

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRF-062-1(13) Washington County OFFICE Preconstruction
P.I. No. 221312
Needs Rating-55 Suff. Rating-7.0;45.8 DATE May 1, 1990

FROM ^{JB} J. B. Johnson, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL - SR 57 AT OCONEE RIVER OVERFLOW AND DEEP CREEK

Attached for your files is the approval for subject project.

JB/SE

Attachment

DISTRIBUTION:

- Charles Lewis
- Robert E. Humphrey
- Frank Danchetz
- Gene Skeen
- Walker Scott
- Herman Griffin
- Paul Liles
- George Lyons

TIME SAVING
PROCEDURES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRF-062-1(13) Washington County OFFICE Preconstruction
P.I. No. 221312
Needs Rating-55 Suff. Rating-7.0;45.8 DATE April 16, 1990

FROM GCL
G. C. Lewis, Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT SR 57 AT OCONEE RIVER OVERFLOW AND DEEP CREEK -
REVISED PROJECT CONCEPT REPORT

This revised concept report is for the replacement of two narrow and structurally deficient bridges on SR 57 at Oconee River Overflow and Deep Creek southwest of Sandersville. The existing bridges are 23.8'x600' and 23.8'x120', respectively, with both having timber piling, steel stringers and concrete decks. Approaches have 22' of pavement and 6' shoulders. Current and future traffic is 1350 VPD (1990) and 1860 VPD (2010).

The proposed replacement structures will be a new 38'x400' concrete bridge at Oconee River Overflow and a double 7'x7'x80' concrete bridge culvert at Deep Creek. These structure sizes are the same as in the approved concept report. A request for a design variance for the substandard vertical alignment east of the Deep Creek site was not approved by FHWA in attached letter dated October 23, 1989. Therefore, this revised concept report proposes correcting the vertical alignment to 55 MPH east of Deep Creek. Also, the horizontal alignment at the bridge site is being changed in order to achieve the best overall horizontal and vertical alignment, thus eliminating the need for an on-site detour at Deep Creek, i.e., existing bridge will be used for the detour. However, due to the absence of an adequate local road detour at Oconee River Overflow, an on-site runaround detour will be provided as originally approved. The estimated cost of this revised concept is:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>LET. DATE</u>
Constr(Infl&E/C)	\$1,711,000	\$2,178,000	10-92
Right-of-way	\$ 2,000	\$ 2,000	
Utilities	LGPA*	LGPA	

*LGPA signed by County on 11/19/87

I recommend that we approve this revised project concept report for implementation. Time saving procedures are appropriate.

GCL/WLP/se

CONCUR:

Alva R. Byrom
Alva R. Byrom
State Highway Engineer

APPROVED:

Hal Rives
Hal Rives
Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED

APR 10 1990

INTERDEPARTMENT CORRESPONDENCE

BRF-062-1 (13) Washington County
 P.I. No. 221312
 Bridge Replacement SR 57 Over Oconee River Overflow
 and Deep Creek

OFFICE Atlanta, Georgia
 DATE April 9, 1990

FILE

FROM Robert E. Humphrey, Project Review Engineer

TO G. C. Lewis, Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT - Revised

PRECONSTRUCTION

We have reviewed the attached revised Concept Report for this Minor project and have the following comment:

The Report states that Utility relocations will be the responsibility of local government, however, a Local Government Project Agreement was not included with the Report.

We have received signed cover sheets from the following offices:

1. Bridge Design
2. Environmental

This report is satisfactory for approval subject to the above comment.

The estimated costs of this project are as follows:

Construction	\$1,414,000
Inflation (5% per year)x 2 yrs.	141,400
E & C (10%)	155,540
Preliminary Engineering (5%)	77,700
Right of Way	2,000
Utilities	---

MJB/jmf

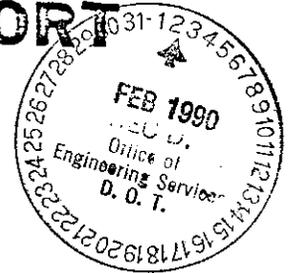
Attachments

c: George J. Lyons

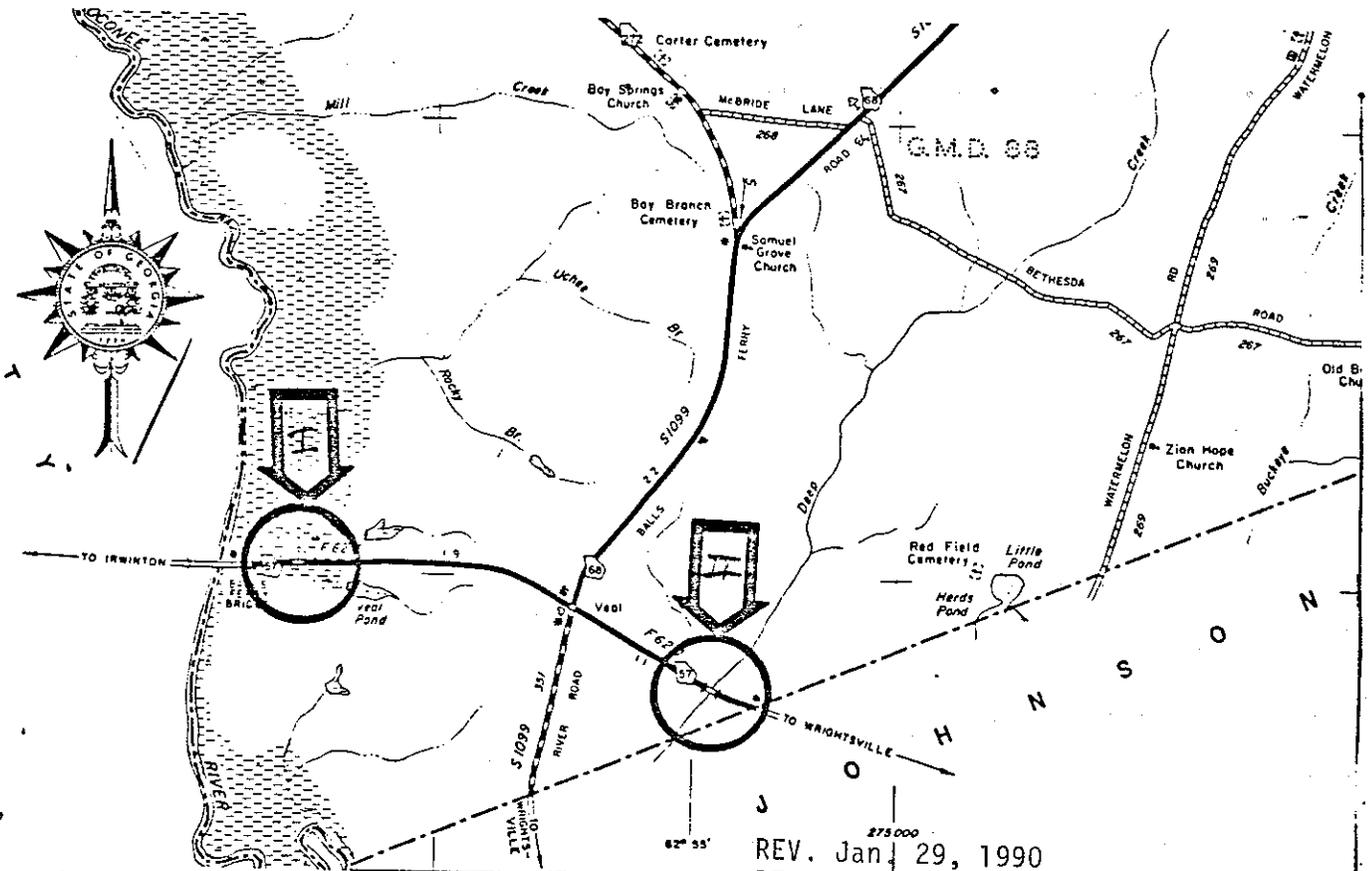
DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PROJECT CONCEPT REPORT

BRIDGE REPLACEMENTS
S.R. 57 (IRWINTON-WRIGHTSVILLE ROAD)
OCONEE RIVER OVERFLOW & DEEP CREEK
BRF-062-1 (13) WASHINGTON



FEDERAL ROUTE NO. None
STATE ROUTE NO. 57
GA. D.O.T. P.I. NO. 221312
FEDERAL-AID ROUTE NO. F62-1



REV. Jan 29, 1990
REV. April 10, 1988

DATE OF REPORT: December 29, 1988

RECOMMENDATION AND CONCURRENCE FOR APPROVAL

01-31-90
DATE

01-31-90
DATE

DATE

DATE

Charles W. Harris, Jr.
PROJECT MANAGER

George J. Lyons
DISTRICT ENGINEER

STATE ENVIRONMENTAL ANALYSIS/LOCATION ENGINEER

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE



FILE BRF-062-1 (13) Washington
P. I. No. 221312

OFFICE Tennille/Design

DATE January 30, 1990

FROM George J. Lyons, District Engineer

TO Robert Humphrey, Project Review Engineer, Engineering Services

SUBJECT REVISED PROJECT CONCEPT REPORT

Attached is revised project concept report for the noted project. The concept report is revised to correct the vertical alignment at the Deep Creek site to meet 55 MPH speed design. The vertical alignment correction is necessary because the design exception request was denied by the FHWA. As you will note from the layouts the horizontal alignment is also being changed, this is necessary to achieve the best overall horizontal and vertical alignment at this site, thus eliminating the need for an on-site detour and lowering the overall cost.

By copy of this correspondence it is requested that Frank Danchetz:

- (a) Re-evaluate the Deep Creek site since a new location at the stream crossing is recommended, and
- (b) Advise our District regarding the Oconee River Overflow site whether the fill material to be used on the on-site detour can be wasted in the Oconee River flood plain or if it will have to be removed and wasted elsewhere.

Please process for approval.

Yours very truly,

George J. Lyons

George J. Lyons, PE
District Engineer

JHN:dg
Attachment

Copies to:

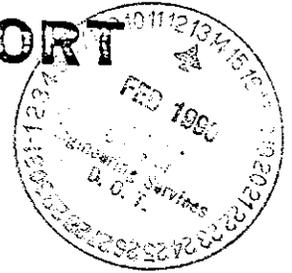
Paul Liles
Frank Danchetz
J. B. Johnson
Walker Scott



