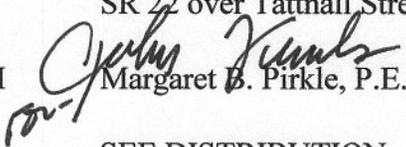


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 232260, Baldwin County **OFFICE** Preconstruction
BRST-004-2-(39)
SR 22 over Tattnall Street(CS 55) **DATE** September 9, 2005

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

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

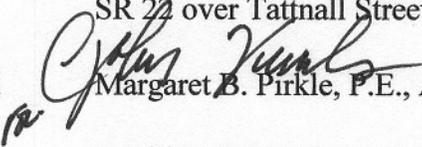
DISTRIBUTION:

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 232260, Baldwin County **OFFICE** Préconstruction
BRST-004-2(39)
SR 22 over Tattnall Street (CS558) **DATE** August 23, 2005

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

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

SUBJECT PROJECT CONCEPT REPORT

This project is the replacement of a structurally deficient and functionally obsolete bridge on SR 22 over Tattnall Street (CS 558) in West Milledgeville. The existing bridge is a three span WF steel beam continuous unit with a total of 81'. The bridge roadway curb-to-curb clear width is 52' and the sufficiency rating is 49. State Route 22 consists of four, 12' travel lanes with curb and gutter and sidewalks on both sides and is functionally classified as a connecting link to a rural minor arterial. Tattnall Street consists of two, 12' lanes with variable width grass shoulders and a sidewalk on the east side. There have been reports of vehicles on Tattnall Street striking the SR 22 bridge because it provides only 10'± of vertical clearance. Base year traffic (2006) on SR 22 is 7,800 VPD and the design year (2026) traffic is 9,900 VPD.

The project proposes to construct a new 120' x 52' concrete bridge over Tattnall Street at the existing bridge site. The profile grade along Tattnall Street will be lowered to provide a minimum 14.5' vertical clearance. The proposed typical section on SR 22 will consist of an urban section with four, 12' travel lanes, curb and gutter and including 5' sidewalks on each side. Tattnall Street will consist of two, 12' travel lanes with curb and gutter including a 5' sidewalk on the east side. Traffic will be detoured off-site during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public meeting is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$884,000	\$928,000	Q10	2009
Right-of-Way	\$ 20,000	\$ 20,000	Q10	2007
Utilities*	\$ 15,000	-----		

David Studstill

Page 2

P. I. No. 232260, Baldwin

August 23, 2005

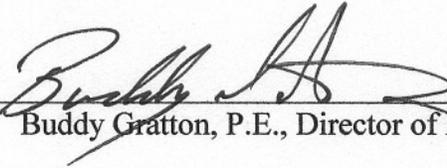
*Milledgeville refused LGPA for utilities; rescission letter sent 5-3-05.

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

APPROVE



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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE **BRST-004-2(39) BALDWIN COUNTY** **OFFICE** Consultant Design
SR 22 over Tattnall Street (CS 558)
P.I. No. 232260

M. Babs Abubakari

FROM Babs Abubakari, P.E., State Consultant Design Engineer **DATE** August 18, 2005

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

SUBJECT **PROJECT CONCEPT REPORT**

Attached is the original copy of the Final Concept for your further handling and approval in accordance with the Plan Development Process (PDP).

People on the distribution list below should review the Concept Report and send comments and/or signature page to the Preconstruction office within 10 days as per the PDP.

Distribution:

- Project Review Engineer*
- State Environment/ Location Engineer*
- State Traffic Safety and Design Engineer*
- State Transportation Planning Administrator*
- State Transportation Financial Management Administrator*
- District 2 Engineer*
- State Bridge Design Engineer*

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-004-2(39)

County: Baldwin

P. I. Number: 232260

Federal Route Number: N/A

State Route Number: 22

DESCRIPTION: SR 22 at CS 558 (Tattnall Street)

Recommendation for approval:

DATE August 18, 2005

Yun Tang
Project Manager

DATE August 18, 2005

M. Babs Abubakari
State Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District 2 Engineer

DATE _____

State Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

Project Concept Report page 3
Project Number: BRST-004-2(39)
P. I. Number: 232260
County: Baldwin

Need and Purpose: See attached Need & Purpose Statement.

Description of the proposed project: Project BRST-004-2 (39) is a bridge replacement project in Baldwin County on SR 22 @ CS 558/Tattnall Street. The total project length is approximately 1100' feet (0.21 miles); 800' along CS 558/Tattnall Street; and 290' along SR 22. The SR 22 bridge is at M.P. 10.94. The purpose of this project is to replace a structurally deficient and functionally obsolete bridge on SR 22 and provide 14'-6" minimum vertical clearance over CS 558/Tattnall Street. The sufficiency rating of the bridge is currently 49.31. SR 22 is a designated bicycle route.

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

PDP Classification: Minor

Project Designation: Full Oversight (), Exempt(), State Funded(), or Other ()

Functional Classification: SR 22: FAP Connecting Link to a Rural Minor Arterial Road
CS 558: Local Street

U. S. Route Number(s): None

State Route Number(s): 22

Traffic (AADT):

SR 22:	Current Year: (2006) <u>7800</u>	Design Year: (2026) <u>9900</u>
CS 558:	Current Year: (2006) <u>1000</u>	Design Year: (2026) <u>1800</u>

Existing design features, SR 22:

- Typical Section: Four 12 ft travel lanes with curb & gutter and sidewalk on both sides.
- Posted speed 35mph Maximum degree of curvature: Tangent.
- Maximum grade: 0.9%
- Width of right of way: 100'
- Major structures: A three span (20'-9" – 39'-6" – 20'-9") WF steel beam continuous unit with a total length of 81 ft. The bridge roadway curb-to-curb clear width is 52 ft and the sufficiency rating is 49.31. The bridge provides approximately 10 ft of vertical clearance over Tattnall Street.
- Major interchanges or intersections along the project: None

Existing design features CS 558:

- Typical Section: Two 12 ft travel lanes with variable width grass shoulders and a sidewalk on the east side.
- Posted speed 35mph Maximum degree of curvature: Tangent
- Maximum grade: 4.8%
- Width of right of way: 95'
- Major structures: A three span (20'-9" – 39'-6" – 20'-9") WF steel beam continuous unit with a total length of 81 ft. The bridge roadway curb-to-curb clear width is 52 ft and the sufficiency rating is 49.31. The bridge provides approximately 10 ft of vertical clearance over Tattall Street.
- Major interchanges or intersections along the project: None

Proposed Design Features, SR 22:

Proposed typical section(s): An urban section with four 12'-0" travel lanes, curb & gutter including 5 ft sidewalks each side. The typical section is attached. Bicycle lanes are not included in the roadway typical section because the project length along SR 22 is short (290'), which is controlled by historic properties to the west and another bridge beginning 124 ft ahead of the end of the proposed bridge. These two constraints prevent proper tapers to begin and end four foot wide bicycle lanes within the project limits. The proposed bridge width described below will accommodate future bicycle lanes.

- Proposed Design Speed Mainline 35 mph
- Proposed Maximum grade Mainline 0.9 %. Maximum grade allowable 5.0%.
- Proposed Maximum grade Side Street N/A. Maximum grade allowable 8.0%.
- Proposed Maximum grade driveway N/A.
- Proposed Maximum degree of curve Tangent Maximum degree allowable NA.
- Right of way
 - Width None
 - Easements: Temporary (X), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 4 Number of displacements: None
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: Three span (32'-0" – 56'-0" – 32'-0") reinforced concrete continuous flat slab (1'-8" depth), 52 ft wide (gutter to gutter), 10 ft wide sidewalks each side, and 120 ft in length. Four feet of the 10 ft bridge sidewalk will be designed for future removal when bicycle lanes are added to SR 22, leaving 6 ft wide sidewalks and 4 ft wide bicycle lanes each side.
 - Retaining walls: None
- Major intersections and interchanges. None
- Traffic control during construction: The bridge will be constructed on the existing alignment

and traffic will be detoured off-site during construction. See attached detour map.

- Design Exceptions to controlling criteria 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)

- Design Variances; None
- Environmental concerns: None

Proposed Design Features CS 558:

Proposed typical section(s): Two 12'-0" travel lanes with curb & gutter including a 5 ft sidewalk on the east side. Typical section attached.

