

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 431100-, Colquitt County **OFFICE** Preconstruction
BRS-1615(3)
SR 256 over Warrior Creek **DATE** May 17, 2006

FROM *Margaret B. Pirkle*
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
Joe Sheffield
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 431100-, Colquitt County **OFFICE** Preconstruction
 BRS-1615(3)
 SR 256 over Warrior Creek **DATE** May 11, 2006

FROM *John J. Pirkle*
 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 a structurally deficient bridge on SR 256 over Warrior Creek, 2.0 miles north of Norman Park, Georgia. The existing bridge, constructed in 1956, is load limited with a sufficiency rating of 29. State Route 256 at this location is a rural two lane roadway with 11' travel lanes with rural shoulders. This section of SR 256 is functionally classified as a rural major collector. Traffic is projected to be 950 VPD and 1,300 VPD in the years 2010 and 2030 respectively. The posted speed and the design speed are 55 MPH.

The construction proposes to construct a new 400' x 38' concrete bridge over Warrior Creek at the existing bridge site. The approaches will consist of two, 12' lanes with 8' rural shoulders (2' paved). Traffic will be maintained during construction utilizing an on-site detour.

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) | \$2,544,000 | \$709,000 | LICO | 2013 |
| Right-of-Way | \$ 5,000 | \$ 5,000 | LICO | 2010 |
| Utilities* | LGPA | LGPA | | |

*Colquitt County signed LGPA for utilities 7-3-03.

David Studstill

Page 2

P. I. No. 431100-, Colquitt

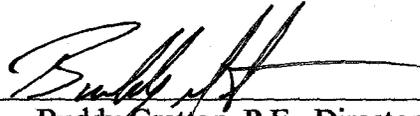
May 11, 2006

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 AND DESIGN APPROVAL

**BRS-1615(3), Colquitt County
PI No. 431100**

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 May 17, 2006.

Description of the project:

This project is the replacement of the narrow and structurally deficient bridge on SR 256 at the Warrior Creek with a new reinforced concrete bridge. This project is located in Colquitt County, Approximately 3 miles north of Norman Park Georgia, in the 8th land District, Land Lot NO. 25 and 26, and Ga. Militia District 1617 and 1665. The proposed project will be approximately 0.32 miles in length.

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

Sonja Thompson, Area Engineer
Sonja.Thompson@dot.state.ga.us
120 Veterans Parkway North
Moultrie, Georgia 31788

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:

Ralph S. Griffin, District Design Engineer
sandy.griffin@dot.state.ga.us
Georgia Department of Transportation
PO Box 7510
Tifton, GA 31793
(229) 386-3300

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.

28 April, 2006

State of Georgia
Department of Transportation

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

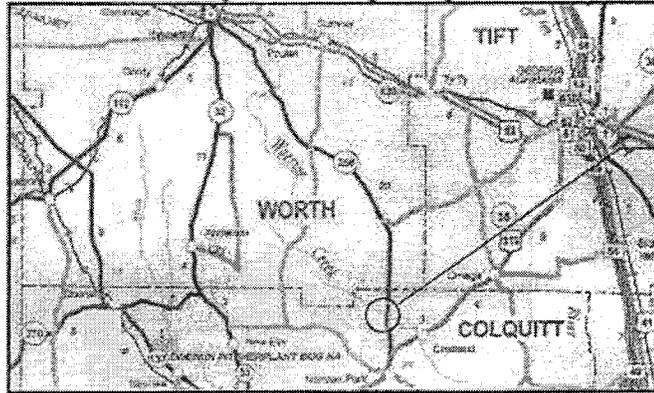
District 4 - Tifton, GA

Project Number: BRS-1615(3)

County: Colquitt

P. I. Number: 431100

Project Concept Report



Federal Route Number: N/A

State Route Number: 256

Bridge Replacement: SR 256/Scooterville Hwy @ Warrior Creek

Recommended for approval:

DATE: 4-28-06

DATE: 5-1-06

Ralph J. Goff
Project Manager

Joe W. [Signature]
District Engineer

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

DATE: 5/5/06

Joseph P. [Signature]
State Transportation Planning Administrator

DATE: _____

Financial Management Administrator

DATE: _____

State Environmental/Location Engineer

DATE: _____

State Traffic Safety and Design Engineer

DATE: _____

Project Review Engineer

DATE: _____

State Bridge Design Engineer

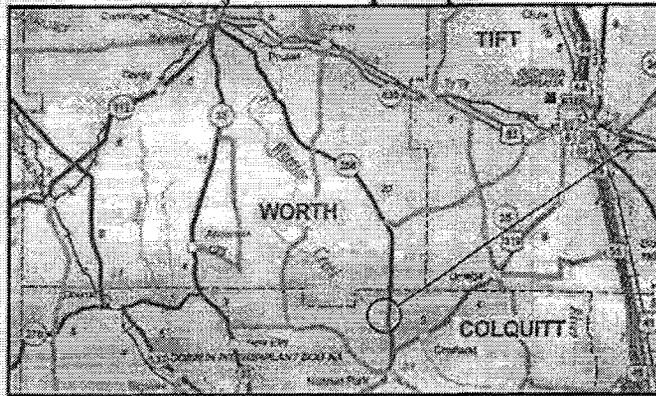
28 April, 2006

State of Georgia
Department of Transportation

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 4 - Tifton, GA

Project Number: BRS-1615(3)
County: Colquitt
P. I. Number: 431100

Project Concept Report



Project Location

Federal Route Number: N/A
State Route Number: 256

Bridge Replacement: SR 256/Scooterville Hwy @ Warrior Creek

Recommended for approval:

DATE: 4-28-06

DATE: 5-1-06

Project Manager

District Engineer

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

DATE: _____

State Transportation Planning Administrator

DATE: _____

Financial Management Administrator

DATE: _____

State Environmental/Location Engineer

DATE: _____

State Traffic Safety and Design Engineer

DATE: _____

Project Review Engineer

DATE: 6/4/06

State Bridge Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

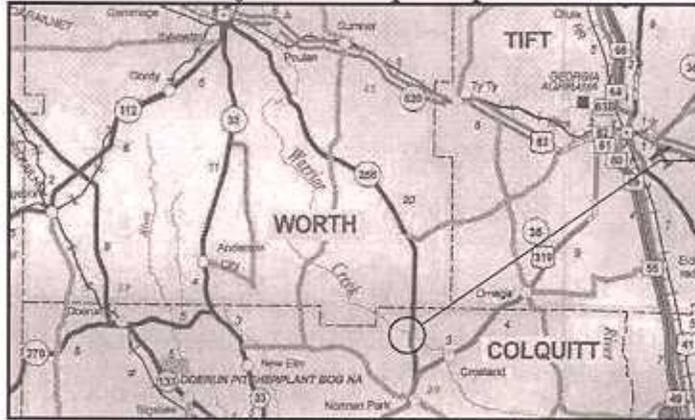
District 4 – Tifton, GA

Project Number: BRS-1615(3)

County: Colquitt

P. I. Number: 431100

Project Concept Report



Project Location

Federal Route Number: N/A

State Route Number: 256

Bridge Replacement: SR 256/Scooterville Hwy @ Warrior Creek

Recommended for approval:

DATE: 4-28-06

DATE: 5-1-06

Ralph J. Goff

Project Manager
John W. [Signature]

District Engineer

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

DATE: _____

State Transportation Planning Administrator

DATE: _____

Financial Management Administrator

DATE: _____

State Environmental/Location Engineer

DATE: _____

State Traffic Safety and Design Engineer

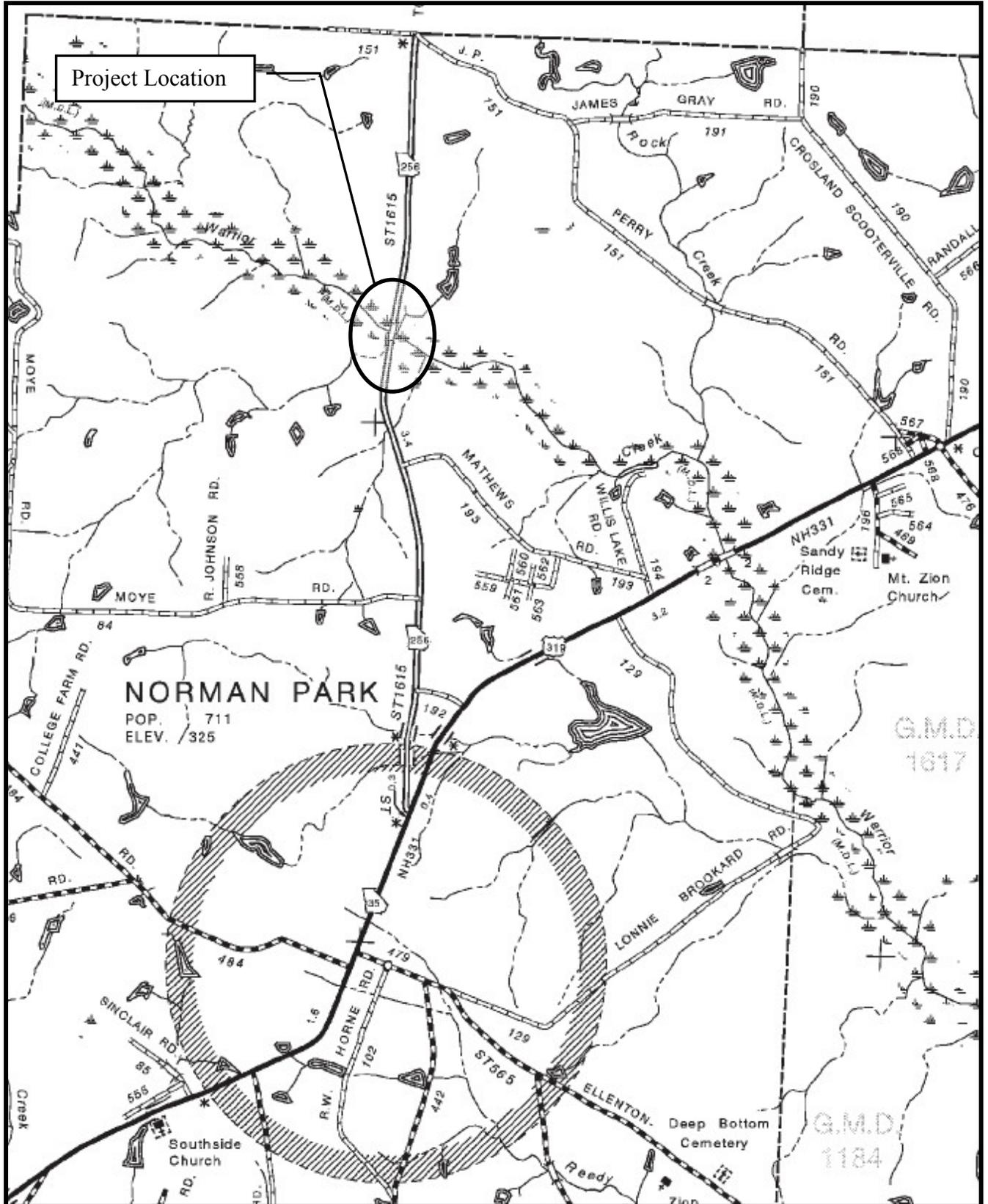
DATE: _____

Project Review Engineer

DATE: _____

State Bridge Design Engineer

Project Concept Report Page: 2
Project Number: BRS-1615(3)
P. I. Number: 431100
County: Colquitt



1 May, 2006

State of Georgia
Department of Transportation

Project Concept Report Page: 3
Project Number: BRS-1615(3)
P. I. Number: 431100
County: Colquitt

Need and Purpose:

The existing bridge on State Route 256 (Scooterville Hwy) over Warrior Creek approximately 3 miles north of Norman Park carried an average of 850 vehicles per day in the year 2003, which included school bus traffic. This traffic volume represents a Level-of-Service "A", which is acceptable. This two-lane bridge was constructed in 1956 and is not on a state or locally designated bike route.

The structure condition appraisal rating for the bridge is a 2 and the sufficiency rating is a 28.79. In accordance with GDOT MOG 2405-1, a structure condition appraisal rating of 2 or less and a sufficiency rating less than 50 requires the bridge be replaced. Therefore, this bridge meets the policy for replacement.

For the year 2010, the traffic volume is projected to be 950 vehicles per day. By the year 2030, traffic volume is projected to grow to 1300 vehicles per day. For both conditions, the Level-of-Service will be "A", which is acceptable.

Because the bridge is considered structurally deficient, GDOT has a proposed project BRSLB-1615(3) to replace the bridge with a new structure. There are no other associated projects in the area and this project has independent utility.

This project does not disproportionately burden or benefit any particular community. The project is surrounded by mainly wooded/agricultural/residential land. The minority population for census tract 130719701 is 21.6%. The average minority population of the State of Georgia is 38% and of Colquitt County is 31.2% according to the 2000 Census Data. Approximately 19.8% of Colquitt County residents are below the poverty level compared to a state average of 13%. The project is considered to be a benefit to all of the communities that use the bridge because of the improved bridge condition.

Description of the project:

This project will replace the narrow and structurally deficient bridge on SR 256 at Warrior Creek with a new reinforced concrete bridge. This project is located in Colquitt County, approximately 3 miles north of Norman Park Georgia, in the 8th Land District, Land Lot No. 25 and 26, and Ga. Militia District 1617 and 1665. The proposed project will be approximately 0.32 miles in length.

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

PDP Classification: Major , Minor

Federal Oversight: Full Oversight , Exempt , State Funded , or Others

Functional Classification: Rural Major Collector

U. S. Route Number(s): None

State Route Number(s): 256

Project Concept Report Page: 5
Project Number: BRS-1615(3)
P. I. Number: 431100
County: Colquitt

- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: None anticipated
- Environmental concerns:
- Level of environmental analysis:
 - ⇒ Are Time Saving Procedures appropriate? Yes , No
 - ⇒ Categorical Exclusion:
 - ⇒ Environmental Assessment/Finding of No Significant Impact (FONSI) , or
 - ⇒ Environmental Impact Statement (EIS) .
- Utility involvement: Colquitt EMC, Alltel Telephone.

Project responsibilities:

- ⇒ Design, GDOT
- ⇒ Right of Way Acquisition, GDOT
- ⇒ Relocation of Utilities, Colquitt Co., Utility Owners
- ⇒ Letting to contract, GDOT
- ⇒ Supervision of construction, GDOT
- ⇒ Providing material pits, n/a
- ⇒ Providing detours, GDOT

Coordination:

- Initial Concept Meeting Date _____
- Concept Meeting Date April 21, 2006
- P. A. R. Meeting Date _____
- Public involvement: PIOH Detour meeting
- Local government comments: None
- Other projects in area: None
- Other coordination to date: None
- Railroads: None

1 May, 2006

State of Georgia
Department of Transportation

Project Concept Report Page: 6
Project Number: BRS-1615(3)
P. I. Number: 431100
County: Colquitt

Scheduling – Responsible Parties' Estimate

- Time to complete environmental process: 12 Months.
- Time to complete preliminary construction plans: 8 Months.
- Time to complete right of way plans: 4 Months.
- Time to complete the Section 404 Permit: 12 Months.
- Time to complete final construction plans: 8 Months.
- Time to complete to purchase right of way: 10 Months.
- List other major items that will affect the project schedule: None

Other alternates considered:

An offsite detour was considered which would require detouring state route traffic onto county roads. The county roads would require upgrades to state route guidelines so this alternate was abandoned.

Comments:

Attachments:

1. Typical Section
2. Cost Estimates
3. Accident summaries
4. Traffic Assignments
5. Bridge inventory
6. Concept meeting minutes
7. LGPA
8. Location and Design Notice
9. Preliminary Plan Layout

ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

A. NORMAL CROWN

| SECTION WITH GRADES 0.5% OR GREATER | SECTION WITH GRADES LESS THAN 0.5% |
|-------------------------------------|------------------------------------|
| 1.50% - MINIMUM | 1.56% - MINIMUM |
| 2.00% - DESIRABLE | 2.00% - DESIRABLE |
| 2.50% - MAXIMUM | 3.00% - MAXIMUM |

B. SUPERELEVATION RATE

S.E. RATE SHOWN ON PLANS OR SE RATE EXISTING IN FIELD, WHICHEVER IS GREATER.

C. SUPERELEVATION TRANSITION LENGTH (LENGTH FROM FLAT POINT TO FULL SE)

| | RATE OF CHANGE | CORRESPONDING DIFFERENCE IN GRADE BETWEEN PIVOT POINT AND EDGE OF PAVEMENT |
|-----------|----------------|--|
| MINIMUM | 1:150 | 0.67% |
| DESIRABLE | 1:200 | 0.50% |
| MAXIMUM | 1:300 | 0.33% |

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

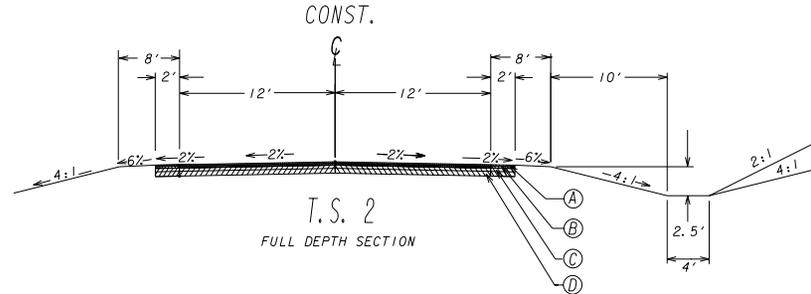
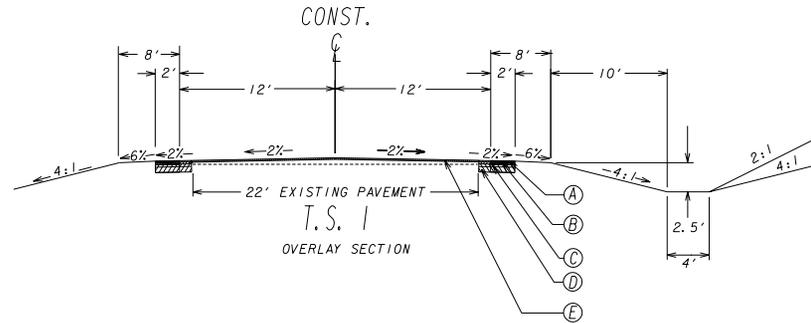
D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

| |
|--|
| 50% OF TRANSITION INSIDE CURVE - MAXIMUM |
| 33% OF TRANSITION INSIDE CURVE - DESIRABLE |
| 20% OF TRANSITION INSIDE CURVE - MINIMUM |

NOTE: CROWN WIPE-OUT SHALL BE AT THE SAME RATE AS THE SE TRANSITION.

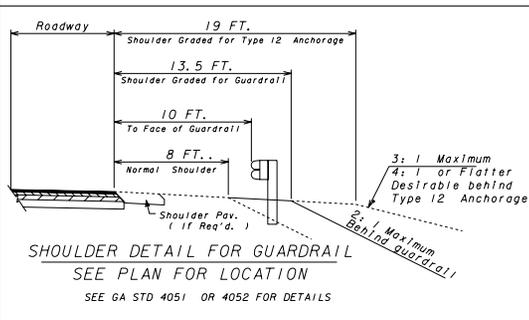
E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (IN FEET) EQUAL TO THE SPEED DESIGN (IN MPH).

TYPICAL SECTIONS

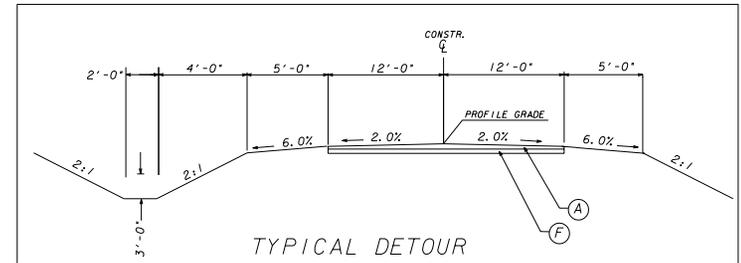


| SLOPE CONTROLS - FEET | | |
|-----------------------|---------------|--------|
| SLOPE | CUT BACKSLOPE | FILL |
| 4:1 | 0'-23' | 0'-24' |
| 2:1 | > 23' | > 24' |

NOTE: CUT SLOPES MAY BE A MAXIMUM OF 2:1 TO REMAIN WITHIN THE RIGHT-OF-WAY LIMITS. FILL SLOPES STEEPER THAN 4:1 WILL REQUIRE GUARDRAIL.



- (A) 125 LB/YD² ASPH. CONC. 9.5 mm TYPE I SUPERPAVE DESIGN
- (B) 220 LB/YD ASPH. CONC. 19 mm SUPERPAVE DESIGN
- (C) 550 LB/YD ASPH. CONC. 25mm SUPERPAVE DESIGN
- (D) 8" GRADED AGGREGATE BASE
- (E) LEVELING AS REQUIRED BY THE ENGINEER
- (F) 440 LB/YD² ASPH. CONC. 19 mm SUPERPAVE DESIGN MIX "A"



TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH LESS THAN 2" INCHES OF ASPHALTIC CONCRETE.

WILL EXISTING LANE ONE FOOT WIDE TO DEPTH OF ADDING LAYER TO BE PLACED.

PAVEMENT REINFORCEMENT FABRIE

SURFACE MIX

ASPHALT CONCRETE (19 mm SUPERPAVE

AGGREGATE BASE

TYPICAL SECTIONS
BRS-1615 (3) COLQUITT COUNTY
PI 431100
SHEET 1 OF 1
NO SCALE

Estimate Report for file "COLQUITT 431100"

Section ROADWAY

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---------------------------|----------|-------|------------|--|---------------------|
| 150-1000 | Lump | LS | 15000.00 | TRAFFIC CONTROL - | 15000.00 |
| 210-0100 | Lump | LS | 500600.00 | GRADING COMPLETE - | 500600.00 |
| 310-5080 | 3512 | SY | 10.54 | GR AGGR BASE CRS, 8 INCH, INCL MATL | 37016.48 |
| 318-3000 | 10 | TN | 16.15 | AGGR SURF CRS | 161.50 |
| 402-1812 | 50 | TN | 39.91 | RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME | 1995.50 |
| 402-3131 | 333 | TN | 38.59 | RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME | 12850.47 |
| 402-3190 | 446 | TN | 42.42 | RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME | 18919.32 |
| 413-1000 | 295 | GL | 0.99 | BITUM TACK COAT | 292.05 |
| 433-1200 | 271 | SY | 134.80 | REINF CONC APPROACH SLAB, INCL SLOPED EDGE | 36530.80 |
| 441-0301 | 2 | EA | 1643.38 | CONC SPILLWAY, TP 1 | 3286.76 |
| 500-3101 | 1 | CY | 457.36 | CLASS A CONCRETE | 457.36 |
| 550-2180 | 2 | LF | 24.14 | SIDE DRAIN PIPE, 18 IN, H 1-10 | 48.28 |
| 550-3618 | 2 | EA | 522.02 | SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE | 1044.04 |
| 634-1200 | 40 | EA | 87.38 | RIGHT OF WAY MARKERS | 3495.20 |
| 641-1100 | 42 | LF | 30.37 | GUARDRAIL, TP T | 1275.54 |
| 641-1200 | 375 | LF | 13.25 | GUARDRAIL, TP W | 4968.75 |
| 641-5001 | 2 | EA | 469.61 | GUARDRAIL ANCHORAGE, TP 1 | 939.22 |
| 641-5012 | 2 | EA | 1525.97 | GUARDRAIL ANCHORAGE, TP 12 | 3051.94 |
| Section Sub Total: | | | | | \$641,933.21 |

Section TEMPORARY EROSION CONTROL

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---------------------------|----------|-------|------------|--|--------------------|
| 163-0232 | 3 | AC | 483.10 | TEMPORARY GRASSING | 1449.30 |
| 163-0240 | 100 | TN | 205.25 | MULCH | 20525.00 |
| 163-0300 | 4 | EA | 1173.35 | CONSTRUCTION EXIT | 4693.40 |
| 163-0530 | 70 | LF | 2.47 | CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK | 172.90 |
| 165-0030 | 1604 | LF | 1.12 | MAINTENANCE OF TEMPORARY SILT FENCE, TP C | 1796.48 |
| 165-0070 | 35 | LF | 1.32 | MAINTENANCE OF BALED STRAW EROSION CHECK | 46.20 |
| 165-0101 | 4 | EA | 385.72 | MAINTENANCE OF CONSTRUCTION EXIT | 1542.88 |
| 167-0100 | 2 | MO | 955.65 | WATER QUALITY MONITORING | 1911.30 |
| 167-1500 | 24 | MO | 817.56 | WATER QUALITY INSPECTIONS | 19621.44 |
| 171-0030 | 3208 | LF | 3.15 | TEMPORARY SILT FENCE, TYPE C | 10105.20 |
| Section Sub Total: | | | | | \$61,864.10 |

Section PERMANENT EROSION CONTROL

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---------------------------|----------|-------|------------|-----------------------------|-------------------|
| 700-6910 | 7 | AC | 772.50 | PERMANENT GRASSING | 5407.50 |
| 700-7000 | 14 | TN | 58.37 | AGRICULTURAL LIME | 817.18 |
| 700-7010 | 18 | GL | 18.58 | LIQUID LIME | 334.44 |
| 700-8000 | 4 | TN | 257.90 | FERTILIZER MIXED GRADE | 1031.60 |
| 700-8100 | 700 | LB | 1.48 | FERTILIZER NITROGEN CONTENT | 1036.00 |
| Section Sub Total: | | | | | \$8,626.72 |

Section SIGNING AND MARKING

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---------------------------|----------|-------|------------|---|-------------------|
| 652-5451 | 2080 | LF | 0.13 | SOLID TRAFFIC STRIPE, 5 IN, WHITE | 270.40 |
| 654-1001 | 40 | EA | 3.45 | RAISED PVMT MARKERS TP 1 | 138.00 |
| 657-1054 | 840 | LF | 3.34 | PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB | 2805.60 |
| Section Sub Total: | | | | | \$3,214.00 |

Section NEW BRIDGE PROPOSAL

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---------------------------|----------|-------------|------------|----------------------------------|-----------------------|
| 540-1101 | Lump | LS | 304000.00 | REMOVAL OF EXISTING BR, STA NO - | 304000.00 |
| 543-9000 | Lump | Lump Sum | 1140000.00 | CONSTRUCTION OF BRIDGE COMPLETE | 1140000.00 |
| 603-2024 | 900 | SY | 43.35 | STN DUMPED RIP RAP, TP 1, 24 IN | 39015.00 |
| 603-7000 | 900 | SY | 4.03 | PLASTIC FILTER FABRIC | 3627.00 |
| Section Sub Total: | | | | | \$1,486,642.00 |

Total Estimated Cost: \$2,202,280.03

| | |
|-----------------------------------|-----------------------|
| Subtotal Construction Cost | \$2,202,280.03 |
| E&C Rate 10.0 % | \$220,228.00 |
| Inflation Rate 5.0 % @ 1.0 Years | \$121,125.40 |
| <hr/> | |
| Total Construction Cost | \$2,543,633.43 |
| Right Of Way | \$5,000.00 |
| ReImb. Utilities | \$10,800.00 |
| <hr/> | |
| Grand Total Project Cost | \$2,559,433.43 |

QUERY SUMMARY
For Year(s): 2003,2004,2005

| Year | County | Route Type | Route Number | Beginning Milelog | Ending Milelog | No. Accidents | No. Vehicles | No. Injuries | No. Fatalities |
|-------------------------|----------|-------------|--------------|-------------------|----------------|---------------|--------------|--------------|----------------|
| 2003 | Colquitt | State Route | 025600 | 0.00 | 5.00 | 2 | 3 | 2 | 0 |
| 2003 | Colquitt | State Route | 003500 | 21.45 | 21.45 | 0 | 0 | 0 | 0 |
| <i>2003 SubTotal</i> | | | | | | 2 | 3 | 2 | 0 |
| 2004 | Colquitt | State Route | 025600 | 0.00 | 5.00 | 1 | 2 | 0 | 0 |
| 2004 | Colquitt | State Route | 003500 | 21.45 | 21.45 | 0 | 0 | 0 | 0 |
| <i>2004 SubTotal</i> | | | | | | 1 | 2 | 0 | 0 |
| 2005 | Colquitt | State Route | 025600 | 0.00 | 5.00 | 3 | 3 | 4 | 0 |
| 2005 | Colquitt | State Route | 003500 | 21.45 | 21.45 | 0 | 0 | 0 | 0 |
| <i>2005 SubTotal</i> | | | | | | 3 | 3 | 4 | 0 |
| All Year(s)Total | | | | | | 6 | 8 | 6 | 0 |

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE BRS-1615(3) Colquitt
P.I. 431100

OFFICE Environment/ Location

DATE March 31, 2004

FROM Harvey D. Keeper, State Environmental/ Location Engineer

TO David Crim, P.E., District Engineer, Tifton
Attn: Jeff Bridges

SUBJECT SR 256/Scooterville Hwy. @ Warrior Creek

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

2003 ADT = 850
2010 ADT = 950
2030 ADT = 1300
K = 10%
D = 60%
T = 8%
24 HR T = 10%
S.U. = 5%
COMB. = 5%

If you have any questions concerning this information please contact
Teresa Williamson at (404)699-4458.

HDK:TJW

Bridge Inventory Data Listing

Georgia Department of Transportation.

Structure ID: 071-0039-0

Colquitt

SUFF. RATING: 29.01

Location & Geography

* Structure ID: 071-0039-0
 200 Bridge Information: 06
 * 6A Feature Int: WARRIOR CREEK
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00256
 * 7B Facility Carried: SR 256
 * 9 Location: 2 MI N OF NORMAN PARK
 2 DOT District: 4
 207 Year Photo: 2005
 * 91 Inspection Frequency: 24 Date: 1/6/2005
 92A Fract Crit Insp Freq: 00 Date: 2/1/1901
 92B Underwater Insp Freq: 60 Date: 10/21/2003
 92C Other Spc. Insp Freq: 00 Date: 2/1/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 Type: 3
 Designation: 1
 Number: 00256
 Direction: 0
 * 16 Latitude: 31 - 18.6 HMMS Prefix: SR
 * 17 Longitude: 083 - 41.1 HMMS Suffix: 00 MP:2.26
 98 Border Bridge: 000 % Shared: 00
 99 ID Number: 0000000000000000
 * 100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 711025600
 13B Sub Inventory Route: 0
 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 002.26
 * 208 Inspection Area: 04 Initials: BCN
 Engineer's Initial: jal

 * Location I.D. No.: 071-00256D-002.26N

* 104 Highway System: 0
 * 26 Functional Classification: 07
 * 204 Federal Route Type: S No. 01615
 105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0252.37
 218 Datum: 1
 * 19 Bypass Length: 05
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 2
 37 Historical Significance: 5
 205 Congressional District: 02
 27 Year Constructed: 1956
 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: 2
 * 42 Type of Service on: 1
 Type of Service under: 5
 214 Movable Bridge: 0
 203 Type Bridge: E N O O
 259 Pile Encasement: 2
 * 43 Structure Type Main: 2 01
 45 No. Spans Main: 018
 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: 2
 108 Wearing Surface Type: 6
 Membrane Type: 0
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 1
 243 Parapet Location: 0.00
 Height: 0.00
 Width: 0.00
 238 Curb Height: 1.0
 Curb Material: 1
 239 Handrail: 2 2
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.0
 * Bridge Median Width: 0.0
 230 Guardrail Loc. Dir. Rear: 6
 Fwd: 6
 Oppo. Dir. Rear: 0
 Oppo. Fwd: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 55
 236 Warning Sign: 0
 234 Delineator: 1
 235 Hazzard Boards: 1
 237 Utilities - Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting - Street: 0
 Navigation: 0
 Aerial: 0
 * 248 County Continuity No.: 00

Structure ID: 071-0039-0

| Programming Data | | Measurements | | Ratings | |
|-------------------------|-----------------------|------------------------------|---------------------|------------------------------|--------------|
| 201 Project No.: | S-1615 (2) | * 29 ADT: | 000790 Year: 2004 | 65 Inventory Rating Method: | 2 |
| 202 Plans Available: | 4 | 109 % Trucks: | 10 | 63 Operating Rating Method: | 2 |
| 249 Prop. Proj. No.: | BRS-1615 (3) | * 28 Lanes On: | 02 Under: 00 | 66 Inventory Type: | 2 Rating: 00 |
| 250 Approval Status: | 0 0 0 0 | 210 No. Tracks On: | 00 Under: 00 | 64 Operating Type: | 2 Rating: 00 |
| 251 P.I. No.: | 431100- | * 48 Max. Span Length: | 0018 | 231 Calculated Loads | |
| 252 Contract Date: | 2/1/2008 | * 49 Structure Length: | 315 | H-Modified: | 19 0 |
| 260 Seismic No.: | 00000 | 51 Br. Rwdy. Width: | 27.00 | HS-Modified: | 25 0 |
| 75 Type Work: | 31 1 | 52 Deck Width: | 28.00 | Type 3: | 23 0 |
| 94 Bridge Imp. Cost: | \$463 | * 47 Tot. Horiz. Cl: | 27.00 | Type 3s2: | 40 0 |
| 95 Roadway Imp. Cost: | \$123 | 50 Curb / Sidewalk Width: | 0.50 / 0.50 | Timber: | 31 0 |
| 96 Total Imp Cost: | \$709 | 32 Approach Rdwy. Width: | 022 | Piggyback: | 40 0 |
| 76 Imp. Length: | 000526 | * 229 Shoulder Width: | | 261 H Inventory Rating: | 15 |
| 97 Imp. Year: | 1990 | Rear Lt: | 5.2 Type: 8 Rt: 5.0 | 262 H Operating Rating: | 21 |
| 114 Future ADT: | 001185 Year: 2024 | Fwrld Lt: | 4.7 Type: 8 Rt: 5.5 | 67 Structural Evaluation: | 2 |
| | | Pavement Width: | | 58 Deck Condition: | 6 |
| | | Rear: | 22.1 Type: 2 | 59 Superstructure Condition: | 6 |
| | | | 22.2 Type: 2 | * 227 Collision Damage: | 0 |
| | | Intersection Rear: | 0 Fwrld: 0 | 60A Substructure Condition: | 5 |
| Hydraulic Data | | 36 Safety Features Br. Rail: | 2 | 60B Scour Condition: | 7 |
| 215 Waterway Data | | Transition: | 2 | 60C Underwater Condition: | 6 |
| Highwater Elev.: | 0246.4 Year: 1973 | App. G. Rail: | 2 | 71 Waterway Adequacy: | 8 |
| Flood Elevation: | 0000.0 Freq.: 00 | App. Rail End: | 2 | 61 Channel Protection Cond.: | 7 |
| Avg. Streambed Elev.: | 0234.6 | 53 Minimum Cl. Over: | 99' 99 " | 68 Deck Geometry: | 5 |
| Drainage Area: | 00258 | Under: | N 00' 00 " | 69 UnderClr. Horz/Vert: | N |
| Area of Opening: | 004430 | * 228 Minimum Vertical Cl | | 72 Appr. Alignment: | 7 |
| 113 Scour Critical: | U | Act. Odm Dir.: | 99 ' 99 " | 62 Culvert: | N |
| 216 Water Depth: | 04.5 Br. Height: 18.4 | Oppo. Dir: | 99 ' 99 " | | |
| 222 Slope Protection: | 1 | 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: | N 99.9 | 41 Struct Open, Posted, CL: | D |
| 220 Dolphin: | 0 | 56 Lateral Undercl. Lt: | 0.0 | * 103 Temporary Structure: | T |
| 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: | 4.00 | Type 3: | 00 |
| * Length: | 0 Apron: 0 | Deck Thick. Approach: | 0.00 | Type 3s2: | 00 |
| 265 U/W Insp. Area: | 0 Diver: RMO | 246 Overlay Thickness: | 2.50 | Timber: | 00 |
| | | 212 Year Last Painted: | Sup: 0000 Sub: 1977 | Piggyback: | 00 |
| Location I.D. No.: | 071-00256D-002.26N | | | 253 Notification Date: | 2/1/1901 |
| | | | | 258 Fed Notify Date: | 2/1/1901 |

Department of Transportation State of Georgia

Concept meeting Minutes April 21, 2006

Project No. **BRS 1615(3), Colquitt: county**
PI No. **431100**
Description **Bridge Replacement: SR 256/Scooterville Hwy @ Warrior Creek**

A concept meeting for the subject project was held on April 21, 2006. The meeting was requested by Ralph Griffin, GDOT Project Manager and conducted by Basil Dahman district design squad leader. The meeting was held at the GDOT District Office in Tifton and began at 2:00 pm. The meeting began with an outline of the Draft Concept Report. A sign in sheet was passed around and will be made a part of the minutes. Mr. Dahman read the need and purpose of the project.

Ralph Griffin, District Design Engineer, discussed the Environmental Issues due to the District Environmentalist not being able to attend the meeting. He stated that the level of environmental analysis will be a Categorical Exclusion and that a USACOE 404 Nationwide 23 permit will be required for the project. There are no underground storage tanks or hazardous waste tanks on the project. A survey will be required for historic sites, archaeological sites and endangered species; a mussel survey will also be required. He also stated that there are no churches or cemeteries located on the proposed site.

Danny Gay, District Traffic Operations Manager, recommended that the designers verify that there is sufficient distance between the detour and the mainline to install a minimum of 18 temporary barriers if required; due to the close proximity of the proposed type 12 anchor to the detour, the type 12 anchor pad can not be installed prior to the removal of the detour. Danny asked if the existing R/W is correct on the plans and to check height of fill of detour to determine if a barrier will be needed longitudinally along the detour.

Sonja Thompson, Area Engineer, recommended visiting the FHWA website to verify if a minimum of 18 barriers are required.

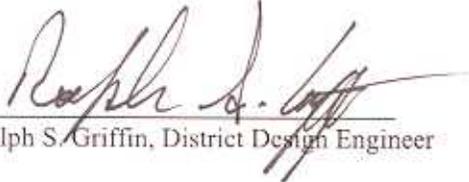
Danny Gay, District Traffic Operations Manager, also recommend adding a note to plans stating the taper length required to tie to existing striping.

Bill Cooper, Assist District Utilities Engineer, Discussed the type of utilities that may be on the project; Colquitt EMC & Alltel.

Ronnie Hall, Asst. District Construction Engineer, requested that the detour asphalt changed to 440 lbs. /sy. of 19mm and requested pavement to be under guardrail.

Brent Thomas, District Preconstruction Engineer, recommended changing the 2:1 front slopes to 4:1 at the bridge to reduce the required length of the guardrail and eliminate the need for temporary barriers.

The meeting adjourned around 3:00 pm.



Ralph S. Griffin, District Design Engineer



Department of Transportation

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

J. TOM COLEMAN, JR.
COMMISSIONER
(404) 656-5206

FRANK L. DANCHETZ
CHIEF ENGINEER
(404) 656-5277

HAROLD E. LINNENKOHL
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

July 25, 2003

LOCAL GOVERNMENT PROJECT AGREEMENT

In consideration of the proposed improvements, COLQUITT County agrees to provide or perform the following at no cost to the Georgia D.O.T. for project BRS-1615(3) Colquitt Co., PI # 431100-:

BRIDGES SR 256 @ WARRIOR CREEK NORTH OF SR 35

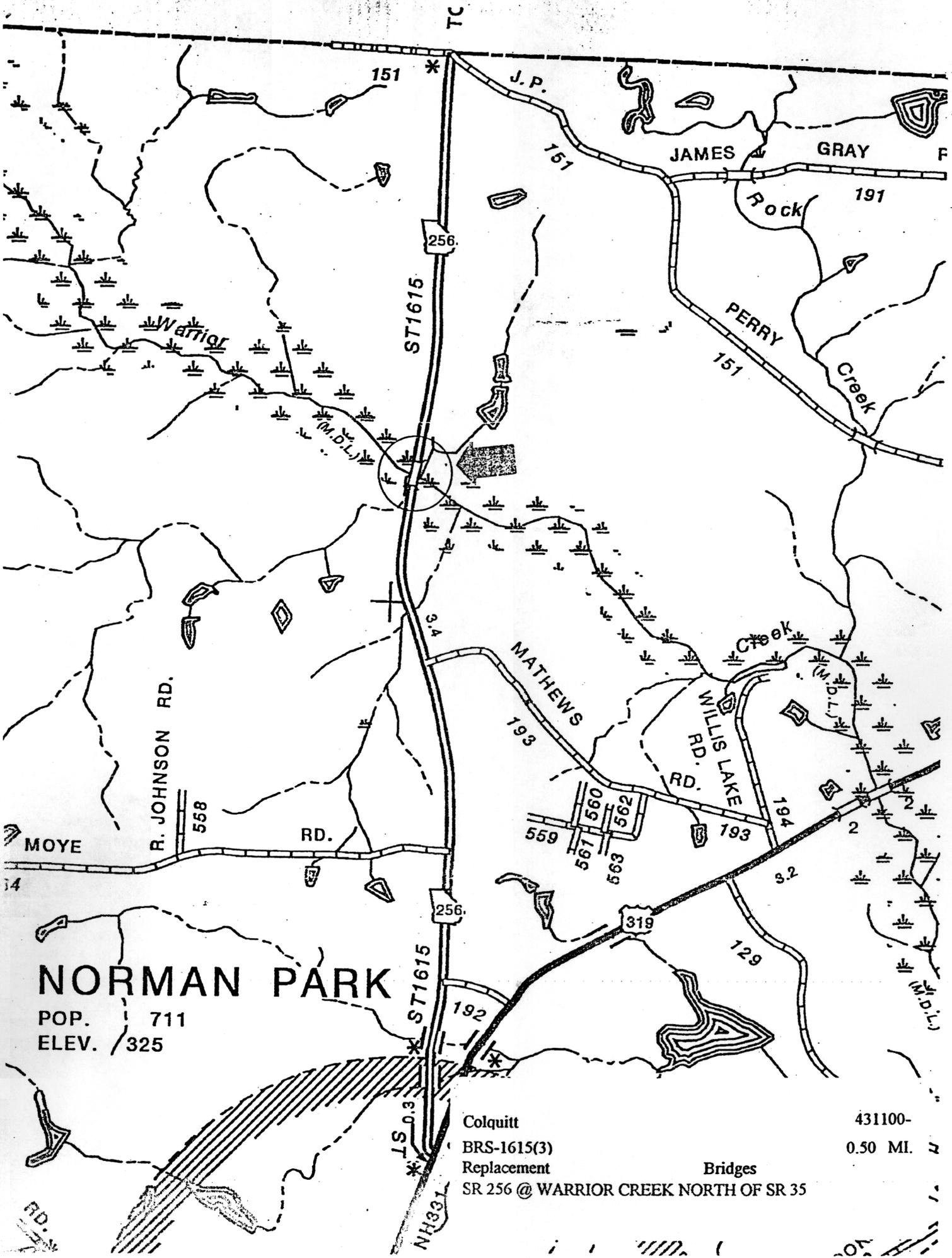
- Provide all rights-of-way and/or easements needed for the construction of the project and remove existing structures or obstructions within the rights-of-way.
- Make all utility relocations, adjustments or betterments of publicly owned utilities that are in conflict with construction of this project. Reimburse Georgia D.O.T. for any damages paid to the contractor for delay of construction caused by a delay in relocating the publicly owned utilities.
- Relocate or adjust all privately owned utilities to clear construction of this project, including adjustments at railroad crossings if required.
- Furnish detours, local borrow and waste pits as needed.
- We support this project but choose not to commit any funding, realizing this may delay the project until additional funding can be found.

This 30th day of July, 2003

APPROVED

Maxwell
City/County Official

9/8/03
copy to:
Utilities
Design
Files



NORMAN PARK

POP. 711
 ELEV. 325

Colquitt
 BRS-1615(3)
 Replacement
 SR 256 @ WARRIOR CREEK NORTH OF SR 35

431100-
 0.50 MI.

Bridges

TC

151

J.P.

JAMES

GRAY

F

Rock

191

256

ST1615

PERRY

Creek

Warrior

(M.D.L.)

