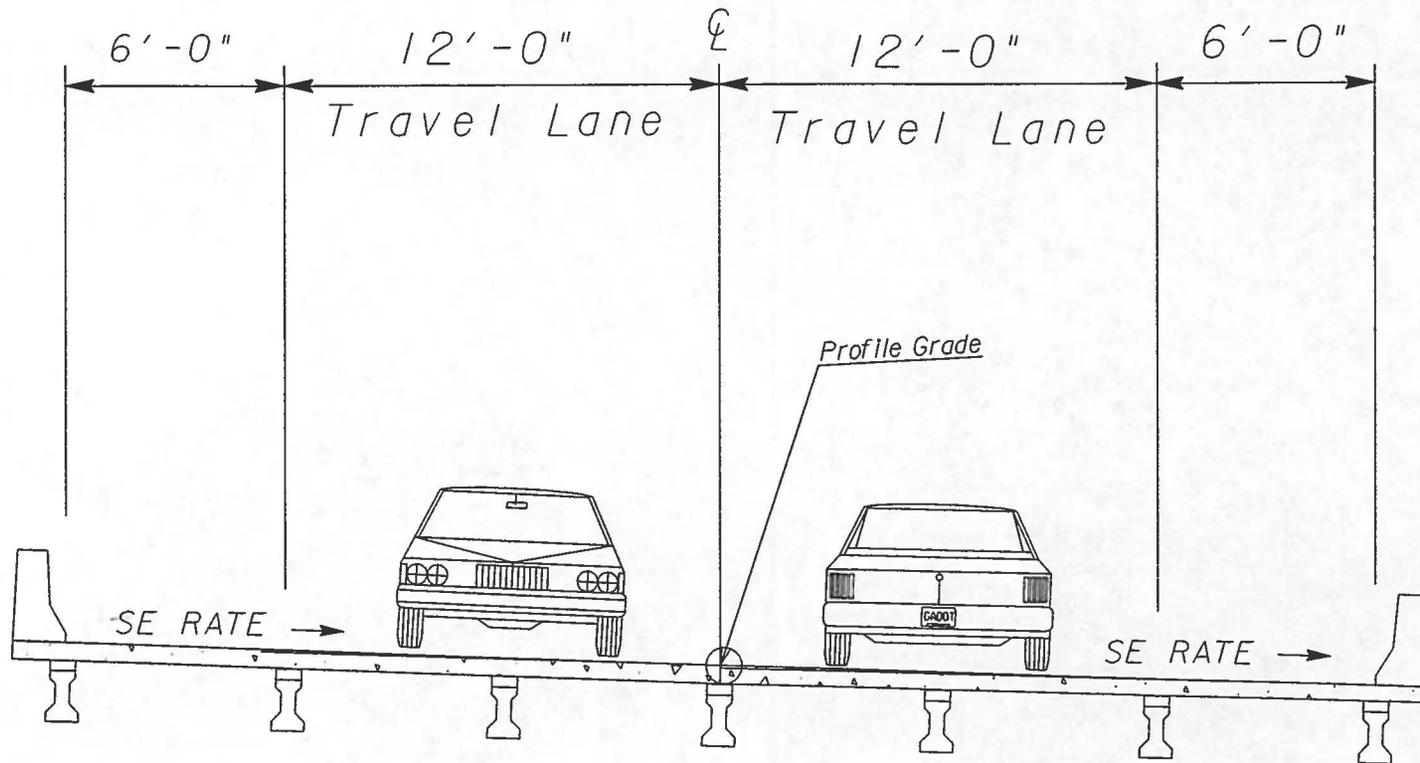
| REVISION DATES |
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STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: DISTRICT 2 - TENNILLE
TYPICAL SECTIONS
 CSBG-0007-001(168)
 COLUMBIA COUNTY

05-002

TYPICAL SECTION

SR 47/US 221



PROPOSED BRIDGE

Decker, Renee

From: Pollard, Cindy
Sent: Tuesday, July 26, 2011 10:09 AM
To: Decker, Renee
Subject: CSBRG-0007-00(168), Columbia County, PI No. 0007168

Renee',

I have sized the proposed bridge for this project and have a couple of requests to make. The length of the bridge is pending review of the hydraulic study by Susan and the front office, but Susan has been involved with setting up the model, so it should be fine. The proposed bridge will be 180 ft long and 36 ft wide and will be skewed 65 degrees with the right side ahead of the left side. The bridge will begin at Station 66+25.00 and will end at Station 68+05.00.

