

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 333201-, Meriwether County **OFFICE** Preconstruction
BRST-150-1(6)
SR 85 over CSX Railroad in Woodbury **DATE** February 13, 2007

FROM *Cynthia Keener*
Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Angela Alexander (file copy)
Paul Liles
Babs Abubakari
Thomas Howell
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 333201-, Meriwether County **OFFICE:** Preconstruction
BRST-150-1(6)
SR 85 over CSX Railroad in Woodbury **DATE:** January 22, 2007

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

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

SUBJECT: PROJECT CONCEPT REPORT

This project is the replacement of a functionally obsolete and structurally deficient bridge on SR 85 over CSX Railroad in Woodbury, Georgia. The existing bridge, constructed in 1949, is 395' x 25.8' with a sufficiency rating of 57. The original design load capacity is H-15. In accordance with DOT MOG 2405-1, the existing bridge meets the established criteria for replacement. State Route 85 currently has two, 11.5' lanes with 1.4' paved shoulders with a speed limit of 45 MPH. The base year traffic (2012) along this section of SR 85 is 4,190 VPD. The 20 year (2032) or design year volume is 5,900 VPD. The proposed speed design is 45 MPH.

The construction proposes to construct a new 395' x 44' concrete bridge over CSX Railroad at the existing bridge site. The approaches will consist of two, 12' lanes with 5' sidewalk and curb and gutter. This project passes through the intersection of SR 18/SR 109 at SR 85 and the intersection will be improved to modify the signal and add turn lanes as part of the project scope. The existing bridge will be closed to traffic during construction. Traffic will be detoured via an off-site detour.

Environmental concerns include one (1) potentially historic resource within the project area, and the railroad is historic; Categorical Exclusion will be prepared; a detour meeting will be held; time saving procedures are appropriate.

This project will require split funding because the sufficiency rating exceeds 50. "BR" funding will cover the amount equal to the widening and the remainder will consist of "STP" funding.

P. I. No. 333201-, Meriwether
January 22, 2007

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	BR \$1,313,000	\$1,131,000	BR LICO	LR
	STP \$1,228,000	\$1,499,000	STP L240	LR
Right-of-Way	\$ 151,000	\$ 151,000	LICO	2009
Utilities*	\$ 80,000	-----		

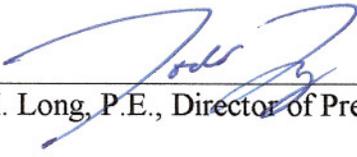
*Woodbury refused utilities 8-10-99; rescission letter sent to Woodbury 7-22-05.

I recommend this project concept be approved.

GRS:JDQ/cj

Attachment

CONCUR



Todd I. Long, P.E., Director of Preconstruction

APPROVE



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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: BRST-150-1(6) Meriwether
P.I. No. 333201
S.R. 85 over CSX Railroad

OFFICE: Engineering Services

DATE: January 17, 2007

FROM: Brian K. Summers, P.E., Project Review Engineer *REW*

TO: Genetha Rice Singleton, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted December 19, 2006 and have no comments:

The costs for this project are:

	<u>REPLACEMENT</u>	<u>WIDENING</u>
Construction	\$2,309,944	1,194,000
Inflation	\$0.00	0.00
E & C	\$230,994	119,000
Reimbursable Utilities	\$80,000 =	80,000
Right of Way	\$150,598 =	

NOTE: This project will require split funding since the bridge has a sufficiency rating above 50 and is to be replaced. The BR funding is the amount equal to the Bridge Widening costs. Other costs will have to come from other funding sources.

REW

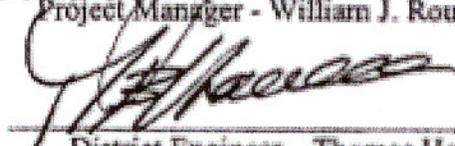
c: Thomas Howell, Attn.: Bill Rountree

Recommendation for approval:

DATE 12/6/06

DATE 12-16-06


Project Manager - William J. Rountree, P.E.


District Engineer - Thomas Howell, P.E.

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management
Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE 1/17/07


Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: BRST-150-1(6)		County: Meriwether		PI No.: 333201	
Report Date: December 18, 2006		Concept By: DOT Office: District 3			
<input checked="" type="checkbox"/> Concept Stage		Consultant: N/A			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input checked="" type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

Recommendation for approval:

DATE 12/6/06

DATE 12-16-06


Project Manager - William J. Rountree, P.E.


District Engineer - Thomas Howell, P.E.

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

DATE _____

State Transportation Planning Administrator

DATE 12/27/06


State Transportation Financial Management
Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DATE _____

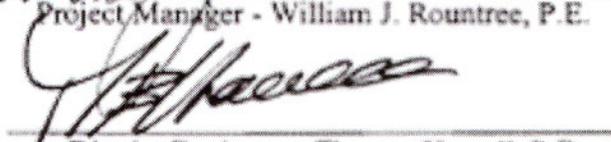
State Bridge and Structural Design Engineer

Recommendation for approval:

DATE 12/6/06

DATE 12-18-06


Project Manager - William J. Rountree, P.E.


District Engineer - Thomas Howell, P.E.

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management
Administrator

DATE _____

State Environmental/Location Engineer

DATE 12-19-06



State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DATE _____

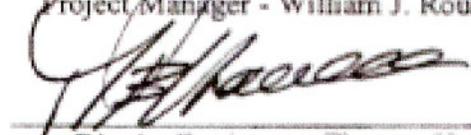
State Bridge and Structural Design Engineer

Recommendation for approval:

DATE 12/6/06


Project Manager - William J. Rountree, P.E.

DATE 12-18-06


District Engineer - Thomas Howell, P.E.