R. JOHNSON RD.

558

RD.

MOYE

MATHEWS

193

Creek

MILLS LAKE RD.

RD.

(M.D.L.)

559

567

560

562

563

193

194

32

256

319

129

NORMAN PARK

POP. 711
 ELEV. 325

Colquitt
 BRS-1615(3)
 Replacement
 SR 256 @ WARRIOR CREEK NORTH OF SR 35

431100-
 0.50 MI.

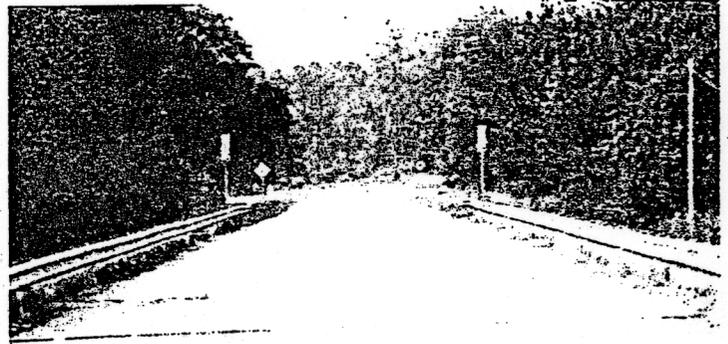
Bridges

ST1615

192

JS 0.3

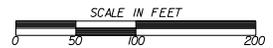
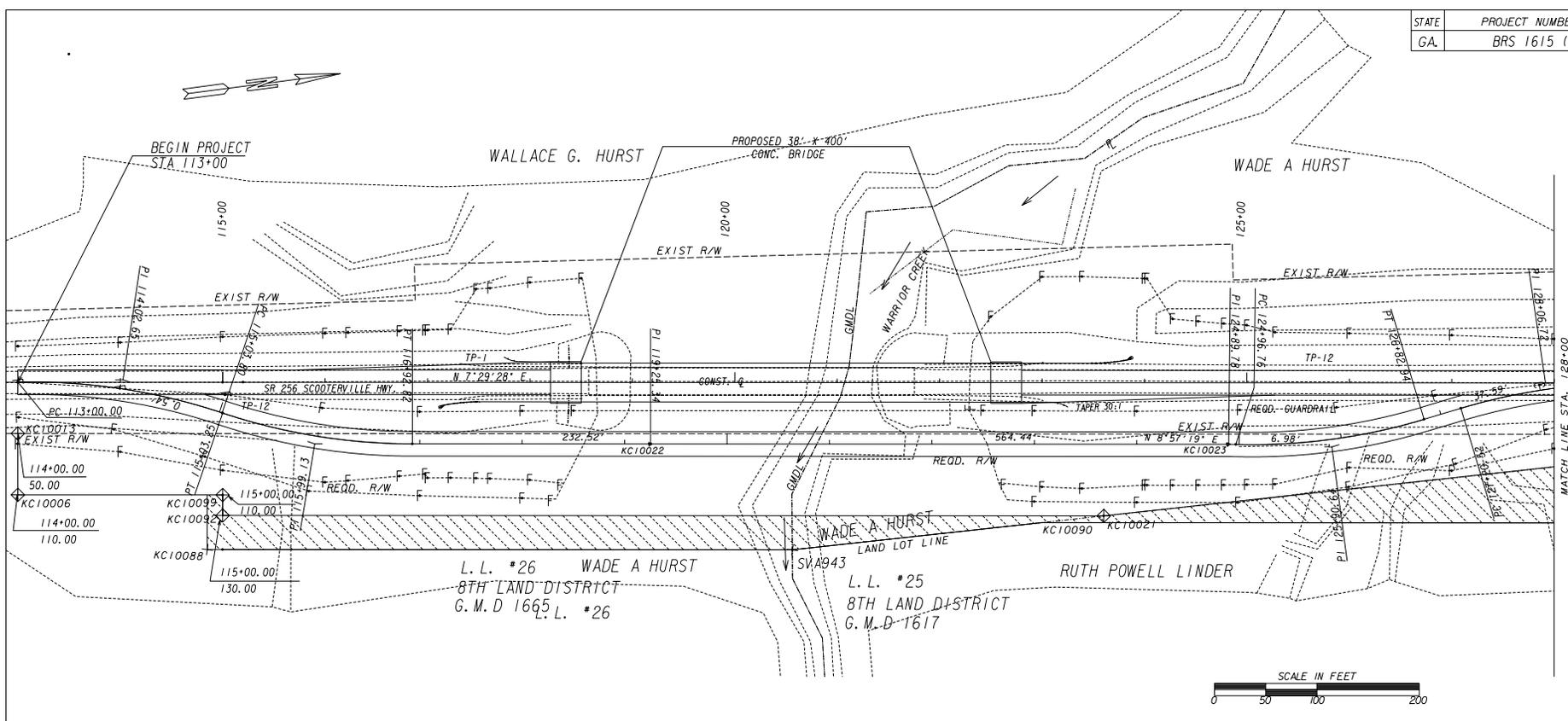
NH331



OK to sign
 There a Power
 line and Telephone
 line that should be
 out of the way



| | | | |
|-------|----------------|-----------|--------------|
| STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
| GA. | BRS 1615 (3) | | |



| STATION | VERTICAL CURVE DATA | ELEVATION | STATION | ELEVATION |
|---------|---------------------------|----------------------------|---------|----------------------------|
| 113+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | 117+00 | EL. 259.55' EL. 260.31' |
| 114+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | 118+00 | EL. 259.49' EL. 260.03' |
| 115+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | 119+00 | EL. 241.19' EL. 260.94' |
| 116+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | 120+00 | EL. 250.55' EL. 261.09' |
| 117+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | 121+00 | EL. 237.89' EL. 261.56' |
| 118+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | 122+00 | EL. 259.41' EL. 261.88' |
| 119+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | 123+00 | EL. 259.49' EL. 262.03' |
| 120+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | 124+00 | EL. 259.56' EL. 262.19' |
| 121+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | 125+00 | EL. 259.59' EL. 262.28' |
| 122+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | 126+00 | EL. 259.66' EL. 261.70' |
| 123+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | 127+00 | EL. 259.74' EL. 260.78' |
| 124+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | 128+00 | EL. 259.82' EL. 260.15' |
| 125+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | | |
| 126+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | | |
| 127+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | | |
| 128+00 | 100.00' VC K = 2804.00 | EL. 259.82' EL. 259.76' | | |

