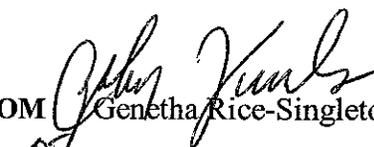


DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 0001220, Wheeler County **OFFICE** Preconstruction  
BR000-0001-00(220)  
SR 31/US 441 & US 319 over Heart of Georgia Railroad-  
Bridge Replacement **DATE** April 29, 2009

**FROM**  Genetha Rice-Singleton, Assistant Director of Preconstruction  
**TO**  SEE DISTRIBUTION

**SUBJECT** APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon  
Glenn Bowman  
Ken Thompson  
Michael Henry  
Keith Golden  
Glenn Durrence  
Paul Liles  
Brad Saxon  
Bobby Hilliard  
Karyn Matthews  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** P.I. No. 0001220, Wheeler County  
BR000-0001-00(220)  
SR 31/US 441 & US 319 over Heart of Georgia Railroad-  
Bridge Replacement

**OFFICE:** Preconstruction

**DATE:** April 20, 2009

**FROM:**  Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO:** Gerald M. Ross, P.E., Chief Engineer

**SUBJECT: PROJECT CONCEPT REPORT**

The project will replace a structurally deficient bridge on SR 31/US 441 & US 319 over Heart of Georgia Railroad, northeast of McRae, Georgia. The existing bridge, constructed in 1937, is a 138'x 23.7' concrete structure with a sufficiency rating of 4. The original design load capacity is H-15. In accordance with DOT MOG 2405-1, the existing bridge meets the established criteria for replacement. SR 31/US 441 & US 319 at this location is a rural two lane roadway with 12' lanes and 6' grass shoulders. The posted speed is 55 MPH. S.R. 31 is classified as a rural principal arterial. This project is part of the proposed McRae Bypass; project EDS00-0441-00(013), P.I. No 561470, which has been placed in the Long Range program. The current year traffic (2008) along this section of S.R. 31 is 3100 VPD. The design year (2032) volumes are projected to be 4500 VPD. The proposed speed design is 55 MPH.

The project proposes to construct a new 170'x 40' concrete bridge on a new alignment and satisfy minimum vertical clearance of 23' over Heart of Georgia Railroad. The approaches will consist of two, 12' lanes with 10' rural shoulders (6.5' paved). The existing bridge is in close proximity to the T-intersection of SR 31/US 441 & US 319 and SR 30/US 280 at about 600' and may bring a potential constraint on satisfying the stopping sight distance. Adjustments of the horizontal and vertical alignment will be needed for SR 30/US 280 to tie into the proposed alignment of SR 31/US 441 & US 319. SR 30/US 280 profile will be raised approximately 12'. Traffic will remain on the existing SR 31/US 441 & US 319 during construction of the new bridge. Traffic will be detoured on SR 126 and SR 149 during the reconstruction of SR 30/US 280.

Environmental concerns include requiring a COE 404 permit; Categorical Exclusion will be prepared; an offsite detour PIOH will be held; Time saving procedures are appropriate.

P.I. No. 0001220, Wheeler County  
Page 2  
April 20, 2009

The estimated costs for this project are:

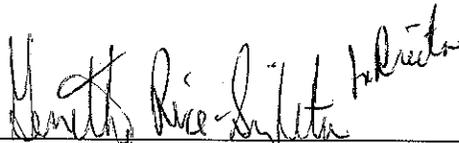
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 4,570,000	\$ 5,468,730	L1C0	2011
Right-of-way	\$ 1,550,000	\$ 1,658,500	L1C0	2010
Utilities	\$ 195,000			

\* LGPA sent on 8-28-01 requesting Wheeler County do utilities / Rescission letter sent to Wheeler County 5-3-05

I recommend this project concept be approved.

GRS: JDQ  
Attachment

CONCUR

  
Director of Preconstruction

APPROVED

  
Gerald M. Ross, P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: BR000-0001-00(220)

County: Wheeler

P. I. Number: 0001220

Federal Route Number: F42-1

State Route Number: 31

US Route Number: 441/319

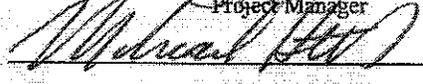
See Location Map on page 2  
S.R. 31/US. 441/ US 319 Bridge Replacement

Recommendation for approval:

DATE 3/13/09

DATE 3/13/09

  
Project Manager

  
State Program Delivery Engineer

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

DATE \_\_\_\_\_

State Transportation Planning Administrator

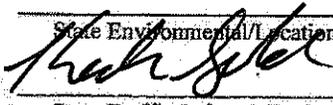
DATE \_\_\_\_\_

State Transportation Financial Management Administrator

DATE \_\_\_\_\_

State Environmental/Location Engineer

DATE 3-30-09

  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

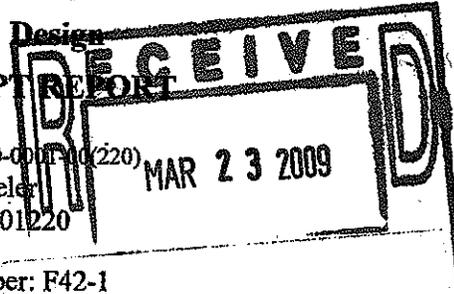
DATE \_\_\_\_\_

State Bridge Design Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Urban Design  
PROJECT CONCEPT REPORT

Project Number: BR000-0001-10(220)  
County: Wheeler  
P. I. Number: 0001220



Federal Route Number: F42-1  
State Route Number: 31  
US Route Number: 441/319

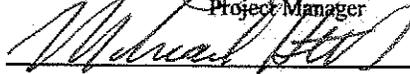
See Location Map on page 2  
S.R. 31/U.S. 441/ US 319 Bridge Replacement

Recommendation for approval:

DATE 3/13/09

  
Project Manager

DATE 3/13/09

  
State Program Delivery Engineer

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

DATE 3/19/09

  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

---

**INTERDEPARTMENT CORRESPONDENCE**

**FILE: P.I. No. 0001220**

**OFFICE: Environment/Location**

**PROJECT No. BR000-0001-00(220) / WHEELER  
County**

**DATE: 3/31/09**

**SR 31/US 441/US 319 Bridge Replacement**

**FROM:**   
Glenn Bowman, P.E., State Environmental/Location Engineer

**TO:** Genetha Rice-Singleton, Assistant Director of Preconstruction

**SUBJECT: PROJECT CONCEPT REPORT REVIEW**

The Concept Report for the above project has been reviewed and it appears satisfactory for approval. It is also important to note that this project was originally part of the McRae Bypass' approved environmental document and an update PIOH may be needed.

If you have any questions, please contact Glenn Bowman at (404) 699-4401.

GB:lc

**cc:** Ron Wishon  
Angela Whitworth  
Keith Golden  
Angela Alexander  
Michael Haithcock  
Paul Liles

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: BR000-0001-00(220)

County: Wheeler

P. I. Number: 0001220

Federal Route Number: F42-1

State Route Number: 31

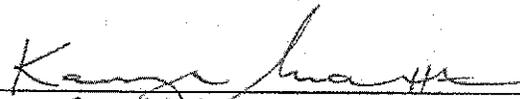
US Route Number: 441/319

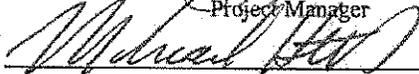
See Location Map on page 2  
S.R. 31/U.S. 441/ US 319 Bridge Replacement

Recommendation for approval:

DATE 3/13/09

DATE 3/13/09

  
Project Manager

  
State Program Delivery Engineer

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE 3/31/09

  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge Design Engineer



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: BR000-0001-00(220)

County: Wheeler

P. I. Number: 0001220

Federal Route Number: F42-1

State Route Number: 31

US Route Number: 441/319

See Location Map on page 2  
S.R. 31/US. 441/ US 319 Bridge Replacement

Recommendation for approval:

DATE 3/13/09

Kang Lu  
Project Manager

DATE 3/13/09

Michael Hill  
State Program Delivery Engineer

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE 3-19-07

John C. Hill  
District Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**Office of Urban Design  
PROJECT CONCEPT REPORT**

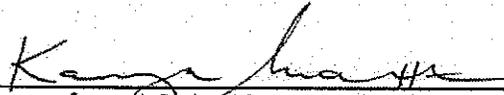
Project Number: BR000-0001-00(220)  
County: Wheeler  
P. I. Number: 0001220

Federal Route Number: F42-1  
State Route Number: 31  
US Route Number: 441/319

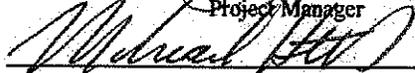
*See Location Map on page 2  
S.R. 31/U.S. 441/ US 319 Bridge Replacement*

Recommendation for approval:

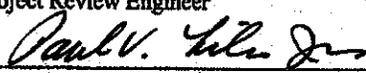
DATE 3/13/09

  
Project Manager

DATE 3/13/09

  
State Program Delivery Engineer

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

- DATE \_\_\_\_\_  
State Transportation Planning Administrator
- DATE \_\_\_\_\_  
State Transportation Financial Management Administrator
- DATE \_\_\_\_\_  
State Environmental/Location Engineer
- DATE \_\_\_\_\_  
State Traffic Safety & Design Engineer
- DATE \_\_\_\_\_  
District Engineer
- DATE \_\_\_\_\_  
Project Review Engineer
- DATE 3/30/09  
  
State Bridge Design Engineer

- **Major interchanges or intersections along the project:** SR 30/US 280 and Erick Church Road/CR 132.
- **Existing length of roadway segment and the beginning mile logs for each county segment:** The existing US 441/US 319/SR 31 begins in Wheeler County at the intersection of US 280/SR 30 at milepost 0.00 and ends at the existing Heart of Georgia Railroad Bridge at milepost 0.53.