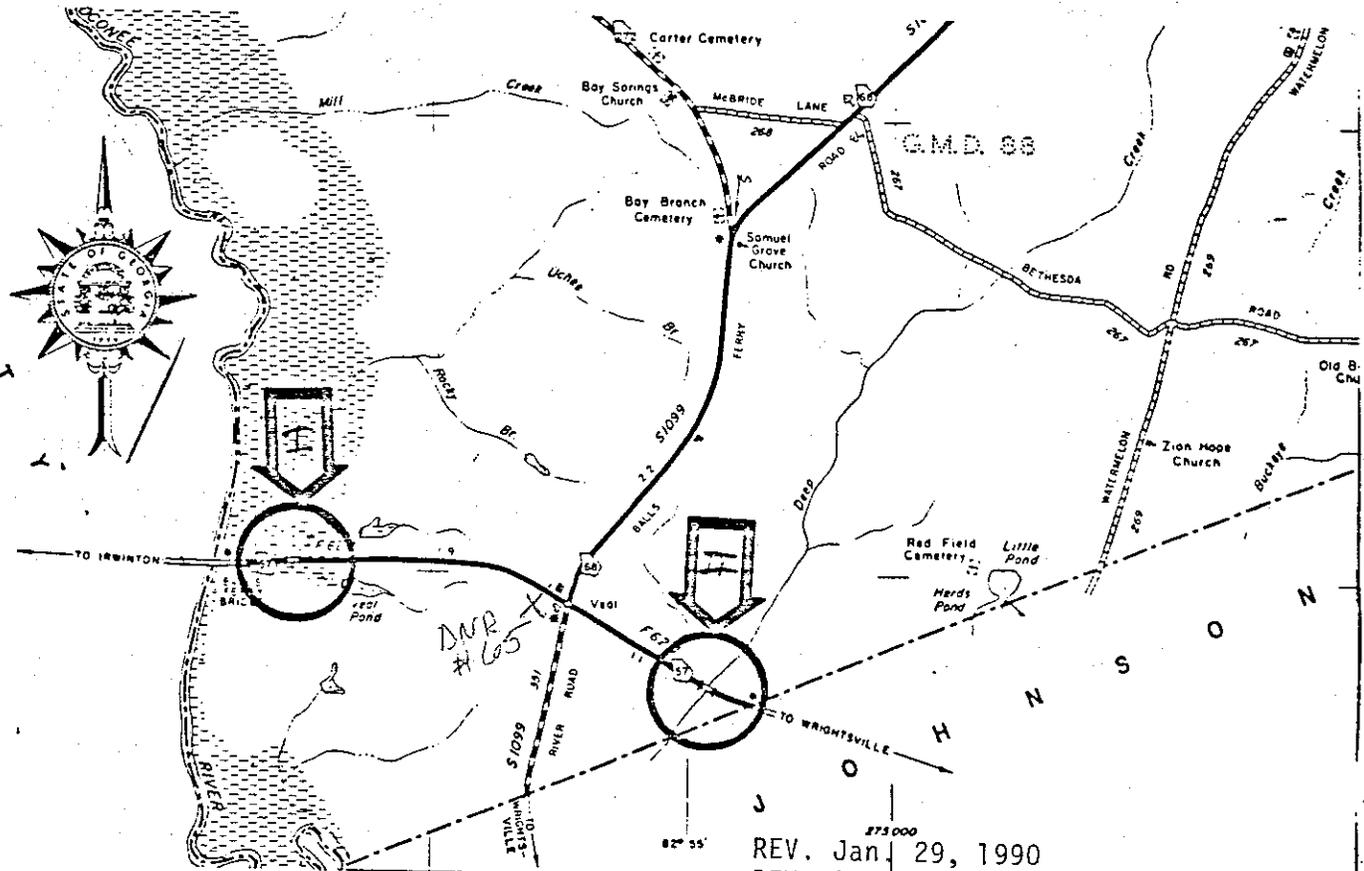
DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PROJECT CONCEPT REPORT

BRIDGE REPLACEMENTS
S.R. 57 (IRWINTON-WRIGHTSVILLE ROAD)
OCONEE RIVER OVERFLOW & DEEP CREEK
BRF-C62-1 (13) WASHINGTON



FEDERAL ROUTE NO. None
STATE ROUTE NO. 57
GA. D.O.T. P.I. NO. 221312
FEDERAL-AID ROUTE NO. F62-1



REV. Jan 29, 1990
REV. April 10, 1988

DATE OF REPORT: December 29, 1988

RECOMMENDATION AND CONCURRENCE FOR APPROVAL

01-31-90
DATE

01-31-90
DATE

2-12-90
DATE

DATE

Charles W. Hain, Jr.
PROJECT MANAGER

George J. Lyons
DISTRICT ENGINEER

Frank L. Douchet
STATE ENVIRONMENTAL ANALYSIS/LOCATION ENGINEER

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

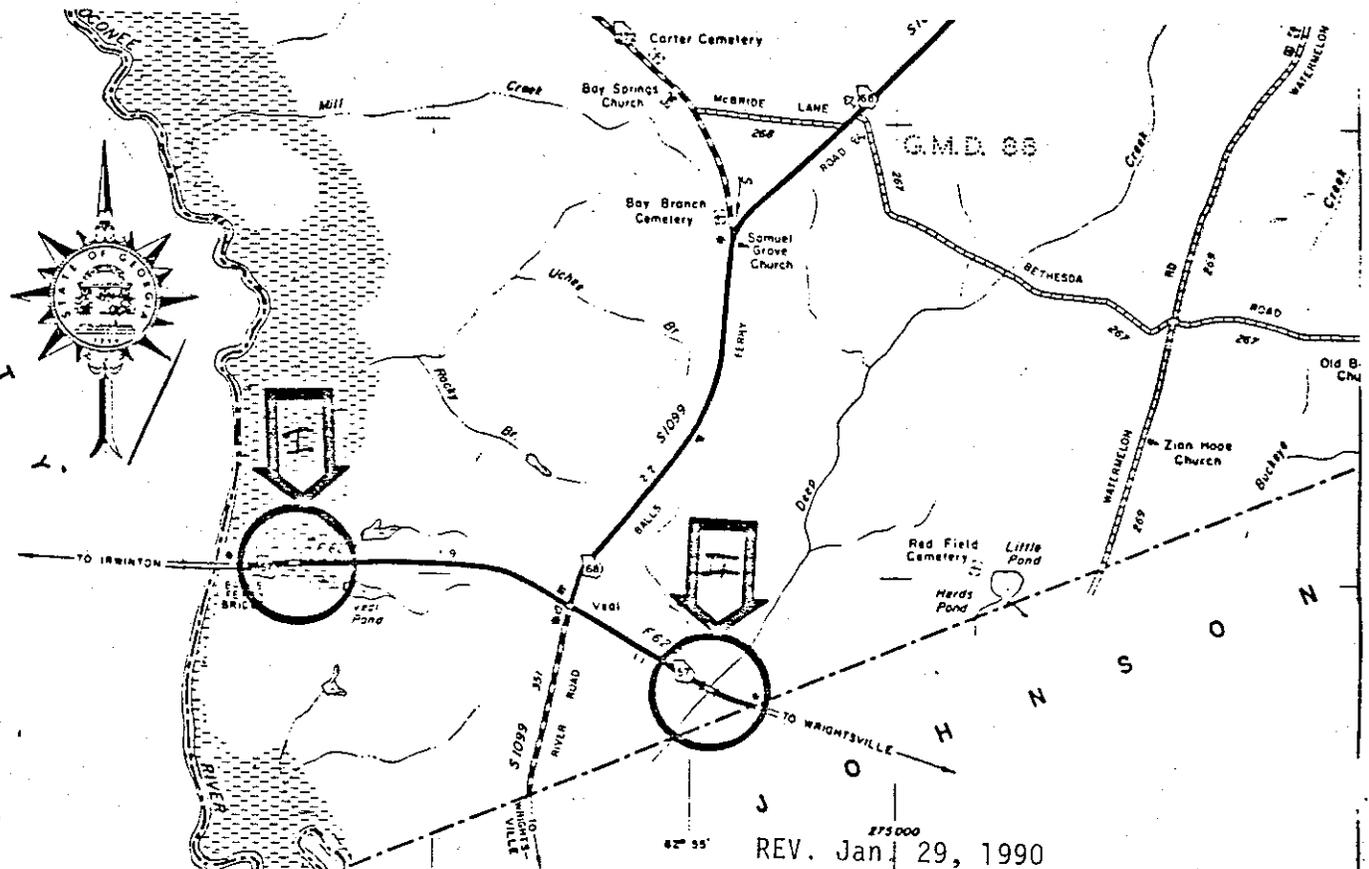
DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PROJECT CONCEPT REPORT

BRIDGE REPLACEMENTS
S.R. 57 (IRWINTON-WRIGHTSVILLE ROAD)
OCONEE RIVER OVERFLOW & DEEP CREEK
BRF-C62-1 (13) WASHINGTON



FEDERAL ROUTE NO. None
STATE ROUTE NO. 57
GA. D.O.T. P.I. NO. 221312-1
FEDERAL-AID ROUTE NO. F62-1



REV. Jan 29, 1990

REV. April 10, 1988

DATE OF REPORT: December 29, 1988

RECOMMENDATION AND CONCURRENCE FOR APPROVAL

01-31-90

DATE

01-31-90

DATE

DATE

2/1/90

DATE

Charles W. Hain, Jr.
PROJECT MANAGER

George J. Lyons
DISTRICT ENGINEER

STATE ENVIRONMENTAL ANALYSIS/LOCATION ENGINEER

Paul V. Tills
STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

PROJECT CONCEPT REPORT REVISED

PROJECT NUMBER: BRF-062-1 (13)

COUNTY: Washington

P. I. NUMBER: 221312

ROUTE: SR 57

PREVIOUS PROJECT NUMBER: None

GENERAL DESCRIPTION AND LOCATION:

This is a bridge replacement project on SR 57 at Oconee River Overflow and at Deep Creek.

TRAFFIC:

CURRENT ADT: 1350 (1990) PROJECTED ADT: 1860 (2010)

EXISTING TYPICAL SECTION

2-11 ft. asphalt pavement lanes with 6 ft. graded shoulders.

EXISTING MAJOR STRUCTURES:

The existing structures at Oconee River Overflow and Deep Creek are 23.8 ft. X 600 ft. and 23.8 ft. X 120 ft. with sufficiency ratings (G) 7.0 and 45.8, respectively and consists of timber, steel, and concrete construction components. The needs rating is 55.

STATEMENT OF NEED AND PURPOSE OF PROJECT:

The purpose of the project is to replace the existing structurally deficient bridges at Oconee River Overflow and Deep Creek on SR 57.

PROJECT CONCEPT:

LENGTH: 0.78 miles

Site I

Oconee River Overflow

Beginning: Approximately 500' west of Overflow bridge

Ending: Approximately 600' east of Overflow bridge

Site II

Deep Creek

Beginning: Approximately 1000' west of stream

Ending: Approximately 2000' east of stream

The above shown limits are for detour tie-ins and alignment changes. The mainline construction at the Oconee River Overflow will be limited to the length needed for fill and guardrail flares, and the required grade and alignment changes at Deep Creek.

PDP CLASSIFICATION:

Minor on existing alignment

FUNCTIONAL CLASSIFICATION:

Rural Arterial

MAX. DEGREE OF CURVE: 2° MAX GRADE: *6.0% existing SPEED DESIGN: 55 MPH
4.5% required
* tying into a 6% grade at end of Oconee River
Overflow bridge site.

PROPOSED TYPICAL SECTION:

A rural typical section consisting of 2-12 ft. lanes and
6 ft. graded shoulders.

MAJOR STRUCTURES:

A 38 ft. x 400 ft. bridge at Oconee River Overflow and
a double 7 ft. x 7 ft. x 80 ft. box culvert at Deep Creek.

TYPE ACCESS: Controlled by permit.

TRAFFIC CONTROL DURING CONSTRUCTION:

Bridge replacement will be done using a temporary detour at
the Oconee River Overflow, construction at the Deep Creek
site will be achieved by realigning the mainline and using
the old bridge/roadway during construction to maintain traffic.

ESTIMATED COST:

R/W	\$2,000.00
CONSTRUCTION	\$1,990,000.00(Inc. 10% E&C at 1990 prices)
REIMBURSABLE UTILITIES	LOCAL GOVERNMENT

PERMITS REQUIRED:

A Corps of Engineers 404 Permit is applicable for this project.

LEVEL OF ENVIRONMENTAL ANALYSIS:

Categorical Exclusion

LEVEL OF PUBLIC INVOLVEMENT: None

TIME SAVING PROCESURES APPROPRIATE: Yes

DESIGN VARIANCE REQUIRED:

None at this time. (A grade/alignment change will be required
at the Deep Creek site to bring the vertical alignment within
design).

ALTERNATES CONSIDERED:

Alternate "A"

Retain existing horizontal alignment by constructing a temporary detour, remove the existing bridge and construct the new bridge at the Oconee River Overflow.

