ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRST-200-1(5) Franklin County
P. I. No. 133001

OFFICE Preconstruction

DATE September 8, 2003

FROM for Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Jerry Hobbs
Percy Middlebrooks
Michael Henry
Phillip Allen
Joe Palladi (file copy)
Paul Liles
Brent Story
Larry Dent
BOARD MEMBER

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRST-200-1(5) Franklin County
P.I. No. 133001

OFFICE Preconstruction

DATE August 28, 2003

FROM Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO Paul V. Mullins, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

These combined projects are the replacement of narrow and structurally deficient bridges on SR 145 over North Fork Broad River and SR 51 over Middle Fork Broad River. The existing bridges, constructed in 1949 and 1952, are load limited with sufficiency ratings of 48 for North Fork Broad River and 44 for Middle fork Broad River. The existing approaches at both locations consist of a two lane roadway with rural shoulders. The base year traffic (2008) for SR 145 is 6500 VPD and for SR 51 is 3500 VPD. The design year (2028) traffic is projected to be 10,600 VPD along SR 145 and 5600 VPD for SR 51. The posted speed and the design speed are 55 MPH.

State Route 145

The proposed new bridge (250' x 44') will be constructed on the existing alignment with traffic detoured offsite during construction. The approaches will consist of two, 12' lanes with 10' shoulders (2' paved).

State Route 51

The proposed new bridge (220' x 44') will be constructed upstream (north) of the existing alignment and the SR 51/SR 145 intersection will be realigned with traffic maintained on the existing bridge during construction. A left turn lane will be added to SR 145 for westbound traffic turning onto SR 51. The relocated SR 51 will consist of two, 12' lanes with 10' rural shoulders (2' paved). State Route 51 traffic will temporarily be detoured to complete the tie-in to existing SR 51.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion is anticipated; a public hearing is not required; time saving procedures are appropriate.

The proposed bridge replacements were originally two projects. It is recommended that project BRST-1330-00(000) be combined with project BRST-200-1(5), P.I. No. 133001, and include both North Fork Broad River and Middle Fork Broad River bridges.

BRST-200-1(5) Franklin
August 28, 2003

The estimated costs for this project are:

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$2,986,000	$2,967,000	LR	LR
Right-of-Way	$ 20,000	$ 20,000		
Utilities*	LGPA	LGPA		

*Franklin County signed LGPA for utilities 12-9-99.

I recommend this project concept be approved and the project description be revised to reflect the project described herein.

MBP:JDQ/cj

Attachment

CONCUR _____
Thomas L. Turner, P.E., Director of Preconstruction

APPROVE _____
~~Paul V. Mullins, P.E.~~, Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

368

FILE: BRST-200-1(5) Franklin
P.I. Number 133001
S.R. 145 @ North Fork Broad River
S.R. 51 @ Middle Fork Broad River

OFFICE: Engineering Services

DATE: August 22, 2003

FROM: David Mulling, Project Review Engineer REW

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: **CONCEPT REPORT**

We have reviewed the Concept Report submitted August 14, 2003 by the letter from Brent A. Story dated August 14, 2003, and have the following comments.

- Detour routes should be investigated for any potential "load restricted" bridges. Additionally any work required in order to make the detour routes suitable to use should be addressed.
- It was not clear whether or not any Reimbursable Utility Costs will be the responsibility of the county or GDOT.

The costs for this project are:

Construction	$2,467,502
Inflation	$246,750
E&C	$271,425
Reimbursable Utilities	$15,000
Right of Way	$20,000

REW

c: Brent Story, Attn.: Ted Cashin

SCORING RESULTS AS PER MOG 2440-2

Project Number:	County:	PI No.:
BRST-200-1(5)	Franklin	133001

Report Date:	Concept By:
August 14, 2003	DOT Office: Consultant Design
☒ Concept Stage	Consultant: Heath & Lineback

Project Type: Choose One From Each Column			
	☐ Major ☒ Minor	☐ Urban ☒ Rural	☐ ATMS ☒ Bridge Replacement ☐ Building ☐ Interchange Reconstruction ☐ Intersection Improvement ☐ Interstate ☐ New Location ☐ Widening & Reconstruction ☐ Miscellaneous

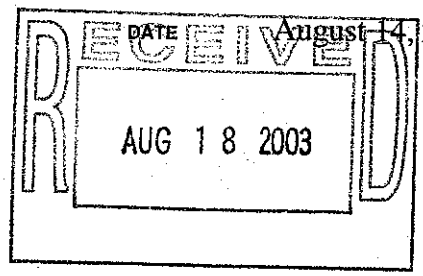
FOCUS AREAS	SCORE	RESULTS
Presentation	90	It was not clear who will be responsible for the costs for any Reimbursable Utilities. The Concept Report did not mention whether or not an LGPA will be executed.
Judgement	90	Detour routes should be investigated to determine if they have any "load restricted" bridges or existing design features that would make it undesirable for use as Detour Routes.
Environmental	100	
Right of Way	100	
Utility	100	
Constructability	100	
Schedule	100	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **BRST-200-(5), Franklin County** OFFICE Atlanta
S.R. 145 over North Fork Broad River and S.R. 51 over Middle Fork Broad River
P.I. No. 133001 YT.

FROM Brent A. Story, State Consultant Design Engineer DATE August 14, 2003



TO Meg Pirkle, Assistant Director of Preconstruction

SUBJECT **PROJECT CONCEPT REPORT**

Attached is the original copy of the Concept Report for your further handling and approval in accordance with the Plan Development Process (PDP).

People on the distribution list below should review the Concept Report and send comments and/or the signature page to the Preconstruction office within 10 days as per the PDP.

Distribution:

David Mulling, Project Review Engineer
Harvey Keepler, State Environmental/Location Engineer
Carla Holmes, State Traffic Operations Engineer
Joe Palladi, State Transportation Planning Administrator
Percy Middlebrooks, Financial Management Administrator
Larry Dent, District 1 Engineer - Gainesville
Paul Liles, State Bridge & Structural Engineer
Ted Cashin, Office of Consultant Design

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-200-1(5)
County: Franklin
P. I. Number: 133001

Federal Route Number: N/A
State Route Number: 145 & 51

DESCRIPTION: SR 145 over North Fork Broad River and SR 51 over Middle Fork Broad River
Recommendation for approval:

DATE 8/20/03 _____
Project Manager

DATE 8/20/03 _____
State Consultant Design Engineer

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

DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Office of Financial Management Administrator

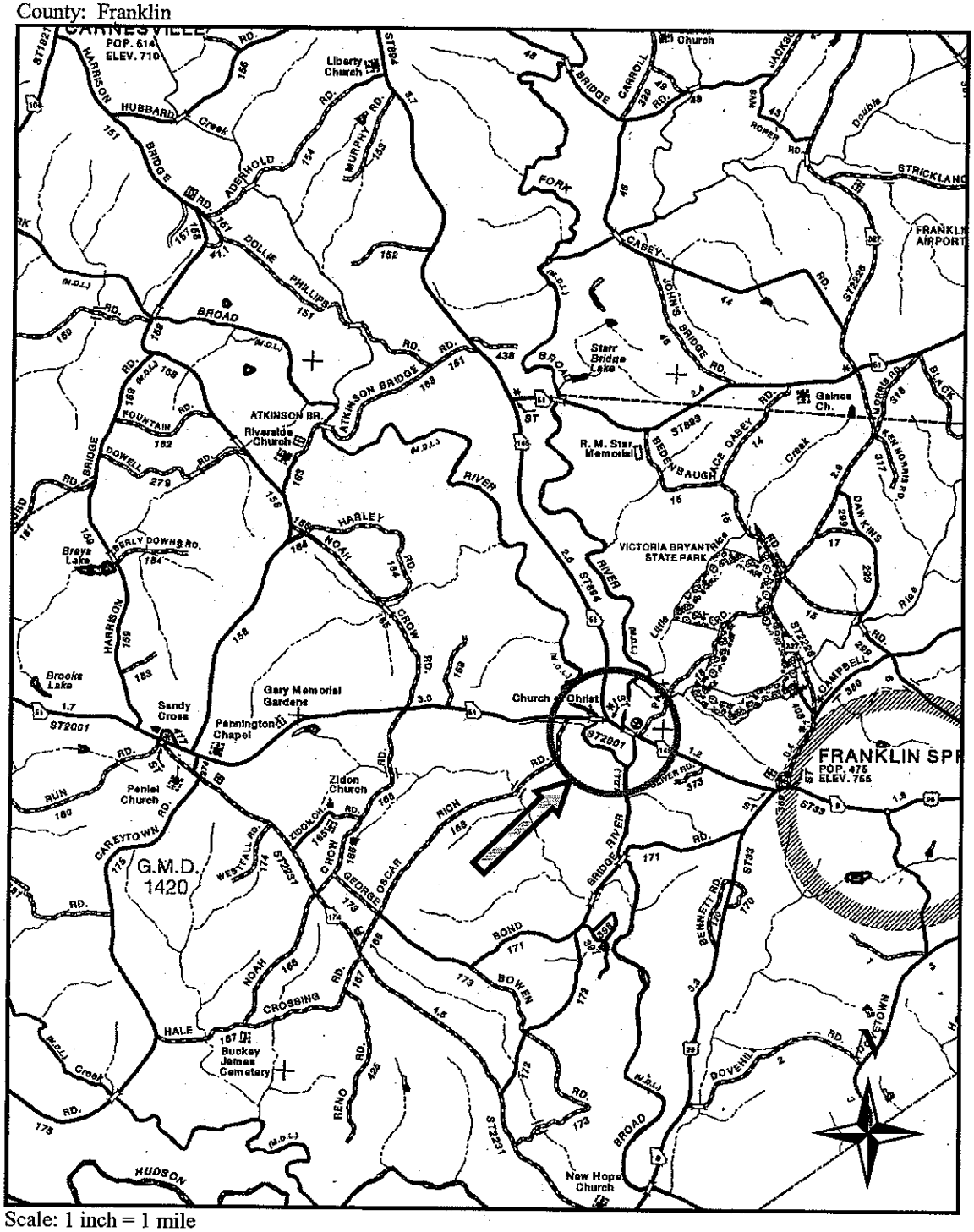
DATE_____ _____
State Environmental/Location Engineer

DATE_____ _____
State Traffic Safety and Design Engineer

DATE_____ _____
District 1 Engineer

DATE_____ _____
State Project Review Engineer

DATE_____ _____
State Bridge and Structural Design Engineer



Scale: 1 inch = 1 mile

Location Map

Project: BRST-200-1 (5) Franklin County **PI No.:** 133001

Description: SR 145 over North Fork Broad River and SR 51 over Middle Fork Broad River, 2.1 mi. west of Franklin Springs

Need and Purpose: See attached Need & Purpose Statement.

