ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRS-165-1(66) Henry County
P. I. No. 332467

OFFICE Preconstruction

DATE June 22, 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 Cashin)
Glenn Durrence
Jim Kennerly

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRS-165-1(66) Henry County
P.I. No. 332467

OFFICE Preconstruction

DATE June 5, 2000

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

TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the replacement of a structurally obsolete bridge on a substandard vertical alignment on SR 155 over the Little Cotton Creek, 5 miles north of McDonough, Georgia. The existing roadway is a two lane rural section with 12' lanes and 6' shoulders on 100' of existing right-of-way. State Route 155 is functionally classified as a rural principal arterial. The existing bridge is 30' in width and has a sufficiency rating of 62. The bridge is located on the National Highway System (NHS) and has 10 percent trucks. The base year traffic along this section of SR 155 is 9,000 VPD. The 20 year (2025) or design year traffic volume is 16,100 VPD. The posted speed and the design speed are 55 MPH.

The construction proposes to relocate SR 155 west of its present location extending for a total of 0.49 mile. The proposed new bridge will be 210' x 44' and will be located just west of the existing bridge structure. The relocated SR 155 will consist of two, 12' lanes with 10' rural shoulders (2' paved). A design exception is required for substandard vertical grades of 7.4% where the maximum allowed is 4.5%. Traffic will be maintained along the existing roadway during construction.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; a public hearing is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$1,519,000	$608,000	2002	02-07
Right-of-Way	$ 150,000	$ 50,000		
Utilities*	$ 20,000			

BRS-165-1(66) Henry
June 5, 2000

*LGPA sent 10-7-99 requesting Henry County do utilities.

This project is in the STIP. I recommend this project concept be approved.

TLT:JDQ/cj

Attachment

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

APPROVE _____
J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: BRS-165-1(66) Henry
P.I. Number 332467

OFFICE: Atlanta, Georgia

DATE: May 9, 2000

RECEIVED
MAY 11 2000

FROM: David Mulling, Project Review Engineer

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: **CONCEPT REPORT**

We have reviewed the concept report submitted May 5, 2000 by the letter from Ted Cashin dated May 2, 2000, and have the following comments:

1. In order to qualify for bridge replacement funds the existing bridge must have a sufficiency rating below 50, or the cost to widen and rehabilitate the existing structure must be greater than the cost to replace. Another federal funding source may be necessary for the cost beyond the cost to widen and rehabilitate the exist bridge.

The costs for the project are:

Construction	$1,255,000
Inflation	$ 126,000
E&C	$ 138,000
Reimbursable Utilities	$ 20,000 (LGPA)
Right of Way	$ 150,000

