

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRST-157-1(9) Talbot/Upson OFFICE Thomaston
P.I. 333210
Bridge replacement on S.R. 36 over the Flint River

FROM *EBH* Thomas B. Howell, P.E., District Engineer DATE **November 25, 2002**

TO Meg Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT **Revised Project Concept Report**

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

The proposed revision will include the shifting of the alignment to the east side of the existing bridge (downstream) from the current proposed alignment. The current alignment is on the west side of the existing bridge (upstream).

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

Date 12/09/02

Marta Rosen
State Transportation Planning Administrator

DBM:WJR:JMS

C: David Mulling, Project Review Engineer
Harvey Keepler, State Environmental/Location Engineer
Phillip Allen, State Traffic and Safety Design Engineer
Marta Rosen, State Transportation Planning Administrator
Herman Griffin, State Transportation Programming Engineer
Paul Liles, State Bridge Design Engineer
Debra Benton, District Environmentalist
Ethel White, Support Assistant

REVISED PROJECT CONCEPT REPORT

Need and Purpose:

The need and purpose for this project has not changed. Please refer to the attached approved concept report.

Project location:

Bridge project BRST-157-1(9) is located and the Talbot/Upson County line. It crosses the Flint River on S.R. 36. This project is located between Talbot County M.P. 22.92 and Upson County M.P. 0.09.

Description of the approved concept:

The purpose of project BRST-157-1(9) is to replace a narrow and structurally deficient bridge on S.R. 36 on the Flint River. This project must be coordinated with project STP-0000-00(929) which include passing lanes on both sides of proposed bridge. Replacing this bridge will bring it up to current design standards and in doing so will improve the operation and safety of this roadway.

PDP Classification: Major _____ Minor X

Federal Oversight: Full Oversight (), Exempt(X), State Funded(), or Other ()

Functional Classification: Rural Minor Collector

U. S. Route Number(s): None _____ **State Route Number(s):** 36 _____

Traffic (AADT) as shown in the approved concept:

CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
2004	1500	2024	2700

Proposed features to be revised:

The alignment of BRST-157-1(9) will now be on the East/Downstream side of the existing S.R. 36 bridge over the Flint River.

Describe the revised feature(s) to be approved:

Project BRST-157-1(9) is located on the Talbot/Upson County line on S.R. 36 over the Flint River. It is located between Talbot County M.P. 22.92 and Upson County M.P. 0.09. The existing bridge is to be relocated on the East/Downstream side of the river.

Updated traffic data (AADT):

N/A

Programmed/Schedule:

P.E. 2002

R/W: 2003

Construction: 2005

Revised cost estimates:

ESTIMATED COST					
CONSTRUCTION:	\$	1,471,018.00	RIGHT-OF-WAY:	\$	1,256,075.00
E & C (10 %) :	\$	147,101.80	ACQUIRED BY :	GaDOT	
INFLATION(2 yrs) : 5% per year	\$	147,101.80	UTILITIES :	\$	4,800.00
			ADJUSTED BY :	GaDOT	
TOTAL CONSTRUCTION COST:			\$	3,026,096.00	

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

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:

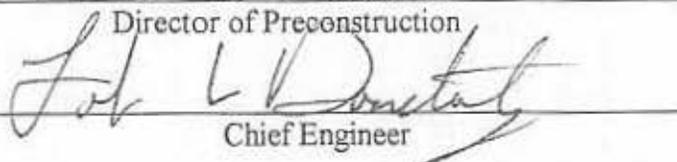
1. Sketch Map,
2. Cost Estimate,
3. Other supporting documents.
4. Project Sketch (revised)
5. Original Concept Report

Concur:



Director of Preconstruction

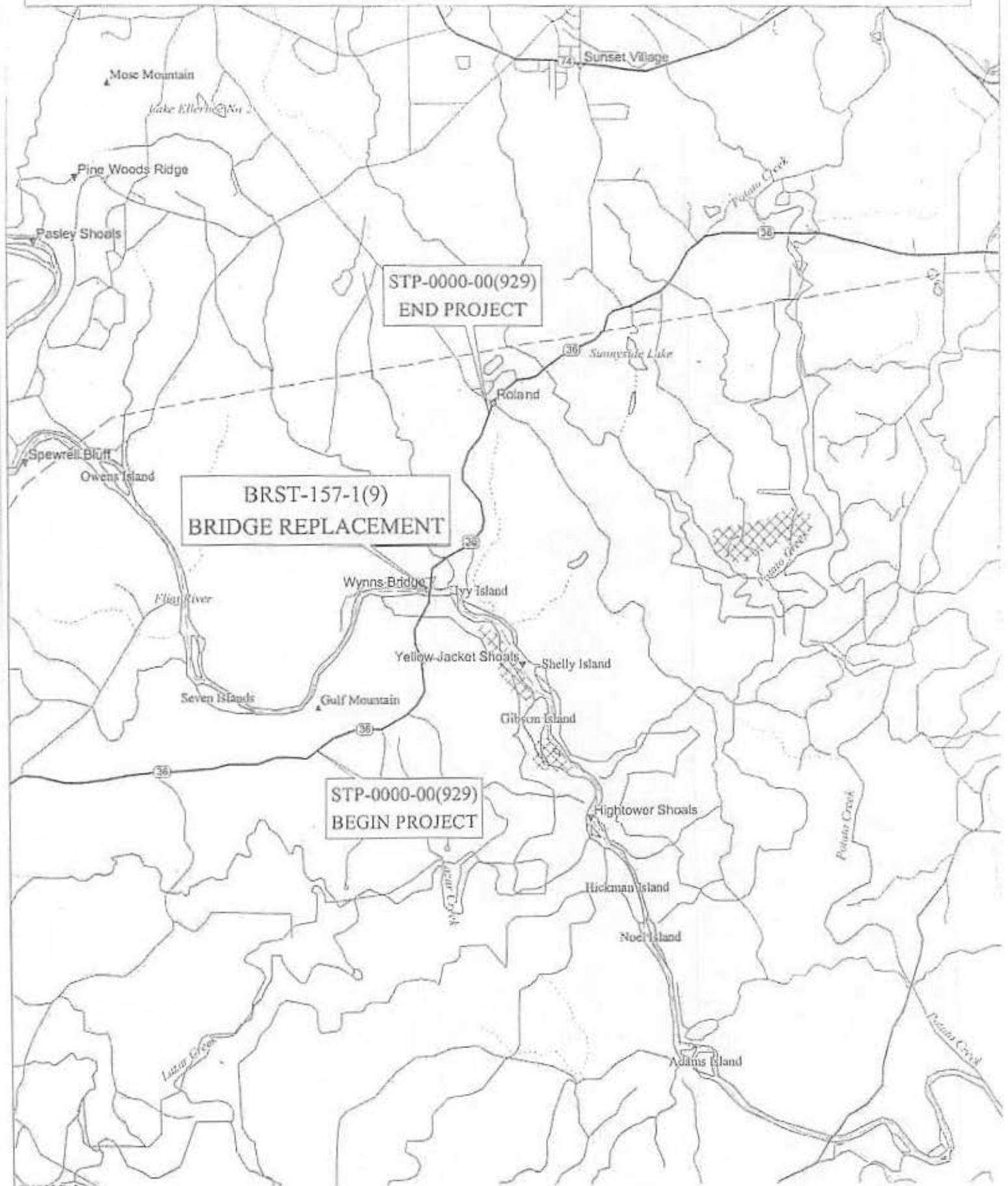
Approve:


Chief Engineer

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: BRST-157-1(9)		County: Talbot/Upson		PI No.: 333210	
Report Date: November 1, 2002		Concept By:			
		DOT Office: District 3			
<input type="checkbox"/> CONCEPT					
		Consultant: Cunningham & Company Engineers			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major	<input type="checkbox"/> Urban	<input type="checkbox"/> ATMS	
		<input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Rural	<input type="checkbox"/> Bridge	
				<input type="checkbox"/> Building	
				<input type="checkbox"/> Interchange	
				<input type="checkbox"/> Intersection	
				<input type="checkbox"/> Interstate	
				<input type="checkbox"/> New Location	
				<input checked="" type="checkbox"/> Widening & Reconstruction	
				<input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation					
Judgement					
Environmental					
Right of Way					
Utility					
Constructability					
Schedule					

BRST-157-1(9) - LOCATION SKETCH



PRELIMINARY COST ESTIMATE

PROJECT NUMBER: BRST-157-1(9)

COUNTY: Talbot/Upson

DATE: November 5, 2002

ESTIMATED LETTING DATE: March 2005

PREPARED BY: Terrie Salter – Cunningham & Company

PROJECT LENGTH: 4.09 Miles

() PROGRAMMING PROCESS

(X) CONCEPT DEVELOPMENT

() DURING PROJECT DEV.

PROJECT COST	
A. RIGHT-TO-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ 361,773.00
2. DISPLACEMENTS; RES:1, BUS;?, M.H.:?	\$ 0
3. OTHER COST (ADM./COST, INFLATION)	\$ 894,302.00
SUBTOTAL:	\$ 1,256,075.00
B. REIMBURSABLE UTILITIES: (ONLY IF NOT LGPA)	
1. RAILROAD	\$ -
2. TRANSMISSION LINES	\$ -
3. SERVICES	\$ 4,800.00
SUBTOTAL:	\$ 4,800.00
1. MAJOR STRUCTURES	
a. RETAINING WALLS	\$
b. BRIDGES 350' x 44' @ \$50/SQ. FT. APPROACH SLABS 310 SY @ \$100.00/SY	\$ 770,000.00 \$ 31,000.00
c. DETOUR BRIDGES	\$
d. BOX CULVERTS	\$
SUBTOTAL:C-1	\$ 801,000.00
2. GRADING AND DRAINAGE:	
a. EARTHWORK (98,000 cy @ \$5.00/cy)	\$ 490,000.00
b. DRAINAGE:	

PROJECT COST		
1) Slope Drain Pipe (150 lf @ 20/lf)		\$ 3,000.00
2) Conc. Spillway (2 ea @ 1000/ea)		\$ 2,000.00
3) Longitudinal System		\$ 0
SUBTOTAL:C-2		\$ 495,000.00
3. BASE AND PAVING:		
a. AGGREGATE BASE (1,700 TN @ \$15)		\$ 25,500.00
b. ASPHALT PAVING: Surface (245 TN @ \$36)	\$ 8,820.00	\$
Binder (325 TN @ \$35)	\$ 11,375.00	\$
Base (650 TN @ \$32)	\$ 22,750.00	\$
c. CONCRETE PAVING		\$ 0
d. MILLING AND SAWING		\$ 0
d. OTHER: LEVELING, TACK (Tack-210 GL @ \$.25)		\$ 53.00
SUBTOTAL:C-3		\$ 68,498.00
4. LUMP ITEMS:		
a. TRAFFIC CONTROL		\$ 30,000.00
b. CLEARING AND GRUBBING (5.1 AC @ \$4000)		\$ 20,400.00
c. GRASSING (4.2 AC @ \$1600)		\$ 6,720.00
d. EROSION CONTROL		\$ 40,000.00
e. DETOURS		\$ 0
SUBTOTAL:C-4		\$ 97,120.00
5. MISCELLANEOUS:		
a. LIGHTING		\$ 0
b. SIGNING - STRIPING -		\$ 0
c. GUARDRAIL(500 LF @ \$10) (2ea Type 1 @ \$500/ea; 2 ea Type 12 @ \$1,700.00/ea)		\$ 9,400.00
d. MEDIAN BARRIER (TEMP.)		\$ 0
SUBTOTAL:C-5		\$ 9,400.00
6. SIGNAL MODIFICATION	SUBTOTAL:C-6	\$ 0

