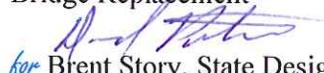


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0007181 **OFFICE** Design Policy & Support
CSBRG-0007-00(181)
Lanier County
GDOT District 4 - Tifton **DATE** 9/6/2013
SR 64 @ Ten Mile Creek
6.5 Miles Northwest of Lakeland
Bridge Replacement

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

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
Paul Tanner, Asst. State Transportation Data Administrator
Attn: Systems & Classification Branch
Jeff Fletcher, Statewide Location Bureau Chief
Andy Casey, State Roadway Design Engineer
Attn: Sandy Griffin, District Design Engineer
Joe Sheffield, District Engineer
Brent Thomas, District Preconstruction Engineer
Tim Warren, District Utilities Engineer
Matt Bennett, Project Manager
BOARD MEMBER - 8th Congressional District

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

Project Type: Bridge Replacement P.I. Number: 0007181
 GDOT District: 4 County: Lanier
 Federal Route Number: N/A State Route Number: SR 64
 Project Number: CSBRG-0007-00(181)

SR 64 @ Ten Mile Creek 6.5 MI Northwest of Lakeland

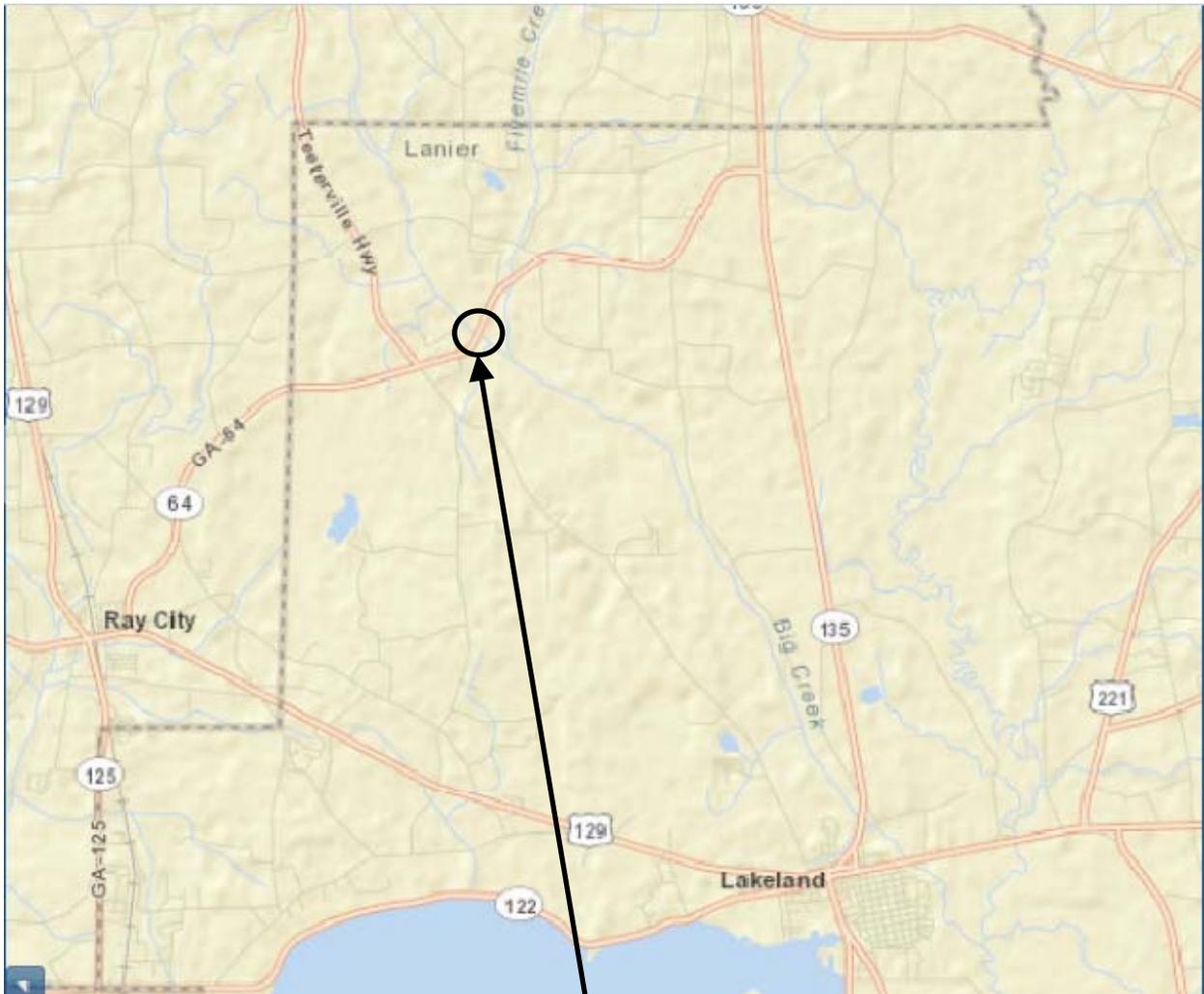
Submitted for approval:

<u><i>Joseph D. Lippin</i></u> GDOT Concept/Design Phase Office Head	<u>6-25-13</u> DATE
<u><i>Benet Rice</i></u> Office Head (GDOT Project Manager's Office)	<u>7/9/2013</u> DATE
<u><i>J. B. [Signature]</i></u> GDOT Project Manager	<u>7/9/2013</u> DATE

Recommendation for approval:

<u>Program Control Administrator</u>	<u>DATE</u>
* <u>Glenn Bowman / KLP</u>	<u>7-15-2013</u>
<u>State Environmental Administrator</u>	<u>DATE</u>
* <u>Kathy Zahul / KLP</u>	<u>7-18-2013</u>
<u>State Traffic Engineer</u>	<u>DATE</u>
* <u>Lisa Myers / KLP</u>	<u>7-15-2013</u>
<u>Project Review Engineer</u>	<u>DATE</u>
* <u>Joe Birnkammer / KLP</u>	<u>7-11-2013</u>
<u>State Utilities Engineer</u>	<u>DATE</u>
* <u>Joe Sheffield / KLP</u>	<u>8-2-2013</u>
<u>District Engineer</u>	<u>DATE</u>
* <u>Ben Rabun / KLP</u>	<u>8-1-2013</u>
<u>State Bridge Design Engineer</u>	<u>DATE</u>
<u>State Transportation Financial Management Administrator</u>	<u>DATE</u>
* <u>Recommendation on file</u>	
<u>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).</u>	
<u><i>Christina L. [Signature]</i></u>	<u>7-17-13</u>
<u>State Transportation Planning Administrator (recommendation required)</u>	<u>DATE</u>

