

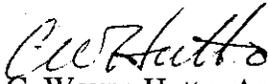
ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE IM-NH-75-1(227) Dooly County **OFFICE** Preconstruction
P. I. No. 311665 **DATE** May 30, 2000

FROM 
C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

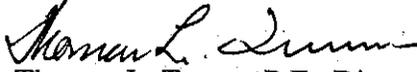
Attachment

DISTRIBUTION:

- Tom Turner
- David Mulling
- David Studstill (ATTN: Harvey Keepler)
- Jerry Hobbs
- Herman Griffin
- Georgene Geary (ATTN: Michael Henry)
- Marion Waters
- Marta Rosen
- Paul Liles
- Don Mills
- ~~Jimmy Chambers (ATTN: Ted Esch)~~
- Glenn Durrence
- Jim Kennerly
- FHWA

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA****INTERDEPARTMENT CORRESPONDENCE**

FILE IM-NH-75-1(227) Dooly County **OFFICE** Preconstruction
P.I. No. 311665
DATE May 8, 2000

FROM 
Thomas L. Turner, P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the improvements to the SR 27 interchange over I-75 north of the City of Vienna. The purpose of this project is to improve the sight distance for vehicles exiting I-75 onto SR 27. This project will also relocate CR 155, 660' away from the southbound exit ramp. The accident rates along this section of SR 27 are 252 accidents/100 million vehicle miles of travel (MVMT) in 1995; 201 accidents/100 MVMT in 1996; and 175 accidents/100 MVMT in 1997. The accident rates along this section of roadway were above the statewide average for a road of this type in 1995. State Route 27 is a two lane roadway with 8' rural shoulders and a posted speed limit of 55 MPH. The existing bridge is 254' x 34.7' with a sufficiency rating of 88. County Road 155 consists of two, 12' lanes with 10' rural shoulders. Existing 1998 traffic volumes along this section of SR 27 are 1,700 VPD. Future volumes are expected to be approximately 2,200 VPD in 2008 and 2,800 VPD in 2018. The Level of Service (LOS) along this section of SR 27 is and will remain at LOS "C" or above through the year 2018.

The proposed construction will widen the bridge on SR 27 over I-75 to allow for a 10' paved shoulder on the north side and a 12' shoulder on the south side to provide appropriate sight distance from the exit ramps. Existing SR 27 will be overlaid only. County Road 155 will be relocated 660' from the southbound exit ramp. The I-75 northbound and southbound exit ramps will be reconstructed to meet GDOT requirements and provide an intersection angle of 75° at SR 27. Ramps will be constructed 16' in width and widen to 24' at the SR 27 intersection to allow for a turn lane. The speed design is 55 MPH for SR 27 and CR 155, and 50 MPH for the ramps. Traffic will be maintained during construction.

The existing vertical curve attains desirable stopping sight distance of 45 MPH only. The intersection sight distance across the bridge from ramp terminals is improved by widening the bridge shoulders. However, a design exception will be requested for stopping sight distance.

Environmental concerns include requiring a COE 404 Permit; a NEPA document will be prepared; a public hearing will be held; time saving procedures are not appropriate.

Wayne Shackelford
Page 2

IM-NH-75-1(227) Dooly
May 8, 2000

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$1,924,000	\$3,076,000	2003	03-02
Right-of-Way	\$ 612,000	\$ 629,000		
Utilities*	\$ 24,000	----		

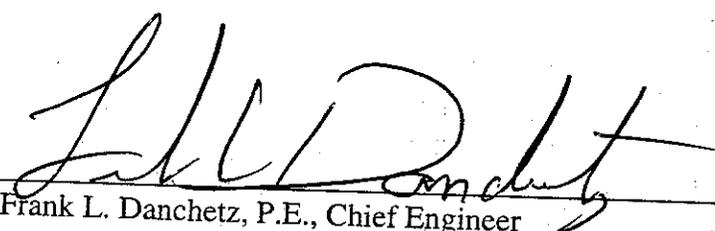
*LGPA to be sent.

This project will improve safety and operational capacity along this section of roadway. I recommend this project concept be approved.

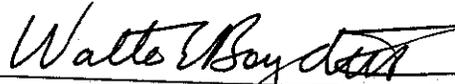
TLT:JDQ/cj

Attachment

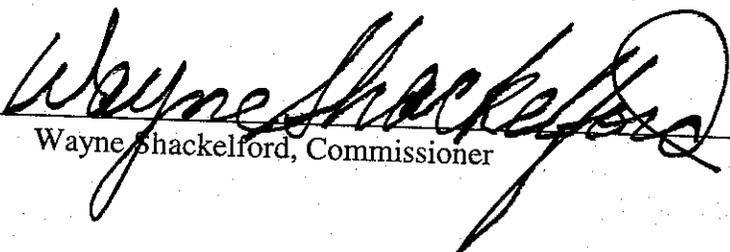
CONCUR


Frank L. Danchetz, P.E., Chief Engineer

APPROVE


Larry R. Dreihaup, Division Administrator, FHWA

APPROVE


Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: IM-NH-75-1(227) Dooly
P.I. Number 311665

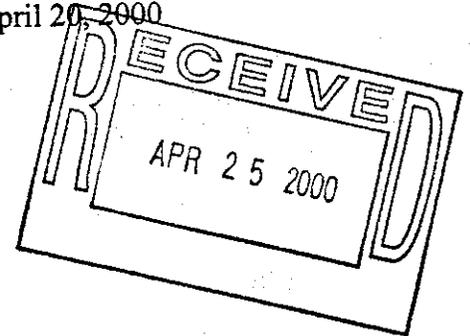
OFFICE: Atlanta, Georgia

DATE: April 20, 2000

FROM: David Mulling, Project Review Engineer *DTM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted April 13, 2000 by the letter from James A. Kennerly dated March 20, 2000, and have no comments.