ESTIMATE SUMMARY

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY	\$	1,256,075.00
B. REIMBURSABLE UTILITIES	\$	4,800.00
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$	801,000.00
2. GRADING AND DRAINAGE	\$	495,000.00
3. BASE AND PAVING	\$	68,498.00
4. LUMP ITEMS	\$	97,120.00
5. MISCELLANEOUS	\$	9,400.00
6. SIGNAL MODIFICATION	\$	0
SUBTOTAL CONSTRUCTION COST	\$	1,471,018.00
E. & C. (10%)	\$	147,101.80
INFLATION (5% PER YEAR)	\$	147,101.80
NUMBER OF YEARS	2	
TOTAL CONSTRUCTION COST	\$	1,765,221.60
GRAND TOTAL PROJECT COST		
	\$	3,026,096.00

* PROJECT SKETCH *



TOTAL ADDITIONAL R/W:
 $1085' \times 100' / 43560 = 2.49 \text{ AC}$

M.P. = 0.00
M.P. = 22.01

EXISTING SR 36

EXISTING 100' R/W

EXISTING BRIDGE

EXISTING SR 36

PROPOSED CENTER LINE

ESTIMATED 350' X 44' REGRD
REINF. CONC. BRIDGE

TOTAL PROJECT LENGTH = 1025'

BEGIN PROJECT
M.P. 22.92

END PROJECT
M.P. 0.09

TALBOT COUNTY
FLINT RIVER
UPSON COUNTY
COUNTY LINE

ORIGINAL TO GENERAL FILES

DOT 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRST-157-1(9) Talbot-Upson Counties OFFICE Preconstruction
 P. I. No. 333210
 DATE June 22, 2000

FROM *C. Wayne Hutto*
 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



TO	INIT	DATE
U.S.	2-5	
Const.		
Adm.		
St. Mgt.		
Plan.		
Proj. Mgt.	DM	
Eng.		
Tr. & C.	7-10	
Util.	7-10	
ES&E		
Safety		
Trans.		
Design		
Ops.		
RFW		

Return 1

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRST-157-1(9) Talbot-Upson Counties OFFICE Preconstruction
P.I. No. 333210 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 narrow and structurally deficient bridge on SR 36 over the Flint River, 9.6 miles east of Woodland, Georgia. The bridge, constructed in 1959, is 332' x 28', has a sufficiency rating of 42.3 and on a scale of 0 to 9, a structural evaluation rating of 2. Both scale ratings mandate replacement of the existing structure. State Route 36 is a major connector between Thomaston, Upson County and Columbus, Muscogee County. The existing roadway is a two-lane rural section with 12' travel lanes. State Route 36 is functionally classified as a rural minor arterial. The posted speed along this section of SR 36 is 55 MPH. Traffic is projected to be 1,300 and 1,900 VPD in year 2006 and 2026 respectively.

The construction proposes to relocate SR 36 west of its present location extending a total of 0.19 mile. The proposed new bridge will be 350' x 44' and will be located just west of the existing bridge structure. The relocated SR 36 will consist of two, 12' lanes with 10' rural shoulders (2' paved). The existing bridge site, after the bridge is removed, is proposed by the Department of Natural Resources to include construction of a new boat ramp.

This project must be coordinated with Project STP-0000-00(929) P. I. No. 0000929, in order to maintain traffic during construction. Project STP-0000-00(929) will construct a westbound passing lane located in Talbot County between ML 20.40 and ML 22.75 and an eastbound passing lane located in Upson County between ML 0.05 and ML 1.79. Project STP-0000-00(929) will realign SR 36 at the approaches so traffic can be maintained during construction of passing lanes on both sides of the bridge.

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.

J. Tom Coleman, Jr.
Page 2

BRST-157-1(9) Talbot-Upson
June 5, 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)	\$1,791,000	\$1,172,000	2004	03-07
Right-of-Way	\$ 236,000	\$ 10,000		
Utilities*	-----	-----		

*Talbot County refused LGPA for utilities 10-29-99; LGPA sent 7-29-99 requesting Upson County do utilities.

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

TLT:JDQ/cj

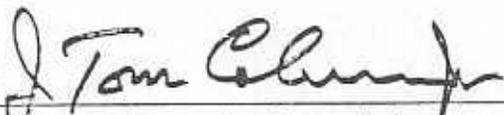
Attachment

CONCUR



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

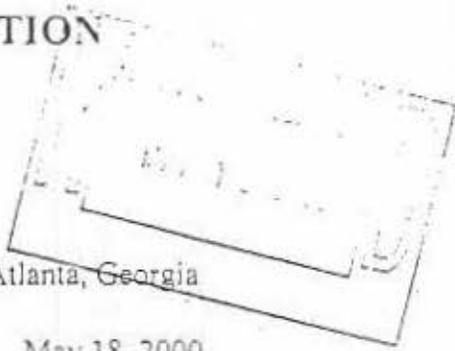
APPROVE



J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE: BRST-157-1(9) Talbot - Upson
P.I. Number 333210

OFFICE: Atlanta, Georgia

DATE: May 18, 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 May 15, 2000 by the letter from Glenn W. Durrence dated May 8, 2000, and have the following comment:

1. The estimated cost for reimbursable utilities was not included in the report.

The costs for the project are:

Construction	\$1,480,000
Inflation	\$ 148,000
E&C	\$ 163,000
Reimbursable Utilities	\$?
Right of Way	\$ 236,000

DTM

c: Glenn Durrence - Attention: Bill Rountree

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

BRST-157-1(9)
P.I. NO. 333210
TALBOT/UPSON COUNTY
FEDERAL ROUTE NO: None
STATE ROUTE NO: 36

Project Manager: William J. Rountree Date: May 8, 2000
William J. Rountree, P.E., District Design Engineer

RECOMMENDATION FOR APPROVAL

This project concept is contained 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 STIP.