PROJECT LOCATION



PROJECT LOCATION
Structure ID: 173-0012-0
NOT TO SCALE

PLANNING & BACKGROUND DATA

Project Justification Statement:

This bridge (Structure ID 173-0012-0; SR 64 over Ten Mile Creek) was built in 1961. The bridge consists of five spans of reinforced concrete deck girders on concrete caps and concrete columns. This bridge was designed using a truck configuration that weighs less than the current state legal truck weights. This bridge is currently posted. The overall condition of this bridge would be classified as good to satisfactory; with the substructure members exhibiting some minor abrasion and cracking considered to be satisfactory. The deck has minor cracking and abrasion wearing. The superstructure has very minor cracking. No rehabilitation work performed on the structure components would improve this bridge in so far as the posting of the structure is concerned. Due to the structural integrity based on the design and that the bridge is currently posted, replacement of this bridge is recommended.

Description of the proposed project: This project is the replacement of the existing bridge on SR 64 @ Ten Mile Creek approximately 6.5 miles northwest of Lakeland, Georgia. The current Bridge Sufficiency Rating is 69.30 and will be replaced with a wider bridge that meets current GDOT Guidelines. The proposed approaches will consist of two-11 ft. travel lanes, 8 ft shoulders with 4 ft. paved and open ditches. Traffic will be maintained with an Off-site Detour. This project is located in the 10th Land District, Land Lots 356 & 357 and GMD 1300. The proposed project will be approximately 0.27 miles in length.

Description of Off-Site Detour: (See attached Detour Map)

Eastbound Traffic: Beginning at the intersection of SR 64 and SR 37 in Ray City, eastbound traffic will travel south along SR 37 for approximately 7.8 miles to the intersection with SR 135 in Lakeland, traffic will then travel north along SR 135 for approximately 6.9 miles to the intersection of SR 64 east of the project.

Westbound Traffic: Beginning at the intersection of SR 64 and SR 135 traffic will travel south along SR 135 for approximately 6.9 miles to the intersection of SR 37 in Lakeland, traffic will then travel north along SR 37 for approximately 7.8 miles to the intersection of SR 64 in Ray City West of the project.

Federal Oversight: Full Oversight Exempt State Funded Other

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

Regional Commission: N/A RC – Southern Georgia RC
RC Project ID #

Congressional District(s): 8

Projected Traffic: AADT

Current Year (2010): 400

Open Year (2018): 450

Design Year (2038): 600

Functional Classification (Mainline): Rural Major Collector

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

- 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: *None*

Context Sensitive Solutions: *N/A*

DESIGN AND STRUCTURAL DATA

Mainline Design Features:

Roadway Name/Identification: SR 64

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	11.0'	11.0'	11.0'
- Median Width & Type	N/A		N/A
- Outside Shoulder Width & Type	8' Grass	8' (4' paved)	8' (4' paved)
- Outside Shoulder Slope	6%	6%	6%
- Inside Shoulder Width & Type	N/A		N/A
- Sidewalks	N/A		N/A
- Auxiliary Lanes	N/A		N/A
- Bike Lanes	N/A		N/A
Posted Speed	55 mph		55 mph
Design Speed	55 mph	55mph	55 mph
Min Horizontal Curve Radius	1146'	1060'	1146'
Superelevation Rate	6.0%	8.0% max	6.0%
Grade	1.37%	7% max (Rolling)	1.36% max
Access Control	By permit	By permit	By permit
Right-of-Way Width	100' – 250'	N/A	160'-250'
Maximum Grade – Crossroad	N/A		N/A
Design Vehicle	SU	SU	SU
<i>Additional Items as needed</i>			

*According to current GDOT design policy if applicable

Major Structures:

Structure	Existing	Proposed
-----------	----------	----------

173-0012-0 SR 64 over Ten Mile Creek, Lanier Co.	170' x 26' Concrete Bridge, two-11 ft. travel lanes with 2 ft shoulders. Sufficiency Rating= 69.30	275' x 38' Concrete Bridge, two-11 ft. travel lanes with 8 ft shoulders.
Detour Bridge	N/A	N/A
Other	N/A	N/A

Major Interchanges/Intersections: N/A

Utility Involvements: Windstream & Slash Pine EMC

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

SUE Required: Yes No

Railroad Involvement: None

Right-of-Way:

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

Anticipated number of impacted parcels:	4
Anticipated number of displacements (Total):	0
Businesses:	0
Residences:	0
Other:	0

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant Significant

TMP Components Anticipated: TTC TO PI

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
 Is a Carbon Monoxide hotspot analysis required? No Yes

MS4 Compliance- Is the project located in an MS4 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"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input type="checkbox"/>	Possible SBV Needed
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input type="checkbox"/>	Need surveys to determine
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA: Field Studies are complete.

Ecology:

- 1 perennial stream – Ten Mile Creek; stream buffer variance possibly required
- 2 open waters: (1) Open Water 1 located in SW quadrant; (2) Open Water 2 located in NE quadrant
- 2 wetlands (both these continue beneath the bridge): 1 located in SW and SE quadrants; 1 located in NW and NE quadrants
- Potential suitable habitat for the wood stork (*Mycteria americana*)
- No migratory bird species or nests found during field surveys
- Invasive species: Chinese privet, Japanese climbing fern, Chinese tallow, Japanese honeysuckle (not observed in a mass greater than or equal to 1,000 square feet at any one location)

History: Bridge is historic (1961), but is not eligible.

Archeology: No resources were found.

Air & Noise: N/A

Public Involvement: *PIOH Detour Meeting will be held.*

Major stakeholders: *Traveling public, landowners within project limits.*

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: *None*

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT District 4 Design
Design	GDOT District 4 Design
Right-of-Way Acquisition	GDOT
Utility Relocation	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	GDOT
Environmental Studies, Documents, & Permits	GDOT Task Order
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Lighting required: No Yes

Initial Concept Meeting: *N/A*

Concept Meeting: **June 24, 2013**

Other projects in the area: CSBRG-0007-00(182), PI 0007182, Lanier County, SR 64 @ Five Mile Creek

Other coordination to date: *None*

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$129,041.20	\$463,000.00	\$0.00	\$2,011,887.05	\$36,000.00	\$2,639,928.25
Date of Estimate	5/6/2009	3/25/2013	2/19/2013	4/8/2013	4/8/2013	

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

ALTERNATIVES DISCUSSION

Alternative selection: The preferred alternative for this project is to replace the existing bridge at the existing location and maintain traffic on an Off-Site detour .

