

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** BHF-062-1(21)Wilkinson-Washington Counties **OFFICE** Preconstruction  
P. I. No. 222220

**DATE** February 21, 2000

**FROM** *CWH/1008* C. Wayne Hutto, Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT PROJECT CONCEPT REPORT APPROVAL**

Attached for your files is the approval for subject project. The description has been corrected to reflect that the proposed new bridge will be located **NORTH** of the existing structure.

CWH/cj

Attachment

**DISTRIBUTION:**

Tom Turner  
David Mulling  
David Studstill (ATTN: Harvey Keeper)  
Jerry Hobbs  
Herman Griffin  
Georgene Geary (ATTN: Michael Henry)  
Marion Waters  
Marta Rosen  
Paul Liles  
Don Mills  
Mike Thomas

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** BHF-062-1(21) Wilkinson-Washington Counties **OFFICE** Preconstruction  
P.I. No. 222220 **DATE** January 20, 2000

**FROM**   
Thomas L. Turner, P.E., Director of Preconstruction

**TO** Wayne Shackelford, Commissioner

**SUBJECT** PROJECT CONCEPT REPORT

This project is the replacement of a narrow and structurally deficient bridge on SR 57 over Oconee River at the Wilkinson-Washington County line. The existing bridge (1,684' x 24'), constructed in 1937, consists of plate girder bents with concrete caps, steel beam superstructure and a concrete deck. The sufficiency rating is 55.4 currently, but will be reduced when the superstructure is rated during the next inspection. The existing approaches consist of a two lane roadway with rural shoulders on 200' of existing right-of-way. The base year traffic (2002) along this section of SR 57 is 2,400 VPD. The 20 year (2022) or design year projected volume is 3,700 VPD. The posted speed and the design speed is 55 MPH.

The construction proposes to relocate SR 57 within the project limits south of its present location, extending a total of 0.84 mile. The proposed new bridge will be 1,684' x 40' and will be located just north of the existing structure. The relocated SR 57 will consist of two, 12' lanes with 8' rural shoulders (2' paved) on 200' of proposed right-of-way. Traffic will be maintained during construction on the existing bridge.

Alternatives considered during concept development included building the new bridge on new alignment ("A") and stage constructing the new bridge along the existing alignment utilizing actuated signals ("B"). Alternative "A" is the recommended alternative.

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

Wayne Shackelford

Page 2

BHF-062-1(21) Wilkinson-Washington  
January 20, 2000

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$8,069,000	\$4,071,000	2004	04-07
Right-of-Way	\$ 21,000	\$ 100,000		
Utilities*	----	----		

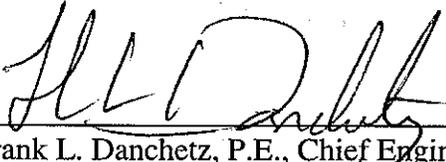
\*Wilkinson County refused LGPA for utilities 5-21-96; Washington County has no utility involvement.

This project is in the STIP. I recommend this project concept be approved and alternative "A" be implemented.

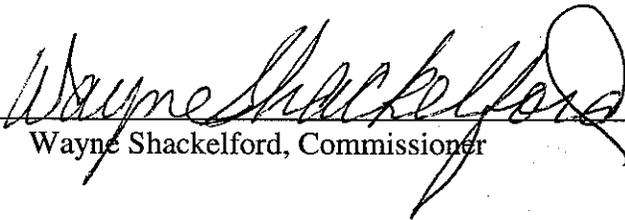
TLT:JDQ/cj

Attachment

CONCUR

  
Frank L. Danchetz, P.E., Chief Engineer

APPROVE

  
Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

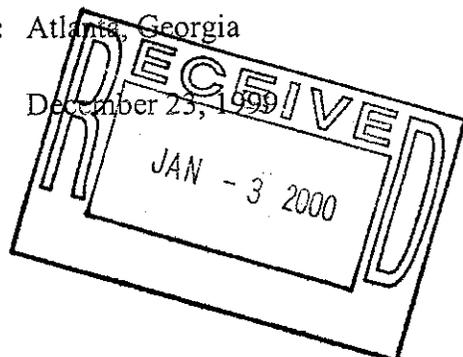
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INTERDEPARTMENTAL CORRESPONDENCE

**FILE:** BHF-062-1(21) Wilkinson-Washington      **OFFICE:** Atlanta, Georgia  
P.I. Number 222220  
**DATE:** December 23, 1999

**FROM:** David Mulling, Project Review Engineer *DM*

**TO:** Wayne Hutto, Assistant Director of Pre-construction

**SUBJECT:** CONCEPT REPORT



We have reviewed the concept report submitted December 22, 1999 by the letter from Tom Clark dated December 21, 1999, and have the following comments:

1. We concur that the existing H15 bridge should be replaced, but the work may not qualify for bridge replacement funds.
2. In order to qualify for bridge replacement funds the existing bridge being replaced must have a sufficiency rating below 50, or the replacement costs must be less than the widening costs. The sufficiency rating of the existing bridge is 55.4. In order to qualify for bridge replacement funds cost estimates need to show the total project cost for bridge replacement as being less than the total project cost for bridge widening.
3. The reversed curvature west of the bridge should be eliminated. It appears that the Alternate "A" alignment could be skewed slightly to be tangent to the outside 3 degree curve eliminating the inside curve. The orientation of the bridge with the floodplain should be a consideration, but this slight alignment shift should not be a problem.

The costs for the project are:

Construction	\$5,869,000
Inflation	\$1,467,000
E&C	\$ 733,000
Reimbursable Utilities	\$ 0
Right of Way	\$ 21,000

DTM

c: Tom Clark – District 2 Design

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

FILE BHF-062-1(21) Wilkinson / Washington County  
P.I. No. 222220

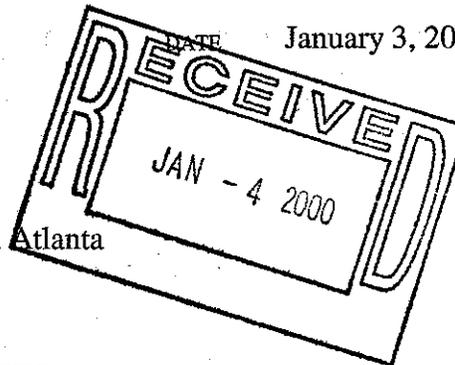
OFFICE Tennille

DATE January 3, 2000

FROM Thomas L. Clark, District Design Engineer, Tennille

TO Wayne Hutto, Assistant Director of Pre-construction, Atlanta

SUBJECT **RESPONSE TO CONCEPT REPORT COMMENTS**



The following comments are in response to Engineering Services comments on the above noted concept report. The comments below correspond numerically with that letter.

