

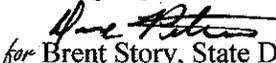
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #142296-
BRST0-1308-00(012)
GDOT District 1 - Gainesville
Walton & Barrow Counties
SR 81 @ Apalachee River

OFFICE Design Policy & Support

DATE April 18, 2011

FROM 
for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Ron Wishon, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Todd McDuffie, District Engineer
Robert Mahoney, District Preconstruction Engineer
Allen Ferguson, District Utilities Engineer
Douglas Fadool, Project Manager
BOARD MEMBER - 7th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: BRSTO-1308-00(012)
County: Barrow/Walton
P. I. Number: 142296-
Federal Route Number: N/A
State Route Number: 81

Bridge Replacement SR 81 over the Apalachee River

Submitted for approval:

DATE 01/31/11

Bushby Smith & Partners
Design Consultant Name and Firm Name

DATE 2/8/11

[Signature]
Office Head (Program Delivery)

DATE 2/8/11

Douglas Fardoul
Project Manager

Recommendation for approval:

DATE 02/09/2011

SAL PIRZAD*
for State Utilities Engineer

DATE 2/23/2011

Bonnie Rice - Slet
Program Control Administrator

DATE 03/17/2011

GLENN BOWMAN*
State Environmental Administrator

DATE 02/21/2011

KATHY ZAHUL*
State Traffic Engineer

DATE 02/10/2011

RON WISHTON*
Project Review Engineer

DATE 02/14/2011

TODD McDUFFIE*
District Engineer

DATE 04/01/2011

BEN RABUN*
State Bridge Design Engineer

DATE _____

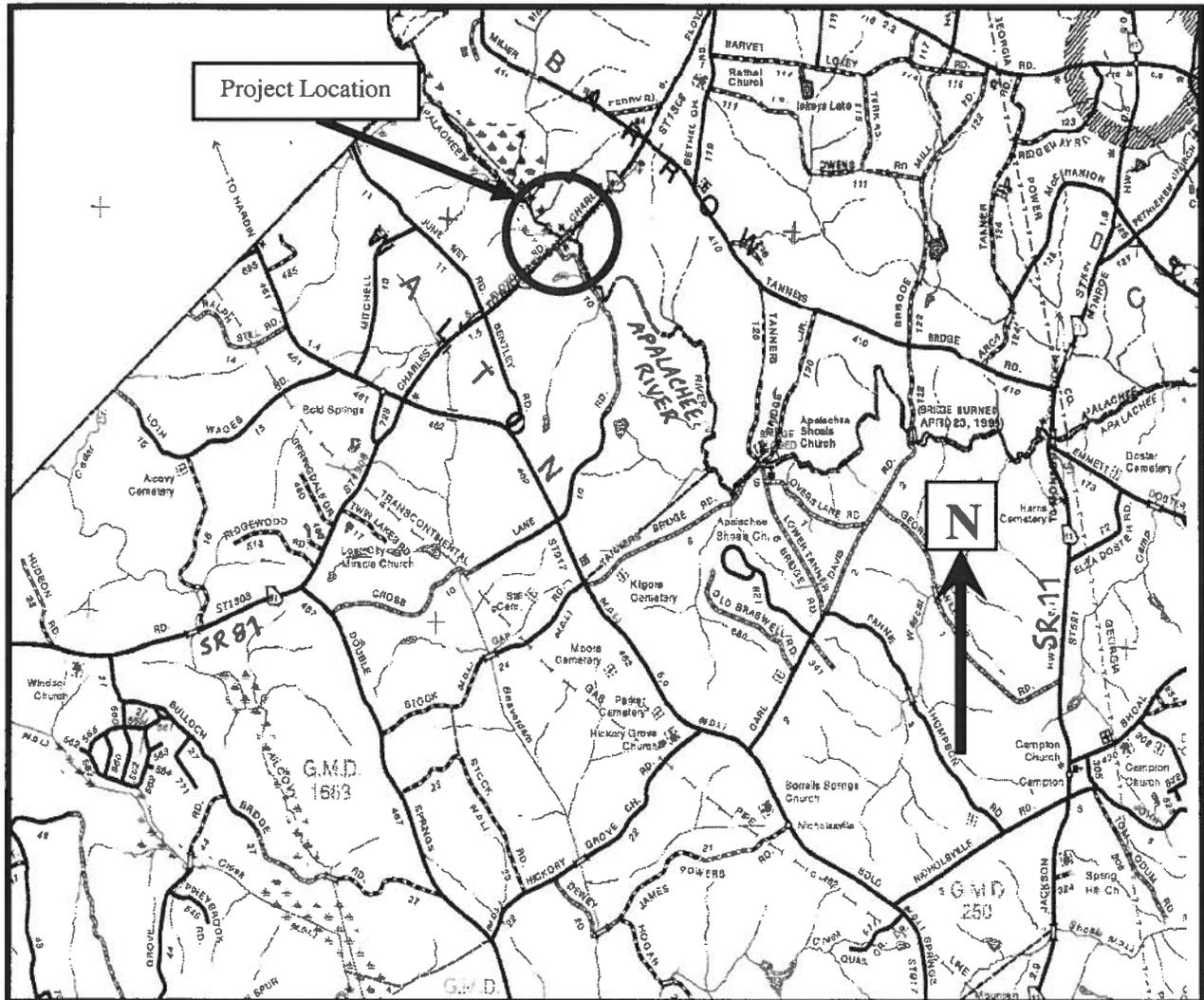
State Transportation Financial Management Administrator