Construct the mainline on new alignment, using the old bridge/roadway to maintain traffic, then remove the old roadway completely at the Deep Creek site.

Alternate "B"

It was also considered to construct a temporary detour at the Deep Creek site, but due to the cost this is not recommended.

OTHER PROJECTS IN AREA:

None

CONCEPT TEAM MEETING HELD:

December 21, 1988

PRESENT:

James Norris
Tom Clark
Larry Johnson

FIELD REVIEW HELD:

February 16, 1988

COMMENTS:

Recommended approval of Alternate "A"

ATTACHMENTS:

Typical Section
Traffic Data
Cost Estimate
Layouts

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE ORF-062-1 (13) WASHINGTON

OFFICE Environmental/Location

DATE 11/3/87

FROM *PM* Peter Malphurs, State Environmental/Location Engineer

TO GEORGE J. LYONS, DIST. ENG. TENNILLE *AL*

SUBJECT TRAFFIC VOLUMES

We are furnishing you present and future traffic volumes on the above listed project as requested. If there are any questions, please call Jim Giles at 696-4634.

	1990 ADT	2010 ADT	K%	D%	T%	24 HR T%
I	1350	1860	10	60	8	12
II	720	990	10	60	7	11

PM/JCG/bjm

Attachment

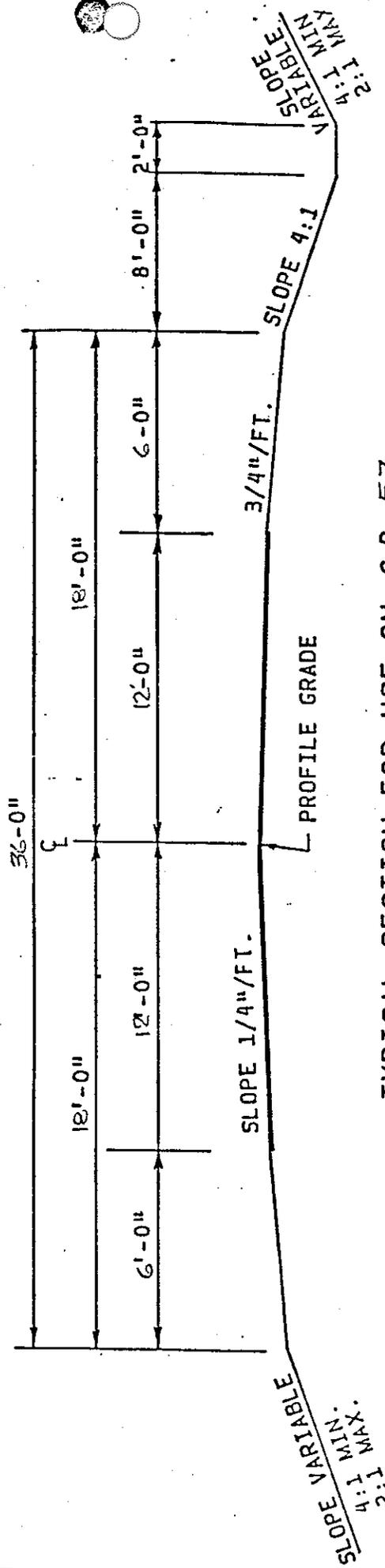
"MAKE DOT BETTER"

DISTRICT TWO

- () Dist Engr
- () Civ Engr
- () Auditors
- () Constr
- () estimator
- () State Aid
- () R W
- () T O S
- () P L O I F
- () P E O
- () Safety
- () Maint
- () Utilities
- () Mats
- () Preconstr
- () Survey
- () Design
- () Dist R W

PROJECT NO: BRF OG2-1(13)
COUNTY: WASHINGTON

TYPICAL SECTION



TYPICAL SECTION FOR USE ON S.R. 57

ITEM NO.	ITEM DESCRIPTION	UNITS	UNIT COST	QUANTITY	ITEM COST
BRIDGE REPLACEMENTS AT OCONEE RIVER OVERFLOW AND DEEP CREEK ON S.R. 57					
ROADWAY (ML) OCONEE RIVER OVERFLOW					
(LENGTH = 0.78 MILES)					
150-1000	TRAFFIC CONTROL	LUMP	1000.000	1	1000.00
163-1022	CONSTR. MAINT & REM TEMP PIPE SLOPE DRAIN	LIN FT	8.230	100	823.80
163-2051	CONSTR & MAIN BALED STRAW EROSION CHECK	LIN FT	2.705	1000	2705.00
201-1000	CLEARING AND GRUBBING	LUMP	30000.000	1	30000.00
205-0001	UNCLASS EXCAV	CU YD	1.423	500	711.50
206-0002	BORROW EXCAV. INCL MATL	CU YD	2.755	10000	27550.00
400-0111B	ASPH CONC B. GP 1 OR 2. INCL BITUM MATL & H. LINE	TON	29.838	230	6862.74
400-0113B	ASPH CONC C. GP 1 OR 2. INCL BITUM MATL & H. LINE	TON	27.262	300	8178.60
400-0120B	ASPH CONC BASE. GP 1 OR 2. INCL BITUM MATL & H. LINE	TON	27.247	700	19072.90
413-1000	BITUM TACK COAT	GAL	0.747	100	74.70
433-2030	REINFC CONC APPROACH SLAB. INCL SLOPED EDGE & SUBBASE	SQ YD	78.261	170	13304.37
441-0301	CONC SPALLWAY. TP 1	EACH	793.714	4	3132.86
576-1010	SLOPE DRAIN PIPE. 10 IN	LIN FT	11.519	250	2879.75
610-1055	REM GUARDRAIL	LIN FT	1.100	1200	1320.00
610-2705	REM CONC APPROACH SLAB	SQ YD	16.337	110	1797.07
641-1200	GUARD RAIL. TYPE W	LIN FT	10.705	1200	12846.00
652-2501	SOLID TRAFFIC STRIPE 5 IN WHITE	MILE	525.000	0.45	236.25
652-2502	SOLID TRAFFIC STRIPE 5 IN YELLOW	MILE	500.000	0.9	540.00
700-0001	GRASSING	LUMP	2000.000	1	2000.00
PARTIAL PROJECT COST =					132510.14

DETOUR ROADWAY (OCONEE RIVER OVERFLOW)

150-1000	TRAFFIC CONTROL	LUMP	30000.000	1	30000.00
163-2051	CONSTR & MAIN BALED STRAW EROSION CHECK	LIN FT	2.705	1600	4328.00
164-1000	STRAW MULCH STRIP	SQ YD	0.107	12000	1284.00

ITEM NO.	ITEM DESCRIPTION	UNITS	UNIT COST	QUANTITY	ITEM COST
201-1000	CLEARING AND GRUBBING	LUMP	4000.000	1	4000.00
205-0001	UNCLASS EXCAV	CU YD	1.423	40000	56920.00
206-0002	BORROW EXCAV. INCL MAIL	CU YD	2.755	46000	126730.00
303-1446	TYSL. 9D-CL BASE & SHOULDR CRS. CL B. 6 IN	SQ YD	1.450	3500	5075.00
318-3000	ASBR SURF CRS	TON	12.802	50	640.10
400-00130	ASPH CONC P. GP 1 OR 2. INCL BITUM MAIL	TON	39.310	450	14989.50
570-1000	CONSTR. MAINT. & REMOVE DET. BR (100x24x15)	LUMP	35000.000	1	35000.00
610-1035	REM GUARDRAIL	LIN FT	1.109	2000	2218.00
641-1200	GUARD RAIL. TYPE W	LIN FT	10.705	2000	21410.00
700-0001	GRASSING	LUMP	1000.000	1	1000.00
PARTIAL PROJECT COST =					304594.60

BRIDGE NO 1

540-1100	BR COMPLETE (33'X400'X40'S.F.)	LUMP	310000.000	1	310000.00
540-1101	REM EXIST BR (600'X25'X40'S.F.)	LUMP	100000.000	1	100000.00
503-2182	STN DUMPED RIP RAP. TP 3. 24 IN	SQ YD	23.114	500	11557.00
PARTIAL PROJECT COST =					649,057.00

ROADWAY (RD) DEEP CREEK

150-1000	TRAFFIC CONTROL	LUMP	1000.000	1	1000.00
163-1022	CONSTR. MAINT & REM TEMP PIPE SLOPE DRAIN	LIN FT	0.238	100	23.80
163-2051	CONSTR & MAIN BALED STRAW EROSION CHECK	LIN FT	2.705	1000	2705.00
164-1000	STRAW MULCH STAB	SQ YD	0.107	5000	535.00
201-1000	CLEARING AND GRUBBING	LUMP	50000.000	1	50000.00
205-0001	UNCLASS EXCAV	CU YD	1.423	25000	35575.00
206-0002	BORROW EXCAV. INCL MAIL	CU YD	2.755	1000	2755.00
207-0203	FOUND BRKILL MAIL. TP II	CU YD	25.189	60	1510.14
318-3000	ASBR SURF CRS	TON	12.802	50	640.10
400-01110	ASPH CONC P. GP 1 OR 2. INCL BITUM MAIL & H. LIME	TON	29.838	750	32378.50

ITEM NO.	ITEM DESCRIPTION	UNITS	UNIT COST	QUANTITY	ITEM COST
400-01130	ASPH CONC E. GP 1 OR 2. INCL BITUM MATH & H. LINE	TON	27.962	600	16777.20
400-01200	ASPH CONC BASE, GP 1 OR 2. INCL BITUM MATH & H. LINE	TON	27.247	2500	68117.50
413-1000	BITUM TACK COAT	GAL	0.747	1500	1120.50
500-3101	CL A CONC **ROADWAY ITEM**	CU YD	303.269	100	36588.42
511-1000	BAR REINF STEEL	LB	0.402	18000	7236.00
540-1101	REM EXIST BR (120'X25'X410/S.E.)	LUMP	20000.000	1	20000.00 12000.00
510-1055	REM GUARDRAIL	LIN FT	1.109	400	443.60
510-1066	REM GUARDRAIL ANCH. TP 1	EACH	55.621	4	222.48
610-2705	REM CONC APPROACH SLAB	SQ YD	16.337	110	1797.07
641-1200	GUARD RAIL. TYPE W	LIN FT	10.705	800	8564.00
641-5009	GUARD RAIL ANCHORAGE. TP 9	EACH	884.720	4	3538.88
652-2501	SOLID TRAFFIC STRIPE 5 IN WHITE	LINE	525.000	1.60	840.00
652-2502	SOLID TRAFFIC STRIPE 5 IN YELLOW	MILE	600.000	1.0	600.00
700-0001	GRASSING	LUMP	2000.000	1	2000.00

PARTIAL PROJECT COST = 277,768.22
395768.22

TOTAL PROJECT COST = 1,413,927
1,414,000

Use 1,414,000

MRS. MIGNONIE KIMMEL

809 SE 5th St

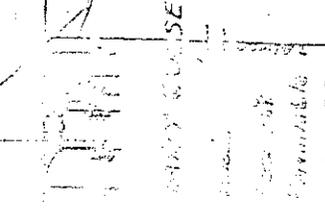
Keq'd K1W

120' BRIDGE REQ'D
NOT DESIGNED
BY ARCHITECT

D = 1°-15'

660

D = 1°-15'

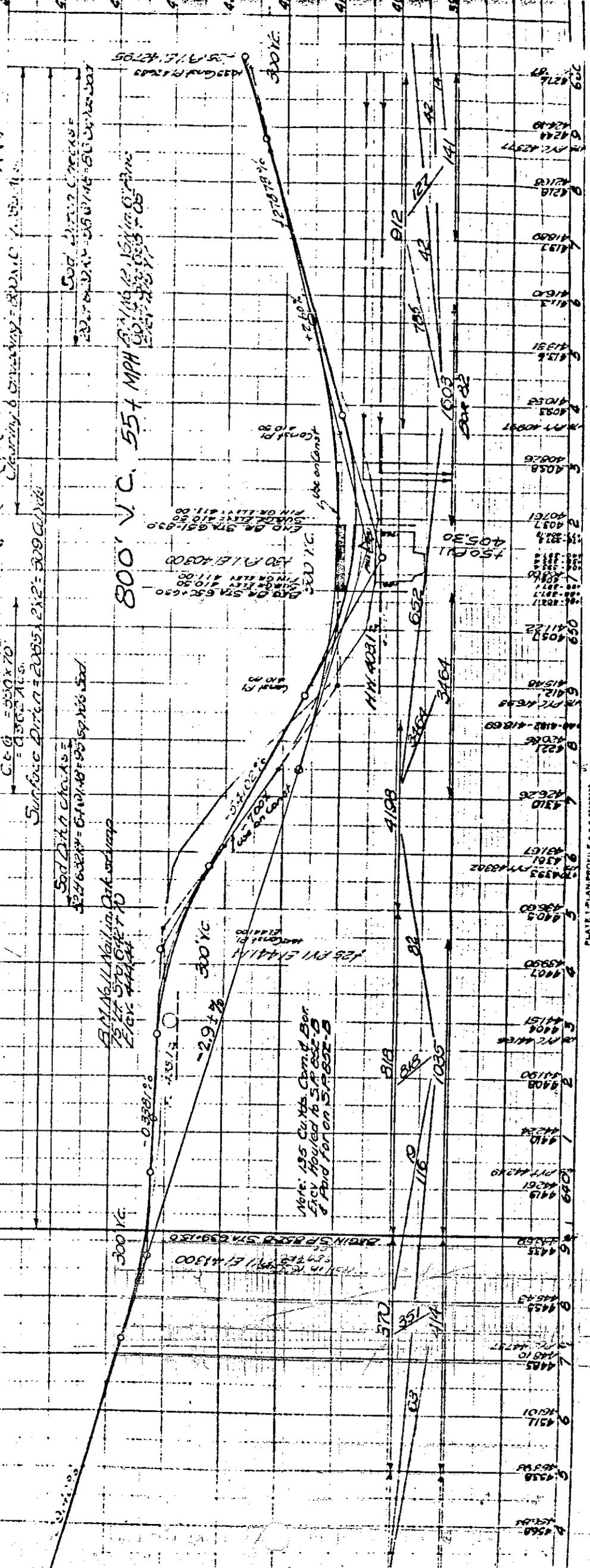


STD 6 1/2" x 10" Rych
39'-30" C.D. P.D.
2 H/W'S. GR. ST. 100'
D.A. = 19' x 5' - C=06
498 CU YDS SFT. CONC.
15 CU YDS SFT. CONC.
25 CU YDS DITCH EXC.

300' V.C.
-2.91%
300' V.C.
-0.3381%
300' V.C.
+2.60%
300' V.C.
+2.60%
300' V.C.
+2.60%

BRIDGE CONSIST OF
REG'D NO BRIDGE
LUMP SUM CONTRACT
6-20' I-CORR. STRENGTH
5' TIMBER END BENTS (MODIFIED)
2' TIMBER END BENTS
EMBEDDING ALL INTERIOR BENTS
D.A. = 22' x 5' x 4'
88 CU YDS C.I. CONC.
1370 LBS. BAR REINF. STEEL
LUMP SUM CONTRACT
9.5' WIDE DROP TIMBER TRUSS
140' L x 14' TIMBER PILING TRUSS
100 CU YDS CHROME EXPOS.
100 CU YDS CHROME EXPOS.
2' TAIL RILE
LUMP SUM OF EXISTING BRIDGE

Length = 0.57 mi.
800' V.C. 55+ MPH
300' V.C. 55+ MPH
300' V.C. 55+ MPH



Surface Ditch = 20' x 5' x 2' = 300 CU YDS

300' V.C. 55+ MPH



U.S. Department
of Transportation
**Federal Highway
Administration**

Georgia Division Office

ORIGINAL COPY TO GENERAL

FOR ACTION

BY Walker Scott

[Signature]

HAL RIVES

1720 Peachtree Rd, N.W.
Suite 300
Atlanta, Georgia 30367

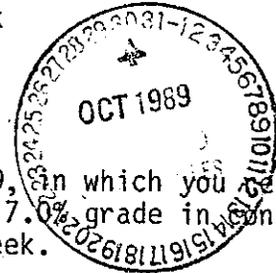
OCT 23 1989

IN REPLY REFER TO:
HA-GA

Mr. Hal Rives, Commissioner
Department of Transportation
No. 2 Capitol Square
Atlanta, Georgia 30334

cc: James McGee
Alva Byrom
Charles Lewis
Bob Humphrey

Subject: Georgia Project BRF-062-1(13)
Design Exception - SR-57 at Deep Creek
Washington County



Dear Mr. Rives:

We have reviewed your letter dated July 20, 1989, in which you requested design exceptions for two vertical curves and a 7.0% grade in connection with the bridge replacement on SR-57 at Deep Creek.

As a matter of explanation, the roadway profiles were not included as a part of the submittal package, plus we wanted to review the project in the field, thus our delay in responding.

We reviewed the project in the field on August 30th and it is our opinion the profile grades should be corrected to the design speed of 55 MPH. The sight distance to the bridge from the west is unrestricted. From the east, the 35 MPH crest vertical curve not only hides the bridge, but it also hides a horizontal approach curve to the bridge as well.

Even though there is no accident history at this site, we believe the 35 MPH crest curve, the 50 MPH sag curve and the 7.0% grade should be increased to 55 MPH. This correction is in compliance with our previously agreed to 3R Standards dated November 4, 1986, paragraph C-2. Our field review indicated these corrections can be made within the existing right-of-way.

In summary, your request to retain the 35 MPH crest vertical curve, the 50 MPH sag vertical curve and the 7.0% grade is denied.

Sincerely yours,

[Signature]

for Charles J. Nemmers, P.E.
Division Administrator



Department of Transportation

State of Georgia

No. 2 Capitol Square

Atlanta, Georgia 30334-1002

July 20, 1989

HAL RIVES
COMMISSIONER
ALVA R. BYROM
STATE HIGHWAY ENGINEER

JAMES D. MCGEE
DEPUTY COMMISSIONER
ARTHUR A. VAUGHN
TREASURER

Mr. Charles J. Nemmers
Division Administrator
Federal Highway Administration
1720 Peachtree Road, N.W.
Suite 300
Atlanta, Georgia 30367

Dear Mr. Nemmers:

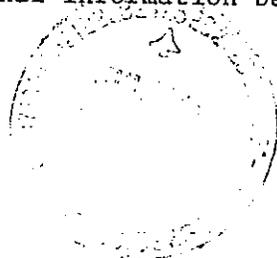
SUBJECT: BRF-062-1 (13) WASHINGTON
P.I. No. 221312

Reference is made to subject project which is the proposed bridge replacement construction at Oconee River Overflow and Deep Creek on SR 57. This project is a combined 0.59 miles in length, speed design was proposed to be 55 MPH, with current traffic being 1350 VPD and future traffic to be 1860 VPD.

Please accept this correspondence as a Design Exception request at Deep Creek.

The existing bridge will be replaced with a concrete box culvert. An on-site detour will be constructed to handle traffic during the replacement of the bridge. It is the Department's desire to retain the existing vertical alignment at this site. However, a crest vertical of 35 MPH design, a sag vertical of 50 MPH design, and one grade of 7.0% exist within the limits at this location, all of which fail to meet 55 MPH speed design. A study was conducted concerning accident history in relation to the substandard vertical alignment in this area. The study revealed zero accidents occurring during a recent three year period. Correcting the vertical alignment during construction to meet 55 MPH design was considered also, but would have resulted in a significant cost increase at this site. For these reasons, the Department respectfully requests a Design Exception in order to utilize existing alignment.

Your approval of a Design Exception to cover the information listed above will be appreciated. If you have any questions or comments regarding this matter or should additional information be required, please advise.



Yours very truly,

Hal Rives

Hal Rives,
Commissioner

General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED
FEB - 2 1990
FIDELITY & SECURITY

FILE BRF-062-1 (13) Washington
P.I. No. 221312

OFFICE Tennille

DATE February 1, 1990

FROM Charles W. Norris, Preconstruction Engineer

TO J.B. Johnson

SUBJECT COST ESTIMATE - REVISED CONCEPT REPORT

Attached is a legible cost estimate for the revised concept report dated January 31, 1990, for the above project.

ITEM NO.	ITEM DESCRIPTION	UNITS	UNIT COST	QUANTITY	ITEM COST
BRIDGE REPLACEMENTS AT OCONEE RIVER OVERFLOW AND DEEP CREEK ON S.R. 57					
ROADWAY (ML) OCONEE RIVER OVERFLOW					
(LENGTH = 0.78 MILES)					
150-1000	TRAFFIC CONTROL	LUMP	1000.000	1	1000.00
163-1022	CONSTR, MAINT & REM TEMP PIPE SLOPE DRAIN	LIN FT	8.238	100	823.80
163-2051	CONSTR & MAIN BALED STRAW EROSION CHECK	LIN FT	2.705	1000	2705.00
201-1000	CLEARING AND GRUBBING	LUMP	30000.000	1	30000.00
205-0001	UNCLASS EXCAV	CU YD	1.423	500	711.50
206-0002	BORROW EXCAV, INCL MATL	CU YD	2.755	10000	27550.00
400-01110	ASPH CONC B, GP 1 OR 2, INCL BITUM MATL & H. LINE	TON	29.838	230	6862.74
400-01130	ASPH CONC E, GP 1 OR 2, INCL BITUM MATL & H. LINE	TON	27.962	200	5592.40
400-01200	ASPH CONC BASE, GP 1 OR 2, INCL BITUM MATL & H. LINE	TON	27.247	700	19072.90
413-1000	BITUM TACK COAT	GAL	0.747	100	74.70
433-2030	REINF CONC APPROACH SLAB, INCL SLOPED EDGE & SUBBASE	SQ YD	78.261	170	13304.37
441-0301	CONC SPILLWAY, TP 1	EACH	795.714	4	3182.86
576-1010	SLOPE DRAIN PIPE, 10 IN	LIN FT	11.519	250	2879.75
610-1055	REM GUARDRAIL	LIN FT	1.109	1200	1330.80
610-2705	REM CONC APPROACH SLAB	SQ YD	16.337	110	1797.07
641-1200	GUARD RAIL, TYPE W	LIN FT	10.705	1200	12846.00
652-2501	SOLID TRAFFIC STRIPE 5 IN WHITE	MILE	525.000	0.45	236.25
652-2502	SOLID TRAFFIC STRIPE 5 IN YELLOW	MILE	600.000	0.9	540.00
700-0001	GRASSING	LUMP	2000.000	1	2000.00
PARTIAL PROJECT COST =					132510.14

DETOUR ROADWAY (OCONEE RIVER OVERFLOW)

150-1000	TRAFFIC CONTROL	LUMP	30000.000	1	30000.00
163-2051	CONSTR & MAIN BALED STRAW EROSION CHECK	LIN FT	2.705	1600	4328.00
164-1000	STRAW MULCH STAB	SQ YD	0.107	12000	1284.00

ITEM NO.	ITEM DESCRIPTION	UNITS	UNIT COST	QUANTITY	ITEM COST
201-1000	CLEARING AND GRUBBING	LUMP	4000.000	1	4000.00
205-0001	UNCLASS EXCAV	CU YD	1.423	40000	56920.00
206-0002	BORROW EXCAV, INCL MATL	CU YD	2.755	46000	126730.00
303-1446	TPSL, SD-CL BASE & SHLDR CRS, CL B, 6 IN	SQ YD	1.450	3500	5075.00
318-3000	AGGR SURF CRS	TON	12.802	50	640.10
400-00130	ASPH CONC E, GP 1 OR 2, INCL BITUM MATL	TON	33.310	450	14989.50
570-1000	CONSTR, MAINT, & REMOVE DET. BR (100x24x#15)	LUMP	36000.000	1	36000.00
610-1055	REM GUARDRAIL	LIN FT	1.109	2000	2218.00
641-1200	GUARD RAIL, TYPE W	LIN FT	10.705	2000	21410.00
700-0001	GRASSING	LUMP	1000.000	1	1000.00
				PARTIAL PROJECT COST =	304594.60

BRIDGE NO 1

540-1100	BR COMPLETE (38'X400'X#40/S.F.)	LUMP	912000.000	1	912000.00
540-1101	REM EXIST BR (600'X25'X#10/S.F.)	LUMP	150000.000	1	150000.00
603-2182	STN DUMPED RIP RAP, TP 3, 24 IN	SQ YD	23.114	500	11557.00
				PARTIAL PROJECT COST =	1073557.00

ROADWAY (HL) DEEP CREEK)

150-1000	TRAFFIC CONTROL	LUMP	1000.000	1	1000.00
163-1022	CONSTR, MAINT & REM TEMP PIPE SLOPE DRAIN	LIN FT	8.238	100	823.80
163-2051	CONSTR & MAIN BALED STRAW EROSION CHECK	LIN FT	2.705	1000	2705.00
164-1000	STRAW MULCH STAB	SQ YD	0.107	5000	535.00
201-1000	CLEARING AND GRUBBING	LUMP	50000.000	1	50000.00
205-0001	UNCLASS EXCAV	CU YD	1.423	25000	35575.00
206-0002	BORROW EXCAV, INCL MATL	CU YD	2.755	1000	2755.00
207-0203	FOUND BK FILL MATL, TP II	CU YD	25.169	60	1510.14
318-3000	AGGR SURF CRS	TON	12.802	50	640.10
400-01110	ASPH CONC B, GP 1 OR 2, INCL BITUM MATL & H. LIME	TON	29.838	750	22378.50

ITEM NO.	ITEM DESCRIPTION	UNITS	UNIT COST	QUANTITY	ITEM COST
400-0113@	ASPH CONC E, GP 1 OR 2, INCL BITUM MATL & H. LIME	TON	27.962	600	16777.20
400-0120@	ASPH CONC BASE, GP 1 OR 2, INCL BITUM MATL & H. LIME	TON	27.247	2500	68117.50
413-1000	BITUM TACK COAT	GAL	0.747	1500	1120.50
500-3101	CL A CONC AAROADWAY ITEMAAA	CU YD	203.269	180	36588.42
511-1000	BAR REINF STEEL	LB	0.402	18000	7236.00
540-1101	REM EXIST BR (120'X25'X10/S.F.)	LUMP	30000.000	1	30000.00
610-1055	REM GUARDRAIL	LIN FT	1.109	400	443.60
610-1066	REM GUARDRAIL ANCH, TP 1	EACH	55.621	4	222.48
610-2705	REM CONC APPROACH SLAB	SQ YD	16.337	110	1797.07
641-1200	GUARD RAIL, TYPE W	LIN FT	10.705	800	8564.00
641-5009	GUARD RAIL ANCHORAGE, TP 9	EACH	884.728	4	3538.91
652-2501	SOLID TRAFFIC STRIPE 5 IN WHITE	MILE	525.000	1.60	840.00
652-2502	SOLID TRAFFIC STRIPE 5 IN YELLOW	MILE	600.000	1.0	600.00
700-0001	GRASSING	LUMP	2000.000	1	2000.00
				PARTIAL PROJECT COST =	295768.22
				TOTAL PROJECT COST =	1806429.96

DEPARTMENT OF TRANSPORTATION RECEIVED
- STATE OF GEORGIA

JUL 24 1989

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE BRF-062-1 (13) Washington OFFICE Tennille
P.I. NO. 221312
DATE July 20, 1989

FROM George J. Lyons, District Engineer

TO Alva Byrom, State Highway Engineer

SUBJECT DESIGN EXCEPTION

Reference is made to the above noted project which consists of bridge replacements at Oconee River Overflow and Deep Creek on S.R. 57. In accordance with your comment on the concept approval, a study has been conducted concerning accident history in relation to the substandard vertical alignment at Deep Creek. A review of the accident history covering calendar years 1986-1988 has revealed zero accidents occurring in this vicinity. As a result of these findings, our District is requesting a Design Exception on this project.

I have prepared and attached correspondence to the Federal Highway Administration to request a design Exception. Mr. Nemmer's attached correspondence should be self explanatory and hopefully includes sufficient reasons for the Design Exception request. If you concur, please sign the attached correspondence and forward it to Mr. Nemmers.

Our District will be awaiting a response for this request. If you have any questions or comments regarding this matter or should additional information be required, please contact Charles Norris in this office.

Yours very truly,

George J. Lyons, PE
District Engineer

CWN:DOG:meg
Attachment

cc: Charles Lewis, J.B. Johnson, Bob Humphrey, Walker Scott, Frank Danchetz,
Ron Colvin, James Norris, Tom Clark, David Griffith



Department of Transportation

State of Georgia

No. 2 Capitol Square

Atlanta, Georgia 30334-1002

July 20, 1989

HAL RIVES
COMMISSIONER
ALVA R. BYROM
STATE HIGHWAY ENGINEER

JAMES D. MCGEE
DEPUTY COMMISSIONER
ARTHUR A. VAUGHN
TREASURER

Mr. Charles J. Nemmers
Division Administrator
Federal Highway Administration
1720 Peachtree Road, N.W.
Suite 300
Atlanta, Georgia 30367

Dear Mr. Nemmers:

SUBJECT: BRF-062-1 (13) WASHINGTON
P.I. No. 221312

Reference is made to subject project which is the proposed bridge replacement construction at Oconee River Overflow and Deep Creek on SR 57. This project is a combined 0.59 miles in length, speed design was proposed to be 55 MPH, with current traffic being 1350 VPD and future traffic to be 1860 VPD.

Please accept this correspondence as a Design Exception request at Deep Creek.

The existing bridge will be replaced with a concrete box culvert. An on-site detour will be constructed to handle traffic during the replacement of the bridge. It is the Department's desire to retain the existing vertical alignment at this site. However, a crest vertical of 35 MPH design, a sag vertical of 50 MPH design, and one grade of 7.0% exist within the limits at this location, all of which fail to meet 55 MPH speed design. A study was conducted concerning accident history in relation to the substandard vertical alignment in this area. The study revealed zero accidents occurring during a recent three year period. Correcting the vertical alignment during construction to meet 55 MPH design was considered also, but would have resulted in a significant cost increase at this site. For these reasons, the Department respectfully requests a Design Exception in order to utilize existing alignment.

Your approval of a Design Exception to cover the information listed above will be appreciated. If you have any questions or comments regarding this matter or should additional information be required, please advise.

Yours very truly,

Hal Rives,
Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRF-062-1(13) Washington County OFFICE Preconstruction
P.I. No. 221312
Needs Rating-55 Suff. Rating-7.0; 45.8 DATE May 10, 1989
FROM *R. L. Alston*
R. L. Alston, P.E., Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL - SR 57 AT OCONEE RIVER OVERFLOW AND DEEP CREEK

Attached for your files is the approval for subject project. Please note comment by Mr. Byrom on cover letter.

RLA/se

Attachment

DISTRIBUTION:

Charles Lewis
Robert E. Humphrey
Frank Danchetz
Gene Skeen
Walker Scott
Herman Griffin
George Lyons

TIME SAVING
PROCEDURES

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRF-062-1(13) Washington County **OFFICE** Preconstruction
 P.I. No. 221312
 Needs Rating-55 Suff. Rating-7.0; 45.8 **DATE** May 2, 1989

FROM *GCL*
 G. C. Lewis, Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT SR 57 AT OCONEE RIVER OVERFLOW AND DEEP CREEK - PROJECT CONCEPT REPORT

This project is the replacement of two narrow and structurally deficient bridges on SR 57 at Oconee River Overflow and Deep Creek southwest of Sandersville. The existing bridges are 23.8'x600' and 23.8'x120', respectively, with both having timber piling, steel stringers and concrete decks. Approaches have 22' of pavement and 6' shoulders. Current and future traffic is 1350 VPD (1990) and 1860 VPD (2010).

Based upon a detailed hydraulic study from the Office of Bridge Design, the proposed replacement structures will be a new 38'x400' concrete bridge at Oconee River Overflow and a double 7'x7'x80' concrete box culvert at Deep Creek. Approaches will be reconstructed to have 24' of pavement and 6' shoulders for a total project length of 0.59 miles. A grade change will be required at Deep Creek due to substandard vertical alignment. Traffic will be maintained during construction using on-site detours due to the absence of adequate local roads for detours. The estimated cost of the project is:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$2,178,000	\$2,774,000	FY 93
Right-of-way	\$ 2,000	\$ 2,000	
Utilities	LGPA	LGPA	

I recommend that we approve this project concept report for implementation. Time saving procedures are appropriate.

GCL/WLP/se

Attachment

CONCUR: *Alva R. Byrom*
 Alva R. Byrom, State Highway Engineer.

APPROVED: *Hal Rives*
 Hal Rives, Commissioner

Approved subject to review of grade change by Traffic & Safety. Unless justified by accident experience request design exception on vertical align.

ARByrom

DEPARTMENT OF TRANSPORTATION **RECEIVED**
STATE OF GEORGIA

MAY - 1 1989

INTERDEPARTMENT CORRESPONDENCE

PRECONSTRUCTION

FILE BRF-062-1(13) Washington County **OFFICE** Atlanta, GA
S.R. 57 at Oconee River Overflow and Deep Creek
P.I. No. 221312 **DATE** April 28, 1989

FROM Robert E. Humphrey, P.E., Project Review Engineer **R.E.H. info**

TO Robert L. Alston, P.E., Assistant Director of Preconstruction

SUBJECT PROJECT REVIEW REPORT ESTIMATE

As requested by your office, we have reviewed the attached changes to the Concept Report. The changes are considered satisfactory.

The estimated costs of this project are as follows:

Construction	\$1,800,000
Inflation (5% per year)	180,000
E & C (10%)	198,000
Preliminary Engineering (5%)	90,000
Right of Way	2,000
Utilities	LGPA

DTM/cp

Attachments

c: George Lyons

D.O.T. 6011

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRF-062-1 (13) Washington OFFICE Tennille
P.I. No. 221312 DATE April 19, 1989

FROM George J. Lyons, District Engineer

TO Robert L. Alston, Assistant Director of Preconstruction
(ATTENTION: Bill Purcell)

SUBJECT SR 57 @ OCONEE RIVER OVERFLOW AND DEEP CREEK

Reference is made to the above noted project whose concept report is pending final approval. Reference is also made to correspondence dated March 14, 1989 and March 27, 1989 from Engineering Services to the Director of Preconstruction regarding the Oconee River Overflow bridge.

Please be advised of the following:

- (1) At the Oconee River Overflow bridge site, Paul Liles has advised our District personnel via telephone on March 7, 1989 that he estimated a 400 ft. new bridge would be required, a 100 ft. detour bridge would be required, and detour fill needed to be at least one-half as high as the existing mainline grades.
- (2) Verticals curves at each site will be corrected as much as possible.
- (3) Our District has altered the attached concept report to reflect an on-site detour at the Oconee River Overflow site and eliminate stage construction which is more costly than an on-site detour. It is our recommendation that, after review by your office, this concept report be approved. This new concept report will satisfy Paul Liles recommendations and should satisfy most of Engineering Services' recommendations.