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

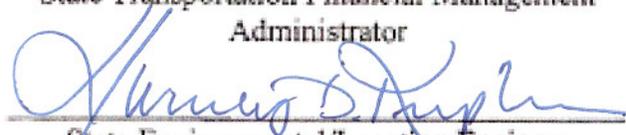
DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management
Administrator

DATE 1.10.07


State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

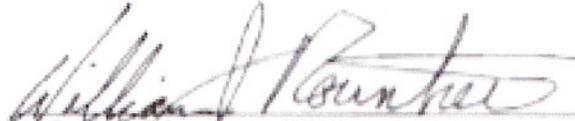
Project Review Engineer

DATE _____

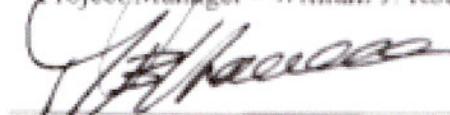
State Bridge and Structural Design Engineer

Recommendation for approval:

DATE 12/6/06

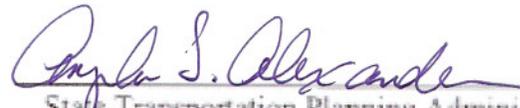

Project Manager - William J. Rountree, P.E.

DATE 12-18-06


District Engineer - Thomas Howell, P.E.

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

DATE 12/20/06


State Transportation Planning Administrator

DATE _____

State Transportation Financial Management
Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DATE _____

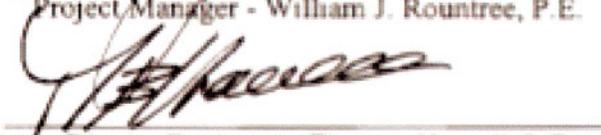
State Bridge and Structural Design Engineer

Recommendation for approval:

DATE 12/6/06

DATE 12-18-06


Project Manager - William J. Rountree, P.E.


District Engineer - Thomas Howell, P.E.

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management
Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DATE 1/4/07


State Bridge and Structural Design Engineer

NOTICE OF LOCATION AND DESIGN APPROVAL

BRST-150-1(6) Meriwether County P.I. No. 333201

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.

The date of location approval is FEBRUARY 13, 2007.

This project will replace the structurally deficient bridge on State Route 85 over CSX Railroad. The project is located entirely in the city of Woodbury in Meriwether County. The project is located in Land District 9 and Land Lots 67 and 68.

The existing bridge will be removed, and a new bridge will be erected in its place. The project limits will be based on the construction of the bridge and adequate approaches. Traffic will be detoured during construction.

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

HAVARD SELDON
~~Kenneth D. Crabtree, Jr.~~, Area Engineer
Ken.Crabtree@dot.state.ga.us
1107 Hogansville Road
LaGrange, GA 30241
(706) 845-4115

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

William J. Rountree, P.E., District Design Engineer
Department Of Transportation
bill.rountree@dot.state.ga.us
715 Andrews Drive
Thomaston, GA 30286-4524
(706) 646-6604

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.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

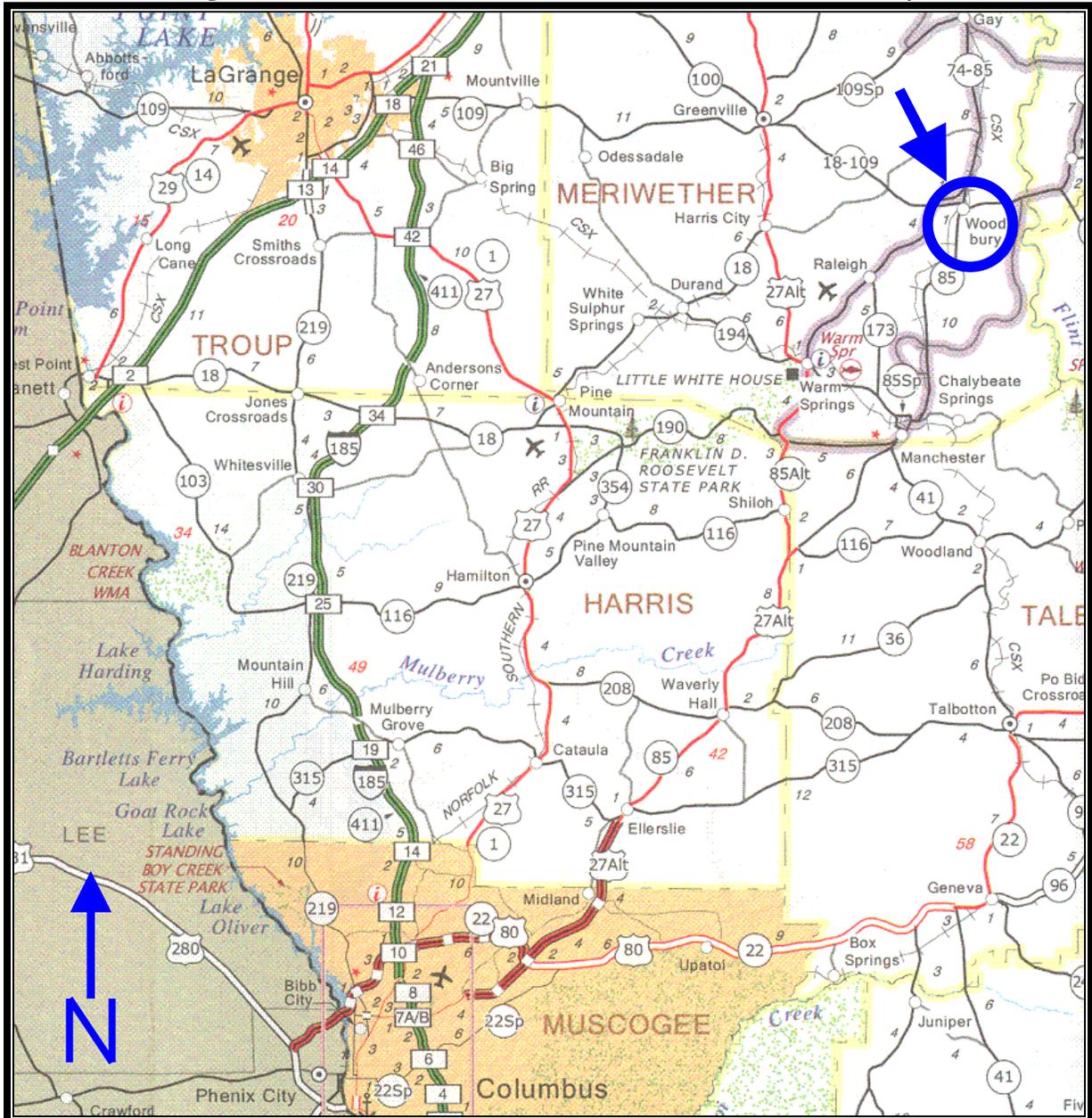
District 3 Design

PROJECT CONCEPT REPORT

Project Number: BRST-150-1(6) County: Meriwether
P. I. Number: 333201

Federal Route Number: N/A
State Route Number: 85

Regional Sketch: State Route 85 over CSX Railroad in Woodbury



Recommendation for approval:

DATE 12/6/06

DATE 12-8-06


Project Manager - William J. Rountree, P.E.