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

DATE 02/17/2011

CINDY WAUDYKE*
State Transportation Planning Administrator

*RECOMMENDATION ON FILE/ok



PROJECT LOCATION SKETCH:
BRST0-1308-00(012), PI No. 142296-
Bridge Replacement SR 81 over the Apalachee River
Barrow / Walton Counties

Need and Purpose: The purpose of the proposed project is to replace the bridge on State Route (SR) 81 over the Apalachee River. SR 81 is classified as a Rural Major Collector. The 2016 Annual Daily Traffic (ADT) is predicted to be 15,600 vehicles per day (vpd), 10 percent of that traffic consisting of trucks. Future ADT is predicted to measure 25,600 vpd by 2036.

This Bridge (Structure ID 297-0023-0) was built in 1955 with 5 – 33’-0” steel beam spans on a concrete substructure with spread footings. The bridge has a carrying capacity of less than HS-20, does not currently require posting and has a Sufficiency Rating of 43.45. The bridge railing is showing delamination in numerous locations with exposed rebar. The diaphragms in three locations have spalled areas with rebar exposed in two of these areas. Bent cap 2 has two spalls with no exposed reinforcement. Replacement of this functionally obsolete bridge is recommended.

Description of the proposed project: The proposed project will involve the replacement of the existing bridge on SR 81 over the Apalachee River, from MP 19.40 to MP 19.43 in Walton County and from MP 0.00 to MP 0.03 in Barrow County. The existing bridge is approximately 165 feet in length and measures approximately 29.7 feet in width. The existing structure was constructed in 1955 and currently posts a speed limit of 55 miles per hour (mph). The existing deck is made up of two 12-foot travel lanes with a 2-foot parapet width.

The proposed bridge will remain approximately 165 feet in length and will consist of two 12-foot lanes and 8-foot shoulders. The proposed bridge structure will be in the same location as the existing bridge with the bridge width of 40’ to meet design standards. A detour bridge approximately 165 in length with a width of 28 feet will be constructed to the south of the existing bridge. The traffic will be shifted onto the detour bridge and the proposed bridge structure will be constructed in the same location as the existing bridge with the bridge width of 40’ to meet design standards. Additional right-of-way will be required for the pavement shift for the detour as well as the tie-ins on the replacement bridge approaches.

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

Is the project located in an Ozone Non-attainment area? Yes No

The proposed project is a bridge replacement project for a two-lane roadway. The proposed bridge and roadway will retain two through lanes and there is no designed increase in capacity as part of this project. A detour bridge and improvements to the existing roadway profile require the limits to extend approximately 800 feet on either side of the bridge. The bridge is proposed to be opened to traffic in 2016.

PDP Classification: Major _____ Minor

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

Functional Classification: Rural Major Collector

U. S. Route Number(s): _____ N/A _____ **State Route Number(s):** _____ 81 _____

Traffic (AADT):

Open to Traffic: (2016) 15,600 Design Year: (2036) 25,600

Existing design features:

- Typical Section: 2-12 ft. travel lanes, one in each direction, 1.6' paved rural shoulders
- Posted speed: 55 mph Minimum radius of curve: 1060 ft.
- Maximum super-elevation rate for curve: 6%
- Maximum grade:
 - SR 81: 6%
 - Side Roads:
 - North Cross Lane Road: 6%
 - Rivermill Road: 6%
 - Driveways: 10%
- Width of right of way: 100 ft.
- Major structures:
 - Bridge over Apalachee River, 5-span, length – 165', width – 29.7'
 - GDOT Bridge Inventory Structure I.D.: 297-0023-0; Sufficiency Rating 43.45
- Major interchanges or intersections along the project: No major, two minor intersections.
 - North Cross Lane Road
 - Rivermill Road
- Existing length of roadway segment: 2620 feet (Mile log 19.18 – 0.25 mi)

Proposed Design Features:

- Proposed mainline typical section(s): 2-12 ft. travel lanes, one in each direction, 10' rural shoulders (6.5' paved, 3.5' grassed); Bridge: 2-12 ft. travel lanes, 8 ft. shoulders
- Proposed detour typical section(s): 2-12 ft. travel lanes, one in each direction, 10' rural grassed shoulders; Bridge: 2-12 ft. travel lanes, 2 ft. shoulders
- Proposed Design Speed Mainline: 55 mph
- Proposed Design Speed Detour: 45 mph
- Proposed Maximum grade Mainline: 6 % Maximum grade allowable: 7 %
- Proposed Maximum grade Side Street: 5 % Maximum grade allowable: 7 %
- Proposed Maximum grade driveway: 9 %
- Proposed Minimum radius of curve mainline: N/A Minimum radius allowable: 1060'
- Proposed Minimum radius of curve detour: 711' Minimum radius allowable: 643'
- Proposed maximum super-elevation rate for curve: 6 %
- Right of way:
 - Width : Approximately 150 feet
 - Easements: Temporary (X), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 12 Number of displacements: 0
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Traffic Signal – N/A