Your further handling of the attached concept report and its subsequent approval is requested. If you have any questions or comments regarding this matter or should additional information be required, please contact Charles Norris of this office.

Yours very truly,

George J. Lyons
George J. Lyons, PE
District Engineer

CWN:meg
Attachment

cc: Charles Lewis
Paul Liles
Robert Humphrey

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

MAR 29 1989

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE BRF-062-1(13) Washington County
Oconee River Overflow Bridge
P.I. No. 221312

OFFICE Atlanta, GA

DATE March 27, 1989

FROM Robert E. Humphrey, P.E., Project Review Engineer

TO G. C. Lewis, P.E., Director of Preconstruction

SUBJECT

Subsequent to our letter of March 14, 1989 concerning the Project Concept Report we have made a site inspection at the above locations, and offer the following comments and recommendations.

1. A Hydraulic Study should be made before an alternate is selected.
 - a. It may not be necessary to provide an overflow drainage structure.
 - b. Culverts may be appropriate and could be built under the existing bridge with traffic unaffected. When constructed, a run-around detour could be provided for a short time while bridge is removed and replaced with embankment.
 - c. If a bridge is required, grades may be lowered considerably. It may be appropriate to relocate the bridge along the existing roadway to a point of significantly lower elevation, building a shorter structure and replacing the existing bridge with embankment while traffic is on a run-around detour.
2. The existing structure, of Timber Pile Bents in poor condition, is some 30 feet high, and would probably not be stable if a shorter bridge is built alongside, with embankment loads causing sidesway.
3. Detour time should be held to a minimum, as steep grades will be necessary to return to existing roadway at the river bridge. These grades should be determined as this may necessitate an alternate such as 1-c above.

If you need anything further please advise.

REH/cp

c: Paul Liles
George Lyons

File
CC: Bob Alston
Let's discuss
G.C. Lewis

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

RECEIVED

MAR 16 1989

INTERDEPARTMENT CORRESPONDENCE

PRECONSTRUCTION

FILE BRF-062-1 (13) Washington County
P.I. No. 221312
Bridge Replacements SR 57, Oconee River Overflow
and Deep Creek

OFFICE Atlanta, Georgia

DATE March 14, 1989

FROM Robert E. Humphrey, Project Review Engineer

TO G. C. Lewis, Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this Minor project and have the following comments:

1. Since the existing river overflow bridge has a timber substructure, the existing alignment will need to be shifted in order to stage construct the new bridge. Apparently the intent is to reduce traffic to one lane using traffic signals.
2. A runaround detour should remain as an alternate. A detour structure should be sized and a minimum height of detour embankment determined in the Hydraulic Study. A cost comparison should be made at this point to determine the most cost effective method to construct the proposed bridge.

Since this is an overflow bridge, and since flood stages at this site are now less because of dams upstream, the main bridge may be able to handle the 10 year flood, and the size of the detour structure may only need to be large enough to maintain normal flow, if a detour structure is needed at all.

3. It appears that the new overflow bridge could be significantly less than the existing 600 ft. bridge which pre-dates construction of the two dams upstream.
4. Existing vertical curves near the bridges appear to have speed designs less than 40 mph. Ensure the vertical alignment within the project limits meets the proposed project speed design.

We have received signed cover sheets from the following offices:

1. Bridge Design
2. District Engineer

This report is satisfactory for approval subject to the above comments.

Mr. G. C. Lewis
March 14, 1989
Page 2.

BRF-062-1 (13)
Washington County
Concept Report

The estimated costs of this project as proposed are as follows:

Construction	\$1,800,000
Inflation (5% per year)	180,000
E & C (10%)	198,000
Preliminary Engineering (5%)	90,000
Right of Way	2,000
Utilities	LGPA

DTM/jmf

Attachments

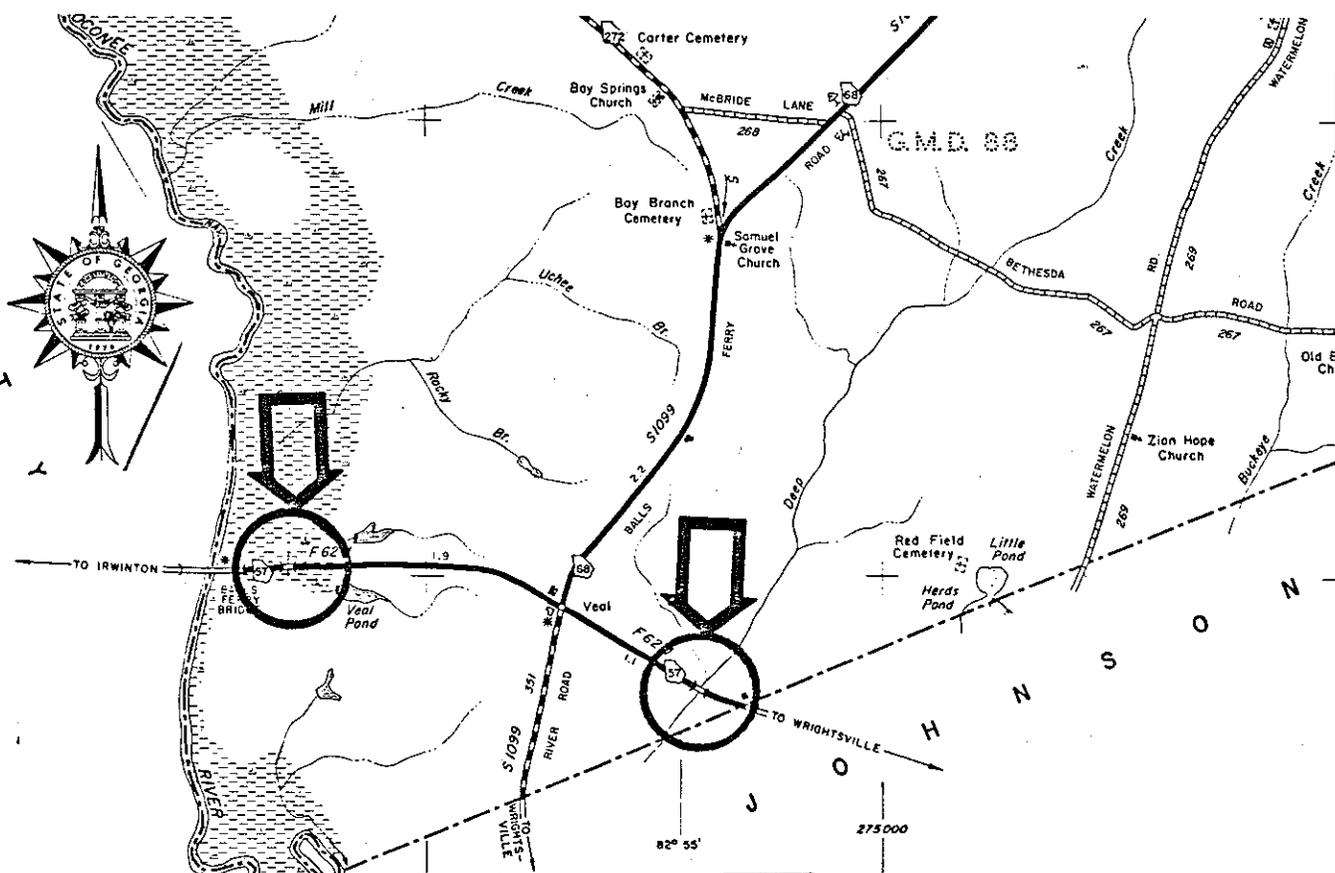
c: George J. Lyons

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PROJECT CONCEPT REPORT

BRIDGE REPLACEMENTS
S.R. 57 (IRWINTON-WRIGHTSVILLE ROAD)
OCONEE RIVER OVERFLOW & DEEP CREEK
BRF-062-1 (13) WASHINGTON

FEDERAL ROUTE NO. None
STATE ROUTE NO. 57
GA. D.O.T. P.I. NO. 221312
FEDERAL-AID ROUTE NO. F62-1



Rev. April 10, 1989
DATE OF REPORT: December 29, 1988

RECOMMENDATION AND CONCURRENCE FOR APPROVAL

12/29/88

DATE

12/29/88

DATE

DATE

DATE

Charles W. Spring, Jr.

PROJECT MANAGER

George J. Lyons

DISTRICT ENGINEER

STATE ENVIRONMENTAL ANALYSIS/LOCATION ENGINEER

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

PROJECT CONCEPT REPORT

PROJECT NO.: BRF-062-1 (13)

COUNTY: Washington

P. I. NO.: 221312

ROUTE: SR 57

PREVIOUS PROJECT NUMBER: None

GENERAL DESCRIPTION AND LOCATION:

This is a bridge replacement project on SR 57 at Oconee River Overflow and at Deep Creek. ✓

TRAFFIC:

CURRENT ADT: 1350 (1990) ✓ PROJECTED ADT: 1860 (2010)

EXISTING TYPICAL SECTION:

✓ 2-11 ft. asphalt pavement lanes with 6 ft. graded shoulders.

EXISTING MAJOR STRUCTURES:

✓ The existing structures at Oconee River Overflow and Deep Creek are 23.8 ft. x 600 ft. and 23.8 ft. x 120 ft, with sufficiency ratings (G) 7.0 and 45.8, respectively and consists of timber, steel, and concrete construction components. The needs rating is 55.

STATEMENT OF NEED AND PURPOSE OF PROJECT:

✓ The purpose of the project is to replace the existing structurally deficient bridges at Oconee River Overflow and Deep Creek on SR 57.

PROJECT CONCEPT:

LENGTH: 0.59 miles

Site I
Oconee River Overflow

Beginning: Approximately 500'
west of Overflow bridge

Ending: Approximately 600'
east of Overflow bridge

Site II
Deep Creek

Beginning: Approximately 600'
west of stream

Ending: Approximately 800'
east of stream

The above shown limits are for detour tie-ins. The mainline construction will be limited to the length needed for fill and guardrail flares, and the required grade change at Deep Creek.

PDP CLASSIFICATION:

Minor on existing alignment

FUNCTIONAL CLASSIFICATION:

Rural Arterial

MAX. DEGREE OF CURVE: 2° MAX. GRADE: * 7% existing SPEED DESIGN: 55 MPH
4.5% required

* Tying into a 6% grade at end of Oconee River Overflow bridge site.

PROPOSED TYPICAL SECTION:

A rural typical section consisting of 2-12 ft. lanes and 6 ft. graded shoulders.

MAJOR STRUCTURES:

A 38 ft. x 400 ft. bridge at Oconee River Overflow and a double 7 ft. x 7 ft. x 80 ft. box culvert at Deep Creek.

TYPE ACCESS: Controlled by permit.

TRAFFIC CONTROL DURING CONSTRUCTION:

Bridge replacement will be done using a temporary detour at the Oconee River Overflow, a temporary detour will be constructed at the Deep Creek site during grade change and culvert construction.

ESTIMATED COST:

R/W	\$2,000.00
CONSTRUCTION	\$2,040,000.00 (Incl. 10% E&C at 1989 prices)
REIMBURSABLE UTILITIES	LOCAL GOVERNMENT

PERMITS REQUIRED:

A Corps of Engineers 404 Permit is applicable for this project.

LEVEL OF ENVIRONMENTAL ANALYSIS:

Categorical Exclusion

LEVEL OF PUBLIC INVOLVEMENT: None

TIME SAVING PROCEDURES APPROPRIATE: Yes

DESIGN VARIANCE REQUIRED:

None at this time. (A grade change will be required at the Deep Creek site to bring the vertical alignment within design).