My first request is to raise the grade in order to provide clearance above the design storm. The minimum elevation that I need within the limits of the bridge is 257.82 ft. Since the bridge is skewed, this minimum elevation needs to be maintained from Station 66+16.61 to Station 68+13.39.

The second request pertains to deck drains. In order to maintain proper drainage of water from the bridge, I determined that the minimum profile grade that will work is 0.05%. This is also based on the superelevation rate of 0.056722% that is currently shown on the plans. If the SE rate changes, let me know, and I can run my program to see if we can still get water off of the bridge. I also based my calculations on a straight grade within the limits of the bridge (skewed stations listed above).

Based on these bridge stations, it appears that Yelton Road may not need to be shifted. That will save some roadway costs. Make sure that I am correct about that.

We ran everything by Bill Duvall this morning and he was wondering if the proposed roadway could be tied back into the existing roadway sooner in order to save additional roadway costs.

Finally, do you know what the status is on the additional survey information that I requested?

Call me if you need to discuss any of my requests. I tried to be clear in what I was stating, but sometimes it does not turn out that way! Thanks.

Cindy Pollard, P.E.
Georgia Department of Transportation
Office of Bridge Hydraulics
One Georgia Center
600 W. Peachtree Street, 24th Floor
Atlanta, Georgia 30308
(404) 631-1865
cipollard@dot.ga.gov

Beck, Susan

From: Beck, Susan
Sent: Friday, September 14, 2007 10:37 AM
To: Smith, Alan; Keene, Michael; Merritt, Russell; Bean, Lynn
Subject: RE: 0007168 Columbia County - Concept Team Meeting

Alan,

If we need more opening here in order to relieve backwater or to reduce the velocities through the bridge, we would lengthen the bridge since that would give us more area than raising the bridge. The reason we would request that the grade be raised on a project would be to provide the required clearance over the floodstage elevations. We are required to have 2.0 ft of clearance over the design storm floodstage and 1.0 ft of clearance over the 100 year storm floodstage on a State Route. If we know ahead of time that there are constraints on the grade, as in this case with the close proximity of the other roads, we can try to use the shallowest beams that are practical for the site to keep the grade as low as possible. One option, if we do not have the required clearance over the floodstage elevations and the grade cannot be raised any higher, is to pursue a design variance to the Drainage Manual. That would be my last resort on a State Route.

I was hoping to be able to come up with a little information on the creek, but there is no regulatory floodway and no USGS gage located here to get an idea of what kind of floodstage elevations we would be dealing with. At this point all we can do is keep these constraints in mind when we start on the hydraulic study.

Susan T. Beck
Office of Bridge Hydraulics
(404) 656-5285
susan.beck@dot.state.ga.us

From: Smith, Alan
Sent: Friday, September 14, 2007 8:53 AM
To: Keene, Michael; Merritt, Russell; Bean, Lynn; Beck, Susan
Subject: 0007168 Columbia County - Concept Team Meeting

Mike,

I discussed your concerns about the proximity of Yelton Road to SR 47 and being able to use it as an off-site detour during construction with Rusty and Lynn. We all agree that the road is close to the bridge (approximately 350-ft.), I am proposing to shift it approximately 100-ft. to the north to allow more room. We discussed how this would affect the project if a grade change is necessary due to the hydraulics of the bridge and this is how we would like to proceed.

Since the bridge has constraints on either end as far as being able to be constructed due to the close proximity of the county roads, we are asking the bridge office to consider lengthening the bridge vs. raising it to get the amount of opening needed. This would occur whenever the hydraulics could be ran and bridge length could be determined (after concept approval and surveys are done). The worst that this would cause is that the guardrail would need to be wrapped around the radii of the county roads on the approach sides of the bridge.