- Structures:
 - Bridges: 1 structure, approximately 165 ft. in length and 40 ft. wide
- Major intersections and interchanges: North Cross Lane Road, Rivermill Road
- Transportation Management Plan Anticipated: Yes () No (X)
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
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:
 - No historic resources are anticipated on the Walton County side of the bridge due to a county wide survey conducted in 2002. However, it is possible that historic resources will be identified during the survey phase on the Barrow County side of the bridge.
 - There are no previously recorded archaeological sites located in the vicinity of the study area. However, there is potential for sites due to the comparison of a 1940 county map with a modern quadrangle. Three structures adjacent to the bridge crossing are no longer shown on the modern feature.
 - The aquatic survey identified one Stated Listed Species, the Altamaha Shiner. It was encountered outside the project area and prudent soil and erosion control practices should be implemented so as not to adversely affect the downstream habitats.
- Anticipated Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes () No (X)
 - Categorical exclusion (X).
 - Environmental Assessment/Finding of No Significant Impact (FONSI) () .
 - Environmental Impact Statement (EIS) () .
- Utility involvements: (Telephone, Power, Gas, Water and CATV)
- 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	\$652,381	\$123,750	\$40,000	\$3,192,098	

**CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment:*

Project Activities Responsibilities:

- Design: Gresham, Smith & Partners
- Right-of-Way Acquisition: GDOT
- Right-of-Way funding (real property): GDOT
- Relocation of utilities: Utility Owners
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: GDOT
- Environmental Studies/Documents/Permits: Gresham, Smith & Partners
- Environmental Mitigation: None anticipated

Coordination

- Initial Concept Meeting: April 8, 2008 (See Attachment 7)
- P A R meetings, dates and results: Not required.
- FEMA, USCG, and TVA: Hydraulic report required; FEMA involvement will be required due to a regulatory floodway for the North Oconee Rives in Clarke County
- Public Involvement: None.
- Local government comments: None.
- Other Projects in the area: None.
- Railroads: None.
- Other coordination to date: None.

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: Begin: 09/11/07 End: 09/29/11
- Time to complete preliminary construction plans: Begin: 03/21/11 End: 12/23/11
- Time to complete right of way plans: Begin: 01/24/12 End: 05/18/12
- Time to complete the Section 404 Permit: Begin: 03/31/12 End: 09/29/12
- Time to complete final construction plans: Begin: 02/29/12 End: 10/10/13
- Time to complete to purchase right of way: Begin: 07/13/12 End: 07/13/13
- List other major items that will affect the project schedule: Begin: N/A End: N/A

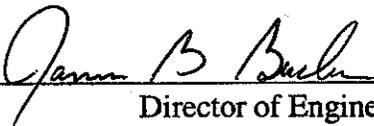
Other alternates considered:

- 1) Construct detour bridge and replace existing bridge in the same location** – this alternate was chosen to allow the heavily traveled road to remain open, and because the roadway alignment is not favorable for shifting the permanent location of the bridge
- 2) Construct proposed bridge offset of existing bridge without a detour bridge** – this alternate was not chosen due to the extensive realignment required on the road
- 3) Close SR 81 at bridge and provide offsite detour route** – the alternate was not considered prudent due to the high amount of truck and total traffic using the route
- 4) No Build**—this alternate was not considered prudent due to the low sufficiency rating of the bridge

Project Concept Report – Page 7
Project Number: BRST0-1308-00(012)
P.I. Number: 142296-
County: Barrow/Walton

Attachments

1. Detailed Cost Estimates:
 - a. *Construction including Contingencies, Engineering and Inspection.*
 - b. *Completed Fuel & Asphalt Price Adjustment forms.*
 - c. Right-of-Way
 - d. Utilities
 - e. Environmental Mitigation – none anticipated
2. Approved Traffic Memo
3. Typical Sections
4. Concept Layout
5. Bridge Inventory
6. Minutes of Concept Meetings

Concur: 
Director of Engineering

Approve:  Date: 4-11-11
Chief Engineer

GDOT - OFFICE OF PROGRAM DELIVERY

DATE : 2/1/2011
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 142296- SPEC YEAR: 01
DESCRIPTION: SR 81 BRIDGE REPLACEMENT OVER THE APALACHEE RIVER

COST GROUP DESCRIPTION	QUANTITY	PRICE	AMOUNT
STRO STRUCTURES, OTHER (SF) PERMANENT BRIDGE	7200	\$ 100.00	\$ 720,000.00
STRO STRUCTURES, OTHER (SF) DETOUR BRIDGE	5200	\$ 80.00	\$ 416,000.00
MISC MISCELLANEOUS (LS)	1	\$ 150,000.00	\$ 150,000.00
MISC MISCELLANEOUS (LS)	1	\$ 10,000.00	\$ 10,000.00
RMVL REMOVALS (LS)	1	\$ 100,000.00	\$ 100,000.00
ACTIVE COST GROUP TOTAL			\$ 1,396,000.00
INFLATED COST GROUP TOTAL			\$ 1,396,000.00