Preferred Alternative: <i>Replace bridge at existing location with traffic maintained on an Off-site detour.</i>			
Estimated Property Impacts:	4	Estimated Total Cost:	\$2,011,887.05
Estimated ROW Cost:	\$463,000.00	Estimated CST Time:	12 Months
Rationale: This alternative addresses the need and purpose of the project with the least amount of impacts to property and ESA's. The total length of the off-site detour for through traffic is approximately 14.2 miles.			

No-Build Alternative:			
Estimated Property Impacts:	\$0.00	Estimated Total Cost:	\$0.00
Estimated ROW Cost:	\$0.00	Estimated CST Time:	0 Months
Rationale: The No-Build Alternative will not address the purpose of the project which is to replace the existing bridge.			

Alternative 1: <i>Replace bridge at existing location and maintain traffic on an On-site Detour.</i>			
Estimated Property Impacts:	4	Estimated Total Cost:	\$2,887,952.67
Estimated ROW Cost:	\$470,000.00	Estimated CST Time:	18 months
Rationale: Due to the additional R/W & Easement cost and environmental impacts resulting from construction of an on-site detour this Alternative was abandoned. An additional 1.50 acres temporary easement will be needed to construct an On-site detour.			

Accident History: There has been one (1) vehicle accident reported in the area of the project within the last four years. (2009-2013) The accident involved a single vehicle leaving the roadway outside the project limits south of the project. The accident involved 1 injury and no fatalities.

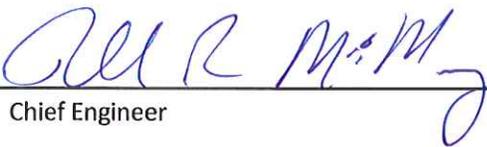
Comments: GDOT Office of Roadway Design Policy directs that Highway Safety Manual (HSM) analysis is not accomplished for bridge replacement projects with 0.5-mile or less of roadway construction on each bridge approach. This project has less than 0.11-mile of roadway construction proposed on each approach thus a HSM analysis is not included.

Attachments:

1. Concept Layout
2. Typical Sections
3. Detailed Cost Estimates
 - Construction
 - Fuel & Asphalt Price Adjustment
 - Right-of-Way
 - Utilities
 - Mitigation
4. Traffic Counts
5. Bridge Inventory
6. Meeting Minutes
7. Sign-In Sheet
8. Local Government Responsibilities Letter
9. Off-Site Detour Map

APPROVALS

Concur:  8/27/2013
Director of Engineering

Approve:  9/1/13
Chief Engineer Date

DETAILED COST ESTIMATE



Job: 0007181

JOB NUMBER 0007181

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

DESCRIPTION: SR 64@TEN MILE CREEK 6.5 MI NW OF LAKELAND

ITEMS FOR JOB 0007181

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$15,000.00000	TRAFFIC CONTROL - CSBRG-0007-00(181)	\$15,000.00
0010	210-0100	1.000	LS	\$231,443.70000	GRADING COMPLETE - CSBRG-0007-00(181)	\$231,443.70
0015	310-5080	4260.000	SY	\$13.50000	GR AGGR BS CRS 8IN INCL MATL	\$57,510.00
0020	402-3100	304.000	TN	\$80.10000	REC AC 9.5 MM SP,TPI,GP1ORBL1,INCL BM&HL	\$24,350.40
0030	402-3121	743.000	TN	\$72.25000	RECYL AC 25MM SP,GP1/2,BM&HL	\$53,681.75
0025	402-3190	495.000	TN	\$75.18000	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$37,214.10
0035	413-1000	360.000	GL	\$3.25000	BITUM TACK COAT	\$1,170.00
0040	433-1000	270.000	SY	\$154.40000	REINF CONC APPROACH SLAB	\$41,688.00
0045	441-0301	4.000	EA	\$1,850.00000	CONC SPILLWAY, TP 1	\$7,400.00
0049	456-2015	0.250	GLM	\$3,745.92478	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	\$936.48
0050	500-3101	1.000	CY	\$650.00000	CLASS A CONCRETE	\$650.00
0054	550-2240	64.000	LF	\$32.55607	SIDE DR PIPE 24",H 1-10	\$2,083.59
0055	550-4124	2.000	EA	\$434.64896	FLARED END SECT 24 IN, SIDE DR	\$869.30
0060	576-1015	160.000	LF	\$30.00000	SLOPE DRAIN PIPE, 15 IN	\$4,800.00
0065	634-1200	13.000	EA	\$115.00000	RIGHT OF WAY MARKERS	\$1,495.00
0070	641-1100	84.000	LF	\$66.00000	GUARDRAIL, TP T	\$5,544.00
0075	641-1200	350.000	LF	\$20.12000	GUARDRAIL, TP W	\$7,042.00
0080	641-5001	2.000	EA	\$800.00000	GUARDRAIL ANCHORAGE, TP 1	\$1,600.00
0085	641-5012	2.000	EA	\$2,300.00000	GUARDRAIL ANCHORAGE, TP 12	\$4,600.00
SUBTOTAL FOR ROADWAY:						\$499,078.32

0020 - TEMPORARY EROSION

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0090	163-0232	6.000	AC	\$600.00000	TEMPORARY GRASSING	\$3,600.00
0095	163-0240	96.000	TN	\$250.00000	MULCH	\$24,000.00
0100	163-0300	2.000	EA	\$1,200.00000	CONSTRUCTION EXIT	\$2,400.00
0105	163-0520	250.000	LF	\$15.00000	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	\$3,750.00
0115	163-0528	576.000	LF	\$4.60000	CONSTR AND REM FAB CK DAM -TP C SLT FN	\$2,649.60
0120	163-0529	850.000	LF	\$4.10000	CNST/REM TEMP SED BAR OR BLD STRW CK DM	\$3,485.00
0125	163-0550	4.000	EA	\$200.00000	CONS & REM INLET SEDIMENT TRAP	\$800.00
0130	165-0030	2930.000	LF	\$1.00000	MAINT OF TEMP SILT FENCE, TP C	\$2,930.00
0135	165-0041	288.000	LF	\$2.50000	MAINT OF CHECK DAMS - ALL TYPES	\$720.00
0140	165-0071	426.000	LF	\$1.00000	MAINT OF SEDIMENT BARRIER - BALED STRAW	\$426.00
0145	165-0101	2.000	EA	\$610.00000	MAINT OF CONST EXIT	\$1,220.00
0150	165-0105	4.000	EA	\$110.00000	MAINT OF INLET SEDIMENT TRAP	\$440.00
0155	167-1000	4.000	EA	\$500.00000	WATER QUALITY MONITORING AND SAMPLING	\$2,000.00
0160	167-1500	12.000	MO	\$500.00000	WATER QUALITY INSPECTIONS	\$6,000.00
0165	171-0030	5860.000	LF	\$3.00000	TEMPORARY SILT FENCE, TYPE C	\$17,580.00
0170	643-8200	2600.000	LF	\$2.24000	BARRIER FENCE (ORANGE), 4 FT	\$5,824.00
SUBTOTAL FOR TEMPORARY EROSION:						\$77,824.60

