

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 331910-, Spalding County **OFFICE** Preconstruction
BRSLB-2083(2)
CR 508/Jordan Hill Road over
Troublesome Creek **DATE** March 6, 2006

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

TO *102-* SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

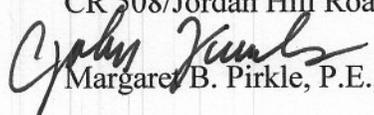
DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Thomas Howell
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 331910-, Spalding County **OFFICE** Preconstruction
 BRSLB-2083(2)
 CR 508/Jordan Hill Road over Troublesome Creek **DATE** March 2, 2006

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

TO David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the replacement of a structurally deficient bridge on CR 508/Jordan Hill Road over Troublesome Creek, 5.0 miles north of Griffin, Georgia. The existing bridge, constructed in 1958, is load limited with a sufficiency rating of 19. County Road 508 at this location is a rural two lane roadway with 10.5' travel lanes with rural shoulders. Traffic is projected to be 1,100 VPD and 1,500 VPD in the years 2008 and 2028 respectively. The posted speed and the design speed are 45 MPH.

The construction proposes to construct a new 100' x 32' concrete bridge over Troublesome Creek at the existing bridge site. The approaches will consist of two, 12' lanes with 6' rural shoulders. The existing roadway will be closed during construction.

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

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$924,000	\$121,000	LICO	2009
Right-of-Way & Utilities*	Local	Local		

*Spalding County signed PMA on 3-7-05 for right-of-way and utilities.

David Studstill

Page 2

P. I. No. 331910-, Spalding

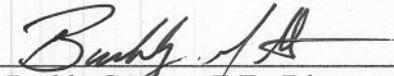
March 2, 2006

I recommend this project concept be approved.

MBP:JDQ/cj

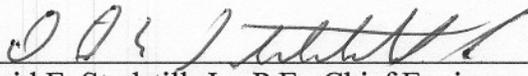
Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

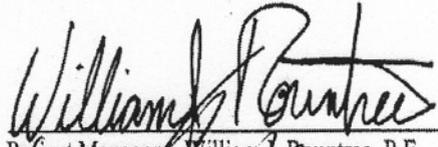
APPROVE



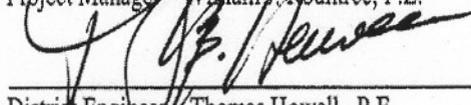
David E. Studstill, Jr., P.E., Chief Engineer

Recommendation for approval:

DATE 2/27/06


Project Manager - William J. Rountree, P.E.

DATE 2/27/06


District Engineer - Thomas Howell, P.E.

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 2/28/06


State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental / Location Engineer

DATE _____

Project Review Engineer

DATE _____

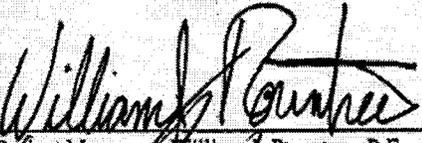
State Traffic Safety and Design Engineer

DATE _____

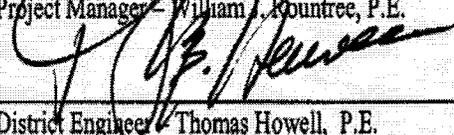
State Bridge & Structural Engineer (Bridge or Wall Projects)

Recommendation for approval:

DATE 2/27/06


Project Manager - William J. Rountree, P.E.

DATE 2/27/06


District Engineer - Thomas Howell, P.E.

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DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental / Location Engineer

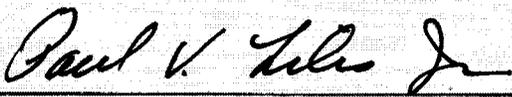
DATE _____

Project Review Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 6/4/06


State Bridge & Structural Engineer (Bridge or Wall Projects)

Project Concept Report page 27
Project Number: BRSLB-2083(2)
P.I. Number: 331910
County: Spalding

NOTICE OF LOCATION AND DESIGN APPROVAL

**BRSLB-2083(2) Spalding County
P.I. No. 331910**

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

The date of location approval is MARCH 6, 2006

This project consists of replacing the bridge on CR 508/Jordan Hill Road over Troublesome Creek located 5 miles north of Griffin, Georgia. The project is in the Georgia Militia District 1069, Land District 3, Land lots 169 and 184.

This project replaces the existing bridge on CR 508/Jordan Hill Road over Troublesome Creek in Spalding County with a 100' x 32' bridge. The approaches will consist of two 12' lanes with 6' shoulders. The road will be closed during construction.

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

David Coleman, Area Engineer
david.coleman@dot.state.ga.us
1001 Highway 19 South
Griffin, GA. 30223
1-770-228-7205

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

William J. Rountree, P.E., District Design Engineer
Department Of Transportation
bill.rountree@dot.state.ga.us
715 Andrews Drive
Thomaston, Georgia 30286-4524
(706) 646-6604

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

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: BRSLB-2083(2)		County: Spalding		PI No.: 331910	
Report Date:		Concept By: GMT			
		DOT Office: Thomaston			
<input checked="" type="checkbox"/> CONCEPT		Consultant:			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major	<input type="checkbox"/> Urban	<input type="checkbox"/> ATMS	
		<input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Rural	<input checked="" type="checkbox"/> Bridge	
				<input type="checkbox"/> Building	
				<input type="checkbox"/> Interchange	
				<input type="checkbox"/> Intersection	
				<input type="checkbox"/> Interstate	
				<input type="checkbox"/> New Location	
				<input type="checkbox"/> Widening & Reconstruction	
				<input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgment	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

