ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #132982-
BRST0-0061-01(110)
Walton County
SR 10/US 78 Westbound Bridge over
Apalachee River 4 miles east of Gratis

OFFICE Design Policy & Support

DATE August 11, 2010

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT WITH NOTICE OF LOCATION & DESIGN**

Attached is the approved Concept Report with Notice of Location and Design for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Adminstrator
Ron Wishon, State Project Review Engineer
Glenn Bowman, State Environmental Administrator
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Kathy Zahul, State Traffic Engineer
Angela Alexander, State Transportation Planning Administrator
Paul Liles, State Bridge Engineer
Bobby Hilliard, State Program Delivery Engineer
Angela Robinson, Financial Management Administrator
Jeff Baker, State Utilities Engineer
Kim Coley, District One Planning & Programming Engineer
Allen Ferguson, District One Utilities Engineer
Robert Mahoney, District One Preconstruction Engineer
Todd McDuffie, District One Engineer
Derrick Brown, Project Manager
Johnny Emmett, Area Engineer (District 1 - Area 6)
BOARD MEMBER - 7th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: BRSTO-0061-01(110)
County: Walton
P. I. Number: 132982
Federal Route Number: 78
State Route Number: 10

Bridge Replacement SR 10/US 78 WBL at Apalachee River 4 Mi E of Gratis

Submitted for approval:

DATE 7/14/10 — Gresham, Smith & Partners
Design Consultant Name and Firm Name

DATE 7/14/10 — Bobby Hilliard
Office Head (Program Delivery)

DATE 7/14/10 — [signature]
Project Manager

Recommendation for approval:

DATE 4/19/10 — JEFF BAKER /[signature] (ON FILES)
State ~~Design Policy~~ UTILITIES Engineer

DATE _____
Program Control Administrator

DATE 4/15/10 — GLENN BOWMAN /[signature] (ON FILES)
State Environmental Administrator

DATE _____
State Traffic Engineer

DATE 4/2/10 — RON WISHON /[signature] (ON FILE)
Project Review Engineer

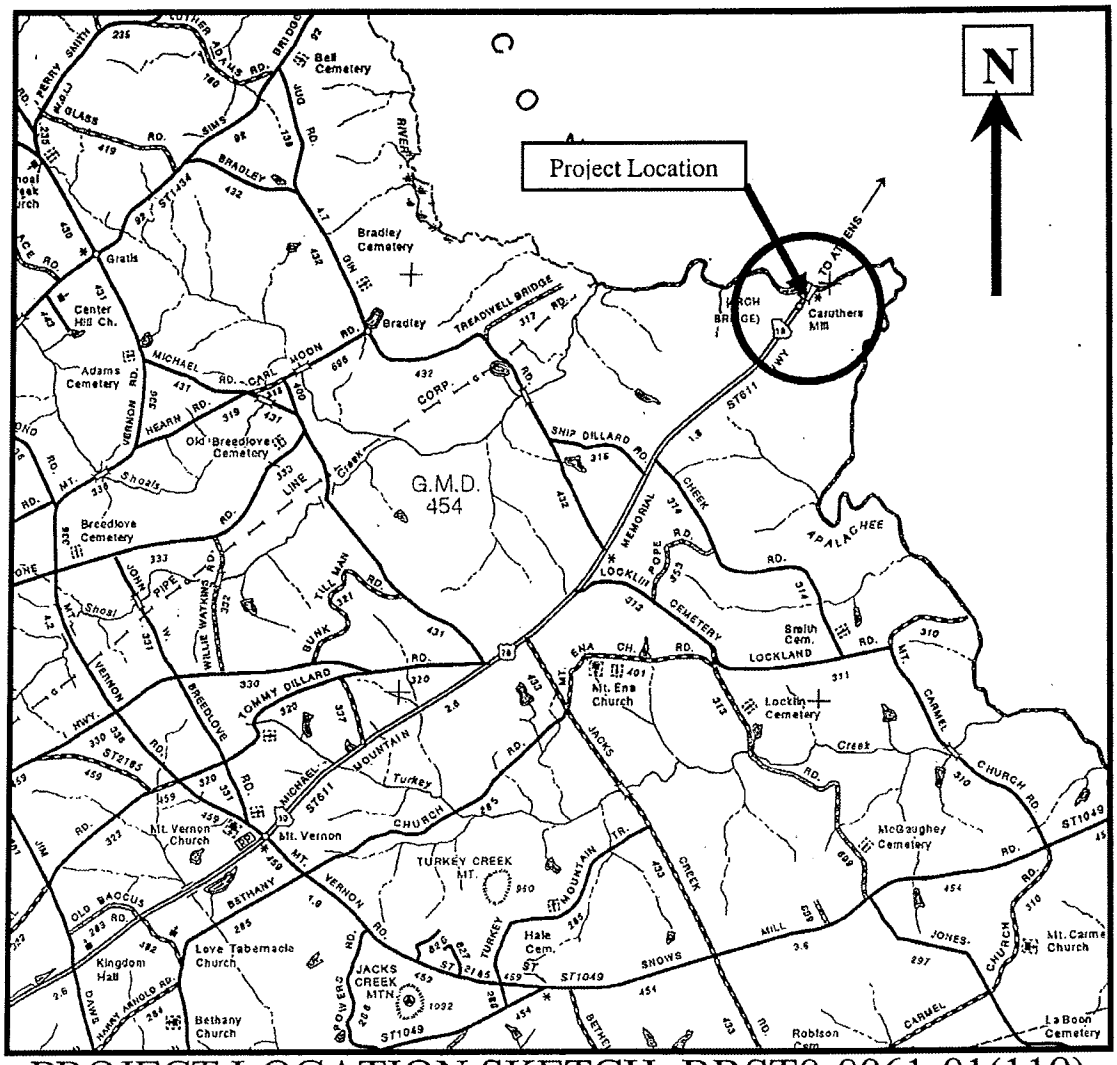
DATE 4/28/10 — TODD McDUFFIE /[signature] (ON FILE)
District Engineer

DATE 4/1/10 — PAUL LILES /[signature] (ON FILE)
State Bridge Design Engineer

DATE _____
State Transportation Financial Management Administrator

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

DATE 3/29/10 — ANGELA ALEXANDER (ON FILE)
State Transportation Planning Administrator



PROJECT LOCATION SKETCH: BRST0-0061-01(110)

Bridge Replacement SR 10/US 78 WBL at Apalachee River 4 Mi E of Gratis

Need and Purpose
This project will replace the bridge serving the westbound lanes of SR 10/US 78 over the Apalachee River, four miles east of Gratis, in Walton County. The bridge's sufficiency rating is 36.31. This project is currently included in the 2008-2011 STIP.

SR 10/US 78 is classified as a rural minor arterial and has a posted speed limit of 55 mph at this location. This is not a designated truck route, school bus route, or bike route. The bridge in question was constructed in 1938 and has not been reconstructed since.

The bridge is an H-15 design consisting of Reinforced Concrete Deck Girder (RCDG) spans and open spandrel arch span with a carrying capacity of less than HS-20. The RCDG spans have cracks throughout the stems that have been sealed with epoxy but have continued to open. On the bottom of the arches there are many sections of concrete with spalls. The substructure has many spalls that have exposed the reinforcing steel leading to section loss due to rust. Replacement of the structurally deficient bridge is recommended.