DTM

c: Ted Cashin – Consultant Design Office

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
CONSULTANT TASK FORCE

PROJECT CONCEPT REPORT

BRS-165-1(66)
P.I. NO. 332467
HENRY COUNTY

FEDERAL ROUTE NO: N/A
U.S. ROUTE NO: N/A
STATE ROUTE NO: 155
GADOT P.I. NO: 332467

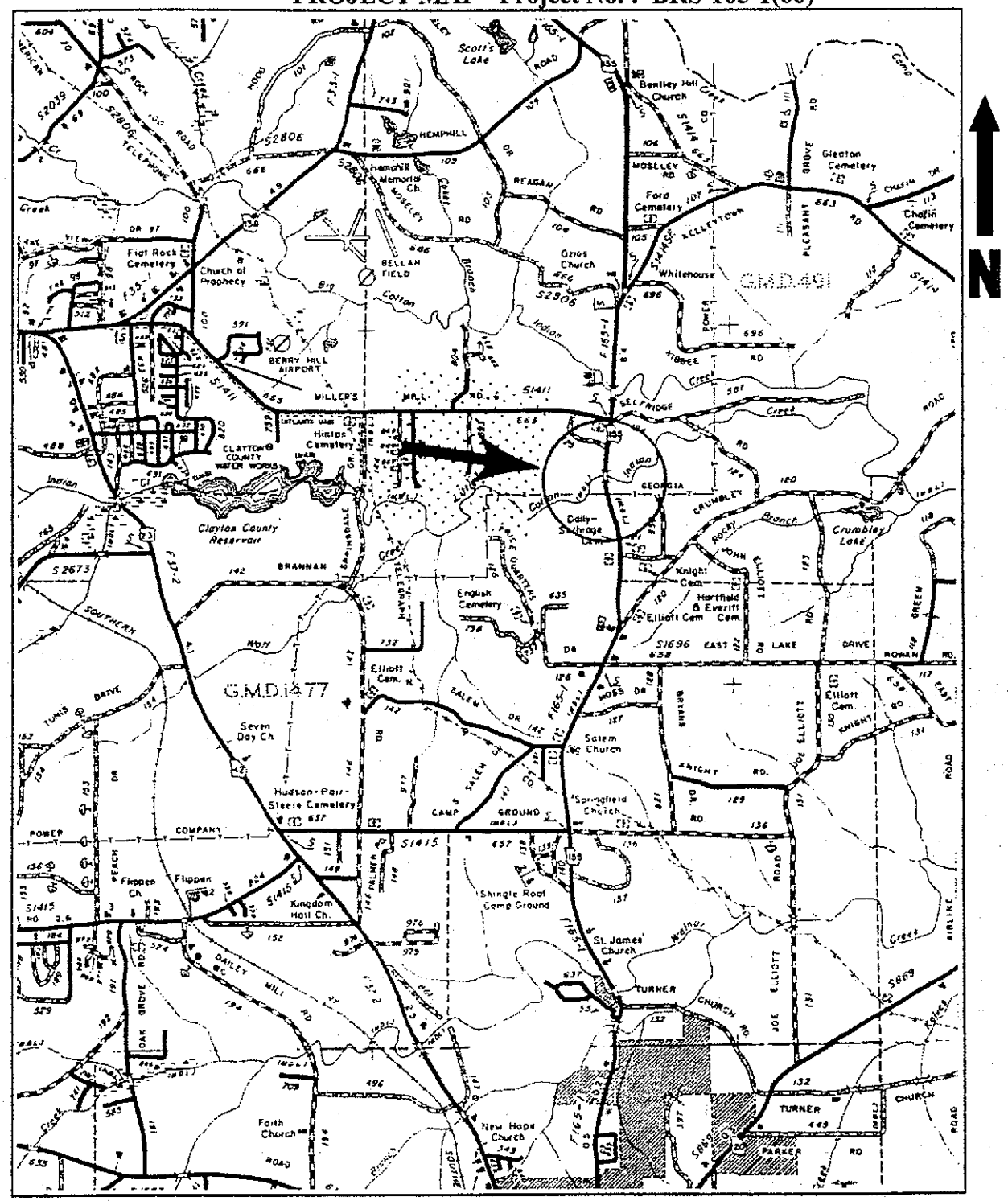
Date of Report: April 28, 2000

RECOMMENDATION FOR APPROVAL

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

DATE	State Environmental / Location Engineer
DATE	District Engineer
5/9/00 DATE	Project Review Engineer
DATE	State Traffic Operations Engineer
DATE	State Bridge & Structural Engineer

PROJECT MAP - Project No. : BRS-165-1(66)



Location Map

Project: BRS-165-1(66) Henry Co. PI No.: 332467

Description: SR 155 over Little Cotton Indian Creek

PROJECT CONCEPT REPORT

PROJECT LOCATION & DESCRIPTION

This project is located in Henry County on SR 155 at Little Cotton Indian Creek. The project lies 5 miles north of McDonough.

PROJECT LENGTH: 0.49 miles

MILE POINT REFERENCE: **BEGIN:** 14.15 **END:** 14.64

TRAFFIC

CURRENT		PROJECTED	
YEAR	**AADT**	**YEAR**	**AADT**
2005	9,000	2025	16,100

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
MINOR, EXISTING LOCATION	RURAL PRINCIPAL ARTERIAL

FOS ( )	N/A ( )	EXEMPT (X)	SF ( )

PROJECT NEED & PURPOSE

The purpose of project BRS-165-1(66) is to replace an existing bridge on a substandard vertical alignment along SR 155 at Little Cotton Indian Creek. The bridge was constructed in 1953 and has a sufficiency rating of 62.7. This project will replace the existing bridge with a new structure that will be raised to meet speed design criteria.

The existing roadway is a two-lane rural section with 12-foot travel lanes. SR155 is functionally classified as a Rural Principal Arterial. The speed limit along this section of SR155 is posted at 55 mph. The bridge is located on the National Highway System (NHS) and has 10 percent trucks. The Average Annual Daily Traffic (AADT) along this section of roadway was 7,200 in 1998. Traffic is projected to be 9,000 and 16,100 AADT in year 2005 and 2025 respectively.

The bridge will have an approximate total length of 210 feet and a bridge width clear distance of 44 feet. The creek will be spanned by an approximate 70 foot section. Replacing this bridge will bring it up to current design standards and in doing so will improve the operation and safety of this roadway.