The costs for the project are:

Construction	\$1,521,000
Inflation	\$ 228,000
E&C	\$ 175,000
Reimbursable Utilities	\$ 24,000
Right of Way	\$ 611,000 <i>612,000 - SDP.</i>

DTM

c: Jim Kennerly

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

Project Number: IM-NH-75-1 (227)

P. I. Number: 311665

County: DOOLY

Federal Route No.: 75

State Route No.: 27

Date of Report: 03/15/00

RECOMMENDATION FOR APPROVAL

4-12-00
DATE

James A. Kennedy
State Road and Airport Design Engineer

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

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

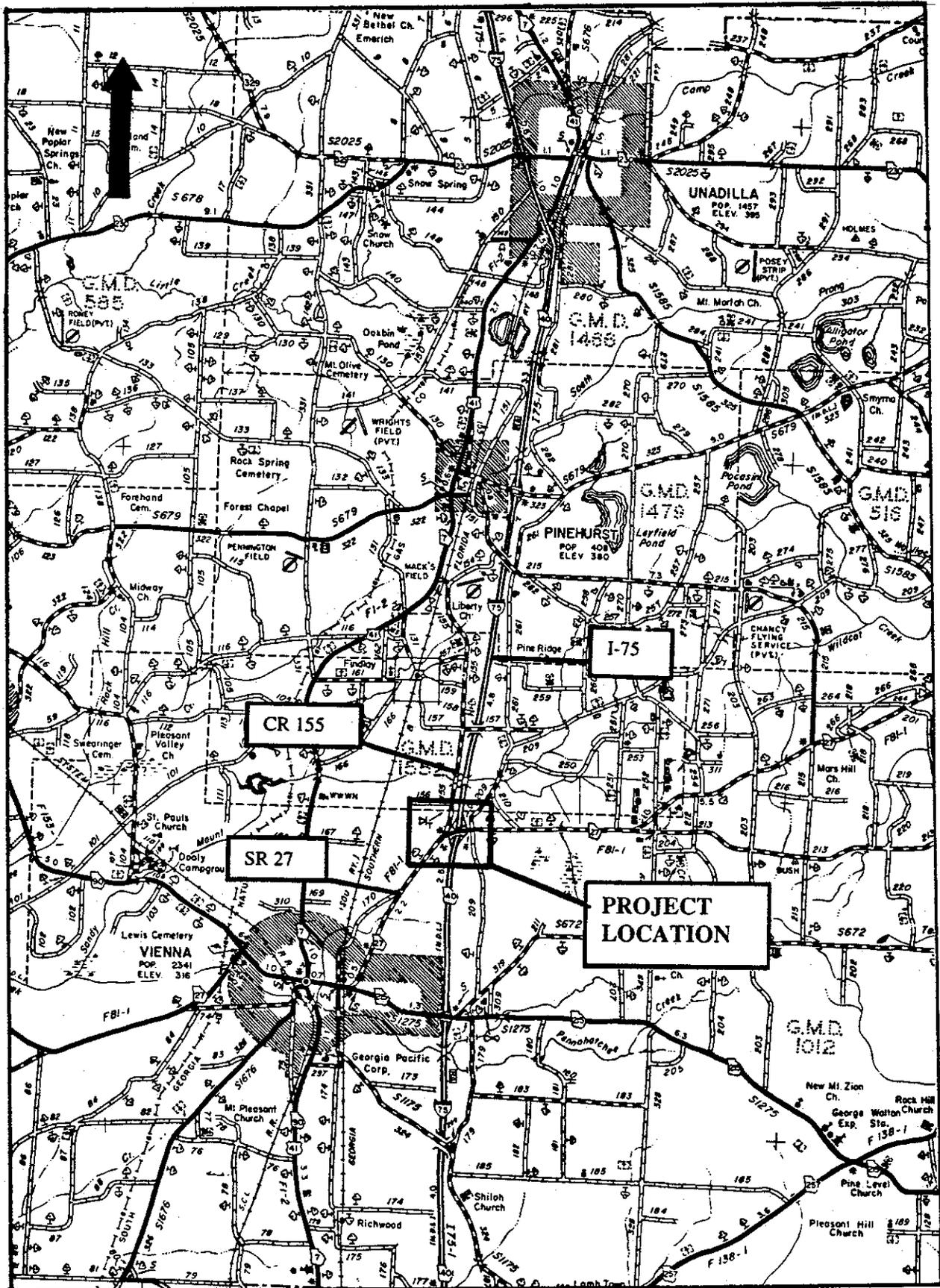
Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge and Structural Engineer



PROJECT NEED & PURPOSE:

The purpose of this project is to improve the State Route 27/I-75 interchange in Dooly County north of the city of Vienna. The project will widen the SR 27 bridge over I-75 to improve sight distance from the ramp terminals. A frontage road (CR 155) will be relocated farther away from the southbound exit ramp terminal to allow for a more acceptable distance. The northbound and southbound exit ramps will also be reconstructed to meet current exit ramp design standards. The improvements will improve the sight distance, operation and safety of this interchange.

The sufficiency rating for this bridge is 88.0. The sufficiency rating is a number from 0 to 100 and is a method of evaluating data by calculating four separate factors to obtain a numeric value which is indicative of bridge sufficiency to remain in service. The Office of Bridge Design has determined that any structure with a sufficiency rating less than 50 should be replaced rather than improved.

Located on a school bus route, the bridge is 34.7 ft. wide and 254 ft. long with 2 ft. shoulders in each direction. The current sight distance at the bridge is inadequate. The accident rates along this section of SR 27 are 252 accidents/100 million-vehicle mile of travel (MVMT) in 1995; 201 accidents/100 MVMT in 1996; and 175 accidents/100 MVMT in 1997. The accident rates along this section of roadway were above the statewide average for a road of this type (Rural Minor Arterial, non-NHS) in 1995.

Existing 1998 traffic volumes along this section of SR 27 are approximately 1,700 vehicles per day (vpd) with 19 percent generated by trucks. Future volumes are expected to be approximately 2,200 vpd in 2008; and 2,800 vpd in 2018. The level-of-service along this section of SR 27 is and will remain at an acceptable level-of-service "C" or above through the year 2018.