- Proposed Design Speed Mainline 35 mph
- Proposed Maximum grade Mainline 7.0%. Maximum grade allowable 8.0%.
- Proposed Maximum grade Side Street NA. Maximum grade allowable 8.0%.
- Proposed Maximum grade driveway 19.8%
- Proposed Maximum degree of curve Tangent. Maximum degree allowable NA.
- Right of way
 - Width None
 - Easements: Temporary (X), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (**X**), Other ().
 - Number of parcels: 4 Number of displacements: None
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: None.
 - Retaining walls: None
- Major intersections and interchanges. None
- Traffic control during construction: Traffic will be detoured off-site during construction of the proposed SR 22 bridge.
- Design Exceptions to controlling criteria 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)

- Design Variances; None
- Environmental concerns: Historic Districts
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (**X**), No (),
 - Categorical exclusion anticipated (**X**),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().
- Utility involvement: City of Milledgeville water, sewer and storm drainage; underground natural gas; overhead power, telephone and cable TV.

Project responsibilities:

- Design, Office of Consultant Design
- Right of Way Acquisition, District 2 Preconstruction (Right of Way Office)
- Relocation of Utilities, District Utility Office and Baldwin County
- Letting to contract, General Office (Office of Contract Administration)
- Supervision of construction, District 2 Construction Office
- Providing material pits, District 2 Materials Office
- Providing detours, District 2 Construction Office

Coordination

- Initial Concept Meeting date and brief summary. Attach minutes.
- Concept meeting date: First Concept Meeting-June 24, 2003 at the Milledgeville Area Office.
- P. A. R. meetings, dates and results. None required.
- FEMA, USCG, and/or TVA Nationwide 404. None required.
- Public involvement. Detour PIM held February 22, 2005.
- Local government comments: Required City of Milledgeville to do utilities, 4/1/99.
- Other projects in the area. None identified.
- Other coordination to date. None

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 4 Months.
- Time to complete right of way plans: 1 Month.

- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 4 Months.
- Time to complete to purchase right of way: 9 Months.
- List other major items that will affect the project schedule: N/A Months

Alternates considered: Three Stakeholder meetings were held to gather input for concept development. The meetings were held on February 25, May 1 and May 22, 2003 at the Milledgeville GDOT Area Office. Pages 8-10 summarize the nine alternates considered including advantages, disadvantages, construction cost estimates, environmental concerns, required right-of-way areas, impacts, and relocations for each alternate. Stakeholder meeting minutes are included in attachment 8.

Comments:

Comparison Summary of Concepts 1 - 9

Alternate (6) is selected for this concept. This alternate does not require design exceptions, improves vertical clearance, and is the least costly of the bridge replacement alternates.

Alternate (1) was eliminated due driveway & utility impacts. Alternates (2) and (3) were eliminated because of property relocation requirements. Alternates (4) & (5) were eliminated due to concerns of the local stakeholders about maintaining access to North and South Tattnell Streets. Alternates (7) & (8) were eliminated because of the introduction of chicanes as a traffic calming devise that was a concern to stakeholders. Alternate (9) was eliminated due to long term maintenance cost.

Alternates For SR 22 Bridge Replacement Over Tattnall Street							
	Description	Advantages	Disadvantages	Construction Cost	Environmental Concerns	R/W	Impact/Relocation
Alt 1	Lower Tattnall Street Leave SR 22 at existing elevation – Type II PSC Beam Bridge	<ul style="list-style-type: none"> • Replaces structurally deficient bridge • Improved vertical clearance • No coordination with railroad • New drainage system on Tattnall • New road and sidewalk on Tattnall • Minimal amount of road construction on SR 22 	<ul style="list-style-type: none"> • Steep driveways on west side of Tattnall • Greatest impact on underground utilities on Tattnall • Construction staging requires an off-site detour on SR 22 & Tattnall Street 	\$999,930.12	<ul style="list-style-type: none"> • Impact to possible historical property on Tattnall St. 	5,420 ft ²	4 Impact 0 Relocations
Alt 2	Raise SR 22 Leave Tattnall Street at existing elevation	<ul style="list-style-type: none"> • Replaces structurally deficient bridge • Improved vertical clearance • Reduced right of way impact on Tattnall Street compared to Alternate 1 	<ul style="list-style-type: none"> • Railroad bridge will need to be replaced • Construction staging requires an off-site detour on SR 22 & Tattnall Street • Required right of way on SR 22 	\$1,284,415.70	<ul style="list-style-type: none"> • Impact to possible historical property on Tattnall St. • Environmental Justice – Property Relocation 	21,000 ft ²	6 Impact 1 Relocation
Alt 3	Raise SR 22 and Lower Tattnall Street – Type II PSC Beam Bridge	<ul style="list-style-type: none"> • Replaces structurally deficient bridge • Improved vertical clearance • New drainage system on Tattnall Street • New road and sidewalk on Tattnall Street • Reduced right of way impact on Tattnall Street compared to Alternates 1 and 2 	<ul style="list-style-type: none"> • Railroad bridge will need to be replaced or raised • Impact underground utilities on Tattnall Street • Steep driveways (SR 22 & Tattnall Street) • Construction staging requires an off-site detour on SR 22 & Tattnall Street • Most expensive alternate 	\$1,336,724.40	<ul style="list-style-type: none"> • Impact to possible historical property on Tattnall St. • Environmental Justice – Property Relocation 	18,300 ft ²	7 Impact 2 Relocations

Alternates For SR 22 Bridge Replacement Over Tattnall Street							
	Description	Advantages	Disadvantages	Construction Cost	Environmental Concerns	R/W	Impact/Relocation
Alt 4	Close Tattnall Street at intersection with SR 22 Add pedestrian culvert	<ul style="list-style-type: none"> Removes structurally deficient bridge No coordination with railroad Minimal impact to private property on Tattnall Street Removes traffic from Tattnall Street Reduces speed on Tattnall Street Pedestrian and bike traffic allowed Lower cost compared to Alt 1-3 	<ul style="list-style-type: none"> No vehicular thru traffic Construction staging requires off-site detour on SR 22 & Tattnall Street No school bus or emergency vehicle access 	\$448,852.81	<ul style="list-style-type: none"> Impact to possible historical property on Tattnall St. Environmental Justice – Road Closure 	5,400 ft ²	4 Impact 0 Relocations
Alt 5	Close Tattnall Street at intersection with SR 22	<ul style="list-style-type: none"> Removes structurally deficient bridge No coordination with railroad Minimal impact to private property on Tattnall Street Removes traffic from Tattnall Street Reduces speed on Tattnall Street Least expensive alternate 	<ul style="list-style-type: none"> No vehicular or pedestrian thru traffic Construction staging requires an off-site detour on SR 22 & Tattnall Street No school bus or emergency vehicle access 	\$245,269.56	<ul style="list-style-type: none"> Impact to possible historical property on Tattnall St. Environmental Justice – Road Closure 	5,400 ft ²	4 Impact 0 Relocations
Alt 6	RECOMMENDED ALTERNATE Lower Tattnall Street Leave SR 22 at existing elevation – Flat Slab Bridge	<ul style="list-style-type: none"> Replaces structurally deficient bridge Improved vertical clearance No coordination with railroad New drainage system on Tattnall New road and sidewalk on Tattnall Minimal amount of road construction on SR 22 Less impact on Tattnall St. compared to Alternate 1 Lowest bridge replacement alternate 	<ul style="list-style-type: none"> Will create steep driveways (less steep compared to Alternate 1) Impact on underground utilities on Tattnall Construction staging requires an off-site detour on SR 22 & Tattnall Street Higher cost compared to Alternates 4 & 5 	\$918,536.99	<ul style="list-style-type: none"> Impact to possible historical property on Tattnall St. 	0 ft ²	0 Impact 0 Relocations

