

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. #232310-  
BRST0-0076-01(036)  
GDOT District 2 - Tennille  
Columbia & Lincoln Counties  
SR 47 @ Little River

**OFFICE** Design Policy & Support

**DATE** July 12, 2011

**FROM**  for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED REVISED CONCEPT REPORT

Attached is the approved Revised 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  
Michael Henry, Systems & Classification Branch Chief  
Jimmy Smith, District Engineer  
George Brewer, District Preconstruction Engineer  
Jamie Lindsey, Assistant District Utilities Engineer  
Jim Kitchings, District Environmentalist  
Foster Grimes, Project Manager  
BOARD MEMBER - 10th Congressional District

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
REVISED PROJECT CONCEPT REPORT

Project Number: BRST0-0076-01(036)  
County: Columbia/Lincoln  
P.I. Number: 232310  
Federal Route Number: None  
State Route Number: 47

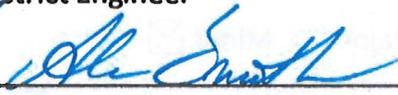
The project length is being revised to a total length of 1.34 miles. The project typical is being revised to 6-ft. rural shoulders. The existing bridge over Little River will be replaced with an 800-ft. x 40-ft bridge.

Submitted for approval: 06/30/2011 

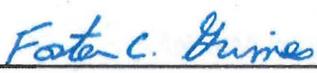
DATE 3/22/2011

  
District Engineer

DATE 3/18/2011

  
District Design Engineer

DATE 3/18/2011

  
Project Manager

Recommendation for approval:

DATE 05/27/2011

GLENN BOWMAN \*  
State Environmental Administrator

DATE 06/29/2011

BEN RABUN \*  
State Bridge Design Engineer

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

DATE 05/31/2011

CYNTHIA VANDYKE \*  
State Transportation Planning Administrator

\* RECOMMENDATION ON FILE 

**Need and Purpose:** *See Attached Sheets.*

**Project Location:** *The project is located on State Route 47 over Lake Strom Thurmond/Little River, 10.5 miles southeast of Lincolnton, Georgia.*

**Description of the approved concept:** *The proposed construction proposes to relocate State Route 47 approximately 31-ft. to 35-ft. east of its existing location. The project begins at MP 15.95(Lincoln County) to MP 0.85 (Columbia County) extending a total of 1.64 miles. The typical section consists of one 12-ft. travel lane in each direction with 10-ft. rural shoulders 4-ft. paved. The proposed bridge will be 724-ft. x 44-ft., consisting of one 12-ft. travel lane in each direction with 10-ft. shoulders. Traffic will be maintained on the existing alignment during construction.*

**PDP Classification:**  Major  Minor

**Federal Oversight:** Full Oversight  Exempt  State Funded  Other

**Functional Classification:** *Rural Minor Arterial*

**U.S. Route Number(s):** *None*

**State Route Number(s):** *47*

**Traffic (AADT) as shown in the approved concept:**

**Base Year:** *4,772 (2010)*

**Design Year:** *8,637 (2030)*

**Updated traffic data (AADT):**

**Base Year:** *5,850 (2014)*

**Design Year:** *9,000 (2034)*

**Approved/Programmed Schedule:**

**PE:** *2000*

**R/W:** *2011*

**Construction:** *2013*

**VE Study Required:**  Yes  No

**Benefit/Cost Ratio:** *1.73*

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

**Is the project in a PM2.5 Non-Attainment area?**  Yes  No

<p><b>Approved Features:</b>  The project begins at MP 15.95 (Lincoln County) to MP 0.85 (Columbia County) extending a total of 1.64 miles. The roadway typical consists of one 12-ft. travel lane in each direction with 10-ft. rural shoulders. The existing bridge over Little River will be replaced with a 724-ft. x 44-ft. bridge consisting of 10-ft. shoulders.</p>	<p><b>Proposed Features:</b>  The project will now begin at MP 16.25 (Lincoln County) and end at MP 0.85 (Columbia County) for a total of 1.34 miles. The roadway typical consists of one 12-ft. travel lane in each direction with 6-ft. rural shoulders. The existing bridge over Little River will be replaced with an 800-ft. x 40-ft. bridge consisting of 8-ft. shoulders.</p>
<p><b>Reason for Change:</b> The project length is being revised to reduce impacts to the lake. The roadway shoulder width is being reduced as a cost savings measure for this project as per the VE Study. The bridge length has increased due to a request from the USCOE to raise the bridge to allow for navigation under the bridge. The amount of permanent easement will also be reduced for this project.</p>	

**Potential Environmental Impacts of Proposed Revision:**

Environmental impacts have been reduced as a result of this revision. They will be submitted for revised special studies as soon as possible.

**Have Proposed Revisions Been Reviewed by Environmental Staff? ( ) Yes (X) No**

**Environmental Responsibilities (Studies/Documents/Permits):** GDOT

Updated Cost Estimate	
Base Construction Cost	\$ 18,476,862.65
Engineering and Inspection	\$ 923,843.13
Fuel & Asphalt Adjustment	\$ 341,313.19
<u>Total Construction Cost</u>	\$ 19,742,018.97
Right-of-Way	\$ 58,000.00
Utilities (Reimbursable)	\$ 0.00
Environmental Mitigation	\$ 95,000.00

Revised Project Concept Report

P.I. Number: 232310

County: Columbia/Lincoln

Page 4 of 4

**Recommendation:** *This office recommends that this revision to the Project Concept Report be approved for implementation.*