Also, if the road just had to be raised, the new alignment of Yelton Road could be set at that new grade and the portion of SR 47 raised from that point north, then traffic could be placed onto the detour and the rest constructed.

<X:\D2Concepts\0007168-layout.PDF>

I am attaching a link to the concept drawings for Susan to access if she needs to:

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

| Structure ID:073-0027-0 | | Columbia | | SUFF. RATING: 59.91 | |
|--------------------------------|------------------------------------|--------------------------------|-------------|-------------------------------|------|
| Location & Geography | | | | Signs & Attachments | |
| Structure ID: | 073-0027-0 | *104 Highway System: | 0 | 225 Expansion Joint Type: | 02 |
| 200 Bridge Information: | 06 | *26 Functional Classification: | 06 | 242 Deck Drains: | 1 |
| *6A Feature Int: | GREENBRIER CREEK | *204 Federal Route Type: | F No: 01731 | 243 Parapet Location: | 0 |
| *6B Critical Bridge: | 0 | 105 Federal Lands Highway: | 0 | Height: | 0 |
| *7A Route No Carried: | SR00047 | *110 Truck Route: | 0 | Width: | 0 |
| *7B Facility Carried: | US 221/ SR 47 | 2006 School Bus Route: | 1 | 238 Curb Height: | 1 |
| 9 Location: | 2.5 MI NE OF APPLING | 217 Benchmark Elevation: | 0000.00 | Curb Material: | 1 |
| 2 Dot District: | 2 | 218 Datum: | 0 | 239 Handrail: | 11 |
| 207 Year Photo: | 2011 | *19 Bypass Length: | 06 | *240 Medium Barrier Rail: | 0 |
| *91 Inspection Frequency: | 24 Date: 06/28/2011 | *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 | Fwrd: | 3 |
| *4 Place Code: | 00000 | 37 Historical Significance: | 5 | Oppo. Dir. Rear: | 0 |
| *5 Inventory Route(O/U): | 1 | 205 Congressional District: | 10 | Oppo. Fwrd: | 0 |
| Type: | 2 | 27 Year Constructed: | 1955 | 244 Approach Slab: | 3 |
| Designation: | 1 | 106 Year Reconstructed: | 0000 | 224 Retaining Wall: | 0 |
| Number: | 00221 | 33 Bridge Medium: | 0 | 233 Posted Speed Limit: | 55 |
| Direction: | 0 | 34 Skew: | 45 | 236 Warning Sign: | 0.00 |
| *16 Latitude: | 33 34.7410 HMMS Prefix:SR | 35 Structure Flared: | 0 | 234 Delineator: | 1.00 |
| *17 Longitude: | 82 -17.9708 HMMS Suffix:00 MP:9.95 | 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 STRAHNET: | 0 | *42 Type of Service On: | 1 | Electric: | 00 |
| 12 Base Highway Network: | 1 | Type of Service Under: | 5 | Telephone: | 34 |
| 13A LRS Inventory Route: | 731004700 | 214 Movable Bndge: | 0 | Sewer: | 00 |
| 13B Sub Inventory Route: | 0 | 203 Type Bridge: | 0 | 247 Lighting Street: | 0 |
| 101 parallel Structure: | N | 259 Pile Encasement: | 3 | Navigation: | 0 |
| *102 Direction of Traffic: | 2 | *43 Structure Type Main: | 3 02 | Aerial: | 0 |
| *264 Road Inventory Mile Post: | 009.95 | 45 No.Spans Main: | 003 | *248 County Continuity No.: | 00 |
| *208 Inspection Area: | 2 Initials. EFP | 44 Structure Type Appr: | 0 00 | | |
| Engineer's Initials: | ep | 46 No Spans Appr: | 0000 | | |
| * Location ID No: | 073-00047D-009.95E | 226 Bridge Curve Horz: | 1 Vert: 0 | | |
| | | 111 pier Protection: | 0 | | |
| | | 107 Deck Structure Type: | 1 | | |
| | | 108 Wearing Structure Type: | 1 | | |
| | | Membrane Type: | 8 | | |
| | | Deck Protection: | 8 | | |