DETAILED COST ESTIMATE



Job: 0007181

0025 - PERMANENT EROSION

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0175	700-6910	6.000	AC	\$1,000.00000	PERMANENT GRASSING	\$6,000.00
0180	700-7000	12.000	TN	\$65.00000	AGRICULTURAL LIME	\$780.00
0185	700-8000	5.000	TN	\$550.00000	FERTILIZER MIXED GRADE	\$2,750.00
0190	700-8100	300.000	LB	\$3.23000	FERTILIZER NITROGEN CONTENT	\$969.00
SUBTOTAL FOR PERMANENT EROSION:						\$10,499.00

0030 - SIGNING AND MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0200	636-1033	37.000	SF	\$22.00000	HWY SIGNS, TP1MAT,REFL SH TP 9	\$814.00
0205	636-2070	112.000	LF	\$8.00000	GALV STEEL POSTS, TP 7	\$896.00
0209	636-5010	6.000	EA	\$38.78094	DELINEATOR, TP 1	\$232.69
0210	652-5451	2250.000	LF	\$0.14000	SOLID TRAF STRIPE, 5 IN, WHITE	\$315.00
0215	652-5452	2250.000	LF	\$0.14000	SOLID TRAF STRIPE, 5 IN, YELLO	\$315.00
0220	654-1001	37.000	EA	\$3.00000	RAISED PVMT MARKERS TP 1	\$111.00
0225	657-1085	550.000	LF	\$6.00000	PRF PL SD PVT MKG,8",B/W,TP PB	\$3,300.00
0230	657-6085	550.000	LF	\$6.00000	PRF PL SD PVMT MKG,8",B/Y,TPPB	\$3,300.00
SUBTOTAL FOR SIGNING AND MARKING:						\$9,283.69

0040 - BRIDGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0235	540-1101	1.000	LS	\$102,396.51000	REM OF EX BR, STA NO - 34+50.00	\$102,396.51
0240	543-9000	1.000	LS	\$1,113,750.00000	CONSTR OF BRIDGE COMPLETE - CSBRG-0007-00(181)	\$1,113,750.00
0245	603-2024	1294.000	SY	\$56.10000	STN DUMPED RIP RAP, TP 1, 24"	\$72,593.40
0250	603-7000	1294.000	SY	\$4.00000	PLASTIC FILTER FABRIC	\$5,176.00
SUBTOTAL FOR BRIDGE:						\$1,293,915.91

TOTALS FOR JOB 0007181

ITEMS COST:	\$1,890,601.52
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$1,890,601.52
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$1,985,131.60

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 3/25/2013 Project: CSBRG-0007-00(181)
 Revised: County: Lanier
 PI: 0007181

Description: SR 64 @ Ten Mile Creek 6.6 mile NW of Lakeland
 Project Termini: SR 64 @ Ten Mile Creek 6.6 mile NW of Lakeland

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 4

Land and Improvements _____ \$375,000.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$50,000.00

Valuation Services _____ \$4,000.00

Legal Services _____ \$40,200.00

Relocation _____ \$8,000.00

Demolition _____ \$0.00

Administrative _____ \$35,500.00

TOTAL ESTIMATED COSTS _____ \$462,700.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$463,000.00

Preparation Credits	Hours	Signature

Prepared By: Dathome Alexander CG#: 286999 03/25/2013(E)
 Approved By: Dathome Alexander CG#: 286999 03/25/2013(E)

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: **CSBRG-0007-00(181)**
 County **IANIER**
 P.I. # **0007181**

OFFICE: **Tifton**
 DATE: **February 19, 2013**

Description: ***Sr 64 @ 10 MILE CREEK 6.5 MILES Northwest of Lakeland***


FROM Tim Warren, P.E., District Utilities Engineer

TO Matt Bennett, Project Manager

SUBJECT **UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted . Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Estimate Based on</u>
Windstream	\$0.00	\$3,129.15	Site Visit / Available Drawings
Slash Pine EMC	\$0.00	\$7,000.00	Site Visit / Available Drawings
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
Total	\$ 0.00	\$10129.15	

**** Indicates Potential Utility Aid Request from Local Gov't**

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact me or Ken Cheek, Utilities Engineer at (229) 386-3288.

TW KC


c: Patrick Allen, State Utilities Preconstruction Engineer
 Brent Thomas, District Preconstruction Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0007181 **OFFICE** Environmental Services

DATE April 8, 2013

FROM *DB/we*
Glenn Bowman, P.E., State Environmental Administrator

TO Matt Bennett, Project Manager

SUBJECT Preliminary Mitigation Cost Estimate

As requested by your office, we are furnishing you with a preliminary cost estimate for the subject project. The project is located on SR 64 northwest of Lakeland, Georgia over Ten Mile Creek. After reviewing the plans and based on the information provided, wetlands will be permanently and temporarily impacted by the proposed project. The estimated cost for mitigation is \$36,000.00.

DISCLAIMER: This information is based solely on a desktop review of the information available. Only after a field reconnaissance, can a more detailed and accurate cost be estimated.

Thank you for your cooperation and expeditious handling of this matter. If you have any questions or need additional information, please contact Lisa Westberry (404) 631-1772 of our office.