The average daily traffic (ADT) for this section of SR 10/US 78 in 2007 was 14,380 (LOS A) with projections of 18,000 (LOS A) in 2012 and 26,750 (LOS B) in 2032. Trucks account for 8% of traffic overall, but only 6% during the peak hour. A separate bridge, built in 1976, services eastbound traffic on the same section of highway, has an acceptable sufficiency rating (97.92) and will remain in place.

Description of the proposed project:
The proposed project consists of the replacement of the existing westbound bridge and new roadway approaches on SR 10/US 78 over the Apalachee River at the Walton/Oconee County lines. The existing bridge is approximately 418' long and 26.7' wide, with two 12-foot travel lanes and a 1.5-foot parapet on both sides. The current posted speed limit is 55 miles per hour (mph).

The proposed westbound bridge will be constructed to the north of existing westbound bridge. The westbound travel lanes will be realigned to transition the westbound traffic onto the proposed bridge while abandoning the existing bridge. The proposed bridge is approximately 420' long and is 36' wide (gutter to gutter), with two 12 foot travel lanes and an 8 foot outside shoulder and a 4 foot inside shoulder. The proposed roadway width is 24' with rural shoulders of 10', 6'-6" of which will be paved. Permanent barriers will be placed to prohibit access to the existing westbound bridge after the traffic has been switched to the new bridge. The median opening for Choyce Johnson Road will be reconstructed to maintain access.

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

Is the project located in an Ozone Non-attainment area? __X__ **Yes** ____ **No**
The proposed project will shift the bridge and road location but the number of travel lanes will remain unchanged.

PDP Classification: Major () Minor (X)

Federal Oversight: Full Oversight (), Exempt (X), State Funded ( ), or Other ( )

Functional Classification: Rural Minor Arterial

U. S. Route Number(s): 78 **State Route Number(s):** 10

Traffic (AADT): Open to Traffic: (2012) 18,000 Design Year: (2032) 26,750

Existing design features:

- Typical Section: 2-12 ft. paved travel lanes, 1' rural shoulders
- Posted speed: 55 Minimum radius of curve: N/A
- Maximum super-elevation rate for curve: 6%
- Maximum grade: 4%
- Width of right of way: 300 ft.
- Major structures:
  - Open Spandrel Arch Bridge over Apalachee River, 4-span, length – 418', width – 23.8'; GDOT Bridge Inventory Structure I.D.: 297-0007-0; Sufficiency Rating 36.31
  - Bridge over Apalachee River, 6-span, length – 396', width – 40.8'; GDOT Bridge Inventory Structure I.D.: 297-0006-0; Sufficiency Rating 97.92
- Major interchanges or intersections along the project: Minor Intersection – Choyce Johnson Road
- Existing length of roadway segment: Walton County-1785 feet (Mile log 20.88 – 21.22) Oconee County-1665 feet (Mile log 0.00 – 0.32)

Proposed Design Features:

- Proposed typical section(s): Roadway: 2-12 ft. paved travel lanes, 10' rural shoulders (6.5' paved, 3.5' grassed); Bridge: 2-12 ft. travel lanes, 8 ft. shoulder (outside), 4 ft. shoulder (inside)
- Proposed Design Speed Mainline: 55 mph
- Proposed Maximum grade Mainline: 4 % Maximum grade allowable: 4 %
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: 10 %
- Proposed Minimum radius of curve: 9410' Minimum radius allowable: 1060'
- Proposed maximum super-elevation rate for curve: 6 %
- Right of way
  - Width : 300 feet
  - Easements: Temporary (X), Permanent ( ), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
  - Number of parcels: 2 Number of displacements: 0
    - Business: 0
    - Residences: 0
    - Mobile homes: 0
    - Other: 0
- Traffic Signal – N/A

- Structures:
  - Bridges: 1 structure, approximately 420 ft. in length and 36 ft. wide
- Major intersections and interchanges: None
- Transportation Management Plan Anticipated: Yes () No (X)
- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	( )	( )	(X)
LANE WIDTH:	( )	( )	(X)
SHOULDER WIDTH:	( )	( )	(X)
VERTICAL GRADES:	( )	( )	(X)
CROSS SLOPES:	( )	( )	(X)
STOPPING SIGHT DISTANCE:	( )	( )	(X)
SUPERELEVATION RATES:	( )	( )	(X)
VERTICAL ALIGNMENT:	( )	( )	(X)
SPEED DESIGN:	( )	( )	(X)
VERTICAL CLEARANCE:	( )	( )	(X)
BRIDGE WIDTH:	( )	( )	(X)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(X)
LATERAL OFFSET TO OBSTRUCTION:	( )	( )	(X)

- Design Variances; None anticipated.
- Environmental concerns:
  - Two previously recorded historic resources are located north of the bridge corridor. The existing westbound bridge itself is NRHP eligible on the Georgia Historic Bridge Register.
  - The remains of a mill at the southwest quadrant of the bridge were noted during the historian's field survey. Remains of the mill and some buildings are shown around the bridge in a 1940 Walton County Highway Map. These former structures may be identified as sites.
- Anticipated Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (X), No ( ),
  - Categorical exclusion (X),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ), or
  - Environmental Impact Statement (EIS) ( ).
- Utility involvements: (Cable, Electrical, Telephone)
- VE Study Anticipated: Yes ( ) No (X)
- Benefit/Cost Ratio: N/A

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	Utility	CST	Mitigation
By Whom	GDOT	GDOT	GDOT	GDOT	
$ Amount	$923,486	$64,000	$0	~~$4,848,489~~ $4,748,708	

Project Activities Responsibilities:

- Design: GS&P
- Right of way acquisition: GDOT

JH

- Right of way funding (Real property): GDOT
- Relocation of utilities: Utility Companies
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: None anticipated
- Environmental studies/documents/permits: GS&P
- Environmental mitigation: None anticipated

Coordination

- Initial Concept Meeting: February 12, 2009 (See Attachment 8)
- PAR meetings: Not required.
- FEMA, USCG, and TVA: Hydraulic report required; FEMA coordination not anticipated.
- Public Involvement: None.
- Railroads: None.
- Other Projects in the area: None.

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 12 Months.
- Time to complete right of way plans: 1 Months.
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 9 Months.
- Time to complete to purchase right of way: 12 Months.
- List other major items that will affect the project schedule: None anticipated