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:073-0027-0

Programming Data

201 Project No: S-1095 (1)
 202 Plans Available: 4
 249 Prop Proj No: CSBRG-0007-00(168)
 250 Approval Status: 0000
 251 PI Number: 0007168
 252 Contract Date: 02/01/1901
 260 Seismic No: 00000
 75 Type Work: 34 1
 94 Bridge Imp Cost: \$86
 95 Roadway Imp Cost: 224
 96 Total Imp Cost: 384
 76 Imp Length: 001449
 97 Imp Year: 1990
 114 Future ADT: 001950 Year:2030

Hydraulic Data

215 Waterway Data:
 High Water Elev: 0250.0 Year:1900
 Flood Elev: 0000.0 Freq:00
 Avg Streambed Elev: 0234.6
 Drainage Area: 00037
 Area of Opening: 001210
 113 Scour Critical: 5
 216 Water Depth: 00.8 Br.Height:20.0
 222 Slope Protection: 1
 221 Slope Protection: 0 Fwd:0
 219 Fender System: 0
 220 Dolphin: 0
 223 Current Cover: 000
 Type: 0
 No. Barrels: 0
 * Width: 0.00 Height:0.00
 * Length: 0 Apron:0
 265 U/W Insp. Area: 0 Diver:ZZZ
 Location ID No: 073-00047D-009.95E

Measurements:

*29 ADT: 001300 Year:2010
 109% Trucks: 15
 * 28 Lanes On: 02 Under:00
 210 No. Tracks On: 00 Under:00
 * 48 Max. Span Length: 0043
 * 49 Structure Length: 129
 51 Br. Rwdy. Width: 27.70
 52 Deck Width: 34.00
 * 47 Tot. Horiz. Cl: 28
 50 Curb / Sidewalk Width: 2.10 / 2.10
 32 Approach Rdwy. Width: 027
 *229 Shoulder Width:
 Rear Lt: 2.00 Type:2 Rt:2.00
 Fwd. Lt: 2.00 Type:2 Rt:2.00
 Permanent Width:
 Rear: 23.00 Type:2
 23.00 Type:2
 Intersection Rear: 1 Fwd: 1
 36 Safety Features Br. Rail: 2
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl. Over: 99' 99"
 Under:
 *228 Minimum Vertical Cl
 Act. Odm Dir.: 99' 99"
 Oppo. Dir: 99' 99"
 Posted Odm. Dir: 00' 00"
 Oppo. Dir: 00' 00"
 55 Lateral Undercl. Rt: N 0 0
 56 Lateral Undercl. Lt: 0.00
 *10 Max Min Vert Cl: 99' 99" Dir:0
 39 Nav Vert Cl: 000 Horiz:0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 6.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup:1997 Sub:0000

65 Inventory Rating Method: 1
 63 Operating Rating Method: 1
 66 Inventory Type: 2 Rating: 17
 64 Operating Type: 2 Rating: 17
 231 Calculated Loads:
 H-Modified: 21 1
 HS-Modified: 29 1
 Type 3: 27 1
 Type 3s2: 39 1
 Timber: 33 1
 Piggyback: 40 0
 261 H Inventory Rating: 15
 262 H Operating Rating: 25
 67 Structural Evaluation: 4
 58 Deck Condition: 5
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 6
 60B Scour Condition: 6
 60C Underwater Condition: N
 71 Waterway Adequacy: 8
 61 Channel Protection Cond.: 6
 68 Deck Geometry: 4
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 7
 62 Culvert: N
Posting Data
 70 Bridge Posting Required: 3
 41 Struct Open, Posted, CL: P
 * 103 Temporary Structure: 0
 232 Posted Loads
 H-Modified: 21
 HS-Modified: 29
 Type 3: 27
 Type 3s2: 39
 Timber: 33
 Piggyback: 00
 253 Notification Date: 02/01/1901
 258 Fed Notify Date: 2/1/1901 12:00:00AA

Summary of Comments
Project CSBRG-0007-00(168), PI No. 0007168, Columbia County

Page 2

Gary Thigpen, Martinez/Columbia County Fire Department
Thomas J. McFarland, Retired Chief, North Columbia Fire and Rescue

MEDIA:

News Channel 6

DISPOSITION OF COMMENTS:

GT Hill Planners will respond to all comments on behalf of the Department of Transportation.