Alternates For SR 22 Bridge Replacement Over Tattnall Street

	Description	Advantages	Disadvantages	Construction Cost	Environmental Concerns	R/W	Impact/Relocation
Alt 7	Traffic Calming/ Rigid Frame Bridge w/Chicanes	<ul style="list-style-type: none"> Replaces structurally deficient bridge Minimal work on Tattnall Street No driveway impact Slows/calms traffic 	<ul style="list-style-type: none"> Deficient vertical clearance Deficient roadway width Deficient horizontal clearance Does not allow truck traffic Construction staging requires an off-site detour on SR 22 & Tattnall Street 	\$609,665.37	<ul style="list-style-type: none"> Impact to possible historical property on Tattnall St. 	5,800 ft ²	4 Impact 0 Relocations
Alt 8	Traffic Calming/ Rigid Frame Bridge w/Islands	<ul style="list-style-type: none"> Replaces structurally deficient bridge Minimal work on Tattnall Street No driveway impact Slows/calms traffic 	<ul style="list-style-type: none"> Deficient vertical clearance Deficient roadway width Deficient horizontal clearance Does not allow truck traffic Construction staging requires an off-site detour on SR 22 & Tattnall Street 	\$620,813.36	<ul style="list-style-type: none"> Impact to possible historical property on Tattnall St. 	5,800 ft ²	4 Impact 0 Relocations
Alt 9	No Build	<ul style="list-style-type: none"> No immediate cost 	<ul style="list-style-type: none"> Deficient bridge remains Deficient vertical clearance Trucks may continue to hit bridge Long term maintenance cost 	\$0.00	<ul style="list-style-type: none"> None 	0 ft ²	0 Impact 0 Relocations

Project Concept Report page 11
Project Number: BRST-004-2(39)
P. I. Number: 232260

Attachments:

1. Concept Meeting Minutes,
2. Preliminary Cost Estimate:
 - a. Construction Including E & C,
3. Typical sections,
4. Need and Purpose Statement,
5. Traffic Assignments,
6. Flexible Pavement Design,
7. Bridge Inventory Data Listing,
8. Stakeholder Meeting Minutes,
9. Location and Design Notice (On Minor Projects)

CONCEPT MEETING MINUTES

June 24, 2003

CONCEPT MEETING FOR BRIDGE REPLACEMENT WORK ORDERS

W.O. #58 – SR 22 over Tattnall Street

Project No.: BRST-004-2 (39), Baldwin County

PI No.: 232260

LOCATION: GADOT District 2 Office
Milledgeville, GA

Attendees: Mark Holmberg – Heath & Lineback Engineers
Kim Martin - Heath & Lineback Engineers
Yun Tang – GDOT Office of Consultant Design
David Griffith – GDOT Tennille
Rusty Merrity – GDOT Tennille – Construction
Phillip Scarborough – GDOT Tennille – Environmental
Jimmy Hobby – GDOT Tennille – Utilities
Nick Everett – GDOT Tennille – Utilities
Jimmy H. Smith – GDOT Area Engineer Area 6
Bryan L. Haines – GDOT Asst Engineer Area 6 – Maintenance
Kraig A. Collins – GDOT Asst Engineer Area 6 – Construction
Dan Langston – Mortgage Appraisal Service – Right-of-Way Consultant
Barry Jarrett – City of Milledgeville
Richard Turner – City of Milledgeville
Robert Cheeves – Milledgeville Police Department
Chet Demmon – Alltel
Dave Bonair – Georgia Power Company
Sharon Rice – Stakeholder

Mark Holmberg described the Need and Purpose Statement for the SR 22 over Tattnall Street Bridge Replacement Project. He explained that there have been three Stakeholder meetings with GDOT personnel and other stakeholders to discuss issues concerning the Project. Conceptual plans were developed from comments resulting from the meetings.

Mark Holmberg summarized Alternates 1-7 that are described in the Concept Report. A half size plan of another traffic calming design (Alternate 7a) was handed out which had traffic islands in the center of Tattnall Street positioned on either side of the bridge. He described it as the recommended design listed in the Concept Report, but that design exceptions would be required due to the substandard roadway width, and vertical and horizontal clearances.

Jimmy Smith suggested that Mark talk about the other Alternates and explain the cuts that would be necessary on Tattnall Street since there were a lot of people who were not at the previous meetings. Mark pointed out the vertical profile changes for each of the displayed Alternates, which ranged from 3 to 6 feet.

Dan Langston asked if it was feasible to construct driveways at those grades. Mark said that for alternates requiring lowering of Tattnall Street, the construction might have to go back to the carport beside the house. The entire area is within an historic district, so any encroachment on private property will complicate environmental permitting.

Jimmy Smith said that in order to construct that driveway, the carport would have to be removed. Additional costs would be incurred to replace the carport. Mark said the recommended Alternate 7a would not impact any driveways.

David Griffith commented that the proposed profile offers more clearance than the existing clearance at Tattall Street, which might encourage more trucks to attempt driving under the bridge. He suggested reducing the clearance.

Rusty Merrity suggested constructing another structure that would intercept the trucks before they reach the bridge. Mark suggested a steel frame. Jimmy Smith asked who would maintain the steel frame?

Mr. Merrity asked if the structure was a culvert? Mark said it was a rigid frame on piles, similar to a culvert, and potentially less likely to be damaged by truck impact compared to a conventional steel or PSC beam bridge.

Bryan Haines said that Robert Cheeves, from the Milledgeville Police Department, asked if the bridge would have lights. Mark said it has been discussed at the previous meetings and lighting will be added to the Concept Report.

Jimmy Smith said that there would be no problems including lighting in the design, but that there would need to be an agreement with the City to maintain the lights and provide electricity.

Chet Demmon mentioned that cars might not be able to see pedestrians without lighting.

Bryan Haines mentioned that drug traffic would also be an issue if there were no lighting.

Mark Holmberg asked Barry Jarrett if the City might agree to maintain the lighting inside the structure. Mr. Jarrett offered no comment.

Mr. Jarrett asked what about raising the bridge and improving the clearance as was stated in the Need and Purpose Statement?

Mark said that it was true that the proposed alternate does not improve the clearance. However, the design was developed from Stakeholder input, which did not see deficient vertical clearance as a problem. It is the design that has the least impact on private property.

Jimmy Smith asked if we anticipate that the design exceptions will be approved?

Phillip Scarborough recommended that the Need and Purpose Statement be revised to fit the design.

David Griffith said there would have to be a meeting with a Citizen's Group. Mark asked what the process was in order to get a design exception?

Mr. Griffith said that it should be stated why the exception is being requested and what the exceptions are. He said Need and Purpose Statement should be refined first. Also, it would be better to work on the design exceptions after the Concept Report is approved.

Mark Holmberg said that the proposed Alternate 7a provides the least amount of environmental hurdles.

Jimmy Smith said that trucks would still be able to get around the islands. He suggested making it harder to get around...maybe moving the islands closer to the bridge and increasing their size.

Rusty Merrity asked what about the railroad bridge? Mark said the sufficiency rating for the railroad bridge is above 50 (62.85), which doesn't warrant reconstruction. Jimmy Smith said that because of the slopes of the endrolls, the bridge would be expensive to replace.

Rusty Merrity suggested combining the railroad and Tattnall Street crossings into one bridge. Mark said that we were trying to avoid impacting the bridge and Alternate 7a accomplishes this.

Jimmy Smith asked when might the sufficiency rating of the railroad bridge fall below 50? Someone mentioned that the bridge was built in 1955, the same year as the Tattnall Street bridge.

Dan Langston said that because traffic will be detoured for Tattnall Street, it would make sense to rebuild them both bridges at the same time.

Chet Demmon suggested that trucks should use the detour route permanently.

Mark Holmberg brought up the issue of the railroad bridge sufficiency rating not warranting replacement.

David Griffith said that we might be able to make a case for rebuilding both bridges at the same time. They were built the same year, they're only one hundred feet apart, and by the time the Tattnall Street bridge is ready to go to construction the sufficiency rating of the railroad bridge may fall below 50.

Dan Langston asked if we could raise SR 22? What effect would that have? Mark said that there would be substantial property impacts. This was the reason for eliminating Alternate 6.

Barry Jarrett asked how much it would cost to replace the railroad bridge? Mark calculated it to be approximately \$440,000 for the just the structure. ($\$55.00/\text{ft}^2 \times 120\text{ft} \times 66.6\text{ft}$)

Rusty Merrity suggested that the crash walls at the bents adjacent to the railroad could be eliminated. Mark said that would probably mean a single BT-72"span with an 8.5-foot overall depth.

Jimmy Smith said that there would probably be enough clearance over the railroad.

Mark Holmberg said that he would talk to Brian Summers to find out about changing the sufficiency rating for the bridge. David Griffith said that it has been done successfully before with a bridge, which was within the scope of a road project that was being constructed.

Bryan Haines said that the scope of the project could be extended to include the railroad bridge.

Mark Holmberg said that after looking into the design exceptions, the sufficiency rating and funding options for the railroad bridge, the entire scope of the project might change. This could possibly result in a different concept recommendation.