**Attachments:**

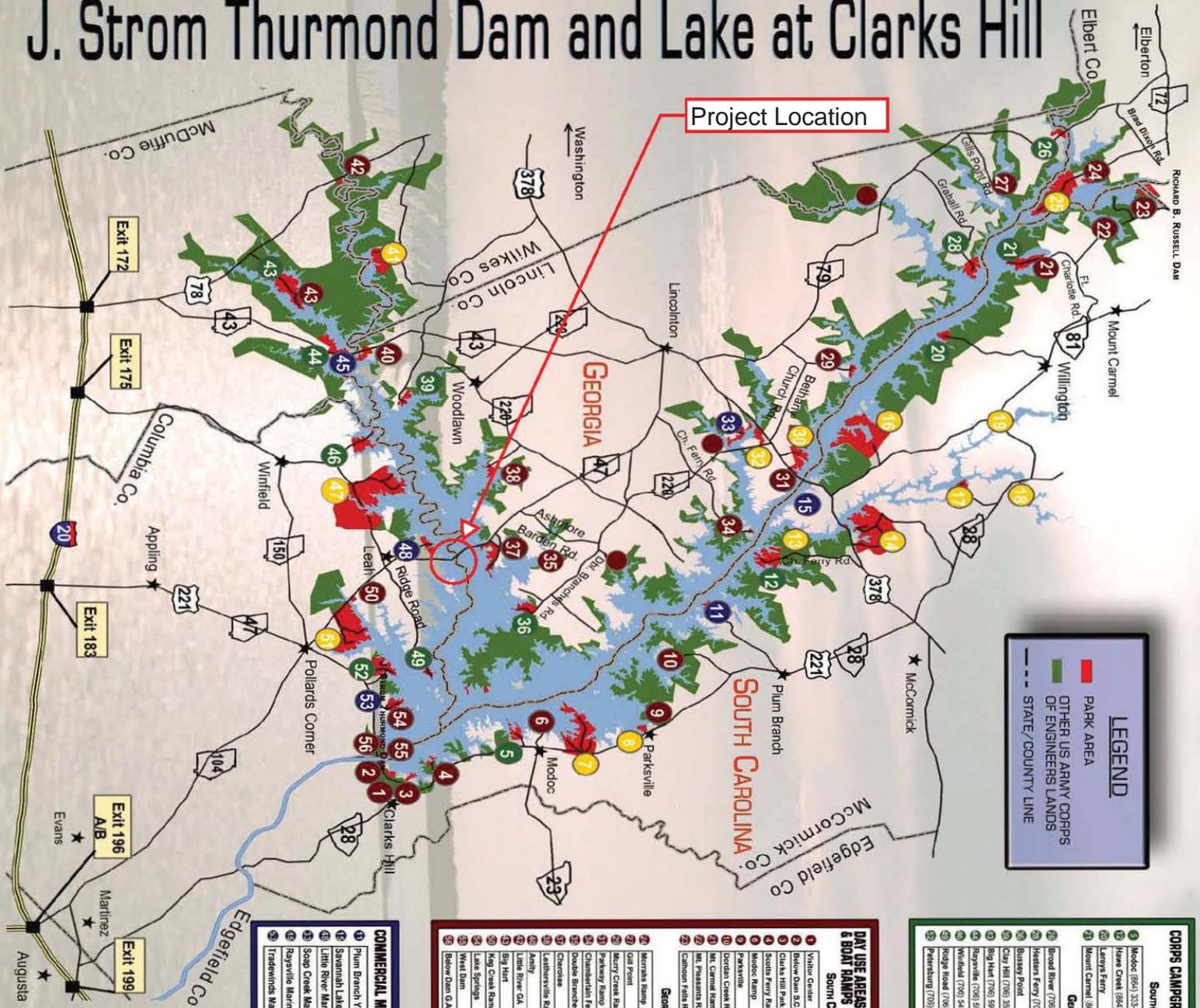
- Sketch Map
- Cost Estimates
- Plan Layout
- Typical Section
- Need and Purpose Statement
- Need and Purpose Justification Statement
- Benefit Cost Analysis Work Sheet
- Traffic Counts
- Value Engineering Implementation Letter
- Approved Design Exception
- Bridge height request
- Bridge Inventory Data Listing

Concur:   
Director of Engineering

Approve:   
Chief Engineer

Date: 7-11-11

# J. Strom Thurmond Dam and Lake at Clarks Hill



**LEGEND**

- █ PARK AREA
- █ OTHER US ARMY CORPS OF ENGINEERS LANDS
- STATE/COUNTY LINE

**CORPS CAMPGROUNDS**

State	Location	FE AREA	BOAT RAMP	GROUP SITES	BOUNDRY	RECREATION	ELECTRIC	RESTROOM	BEACH	PLAYGROUND	TRAIL	VIEWING	BOAT LAUNCH	RESTROOM
South Carolina	Modoc (864) 333-2272	●	●	●	●	●	●	●	●	●	●	●	●	●
	Horn Creek (864) 443-5441	●	●	●	●	●	●	●	●	●	●	●	●	●
	Lacey's Ferry (864) 381-2711	●	●	●	●	●	●	●	●	●	●	●	●	●
Georgia	Broad River (706) 359-0533	●	●	●	●	●	●	●	●	●	●	●	●	●
	Hester's Ferry (706) 398-2746	●	●	●	●	●	●	●	●	●	●	●	●	●
	Bassett Point	●	●	●	●	●	●	●	●	●	●	●	●	●
	Clay Hill (706) 359-7495	●	●	●	●	●	●	●	●	●	●	●	●	●
	Big Hat (706) 995-8811	●	●	●	●	●	●	●	●	●	●	●	●	●
	Royville (706) 505-6799	●	●	●	●	●	●	●	●	●	●	●	●	●
	Verdell (706) 541-3147	●	●	●	●	●	●	●	●	●	●	●	●	●
	Ridge Road (706) 541-0282	●	●	●	●	●	●	●	●	●	●	●	●	●
	Petersburg (706) 541-9464	●	●	●	●	●	●	●	●	●	●	●	●	●
	●	●	●	●	●	●	●	●	●	●	●	●	●	●

FOR CAMPGROUND RESERVATIONS, CALL 1-877-244-8777

**DAY USE AREAS & BOAT RAMPS**

State	Location	FE AREA	BOAT RAMP	GROUP SITES	BOUNDRY	RECREATION	ELECTRIC	RESTROOM	BEACH	PLAYGROUND	TRAIL	VIEWING	BOAT LAUNCH	RESTROOM
South Carolina	Valley Center	●	●	●	●	●	●	●	●	●	●	●	●	●
	Baker Dam S.C.	●	●	●	●	●	●	●	●	●	●	●	●	●
	Clarks Hill Park	●	●	●	●	●	●	●	●	●	●	●	●	●
	Scotter Ferry Ramp	●	●	●	●	●	●	●	●	●	●	●	●	●
	Modoc Ramp	●	●	●	●	●	●	●	●	●	●	●	●	●
	Parksville	●	●	●	●	●	●	●	●	●	●	●	●	●
	Duckan Creek Ramp	●	●	●	●	●	●	●	●	●	●	●	●	●
	Mt. Pleasant Ramp	●	●	●	●	●	●	●	●	●	●	●	●	●
	Carlson Falls Ramp	●	●	●	●	●	●	●	●	●	●	●	●	●
	Georgia	●	●	●	●	●	●	●	●	●	●	●	●	●
	Modoc Ramp	●	●	●	●	●	●	●	●	●	●	●	●	●
	Gar Point	●	●	●	●	●	●	●	●	●	●	●	●	●
	Merry Creek Ramp	●	●	●	●	●	●	●	●	●	●	●	●	●
	Parkway Ramp	●	●	●	●	●	●	●	●	●	●	●	●	●
	Charleston Ferry Ramp	●	●	●	●	●	●	●	●	●	●	●	●	●
Duckan Branches Ramp	●	●	●	●	●	●	●	●	●	●	●	●	●	
Cherokee	●	●	●	●	●	●	●	●	●	●	●	●	●	
Lathropville Ramp	●	●	●	●	●	●	●	●	●	●	●	●	●	
Little River O.A.	●	●	●	●	●	●	●	●	●	●	●	●	●	
Big Hat	●	●	●	●	●	●	●	●	●	●	●	●	●	
Kag Creek Ramp	●	●	●	●	●	●	●	●	●	●	●	●	●	
Lake Springs	●	●	●	●	●	●	●	●	●	●	●	●	●	
Wald Dam	●	●	●	●	●	●	●	●	●	●	●	●	●	
Baker Dam G.A.	●	●	●	●	●	●	●	●	●	●	●	●	●	

ADDITIONAL DAM AND COUNTY DAMS <<<

**COMMERCIAL MARINAS**

1	Pum Branch Yacht Club (864) 443-3000	SC
2	Savannah Lakes Marina (864) 381-3477	SC
3	Little River Marina (706) 541-1358	GA
4	Soap Creek Marina (706) 359-9124	GA
5	Royville Marina (706) 505-6582	GA
6	Tradewinds Marina (706) 541-7380	GA