1.-2. These comments have been discussed with Brian Summers of the Bridge Maintenance office and he stated the bridge is currently being updated in the inventory and the new sufficiency rating will be 45.

3. This was looked at as a possible alignment. There are several reasons why this was not done.

A. Eliminating the reverse curve situation would cause even more impacts to the proposed State Park that is being coordinated with this project. Also, the old Balls Ferry crossing is historic and this would impact that even more.

B. The new Overflow Bridge that was built less than 5 years ago is very close to the existing bridge. A greater deflection angle on the new alignment on the East end of the bridge generates a longer curve to be necessary that causes replacement of the Overflow Bridge. This was not economically feasible.

C. Any curve over a 30 minute will require Super Elevation that would cause the existing Overflow Bridge to be modified to have one end in super, or a Design Exception would be required.

The current proposed alignment 30 minute curve that requires no Super Elevation and presents no problems with the Overflow Bridge.

If this office can be of further assistance, please notify Alan Smith at 912-552-4641.

TLC:DAS

Cc: David Mulling  
Deborah Pennington

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ENVIRONMENT/LOCATION

**CONCEPT REPORT**  
**BHF-062-1(21) Wilkinson - Washington Counties**  
**P.I. No. 222220**  
**Bridge replacement on S.R. 57 at the Oconee River**  
**at the Wilkinson / Washington County Line**

Federal Route No.: None

Date of Report: 12-20-99

State Route No.: 57

RECOMMENDATION FOR APPROVAL

Date \_\_\_\_\_  
State Transportation Planning Administrator  
This project concept is contained in the Regional Transportation Improvement Program (RTIP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTIP and/or STIP.

Date \_\_\_\_\_  
State Transportation Programming Engineer

Date \_\_\_\_\_  
State Environmental/Location Engineer

Date \_\_\_\_\_  
State Road Design Engineer

12/20/99

Date \_\_\_\_\_  
District Engineer/Tennille

12/23/99

Date \_\_\_\_\_  
Project Review Engineer

Date \_\_\_\_\_  
State Traffic Operations Engineer

Date \_\_\_\_\_  
State Bridge & Structural Engineer

**PROJECT CONCEPT REPORT**

Project Number: BHF-062-1(21) Wilkinson / Washington County.

**PROJECT LOCATION AND DESCRIPTION**

This project consists of a bridge replacement over the Oconee River on S.R. 57 at the Wilkinson Washington county line.

**TRAFFIC**

<b>CURRENT</b>		<b>PROJECTED</b>	
<b>YEAR</b>	<b>AADT</b>	<b>YEAR</b>	<b>AADT</b>
2002	2400	2022	3700

<b>PDP CLASSIFICATION</b>		<b>FUNCTIONAL CLASSIFICATION</b>	
Minor /Construction on the existing alignment		Rural Minor Arterial	
<b>NON-CA ( )</b>	<b>CA ( )</b>	<b>EXEMPT (X)</b>	<b>N/A ( )</b>

**NEED AND PURPOSE**

The purpose of this project is to replace the structurally deficient bridge at this location. The existing bridge has a HS-15 design loading with a pin and hanger design and is fracture critical. It also does not meet current width criteria. Replacing the existing bridge will provide a safer roadway and the bridge will meet current AASHTO guidelines.

EXISTING ROADWAY				
TYPICAL SECTION:	2 - 12 ft Asph. Conc. travel lanes with 8 ft . grassed shoulders			RIGHT-OF-WAY WIDTH 200 ft.
POSTED SPEED	MAXIMUM DEGREE OF CURVE			MAX GRADE
55 M.P.H.	3^00'00"			2%
FEATURES INTERSECTED/TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFFICIENCY RATING
Reinforced Concrete Bridge	1684 ft	24 ft	NA	55.4
Hazard Index:	2.0			

PROPOSED ROADWAY

TYPICAL SECTION: 2 - 12 ft Asph Conc Travel Lanes with 8 ft Earth Shoulders with 2 ft paved				
DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAXIMUM GRADE	
55 M.P.H.	ALLOWABLE	6 00 00	ALLOWABLE	6%
	PROPOSED	3 00 00	PROPOSED	2%
PROPOSED MAJOR STRUCTURES				
FEATURES INTERSECTED/TYPE		LENGTH	WIDTH	
Reinforced Concrete Bridge		1684 ft	40 ft.	
PROPOSED RIGHT-OF-WAY				
RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS 0		
200	3	RES.: 0	BUS.: 0	M.H.: 0
TYPE OF ACCESS CONTROL: By Permit				

COORDINATION AND SCHEDULING

CONCEPT TEAM MEETING DATE: 12-20-99

CONCEPT TEAM:

Alan Smith	D.O.T.	Tennille	912-552-4641
David Griffith	D.O.T.	Tennille	912-552-4629
Debbie Pennington	D.O.T.	Tennille	912-552-4631
Jimmy Hobby	D.O.T.	Tennille	912-552-4637
Edwin Thompson, Jr.	D.O.T.	Sandersville	912-552-2464
Kathy Stansell	D.O.T.	Tennille	912-552-4603
Tom Clark	D.O.T.	Tennille	912-552-4642
Phillip Scarborough	D.O.T.	Tennille	912-553-2283
Roger Price	D.O.T.	Tennille	912-552-4619
Laura Mathis	Wilkinson Co.	Irwinton	912-946-2236
Dennis Holder	Wilkinson Co.	Irwinton	912-946-2236
Gene Trotter	Johnson Co.	Wrightsville	912-864-2453