EXISTING ROADWAY				
TYPICAL SECTION: The existing roadway is a two lane rural section with 12 foot lanes with 6 foot unpaved shoulders. **R/W WIDTH:** 100'				
POSTED SPEED	**MAX DEGREE OF CURVE**		**MAX GRADE**	
55 mph	2° 00'00"		7.4%	
MAJOR STRUCTURES:	**Length**	**Width**	**Priority Rating**	**Suff. Rating**
STRUCTUR NO. 151-0021-0 BRIDGE AT LITTLE COTTON INDIAN CREEK	141'	30'	0	62.7

HAZARD INDEX: NONE

PROPOSED ROADWAY WIDENING AND RECONSTRUCTION				
TYPICAL SECTION: The proposed roadway will consist of two 12 foot lanes with 10 foot shoulders. The proposed bridge will be a three span structure with an approximate total length of 210 ft.				
DESIGN SPEED	**MAX DEGREE OF CURVE**		**MAX GRADE**	
55 mph	Allowable	5° 15'00"	Allowable	4.5%
55 mph	Proposed	1° 00'00"	Proposed	7.4%

PROPOSED RIGHT OF WAY			
R/W WIDTH: varies; 100' min., 200' max.			
DISPLACEMENTS:	RES: 1	BUS: 0	M.H.: 0
TYPE OF ACCESS CONTROL: Permit by State			
NUMBER OF PARCELS IMPACTED: 9			

COORDINATION
CONCEPT TEAM MEETING DATE: 4/26/00
CONFORMS TO TIP/STIP: Yes
MEETS LOGICAL TERMINI REQUIREMENTS: Yes
P.A.R. MEETING: Not Required
PERMITS REQUIRED (4f,COE,404,etc.): NWP
LEVEL OF PUBLIC INVOLVEMENT: None
TIME SAVING PROCEDURES APPROPRIATE: Yes
LOCAL GOVERNMENT COMMITMENTS: Utilities
OTHER PROJECTS IN THE AREA: None

SCHEDULING CONSIDERATIONS		
TIME TO COMPLETE ENVIRONMENTAL:	4	Months
TIME TO COMPLETE PRELIMINARY RD/RW PLANS:	3	Months
TIME TO COMPLETE 404 PERMIT:	3	Months
TIME TO COMPLETE FINAL CONSTRUCTION PLANS:	3	Months
TIME TO BUY RIGHTS-OF-WAY:	12	Months

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Constructed under traffic.

LEVEL OF ENVIRONMENTAL ANALYSIS: Categorical Exclusion Anticipated

DESIGN EXCEPTIONS REQUIRED:

	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	( )	(X)	( )
SUBST ROADWAY WIDTH	( )	(X)	( )
SUBST SHOULDER WIDTH	( )	(X)	( )
SUBST VERT GRADES	(X)	( )	( )
SUBST CROSS SLOPES	( )	(X)	( )
SUBST STOPPING SIGHT DIST	( )	(X)	( )
SUBST SUPERELEV RATES	( )	(X)	( )
SUBST HORIZ CLEARANCE	( )	(X)	( )
SUBST SPEED DESIGN	( )	(X)	( )
SUBST VERTICAL CLEARANCE	( )	(X)	( )
SUBST BRIDGE WIDTH	( )	(X)	( )
SUBST BR STRUCT CAPACITY	( )	(X)	( )

UNDERGROUND STORAGE TANKS: NONE ANTICIPATED

HAZARDOUS SITES: NONE ANTICIPATED

ALTERNATIVES CONSIDERED

1. Reconstruct on existing horizontal alignment.
2. Shift to the east and construct on new alignment.
3. No build.

COMMENTS: Reconstructing the structure on the existing alignment will require the construction of a detour bridge and associated temporary approach work to keep SR155 open to traffic. Although the shifting of the alignment to the west will require the displacement of one residential property, this is the more economical alternative.

ATTACHMENTS: Location Map, Cost Estimate, Typical Sections, Bridge Inventory Data, Traffic Data, Concept Meeting Minutes and Notice of Location and Design Approval.

PROJECT CONCEPT REPORT

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: BRS-165-1(66) **COUNTY:** Henry

DATE: April 10, 2000 **ESTIMATED LETTING DATE:**

PREPARED BY: J.B. Trimble, Inc. **PROJECT LENGTH (MILES):** 0.49 mi

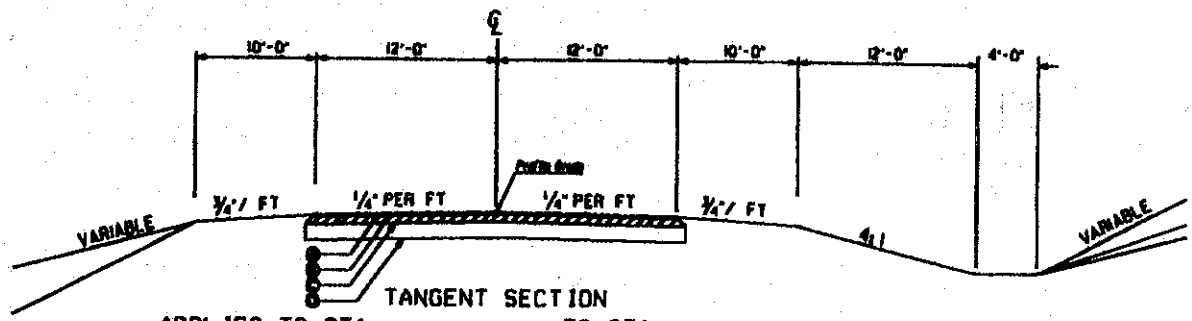
( ) PROGRAMMING PROCESS **(X) CONCEPT DEVELOPMENT** ( ) DURING PROJECT DEV.