**STATE PARKS**

1	Hunter Branch State Park (864) 333-2233	SC
2	Baker Creek State Park (864) 443-5088	SC
3	Hickory Knob State Park (864) 381-2400	SC
4	Bobby Brown State Park (706) 213-2048	GA
5	Elijah Carter State Park (706) 359-3468	GA
6	Meredith State Park (706) 541-0221	GA

**COUNTY PARKS**

1	Parksville Wayside	SC
2	Don Fishing Facility (864) 465-2921	SC
3	Eddie Fatcher Memorial Park	GA
4	Holiday Park	GA
5	Wildwood Park (706) 541-0286	GA

**U.S. FOREST SERVICE**

1	Long Cane Creek (803) 637-5586	SC
2	Highway 28 Access	SC
3	Little River Quarry	SC



# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

**FILE** PROJECT No.  ,  **OFFICE**

**DATE**

P.I. No.

**FROM**

**TO** Ronald E. Wishon, Project Review Engineer

**SUBJECT REVISIONS TO PROGRAMMED COSTS**

PROJECT MANAGER

MNGT LET DATE

MNGT R/W DATE

**PROGRAMMED COST (TPro W/OUT INFLATION)**

CONSTRUCTION \$

RIGHT OF WAY \$

UTILITIES \$

**LAST ESTIMATE UPDATE**

DATE

DATE

DATE

**REVISED COST ESTIMATES**

CONSTRUCTION\* \$

RIGHT OF WAY \$

UTILITIES \$

\* Costs contain  % Engineering and Inspection

**REASON FOR COST INCREASE**

Yearly Update and revised plans from VE Study and USCOE  
Request for additional Bridge Clearance

**CONTINGENCY SUMMARY**

Construction Cost Estimate:	\$ 18,476,862.65	(Base Estimate)
Engineering and Inspection:	\$ 923,843.13	(Base Estimate x 5 %)
Total Fuel Adjustment	\$ 336,689.94	(From attached worksheet)
Total Liquid AC Adjustment	\$ 4,623.25	(From attached worksheet)
<b>Construction Total:</b>	<b>\$ 19,742,018.97</b>	

**REIMBURSABLE UTILITY COST**

Utility Owner	Reimbursable Cost

Attachments

STATE HIGHWAY AGENCY

DATE : 02/23/2011  
PAGE : 1

JOB DETAIL ESTIMATE

JOB NUMBER : 232310                      SPEC YEAR: 01  
DESCRIPTION: BRIDGE REPLACEMENT ON STATE ROUTE 47 OVER LITTLE RIVER

ITEMS FOR JOB 232310

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - BRST0-0076-01(036)	1.000	25295.00	25295.00
0010	201-1500		LS	CLEARING & GRUBBING - BRST0-0076-01(036)	1.000	360615.00	360615.00
0015	207-0203		CY	FOUND BKFILL MATL, TP II	23400.000	33.55	785070.00
0020	208-0100		CY	IN PLACE EMBANKMENT	65809.000	8.68	571222.12
0025	208-0500		TN	ROCK EMBANKMENT	288500.000	30.70	8856950.00
0030	310-1101		TN	GR AGGR BASE CRS, INCL MATL	9490.000	18.51	175659.90
0035	318-3000		TN	AGGR SURF CRS	250.000	19.13	4784.65
0040	402-1812		TN	RECYL AC LEVELING,INC BM&HL	300.000	72.49	21747.00
0045	402-3103		TN	REC AC 9.5 MM SP,TPII,GP2, INCL BM & H L	2550.000	73.28	186864.00
0050	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	3000.000	65.10	195300.00
0055	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	1940.000	64.86	125828.40
0060	413-1000		GL	BITUM TACK COAT	1950.000	3.27	6395.94
0065	433-1100		SY	REF CONC APPR SL/INCL CURB	294.000	200.06	58818.85
0070	436-1000		LF	ASPH CONC CURB - 6 IN	9858.000	5.43	53551.81
0075	441-0303		EA	CONC SPILLWAY, TP 3	4.000	2070.19	8280.76
0080	446-1100		LF	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	400.000	8.30	3322.58
0085	456-2015		GLM	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	3.000	1887.83	5663.50
0090	500-3101		CY	CLASS A CONCRETE	106.000	538.32	57062.62
0095	511-1000		LB	BAR REINF STEEL	616.000	1.03	638.93
0105	550-2180		LF	SIDE DR PIPE 18",H 1-10	72.000	33.15	2387.15
0110	550-3418		EA	SAFETY END SECTION 18",SD,4:1	2.000	494.17	988.35
0115	603-2024		SY	STN DUMPED RIP RAP, TP 1, 24"	1226.000	45.08	55268.45
0120	603-7000		SY	PLASTIC FILTER FABRIC	1226.000	4.05	4974.56
0125	634-1200		EA	RIGHT OF WAY MARKERS	16.000	95.17	1522.72
0130	641-1100		LF	GUARDRAIL, TP T	84.000	57.67	4844.37
0135	641-1200		LF	GUARDRAIL, TP W	9858.000	13.47	132816.83
0140	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	1.000	658.99	658.99
0145	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	1.000	1820.62	1820.63
0155	700-6910		AC	PERMANENT GRASSING	15.000	803.31	12049.75
0160	700-7000		TN	AGRICULTURAL LIME	15.000	56.76	851.53
0165	700-7010		GL	LIQUID LIME	48.000	19.23	923.16
0170	700-8000		TN	FERTILIZER MIXED GRADE	28.000	425.51	11914.39
0175	700-8100		LB	FERTILIZER NITROGEN CONTENT	750.000	2.62	1970.87
0180	163-0232		AC	TEMPORARY GRASSING	45.000	398.96	17953.42
0185	163-0240		TN	MULCH	300.000	202.06	60618.85
0190	163-0300		EA	CONSTRUCTION EXIT	2.000	1810.79	3621.60
0195	163-0520		LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	500.000	14.97	7485.48
0200	163-0528		LF	CONSTR AND REM FAB CK DAM -TP C SLT FN	3500.000	2.75	9640.37
0205	165-0010		LF	MAINT OF TEMP SILT FENCE, TP A	1700.000	0.64	1093.42