District Engineer - Thomas Howell, P.E.

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management
Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

Need and Purpose: This bridge project is located at SR 85 over the CSX Railroad in Woodbury in Meriwether County. The bridge's sufficiency rating is 57.72. The design load for this bridge is H-15. The Office of Bridge Maintenance, per TOPPS Policy 2405-1, has determined that any bridge with a load rating below HS-20 should be replaced due to the bridge being structurally deficient.

SR 85 currently has two (2) 11.5 ft lanes, two (2) 1.4 ft paved shoulders, and concrete railing on the bridge. The bridge has a roadway deck width of 25.80 ft, providing insufficient shoulder and lane width on the bridge.

This section of SR 85 is classified as a rural minor arterial and is designated as a state scenic bi-way. There are no bicycle or pedestrian routes on this section of roadway. The current AADT on this roadway is 3,440. Using a 2% growth rate the AADT in 2028 will be 5,830. This bridge was constructed in 1949, indicating that it is beyond its 50 year life span. The bridge will be reconstructed as a two lane bridge to meet HS-20 structural loadings and to provide adequate offsets to the bridge rail. The approaches should be modified appropriately to address shoulder and guardrail needs.

The project passes through the intersection of SR 18/109 at SR 85 and the intersection will be improved to modify the signal and add left turn lanes as part of the project scope.

Other Projects in the Area

- PI #332800, STP-00MS(283), SR 18/74/109 @ Five Locations in Upson and Meriwether Counties, Passing Lanes, Under Construction
- PI #333180, BRST-074-1(48), SR 74/85 @ Pappys Creek, .5 Miles North of Woodbury, Bridge Replacement, Under Construction

Description of the proposed project: The bridge project is located in Woodbury in Meriwether County at SR 85 over the CSX Railroad. The bridge load rating is below HS_20 and should be replaced due to bridge being structurally deficient. Also the bridge is over 50 years old. It was constructed in 1949.

The bridge will be reconstructed as a two lane bridge to meet HS-20 structural loadings and to provide adequate offsets to the bridge rail. The approaches should be modified appropriately to address shoulder and guardrail needs.

The project passes through the intersection of SR 18/109 at SR 85 and the intersection will be improved to modify the signal and add left turn lanes as part of the project scope.

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

PDP Classification: Minor

Federal Oversight: Exempt

Functional Classification: Rural Minor Arterial

U. S. Route Number(s): N/A

State Route Number(s): 85

Traffic (AADT):

Current Year: (2012) – 4100

Design Year: (2032) - 5900

Existing Design Features:

- Typical Section: SR 85 currently has two (2) 11.5 ft lanes, two (2) 1.4 ft paved shoulders, and concrete railing on the bridge. The bridge has a roadway deck width of 25.80 ft, providing insufficient shoulder and lane width on the bridge.
- Posted speed: 45 mph
- Minimum radius for curve: N/A
- Maximum super-elevation rate for curve: N/A
- Maximum grade mainline: 6 %
- Maximum grade side road: N/A
- Maximum grade driveways: 15%
- Width of right of way: 100'
- Major structures: SR 85 over CSX Railroad - This bridge was built in 1949, and consists of a combination of concrete bents and steel pile and concrete cap substructure, steel beam superstructure, and a concrete deck
 - Bridge ID No. 199-0035-0
 - Length 395'
 - Roadway Width 25.8'
 - Deck Width 34.8'
 - Sufficiency Rating 57.72
- Major Intersections: SR85/Millarden Road @ SR109/SR18/SR74/Main Street
- The mile post at the beginning of the bridge is 10.81.

Proposed Design Features:

- Proposed typical section(s): 2 - 12 foot lanes, sidewalk, curb and gutter
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: 6 %
- Maximum grade allowable: 6 %
- Proposed Maximum grade driveway: 15 %
- Proposed Minimum radius for curve : N/A
- Maximum radius allowable: N/A
- Proposed Maximum super-elevation rate for curve: 6%
- Right of way
 - Width: 120 ft
 - Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().

- Number of parcels: 10
- Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: N/A

- Structures:
 - Bridges: 395' x 44' reinforced concrete bridge
 - Retaining walls: None anticipated
- Major intersections and interchanges: S.R. 109
- Traffic control during construction: Road will be closed
- 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: One potentially eligible historic resource within the project area and the railroad is historic.
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes
 - Categorical Exclusion
- Utility involvements: gas, telephone, cable, water, electricity, sewer

Project responsibilities:

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

Coordination

- Initial Concept Meeting date and brief summary. Attach minutes.

- Concept meeting date and brief summary. Attach minutes.
- P. A. R. meetings, dates and results: N/A
- Public involvement. Detour Meeting
- Local government comments: None
- Other Projects in the area:
 - PI #332800, STP-00MS(283), SR 18/74/109 @ Five Locations in Upson and Meriwether Counties, Passing Lanes, Under Construction
 - PI #333180, BRST-074-1(48), SR 74/85 @ Pappys Creek, .5 Miles North of Woodbury, Bridge Replacement, Under Construction
- Other coordination to date: None
- Railroads: CXS Transportation (CSX) and Norfolk Southern Corp. (NS)

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 12 Months
- Time to complete preliminary construction plans: 6 Months
- Time to complete right of way plans: 2 Months
- Time to complete the Section 404 Permit: 0 Months
- Time to complete final construction plans: 6 Months
- Time to complete to purchase right of way: 12 Months
- Time to coordinate with CSX Railroad: 24 Months

Other alternates considered: No Build.