Jimmy Smith asked if the existing railroad bridge were to be raised and reconstructed, could we get the required 14'-6" clearance? Mark said probably.

Jimmy Smith said that it would be foolish to finish construction of SR 22 over Tattnall Street and have to replace the railroad bridge a year later.

David Griffith said that the Stakeholders should be informed about what's happening.

Jimmy Smith said that we would have another concept meeting after the concept is revised.

Phillip Scarborough said to keep the current Need and Purpose Statement.

There were no problems or comments about the proposed detour.

PRELIMINARY COST ESTIMATE

DATE: March 11, 2005

PREPARED BY: Heath & Lineback Engineers, Inc.

PROJECT NO.: BRST-004-2(39)

P.I. NO.: 232260

LENGTH: 1000 ft. (0.19 mi)

PROJECT DESCRIPTION: Bridge replacement of the S.R. 22 @ CS 558/Tattnall Street in West Milledgeville..

PROPOSED CONCEPT:

SR 22: Proposed typical section(s): Four 12'-0" travel lanes with 10'-0" shoulders. The shoulders shall be urban with curb and gutter and 5 ft sidewalks. Typical section attached.

CS 558/Tattnall St: Proposed typical section(s): Two 12'-0" travel lanes with curb & gutter, 10'-0" shoulders and 5 ft wide sidewalk on east side. Typical section attached.

EXISTING ROADWAY: State Route 22 & CS 558/Tattnall St

TRAFFIC: **SR 22**

Existing: 7800. ADT (2006)

Design: 9900 ADT (2026)

CS 558/Tattnall St

Existing: 1000. ADT (2006)

Design: 1800 ADT (2026)

() PROGRAMMING PROCESS (X) CONCEPT DEVEL. () DURING PROJ DEVEL.

Estimate Report for file "232260"

Section ROADWAY					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1.00	LS	50000.00	TRAFFIC CONTROL -	50000.0
210-0100	1.00	LS	20167.00	GRADING COMPLETE -	20167.0
318-3000	200.00	TN	15.71	AGGR SURF CRS	3142.0
433-1000	417.00	SY	146.60	REINF CONC APPROACH SLAB	61132.2
441-0104	511.00	SY	22.49	CONC SIDEWALK, 4 IN	11492.39
441-0301	4.00	EA	1628.64	CONC SPILLWAY, TP 1	6514.56
441-6022	1008.00	LF	10.14	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	10221.12
500-3101	1.00	CY	426.59	CLASS A CONCRETE	426.59
550-2180	270.00	LF	22.81	SIDE DRAIN PIPE, 18 IN, H 1-10	6158.7
550-3618	18.00	EA	503.20	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	9057.6
576-1015	200.00	LF	21.60	SLOPE DRAIN PIPE, 15 IN	4320.0
622-1033	200.00	LF	31.58	PRECAST CONCRETE MEDIAN BARRIER, METHOD 3	6316.0
641-1100	83.00	LF	28.43	GUARDRAIL, TP T	2359.69
641-1200	50.00	LF	11.48	GUARDRAIL, TP W	574.0
641-5001	2.00	EA	433.02	GUARDRAIL ANCHORAGE, TP 1	866.04
641-5012	2.00	EA	1426.54	GUARDRAIL ANCHORAGE, TP 12	2853.08
Section Sub Total:					\$195,600.97

Section REQUIRED PAVEMENT					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	236.00	TN	13.92	GR AGGR BASE CRS, INCL MATL	3285.12
402-1812	30.00	TN	38.67	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	1160.10
402-3110	230.00	TN	37.14	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	8542.2
402-3121	365.00	TN	36.40	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	13286.0
402-3190	300.00	TN	39.27	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	11781.00
413-1000	225.00	GL	0.95	BITUM TACK COAT	213.75
Section Sub Total:					\$38,268.17

Section EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	2.00	AC	458.81	TEMPORARY GRASSING	917.62
163-0240	75.00	TN	190.99	MULCH	14324.25
163-0300	4.00	EA	1058.42	CONSTRUCTION EXIT	4233.68
163-0520	100.00	LF	11.79	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	1179.0
165-0030	1500.00	LF	1.24	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	1860.0
165-0101	4.00	EA	346.34	MAINTENANCE OF CONSTRUCTION EXIT	1385.36
167-1000	2.00	EA	2310.72	WATER QUALITY MONITORING AND SAMPLING	4621.44
167-1500	12.00	MO	813.99	WATER QUALITY INSPECTIONS	9767.88
171-0030	3000.00	LF	3.09	TEMPORARY SILT FENCE, TYPE C	9270.0
700-6910	4.00	AC	754.30	PERMANENT GRASSING	3017.2
700-7000	20.00	TN	57.59	AGRICULTURAL LIME	1151.80
700-7010	8.00	GL	20.05	LIQUID LIME	160.4
700-8000	150.00	TN	237.10	FERTILIZER MIXED GRADE	35565.0
700-8100	100.00	LB	1.44	FERTILIZER NITROGEN CONTENT	144.0
716-2000	600.00	SY	1.10	EROSION CONTROL MATS, SLOPES	660.0
Section Sub Total:					\$88,257.63

Section TRAFFIC SIGNS AND MARKING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	50.00	SF	13.07	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	653.5
636-1031	25.00	SF	17.32	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	433.0
636-2070	80.00	LF	6.63	GALV STEEL POSTS, TP 7	530.4
652-5451	1911.00	LF	0.12	SOLID TRAFFIC STRIPE, 5 IN, WHITE	229.32
652-5452	1911.00	LF	0.13	SOLID TRAFFIC STRIPE, 5 IN, YELLOW	248.43
652-6501	311.00	GLF	0.07	SKIP TRAFFIC STRIPE, 5 IN, WHITE	21.77
654-1001	30.00	EA	3.21	RAISED PVMT MARKERS TP 1	96.3
657-1054	240.00	LF	3.55	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	852.0
657-3054	240.00	GLF	2.37	PREFORMED PLASTIC SKIP PVMT MKG, 5 IN, WHITE, TP PB	568.80
657-6054	240.00	LF	3.57	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, YELLOW, TP PB	856.8

Section Sub Total: \$4,490.32

Section BRIDGE NO - 1, SR 22 over CS 558 Tattnall Street

Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0000	7970.00	SF	55.00	120 X 66.42 REINFORCED CONCRETE BRIDGE	438350.0
Section Sub Total:					\$438,350.00

Total Estimated Cost: \$764,967.09

Subtotal Construction Cost \$764,967.09

E&C Rate 10 % \$76,496.71

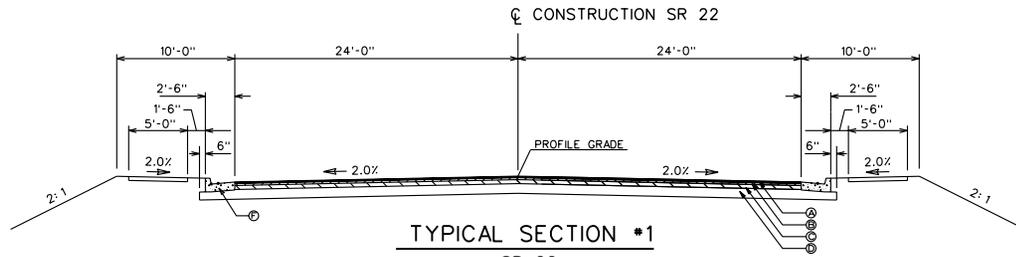
Inflation Rate 5 % @ 1 Years \$42,073.19

Total Construction Cost \$883,536.99

Right Of Way \$20,000.00

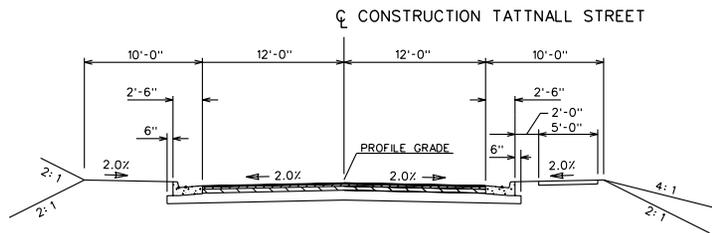
ReImb. Utilities \$15,000.00

Grand Total Project Cost \$918,536.99



TYPICAL SECTION #1

SR 22
STA XX-XX.XX TO XX-XX.XX
STA XX-XX.XX TO XX-XX.XX



TYPICAL SECTION #2

TATTNALL STREET
STA XX-XX.XX TO XX-XX.XX
STA XX-XX.XX TO XX-XX.XX

ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

A. NORMAL CROWN

SECTION WITH GRADES 0.5% OR GREATER	SECTION WITH GRADES LESS THAN 0.5%
0.0150 FT/FT - MINIMUM	0.0156 FT/FT - MINIMUM
0.0208 FT/FT - DESIRABLE	0.0208 FT/FT - DESIRABLE
0.0250 FT/FT - MAXIMUM	0.0300 FT/FT - MAXIMUM