STATE HIGHWAY AGENCY

DATE : 02/23/2011  
PAGE : 2

JOB DETAIL ESTIMATE

0210	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	1700.000	0.76	1300.76
0215	165-0041		LF	MAINT OF CHECK DAMS - ALL TYPES	3500.000	0.86	3035.45
0220	165-0050		LF	MAINT OF SILT RETENTION BARRIER	2650.000	1.78	4735.92

untitled						
0225	165-0101	EA	MAINT OF CONST EXIT	2.000	849.29	1698.59
0230	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	2.000	396.05	792.11
0235	167-1500	MO	WATER QUALITY INSPECTIONS	24.000	542.33	13015.96
0240	170-1000	LF	FLOAT SILT RETENTION BARRIER	5300.000	12.44	65948.85
0245	171-0010	LF	TEMPORARY SILT FENCE, TYPE A	3500.000	2.04	7164.08
0250	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	3500.000	3.17	11104.80
0255	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	54.000	13.94	753.23
0260	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	54.000	21.09	1138.98
0265	636-2080	LF	GALV STEEL POSTS, TP 8	84.000	8.72	732.88
0270	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	20000.000	0.31	6296.80
0275	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	15000.000	0.26	3940.50
0280	654-1001	EA	RAISED PVMT MARKERS TP 1	250.000	3.45	864.66
0285	657-1085	LF	PRF PL SD PVT MKG,8",B/W,TP PB	1500.000	5.03	7553.03
0290	657-6085	LF	PRF PL SD PVMT MKG,8",B/Y,TPPB	1500.000	4.80	7202.24
0295	543-9000	LS	CONSTR OF BRIDGE COMPLETE - (800 X 40 X \$120)	1.000	3840000.00	3840000.00
0300	540-1102	LS	REM OF EX BR, BR NO - 1 (720x30x\$55)	1.000	1188000.00	1188000.00
0305	603-2024	SY	STN DUMPED RIP RAP, TP 1, 24"	10600.000	41.89	444050.54
0310	603-7000	SY	PLASTIC FILTER FABRIC	10600.000	3.84	40754.03
0330	626-0601	LF	TRAFFIC BARRIER, V	1300.000	130.68	169884.00
0335	626-0320	CY	MSE WALL BACKFILL MATERIAL	5000.000	43.00	215000.00
0340	627-1010	SF	MSE WALL FACE, 10 - 20 FT HT, WALL NO - 1	13675.000	44.27	605419.33

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ITEM TOTAL	18476862.65
INFLATED ITEM TOTAL	18476862.65

TOTALS FOR JOB 232310

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ESTIMATED COST:	18476862.69
CONTINGENCY PERCENT ( 0.0 ):	0.00
ESTIMATED TOTAL:	18476862.69

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**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>

<b>INCREASE ADJUSTMENT</b>
<b>125.00%</b>

<b>INCREASE ADJUSTMENT</b>
<b>125.00%</b>

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	9490.000	0.29	2752.10	0.24	2277.60	
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)	7790.000	2.90	22591.00	0.71	5530.90	
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				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
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				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
PSC Beams _____ (LF) Section 507				8.00		1.50		
PSC Beams _____ (LF) Section 507				8.00		1.50		
PSC Beams _____ (LF) Section 507				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				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		
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		
<b>SUM QF DIESEL=</b>			<b>25343.10</b>	<b>SUM QF UNLEADED=</b>			<b>7808.50</b>	
<b>DIESEL PRICE ADJUSTMENT(\$)</b>					<b>\$94,836.41</b>			
<b>UNLEADED PRICE ADJUSTMENT(\$)</b>					<b>\$26,849.53</b>			



# 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: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

## ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$94,836.41

UNLEADED PRICE ADJUSTMENT(\$) \$26,849.53

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$4,623.25

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$215,004.00

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

REMARKS:

# Department of Transportation State of Georgia

-----  
Interdepartmental Correspondence

**FILE** Preliminary R/W Cost Estimate **OFFICE** Atlanta  
**DATE** February 4, 2011

**FROM** Phil Copeland, Right of Way Administrator  
LaShone Alexander, Right of Way Cost Estimator

**TO** Foster Grimes, District Design Squad Leader

**SUBJECT** **Preliminary Right of Way Cost Estimate**  
**Project: BRST-076-1(36) Lincoln County**  
**P.I. No.: 232310**  
**Description: Bridge Replacement on SR 47 over Little River**

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

If you have any questions, please contact LaShone Alexander at One Georgia Center 600 West Parkway Street, NW Atlanta, GA 30308, Right of Way Office at (478) 553-1569 or (478) 232-4045.

PC: LA  
Attachments  
c: File

# Preliminary Right of Way Cost Estimate

  
**Phil Copeland**  
 Right of Way Administrator  
 By: LaShone B. Alexander

**Date:** February 4, 2011  
**Project:** BRST-076-1(36) Lincoln County UPDATE  
**Existing/Required R/W:** Varies/Varies  
**Project Termini :** Bridge Replacement on SR 47 over Little River on Clark Hill  
**Project Description:** Bridge Replacement on SR 47 over Little River  
**P.I. Number:** 232310  
**No. Parcels:** 1

**Land:** Res/Agric R/W: Permanent Esmt 5.06 AC @ \$4,000/acre \$ 20,240

**Improvements :** Misc. site improvements \$ 3,000

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

**Damage :** Consequential ( ) \$  
 Cost to Cure ( ) 0

Net Cost \$ 23,240

Net Cost		\$ 23240
Scheduling Contingency	55 %	12,782
Adm/Court Cost	60 %	<u>21,613</u>
		\$ 57,635

**Total Cost \$58,000**

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

## Grimes, Foster

---

**Subject:** FW: BRS00-0076-01(036), Lincoln County, PI No. 232310 - Environmental Cost

---

**From:** Hedeem, Meghan W.  
**Sent:** Wednesday, February 02, 2011 11:08 AM  
**To:** Grimes, Foster  
**Subject:** RE: BRS00-0076-01(036), Lincoln County, PI No. 232310 - Environmental Cost

Foster,

An estimated 3.9 acres of impact to the lake would require approximately 19 wetland mitigation credits. This project is located in the Upper Savannah watershed. Wetland mitigation credits (required for open water impacts) cost \$5,000 each. Therefore, this impact would cost approximately \$95,000 in mitigation.

Thank you,  
Meg

*Meghan W. Hedeem*  
GDOT Ecologist  
mhedeem@dot.ga.gov  
p# 404.631.1812

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**From:** Grimes, Foster  
**Sent:** Wednesday, February 02, 2011 10:09 AM  
**To:** Hedeem, Meghan W.  
**Subject:** BRS00-0076-01(036), Lincoln County, PI No. 232310 - Environmental Cost

Meghan,

I am working on a revised concept report for this project. Can you please provide me with an environmental estimate for 3.9 Acres of open water impacts?