GB/HDC/lmw

cc: Sandy Griffin, GDOT
General File



Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID: 173-0012-0

Lanier

SUFF. RATING: 69.30

Location & Geography

Structure ID:	173-0012-0	*104 Highway System:	0	Signs & Attachments	
200 Bridge Information:	06	*26 Functional Classification:	07	225 Expansion Joint Type:	02
*6A Feature Int:	TEN MILE CREEK	*204 Federal Route Type:	S No: 01791	242 Deck Drains:	1
*6B Critical Bridge:	0	105 Federal Lands Highway:	0	243 Parapet Location:	0
*7A Route No Carried:	SR00064	*110 Truck Route:	0	Height:	0
*7B Facility Carried:	SR 64 - WATSON ROAD	2006 School Bus Route:	1	Width:	0
9 Location:	6.5 MI NW OF LAKE LAND	217 Benchmark Elevation:	0191.86	238 Curb Height:	1
2 Dot District:	4	218 Datum:	3	Curb Material:	1
207 Year Photo:	2011	*19 Bypass Length:	08	239 Handrail	11
*91 Inspection Frequency:	24 Date: 12/05/2011	*20 Toll:	3	*240 Medium Barrier Rail:	0
92A Fract Crit Insp Freq:	0 Date: 02/01/1901	*21 Maintenance:	01	241 Bridge Median Height:	0
92B Underwater Insp Freq:	0 Date: 02/01/1901	*22 Owner:	01	* Bridge Median Width:	0
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	2	230 Guardrail Loc. Dir. Rear:	3
*4 Place Code:	00000	37 Historical Significance:	5	Fwd:	3
*5 Inventory Route(O/U):	1	205 Congressional District:	01	Oppo. Dir. Rear:	0
Type:	3	27 Year Constructed:	1961	Oppo. Fwd:	0
Designation:	1	106 Year Reconstructed:	0000	244 Approach Slab	3
Number:	00064	33 Bridge Medium:	0	224 Retaining Wall:	0
Direction:	0	34 Skew:	00	233 Posted Speed Limit:	55
*16 Latitude:	31 07.0337 HMMS Prefix:SR	35 Structure Flared:	0	236 Warning Sign:	1.00
*17 Longitude:	83 -08.0487 HMMS Suffix:00 MP:1.93	38 Navigation Control:	0	234 Delineator:	1.00
98 Border Bridge:	000%Shared:00	213 Special Steel Design:	0	235 Hazzard Boards:	1
99 ID Number:	0000000000000000	267 Type of Paint:	0	237 Utilities Gas:	00
*100 STRAHNET:	0	*42 Type of Service On:	1	Water:	00
12 Base Highway Network:	1	Type of Service Under:	5	Electric:	00
13A LRS Inventory Route:	1731006400	214 Movable Bridge:	0	Telephone:	00
13B Sub Inventory Route:	0	203 Type Bridge:	D	Sewer:	00
101 parallel Structure:	N	259 Pile Encasement	3	247 Lighting Street:	0
*102 Direction of Traffic:	2	*43 Structure Type Main:	1 04	Navigation:	0
*264 Road Inventory Mile Post:	001.94	45 No. Spans Main:	005	Aerial:	0
*208 Inspection Area:	4 Initials: EFP	44 Structure Type Appr:	0 00	*248 County Continuity No.:	00
Engineer's Initials:	SGM	46 No Spans Appr:	0000		
* Location ID No:	173-00064D-001.93E	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

Processed Date: 3/8/2013

Parameters: Bridge Serial Num

Structure ID: 173-0012-0

Programming Data

S-1791 (1)
 201 Project No:
 202 Plans Available:
 4
 BRG-0007-00(181)
 249 Prop Proj No:
 0000
 250 Approval Status:
 0007181
 251 PI Number:
 02/01/1901
 252 Contract Date:
 000000
 260 Seismic No:
 00 0
 75 Type Work:
 \$400
 94 Bridge Imp Cost:
 50
 95 Roadway Imp Cost:
 0
 96 Total Imp Cost:
 000000
 76 Imp Length:
 0000
 97 Imp Year:
 00405 Year: 3930

Hydraulic Data

215 Waterway Data:
 High Water Elev: 0186.3 Year: 1973
 Flood Elev: 0000.0 Freq: 00
 Avg Streambed Elev: 0177.4
 Drainage Area: 00000
 Area of Opening: 001075
 113 Scour Critical
 U
 216 Water Depth: 03.2 Br Height: 11.6
 222 Slope Protection: 1
 221 Slope Protection
 0 Fwd: 0
 219 Fender System
 0
 220 Dolphin:
 0
 223 Current Cover:
 000
 0
 0
 0
 0.00 Height: 0.00
 0 Apron: 0
 0 Diver: ZZZ
 173-00064D-001.93E

Measurements:

*29 ADT 000270 Year: 3910
 109% Trucks: 11
 *28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 *48 Max. Span Length 0034
 *49 Structure Length: 170
 51 Br. Rwdy. Width 26.30
 52 Deck Width: 32.30
 *47 Tot. Horiz. Cl: 26
 50 Curb / Sidewalk Width 2.00 / 2.00
 32 Approach Rdwy. Width 024
 *29 Shoulder Width: 2.30 Type: 2 Rt: 1.90
 Rear Lt: 1.70 Type: 2 Rt: 1.80
 Fwd. Lt:
 Permanent Width:
 Rear: 19.90 Type: 2
 20.00 Type: 2
 Intersection Rear: 0 Fwd: 0
 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 Deck Thick Approach: 6.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 0000 Sub: 0000

65 Inventory Rating Method: 1
 63 Operating Rating Method: 1
 66 Inventory Type: 2 Rating: 18
 64 Operating Type: 2 Rating: 18
 231 Calculated Loads:
 H-Modified: 21 0
 HS-Modified: 30 0
 Type 3: 33 0
 Type 3s2: 40 0
 Timber: 37 0
 Piggyback: 40 0
 261 H Inventory Rating: 14
 262 H Operating Rating: 23
 67 Structural Evaluation: 5
 58 Deck Condition: 7
 59 Superstructure Condition: 7
 *227 Collision Damage: 0
 60A Substructure Condition: 6
 60B Scour Condition: 8
 60C Underwater Condition: N
 71 Waterway Adequacy: 8
 61 Channel Protection Cond.: 7
 68 Deck Geometry: 5
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: N
Posting Data
 70 Bridge Posting Required: 0
 41 Struct Open, Posted, CL: A
 *103 Temporary Structure: 0
 232 Posted Loads
 H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type 3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 02/01/1901
 258 Fed Notify Date: 2/1/1901 12:00:00AM

Department of Transportation State of Georgia

Concept Meeting Minutes June 24, 2013

Project No. CSBRG-0007-00(181), Lanier County
PI No. 0007181
Description Bridge Replacement: SR 64 @ Ten Mile Creek 6.5 MI Northwest of Lakeland

Project No. CSBRG-0007-00(182), Lanier County
PI No. 0007182
Description Bridge Replacement: SR 64 @ Five Mile Creek 5 MI North of Lakeland

A concept meeting for the two subject projects was held on June 24, 2013. The meeting was requested by Matt Bennett, GDOT Project Manager and conducted by Ralph “Sandy” Griffin, GDOT District Design Engineer. The meeting was held at the GDOT District Office in Tifton, Georgia. The meeting began at 10:30 A.M. with an introduction of the personnel present for the meeting and brief project introductions. A sign in sheet was passed around and will be made a part of these minutes. Mr. Griffin named Jason Wiggins, GDOT Design Engineer 3, as the designer for the two aforementioned projects. Mr. Griffin read the Planning & Background Data section of the Bridge Replacement for SR 64 at Ten Mile Creek’s concept report.

Mr. Griffin asked if anyone anticipated any issues of concern relating to context sensitive design. Tony Collins, Lanier County Manager, expressed his concern with the required right-of-way (r/w) extents. Mr. Griffin, Mr. Wiggins, and Joe Sheffield, GDOT District Engineer, mentioned the minimum design standards presented in the GDOT Bridge and Structures Design Manual. Under the heading Design and Structural Data of the report, Mr. Griffin clarified an issue with the Off-site Detours Anticipated subsection. Mr. Griffin stated that an off-site detour is anticipated for the project.

Mr. Griffin questioned Tim Warren, GDOT District Utilities Engineer, on existing utility owners in the project limits. Mr. Warren answered with two utility owners, Windstream and Slashpine EMC. Mr. Bennett verified with Mr. Warren that Public Interest Determination Policy and Procedures are not recommended for the proposed project.

Mr. Griffin and Mr. Bennett asked Paul Alimia, GDOT Environmental Planning Specialist - NEPA, via conference call, if the Office of Environmental Services had any additional comments. Mr. Sheffield asked if the project would maintain an off-site detour and

questioned the length of the proposed detour. Mr. Sheffield also asked if both bridges would be closed at the same time during construction. Mr. Collins inquired about the use of roads other than state routes when designating an off-site detour. Construction had no additional comments at this point in the meeting.

Mr. Bennett posed the question, when will we be ready to hold the detour meeting? Mr. Bennett anticipates a late May approval of the environmental task order. Shane Pridgen, GDOT District Planning & Programming Engineer, and Brent Thomas, GDOT District Preconstruction Engineer, stated that a detour map is sufficient for the meeting, and that construction plans for a detour meeting are not needed for minor projects. Mr. Collins mentioned the management r/w date of October 2014, while Shane Pridgen answered a question posed by Mr. Bennett concerning policy changes for PIOH Detour Meetings. Mr. Thomas stressed the need to hold the detour meeting as early as possible, and Mr. Pridgen responded that late September is the earliest available date on his calendar. Mr. Pridgen also stated that the detour meeting shall be held prior to the approval of the environmental document.

Mr. Bennett and Mr. Pridgen discussed a possible STIP issue concerning the 2014 r/w date and Mr. Bennett explained that the baseline schedule for the project had not changed. Mr. Griffin explained that under the Project Responsibilities heading of the report, the responsible party for providing detours should be changed to GDOT. Mr. Griffin asked Mr. Bennett if today's meeting was an initial concept meeting, and inquired if an additional concept meeting for the project will be held at a later date. Mr. Thomas and Mr. Griffin both asked about the escalated r/w costs. Mr. Bennett explained that Lashone Alexander, RW Cost Estimator/Appraiser, was examining the preliminary r/w cost estimate.

Mr. Griffin asked Van Mason, District Traffic Engineer, if he had any concerns with the signing and marking of the project. Mr. Mason requested that design look into any issues with the beginning and ending striping of the project to ensure passing and no passing zones are distinguishable and linked appropriately, and that sight distance requirements are met.

Mr. Griffin ended the concept meeting for the Bridge Replacement for SR 64 at Ten Mile Creek by asking each GDOT office or attendee if they had additional comments that needed to be addressed. Mr. Pridgen mentioned the future detour meeting and reminded Mr. Bennett about scheduling the meeting in late September, or after. Mr. Thomas reminded Mr. Bennett of revising the r/w cost estimate. Mr. Sheffield was concerned that if a house is positioned between the two bridges that are proposed to be replaced, then the residents would be unable to leave their property. Lanier County officials will evaluate the problem and if one exists, then the two projects will require sequencing during construction and construction time may extend to twenty-four months.

Mr. Bennett questioned if the two projects should be joined under one P.I. number and one contract. He mentioned that there will only be one environmental task order, and that the scope will encompass both projects. Mr. Sheffield warned of the possibility of reaching an

upper threshold of wetland and/or stream buffer impacts if the projects are combined. Mr. Sheffield and Scott Chambers, GDOT District Construction Engineer, stated that from a contract standpoint, the projects will be easier if combined. Mr. Bennett stated that he will get HTNB, the environmental consultant, onboard with the project by holding a startup meeting.

This marked the end of the concept meeting for the Bridge Replacement for SR 64 at Ten Mile Creek.

Matt Bennett, GDOT Project Manager, began the second concept meeting for the Bridge Replacement for SR 64 at Five Mile Creek by stating that the two projects are similar in scope and that the two concept reports vary little in contextual information. Ralph “Sandy” Griffin, GDOT District Design Engineer, began reading the second concept report by emphasizing the differences of the two projects.

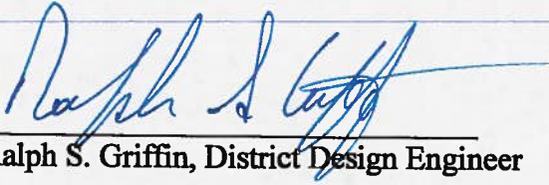
The length and width of the proposed bridge over Five Mile Creek was questioned by Lanier County. Mr. Griffin stated that the bridge dimensions would be determined at a later date by the GDOT Office of Bridges and Structures.

Mr. Griffin mentioned the error in not recording an off-site detour for the project over Five Mile Creek in the concept report. The concept report will be revised to include the need for an off-site detour. Brent Thomas, GDOT District Preconstruction Engineer, declared that the public involvement section of the report should contain the detour meeting. Mr. Bennett and Mr. Griffin discussed the large amount of preliminary engineering funds for the Bridge over Five Mile Creek.

The GDOT Office of Construction didn’t have additional comments for the second concept report. The GDOT Office of Utilities requested the addition of the same utility owners, as stated above, to the second concept report. The GDOT District Traffic Engineer, the GDOT District Planning & Programming Engineer, the GDOT District Preconstruction Engineer, and the Lanier County Manager stated their same concerns from the previous project and concept report, as stated above for the Bridge over Ten Mile Creek. Mr. Thomas questioned an error in the concept report under the heading Project Responsibilities. He stated that GDOT will be the party responsible for providing the off-site detour, and that the items required for the detour shall be presented in the Summary of Quantities and the Detour Plan within the future construction plans.

Mr. Griffin ended the reading of the second concept report for the Bridge over Five Mile Creek. Mr. Bennett asked if anyone wanted to join him at the project site in Lanier County. Several GDOT employees and local officials from Lanier County began reading the provided mainline construction plans after the two concepts reports were finished. Mr. Griffin asked Donna Garrison, GDOT Office of Engineering Services, if she had anything to add to the discussion of the two bridges. Tony Collins, Lanier County Manager, asked if an adjacent county road was within the project limits of the Bridge over Five Mile Creek. Jason Wiggins, GDOT Design Engineer 3, stated that the project in question begins immediately after the intersection of the two roadways.

The concept meeting for the two projects adjourned around 11:15 A.M.

A handwritten signature in blue ink, appearing to read "Ralph S. Griffin", with a long horizontal flourish extending to the right.

Ralph S. Griffin, District Design Engineer

SIGN IN SHEET

PROJECT NO.: CSBRG-0007-00(181)

P. I. NO.: 0007181

COUNTY: Lanier

DATE: June 24, 2013

TIME: 10:30 AM

<u>NAME</u>	<u>AGENCY</u>	<u>PHONE NO.</u>
Sandy Griffin	DDE/GDOT	229-386-3618
Brent Thomas	GDOT PREST	229-386-3300
Christy Lovett	GDOT - Eng. Services	912-427-5884
Donna GARRISON	GDOT - Eng. Services	229-386-3466
GERALD MEDAVER	GDOT - UTILITIES	(229) 386-3288
Tim WARREN	GDOT UTILITIES	229-386-3288
Shane Pridgen	GDOT Planning	229-386-3045
Albert Studstill	Lanier County	665-484-2088
Tony Collins	Lanier Co.	229-482-2088
JOEL SNEFFLES	GDOT-DC	229-386-3280
Steve Jasseter	GDOT Design	229-391-6996
Jasm Wiggins	GDOT DESIGN	229-391-2541
MATT BENNETT	GDOT PM-OPD	912-271-7404
Jerry Hughes	GDOT PE	229-386-5287
Van Massey	GDOT DTC	229-386-3435
Scott Chambers	GDOT DCU	229 386 3304



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

November 29, 2006

Mr. Jody Hamm
Commission Chairman, Lanier County
100 Main Street
Lakeland, GA 31635

Dear Chairman Hamm:

Subject: Local Government Responsibilities

Project No. CSBRG-0007-00(181) Lanier Co. PI# 0007181
SR 64 @ TEN MILE CREEK 6.5 MI NORTHWEST OF LAKELAND

The Office of Financial Management has added the subject project to the Department's Construction Work Program.

In an effort to improve project delivery, the Department has decided to adopt a new policy in regards to Local Government responsibility and commitment requirements. For projects generated by a State Highway System need, the Department will no longer request upfront Local Government commitments nor require Local Governments to bear costs for third parties. These projects will be classified as "Department Projects" hereon. The Department will assume the eligible costs for all utilities and railroads holding a property interest.

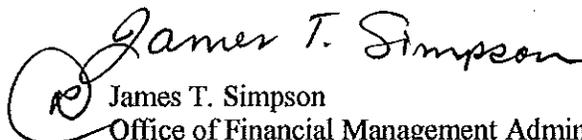
However, utility adjustment / relocation costs associated with any utility that was originally installed within a public right of way shall remain the responsibility of each respective utility owner (Office Code of Georgia Annotated 32-6-171). Please ensure that adequate funding is budgeted for the adjustment / relocation of such utility facilities owned by your Local Government (including any associated Authority's facilities). The Department's District Utilities Office will contact you to determine the potential impacts to your facilities.

Also, in an effort to improve project coordination, the Department strongly urges all Local Governments and associated Authorities that own water and sewer facilities to include such relocation work in the project by notifying the Department's District Utilities Office as early as possible in the project's development.

We hope this new policy will eliminate some of the uncertainties for Local Governments when making early commitments for often unknown costs; and the scheduled delivery of each project will be more reliable.

If you have any questions, feel free to call me at (404) 463-0966 or Joe Sheffield, District Engineer in Tifton at your convenience.

Sincerely yours,



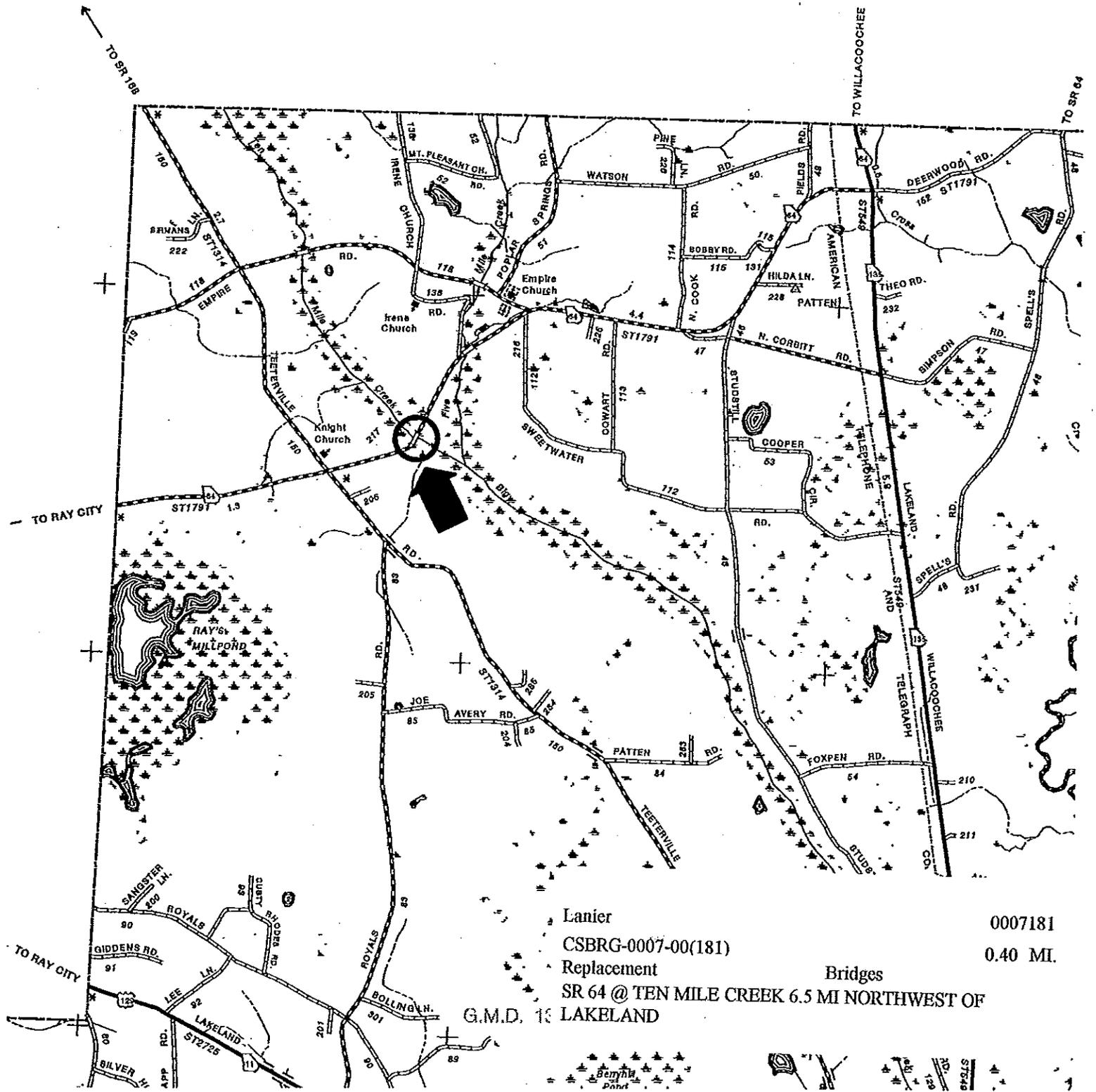
James T. Simpson

James T. Simpson
Office of Financial Management Administrator

JTS:RR:kp

- cc: Joe Sheffield - District 4 Engineer
- cc: Tim Warren - District 4 Utilities Engineer
- cc: Jeff Baker - State Utilities Engineer
- cc: Ralph Griffin - Project Manager, District 4

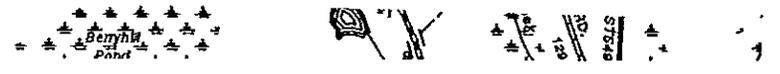
+ B E R R I E N + C O U N T Y +

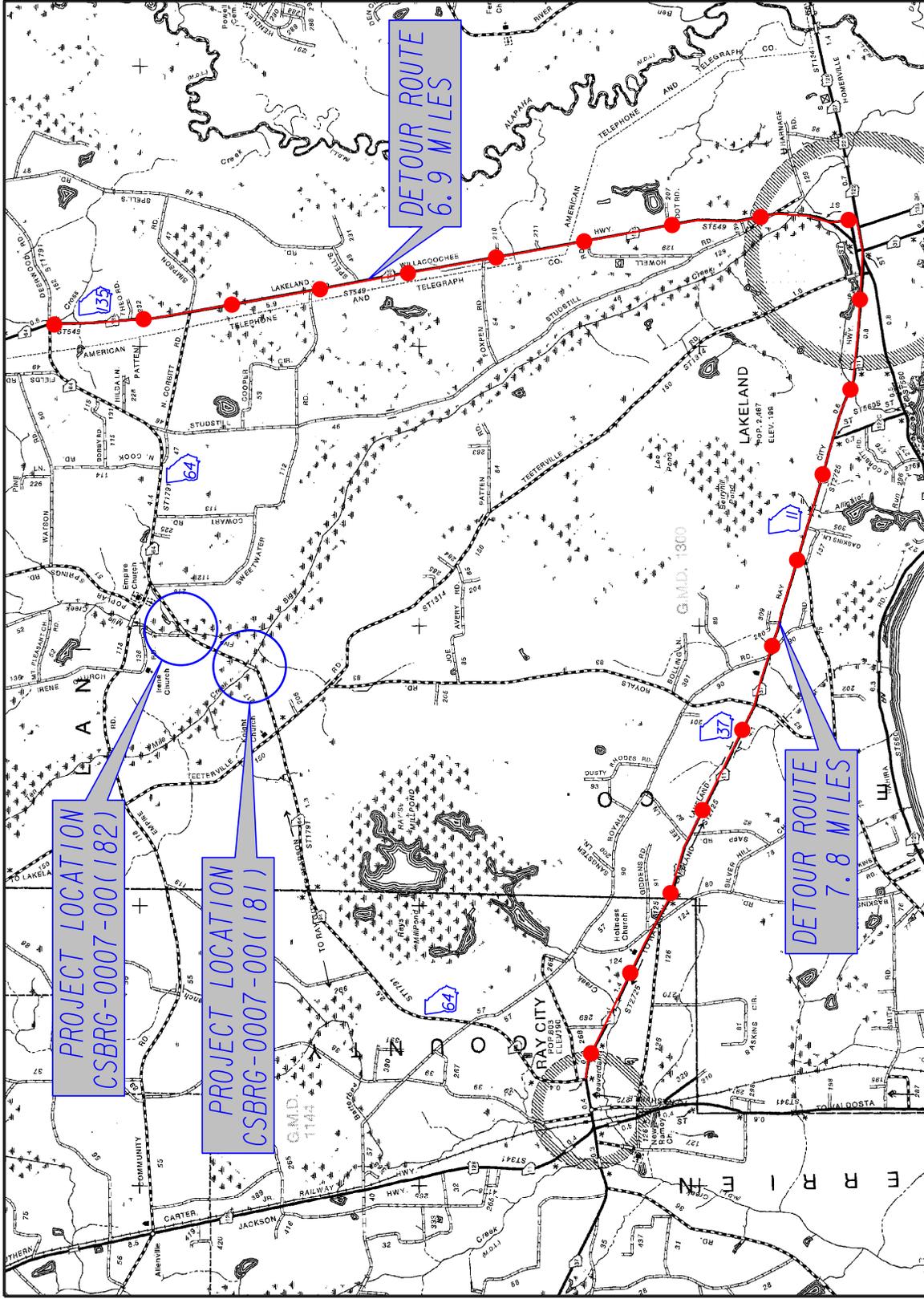


0007181
0.40 MI.

Lanier
CSBRG-0007-00(181)
Replacement
SR 64 @ TEN MILE CREEK 6.5 MI NORTHWEST OF
G.M.D. 13 LAKELAND

Bridges





CSBRG-0007-00(181) & CSBRG-0007-00(182) LANIER COUNTY

BRIDGE REPLACEMENTS FOR SR 64 @ TEN MILE CREEK 6.5 MI NORTHWEST OF LAKELAND
 &
 SR 64 @ FIVE MILE CREEK 5 MI NORTH OF LAKELAND

DETOUR LOCATION MAP
 LENGTH OF DETOUR - APPROXIMATELY 14.7 MILES