**Proposed Design Features:**

- **Proposed typical section(s):** The proposed design consists of replacing the existing SR 31/US 441/US 319 Bridge over the Heart of Georgia Railroad with two 12-foot lanes and 10-foot shoulders on the bridge. The typical section for SR 31/US 441/US 319 will consist of two 12-foot lanes and 10-foot rural shoulder (no curb and gutter) in each direction with 6.5-foot being paved.
- **Proposed Design Speed Mainline:** 55 mph
- **Proposed Maximum grade Mainline:** 5%
- **Maximum grade allowable:** 6%
- **Proposed Maximum grade Side Street:** 5%      **Maximum grade allowable:** 7%
- **Proposed Maximum grade driveway:** 28 %
- **Proposed Minimum radius for curve:** 1190 ft      **Minimum radius allowable:** 1190 ft
- **Proposed Maximum super-elevation rate for curve:** 6.0%
- **Right of way**
  - Width: 100 feet.
  - Easements: Temporary (x), Permanent (x), Utility (x), Other (x).
  - Type of access control: Full ( ), Partial ( ), By Permit (x), Other ( ).
  - Number of parcels: 13
  - Number of displacements: 2
    - Business: 1
    - Residences: 1
    - Mobile homes: 0
    - Other: 0
- **Structures**
  - Heart of Georgia Railroad Bridge--(Structure ID: 309-0015-0)  
(To be replaced)  
Length: 170 ft.  
Width: ~~44~~ ft. 40 FT MC 3/30/09
  - Retaining walls: Walls not anticipated at this time.
- **Major intersections and interchanges:** SR 30/ US 280 and Erick Church Road/CR- 132
- **Traffic control during construction:** Traffic will remain on existing SR 31/US 441/US 319 during construction. The proposed alignment for US 441/US 319/SR 31 will be constructed at about 700 ft away from the existing intersection. The profile on US 280/SR 30 will be raised and traffic will be rerouted on SR 126 and on SR 149.

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Urban Design  
PROJECT CONCEPT REPORT

Project Number: BR000-0001-00(220)

County: Wheeler

P. I. Number: 0001220

Federal Route Number: F42-1

State Route Number: 31

US Route Number: 441/319

*See Location Map on page 2  
S.R. 31/U.S. 441/ US 319 Bridge Replacement*

Recommendation for approval:

DATE 3/13/09

*Kangha*  
Project Manager

DATE 3/13/09

*Michael*  
State Program Delivery Engineer

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

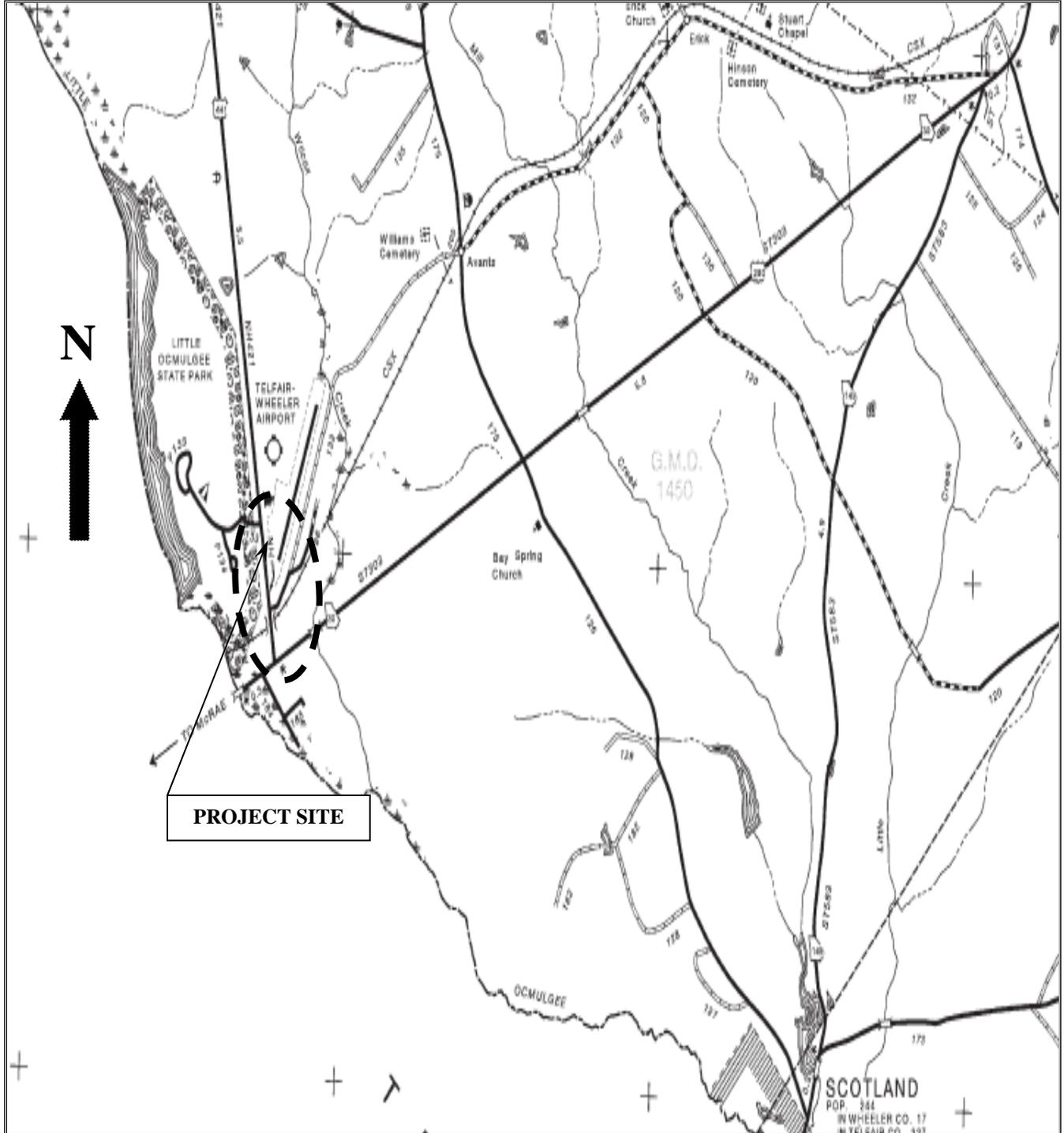
DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge Design Engineer

### PROJECT LOCATION MAP



**Need and Purpose**  
**Project BR000-0001-00(220) Wheeler County**  
**PI No. 0001220**  
**Bridge Replacement**  
**SR 31/US 319/US 441 @ Heart of Georgia Railroad**

**Project Description**

Project Number BR000-0001-00(220) will replace and widen the structurally deficient bridge located on SR 31/US 319/US 441 over Heart of Georgia Railroad northeast of McRae. The bridge is located in western Wheeler County. The bridge over Heart of Georgia Railroad (please see location map on page two) provides access to Interstate 16 for much of southeast Georgia. The project length is approximately 0.23 miles at road inventory milepost 0.22.

**Bridge Characteristics**

The bridge was constructed in 1937. This project proposes to replace the existing two-lane bridge with a structurally sufficient two-lane bridge. The current bridge sufficiency rating is 4.00 and has a load rating of H-15 (below standards). The bridge is being considered for replacement as per DOT policy 2405-1. The Office of Bridge Maintenance has determined that any bridge with a bridge sufficiency rating below 50 should be replaced.

**Route Characteristics**

The functional classification of SR 31/US 319/US 441 is a rural major arterial two-lane facility that has two-way traffic. SR 31/US 319/US 441 is a truck route and part of a local school bus route. SR 31/US 319/US 441 is not part of STRAHNET and is not part of the Statewide or local Bicycle Plan. The posted speed limit is 55 mph. Sidewalks are not planned for the route.

**Traffic Counts**

The Average Daily Traffic (ADT) along this section of roadway was 3,100 ADT in 2008; projected to be 3,350 ADT in 2012 and projected to be 6,500 ADT in 2032. Truck traffic is estimated at 20% of all traffic. The proposed design has a Level-of-Service (LOS) B for 2008 ADT and LOS C for 2033 ADT.