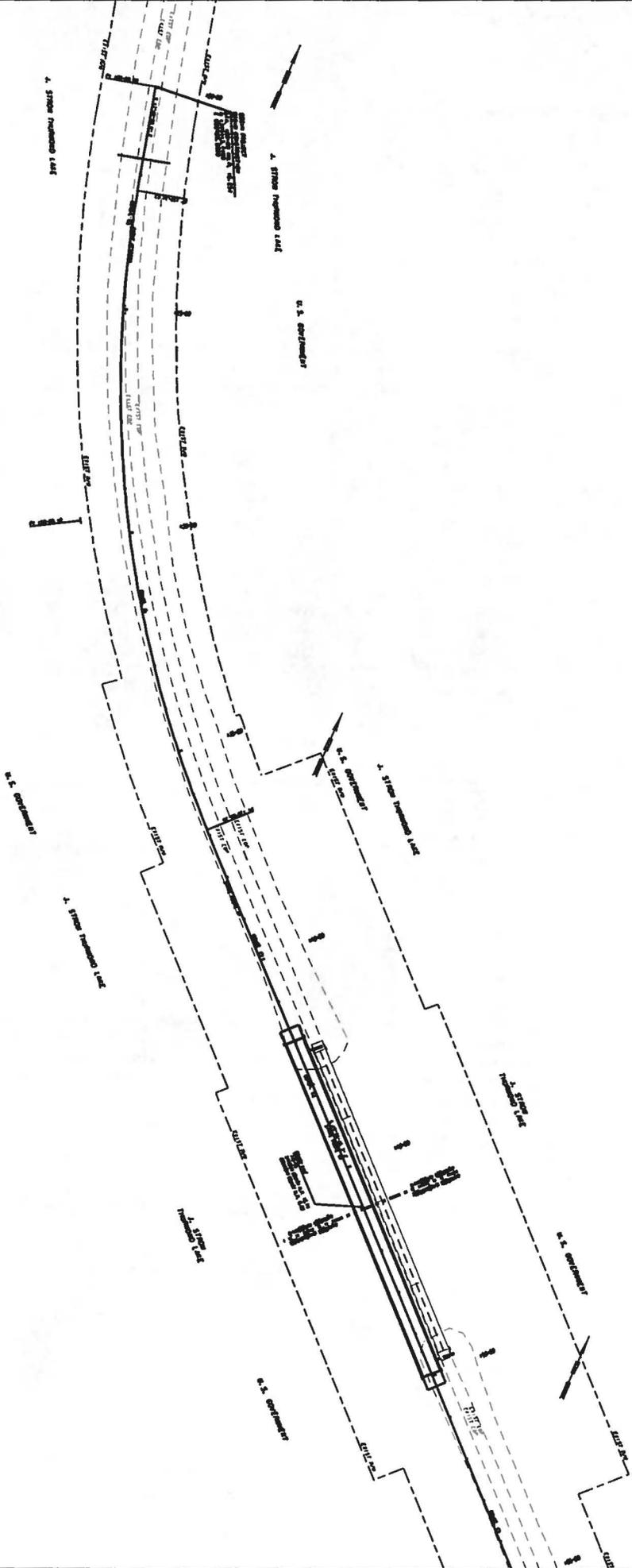
If you have any questions please let me know.

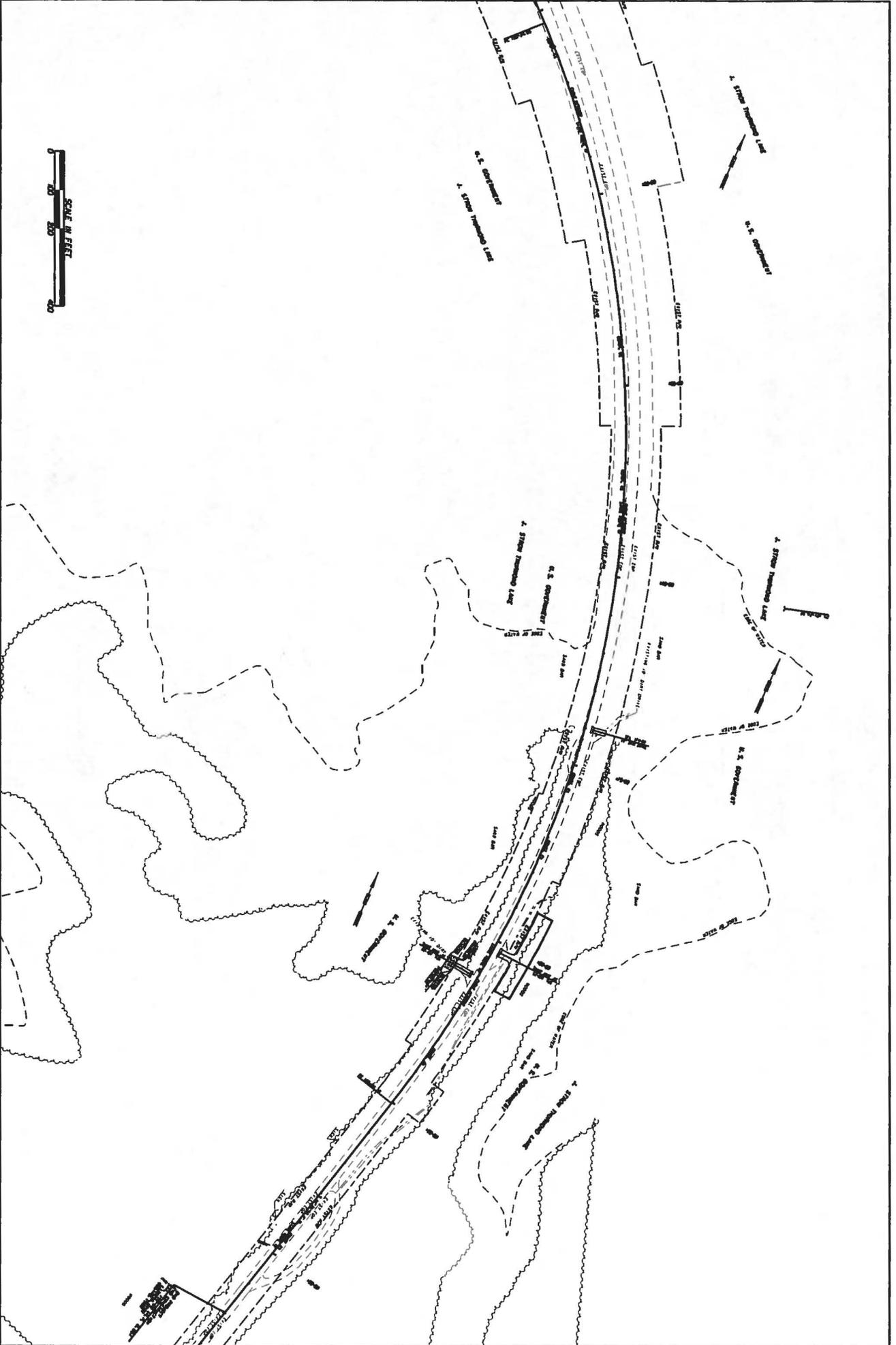
Thank you,

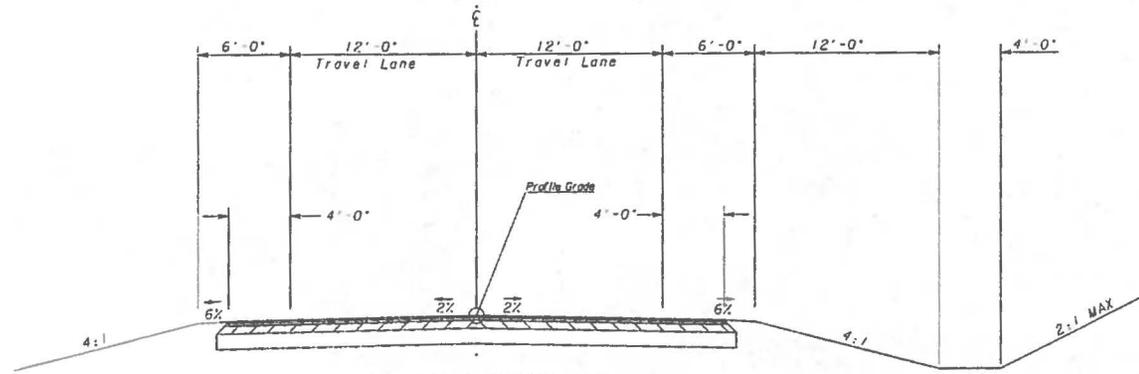
*Foster C. Grimes*  
District Design Squad Leader  
Georgia Department of Transportation  
District 2 Preconstruction Division  
Office of Design  
801 Highway 15 South/P.O. Box 8  
Tennille, Georgia 31089  
Phone (478)552-4643  
Fax (478)552-4677  
email at [fgrimes@dot.ga.gov](mailto:fgrimes@dot.ga.gov)