Summary of Comments
 Project CSBRG-0007-00(168), PI No. 0007168, Columbia County

The GDOT offices below are asked to review the responses provided by the consultant for the comments in their section. The project manager will review all responses.

| REVIEWING OFFICE | COMMENT # | NATURE OF COMMENT | PROPOSED RESPONSE |
|------------------|-----------|--|--|
| Design | 2, 4, 5 | Concern about truck traffic navigating the detour location in Phiziny at Ray Owens Road and SR 150. | The project team is currently evaluating the possibility of providing alternate access at the intersection of Ray Owens Road and SR 150 in Phinazy, including the option of diverting traffic onto Bennett Lane. |
| | 3 | Concern that Yelton Road and Tubman Road will be realigned to form a four-way intersection at SR 47. | GDOT has no plans at this time to create a four-way intersection at Yelton Road, Tubman Road, and SR 47. |
| | 5 | Concern about emergency vehicle access to Tubman Road during construction. | The project team is presently evaluating the possibility of staging construction in order to reopen the intersection of Tubman Road and SR 47 as soon as possible. Providing an alternate route for emergency vehicles along Cellars Road is not feasible due to the poor condition of the closed county road. |
| | | | |

| REVIEWING OFFICE | COMMENT # | NATURE OF COMMENT | PROPOSED RESPONSE |
|------------------|-----------|-------------------|-------------------|
| Right-of-Way | | | |
| | | | |
| | | | |
| | | | |

Summary of Comments
 Project CSBRG-0007-00(168), PI No. 0007168, Columbia County

Page 4

| REVIEWING OFFICE | COMMENT # | NATURE OF COMMENT | PROPOSED RESPONSE |
|--------------------|-----------|---|--|
| Traffic Operations | 2, 4, 5 | Concern about truck traffic navigating the detour location in Phiziny at Ray Owens Road and SR 150. | The project team is currently evaluating the possibility of providing alternate access at the intersection of Ray Owens Road and SR 150 in Phinizy, including the option of diverting traffic onto Bennett Lane. |
| | 5 | Concern about emergency vehicle access to Tubman Road during construction. | The project team is presently evaluating the possibility of staging construction in order to reopen the intersection of Tubman Road and SR 47 as soon as possible. Providing an alternate route for emergency vehicles along Cellars Road is not feasible due to the poor condition of the closed county road. |
| | | | |

| REVIEWING OFFICE | COMMENT # | NATURE OF COMMENT | PROPOSED RESPONSE |
|------------------|-----------|-------------------|-------------------|
| Planning | | | |
| | | | |
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| REVIEWING OFFICE | COMMENT # | NATURE OF COMMENT | PROPOSED RESPONSE |
|------------------|-----------|-------------------|-------------------|
| Environment | | | |
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Summary of Comments
Project CSBRG-0007-00(168), PI No. 0007168, Columbia County

Page 5

Attached is a complete transcript of the comments received during the comment period and a copy of the public detour open house handout for review. **Your input on the proposed responses is required by February 24, 2012.** Please direct your comments via email to Vonda Everett (veverett@dot.ga.gov) of District Two.

If you have any questions about the comments, please either email or call Vonda Everett at veverett@dot.ga.gov or (478) 552-4631.

GB/ve/ekm

Attachments

DISTRIBUTION:

Russell R. McMurry, P.E., w/attachments
George Brewer, w/attachments
District Two Attn: Jimmy Smith, P.E., w/attachments
Angela T. Alexander, w/attachments
Kathy Zahul, P.E., w/attachments
Troy Byers, w/attachments
Bobby Hilliard, P.E., State Program Delivery Engineer
Vonda Everett, NEPA/Planning & Programming
Jamie Lindsey, Design Engineer
Cissy McNure, District Communications Officer
Renee Decker, Designer
Marie Njie, Jacobs