Shift the alignment of the bridge.
Add signal, turning lanes curb and gutter at the intersection.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
2. Typical sections,
3. Detour sketch
4. Accident Summary 2002-2004
5. Capacity Analysis 2032
6. Bridge Inventory Data Listing
7. Minutes of Initial Concept and Concept meetings,
8. Minutes of any meetings that show support or objection to the concept,
9. Location and Design Notice

PRELIMINARY COST ESTIMATE

PROJECT NUMBER:	BRST-150-0(6)	COUNTY:	Meriwether
PI #:	333201	DESCRIPTION:	S.R. 85 at CSX Railroad in Woodbury
DATE:	7/11/2006	ESTIMATED LETTING DATE:	10/27/2010
PREPARED BY:	Geraldine Trice	PROJECT LENGTH:	0.27 MILES
<input type="checkbox"/> PROGRAMMING PROCE		<input checked="" type="checkbox"/> CONCEPT DEVELOPEMEN	
<input type="checkbox"/> DURING PROJECT DEVELOPEME			

A. RIGHT-OF-WAY:

1. PROPERTY (LAND & EASEMENT)	1 AC	\$25,000.00 PER AC	\$43,375.00
2. DISPLACEMENTS	RES: 0	BUS: 0	M.H.: 0
3. OTHER COST (ADM./COST, INFLATION)			\$107,223.00
SUBTOTAL: A			\$150,598.00

B. REIMBURSABLE UTILITIES:

1. RAILROAD			\$0.00
2. TRANSMISSION LINES			\$80,000.00
3. SERVICES			\$0.00
SUBTOTAL: B			\$80,000.00

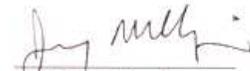
C. CONSTRUCTION:

1. MAJOR STRUCTURES			
a. BRIDGES	395 LF	\$3,022.50 PER LF	\$1,193,887.50
b. CONC APPROACH SLAB	2 EA	\$167,400.00 PER EA	\$334,800.00
c. CULVERTS			
1) CLASS A CONCRETE	0 CY	\$500.00 PER CY	\$0.00
2) BAR REINF STEEL	0 LB	\$0.80 PER LB	\$0.00
d. RETAINING WALLS	0 SF	\$45.00 PER SF	\$0.00
SUBTOTAL: C-1			\$1,528,687.50
2. GRADING AND DRAINAGE			
a. EARTHWORK	14,300 CY	\$9.00 PER CY	\$128,700.00
b. DRAINAGE			
1) CROSS DRAIN PIPE	4 EA	\$11,300.00 PER EA	\$45,200.00
2) SIDE DRAIN PIPE	4 EA	\$6,200.00 PER EA	\$24,800.00
3) CURB AND GUTTER, 8" X 30'	3,250 LF	\$15.00 PER LF	\$48,750.00
4) LONGITUDINAL SYSTEM	2 LF	\$79.00 PER LF	\$158.00
SUBTOTAL: C-2			\$247,608.00

3. BASE AND PAVING				
a. AGGREGATE BASE	1,223	TN	\$20.00 PER TN	\$24,460.00
b. ASPHALT PAVING				
1) SURFACE	136	TN	\$85.00 PER TN	\$11,560.00
2) BINDER	217	TN	\$85.00 PER TN	\$18,445.00
3) BASE	761	TN	\$85.00 PER TN	\$64,685.00
SUBTOTAL: C-3.b				\$94,690.00
c. BITUM TACK COAT	158	GAL	\$1.00 PER GAL	\$158.00
d. CONCRETE PAVING	0	SY	\$75.00 PER SY	\$0.00
e. CONCRETE MEDIAN, 8 IN	0	SY	\$35.00 PER SY	\$0.00
SUBTOTAL: C-3				\$119,308.00
4. LUMP ITEMS:				
a. GRASSING	1	AC	\$1,600.00 PER AC	\$1,920.00
b. CLEARING AND GRUBBING	1	AC	\$5,000.00 PER AC	\$6,000.00
c. LANDSCAPING				\$0.00
d. EROSION CONTROL				\$210,000.00
e. TRAFFIC CONTROL				\$0.00
f. SIGNAL				\$100,000.00
g. LIGHTING				\$0.00
h. ATMS				\$0.00
SUBTOTAL: C-4				\$317,920.00
5. MISCELLANEOUS:				
a. SIGNING	7	EA	\$560.00 PER EA	\$3,920.00
b. ASPH PAVEMENT MARKING	4,800	LF	\$0.60 PER LF	\$2,880.00
c. CONC PAVEMENT MARKING	1,185	LF	\$20.00 PER LF	\$23,700.00
d. GUARDRAIL	2,000	LF	\$30.00 PER LF	\$60,000.00
e. SIDEWALK, 6 IN	104	CY	\$30.00 PER CY	\$3,120.00
f. RIP RAP, TY 1	100	SY	\$28.00 PER SY	\$2,800.00
SUBTOTAL: C-5				\$96,420.00
6. SPECIAL FEATURES:				
a.	0	UNIT	\$0.00 COST PER UNIT	\$0.00
SUBTOTAL: C-6				\$0.00

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY		\$150,598.00
B. REIMBURSABLE UTILITIES		\$80,000.00
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$1,528,687.50	
2. GRADING AND DRAINAGE	\$247,608.00	
3. BASE AND PAVING	\$119,308.00	
4. LUMP ITEMS	\$317,920.00	
5. MISCELLANEOUS	\$96,420.00	
6. SPECIAL FEATURES	\$0.00	
SUBTOTAL CONSTRUCTION COST		\$2,309,943.50
E. & C. (10%)		\$230,994.35
TOTAL CONSTRUCTION COST		\$2,540,937.85
GRAND TOTAL PROJECT COST		\$2,771,535.85
This project is 100 % in Congressional District 3		

Preliminary Right of Way Cost Estimate



Phil Copeland
 Right of Way Administrator
 By: Jerry Milligan

Date: July 21, 2006
Project: BRST-150-1(60)Meriwether
Existing/Required R/W: Varies/Varies
Project Termini: Bridge Replacement over CSX Railroad on SR 85 in Woodbury
Project Description: Bridge Replacement over CSX RR on SR 85