C.R. 508/JORDAN HILL RD. AT TROUBLESOME CREEK

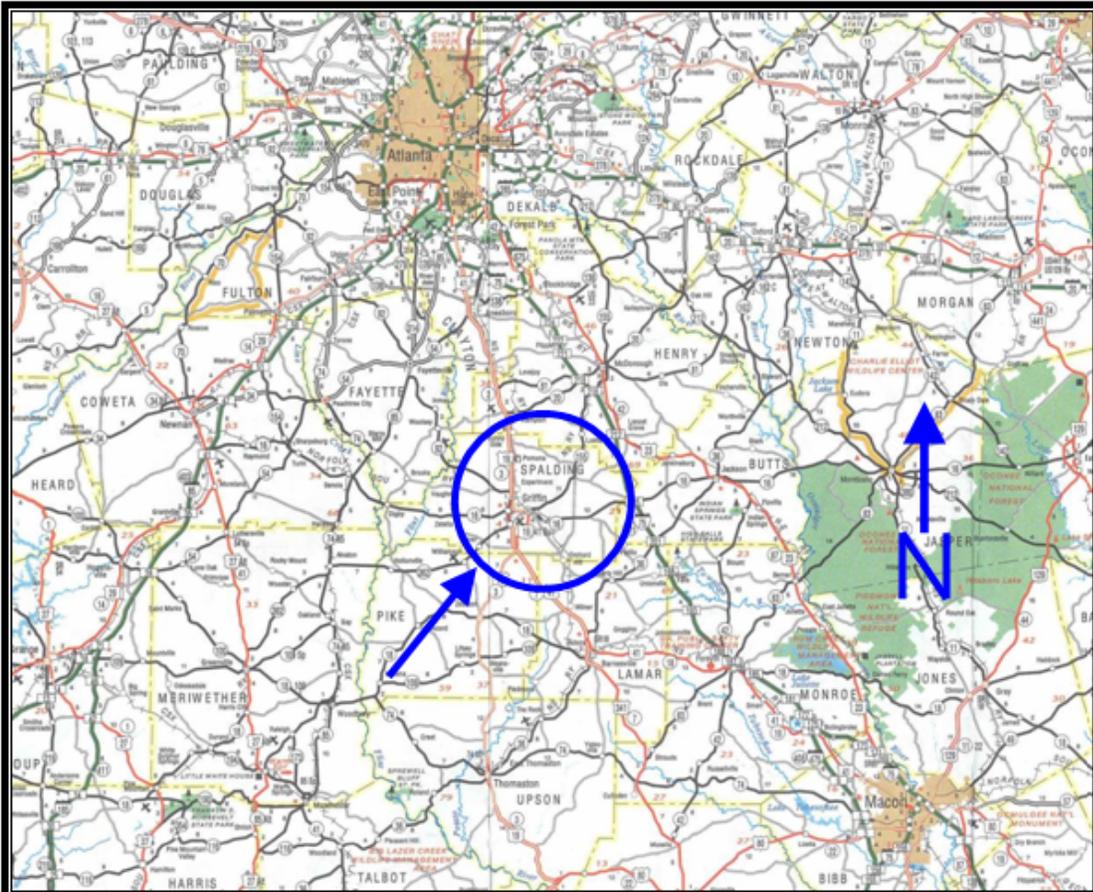
Project Number: BRSLB-2083(2)

County: Spalding

P.I. Number: 331910

FEDERAL ROUTE NO: N/A

STATE ROUTE NO: N/A

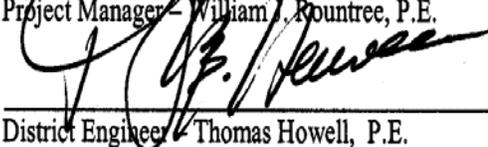


Recommendation for approval:

DATE 2/27/06


Project Manager - William J. Rountree, P.E.

DATE 2/27/06


District Engineer - Thomas Howell, P.E.

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 _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental / Location Engineer

DATE _____

Project Review Engineer

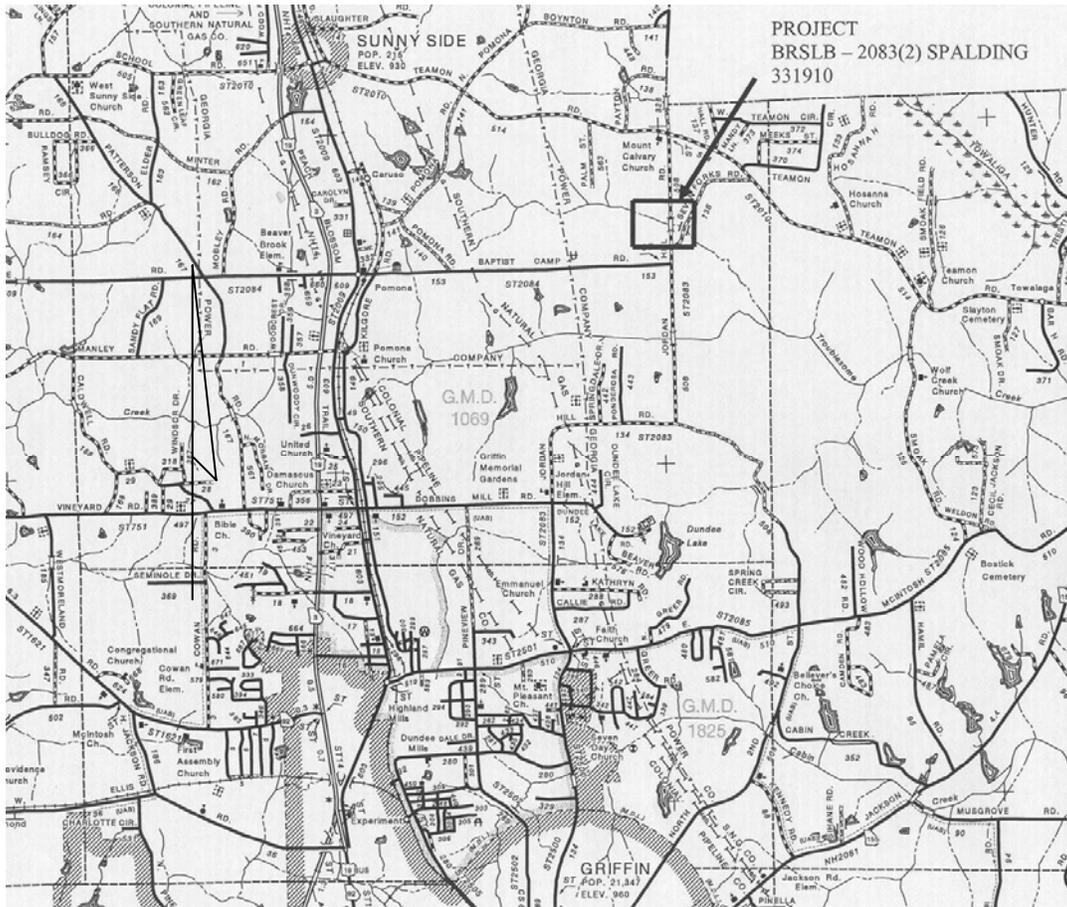
DATE _____

State Traffic Safety and Design Engineer

DATE _____

State Bridge & Structural Engineer (Bridge or Wall Projects)

Project Location Map



Scale: Not to scale

Project: BRSLB-2083(2) Spalding County, P. I. No. 331910

Description: Bridge Replacement on C. R. 508 / Jordan Hill Road over Troublesome Creek in Spalding County.

Need and Purpose:

Bridge project BRSLB-2083(2) will replace the structurally deficient bridge located on CR 508/Jordan Hill Road over Troublesome Creek. The bridge's sufficiency rating is 19.71. The sufficiency rating, a number from 0 to 100, is a method of evaluating data by calculating four separate factors to obtain a numeric value that is indicative of a bridge's sufficiency to remain in service. The resulting rating would range between zero (0), which represents an entirely insufficient or deficient bridge; and 100, which represents an entirely sufficient bridge. The Office of Bridge Maintenance has determined that any structure with a sufficiency rating less than 50 should be replaced rather than improved. Recommended due to an existing structurally deficient and functionally obsolete bridge this project will replace the existing bridge with a structurally adequate bridge.

CR 508/Jordan Hill Road has two (2) 10.5 ft lanes with two (2) 2.3 ft unpaved shoulders. The bridge has a deck width of 25.60 ft, providing insufficient shoulder width on the bridge. The substructure has concrete caps with minor horizontal and vertical cracking, and pile #9 needs a sleeve to connect the two piles at abutment 1. The deck has minor shrinkage and transverse cracking, light scaling, and minor pop outs on panel ends. The super structure has minor bottom hairline transverse cracks.

Other Projects in the Area

- P.I. #331720, BRSLB-2083(1), CR 508 North of SR 16 @ Troublesome Creek, Bridge Replacement Project.
 - This project is a long range project.

This section of CR 508/Jordan Hill Road is classified as a rural major collector. There are no bicycle routes on this section of roadway but there are recommendations to provide wider sidewalks to service an elementary school nearby. This section of CR 508/Jordan Hill Road is designated a school bus route. The 2004 AADT on this roadway was 1,000. Using a 1% growth rate the AADT in 2009 will be 1,100 and 1,500 in 2029. This bridge was constructed in 1958, indicating that it is near the end of its 50 year life span. Providing a new and wider bridge will replace an existing structurally deficient and functionally obsolete bridge and improve access to the area.

Description of the proposed project:

The approximate project length is 0.208 miles. The project location is in Spalding County, (5) five miles north of Griffin on Jordan Hill Road over Troublesome Creek.

The proposed project calls for the replacement of the existing bridge. The existing bridge is 40 feet long and 25.60 feet wide, providing insufficient shoulder width on the bridge, and has minor bottom hairline transverse cracks. The bridge sufficiency rating is 19.71.

The existing road is approximately 2 – 10.5 feet lanes with two (2) 2.3 feet unpaved shoulders. The proposed road will pave both approaches to the bridge with asphaltic concrete paving. The proposed roadway width is 24 feet with 6 feet grassed shoulders. The proposed horizontal and vertical geometrics will be designed to meet 45 mph design.

The north and south ends of the project will tie into existing asphaltic concrete paving.

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

C.R. 508 / Jordan Hill Road is 2 lanes open to through traffic and the limits are 550 feet to the north and 550 feet to the south of the center of Troublesome Creek.

PDP Classification: Major Minor

Federal Oversight: Full Oversight , Exempt , State Funded , or Other

Functional Classification: Rural Minor Collector

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

Traffic (AADT):

Current Year: (2009) 1,100 Design Year: (2029) 1,500

$K = 9\%$

$D = 60\%$

$T = 8\%$

24 HR T = 10%

Existing design features:

- Typical Section: Two (2) 10.5 ft paved lanes with two (2) 2.3 ft unpaved shoulders.
- Posted speed 45 mph Maximum degree of curvature: N/A
- Maximum grade: 4.26 % % (List mainline, cross roads, and driveways)
- Width of right of way: 60 ft.
- Major structures: 40 x 25.60 ft two lane bridge over Troublesome Creek, Suff. Rating 19.71
- Major interchanges or intersections along the project: N/A
- Estimated length of project: 0.208 miles.

Proposed Design Features:

- Proposed typical section(s): Two 12 foot lanes with 6 foot shoulders
- Proposed Design Speed Mainline 45 mph
- Proposed Maximum grade Mainline 7 % Maximum grade allowable 7 %.
- Proposed Maximum grade Side Street N/A Maximum grade allowable N/A.

- Proposed Maximum grade driveway 15 %
- Proposed Maximum degree of curve N/A. Maximum degree allowable N/A.
- Right of way
 - Width 140 ft.
 - Easements: Temporary , Permanent , Utility , Other .
 - Type of access control: Full , Partial , By Permit , Other .
 - Number of parcels: 3 Number of displacements: 0
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other:
- Structures:
 - Bridge – 100’ x 32’ reinforced concrete bridge.
 - Retaining walls – None anticipated
- Major intersections and interchanges: N/A
- Traffic control during construction: Road will be closed
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances; None expected
- Environmental concerns: [Anticipate a NW23/404 Permit](#)
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes , No .
 - Categorical exclusion .
 - Environmental Assessment/Finding of No Significant Impact (FONSI) , or Environmental Impact Statement (EIS) .
- Utility involvements: Electricity(Central Georgia EMC),Tele Communication (Bell South), TV (Comcast), and Water (Spalding County Water)

Project responsibilities:

- Design - GDOT
- Right of Way Acquisition, Spalding County
- Relocation of Utilities – Spalding County
- Letting to contract - GDOT
- Supervision of construction - GDOT

- Providing material pits - Contractor
- Providing detours - Spalding County

Coordination

- Concept meeting date and brief summary. February 15, 2006
- P. A. R. meetings, dates and results. - N/A
- FEMA, USCG, and/or TVA - N/A
- Public involvement - Detour Public Information Meeting
- Local government comments. None
- Other projects in the area - . P.I. #331720, BRSLB-2083(1), CR 508 North of SR 16 @ Troublesome Creek, Bridge Replacement Project. This project is a long range project.
- Other coordination to date. None
- Railroads N/A

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 6 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 3 Months.
- Time to complete the Section 404 Permit: 4 Months.
- Time to complete final construction plans: 3 Months.
- Time to complete to purchase right of way: 9 Months.

Comments: None

- List other major items that will affect the project schedule: None

Other alternates considered: No Build

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
2. Sketch location map,
3. Typical sections,
4. Bridge inventory,
5. Minutes of Concept meetings,
6. Proposed Offsite Detour Location Map
7. PMA’s,
8. Location and Design Notice (On Minor Projects),

PRELIMINARY COST ESTIMATE

PREPARED BY: GMT

PROJECT LENGTH: 0.208 Miles

ESTIMATED LETTING DATE:

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

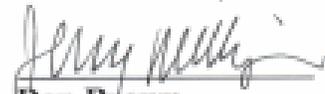
PROJECT COST	
A. RIGHT-TO-WAY:	
1. PROPERTY (LAND & EASEMENT(2.02 ac) 88,000sf @ \$0.50/sf)	\$
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0	\$
3. OTHER COST (ADM./COST, INFLATION)	\$
SUBTOTAL:A	\$ 146,400.00
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$
2. TRANSMISSION LINES	\$
3. SERVICES	\$ 0
(PMA cost by Spalding County \$ 105,000.00) SUBTOTAL:B	\$ 0
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	\$
a. OVERPASSES	\$
b. OTHER (100' x 32' Reinf. Conc. Bridge over Stream- \$70/sq. ft.)	\$ 224,000.00
SUBTOTAL:C-1	\$ 224,000.00
2. GRADING AND DRAINAGE:	
a. EARTHWORK (50,000 cy @ \$5.00/cy)	\$ 250,000.00
b. DRAINAGE:	
1) Cross Drain Pipe (LUMP)	\$ 50,000.00
2) Curb and Gutter (ft @ \$10.00/ft)	\$ 0.00
3) Longitudinal System(include catch basins)	\$
SUBTOTAL:C-2	\$ 300,000.00
3. BASE AND PAVING:	
a. AGGREGATE BASE (1800 Ton @ \$22.00/ Ton)	\$ 39,600.00

PROJECT COST		
b. ASPHALT PAVING: Surface (190 Ton @ \$60.00/ Ton)	\$ 11,400.00	
Binder (300 Ton @ \$60.00/ Ton)	\$ 18,000.00	
Base (1200 Ton \$60.00/ Ton)	\$ 72,000.00	
SUBTOTAL:C-3.b	\$	101,400.00
c. CONCRETE PAVING		\$
d. OTHER (Bituminous Tack: 220 Gal @ 1.00/ Gal)		\$ 220.00
SUBTOTAL:C-3	\$	141,220.00
4. LUMP ITEMS:		
a. GRASSING (2.02 ac @ \$1,600/ ac)		\$ 3,232.00
b. CLEARING AND GRUBBING (2.02 ac @ \$5,000/ ac)		\$ 10,100.00
c. LANDSCAPING		\$
d. EROSION CONTROL (LUMP)		\$ 100,000.00
e. TRAFFIC CONTROL		\$ 20,000.00
SUBTOTAL:C-4	\$	133,332.00
5. MISCELLANEOUS:		
a. LIGHTING ()		\$
b. SIGNING - MARKING (34 ft ² signing material @ \$21.00/ ft ²)		\$ 714.00
c. GUARDRAIL – (400 ft @ \$10.00/ ft)		\$ 4,000.00
d. SIDEWALK (yd ² @ \$20.00/ yd ²)		\$
SUBTOTAL:C-5	\$	4,714.00
6. SPECIAL FEATURES: NONE		
SUBTOTAL:C-6	\$	

ESTIMATE SUMMARY	
A. RIGHT-OF-WAY (Spalding county - \$ 146,400.00)	\$ 0.00 (PMA)
B. REIMBURSABLE UTILITIES (Spalding County – 105,000.00)	\$ 0.00 (PMA)
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 224,000.00
2. GRADING AND DRAINAGE	\$ 300,000.00
3. BASE AND PAVING	\$ 141,220.00
4. LUMP ITEMS	\$ 133,332.00
5. MISCELLANEOUS	\$ 4,714.00
6. SPECIAL FEATURES	\$ 0.00
SUBTOTAL CONSTRUCTION COST	\$ 803,266.00
E. & C. (10%)	\$ 80,326.60
INFLATION (5% PER YEAR)	\$ 40,163. 30
NUMBER OF YEARS	1
TOTAL CONSTRUCTION COST	\$ 923,755.90
GRAND TOTAL PROJECT COST	
	\$ 923,755.90

This project is 100 percent in congressional district 3.

Preliminary Right of Way Cost Estimate


Don Brown
 Right of Way Administrator
 By: Jerry Milligan

Date: January 10, 2006
 Project: BRSLB-2083(2)Spalding
 Existing/Required R/W: Varies/Varies
 Project Termini: Bridge Replacement on Jordan Hill Road at Seven Forks Rd
 Project Description: Bridge Replacement on CR 508 / Jordan Hill Road

P.I. Number: 331910
 No. Parcels: 4

Land:
 Ag. / Res. : 88,000 sf @ \$.50 / sf \$ 44,000

Improvements : Misc. Site Improvement 5,000

Relocation: Residential (0)
 Commercial (0) 0

Damage : Proximity (0) parcel 0

Net Cost \$ 49,000

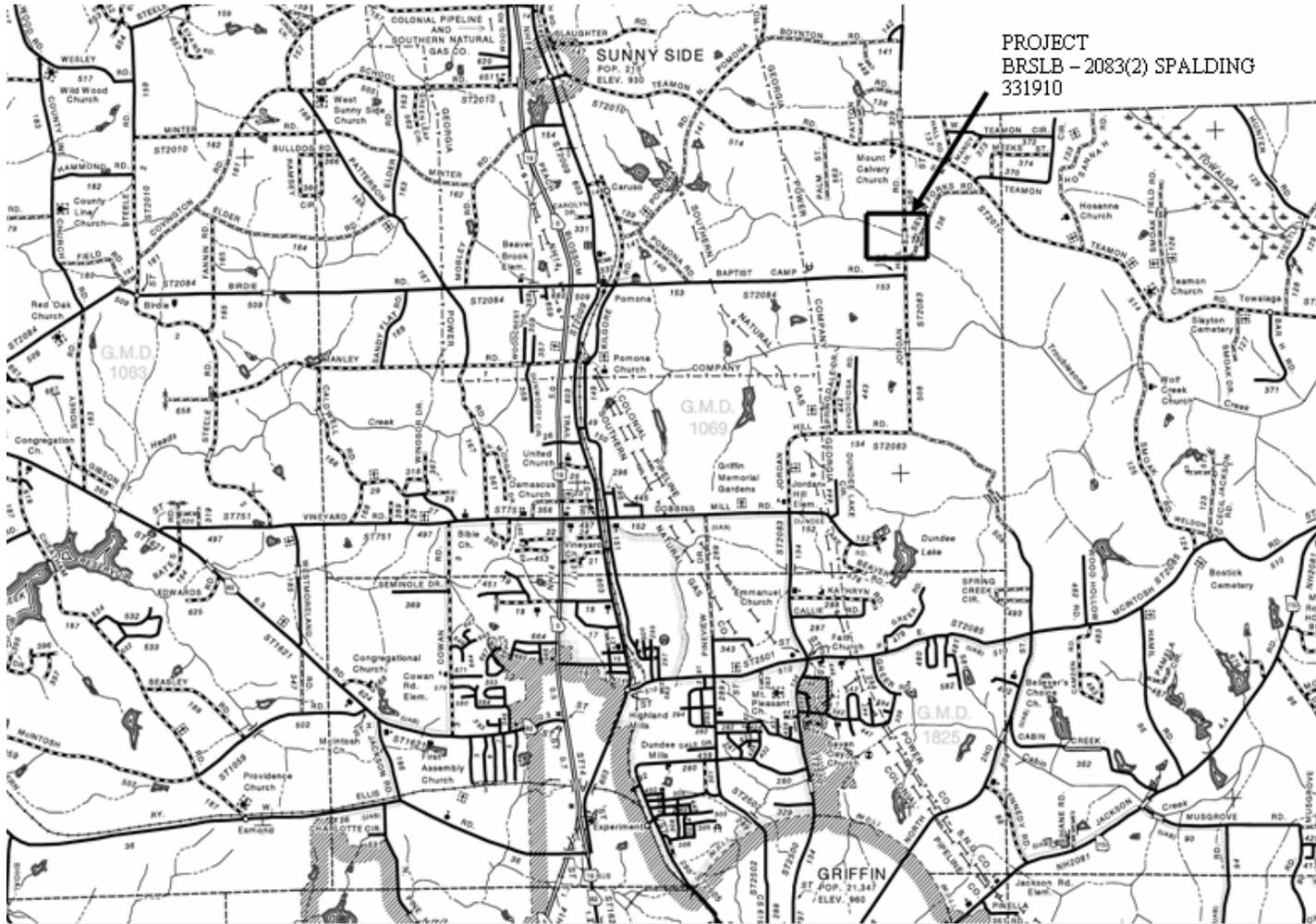
Net Cost		\$ 49,000
Scheduling Contingency	55 %	26,950
Adm/Court Cost	60 %	42,570
Inflation Factor	40 %	27,808
		<u>\$ 146,328</u>

Total Cost \$ 146,400

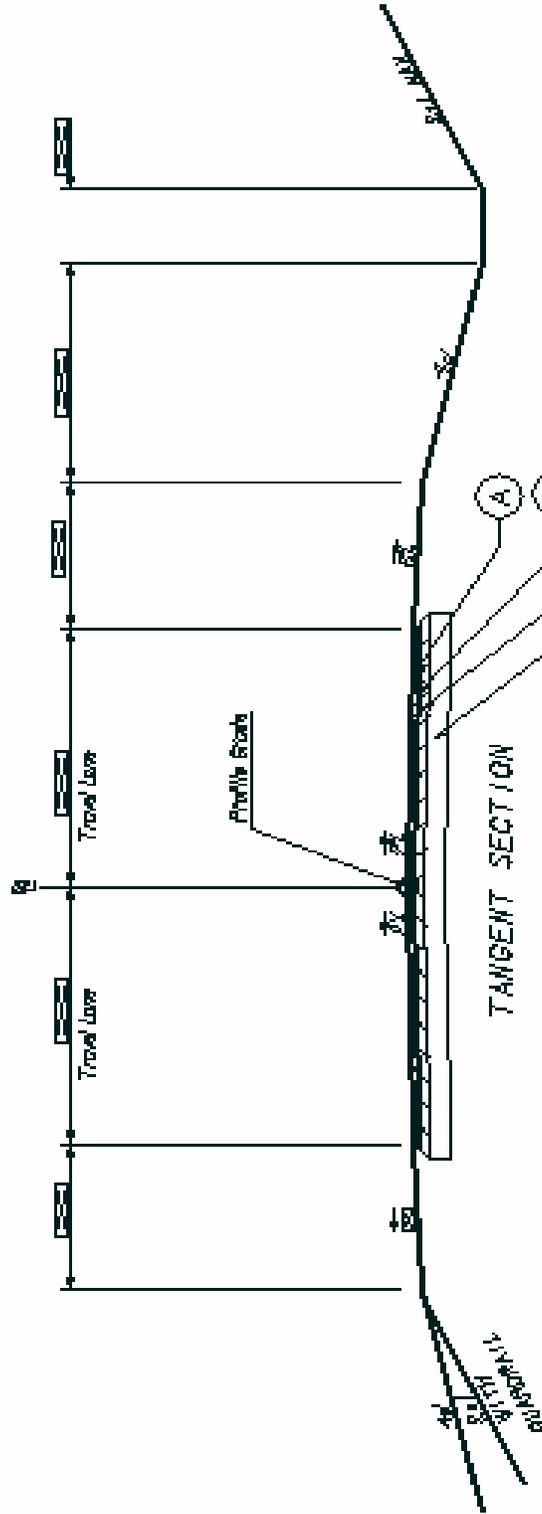
UTILITY COST ESTIMATE

UTILITY OWNER	PUBLIC OR PRIVATE	TYPE OF UTILITY	REIMBURSABLE	NON-REIMBURSABLE
Central Georgia EMC	Private	Electric	45,000	0
BellSouth	Private	Tele Comm	40,000	30,000
Comcast	Private	TV	20,000	10,000
Spalding County Water	Public	Water	0	40,000
TOTAL PROJECT COST			\$105,000	\$80,000

PROJECT
BRSLB - 2083(2) SPALDING
331910



TYPICAL SECTION CR 508 / JORDAN HILL ROAD



REQUIRED PAVEMENT

- (A) 135 LBS/SQ. YD ASPHALTIC CONCRETE, 9.5 mm SUPERPAVE
- (B) 220 LBS/SQ. YD ASPHALTIC CONCRETE, 19mm SUPERPAVE
- (C) 770 LB/SQ. YD ASPHALTIC CONCRETE, 25 mm SUPERPAVE
- (D) 12" GRADED AGGREGATE BASE

Bridge Inventory Data Listing Georgia Department of Transportation.

Structure ID: 255-0041-0

Spalding

SUFF. RATING: 19.71

Location & Geography			Signs & Attachments
* Structure ID:	255-0041-0	*104 Highway System:	0 225 Expansion Joint Type: 02
200 Bridge Information:	07	*26 Functional Classification:	07 242 Deck Drains: 1
*6A Feature Int:	TROUBLESOME CREEK TRIB	*204 Federal Route Type:	S No. 02083 243 Parapet Location: 0.00
*6B Critical Bridge:	0	105 Federal Lands Highway:	0 Height: 0.00
*7A Route Number Carried:	CR00508	*110 Truck Route:	0 Width: 0.00
*7B Facility Carried:	JORDAN HILL ROAD	206 School Bus Route:	1 238 Curb Height: 1.2
*9 Location:	5 MI N OF GRIFFIN	217 Benchmark Elevation:	0000.00 Curb Material: 1
2 DOT District:	3	218 Datum:	0 239 Handrail: 2 2
207 Year Photo:	2004	*19 Bypass Length:	06 *240 Median Barrier Rail: 0
*91 Inspection Frequency:	24 Date: 8/18/2004	*20 Toll:	3 241 Bridge Median Height: 0.0
92A Fract Crit Insp Freq:	00 Date: 2/1/1901	*21 Maintenance:	02 * Bridge Median Width: 0.0
92B Underwater Insp Freq:	00 Date: 2/1/1901	*22 Owner:	02 230 Guardrail Loc. Dir. Rear: 3
92C Other Spc. Insp Freq:	00 Date: 2/1/1901	*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:	08 Oppo. Fwrd: 0
Type:	4	27 Year Constructed:	1958 244 Approach Slab: 0
Designation:	1	106 Year Reconstructed:	0000 224 Retaining Wall: 3
Number:	02083	33 Bridge Median:	0 233 Posted Speed Limit: 35
Direction:	0	34 Skew:	00 236 Warning Sign: 0
*16 Latitude:	33 - 19.4 HMMS Prefix:	35 Structure Flared:	0 234 Delineator: 0
*17 Longitude:	84 - 14.9 HMMS Suffix: MP:0.00	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:	0000000000000000	267 Type of Paint:	0 Water: 00
*100 STRAHNET:	0	*42 Type of Service on:	1 Electric: 00
12 Base Highway Network:	1	Type of Service under:	5 Telephone: 21
13ALRS Inventory Route:	2552050800	214 Movable Bridge:	0 Sewer: 00
13B Sub Inventory Route:	0	203 Type Bridge:	C L O O 247 Lighting - Street: 0
101 Parallel Structure:	N	259 Pile Encasement:	3 Navigation: 0
*102 Direction of Traffic:	2	*43 Structure Type Main:	1 01 Aerial: 0
*264 Road Inventory Mile Post:	006.03	45 No. Spans Main:	002 *248 County Continuity No.: 00
*208 Inspection Area:	03 Initials: WBP	44 Structure Type Appr:	0 00
Engineer's Initial:	SGM	46 No. Spans Appr:	0000
		226 Bridge Curve Horz:	0 Vert: 0
		111 Pier Protection:	0
		107 Deck Structure Type:	2
* Location I.D. No.:	255-02083F-003.80N	108 Wearing Surface Type:	1
		Membrane Type:	8
		Deck Protection:	8

Structure ID: 255-0041-0

Programming Data		Measurements		Ratings	
201Project No.:	UNKNOWN	*29 ADT:	001010 Year: 2003	65 Inventory Rating Method:	2
202Plans Available:	0	109% Trucks:	10	63 Operating Rating Method:	2
249Prop. Proj. No.:	000000000000000000000000	*28 Lanes On:	02 Under: 00	66 Inventory Type:	2 Rating: 01
250Approval Status:	0 0 0 0	210No. Tracks On:	00 Under: 00	64 Operating Type:	2 Rating: 02
251P.I. No.:	0000000	*48 Max. Span Length:	0020	231 Calculated Loads	
252Contract Date:	2/1/1901	*49 Structure Length:	40	H-Modified:	15 1
260Seismic No.:	00000	51 Br. Rwdy. Width:	24.00	HS-Modified:	25 0
75 Type Work:	31 1	52 Deck Width:	25.60	Type 3:	18 1
94 Bridge Imp. Cost:	\$59	*47 Tot. Horiz. Cl:	24.00	Type 3s2:	33 0
95 Roadway Imp. Cost:	\$45	50 Curb / Sidewalk Width:	0.70 / 0.70	Timber:	26 1
96 Total Imp Cost:	\$121	32 Approach Rdwy. Width:	20	Piggyback:	00 0
76 Imp. Length:	000251	*229Shoulder Width:		261 H Inventory Rating:	15
97 Imp. Year:	1990	Rear Lt:	5.0 Type: 8 Rt: 5.0	262 H Operating Rating:	20
114Future ADT:	001515 Year: 2023	Fwrld Lt:	5.0 Type: 8 Rt: 5.0	67 Structural Evaluation:	2
		Pavement Width:		58 Deck Condition:	7
		Rear:	20.0 Type: 2	59 Superstructure Condition:	7
Hydraulic Data				*227 Collision Damage:	0
215Waterway Data			20.0 Type: 2	60A Substructure Condition:	4
Highwater Elev.:	0000.0 Year: 1900	Intersection Rear:	0 Fwrld: 0	60B Scour Condition:	8
Flood Elevation:	0000.0 Freq.: 00	36 Safety Features Br. Rail:	3	60C Underwater Condition:	N
Avg. Streambed Elev.:	0000.0	Transition:	3	71 Waterway Adequacy:	8
Drainage Area:	00000	App. G. Rail:	2	61 Channel Protection Cond.:	7
Area of Opening:	000000	App. Rail End:	3	68 Deck Geometry:	4
113Scour Critical:	U	53 Minimum Cl. Over:	99' 99 "	69 UnderClr. Horz/Vert:	N
216Water Depth:	00.2 Br. Height: 13.7	Under:	N 00' 00 "	72 Appr. Alignment:	7
222Slope Protection:	1	*228Minimum Vertical Cl		62 Culvert:	N
221Spur Dikes Rear:	0 Fwrld: 0	Act. Odm Dir.:	99 ' 99 "		
219Fender System:	0	Oppo. Dir:	99 ' 99 "		
220Dolphin:	0	Posted Odm. Dir:	00 ' 00 "		
223Culvert Cover:	000	Oppo. Dir:	00 ' 00 "	Posting Data	
Type:	0	55 Lateral Undercl. Rt:	N 99.9	70 Bridge Posting Required:	4
No. Barrels:	0	56 Lateral Undercl. Lt:	0.0	41 Struct Open, Posted, CL:	P
* Width:	0.00 Height: 0.00	*10 Max Min Vert Cl:	99' 99 " Dir: 0	*103 Temporary Structure:	T
* Length:	0 Apron: 0	39 Nav Vert Cl:	000 Horiz: 0000	232 Posted Loads	
265U/W Insp. Area:	0 Diver: ZZZ	116Nav Vert Cl Closed:	000	H-Modified:	15
		245Deck Thickness Main:	12.00	HS-Modified:	00
		Deck Thick. Approach:	0.00	Type 3:	18
Location I.D. No.:	255-02083F-003.80N	246Overlay Thickness:	0.00	Type 3s2:	00
		212Year Last Painted:	Sup: 0000 Sub: 0000	Timber:	21
				Piggyback:	00
				253 Notification Date:	2/1/1901
				258 Fed Notify Date:	2/1/1901

Concept Team Meeting Minutes

BRSLB-2083(2) Spalding County
P.I. No. 331910

February 15, 2006

GDOT Thomaston District Office Conference Room

Bill Rountree called the meeting to order at approximately 10:00 a.m.

The personnel present at the meeting are as follows:

Bill Rountree	GDOT District 3 Design	bill.rountree@dot.state.ga.us
Gene McKissick	GDOT District 3 Assistance District Construction Engineer	gene.mckissick@dot.state.ga.us
Debra Fowler	GDOT District 3 Environmental	debra.fowler@dot.state.ga.us
Steve Manley	Manley Acquisition Services	smanleyservices@earthlink.net
Joe Burns	Minerva Consultant	burnsjoew@bellsouth.net
Todd Smith	Minerva Project Manager	tsmith@MINERVA-USA.com
Sue Anne Decker	GDOT District 3 Traffic Operations	sueanne.decker@sot.stat.ga.us
Glenn A. Williams	GDOT District 3 Utilities	glenna.williams@dot.state.ga.us
Audrey D. Gooch	GDOT District 3 Local Government Coordinator	audrey.gooch@dot.state.ga.us
Anthony Duke	Spalding County Transportation Planner	adukes@cityofgriffin.com
Jason Mobley	GDOT District 3 Design	jason.mobley@dot.state.ga.us
Geraldine Trice	GDOT District 3 Design	geraldine.trice@dot.state.ga.us

Bill said that we are replacing the bridge at Troublesome Creek. The bridge will be closed during construction and an off-site detour is needed. Spalding County has not agreed with the detour at this time; they will need to agree with the detour. Spalding County is responsible for the detour. The detour has two at-grade railroad crossing. Bill also explained that a shorter route, Seven Fork Road was not used because the road is dirt and the Jordan Hill Road is a paved road. Bill said Spalding County can opt to use Seven Forks Road.

Bill began to review the concept report. The only issue is that the traffic count does not agree with the traffic count in the need and purpose.

Bill asked if Spalding County was in a non-attainment area.

Anthony Dukes said that a third of the county is in a non-attainment area and that this project is included in that non-attainment area. Bill said that the concept report should be changed to reflect this.

Bill asked if there would be a FONSI? Debra said that there would not be.

Bill said to uncheck the box on Environmental assessment for FONSI.

Bill said add today's date (February 15, 2006) to the concept meeting. Bill said to take out Initial Concept on number 5 and take off LGPA on number 6 under attachments.

Cost estimate – Bill said to show \$0 cost to DOT for utilities and to move over to a sub-column and put PMA Spalding County \$105, 000.00.

Jason asked if we should use LGPA or PMA.

Bill said to use PMA.

Bill said to check the bridge cost with Bill Ingalsbe.

Bill said that aggregate base should be \$22.00 a ton.

Bill said show \$5000 per acres under Lump items (4b) clearing and grubbing and to put the other parenthesis on the other side of (5b) signing – marking.

Bill concluded the review and asked for comments.

Comments from each office:

Office of Planning – nobody was present from planning.

Office of Financial Management – nobody was present from financial management.

Environmental – Debra wanted to know the date on the bridge.

Glenn said that the bridge inventory showed 1958.

Bill wanted to know if this needed to be in the description

Debra said that it did not. Also Debra didn't know of any environmental issue at the time.

Utilities - Glenn wanted to know if there was a telephone conduit attached to the bridge and if we had looked at the bridge site.

Jason and Geraldine said that they had not seen any telephone line attachment.

Bill said that is something we need to check on.

Glenn said we will probably do an aerial over this area. He also said that if they had attachments, we would allow them back on the bridge.

Right of way – no comments.

Traffic Operation – provide detour map in the concept report.

Construction – coordinate with developer.

Maintenance – nobody was present from maintenance.

Location – nobody was present from location.

City of Griffin – coordinating between the developer and Ga. DOT

Other – Minerva- Todd wanted to know the timing of this project.

Bill said it was currently programmed for 2010 construction and proposed for 2009 construction. Program changes and that these were estimated dates.

It will likely be on or after July 2008.

Anthony- wanted the right of way authorization preliminary dates so the county can start.

Bill – Right of Way plans are shown around 2008, that may change, but that is what is in the schedule.

Minerva – Todd said they were going to a zoning hearing on February 23rd. He also said they have 1800 areas for development. They want to put the main entrance of Jordan Hill Road south of the bridge and across from Baptist Camp Road. He also asked for a GDOT coordination contact. Bill said he would be that contact.

Todd- We are starting our civil design this month.

Bill – If for any reason Spalding County wants to move the schedule of this project up because of the development in the area, they should request this through our Commissioner or the Director of Preconstruction.

Minerva – Does the request go through Spalding County?

Bill – Yes, you need to contact William Wilson or one of the Commissioners of Spalding County or GDOT Management if you want it done sooner than what we have in the program.

Minerva – Todd asked if it would take 3 to 6 months to do this bridge construction.

Gene – it probably be about 12 months

Bill explained that Seven Fork Road was a dirt road. Local traffic would use this road, but it was not recommend for the school buses to use.

Joe told us that the Seven Fork Road would be abandon in the future development. He also suggested talking to Spalding to do some improvement to Seven Fork Road and keep it open for detour purposes.

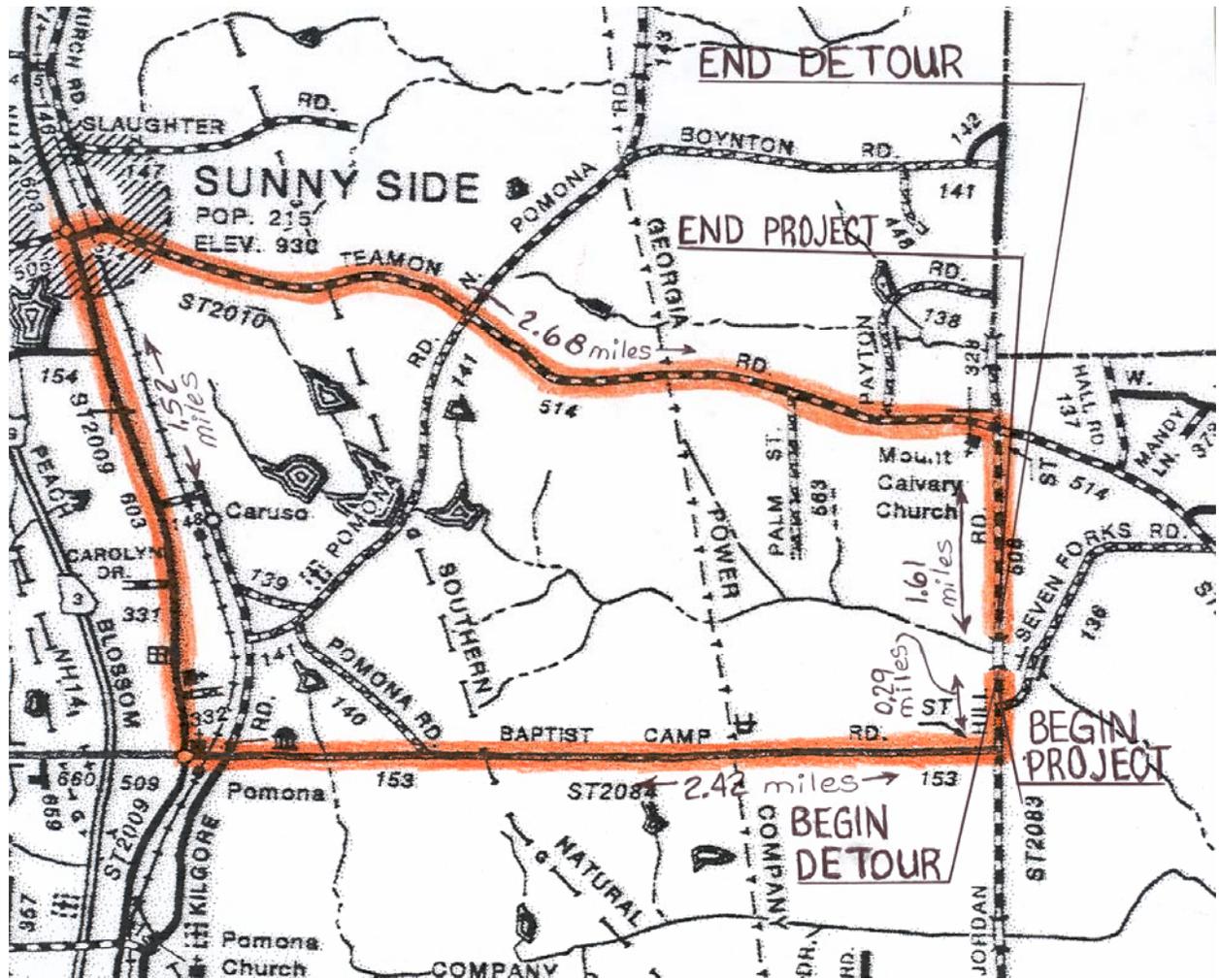
Bill – yes. If the road were paved it will be... I'm not sure of the condition of the bridge.

Bill – the school buses should not legally go across the bridge on Seven Fork Road. That is the reason for upgrading this bridge structure.

Minerva will be working on the development of the property and Gene McKissick advised us that we need to get the project surveyed again after Minerva finished their work along the area of the project.

Audrey asked if Minerva if it was their intention to donate the right of way required from them. Todd said he did not see a problem with donating the property for this project.

The meeting adjourned at 10:35 a.m.



DETOUR ROUTE
BRIDGE REPLACEMENT ON C.R. 508/ JORDAN HILL ROAD OVER
TROUBLESOME CREEK
BRSRB-2083(2) SPALDING COUNTY
DETOUR LENGTH = 7.52 MILES

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
SPALDING COUNTY, GEORGIA
FOR
TRANSPORTATION FACILITY IMPROVEMENTS

This AGREEMENT is made and entered into this 7th day of March, 2005,
by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of
Georgia, hereinafter called the "DEPARTMENT", and SPALDING COUNTY, GEORGIA acting
by and through its Mayor/Chairman and Board of Commissioners, hereinafter called the
"SPONSOR".

WHEREAS, the SPONSOR has represented to the DEPARTMENT a desire to improve
the transportation facility described in **Exhibit A** attached and incorporated herein by
reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the SPONSOR has represented to the DEPARTMENT a desire to
participate in certain activities of the PROJECT as set forth in this AGREEMENT, and the
DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this AGREEMENT.

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the SPONSOR hereby agree each with the other as follows:

1. The SPONSOR shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for utility relocations and right of way acquisitions as specified in **Exhibit A** and further defined in this agreement.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for Preliminary Engineering and Construction as specified in **Exhibit A**.

3. The SPONSOR shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks and the grass strip between the curb and gutter and the sidewalk within the PROJECT limits.

4. Upon the approval of the right of way plans by the DEPARTMENT, the necessary rights of way for the PROJECT shall be acquired by the SPONSOR. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT. Failure of the SPONSOR to follow these

requirements may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the SPONSOR to make up the loss of that funding. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids.

5. The SPONSOR shall contribute to the PROJECT by funding all of the PROJECT costs for utility relocations, which are deemed eligible by the DEPARTMENT for reimbursement. Eligible relocations would be those utilities holding a property interest in their present location. When deemed eligible, the relocation costs shall include any preliminary engineering, easement acquisition and construction activities that are necessary for the utility to accommodate the PROJECT. The SPONSOR shall also fund the relocations for any facility which it owns and for any other local government that is not relocating at its own expense. Upon determination of eligibility, the DEPARTMENT shall prepare a written agreement which specifies the terms and amounts of any contribution or repayments that will be made to the Utility or the DEPARTMENT by the SPONSOR. The Agreement shall be supported by plans, specifications and itemized cost estimates of the work agreed upon and shall be executed prior to advertising the PROJECT for letting.

6. The DEPARTMENT shall be responsible for all railroad relocation costs necessary for the construction of the PROJECT.

7. Upon completion and approval of the PROJECT plans, the SPONSOR shall certify to the DEPARTMENT that all needed rights of way have been obtained and cleared of obstructions, and certify that all needed permits for the PROJECT have been obtained. The

DEPARTMENT shall certify that all utilities located within the project's limits have been sufficiently detailed to provide a clear understanding of the work to be done to adequately accommodate the PROJECT. The DEPARTMENT shall also certify that all approvals have been completed for work to be done at the sole expense of the utility (i.e. Permits) or for work to be reimbursed (i.e. Agreements). After certification the PROJECT shall be let for construction. The DEPARTMENT shall be solely responsible for securing and awarding the construction contract for the PROJECT.

8. Both the SPONSOR and the DEPARTMENT hereby acknowledge that time is of the essence and both parties shall adhere to the priorities established in the approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP) or earlier. Furthermore, all parties shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the completion of respective commitments contained herein, if a change in the schedule is needed, the DEPARTMENT shall have final authority. If, for any reason, the SPONSOR does not complete the activities defined in this agreement on schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction.

9. This AGREEMENT is made and entered into in FULTON COUNTY, Georgia, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

: Spalding

IN WITNESS WHEREOF, the DEPARTMENT and the SPONSOR have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

[Signature]
District

[Signature]
Director of Preconstruction

[Signature]
Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY: [Signature]
Commissioner *Ellen*

ATTEST:
[Signature]
Treasurer

REVIEWED AS TO LEGAL FORM:

[Signature] 5.25.05
Office of Legal Services

SPONSOR:

BY: [Signature]
Name Edward Goss, Jr.
Title Chairman, Board of Commissioners

Signed, sealed and delivered this 7th
day of March, 2005, in the
presence of:

[Signature]
Witness Gail Adams

[Signature]
Notary Public Teresa A. Watson
Notary Public, Spalding County, Georgia
My Commission Expires March 3, 2007

This Agreement approved by SPALDING
COUNTY at a meeting held at
Courthouse Annex, Griffin, GA
this 7th day of March, 2005.

[Signature]
County Clerk (as appropriate)
William P. Wilson, Jr.
FEIN #58-6000886

PRE-AWARD EXAMINATION
 No Pre-Award Examination Performed
 No Audit Findings Reported
By: [Signature]
Date: 05/25/05

LGPA Agreement 331910

Exhibit A						
Project	Description	Project Type	Responsible Party			
			Preliminary Engineering	R/W Acquisition	Utilities Relocation	Construction
BRSLB-2083(2), P.I. No. 331910-	CR 508/JORDAN HILL RD N'GRIFFIN @ TROUBLESOME CRK	Replacement	100% GDOT	100% SPONSOR	100% SPONSOR	100% GDOT