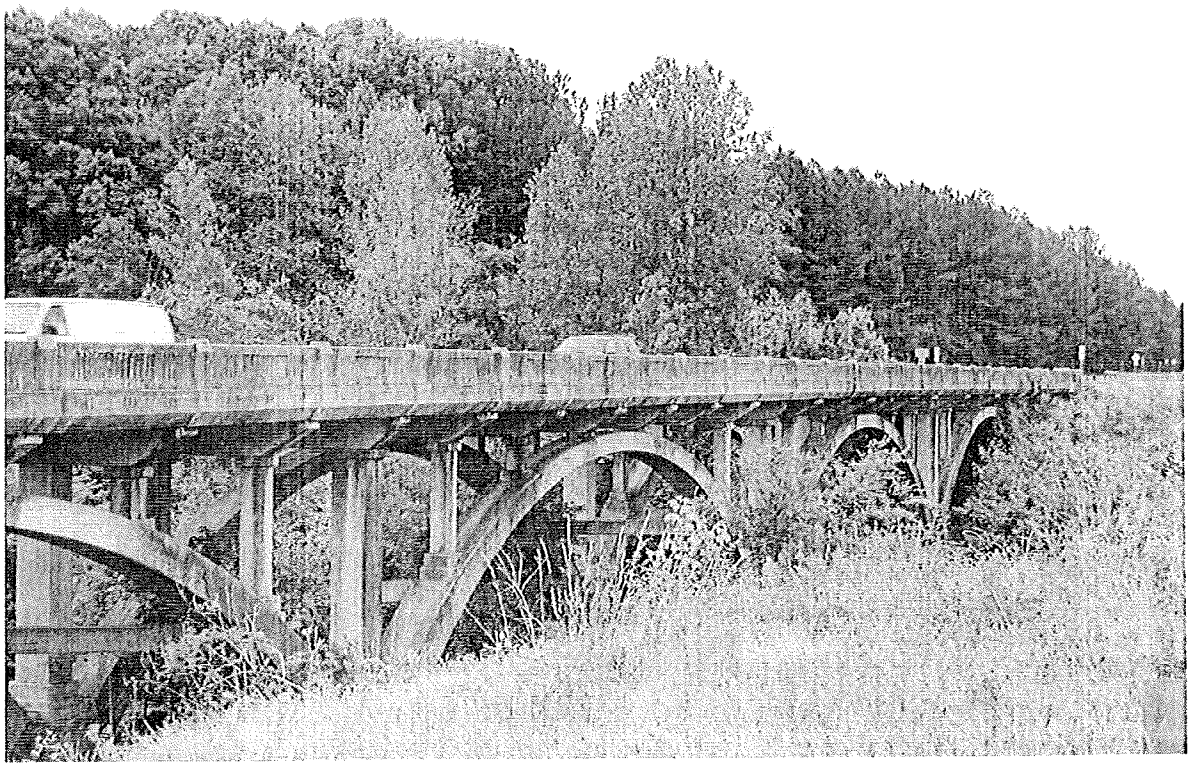
Other alternates considered:

Preservation Alternates:

1) **Construct parallel bridge outside the existing westbound bridge** – The new westbound bridge will be constructed to the outside of the existing bridge and the historic bridge will be preserved in place, no longer carrying traffic. This alternate simplifies traffic control and staging by keeping construction off to the side throughout construction. This option also does not obstruct the view of the historic bridge from the eastbound bridge. However, it alters the alignment of the westbound lanes and requires more fill for the approaches as well as additional right of way. This alternate was chosen for simplicity of construction and because it preserves the historic bridge.
2) **Widen Eastbound Bridge for Permanent Bi-Directional Use** - The existing westbound bridge would be widened by approximately 50 feet to permanently accommodate 4 lanes of bi-directional traffic. If the historic bridge were left in place, this would prevent any future widening of US 78 on that side. This alternate causes a permanent realignment of the eastbound lanes and forces construction activities into the median of US 78. This alternate was not chosen due to the high cost ($180/square-foot) of widening the steel beam eastbound bridge.
3) **Construct new westbound bridge in median** - this alternate was not chosen due to

the limited amount of space available for construction of the new bridge. It also introduces a permanent shift in the westbound alignment and restricts future widening options.

4) **Rehabilitate existing westbound bridge -** The existing bridge is so narrow that it would need to be widened substantially. A thorough structural analysis was performed and there is no practical way to upgrade the load capacity of the existing bridge without extensive modifications that would substantially alter the look of the open spandrel arch bridge. It would be expensive to widen the bridge, even using PSC beams, and we would still have a bridge with an impaired sufficiency rating that could not carry full highway loads on one side. This option was eliminated because it does not meet the project's need and purpose of providing a bridge that is capable of carrying full highway loads.
5) **Closing the bridge for replacement** – this alternate was not chosen due to the high volume of traffic currently using the bridge.
6) **No Build**—this alternate was not considered prudent due to the low sufficiency rating of the existing westbound bridge.



Non-preservation Alternatives:

1) **Widen Eastbound Bridge To Use As Detour Bridge** – Widen the existing eastbound steel beam bridge in the median 14.5 feet to accommodate 4 lanes of barrier-separated traffic during construction. Then remove the westbound bridge and replace it with a new bridge. This alternate preserves the alignment of the westbound lanes and provides a permanently widened eastbound bridge which could accommodate 3 lanes and 8-10

foot shoulders if US 78 is widened in the future. While providing the least expensive replacement bridge, there is the added cost of widening a steel beam bridge in the median, and the cost of removal of the historic bridge. Paying a little more to get a permanently wider eastbound bridge was preferred versus building a temporary detour bridge; however this alternate was not chosen because it does not preserve the historic bridge. (See attached cost estimate for this option.)

2) **Build Temporary Detour Bridge** – A temporary detour bridge would be constructed in the median to reroute traffic while the westbound bridge is replaced. This alternate was not chosen because there was no long-term benefit to building an high-level temporary bridge and because this option does not preserve the historic bridge.

Attachments

1. Detailed Cost Estimates:
   a. Construction including Contingencies, Engineering and Inspection
   b. Right-of-Way
   c. Environmental Mitigation – none anticipated
2. Typical Sections
3. Concept Layout
4. Bridge Inventory
5. Location and Design Notice
6. Completed Fuel/Asphalt Price Adjustment Form
7. Minutes of Concept Meetings

Concur: James B Burk
Director of Engineering

Approve: [signature]
Chief Engineer

Date: 8/11/2010

Estimate Report for file "BRST0-0061-01(110)"

Section Bridge Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-XXXX	16800	SF	110.0	BRIDGE OVER APALACHEE RIVER WEST BOUND	1848000.0
				Section Sub Total:	**$1,848,000.00**

Section Signing and Marking Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-XXX	1	Lump Sum	25000.0	SIGNING AND MARKING - PROJECT	25000.0
				Section Sub Total:	**$25,000.00**

Section Roadway Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	100000.0	TRAFFIC CONTROL - BRST0-0601-01(110)	100000.0
210-0100	1	LS	600000.0	GRADING COMPLETE - BRST0-0601-01(110)	600000.0
310-1101	8862	TN	75.0	GR AGGR BASE CRS, INCL MATL	664650.0
402-3113	1258	TN	75.0	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	94350.0
402-3121	3354	TN	75.0	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	251550.0
402-3190	1677	TN	75.0	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	125775.0
413-1000	1067	GL	2.0	BITUM TACK COAT	2134.0
432-0206	5090	SY	1.25	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	6362.5
433-1000	300	SY	137.14	REINF CONC APPROACH SLAB	41141.99
550-1240	500	LF	35.46	STORM DRAIN PIPE, 24 IN, H 1-10	17730.0
550-4124	4	EA	480.43	FLARED END SECTION 24 IN, SIDE DRAIN	1921.72
620-0100	3000	LF	24.74	TEMPORARY BARRIER, METHOD NO. 1	74220.0
641-1100	62	LF	43.4	GUARDRAIL, TP T	2690.79
641-1200	503	LF	14.56	GUARDRAIL, TP W	7323.68
641-5012	3	EA	2225.99	GUARDRAIL ANCHORAGE, TP 12	6677.96
				Section Sub Total:	**$1,996,527.67**

Section Erosion Control Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-XXXX	1	Lump Sum	300000.0	EROSION CONTROL - PROJECT	300000.0
				Section Sub Total:	**$300,000.00**