There is one project in the Construction Work Program that will affect this project. The project STP-081-1(23), PI 343510 which will resurface SR 27 from MP 12.18 in Vienna to the subject SR 27 bridge over I-75, MP 15.64. This project is scheduled to begin in year 2000. State Route 27 is not a Georgia bicycle route.

The proposed project will improve safety by improving sight distance for vehicles accessing SR 27 from I-75. Widening the bridge over I-75 will enhance the sight distance, traffic flow and safety for the traffic exiting and accessing the Interstate.

PROPOSED DESIGN:**PROPOSED TYPICAL SECTION:**

The proposed bridge typical section consists of two 12 ft. travel lanes with a 10 ft. shoulder on the north side and a 12 ft. shoulder on the south side. The additional width on the south side shoulder is necessary to provide adequate sight distance from the ramp terminal across the bridge.

The typical section for CR 155 will be two 12 ft. travel lanes with 10 ft. grass shoulders.

The typical section for the ramps will be a 16 ft. travel lane that widens to 24 ft. to allow for a turn lane at the intersection. The inside shoulder is 6 ft. and the outside shoulder is 8 ft.

PROPOSED RIGHT-OF-WAY WIDTH: Varies.

DESIGN SPEED: 55 mph for SR 27 and CR 155.
50 mph for the exit ramps.

MAXIMUM DEGREE OF CURVATURE:

SR 27	ALLOWABLE:	5°15'
	PROPOSED:	2°05'
CR 155	ALLOWABLE:	6°
	PROPOSED:	6°
Ramps	ALLOWABLE:	7°30'
	PROPOSED:	7°

MAXIMUM GRADE:

SR 27 ALLOWABLE: 5.0%
PROPOSED: 4.8% (Maximum grade on SR 27 occurs on the existing eastbound approach to the bridge. Reconstruction of bridge approaches is not included in the proposed alternate.)

CR 155 ALLOWABLE: 5.0%

PROPOSED: <2%

Ramps ALLOWABLE: 5.0%

PROPOSED: 4.7%

TYPE ACCESS: Limited Access.

TRAFFIC CONTROL DURING CONSTRUCTION:

1. Traffic can be maintained on SR 27 while the existing bridge is being widened.
2. There will be no need for staging on CR 155. Existing CR 155 is to remain in service until completion of the new roadway.
3. Traffic can be maintained while the relocated ramps are being built.

PROPOSED STRUCTURES: SR 27 bridge widening (length: 254 ft; width: 54 ft)

SPECIAL DRAINAGE CONSIDERATIONS: None.

SIGHT DISTANCE:

The existing vertical curve attains desirable stopping sight distance for 45 mph only. The intersection sight distance across the bridge from ramp terminals is improved by widening the bridge shoulders. Additional shoulder widening on the SR 27 south shoulder is necessary due to the skew and curvilinear alignment of SR 27 relative to the northbound exit ramp terminal.

DESIGN EXCEPTIONS REQUESTED:

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

NUMBER OF PARCELS IMPACTED: 6

DISPLACEMENTS: 2 Gas Stations

COORDINATION AND SCHEDULING

CONCEPT TEAM MEETING DATE: January 12, 2000

CONFORMS TO TIP/STIP? Yes

MEETS LOGICAL TERMINI REQUIREMENTS? Yes

P.A.R. MEETING: Not Anticipated

LEVEL OF ENVIRONMENTAL ANALYSIS: NEPA Categorical Exclusion

PUBLIC INVOLVEMENT: Public Hearing

PERMITS REQUIRED: COE 404 (Nationwide Permits), NPDES

TIME SAVINGS PROCEDURES APPROPRIATE: No.

SCHEDULING CONSIDERATIONS:

TIME TO COMPLETE ENVIRONMENTAL: 9 MONTHS

TIME TO COMPLETE PRELIMINARY RD/RW PLANS: 12 MONTHS

TIME TO COMPLETE 404 PERMIT: 4 MONTHS

TIME TO COMPLETE FINAL CONSTRUCTION PLANS: 12 MONTHS

TIME TO BUY RIGHT OF WAY: 6 MONTHS

LOCAL GOVERNMENT COMMITMENTS: None.

OTHER PROJECTS IN THE AREA:

1. SR 27 resurfacing from I-75 to Vienna (STP-081-1(23)).

PROBABLE LOCATIONS OF UST's:

There are three potential UST locations near the project. None will be impacted by construction. Two of the properties are displacements due to the acquisition of limited access.

PROBABLE LOCATIONS OF HAZARDOUS WASTE:

The three potential UST mentioned above are potential hazardous waste sites.

HISTORY OR ARCHEOLOGY:

There are four potential historic resources near the project. None will be impacted by the project.

ENVIRONMENTAL CONCERNS: None.

ALTERNATES CONSIDERED:

1. Widen existing bridge and relocate CR 155. This alternate was selected because it addresses the immediate safety concerns (sight distance) for the least cost. The bridge sufficiency rating (88.0) makes this structure a good candidate for widening. It will also accommodate the design year traffic. This alternate also includes the reconstruction of the northbound and southbound exit ramps to meet the Department's Construction Detail R-2 and to provide an acceptable intersection angle with SR 27. The ramp design allows for widening of I-75.
2. Reconstruct bridge over I-75 to four lanes with raised median to allow for the future widening of I-75. Proposed bridge would allow for vertical end walls. Ramp terminals and CR 155 would be relocated. CR 209 would be realigned to intersect SR 27 at CR 304. This alternate was not selected due to an estimated construction cost of \$4,708,449 and additional right of way impacts. It also goes beyond addressing the immediate safety concerns.
3. Similar to alternate 2 except the proposed bridge would have end rolls rather than vertical end walls. This alternate was not selected due to the construction cost of \$5,047,634 (longer bridge), and additional right of way impacts.
4. The "no build" alternate was also considered. This was not chosen because the inadequate sight distance at the ramps needs to be addressed.

