

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRS LB-9110(4) Clayton County **OFFICE** Preconstruction
P. I. No. 753010 **DATE** October 16, 2000
CWH
FROM C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Paul Liles
Jimmy Chambers (ATTN: Ted Cashin)
Steve Henry

J. Tom Coleman, Jr.

Page 2

BRSRB-9110(4) Clayton

September 28, 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)	<u>BRSRB / STP</u> \$1,952,000/\$1,104,000	\$1,645,000	2002	02-03
Right-of-Way & Utilities*	Local	Local		

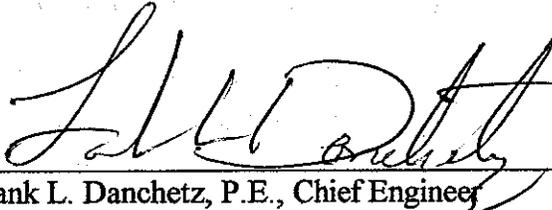
*LGPA sent requesting Clayton County and the City of Rex be responsible for right-of-way, utilities, and detours.

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

TLT:JDQ/cj

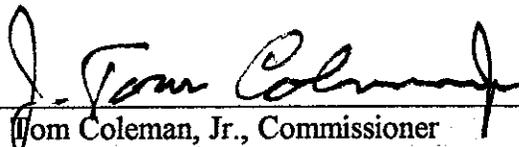
Attachment

CONCUR



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

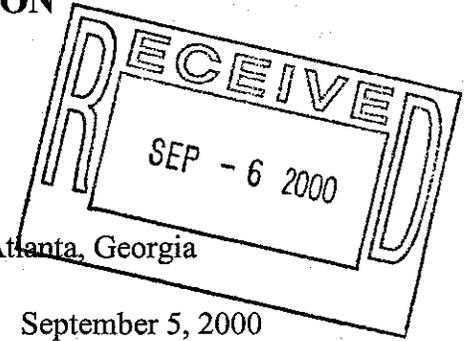
APPROVE



J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE



FILE: BRSLB-9110(4) Clayton
P.I. Number 753010

OFFICE: Atlanta, Georgia

DATE: September 5, 2000

FROM: David Mulling, Project Review Engineer *DM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT

We have reviewed the concept report submitted September 5, 2000 by the letter from Stephen T. Henry dated August 29, 2000, and have the following comments:

1. Some of the roadway work does not appear to qualify for bridge replacement funds. See TOPPS Directive 4118 for guidance.
2. Estimated costs for right of way and reimbursable utilities were not provided.

The costs for the project are:

Construction	\$2,620,000
Inflation	\$ 131,000
E&C	\$ 275,000
Reimbursable Utilities	\$?
Right of Way	\$?

DTM

c: Steve Henry – Attention: Key Phillips

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

PROJECT NO. BRSLB-9110(4)
CLAYTON COUNTY

CR 1351/REX ROAD AT LITTLE COTTON INDIAN CREEK

U.S. Route No.: None
State Route No.: None
County Route No.: 1351
P.I. No.: 753010

Location Map: See Page 2

Date of Report: 8-29-00

This project is contained in the Regional Transportation Plan (RTP) and/or 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 RTP and/or the STIP.

RECOMMENDATION FOR APPROVAL

Date _____ State Transportation Planning Administrator

Date _____ State Traffic Operations Engineer

Date _____ State Bridge Engineer

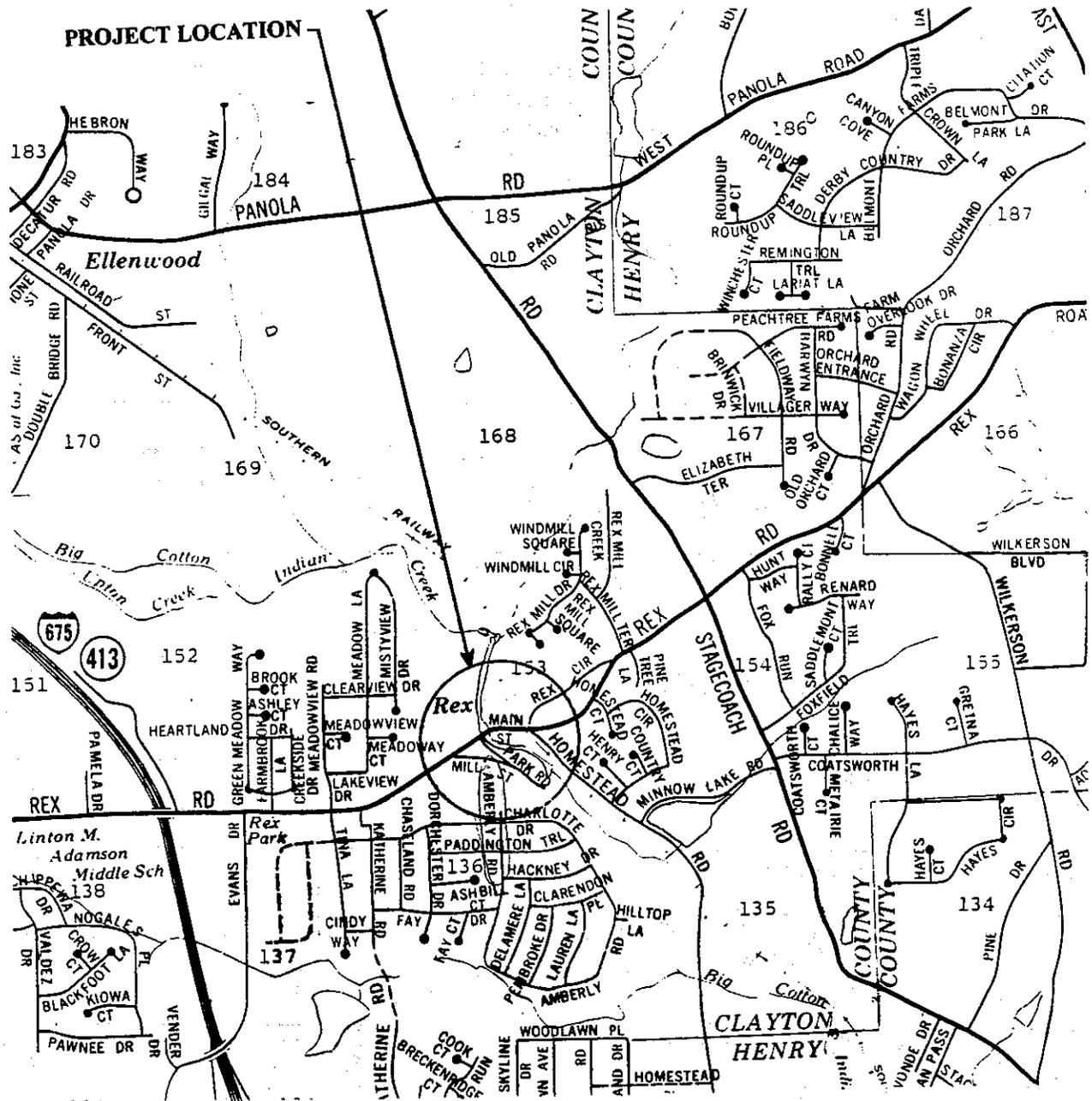
8-30-00
Date _____ *Stephen T. Henry*
District Engineer

9/5/00
Date _____ *C. S. Macey*
State Project Review Engineer

Date _____ State Environmental/Location Engineer

PROJECT CONCEPT REPORT
BRS LB-9110 (4)
P.I. NO: 753010

PROJECT LOCATION MAP



PROJECT CONCEPT REPORT

BRSLB-9110 (4)

P.I. NO: 753010

PROJECT NEED AND PURPOSE

CR 1351/Rex Road in Clayton County is an urban minor arterial that runs between North Parkway in the vicinity of Clayton College and State University in Morrow to the Clayton/Henry County line. It crosses Little Cotton Indian Creek in the Rex historical district. This project consists of the proposed bridge replacement of the existing historic steel truss bridge on CR 1351/Rex Road over Little Cotton Indian Creek. The project involves two historic properties listed on the National Register of Historic Places, Rex Mill (including the Dam adjacent to the bridge) and the steel truss bridge on Rex Road over Little Cotton Indian Creek. This project is also located within a FEMA flood zone study area. The existing historic bridge is a narrow 18-ft wide X 95-ft long structure constructed in 1932 and carries one-lane of traffic. Vehicle traffic across the bridge is controlled by traffic signals that are located at each end of the bridge. The structurally deficient and functionally obsolete structure has a sufficiency rating of 19.7 and a substandard design load of HS-13. The existing bridge and guardrail do not meet current construction date standards and are a potential safety hazard to the traveling public. Records indicate that the existing bridge is frequently flooded during heavy rainfall events.

This project proposes to build a new 650-ft long X 40-ft wide (curb to curb width) bridge on new alignment to avoid any adverse impacts to the existing National Register properties. Because of its historical significance, the existing bridge will be retained and will serve as a pedestrian walkway. The proposed bridge will be located approximately 540 feet downstream from the center of the existing bridge and will span Homestead Road, Norfolk Southern Railroad and Little Cotton Indian Creek. The proposed structure will have a design load of HS-20 and will carry two 12-ft lanes with curb and gutter and two six-foot sidewalks. The grade of the proposed bridge and approaches will be raised to clear the FEMA 100-year flood elevation and to eliminate the conflicts that would be caused by the at-grade intersection crossings with Homestead Road and with the Norfolk Southern Railroad. The grade will be raised high enough to provide 23-feet of vertical clearance over the top of the Norfolk Southern Rail Tracks.

The proposed new roadway approaches to the bridge will consist of two urban 12-ft travel lanes with 10-ft shoulders and five-foot sidewalk. The proposed new roadway alignment for CR 1351/Rex Road will begin approximately 1320-ft SW and end approximately 1200-ft NE of the existing historic bridge. In addition to the proposed approach work, it is also proposed to extend CR 2163/Amberly Road approximately 650 feet to intersect into the new CR 1351/Rex Road alignment. Parks Road will be extended to the New Amberly Road for better access to the community. The proposed extension of Amberly Road will provide residential access to homes that will be cut off during and after the proposed construction work. The total length of this project will be approximately 4014 feet.