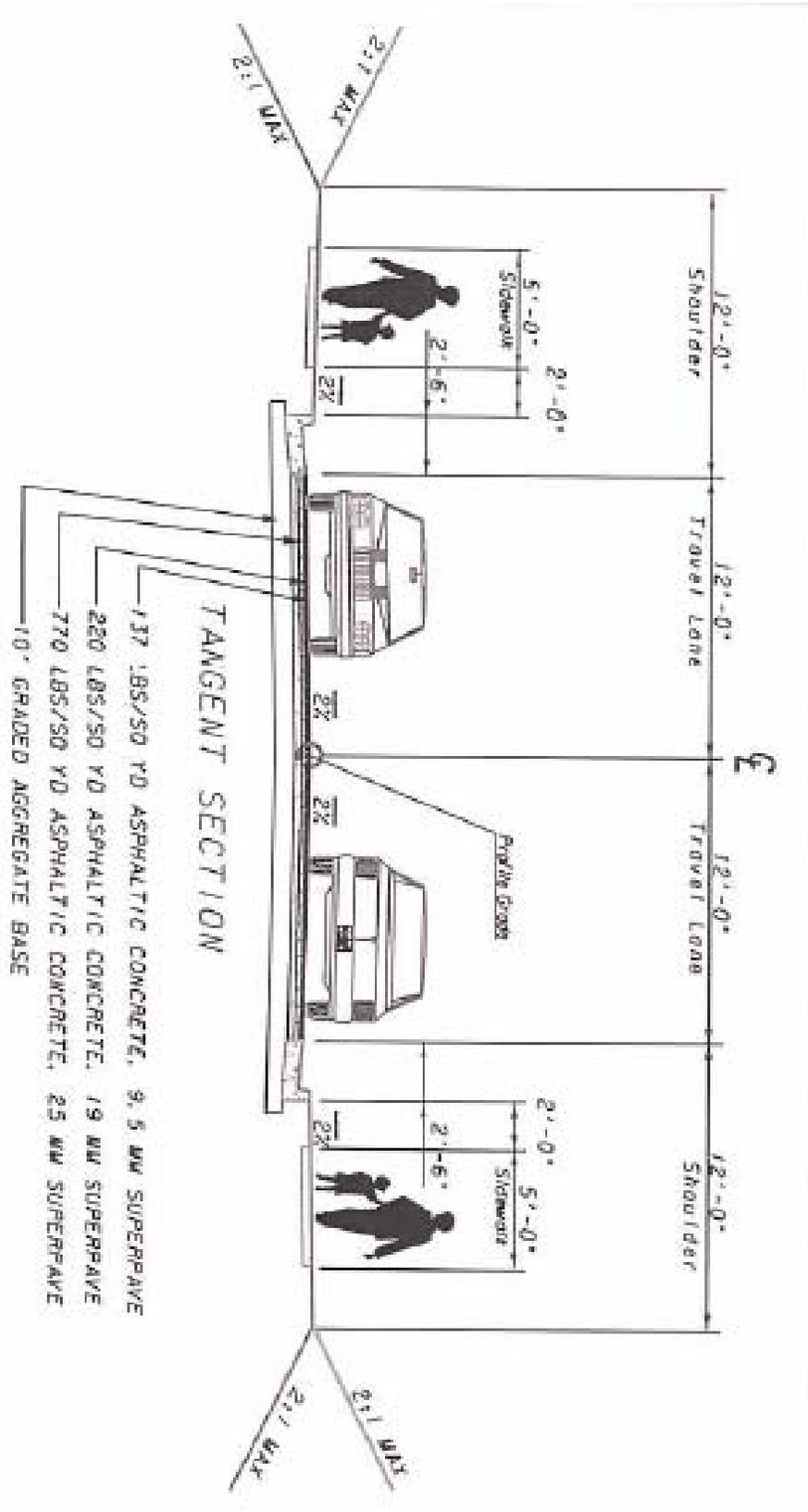
P.I. Number: 333201
No. Parcels: 10

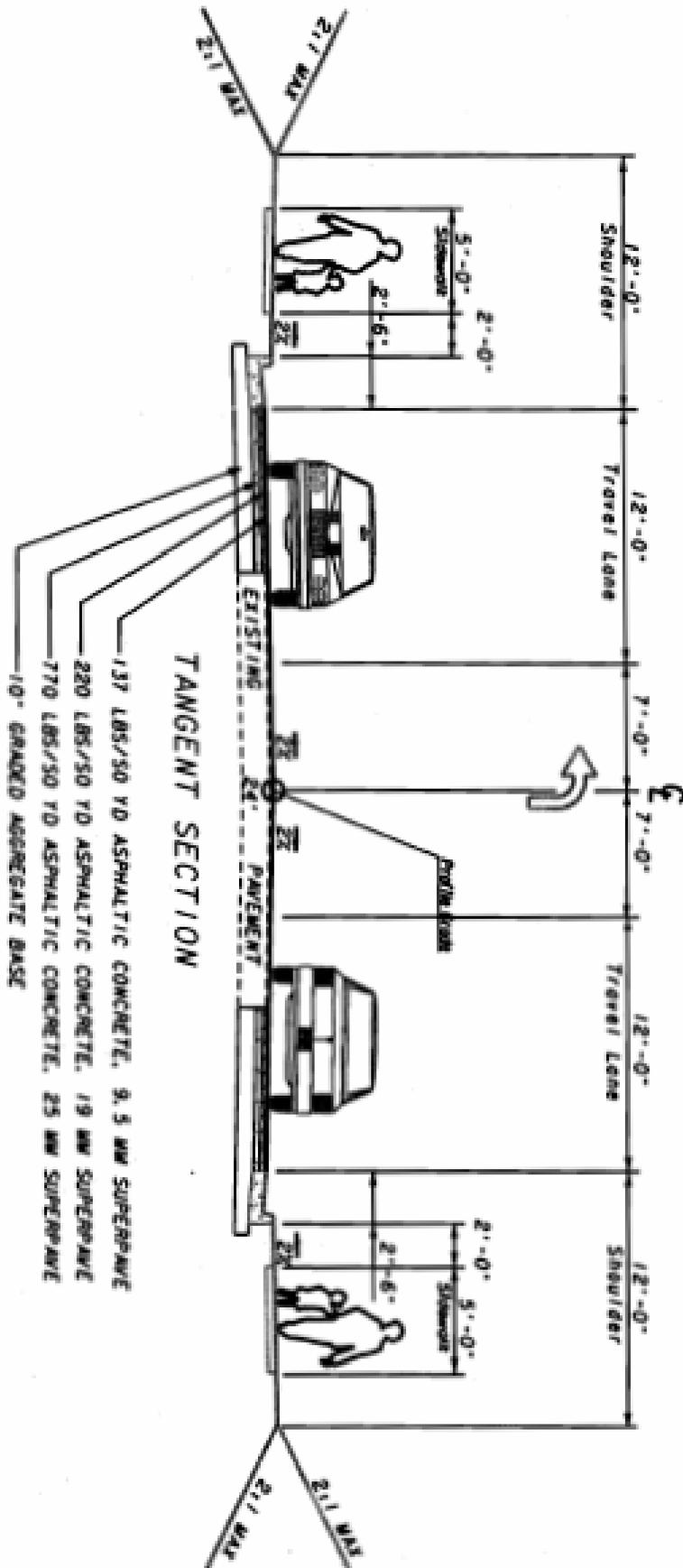
Land:			
Right of Way : 0.71 acres @ \$ 25,000 / acre	\$	17,750	
Easement : 0.15 acres @ \$ 25,000 / acre @ 50%		<u>625</u>	\$ 18,375
 Improvements : Misc. Site Improvement			 25,000
 Relocation: Residential (0)			
Commercial (0)			0
 Damage : Cost to Cures (0) parcel			 <u>0</u>
 Net Cost			 \$ 43,375
 Net Cost			 \$ 43,375
Scheduling Contingency	55 %		23,856
Adm/Court Cost	60 %		40,339
Inflation Factor	40 %		<u>43,028</u>
			\$ 150,598