COMMENTS: Vertical clearance was checked over I-75 for the 14 ft. widening of the bridge on the south side. The minimum of 16'-6" is maintained.

ATTACHMENTS: Cost Estimate, Typical Sections, Bridge Inventory Data Sheet, Traffic Volume Diagram, Concept Team Meeting Minutes, and Programming Document.

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: 311665

COUNTY: DOOLY

DATE: April 3, 2000

ESTIMATED LETTING YEAR: 2003

PREPARED BY: GREENHORNE & O'MARA, INC.

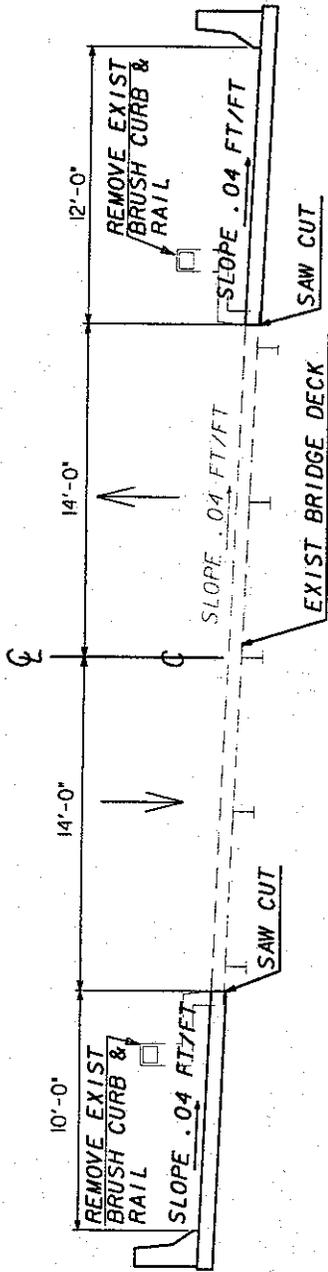
PROJECT LENGTH: 1.35 miles

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

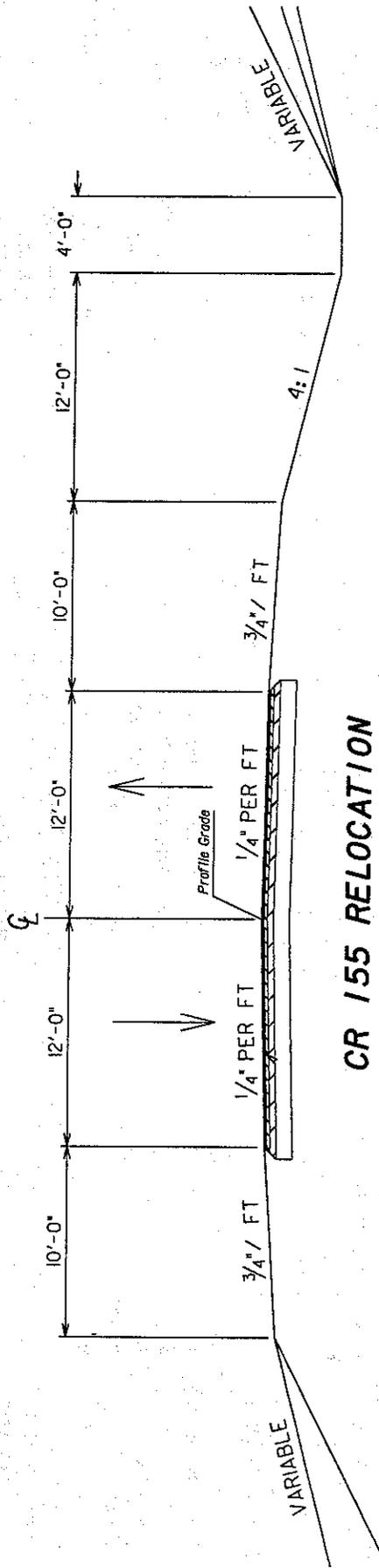
PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (R/W & EASEMENT) 4.4 AC.	\$ 383,352
2. DISPLACEMENTS: NONE	\$ 0
3. OTHER COST (ADM./COST, INFLATION)	\$ 228,094
SUBTOTAL:A	\$ 611,446
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ 0
2. TRANSMISSION LINES	\$ 0
3. SERVICES	\$ 24,000
SUBTOTAL:B	\$ 24,000
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. OVERPASSES (254 ft. X 26 ft.) 6,604 SF	\$ 330,200
b. APPROACH SLAB 160 SY	\$ 15,727
SUBTOTAL:C-1	\$ 345,927
2. GRADING AND DRAINAGE:	
a. EARTHWORK 25,000 CY EMBANKMENT	\$ 111,500
b. DRAINAGE:	
1) CROSS DRAIN PIPE	\$ 10,000
2) LONGITUDINAL SYSTEMS (INCL CATCH BASINS)	\$ 0
SUBTOTAL:C-2	\$ 121,500

PROJECT COST		
3. BASE AND PAVING:		
a. AGGREGATE BASE – 10,471 TNS @ \$13.05/ TN		\$ 136,647
b. ASPHALT PAVING: SURFACE – 906 TN	\$ 34.55/TN	\$ 31,303
BINDER – 728 TN	\$ 34.54/TN	\$ 25,146
BASE - 4448 TN	\$ 34.62/TN	\$ 153,990
	SUBTOTAL:C-3.b	\$ 347,086
c. CONCRETE PAVING		\$ 585,744
d. OTHER		\$
	SUBTOTAL:C-3	\$ 932,830
4. LUMP ITEMS:		
a. GRASSING – 10 AC		\$ 10,000
b. CLEARING AND GRUBBING - 14 AC		\$ 57,020
c. LANDSCAPING		\$ 0
d. EROSION CONTROL		\$ 5,000
e. TRAFFIC CONTROL		\$ 20,000
	SUBTOTAL:C-4	\$ 92,020
5. MISCELLANEOUS:		
a. LIGHTING - NONE		\$ 0
b. SIGNING - MARKING		\$ 10,000
c. GUARDRAIL - 1040 LF AND 4 ANCHORS		\$ 18,480
d. CURB & GUTTER - NONE		\$ 0
	SUBTOTAL:C-5	\$ 28,480
6. SPECIAL FEATURES	SUBTOTAL:C-6	\$ 0