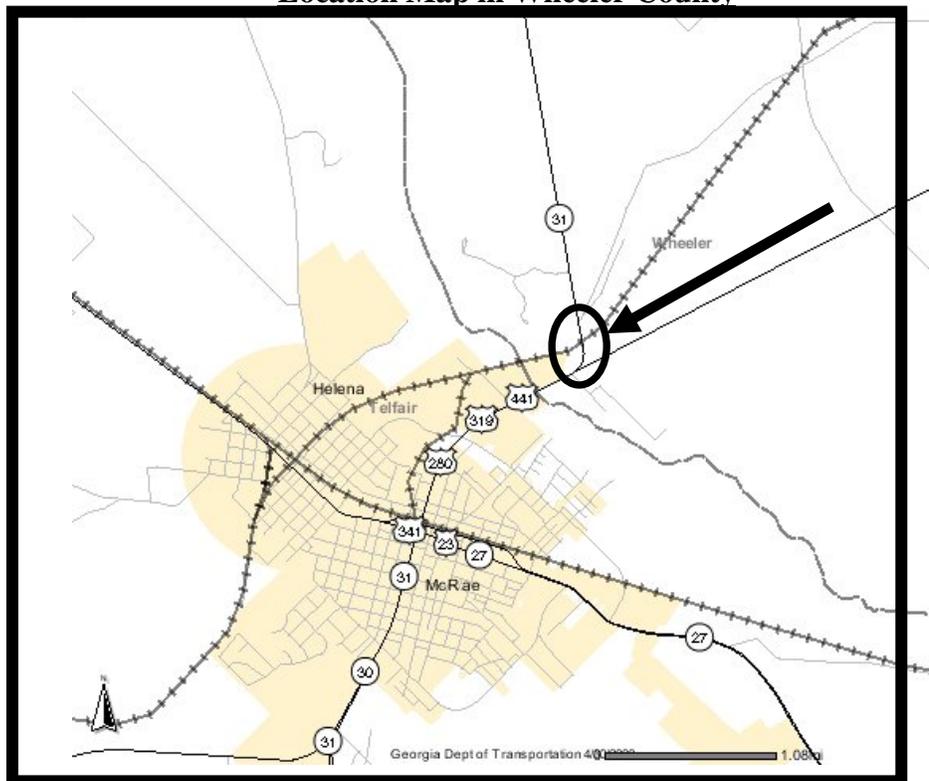
### Social Economic Characteristics

Of the 6,908 residents of Wheeler County, the ethnic groups consist of 60.1% White, 34.4% African American, 4.8% Hispanic, and 0.1% Asian. The median household income along this project corridor was \$24,491 in 2004 dollars. The land parcels surrounding the project are primarily low density parcels of mostly residential neighborhoods and agriculture.

### Conclusion

Replacing this bridge is justified due to its current deficient load rating. Replacing the bridge with a modern bridge with improved design and load standards will improve the operation and safety of this corridor.

Location Map in Wheeler County



**PROJECT BR000-0001-00(220) WHEELER COUNTY  
BRIDGE REPLACEMENT OVER HEART OF GEORGIA RAILROAD**



- **Major interchanges or intersections along the project:** SR 30/US 280 and Erick Church Road/CR 132.
- **Existing length of roadway segment and the beginning mile logs for each county segment:** The existing US 441/US 319/SR 31 begins in Wheeler County at the intersection of US 280/SR 30 at milepost 0.00 and ends at the existing Heart of Georgia Railroad Bridge at milepost 0.53.

#### **Proposed Design Features:**

- **Proposed typical section(s):** The proposed design consists of replacing the existing SR 31/US 441/US 319 Bridge over the Heart of Georgia Railroad with two 12-foot lanes and 10-foot shoulders on the bridge. The typical section for SR 31/US 441/US 319 will consist of two 12-foot lanes and 10-foot rural shoulder (no curb and gutter) in each direction with 6.5-foot being paved.
- **Proposed Design Speed Mainline:** 55 mph
- **Proposed Maximum grade Mainline:** 5%
- **Maximum grade allowable:** 6%
- **Proposed Maximum grade Side Street:** 5%                      **Maximum grade allowable:** 7%
- **Proposed Maximum grade driveway:** 28 %
- **Proposed Minimum radius for curve:** 1190 ft              **Minimum radius allowable:** 1190 ft
- **Proposed Maximum super-elevation rate for curve:** 6.0%
- **Right of way**
  - Width: 100 feet.
  - Easements: Temporary (x), Permanent (x), Utility (x), Other (x).
  - Type of access control: Full ( ), Partial ( ), By Permit (x), Other ( ).
  - Number of parcels: 13
  - Number of displacements: 2
    - Business: 1
    - Residences: 1
    - Mobile homes: 0
    - Other: 0
- **Structures**
  - Heart of Georgia Railroad Bridge-(Structure ID: 309-0015-0)  
(To be replaced)  
Length:            170 ft.  
Width:             44 ft.
  - Retaining walls: Walls not anticipated at this time.
- **Major intersections and interchanges:** SR 30/ US 280 and Erick Church Road/CR- 132
- **Traffic control during construction:** Traffic will remain on existing SR 31/US 441/US 319 during construction. The proposed alignment for US 441/US 319/SR 31 will be constructed at about 700 ft away from the existing intersection. The profile on US 280/SR 30 will be raised and traffic will be rerouted on SR 126 and on SR 149.

- **Design Exceptions to controlling criteria anticipated:** None anticipated

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	( )	( )	(x)
ROADWAY WIDTH:	( )	( )	(x)
SHOULDER WIDTH:	( )	( )	(x)
VERTICAL GRADES:	( )	( )	(x)
CROSS SLOPES:	( )	( )	(x)
STOPPING SIGHT DISTANCE:	( )	( )	(x)
SUPERELEVATION RATES:	( )	( )	(x)
HORIZONTAL CLEARANCE:	( )	( )	(x)
SPEED DESIGN:	( )	( )	(x)
VERTICAL CLEARANCE:	( )	( )	(x)
BRIDGE WIDTH:	( )	( )	(x)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(x)

The proposed project requires a grade separation for the Heart of Georgia Railroad Bridge. The project proposes to construct a new bridge on a new alignment and satisfy minimum vertical clearance of 23 feet for Heart of Georgia railroads. The Heart of Georgia Bridge is in close proximity to the T-Intersection of SR 31/ US 441 and SR 30/ US 280 at about 600 feet and may bring about a potential constraint on satisfying the stopping sight distance. Efforts to minimize the danger presented by the short stopping distance include a grooved surface finish and posted signs on the Heart of Georgia Bridge.

- **Design Variances:** None
- **Environmental concerns:** 4(f) and Nationwide 23 permits are not anticipated.
- **Level of environmental analysis:**
  - Are Time Savings Procedures appropriate? Yes (x) No ( )
  - Categorical Exclusion (x)
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ),
  - Environmental Impact Statement (EIS) ( ).
- **Utility involvements:** Atlanta Gas Light, AT&T, Windstream, Little Ocmulgee, and HOG Railroad.

**VE Study Required**      Yes ( )      No (X)

**Project responsibilities:**

- Design - GDOT
- Right of Way Acquisition - GDOT
- Relocation of Utilities –Utility Owners
- Letting to contract - GDOT
- Supervision of construction - GDOT
- Providing material pits - Contractor
- Providing detours - GDOT

### Coordination

- **Initial Concept Meeting date and brief summary:** No ICM scheduled.
- **Concept meeting date and brief summary:** Meeting held on December 2, 2008. Alternatives were discussed and staging route was agreed upon.
- **P. A. R. meetings dates and results:** Will be determined after Environmental analysis.
- **FEMA, USCG, and/or TVA:** FEMA coordination is required because project is in flood plain area.
- **Public involvement:** A Public Information Open House (PIOH) was held for McRae Bypass project, P.I. # 561470 on January 16, 2004 which is now in Long Range. The current Heart of Georgia Railroad Bridge project was brought about due to P.I. 561470 being placed on Long Range and the bridge having such a low sufficiency rating. A PIOH is needed for P.I. 0001220.
- **Local government comments:** None.
- **Other projects in the area:**
  1. MSL00-0004-00(772), PI # 0004772 Telfair/Wheeler County, SR 30/US 280 Fm SR 27/Telfair to SR 126/Wheeler-Anticipated Let Date, FY LR.
  2. EDS00-0441-00(018), PI # 262061 Dodge/Laurens/Wheeler County, widening of SR 31/US 441/US 319 Fm N of CR 132 Thru Dodge To SR 46/Laurens-Anticipated Let Date, LR
  3. EDS00-0441-00(013), PI # 561470 Telfair/Wheeler County, New construction from US 341/S BYP to US 441/Wheeler/incl Signals- Anticipated Let Date, LR.
- **Railroads:** Heart of Georgia Railroad coordination will be needed.
- **Other coordination to date:** To be determined

### Scheduling – Responsible Parties' Estimate

- **Time to complete the environmental process:** 8 Months.
- **Time to complete preliminary construction plans:** 12 Months.
- **Time to complete right of way plans:** 3 Months.
- **Time to complete the Section 404 Permit:** 4-6 Months.
- **Time to complete final construction plans:** 6 Months.
- **Time to complete to purchase right of way:** 12 Months.
- **List other major items that will affect the project schedule:** Railroad Coordination and Little Ocmulgee State Park.

### Other alternates considered:

1. No Build— No Build alternative was rejected based off of GDOT Policy 2405-1, which states that a bridge with a sufficiency rating of 50 or below must be replaced.
2. Construct new Heart of Georgia Bridge to the east 530 ft and shift SR 30/US 280 to the north to avoid impacts to the south end of the project. The alternative was rejected due to the additional constraints brought about with shifting the alignment to the north. The shift reduces the intersection distance from the H.O.G. railroad bridge, which in turn would require US 280 to be raised substantially and resulting in additional ROW along US 280.
3. Construct alignment off of the existing alignment and have profile raised with new bridge being placed 6-10 feet to the east. Existing bridge will remain while new bridge is constructed and tied back into SR 31/US 441/ US 319. This alternate was rejected

due to issues with constructability and having to increase the profile grades too abruptly to satisfy GDOT standards for vertical curve and track clearance. The intersection of US 280 and US 441 would have to be raised substantially to satisfy grade requirements and sight distance problems would be introduced at the intersection US 280 and US 441.

4. Construct new Heart of Georgia Bridge on new alignment to the east 700 ft and remove horizontal curve on the existing SR 30/US 280 alignment. This alternative was rejected because of the constraints that came about after shifting the alignment to the north to straighten out the horizontal curve. The distance from the railroad bridge to the intersection is decreased and the elevation of the road would have to be raised substantially to satisfy GDOT grade requirements.
5. Construct and replace existing bridge in current location. This alternative was rejected due to issue of constructability, satisfying AASHTO standards and Railroad requirements for vertical clearance. The existing H.O.G. Railroad bridge design does not satisfy current GDOT policy standards. The existing bridge on SR 30/US 280 (Bridge I.D. 271-0051-0) is approximately 1,000 ft from the intersection of SR 31/US 441 and raising the profile at the intersection to satisfy grades going over the H.O.G. Bridge will result in a sight distance problem for traffic approaching and exiting the bridge on SR 30/US 280.

**Comments:** The proposed Bridge replacement project is a small section of the McRae Bypass project, Project No: EDS00-0441-00(013), PI No: 561470, which has now been placed in Long Range.

**Attachments:**

1. Cost Estimates:
  - a. Construction\* : \$4,386,200.00
  - b. Fuel Price Adj.: \$ 183,800.00
  - c. Utilities : \$ 195,000.00
  - d. Right of Way : \$1,550,000.00Total Cost \$6,315,000.00
2. Typical sections,
3. Accident summaries,
4. Bridge Condition Survey w/ Bridge Inventory
5. Traffic Diagrams, and
6. Concept Meeting Minutes
7. Right of Way Cost Estimation Layout (legal size)

**\*Note:** This price includes Engineering Inspection contingency of 5% and Bridge Replacement with no added capacity contingency of 4% of the base construction cost.

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

**FILE** PROJECT No. BR000-0001-00(220), Wheeler  
SR 31/US 319/US 441 @ HOG RR near McRae  
P.I. No. 0001220

**OFFICE Consultant Design**

**DATE** 3/16/2009

**FROM** Michael A. Haithcock, P.E., Assistant State Consultant Design Engineer

**TO** CONCEPT REPORT

**SUBJECT REVISIONS TO PROGRAMMED COSTS**

PROJECT MANAGER Karyn Matthews

MNGT LET DATE 4/15/2011

MNGT R/W DATE 4/15/2010

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

**LAST ESTIMATE UPDATE**

CONSTRUCTION \$2,120,000.00

DATE 6/20/2008

RIGHT OF WAY \$none

DATE N/A

UTILITIES \$none

DATE N/A

**REVISED COST ESTIMATES**

CONSTRUCTION\* \$ 4,570,000.00

RIGHT OF WAY \$1,550,000.00

UTILITIES\*\* \$195,000.00

\* Costs contain 5% Engineering and Inspection and 4% Construction Contingencies and Fuel and Liquid AC Adjustments.

\*\* Costs contain 30% contingency.

**REASON FOR COST INCREASE** Draft concept complete, scope more defined.



## Estimate Report for file "PI 0001220 200921631"

Section Sign and Marking					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
652-0094	10	EA	40.03	PAVEMENT MARKING, SYMBOL, TP 4	400.30
652-2501	2	LM	333.70	SOLID TRAFFIC STRIPE, 5 IN, WHITE	667.40
652-2502	2	LM	324.59	SOLID TRAFFIC STRIPE, 5 IN, YELLOW	649.18
652-3501	1	GLM	301.45	SKIP TRAFFIC STRIPE, 5 IN, WHITE	301.45
654-1001	100	EA	3.06	RAISED PVMT MARKERS TP 1	306.00
655-5000	6	EA	353.14	PVMT ARROW, THERMOPLASTIC, WITH RAISED REFLECTORS	2118.84
<b>Section Sub Total:</b>					<b>\$4,443.17</b>

Section Temporary Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	25	AC	477.88	TEMPORARY GRASSING	11947.00
163-0240	725	TN	187.98	MULCH	136285.50
163-0300	4	EA	1521.75	CONSTRUCTION EXIT	6087.00
163-0530	500	LF	3.63	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	1815.00
165-0030	5000	LF	1.03	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	5150.00
165-0070	250	LF	1.78	MAINTENANCE OF BALED STRAW EROSION CHECK	445.00
165-0101	4	EA	476.92	MAINTENANCE OF CONSTRUCTION EXIT	1907.68
167-1000	2	EA	783.30	WATER QUALITY MONITORING AND SAMPLING	1566.60
167-1500	24	MO	905.40	WATER QUALITY INSPECTIONS	21729.60
171-0030	10000	LF	3.92	TEMPORARY SILT FENCE, TYPE C	39200.00
<b>Section Sub Total:</b>					<b>\$226,133.38</b>

Section Bridge					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
540-1101	1	LS	95700.00	REMOVAL OF EXISTING BR, STA NO -	95700.00
543-9000	1	Lump Sum	800000.00	Construction of Bridge Complete	800000.00
<b>Section Sub Total:</b>					<b>\$895,700.00</b>

Section Roadway					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	300000.00	TRAFFIC CONTROL -	300000.00
153-1300	1	EA	67354.21	FIELD ENGINEERS OFFICE TP 3	67354.21
201-1500	1	LS	1500000.00	CLEARING & GRUBBING -	1500000.00
206-0002	5000	CY	4.45	BORROW EXCAV, INCL MATL	22250.00
210-0200	1	LM	6485.42	GRADING PER MILE	6485.42
310-1101	5141	TN	18.20	GR AGGR BASE CRS, INCL MATL	93566.20
402-3102	617	TN	85.00	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, TYPE II, BLEND 1, INCL BITUM MATL & H LIME	52445.00
402-3121	2514	TN	85.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	213690.00
402-3192	1508	TN	88.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	132704.00
413-1000	1828	GL	2.00	BITUM TACK COAT	3656.00
432-0214	50000	SY	6.25	MILL ASPH CONC PVMT, 3 1/2 IN DEPTH	312500.00
620-0200	80	LF	57.66	TEMPORARY BARRIER, METHOD NO. 2	4612.80
621-4082	150	LF	306.20	CONCRETE SIDE BARRIER, TYPE 7T	45930.00
634-1200	37	EA	100.03	RIGHT OF WAY MARKERS	3701.11
641-1100	150	LF	49.15	GUARDRAIL, TP T	7372.50
641-1200	2950	LF	16.69	GUARDRAIL, TP W	49235.50
641-5001	1	EA	644.45	GUARDRAIL ANCHORAGE, TP 1	644.45
641-5012	3	EA	1812.79	GUARDRAIL ANCHORAGE, TP 12	5438.37
<b>Section Sub Total:</b>					<b>\$2,821,585.56</b>

Section Permanent Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	50	AC	899.19	PERMANENT GRASSING	44959.50
700-7000	50	TN	66.81	AGRICULTURAL LIME	3340.50

700-7010	125	GL	20.41	LIQUID LIME	2551.25
700-8000	50	TN	382.77	FERTILIZER MIXED GRADE	19138.50
700-8100	2500	LB	2.45	FERTILIZER NITROGEN CONTENT	6125.00
<b>Section Sub Total:</b>					<b>\$76,114.75</b>

**Total Estimated Cost: \$4,023,976.86**

P.I. Number 1220

County Wheeler

Project Number BR000-0001-00(220)

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

ENTER FPL DIESEL	2.373
ENTER FPM DIESEL	5.339

ENTER FPL UNLEADED	1.566
ENTER FPM UNLEADED	3.5235

<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)	5000.000	0.29	1450.00	0.15	750.00	
GAB paid as specified by the ton under Section 310 (TON)	5141.000	0.29	1490.89	0.24	1233.84	
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)	4639.000	2.90	13453.10	0.71	3293.69	
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
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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>16393.99</b>	<b>SUM QF UNLEADED=</b>	<b>5277.53</b>
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<b>DIESEL PRICE ADJUSTMENT(\$)</b>	<b>\$44,738.38</b>
<b>UNLEADED PRICE ADJUSTMENT(\$)</b>	<b>\$9,504.30</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