U.S. GOVERNMENT

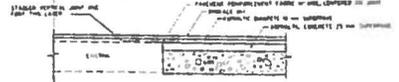




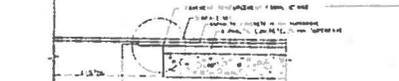


TANGENT SECTION

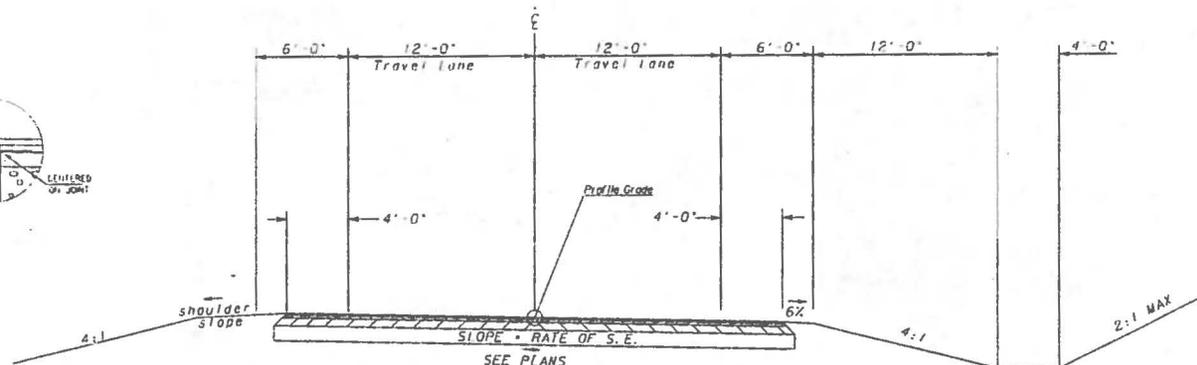
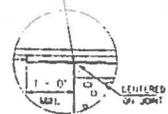
TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH TWO INCHES OR MORE OF ASPHALTIC CONCRETE



TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH LESS THAN TWO INCHES OF ASPHALTIC CONCRETE



MIN. 1" TOTAL LAYER AND 1/8" MIN. TO 1/4" OF ASPHALTIC CONCRETE TO BE PLACED. CURB OR W/ALL TOP SURF TO BE INCLUDED IN THE LAST INCHES OF PAVEMENT REINFORCING FABRIC.



SUPER ELEVATED SECTION

S. E. RATE	shoulder slope
2.0% OR 3.0%	4.0%
4.0% OR 5.0%	2.0%
6.0% OR 7.0%	1.0%
8.0% +	0.0%

REQUIRED PAVEMENT

- (A) ASPHALTIC CONCRETE 9.5 MM SUPERPAVE, 135 LBS./SQ. YD. TYPE II
- (B) ASPHALTIC CONCRETE 19 MM SUPERPAVE, 220 LBS./SQ. YD.
- (C) ASPHALTIC CONCRETE 25 MM SUPERPAVE, 440 LBS./SQ. YD.
- (D) GRADED AGGREGATE BASE, 8 IN.
- (E) ASPHALTIC CONCRETE LEVELING, AS REQ'D

**Need and Purpose:** *The existing 724-ft x 29.5-ft. bridge at this location was built in 1952 and has a sufficiency rating of 48.70. As per GDOT policy, once a bridge has a sufficiency rating of less than 50.00 it is to be evaluated for replacement. The bridge consist drive through truss on a concrete cap and two columns with spread footings. This bridge is a fracture critical structure and has been struck numerous times due to a low overhead clearance (minimum clearance is 14-ft-6-in) There is current damage on bridge due to vehicle impacts. The most significant damage is a torn connection plate at vertical 2; only one bolt is holding it in place. All spans in the deck exhibit minor pattern cracking. Minor pack rust is beginning to form at the connection plates with the floor beams. Heavy scaling is reported at bents 2, 3 and 4 at the water line. Due to the structural integrity and the low minimum vertical clearance replacement of this bridge is recommended.*

*SR 47 is a 2-lane highway that connects the Cities of Lincolnton and Evans. It is a medium to heavy state route with a Functional Classification of Rural Arterial. This particular portion of SR 47 is located on Lake Strom Thurmond and the bridge is located over Little River on the Lincoln / Columbia County line. The traffic is comprised of a mixture of light vehicles and trucks with school buses, tractor-trailers and emergency vehicles. SR 47 serves as a commuter route for local traffic as well as recreational users of Lake Thurmond during the summer months. SR 47 has 100-ft of existing right of way (50-ft. each side).*

*Since this portion of SR 47 is located within the water boundaries of Lake Thurmond, the project terminus was established using engineering principles as to what roadway improvements are necessary to relocate SR 47 and meet all AASHTO Green Book criteria. Also, context sensitive design was considered by designing the new alignment of SR 47 to flow as similar to the existing alignment in order for the route to appear the same as it currently does. This will maintain the visual impacts that the bridge has to this area.*

*The need currently exists to replace the structurally deficient bridge and provide a wider bridge at this location. The purpose of this project is to replace this bridge and improve operations for vehicles in this area for all users.*

## Grimes, Foster

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**From:** Bennett, Clayton  
**Sent:** Monday, May 23, 2011 8:34 AM  
**To:** Grimes, Foster  
**Subject:** 2011-05-23, PI 232310, Lincoln Co..docx  
**Attachments:** 2011-05-23, PI 232310, Lincoln Co..docx

Foster,

Find attached the one paragraph justification statement for the subject project. Please include this in your other supporting documentation.

Clayton Bennett

**PI 232310**

**Clayton Bennett**

**May 23, 2011**

This bridge (Structure ID 181-0017-0; SR 47 over Little River) was built in 1952. The bridge consists of drive through truss on a concrete cap and 2 columns with spread footings. The bridge has a Sufficiency Rating of 48.70. This bridge is a fracture critical structure and has been struck numerous times due to a low overhead clearance (minimum clearance is 14'-6"). There is current damage on bridge due to vehicle impacts. The most significant damage is a torn connection plate at vertical 2; only one bolt is holding it in place. All spans in the deck exhibit minor pattern cracking. Minor pack rust is beginning to form at the connection plates with the floor beams. Heavy scaling is reported at bents 2, 3, and 4 at the water line. Due to the structural integrity and the low minimum vertical clearance replacement of this bridge is recommended.