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY		\$ 611,446
B. REIMBURSABLE UTILITIES		\$ 24,000
C. CONSTRUCTION		
1. MAJOR STRUCTURES		\$ 345,927
2. GRADING AND DRAINAGE		\$ 121,500
3. BASE AND PAVING		\$ 932,830
4. LUMP ITEMS		\$ 92,020
5. MISCELLANEOUS		\$ 28,480
6. SPECIAL FEATURES		\$ 0
SUBTOTAL CONSTRUCTION COST		\$ 1,520,757
E. & C. (10%)		\$ 152,076
INFLATION (5% PER YEAR)		
NUMBER OF YEARS	3	\$ 228,114
TOTAL CONSTRUCTION COST		\$ 1,900,947
GRAND TOTAL PROJECT COST		\$ 2,512,393



SR 27 BRIDGE WIDENING



CR 155 RELOCATION

GREENHORNE & O' MARA
 2211 NEWMARKET PARKWAY
 SUITE 104
 MARIETTA, GA 30067
 PHONE: (770) 988-9555



**SR 27 BRIDGE WIDENING
 CR 155 RELOCATION**

GEORGIA
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
 PROJECT: IM-NH-75-I(227)
 COUNTY: DOOLY
 DATE: _____ DRAWING

Structure ID: 093-0007-0
 Location & Geography

* Structure I.D. No.: 093-0007-0
 * 200 Bridge Information: 06
 * 6A Feature Int.: I-75 (EXIT 37)
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00027
 * 7B Facility Carried: SR 27
 * 9 Location: 2.5 MINE OF VIENNA
 * 2 DOT District: 3
 * 207 Year Photo: 1997
 * 91 Inspection Frequency: 24 Date: 08/01/1997
 * 92A Fract Crit Insp Freq: 0 00 Date: 0000
 * 92B Underwater Insp Freq: 0 00 Date: 0000
 * 92C Other Spc. Insp Freq: 0 00 Date: 0000

* 4 Place Code: 00000

* 5 Inventory Route (O/U): 1
 Type: 3
 Designator: 1
 Number: 00027
 Direction: 0

* 16 Latitude: 32-07.3
 * 17 Longitude: 083-45.7

98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000

* 100 Defense Highway: 2
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 264 Road Inventory Mile Post: 015.36

* 208 Inspection Area: 08 Initials: LEM
 * Location I.D. No: 093-00027D-015.64E
 * XReferen I.D. No: 000-000000-000.000

Doc County

* 104 Highway System: 0
 * 26 Functional Classification: 06
 * 204 Federal Route Type: F No: 081-1
 * 110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 392.60
 218 Datum: 2
 * 19 Bypass Length: 4
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 08
 * 27 Year Constructed: 1960
 106 Year Reconstructed: 0000
 33 Bridge Median: 0
 34 Skew: 36
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 2

* 42 Type Service On: 1
 Under: 1
 214 Movable Bridge: 00
 203 Type Bridge: Z-O-M-O
 259 Pile Encasement: 3
 * 43 Structure Type Main: 4 02
 45 No. Spans Main: 002
 44 Structure Type Appr: 3 3
 46 No. Spans Appr: 0002
 226 Bridge Curve Horz: 1 Vert: 1
 111 Pier Protection: 0
 107 Deck Structure Type: 1

108 Wearing Surface Type: 1
 Membrane: 0
 Protection: 0

Signs & Attachments

223 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb: 1 2 2
 239 Handrail: 7 7
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0
 Width: 0
 * 230 Guardrail Loc Dir Rear: 3
 Fwrd: 3
 Oppo Dir Rear: 0
 Fwrd: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 00
 236 Warning Sign: 0
 234 Delineator: 1
 235 Hazard Boards: 0
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 * 248 County Continuity No: 00

Don County

201 Project No: 1-75-1 (21) 111
 202 Plans Available: 1
 249 Prop. Proj No:
 250 Approval Status: 0000
 251 P.I. No: 000000
 252 Contract Date: 0000
 260 Seismic No: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp. Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 002100 Year: 2016

* 29 ADT: 001400 Year: 1996
 109 % Trucks: 19
 * 28 Lanes On: 02 Under: 06
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0085
 * 49 Structure Length: 254
 51 Br. Rdwy. Width: 28.0
 52 Deck Width: 34.7
 * 47 Tot. Horz. Cl: 28.0
 50 Curb/Sdewlk Width: 2.0/2.0
 32 Approach Rdwy Width: 024
 * 229 Shlder Width:
 Rear Lt: 8.0 Type: 8 Rc: 8.0
 Fwd Lt: 8.0 Type: 8 Rc: 8.0
 Pvmnt Width:
 Rear: 24.0 Type: 2
 Fwd: 24.0 Type: 2
 Intersection Rear: 1 Fwd: 1
 36 Safety Features Br. Rail:
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl. Over: 99'99"
 Under: H 17'02"
 * 228 Min. Vert. Cl
 Act. Odm. Dir: 99'99"
 Oppo. Dir: 99'99"
 Posted Odm. Dir: 00'00"
 Oppo. Dir: 00'00"
 55 Lateral Undercl. Rt: H 11.3
 56 Lateral Undercl. Lt: 17.8
 * 10 Max Min Vert Cl: 18'4" Dir: 0
 39 Nav Vert Cl: 000 Horiz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.0
 Deck Thick Approach: 7.0
 246 Overlay Thickness: 0.0
 211 Tons Structural Steel: 114.0
 212 Year Last Painted: Sup: 1997 Sub: 0000