125.00%	INCREASE ADJUSTMENT
---------	---------------------

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

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

MONTHLY PRICE ADJUSTMENT(\$)	
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## ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$44,738.38

UNLEADED PRICE ADJUSTMENT(\$) \$9,504.30

ASPHALT CEMENT PRICE ADJUSTMENT (*BITUMINOUS TACK COAT 125% MAX*) \$4,239.78

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT *125% MAX* \$125,253.00

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

REMARKS:

<b>TOTAL ADJUSTMENTS</b>	<b>\$183,735.46</b>
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**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** BR000-0001-00(220) **OFFICE** Jesup  
P.I. No. 0001220 **DATE** January 22, 2009

**FROM** Karon Ivery  
District Utilities Engineer

**TO** Michael Haithcock  
Transportation Engineer Assistant Administrator

**ATTN** Karyn Matthews

**SUBJECT** PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimates for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Windstream	\$15,000.00	\$0.00
Atlanta Gas Light	\$0.00	\$0.00
Little Ocmulgee	\$60,000.00	\$0.00
<hr/>		
<b>Totals</b>	<b>\$75,000.00</b>	<b>\$0.00</b>
<b>30% Utilities Contingency:</b>		<b>\$0.00</b>
<b>Total Reimbursement Cost:</b>		<b>\$0.00</b>

Total Preliminary Utility Cost Estimate \$75,000.00  
Total reimbursable cost for the above project is \$0.00.

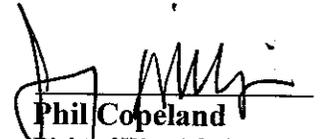
If you have any questions, please contact Paul Williams at (912)427-5779.

KLI/pow

**C:** Jeff Baker, State Utilities Engineer;  
Angela Whitworth, Office of Financial Management;  
Eddie Holsey, Area Engineer  
File/Estimating Book



# Preliminary Right of Way Cost Estimate

  
**Phil Copeland**  
Right of Way Administrator  
By: Jerry Milligan

**Date:** December 15, 2008  
**Project:** BR000-0001-00(220)Wheeler  
**Existing/Required R/W:** Varies/Varies  
**Project Termini :** SR 3 Bridge Replacement  
**Project Description:** Bridge Replacement

**P.I. Number:** 0001220  
**No. Parcels:** 42

<b>Land:</b> R/W Industrial: 6.4 acres @ \$ 25,000/acre	\$	160,000
<b>Improvements :</b> residence, business, misc. site improvements		400,000
<b>Relocation:</b> Commercial (1) Residential (1)		65,000
<b>Damage:</b> None		0
<b>Net Cost</b>	\$	625,000
<b>Net Cost</b>	\$	625,000
<b>Scheduling Contingency</b> 55 %		343,750
<b>Adm/Court Cost</b> 60 %		581,250
	\$	1,550,000

**Total Cost** **\$1,550,000**

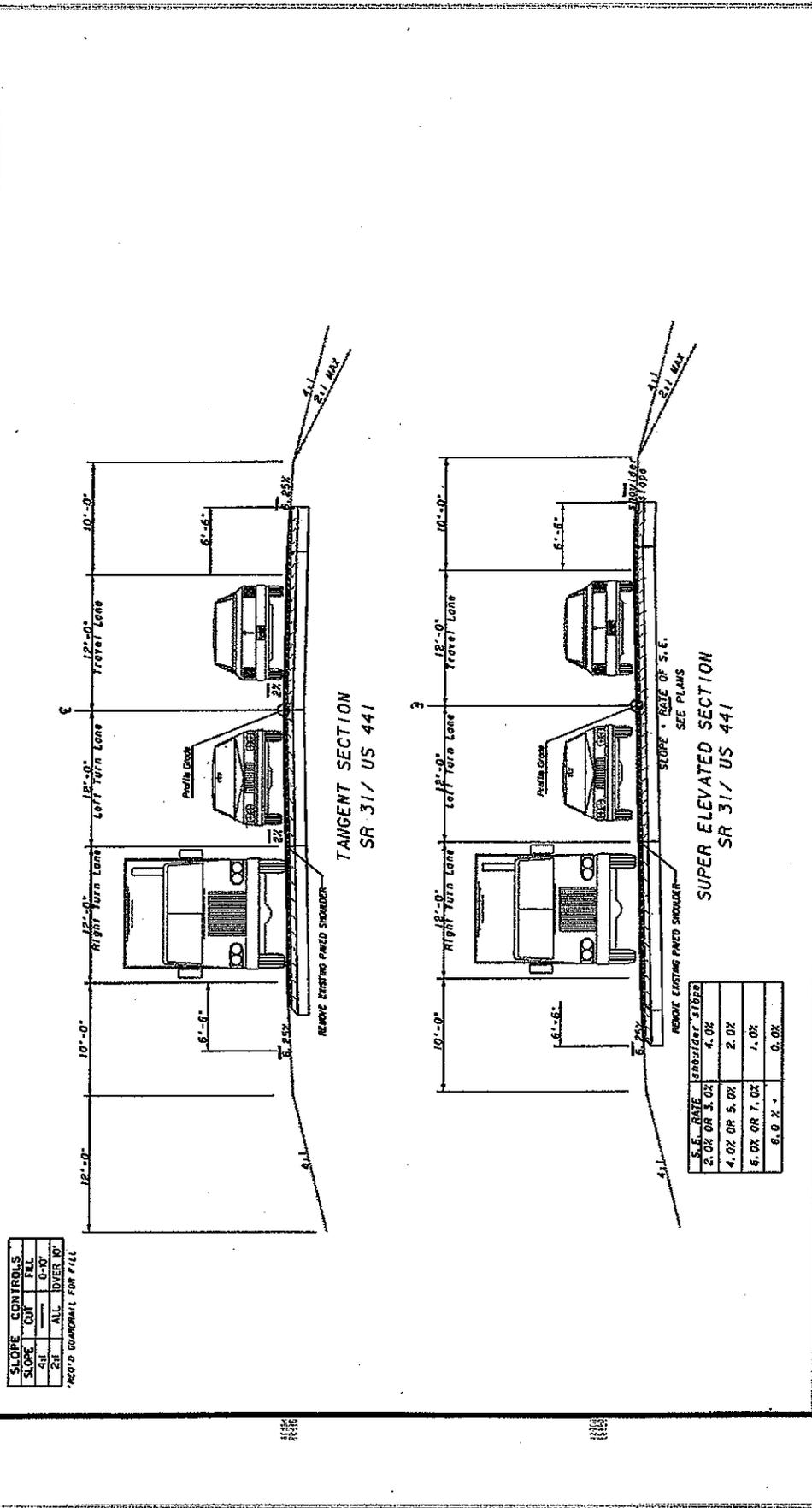
Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.







DATE: 10/14/2009  
 DRAWN BY: J. W. WILSON  
 CHECKED BY: J. W. WILSON



**GEORGIA**  
DEPARTMENT  
OF  
TRANSPORTATION

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: URBAN DESIGN

HDC RAILROAD BRIDGE  
SR 31/ US 441

DATE: 10/14/2009  
 DRAWN BY: J. W. WILSON  
 CHECKED BY: J. W. WILSON



Crash Summary

The following is a summary of Crash data available for:

SR 31/US 441/US 319 from SR 30/US 280 to Erick Church Road.

Year	Accidents	Accident Rate	Statewide Accident Rate	Injuries	Injury Rate	Statewide Injury Rate	Fatalities	Fatality Rate	Statewide Fatality Rate
2004	0	0	172	0	0	99	0	0	2.65
2005	4	433	141	2	486	86	0	0	2.42
2006	4	396	137	8	792	78	0	0	1.91

Note: Rates are per 100 Million Vehicles Miles traveled.

The rates in the project area are above the statewide average for 2005 and 2006 for accident rate and injury rate. Data for 2005 and 2006 years are not available at this time.

Gena L. Evans, Ph.D., Commissioner



DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW  
Atlanta, Georgia 30308  
Telephone: (404) 631-1000

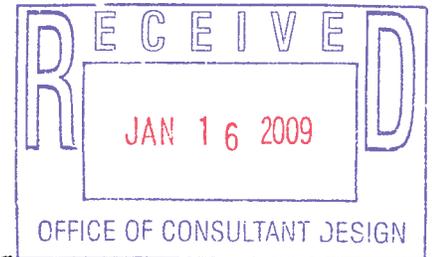
## INTERDEPARTMENT CORRESPONDENCE

January 15, 2009

*MLC*  
FROM: Mike Clements P.E., State Bridge Maintenance Engineer

TO: Michael Haithcock, Transportation Engineer Assistant Administrator

SUBJECT: **BR000-001-00(220) / Wheeler County**  
**Structure ID 309-0015-0**  
**Location ID 309-00031D-000.81N**  
**P.I. No. 00001220**  
**SR 31/US 319/ US 441 over CSX Railroad**



A Bridge Condition Survey has been completed for this project. This condition survey is based on a review of existing bridge files. This bridge was built in 1937, and consists of a concrete deck with steel beams on timber caps on timber piles. This structure has a current sufficiency rating of 4.0. Inspections on this structure have noted rotting and deficiencies in the timber piling (we currently have one pile that needs replacing immediately), heavy transverse cracking with efflorescence forming on the bottom side of all decks, and parts of the barrier that have been damaged to the point that if involved in another collision would not reflect a vehicle back into the traffic lane. Reviewing the amount of work that has been completed on this bridge in the past and the work required presently we recommend that this bridge be replaced as soon as possible.