B. SUPERELEVATION RATE

S. E. RATE SHOWN ON PLANS OR SE RATE EXISTING IN FIELD, WHICHEVER IS GREATER.

C. SUPERELEVATION TRANSITION LENGTH (LENGTH FROM FLAT POINT TO FULL SE)

	RATE OF CHANGE	CORRESPONDING DIFFERENCE IN GRADE BETWEEN PIVOT POINT AND EDGE OF PAVEMENT
MINIMUM	1:150	0.67%
DESIRABLE	1:200	0.50%
MAXIMUM	1:300	0.33%

LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

- 50% OF TRANSITION INSIDE CURVE - MAXIMUM
- 33% OF TRANSITION INSIDE CURVE - DESIRABLE
- 20% OF TRANSITION INSIDE CURVE - MINIMUM

NOTE: CROWN WIPE-OUT SHALL BE AT THE SAME RATE AS THE SE TRANSITION.

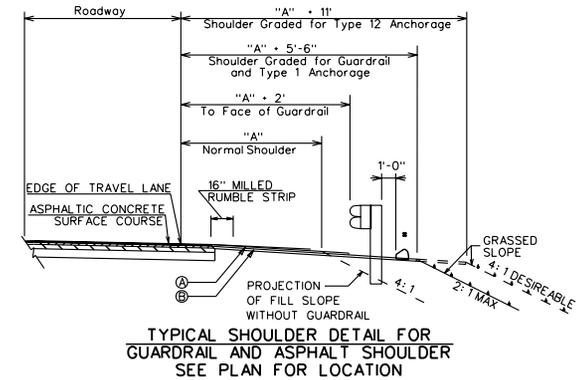
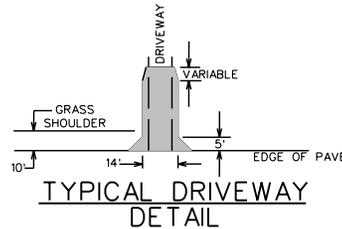
E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (IN FEET) EQUAL TO THE SPEED DESIGN (IN MPH).

REQUIRED PAVEMENT

- (A) RECYCLED ASPH CONC 9.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM & H LIME (138 LBS/SY)
- (B) RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LBS/SY)
- (C) RECYCLED ASPH CONC 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (440 LBS/SY)
- (D) GR AGGR BASE CRS, 8 INCH, INCL MATL
- (E) RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME, AS REOD
- (F) 6" X 30" CONCRETE CURB & GUTTER, GA. STD. 9032 B, TYPE 2

REQUIRED DRIVEWAY PAVEMENT

- RECYCLED ASPH CONC 9.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM & H LIME (165 LB/SY) (MIX DES LEV B)
- GR AGGR BASE CRS, 4 INCH, INCL MATL



DATE	REVISIONS	DATE	REVISIONS

Need and Purpose Statement
Project BRST-004-2(39) Baldwin County
PI No. 232260
Bridge Replacement
SR 22 @ Tattnall Street in West Milledgeville

Bridge Project BRST-004-2(39) will replace the structurally deficient bridge located on State Route 22 at Tattnall Street (CS 558) in West Milledgeville. The bridge's sufficiency rating is 49.31. The Office of Bridge Maintenance has determined that any structure with a sufficiency rating less than 50 should be replaced rather than improved. In addition, this bridge provides only eleven feet of clearance and has been struck by vehicles several times.

Along the subject section, SR 22 is a four lane facility and is functionally classified as a connecting link to a Rural Minor Arterial. The posted speed limit is 35 mph. The bridge was first constructed in 1955 and has not been reconstructed. The section where the proposed project would take place is a school bus route and is not part of the Statewide Bicycle Plan.

The Average Daily Traffic (ADT) for this section of highway in 2000 was 7200. The projected ADT for this section of highway in 2006 is 7,800 and the projected traffic in 2026 is 9900. Trucks represent an average of five percent of traffic during a twenty-four hour traffic count and an average of four percent of traffic during peak hour traffic counts. Currently no roadway improvements are in the Construction Work Program for SR 22 in this vicinity.

Tattnall Street (CS 558) is located in West Milledgeville and passes under SR 22 at mile point 10.94. Tattnall Street is functionally classified as a local road. Tattnall Street is a two-lane road and the posted speed limit is 35 mph. There have been reports of vehicles on Tattnall Street striking the SR 22 bridge because it provides only eleven feet of clearance.

Replacing the bridge above Tattnall Street will bring it up to current design standards and in doing so will improve the operation and safety of this roadway.

Year	GDOT Count Station - Location					
	118- SR 22 west of Tattnal St	121- SR 22 at Tattnal St	123- SR 22 east of Tattnal St	194- SR 243/ US 441 south of SR 22	207- SR 49 west of Tattnal St	385- SR 24 south of SR 22
2002	6,870	8,215	14,749	12,989	6,918	7,230
2001	6,714	8,029	13,031	12,768	6,761	7,290
2000	5,786	7,091	15,340	12,356	6,857	5,280
1999	6,715	8,630	15,360	11,105	7,412	5,658
1998	5,818	7,477	13,308	11,630	6,670	5,510
1997	5,706	5,871	14,063	9,274	7,827	5,376

An annual growth rate of 3% was calculated from the historic volumes shown. Using the annual growth rate of 3%, the 2006 and 2026 ADT for Tattnall Street south of SR 22 were estimated. The traffic assignments for Tattnall Street at SR 22 were estimated to be the following:

- 2003 ADT = 915
- 2006 ADT = 1,000
- 2026 ADT = 1,800
- K = 8%
- D = 65%
- T = 1%
- 24 Hour T = 2%
- S.U. = 2%
- COMB. < 1%

Please call if you have any questions or comments.

Sincerely,

Julie M Doyle
 Julie M. Doyle, P.E.

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 009-0005-0

Baldwin

SUFF. RATING

49.31

Location & Geography

* Structure I.D.No: 009-0005-0
 200 Bridge Information 06
 * 6A Feature Int: CS 558 TATTNALL STREET
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00022
 * 7B Facility Carried: SR 22
 * 9 Location: WEST MILLEDGEVILLE
 2 DOT District: 2
 207 Year Photo: 2002
 * 91 Inspection Frequency: 24 Date: 03/07/2002
 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 92B Underwater Insp Freq: 00 Date: 02/01/1901
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 51492
 * 5 Inventory Route (O/U): 1
 Type: 3
 Designation: 1
 Number: 00022
 Direction: 0
 * 16 Latitude: 33-04.9 MMS Prefix: SR
 * 17 Longitud 83-14.2 MMS Suffix: 00 MP: 11.05
 98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000
 * 100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 91002200
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 010.94
 * 208 Inspection Area: 02 Initials: JTB
 Engineer's Initial: wss
 * Location I.D. No.: 009-00022D-011.05E

Signs & Attachments

* 104 Highway System: 0
 * 26 Functional Classification: 14
 * 204 Federal Route Type: F No.: 00042
 105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 * 19 Bypass Length: 05
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 5
 37 Historical Significance: 5
 205 Congressional District: 10
 27 Year Constructed: 1955
 106 Year Reconstructed: 0000
 33 Bridge Median: 0
 34 Skew: 00
 35 Structred Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 5
 * 42 Type of Service on: 5
 1
 214 Movable Bridge: 0
 203 Type Bridge: A-O-M-O
 259 Pile Encasement: 3
 * 43 Structure Type Main: 4 02
 45 No. Spans Main: 003
 44 Structure Type Appr: 0 00
 46 No. Spans Appr: 0000
 226 Bridge Curve Horz: 0 Vert: 0
 111 Pier Protection: 0
 107 Deck Structure Type: 1
 108 Wearing Surface Type: 1
 Mc 8
 F 8
 225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0.00
 Width: 0.00
 238 Curb: 0.80 1
 239 Handrail: 1 1
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.00
 Width: 0.00
 * 230 Guardrail Loc Dir Rear: 0
 Fwr: 0
 Oppo Dir Rear: 0
 Fwr: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 35
 236 Warning Sign: 0
 234 Delineator: 0
 235 Hazard Boards: 0
 237 Utilities Gas: 00
 W 00
 Ele 00
 Telephone: 00
 Se 00
 247 Lighting Street: 0
 Naviagtion: 0
 Aerial: 0
 * 248 County Continuity No.: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 009-0005-0