ITEMS FOR JOB 142296-

LINE	ITEM	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
	5 150-1000	LS	TRAFFIC CONTROL - BRSTO-1308-00(012)	1	\$ 300,000.00	\$ 300,000.00
	10 201-1500	LS	CLEARING & GRUBBING - BRSTO-1308-00(012)	1	\$ 200,000.00	\$ 200,000.00
	15 210-0100	LS	GRADING COMPLETE - BRSTO-1308-00(012)	1	\$ 400,000.00	\$ 400,000.00
	20 310-1101	TN	GR AGGR BASE CRS, INCL MATL	6950	\$ 16.75	\$ 116,424.59
	25 402-3113	TN	RECYL AC 12.5MM SP,GP1/2,BM&HL	1135	\$ 75.00	\$ 85,125.00
	30 402-3121	TN	RECYL AC 25MM SP,GP1/2,BM&HL	1095	\$ 63.16	\$ 69,164.91
	35 402-3190	TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	2190	\$ 75.00	\$ 164,250.00
	40 413-1000	GL	BITUM TACK COAT	1530	\$ 2.53	\$ 3,872.08
	45 432-0206	SY	MILL ASPH CONC PVMT/ 1.50" DEP	1900	\$ 4.62	\$ 8,791.85
	50 433-1000	SY	REINF CONC APPROACH SLAB	230	\$ 158.66	\$ 36,493.33
	55 641-1100	LF	GUARDRAIL, TP T	168	\$ 53.21	\$ 8,940.35
	60 641-1200	LF	GUARDRAIL, TP W	1412	\$ 15.49	\$ 21,881.58
	65 641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	4	\$ 591.19	\$ 2,364.76
	70 641-5012	EA	GUARDRAIL ANCHORAGE, TP 12	4	\$ 1,833.48	\$ 7,333.93
ITEM TOTAL						\$ 1,424,642.38
INFLATED ITEM TOTAL						\$ 1,424,642.38

TOTALS IS FOR JOB 142296-

ESTIMATED COST:	\$ 2,820,642.38
CONTINGENCY PERCENT (0.0)	\$ -
ESTIMATED TOTAL:	\$ 2,820,642.38

P.I. Number 142296

County Barrow/Walton

Date 1/19/2011

Project Number BRST0-1308-00(012)

**Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

ENTER FPL DIESEL	3.254
ENTER FPM DIESEL	7.322

ENTER FPL UNLEADED	2.99
ENTER FPM UNLEADED	6.7275

<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)	400.000	0.29	116.00	0.15	60.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)	5900.000	0.29	1711.00	0.15	885.00	
GAB paid as specified by the ton under Section 310 (TON)	6950.000	0.29	2015.50	0.24	1668.00	
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)	4420.000	2.90	12818.00	0.71	3138.20	
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	170.00	29.64	5.0388	8.00	40.31	1.50	7.56	
Class __Concrete (CY) Section 500	110.00	730.56	80.3616	8.00	642.89	1.50	120.54	Substructure 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	220.00	730.56	160.7232	8.00	1285.79	1.50	241.08	
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	330.00	43.08	14.2164	8.00	113.73	1.50	21.32	

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

Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507	990.00	115.41	114.2559	8.00	914.05	1.50	171.38	Type II
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	65000.00	0.95	61.7500	8.00	494.00	1.50	92.63	Superstructure
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511	25000.00	0.91	22.7500	8.00	182.00	1.50	34.13	Substructure
Piling____ inch (LF) Section 520	1360.00	61.72	83.9392	8.00	671.51	1.50	125.91	12 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=		21004.78		SUM QF UNLEADED=		6565.75		
DIESEL PRICE ADJUSTMENT(\$)				\$78,601.99				
UNLEADED PRICE ADJUSTMENT(\$)				\$22,576.34				

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

ENTER APM

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 150px;" type="text"/>		
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
1000		1530
TMT = <input style="width: 150px;" type="text" value="6.5715"/>		
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	\$3,627.47
-------------------------------------	-------------------

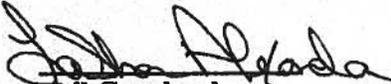
ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (<i>ENGLISH 125% MAX</i>)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$78,601.99</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$22,576.34</u>
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	<u>\$3,627.47</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	<u>\$121,992.00</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	<u>\$3,627.47</u>

REMARKS:	
----------	--

TOTAL ADJUSTMENTS	\$230,425.27
--------------------------	---------------------

Preliminary Right of Way Cost Estimate


Phil Copeland
 Right of Way Administrator
 By: LaShone Alexander

Date: January 19, 2011
Project: BRST-1308(12)Barrow / Walton
Existing/Required R/W: Varies/Varies
Project Termini : SR 81 over Apalachee River 15 miles NE of Bold Springs
Project Description: Bridge Replacement

P.I. Number: 142296
No. Parcels: 14

Land: Ag/Res R/W: 1.093 acres @ \$ 25,000a/acre	\$	27,325	
Ag/Res Esmt: 0.605acres @ \$ 25,000/ acre @ 50%		<u>7,562</u>	\$ 34,887
 Improvements : misc. site improvements			15,000
 Relocation: Commercial (0) Residential (0)			0
 Damage : Proximity Consequential Cost to Cure			<u>0</u>
	Net Cost		\$ 49,887
	Net Cost		\$ 49,887
	Scheduling Contingency 55 %		27,437
	Adm/Court Cost 60 %		<u>46,394</u>
			\$ 123,718

Total Cost \$123,750

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE BRST0-1308-00(012) Barrow/Walton **OFFICE** Gainesville
P.I. No. 142296
SR 81 @ Apalachee River **DATE** January 14, 2011

FROM  Allen Ferguson
District Utilities Engineer

TO Doug Fadool, Associate Project Manager

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

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

<u>FACILITY OWNER</u>	<u>NON-REIMBURSABLE</u>	<u>REIMBURSABLE</u>
City of Buford Gas	\$ 59,049.00	\$ 0.00
City of Winder- Gas**	\$ 17,500.00	\$ 0.00
City of Winder- Water**	\$100,240.00	\$ 0.00
Comcast CATV	\$ 28,650.00	\$ 0.00
Jackson EMC	\$ 0.00	\$ 0.00
Walton County W/S Auth.**	\$121,350.00	\$ 0.00
Walton EMC	\$ 11,500.00	\$ 0.00
Windstream Communications	\$ 67,500.00	\$40,000.00
TOTAL	\$403,789.00	\$40,000.00

**If the Local governments were to seek and were granted Utility Aid the estimated reimbursable amount could increase to \$338,139.00.