66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 63
 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: 23
 262 H Operating Rating: 40
 67 Structural Evaluation: 7
 58 Deck Condition: 6
 59 Superstructure Condition: 8
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 5
 69 UnderClr. Horz/Vert: 7
 72 Appr. Alignment: 5
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev: 0000.0 Year: 0000
 Flood Elev: 0000.0 Freq: 000
 Avg. Streambed Elev: 0000.0
 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 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover:
 Type: 0
 No Barrels: 0
 Width: 0.0
 Height: 0.0
 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
 Type 3S2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 0000
 253 Fed Notify Date: 0000 0

* Location I.D. No: 093-00027D-015.64E
 * XReferen I.D. No: 000-000000-000.000

Cross Reference Report

Do County

Ratings

Structure: 093-0007-0
Location & Geography

Signs & Attachments

- * Structure I.D. No.: 093-0007-0-A
- * 6A Feature Int.: SR 27
- * 6B Critical Bridge: 0
- * 7A Route Number Carried: SR00401
- * 7B Facility Carried: 1-75
- * 9 Location: 2.5 MINE OF VIENNA

- * 240 Median Barrier Rail: 0
- * 230 Guardrail Loc Dir Rear: 5
Fwrd: 5
- Oppo Dir Rear: 6
Fwrd: 6
- * 227 Collision Damage: 0

- * 91 Inspection Frequency: 00 Date: 0000
- * 4 Place Code: 00000

- * 5 Inventory Route (O/U): 2
Type: 1
Designator: 1
Number: 00075
Direction: 0

- * 16 Latitude: 32.07.3
- * 17 Longitude: 32.45.7

- * 100 Defense Highway: 1
- * 101 Parallel Structure: N
- * 102 Direction of Traffic: 2
- * 104 Highway System: 1
- * 26 Functional Classification: 01
- * 204 Federal Route Type: 1 No: 075-1
- * 110 Truck Route:
- * 19 Bypass Length: 0
- * 20 Toll: 3
- * 21 Maintenance: 01
- * 22 Owner: 01

- * 27 Year Constructed: 1960
- * 42 Type Service On: 1
Under: 1
- * 43 Structure Type Main: 4 02

- * Location I.D. No: 093-00401D-111.85N
- * XReferen I.D. No:

Measurements

- * 29 ADT: 039000 Year: 1996
- * 28 Lanes On: 02 Under: 06
- * 48 Max. Span Length: 0085
- * 49 Structure Length: 254
- * 47 Tot. Horz. Cl: 54.5

Posting Data

- * 229 Shlder Width:
Rear Lt: 10.0 Type: 2 Rt: 10.0
Fwrd Lt: 10.0 Type: 2 Rt: 10.0
Pvment Width:
Rear: 36.0 Type: 1
Fwrd: 36.0 Type: 1
Intersection Rear: 1 Fwrd: 1

- * 228 Min. Vert. Cl
Act. Odm. Dir: 17' 11"
Oppo. Dir: 17' 02"
Posted Odm. Dir: 00' 00"
Oppo. Dir: 00' 00"

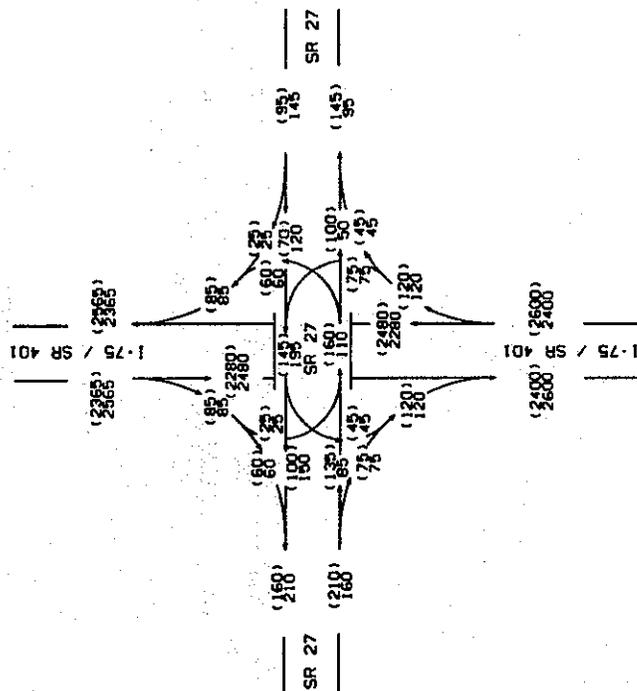
- * 10 Max Min Vert Cl: 18' 04" Dir: 2
- * 208 Inspection Area: 08 Initials: LEM
- * 265 U/W Insp. Area: 0 Diver: ZZZ