Description of the proposed project: Project BRST-200-1(5), PI No. 133001 consists of two bridge replacements in Franklin County; SR 145 over North Fork Broad River and SR 51 over Middle Fork Broad River. This project was originally two projects; Project Number BRST-200-1(5), PI No. 133001 and Project Number BRST-1330-00(000), PI No. 133000, that have since been combined into one project noted above. The total project length on SR 145 is approximately 2500 feet (0.47 miles), beginning at M.P. 0.83 and extending to M.P. 1.30. A left turning lane will be added to SR 145 for Westbound Traffic turning onto SR 51. The total project length on SR 51 is approximately 1150 feet (0.22 miles), beginning at M.P. 14.61 and extending to M.P. 14.83. The purpose of this project is to replace two structurally deficient and functionally obsolete bridges, one at SR 145 over North Fork Broad River, and one at SR 51 over Middle Fork Broad River. The sufficiency ratings are currently 48.58 for SR 145 over North Fork Broad River, and 44.90 for SR 51 over Middle Fork Broad River.

Is the project located in a Non-attainment area? _____**Yes** ___X___**No**

PDP Classification: Minor

Project Designation: Full Oversight ( ), Exempt(**X**), State Funded( ), or Other ( )

Functional Classification: Rural Minor Arterial

U. S. Route Number(s): None **State Route Number(s):** 145 & 51

Traffic (ADT):

SR 145: Current Year: (2008)	6500	Design Year: (2028)	10600
SR 51: Current Year: (2008)	3500	Design Year: (2028)	5600

Existing design features:

- Typical Section: 2-12 ft. travel lanes with variable width grass shoulders.
- Posted speed 55mph Maximum degree of curvature: 5 deg. 0 min.
- Maximum grade: 6.00 %
- Width of right of way: SR 145 - 100' typical, 200' wide at bridge: SR 51 – 80' typical, 200' wide x 500' long at bridge.
- Major structures:
  - The SR 145 bridge consists of steel beams: 4 spans at 40'-0" and 1 span at 65'-0" for total length of 225 ft. The bridge roadway curb-to-curb clear width is 24 ft. The sufficiency rating is 48.58.
  - The SR 51 bridge consists of steel beams: 2 spans at 40'-0", 1 span at 59'-0" and 1 span at 65'-0" for total length of 204 ft. The bridge roadway curb-to-curb clear width is 24 ft. The sufficiency rating is 44.90.
- Major interchanges or intersections along the project: SR 51intersects SR 145 between the two bridges.

Proposed Design Features:

Proposed typical section(s): Two 12'-0" travel lanes with 10'-0" shoulders and a 12'-0" Left turn lane on SR 145. Typical section attached.

- Proposed Design Speed Mainline 55 mph
- Proposed Maximum grade Mainline 5.0 % Maximum grade allowable 5.0 %
- Proposed Maximum grade Side Street 5.0 % Maximum grade allowable 9.0 %
- Proposed Maximum grade driveway 10%
- Proposed Maximum degree of curve 5° 00' Maximum degree allowable 6° 00'
- Right of way
  - Width: Approximately 100 ft additional on north side of SR 51 and 50 ft additional on both sides of SR 145 east of the bridge.
  - Easements: Temporary ( ), Permanent (X), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
  - Number of parcels: 6 on SR 145; 5 on SR 51
  - Number of displacements: None
    - Business: 0
    - Residences: 0
    - Mobile homes: 0
    - Other: 0
- Structures:
  - Bridges: The proposed bridges will be 44 ft. wide (gutter to gutter), consisting of two 12'-0" travel lanes, and 10'-0" shoulders. Bridge lengths are expected to be approximately 250 ft long for the SR 145 bridge and 220 ft for the SR 51 bridge.
  - Retaining walls: To be determined
- Major intersections and interchanges: Intersection of SR 51 and SR 145
- Traffic control during construction: SR 145 – The proposed bridge shall be constructed on the existing alignment with traffic detoured offsite during construction. SR 51 - The proposed bridge will be constructed upstream (north), of the existing alignment and the SR 51/SR 145 intersection will be realigned with traffic maintained on the existing bridge during construction. SR 51 traffic will temporarily be detour to complete the tie-in to existing SR 51.
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: None
- Environmental concerns: Nationwide 404 with PCN; NPDES Comprehensive Monitoring Plan

- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (**X**), No ( ),
  - Categorical exclusion anticipated (**X**),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ), or
  - Environmental Impact Statement (EIS) ( ).
- Utility involvement: Underground and overhead telephone on both SR 51 and SR 145. Underground water line on north side of SR 145 & on north side of SR 51.

Project responsibilities:

- Design: Office of Consultant Design
- Right of Way Acquisition: District 1 Preconstruction (Right of Way Office)
- Relocation of Utilities: District 1 Utility Office and Franklin County
- Letting to contract: General Office (Office of Contract Administration)
- Supervision of construction: District 1 Construction Office
- Providing material pits: District 1 Materials Office
- Providing detours: District 1 Construction Office

Coordination

- Initial Concept Meeting date and brief summary: N/A
- Concept meeting date: 2/21/03, Meeting Minutes Attached
- P. A. R. meetings, dates and results: None required.
- FEMA, USCG, and/or TVA: None required
- Public involvement: P.I.M. for offsite detour on SR 145 and SR 51
- Local government comments: Franklin County signed for utilities on SR 145 on 12/9/99 and signed for utilities on SR 51 on 7/22/99.
- Other projects in the area: None identified.
- Other coordination to date: None

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 9 Months
- Time to complete preliminary construction plans: 4 Months
- Time to complete right of way plans: 1 Months
- Time to complete the Section 404 Permit: 6 Months
- Time to complete final construction plans: 3 Months
- Time to complete to purchase right of way: 9 Months
- List other major items that will affect the project schedule: N/A

SR 145 Bridge over North Fork Broad River

Alternates considered: (1) Build proposed bridge on existing alignment with temporary detour to the west (downstream); (2) Build proposed bridge parallel and offset to the west (downstream) from existing, abandon or demolish existing bridge; (3) Build proposed bridge on existing alignment by closing road and detour traffic off-site; (4) Realign the road between the SR 145 bridge and the SR 51 bridge. SR 145/SR 51 will be realign; (5) No Build.

Comments:

Comparison Summary of Concepts 1 – 5

Alternate (3) is selected for this concept (see attached detour map and conceptual plan)
Alternate (1) was eliminated due to cost of the temporary detour and the need to acquire temporary easement. Alternate (2) was eliminated due to additional required right of way and an undesirable horizontal alignment shift. Alternate (4) was eliminated because it would require a third bridge due to the geometry of Middle Fork Broad River. Alternate (5) was eliminated due to deficient design live load (H 15) and long term maintenance cost.

SR 51 Bridge over Middle Fork Broad River

Alternates considered: (1) Build proposed bridge on the existing alignment with temporary detour to the north (upstream); (2) Build proposed bridge offset to the north (upstream) from existing bridge, realign SR 51/SR 145 intersection, temporary detour for roadway tie-in, abandon or demolish existing bridge; (3) Build proposed bridge on existing alignment by closing road and detouring traffic off-site; (4) Realign the road between the SR 145 bridge and the SR 51 bridge. SR 145/SR 51 will be realign; (5) No Build.

Comments:

Comparison Summary of Concepts 1 - 5

Alternate (2) is selected for this concept (see attached detour map and conceptual plan)
Alternate (1) was eliminated due to the undesirable existing roadway geometry and the need to acquire temporary easement. Alternate (3) was eliminated due to undesirable existing roadway geometry. Alternate (4) was eliminated because it would require a third bridge on the project due to the geometry of Middle Fork Broad River. Alternate (5) was eliminated due to deficient design live load (H 15), long term maintenance cost and undesirable existing roadway geometry.

Attachments:

1. Concept Meeting Minutes
2. Cost Estimates:
    a. Construction including E&C
3. Typical sections,
4. Need and Purpose Statement,
5. Traffic Assignments,
6. Flexible Pavement Designs,
7. Bridge Inventory Data Listings,
8. Location and Design Notice (On Minor Projects)
9. Off-site Detour – SR 51 over Middle Fork Broad River
10. Off-site Detour – SR 145 over North Fork Broad River
11. Concept Plan Layout Sheets
12. Site Visit Meeting Minutes

CONCEPT MEETING MINUTES
FEBRUARY 21, 2003

CONCEPT MEETING FOR BRIDGE REPLACEMENT WORK ORDERS
W.O. #64 – SR 145 Over North Fork Broad River and SR 51 Over Middle Fork Broad River
Project No.: BRST-2938(4), Morgan County
PI No.: 245400

LOCATION: GADOT District 1 Office
Gainesville, GA

Attendees:
Mark Holmberg – Heath & Lineback Engineers
Randy Boykin – Heath & Lineback Engineers
Scott Jordan – Heath & Lineback Engineers
Russell McMurry – GDOT District 1 Construction
Jeff Jacques – GDOT District 1 Maintenance
Todd Long – GDOT District 1 Preconstruction Engineer
Robby Oliver – GDOT District 1 Utility Engineer
James Moore – GDOT District 1, Area Engineer – Carnesville
Ken Reed – GDOT District 1 Maintenance
Michelle Caldwell – GDOT Planning
Mark Lawing – GDOT Engineering Services
Ted Cashin – GDOT Consultant Design
Frank Ginn – Franklin County
Emory Anderson – Hart EMC
Susan Brooks – City of Royston
James Watson – City of Royston

Mark Holmberg described the project and a brief overview of the concept report.

Concerns were raised about the proposed detour route for SR 145 due to inadequate shoulders and horizontal alignment for truck traffic. It was then suggested by the District Construction Engineer that SR 174 and US 8 be used for eastbound traffic. The new detour route is approximately 10 miles long with a net 4.5 miles added.

School bus traffic was another concern.

The offsite detour alternate will reduce construction time compared to the on-site temporary detour alternate (9-12 months Vs. 12-18 months). The quantity of fill and length of temporary bridge would be substantial. Also, the existing footings are soil/rock bearing indicating rock near the surface which will increase the cost of a temporary bridge.