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	$50,000.00
2. DISPLACEMENTS; RES:0, BUS;0, M.H.:0	$75,000.00
3. OTHER COST (ADM./COST, INFLATION)	$25,000.00
SUBTOTAL: A	**$150,000.00**
B. REIMBURSABLE UTILITIES: (LGPA)	
1. RAILROAD	$0.00
2. TRANSMISSION LINES	$0.00
3. SERVICES	$20,0000.00
SUBTOTAL: B	**$20,000.00**
CONSTRUCTION	
C. MAJOR STRUCTURES	
1. RETAINING WALLS	$0.00
2. BRIDGES (210' X 44')	$675,000.00
3. DETOUR BRIDGES	$0.00
4. RAILROAD	$0.00
SUBTOTAL: C	**$675,000.00**

D. GRADING AND DRAINAGE	
1. EARTHWORK	
a. BORROW (25,000 cu. yd. @ $6.00)	$150,000.00
b. EXCAVATION (1,000 cu. yd. @ $4.00)	$4,000.00
SUBTOTAL:D-1	$154,000.00
2. DRAINAGE	
1. STORM DRAIN PIPE	$0.00
2. SIDE DRAIN PIPE (100 ft of 18" @ $21)	$2,100.00
3. 18" FES (8 @ $325)	$2,600.00
SUBTOTAL: D-2	$4,700.00
SUBTOTAL: D	**$158,700.00**
E. BASE AND PAVING	
a. AGGREGATE BASE (5500 sq. yd. of 12" @ $12)	$66,000.00
b. ASPHALT PAVING	
1. Surface (600 tons @ $34.50)	$20,700.00
2. Binder (600 tons @ $34)	$20,400.00
3. Base (2400 tons @ $33)	$79,200.00
4. Leveling (100 tons @ $36.50)	$3,650.00
5. Tack Coat (1200 gal @ $1)	$1,200.00
6. Approach Slabs (310 sy @ $100)	$31,000.00
SUBTOTAL: E	**$222,150.00**

F. LUMP ITEMS	
1. TRAFFIC CONTROL	$25,000.00
2. CLEARING AND GRUBBING	$40,000.00
3. GRASSING	$15,000.00
4. EROSION CONTROL	$15,000.00
5. TEMP. EROSION CONTROL	$40,000.00
6. REMOVAL OF EXISTING BRIDGE	$45,000.00
SUBTOTAL: F	**$180,000.00**
G. MISCELLANEOUS	
1. SIGNING	
a. SIGNS	$1,000.00
b. POSTS	$500.00
SUBTOTAL: G-1	$1,500.00
2. STRIPING	
a. 5 IN WHITE SOLID (5200 ft @ $0.50)	$2,600.00
b. 5 IN YELLOW SOLID (5200 ft @ $0.50)	$2,600.00
SUBTOTAL: G-2	$5,200.00
3. GUARDRAIL	
a. TYPE W (600 ft @ $12)	$7,200.00
b. TYPE T (41 ft @ $40)	$1,640.00
c. TYPE 12 ANCHORS (2 @ $1600)	$3,200.00
d. TYPE 1 ANCHORS (2 @ $450)	$900.00
SUBTOTAL: G-3	$12,940.00
SUBTOTAL: G	**$19,640.00**

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY		$150,000.00
B. REIMBURSABLE UTILITIES		$20,000.00
C. CONSTRUCTION		
1. MAJOR STRUCTURES		$675,000.00
2. GRADING AND DRAINAGE		$158,700.00
3. BASE AND PAVING		$222,150.00
4. LUMP ITEMS		$180,000.00
5. MISCELLANEOUS		$19,640.00
SUBTOTAL CONSTRUCTION COST		$1,255,490.00
E. & C. (10%)		$125,549.00
INFLATION (5% PER YEAR)		$141,556.50
NUMBER OF YEARS	2	
TOTAL CONSTRUCTION COST		**$1,522,595.50**
GRAND TOTAL PROJECT COST		**$1,692,595.50**



TANGENT SECTION

APPLIES TO STA. + TO STA. +

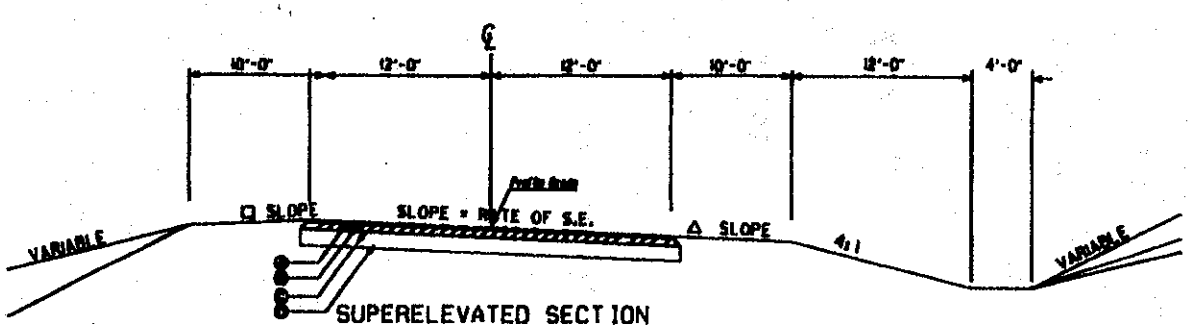
REQUIRED PAVEMENT

- Ⓐ ASPHALTIC CONCRETE "E", 1 1/2"
- Ⓑ ASPHALTIC CONCRETE "B", 2"
- Ⓒ ASPHALTIC BASE, 8"
- Ⓓ GRADED AGGREGATE BASE, 12"

▲ SLOPE 3/4" / 1'-0" OR RATE OF S.E. WHICHEVER IS GREATER

□ SLOPE AS FOLLOWS:
S.E. RATE OF 0.03"/FT OR LESS USE 1/2" IN 1'-0"
S.E. RATE OF 0.04"/FT, USE 3/8" IN 1'-0"
S.E. RATE OF 0.05"/FT, USE 1/4" IN 1'-0"
S.E. RATE OF 0.06"/FT, USE 1/8" IN 1'-0"
S.E. RATE OF 0.08"/FT, USE +0.01"/FT

ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPES NOT TO EXCEED 0.07"/FT



SUPERELEVATED SECTION

APPLIES TO STA. + TO STA. +

REQUIRED PAVEMENT

- Ⓐ ASPHALTIC CONCRETE "E", 1 1/2"
- Ⓑ ASPHALTIC CONCRETE "B", 2"
- Ⓒ ASPHALTIC BASE, 8"
- Ⓓ GRADED AGGREGATE BASE, 12"

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0-6'	0-10'
3:1	6'-10'	--
2:1	OVER 10'	OVER 10'

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
0.0200 FT/FT - DESIRABLE	0.0200 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	0.07%
DESIRABLE	1:200	0.50%
MAXIMUM	1:300	0.33%

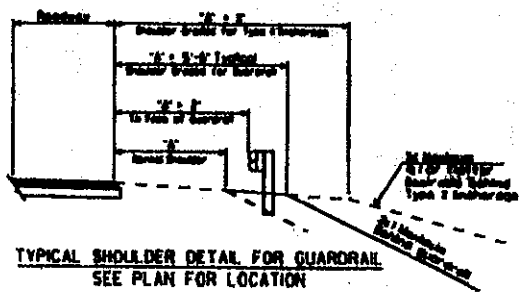
LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

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).



TYPICAL SHOULDER DETAIL FOR GUARDRAIL
SEE PLAN FOR LOCATION

Funk, Dan

Sent: Thursday, October 08, 1998 1:48 PM
To: Rountree, Bill
Subject: Traffic Assignment for SR 155 at Little Cotton Indian Creek 5 miles North of McDonough

Department of Transportation
State of Georgia

WO 6

INTERDEPARTMENT CORRESPONDENCE

FILE BRS-165-1(66), Henry County
P.I.# 332467

OFFICE Environment/ Location

DATE October 9, 1998

FROM David E. Studstill, P.E., State Environment/ Location

TO Joe Street P.E., District Engineer, Thomaston
Attn. Bill Rountree

SUBJECT SR 155 at Little Cotton Indian Creek 5 miles North of McDonough.

We are furnishing estimated traffic assignments for the above project as follows:

2025 AADT = 16,100
2005 AADT = 9,000
K = 10%
D = 55%
T = 8%
24 HR. T = 10%
S.U. = 4%
COMB. = 6%

If you have any questions concerning this information please contact Gary Langford at (404) 699- 4404.

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 151-0021-0 **Henry County** SUFF. RATING: 62.7

Location & Geography

* Structure I.D. No.: 151-0021-0
200 Bridge Information: 07

* 6A Freature Int.: LITTLE COTTON INDIAN CRK
* 6B Critical Bridge: 0
* 7A Route Number Carried: SR00155
* 7B Facility Carried: SR 155
* 9 Location: 5 MI N OF MCDONOUGH
2 DOT District: 3
207 Year Photo: 1999

* 91 Inspection Frequency: 24 Date: 01/11/1999
2A 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: 00155
Direction: 0

* 16 Latitude: 33-31.5
* 17 Longitude: 84 -08.4

98 Border Bridge: 000 %Shared: 00
99 ID Number: 000000000000000

100 Defense Highway: 0
* 101 Parallel Structure: N
* 102 Direction of Traffic: 2
264 Road Inventory Mile Post: 014.44

* 208 Inspection Area: 03 Initials: DJM

* Location I.D. No: 151-00155D-014.28N
* XReferen I.D. No: 000-000000-000.000

* 104 Highway System: 1
* 26 Functional Classification: 14
* 204 Federal Route Type: F No: 165-1
* 110 Truck Route: 0
206 School Bus Route: 1 YES
217 Benchmark Elevation: 0.00
218 Datum: 0
* 19 Bypass Length: 8 8 MILE DETOUR
* 20 Toll: 3
* 21 Maintenance: 01
* 22 Owner: 01
* 31 Design Load: 2
37 Historical Significance: 5
205 Congressional District: 03
* 27 Year Constructed: 1953
106 Year Reconstructed: 0000
33 Bridge Median: 0
34 Skew: 00
35 Structure Flared: 0
38 Navigation Control: 0
213 Special Steel Design: 0
267 Type of Paint: 0

* 42 Type Service On: 1
Under: 5
214 Movable Bridge: 00
203 Type Bridge: J-O-O-O STEEL PILE
259 Pile Encasement: 3 NONE
* 43 Structure Type Main: 1 04 T BEAM
45 No. Spans Main: 005
44 Structure Type Appr: 0 0
46 No. Spans Appr: 0000
226 Bridge Curve Horz: 1 Vert: 1 YES/YES
111 Pier Protection: 0
107 Deck Structure Type: 1

108 Wearing Surface Type: 6
Membrane: 8
Protection: 8

Signs & Attachments

223 Expansion Joint Type: 02
242 Deck Drains: 1

243 Parapet Location: 0
Height: 0
Width: 0

238 Curb: 1.0 1
239 Handrail: 1 1
* 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: 55
236 Warning Sign: 1
234 Delineator: 1
235 Hazard Boards: 1

237 Utilities Gas: 22
Water: 00
Electric: 21
Telephone: 21
Sewer: 00 2

247 Lighting Street: 0
Navigation: 0
Aerial: 0

* 248 County Continuity No: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 151-0021-0 **Henry County** SUFF. RATING: 62.7

Programming Data

201 Project No: S-0866 (2) CT.2
202 Plans Available: 0
249 Prop. Proj No: BRS-165-1 (66)
250 Approval Status: 0000
251 P.I. No: 332467
252 Contract Date: 02/01/2003
260 Seismic No: 00000
75 Type Work: 34 1
94 Bridge Imp. Cost: $ 149
95 Roadway Imp. Cost: $ 234
96 Total Imp. Cost: $ 468
76 Imp. Length: 001461
97 Imp. Year: 1990
114 Future ADT: 010800 Year: 2018

Hydraulic Data

215 Waterway Data
Highwater Elev: 0000.0 Year: 0000
Flood Elev: 0000.0 Freq: 00
Avg. Streambed Elev: 0000.0
Drainage Area: 00000
Area of Opening: 000000
113 Scour Critical: 6
216 Water Depth: 02.5 Br Height: 25.7
222 Slope Protection: 6
221 Spur Dikes Rear: 0 Fwrd: 0
219 Fender System: 0
220 Dolphin: 0
223 Culvert Cover: 000
Type: 0
No Barrels: 0
Width: 0.0
Height: 0.0
Length: 0
Apron: 0
* 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No: 151-00155D-014.28N
* XReferen I.D. No: 000-000000-000.000

Measurements

* 29 ADT: 007200 Year: 1998
109 % Trucks: 9
* 28 Lanes On: 02 Under: 00 2LANES
210 No. Tracks On: 00 Under: 00
* 48 Max. Span Length: 0030
* 49 Structure Length: 141 141' FEET; 5 SPANS
51 Br. Rdwy. Width: 23.8
52 Deck Width: 30.4
* 47 Tot. Horz. Cl: 23.8
50 Curb/Sdewlk Width: 2.0/2.0
32 Approach Rdwy Width: 024
* 229 Shlder Width:
Rear Lt: 6.0 Type: 8 Rt: 6.0
Fwrd Lt: 6.0 Type: 8 Rt: 6.0
Pvment Width:
Rear: 24.0 Type: 2
Fwrd: 24.0 Type: 2
Intersection Rear: 0 Fwrd: 0
36 Safety Features Br. Rail: 2
Transition: 1
App. G. Rail: 2
App. Rail End: 2
53 Minimum Cl. Over: 99' 99"
Under: N 00' 00"
* 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: N 99.9
56 Lateral Undercl. Lt: 0.0
* 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: 7.0
Deck Thick Approach: 0.0
246 Overlay Thickness: 3.0
211 Tons Structural Steel: 0.0
212 Year Last Painted: Sup: 0000 Sub: 0000

Ratings

66 Inventory Type: 2 Rating: 24
64 Operating Type: 2 Rating: 42
231 Calculated Loads
H-Modified: 20 0
HS-Modified: 25 0
Type 3: 28 0
Type 3s2: 40 0
Timber: 36 0
Piggyback: 00 0
261 H Inventory Rating: 15
262 H Operating Rating: 27
67 Structural Evaluation: 5
58 Deck Condition: 7
59 Superstructure Condition: 7
* 227 Collision Damage: 0
60A Substructure Condition: 6
60B Scour Condition: 7
60C Underwater Condition: N
71 Waterway Adequacy: 8
61 Channel Protection Cond: 8
68 Deck Geometry: 2
69 UnderClr. Horz/Vert: N
72 Appr. Alignment: 6
62 Culvert: N

Posting Data

70 Bridge Posting Required: 5 NOT POSTED
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

.I. NUMBER : 332467- HENRY CO. SCHED. LET: 02-07

ESCRIPTION : SR 155 @ LITTLE COTTON INDIAN CRK 5 MI N OF MCDONOUGH
ROJECT NO. : BRS-165-1(66)
.E. PROJECT: BRS-165-1(66)
ROJ. LENGTH: .22 MI. CONCEPT: BR REPL

ASST. HD: SD
SQUAD LDR: J. CHAMBERS

BIKE:
METRIC:
CONSULTANT:
P.E. DATE: 5/03/99

ACTIVITY	SCHED START	SCHED FINISH	ACTUAL START	ACT/EST FINISH	PCT	NOTES
ONCEPT PHOTOS			NO RPT	NO RPT	N/R	
RAFT CONCEPT/RPT	6-Sep-1999	31-Jan-2000	NO RPT	NO RPT	0%	
ONCEPT MTG				NO RPT		
UB RPT TO ENG SERV		7-Feb-2000		NO RPT		
ECV ENG SERV APPRV		3-Mar-2000		NO RPT		
GMT APPRV REPORT	6-Mar-2000	31-Mar-2000	NO RPT	NO RPT	0%	
NVIRONMENTAL	3-Apr-2000	25-Dec-2000	1-Apr-2000	31-Dec-2000	0%	
OLD HEARING				NO RPT		
APPING			NO RPT	NO RPT	N/R	
HOTO X-SECTIONS			NO RPT	NO RPT	N/R	
IELD SURVEYS	13-Nov-2000	1-Dec-2000	NO RPT	NO RPT	0%	
INAL ALT. APPROVAL				NO RPT		
& D APPROVAL			NO RPT	NO RPT	0%	
OLD PREL. FPR				NO RPT		
REL RD/RW PLANS	2-Jan-2001	30-Oct-2001	NO RPT	NO RPT	0%	
PPROVE R/W PLANS	6-Nov-2001	3-Dec-2001	NO RPT	NO RPT	0%	
ECURE 404 PERMIT			NO RPT	NO RPT	0%	
REL BRIDGE/HYDRAU	10-Apr-2001	10-Jul-2001	NO RPT	NO RPT	0%	
RIDGE PLANS	29-May-2002	21-Oct-2002	NO RPT	NO RPT	0%	
ECV SOIL SURVEYS				NO RPT		
.S.T.'s			NO RPT	NO RPT	0%	
OLD FINAL FPR		4-Sep-2001		NO RPT		
INAL CST. PLANS	1-Apr-2002	7-Feb-2003	NO RPT	NO RPT	0%	

PROGRAM ESTIMATES

PE :	$25,000
R/W :	$50,000
CNST:	$608,000
EST DATE:	3/19/98

LOC TAX	N
STIP:	Y
PE PROG DATE:	9905
R/W PROG DATE:	2001
CST PROG DATE:	2002

EXEMPT: Y

R/W DATA

SCHED R/W AUTH:	20-02
ACT. R/W AUTH:	20-02
R/W ACQD. BY:	DOT
# PARCELS:	4
# APPR. TO DATE:	0
# ACQD. TO DATE:	0

COMMENTS

PDD : MARCH 19; 1998 BOARD ADDITION - REASSIGNED TO CONSULTANT TASK FORCE 9/24/99.
DZN :

DIST:
T&S : NO SIGN & MKG PLANS REQ'D KRA 3/30/98 #
BR : BRIDGE REQUIRED
JT :
RR :
LGPA: REQ HENRY DO UTILITIES 10-7-99.