CONFORMS TO TIP/STIP? Yes

MEETS LOGICAL TERMINI REQUIREMENTS? Yes

P.A.R. MEETING: None Required

PERMITS REQUIRED: Std. 404 Corps of Engineer's Permit is applicable

LEVEL OF PUBLIC INVOLVEMENT: None

TIME SAVING PROCEDURES APPROPRIATE: Yes

SCHEDULING CONSIDERATIONS:

TIME TO COMPLETE ENVIRONMENTAL: 1 Year

TIME TO COMPLETE PRELIMINARY RD/RW PLANS: 6 Months

TIME TO COMPLETE 404 PERMIT: 1 Year

TIME TO COMPLETE FINAL CONSTRUCTION PLANS: 1 Year

TIME TO BUY RIGHTS-OF-WAY: 1 Year

OTHER PROJECTS IN THE AREA: None

LOCAL GOVERNMENT COMMITMENTS: Utilities by LGPA (See Attached)

**MISCELLANEOUS**

**TRAFFIC CONTROL DURING CONSTRUCTION:**

Alt "A": Traffic would be left on the existing alignment while the realignment is constructed, then routed to the realignment and the existing roadway and bridge removed.

Alt "B": Traffic will be staged utilizing Actuated Signals

**LEVEL OF ENVIRONMENTAL ANALYSIS:**

A Categorical Exclusion is applicable to this project.

**UNDERGROUND STORAGE TANKS:**

None

**HAZARDOUS WASTE SITES:**

None

**DESIGN VARIATIONS REQUESTED**

	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	( )	(X)	( )
SUBST ROADWAY WIDTH	( )	(X)	( )
SUBST SHOULDER WIDTH	( )	(X)	( )
SUBST VERTICAL GRADES	( )	(X)	( )
SUBST CROSS SLOPES	( )	(X)	( )
SUBST STOPPING SIGHT DIST	( )	(X)	( )
SUBST SUPERELEV RATES	( )	(X)	( )
SUBST HORIZONTAL CLEARANCE	( )	(X)	( )
SUBST SPEED DESIGN	( )	(X)	( )
SUBST VERTICAL CLEARANCE	( )	(X)	( )
SUBST BRIDGE WIDTH	( )	(X)	( )
SUBST BR STRUCT CAPACITY	( )	(X)	( )

**ALTERNATIVES CONSIDERED**

**Alternate A** – Realign S.R. 57 and construct a new 1684ft x 40ft reinforced Concrete bridge. Keep traffic on the existing roadway until construction of the new alignment is complete, then route traffic to the new alignment and remove the existing bridge and roadway.

**Alternate B** – Construct an Actuated Signal at each end of the existing bridge. Place temporary median barrier and close one lane of the existing bridge at the time. Remove one half of the existing bridge on the closed side and construct the new bridge on the closed side. Then route traffic on the new section of bridge, move the barrier and repeat the process for the other side.

**Alternate C** – No build

The District recommends Alternate "A".

**Value Engineering:**

Alternate lengths of guardrail vs. clear zone slopes have been considered as well as alternates of various types of asphalt will be considered in the design phase of this project. The costs of staging the new construction vs. realignment of the route have been considered and the cost estimates are attached. The alternate of an on-site detour was not calculated because the costs are obviously higher to build a temporary roadway and drainage structure and then remove them than to build a realignment. Even though the cost of staging the bridge are slightly lower, the district feels that by building the bridge on new alignment, construction will be safer as well as provide additional safety for the traveling public during construction.

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**ESTIMATED COST**

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	<b>ALTERNATE "A"</b>	<b>ALTERNATE "B"</b>
<b>CONSTRUCTION:</b>	\$5,846,091.00	\$5,869,353.00
<b>E&amp; C (10%):</b>	\$746,126.00	\$728,166.00
<b>INFLATION:</b>	\$1,615,167.00	\$1,576,289.00
<b>RIGHT-OF-WAY:</b>	\$21,000.00	\$00,000.00
<b>ACQUIRED BY: D.O.T.</b>		
<b>UTILITIES:</b>	\$0,000,000.00	\$0,000,000.00
<b>ADJUSTED BY:</b>	Owners	Owners
<b>TOTAL CONS'T COST:</b>	\$8,228,384.00	\$8,173,808.00

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**COMMENTS**

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There are two historical monuments that will require moving during this project. This shall be coordinated with the Department of Natural Resources to ensure these are incorporated in the planning stage.