* 248 County Continuity No: 00

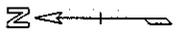
2025 PM DHV - (000)
2025 AM DHV - 000

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

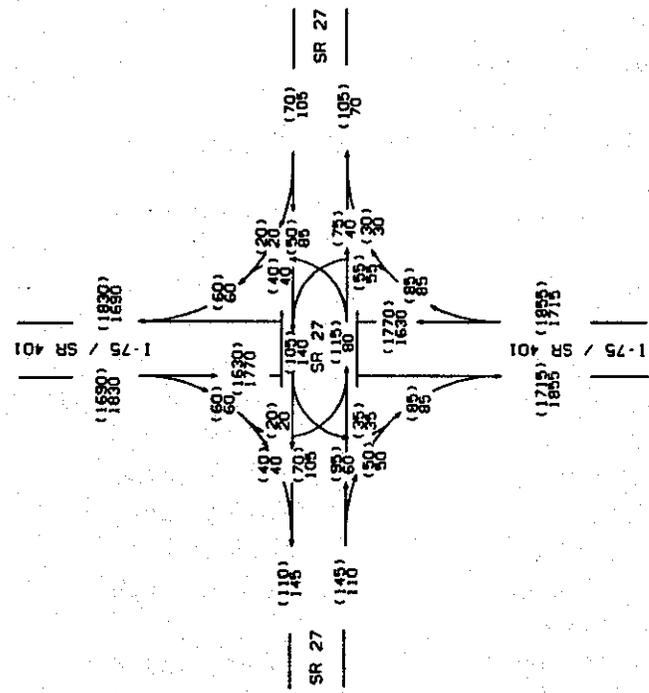
DOOLY COUNTY



NH-1M-75-1(227)
P. 1. 311665
DOOLY COUNTY
SR 27 @ 1-75
2025 PM DHV - (000)
2025 AM DHV - 000
T - 6%



2005 PM DHV - (000)
2005 AM DHV - 000



NH: 1M-75-1227)
P.L. 31665
DOOLY COUNTY
SR 27 @ I-75
2005 PM DHV - (000)
2005 AM DHV - 800
T - 6%

MEMORANDUM OF CONCEPT TEAM MEETING

Project: GDOT Project Work Order No. 27
I-75 Widen Bridge and Ramps at SR 27.
Project No. IM-NH-75-1(227), Dooly County
P.I. No. 311665
G&O No. 8928

Date: January 12, 2000

Place: Offices of Road Design Conference Room

Present:

Rick Reasons	GDOT Road Design
Jim Kennerly	GDOT Road Design
Stanley Hill	GDOT Road Design
Rick Ford	GDOT R/W
Tim Smith	GDOT Traffic Ops
Jerry Wylie	Georgia Power Company
Ken Estes	GDOT Traffic Ops
Mitch Britt	GDOT Environmental
Jeff Hiott	GDOT Road Design
Dom Saulino	Parsons Brinckerhoff
Harry Graham	GDOT Traffic Ops
Kerry Gore	GDOT Utilities
Katie Mullins	GDOT Programming
Jeff Carroll	GDOT Planning
David Mulling	GDOT Engineering Services
Theon Grojean	Greenhorne & O'Mara
Rick Hartline	Greenhorne & O'Mara
Robert Lewis	Greenhorne & O'Mara

Distribution: Attendees, Jim Chambers (GDOT)

Purpose: Concept Team Meeting

DISCUSSION:

1. Stanley Hill of Road Design began by introducing the project and briefly reviewing the front end of the Concept Report.
2. Jeff Carroll reviewed the "Need and Purpose Statement" attached to the Concept Report. No

changes are necessary. He pointed out that only one accident had occurred in the past three years and it was at the intersection of CR 155.

3. Theon Grojean of G&O briefly described each alternate. Alternate 1 proposes widening the existing bridge to increase sight distance and relocating CR 155 to a point 300 feet from the southbound exit ramp terminal. Alternate 2 proposes construction of a new bridge and new SR 27 to meet 55 MPH design speed as well as moving the ramp terminals farther away from I-75 to accommodate a longer bridge. The bridge will be lengthened enough to accommodate a proposed eight lane section on I-75, which is planned for sometime in the future. Alternate 3 is similar to Alternate 2 except that Alternate 3 proposes end rolls at the new bridge whereas Alternate 2 proposes vertical end walls.
4. Rick Ford of GDOT R/W stated that there are no severe impacts with either alternate and there are no displacements. An estimate of R/W costs will be submitted tomorrow (01/13). He cautioned against adding large easements because of the impacts to the commercial land.
5. GDOT Utilities stated that there was no estimate available, but obviously Alternate 1 will cost less for Utilities Relocation. Both Alternates, however, are pretty standard relocations.
6. Mitch Britt of GDOT Environmental stated that there was no preference for either alternative. Neither would require a public meeting and both would fall under a Nationwide Permit.
7. Katie Mullins of GDOT Programming stated the project is scheduled for letting in the 2003 program and that the R/W money is budgeted for the year 2001.
8. David Mulling of Engineering Services asked how soon would I-75 likely be widened. The widening of I-75 is not identified even in the long range plan.
9. Jim Kennerly stated that everyone should keep in mind that the project was developed for the purpose of improving sight distance, and that Alternative 2 may be a lot more than is needed. The accident history does not suggest a problem worth rebuilding the bridge. However, if CR 155 is to be relocated, it should be moved to intersect with SR 27 at a point 660 ft. from the exit ramp. That way, if SR 27 is ever widened to four lanes with a raised median we can put a median opening at that location.
10. Harry Graham stated that the project is being driven by the fact that sight distance is limited at the bridge and it is difficult for slow moving vehicles, such as school buses, to pull out. He stated a preference for Alternate 2 since the vertical curve at the existing bridge only meets a 45 mph design speed.
11. Others, however, disagreed, since Alternate 1 accomplishes the purpose of improving sight distance. It is doubtful that FHWA would approve Alternate 2 since the widening of I-75 is not in the long range plan. Also, since vertical clearance is not a problem on the existing bridge, it may be possible to widen I-75 half a lane to the inside and half a lane to the outside and still maintain the existing bridge. G&O will check the horizontal clearance in the median of I-75 for the widening.
12. The vertical curve on the existing bridge does NOT meet the current 55 MPH design speed and the sight distance (SB exit at SR 27) over the crest does NOT meet 55 MPH, although widening the bridge does move the bridge side barrier from the sight line. The vertical curve does meet 45 MPH and the sight distance is very close to meeting 50 MPH.
13. It was agreed that Alternate 1 is the preferred alternate, with the following conditions:
 - a. It will mean either signing this portion of SR 27 for 45 MPH or it will require a design

- exception for the vertical curve on the bridge.
- b. The Concept Plan will show Limited Access to points that are 300 feet from the ramp terminals even if it means a total property take. The gas station on the east side of I-75 is closed, but the two on the west side are still operating. This should not affect environmental nor require a public meeting.
 - c. The intersection of CR 155 will be moved to a point that is 660 feet from the southbound exit ramp terminal as located in Alternate 2. This is to meet the minimum criteria for median opening spacing for future construction.
 - d. G&O will check the existing ramps with current design criteria and if they meet it, then the ramps will remain as they are. If a ramp does not meet current criteria, then the Concept Plan will show complete reconstruction of the ramp, including changing the intersection angle with SR 27 to a minimum of 75° and terminating the ramp at I-75 to accommodate the future widening of half a lane to the outside.

The preceding represents our understanding of the items discussed. Should you have any comments or questions, please contact us so that we may incorporate them.

Respectfully submitted,
Greenhorne & O'Mara, Inc.

Theon F. Grojean, P.E.
Senior Project Manager

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN**

PROJECT CONCEPT REPORT

Project Number: IM-NH-75-1 (227)
P. I. Number: 311665
County: DOOLY

Federal Route No.: 75
State Route No.: 27

Date of Report: 03/15/00

RECOMMENDATION FOR APPROVAL	
<p><u>4-12-00</u> DATE</p>	<p><u><i>James A. Kennedy</i></u> State Road and Airport Design Engineer</p>
<p>This project concept is contained in the Regional Transportation Improvement Program (RTIP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTIP and/or the STIP.</p>	
<p><u>4-14-00</u> DATE</p>	<p><u><i>[Signature]</i></u> State Transportation Planning Administrator</p>
<p>_____ DATE</p>	<p>_____ State Transportation Programming Engineer</p>
<p>_____ DATE</p>	<p>_____ State Environmental/Location Engineer</p>
<p>_____ DATE</p>	<p>_____ District Engineer</p>
<p>_____ DATE</p>	<p>_____ Project Review Engineer</p>
<p>_____ DATE</p>	<p>_____ State Traffic Operations Engineer</p>
<p>_____ DATE</p>	<p>_____ State Bridge and Structural Engineer</p>

DEPARTMENT OF TRANSPORTATION
 STATE OF GEORGIA
 OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

Project Number: IM-NH-75-1 (227)

P. I. Number: 311665

County: DOOLY

Federal Route No.: 75

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RECOMMENDATION FOR APPROVAL

4-12-00

DATE

James A. Kennedy
 State Road and Airport Design Engineer

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 DATE

 State Transportation Planning Administrator

 DATE

 State Transportation Programming Engineer

 DATE

 State Environmental/Location Engineer

 DATE

 District Engineer

 DATE

 Project Review Engineer
Marion S. Watson
 State Traffic Operations Engineer

4-18-2000

DATE

 DATE

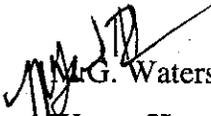
 State Bridge and Structural Engineer

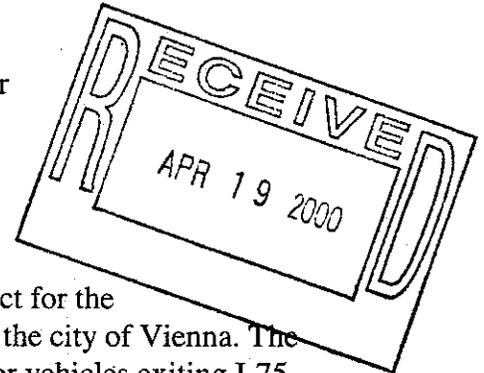
Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: IM-NH-75-1(227)/Dooly County
P.I. No. 311665

Office: Traffic Operations
Atlanta, Georgia
Date: April 14, 2000

From:  G. Waters, III, P.E., State Traffic Operations Engineer
To: Wayne Hutto, Assistant Director of Preconstruction



Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the improvements to the SR 27 interchange at I-75, north of the city of Vienna. The purpose of this project is to improve the sight distance for vehicles exiting I-75 onto SR 27. This project will also relocate CR 155 a distance of 660 feet from the southbound exit ramp.

SR 27 is a two lane rural roadway with 8 foot grassed shoulders and a posted speed limit of 55mph. The existing bridge is 34.7 feet in width and has a sufficiency rating of 88.0. CR 155 consists of two 12 foot lanes with 10 foot grassed shoulders.

The I-75 northbound and southbound exit ramps will be reconstructed, by this project, to meet GDOT requirements and provide an intersection angle of 75° at SR 27. The bridge will be widened to 46 feet, providing two 12 foot lanes, a 10 foot shoulder on the north side and a 12 foot shoulder on the south side. The additional width of the south shoulder is to provide adequate sight distance from the ramp terminal across the bridge. Ramps will be constructed 16 feet in width and widen to 24 feet at the SR 27 intersection to allow for a turn lane. The speed design is 55mph for SR 27 and CR 155, and 50mph for the ramps. Traffic is to be maintained during construction with CR 155 remaining in service until completion of the new alignment.

We request conduit be installed, on the bridge, as part of this project. The conduit would be used for the future interconnection of the Advanced Transportation Management System components in this area. Our Traffic Operations Design Office can provide details and cost estimates for inclusion in the project.

We believe this concept will improve safety and operational capacity along this section of roadway.

With the recommended statement, we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: David Studstill

James A. Kennerly, State Road and Airport Design Engineer

Attention: Stanley Hill

David Mulling, w/attachment

Marta Rosen

Chuck Hasty, TMC

Mark Demidovich, TMC

Paul Liles, State Bridge Design Engineer

General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

Project Number: IM-NH-75-1 (227)
P. I. Number: 311665
County: DOOLY

Federal Route No.: 75
State Route No.: 27

Date of Report: 03/15/00

RECOMMENDATION FOR APPROVAL

4-12-00
DATE

James A. Kennedy
State Road and Airport Design Engineer

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DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE
4/20/00
DATE

District Engineer
[Signature]
Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge and Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

Project Number: IM-NH-75-1 (227)

P. I. Number: 311665

County: DOOLY

Federal Route No.: 75

State Route No.: 27

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RECOMMENDATION FOR APPROVAL

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DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

4/17/00
DATE

Stan A. Jones
District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge and Structural Engineer