The question was brought up about the existing county road near the bridge on SR 145. It was decided to investigate the realignment of this road further from the proposed bridge end location. Franklin County brought up questions as to who would be purchasing the right of way. The Preconstruction Engineer told him that GDOT would probably be buying the right of way.

Franklin County had concerns about placing water on the new bridges. Ted stated that the bridge plans would accommodate a proposed water line between interior beams. The utility owner will be responsible for furnishing all utility hangers and pipe.

The question was brought up about the right of way and construction dates. Ted stated that 2006 is the currently proposed right of way year and 2007 is the proposed construction year. These dates may change.

Utilities asked that cross-sections be sent whenever we submit plans for utility mark-ups.

Engineering Services raised questions about the tie-in for the realignment of SR 51. The District Construction Engineer suggested using a small amount of temporary shoring and close SR 51 for about 2 months so the tie-in to existing SR 51could be completed.

Ted suggested having another meeting prior to the PFPR meeting since this project is more involved than most bridge replacement projects.

The Preconstruction Engineer suggested adding a left turning lane on SR 145 for northbound traffic turning west onto SR 51 to tie the project together. The project limit will continue on SR 145 until the taper for the turning lane ties in with the existing roadway. He also requested a minimum of 75 ft radius for the turnout on SR 51 onto SR 145. He also suggested fixing the superelevation on SR 145 if it does not meet current AASHTO guidelines.

A detour PIM is required to inform the public that both SR 145 and SR 51 will be closed. Brent Cook will schedule the PIM. HLE will coordinate with Brent Cook.

Engineering Services requested the 9.5 mm Superpave level on the SR 51 typical section be changed to 12.5 mm Superpave to match the typical section for SR 145.

PRELIMINARY COST ESTIMATE

DATE: May 14, 2003

PREPARED BY: Heath & Lineback Engineers, Inc.

PROJECT NO.: BRST-200-1 (5)

P.I. NO.: 133001

LENGTH: SR 145 - 2500 ft. (0.47 mi)
SR 51 - 1150 ft. (0.22 mi)

PROJECT DESCRIPTION: Two bridge replacements: SR 145 over North Fork Broad River and SR 51 over Middle Fork Broad River.

PROPOSED CONCEPT: The proposed typical sections consist of two 12'-0" travel lanes and 10'-0" rural shoulders and a left turn lane on SR 145. Traffic will be detoured off-site while the SR 145 proposed bridge is constructed. The SR 51 proposed bridge will be built offset to the north of the existing bridge, while traffic remains on the existing alignment. SR 51 will temporarily be detour to complete the tie-in to existing SR 51.

EXISTING ROADWAY: State Route 145
TRAFFIC: Existing: 6500 ADT (2008) Design: 10600 ADT (2028)

EXISTING ROADWAY: State Route 51
TRAFFIC: Existing: 3500 ADT (2008) Design: 5600 ADT (2028)

( ) PROGRAMMING PROCESS (x) CONCEPT DEVEL. ( ) DURING PROJ DEVEL.

PROJECT COSTS

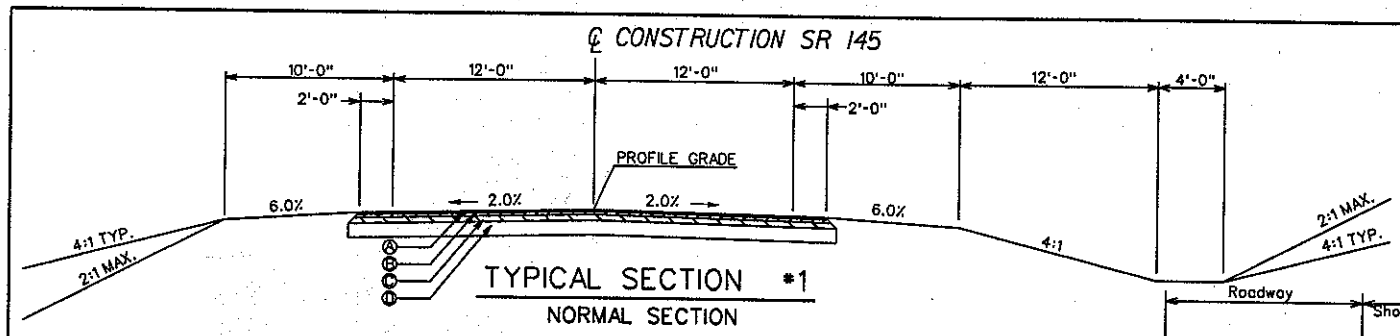
04-Oct-02 SR 145 - OFF-SITE DETOUR & SR 51 - PERMANENT OFF-SET ALTERNATES
DETAILED COST ESTIMATE FOR SR 145 OVER NORTH FORK BROAD RIVER
PROJECT NO.: BRST-200-1(5), FRANKLIN COUNTY
P.I. NO.: 133001

ITEM NO.	ITEM	UNIT	UNIT COST	QUANT	TOTAL
	ROADWAY - SR 145 BRIDGE REPLACEMENT				
210-0100	GRADING COMPLETE - (32,000 CY X $6.00/CY = $192,000.00)	LS	$192,000.00	1	$192,000.00
310-5080	GR AGGR BASE CRS, 8 INCH, INCL MATL	SY	$8.47	852	$32,141.90
318-3000	AGGR SURF CRS	TN	$19.18	10	$191.80
402-1812	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	TN	$35.62	50	$1,781.00
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	TN	$34.80	536	$18,635.40
402-3141	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL	TN	$37.74	528	$19,912.57
402-3142	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL	TN	$53.63	179	$9,572.96
413-1000	BITUM TACK COAT	GL	$0.89	218	$193.82
433-1000	REINF CONC APPROACH SLAB	SY	$115.12	310	$35,687.20
441-0018	DRIVEWAY CONCRETE, 8 IN TK	SY	$32.89	70	$2,302.30
441-0301	CONC SPILLWAY, TP 1	EA	$1,345.24	4	$5,380.96
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10		$31.58	165	$5,210.70
550-4418	FLARED END SECTION, 18 IN, SLOPE DRAIN	EA	$266.66	4	$1,066.64
576-1015	SLOPE DRAIN PIPE, 15 IN	LF	$23.33	160	$3,732.80
577-1100	METAL DRAIN INLET - COMPLETE ASSEMBLY	EA	$956.06	4	$3,824.24
641-1100	GUARDRAIL, TP T	LF	$61.68	83	$5,093.53
641-1200	GUARDRAIL, TP W	LF	$9.87	750	$7,402.50
641-5001	GUARDRAIL ANCHORAGE, TP 1	EA	$483.87	4	$1,935.48
641-5012	GUARDRAIL ANCHORAGE, TP 12	EA	$1,331.30	2	$2,662.60
				SUBTOTAL	$348,728.40
	EROSION CONTROL - SR 145 BRIDGE REPLACEMENT				
000-0000	EROSION CONTROL	LS	$75,000.00	1	$75,000.00
				SUBTOTAL	$75,000.00
	BRIDGE - SR 145 BRIDGE REPLACEMENT				
540-1102	REMOVAL OF EXISTING BR, BR NO -	LS	$80,000.00	1	$80,000.00
543-1001	CONSTRUCTION OF BRIDGE NO. ($55/SF X 10395 SF)	LS	$649,687.50	1	$649,687.50
603-2024	STN DUMPED RIP RAP, TP 1, 24 IN	SY	$35.67	0	$0.00
				SUBTOTAL	$729,687.50
	TRAFFIC SIGN & MARKING - SR 145 BRIDGE REPLACEMENT				
000-0000	TRAFFIC SIGNING & MARKING	LS	$12,000.00	1	$12,000.00
				SUBTOTAL	$12,000.00
	TRAFFIC CONTROL - SR 145 BRIDGE REPLACEMENT (OFF-SITE DETOUR)				
150-1000	TRAFFIC CONTROL -	LS	$60,000.00	1	$60,000.00
				SUBTOTAL	$60,000.00
	ROADWAY - SR 51 BRIDGE REPLACEMENT				
210-0100	GRADING COMPLETE - (32,145 CY X $6.00/CY = $192,870.00)	LS	$192,870.00	1	$192,870.00
310-5080	GR AGGR BASE CRS, 8 INCH, INCL MATL	SY	$8.47	1063	$40,113.09
318-3000	AGGR SURF CRS	TN	$19.18	10	$191.80
402-1812	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	TN	$35.62	50	$1,781.00
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	TN	$34.80	835	$29,071.22
402-3141	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL	TN	$37.74	243	$9,155.54
402-3142	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL	TN	$53.63	278	$14,933.81
413-1000	BITUM TACK COAT	GL	$0.89	340	$302.36
433-1000	REINF CONC APPROACH SLAB	SY	$115.12	310	$35,687.20
441-0301	CONC SPILLWAY, TP 1	EA	$1,345.24	4	$5,380.96
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	$31.58	40	$1,263.20
550-4418	FLARED END SECTION, 18 IN, SLOPE DRAIN	EA	$266.66	2	$533.32
576-1015	SLOPE DRAIN PIPE, 15 IN	LF	$23.33	120	$2,799.60
577-1100	METAL DRAIN INLET - COMPLETE ASSEMBLY	EA	$956.06	4	$3,824.24
641-1100	GUARDRAIL, TP T	LF	$61.68	83	$5,093.53
641-1200	GUARDRAIL, TP W	LF	$9.87	625	$6,168.75
641-5001	GUARDRAIL ANCHORAGE, TP 1	EA	$483.87	2	$967.74
641-5012	GUARDRAIL ANCHORAGE, TP 12	EA	$1,331.30	2	$2,662.60
				SUBTOTAL	$352,799.97
	EROSION CONTROL - SR 51 BRIDGE REPLACEMENT				
000-0000	EROSION CONTROL	LS	$70,000.00	1	$70,000.00

				SUBTOTAL	$70,000.00
	BRIDGE - SR 51 BRIDGE REPLACEMENT				
540-1102	REMOVAL OF EXISTING BR, BR NO -	LS	$70,000.00	1	$70,000.00
543-1001	CONSTRUCTION OF BRIDGE NO. ($55/SF X 10395 SF)	LS	$571,725.00	1	$571,725.00
603-2024	STN DUMPED RIP RAP, TP 1, 24 IN	SY	$35.67	1,000	$35,670.00
				SUBTOTAL	$677,395.00
	TRAFFIC SIGN & MARKING - SR 51 BRIDGE REPLACEMENT				
000-0000	TRAFFIC SIGNING & MARKING	LS	$16,500.00	1	$16,500.00
				SUBTOTAL	$16,500.00
	TRAFFIC CONTROL - SR 51 BRIDGE REPLACEMENT (PERMANENT OFF-SET)				
150-1000	TRAFFIC CONTROL -	LS	$90,000.00	1	$90,000.00
150-5000	TRAFFIC CONTROL, TEMPORARY SAND LOADED ATTENUATOR MODULE	EA	$471.31	30	$14,139.30
622-1033	PRECAST CONCRETE MEDIAN BARRIER, METHOD 3	LF	$35.42	600	$21,252.00
				SUBTOTAL	$125,391.30
				CONSTRUCTION COST	**$2,467,502.17**

CONSTRUCTION:	**$2,467,502.17**	**RIGHT OF WAY:**	**$20,000.00**
E & C (10%):	**$246,750.22**	**ACQUIRED BY:**	**DOT**
INFLATION: (2 yrs. @ 5% per yr)	**$252,918.97**	**UTILITIES:**	**$15,000.00**
TOTAL CONST COSTS	**$2,967,171.36**		

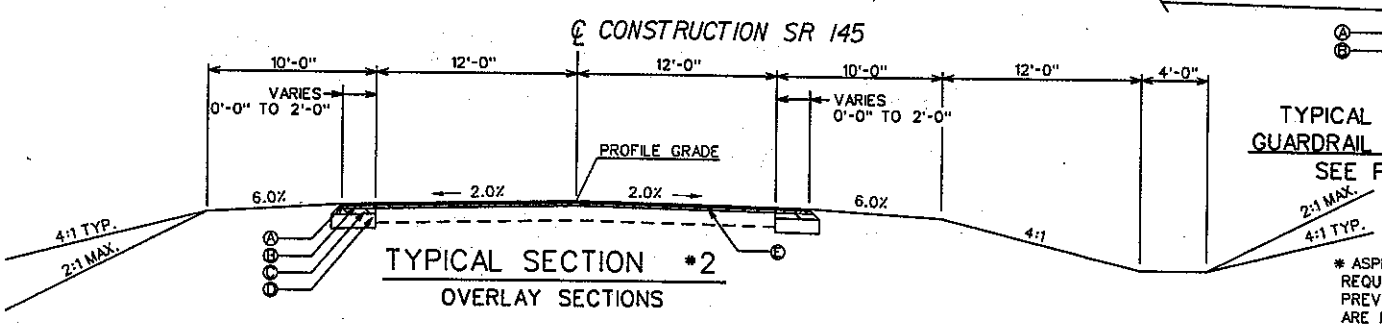
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	BRST-200-1(5)		



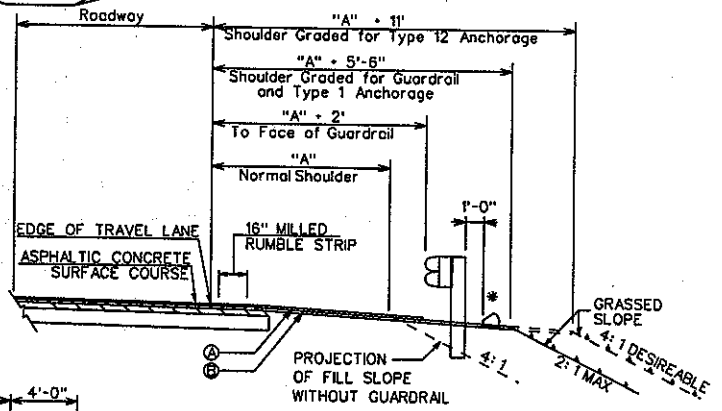
TYPICAL SECTION #1
NORMAL SECTION

REQUIRED PAVEMENT

- (A) RECYCLED ASPH CONC 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM & H LIME (165 LBS/SY)
- (B) RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LBS/SY)
- (C) RECYCLED ASPH CONC 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (660 LBS/SY)
- (D) GR AGGR BASE CRS, 10 INCH, INCL MATL
- (E) RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME, AS REQD

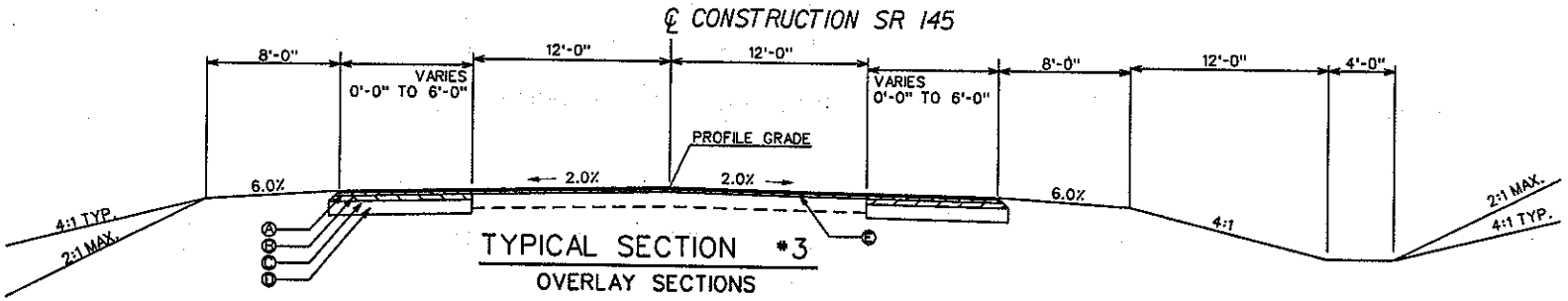


TYPICAL SECTION #2
OVERLAY SECTIONS



TYPICAL SHOULDER DETAIL FOR GUARDRAIL AND ASPHALT SHOULDER
SEE PLAN FOR LOCATION

* ASPHALTIC CONCRETE CURB PER SECTION 436 SHALL BE REQUIRED WHERE SPECIFIED. TYPICAL USE IS FOR EROSION PREVENTION OF HIGH FILL SLOPES. WHERE SPILLWAYS ARE REQUIRED.



TYPICAL SECTION #3
OVERLAY SECTIONS

Heath & Lineback Engineers
INCORPORATED
13 POWDER SPRINGS STREET, SUITE 240
MARIETTA, GEORGIA 30064

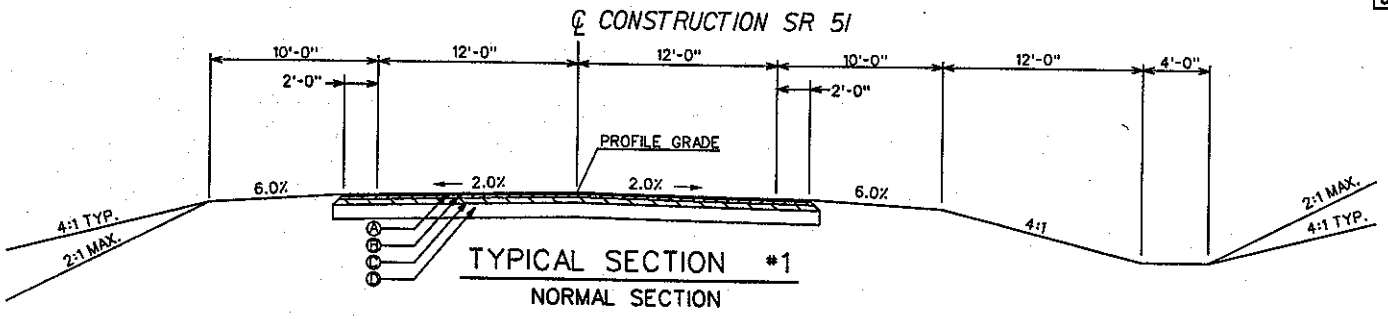
SR 145 OVER NORTH FORK BROAD RIVER

DATE	REVISIONS	DATE	REVISIONS

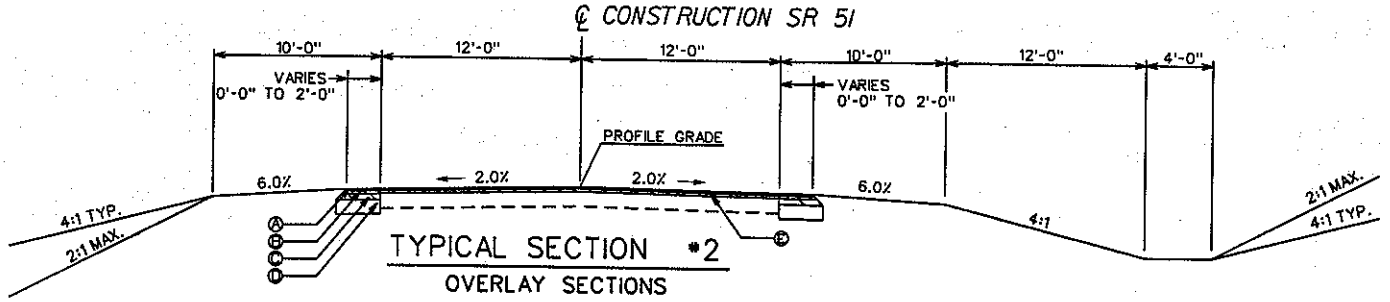
GEORGIA
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS

PROJECT: BRST-200-1(5)
COUNTY: FRANKLIN
DATE: JANUARY 2003

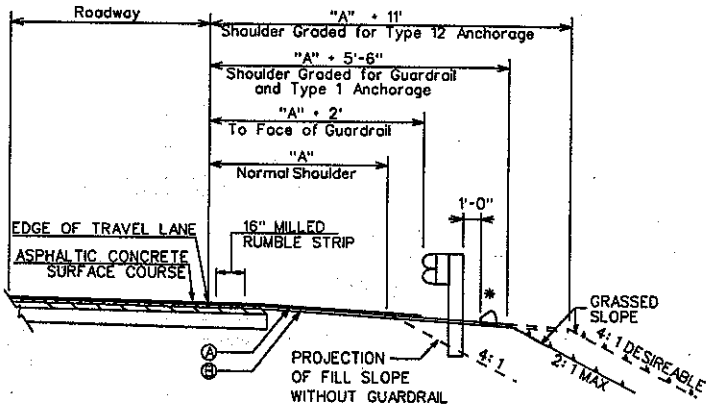
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	BRST-200-1(5)		



TYPICAL SECTION #1
NORMAL SECTION



TYPICAL SECTION #2
OVERLAY SECTIONS



TYPICAL SHOULDER DETAIL FOR
GUARDRAIL AND ASPHALT SHOULDER
SEE PLAN FOR LOCATION

REQUIRED PAVEMENT

- (A) RECYCLED ASPH CONC 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM & H LIME (165 LBS/SY)
- (B) RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LBS/SY)
- (C) RECYCLED ASPH CONC 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (660 LBS/SY)
- (D) GR AGGR BASE CRS, 8 INCH, INCL MATL
- (E) RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME, AS REQD

* ASPHALTIC CONCRETE CURB PER SECTION 436 SHALL BE REQUIRED WHERE SPECIFIED. TYPICAL USE IS FOR EROSION PREVENTION OF HIGH FILL SLOPES. WHERE SPILLWAYS ARE REQUIRED.

Heath & Lineback Engineers
INCORPORATED
12 POWDER SPRINGS STREET, SUITE 240
MARIETTA, GEORGIA 30064

SR 51 OVER MIDDLE FORK BROAD RIVER

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
PROJECT: BRST-200-1(5)
COUNTY: FRANKLIN
DATE: JANUARY 2003

NEED AND PURPOSE
PROJECT BRST-200-1 (5), Franklin County
P.I. NO 133001
Bridge Replacement
SR 145 over North Fork Broad River
SR 51 over Middle Fork Broad River

Bridge project BRST-200-1 (5) will replace the bridge at SR 145 over North Fork Broad River and the bridge at SR 51 over Middle Fork Broad River. The bridge located on SR 145 was constructed in 1949, with a bridge width of 29.5-feet. The bridge located on SR 51 was constructed in 1952, with a bridge width of 29.6-feet. The project will replace each of the current bridges with a 44-foot wide bridge. The proposed width is based on Georgia MOG 4265-10. This project is not associated with any other projects and has independent utility.

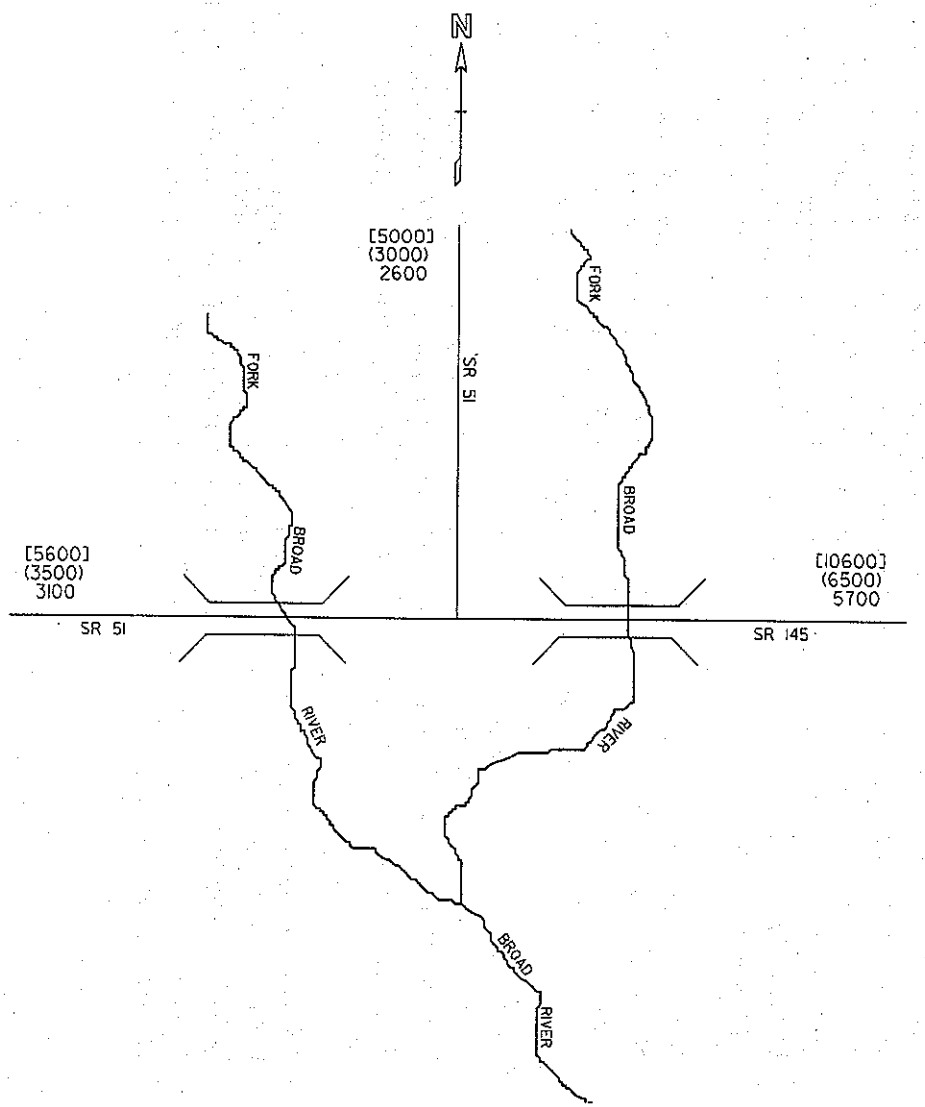
According to the 2000 Census, in Franklin County, 89.5% of the residents were white and 10.5% were minority. Statewide, 65.1% of residents were white and 34.9% were minority. During 1997, 16.6 % of the count's population lived below the poverty level, compared with Georgia's rate of 14.7% and the national rate of 13.3%.

The section of the state route that the bridges are located on is functionally classified as a rural minor arterial. The two lane route has a AADT of 3,100 for SR 51 and 5,700 on SR 145, which includes school bus traffic. The AADT on SR 51 and SR 145 is projected to increase to 5,600 and 10,600 by 2028, respectively. This route is not designated as a bike route.

The bridges meet current DOT guidelines for replacement. The bridge located on SR 145 has a H-15 Design Load, a Structural Evaluation Rating of 2 and the Sufficiency Rating is 48.38. The bridge located on SR 51 has a Sufficiency Rating of 44.90 with a H-15 Design Load. In accordance with MOG 2405-1, the existing bridges meet the established criteria for replacement.

FRANKLIN COUNTY

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



K = 10%
D = 60%
T = 8%
24 HR T = 10%
SU = 4%
COMB = 6%

BRST-200-1(4)
(RIIIc. BRST-1330-00-(000))

BRST-200-1(4)(5)
P.I.133000 & 133001
FRANKLIN COUNTY

SR 51 @ SR 145

2028 ADT = [000]
2008 ADT = (000)
2000 ADT = 000

TJW
05/02

FLEXIBLE PAVEMENT DESIGN ANALYSIS

Project: BRST-200-1(5) **County:** Franklin
P.I. no.: 133001
Description: Bridge Replacement for SR 145 over North Fork Little River

Traffic Data (NOTE: AADTs are one-way)
24-hour Truck Percentage: 10.00%
AADT initial year of design period: 3,900 vpd (2008)
AADT final year of design period: 6,360 vpd (2028)
Mean AADT (one-way): 5,130 vpd

Design Loading

Mean AADT		LDF		Trucks		18-K ESAL		Total Daily Loads
5,130	*	1.00	*	0.100	*	1.06	=	545

Total predicted design period loading = 545 * 20 * 365 = 3,978,500

Design Data
Terminal Serviceability Index: 2.50
Soil Support: 3.00
Regional Factor: 2.00

PROPOSED FLEXIBLE PAVEMENT STRUCTURE

Material	Thickness Inches	Thickness (mm)	Structural Coefficient	Structural Value
12.5 mm Superpave	1.50	(38)	0.44	0.66
19 mm Superpave	2.00	(51)	0.44	0.88
25 mm Superpave	1.00	(25)	0.44	0.44
	5.00	(127)	0.30	1.50
Graded Aggregate Base	10.00	(254)	0.16	1.60

Required SN = 5.35 Proposed SN = 5.08

>>> Proposed pavement is 5.1% Underdesign <<<

Remarks:

Prepared by Michael Monk June 9, 2003
Date

Recommended _____
State Materials & Research Engineer **Date**

Approved _____
State Consultant Design Engineer **Date**

FLEXIBLE PAVEMENT DESIGN ANALYSIS

Project: BRST-200-1(5) **County:** Franklin
P.I. no.: 133001
Description: Bridge Replacement for SR 51 over Middle Fork River

Traffic Data (NOTE: AADTs are one-way)
24-hour Truck Percentage: 10.00%
AADT initial year of design period: 2,100 vpd (2008)
AADT final year of design period: 3,360 vpd (2028)
Mean AADT (one-way): 2,730 vpd

Design Loading

Mean AADT		LDF		Trucks		18-K ESAL		Total Daily Loads
2,730	*	1.00	*	0.100	*	1.06	=	290

Total predicted design period loading = 290 * 20 * 365 = 2,117,000

Design Data
Terminal Serviceability Index: 2.50
Soil Support: 3.00
Regional Factor: 2.00

PROPOSED FLEXIBLE PAVEMENT STRUCTURE

Material	Thickness Inches	Thickness (mm)	Structural Coefficient	Structural Value
12.5 mm Superpave	1.50	(38)	0.44	0.66
19 mm Superpave	2.00	(51)	0.44	0.88
25 mm Superpave	1.00	(25)	0.44	0.44
	5.00	(127)	0.30	1.50
Graded Aggregate Base	8.00	(203)	0.16	1.28

Required SN = 4.90 Proposed SN = 4.76

>>> Proposed pavement is 2.8% Underdesign <<<

Remarks:

Prepared by Michael Monk June 9, 2003
Date

Recommended _____
State Materials & Research Engineer **Date**

Approved _____
State Consultant Design Engineer **Date**

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 119-0006-0 **Franklin** SUFF. RATING 44.90

Location & Geography

*	Structure I.D.No:	119-0006-0	
	200 Bridge Information	06	
*	6A Feature Int:	MIDDLE FORK BROAD RIVER	
*	6B Critical Bridge:	0	
*	7A Route Number Carried:	SR00051	
*	7B Facility Carried:	SR 51	
*	9 Location:	2.1 MI W FRANKLIN SPRINGS	
	2 DOT District:	1	
	207 Year Photo:	1999	
*	91 Inspection Frequency:	24 Date: 09/11/2000	
	92A Fract Crit Insp Freq:	00 Date: 02/01/1901	
	92B Underwater Insp Freq:	00 Date: 02/01/1901	
	92C Other Spc. Insp Freq:	00 Date: 02/01/1901	
*	4 Place Code:	00000	
*	5 Inventory Route (O/U):	1	
	Type:	3	
	Designation:	1	
	Number:	00051	
	Direction:	0	
*	16 Latitude: 34-17.5	MMS Prefix: SR	
*	17 Longitud 83-10.9	MMS Suffix: 00 MP: 14.66	
	98 Border Bridge:	000 %Shared: 00	
	99 ID Number:	000000000000000	
*	100 STRAHNET:	0	
	12 Base Highway Network:	0	
	13A LRS Inventory Route:		
	13B Sub Inventory Route:		
*	101 Parallel Structure:	N	
*	102 Direction of Traffic:	2	
*	264 Road Inventory Mile Post:	014.67	
*	208 Inspection Area:	01 Initials: GMC	
	Engineer's Initial:		

* Location I.D. No.: 119-00051D-014.66E

*	104 Highway System:	0	
*	26 Functional Classification:	06	
*	204 Federal Route Type:	F No.: 200-1	
	105 Federal Lands Highway:		
*	110 Truck Route:	0	
	206 School Bus Route:	1	
	217 Benchmark Elevation:	0603.00	
	218 Datum:	2	
*	19 Bypass Length:	03	
*	20 Toll:	3	
*	21 Maintenance:	01	
*	22 Owner:	01	
*	31 Design Load:	2	
	37 Historical Significance:	5	
	205 Congressional District:	11	
	27 Year Constructed:	1952	
	106 Year Reconstructed:	0000	
	33 Bridge Median:	0	
	34 Skew:	00	
	35 Structred Flared:	0	
	38 Navigation Control:	0	
	213 Special Steel Design:	0	
	267 Type of Paint:	5	
*	42 Type of Service on:	1	
		5	
	214 Movable Bridge:	0	
	203 Type Bridge:	O-N-M-O	
	259 Pile Encasement:	3	
*	43 Structure Type Main:	3 02	
	45 No. Spans Main:	002	
	44 Structure Type Appr:	3 02	
	46 No. Spans Appr:	0002	
	226 Bridge Curve Horz:	0 Vert: 0	
	111 Pier Protection:	0	
	107 Deck Structure Type:	1	
	108 Wearing Surface Type:	1	
	M	0	
	F	8	

Signs & Attachments

	225 Expansion Joint Type:	02	
	242 Deck Drains:	1	
	243 Parapet Location:	0	
	Height:	0.00	
	Width:	0.00	
	238 Curb:	1.20	1
	239 Handrail:	1	1
*	240 Median Barrier Rail:	0	
	241 Bridge Median Height:	0.00	
	Width:	0.00	
*	230 Guardrail Loc Dir Rear:	3	
	Fwrd:	3	
	Oppo Dir Rear:	0	
	Fwrd:	0	
	244 Approach Slab:	3	
	224 Retaining Wall:	0	
	233 Posted Speed Limit:	55	
	236 Warning Sign:	1	
	234 Delineator:	1	
	235 Hazard Boards:	1	
	237 Utilities Gas:	00	
	W	00	
	Ele	00	
	Telephone:	32	
	Se	00	
	247 Lighting Street:	0	
	Naviagtion:	0	
	Aerial:	0	
*	248 County Continuity No.:	00	

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 119-0006-0 **Franklin** SUFF. RATING 44.90

Programming Data

201 Project No.: S-0872 (1)
202 Plans Available: 1
249 Prop. Proj. No. BRST-1330-00 (00
250 Approval Status: 0000
251 P.I. No.: 133000-
252 Contract Date: 02/01/1901
260 Seismic No.: 00000
75 Type Work: 34 1
94 Bridge Imp. Cost $ 219
95 Roadway Imp. Cos $ 51
96 Total Imp Cost: $ 364
76 Imp. Length: 000415
97 Imp. Year: 1990
114 Future ADT: 3750 Year: 2019

Hydraulic Data

215 Waterway Data
Highwater Elev.: 0000.0 Year: 1900
Avg. Streambed Elev.: 0000.0 Freq.: 00
Drainage Area: 00000
Area Of Opening: 000000
113 Scour Critical: 6
216 Water Depth: 00.9 Br. Height: 36.1
222 Slope Protection: 6
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.: 119-00051D-014.66E

Measurements

* 29 ADT: 002500 Year: 1999
109 % Trucks: 9
* 28 Lanes On: 02 Under: 00
210 No. Tracks On: 00 Under: 00
* 48 Max. Span Length: 0065
* 49 Structure Length: 204
51 Br. Rwdy. Width: 23.60
52 Deck Width: 29.60
* 47 Tot. Horz. Cl: 23.60
50 Curb/Sdewlk Width: 2.00/2.00
32 Approach Rdwy Width: 024
* 229 Shoulder Width:
Rear Lt: 3.20 Type: 8 Rt: 4.30
Fwrd Lt: 3.20 Type: 8 Rt: 4.30
Pavement Width:
Rear: 24.30 Type: 2
Fwrd: 24.30 Type: 2
Intersection Rear: 1 Fwrd: 1
36 Safety Features Br. Rail: 2
Transition: 2
App. G. Rail: 2
App. Rail End: 1
53 Minimum Cl.Over: 99 ' 99 "
Under: N 00 ' 00 "
* 228 Min. 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 99.90
56 Lateral Undercl. Lt: 0.00
* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
39 Nav Vert Cl: 000 Horz: 0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main: 7.00
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00
212 Year Last Painted: Sup: 1995 Sub: 1995

Ratings

65 Inventory Rating Method: I
63 Inventory Rating Method: 1
66 Inventory Type: 2 Rating: 13
64 Operating Type: 2 Rating: 29
231 Calculated Loads
H-Modified: 15 1
HS-Modified: 25 0
Type 3: 27 1
Type 3s2: 40 0
Timber: 29 1
Piggyback: 40 0
261 H Inventory Rating: 12
262 H Operating Rating: 18
67 Structural Evaluation: 2
58 Deck Condition: 6
59 Superstructure Condition: 6
* 227 Collision Damage: 0
60A Substructure Condition: 6
60B Scour Condition: 6
60C Underwater Condition: N
71 Waterway Adequacy: 9
61 Channel Protection Cond: 7
68 Deck Geometry: 2
69 UnderClr. Horz/Vert: N
72 Appr. Alignment: 7
62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
41 Struct Open, Posted, Cl: P
* 103 Temporary Structure: T
232 Posted Loads H-Modified: 15
HS-Modified: 00
Type 3: 27
Type3s2: 00
Timber: 29
Piggyback: 00
253 Notification Date 02/01/1901
253 Fed Notify Date: 02/01/1901 2

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 119-0021-0 **Franklin** SUFF. RATING 48.58

Location & Geography

*	Structure I.D.No:	119-0021-0
	200 Bridge Information	06
*	6A Feature Int:	NORTH FORK BROAD RIVER
*	6B Critical Bridge:	0
*	7A Route Number Carried:	SR00145
*	7B Facility Carried:	SR 145
*	9 Location:	1.7 MI W FRANKLIN SPRINGS
	2 DOT District:	1
	207 Year Photo:	1998
*	91 Inspection Frequency:	24 Date: 09/11/2000
	92A Fract Crit Insp Freq:	00 Date: 02/01/1901
	92B Underwater Insp Freq:	00 Date: 02/01/1901
	92C Other Spc. Insp Freq:	00 Date: 02/01/1901
*	4 Place Code:	00000
*	5 Inventory Route (O/U):	1
	Type:	3
	Designation:	1
	Number:	00145
	Direction:	0
*	16 Latitude: 34-17.5	MMS Prefix: SR
*	17 Longitud 83-10.6	MMS Suffix: 00 MP: 1.00
	98 Border Bridge: 000	%Shared: 00
	99 ID Number: 000000000000000	
*	100 STRAHNET: 0	
	12 Base Highway Network:	1
	13A LRS Inventory Route:	1191014500
	13B Sub Inventory Route:	0
*	101 Parallel Structure:	N
*	102 Direction of Traffic:	2
*	264 Road Inventory Mile Post:	000.99
*	208 Inspection Area: 01	Initials: GMC
	Engineer's Initial:	

* Location I.D. No.: 119-00145D-001.00N

*	104 Highway System:	0
*	26 Functional Classification:	06
*	204 Federal Route Type:	F No.: 02001
	105 Federal Lands Highway:	
*	110 Truck Route:	0
	206 School Bus Route:	1
	217 Benchmark Elevation:	0000.00
	218 Datum:	0
*	19 Bypass Length:	03
*	20 Toll:	3
*	21 Maintenance:	01
*	22 Owner:	01
*	31 Design Load:	2
	37 Historical Significance:	5
	205 Congressional District:	11
	27 Year Constructed:	1949
	106 Year Reconstructed:	0000
	33 Bridge Median:	0
	34 Skew:	40
	35 Structred Flared:	0
	38 Navigation Control:	0
	213 Special Steel Design:	0
	267 Type of Paint:	5
*	42 Type of Service on:	1
		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:	005
	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
	M	0
	F	8

Signs & Attachments

	225 Expansion Joint Type:	02
	242 Deck Drains:	1
	243 Parapet Location:	0
	Height:	0.00
	Width:	0.00
	238 Curb:	1.20 1
	239 Handrail:	1 1
*	240 Median Barrier Rail:	0
	241 Bridge Median Height:	0.00
	Width:	0.00
*	230 Guardrail Loc Dir Rear:	3
	Fwrd:	3
	Oppo Dir Rear:	0
	Fwrd:	0
	244 Approach Slab:	0
	224 Retaining Wall:	0
	233 Posted Speed Limit:	55
	236 Warning Sign:	1
	234 Delineator:	1
	235 Hazard Boards:	1
	237 Utilities Gas:	00
	W	00
	Ele	00
	Telephone:	32
	Se	00
	247 Lighting Street:	0
	Naviagtion:	0
	Aerial:	0
*	248 County Continuity No.:	00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 119-0021-0 **Franklin** SUFF. RATING 48.58

Programming Data

201 Project No.: S-69 (2)
202 Plans Available: 1
249 Prop. Proj. No. BRS-982 (5)
250 Approval Status: 0000
251 P.I. No.: 141990-
252 Contract Date: 03/16/2001
260 Seismic No.: 00000
75 Type Work: 34 1
94 Bridge Imp. Cost $ 241
95 Roadway Imp. Cos $ 52
96 Total Imp Cost: $ 397
76 Imp. Length: 000436
97 Imp. Year: 1990
114 Future ADT: 007500 Year: 2021