As proposed in this concept, the length of the bridge approach work and the extension of CR 2163/Amberly Road and Parks Road to intersect with the realigned CR 1351/Rex Road are not consistent with the limits for a bridge replacement project as outlined in MOG 4118. However, the proposed bridge in conjunction with the additional approach work and Amberly and Parks Road extension, will provide for a safer and more efficient roadway. Therefore, the Office of Programming is requested to split-fund the project with STP funding.

PROJECT CONCEPT REPORT

BRSRB-9110 (4)

P.I. NO: 753010

PROJECT OVERVIEW

PROJECT NUMBER: BRSRB-9110-(4) **DATE:** 6-23-00

DESCRIPTION: Bridge Replacement and Road Extension **COUNTY:** Clayton

P.I. NO: 753010 **LENGTH:** 0.75 MI

LOCATION: Rex Road (CR1351) over Little Cotton Indian Creek

MILE POINT REFERENCE: At Bridge 1.49

PDP CLASSIFICATION:	FULL OVERSIGHT	EXEMPT	SF	OTHER
<u>Minor</u>	()	(X)	()	()

FUNCTION CLASSIFICATION: Urban Minor Arterial

U.S. ROUTE NO. None **STATE RT. NO.** None

TRAFFIC

CURRENT		PROJECTED	
<u>YEAR</u>	<u>AADT</u>	<u>YEAR</u>	<u>AADT</u>
<u>2004</u>	<u>9600</u>	<u>2024</u>	<u>17000</u>

EXISTING DESIGN

TYPICAL SECTION: Two Urban 11ft lanes with curb and gutter and four ft. grassed shoulders

R/W WIDTH: 50 feet

POSTED SPEED	MIN. EXISTING RADIUS OF CURVE	MAX. EXISTING GRADE
<u>30 MPH</u>	<u>716.20 feet</u>	<u>4.35 %</u>

EXISTING MAJOR STRUCTURES

The existing structure is a Historic Steel Truss Bridge built in 1932.

S. RTG	FEATURES INTERSECTED	LENGTH	WIDTH
<u>19.7</u>	<u>Little Cotton Indian Creek</u>	<u>95 ft</u>	<u>18 ft</u>

PROJECT CONCEPT REPORT

BRSLB-9110 (4)

P.I. NO: 753010

PROPOSED DESIGN

PROPOSED TYPICAL SECTION: Two urban 12 ft travel lanes and 10 ft shoulders with five-foot sidewalk.
A left turning lane will be added from Amberly Road stretching across the bridge to Rex Road Tie-in intersection.

DESIGN SPEED: 35 mph

REQUIRED RIGHT-OF-WAY WIDTH: 80 ft minimum Rex Road/ 60 ft minimum Amberly and Parks Road

DISPLACEMENTS: Five – One Commercial and Four Residential

NUMBER OF PARCELS: 20

MIN. RADIUS OF CURVE: ALLOWABLE: 3820 ft PROPOSED: 1750 ft

MAX. GRADE: ALLOWABLE: 9.5 % PROPOSED: 3.5 %

TYPE ACCESS: By County Permit

TRAFFIC CONTROL DURING CONSTRUCTION: Stage Construction

PROPOSED STRUCTURES

The Proposed structure will be an urban bridge 650 X 40 ft with six-ft sidewalk extending the length of the bridge.

FEATURES INTERSECTED: Little Cotton Indian Creek, Homestead Road, Norfolk Southern Railroad

BRIDGE LENGTH: 650ft
BRIDGE WIDTH: 40ft

DESIGN EXCEPTIONS TO BE REQUIRED

<u>CONTROLLING CRITERIA</u>	<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 SIGHT 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"/>

PROJECT CONCEPT REPORT

BRSLB-9110 (4)

P.I. NO: 753010

LEVEL OF ENVIRONMENTAL ANALYSIS: Categorical Exclusion

TIME SAVINGS PROCEDURES APPROPRIATE: Yes

PUBLIC INVOLVEMENT: None

PERMITS REQUIRED (COE 404, WATER QUALITY, TVA): COE 404, FEMA Certification

LOCAL GOVERNMENT COMMITMENTS: Clayton signed for R/W, Utilities, Detour

SCHEDULING CONSIDERATIONS:

TIME TO COMPLETE ENVIRONMENTAL:	<u>6</u> MONTHS
TIME TO COMPLETE 404 PERMIT:	<u>6</u> MONTHS
TIME TO COMPLETE PRELIMINARY PLANS:	<u>8</u> MONTHS
TIME TO COMPLETE RIGHT-OF-WAY PLANS:	<u>8</u> MONTHS
TIME TO COMPLETE FINAL CONSTRUCTION PLANS:	<u>8</u> MONTHS
TIME TO ACQUIRE RIGHT-OF-WAY:	<u>12</u> MONTHS

OTHER PROJECTS IN THE AREA: None known

CONCEPT TEAM MEETING DATE: 6-18-2000

POSSIBLE LOCATIONS OF USTS: One-Gas station located approx. 1000-ft east of existing bridge.

PROBABLE LOCATION OF HAZARDOUS WASTE: None known at this time

ESTIMATED COST

CONSTRUCTION: \$ 2,620,777 **RIGHT-OF-WAY:** LGPA

INFLATION: * \$ 131,039 **UTILITIES:** LGPA

E & C (10%): \$ 262,078 **ADJUSTED BY:** LGPA

* 5% for Two Years

GRAND TOTAL COST: \$ 3,013,894

PROJECT CONCEPT REPORT

BRSLB-9110 (4)

P.I. NO: 753010

OTHER ALTERNATIVES CONSIDERED: (1) Build as outlined in report. (2) Build Culvert. (3) No Build

COMMENTS: Alt #1 was chosen because it offered the greatest amount of safety for the traveling public and avoids effects to any historical property. The culvert was rejected due to hydrological impacts and potential effects on historical properties and the regulatory floodway. Due to the proximity of the stream to the railroad, the culvert will provide an unsafe at-grade crossing to the traveling public with sight distance and guardrail problems.

ATTACHMENTS: Concept Team Meeting Minutes, Cost Estimate, Culvert Cost Estimate, Typical Sections, Bridge Inventory, and Notice of Location and Design Approval

CONCEPT TEAM MEETING MINUTES

BRSRB - 9110 (4), Clayton County

CR 1351/REX ROAD @ LITTLE COTTON INDIAN CREEK

On July 18, 2000, a Concept Team Meeting for the above referenced project was held in the in the District 7 Conference Room. The following persons were in attendance:

Key Phillips	Office of Preconstruction
John Weingard	Office of Preconstruction
Chris Woods	Office of Preconstruction
Mike Malcom	Office of Preconstruction
Robert Crawford	Office of Preconstruction
Katie Mullins	Office of Programming
Laurie Cotton	Office of Environmental & Location
Kevin Vinson	Office of Construction/Area 3
Frances Anglin	Office of Preconstruction
Eleanor Smith	Office of Traffic Operations
Andy Adams	Clayton County

The following items were discussed during the meeting:

1. Key Phillips, District Design Engineer, started the meeting by calling for the Project Manager, John Weingard, to give an overview of the project. Mr. Weingard stated that the project was a bridge replacement project on Rex Road in Clayton County. He stated that the project involved shifting the proposed Rex Road alignment and constructing the proposed bridge 540 feet downstream of the existing bridge to avoid impacting historical concerns in the area. Mr. Weingard stated that the existing bridge is a historical structure that currently has a sufficiency rating of 19. Mr. Weingard further stated that the project would include the extension of Amberly road to tie into the new Rex Road alignment. He stated that Park Road could then be tied into Amberly Road to allow residents living Southeast of the proposed bridge on Park Road access to their homes after construction of the proposed project. Mr. Weingard stated that tying Parks Road directly into Rex Road near the end of the proposed bridge was undesirable and would create a possible safety hazard to the traveling public. Mr. Phillips stated that the county had also previously requested that Amberly Road be extended under this project. Mr. Weingard stated that this would be an urban project that would have two 12 foot travel lanes with curb and gutter and five foot sidewalks on 10 foot shoulders.
2. Mr. Phillips stated that this project was not in the ARC bike and pedestrian plan and did not require bicycle lanes. Mr. Phillips then asked Andy Adams, Deputy Director of Clayton County Dept. of Transportation and Development, whether this project was in any bicycle plan that Clayton County might have. Mr. Adams stated that it was not.
3. Mr. Adams asked if the LGPA for this project required the county to purchase the R/W on this project. Mr. Phillips replied that the LGPA does require the county to acquire the right of way. Mr. Adams asked what the required R/W widths would be on this project. Mr. Weingard replied that the required R/W width was 80 foot with the width of required R/W increasing to 100 feet at the bridge. Mr. Adams asked if the required R/W width could be reduced to 60 feet along the Amberly Road extension and along the Parks Road tie-in to Amberly Road. Mr. Adams stated that the existing R/W along Amberly Road within the subdivision is 50 foot. Mr. Phillips told Mr. Adams that it might be possible to reduce the required R/W widths along Amberly Road and the Parks Road tie-in.
4. Mr. Adams asked what the speed design for this project would be. Mr. Weingard stated that the speed design for the project would be 35 mph. Mr. Phillips stated that Rex Road within the limits of the project is currently posted 30 mph, but that 35 mph is the lowest speed design that the department will use in doing design work. Mr. Adams asked if the project's speed design could be increased to 45 mph. He stated that he believed that the majority of the Rex Road corridor is posted 45 mph and only drops to 30 mph in the proposed project area. Mr. Adams said that he would drive through the Rex Road corridor latter that day to confirm this. Mr. Phillips and Mr. Weingard stated that the projects speed design could possible be increased. (It was latter determined by Mr. Adams that 35 mph was the appropriate speed design for this project.)

5. Laurie Cotton, DOT Historian, pointed out on a display she had brought, the potential historic properties in the area. She stated that several houses within the area were within or near the age requirements of being added to the National Register. Ms. Cotton requested aerial photographs and three sets of plans to aid in conducting a more thorough research for historic properties. Ms. Cotton also added that it was more useful to her to have the actual photographs and not bond copies of them. Mr. Weingard told Ms. Cotton he would request more Aerial photos from the Aerial Lab and send them to her. Mr. Phillips asked Ms. Cotton whether the properties that would be impacted by the project could qualify as being historical. Ms. Cotton said that she did not think they would but stated that when she received technical assistance she would better determine whether or not the impacted properties would become National Registered properties.
6. Frances Anglin, District Environmentalist, questioned how the residents living southeast of the bridge on Parks Road would have access to their homes using Amberly Road during construction. Mr. Weingard stated that access would be maintained by stage constructing the project. Mr. Vinson stated that residential access along Parks Road could be maintained by constructing the Amberly Road extension during the first stage of the project.
7. Ms. Anglin questioned if the proposed extension of Amberly Road could be included in a federal funded bridge project. Ms. Anglin further asked if there had been any coordination with the "Feds" on this project. Mr. Phillips replied that he had spoken on the phone with Walter Boyd of the FHWA and had sent Mr. Boyd a layout of the project for his review. Mr. Weingard noted that he had sent both Mr. Boyd and David Gratchen of the FHWA copies of the preliminary concept report and had invited them to attend the Concept Team Meeting. Mr. Phillips stated that split funding was being requested for this project as recommended by Mr. Boyd. Mr. Weingard then stated that the request to split fund the project had been included in the concept report in the last paragraph of the Need and Purpose statement. Katie Mullins stated that as soon as the concept report is approved, the request for the funding would be in.
8. Ms. Anglin stated that at this time she did not know if there were any endangered species in the area that the project would have an impact on. She further stated that she had no environmental concerns with the project as long as no bridge pilings were placed in the creek. Ms. Anglin stated that she believed that the level of environmental analysis for this project would qualify for Categorical Exclusion.
9. The question of what PDP classification should be given for this project was discussed. After discussing the right of way impacts of the proposed project and what the level of environmental analysis should be, it was decided that this project should remain classified as a minor project.
10. Mr. Andy Adams asked whether the department would hold a public hearing on the project. Mr. Phillips replied that after the environmental document is approved the department would hold a public information meeting for the project.
11. Robert Crawford, District Scheduling Engineer, brought up the question of a possible UST's or hazardous waste sites being located within the project limits. Mr. Crawford stated that he had not been out to the site but that he understood that there is or had once been at some time a gas station located within the project limits. Mr. Weingard replied that there is an active Gas Station/Convenience Store located within the project limits that is a very probable source for an UST.
12. Eleanor Smith, Traffic Operations, requested that striping plans be included for the Preliminary Field Plan Review Meeting.
13. Mr. Phillips questioned the possibility of adding left turn lanes and decel lanes to the project. Mr. Adams stated that he felt that the traffic counts would warrant the addition of left turning lanes and decel lanes to the project. Mr. Weingard noted that the proposed Amberly Road extension would provide a more direct route for residents living in Stanton Ridge subdivision. Based on traffic volumes along Rex Road and the number of expected left turning movements, it was decided that left turning lanes and decel lanes should be added to provide for greater safety. It was also decided that because of the proximity of the proposed Amberly Road to the proposed bridge, the left turning lane should be extended across the proposed bridge. (Mr. Phillips and Mr. Weingard latter met with Yancey Bachmann, District Traffic Operations Engineer, to further discuss the addition of a left turn lane to this project. Mr. Bachmann concurred that a left turning lane should be added to this project and that the left turning lane should extend across the bridge.)

The Office of Utilities was not present at the concept team meeting but provided the following attached comments.

CONCEPT TEAM MEETING COMMENTS

July 24, 2000

**BRSLB-9110(4) Clayton
Rex Road @ Little Cotton Indian Creek
PI # 753010**

UTILITY COMPANIES:

**Atlanta Gas Light Company
BellSouth
Intermedia
Plantation Pipe Line Company
Georgia Power Distribution
MediaOne
Colonial Pipeline Company
Southern Natural Gas Company
Clayton County Water Authority**

FORCE ACCOUNT AGREEMENTS:

None at this time

**Clyde A. Cunningham
Metro Utility Engineer
Area 3**

PRELIMINARY COST ESTIMATE

BRIDGE REPLACEMENT
CR 1351/REX ROAD @ LITTLE COTTON INDIAN CREEK

Project Number: BRS LB-9110(4)
County: CLAYTON
P. I. Number: 753010
Project Length: 0.5 miles

A. RIGHT-OF-WAY

SUBTOTAL LGPA

B. REIMBURSABLE UTILITIES

SUBTOTAL LGPA

C. MAJOR STRUCTURES

1. BRIDGES

SUBTOTAL \$1,690,000.00
\$ 1,690,000.00

D. GRADING AND EARTHWORK

1. EARTHWORK

a. GRADING COMPLETE

\$ 200,000.00
\$ 200,000.00

E. DRAINAGE

1. DRAINAGE

a. STORM DRAIN PIPES

2000 FT of 18 IN dia @ \$27.50/LF

\$ 55,000.00

b. SIDE DRAIN PIPE

c. MINOR STRUCTURES

12 Catch Basins @ \$1,800/ea

\$ 21,600.00

SUBTOTAL \$ 76,600.00

F. BASE & PAVING

1. GRADED AGGREGATE BASE

4324 Tons @ \$12.50 / ton

\$ 54,050.00

2. ASPHALT PAVING

a. 12.5 mm Superpave

695 Tons @ \$36.00 / ton

\$ 25,020.00

b. 19 mm Superpave

984 Tons @ \$36.00 / ton

\$ 35,424.00

c. 25 mm Superpave

1608 Tons @ \$37.00 / ton

\$ 59,496.00

3. LEVELING

200 Tons @ \$38.00 / ton

\$ 7,600.00

4. TACK

880 gal @ \$.91 / ton

\$ 800.00

5. AGGREGATE SURFACE COURSE

100 TONS @ \$18.64

\$ 1,864.00

SUBTOTAL \$ 184,254.00

CULVERT COST ESTIMATE

BRIDGE REPLACEMENT CR 1351/REX ROAD @ LITTLE COTTON INDIAN CREEK

Project Number: BRSLB-9110(4)
County: CLAYTON
P. I. Number: 753010
Project Length: 0.5 miles

Part Cost Estimate

A. RIGHT-OF-WAY	SUBTOTAL	<u>LGPA</u>
B. REIMBURSABLE UTILITIES	SUBTOTAL	<u>LGPA</u>
C. MAJOR STRUCTURES		
1. CULVERT		\$297,168.00
	SUBTOTAL	<u>\$ 297,168.00</u>
D. GRADING AND EARTHWORK		
1. EARTHWORK		
a. GRADING COMPLETE		\$ 250,000.00
		<u>\$ 250,000.00</u>
E. DRAINAGE		
1. DRAINAGE		
a. STORM DRAIN PIPES		
2000 FT of 18 IN dia @ \$25.00		\$ 55,000.00
b. SIDE DRAIN PIPE		
c. MINOR STRUCTURES		
12 Catch Basins @ \$1,800/ea		\$ 21,600.00
	SUBTOTAL	<u>\$ 76,600.00</u>
F. BASE & PAVING		
1. GRADED AGGREGATE BASE		
5612 Tons @ \$12.50 / ton		\$ 70,150.00
2. ASPHALT PAVING		
a. 12.5 mm Superpave		
675.1 Tons @ \$36.00 / ton		\$ 24,304.00
b. 19 mm Superpave		
898.7 Tons @ \$36.00 / ton		\$ 32,353.00
c. 25 mm Superpave		
1789.3 Tons @ \$37.00 / ton		\$ 66,204.00
3. LEVELING		
150 Tons @ \$38.00 / ton		\$ 5,700.00
4. CONCRETE PAVING		
5. AGGREGATE SURFACE COURSE		
100 TONS @ \$18.64		\$ 1,864.00
6. TACK @ \$0.98/GAL		\$ 837.00
	SUBTOTAL	<u>\$ 201,412.00</u>

CULVERT COST ESTIMATE

BRIDGE REPLACEMENT CR 1351/REX ROAD @ LITTLE COTTON INDIAN CREEK

G. CONCRETE WORK

1. CURB AND GUTTER	\$115,828.00
2. APPROACH SLABS	
3. SIDEWALKS	\$98,700.00
4. MISCELLANEOUS	\$2,150.00
SUBTOTAL	\$216,678.00

H. LIGHTING/SIGNING/STRIPING/SIGNAL PERMANENT SIGNS & STRIPING

SUBTOTAL	\$7,500.00
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I. GUARDRAIL

2000 FT TY W-BEAM @ 11.88/FT	\$23,760.00
SUBTOTAL	\$23,760.00

J. LUMP ITEMS

1. TRAFFIC CONTROL	\$ 10,000.00
2. CLEARING & GRUBBING	
4 ACRES @ \$5,000/ACRE	\$20,000
3. LANDSCAPING AND GRASSING	
4 ACRES @ \$4,000/ACRE	\$16,000
4. EROSION CONTROL	
4 ACRES @ \$4,000/ACRE	\$16,000
SUBTOTAL	\$ 62,000.00

K. MISCELLANEOUS

1. SILT FENCE/BALED STRAW	\$ 18,000.00
2. FIELD OFFICE	\$ 38,453.00
SUBTOTAL	\$ 56,453.00

TOTAL ESTIMATE **\$1,191,571.00**

CULVERT COST ESTIMATE SUMMARY

**BRIDGE REPLACEMENT
CR 1351/REX ROAD @ LITTLE COTTON INDIAN CREEK**

Project Number: BRSLB-9110(4)

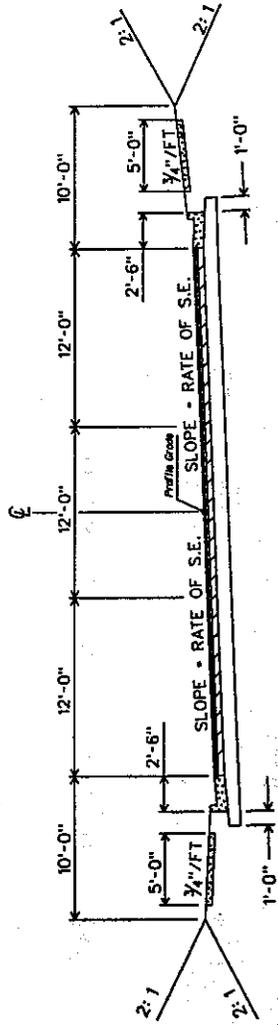
County: CLAYTON

P. I. Number: 753010

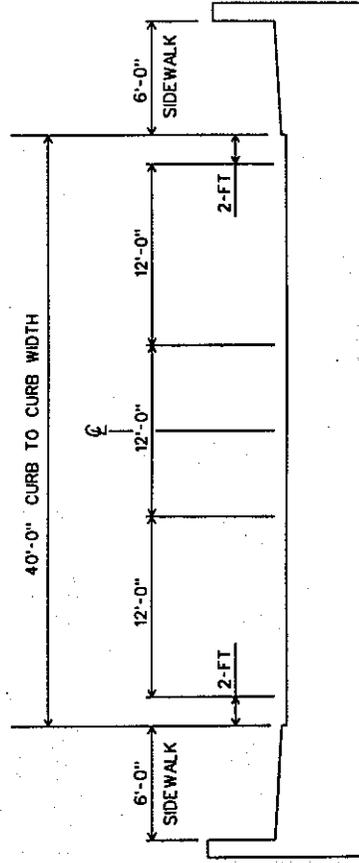
Project Length: 0.5 miles

A. RIGHT-OF-WAY		LGPA
B. REIMBURSABLE UTILITIES		LGPA
C. MAJOR STRUCTURES	\$	297,168
D. GRADING AND EARTHWORK	\$	250,000
E. DRAINAGE	\$	76,600
F. BASE & PAVING	\$	201,412
G. CONCRETE WORK	\$	216,678
H. LIGHTING/SIGNING/SIGNAL	\$	7,500
I. GUARDRAIL	\$	23,760
J. LUMP ITEMS	\$	62,000
K. MISCELLANEOUS	\$	56,453
	SUBTOTAL CONSTRUCTION COST	\$ 1,191,571
	INFLATION (5% PER YEAR @ 1 YR)	\$ 59,579
	E & C (10%)	\$ 119,157
	TOTAL CONSTRUCTION COST	\$ 1,370,307

STATE	PROJECT NUMBER	DATE	SCALE
GA.			



SUPERELEVATED SECTION WITH AUXILIARY LANE FOR LEFT TURNS



BRIDGE SECTION

1----- 1: LOCATION AND GEOMETRIC DATA 19-JUN-2000
 BRIDGE IN CLAYTON COUNTY | SERIAL NUMBER : 0086-0
 ----- FACILITY CARRIED ----- | YEAR CONSTRUCTED : 1932
 REX ROAD | YEAR RECONSTRUCTED: None
 ----- LOCATION ----- | DATE INSEPECTED : May 1999
 1.6 MI E JCT SR 42 IN REX | DESIGN LOAD : Other or Unknown
 ----- FEATURES INTERSECTED ----- | NATIONAL TRUCK RTE: OFF NETWORK
 LITTLE COTTON INDIAN CRK | SCHOOL BUS ROUTE : YES
 TYPE SERVICE ON : Highway
 TYPE SERVICE UNDER: Waterway.
 STRUCTURE : Steel Thru Truss
 SURFACE : Concrete.
 DECK : Concrete
 MAIN SUPPORT: Steel
 SUBSTRUCTURE: Steel; Concrete
 FOUNDATION : Steel pile.
 ----- 2: SIGNS AND ATTACHMENT DATA
 GUARDRAIL REAR : Both sides.
 GUARDRAIL FORWARD : None.
 GUARDRAIL REAR OPP DIR: None.
 GUARDRAIL FOR. OPP DIR: None.
 ----- 3: PROGRAMMING DATA
 CONTARCT DATE : 02/01/02
 RANKING NUMBER : 0 Priority rating
 TOTAL PROJECT COST: \$994,000 (1990 IMPROVEMENT COST ESTIMATE)
 LAST PROJECT # : UNKNOWN
 PROPOSED PROJECT #: BRSLB-9110 (4)
 PROPOSED WORK : Replace; substandard load capacity or geometry.
 RECONSTRCT. STATUS: Not eligible for Federal Bridge Replacement Funds.
 ----- 4: HYDRAULIC DATA
 SCOUR CRITICAL: Scour calculations not yet made
 ----- 5: MEASURMENT DATA
 NUMBER OF LANES ON: 2 UNDER: 0
 STRUCTURE LENGTH : 95 FT BRIDGE ROADWAY WIDTH: 18.0 FT
 CLEARANCE (FT-IN) : OVER: 99-99 UNDER: 00-00 HORIZONTAL: 18.0 FT
 SIDEWALK OR CURB : None found.
 BRIDGE RAILING : Does not meet current or construction date standards.
 APPROACH GUARDRAIL: Does not meet current or construction date standards.
 ----- 6: RATING DATA
 INVENTORY : Indefinite safe use HS loading of 13 tons.
 OPERATING : 10 to 19.9% below legal load limit.
 SUFFICIENCY : 19.7
 STRUCTURE : Intolerable requiring high priority of replacement.
 DECK : SATISFACTORY, structural elements show minor deterioration.
 MAIN SUPPORT: FAIR, sound primary elements, possible minor defects.
 SUBSTRUCTURE: FAIR, sound primary elements, possible minor defects.
 SCOUR : TRIVIAL - small and almost unnoticable scoure.
 CHANNEL PROT: Banks slump, widespread minor damage.
 ----- 7: POSTING DATA
 STRUCTURE POSTED : Posted for load.
 TEMPORARY POSTING: No temporary conditions exist.
 ACTUAL POSTINGS : [H: 12 TONS] [TRI: NP TONS] [3S2: NP TONS]

Notice of Location and Design Approval

Project Number BRSLB-9110 (4)

Clayton County

P.I. # 753010

Notice is hereby given in compliance with the Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

This Project is located in the 12 district, land lot 76, in the 414 Georgia Military District approximately 3 miles NE of Rex Rd./ I-675 junction.

This project proposes to build a new bridge approximately 540 ft downstream from the existing bridge center. The proposed bridge will span Homestead Road, Southern Railway Track and Little Cotton Indian Creek with an estimated length of 600 ft. The new structure will have a design load of HS-20. Rex Road alignment would be shifted beginning approximately 1200 ft. NE of the existing bridge with the project ending approximately 1320 ft. SW of the existing bridge.

Drawings or maps or plats of the proposed project as approved are on file and are available for inspection at the Georgia Department of Transportation (5025 New Peachtree Road, Chamblee, Georgia 30341). Or, any interested party may obtain a copy of the drawings or maps or plats by writing to the Georgia Department of Transportation, No. 2 Capitol Square, Atlanta, Georgia 30334 and paying a nominal cost therefore.

Any written request to this notice SHOULD include the PROJECT AND PI NUMBERS AS NOTED AT THE TOP OF THIS NOTICE AND may be referred to:

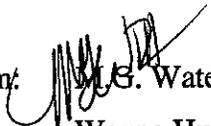
Stephen T. Henry
Georgia Department of Transportation
District 7
5025 New Peachtree Road
Chamblee, GA 30341
(770) 986-1050

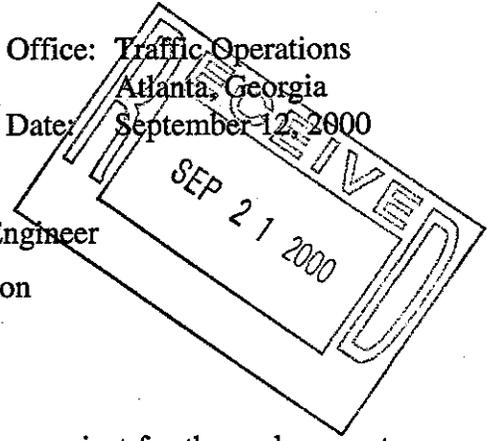
Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: BRSLB-9110(4), Clayton County
P.I. No. 753010

Office: Traffic Operations
Atlanta, Georgia
Date: September 12, 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 deficient one lane bridge on CR 1351/Rex Road over Little Cotton Indian Creek, located ½ mile west of the city of Rex. The new structure will be relocated 540 feet south of the existing structure and will span Homestead Road, Norfolk Southern Railroad and Little Cotton Indian Creek. CR 2163/Amberly Road will be extended to intersect the realigned Rex Road.

Rex Road has an existing typical section consisting of two urban eleven-foot lanes with curb and gutter and four-foot grassed shoulders. The existing structure is an eighteen-foot wide Historic Steel Truss Bridge built in 1932 with a sufficiency rating of 19.7. The existing structure will remain as a pedestrian walkway.

This project proposes to widen Rex Road to twelve-foot lanes with ten-foot shoulders and five-foot sidewalks and add a left turn lane at Amberly Road. The roadway has an existing AADT of 9600 with a 2024 design year AADT of 17000. The total project length is 4015 feet.

We believe this concept will improve safety and operational capacity along this section of roadway. We therefore find this report satisfactory for approval.

MGW:BM

Attachment (signature page)

c: Harvey Keepler

Stephen T. Henry, District Engineer, Chamblee

Attention: John Weingard

David Mulling, w/ attachment

Marta Rosen

Chuck Hasty, TMC

General Files

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

PROJECT NO. BRSLB-9110(4)
CLAYTON COUNTY

CR 1351/REX ROAD AT LITTLE COTTON INDIAN CREEK

U.S. Route No.: None
State Route No.: None
County Route No.: 1351
P.I. No.: 753010

Location Map: See Page 2

Date of Report: 8-29-00

This project is contained in the Regional Transportation Plan (RTP) and/or 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 RTP and/or the STIP.

RECOMMENDATION FOR APPROVAL

Date
9/15/2000
Date

State Transportation Planning Administrator
Marion S. Galt
State Traffic Operations Engineer

Date
8-30-00
Date

State Bridge Engineer
Stephen T. Henry
District Engineer

Date

State Project Review Engineer

Date

State Environmental/Location Engineer