Total Estimated Cost: $4,169,527.67

Subtotal Construction Cost	**$4,169,527.67**
E&C Rate 5.0 %	$208,476.38
Inflation Rate 0.0 % @ 0 Years	$0.00
Total Construction Cost	**$4,378,004.05**
Right Of Way	64000.00
ReImb. Utilities	0.00
Grand Total Project Cost	**$4,442,004.05**

+ F&A → 306,703.56
adjustments $4,748,707.61

Non-Preservation Alternate 1

Estimate Report for file "BRST0-0601-01(110)"

Section Bridge Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-XXXX	18305	SF	110.00	BRIDGE OVER APALACHEE RIVER WEST BOUND	2013550.00
000-XXXX	5400	SF	180.00	BRIDGE WIDENING OVER APALACHEE RIVER EAST BOUND	972000.00
				Section Sub Total:	**$2,985,550.00**

Section Signing and Marking Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-XXX	1	Lump Sum	25000.00	SIGNING AND MARKING - PROJECT	25000.00
				Section Sub Total:	**$25,000.00**

Section Roadway Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	600000.00	TRAFFIC CONTROL -	600000.00
210-0100	1	LS	500000.00	GRADING COMPLETE -	500000.00
310-1101	7679	TN	75.00	GR AGGR BASE CRS, INCL MATL	575925.00
402-3113	1053	TN	75.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	78975.00
402-3121	1689	TN	75.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	126675.00
402-3190	845	TN	75.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	63375.00
413-1000	1075	GL	2.13	BITUM TACK COAT	2289.75
432-0206	5090	SY	1.70	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	8653.00
433-1000	640	SY	157.30	REINF CONC APPROACH SLAB	100672.00
550-1240	500	LF	46.58	STORM DRAIN PIPE, 24 IN, H 1-10	23290.00
550-4124	4	EA	530.00	FLARED END SECTION 24 IN, SIDE DRAIN	2120.00
620-0100	2200	LF	30.44	TEMPORARY BARRIER, METHOD NO. 1	66968.00
641-1100	62	LF	51.56	GUARDRAIL, TP T	3196.72
641-1200	503	LF	17.60	GUARDRAIL, TP W	8852.80
641-5012	3	EA	1862.72	GUARDRAIL ANCHORAGE, TP 12	5588.16
668-2100	4	EA	2425.77	DROP INLET, GP 1	9703.08
				Section Sub Total:	**$2,176,283.51**

Section Erosion Control Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-XXXX	1	Lump Sum	300000.00	EROSION CONTROL - PROJECT	300000.00
				Section Sub Total:	**$300,000.00**

Total Estimated Cost: $5,486,833.51

Subtotal Construction Cost	**$5,486,833.51**
E&C Rate 10.0 %	$548,683.35
Inflation Rate 0.0 % @ 0 Years	$0.00
Total Construction Cost	**$6,035,516.86**
Right Of Way	$0.00
ReImb. Utilities	$0.00
Grand Total Project Cost	**$6,035,516.86**

For Information Only

Preliminary Right of Way Cost Estimate

Phil Copeland
Right of Way Administrator
By: LaShone Alexander

Date: November 23, 2009
Project: BRST0-0061-01(110) Oconee-Walton County **P.I. Number:** 132982
Existing/Required R/W: Varies /Varies **No. Parcels:** 2
Project Termini : SR 10/US 78 WBL Over Apalachee River
Project Description: SR 10/US 78 WBL Over Apalachee River Bridge Replacement

Land:
Agriculture R/W: 2.07 Acres @ $12,000/acre $ 20,700

Improvements : misc. site improvements 5,000

Relocation: Commercial (0) $ 0
Residential (0) $ 0

Damage : Proximity $ 0
Consequential $ 0
Cost to Cure 0.00

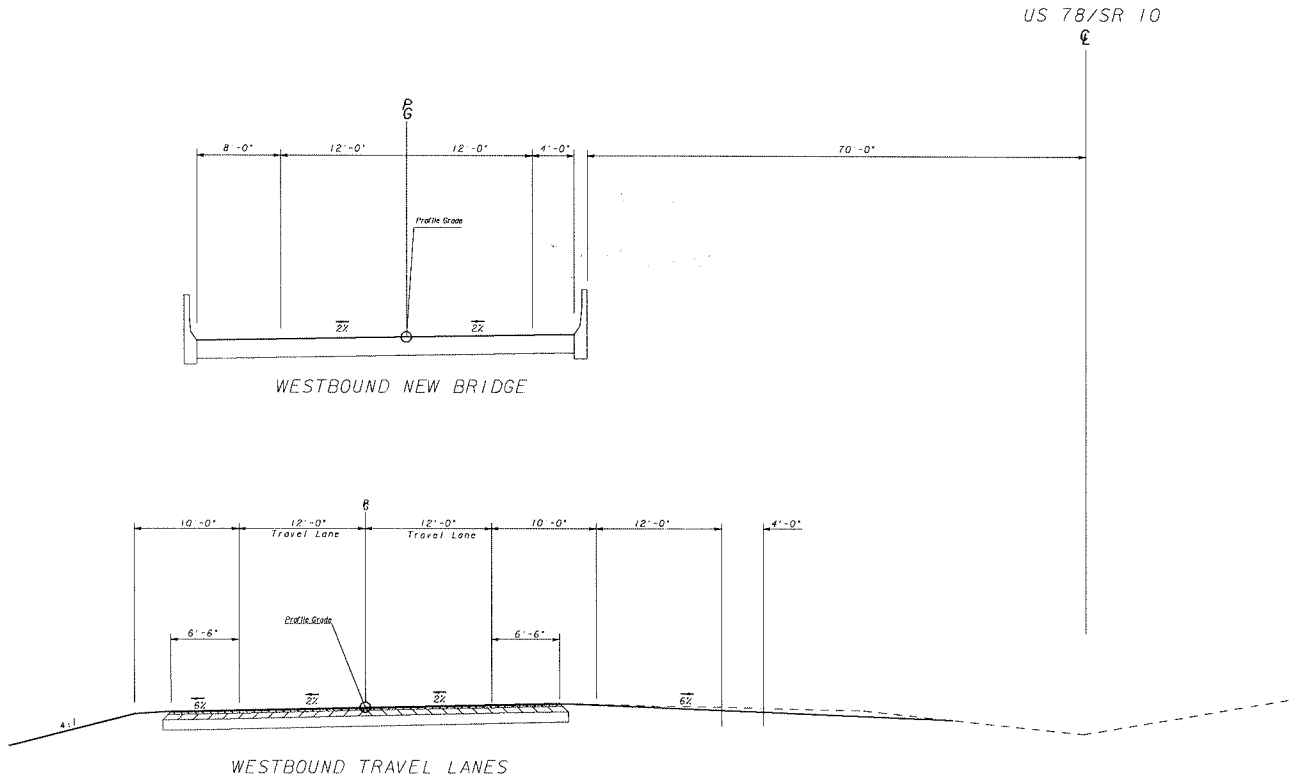
Net Cost $ 25,700

Net Cost		$ 25,700
Scheduling Contingency	55 %	14,135
Adm/Court Cost	60 %	23.901
		$ 63,736

Total Cost $64,000

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

16-APR-2010	09:54	132982TYP_all1	132982TYP_all1.dgn	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
oconnob		acetrans_half.pen		WALTON	BRSTO-0061-01(110)		



GRESHAM SMITH AND PARTNERS

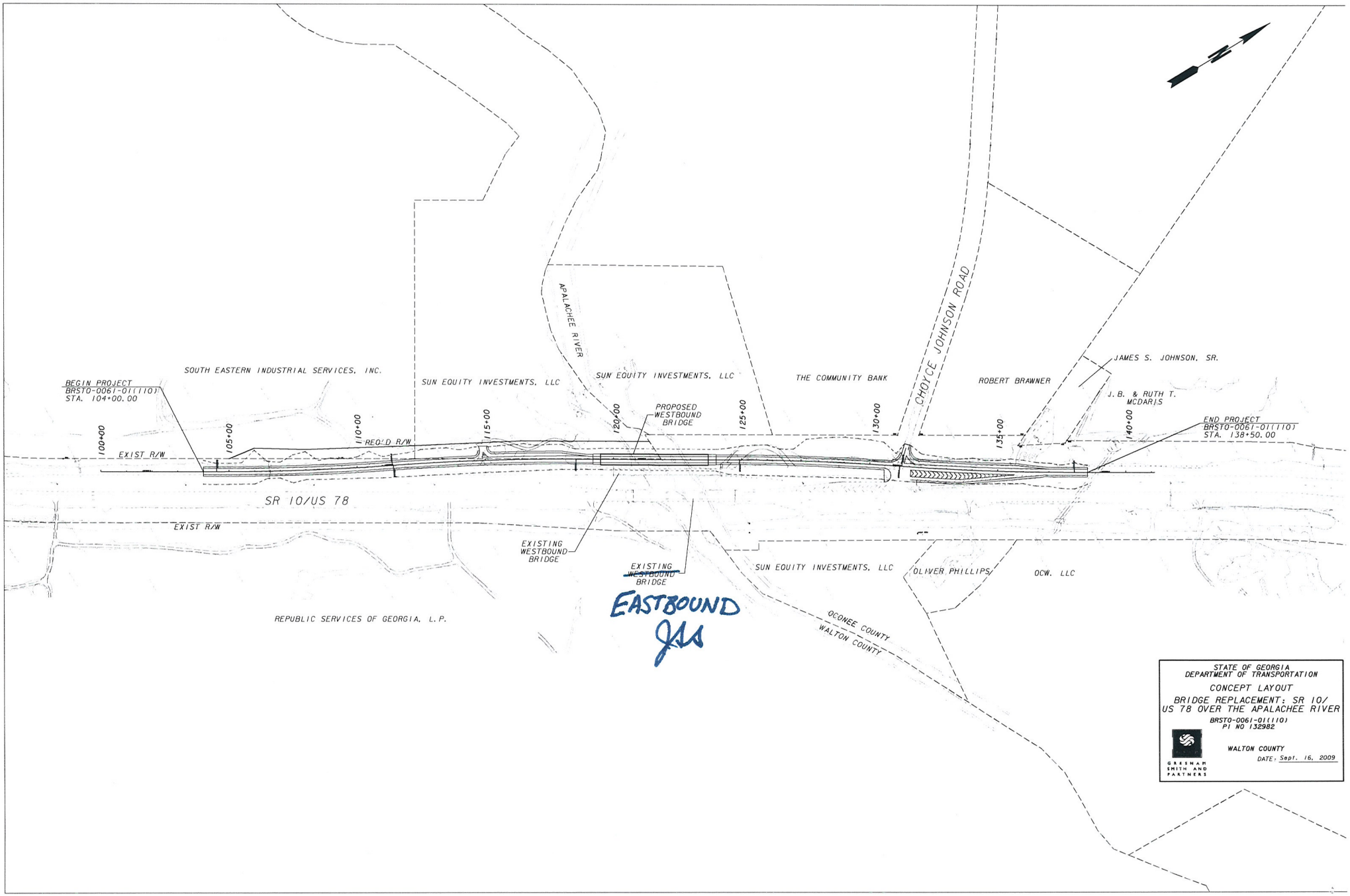
REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROAD DESIGN

TYPICAL SECTIONS

BRSTO-0061-01(110)
WALTON COUNTY

DRAWING No. 5-


BEGIN PROJECT
BRSTO-0061-01(110)
STA. 104+00.00
SOUTH EASTERN INDUSTRIAL SERVICES, INC.
SUN EQUITY INVESTMENTS, LLC
SUN EQUITY INVESTMENTS, LLC
THE COMMUNITY BANK
ROBERT BRAWNER
JAMES S. JOHNSON, SR.
J.B. & RUTH T. MCDARIS
APALACHEE RIVER
CHOICE JOHNSON ROAD
100+00
105+00
110+00
115+00
120+00
125+00
130+00
135+00
140+00
EXIST R/W
REQ'D R/W
PROPOSED WESTBOUND BRIDGE
END PROJECT
BRSTO-0061-01(110)
STA. 138+50.00
SR 10/US 78
EXIST R/W
EXISTING WESTBOUND BRIDGE
EXISTING WESTBOUND BRIDGE
EASTBOUND
SUN EQUITY INVESTMENTS, LLC
OLIVER PHILLIPS
OCW, LLC
REPUBLIC SERVICES OF GEORGIA, L.P.
OCONEE COUNTY
WALTON COUNTY
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
CONCEPT LAYOUT
BRIDGE REPLACEMENT: SR 10/ US 78 OVER THE APALACHEE RIVER
BRSTO-0061-01(110)
PI NO 132982
GRESHAM SMITH AND PARTNERS
WALTON COUNTY
DATE: Sept. 16, 2009

Bridge Inventory Data Listing
Georgia Department of Transportation.

Structure ID: 297-0006-0 Walton SUFF. RATING: 97.92

	Location & Geography	
*	Structure ID:	297-0006-0
200	Bridge Information:	06
* 6A	Feature Int:	APALACHEE RIVER
* 6B	Critical Bridge:	0
* 7A	Route Number Carried:	SR00010
* 7B	Facility Carried:	US 78 EBL
* 9	Location:	4 MI E OF GRATIS
2	DOT District:	1
207	Year Photo:	2007
* 91	Inspection Frequency:	24 Date: 9/20/2007
92A	Fract Crit Insp Freq:	00 Date: 2/1/1901
92B	Underwater Insp Freq:	00 Date: 2/1/1901
92C	Other Spc. Insp Freq:	00 Date: 2/1/1901
* 4	Place Code:	00000
* 5	Inventory Route (O/U):	1
	Type:	2
	Designation:	1
	Number:	00078
	Direction:	0
* 16	Latitude:	33 - 52.8600 HMMS Prefix: SR
* 17	Longitude:	83 - 35.5170 HMMS Suffix: 00 MP:22.21
98	Border Bridge:	000 % Shared: 00
99	ID Number:	000000000000000
* 100	STRAHNET:	0
12	Base Highway Network:	1
13A	LRS Inventory Route:	2971001000
13B	Sub Inventory Route:	0
101	Parallel Structure:	R
* 102	Direction of Traffic:	1
* 264	Road Inventory Mile Post:	021.13
* 208	Inspection Area:	02 Initials: JTB
	Engineer's Initial:	sgm
*	Location I.D. No.	297-00010D-022.21E

* 104	Highway System:	0
* 26	Functional Classificiation:	06
* 204	Federal Route Type:	F No. 00611
105	Federal Lands Highway:	0
* 110	Truck Route:	1
206	School Bus Route:	0
217	Benchmark Elevation:	0000.00
218	Datum:	0
* 19	Bypass Length:	01
* 20	Toll:	3
* 21	Maintenance:	01
* 22	Owner:	01
* 31	Design Load:	6
37	Historical Significance:	5
205	Congressional District:	07
27	Year Constructed:	1976
106	Year Reconstructed:	0000
33	Bridge Median:	1
34	Skew:	00
35	Structure Flared:	0
38	Navigation Control:	0
213	Special Steel Design:	0
267	Type of Paint	5
* 42	Type of Service on:	1
	Type of Service under:	5
214	Movable Bridge:	0
203	Type Bridge:	A O M O
259	Pile Encasement:	3
* 43	Structure Type Main:	3 02
45	No. Spans Main:	006
44	Structure Type Appr:	0 00
46	No. Spans Appr:	0000
226	Bridge Curve Horz:	0 Vert: 1
111	Pier Protection:	0
107	Deck Structure Type	1
108	Wearing Surface Type:	1
	Membrane Type:	0
	Deck Protection:	8

	Signs & Attachements	
225	Expansion Joint Type:	02
242	Deck Drains:	1
243	Parapet Location:	0.00
	Height:	0.00
	Width:	0.00
238	Curb Height:	0.8
	Curb Material:	1
239	Handrail:	1 1
* 240	Median Barrier Rail:	0
241	Bridge Median Height:	0.0
*	Bridge Median Width:	0.0
230	Guardrail Loc. Dir. Rear:	3
	Fwrd:	0
	Oppo. Dir. Rear:	0
	Oppo. Fwrd:	0
244	Approach Slab:	3
224	Retaining Wall:	0
233	Posted Speed Limit:	55
236	Warning Sign:	0
234	Delineator:	1
235	Hazzard Boards:	1
237	Utilities - Gas:	00
	Water:	32
	Electric:	00
	Telephone:	00
	Sewer:	00
247	Lighting - Street:	0
	Navigation:	0
	Aerial:	0
* 248	County Continuity No.:	03

Structure ID: 297-0006-0

Programming Data

201	Project No.:	MLP 10 (19)
202	Plans Available:	0
249	Prop. Proj. No.	000000000000000000000000
250	Approval Status:	0 0 0 0
251	P.I. No.:	0000000
252	Contract Date:	2/1/1901
260	Seismic No.:	00000
75	Type Work:	00 0
94	Bridge Imp. Cost:	$0
95	Roadway Imp. Cost:	$0
96	Total Imp Cost:	$0
76	Imp. Length:	000000
97	Imp. Year:	0000
114	Future ADT:	021570 Year: 2027

Hydraulic Data

215	Waterway Data	
	Highwater Elev.:	0000.0 Year: 1900
	Flood Elevation:	0000.0 Freq.: 00
	Avg. Streambed Elev.:	0000.0
	Drainage Area:	00000
	Area of Opening:	000000
113	Scour Critical:	U
216	Water Depth:	01.8 Br. Height: 31.7
222	Slope Protection:	1
221	Spur Dikes Rear:	0 Fwrd: 0
219	Fender System:	0
220	Dolphin:	0
223	Culvert 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 I.D. No.:	297-00010D-022.21E

Measurements

* 29	ADT:	014380 Year: 2007
109	% Trucks:	0
* 28	Lanes On:	02 Under: 00
210	No. Tracks On:	00 Under: 00
* 48	Max. Span Length:	0066
* 49	Structure Length:	396
51	Br. Rwdy. Width:	40.80
52	Deck Width:	44.10
* 47	Tot. Horiz. Cl:	40.80
50	Curb / Sidewalk Width:	0.50 / 0.50
32	Approach Rdwy. Width:	031
* 229	Shoulder Width:	
	Rear Lt:	2.0 Type: 2 Rt: 5.5
	Fwrd Lt:	1.8 Type: 2 Rt: 6.0
	Pavement Width:	
	Rear:	24.0 Type: 2
		23.8 Type: 2
	Intersection Rear:	0 Fwrd: 0
36	Safety Features Br. Rail:	2
	Transition:	1
	App. G. Rail:	1
	App. Rail End:	2
53	Minimum Cl. Over:	99' 99 "
	Under:	N 00' 00 "
* 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:	0.0
* 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:	8.00
	Deck Thick. Approach:	0.00
246	Overlay Thickness:	0.00
212	Year Last Painted:	Sup: 1997 Sub: 0000

Ratings

65	Inventory Rating Method:	1
63	Operating Rating Method:	1
66	Inventory Type:	2 Rating: 46
64	Operating Type:	2 Rating: 76
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:	43
262	H Operating Rating:	72
67	Structural Evaluation:	6
58	Deck Condition:	6
59	Superstructure Condition:	7
* 227	Collision Damage:	0
60A	Substructure Condition:	6
60B	Scour Condition:	7
60C	Underwater Condition:	N
71	Waterway Adequacy:	8
61	Channel Protection Cond.:	6
68	Deck Geometry:	7
69	UnderClr. Horz/Vert:	N
72	Appr. Alignment:	8
62	Culvert:	N

Posting Data

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

Bridge Inventory Data Listing
Georgia Department of Transportation.

Structure ID: 297-0007-0 Walton SUFF. RATING: 36.31

Location & Geography

*	Structure ID:	297-0007-0
200	Bridge Information:	06
* 6A	Feature Int:	APALACHEE RIVER
* 6B	Critical Bridge:	0
* 7A	Route Number Carried:	SR00010
* 7B	Facility Carried:	US 78 WBL
* 9	Location:	4 MI E OF GRATIS
2	DOT District:	1
207	Year Photo:	2007
* 91	Inspection Frequency:	24 Date: 9/20/2007
92A	Fract Crit Insp Freq:	00 Date: 2/1/1901
92B	Underwater Insp Freq:	00 Date: 2/1/1901
92C	Other Spc. Insp Freq:	00 Date: 2/1/1901
* 4	Place Code:	00000
* 5	Inventory Route (O/U):	1
	Type:	2
	Designation:	1
	Number:	00078
	Direction:	0
* 16	Latitude:	33 - 52.8580 HMMS Prefix: SR
* 17	Longitude:	83 - 35.5410 HMMS Suffix: 00 MP:22.22
98	Border Bridge:	000 % Shared: 00
99	ID Number:	000000000000000
* 100	STRAHNET:	0
12	Base Highway Network:	1
13A	LRS Inventory Route:	2971001000
13B	Sub Inventory Route:	0
101	Parallel Structure:	L
* 102	Direction of Traffic:	1
* 264	Road Inventory Mile Post:	021.14
* 208	Inspection Area:	02 Initials: JTB
	Engineer's Initial:	sgm
*	Location I.D. No.:	297-00010D-022.22E

* 104	Highway System:	0
* 26	Functional Classificiation:	06
* 204	Federal Route Type:	F No. 00611
105	Federal Lands Highway:	0
* 110	Truck Route:	1
206	School Bus Route:	0
217	Benchmark Elevation:	0000.00
218	Datum:	0
* 19	Bypass Length:	01
* 20	Toll:	3
* 21	Maintenance:	01
* 22	Owner:	01
* 31	Design Load:	2
37	Historical Significance:	3
205	Congressional District:	07
27	Year Constructed:	1938
106	Year Reconstructed:	0000
33	Bridge Median:	1
34	Skew:	34
35	Structure Flared:	0
38	Navigation Control:	0
213	Special Steel Design:	0
267	Type of Paint	0
* 42	Type of Service on:	1
	Type of Service under:	5
214	Movable Bridge:	0
203	Type Bridge:	A O O O
259	Pile Encasement:	3
* 43	Structure Type Main:	1 11
45	No. Spans Main:	004
44	Structure Type Appr:	1 04
46	No. Spans Appr:	0002
226	Bridge Curve Horz:	0 Vert: 1
111	Pier Protection:	0
107	Deck Structure Type	1
108	Wearing Surface Type:	1
	Membrane Type:	0
	Deck Protection:	8

Signs & Attachements

225	Expansion Joint Type:	02
242	Deck Drains:	1
243	Parapet Location:	0.00
	Height:	0.00
	Width:	0.00
238	Curb Height:	1.2
	Curb Material:	1
239	Handrail:	1 1
* 240	Median Barrier Rail:	0
241	Bridge Median Height:	0.0
*	Bridge Median Width:	0.0
230	Guardrail Loc. Dir. Rear:	3
	Fwrd:	0
	Oppo. Dir. Rear:	0
	Oppo. Fwrd:	0
244	Approach Slab:	0
224	Retaining Wall:	0
233	Posted Speed Limit:	55
236	Warning Sign:	0
234	Delineator:	1
235	Hazzard Boards:	1
237	Utilities - Gas:	00
	Water:	00
	Electric:	00
	Telephone:	00
	Sewer:	00
247	Lighting - Street:	0
	Navigation:	0
	Aerial:	0
* 248	County Continuity No.:	03

Structure ID: 297-0007-0

Programming Data

201	Project No.:	FAP 4 REOP
202	Plans Available:	4
249	Prop. Proj. No.	BRST-061-1 (110)
250	Approval Status:	0 0 0 0
251	P.I. No.:	132982-
252	Contract Date:	2/1/2007
260	Seismic No.:	00000
75	Type Work:	34 1
94	Bridge Imp. Cost:	$657
95	Roadway Imp. Cost:	$68
96	Total Imp Cost:	$935
76	Imp. Length:	000629
97	Imp. Year:	1990
114	Future ADT:	021570 Year: 2027

Hydraulic Data

215	Waterway Data	
	Highwater Elev.:	0077.0 Year: 1900
	Flood Elevation:	0000.0 Freq.: 00
	Avg. Streambed Elev.:	0063.7
	Drainage Area:	00140
	Area of Opening:	003500
113	Scour Critical:	U
216	Water Depth:	01.6 Br. Height: 35.0
222	Slope Protection:	0
221	Spur Dikes Rear:	0 Fwrd: 0
219	Fender System:	0
220	Dolphin:	0
223	Culvert 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 I.D. No.:	297-00010D-022.22E

Measurements

* 29	ADT:	014380 Year: 2007
109	% Trucks:	0
* 28	Lanes On:	02 Under: 00
210	No. Tracks On:	00 Under: 00
* 48	Max. Span Length:	0088
* 49	Structure Length:	418
51	Br. Rwdy. Width:	23.80
52	Deck Width:	26.80
* 47	Tot. Horiz. Cl:	23.80
50	Curb / Sidewalk Width:	0.70 / 0.70
32	Approach Rdwy. Width:	030
* 229	Shoulder Width:	
	Rear Lt:	2.7 Type: 2 Rt: 5.5
	Fwrd Lt:	2.2 Type: 2 Rt: 5.0
	Pavement Width:	
	Rear:	23.6 Type: 2
		22.5 Type: 2
	Intersection Rear:	0 Fwrd: 0
36	Safety Features Br. Rail:	2
	Transition:	1
	App. G. Rail:	1
	App. Rail End:	1
53	Minimum Cl. Over:	99' 99 "
	Under:	N 00' 00 "
* 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:	0.0
* 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:	18.00
	Deck Thick. Approach:	7.00
246	Overlay Thickness:	0.00
212	Year Last Painted:	Sup: 0000 Sub: 0000

Ratings

65	Inventory Rating Method:	2
63	Operating Rating Method:	2
66	Inventory Type:	2 Rating: 23
64	Operating Type:	2 Rating: 40
231	Calculated Loads	
	H-Modified:	20 0
	HS-Modified:	25 0
	Type 3:	26 0
	Type 3s2:	40 0
	Timber:	36 0
	Piggyback:	40 0
261	H Inventory Rating:	15
262	H Operating Rating:	25
67	Structural Evaluation:	4
58	Deck Condition:	5
59	Superstructure Condition:	4
* 227	Collision Damage:	0
60A	Substructure Condition:	5
60B	Scour Condition:	7
60C	Underwater Condition:	N
71	Waterway Adequacy:	8
61	Channel Protection Cond.:	6
68	Deck Geometry:	2
69	UnderClr. Horz/Vert:	N
72	Appr. Alignment:	8
62	Culvert:	N

Posting Data

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

NOTICE OF LOCATION AND DESIGN APPROVAL

PROJECT BRST0-0061-01(110) WALTON COUNTY
P. I. NUMBER 132982

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is 8/11/2010.

The project consists of the replacement of the existing westbound bridge and new roadway approaches on SR 10/US 78 over the Apalachee River at the Walton County and Oconee County lines. The total length of project is 0.66 miles, beginning at mile log 20.88 in Walton County and ending at mile log 0.32 in Oconee County. The project is within Land Lots 253 and 255, 3rd District, GMD 454 Walton County, Georgia, and GMD 224, Oconee County, Georgia.

The construction will consist replacing the existing westbound bridge with a new bridge to the outside of the existing travel lanes. The existing bridge will remain in place and the westbound lanes will be shifted onto the proposed bridge. The existing bridge is approximately 418' long and 26.7' wide and is in need of replacement. The proposed bridge is approximately 420' long and is 36' wide (gutter to gutter). The proposed roadway width is 24' with rural shoulders of 10', 6'-6" of which will be paved.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Johnny Emmett
JEmmett@dot.ga.gov
450 Old Hull Road
Athens, Georgia 30601
706-583-2644

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Derrick Brown
Assistant Project Manager
Office of Program Delivery
dbrown@dot.ga.gov
One Georgia Center
600 W. Peachtree Street NW, 25th Floor
Atlanta, Georgia 30308
404-631-1571

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

Date 4/16/2010

P.I. Number 132982 County Walton

Project Number BRST0-0061-01(110)

Special Provision, Section 109-Measurement and Payment

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX)*

ENTER FPL DIESEL	2.707
ENTER FPM DIESEL	6.091

ENTER FPL UNLEADED	2.508
ENTER FPM UNLEADED	5.643

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 **(CUBIC YARD)**	16186.000	0.29	4693.94	0.15	2427.90	
Excavations paid as specified by Sections 206 **(CUBIC YARD)**	9752.000	0.29	2828.08	0.15	1462.80	
GAB paid as specified by the ton under Section 310 **(TON)**	8862.000	0.29	2569.98	0.24	2126.88	
Hot Mix Asphalt paid as specified by the ton under Sections 400 **(TON)**		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 **(TON)**	6289.000	2.90	18238.10	0.71	4465.19	
PCC Pavement paid as specified by the square yard under Section 430 **(SY)**		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211	215.00	28.03	6.0265	8.00	48.21	1.50	9.04	
Class __Concrete (CY) Section 500	250.00	493.87	123.4675	8.00	987.74	1.50	185.20	Class AA Concrete
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500	500.00	625.14	312.5700	8.00	2500.56	1.50	468.86	Class AA Concrete
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500	840.00	41.07	34.4988	8.00	275.99	1.50	51.75	