Hydraulic Data

215 Waterway Data
Highwater Elev.: 0000.0 Year: 1900
Avg. Streambed Elev.: 0000.0 Freq.: 00
Drainage Area: 00000
Area Of Opening: 000000
113 Scour Critical: 6
216 Water Depth: 01.1 Br. Height: 36.9
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.: 119-00145D-001.00N

Measurements

* 29 ADT: 005000 Year: 2001
109 % Trucks: 15
* 28 Lanes On: 02 Under: 00
210 No. Tracks On: 00 Under: 00
* 48 Max. Span Length: 0065
* 49 Structure Length: 225
51 Br. Rwdy. Width: 23.60
52 Deck Width: 29.50
* 47 Tot. Horz. Cl: 23.60
50 Curb/Sdewlk Width: 2.00/2.00
32 Approach Rdwy Width: 025
* 229 Shoulder Width:
Rear Lt: 5.60 Type: 8 Rt: 4.90
Fwrd Lt: 5.60 Type: 8 Rt: 6.80
Pavement Width:
Rear: 24.80 Type: 2
Fwrd: 24.80 Type: 2
Intersection Rear: 1 Fwrd: 1
36 Safety Features Br. Rail: 2
Transition: 2
App. G. Rail: 2
App. Rail End: 2
53 Minimum Cl.Over: 99 ' 99 "
Under: N 00 ' 00 "
* 228 Min. 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 99.90
56 Lateral Undercl. Lt: 0.00
* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
39 Nav Vert Cl: 000 Horz: 0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main: 7.00
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00
212 Year Last Painted: Sup: 1995 Sub: 0000

Ratings

65 Inventory Rating Method: 2
63 Inventory Rating Method: 2
66 Inventory Type: 2 Rating: 20
64 Operating Type: 2 Rating: 34
231 Calculated Loads
H-Modified: 20 0
HS-Modified: 25 0
Type 3: 25 0
Type 3s2: 38 0
Timber: 36 0
Piggyback: 40 0
261 H Inventory Rating: 15
262 H Operating Rating: 24
67 Structural Evaluation: 5
58 Deck Condition: 5
59 Superstructure Condition: 6
* 227 Collision Damage: 0
60A Substructure Condition: 5
60B Scour Condition: 7
60C Underwater Condition: N
71 Waterway Adequacy: 9
61 Channel Protection Cond: 5
68 Deck Geometry: 2
69 UnderClr. Horz/Vert: N
72 Appr. Alignment: 7
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
Type3s2: 00
Timber: 00
Piggyback: 00
253 Notification Date 02/01/1901
253 Fed Notify Date: 02/01/1901 0

NOTICE OF LOCATION AND DESIGN APPROVAL

Project No. BRST-200-1(5)
P.I. No. 133001

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 the above project.

This project consists of improvements to SR 145 over North Fork Broad River and SR 51 over Middle Fork Broad River, located in Franklin County, G.M.D.'s 1420, 264, and 370.

Date of Location Approval: SEPTEMBER 8, 2003

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

James S. Moore
Email: James.Moore@dot.state.ga.us
P.O. Box 330
Carnesville, Georgia 30521
706-384-7269

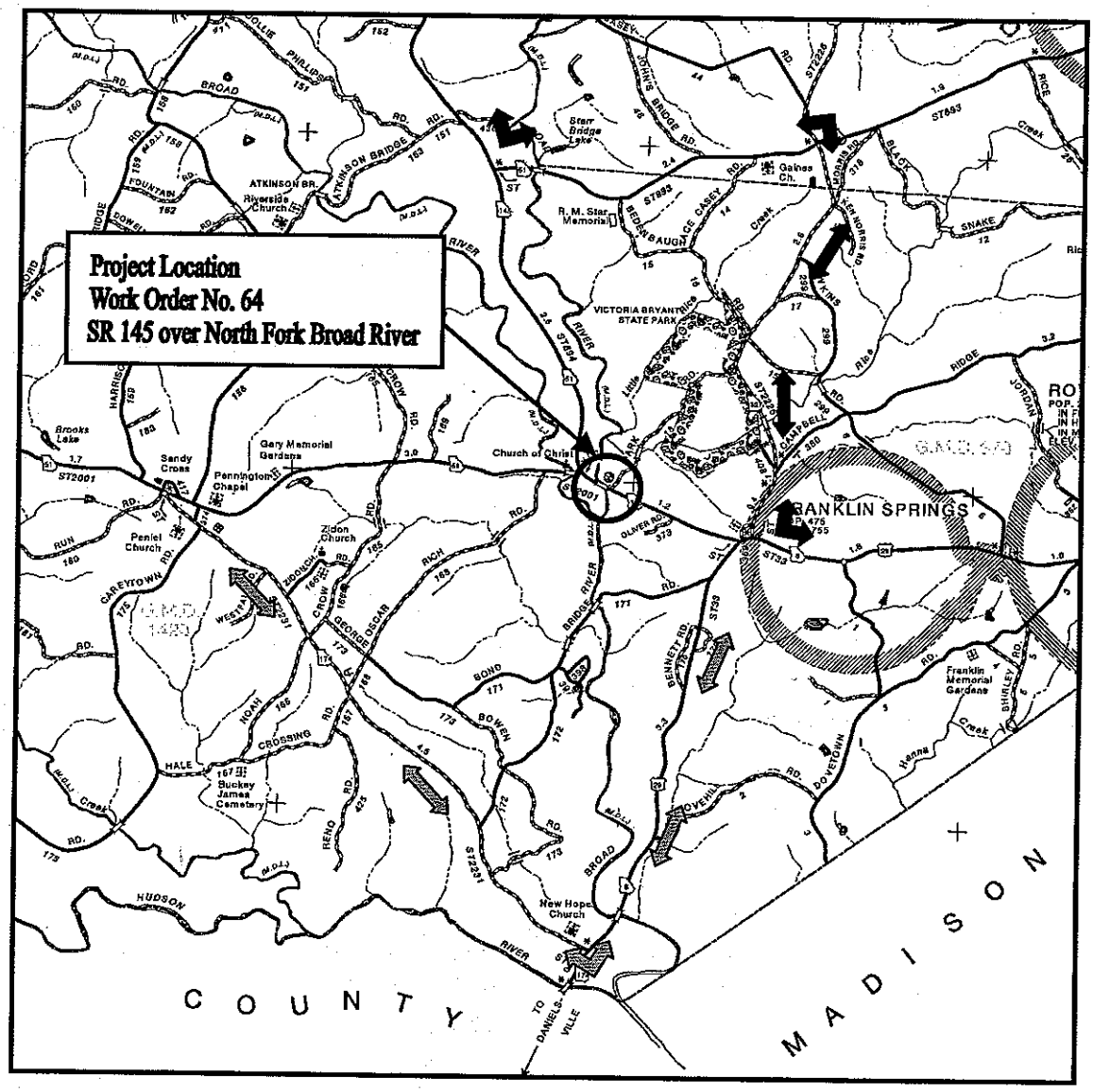
Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Ted Cashin
Office of Consultant Design
Email: ted.cashin@dot.state.ga.us
Georgia Department of Transportation
No. 2 Capitol Square
Atlanta, Georgia 30334
404-463-6135

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.

Scale: 1 inch = 1 mile

Work Order No. 64
Recommended Detour Routes
SR 145 over North Fork Broad River
Project No.: BRST-200-1(5), Franklin County
P.I. No.: 133001

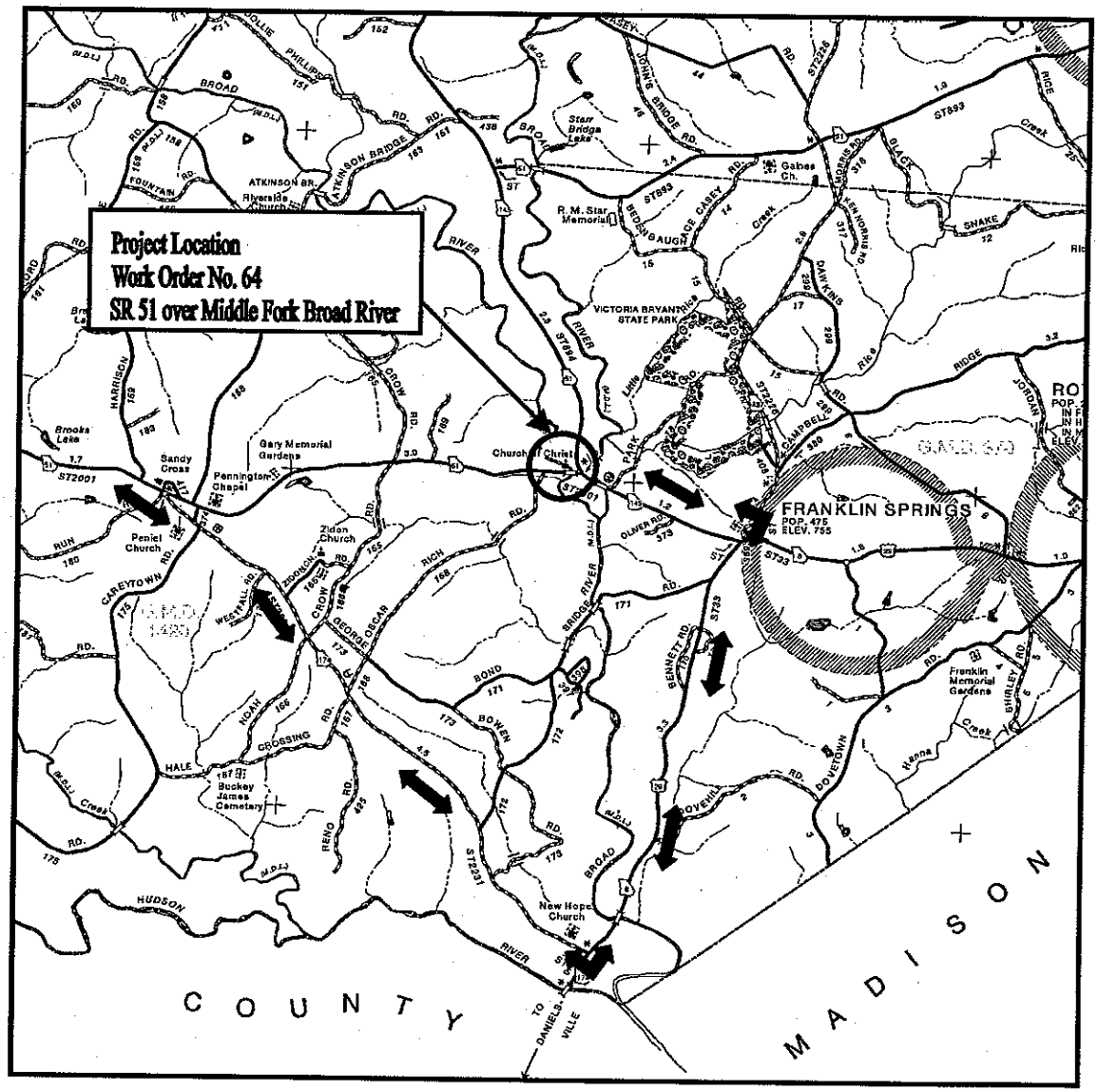


= **Stage 1: Detour Traffic for SR 145 over North Fork Broad River From Franklin Springs to SR 145 North, Approximately 5.5 miles.**

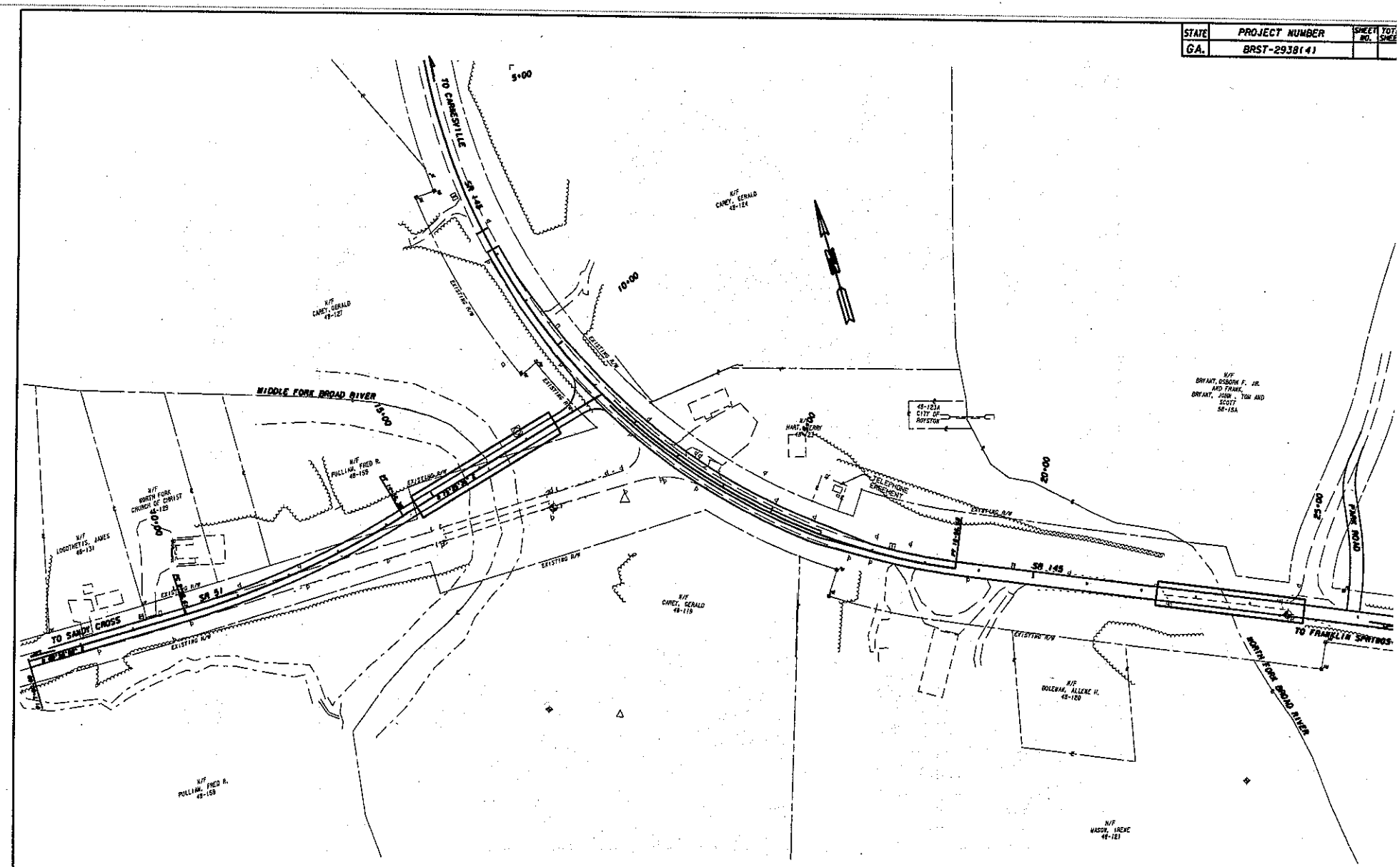
= **Stage 1: Detour Traffic for SR 145 over North Fork Broad River From Franklin Springs to SR 51 West, Approximately 7.8 miles.**

Scale: 1 inch = 1 mile

Work Order No. 64
Recommended Detour Route – 9.0 miles
SR 51 over Middle Fork Broad River
Project No.: BRST-200-1(5), Franklin County
P.I. No.: 133001



= **Stage 2: Detour Traffic for SR 51 over Middle Fork Broad River From SR 51 East to SR 51 North, Approximately 9.0 miles.**



STATE	PROJECT NUMBER	SHEET NO.	TOT. SHEE
GA.	BRST-2938(4)		

Heath & Lineback Engineers
INCORPORATED
12 POWDER SPRINGS STREET, SUITE 240
MARIETTA, GEORGIA 30064

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATIO.

CONCEPTUAL PLAN

PROJECT: BRST-200-1(5)
COUNTY: FRANKLIN

SITE VISIT MEETING MINUTES
March 28, 2003

SITE VISIT MEETING FOR BRIDGE REPLACEMENT WORK ORDERS
W.O. #64 – SR 145 Over North Fork Broad River and SR 51 Over Middle Fork Broad River
Project No.: BRST-200-1(5), Franklin County
PI No.: 133001

LOCATION: GADOT District 1 Office
Gainesville, GA

Attendees: Mark Holmberg – Heath & Lineback Engineers
Randy Boykin – Heath & Lineback Engineers
Scott Jordan – Heath & Lineback Engineers
Todd Long – GDOT District 1 Preconstruction Engineer
James Moore – GDOT District 1, Area Engineer – Carnesville
Ted Cashin – GDOT Consultant Design

Longitudinal streams, just opposite of the church on SR 51, were investigated.

It was suggested to use 1.5 to 1.0 slopes behind the guardrail near the longitudinal stream to avoid encroaching on the longitudinal stream.

Driveways at Double Bridge BBQ on SR 145 were also discussed.

Also it was mentioned that the upstream side of North Fork Broad River is very close to the proposed toe of fill for the new roadway.

Park road, near the east end of the existing bridge on SR 145 needs to be realigned and relocated.

Todd Long suggested keeping the rumble strips on SR 51.

The District Preconstruction Engineer suggested clearing the Right-of-Way on SR 51 at the intersection for increased sight distance to the north. He also discussed possible sites where sediment basins would be located.

Also mention was made about scheduling a public information meeting about the possible detour.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-200-1(5)
County: Franklin
P. I. Number: 133001

Federal Route Number: N/A
State Route Number: 145 & 51

DESCRIPTION: SR 145 over North Fork Broad River and SR 51 over Middle Fork Broad River
Recommendation for approval:

DATE _____ _____
Project Manager

DATE _____ _____
State Consultant Design Engineer

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

DATE 8/24/03 _____
State Transportation Planning Administrator

DATE _____ _____
State Office of Financial Management Administrator

DATE _____ _____
State Environmental/Location Engineer

DATE _____ _____
State Traffic Safety and Design Engineer

DATE _____ _____
District 1 Engineer

DATE _____ _____
State Project Review Engineer

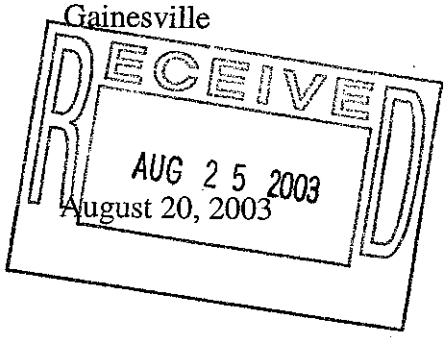
DATE _____ _____
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE Franklin
BRST-200-1(5), P.I. 133001
SR 145 over N. Fork Broad River and SR 51
Over Middle Fork Broad River

OFFICE Gainesville



FROM LED
Larry Dent, District Engineer

DATE August 20, 2003

TO Meg Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

This office has reviewed the subject concept and finds the report acceptable. Attached is a signed cover page for your use. It should be noted the incorrect project number was provided on the meeting minutes. Also, it is our understanding that Project BRST-1330-00(000) will be deleted once this project concept is approved. If you have any questions, please call Todd Long at 770-532-5520.

CC: Ted Cashin

LED:TIL

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-200-1(5)
County: Franklin
P. I. Number: 133001

Federal Route Number: N/A
State Route Number: 145 & 51

DESCRIPTION: SR 145 over North Fork Broad River and SR 51 over Middle Fork Broad River
Recommendation for approval:

DATE _____ _____
Project Manager

DATE _____ _____
State Consultant Design Engineer

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

DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Office of Financial Management Administrator

DATE_____ _____
State Environmental/Location Engineer

DATE_____ _____
State Traffic Safety and Design Engineer

DATE 8-20-03 Larry E. Burke
District 1 Engineer

DATE_____ _____
State Project Review Engineer

DATE_____ _____
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-200-1(5)
County: Franklin
P. I. Number: 133001

Federal Route Number: N/A
State Route Number: 145 & 51

DESCRIPTION: SR 145 over North Fork Broad River and SR 51 over Middle Fork Broad River
Recommendation for approval:

DATE _____ _____
Project Manager

DATE _____ _____
State Consultant Design Engineer

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

DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Office of Financial Management Administrator

DATE_____ _____
State Environmental/Location Engineer

DATE_____ _____
State Traffic Safety and Design Engineer

DATE_____ _____
District 1 Engineer

DATE 8/22/03 David J. Mullen, Rew
State Project Review Engineer

DATE_____ _____
State Bridge and Structural Design Engineer