Baldwin

SUFF. RATING

49.31

Programming Data

201 Project No.: BA (2) 965 (6)
 202 Plans Available: 4
 249 Prop. Proj. No. BRST-004-2 (39)
 250 Approval Status: 0000
 251 P.I. No.: 232260-
 252 Contract Date: 02/01/2004
 260 Seismic No.: 00000
 75 Type Work: 31 1
 94 Bridge Imp. Cost \$ 256
 95 Roadway Imp. Cos \$ 68
 96 Total Imp Cost: \$ 392
 76 Imp. Length: 000292
 97 Imp. Year: 1990
 114 Future ADT: 012000 Year: 2021

Measurements

* 29 ADT: 008000 Year: 2001
 109 % Trucks: 5
 * 28 Lanes On: 04 Under: 02
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0040
 * 49 Structure Length: 81
 51 Br. Rwdy. Width: 52.10
 52 Deck Width: 66.70
 * 47 Tot. Horz. Cl: 52.10
 50 Curb/Sdewlk Width: 6.50/6.50
 32 Approach Rdwy Width: 052
 * 229 Shoulder Width:
 Rear Lt: 2.00 Type: 1 Rt: 2.00
 Fwrd Lt: 2.00 Type: 1 Rt: 2.00
 Pavement Width:
 Rear: 48.10 Type: 2
 Fwrd: 48.10 Type: 2
 Intersection Rear: 1 Fwrd: 1
 36 Safety Features Br. Rail: 2
 Transition: 0
 App. G. Rail: 0
 App. Rail End: 0
 53 Minimum Cl.Over: 99 ' 99 "
 Under: H 11 ' 01 "
 * 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: H 8.00
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 6.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 1999 Sub: 0000

Ratings

65 Inventory Rating Method: 2
 63 Inventory Rating Method: 2
 66 Inventory Type: 2 Rating: 26
 64 Operating Type: 2 Rating: 40
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 40 0
 261 H Inventory Rating: 19
 262 H Operating Rating: 28
 67 Structural Evaluation: 5
 58 Deck Condition: 5
 59 Superstructure Condition: 5
 * 227 Collision Damage: 1
 60A Substructure Condition: 6
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 4
 69 UnderClr. Horz/Vert: 2
 72 Appr. Alignment: 8
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 221 Spur Dikes Rear: 0 Fwrd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

STAKEHOLDER MEETING MINUTES
February 25, 2003
BRST-004-2 (39) Baldwin County
PI No. 232260
SR 22/Montgomery Street Bridge over Tattnall Street
Milledgeville, Georgia

LOCATION: GADOT District 2 Office
Milledgeville, GA

Attendees: Mark Holmberg – Heath & Lineback Engineers
John Heath - Heath & Lineback Engineers
Kim Martin - Heath & Lineback Engineers
Ted Cashin – GDOT Office of Consultant Design
James H. Smith – GDOT Area Engineer Area 6
Bryan L. Haines – GDOT Asst Engineer Area 6 – Maintenance
Kraig A. Collins – GDOT Asst Engineer Area 6 – Construction
David Griffith – GDOT Tennille
Joan Thompson Stiles – Stakeholder
Jerry Stiles – Stakeholder
Howard McMichael – Stakeholder
Ingrid B Danial – Stakeholder
Tug Greer - Stakeholder

Mark Holmberg explained the reason for the meeting as the replacement of the SR 22 bridge that crosses over Tattnall Street (the Project). He also stated the goals of the Stakeholders Meeting as listed on the agenda. All the attendees introduced themselves and described what interest they had in the project.

John Heath described the process of bringing together property owners, community officials, the consultant, GDOT, and any stakeholders concerned with a project in order to develop a more comprehensive idea of the issues involved and identify any problems or ideas before a conceptual plan is developed.

Mark Holmberg described GDOT's Need and Purpose statement for the Project, and Ted Cashin described the process that GDOT goes through to determine the sufficiency rating of a bridge in the GDOT system.

The group was asked to identify any other potential stakeholders not present at the meeting. They are as follows:

- City of Milledgeville (including City utilities)
- Alltel
- Atlanta Gas/Light
- Charter Communications
- Georgia Power
- Railroad
- Emergency Medical Services
- Law Enforcement
- Additional Property Owners

Next, the group was asked to develop a list of Needs and Desires concerning the Project. They are as follows:

1. Improve vertical clearance between bridge and Tattnall Street

2. Replace structurally deficient bridge
3. Remove truck traffic from Tattnall Street
4. Reduce speed in the residential area
5. No impact on private property
6. Improve drainage along Tattnall Street
7. Maintain access to private property
8. Maintenance of traffic in the area
9. Eliminate steps from Tattnall Street up to SR 22
10. Improve ADA accessibility on sidewalks across bridge
11. 16-1/2 ft desirable minimum bridge clearance over Tattnall Street
12. Street lights
13. Minimize acquisition of additional right-of-way
14. Maintain parking at intersection of Tattnall Street and Thomas Street

Needs and Desires List cont.

15. Identify possible historical properties
16. Raise SR 22/Montgomery Street
17. Widen SR 22 to Columbia Street
18. Rehabilitate the bridge
19. Columbia Street and Thomas Street intersection dangerous – detour traffic along another route
20. Close Tattnall Street

Next, the group was asked to list additional concerns to be added to a Need and Purpose statement. They are as follows:

1. Reduce possibility of impact from trucks
2. Safe crossing of Tattnall Street with SR 22
3. Need bridge that can be constructed in a reasonable length of time with the least impact to traffic

The group was asked to list any constraints surrounding the Project. John Heath said that the constraints were identified in the Needs and Desires section.

Mark Holmberg asked if the group had any final comments.

1. Two members of the group suggested that Ken Vance and Dennette Jackson, both City Council members, be invited to the next stakeholders meeting.
2. Jimmy Smith, GDOT Area Engineer, requested that the project be designed to maintain traffic in the area and to eliminate potential for bridge failure. He also wanted to consider closure of Tattnall Street as an option.
3. Joan Thompson-Stiles requested that a copy of the minutes be sent to those who attended the meeting.

Mark Holmberg closed the meeting by thanking everyone for attending. He said that there was a lot more work and research that needed to be done before scheduling the next Stakeholders Meeting. He said that everyone would be contacted with further information concerning the Project.

STAKEHOLDER MEETING MINUTES
May 1, 2003
BRST-004-2 (39) Baldwin County
PI No. 232260
SR 22/Montgomery Street Bridge over Tattnall Street
Milledgeville, Georgia

LOCATION: GADOT District 2 Office
Milledgeville, GA

Attendees: Mark Holmberg – Heath & Lineback Engineers
Allen Krivsky - Heath & Lineback Engineers
Kim Martin - Heath & Lineback Engineers
Ted Cashin – GDOT Office of Consultant Design
James H. Smith – GDOT Area Engineer Area 6
Bryan L. Haines – GDOT Asst Engineer Area 6 – Maintenance
Kraig A. Collins – GDOT Asst Engineer Area 6 – Construction
Chauncey D. Elston – GDOT OEL
Jill Baur – GDOT OEL
Dennette O. Jackson – City of Milledgeville - District 1
Doug Hawkins – City of Milledgeville
Woodrow W. Blue – Milledgeville Police Department
Mike Mower – Charter Communications
Willie Davis, Jr. – Property Owner

Mark Holmberg opened the meeting by stating that this was the second Stakeholder Meeting concerning the SR 22 bridge that crosses over Tattnall Street (the Project). He explained that at the first meeting the group was asked to identify a list of need and desires so that Heath & Lineback Engineers (HLE) could to develop conceptual plans for the project. All the attendees introduced themselves and described what interest they had in the project.

Mark Holmberg began by stating that HLE had developed six possible conceptual plans for the Project. He described Alternates 1 through 6. Exhibits of the conceptual plans were displayed around the room. He encouraged everyone to follow along with the Alternates For SR 22 Bridge Replacement Over Tattnall Street handout (see attachment) as he went through the advantages and disadvantages of each alternate.