At this time we do not anticipate the local governments seeking or being approved for Utility Aid.

If you have any questions, please contact Allen Ferguson at 770-532-5510.

RAF

C: Jeff Baker, State Utilities Engineer
Angie Robinson, Office of Financial Management
Harold Mull, Area Engineer
Johnny Emmett, Area Engineer
File

GEORGIA DEPARTMENT OF TRANSPORTATION

INTERDEPARTMENT CORRESPONDENCE

FILE BRST0-1308-00(012) **OFFICE** Planning
Barrow & Walton Counties
P.I. # 142296
DATE October 12, 2010

FROM Angela T. Alexander, State Transp. Planning Administrator

TO Bobby K. Hilliard, P.E., State Program Delivery Engineer
Attention: Doug Fadool

SUBJECT TRAFFIC ASSIGNMENTS for S.R. 81 @ Apalachee River 1.5 MI NE of Bold Springs.

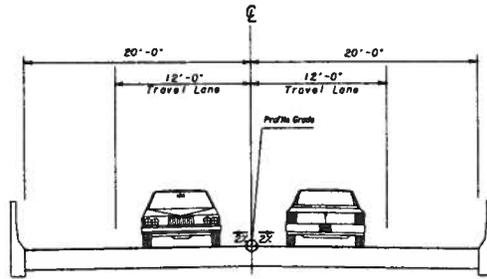
We are furnishing estimated Traffic Assignments for the above project as follows:

TC # 013-0087 & 297-0132

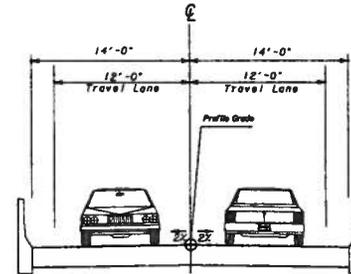
2009 ADT = 10,250
2016 ADT = 15,600
2036 ADT = 25,600
D = 50%
K = 10%
T = 10.5%
24 HR. T. = 12%
S.U. = 8%
COMB. = 4%

If you have any questions concerning this information please contact Abby Ebodaghe at (404) 631-1923.

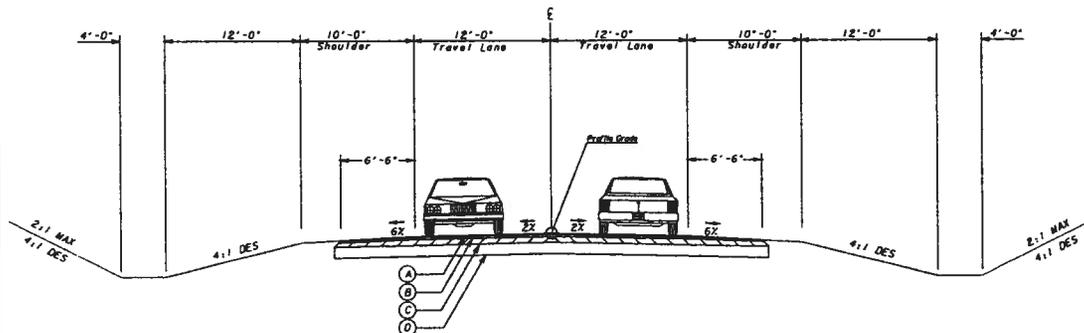
ATA/AFE



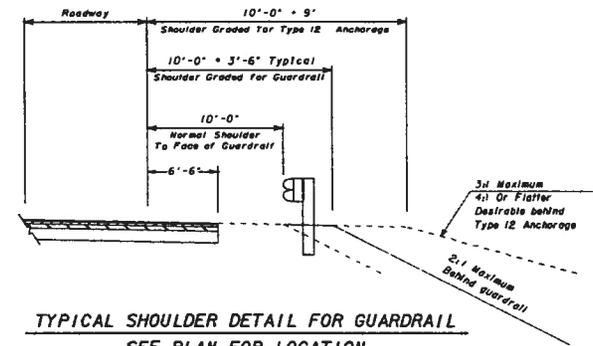
TYPICAL SECTION 1
SR 81/CHARLES S. FLOYD ROAD
BRIDGE OVER APALACHEE RIVER
TANGENT SECTION



TYPICAL SECTION 3
DETOUR BRIDGE OVER APALACHEE RIVER
TANGENT SECTION



TYPICAL SECTION 2
SR 81/CHARLES S. FLOYD ROAD
TANGENT SECTION



TYPICAL SHOULDER DETAIL FOR GUARDRAIL
SEE PLAN FOR LOCATION

REQUIRED PAVEMENT

- Ⓐ RECYCLED ASPHALTIC CONCRETE 12.5 mm, SUPERPAVE, TYPE 1, GP 1 OR BLEND 1, INCL. BITUM MAT'L & H. LIME 1165 LB/50. YD. 1
- Ⓑ RECYCLED ASPHALTIC CONCRETE 19 mm, SUPERPAVE, GP 1 OR 2, INCL. BITUM MAT'L & H. LIME 1220 LB/50. YD. 1
- Ⓒ RECYCLED ASPHALTIC CONCRETE 25 mm, SUPERPAVE, GP 1 OR 2, INCL. BITUM MAT'L & H. LIME 1440 LB/50. YD. 1
- Ⓓ GRADED AGGREGATE BASE, 12 IN



**GRESHAM
 SMITH AND
 PARTNERS**

NOT TO SCALE

REVISION DATES

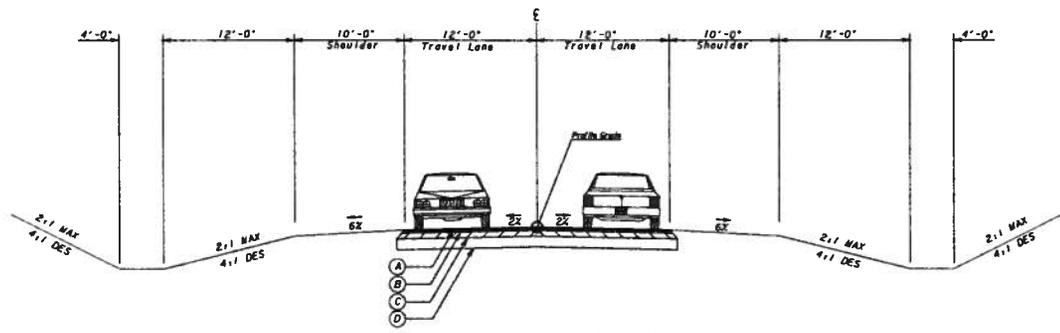
NO.	DATE	DESCRIPTION

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY

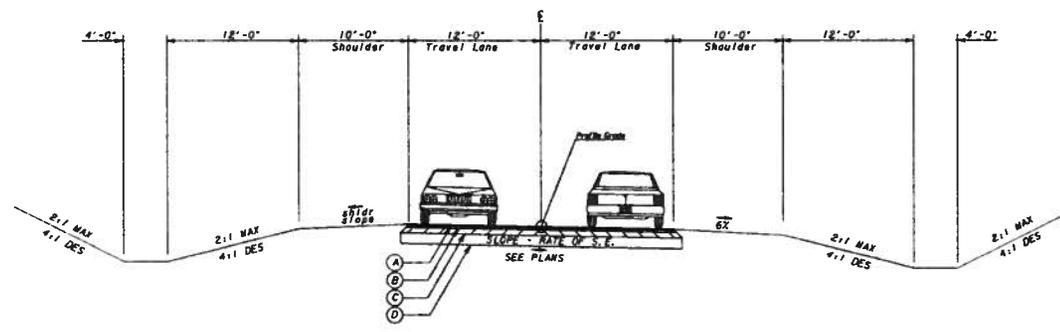
TYPICAL SECTIONS

BRSTO-1308-00(012)
 BARRON/WALTON COUNTY

DRAWING NO.
5-01



TYPICAL SECTION 4
SR 81 DETOUR ROAD
TANGENT SECTION



TYPICAL SECTION 5
SR 81 DETOUR ROAD
SUPERELEVATED SECTION

S. E. SIDE	ROW	ROW/ST. WIDTH
4.0X	OR 3.0X	4.0X
4.0X	OR 3.0X	2.0X
6.0X	OR 7.0X	1.0X
6.0X	*	0.0X

REQUIRED PAVEMENT

- Ⓐ RECYCLED ASPHALTIC CONCRETE 12.5 mm. SUPERPAVE. TYPE 1, GP 1 OR BLEND 1, INCL. BITUM MAT'L & H. LIME (1165 LB/50. YD.)
- Ⓑ RECYCLED ASPHALTIC CONCRETE 19 mm. SUPERPAVE. GP 1 OR 2, INCL. BITUM MAT'L & H. LIME (220 LB/50. YD.)
- Ⓒ RECYCLED ASPHALTIC CONCRETE 25 mm. SUPERPAVE. GP 1 OR 2, INCL. BITUM MAT'L & H. LIME (440 LB/50. YD.)
- Ⓓ GRADED AGGREGATE BASE, 12 IN



NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
TYPICAL SECTIONS

BRSTO-1308-0010121
BARRON/WALTON COUNTY

DRAWING NO.
5-02

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:297-0023-0		Walton		SUFF. RATING: 43.45	
Location & Geography				Signs & Attachments	
Structure ID:	297-0023-0	*104 Highway System:	0	225 Expansion Joint Type:	02
200 Bridge Information:	06	*26 Functional Classification:	07	242 Deck Drains:	1
*6A Feature Int:	APALACHEE RIVER	*204 Federal Route Type:	S No: 01308	243 Parapet Location:	0
*6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0
*7A Route No Carried:	SR00081	*110 Truck Route:	0	Width:	0
*7B Facility Carried:	SR 81	2006 School Bus Route:	0	238 Curb Height:	1
9 Location:	1.5 MI NE OF BOLD SPRINGS	217 Benchmark Elevation:	0820.00	Curb Material:	1
2 Dot District:	1	218 Datum:	2	239 Handrail:	1 1
207 Year Photo:	2009	*19 Bypass Length:	10	*240 Medium Barrier Rail:	0
*91 Inspection Frequency:	24 Date: 09/22/2009	*20 Toll:	3	241 Bridge Median Height:	0
92A Fract Crit Insp Freq:	0 Date: 02/01/1901	*21 Maintenance:	01	* Bridge Median Width:	0
92B Underwater Insp Freq:	1 Date: 10/08/2008	*22 Owner:	01	230 Guardrail Loc. Dir. Rear:	3
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	2	Fwd:	3
* 4 Place Code:	00000	37 Historical Significance:	5	Oppo. Dir. Rear:	0
*5 Inventory Route(O/U):	1	205 Congressional District:	07	Oppo. Fwd:	0
Type:	3	27 Year Constructed:	1955	244 Approach Slab:	3
Designation:	1	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	00081	33 Bridge Medium:	0	233 Posted Speed Limit:	55
Direction:	0	34 Skew:	29	236 Warning Sign:	1.00
*16 Latitude:	33 54.9562 HMMS Prefix:SR	35 Structure Flared:	0	234 Delineator:	1.00
*17 Longitude:	83 -46.8913 HMMS Suffix:00 MP:21.07	38 Navigation Control:	0	235 Hazzard Boards:	1
98 Border Bridge:	000%Shared:00	213 Special Steel Design:	0	237 Utilities Gas:	00
99 ID Number:	000000000000000	267 Type of Paint:	5	Water:	00
*100 STRAHNET:	0	*42 Type of Service On:	1	Electric:	00
12 Base Highway Network:	1	Type of Service Under:	5	Telephone:	00
13A LRS Inventory Route:	2971008 t00	214 Movable Bridge:	0	Sewer:	00
13B Sub Inventory Route:	0	203 Type Bridge:	A	247 Lighting Street:	0
101 parallel Structure:	N	259 Pile Encasement:	3	Navigation:	0
*102 Direction of Traffic:	2	*43 Structure Type Main:	3 02	Aerial:	0
*264 Road Inventory Mile Post:	020.08	45 No.Spans Main:	005	*248 County Continuity No.:	00
*208 Inspection Area:	1 Initials: EFP	44 Structure Type Appr:	0 00		
Engineer's Initials:	sgm	46 No Spans Appr:	0000		
* Location ID No:	297-00081D-021.07N	226 Bridge Curve Horz:	0 Vert: 0		
		111 pier Protection:	0		
		107 Deck Structure Type:	1		
		108 Wearing Structure Type:	1		
		Membrane Type:	0		
		Deck Protection:	8		

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:297-0023-0

Programming Data		Measurements		Inventory Data	
201 Project No:	BA (2) 1735 (3)	*29ADT	010660 Year:2007	65 Inventory Rating Method:	2
202 Plans Available:	4	109%Trucks:	0	63 Operating Rating Method:	2
249 Prop Proj No:	BRST-1308(12)	* 28 Lanes On:	02 Under:00	66 Inventory Type:	2 Rating: 24
250 Approval Status:	0000	210 No. Tracks On:	00 Under:00	64 Operating Type:	2 Rating: 24
251 PI Number:	142296-	* 48 Max. Span Length	0033	231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	165	H-Modified:	20 0
260 Seismic No:	00000	51 Br. Rwdy. Width	23.70	HS-Modified:	25 0
75 Type Work:	34 1	52 Deck Width:	29.70	Type 3:	26 0
94 Bridge Imp. Cost:	\$43	* 47 Tot. Horiz. Ct:	24	Type 3a2:	40 0
95 Roadway Imp. Cost:	34	50 Curb / Sidewalk Width	2.00 / 2.00	Timber:	36 0
96 Total Imp Cost:	140	32 Approach Rdwy. Width	027	Piggyback:	40 0
76 Imp Length:	000376	*229 Shoulder Width:		261 H Inventory Rating:	15
97 Imp Year:	1990	Rear Lt:	3.20 Type:2 Rt:3.20	262 H Operating Rating	24
114 Future ADT:	015990 Year:2027	Fwd. Lt:	3.20 Type:2 Rt:3.20	67 Structural Evaluation:	5
Hydraulic Data		Permanent Width:		58 Deck Condition:	6
215 Waterway Data:		Rear:	21.00 Type:2	59 Superstructure Condition:	7
High Water Elev:	0810.8 Year:1900	Intersection Rear:	1 Fwd: 1	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	36 Safety Features Br. Rail:	2	60A Substructure Condition:	5
Avg Streambed Elev:	0797.4	Transition:	2	60B Scour Condition:	7
Drainage Area:	00045	App. G. Rail:	2	60C Underwater Condition	7
Area of Opening:	001060	App. Rail End:	2	71 Waterway Adequacy:	8
113 Scour Critical	U	53 Minimum Cl. Over:	99' 99"	61 Channel Protection Cond.:	7
216 Water Depth:	5.9 Br.Height:16.1	Under:		68 Deck Geometry:	2
222 Slope Protection:	1	*228 Minimum Vertical Cl		69 UnderCtr. Horz/Vert:	N
221 Slope Protection	0 Fwd:0	Act. Odm Dir.:	99' 99"	72 Appr. Alignment:	8
219 Fender System	0	Oppo. Dir:	99' 99"	62 Culvert:	N
220 Dolphin:	0	Posted Odm. Dir:	00' 00"	Positive Data	
223 Current Cover:	000	Oppo. Dir:	00' 00"	70 Bridge Posting Required	5
Type:	0	55 Lateral Undercl. Rt:	N 0 0	41 Struct Open, Posted, CL.:	A
No. Barrels:	0	56 Lateral Undercl. Lt:	0.00	* 103 Temporary Structure:	0
* Width:	0.00 Height:0.00	*10 Max Min Vert Cl:	99' 99" Dir:0	232 Posted Loads	
* Length:	0 Apron:0	39 Nav Vert Cl:	000 Horiz:0000	H-Modified:	00
265 U/W Insp Area	1 Diver:RMO	116 Nav Vert Cl Closed:	000	HS-Modified:	00
Location ID No:	297-00081D-021.07N	245 Deck Thickness Main Deck Thck Approach:	7.00	Type 3:	00
		246 Overlay Thickness:	0.00	Type 3a2:	00
		212 Year Last Painted:	Sup:2000Sub:0000	Timber:	00
				Piggyback	00
				253 Notification Date:	02/01/1901
				258 Fed Notify Date:	2/1/1901 12:00:00AM