ALTERNATES CONSIDERED:

Alternate "A": Retain existing horizontal alignment by constructing a temporary detour, remove the existing bridge and construct the new culvert or bridge at each site. Correct the sag vertical curve at each site if possible.

Alternate "B": It was also considered to construct the culvert long enough to be used under the temporary detour at the Deep Creek site, but due to the additional length of barrels that would be needed this alternate is not recommended.

OTHER PROJECTS IN AREA:

None

CONCEPT TEAM MEETING HELD:

December 21, 1988

PRESENT:

James Norris
Tom Clark
Larry Johnson

FIELD REVIEW HELD:

February 16, 1988

COMMENTS:

Recommend approval of Alternate "A".

ATTACHMENTS:

Typical Section
Traffic Data
Local Government Project Agreement
Cost Estimate
Layouts
Program Authorization Document

**REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM**

Dist # 2

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973,
BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM
FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

- ADDITION TO THE PROGRAM
 - DELETION FROM THE PROGRAM
 - SHIFT IN THE PROGRAM
 - CHANGE IN COST ESTIMATE
 - OTHER
- PE ROW CONST.
FROM FY _____ TO FY _____

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
Washington	BRF-062-1(13) 221312	Bridge Replacement (existing 600'X 120'X 23.8' bridges)	State Route 57: Bridges and approaches over Oconee River overflow and Deep Creek. (303-00057-000.35E) Suff. Rat. 7.0 (303-00057-002.74E) Suff. Rat. 45.8
Fund 1 = 118		Needs Rating 55	
Fund 2 = 114			

ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE \$35	X		1989		
ROW \$2	X		1991		
CONST \$2,774	X		1992	8	2

REASON FOR REVISIONS:

To add this project to the Construction Work Program as recommended by the S.H.I.P. Committee on September 10, 1987.

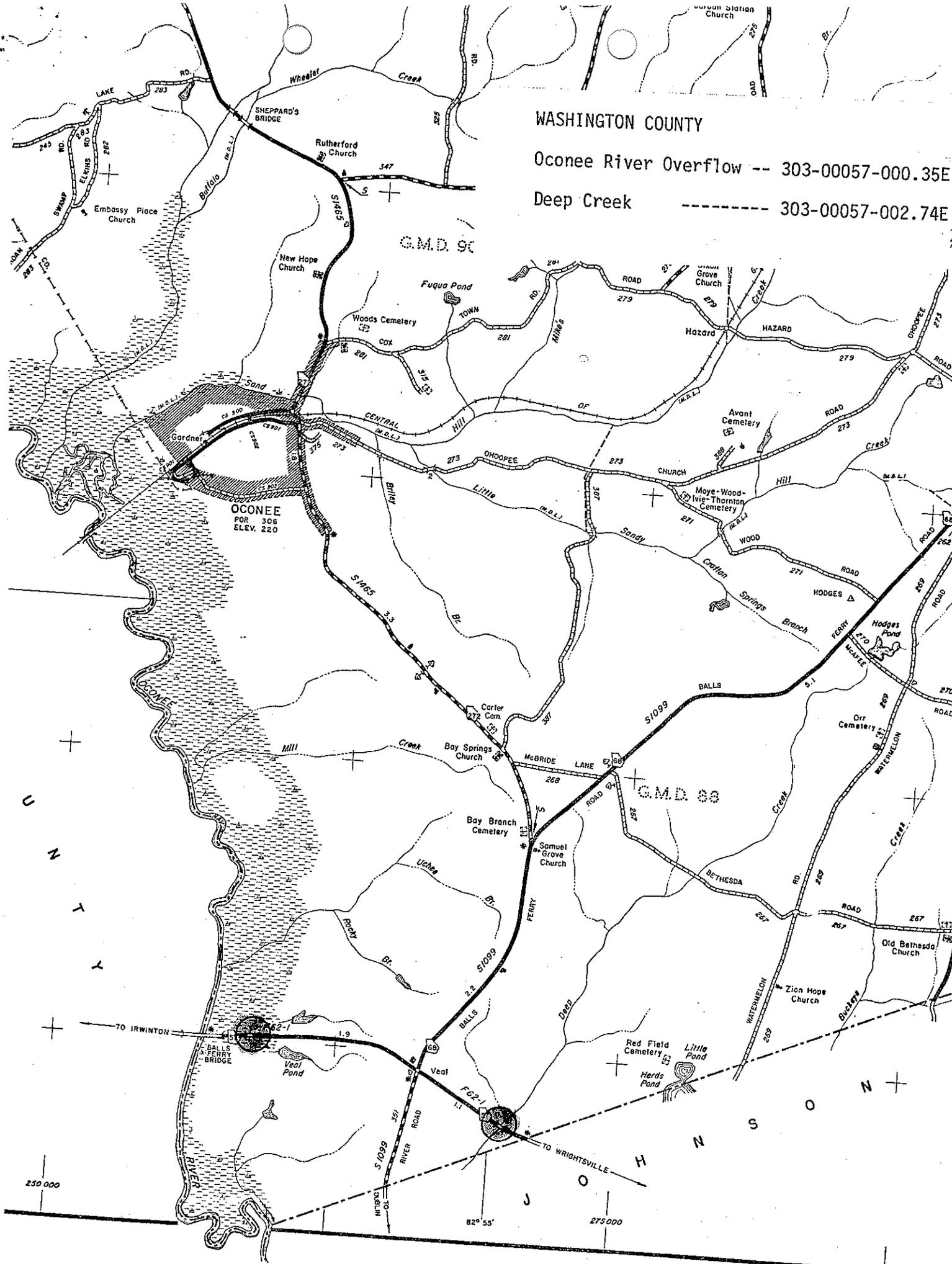
RECOMMENDED *[Signature]*
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED *[Signature]*
COMMISSIONER

WASHINGTON COUNTY

Oconee River Overflow -- 303-00057-000.35E

Deep Creek ----- 303-00057-002.74E



OCONEE
POP. 306
ELEV. 220

G.M.D. 90

G.M.D. 88

250 000

275 000

82° 55'

#2

PROPOSED S.H.I.P. PROJECT

COUNTY Washington CITY _____ C.D. 8 F.D. 2
STATE ROUTE 57 FEDERAL ROUTE F-62-1 U.S. ROUTE _____
PROJECT NAME Ga. 57

PROJECT TERMINI:

FROM Bridges over Ogeechee River overflow
TO and Deep Creek

PROJECT DESCRIPTION:

TYPE WORK Bridge Replacement
LENGTH 600/120 CONSTRUCTION COST ROW \$ 1,800,000 Oconee O
\$ 275,000 Deep Ck.
LANES: EXISTING 2 PROPOSED _____

TRAFFIC: PRESENT 1210/640 FUTURE _____

SOURCE OF PROJECT: Office of Maintenance

SUMMARY OF REVIEW COMMENTS: PLANNING--No Comments. TRAFFIC & SAFETY--No comments.
ENVIRONMENTAL--No comments. DISTRICT #2--"Oconee River Overflow"--replace
with 38 ft. x 600 ft. bridge. "Deep Creek"--replace with culvert. Both bridge
replacements should be programmed together.

COMMENTS AND ACTION BY S.H.I.P. COMMITTEE: _____

OK

Floyd E. Hardy
Floyd E. Hardy, Chairman

DATE 9/10/87

DEPARTMENT OF TRANSPORTATION
 STATE OF GEORGIA
 OFFICE OF MAINTENANCE
 BRIDGE RECONSTRUCTION CANDIDATE

BNR 55
 Rank 1303

8/26/87
 DATE

ROUTE GA. 57 OVER/~~UNDER~~ OCONEE RIVER overflow DIST. CONG. 08 DOT 2
 COUNTY Washington BRIDGE ID 303-00057-000.35E FED. RT. F62-1
 SUFFICIENCY RATING 7.0 QUALIFIED BR FUNDS NO BR BH SCHOOL BUS ROUTE YES NO
 TYPE BRIDGE Timber Piles & Caps - Steel WF Beams - Concrete Deck

BRIDGE: LENGTH 600 FT. ROADWAY WIDTH 23.8 FT. OVERLAY ASPH. CON. NONE IN.
 DESIGN LIVE LOAD H-15 INVENTORY RATING H 13 TONS OPERATING RATING H 17 TONS
 POSTED YES NO H LOAD _____ TRI-AXLE _____ 3S2-LOAD _____
 YEAR BUILT 1938 1986 TRAFFIC 1210 _____ 19 % TRUCKS
 APPROACH: REAR Asphalt WIDTH 22.0 FT. ALIGNMENT Good
 FORWARD Asphalt WIDTH 22.0 FT. ALIGNMENT Good
 VERTICAL CLEARANCE ON _____ UNDER _____ OTHER CLEARANCE _____

SALVAGEABLE MATERIALS:
 STEEL WF BEAMS 72 tons HANDRAIL _____ OTHER _____
 REASON FOR REVIEW Structurally Deficient

STRUCTURAL CONDITION

<input checked="" type="checkbox"/> CRITICAL	<input type="checkbox"/> DECK	<input type="checkbox"/> STRINGERS	<input checked="" type="checkbox"/> PILES/BENTS	<input type="checkbox"/> EROSION	<input type="checkbox"/> TRUSS	<input type="checkbox"/> OTHER
REMARKS <u>Poor timber substructure temporary stand up</u>						
<input checked="" type="checkbox"/> POOR	<input type="checkbox"/> DECK	<input type="checkbox"/> STRINGERS	<input checked="" type="checkbox"/> PILES/BENTS	<input type="checkbox"/> EROSION	<input type="checkbox"/> TRUSS	<input type="checkbox"/> OTHER
REMARKS _____						
<input checked="" type="checkbox"/> FAIR	<input checked="" type="checkbox"/> DECK	<input type="checkbox"/> STRINGERS	<input type="checkbox"/> PILES/BENTS	<input type="checkbox"/> EROSION	<input type="checkbox"/> TRUSS	<input type="checkbox"/> OTHER
REMARKS _____						
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> DECK	<input checked="" type="checkbox"/> STRINGERS	<input type="checkbox"/> PILES/BENTS	<input type="checkbox"/> EROSION	<input type="checkbox"/> TRUSS	<input type="checkbox"/> OTHER
REMARKS _____						

RECOMMENDED ACTION

REPLACE REPAIR WIDEN/EXTEND HOLD AND MAINTAIN
Structurally Deficient - poor substructure - Replace BR.

Jimmy D. Vaughan
 JIMMY D. VAUGHAN
 BRIDGE STRUCTURES

REPLACE REPAIR WIDEN/EXTEND HOLD AND MAINTAIN

Don Watson
 DON WATSON
 STATE MAINTENANCE ENGINEER

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Programming

DATE August 27, 1987

FROM

YSm

Gene Skeen, State Transportation Programming Engineer
Bob Bowling, Chief, Bureau of Plan Development
Archie Burnham, State Traffic and Safety Engineer
Pete Malphurs, State Environmental/Location Engineer
George Lyons, District Engineer, Tennille

TO

SUBJECT

Proposed S.H.I.P. Project

The following proposed project has been submitted to this office for evaluation and further handling:

Project Data:

County: Washington City: ----- State Route: 57

Project Termini: From: Over Deep Creek

TO: -----

Description of Proposed Work: Bridge Replacement

(District is requested to provide a cost estimate)

Please give us your comments concerning the proposed project. Also, consider any impact the proposed project may have on planned projects in the area.

(NOTE: Return to Bruce Maney, Office of Programming within ten (10) days.)

Comments: Replace with a culvert.

Estimated construction cost = \$275,000.

Project should be programmed with Oconee River overflow on same route.