If you have any questions concerning the above information, please contact Clayton Bennett of this office at (404)-635-8183.

MLC/cbb

## Bridge Inventory Data Listing

### Georgia Department of Transportation.

Structure ID: 309-0015-0

Wheeler

SUFF. RATING: 4.00

Location & Geography		Signs & Attachments			
* Structure ID:	309-0015-0	*104 Highway System:	1	225 Expansion Joint Type:	02
200 Bridge Information:	06	*26 Functional Classification:	06	242 Deck Drains:	0
*6A Feature Int:	CSX RAILROAD (635193G)	*204 Federal Route Type:	F No. 00421	243 Parapet Location:	0.00
*6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0.00
*7A Route Number Carried:	SR00031	*110 Truck Route:	0	Width:	0.00
*7B Facility Carried:	US 319- US 441	206 School Bus Route:	1	238 Curb Height:	1.2
*9 Location:	7 MI SW OF ALAMO	217 Benchmark Elevation:	0000.00	Curb Material:	1
2 DOT District:	5	218 Datum:	0	239 Handrail:	1 1
207 Year Photo:	2006	*19 Bypass Length:	05	*240 Median Barrier Rail:	0
*91 Inspection Frequency:	24 Date: 8/1/2006	*20 Toll:	3	241 Bridge Median Height:	0.0
92A Fract Crit Insp Freq:	00 Date: 2/1/1901	*21 Maintenance:	01	* Bridge Median Width:	0.0
92B Underwater Insp Freq:	00 Date: 2/1/1901	*22 Owner:	01	230 Guardrail Loc. Dir. Rear:	3
92C Other Spc. Insp Freq:	00 Date: 2/1/1901	*31 Design Load:	2	Fwd:	3
*4 Place Code:	00000	37 Historical Significance:	5	Oppo. Dir. Rear:	0
*5 Inventory Route (O/U):	1	205 Congressional District:	03	Oppo. Fwd:	0
Type:	2	27 Year Constructed:	1937	244 Approach Slab:	0
Designation:	1	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	00319	33 Bridge Median:	0	233 Posted Speed Limit:	55
Direction:	0	34 Skew:	99	236 Warning Sign:	1
*16 Latitude:	32 - 05.1100 HMMS Prefix: SR	35 Structure Flared:	0	234 Delineator:	1
*17 Longitude:	82 - 52.9980 HMMS Suffix: 00 MP:0.81	38 Navigation Control:	N	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:	5	Water:	00
*100 STRAHNET:	0	*42 Type of Service on:	1	Electric:	00
12 Base Highway Network:	1	Type of Service under:	2	Telephone:	22
13ALRS Inventory Route:	3091003100	214 Movable Bridge:	0	Sewer:	00
13B Sub Inventory Route:	0	203 Type Bridge:	C I M O	247 Lighting - Street:	0
101 Parallel Structure:	N	259 Pile Encasement:	3	Navigation:	0
*102 Direction of Traffic:	2	*43 Structure Type Main:	4 02	Aerial:	0
*264 Road Inventory Mile Post:	000.81	45 No. Spans Main:	007	*248 County Continuity No.:	00
*208 Inspection Area:	10 Initials: JWM	44 Structure Type Appr:	0 00		
Engineer's Initial:	gmc	46 No. Spans Appr:	0000		
		226 Bridge Curve Horz:	0 Vert: 0		
		111 Pier Protection:	0		
		107 Deck Structure Type:	1		
* Location I.D. No.:	309-00031D-000.81N	108 Wearing Surface Type:	1		
		Membrane Type:	8		
		Deck Protection:	8		

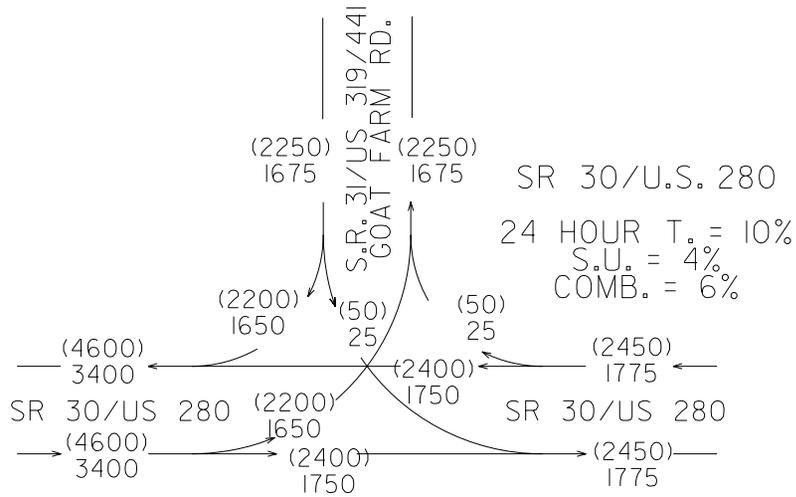
Structure ID: 309-0015-0

Programming Data		Measurements		Ratings	
201Project No.:	WFG 2577	*29 ADT:	003420 Year: 2005	65 Inventory Rating Method:	2
202Plans Available:	4	109% Trucks:	0	63 Operating Rating Method:	2
249Prop. Proj. No.:	BR-0001-00 (220)	*28 Lanes On:	02 Under: 00	66 Inventory Type:	2 Rating: 08
250Approval Status:	6 0 1 1	210No. Tracks On:	00 Under: 01	64 Operating Type:	2 Rating: 18
251P.I. No.:	0001220	*48 Max. Span Length:	0029	231 Calculated Loads	
252Contract Date:	2/1/2009	*49 Structure Length:	138	H-Modified:	20 0
260Seismic No.:	00000	51 Br. Rwdy. Width:	23.70	HS-Modified:	25 0
75 Type Work:	31 1	52 Deck Width:	26.50	Type 3:	28 0
94 Bridge Imp. Cost:	\$352	*47 Tot. Horiz. Cl:	23.70	Type 3s2:	40 0
95 Roadway Imp. Cost:	\$261	50 Curb / Sidewalk Width:	0.60 / 0.60	Timber:	36 0
96 Total Imp Cost:	\$699	32 Approach Rdwy. Width:	024	Piggyback:	40 0
76 Imp. Length:	001458	*229Shoulder Width:		261 H Inventory Rating:	15
97 Imp. Year:	1990	Rear Lt:	6.0 Type: 8 Rt: 6.0	262 H Operating Rating:	22
114Future ADT:	005130 Year: 2025	Fwr Lt:	6.0 Type: 8 Rt: 6.0	67 Structural Evaluation:	2
		Pavement Width:		58 Deck Condition:	5
		Rear:	24.0 Type: 2	59 Superstructure Condition:	6
			24.0 Type: 2	*227 Collision Damage:	0
<b>Hydraulic Data</b>		Intersection Rear:	1 Fwr: 1	60ASubstructure Condition:	3
215Waterway Data		36 Safety Features Br. Rail:	2	60BScour Condition:	N
Highwater Elev.:	0000.0 Year: 1900	Transition:	2	60CUnderwater Condition:	N
Flood Elevation:	0000.0 Freq.: 00	App. G. Rail:	2	71 Waterway Adequacy:	N
Avg. Streambed Elev.:	0000.0	App. Rail End:	2	61 Channel Protection Cond.:	N
Drainage Area:	00000	53 Minimum Cl. Over:	99' 99 "	68 Deck Geometry:	2
Area of Opening:	000000	Under:	R 20' 11 "	69 UnderClr. Horz/Vert:	4
113Scour Critical:	N	*228Minimum Vertical Cl		72 Appr. Alignment:	8
216Water Depth:	00.0 Br. Height: 00.0	Act. Odm Dir.:	99 ' 99 "	62 Culvert:	N
222Slope Protection:	7	Oppo. Dir:	99 ' 99 "		
221Spur Dikes Rear:	0 Fwr: 0	Posted Odm. Dir:	00 ' 00 "	<b>Posting Data</b>	
219Fender System:	0	Oppo. Dir:	00 ' 00 "	70 Bridge Posting Required:	5
220Dolphin:	0	55 Lateral Undercl. Rt:	R 10.5	41 Struct Open, Posted, CL:	D
223Culvert Cover:	000	56 Lateral Undercl. Lt:	0.0	*103 Temporary Structure:	T
Type:	0	*10 Max Min Vert Cl:	99' 99 " Dir: 0	232 Posted Loads	
No. Barrels:	0	39 Nav Vert Cl:	000 Horiz: 0000	H-Modified:	00
* Width:	0.00 Height: 0.00	116Nav Vert Cl Closed:	000	HS-Modified:	00
* Length:	0 Apron: 0	245Deck Thickness Main:	8.00	Type 3:	00
265U/W Insp. Area:	0 Diver: ZZZ	Deck Thick. Approach:	0.00	Type 3s2:	00
		246Overlay Thickness:	0.00	Timber:	00
		212Year Last Painted:	Sup: 1993 Sub: 0000	Piggyback:	00
Location I.D. No.:	309-00031D-000.81N			253 Notification Date:	2/1/1901
				258 Fed Notify Date:	2/1/1901