>LOC : BRIDGE
>EIS : MB
>404 :
>UST :
>PITS:
>R/W :

April 28, 2000
GDOT Office of Consultant Design
PI 332467 – Concept Mtg.
WO #6

PI 332467
Concept Team Meeting Notes

Attendees:

Marc Mastronardi – GDOT Griffin Area Engineer	770-228-7337
Bryon Patterson – GDOT District #3 Location	706-646-6625
Tom Queen – GDOT District #3 Planning & Programming	706-646-6591
Kerry Gore – GDOT District #3 Utilities	706-646-6552
Scott Parker – GDOT District #3 Traffic & Operations	706-646-6561
Steve Tiedemann – J.B. Trimble	770-952-1022
Steve Linley – J.B. Trimble	770-952-1022

Steve Tiedemann of J.B. Trimble, the consultant firm providing the design services for the project, gave a brief overview of the project including a discussion of how the preferred alignment was developed. Primarily, the proposed realignment was chosen as a more cost effective alternative over keeping the roadway on the existing alignment and maintaining traffic along SR155 by means of a detour structure. The possibility of an offsite detour was eliminated due to excessive length.

Other items of discussion:

Mr. Gore advised that access to the GA Power easement will need to be maintained at all times. He also stated that he believed that there was a gas main located on the structure and that electric and telephone facilities were located on poles.

Mr. Gore also requested that he be sent six sets of constructions sheets and cover sheet to distribute to the utilities so that they can identify their existing facilities and give a preliminary estimate of their relocation costs.

Mr. Mastronardi discussed concerns over maintaining traffic during construction. Mr. Linley explained that the proposed vertical and horizontal alignments were designed so that traffic could be maintained while the new roadway was being constructed.

There was some discussion between Mr. Gore, Mr. Mastronardi and Mr. Queen regarding adjacent construction projects. However, based on observations of the actual locations of other projects, it was determined that no other projects are in the immediate vicinity.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
CONSULTANT TASK FORCE

PROJECT CONCEPT REPORT

BRS-165-1(66)
P.I. NO. 332467
HENRY COUNTY

FEDERAL ROUTE NO: N/A
U.S. ROUTE NO: N/A
STATE ROUTE NO: 155
GADOT P.I. NO: 332467

Date of Report: April 28, 2000

RECOMMENDATION FOR APPROVAL

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

5/10/00 DATE	Marta V. Rosenberg ~~State Environmental Location Engineer~~ STATE TRANSPORTATION PLANNING ADM
DATE	District Engineer
DATE	Project Review Engineer
DATE	State Traffic Operations Engineer
DATE	State Bridge & Structural Engineer

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED
MAY 15 2000

File: BRS-165-1(66)/Henry County
P.I. No. 332467

Office: Traffic Operations
Atlanta, Georgia
Date: May 8, 2000

From: M.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 replacement of a structurally obsolete bridge containing a substandard vertical alignment on SR 155 over the Little Cotton Indian Creek, located 5 miles north of the city of McDonough.

The existing roadway is a rural two-lane section with 12 foot travel lanes and 6 foot unpaved shoulders. The existing structure is 30 feet in width and has a sufficiency rating of 62.7. The roadway has a posted speed of 55mph.

This project will provide a structure 44 feet in width. The proposed roadway will consist of two 12 foot lanes with 10 foot shoulders. A design exception is required for substandard vertical grades of 7.4% where the maximum allowed is 4.5%. The bridge alignment will be shifted to the west to allow the project to be constructed under traffic.

We believe this concept will improve safety and traffic operations along this section of roadway.

We therefore find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: David Studstill
Jim Chambers, Consultant Design Office
Attention: Ted Cashin
David Mulling, w/ attachment
Marta Rosen
Chuck Hasty, TMC
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
CONSULTANT TASK FORCE

PROJECT CONCEPT REPORT

BRS-165-1(66)
P.I. NO. 332467
HENRY COUNTY

FEDERAL ROUTE NO: N/A
U.S. ROUTE NO: N/A
STATE ROUTE NO: 155
GADOT P.I. NO: 332467

Date of Report: April 28, 2000

RECOMMENDATION FOR APPROVAL

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

DATE	State Environmental / Location Engineer
DATE	District Engineer
DATE	Project Review Engineer
5/12/2000 DATE	State Traffic Operations Engineer
DATE	State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
CONSULTANT TASK FORCE

PROJECT CONCEPT REPORT

BRS-165-1(66)
P.I. NO. 332467
HENRY COUNTY

FEDERAL ROUTE NO: N/A
U.S. ROUTE NO: N/A
STATE ROUTE NO: 155
GADOT P.I. NO: 332467

Date of Report: April 28, 2000

RECOMMENDATION FOR APPROVAL

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DATE	State Environmental / Location Engineer
5/18/00 DATE	District Engineer
DATE	Project Review Engineer
DATE	State Traffic Operations Engineer
DATE	State Bridge & Structural Engineer