DATE State Transportation Planning Administrator

DATE State Transportation Programming Engineer

DATE State Environmental / Location Engineer

5-8-00
DATE Allen W. Derr District Engineer / Thomaston ^{TBH}

DATE District Engineer / Thomaston

5/18/00
DATE C. J. McElroy Project Review Engineer

DATE Project Review Engineer

DATE State Traffic Operations Engineer

DATE State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

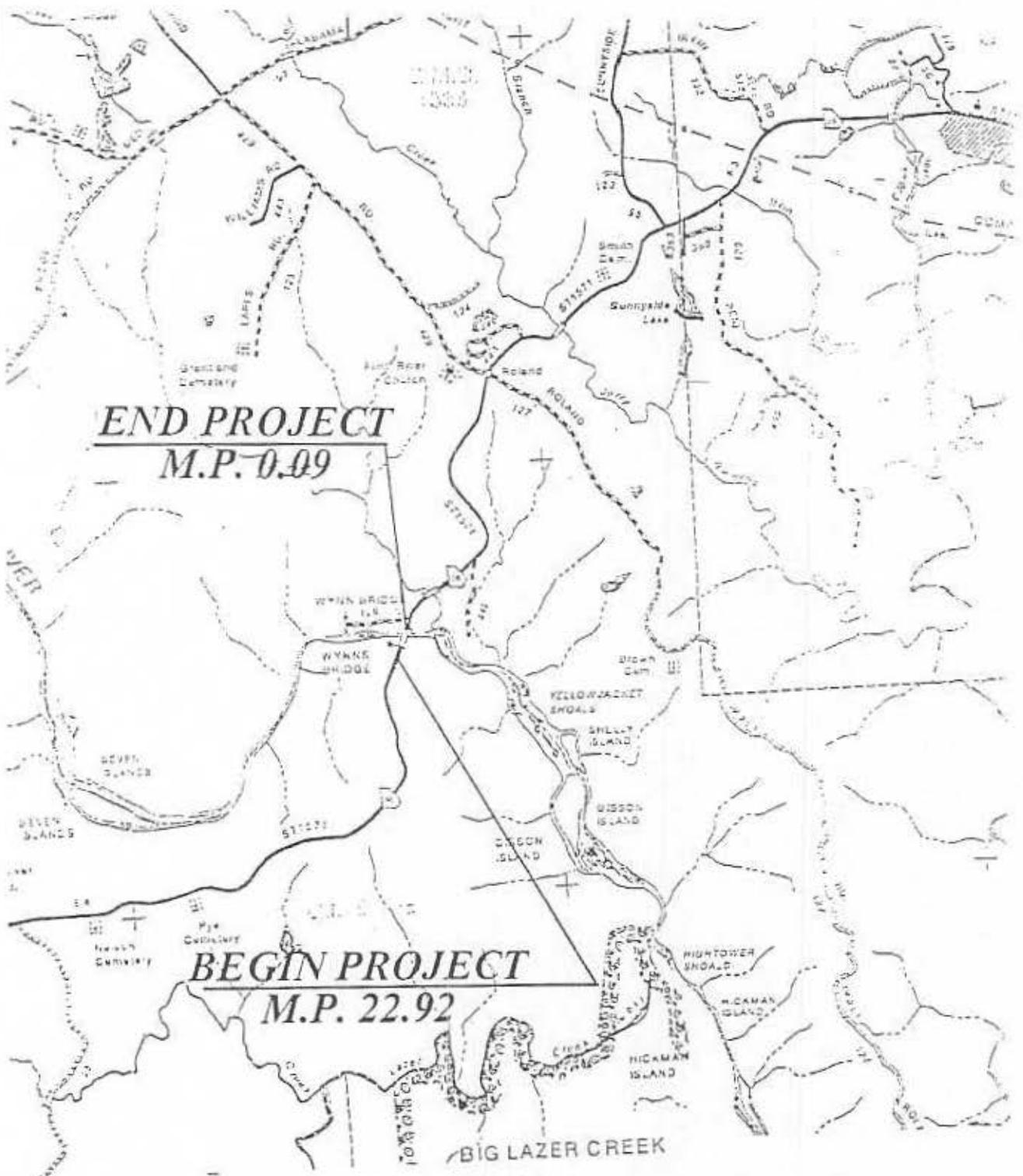
BRST-157-1(9)
P.I. NO. 333210
TALBOT/UPSON COUNTY
FEDERAL ROUTE NO: None
STATE ROUTE NO: 36

Project Manager: William J. Kountee Date: May 8, 2000
William J. Kountee, P.E., District Design Engineer

RECOMMENDATION FOR APPROVAL

This project concept is contained 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 STIP.