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS

Stru Steel Plan Quantity (LB) Section 501	1000.00	3.09	3.0900	8.00	24.72	1.50	4.64	
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams_____ (LF) Section 507	2100.00	102.84	215.9640	8.00	1727.71	1.50	323.95	AASHTO Type III
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511	145000.00	0.64	92.8000	8.00	742.40	1.50	139.20	Superstructure
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511	40000.00	0.62	24.8000	8.00	198.40	1.50	37.20	Substructure
Piling___inch (LF) Section 520	1500.00	49.71	74.5650	8.00	596.52	1.50	111.85	10 inch
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	**35432.35**	**SUM QF UNLEADED=**	**11814.44**

DIESEL PRICE ADJUSTMENT($)	**$110,302.69**
UNLEADED PRICE ADJUSTMENT($)	**$34,075.22**

ASPHALT CEMENT PRICE ADJUSTMENT
(BITUMINOUS TACK COAT 125% MAX)

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL: 418 ENTER APM: 940.5

125.00%	INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
413-1000		1067	4.5829	

TMT = 4.5829

PRICE ADJUSTMENT($)	$2,298.77

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL: 418 ENTER APM: 940.5

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

125.00%	INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-3113	12.5 mm SP	1258	5.00	62.90	
402-3121	25 mm SP	3354	5.00	167.70	
402-3190	19 mm SP	1677	5.00	83.85	
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =	314.45	

PRICE ADJUSTMENT($)	$157,728.12

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL 418

ENTER APM 940.5

125.00%	INCREASE ADJUSTMENT

Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)

TMT =

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)
1000		1067

TMT = 4.5829

REMARKS:

MONTHLY PRICE ADJUSTMENT($)	$2,298.77

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX)*

DIESEL PRICE ADJUSTMENT($)	$110,302.69
UNLEADED PRICE ADJUSTMENT($)	$34,075.22
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	$2,298.77
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	$157,728.12
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	$2,298.77

REMARKS:

TOTAL ADJUSTMENTS	$306,703.56

DWM 10/08

GRESHAM
SMITH AND
PARTNERS

February 26, 2009

MEETING NOTES

BRST0-0601-01(110), Walton County, PI No. 132982
Bridge Replacement - SR 10/US 78 WBL at Apalachee River 4 MI E of Gratis
GS&P Project No. 26086.03

MEETING DATE: February 12, 2009

PARTICIPANTS: Robert W. Mahoney — GDOT/D1 Preconstruction
Ted Cashin — GDOT Bridge Design
Terry Allgood — Walton EMC
Billy Cantrell — GDOT/D1
Kim Coley — GDOT/D1 Environmental
Brent Cook — GDOT/D1 Traffic
Darrell Pyeatt — GDOT/D1 Utilities
Kevin D. York — GDOT/D1 Right of Way
William B. Whitecotton — GDOT/D1 Right of Way
John Allman — Walton County Asst. Superintendent
Jody Braswell – Gresham, Smith and Partners
Brian O'Connor – GS&P
Ted Kniazewycz – GS&P

DISCUSSION: CONCEPT TEAM MEETING

The concept team meeting for the above project was held February 12, 2009, at 10:00 a.m., in the District 1 office in Gainesville, GA.

The meeting was opened by Robert Mahoney, who gave a brief description of the project. The detail of the proposed project concept was discussed by Brian O'Connor, Gresham, Smith and Partners. Four concept alternates were developed and presented to the GDOT Bridge Office prior to development of the concept report:

1) **Widen Eastbound Bridge To Use As Detour Bridge** – this alternate was chosen due to the high amount of traffic using the bridge. Widening the eastbound bridge will allow for use for traffic from both directions during construction; after construction, the widening will allow for three full 12 foot travel lanes and shoulder widths of 8-10 feet.
2) **Build Separate Detour Bridge** – this alternate was not chosen due to the

high cost and limited amount of space for building a temporary bridge. The detour bridge would be constructed between the existing bridges to reroute traffic while the westbound bridge is replaced, and would then be removed.

3) **Widen Eastbound Bridge for Permanent Bi-Directional Use** – this alternate was not chosen due to the high costs of widening the existing bridge. For permanent use, the existing westbound steel bridge would need to be widened by approximately 50 feet, and would restrict any future widening of the highway.
4) **Construct parallel bridge in between existing bridges to replace westbound bridge** – this alternate was not chosen due to the limited amount of space available for construction of the new bridge.

All four alternate layouts were developed and presented at the concept team meeting. The concept report was prepared using the first alternate and was presented as the preferred option at the concept team meeting.

The proposed project consists of the replacement of the existing westbound bridge and new roadway approaches on SR 10/US 78 over the Apalachee River at the Walton/Oconee County lines. The existing bridge is approximately 418' long and 26.7' wide, with two 12-foot travel lanes and a 1.5-foot parapet on both sides. The current posted speed limit is 55 miles per hour (mph).

The construction will consist of widening the existing eastbound bridge, 396' long and 54.5' wide (gutter to gutter) and replacing the existing westbound bridge. The existing eastbound bridge will be widened to the inside approximately 15' to maintain four travel lanes during construction. After construction, this widening will allow the bridge to handle a future widening to three lanes on SR 10/US 78.

The existing westbound bridge will be removed and the proposed bridge will be constructed along the original alignment. The proposed bridge is approximately 418' long and is 40' wide (gutter to gutter), with two 12 foot travel lanes and 8 foot shoulders on either side. The proposed roadway width is 24' with rural shoulders of 10', 6'-6" of which will be paved.

Discussion was as follows:
The concept team concurred that alternate 1 is the preferred option for this bridge replacement project, as long as the existing historic bridge can be removed and is not subject to preservation.

GDOT asked if SHPO had approved the environmental study stating that the existing bridge can be replaced as part of this project. The approval has not been received at this

time, but the document is currently under review. The final concept report will not be submitted until SHPO concurrence has been received.

GDOT asked if there was sufficient space within the median between the two existing bridges and travel lanes to construct the widened eastbound bridge and detour lanes prior to closure of the old bridge. The existing median is 44 feet wide and should provide sufficient room for all construction and storage activities.

GDOT asked if access to Choyce Johnson Road, immediately adjacent to the bridge, could be maintained during construction of the new bridge. Due to the lack of sufficient deceleration and storage length for left turn lane into Choyce Johnson Road during construction, it was recommended that the intersection be closed and a detour route be developed for local traffic.

GS&P will further investigate the intersection and possible detour routes and include a detour plan in the final concept report. A detour PIOH will be required prior to approval of the environmental document and preliminary plan submittal.

GDOT /D1 stated that there is a landfill driveway permit project currently under construction adjacent to this bridge replacement project. The plans for the driveway and deceleration lane were provided to GS&P for incorporation into the preliminary plan development. Access to this driveway and the existing green space driveway will be maintained at all times during construction.

GDOT requested that the widening of the existing eastbound bridge be investigated to ensure that the most cost effective design is used for the widening. The existing bridge is steel and a cheaper concrete beam design may be utilized to save on construction costs for the project. GS&P will investigate this during the preliminary phase of the bridge design.

Walton EMC stated that they did not see any conflicts with the replacement project and their existing facilities in this area. GDOT/D1 stated they did not see any other conflicts in the area and they did not feel there would be a need to hang any utilities on the new bridge.

GDOT will be responsible for the Right of Way costs as well as the Letting of the Contract and Supervision of Construction.

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact me.

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