COUNTY DEPARTMENT AGENDA REQUEST

Department:	Public Works	Presenter(s):	Phil Mallon
Meeting Date:	Thursday, September 10, 2009	Type of Request:	New Business

Wording for the Agenda:

Consideration of staff's recommendation to authorize Mallett Consulting, Inc., to proceed with Professional Engineering Design and Project Management services for the McIntosh Road Bridge SPLOST Project in the amount of $182,520, as part of the standard Agreement for Services dated August 1, 2005.

Background/History/Details:

The McIntosh Road bridge spanning the Flint River is a shared bridge between Fayette County and Spalding County, since the center of the River is the county line. It has been in need of replacement due to original design capacity limitations and the continued deterioration of the timber pilings. Per Georgia Department of Transportation's (GDOT) bridge inspection report summary dated September 29, 2008, this bridge has a sufficiency rating of 9.19 and will require posting with load limit signs until it is replaced. Bridges are rated from 0 to 100, with a sufficiency rating of 50 or below indicating the need for significant repairs or replacement. The two counties plan to share the cost of replacing the bridge. However, Spalding County is still in the process of determining the timeframe for the availability of its funds.

Private contractors, in addition to Fayette County crews, as recently 2008, have performed repairs to this deteriorating bridge. In spite of all efforts, posted load limit signs are still required. Fayette County Road Department staff would like to have "shelf-ready" construction plans as continued efforts with Spalding County are ongoing to share construction cost.

What action are you seeking from the Board of Commissioners?

Approval to authorize Mallett Consulting, Inc. to proceed with design and project management services for the McIntosh Road Bridge SPLOST Project in the amount of $182,520.

If this item requires funding, please describe:

Funding is provided from SPLOST Fund Account #'s 32140220521211 (521220 & 521315)

Has this issue come before the Commissioners in the past?	No	If so, when?	
Do you need audio-visual for the presentation?	No	Back-up Material Submitted?	Yes

STAFF USE ONLY

Approved by Finance	Yes	Reviewed by Legal	Yes
Approved by Purchasing	Not Applicable	Approved by County Clerk	Yes
Administrator's Approval	Yes		

Staff Notes:

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Department of Transportation

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September 29, 2008

RECEIVED
OCT 09 2008
PUBLIC WORKS

Honorable Jack R. Smith, Chairman
Fayette County Board of Commissioners
140 Stonewall Avenue West
Suite 100
Fayetteville, Georgia 30214

Dear Commissioner Smith:

A re-inspection of your County and Federal Aid Secondary bridges has been completed. This re-inspection will maintain your County's Compliance with the Federal Law and Regulations requiring all public bridges be inspected biennially. Only bridges as set forth in the Federal Regulations were inspected. A bridge is defined as a structure including supports erected over a depression or an obstruction, such as water, highways, or railways, and having a track or passageway for carrying traffic or other moving loads and having an opening measured along the center of the roadway of more than twenty feet between undercopings or abutments or spring lines including multi-pipes, where the clear distance between openings is less than half of the smaller contiguous opening.

Attached is a report reflecting the results of the above inspection. It is the responsibility of the county government to forward a copy of this report to local municipalities for bridges owned and maintained by city governments within the county boundaries. It is also the responsibility of the county government to advise local school boards of the location of any bridge structure that is not capable of sustaining school bus loads as noted in this report. This report briefly advises you of the condition of your bridge structures and notes which structures should be posted with load limit signs and which ones should be closed to traffic if conditions do not meet minimum standards according to Federal Law. Those structures requiring posting or closure have been identified within the text with an asterisk (*). It is extremely important that the local jurisdiction comply with Federal Posting and Closing Regulations. Counties not in compliance will not have any projects authorized that utilize federal highway funds until compliance with these regulations has been obtained.

Attached to the report is a copy of the Structure Inventory and Appraisal (SI&A) sheet for each structure in the report. This sheet contains additional information that is not necessarily contained in this written report such as whether or not the bridge rails meet current standards and if delineation signs are present. A Posting Summary sheet of all the structures that require posting showing their load carrying capacities has also been included. **Attached to the Posting Summary sheet, you will find a drawing of two load limit signs and a drawing of required bridge closing methods. The R12-1 (Type A) sign is for gross load posting while the R12-5 modified (Type B) sign is for multi-posting. Please note that all structures requiring closing must be properly closed in accordance with the attached methods.**

Please note that on the Posting Summary sheet, all bridges marked with a plus sign (+) are presently not posted and require posting. On the same summary sheet, all bridges marked with a pound symbol (#) are presently posted with an inappropriate sign and should be re-posted with a proper type sign and/or proper load limits. The load limit will be in the appropriate column, depending on the type sign recommended. In addition, all bridges marked with a (B) are bridges located on an identified School Bus Route. **All bridges carrying school buses should have a minimum capacity of 10 tons.**

Assistance in the rehabilitation or replacement of deficient bridges may be obtained through the State Aid Program. This assistance can include funds for materials such as concrete, reinforcement steel, piles or pipe. The state owned crane can be scheduled for repairs as in the replacement of deteriorated piles. Based on your county's transportation needs, eligible deficient bridges can be added to the Construction Work Program for replacement. In addition, engineering services are available through this program. For information with this service, please contact our Office of State Aid at (404) 656-5185.

All structural calculations are based on the inventory stress level. This is the normal design criterion and includes a reasonable factor of safety. Loads exceeding those allowed at the inventory stress level can be applied on an occasional basis without seriously damaging the structure but the operating rating (at the higher operating stress level) should generally not be exceeded without a detailed structural analysis.

If you have any questions concerning any of the structures in this report or need a copy of the Bridge Inventory Coding Guide to interpret the Structure Inventory and Appraisal sheet, please contact Mr. Kerry Wood, of my office, at (404) 635-8189.

Sincerely,

Mike Clements (KW)

Mike Clements, P.E.
State Bridge Maintenance Engineer

MLC/kms
Enclosures

cc: Phil Mallon, Director of Public Works
Dr. John DeCotis, Superintendent Fayette County Board of Education
Thomas Howell, P.E., District Engineer, District 3, Thomaston
Mark Sanford, Area Engineer, District 3, Area 5, Griffin
David Huff, State Aid
Bryon Patterson, Bridge Inspector
File