**Benefit Cost Analysis Work Sheet  
CONGESTION Projects**

*BRST0-0076-01(036)*

*232310*

*Columbia/Lincoln County*

Bridge Replacement on SR 47 over Little River

**Congestion Benefit = Tb + CMb + Fb**

**Person Time Savings Benefit (Tb)**

*Db (hrs)	0.06
ADT	9,000.00
Tb (\$s)	\$18,562,500.00

**Commercial or Truck Time Savings Benefit (CMb)**

Db (hrs)	0.06
% Truck Traffic	0.09
ADT	9,000.00
CMb	\$8,826,975.00

**Fuel Savings Benefit (Fb)**

ADT	9,000.00
Fb (\$s)	\$6,468,750.00

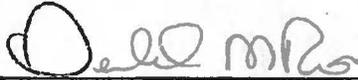
<b>Total Congestion Benefit</b>	<b>\$33,858,225.00</b>
<b>Total Project Cost</b>	<b>\$19,615,250.35</b>
<b>B/C Ratio</b>	<b>1.73</b>





A-13	Construct the bridge with a shallower depth 90 foot center span using Type III PSC beams and use steel plate girders for the remaining structure	\$124,000	No	The proposed project provides two alternates for the construction of the bridge using a PSC Bulb-T alternate and a steel plate girder alternate. Type III PSC beams may be unstable at a 90 foot span; generally this length of span would require a Type IV or a 54" Bulb-T. In addition, mixing structure types would not meet the required aesthetics.
D-2	Eliminate the Foundation Backfill Material on top of the Rock Embankment	\$42,000	No	Type II backfill material must be placed along the top of the rock embankment bench area in order for silt fence to be properly installed.
F-3	Use sheet piling to stabilize the inside of the new embankment and shift the new alignment 20 feet closer to the existing roadway	\$1,220,000	Yes, with modifications	The proposed alignment can be shifted closer to the existing roadway; however, this will be accomplished using a temporary retaining wall in lieu of a sheet pile wall. The actual wall type will be determined by the Contractor in order to obtain the best price.
F-5	Construct an MSE wall along the edge of the existing/new rock embankment to hold the new roadway embankment	\$1,969,000	No	Constructing an MSE wall at this site is not recommended. The proposed wall would be constructed overtop of portions of the existing fill, rock embankment and proposed embankment. An MSE wall constructed in this manner would be susceptible to stability failures as well as differential settlement.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 9/30/10  
Gerald M. Ross, PE, Chief Engineer

REW/LLM  
Attachments

- c: Ben Buchan  
George Brewer/Alan Smith/Foster Grimes/Robin Tanner  
Paul Liles/Bill Duvall/Bill Ingalsbc/Cindy Pollard  
Jim Kitchings  
Russell Merritt/Lynn Bean  
Ken Werho  
Lisa Myers  
Matt Sanders

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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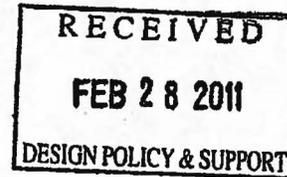
**INTERDEPARTMENT CORRESPONDENCE**

*FCG*  
File BRST0-0076-01(036) Columbia/Lincoln County Office Tennille-Design  
P.I. # 232310  
Bridge Replacement on State Route 47 over Little River DATE February 23, 2011

From Alan Smith, District Design Engineer

To Brent Story, State Design Policy Engineer

SUBJECT **Design Exception Request - Shoulder width**



Approval of a Design Exception is requested for this project.

This project is the replacement of a functionally obsolete and structurally deficient bridge on State Route 47 over Lake Strom Thurmond/Little River, 10.5 miles southeast of Lincolnton, Georgia at the Columbia/Lincoln County Line. The existing typical section consists of 6-ft. rural shoulders of which 2-ft. is paved. The existing 724-FT. x 29.5-FT. bridge was built in 1952 and has a sufficiency rating of 49. The bridge consists of a steel truss system with a reinforced concrete deck and steel beam underneath. State Route 47 is a two lane highway that connects the cities of Lincolnton and Evans. Traffic is projected to be 5,850 ATD and 9,000 ADT in the years 2014 and 2034 respectively. The posted speed and design speed are 55 MPH.

The construction proposes to relocate State Route 47 approximately 31-FT. to 45-FT. east of its existing location, beginning at M.P. 16.25(Lincoln County) and ending at M.P. 0.85(Columbia County) extending a total of 1.34 miles. The proposed new structure will be 800-FT. x 40-FT. and will be located just east of the existing bridge structure. The relocated State Route 47 will consist of one 12-FT travel lane in each direction with 6-FT rural shoulders. The shoulders will be widened to 11.5-FT. to

**BRST0-0076-01(036) Columbia/Lincoln County**  
**P.I. No. 232310**  
**Bridge Replacement on State Route 47 over Little River**  
**Design Exception Request**

accommodate guardrail as needed. Traffic will be maintained on the existing alignment during construction.

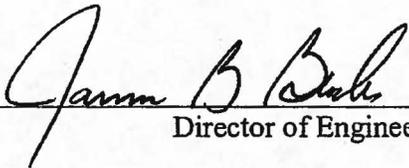
The project shoulder width on this project will not meet the recommended requirements in the current publication of A Policy on Geometric Design of Highway and Streets. The recommended shoulder width for Rural Arterials with the ADT over 2000 is 8-ft. As a result of the Value Engineering Study, this project proposes to construct 6-ft. shoulders, which matches the existing shoulder width with an additional 5.5-ft. of width for guardrail installation. An exception is being requested to allow the use of the 6-ft. wide shoulders for this project.

This project is located completely over waters of Lake Thurmond in Lincoln County. Constructing 8-ft. shoulders on this portion of State Route 47 would require excessive placement of rock embankment in the lake which results in greater impacts to open waters and escalates construction costs. A cost comparison has been studied for the use of 6-ft. shoulders verses 8-ft. shoulders, which would result in a cost savings to the department of \$462,910.86. A review of the available accident data at this location revealed 3 accidents with no injuries have occurred along this section of roadway for the years 2006, 2007 and 2008. This data indicates that the accident rate, when compared to similar roadways with the same functional classification, is lower than the statewide average. Data was incomplete for the years 2009 and 2010 and was not considered.

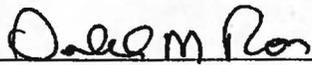
Guardrail will be installed along SR 47 from M.P. 16.25(Columbia County) to M.P. 0.51(Lincoln County) for a total length of roadway of 0.85 miles. The face of guardrail will be located as per GDOT Std. 4052 which is 2-ft. from the normal shoulder width of 6-ft. This width will create an 8-ft. refuge width for a stranded vehicle to pull off the roadway. Also, as an additional mitigation effort, Ground in place rumble strips will be installed with this project to further alert drivers that they are leaving the roadway.

**BRST0-0076-01(036) Columbia/Lincoln County**  
**P.I. No. 232310**  
**Bridge Replacement on State Route 47 over Little River**  
**Design Exception Request**

This office recommends that this design exception be approved for implementation.

Concur:   
Director of Engineering

3/11/11  
Date

Approved:   
Chief Engineer

3/12/2011  
Date

**Attachments:**

- Location Map
- Cost Estimates
- Accident Data
- Value Engineering Implementation Letter

## Grimes, Foster

---

**From:** Davis, Jill A SAS [Jill.A.Davis@usace.army.mil]  
**Sent:** Monday, July 26, 2010 8:02 AM  
**To:** Grimes, Foster  
**Cc:** Spiller, Christopher D SAS; Boyd, Susan R SAS  
**Subject:** Bridge Height

Hi Foster,

I spoke with Chris and our request was to have a portion of the new construction be 18' above the current bridge clearance, which is 11'. This would be the current 11' plus the additional 18' which would bring it to 359 msl. (330 msl plus 29'). Let me know if you have any questions.

Thank you!

Jill Davis

USACE

Thurmond Lake

864 333 1138

# Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:181-0017-0		Lincoln	SUFF. RATING: 48.70		
<b>Location &amp; Geography</b>				<b>Signs &amp; Attachments</b>	
Structure ID:	181-0017-0	*104 Highway System:	0	225 Expansion Joint Type:	01
200 Bridge Information:	06	*26 Functional Classification:	06	242 Deck Drains:	1
*6A Feature Int:	LITTLE RIVER	*204 Federal Route Type:	F No: 00781	243 Parapet Location:	0
*6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0
*7A Route No Carried:	SR00047	*110 Truck Route:	0	Width:	0
*7B Facility Carried:	SR 47	2006 School Bus Route:	0	238 Curb Height:	1
9 Location:	10.5 MI SE OF LINCOLNTON	217 Benchmark Elevation:	0000.00	Curb Material:	1
2 Dot District:	2	218 Datum:	0	239 Handrail:	2.2
207 Year Photo:	2010	*19 Bypass Length:	23	*240 Medium Barrier Rail:	0
*91 Inspection Frequency:	24 Date: 12/13/2010	*20 Toll:	3	241 Bridge Median Height:	0
92A Fract Crit Insp Freq:	2 Date: 12/13/2010	*21 Maintenance:	01	* Bridge Median Width:	0
92B Underwater Insp Freq:	2 Date: 11/19/2010	*22 Owner:	01	230 Guardrail Loc. Dir. Rear:	3
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	2	Fwrd:	3
*4 Place Code:	00000	37 Historical Significance:	5	Oppo. Dir. Rear:	0
*5 Inventory Route(O/U):	1	205 Congressional District:	10	Oppo. Fwrd:	0
Type:	3	27 Year Constructed:	1952	244 Approach Slab:	3
Designation:	1	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	00047	33 Bridge Medium:	0	233 Posted Speed Limit:	55
Direction:	0	34 Skew:	00	236 Warning Sign:	1.00
*16 Latitude:	33 41.5703 HMMS Prefix:SR	35 Structure Flared:	0	234 Delineator:	1.00
*17 Longitude:	82 -20 3026 HMMS Suffix:00 MP:16.50	38 Navigation Control:	0	235 Hazzard Boards:	1
98 Border Bridge:	000%Shared:00	213 Special Steel Design:	9	237 Utilities Gas:	00
99 ID Number:	0000000000000000	267 Type of Paint:	5	Water:	00
*100 STRAINNET:	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:	1811004700	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:	4 10	Aerial:	0
*264 Road Inventory Mile Post:	016.50	45 No.Spans Main:	004	*248 County Continuity No.:	00
*208 Inspection Area:	2 Initials: EFP	44 Structure Type Appr:	0 00		
Engineer's Initials:	kww	46 No Spans Appr:	0000		
* Location ID No:	181-00047D-016.50E	226 Bridge Curve Horz:	0 Vert: 1		
		111 pier Protection:	0		
		107 Deck Structure Type:	1		
		108 Wearing Structure Type:	1		
		Membrane Type:	8		
		Deck Protection:	8		

# Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:181-0017-0

Programme Data		Measurements		Rating	
201 Project No:	SAP 961 (3)	*29ADT	004280 Year:2007	65 Inventory Rating Method:	2
202 Plans Available:	4	109%Trucks	0	63 Operating Rating Method:	2
249 Prop Proj No:	BRST-076-1 (36)	* 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:	232310-	* 48 Max. Span Length	0200	231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	724	II-Modified:	20 0
260 Seismic No:	00000	51 Br. Rwdy. Width	24.00	HS-Modified:	25 0
75 Type Work:	31 1	52 Deck Width:	29.50	Type 3:	26 0
94 Bridge Imp. Cost:	\$5,539	* 47 Tot. Horiz. Cl:	24	Type 3s2:	40 0
95 Roadway Imp. Cost:	256	50 Curb / Sidewalk Width	2.00 / 2.00	Timber:	35 0
96 Total Imp Cost:	6515	32 Approach Rdwy. Width	028	Piggyback:	40 0
76 Imp Length:	002044	*229 Shoulder Width:		261 H Inventory Rating:	15
97 Imp Year:	1990	Rear Lt:	2.50 Type:2 Rt:1.50	262 H Operating Rating	22
114 Future ADT:	006420 Year:2027	Fwd. Lt:	2.50 Type:2 Rt:2.50	67 Structural Evaluation:	5
Hydraulic Data		Permanent Width:		58 Deck Condition:	6
215 Waterway Data:		Rear:	23.50 Type:2	59 Superstructure Condition:	6
High Water Elev:	0335.0 Year:1952		23.30 Type:2	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	Intersection Rear:	0 Fwd: 0	60A Substructure Condition:	6
Avg Streambed Elev:	0213.0	36 Safety Features Br. Rail:	2	60B Scour Condition:	8
Drainage Area:	00089	Transition:	2	60C Underwater Condition	6
Area of Opening:	058000	App. G. Rail:	2	71 Waterway Adequacy:	8
113 Scour Critical:	U	App. Rail End:	2	61 Channel Protection Cond.:	8
216 Water Depth:	95 Br.Height:23.5	53 Minimum Cl. Over:	15' 00"	68 Deck Geometry:	2
222 Slope Protection:	1	Under:		69 UnderClr. Horz/Vert:	N
221 Slope Protection:	0 Fwd:0	*228 Minimum Vertical Cl		72 Appr. Alignment:	7
219 Fender System:	0	Act. Odm Dir.:	15' 00"	62 Culvert:	N
220 Dolphin:	0	Oppo. Dir:	99' 99"	Pavement Data	
223 Current Cover:	000	Posted Odm. Dir:	14' 06"	70 Bridge Posting Required	5
Type:	0	Oppo. Dir:	00' 00"	41 Struct Open, Posted, CL:	A
No. Barrels:	0	55 Lateral Undercl. Rt:	N 0 0	* 103 Temporary Structure:	0
* Width:	0.00 Height:0.00	56 Lateral Undercl. Lt:	0.00	232 Posted Loads	
* Length:	0 Apron:0	*10 Max Min Vert Cl:	14' 11" Dir:3	H-Modified:	00
265 U/W Insp. Area:	1 Diver:WSR	39 Nav Vert Cl:	000 Horiz:0000	HS-Modified:	00
Location ID No:	181-00047D-016.50E	116 Nav Vert Cl Closed:	000	Type 3:	00
		245 Deck Thickness Main Deck Thick Approach:	7.00	Type 3s2:	00
		246 Overlay Thickness:	0.00	Timber:	00
			0.00	Piggyback	00
		212 Year Last Painted:	Sup:1999Sub:0000	253 Notification Date:	02/01/1901
				258 Fed Notify Date:	2/1/1901 12:00:00AM