Total Cost \$ 150,600

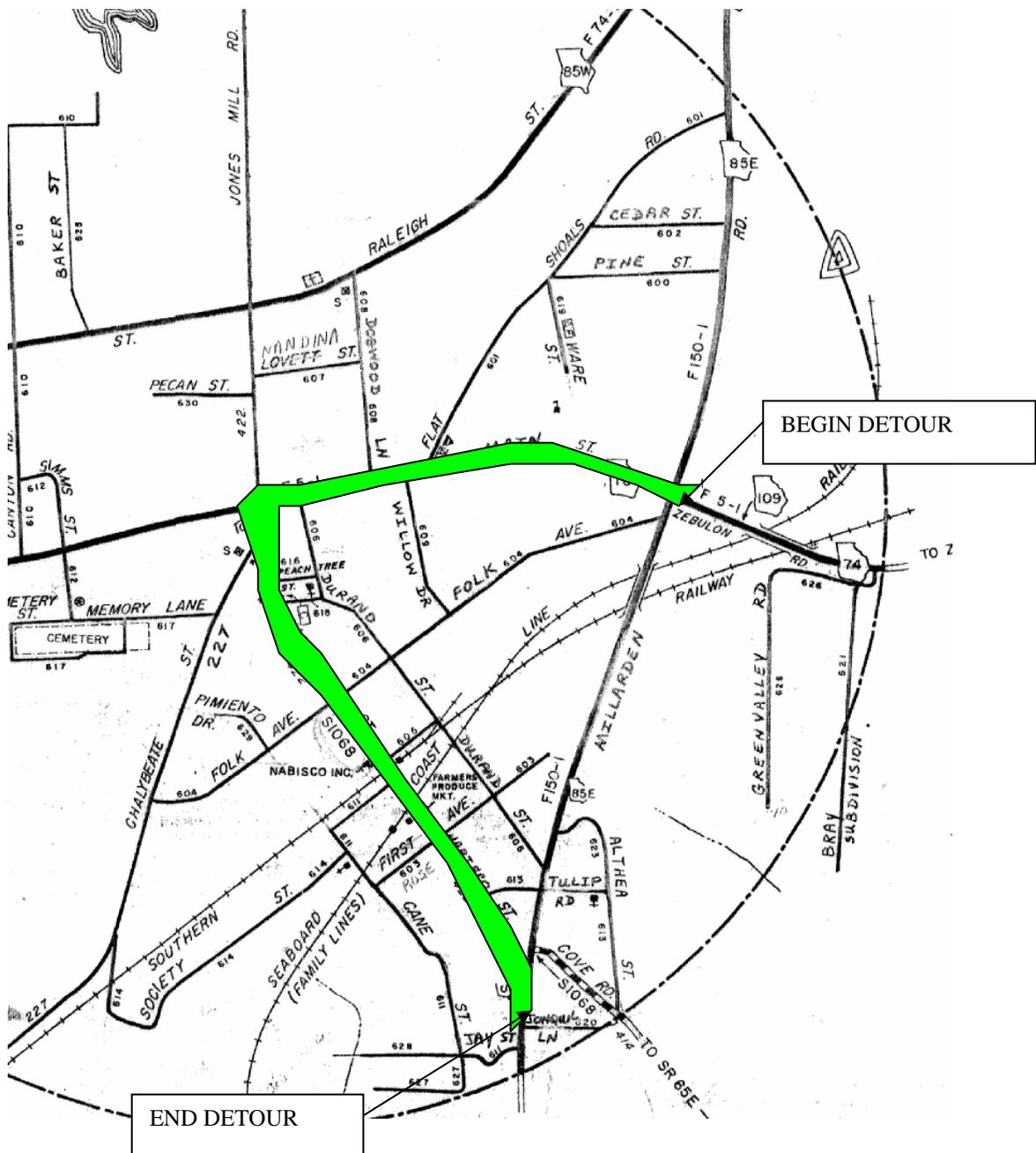
Utility Ballpark Estimate

UTILITY OWNER	PUBLIC OR PRIVATE	TYPE OF UTILITY	REIMBURSABLE	NON-REIMBURSABLE
Atlanta Gas Light	Private	Nat Gas	0	50,000
BellSouth	Private	Tel Comm	0	70,000
Charter Communications	Private	TV	0	25,000
City of Woodbury	Public	Water	0	50,000
Georgia Power (Distribution)	Private	Electric	80,000	0
TOTAL PROJECT COST			\$80,000	\$195,000





DETOUR LAYOUT



Accident Summary 2002-2004

State Route 85 / Millarden Road

Total Accidents: 4 Total Vehicles: 7 Total Injuries: 5 Total Fatalities: 0

Date	Time	Milelog	Total Injuries	Total Fatalities	Harmful Event	Collision
07/27/2002	11:23:AM	10.86	0	0	13-Other Object (No	6-Not A Collision
02/16/2003	03:09:PM	10.51	5	0	11-Motor Vehicle in	3-Rear End
05/18/2004	05:23:PM	10.87	0	0	11-Motor Vehicle in	3-Rear End
02/26/2004	04:14:AM	10.89	0	0	18-Bridge Rail	6-Not A Collision

Capacity Analysis 2032

Two-Way Two-Lane Highway Segment Analysis

Analyst	Jason W. Mobley, E. I. T.
Agency/Co.	GDOT District 3
Date Performed	1/10/2006
Highway	State Route 85 / Millarden Rd
From/To	MP 10.5 to MP11
Jurisdiction	GDOT
Analysis Year	2032
Description	Bridge Replacement at SR85 over CSX Railroad in Woodbury

Input Data

Highway class	Class 2				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	10	%
Segment length	0.5	mi	% Recreational vehicles	4	%
Terrain type	Rolling		% No-passing zones	100	%
Grade: Length		mi	Access points/mi	2	/mi
Up/down		%			
Two-way hourly volume, V	540	veh/h			
Directional split	55 / 45	%			

Average Travel Speed

Grade adjustment factor, fG	0.93	
PCE for trucks, ET	1.9	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.914	
Two-way flow rate, (note-1) vp	722	pc/h
Highest directional split proportion (note-2)	397	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, VF	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	0.5	mi/h
Free-flow speed, FFS	44.5	mi/h
Adjustment for no-passing zones, fnp	3.4	mi/h
Average travel speed, ATS	35.5	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	0.94	
PCE for trucks, ET	1.5	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.952	
Two-way flow rate, (note-1) vp	685	pc/h
Highest directional split proportion (note-2)	377	
Base percent time-spent-following, BPTSF	45.2	%
Adj. for directional distribution and no-passing zones, fd/np	18.2	
Percent time-spent-following, PTSF	63.4	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.23	
Peak 15-min vehicle-miles of travel, VMT15	77	veh-mi
Peak-hour vehicle-miles of travel, VMT60	270	veh-mi
Peak 15-min total travel time, TT15	2.2	veh-h

Bridge Inventory Data Listing

Georgia Department of Transportation.

Structure ID: 199-0035-0

Meriwether

SUFF. RATING: 57.72

Location & Geography		Signs & Attachments
* Structure ID:	199-0035-0	* 104 Highway System: 0
200 Bridge Information:	07	225 Expansion Joint Type: 02
* 6A Feature Int:	CSX RAILROAD	* 26 Functional Classification: 06
* 6B Critical Bridge:	0	242 Deck Drains: 1
* 7A Route Number Carried:	SR00085	* 204 Federal Route Type: F No. 01501
* 7B Facility Carried:	SR 85	243 Parapet Location: 0.00
* 9 Location:	IN WOODBURY	105 Federal Lands Highway: 0
2 DOT District:	3	Height: 0.00
207 Year Photo:	2004	* 110 Truck Route: 0
* 91 Inspection Frequency:	24 Date: 3/3/2004	206 School Bus Route: 0
92A Fract Crit Insp Freq:	00 Date: 2/1/1901	217 Benchmark Elevation: 0000.00
92B Underwater Insp Freq:	00 Date: 2/1/1901	218 Datum: 0
92C Other Spc. Insp Freq:	00 Date: 2/1/1901	* 19 Bypass Length: 01
* 4 Place Code:	83896	* 20 Toll: 3
* 5 Inventory Route (O/U):	1	* 21 Maintenance: 01
Type:	3	* 22 Owner: 01
Designation:	1	* 31 Design Load: 2
Number:	00085	37 Historical Significance: 5
Direction:	0	205 Congressional District: 11
* 16 Latitude:	32 - 58.9 HMMS Prefix: SR	27 Year Constructed: 1949
* 17 Longitude:	84 - 34.5 HMMS Suffix: 00 MP:10.39	106 Year Reconstructed: 0000
98 Border Bridge:	000 % Shared: 00	33 Bridge Median: 0
99 ID Number:	0000000000000000	34 Skew: 40
* 100 STRAHNET:	0	35 Structure Flared: 0
12 Base Highway Network:	1	38 Navigation Control: N
13A LRS Inventory Route:	1991008500	213 Special Steel Design: 0
13B Sub Inventory Route:	0	267 Type of Paint 5
101 Parallel Structure:	N	* 42 Type of Service on: 5
* 102 Direction of Traffic:	2	Type of Service under: 2
* 264 Road Inventory Mile Post:	010.75	214 Movable Bridge: 0
* 208 Inspection Area:	03 Initials: WBP	203 Type Bridge: E N M O
Engineer's Initial:	jal	259 Pile Encasement: 2
		* 43 Structure Type Main: 3 02
		45 No. Spans Main: 010
		44 Structure Type Appr: 0 00
		46 No. Spans Appr: 0000
		226 Bridge Curve Horz: 0 Vert: 1
		111 Pier Protection: 0
		107 Deck Structure Type 1
* Location I.D. No.:	199-00085D-010.39N	108 Wearing Surface Type: 6
		Membrane Type: 8
		Deck Protection: 8
		* 248 County Continuity No.: 00

Structure ID: 199-0035-0

Programming Data		Measurements		Ratings	
201 Project No.:	FAGS 159 (3)	* 29 ADT:	003600 Year: 2002	65 Inventory Rating Method:	2
202 Plans Available:	4	109 % Trucks:	15	63 Operating Rating Method:	2
249 Prop. Proj. No.	BRST-150-1 (6)	* 28 Lanes On:	02 Under: 00	66 Inventory Type:	2 Rating: 20
250 Approval Status:	0 0 0 0	210 No. Tracks On:	00 Under: 01	64 Operating Type:	2 Rating: 33
251 P.I. No.:	333201-	* 48 Max. Span Length:	0044	231 Calculated Loads	
252 Contract Date:	2/1/1901	* 49 Structure Length:	395	H-Modified:	20 0
260 Seismic No.:	00000	51 Br. Rwdy. Width:	25.80	HS-Modified:	25 0
75 Type Work:	34 1	52 Deck Width:	34.80	Type 3:	24 0
94 Bridge Imp. Cost:	\$571	* 47 Tot. Horiz. Cl:	25.80	Type 3s2:	38 0
95 Roadway Imp. Cost:	\$253	50 Curb / Sidewalk Width:	5.00 / 2.00	Timber:	36 0
96 Total Imp Cost:	\$1037	32 Approach Rwdy. Width:	024	Piggyback:	40 0
76 Imp. Length:	001715	* 229 Shoulder Width:		261 H Inventory Rating:	15
97 Imp. Year:	1990	Rear Lt:	6.0 Type: 8 Rt: 6.0	262 H Operating Rating:	25
114 Future ADT:	005400 Year: 2022	Fwrld Lt:	6.0 Type: 8 Rt: 6.0	67 Structural Evaluation:	5
		Pavement Width:		58 Deck Condition:	6
		Rear:	24.0 Type: 2	59 Superstructure Condition:	8
			24.0 Type: 2	* 227 Collision Damage:	0
		Intersection Rear:	0 Fwrld: 1	60A Substructure Condition:	6
Hydraulic Data		36 Safety Features Br. Rail:	2	60B Scour Condition:	N
215 Waterway Data		Transition:	2	60C Underwater Condition:	N
Highwater Elev.:	0000.0 Year: 1900	App. G. Rail:	2	71 Waterway Adequacy:	N
Flood Elevation:	0000.0 Freq.: 00	App. Rail End:	2	61 Channel Protection Cond.:	N
Avg. Streambed Elev.:	0000.0	53 Minimum Cl. Over:	99' 99 "	68 Deck Geometry:	2
Drainage Area:	00000	Under:	R 24' 00 "	69 UnderClr. Horz/Vert:	5
Area of Opening:	000000	* 228 Minimum Vertical Cl		72 Appr. Alignment:	6
113 Scour Critical:	N	Act. Odm Dir.:	99 ' 99 "	62 Culvert:	N
216 Water Depth:	00.0 Br. Height: 00.0	Oppo. Dir:	99 ' 99 "		
222 Slope Protection:	0	Posted Odm. Dir:	00 ' 00 "	Posting Data	
221 Spur Dikes Rear:	0 Fwrld: 0	Oppo. Dir:	00 ' 00 "	70 Bridge Posting Required:	5
219 Fender System:	0	55 Lateral Undercl. Rt:	R 14.0	41 Struct Open, Posted, CL:	A
220 Dolphin:	0	56 Lateral Undercl. Lt:	0.0	* 103 Temporary Structure:	0
223 Culvert Cover:	000	* 10 Max Min Vert Cl:	99' 99 " Dir: 0	232 Posted Loads	
Type:	0	39 Nav Vert Cl:	000 Horiz: 0000	H-Modified:	00
No. Barrels:	0	116 Nav Vert Cl Closed:	000	HS-Modified:	00
* Width:	0.00 Height: 0.00	245 Deck Thickness Main:	7.00	Type 3:	00
* Length:	0 Apron: 0	Deck Thick. Approach:	0.00	Type 3s2:	00
265 U/W Insp. Area:	0 Diver: ZZZ	246 Overlay Thickness:	3.00	Timber:	00
		212 Year Last Painted:	Sup: 2000 Sub: 2000	Piggyback:	00
Location I.D. No.:	199-00085D-010.39N			253 Notification Date:	2/1/1901
				258 Fed Notify Date:	2/1/1901

**CONCEPT TEAM MEETING MINUTES
BRST-150-1(6) MERIWETHER COUNTY
P.I. NO. 333201**

Bridge Replacement on SR 85 over CSX Railroad in Meriwether County

LOCATION: Thomaston District Three assembly room

DATE/TIME: September 6, 2006 at 9:00 a.m.

The meeting was called to order by Bill Rountree and he asked attendees to introduce themselves.

LIST OF PARTICIPANTS:

Geraldine Trice	GDOT District 3 Design
Mike England	GDOT District 3 Traffic
Christine Driver	GDOT District 3 R/W
Cheryl Griffin	GDOT District 3 Preconstruction
Glenn Tyson	GDOT District 3 R/W
Kim Brown	GDOT District 3 Utilities
Bill Rountree	GDOT District 3 Design
Debra Fowler	GDOT District 3 Environmental
Nancy Jones	Chairperson Meriwether Board of Commissioners
Ken Crabtree	GDOT District 3 Contracts
Havard Seldon	GDOT Area Engineer
John L. Brown	Highway Maintenance Foreman Meriwether County
Lamar M. Pruitt, Jr.	GDOT Construction Engineer
Thomas B Howell	GDOT District Engineer
Tom Queen	GDOT District 3 Planning

Bill Rountree went over the two alternates for the bridge replacement. The bridge was built in 1949, the bridge has a sufficiency rating of 57.72 the design load for this bridge is H-15 this number is low this is the reason for the bridge replacement.

Alternates:

- 1) New Bridge With Shift**
- 2) New Bridge No with no shift and Off-Site Detour**

Comments:

A. Planning – Consider Texas Rail

B. Office of Financial Management – No attendees

C. Environmental – There are four UST Sites, two service stations no longer in business and two service stations presently in business. Also there are three historic resources which are the bridge, Railroad and a home.

D. Utilities – No comments

E. Right of Way – No comments

F. Traffic Operations – Improve intersection turn lanes, drainage, curb and gutter, and signal.

G. Construction – Ready to go.

H. Maintenance – Will check the drainage problems at the intersection

I. Location – No attendees

J. Others -

Nancy Jones Chairperson Meriwether Co. Board of Commissioners-This is a Scenic byway. There is a gentleman that lives along the route that is not fond of change he may protest the project.

Thomas Howell - District Engineer – There are a lot of drainage problems at the intersection adjacent to the project these problems should be addressed.

Conclusion:

The speed limit on the road is 35 miles per hour. There should be no variances or exceptions. Homes in the area have to be considered. Carroll Farms and the peach orchid will also need to be considered. Utilities in this area include telephone, cable TV, water, electric, gas and possibly sewer. Coordination with CSX Railroad will be required. There are three historic resources in the area. Should there be build or no build shift alimnet?

The meeting adjourned at 10:35 a.m.