Alternates 1, 2 and 3 were eliminated from consideration because of the impact to the properties on Tattnall Street and/or the railroad bridge. A basic cost estimate handout was given to everyone comparing the remaining Alternates 4, 5 and 6. The advantages and disadvantages of the remaining three Alternates were discussed.

1. Mike Mower asked about which Alternates would involve removing poles.
2. Dennette Jackson believed that the property owners in the area would not want to close Tattnall Street or remove the steps up to SR 22.
3. Mark Holmberg said that two property owners on Tattnall Street at the first Stakeholder Meeting suggested closing Tattnall Street at SR 22.
4. Emergency vehicle issues were discussed. Fire trucks cannot fit under the bridge now but ambulances do.
5. Mike Mower said that a Charter Communications truck cannot go under the SR 22 Bridge and needs to go around the block.
6. A few years ago a concrete truck ran into the bridge.

7. It was mentioned that there might be some environmental issues with whichever Alternate is chosen, but that they can be addressed during preliminary design.
8. Mark Holmberg asked if Tattnall Street is a school bus route. No one present knew the answer.
9. He also mentioned that all Alternates were designed without the use of walls initially, but they will be considered during the design process to reduce the impact to property. However, walls will not reduce impact to the steep driveways on the east side of Tattnall Street.
10. Mark Holmberg asked for a vote to determine opinions on Alternates 4-6. Mike Mower voted for Alternate 4 or 5 because there was no relocation of utility poles. Dennette Jackson said that she didn't think a decision should be made before more people were aware of the situation. She wants to contact her constituents. Willie Davis believed that Alternate 4 or 5 would be best, but he would defer to the decision of Ms. Jackson's constituents. Doug Hawkins from the City expressed no opinion.
11. Ms. Jackson wanted to know if we could have another meeting. Mark Holmberg said that all the property owners have been invited twice and they have shown little or no interest.
12. Ted Cashin said that we could not make the decision right now anyways. He said that if Ms. Jackson could generate enough interest, we could have another meeting. But he reiterated the fact that we have had two meetings already.
13. Ms. Jackson said that she would contact and meet with her constituents and get back with GDOT within a week.
14. Jimmy Smith speaking for GDOT said that they would prefer to get a letter from the City of Milledgeville if they think closing Tattnall Street would be a viable option depending upon the results of the Ms. Jackson's meeting.

In conclusion, Dennette Jackson said she would get together with the property owners in the area to discuss whether to close Tattnall Street or to leave it open which would affect the driveways along Tattnall.

Another meeting with stakeholders has been tentatively scheduled for Thursday May 22, 2003 at 4:00pm at the Milledgeville GDOT Office.

Mark Holmberg closed the meeting by thanking everyone for attending. He said that everyone would be contacted with further information concerning the Project.

STAKEHOLDER MEETING MINUTES
May 22 2003
BRST-004-2 (39) Baldwin County
PI No. 232260
SR 22/Montgomery Street Bridge over Tattnall Street
Milledgeville, Georgia

LOCATION: GADOT District 2 Office
Milledgeville, GA

Attendees: Mark Holmberg – Heath & Lineback Engineers
John Heath - Heath & Lineback Engineers
Kim Martin - Heath & Lineback Engineers
David Griffith – GDOT Tennille
James H. Smith – GDOT Area Engineer Area 6
Bryan L. Haines – GDOT Asst Engineer Area 6 – Maintenance
Kraig A. Collins – GDOT Asst Engineer Area 6 – Construction
Chauncey D. Elston – GDOT OEL
Jill Baur – GDOT OEL
Dennette O. Jackson – City of Milledgeville - District 1
Doug Hawkins – City of Milledgeville
Woodrow W. Blue – Milledgeville Police Department
Mike Mower – Charter Communications
Rick Limberger – Georgia Power Company
Ingrid B. Daniel – Stakeholder
Katie Gillyard – Stakeholder
Willie P. Napier – Stakeholder
Sharon Rice – Stakeholder

Mark Holmberg opened the meeting by stating that this was the third Stakeholder Meeting concerning the SR 22 bridge that crosses over Tattnall Street (the Project). All the attendees introduced themselves and described what interest they had in the project.

Mark Holmberg briefly described the Project and the six conceptual plans that were developed by Heath & Lineback Engineers (HLE). He stated that Alternates 1 through 4 were eliminated at the last Stakeholder Meeting as being the least desirable alternates because of the impact to the properties on Tattnall Street and/or the railroad bridge. The purpose of this meeting was to get input from the residents and property owners in the area about Alternates 5 and 6.

Ideas concerning Alternates 5 and 6 were discussed.

1. Sharon Rice does not want to see Tattnall Street closed. She said that there should be signs indicating “No Trucks”. Also, there are a lot of elderly people in the area who need access to Oconee Medical Center, and Tattnall Street leads to the entrance of the hospital. She didn’t understand why the bridge had to be removed.
2. Mark Holmberg said that there are existing signs posted that have not prevented impacts to the bridge. He explained that the bridge needed to be removed or replaced because it was identified as having a sufficiency rating below 50. He also explained that if the bridge were removed, SR 22 would remain but change to a road over top of fill.
3. Sharon Rice said that a dead end street would cause accidents because the local residents would not be aware of the change.
4. Chief Blue made the comment that dead ends might promote crime and a tunnel might encourage drug related crime.
5. After various comments on that subject, Mark Holmberg said that this was what the meeting was for and that everyone was encouraged to fill out their comment cards.

6. Ingrid B. Daniel asked who would make the final decision about the Alternates. Mark said GDOT.
7. Chief Blue asked about the cost comparisons between the Alternates. Bryan Haines had a copy of the cost comparisons from the last meeting.
8. Someone asked who suggested closing the road. Mark Holmberg explained that it was suggested by one of the property owners at the first Stakeholder Meeting.
9. Sharon Rice said that it was unfair to close the road for one person. She wanted to know why they wanted to close the street.
10. John Heath explained why closing the street was considered to be a viable option. He explained how deep the construction would need to be on Tattnall Street to meet the clearance requirements and how much impact it would have on private property. He explained that there would be steep driveways on the west side of Tattnall Street.
11. Sharon Rice asked about how steep the driveways would be?
12. Mark explained that the slope of the driveways on the west side would have an approximately 40% slope to get to the edge of the right of way. He also explained that the right of way on Tattnall Street was 95 feet wide. He said that if there were construction up to the right of way, it would probably affect most of the yards in front.
13. Sharon Rice was not concerned about how steep the driveways would be as long as Tattnall Street was not closed.
14. Katie Gillyard asked about the construction time of the project. Mark Holmberg said from 12-18 months.
15. Costs were brought up again and Mark Holmberg said that the cost comparisons were very basic and did not include everything.
16. Rick Limberger asked if utility cost were included. Mark said no.
17. David Griffith said that the costs of utility reconstruction or relocation would be the responsibility of the City.
18. John Heath presented the idea of replacing the existing bridge with a new structure providing less than the 14'-6" "minimum" clearance. The protection to the bridge from errant trucks would be provided by using traffic calming techniques to make access to the bridge extremely challenging for tucks but acceptable for smaller vehicles, including ambulances. The City requested further explanation but was receptive to this idea. State personnel requested further explanation to ensure that the bridge was adequately protected.
19. He said that the City of Milledgeville and GDOT would need to agree on the design.
20. The local residents liked the traffic calming idea.
21. Mark Holmberg asked everyone to fill out the comment cards to make sure that GDOT has all opinions before making a final decision.

Mark Holmberg closed the meeting by thanking everyone for attending. He said that everyone would be contacted with further information concerning the Project.

NOTICE OF LOCATION AND DESIGN APPROVAL

Project No. BRST-004-2(39)

P.I. No. 232260

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

This project consists of improvements of S.R. 22 @ CS 558 Tattnell Street, located in Baldwin County, G.M.D. 320.