(Signed) *J.F. Maney* Date 9-3-87

- DISTRICT ENGINEER
- () Dist Engr
- () Off Engr
- () Auditors
- () Constr
- () Inspector
- () State Aid
- () Traffic
- () Safety
- () Maint
- () Utilities
- () Plans
- () Preconstr
- () Survey
- () Design
- () Dist R/W

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Programming

DATE August 27, 1987

TO
~~FROM~~
FROM
~~TO~~

Gene Green, State Transportation Programming Engineer

Bob Bowling, Chief, Bureau of Plan Development
Archie Burnham, State Traffic and Safety Engineer
Pete Malphurs, State Environmental/Location Engineer
George Lyons, District Engineer, Tennille

SUBJECT

Proposed S.H.I.P. Project

The following proposed project has been submitted to this office for evaluation and further handling:

Project Data:

County: Washington City: _____ State Route: 57

Project Termini: From: Over Oconee River overflow

TO: _____

Description of Proposed Work: Bridge Replacement

(District is requested to provide a cost estimate)

Please give us your comments concerning the proposed project. Also, consider any impact the proposed project may have on planned projects in the area.

(NOTE: Return to Bruce Maney, Office of Programming within ten (10) days.)

Comments:

No Comment

(Signed)

Arthur B. Riddle

Date

8/31/87

Kitchings

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Programming

DATE August 27, 1987

FROM

LSM

Gene Skeen, State Transportation Programming Engineer
Bob Bowling, Chief, Bureau of Plan Development
Archie Burnham, State Traffic and Safety Engineer
Pete Malphurs, State Environmental/Location Engineer
George Lyons, District Engineer, Tennille

TO

SUBJECT

Proposed S.H.I.P. Project

The following proposed project has been submitted to this office for evaluation and further handling:

Project Data:

County: Washington City: ----- State Route: 57

Project Termini: From: Over Deep Creek

TO: -----

Description of Proposed Work: Bridge Replacement

(District is requested to provide a cost estimate)

Please give us your comments concerning the proposed project. Also, consider any impact the proposed project may have on planned projects in the area.

(NOTE: Return to Bruce Maney, Office of Programming within ten (10) days.)

Comments: No Comment

(Signed) Robert Seago Date 8-31-87

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Programming

DATE August 27, 1987

To
~~FROM~~
From
~~TO~~

Gene Skeen, State Transportation Programming Engineer
Bob Bowling, Chief, Bureau of Plan Development
Archie Burnham, State Traffic and Safety Engineer
Pete Malphurs, State Environmental/Location Engineer
George Lyons, District Engineer, Tennille

SUBJECT

Proposed S.H.I.P. Project

The following proposed project has been submitted to this office for evaluation and further handling:

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Project Termini: From: Over Deep Creek

TO: -----

Description of Proposed Work: Bridge Replacement

(District is requested to provide a cost estimate)

Please give us your comments concerning the proposed project. Also, consider any impact the proposed project may have on planned projects in the area.

(NOTE: Return to Bruce Maney, Office of Programming within ten (10) days.)

Comments: No Comment

(Signed) Arthur B. Puddle Date 8/31/87

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Programming

DATE August 27, 1987

FROM

JS

Gene Skeen, State Transportation Programming Engineer
Bob Bowling, Chief, Bureau of Plan Development
Archie Burnham, State Traffic and Safety Engineer
Pete Malphurs, State Environmental/Location Engineer
George Lyons, District Engineer, Tennille

TO

SUBJECT

Proposed S.H.I.P. Project

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Project Data:

County: Washington City: ----- State Route: 57

Project Termini: From: Over Deep Creek

TO: -----

Description of Proposed Work: Bridge Replacement

(District is requested to provide a cost estimate)

Please give us your comments concerning the proposed project. Also, consider any impact the proposed project may have on planned projects in the area.

(NOTE: Return to Bruce Maney, Office of Programming within ten (10) days.)

Comments: NONE

(Signed) _____ Date _____

Survey 3

SUMMARY REVISION REQUEST FOR THE CONSTRUCTION WORK PROGRAM

FOR THE OCTOBER 1987 BOARD MEETING

COUNTY	PROJECT NUMBER	P.I. NUMBER	CONG. DIST.	ADDITION TO THE PROGRAM	DELETION FROM THE PROGRAM	SHIFT IN THE PROGRAM	CHANGE IN COST ESTIMATE	OTHER
Fulton	MLP-400(28)	720791	4					
Dekalb	PR-8540-1(089)	762040	4	X				
Fulton	FR-189-1(9)	720990	4			X		
Rockdale	IR-20-2(105)	712090	4			X		
Rockdale	IR-20-2(109)	712170	4			X		
Fulton	IR-20-2(118), CT. 2	711378	5				X	X
Douglas	FR-186-1(12)	721030	6			X		
Harrison-Carroll	EDS-27(105)	621110	6					X
Paulding	BHF-165-1(45)	621010	6				X	X
Bartow	IR-75-3(175)	610640	7					X
Bartow	TSAP-777(1)	661950	7					X
Cobb-Fulton	FR-165-1(47)	721170	7 & 5				X	X
Dade	IR-24-1(13)	610570	7			X		X
Dade	IR-59-1(18)	610560	7			X		X
Dade	IR-59-1(19)	610580	7			X		X
Floyd	F-012-1(59) Loop	650171	7					X
Walker	BHS-0816(7)	630990	7	X				X
Bibb	IR-16-1(91)	310980	8					
Bibb-Monroe	ID-IR-75-2(97)	310713	8				X	
Jefferson	BRF-041-1(14)	221212	8	X				
Johnson	BRF-090-2(16)	221390	8	X				
Laurens	BRS-2194(4)	230990	8	X				
Pierce	BRF-073-2(6)	521710	8	X				
Putnam	PPL-24(80)	261443	8	X				
Treutlen	IR-16-1(95)	210330	8			X		
Treutlen	BRS-0577(6)	230980	8	X				
Twiggs	IR-16-1(94)	311160	8			X		
Washington	BRF-062-1(13)	221312	8	X				

GOVT BOARD
 OCT 15 1987
APPROVED

6 9

P-2

(12)

**REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM**

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973,
BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM
FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

- ADDITION TO THE PROGRAM
 - DELETION FROM THE PROGRAM
 - SHIFT IN THE PROGRAM
 - CHANGE IN COST ESTIMATE
 - OTHER
- PE ROW CONST.
 FROM FY _____ To FY _____

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
Washington	BRF-062-1(13) 221312	Bridge Replacement (existing 600'X 120'X 23.8' bridges)	State Route 57: Bridges and approaches over Oconee River overflow and Deep Creek. (303-00057-000.35E) Suff. Rat. 7.0 (303-00057-002.74E) Suff. Rat. 45.8
Fund 1 = 118		Needs Rating 55	
Fund 2 = 114			

ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE \$35	X		1989		
ROW \$2	X		1991		
CONST \$2,774	X		1992	8	2

REASON FOR REVISIONS:

To add this project to the Construction Work Program as recommended by the S.H.I.P. Committee on September 10, 1987.

RECOMMENDED *[Signature]*
 DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED *[Signature]*
 COMMISSIONER

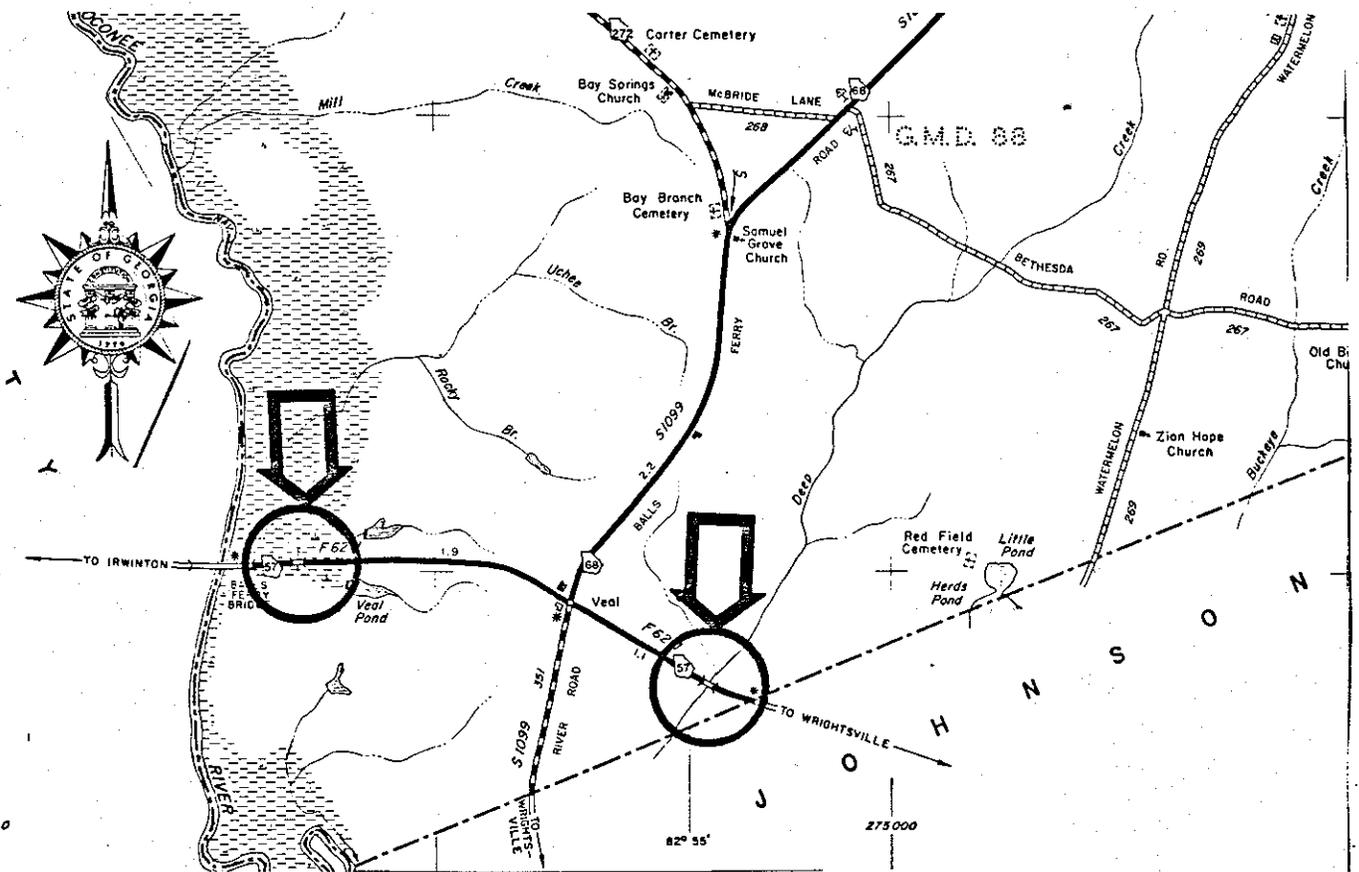
CDDY (S) (S) (S)
 OCT 10 1987
 APPROVED

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PROJECT CONCEPT REPORT

BRIDGE REPLACEMENTS
S.R. 57 (IRWINTON-WRIGHTSVILLE ROAD)
OCONEE RIVER OVERFLOW & DEEP CREEK
BRF-062-1 (13) WASHINGTON

FEDERAL ROUTE NO. None
STATE ROUTE NO. 57
GA. D.O.T. P.I. NO. 221312
FEDERAL-AID ROUTE NO. F62-1



DATE OF REPORT:

RECOMMENDATION AND CONCURRENCE FOR APPROVAL

DATE

DATE

DATE

DATE

PROJECT MANAGER

DISTRICT ENGINEER

STATE ENVIRONMENTAL ANALYSIS/LOCATION ENGINEER

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER