

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 343420-, Heard County **OFFICE** Preconstruction
BRST-2797(4)
SR 100 over New River and Clear Creek **DATE** February 28, 2006

FROM *MBP* *Cyber* *Kepler*
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 343420-, Heard County **OFFICE** Preconstruction
BRST-2797(4)
SR 100 over New River and Clear Creek **DATE** February 20, 2006

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

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

SUBJECT PROJECT CONCEPT REPORT

This project is the replacement of two narrow and structurally deficient bridges on SR 100 over New River, 2.9 miles west of Corinth, and on SR 100 over Clear Creek, 4.2 miles west of Corinth, Georgia. The existing New River bridge is a 293', ten(10) span steel girder bridge with a 30' wide concrete deck and a sufficiency rating of 29. The existing Clear Creek bridge is a 108', four(4) span steel girder bridge with a 30.2' wide concrete deck and a sufficiency rating of 40. The existing approaches consist of two, 12' lanes with rural shoulders on a variable 100'-150' of existing right-of-way. State Route 100 is functionally classified as a rural major collector and is designated as a school bus route. The base year traffic (2008) on this section of SR 100 is 3,100 VPD and the 20 year traffic (2028) or design year projected volume is 4,400 VPD. The posted speed and the design speed are 55 MPH.

Project BRST-2797(4) combines two projects, BRST-2797(4), P.I. No. 343420-, and BRST-2797(3), P.I. No. 343421-, into one project.

The construction proposes to replace the existing bridges over New River and Clear Creek. The proposed New River bridge will be a 360' x 44' bridge located on new alignment approximately 50' north of the existing bridge. The proposed Clear Creek bridge will be a 120' x 44' bridge located on new alignment approximately 50' south of the existing bridge. During the construction of the proposed bridges, traffic will be maintained on existing alignment.

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

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$4,045,000	\$2,200,000	LICO	2010
Right-of-Way	\$ 40,000	\$ 28,000	LICO	2007
Utilities*	\$ 100,000			

David Studstill

Page 2

P. I. No. 343420-, Heard

February 20, 2006

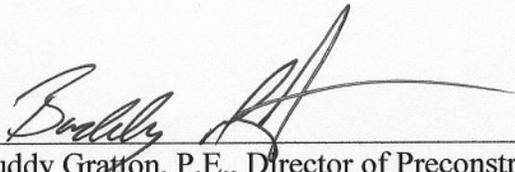
*Heard County refused LGPA for utilities 7-2-03; rescission letter sent to Heard County 6-3-05.

I recommend this project concept be approved.

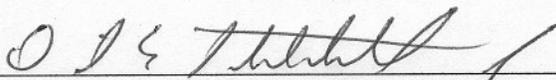
MBP:JDQ/cj

Attachment

CONCUR


Buddy Gratton, P.E., Director of Preconstruction

APPROVE


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

**NOTICE OF LOCATION DESIGN APPROVAL
BRST-2797(4) HEARD COUNTY
P.I. No. 343420**

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.

Date of Location Design Approval: FEBRUARY 28, 2006

The bridge replacement project on SR 100 over New River, 2.9 miles west of Corinth will replace the existing deficient 293' x 30' bridge with a new bridge that will be 44 feet wide and approximately 360 feet long. The bridge replacement project on SR 100 over Clear Creek, 4.2 miles west of Corinth will replace the existing deficient 108' x 30.2' bridge with a new bridge that will be 44 feet wide and approximately 120 feet long. SR 100 will remain open during construction of the new bridges. The project lies entirely within Heard County and within Land District 3 and Land Lots 189,220,223,224, 253 and 254.

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

**Gary Mailhot, Area Engineer
Department of Transportation
Columbus District Office
3600 Schatulga Road
Columbus, Georgia 31907
(706) 568-2165**

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

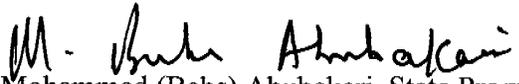
**Mohammed (Babs) Abubakari, P.E., State Consultant Design and
Program Delivery Engineer
Department of Transportation
No. 2. Capitol Square
Atlanta, Georgia 30334
(404) 463-6133
babs.abubakari@dot.state.ga.us**

Any written request of 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**

INTERDEPARTMENT CORRESPONDENCE

FILE **BRST-2797(4) Heard County** OFFICE Atlanta
SR 100 over New River and Clear Creek
P.I. No. 343420- DATE February 2, 2006

FROM 
Mohammed (Babs) Abubakari, State Program Delivery and Consultant Design Engineer

TO Margaret B. Pirkle, Assistant Director of Preconstruction

SUBJECT **PROJECT CONCEPT REPORT**

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP). This Concept Report proposes combining the following project into the subject project and deleting it from the work program:

343421- Heard BRST-2797(3) SR 100 over Clear Creek 4.2 mi W of Corinth

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

If you have any questions or require further information please call (404)463-6135 or Scott Caples of URS Corporation at (678) 808-8815.

Distribution:

Brian Summers, Project Review Engineer
Harvey Keepler, State Environmental/Location Engineer
Keith Golden, State Traffic Safety and Design Engineer
Joe Palladi, State Transportation Planning Administrator
Jamie Simpson, State Financial Management Administrator
Thomas Howell, District Engineer – Thomaston
Paul Liles, State Bridge & Structural Engineer

MBA:MAH:EJC

cc: URS Corporation

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Consultant Design
PROJECT CONCEPT REPORT

Project Number: BRST-2797(4)

County: Heard

P.I. Number: 343420

Federal Route Number: N/A

State Route Number: SR 100

DESCRIPTION: SR 100 over New River 2.9 mi W of Corinth and SR 100 over Clear Creek 4.2 mi. W of Corinth

Recommendation for approval:

DATE 2-7-06

DATE 02/07/06



Project Manager



State Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

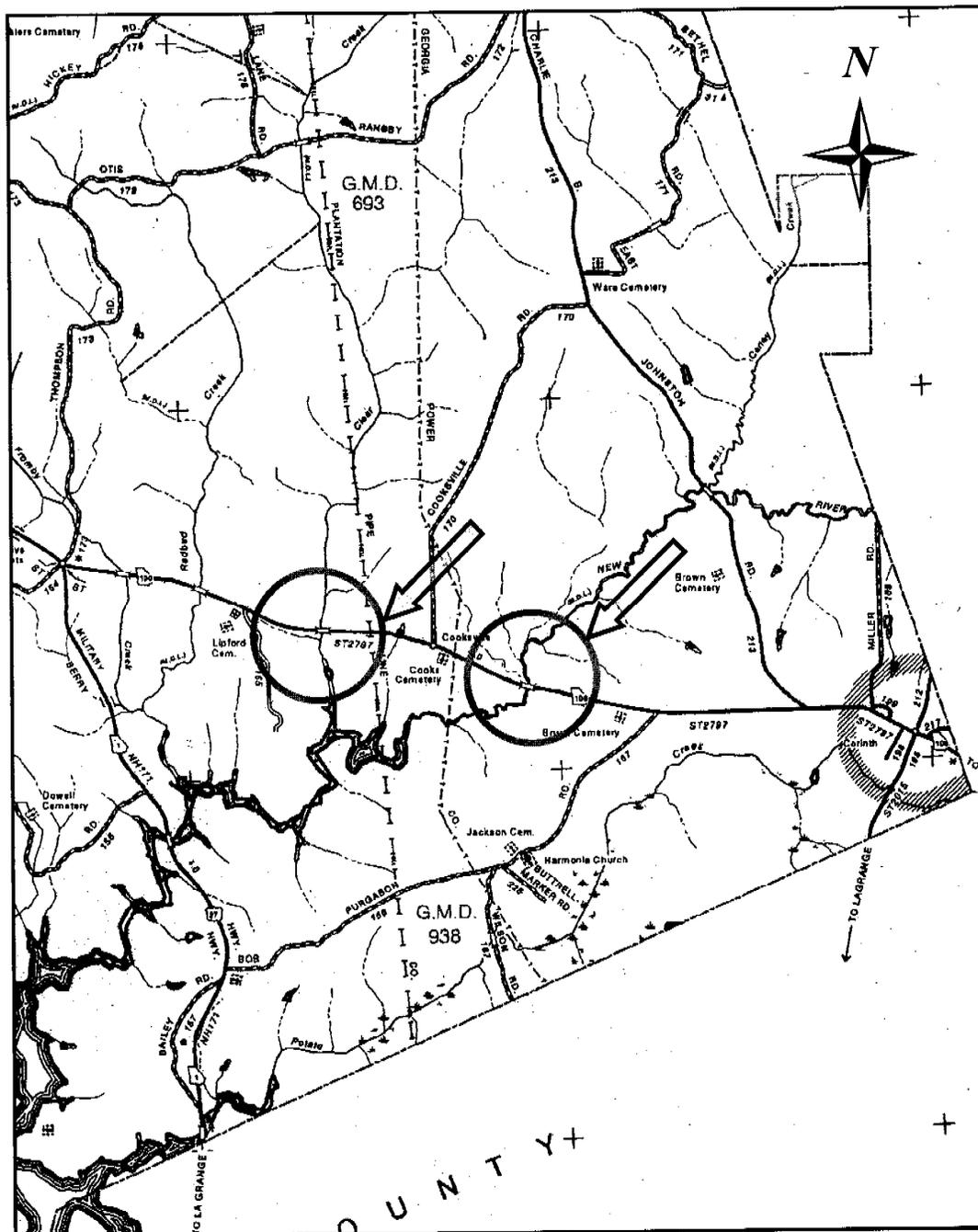
District 3 Engineer

DATE _____

State Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer



Scale: 1 inch = 1 mile

Location Map

Project: BRST-2797(4) Heard County PI No.: 343420

Description: SR 100 over New River 2.9 mi W of Corinth and SR 100 over Clear Creek 4.2 mi. W of Corinth

Need and Purpose: See attached Need & Purpose Statement.

Description of the proposed project: Project BRST-2797(4) combines two previously programmed projects, BRST-2797(4) and BRST-2797(3), into one project. Project BRST-2797(4) is a bridge replacement project for two bridges in Heard County on SR 100 over New River [previously BRST-2797(4)], located 2.9 miles west of Corinth and on SR 100 over Clear Creek [previously BRST-2797(3)], located 4.2 miles west of Corinth. The gross total project length is approximately 10,750 feet (2.04 miles), beginning at M.P. 2.65 and extending to M.P. 4.62. There is an exception of 3,400 feet (0.64 miles) between the two bridges. With this exception, the net length of project is 7,350 feet (1.39 miles). The purpose of this project is to replace the structurally deficient and functionally obsolete bridges on SR 100 over New River and over Clear Creek. The proposed New River Bridge will be a 360-foot bridge located on new alignment approximately 50 feet north of the existing bridge. The proposed Clear Creek Bridge will be a 120-foot bridge located on new alignment approximately 50 feet south of the existing bridge. During construction of the proposed bridges, traffic will be maintained on existing alignment.

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

PDP Classification: Major _____ Minor

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

Functional Classification: Rural Major Collector

U.S. Route Number(s): N/A **State Route Number(s):** SR 100

Traffic (AADT):

Current Year (2000): 2500 Base Year (2008): 3100 Design Year (2028): 4400

Existing design features:

- Typical Section: Two 12'-0" paved travel lanes with 6' shoulders
- Posted speed: 55 mph Maximum degree of curvature: 2°00'
- Maximum grade: 6.0 % (mainline)
- Width of right of way: Varies from 100 feet to 150 feet.
- Major structures: The existing New River Bridge is a 293-foot, 10 span steel girder bridge with a 30-foot wide concrete deck and a sufficiency rating of 29.60. The existing Clear Creek Bridge is a 108-foot, 4 span steel girder bridge with a 30.2-foot wide concrete deck and a sufficiency rating is 40.7.
- Major interchanges or intersections along the project: None

Proposed Design Features:

- Proposed typical section(s): Two 12'-0" travel lanes with 10'-0" shoulders that include a 2'-0" paved shoulder. Typical section attached.
- Proposed Design Speed Mainline: 55 mph
- Proposed Maximum Grade Mainline: 5.02 % Maximum Grade Allowable: 7 %
- Proposed Maximum Grade Side Street: N/A Maximum Grade Allowable: N/A
- Proposed Maximum Grade Driveway: N/A

- Proposed Maximum Degree of Curve: 2°17' Maximum Degree Allowable: 5°56'
- Right of way
 - ◊ Width: Varies from 100 feet to 223 feet.
 - ◊ Easements: Temporary (), Permanent (X), Utility (), Other ().
 - ◊ Type of access control: Full (), Partial By Permit (X), Other ().
 - ◊ Number of parcels: 11 Number of displacements:
 - ◊ Business: 0
 - ◊ Residences: 0
 - ◊ Mobile homes: 0
 - ◊ Other: N/A

- Structures:
 - ◊ Bridges: Proposed New River Bridge: The proposed concrete bridge will be 44 feet wide (gutter to gutter) and approximately 360 feet long, consisting of two 12'-0" travel lanes and 10'-0" shoulders. Proposed Clear Creek Bridge: The proposed concrete bridge will be 44 feet wide (gutter to gutter) and approximately 120 feet long, consisting of two 12'-0" travel lanes, and 10'-0" shoulders.
 - ◊ Retaining walls: None
- Major intersections and interchanges: None
- Traffic control during construction: Traffic will be maintained on the existing alignment during the construction of the proposed bridges.
- 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: possible wetland impacts
- Level of environmental analysis:
 - ◊ Are Time Saving Procedures appropriate? Yes (X), No ()
 - ◊ Categorical Exclusion Anticipated (X),
 - ◊ Environmental Assessment/Finding of No Significant Impact (FONSI) (),or
 - ◊ Environmental Impact Statement (EIS) ().
- Utility involvement: Overhead power lines and water line on south side of the roadway.

Project responsibilities:

- ◇ Design: Consultant
- ◇ Right of Way Acquisition: GDOT
- ◇ Relocation of Utilities: Heard County (LGPA Signed July 2, 2003 and rescinded on June 3, 2005)
- ◇ Letting to contract: GDOT
- ◇ Supervision of construction: GDOT
- ◇ Providing material pits: Contractor
- ◇ Providing detours: N/A

Coordination

- Initial Concept Meeting date and brief summary: None.
- Concept meeting date: September 19, 2005. Minutes are attached.
- P. A. R. meetings, dates and results: None.
- FEMA, USCG, and/or TVA: Nationwide 404
- Public involvement: N/A
- Other projects in the area: None
- Railroads: None
- Other coordination to date: None

Scheduling - Responsible Parties' Estimate

- Time to complete the environmental process: 9 months
- Time to complete preliminary construction plans: 4 months
- Time to complete right of way plans: 2 months
- Time to complete the Section 404 Permit: 6 months
- Time to complete final construction plans: 4 months
- Time to complete to purchase right of way: 12 months
- List other major items that will affect the project schedule: N/A

Alternates considered: (1) Build proposed bridge for the New River Bridge on permanent new alignment parallel to and offset to the north of existing bridge. Build proposed bridge for the Clear Creek Bridge on permanent new alignment parallel to and offset to the south of existing bridge. Demolish both existing bridges. (2) Build proposed bridges on the same alignment as the existing bridges by using onsite temporary detours to maintain traffic for both bridges. (3) Build proposed bridge for the New River Bridge on permanent new alignment parallel to and offset to the south of existing bridge. Build proposed bridge for the Clear Creek Bridge on permanent new alignment parallel to and offset to the north of existing bridge. Demolish both existing bridges. (4) Build proposed bridge on the same alignment as the existing bridges by using an offsite temporary detour to maintain traffic for both bridges. (5) No build for both bridges.