Date of Location Approval: SEPTEMBER 9, 2005

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

Kraig Collins

District 2, Area 6 Engineer

Email: kraig.collins@dot.state.ga.us

161 Blandy Road

Milledgeville, Georgia 31061

478-445-5130

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

Yun Tang

Office of Consultant Design

Email: yun.tang@dot.state.ga.us

Georgia Department of Transportation

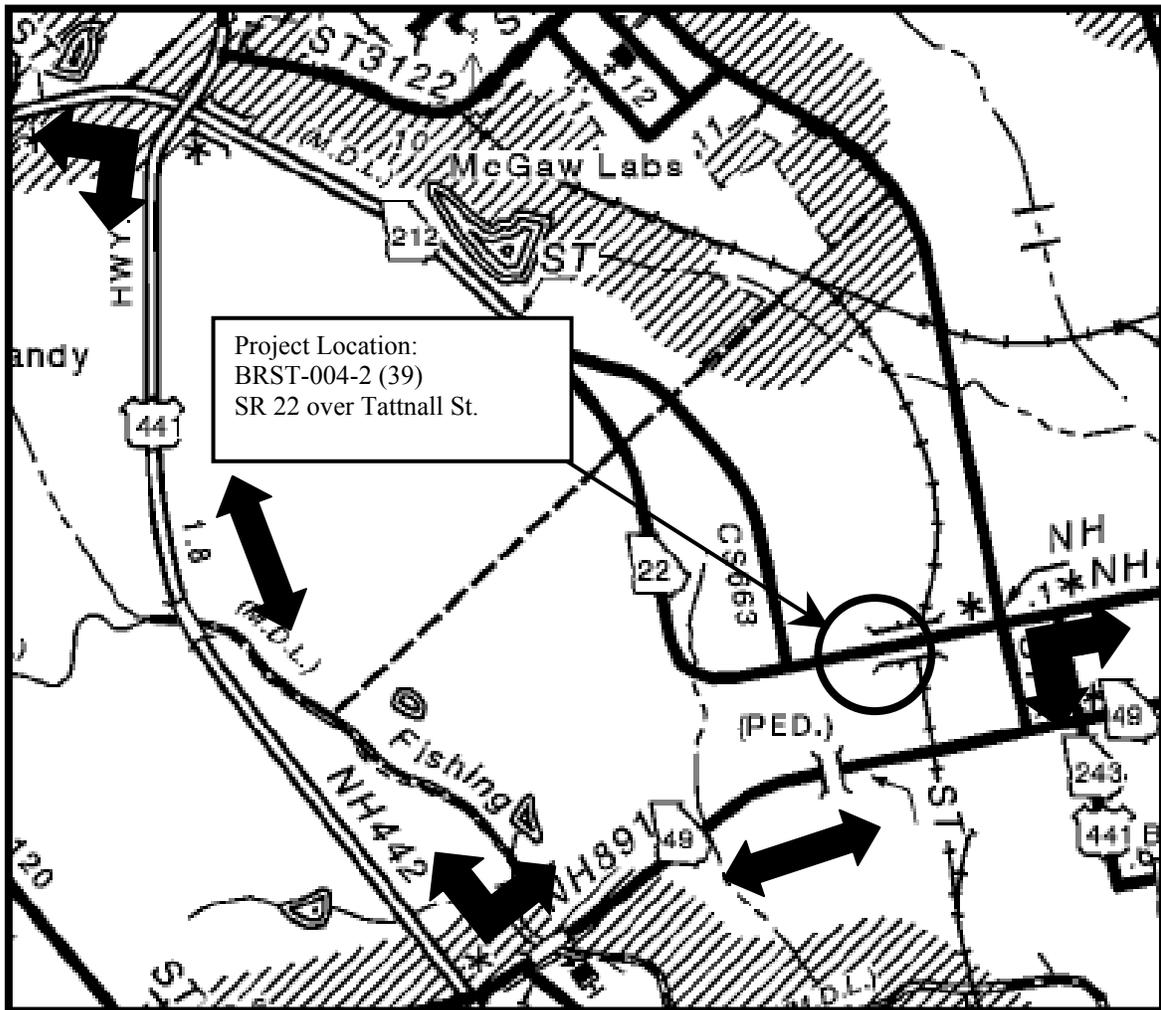
No. 2 Capitol Square

Atlanta, Georgia 30334

404-463-0290

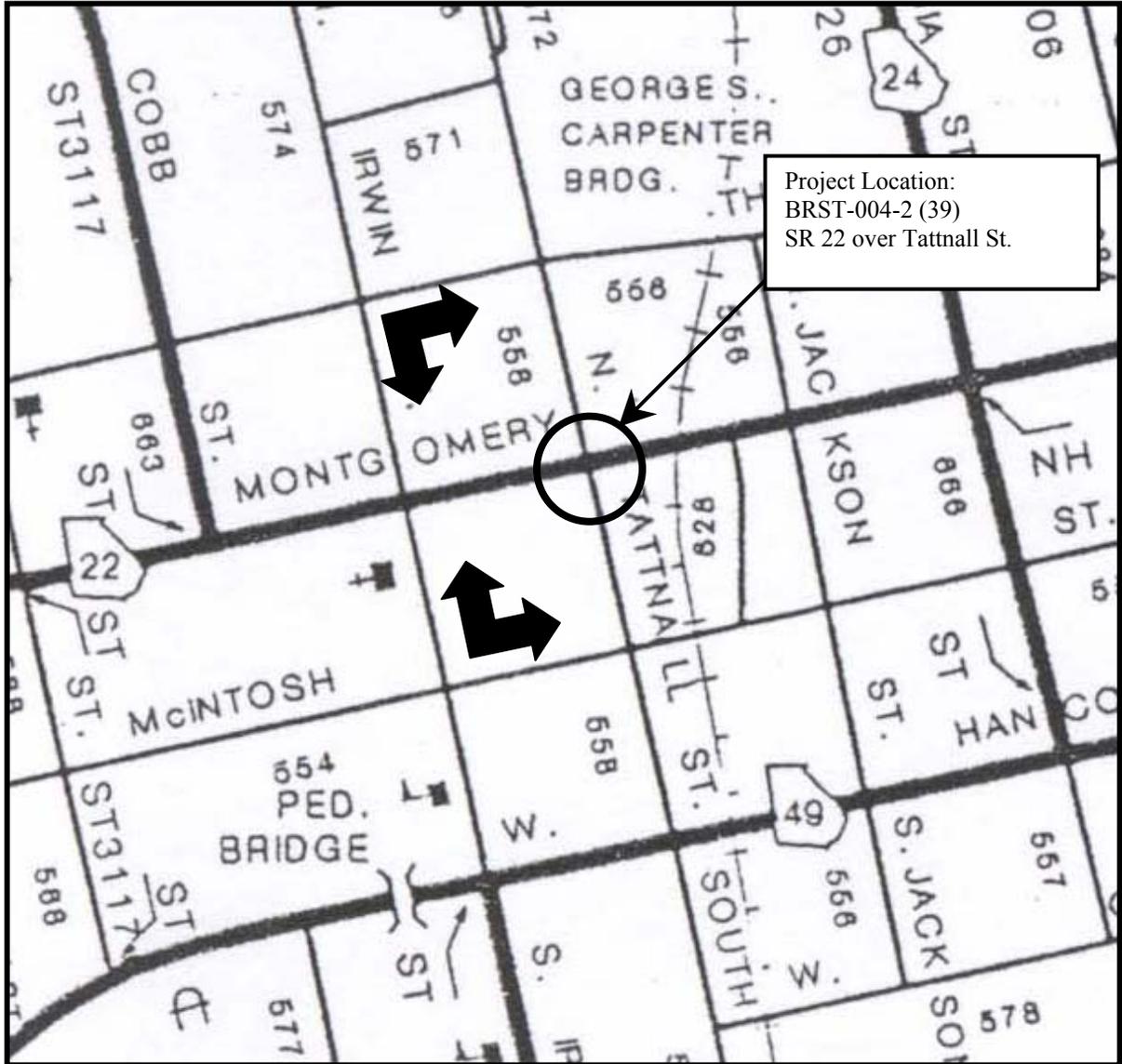
Any written request or communication in reference to this project or notice SHOULD include the PROJECT and P.I. NUMBERS as noted at the top of this notice.

Proposed Detour Route 1
SR 22 over CS 558/Tattnall Street
Project No.: BRST-004-2 (39), Baldwin County
P.I. No.: 232260



Recommended Detour Route for SR 22 – 3.3 miles

Proposed Detour Route 2
SR 22 over CS 558/Tattnall Street
Project No.: BRST-004-2 (39), Baldwin County
P.I. No.: 232260



Recommended Detour Route for CS 558/Tattnall Street – 0.4 miles