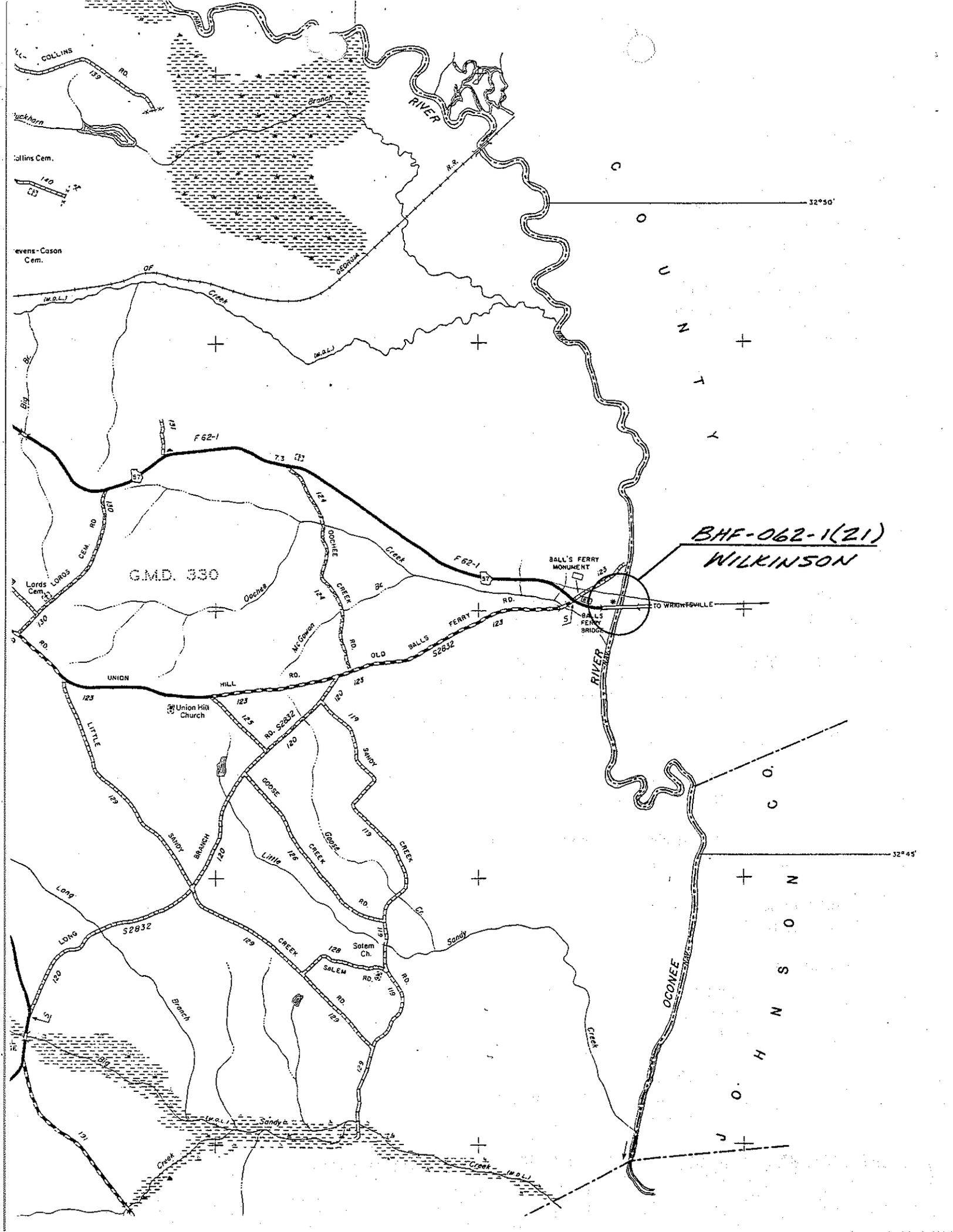
A turn around area shall be provided and the historic markers set back far enough as not cause cars to park on the shoulder of the road to read them.

Cofferdams will be required to remove the existing bridge footings, these items need to be considered on the final plans when prepared.

**ATTACHMENTS:**

- Location Sketch
- Typical Section
- Project Sketch
- LGPA
- Traffic Counts
- Bridge Maintenance Recommendations
- Cost Estimates

**PREPARED BY: ALAN SMITH , DISTRICT DESIGN SQUAD LDR., TENNILLE**



G.M.D. 330

*BHF-062-1(21)*  
*WILKINSON*

TO WRIGHTSVILLE

OCONEE

UNION  
COUNTY

JOHNSON  
COUNTY

32°50'

32°45'

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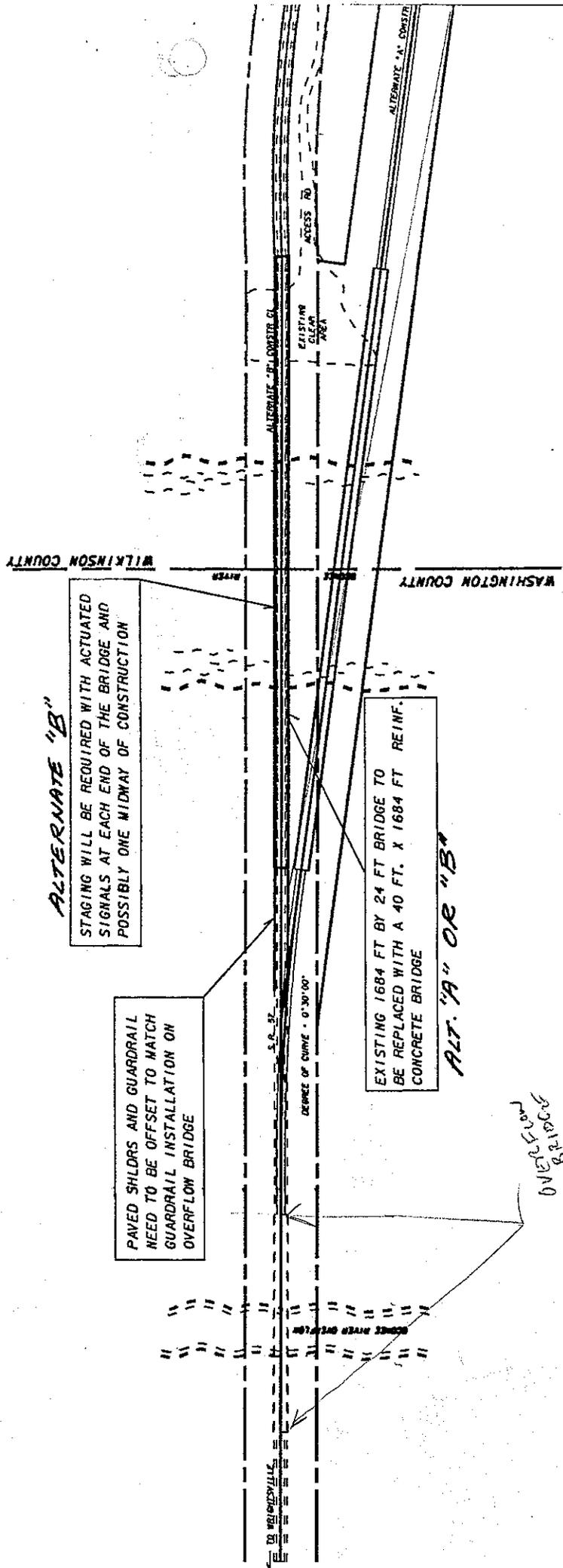
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**ALTERNATE "B"**

STAGING WILL BE REQUIRED WITH ACTUATED SIGNALS AT EACH END OF THE BRIDGE AND POSSIBLY ONE MIDWAY OF CONSTRUCTION

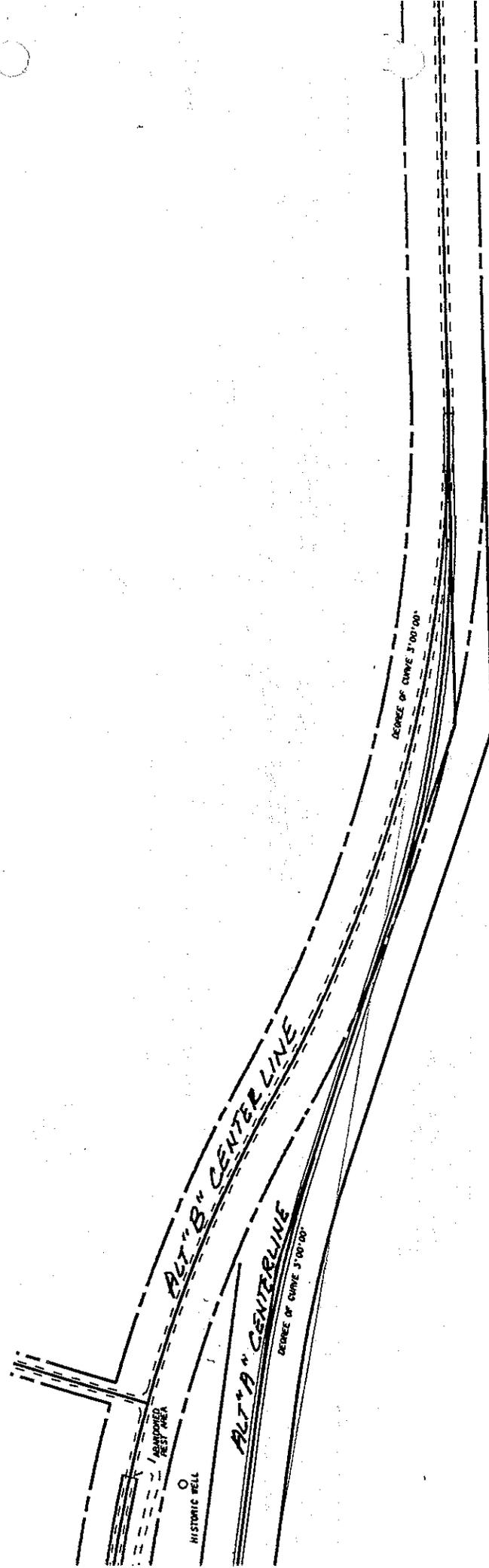
PAVED SHLDRS AND GUARDRAIL NEED TO BE OFFSET TO MATCH GUARDRAIL INSTALLATION ON OVERFLOW BRIDGE

EXISTING 1684 FT BY 24 FT BRIDGE TO BE REPLACED WITH A 40 FT. X 1684 FT REINF. CONCRETE BRIDGE

**ALT. "A" OR "B"**

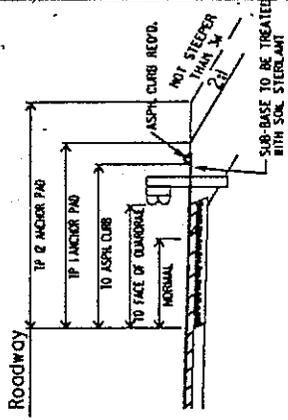
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DIR. VAN (121)



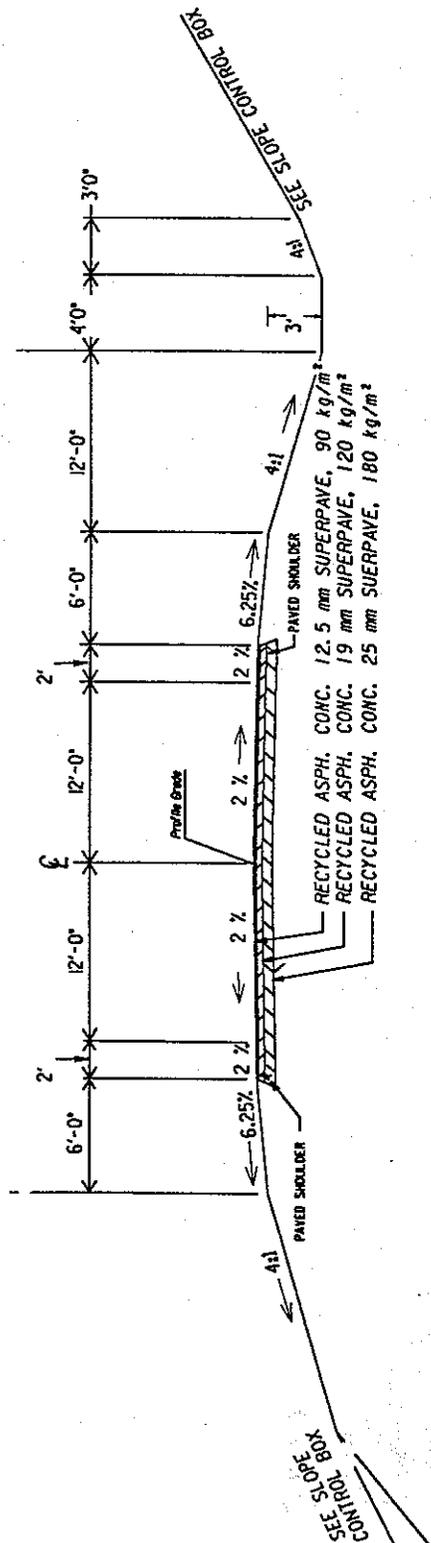
STATE	PROJECT NUMBER
GA.	Bf-652-1(2)

# TYPICAL SECTION NO. 1



**SHOULDER DETAIL FOR GUARDRAIL**  
**SEE PLAN FOR LOCATION**  
 SEE GA STD 4052 FOR DETAILS

NOTE: SOL STERILANT RECD. FOR SHOULDER PAVING TO BE INCLUDED IN PREPARATION OF SUB-BASE.



SLOPE CONTROLS	
CUT	FILL
0'-6" 4:1	0'-6' 4:1
6' - 10' 3:1	6' - 10' 3:1
OVER 10' 2:1	OVER 10' 2:1

NO SCALE

NOTE: THE SUPERPAVE MIX DESIGN LEVEL FOR THIS PROJECT IS 'B'.



# Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

April 30, 1996

WAYNE SHACKELFORD  
COMMISSIONER

FRANK DANCHETZ  
CHIEF ENGINEER

G. CHARLES LEWIS  
DEPUTY COMMISSIONER

JAMES R. MARTIN  
TREASURER

## LOCAL GOVERNMENT PROJECT AGREEMENT

In consideration of the proposed improvements, the County of WASHINGTON agrees to provide or perform the following at no cost to the Georgia D.O.T. for project BHF-062-1(21), PI # 22220, WILKINSON County:

RECST/REHAB / BRIDGES  
SR 57 OVER THE OCONEE RIVER AT WASHINGTON COUNTY LINE

Provide all rights-of-way and/or easements needed for the construction of the project and remove existing structures or obstructions within the rights-of-way.

Make all utility relocations, adjustments or betterments of publicly owned utilities that are in conflict with construction of this project. Reimburse Georgia D.O.T. for any damages paid to the contractor for delay of construction caused by a delay in relocating the publicly owned utilities.

Relocate or adjust all privately owned utilities to clear construction of this project, including adjustments at railroad crossings if required.

Furnish detours, local borrow & waste pits as needed.

*THIS PROJECT IS WITHIN D.O.T. RIGHT OF WAY*

We support this project but choose not to commit any funding, realizing this may delay the project until additional funding can be found.

NOTE: A similar agreement has been sent to County of Wilkinson.

This 12<sup>th</sup> day of August, 1996

APPROVED

City/County Official



File

BHF-062-1(21), WILKINSON COUNTY  
PI# 222220

Environment/Location

June 13, 1997

David Studstill, P.E., State Environmental/Location Engineer

Joe Street, P.E., District Engineer  
ATTN: David Griffith

TRAFFIC ASSIGNMENT FOR S.R. 57 @ OCONEE RIVER

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

2022 AADT= 3700  
2002 AADT= 2400  
K= 9%  
D= 55%  
T= 6%  
24 Hr. T= 8%  
S.U.= 3%  
Comb.= 5%

DS/EKP

*ALM:  
PLEASE ENSURE THE CONCEPT IS  
COMPLETED IN ACCORDANCE WITH  
THE SCHEDULED ACTIVITIES  
DOR.*

Smith, Alan

---

From: Summers, Brian  
Sent: Wednesday, December 01, 1999 2:57 PM  
To: Smith, Alan  
Subject: RE:

The bridge has to be replaced but due to it having multiple beams traffic can be staged on the existing bridge as part of it is being removed. If you need anything else, let me know.

-----Original Message-----

From: Smith, Alan  
Sent: Monday, November 29, 1999 1:38 PM  
To: Summers, Brian  
Subject:

<< File: bridge.doc >>

BHF-062-1(21)  
P.I. NO. 22220  
BRIDGE REPLACEMENT AT OCONEE RIVER  
ALTERNATE "A"  
LENGTH = 0.84 MILES

Item No.	Description	Quantity	Unit	Rate	Total
150-1000	TRAFFIC CONTROL - BHF-062-1(21)	50000	1	\$50000.00	
210-0100	GRADING COMPLETE - BHF-062-1(21)	125000	1	\$125000.00	
318-3000	AGGR SURF CRS	13.229169416	500	\$6614.58	
402-1812	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	35.766236087	500	\$17883.12	
402-3112	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	31.026230535	800	\$24820.98	
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	31.313272981	1600	\$50101.24	
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	34.896656513	1450	\$50600.15	
413-1000	BITUM TACK COAT	0.8478215892	1000	\$847.82	
429-1000	RUMBLE STRIPS	387.11789473	8	\$3096.94	
433-1200	REINF CONC APPROACH SLAB, INCL SLOPED EDGE	84.503107246	284	\$23998.88	
436-1000	ASPHALTIC CONCRETE CURB - 4"	4.6102952195	7500	\$34577.21	
441-0302	CONC SPILLWAY, TP 2	828.57142857	4	\$3314.29	
446-3000	PVMT REINF FABRIC STRIPS, SELF ADHESIVE	1.5313178903	8800	\$13475.60	
456-2003	INDENTATION RUMBLE STRIPS, 3 FT WIDE	293.99628485	1	\$294.00	
500-0100	GROOVED CONCRETE	2.9503388912	284	\$837.90	
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	24.837719556	100	\$2483.77	
550-3618	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	440.45383430	4	\$1761.82	
573-2006	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	8.9528587639	500	\$4476.43	
576-1015	SLOPE DRAIN PIPE, 15 IN	18.678705575	1000	\$18678.71	
577-1100	METAL DRAIN INLET - COMPLETE ASSEMBLY	919.3495	10	\$9193.50	
603-3103	STN DUMPED RIP RAP, TP 3	8	5900	\$47200.00	
603-7000	PLASTIC FILTER FABRIC	3.1061994917	5900	\$18326.58	
622-1032	PRECAST CONCRETE MEDIAN BARRIER, METHOD 2	21.811608830	5000	\$109058.04	
641-1200	GUARDRAIL, TP W	11.015128949	1800	\$19827.23	
641-5001	GUARDRAIL ANCHORAGE, TP 1	428.92062933	2	\$857.84	
641-5012	GUARDRAIL ANCHORAGE, TP 12	1672.7181224	2	\$3345.44	
*****EROSION CONTROL*****					
700-0200	GRASSING - BHF-062-1(21)	30000	1	\$30000.00	
161-1000	EROSION CONTROL - BHF-062-1(21)	10000	1	\$10000.00	
163-1041	CONSTR, MAINT & REM SEDIMENT BASIN, TP 1	7582.7410074	2	\$15165.48	
163-2051	CONSTR, MAINT AND REMOVE BALED STRAW EROSION CHECK	2.5845080856	5000	\$12922.54	
170-1000	FLOATING SILT RETENTION BARRIER	11.597400942	3000	\$34792.20	
171-0010	TEMPORARY SILT FENCE, TYPE A	2.6921292785	5000	\$13460.65	
171-0030	TEMPORARY SILT FENCE, TYPE C	4.1827812949	2500	\$10456.95	
*****BRIDGE NO. 1*****					
525-1000	COFFERDAM	23627.801379	8	\$189022.41	
540-1101	REMOVAL OF EXISTING BR, (1684FT X 28FT X \$15)	707280	1	\$707280.00	
543-1100	CONSTR OF BRIDGE - (1684FT X 40FT X \$60)	4041600	1	\$4041600.00	
*****HIGHWAY SIGNS*****					
636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	15.987991646	200	\$3197.60	
636-2020	GALV STEEL POSTS, TP 2	3.9161538012	200	\$783.23	
755-2002	TRAFFIC SIGNAL INSTALLATION, BRIDGE TRAFFIC CONTROL SYSTEM	80000	2	\$160000.00	
*****INFLATION AND E&C*****					
100-1000	INFLATION (5% X 5 YRS)	1576289	1	\$1576289.00	

Section SUB TOTAL  
\$640672.06

Section SUB TOTAL  
\$4937902.41

Section SUB TOTAL  
\$163980.83

Section SUB TOTAL  
\$1576289.00

100-1001 E&C (10%)

LS

728166 1

\$728166.00  
\$230455.00  
\$8173808.13

Section SUB TOTAL  
Total Project Cost

BHF-062-1(21)  
 P.I. NO. 22220  
 BRIDGE REPLACEMENT AT OCOOEE RIVER ON S.R. 57  
 ALTERNATE "B"  
 LENGTH = 1.17 MILES  
 \*\*\*\*\*ROADWAY\*\*\*\*\*

150-1000	TRAFFIC CONTROL - BHF-062-1(21)	LS	50000	1	\$50000.00
210-0100	GRADING COMPLETE - BHF-062-1(21)	LS	500000	1	\$500000.00
318-3000	AGGR SURF CRS	TN	13.229169416	500	\$6614.58
402-1812	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	TN	35.766236087	900	\$32189.61
402-3112	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	TN	31.026230535	1500	\$46539.35
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	TN	31.313272981	3000	\$93939.82
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	TN	34.896656513	1650	\$57579.48
413-1000	BITUM TACK COAT	GL	0.8478215892	3000	\$2543.46
429-1000	RUMBLE STRIPS	EA	387.11789473	8	\$3096.94
433-1200	REINF CONC APPROACH SLAB, INCL SLOPED EDGE	SY	84.503107246	284	\$23998.88
436-1000	ASPHALTC CONCRETE CURB - 4"	LF	4.6102952195	7500	\$34577.21
441-0302	CONC SPILLWAY, TP 2	EA	828.57142857	4	\$3314.29
446-3000	PVMT REINF FABRIC STRIPS, SELF ADHESIVE	LF	1.5313178903	8800	\$13475.60
456-2003	INDENTATION RUMBLE STRIPS, 3 FT WIDE	MI	293.99628485	1	\$294.00
500-0100	GROOVED CONCRETE	SY	2.9503388912	284	\$837.90
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	24.837719556	100	\$2483.77
550-3618	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	EA	440.45383430	4	\$1761.82
573-2006	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	LF	8.9528587639	500	\$4476.43
576-1015	SLOPE DRAIN PIPE, 15 IN	LF	18.678705575	1000	\$18678.71
577-1100	METAL DRAIN INLET - COMPLETE ASSEMBLY	EA	919.3495	10	\$9193.50
603-3103	STN DUMPED RIP RAP, TP 3	TN	8	5900	\$47200.00
603-7000	PLASTIC FILTER FABRIC	SY	3.1061994917	5900	\$18326.58
622-1032	PRECAST CONCRETE MEDIAN BARRIER, METHOD 2	LF	21.811608830	5000	\$109058.04
641-1200	GUARDRAIL, TP W	LF	11.015128949	1800	\$19827.23
641-5001	GUARDRAIL ANCHORAGE, TP 1	EA	428.92062933	2	\$857.84
641-5012	GUARDRAIL ANCHORAGE, TP 12	EA	1672.7181224	2	\$3345.44
				Section SUB TOTAL	\$1104210.47

\*\*\*\*\*EROSION CONTROL\*\*\*\*\*

700-0200	GRASSING - BHF-062-1(21)	LS	35000	1	\$35000.00
161-1000	EROSION CONTROL - BHF-062-1(21)	LS	15000	1	\$15000.00
163-1041	CONSTR, MAINT & REM SEDIMENT BASIN, TP 1	EA	7582.7410074	2	\$15165.48
163-2051	CONSTR, MAINT AND REMOVE BALED STRAW EROSION CHECK	LF	2.5845080856	5000	\$12922.54
170-1000	FLOATING SILT RETENTION BARRIER	LF	11.597400942	3000	\$34792.20
171-0010	TEMPORARY SILT FENCE, TYPE A	LF	2.6921292785	5000	\$13460.65
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	4.1827812949	2500	\$10456.95
				Section SUB TOTAL	\$136797.82

\*\*\*\*\*BRIDGE NO. 1\*\*\*\*\*

525-1000	COFFERDAM	EA	23627.801379	8	\$189022.41
540-1101	REMOVAL OF EXISTING BR, (1684FT X 28FT X \$15)	LS	707280	1	\$707280.00
543-1100	CONSTR OF BRIDGE - (1684FT X 40FT X \$55)	LS	3704800	1	\$3704800.00
				Section SUB TOTAL	\$4601102.41

\*\*\*\*\*HIGHWAY SIGNS\*\*\*\*\*

636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	SF	15.987991646	200	\$3197.60
636-2020	GALV STEEL POSTS, TP 2	LF	3.9161538012	200	\$783.23
				Section SUB TOTAL	\$3980.83

\*\*\*\*\*INFLATION AND E&C\*\*\*\*\*

100-1000	INFLATION (5% X 5 YRS)	LS	1615167	1	\$1615167.00
100-1001	E&C (10%)	LS	746126	1	\$746126.00

Section SUB TOTAL \$2361293.00  
Total Project Cost \$8207384.54

# NOTICE OF LOCATION AND DESIGN APPROVAL

**BHS-062-1(21) Wilkinson / Washington  
P.I. Number 222220**

Notice is hereby given that the Georgia Department of Transportation has approved the Location and Design of the above project.

This project consists of a replacement of the bridge over the Oconee River on S.R.57 at the Wilkinson Washington County line. This project is located in G.M.D. 88 in Wilkinson Co. and G.M.D. 330 in Washington County. This project is approximately 60% in Wilkinson and 40% in Washington County.

The date of location approval was \_\_\_\_\_  
Date of Approval

This construction consists of realigning S.R. 57 and constructing a new 40 ft x 1684 ft Reinforced Concrete bridge while leaving traffic on the existing roadway. Once the proposed bridge is complete, traffic will be diverted to the new alignment and the existing roadway removed.

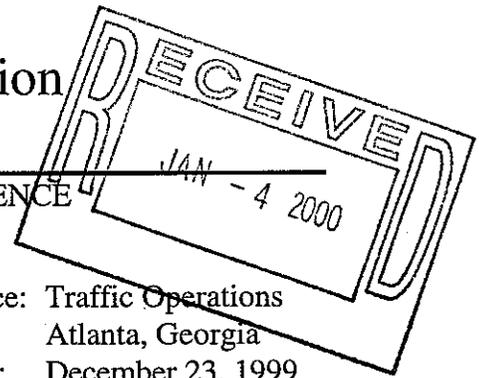
Drawings of the proposed project are on file and are available for inspection at the Georgia Department of Transportation, 801 Fourth Street, Tennille, GA. 31089

Any written request in reference to this notice may be referred to:

**David O. Griffith  
Preconstruction Engineer  
801 Fourth Street  
Tennille, GA. 31089  
912-552-4629**

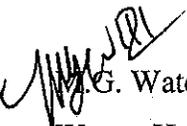
Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: BHF-062-1(21)/Wilkinson-Washington County  
P.I. No. 222220

Office: Traffic Operations  
Atlanta, Georgia  
Date: December 23, 1999

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the replacement of a structurally deficient bridge on SR 57 over the Oconee River, at the Wilkinson-Washington County line. The bridge does not meet current width criteria or design load capacity, and has a sufficiency rating of 55.4.

SR 57, at this location, is a two lane roadway with 8 foot grassed shoulders and a posted speed limit of 55mph. The bridge is 1684 feet in length and 24 feet wide.

This project will realign SR 57, maintaining two lanes with 8 foot shoulders, 2 feet which will be paved, and construct the new bridge to a 40 foot width. Traffic will be maintained on the existing structure during construction.

We believe this concept will improve safety and traffic operations along this section of roadway.

We therefore find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

- c: David Studstill
- Michael Thomas, District Engineer, Tennille
- Attn.: Alan Smith
- David Mulling, w/ attachment
- Marta Rosen
- General Files

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ENVIRONMENT/LOCATION

**CONCEPT REPORT**  
**BHF-062-1(21) Wilkinson - Washington Counties**  
**P.I. No. 222220**  
**Bridge replacement on S.R. 57 at the Oconee River**  
**at the Wilkinson / Washington County Line**

Federal Route No.: None

Date of Report: 12-20-99

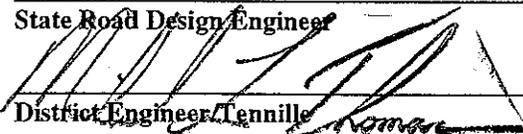
State Route No.: 57

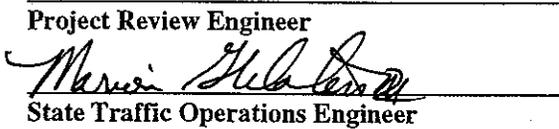
RECOMMENDATION FOR APPROVAL

Date \_\_\_\_\_  
State Transportation Planning Administrator  
This project concept is contained in the Regional  
Transportation Improvement Program (RTIP)  
and/or in the State Transportation Improvement  
Program (STIP). The concept as presented herein  
and submitted for approval is consistent with that  
Which is included in the RTIP and/or STIP.

Date \_\_\_\_\_  
State Transportation Programming Engineer

Date \_\_\_\_\_  
State Environmental/Location Engineer

Date \_\_\_\_\_  
State Road Design Engineer  
*12/20/99*  
Date \_\_\_\_\_  
District Engineer, Tennille 

Date \_\_\_\_\_  
Project Review Engineer  
*1-3-2000*  
Date \_\_\_\_\_  
State Traffic Operations Engineer 

Date \_\_\_\_\_  
State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ENVIRONMENT/LOCATION

**CONCEPT REPORT**  
**BHF-062-1(21) Wilkinson - Washington Counties**  
**P.I. No. 222220**  
**Bridge replacement on S.R. 57 at the Oconee River**  
**at the Wilkinson / Washington County Line**

Federal Route No.: None

Date of Report: 12-20-99

State Route No.: 57

RECOMMENDATION FOR APPROVAL

Date \_\_\_\_\_  
State Transportation Planning Administrator  
This project concept is contained in the Regional  
Transportation Improvement Program (RTIP)  
and/or in the State Transportation Improvement  
Program (STIP). The concept as presented herein  
and submitted for approval is consistent with that  
which is included in the RTIP and/or STIP.  
*[Signature]*  
Date 12/30/99 State Transportation Programming Engineer

Date \_\_\_\_\_  
State Environmental/Location Engineer

Date \_\_\_\_\_  
State Road Design Engineer  
*[Signature]*  
Date 12/20/99 District Engineer/Tennille

Date \_\_\_\_\_  
Project Review Engineer

Date \_\_\_\_\_  
State Traffic Operations Engineer

Date \_\_\_\_\_  
State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ENVIRONMENT/LOCATION

**CONCEPT REPORT**  
**BHF-062-1(21) Wilkinson - Washington Counties**  
**P.I. No. 222220**  
**Bridge replacement on S.R. 57 at the Oconee River**  
**at the Wilkinson / Washington County Line**

Federal Route No.: None

Date of Report: 12-20-99

State Route No.: 57

RECOMMENDATION FOR APPROVAL

1/10/00  
Date

Mentel R. Riser  
State Transportation Planning Administrator  
This project concept is contained in the Regional  
Transportation Improvement Program (RTIP)  
and/or in the State Transportation Improvement  
Program (STIP). The concept as presented herein  
and submitted for approval is consistent with that  
Which is included in the RTIP and/or STIP.

Date

State Transportation Programming Engineer

Date

State Environmental/Location Engineer

Date

[Signature]  
State Road Design Engineer

12/20/99  
Date

[Signature]  
District Engineer/Tennille

Date

Project Review Engineer

Date

State Traffic Operations Engineer

Date

State Bridge & Structural Engineer