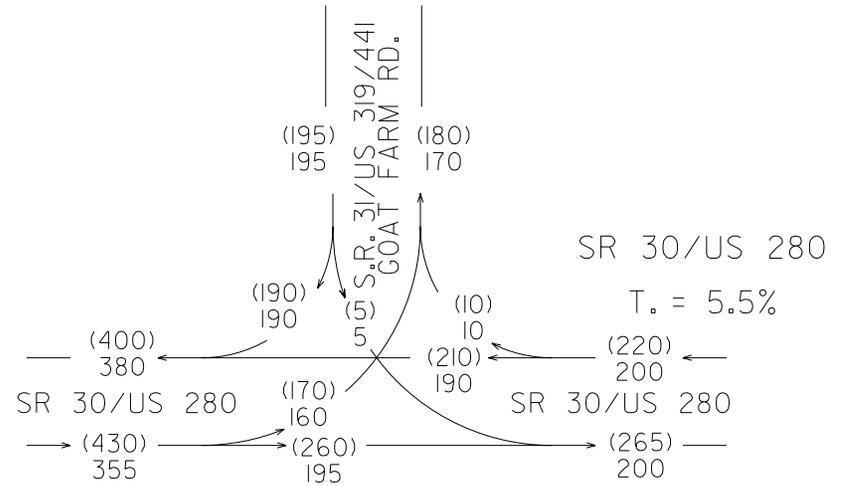
WHEELER COUNTY

SR 31/US 319/441  
T. = 7.5%

SR 31/US 319/441  
24 HOUR T. = 18.5%  
S.U. = 4%  
COMB. = 14.5%



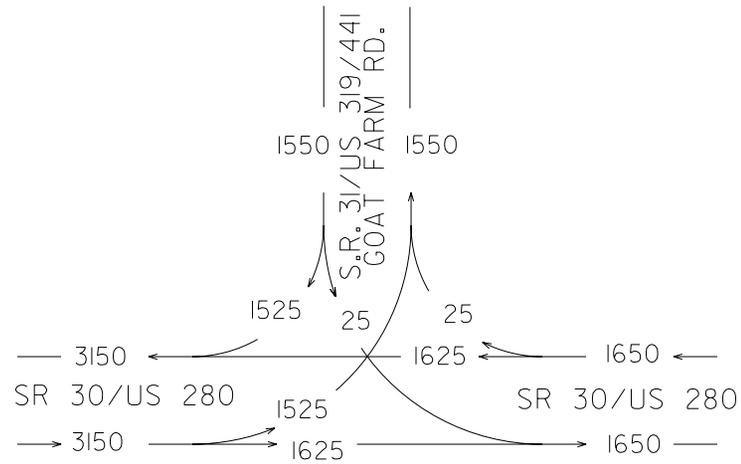
2032 ADT = (000)  
2012 ADT = 000



2032 PM DHV = (000)  
2032 AM DHV = 000

BR00-0001-00(220)  
P.L. # 0001220  
WHEELER COUNTY  
S.R. 31 @ S.R. 30  
CSX RR

WHEELER COUNTY



BR00-0001-00(220)  
P.L. # 000220  
WHEELER COUNTY  
S.R. 31 @ S.R. 30  
CSX RR  
EXISTING 2008  
ADT

AFE  
06-2008

# Concept Team Meeting Minutes

**BY:** Karyn Matthews, PE, GDOT Project Manager

**DATE:** December 2, 2008, 1:30 pm, District 5 Office, Jesup, GA

**SUBJECT:** US 441 over HOG Railroad, Wheeler County PI 0001220, CTM

## ATTENDEES:

Karyn Matthews	GDOT Project Mgr	404-631-1584	<a href="mailto:kmatthews@dot.ga.gov">kmatthews@dot.ga.gov</a>
Jeff Simmons	GDOT Urban Des	404-631-1724	<a href="mailto:jesimmons@dot.ga.gov">jesimmons@dot.ga.gov</a>
Dwayne Wilson	GDOT Urban Des	404-631-1720	<a href="mailto:dwilson@dot.ga.gov">dwilson@dot.ga.gov</a>
Eugene Culver	GDOT Urban Des	404-631-1721	<a href="mailto:eculver@dot.ga.gov">eculver@dot.ga.gov</a>
Eddie Holsey	Area Engineer	912-366-1090	<a href="mailto:eholsey@dot.ga.gov">eholsey@dot.ga.gov</a>
Matt Bennett	Area Construction	912-366-1090	<a href="mailto:mabennett@dot.ga.gov">mabennett@dot.ga.gov</a>
Anthony Cook	D5 Construction	912-427-5745	<a href="mailto:acook@dot.ga.gov">acook@dot.ga.gov</a>
Christy Lovett	Engineering Services	912-427-5778	<a href="mailto:clovett@dot.ga.gov">clovett@dot.ga.gov</a>
Donnie Boyd	D5 Location	912-370-2588	<a href="mailto:dboyd@dot.ga.gov">dboyd@dot.ga.gov</a>
Jeffery Young	D5 Location	912-370-2588	<a href="mailto:jyoung@dot.ga.gov">jyoung@dot.ga.gov</a>
Robert McCall	D5 Traffic Engineer	912-427-5703	<a href="mailto:rmccall@dot.ga.gov">rmccall@dot.ga.gov</a>
Paul Williams	D5 Utilities	912-427-5779	<a href="mailto:pwilliams@dot.ga.gov">pwilliams@dot.ga.gov</a>
Tom Kilday	Windstream	912-654-1500	
Teresa Scott	D5 Planning/Prgmng	912-427-5788	<a href="mailto:tscott@dot.ga.gov">tscott@dot.ga.gov</a>
Craig McGalliard	Atlanta Gas/Light	912-239-6505	<a href="mailto:craig.mcgalliard@aglresources.com">craig.mcgalliard@aglresources.com</a>

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- Karyn Matthews opened the meeting with an introduction of herself and we went around the room, with every person stating their name and their position/relationship to the project.
  - Karyn continued with a description of the project corridor as follows:
    - Need and Purpose of the project is to replace and widen the structurally deficient bridge located on SR 31/US 319/US 441 over GDOT owned railroad – leased to Heart of Georgia. This bridge provides access to I-16 for much of the area.
    - The bridge was constructed in 1937 on timber piles. Current sufficiency rating is 4.0 with a load rating of H-15.
    - The project was formerly part of the McRae Bypass project. Since the bypass has been put in long range, this bridge replacement project was pulled out as a stand-alone project.
  - Karyn listed all the projects in or near the limits of this corridor:
    - MSL00-0004-00(772), PI: 0004772, SR 30/US280 from SR 27 to SR 126, Anticipated Let Date: LR
    - EDS00-0441-00(018), PI: 262061, SR 31/US 441 from north of CR 132 to SR 46, Anticipated Let Date: LR
    - EDS00-0441-00(013), PI: 561470-, N McRae Bypass from US 341 to US 441, Anticipated Let Date: LR
  - Karyn described the bridges in the area and pointed them out on the layout
    - The bridge for replacement over HOG Railroad
    - West of project site: US 280 over Little Ocmulgee River, built in 1987, suff. rating of 91.37
    - East of project site: bridge culvert US 280 over Wilcox Creek, built in 1933, rehabbed in 1980, suff. rating of 91.67

- Karyn stated that Urban Design will be doing the design in-house, OEL will be doing the NEPA document and special studies, and most activities are expected to be handled in-house
- Karyn stated that the current project schedule is for ROW to begin in April 2010 and construction in April 2011.
- Karyn said that the McRae Bypass EA was approved and for this project OEL is having discussions with FHWA to determine if they will do a re-evaluation or a new CE document. OEL has stated that either decision will be about the same level of effort.
- Karyn said that there has been a PIOH and a PHOH for the bypass, but a new public meeting will be needed for this project.
- Karyn pointed out several environmental resources on the project:
  - Streams at the Little Ocmulgee River and Wilcox Creek
  - A wetland just northeast of the existing bridge (in the location of the proposed alignment). Another wetland just south of US 280.
  - Endangered Indigo Snakes were located along the Bypass project but not in the location of this bridge.
  - Parklands at Little Ocmulgee State Park
  - Potential historic properties and archaeological sites are unknown. The history survey has expired and will require a new study.
  - A cemetery is located just east of the culvert at Wilcox Creek
  - Potential hazardous waste sites at the railroad spur, and junk yards along US 280.
- Karyn then asked Dwayne Wilson to describe their proposed alignment.
- Dwayne pointed out the existing alignment on the layouts. He stated that the roadbed on the existing bridge is approximately 21' above the railroad and based on the required railroad clearance of 23' and beam depths of 4.5' will require that the new roadbed be approximately 28' above the railroad. He also pointed out the sharp curve and poor skew at the intersection of US 441 and US 280.
- Dwayne stated that the design year traffic is 4,500 and build year (2012) is 3,350. He said that there is 12% truck traffic so using a design vehicle of 65WB truck.
- Dwayne then pointed out the proposed alignment to the east of existing, tying into US 280 at approximately 90 degrees. He stated that to keep the grade at approximately 4%, US 280 will have to be raised about 12'.
- Dwayne talked about the constraints of the park, the airport, the bridge at Little Ocmulgee River that is in good condition, the bridge culvert at Wilcox Creek, and the cemetery just past the culvert.
- Dwayne pointed out that they considered an alignment along the existing, but that it would not be feasible to tie into existing along US 280 before reaching the bridge at Little Ocmulgee.
- Anthony asked how far the bridge at Little Ocmulgee was from the proposed T-intersection of US 441 and US 280. Dwayne responded that it was less than ½ mile. Several people at the table were concerned about how the construction along US 280 would be staged.
- Dwayne stated that the existing intersection of US 280 and US 441 could remain open during construction, and that they proposed detouring US 280 traffic to the north while the roadbed is brought up to proposed grade.
- Dwayne stated that the posted speed drops at the bridge, but that the reason appears to be because the existing curve and grade are substandard. Still, a speed reduction and/or warning signs and lights will be required along US 441 to alert drivers of the intersection at US 280.

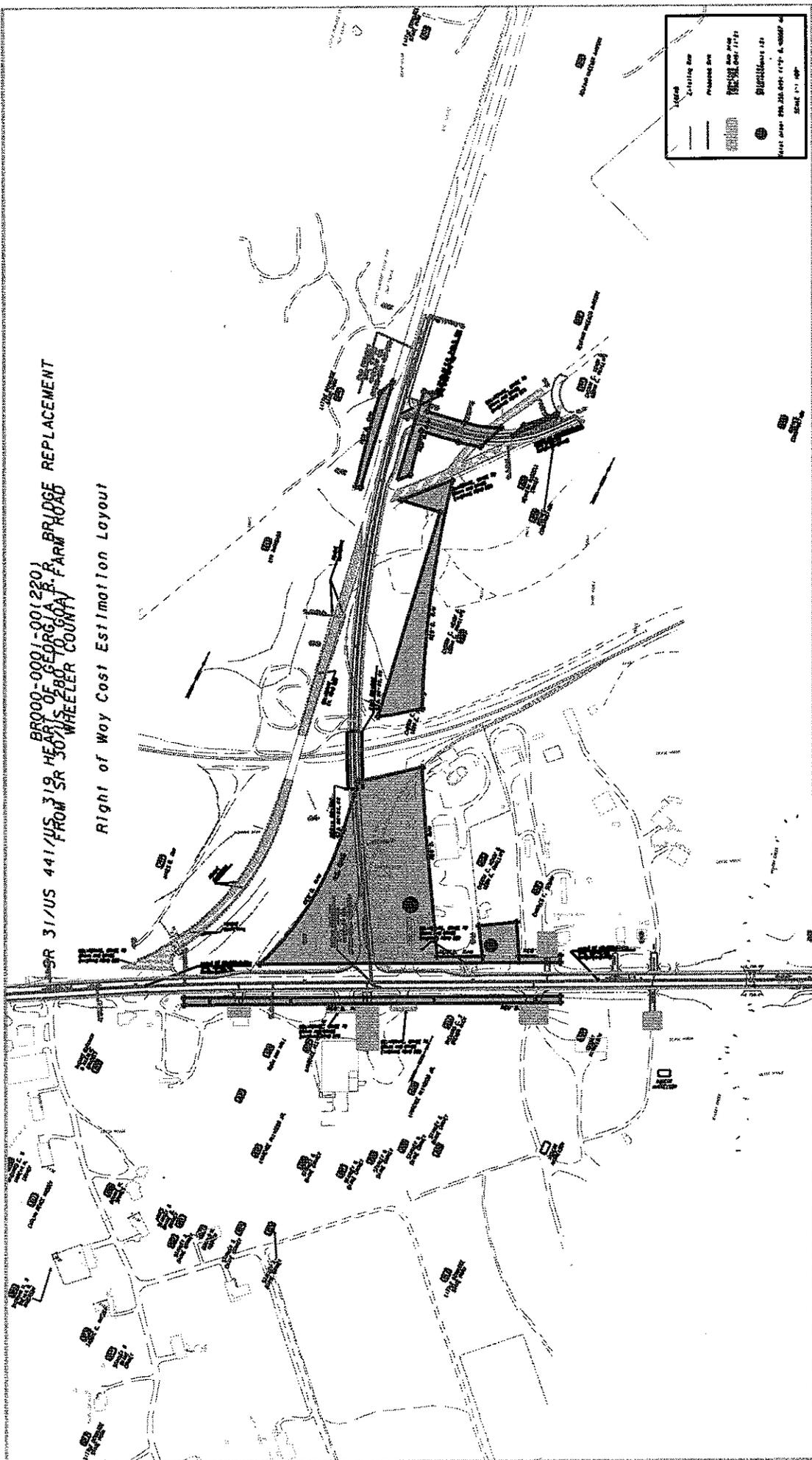
- Paul Williams asked if sight distance along US 280 will be a concern, particularly for drivers turning left onto US 441. Dwayne stated that he didn't expect this to be a problem.
- Craig McGalliard stated that Atlanta Gas Light has a line on the east side of the bridge and to the south of US 280. They would want to see how much of their line would be covered by 10' fill and they may consider relocating the line for easier maintenance.
- Craig asked how far the new bridge would be from the existing, Dwayne estimated 150'. Craig indicated this should not affect their line alongside the existing bridge. Jeff Simmons pointed out that they have not determined the extent of the slopes yet, but would provide that information to the utility companies when it is available.
- Craig asked if there would be any cut along the project, Jeff indicated it should be only fill, but that has not been determined yet. Craig stated that their 4" main that runs along US 441 at the bridge turns to the east near Goat Farm Road/Asphalt Ln and gets onto a power line easement from there.
- Dwayne stated that the crash rate at the intersection of US 280 and US 441 was above the statewide average.
- Dwayne opened the floor for discussion about staging and other concerns.
- Matt Bennett stated that staging US 280 on an S-curve to the north side of existing/proposed will be difficult because there will come a point where you have to tie everything together. He stated that moving traffic to the side you are building is especially difficult.
- Anthony asked that the designers stay in touch with District and Area Construction Offices to discuss what grades everyone can live with.
- Anthony asked if there was a difference in the amount of fill required along US 280 if you reduce the speed on US 441 to 45 MPH and increased the grade to 5%. Dwayne stated that they felt that 5% was not safe for trucks. It was decided that once the cross-sections are run, the designers will see what grade makes sense and choose the speed from there. A design variance or exception may be required.
- Tom Kilday asked if we could rehab the bridge instead of replacing. Several people responded that the timber piles meant that the bridge needed replacement. Matt pointed out that they have rehabbed the bridge already with sister timber piles.
- Anthony asked if the proposed bridge would be built as a twin bridge, in anticipation of the bypass project coming through. Dwayne and Karyn stated that it would not because the bypass project is in long range and may not stay in the program.
- Jeff stated that the biggest issue on the project was staging. Anthony said that they can stage it, but they just have to figure it out.
- Tom said that there is a water line on the west side of US 441. He asked what would happen to the existing roadbed and right-of-way. Jeff said that we can't say until we see where the slopes will tie-in.
- Anthony brought in a state map and pointed out that there are 2 options for detour routes for the US 280 staging. The intersection of US 280 and US 441 would remain open, but the stretch of US 280 just east of the intersection would be closed. SR 149 for a north detour and SR 146 for the south. This is approximately a 9 mile detour into McRae. He suggested that we could close US 280 for 2 months while it is built up to grade. He also pointed out that at least 2 paved county roads would allow local residents to get into McRae while US 280 was closed.
- Teresa Scott asked that Karyn allow at least 10 weeks for the District to get signs made up for a public meeting.

- A set of roll plots for the layout used at the meeting was provided to Paul Williams for a utility cost estimate, Eddie Holsey, Area Engineer.

cc: All Attendees  
Gerald Ross, Chief Engineer  
Alexis John, NEPA Planner  
Steve Yost, Rail Program Manager  
Nicoe Alexander, Urban Design Group Manager

SR 31/US 441/US 319 HEART OF GEORGIA B. FARM ROAD BRIDGE REPLACEMENT  
FROM SR 307/US 280 TO GOA WHEELER COUNTY

Right of Way Cost Estimation Layout



Legend

- Existing structure
- Proposed structure
- Right of Way
- Estimated Cost

Scale: 1" = 40'