G R E S H A M
S M I T H A N D
P A R T N E R S

Memorandum

To: Meeting Attendees (see page 2)

From: Brian O'Connor - Gresham, Smith & Partners

Date: May 8, 2008

Subject: BRST0-1308-00(012), Barrow/Walton Counties, PI No. 142296
Concept Team Meeting
Bridge Replacement – SR 81 over the Apalachee River

The concept team meeting for the above project was held April 8, 2008, at 1:30 p.m., in the District 1 office in Gainesville, GA. Please see page 2 for the list of attendees.

The meeting was opened by Robert Mahoney, who described the overall proposed concept. The detail of the proposed project concept was discussed by Brian O'Connor, Gresham, Smith and Partners.

The project is located on SR 81, also known as Charles S. Floyd Road, over the Apalachee River on the border of Barrow and Walton Counties. The project consists of the replacement of the bridge over the Apalachee River. In order to keep the road in service while the bridge is replaced, a detour bridge will be placed alongside the location of the existing bridge and a detour roadway will be tied in to the existing SR 81 alignment.

The proposed project length is 0.25 miles. One permanent bridge structure is proposed, approximately 165 feet long by 44 feet wide. There are two minor intersections within the project limits: North Cross Lane Road and Rivermill Road.

Existing SR 81 consists of two 12' travel lanes with rural shoulders and a posted speed of 55 mph. The existing bridge over the Apalachee River (Bridge Inventory I.D. 297-0023-0) consists of a 5-span, 165 ft. long wooden bridge with a width of 29.7 ft.

Discussion was as follows:

GS&P reported there did not appear to be any historic resources or archaeological sites, but that they may be identified during the survey phase. Due to the project being within a Non-Attainment area, an air assessment and noise study would be required as part of the NEPA document. It is anticipated that the project will qualify under the Nationwide permit and the NEPA document is anticipated to be a categorical exclusion.

Barrow County had concerns about the tie-in of the detour with Rivermill Road, stating that there was an existing sag in the profile near the intersection with SR 81. GS&P stated that it would be further examined in preliminary design. Walton County suggested closing North Cross Lane Road's intersection with SR 81 and detouring traffic during construction. If a detour is used, a public information meeting will be required.

No utilities have attachments on the existing bridge. Walton EMC stated that they had lines in the area, but that they could be relocated in the event of a conflict with the detour. The City of Winder Water Department stated that they had lines within the construction limits, as well as a project to relocate vaults and lines. There is also an existing pump station within the limits, but it is on the opposite side of the road from the detour. The Water Department will review the concept and will resubmit a utility permit application to GDOT.

Comcast stated that they have both aerial and underground fiber optic lines within the project limits, but they were not expected to be impacted by the detour. The City of Winder Gas Department reported that the gas main deadends prior to the bridge, and no impacts were expected.

GDOT will be responsible for Right of Way acquisition, 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 Gresham, Smith and Partners.

MEETING ATTENDEES

Robert W. Mahoney	GDOT/D1 Preconstruction	rmahoney@dot.ga.gov
Ted Cashin	GDOT Bridge Design	tcashin@dot.ga.gov
Brian O'Connor	GS&P	brian_oconnor@gspnet.com
Marissa Martin	GS&P	marissa_martin@gspnet.com
Ted Kniazewycz	GS&P	ted_kniazewycz@gspnet.com
Margaret Slater	GS&P	margaret_slater@gspnet.com
Darrell Pyeatt	GDOT/D1 Utilities	dpyeatt@dot.ga.gov
Darrell Greeson	Barrow County	dgreson@barrowga.org
Tommy Sorrells	Barrow County	tsorrells@barrowga.org
Terry Allgood	Walton EMC	tallgood@waltonemc.com
John Allman	Walton County	jallman@co.walton.ga.us
Ray Johnson	Walton County	rjohnson@co.walton.ga.us
Jody Braswell	GS&P	jody_braswell@gspnet.com
Roger Wilhelm	City of Winder	roger.wilhelm@cityofwinder.com
Russell Skinner	City of Winder Water	russell.skinner@cityofwinder.com
Mike Brandenburg	City of Winder Gas	mike.brandenburg@cityofwinder.com
Linda E. Taibl	Comcast Cable	linda_taibl@cable.comcast.com