DATE	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE <u>5-8-00</u>	State Environmental / Location Engineer <u>Alan W. Henderson</u> <i>AWH</i>
DATE	District Engineer / Thomaston
DATE	Project Review Engineer
DATE	State Traffic Operations Engineer
DATE	State Bridge & Structural Engineer



END PROJECT
M.P. 0.09

BEGIN PROJECT
M.P. 22.92

PROJECT MAP

BRST-157-1(9) TALBOT/UPSON
P. I. NO. 333210

PROJECT LOCATION & DESCRIPTION		
PROJECT LENGTH: 0.19 miles		
TRAFFIC		
CURRENT		PROJECTED
AADT (YEAR) = 1500 VPD (2004)		AADT (YEAR) = 2700 VPD (2024)
		K = 9 %
		D = 60 %
		T = 7 %
		24 HR. T = 15 %
PDP CLASSIFICATION		FUNCTIONAL CLASSIFICATION
Minor		Rural Minor Collector
FOS ()	EXEMPT (X)	SF ()

PROJECT NEED & PURPOSE
<p>Bridge project BRST-157-1(9) will replace a narrow and structurally deficient bridge on SR 36 over the Flint River. The project is the result of a structural evaluation of bridges on the State Highway System. The bridge was constructed in 1959 and has a sufficiency rating of 42.3. The Office of Bridge Design has determined that any structure with a sufficiency rating less than 50 should be replaced rather than improved. This project will replace the existing bridge with a structurally adequate bridge.</p> <p>The Structural Evaluation Rating for the bridge is a 2. The Structural Evaluation Rating is on a scale of 0-9 with 2 being the lowest rating for an operable bridge. A zero requires closing the bridge and a 2 requires replacement. Both the Structural Evaluation Rating and the Sufficiency Rating mandate the bridge be replaced.</p> <p>State Route 36 is the major connector between Thomaston, Upson County and Columbus, Muscogee County. Existing land use is primarily agricultural, with limited residential parcels directly along the route. The existing roadway is a two-lane rural section with 12-foot travel lanes. State Route 36 is functionally classified as a Rural Minor Arterial. The posted speed limit along this section of SR 36 is 55 mph. The Average Daily Traffic (ADDT) along this section of roadway was 1,100 in 1998 and 11 percent were trucks. Traffic is projected to be 1,300 and 1,900 ADT in year 2006 and 2026 respectively.</p> <p>This project MUST be coordinated with project STP-0000-00(929), PI# 0000929 in order to maintain traffic during construction. Project # STP-0000-00(929) will realign SR 36 at the approaches so that traffic can be maintained during construction of passing lanes on both sides of the bridge. Project # STP-0000-00(929) will construct a westbound passing lane located in Talbot County between M.P. 20.40 and M.P. 22.75 and an eastbound passing lane located in Upson County between M.P. 0.05 and M.P. 1.79.</p> <p>Replacing this bridge will bring it up to current design standards and in doing so will improve the operation and safety of this roadway.</p>

EXISTING ROADWAY

TYPICAL SECTION: 2-12' lanes with 6' shoulders (2' paved)	2 Lane Rural	Right of Way WIDTH		
		100 ft.		
POSTED SPEED	MAX DEGREE OF CURVE	MAXIMUM GRADE		
55 mph	2°	7 %		
MAJOR STRUCTURES				
FEATURE INTERSECTED / TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
Reinf. Conc. Bridge / SR 36 at the Flint River	332'	28'		42.3
HAZARD INDEX: N/A				

**PROPOSED ROADWAY
 WIDENING AND RECONSTRUCTION**

TYPICAL SECTION: 2-12' Lanes with 10' Shoulders (2' paved)				
DESIGN SPEED	MAX DEGREE OF CURVE		MAX GRADE	
55 mph	Allowable	6°	Allowable	7 %
	Proposed	2°	Proposed	7 %
PROPOSED MAJOR STRUCTURES				
FEATURE INTERSECTED / TYPE			LENGTH	WIDTH
Reinf. Conc. Bridge / SR 36 at the Flint River			350'	44'

PROPOSED RIGHT OF WAY

RIGHT OF WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS		
100' ft. Additional Estimated	Approximately 4	RES: <u>0</u>	BUS: <u>0</u>	M.H.: <u>0</u>
RIGHT OF WAY ACQUISITION BY: GaDOT				
TYPE OF ACCESS CONTROL: Access controlled by permit				

COORDINATION AND SCHEDULING

CONCEPT TEAM MEETING DATE: December 17, 1999

CONFORMS TO TIP/STIP: YES

MEETS LOGICAL TERMINI REQUIREMENTS: YES

P.A.R. MEETING: Not required.

LOCATION INSPECTION DATE: Pending

PERMITS REQUIRED (4f, COE, 404, etc.): A nationwide 404 is anticipated.

LEVEL OF PUBLIC INVOLVEMENT: None required but a public meeting will be held.

TIME SAVING PROCEDURES APPROPRIATE: Yes

OTHER PROJECT IN THE AREA: Project STP-0000-00(929) Talbot/Upson 0000929 is a project that that was split out of Sites 4&5 on project STP-157-1(8) Talbot/Upson 332900. This project realigns SR 36 in and must be let with the SR 36 bridge replacement in order to maintain traffic during Construction.

The Department of Natural Resources proposes to build a new boat ramp in the location of the old bridge after it is removed. Coordination with the planning and construction of the new boat ramp will be required.

LOCAL GOVERNMENT COMMENTS: Talbot refused the LGPA 10-29-99 for Utilities. The LGPA for Utilities was also sent to Upson 7-29-99 but they have not responded.

SCHEDULING CONSIDERATIONS

TIME TO COMPLETE ENVIRONMENTAL: 3 MONTHS

TIME TO COMPLETE PRELIMINARY RD/RW PLANS: 6 MONTHS

TIME TO COMPLETE 404 PERMIT: 2 MONTHS

TIME TO COMPLETE FINAL CONSTRUCTION PLANS: 6 MONTHS

TIME TO BUY RIGHTS-OF-WAY: 8 MONTHS

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Traffic will be maintained on the existing road during construction.

LEVEL OF ENVIRONMENTAL ANALYSIS: A Categorical Exclusion is anticipated.

UNDERGROUND STORAGE TANKS: None anticipated

HAZARDOUS SITES: None anticipated

DESIGN VARIATIONS REQUESTED

DESIGN ELEMENT	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST ROADWAY WIDTH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST SHOULDER WIDTH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST VERTICAL GRADES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST CROSS SLOPES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST STOPPING SIGHT DIST	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST SUPERELEV RATES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST HORIZONTAL CLEARANCE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST SPEED DESIGN	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST VERTICAL CLEARANCE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST BRIDGE WIDTH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST BRIDGE CAPACITY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ALTERNATIVES CONSIDERED

1. No build.
2. "Build". Replace a narrow and structurally deficient bridge on SR 36 over the Flint River.

COMMENTS: We recommend that the Planning and Programming Office tie this project to project STP-0000-00(929) Talbot/Upson 0000929 which realigns SR 36 and must be let with the SR 36 Flint Bridge Replacement in order to maintain traffic during Construction.

The Department of Natural Resources proposes to build a new boat ramp at the location of the old bridge after it is removed. Coordination with the planning and construction of the new boat ramp facility will be required.

ATTACHMENTS: Cost Estimate, Typical Section, Project Sketch, Concept Team Meeting Minutes, and Notice of Location and Design Approval.

PRELIMINARY COST ESTIMATE

PREPARED BY: Bill Rountree

PROJECT LENGTH: 0.19 miles

ESTIMATED LETTING DATE: July 2002

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

PROJECT COST

A. RIGHT-TO-WAY:

1. PROPERTY (LAND & EASEMENT)	\$	145,000.00
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0	\$	0.00
3. OTHER COST (ADM./COST, INFLATION)	\$	91,150.00
SUBTOTAL:A	\$	236,150.00

B. REIMBURSABLE UTILITIES:

1. RAILROAD	\$	-
2. TRANSMISSION LINES	\$	-
3. SERVICES	\$	-
Talbot refused and Upson has not signed the LGPA. SUBTOTAL:B	\$	LGPA

C. CONSTRUCTION:

1. MAJOR STRUCTURES

a. SR 36 Bridge @ Flint River 350'X44' @ \$50/SQ. FT.	\$	770,000.00
b. OTHER (Approach Slabs 310 SY @ \$ 100.00 / SY)	\$	31,000.00
SUBTOTAL:C-1	\$	801,000.00

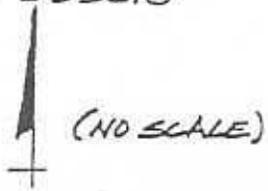
2. GRADING AND DRAINAGE:

a. EARTHWORK (98,000 cy @ \$5.00/cy)	\$	490,000.00
b. DRAINAGE:		
1) Slope Drain Pipe (150 ft. @ \$20/ft.)	\$	3,000.00
2) Conc. Spillways (2 ea @ 1000/ea.)	\$	2,000.00
3) Longitudinal System(include catch basins)	\$	-
SUBTOTAL:C-2	\$	495,000.00

3. BASE AND PAVING:

a. AGGREGATE BASE (1,700 Ton @ \$15/Ton)	\$	25,500.00
b. ASPHALT PAVING:		
Surface (245 Ton @ \$36/ Ton)	\$	8,820
Binder (325 Ton @ \$35/ Ton)	\$	11,375
Base (650 Ton \$32/Ton)	\$	22,750
SUBTOTAL:C-3.b	\$	42,945.00
c. CONCRETE PAVING		
d. OTHER (Bituminous Tack 210 Gal @ \$ 0.25/Gal)	\$	53.00
SUBTOTAL:C-3	\$	68,498.00

BRST-157-1(9) | TALBOT/UPSON | PROJECT SKETCH
 P.I. NO. 333210



TOTAL ADDITIONAL R/W
 $1085' \times 100' = 2.491$ ACRES

M.P. 0.09

1025'
 TOTAL PROJECT LENGTH

100'
 REQ'D R/W

337.5'
 TAPER

END
 PROJECT

PROPOSED S.R. 36

EXIST. R/W

S.R. 36 TO THOMASTON

EXIST. R/W

ESTIMATED 350' X 44' REQ'D
 REINF. CONC. BRIDGE

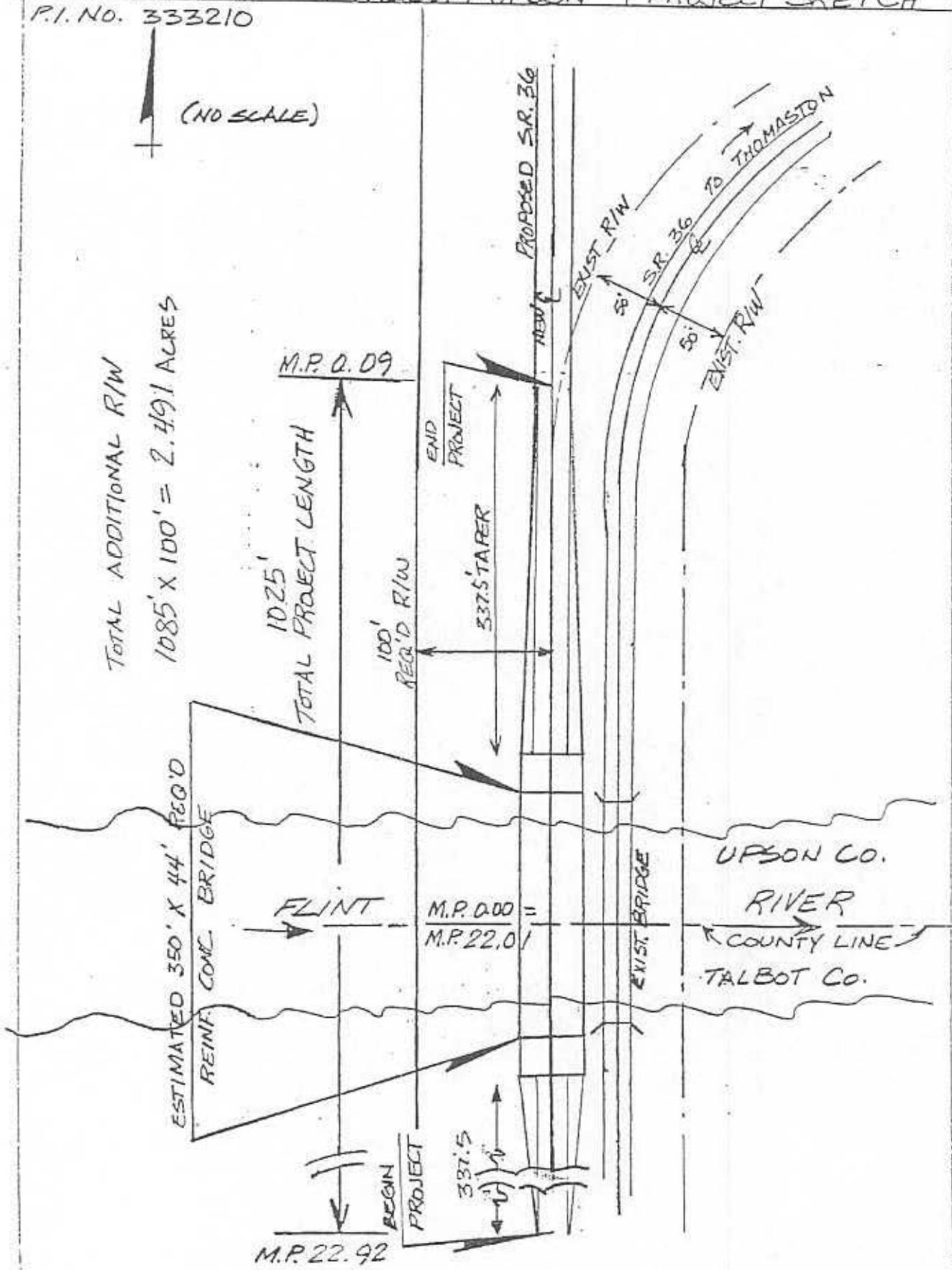
FLINT

M.P. 0.00 =
 M.P. 22.01

UPSON CO.
 RIVER
 COUNTY LINE
 TALBOT CO.

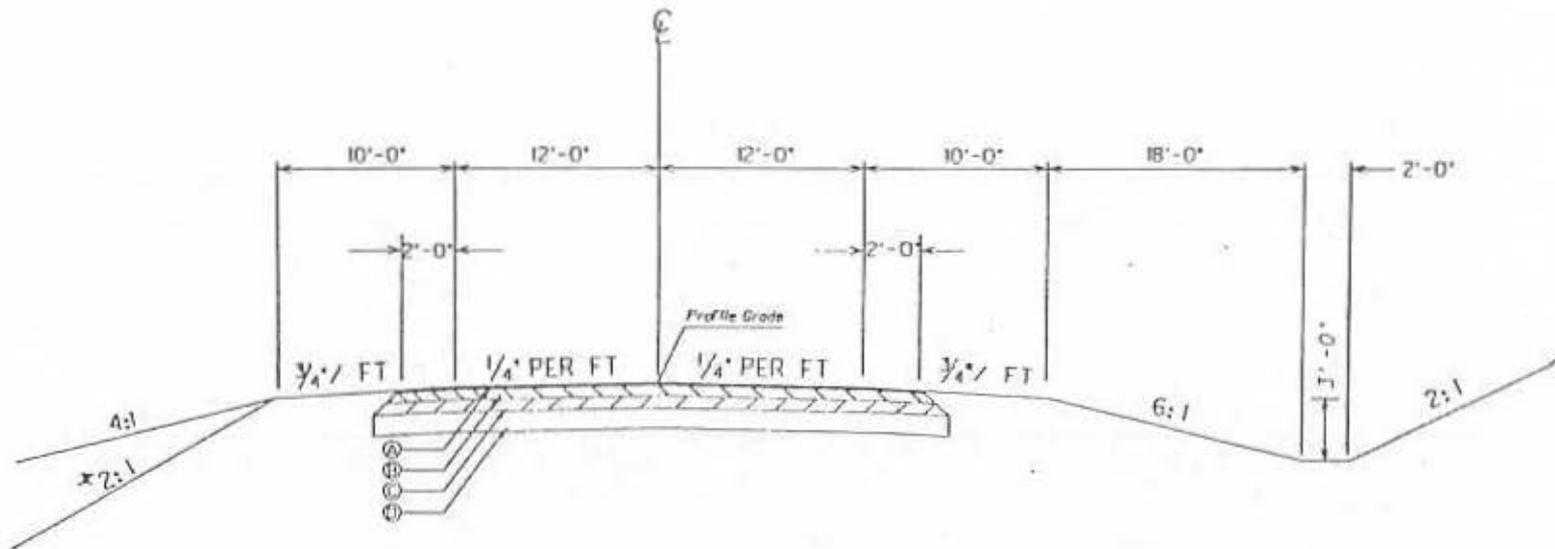
EXIST. BRIDGE

BEGIN
 PROJECT
 337.5'
 M.P. 22.92



TYPICAL SECTION

NO SCALE



* AT GUARDRAIL LOCATIONS

- (A) = 165 LBS/SY. 12.5 mm ASPH.CONC.MIX
- (B) = 220 LBS/SY. 19 mm ASPH.CONC.MIX
- (C) = 440 LBS/SY. 25 mm ASPH.CONC.MIX
- (D) = 10" GRADED AGGR.BASE

PROJECT BRST-157-1(9)
 COUNTY TALBOT/UPSON
 P.I.NO. 333210

CONCEPT MEETING MINUTES

BRST-157-1(9)
PI # 333210
TALBOT/UPSON COUNTY
December 17, 1999

Location: Thomaston-Upson Archive Building

Time: 9:00 am to 10:30 am

Attendance: Please see attached sign-in sheet

I. Introduction

Bill Rountree, District Design Engineer, introduced himself and then gave a brief description of the overall project including the Talbot/ Upson passing lane and the SR 36 Flint River Bridge Replacement.

Bill Rountree had each person in attendance introduce themselves and their respective office.

II. SR 36 Passing Lanes Site 1 - 6 and Flint River Bridge Replacement Description

Bill Rountree gave an in-depth description of each site including the Flint River Bridge Replacement, listing any problems that are known and asking for input on any potential problems.

III. Individual Office Comments

Bill Rountree asked each office in attendance to provide comments on the project.

1. Environmental (Mitch Britt)

a. Mitch asked about the Flint River Bridge age, stating that it may be historic if 50 years or older.

b. Mitch commented that the Passing Lane project may require an EA, and that the time frame for clearance would probably be at least 8 to 12 months.

Also, he stated that breaking the project up into two different projects, one with Sites 1-3 and 6, and the other including Sites 4-5 and the bridge project, may be a more logical approach since the Sites 4-5 and bridge project may hold up the other sites with environmental clearance.

c. Keith Rohling stated that Site 4 might have an involvement with a cemetery.

2. Utilities (Kerry Gore)

a. Kerry recommended that the R/W not be limited access to help with the issues created with the excess R/W created from the realignment of Sites 4 & 5. Bill Rountree agreed, stating that at this time the R/W was planned not to be limited access.

b. Kerry also asked that the existing utility estimate be used, even with the new

alignment.

3. Traffic Operations (Keith Rohling)
 - a. Keith asked that the intersecting roads throughout the project limits be looked at for possible improvements, including angle of intersection, sight distance, and vertical geometrics. Bill Rountree agreed to evaluate the intersections in the design process.
4. Maintenance (Thomas Howell)
 - a. Thomas suggested all corrugated metal cross drain pipes be replaced.
 - b. Also, Thomas asked that all driveways be paved to the R/W.
 - c. Clay Moore suggested that the Pavement Design be revised to 1 ½" "E" Asphalt Concrete, 2" "B" Asphalt Concrete, 4" Asphalt Concrete Base, and 12" GAB. Bill Rountree agreed, and stated that each Typical Section would be revised.
 - d. Thomas suggested grading the embankment located on the East Side of Reeve's Place Road for sight distance improvement at Reeve's Place Road. Bill Rountree agreed to look at this in the design phase.

IV. Questions/Comments

After each office presented their individual comments, Mr. Rountree asked for any general comments.

1. Thomas Howell from Maintenance asked about the current alignment at the Flint River Bridge, if other locations had been evaluated to help alleviate the steep vertical grades that may be encountered with the current alignment. Mr. Rountree responded that the current alignment was preliminary, but that several other alternatives had been reviewed, with the current alignment being the best at this time.
2. David Millen of Preconstruction asked if the business (Shreno's) at the end of Site 5 would be affected by this project. Bill Rountree responded that preliminary drawings show that some R/W may be required, but the extent would not be known until the actual survey and design is completed.

V. Wrap-Up

Bill Rountree adjourned the meeting after all questions and statements had been resolved.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

BRST-157-1(9)
P.I. NO. 333210
TALBOT/UPSON COUNTY
FEDERAL ROUTE NO: None
STATE ROUTE NO: 36

Project Manager: William J. Kountree Date: May 8, 2000
William J. Kountree, P.E., District Design Engineer

RECOMMENDATION FOR APPROVAL

This project concept is contained 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 STIP.

<u>5-19-00</u> DATE	<u>[Signature]</u> State Transportation Planning Administrator
_____ DATE	_____ State Transportation Programming Engineer
_____ DATE	_____ State Environmental / Location Engineer
<u>5-8-00</u> DATE	<u>[Signature]</u> <i>TH</i> District Engineer / Thomaston
_____ DATE	_____ Project Review Engineer
_____ DATE	_____ State Traffic Operations Engineer
_____ DATE	_____ State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

BRST-157-1(9)
P.I. NO. 333210
TALBOT/UPSON COUNTY
FEDERAL ROUTE NO: None
STATE ROUTE NO: 36

Project Manager: William J. Kountree Date: May 8, 2000
William J. Kountree, P.E., District Design Engineer

RECOMMENDATION FOR APPROVAL

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DATE State Transportation Planning Administrator

DATE State Transportation Programming Engineer

DATE State Environmental / Location Engineer

5-8-00 John W. Deramus *JWD*
DATE District Engineer / Thomaston

DATE Project Review Engineer

5/19/2000 Maria Halstead
DATE State Traffic Operations Engineer

DATE State Bridge & Structural Engineer

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: BRST-157-1(9)/Talbot-Upson Counties
P.I. No. 333210

Office: Traffic Operations
Atlanta, Georgia
Date: May 16, 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 narrow and structurally deficient bridge on SR 36 over the Flint River. The bridge, constructed in 1959, is 28 feet in width, has a sufficiency rating of 42.3 and on a scale of 0 to 9, a Structural Evaluation Rating of 2. Both scale ratings mandate replacement of the existing structure.

SR 36, is a two lane rural roadway with a posted speed limit of 55mph. This project will construct a new bridge, 44 feet wide, on new location west of the existing bridge. The proposed typical for the SR 36 approach consist of two 12 foot lanes with 10 foot shoulders, of which 2 feet will be paved. Traffic is to be maintained on the existing roadway during construction.

The existing bridge site, after the bridge's removal, is proposed by the Department of Natural Resources to include construction of a new boat ramp.

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
Glenn Durrence, P.E., District Engineer, Thomaston
Attention: Bill Roundtree, P.E.
David Mulling, w/ attachment
Marta Rosen
Chuck Hasty, TMC
General Files