Comments: None

Comparison of Concepts 1 through 4

Alternate (1) is selected for this concept.

Alternate (2) was eliminated because the cost is \$412,738 higher than the cost of the preferred alternate (see attached estimate).

Alternate (3) was eliminated due to environmental impacts (archeology) and impacts to Army Corps of Engineers property of the proposed New River Bridge.

Alternate (4) was eliminated due to the total length of the offsite detour and the need to upgrade approximately 3 miles of Bob Purgason Road to state route standards.

Alternate (5) was eliminated due to deficient design live load and long term maintenance costs.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C
 - b. Onsite Detour Cost
2. Typical sections,
3. Bridge inventory,
4. Location and Design Notice (On Minor Projects),
5. N & P
6. Traffic Counts
7. Concept Meeting Minutes

PRELIMINARY COST ESTIMATE

Alternate #1

PROJECT NUMBER: BRST-2797(4) COUNTY: Heard
 DATE: 8/16/2005 ESTIMATED LETTING DATE:
 PREPARED BY: Kimley-Horn and Associates PROJECT LENGTH: 1.39

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

PROJECT COST		
A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT) (358,000 ft ² @ \$0.25/ft ²)		\$89,500
2. DISPLACEMENTS; RES: 0, BUS; 0, M.H.: 0		
3. OTHER COST (ADM./COST, INFLATION)		
SUBTOTAL: A		\$89,500
B: REIMBURSEABLE UTILITIES: (Heard Co rescinded LGPA 6/3/05)		
1. RAILROAD		
2. TRANSMISSION LINES		
3. SERVICES (Water & Sewer)		\$100,000
SUBTOTAL: B		\$100,000
C: CONSTRUCTION:		
1. MAJOR STRUCTURES		
a. BRIDGE (47.25' x 360', 47.25'x120' = 22,680 ft ² x \$55)		\$1,247,400
b. REMOVAL OF EXISTING BRIDGE		\$241,000
SUBTOTAL: C-1		\$1,488,400
2. GRADING AND DRAINAGE:		
a. EARTHWORK (incl. GRADING)		\$400,000
b. DRAINAGE:		
1) Cross Drain Pipe		\$0
2) Curb and Gutter		\$0
3) Longitudinal System (incl. catch basins)		\$0
SUBTOTAL: C-2		\$400,000
3. BASE AND PAVING:		
a. AGGREGATE BASE: \$14.81/tn		\$223,516
b. ASPH. PAVING: Surface \$62.40/tn	\$96,320	
Binder \$60.30/tn	\$156,960	
Base \$45.00/tn	\$396,170	
SUBTOTAL: C-3.b		\$649,450
c. CONCRETE PAVING		
d. OTHER		
SUBTOTAL: C-3		\$872,966
4. LUMP ITEMS:		
a. GRASSING		\$15,000
b. CLEARING AND GRUBBING		\$60,000
c. LANDSCAPING		\$0
d. EROSION CONTROL		\$21,000
e. TRAFFIC CONTROL		\$30,000
SUBTOTAL: C-4		\$126,000
5. MISCELLANEOUS:		
a. LIGHTING		\$0
b. SIGNING & MARKING		\$6,000
c. GUARDRAIL		
Type T (\$30 x 168')		\$5,040
Type W (\$13 x 3325')		\$43,225
Type 12 Anchor (\$1500/each x 6)		\$9,000
Type 1 Anchor (\$500/each x 6)		\$3,000
d. SIDEWALK		\$0
SUBTOTAL: C-5		\$66,265
6. SPECIAL FEATURES		
SUBTOTAL: C-6		\$0

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY		\$89,500
B. REIMBURSEABLE UTILITIES		\$100,000
C. CONSTRUCTION		
1. MAJOR STRUCTURES		\$1,488,400
2. GRADING AND DRAINAGE		\$400,000
3. BASE AND PAVING		\$872,966
4. LUMP ITEMS		\$126,000
5. MISCELLANEOUS		\$66,265
6. SPECIAL FEATURES		\$0
SUBTOTAL CONSTRUCTION COST		\$2,953,631
INFLATION (5% PER YEAR)		
NUMBER OF YEARS	2	\$302,747
E. & C. (10%):		\$325,638
TOTAL CONSTRUCTION COST		\$3,582,016
GRAND TOTAL PROJECT COST		\$3,771,516

PRELIMINARY COST ESTIMATE

Alternate #2

PROJECT NUMBER: BRST-2797(3) COUNTY: HEARD
 DATE: 8/16/2005 ESTIMATED LETTING DATE:
 PREPARED BY: Kimley-Horn and Associates PROJECT LENGTH: 0.60 mile

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

PROJECT COST		
A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT)		\$40,000
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0		
3. OTHER COST (ADM./COST, INFLATION)		
	SUBTOTAL: A	\$40,000
B: REIMBURSEABLE UTILITIES:		
1. RAILROAD		
2. TRANSMISSION LINES		
3. SERVICES (Water & Sewer)		\$100,000
	SUBTOTAL: B	\$100,000
C: CONSTRUCTION:		
1. MAJOR STRUCTURES		
a. BRIDGE (47.25' x 120') + (47.25'x360') = 22680 ft ² x \$55)		\$1,247,400
b. REMOVAL OF EXISTING BRIDGE		\$241,000
	SUBTOTAL: C-1	\$1,488,400
2. GRADING AND DRAINAGE:		
a. EARTHWORK (incl. GRADING)		\$225,000
b. DRAINAGE:		
1) Cross Drain Pipe		\$0
2) Curb and Gutter		\$0
3) Longitudinal System (incl. catch basins)		\$0
	SUBTOTAL: C-2	\$225,000
3. BASE AND PAVING:		
a. AGGREGATE BASE:		\$73,500
b. ASPH. PAVING:		
Surface	\$30,000	
Binder	\$48,000	
Base	\$168,000	
	SUBTOTAL: C-3b	\$246,000
c. CONCRETE PAVING		
d. OTHER		
	SUBTOTAL: C-3	\$319,500
4. LUMP ITEMS:		
a. GRASSING		\$8,000
b. CLEARING AND GRUBBING		\$10,000
c. LANDSCAPING		\$0
d. EROSION CONTROL		\$27,100
e. TRAFFIC CONTROL		\$60,000
	SUBTOTAL: C-4	\$105,100
5. MISCELLANEOUS:		
a. LIGHTING		\$0
b. SIGNING & MARKING		\$4,000
c. GUARDRAIL		
Type T (\$30 x 166')		\$4,980
Type W (\$13.00 x 1800')		\$23,400
Type 12 Anchor (\$1500 x 4 EA)		\$6,000
Type 1 Anchor (\$500 x 4 EA)		\$2,000
d. SIDEWALK		\$0
	SUBTOTAL: C-5	\$40,380
6. SPECIAL FEATURES		
	SUBTOTAL: C-6	\$0
7. DETOUR		
a. DETOUR BRIDGE (28' x 300') + (28'x120') = 11,760 ft ² x \$40)		\$470,400
b. EARTHWORK		\$450,000
c. SURFACE		\$32,600
d. BINDER		\$43,800
e. AGGREGATE BASE		\$68,900
f. CLEARING & GRUBBING		\$20,000
g. GRASSING		\$23,300
h. EROSION		\$40,400
i. SIGNING & MARKING		\$7,000
	SUBTOTAL: C-7	\$1,156,400

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY		\$40,000
B. REIMBURSEABLE UTILITIES		\$100,000
C. CONSTRUCTION		
1. MAJOR STRUCTURES		\$1,488,400
2. GRADING AND DRAINAGE		\$225,000
3. BASE AND PAVING		\$319,500
4. LUMP ITEMS		\$105,100
5. MISCELLANEOUS		\$40,380
6. SPECIAL FEATURES		\$0
7. DETOUR		\$1,156,400
SUBTOTAL CONSTRUCTION COST		\$3,334,780
INFLATION (5% PER YEAR)		
NUMBER OF YEARS	2	\$341,815
E. & C. (10%):		\$367,659
TOTAL CONSTRUCTION COST		\$4,044,254
GRAND TOTAL PROJECT COST		\$4,184,254

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

31.07

Structure ID: 149-0012-0

SUFF. RATING

Location & Geography

* Structure I.D.No:	149-0012-0				
* 200 Bridge Information	07	Highway System:	0	Expansion Joint Type:	02
* 6A Feature Int:	NEW RIVER	* 26 Functional Classification:	07	Deck Drains:	1
* 6B Critical Bridge:	0	* 204 Federal Route Type:	S	Parapet Location:	0
* 7A Route Number Carried:	SR00100	105 Federal Lands Highway:	0	Height:	0.00
* 7B Facility Carried:	SR 100	110 Truck Route:	0	Width:	0.00
* 9 Location:	2.9 MI W OF CORINTH	206 School Bus Route:	1	Curb:	1.20
2 DOT District:	3	217 Benchmark Elevation:	0658.00	Handrail:	1
207 Year Photo:	2000	218 Datum:	2	* 240 Median Barrier Rail:	0
* 91 Inspection Frequency:	24	19 Bypass Length:	08	241 Bridge Median Height:	0.00
92A Fract Crit Insp Freq:	00	20 Toll:	3	Width:	0.00
92B Underwater Insp Freq:	60	21 Maintenance:	01	* 230 Guardrail Loc Dir Rear:	3
92C Other Spc. Insp Freq:	00	22 Owner:	01	Fwrd:	3
* 4 Place Code:	00000	31 Design Lead:	2	Oppo Dir Rear:	0
* 5 Inventory Route (O/U):	1	37 Historical Significance:	5	Fwrd:	0
Type:	3	205 Congressional District:	11	Approach Slab:	3
Designation:	1	27 Year Constructed:	1948	Retaining Wall:	0
Number:	00100	106 Year Reconstructed:	0000	Posted Speed Limit:	55
Direction:	0	33 Bridge Median:	0	Warning Sign:	0
* 16 Latitude:	33-14.1	34 Skew:	00	234 Delineator:	1
* 17 Longitude:	84-59.3	35 Structure Flared:	0	235 Hazard Boards:	1
98 Border Bridge:	000	38 Navigation Control:	0	237 Utilities Gas:	00
99 ID Number:	0000000000000000	213 Special Steel Design:	0	W	00
* 100 STRAHNET:	0	267 Type of Paint:	5	Ele	00
12 Base Highway Network:	1	* 42 Type of Service on:	1	Telephone:	22
13A LRS Inventory Route:	1491010000	5	5	St	00
13B Sub Inventory Route:	0	214 Movable Bridge:	0	Lighting Street:	0
* 101 Parallel Structure:	N	203 Type Bridge:	O-N-M-O	Navigation:	0
* 102 Direction of Traffic:	2	259 Pile Encasement:	1	Aerial:	0
* 264 Road Inventory Mile Post:	002.87	43 Structure Type Main:	3	* 248 County Continuity No.:	00
* 208 Inspection Area:	03	45 No. Spans Main:	001		
Engineer's Initial:	jal	44 Structure Type Appr:	4		
		46 No. Spans Appr:	0009		
		226 Bridge Curve Horz:	0		
		111 Pier Protection:	0		
		107 Deck Structure Type:	1		
		108 Wearing Surface Type:	1		
			8		
			F		
			8		

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

31.07

Structure ID: 149-0012-0

SUFF. RATING

Heard

Programming Data

201 Project No.: FAS 147 (1)
 202 Plans Available: 4
 249 Prop. Proj. No. BRST-2797 (4)
 250 Approval Status: 0000
 251 P.I. No.: 343420-
 252 Contract Date: 02/01/2007
 260 Seismic No.: 00000
 75 Type Work: 34 1
 94 Bridge Imp. Cost: \$ 253
 95 Roadway Imp. Cost: \$ 57
 96 Total Imp Cost: \$ 438
 76 Imp. Length: 000504
 97 Imp. Year: 1990
 114 Future ADT: 002565 Year: 2023

Measurements

* 29 ADT: 001710 Year: 2003
 109 % Trucks: 10
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0050
 * 49 Structure Length: 293
 51 Br. Rwdy. Width: 23.80
 52 Deck Width: 30.00
 * 47 Tot. Horz. Cl: 23.80
 50 Curb/Sdewik Width: 2.00/2.00
 * 229 Shoulder Width: 024
 Rear Lt: 5.00 Type: 8 Rt: 5.00
 Fwd Lt: 5.00 Type: 8 Rt: 5.00

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 13
 64 Operating Type: 2 Rating: 29
 231 Calculated Loads
 H-Modified: 15 1
 HS-Modified: 25 0
 Type 3: 27 1
 Type 3s2: 40 0
 Timber: 32 1
 Piggyback: 40 0
 261 H Inventory Rating: 10
 262 H Operating Rating: 15
 67 Structural Evaluation: 2
 58 Deck Condition: 5
 59 Superstructure Condition: 8
 * 227 Collision Damage: 0
 60A Substructure Condition: 5
 60B Scour Condition: 8
 60C Underwater Condition: 6
 71 Waterway Adequacy: 6
 61 Channel Protection Cond: 6
 68 Deck Geometry: 3
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 7
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 H:ghwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: U
 216 Water Depth: 05.0 Br. Height: 19.9
 222 Slope Protection: 6
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 1 Diver: RM

36 Safety Features Br. Rail:
 Transition:
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl.Over:
 Under: N
 * 228 Min. Vertical Cl
 Act. Odm Dir:
 Oppo. Dir:
 Posted Odm. Dir:
 Oppo. Dir:
 55 Lateral Undercl. Rt: N 99.90
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.00
 Deck Thick Approach: 7.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 1998 Sub: 1998

Posting Data

70 Bridge Posting Required: 3
 41 Struct Open, Posted, Cl: P
 * 103 Temporary Structure: T
 232 Posted Loads H-Modified: 15
 HS-Modified: 00
 Type 3: 27
 Type3s2: 00
 Timber: 32
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

SUFP. RATING 41.77

Structure ID: 149-0013-0

Heard

Location & Geography

* Structure I.D.No: 149-0013-0

* 200 Bridge Information

* 6A Feature Int: CLEAR CREEK

* 6B Critical Bridge: 0

* 7A Route Number Carried: SR00100

* 7B Facility Carried: SR 100

* 9 Location: 4.2 MI W OF CORINTH

2 DOT District: 3

2007 Year Photo: 2000

* 91 Inspection Frequency: 24 Date: 07/29/2004

92A Fract Crit Insp Freq: 00 Date: 02/01/1901

92B Underwater Insp Freq: 00 Date: 02/01/1901

92C Other Spc. Insp Freq: 00 Date: 02/01/1901

* 4 Place Code: 00000

* 5 Inventory Route (O/U): 1

Type: 3

Designation: 1

Number: 00100

Direction: 0

* 16 Latitude: 33-14.5 MMS Prefix: SR

* 17 Longitude: 85-00.6 MMS Suffix: 00 MP: 4.31

98 Border Bridge: 000 %Shared: 00

99 ID Number: 0000000000000000

* 100 STRAHNET: 0

12 Base Highway Network: 1

13A LRS Inventory Route: 1491010000

13B Sub Inventory Route: 0

* 101 Parallel Structure: N

* 102 Direction of Traffic: 2

* 264 Road Inventory Mile Post: 004.25

* 208 Inspection Area: 03 Initials: WBP

Engineer's Initial: jal

* Location I.D. No.: 149-00100D-004.31N

Signs & Attachments

* 104 Highway System: 0

* 26 Functional Classification: 07

* 204 Federal Route Type: S No.: 02797

* 105 Federal Lands Highway: 0

* 110 Truck Route: 0

206 School Bus Route: 1

217 Benchmark Elevation: 658.000

218 Datum: 0

* 19 Bypass Length: 10

* 20 Toll: 3

* 21 Maintenance: 01

* 22 Owner: 01

* 31 Design Load: 2

37 Historical Significance: 5

205 Congressional District: 11

27 Year Constructed: 1948

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: 5

* 42 Type of Service on: 1

214 Movable Bridge: 0

203 Type Bridge: O-N-M-O

259 Pile Encasement: 2

* 43 Structure Type Main: 4 02

45 No. Spans Main: 004

44 Structure Type Appr: 0 00

46 No. Spans Appr: 0000

226 Bridge Curve Horz: 0 Vert: 0

111 Pier Protection: 0

107 Deck Structure Type: 1

108 Wearing Surface Type: 1 M: 8 F: 8

225 Expansion Joint Type: 02

242 Deck Drains: 1

243 Parapet Location: 0

Height: 0.00

Width: 0.00

238 Curb: 238

239 Handrail: 1 1

* 240 Median Barrier Rail: 0

241 Bridge Median Height: 0.00

Width: 0.00

* 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: 0

234 Delineator: 1

235 Hazard Boards: 1

237 Utilities Gas: 00

W 00

Ele 00

Telephone: 00

S& 00

247 Lighting Street: 0

Navigation: 0

Aerial: 0

* 248 County Continuity No.: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 149-0013-0

Heard

SUFF. RATING

41.77

Programming Data

201 Project No.: FAS147 (1)
 202 Plans Available: 0
 249 Prop. Proj. No. BRST-2797 (3)
 250 Approval Status: 0000
 251 P.I. No.: 343421-
 252 Contract Date: 02/01/2007
 260 Seismic No.: 00000
 75 Type Work: 34 1
 94 Bridge Imp. Cost: \$ 116
 95 Roadway Imp. Cost: \$ 44
 96 Total Imp Cost: \$ 211
 76 Imp. Length: 000319
 97 Imp. Year: 1990
 114 Future ADT: 002565 Year: 2023

Measurements

* 29 ADT: 001710 Year: 2003
 109 % Trucks: 10
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0027
 * 49 Structure Length: 108
 51 Br. Rwdy. Width: 23.80
 52 Deck Width: 30.20
 * 47 Tot. Horz. Cl: 23.80
 50 Curb/Sdewik Width: 2.00/2.00
 32 Approach Rdwy Width: 024
 * 229 Shoulder Width:
 Rear Lt: 5.00 Type: 8 Rt: 5.00
 Fwd Lt: 5.00 Type: 8 Rt: 5.00

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 61 Channel Protection Cond: 6
 68 Deck Geometry: 3
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 7
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: U
 216 Water Depth: 00.3 Br. Height: 16.5
 222 Slope Protection: 6
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

36 Safety Features Br. Rail:
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl.Over:
 Under: N
 * 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Opp. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Opp. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: N 99.90
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
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 Timber: 35
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

NEED AND PURPOSE
PROJECT BRST-2797(4) HEARD COUNTY
P. I. NO 343420
Bridge Replacement

Project Number BRST-2797(4) will replace the existing, structurally deficient bridges located on State Route (SR) 100 crossing over New River in Heard County approximately 2.9-miles west of Corinth, Georgia and over Clear Creek in Heard County approximately 4.2-miles west of Corinth, Georgia.

The New River Bridge was constructed in 1948 and its sufficiency rating is 29.6. The Clear Creek Bridge was constructed in 1948 and its sufficiency rating is 40.7. The Office of Bridge Maintenance has determined that any structure with a sufficiency rating of less than 50 should be replaced rather than improved. This project will replace the existing bridge with a structurally adequate bridge.

State Route 100 is functionally classified as a rural major collector and is designated as a school bus route. The posted speed limit is 55 miles per hour. The Average Annual Daily Traffic (AADT) along this section of SR 100 is projected to be 3,100 vehicles per day (VPD) in 2008 and 4,400 VPD in 2028 with 10 percent trucks. The following proposed projects that have been programmed in the Department's Long Range Construction Work Program in the area are:

P I 362930, US 27/SR Widening from SR 34 to Patterson Road;
P I 362940, US 27/SR Widening from Patterson Road to Roopville.

State Route 100 is neither on the National Highway System nor in Georgia Bicycle Statewide Network. Shoulders and curbs are proposed for this bridge. Replacing this bridge will bring it up to current design standards and will improve the operation and safety of this roadway.

MINUTES OF MEETING

Project: BRST-2797(4), Heard County; P.I. No. 343420; S.R. 100 over New River and Clear Creek Bridge Replacement

Date: September 19, 2005

Attendees:	Kim Brown	GDOT District 3 Utilities
	Michael A. Iannarelli	Charter Communications
	Ted Cashin	GDOT Consultant Design
	Jessie Skipper	Heard Co. Water Authority
	Michael Adams	GDOT Planning
	Terry M ^c Collister	GDOT R/W
	Robert O'Rourke	GDOT District R/W
	Samuel G. Noler	Heard County Commissioner
	June Jackson	Heard County Commissioner
	Gary Newton	Kimley-Horn and Associates, Inc. (KHA)
	Peter Coakley	KHA

1. Ted Cashin of GDOT Office of Consultant Design opened the Concept Team Meeting.
2. Introductions were made around the room.
3. Gary Newton of KHA identified the project number as BRST-2797(4). This project has been combined to include previous programmed projects BRST-2797(3)(4). These projects have been combined under P.I. No. 343420. The bridge replacement over Clear Creek has remained unchanged from the previous Concept Team Meeting held on June 24, 2003. The bridge replacement over New River has been revised since the June 24, 2003 meeting due to the discovery of archeological artifacts located within the project area. The has been shifted to the north to avoid these artifacts, however, archeological investigations will also need to be provided for this alignment. This revised alignment also avoids impacts to the Corps of Engineers property to the south.
4. Mr. Newton discussed the design criteria as shown in the Concept Report.
5. Mr. Newton discussed the proposed alternates and costs associated with these alternates.
6. Mr. Noler questioned if it were possible to utilize an offsite detour, specifically Bob Ferguson Road, and reconstruct on the existing alignment. Mr. Cashin, GDOT Office

of Consultant Design, answered that would not be possible due to the Federal funding on this project and the potential environmental impacts on Bob Ferguson Road.

7. Mr. Skipper questioned the possibility of clearing and grubbing by the contractor before Heard Co. Water Authority has to relocate their water line. Ms. Brown, GDOT District 3 Utilities, responded that even though it may be possible, Heard Co. Water Authority has the responsibility of not delaying the contractor and clearing of the R/W for their relocation is their responsibility.
8. Ms. Brown stated that on June 3, 2005, Heard County rescinded the LGPA signed on July 2, 2003. Ms. Brown also stated that the reimburseable utility cost for this project would be approximately \$100,000.
9. Scheduling of the project was discussed and Mr. O'Rourke and M^cCollister of GDOT R/W stated that one year minimum would be needed to acquire property from the Corps of Engineers.

These minutes contain the understanding of the KHA representative regarding discussions, decisions, action items, etc. at the meeting. Any additions, deletions, or other revisions to these minutes should be called to KHA's attention as soon as possible.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Gary T. Newton, P.E.
Project Manager

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-2797(4)

County: Heard

P.I. Number: 343420

Federal Route Number: N/A

State Route Number: SR 100

DESCRIPTION: SR 100 over New River 2.9 mi W of Corinth and SR 100 over Clear Creek 4.2 mi. W of Corinth

Recommendation for approval:

DATE 2-7-06

Project Manager

DATE 02/07/06

State Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 2-7-06

District 3 Engineer

DATE _____

State Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-2797(4)

County: Heard

P.I. Number: 343420

Federal Route Number: N/A

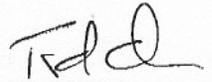
State Route Number: SR 100

DESCRIPTION: SR 100 over New River 2.9 mi W of Corinth and SR 100 over Clear Creek 4.2 mi. W of Corinth

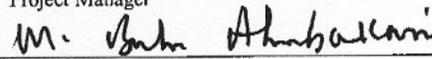
Recommendation for approval:

DATE 2-7-06

DATE 02/07/06



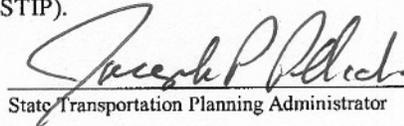
Project Manager



State Consultant Design Engineer

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

DATE 2/15/06



State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District 3 Engineer

DATE _____

State Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Consultant Design
PROJECT CONCEPT REPORT

Project Number: BRST-2797(4)

County: Heard

P.I. Number: 343420

Federal Route Number: N/A

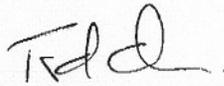
State Route Number: SR 100

DESCRIPTION: SR 100 over New River 2.9 mi W of Corinth and SR 100 over Clear Creek 4.2 mi. W of Corinth

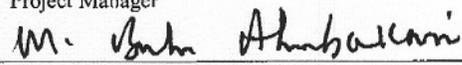
Recommendation for approval:

DATE 2-7-06

DATE 02/07/06



Project Manager



State Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

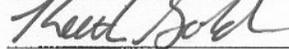
DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 2-8-06



State Traffic Safety and Design Engineer

DATE _____

District 3 Engineer

DATE _____

State Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer