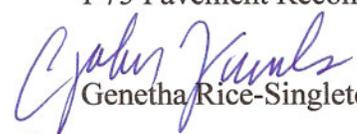


DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. M003243 Dooly County **OFFICE** Preconstruction
CSNHS-M003-00(243)
I-75 Pavement Reconstruction **DATE** January 26, 2007

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO  SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keeper
Ken Thompson
Michael Henry
Keith Golden
Angela Alexander
Paul Liles
Brent Story
Thomas Howell
BOARD MEMBER



**Federal Highway Administration
Georgia Division**

Route Slip

Date: 11/17/06

To: GDOT Office of Preconstruction, ATTN: Johnny Quarles, Rm 368

- | | | | |
|-------------------------------------|----------------------|--------------------------|--------------------------------|
| <input type="checkbox"/> | Per Your Request | <input type="checkbox"/> | For Your Signature |
| <input checked="" type="checkbox"/> | For Your Information | <input type="checkbox"/> | Comment |
| <input type="checkbox"/> | Per Our Conversation | <input type="checkbox"/> | Take Appropriate Action |
| <input type="checkbox"/> | Note and Return | <input type="checkbox"/> | Prepare Reply for Signature of |
| <input type="checkbox"/> | Discuss With Me | <input type="checkbox"/> | |
| <input type="checkbox"/> | For your Approval | | |
| <input type="checkbox"/> | | | |

Remarks: Here are concept approval letters for 969, 243 and 340.

From: Telephone: 404 562-3658

FHWA – Dave Painter



U.S. Department
of Transportation
**Federal Highway
Administration**

61 Forsyth St. SW
Atlanta, Georgia 30303

In Reply Refer To:
HTM-GA

Georgia Division
November 17, 2006

Mr. Harold E. Linnenkohl
Commissioner
Georgia Department of Transportation
No. 2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

Subject: Project CSNHS-M003-00(243)
Dooly County
I-75 Pavement Reconstruction Concept Report

Dear Mr. Linnenkohl:

We are approving the subject concept report with the understanding that the changes noted in the attached printed email will be addressed in a revised concept document.

If you have any questions or need additional information regarding these comments, please contact David Painter at (404)562-3658.

Sincerely,

For: Robert M. Callan, P.E.
Division Administrator

File: CSNHS-M003-00(340)



**BUCKLE UP
AMERICA**

Painter, David

From: Casey, Andy [Andy.Casey@dot.state.ga.us]
Sent: Thursday, November 02, 2006 7:33 AM
To: Painter, David
Cc: Story, Brent; McCook, Jason
Subject: CSNHS-M003-00(243) - M003243 - DOOLY

RE: CONCEPT REPORT APPROVAL

David,

This email is to wrap up and bring to a closure the Concept Report Phase for the above-mentioned project. As discussed in the meeting yesterday GDOT will perform the following with a Revise Concept Report once FHWA has approved the report.

1. Include Conduit in the barrier for future lighting. (This is actually already in the Concept Report Cost Estimate but we will add language in the Project description)
2. Remove the need for a Design Exception for Vertical and Horizontal Clearances.

In addition, GDOT will include the following items in the Plans.

1. Remove curb and gutter in gores of all interchanges within limits of project.
2. Ramps will be lengthened to meet current design criteria.

With regards to the mainline bridges with low sufficiency ratings, this project has only one mainline bridge (I-75 over Sandy Mount Creek). This bridge has a sufficiency rating of 78.70 and has been "closed in" so no additional maintenance work will be needed on the bridge. However, GDOT will replace the existing jersey face median barrier wall located on the bridge with single slope face barrier wall.

The only other outstanding issue is the installation of some sort of ITS along the project corridor. Jason and I will meet with upper management and discuss the issue once again. If Management decides to include ITS on this project, GDOT will revise the Concept Report at that time.

Thank you for your cooperation in getting the Concept Report approved.

If you have any questions please let me know.

C. Andy Casey, P.E.
Design Group Manager
Georgia Department of Transportation
Phone: 404-656-5406
Fax: 404-657-0653

From: Painter, David [mailto:David.Painter@fhwa.dot.gov]
Sent: Wednesday, July 12, 2006 2:20 PM
To: Casey, Andy
Subject: Concept comments CSNHS-M003-00(243)

Andy, I sent this on 5/4 and am resending it now. Has the consultant generated any responses yet?

Andy, some comments from yesterday's meeting.

1. Please use single slope barrier and redraw Alts A, B and C incorporating this into all of them.
2. I agree with including only the Alt A cost estimate.

11/17/2006

3. I agree with including conduit in the barrier for future lighting.
4. Need a status on the env docs for these projects.
5. Remove curb and gutter in gores of all interchanges within limits of projects.
6. I agree with the idea of including cost estimates for two ITS options: a) full build out with fiberoptic cable
b) low cost DSL-type equipment. For this project this will include 4 message boards and cameras that would be installed very early in the project to allow use by construction personnel for work zone control.
7. GDOT and FHWA need to determine the appropriate means of testing pavement smoothness for concrete pavements.
Currently, our choices are laser profiler and profileograph. Regardless of what method is used should this method be applied to the entire length of the project including roadway and bridges? Do the smoothness specifications need modification?

In addition I have the following additional comments from review of the concept packet that I received 7 Jul 06:

1. I see that comment 1 in my 5/4 comment set has been incorporated.
2. Do any of the interchanges within the limits of this project need ramps lengthened to meet current design criteria?
3. I note a design exception for vertical clearance. Please provide more information on location and justification.
4. I note a potential design exception for horizontal clearance. When will this DE be verified?
5. There are at least 2 bridges with sufficiency ratings less than 65 within the limits of this project. What is being done to upgrade these structures?

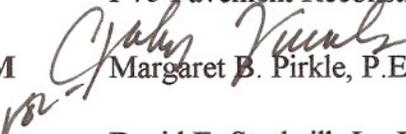
David Painter
MSE, PE
FHWA, GA Division
Tel: 404 562-3658



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. M003243, Dooly County **OFFICE** Preconstruction
CSNHS-M003-00(243)
I-75 Pavement Reconstruction **DATE** June 20, 2006

FROM  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 concrete reconstruction of the existing pavement (lanes 2 and 3) and shoulders on I-75 from Crisp/Dooly county line to CR 323/Pinehurst-Hawkinsville Road for a total project length of 11.30 miles. The existing I-75 within the project length consists of three, 12' lanes in each direction with 12' inside shoulders, 12' outside shoulders (10' paved) and an approximately 16' depressed grass median. The existing right-of-way is typically 150' from the centerline on each side of the roadway. The project has a total of seven (7) existing major structures with sufficiency ratings ranging from 48-78. State Route 401/I-75, a rural principal arterial, is a primary corridor in middle Georgia. The primary purpose of this project is the rehabilitation of the existing roadway to preserve the integrity, serviceability, and safety of the interstate system. The majority of the pavement within the project is in poor to fair condition. This condition will continue to deteriorate as traffic increases. The base year traffic (2009) is 53,600 VPD and the design year traffic (2029) is 79,600 VPD.

The construction proposes to replace one center and one outside lane in each direction along the existing roadway's six lane section. (The inside lane as added in the early 1990s in both directions and is in good condition.) The median will be paved and a permanent concrete median barrier will be added. The roadway will be striped for three lanes in each direction. The pavement design includes a 12" continuously reinforced concrete (CRC) pavement structure and full depth concrete shoulders. The design will also use a 12" graded aggregate base and a 3" asphalt concrete base. Vegetation removal will occur on both sides of the roadway 50' from the edge of pavement, and guardrail replacement as needed along the 11.30 mile corridor. Additional right-of-way will not be required for the proposed project, and no work is anticipated to occur on the entry or exit ramps.

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

David Studstill
Page 2

P.I. No. M003243, Dooly
June 20, 2006

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)	\$141,240,000	\$141,240,000	L010	2008
Right-of-Way & Utilities	-0-	-0-		

This project will enhance safety along this portion of I-75. I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR 
Buddy Gratton, P.E., Director of Preconstruction

APPROVE 
FA: Robert M. Callan, Administrator, FHWA

*See Attached
approval
letter*

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

Project Concept Report page 1
Project Number: CSNHS-M003-00(243)
P.I. Number: M003243
County: Dooly

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Road and Airport Design

PROJECT CONCEPT REPORT

Project Number: CSNHS-M003-00(243)

County: Dooly

P. I. Number: M003243

Federal Route Number: NH 751 (I-75)

State Route Number: 401

See Page 2 for Project Location Map

Recommendation for approval:

DATE 5-25-06

C. Andy Casey, P.E.
Project Manager

DATE 5-26-06

R.A.H. Hill
State Road and Airport Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE 6-2-06

J. B. Powell
District Engineer

DATE _____

Project Review Engineer

Project Concept Report page 1
Project Number: CSNHS-M003-00(243)
P.I. Number: M003243
County: Dooley

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Road and Airport Design

PROJECT CONCEPT REPORT

Project Number: CSNHS-M003-00(243)

County: Dooley

P. I. Number: M003243

Federal Route Number: NH 751 (I-75)

State Route Number: 401

See Page 2 for Project Location Map

Recommendation for approval:

DATE 5-25-06

C. Andy Casey, DE
Project Manager

DATE 5-26-06

R. H. Hill
State Road and Airport Design Engineer

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DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 5-31-06

Heath Bell
State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

Project Concept Report page 1
Project Number: CSNHS-M003-00(243)
P.I. Number: M003243
County: Dooly

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Road and Airport Design

PROJECT CONCEPT REPORT

Project Number: CSNHS-M003-00(243)
County: Dooly
P. I. Number: M003243

Federal Route Number: NH 751 (I-75)
State Route Number: 401

See Page 2 for Project Location Map

Recommendation for approval:

DATE 5-25-06

C. Andy Casay, P.E.
Project Manager

DATE 5-26-06

R.A. Hill
State Road and Airport Design Engineer

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DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE 6-2-06

J. B. [Signature]
District Engineer

DATE _____

Project Review Engineer

Project Concept Report page 1
Project Number: CSNHS-M003-00(243)
P.I. Number: M003243
County: Dooly

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office of Road and Airport Design

PROJECT CONCEPT REPORT

Project Number: CSNHS-M003-00(243)

County: Dooly

P. I. Number: M003243

Federal Route Number: NH 751 (I-75)

State Route Number: 401

See Page 2 for Project Location Map

Recommendation for approval:

DATE 5-25-06

C. Andy Casey, P.E.
Project Manager

DATE 5-26-06

R.H. King
State Road and Airport Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

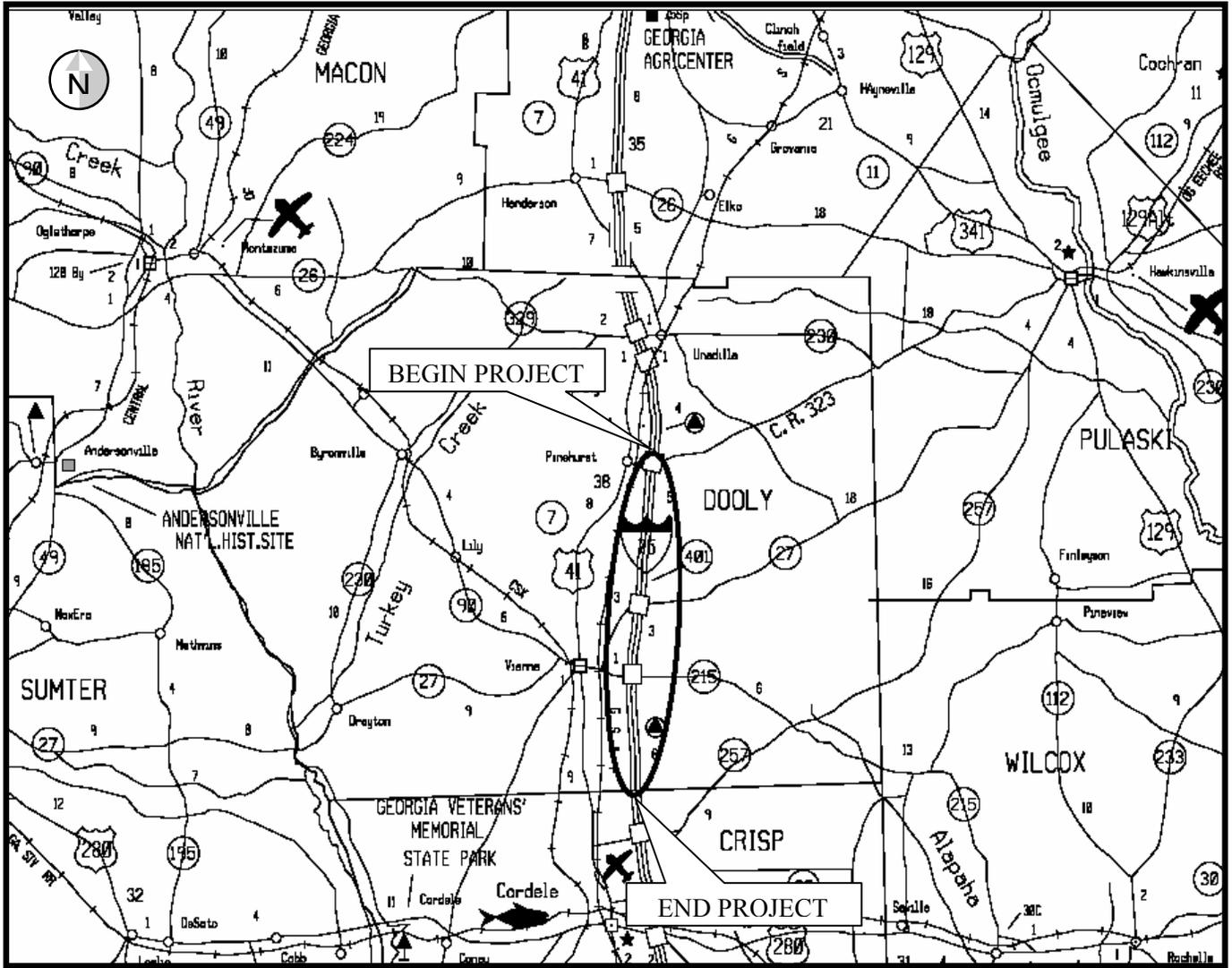
State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer



PROJECT LOCATION MAP

NOT TO SCALE

Project: CSNHS-M003-00(243), Dooly County **P.I. No.:** M003243
Description: I-75 Interstate Pavement Replacement from Crisp/Dooly County
Line to C.R. 323/Pinehurst-Hawkinsville Road

Need and Purpose:

The proposed Project CSNHS-M003-00(243), in Dooly County, would provide for concrete lane replacement on Interstate 75 (I-75) from the Crisp/Dooly County line to C.R. 323/Pinehurst-Hawkinsville Road for a distance of approximately 11.3 miles. The existing inside travel lanes in both directions were constructed in 1992 when Interstate 75 was widened, while the existing center and outside lanes were constructed in the late 1961 along this section of I-75. Today, the center and outside lanes in both directions are deteriorating and require frequent maintenance. According to the Federal Highway Administration (FHWA), pavements tend to deteriorate slowly in the first few years after construction, then at ever-increasing rates as they age. The FHWA has estimated that concrete pavements of the type found on the project corridor generally have an approximate 20 to 30-year life cycle, which has now passed. The current condition of the pavement suggests that I-75 will shortly require maintenance and repairs too frequently for cost effectiveness, maintenance of traffic flow, and safety. The Average Daily Traffic (ADT) along this section of the roadway for 2009, the projected year when the project will open to traffic, is 53,600 vehicles per day (VPD), and traffic levels are predicted to be at 79,600 VPD by 2029.

Further, the deteriorating pavement no longer meets current design standards for concrete roadways. The original concrete pavement is now 44 years old, and was constructed with a 10-inch surface layer of plain Portland cement concrete including an eight-inch granular sub-base and 12-inch Class IA or IB material base. Current pavement conditions preclude preservation or repair of the existing pavement, and reconstruction of the two lanes would correct several deficiencies currently found along the project corridor including:

1. Deteriorating pavement conditions that are unable to handle existing vehicular and truck traffic volumes;
2. Pavement that does not meet current design standards for the type and volume of traffic traveling the roadway;
3. Pavement that has passed its life-cycle; and
4. Increased wear-and-tear on vehicles, the comfort of travelers, and fuel consumption.

Description of Project:

The proposed project involves the replacement of the existing concrete pavement and asphalt shoulders along Interstate 75. The project begins at Crisp/Dooly County line and ends at C.R.323/Pinehurst-Hawkinsville Road, for a total length of 11.3 miles. Interstate 75 consists of 3 lanes in each direction throughout the project corridor. The existing inside lanes in both directions will remain, while the center lane and the outside lane in both directions will be replaced with concrete pavement. Both the existing paved inside and paved outside shoulders will be replaced with full depth pavement, as well as being widened from 10 feet to 12 feet. The existing median ditch will be eliminated and replaced by paved median with permanent concrete barrier. Guardrails along the outside shoulders in the project corridor will be replaced. All work will be performed while maintaining minimum of 2 lanes of traffic in each direction at all times.

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

PDP Classification: Major ____ Minor X

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

Functional Classification: Rural Interstate Principal Arterial

US Route Number(s): N/A **State Route Number(s):** 401

Traffic (AADT):

Current Year: (2009) 53,600

Design Year: (2029) 79,600

Existing design features:

● Typical Section:

- A 40-foot grassed median, including a 4-foot flat bottom ditch and 12-foot (10-foot paved and 2-foot grassed) inside shoulders on each side. The median ditch is consisted of 4:1 side slopes.
- Three – 12-foot travel lanes.
- 12-foot (10-foot paved and 2-foot grassed) outside shoulders

● Posted Speed: 70 mph

● Maximum Degree of Curve: 2°00'00"

Maximum Degree Allowable: 2°00'00"

● Maximum Grade: Mainline: 2.12 %

Driveways: N/A

● Width of Right of Way: 300 feet typical

● Major Structures:

Bridges:

- Bridge over I-75 at C.R.324/Shiloh Road
(Structure ID 093-0048-0)
- Bridge over I-75 at S.R.215
(Structure ID 093-0020-0)
- Bridge over I-75 at S.R.27
(Structure ID 093-0007-0)
- Bridge on I-75 over Sandy Mount Creek
(Structure ID 093-0032-0)
- Bridge over I-75 at C.R.157/Bowen Road
(Structure ID 093-0017-0)
- Bridge over I-75 at C.R.215/Calhoun Road
(Structure ID 093-0021-0)
- Bridge over I-75 at C.R.323/Pinehurst Road
(Structure ID 093-0046-0)

● Major Interchanges or intersections along the project:

Interchanges:

- I-75 at S.R.215

- I-75 at S.R.27
- I-75 at C.R.323/Pinehurst-Hawkinsville Road

● Existing length of roadway segment: 11.3 miles

Proposed design features:

- Proposed typical section:
 - A 40-foot barrier separated paved median.
 - Three – 12-foot travel lanes. Center and outside lanes are to be replaced while inside lane is to remain.
 - 14-foot (12-foot paved and 2-foot grassed) outside shoulders.
- Proposed Design Speed Mainline: 70 mph
- Proposed Maximum Grade Mainline: 2.12 % Maximum Grade Allowable: 4 %
- Proposed Maximum Grade Side Street: N/A % Maximum Grade Allowable: N/A %
- Proposed Maximum Grade Driveway: N/A %
- Proposed Maximum Degree of Curve: 0°30'00" Maximum Degree Allowable: 2°00'00"
- Right of Way:
 - Width Remain within existing R/W
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: Full (X), Partial (), By Permit (), Other ().
 - Number of parcels: 0 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: *None proposed*
 - Retaining Walls: *None proposed*
- Major Interchanges or intersections along the project: *None proposed*
- Traffic control during construction: *Minimum of two lanes of traffic in each direction will be maintained at all times.*
- Design exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
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: *Potential variance required for horizontal clearance during construction & variance required for vertical clearance*
- Environmental Concerns: *None anticipated*
- Level of Environmental Analysis:
 - Are Time Saving Procedures Appropriate? Yes (X), No ()
 - Categorical Exclusion Anticipated? Yes (X), No ()
 - Environmental Assessment / Finding of No Significant Impact Yes (), No (X)
 - Environmental Impact Statement (EIS): Yes (), No (X)
- Utility involvements: *None Anticipated*
- Utility Owners on Corridor:
 - Power:
 - Gas:
 - Water and Sewer:

Project responsibilities:

- Design: *J.B. Trimble, Inc.*
- Right-of-Way Acquisition: *None*
- Relocation of Utilities: *None*
- Letting of Contract: *Georgia Department of Transportation*
- Supervision of Construction: *Georgia Department of Transportation*
- Providing material pits: *Contractor*
- Providing detours: *N/A*

Coordination:

- Initial Concept Meeting date: February 9, 2006

- Concept Meeting date: May 3, 2006
- PAR meetings, dates and results: None Anticipated
- FEMA, USCG, and/or TVA: N/A
- Public Involvement: None Anticipated
- Local government comments: None
- Other projects in area.
 - CSNHS-M003-00(340) P.I. No. M003340 – I-75 Concrete Lane Replacement From C.R.323/Pinehurst-Hawkinsville Road in Dooly County to S.R.26 in Houston County.
 - CSNHS-M003-00(242) P.I. No. M003242 – I-75 Concrete Lane Replacement From S.R.26 to S.R. 96 in Houston/Peach Counties
 - NHS-0005-00(320) P.I. No. 0005320 – I-75 at S.R. 215 Interchange Improvements
 - IMNH-75-1(227) P.I. No. 311665 – I-75 at S.R. 27 Interchange Improvements
 - CSSTP-M003-00(493) P.I. No. M003493 – S.R. 26 From W of S.R. 27/U.S. 41/Houston to S.R. 11/Pulask
 - CSSTP-M003-00(545) P.I. No. M003545 – S.R. 224 From 0.82 MI East of Barrett Road/Macon to I-75/Houston
 - CSNHS-M003-00(560) P.I. No. M003560 – I-75 From S.R. 26/Houston to S.R. 96/Peach – Micro Milling
- Railroads: None

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 4 Months.
- Time to complete preliminary construction plans: 7 Months.
- Time to complete right-of-way plans: N/A Months.
- Time to complete the Section 404 Permit: N/A Months.
- Time to complete final construction plans: 2 Months.
- Time to purchase right-of-way: N/A Months.
- List other major items that will affect the project schedule: N/A

Other Alternates Considered:

Alternate A – This is the preferred alternate requiring only 3 stages, achieving the objective of minimizing the impact of roadway construction on the traveling public. This Alternate involves widening the inside shoulders in both directions and building out the median, with using asphalt pavement as an option. The crown points are shifted out one travel lane in both directions to provide enough clearance for existing cross drain and lateral pipes. This alternate involves 3 stages of construction. The median is built out, and the concrete median barrier is installed in the first stage while the outside two lanes are utilized to maintain two lanes of traffic in each direction. In the second stage, the two lanes of traffic are shifted inside, utilizing the newly constructed full-depth median and inside shoulders and the existing inside lane, while the outside two lanes and the 12-foot outside shoulder are being constructed. In the third stage, traffic is shifted to its permanent location, with all three lanes in

operation in both directions. Due to the change in the locations of the crown points, the added impervious areas will drain towards the median. In addition, the median ditch will be completely eliminated and replaced by a paved median resulting in a considerable amount of additional drainage structures. All of the existing median ditch drop inlets will be replaced by type M-1 and M-2 drop inlets.

Alternate B – Contra-flow is utilized in this Alternate for maintenance of traffic during construction. The crown points are not relocated in this Alternate. The 12-foot full-depth inside shoulder in both directions and the median ditch will be re-constructed in the first stage. Analyses will be performed to determine the adequacy of the proposed ditch. In stage one, two lanes of traffic are maintained utilizing the existing center and outside lanes in both directions with construction taking place in the median and the inside shoulders. In the second stage, traffic in one direction is returned to three lanes, while construction will take place in the opposite direction. Two lanes of traffic will be maintained in the direction with ongoing construction utilizing the existing inside lane and the newly constructed full-depth inside paved shoulder. The construction will involve the outside travel lane and the 12-foot full-depth outside shoulder. In the third stage, the 3 lanes of traffic maintained in stage 2 are narrowed to 2 lanes and shifted onto the inside shoulder and the inside lane in the opposite direction, while the 2 lanes of traffic in that direction are shifted on the outside lane and the outside shoulder. The remainder of the construction in the direction without traffic is then completed. In stage four, traffic is shifted to the, newly constructed, opposite direction while maintaining two lanes of traffic in both directions. Construction is then completed on the side without traffic. In the fifth stage, traffic is shifted to its permanent location, and all three lanes are open for traffic in both directions.

Alternate C – Contra-flow is utilized in this Alternate as well, however the crown points are shifted out one travel lane (12 feet) in both directions. In stage one, traffic is reduced to two lanes, the center and the outside lanes, in both directions while construction takes place in the median. The inside shoulders are widened to 14 feet (12 feet paved) and the median ditch side slopes are reconstructed to 4:1 and 6:1. In the second stage, traffic on one side of the median remains unchanged from stage one while traffic on the opposite side is shifted to contra-flow. One lane of traffic is shifted onto the newly constructed inside lane in the opposite direction, resulting in two-way traffic on the same side of median separated by concrete barriers. The second lane of traffic, remaining on the same side, is shifted onto the full-depth inside shoulder. This allows the pavements of the center lane, the outside lanes and the outside shoulder to be replaced, completing the construction of new pavements on this particular side. The crown point is shifted 12 feet out. In stage three, the two-way traffic is shifted to the side where construction is completed resulting in all four lanes of traffic on the same side of the median. The four lanes of two-way traffic will be utilizing all paved surfaces, including the inside and outside paved shoulders. Concrete barriers will be used to separate the two-way traffic. Construction is then completed on the side without traffic. In the fourth and final stage, traffic is shifted to its permanent location, utilizing all three travel lanes in both directions.

Comments: None

Attachments:

1. Cost Estimates: Alternate A
2. Typical Sections
3. Notice of Location and Design Approval – Not Included
4. Bridge inventory data
5. Traffic Data Sheet
6. Preliminary Pavement Design

Project Concept Report page 9
Project Number: CSNHS-M003-00(243)
P.I. Number: M003243
County: Dooly

State of Georgia
Department of Transportation

7. Accident Summary
8. Minutes of Initial Concept Team Meeting – Feb. 09, 2006
9. Minutes of Concept Team Meeting – May 03, 2006

Prepared by: J.B. Trimble, Inc.

Estimate Report for file "I-75 T.O.#10 ALT A - F.D. Concrete Shldrs"**Section Pavement**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5120	764595	SY	13.77	GR AGGR BASE CRS, 12 INCH, INCL MATL	10528473.15
402-3190	119089	TN	75.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	8931675.00
407-0020	238656	LF	2.24	ASPHALT-RUBBER JOINT AND CRACK SEAL, TP S	534589.44
430-1220	721751	SY	56.98	CONT REINF CONC PVMT, CL HES CONC, 12 INCH THK	41125371.98
433-1300	933	SY	119.82	REINF CONC APPROACH SLAB, INCL BARRIER	111792.06
452-1000	4000	CY	370.28	FULL DEPTH SLAB REPLACEMENT	1481120.00
461-1000	238656	LF	1.45	RESEALING ROADWAY JOINTS AND CRACKS, TP -	346051.20
609-1000	318300	SY	33.52	REMOVE ROADWAY SLAB	10669416.00
Section Sub Total:					\$73,728,488.83

Section Traffic Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	4407000.00	TRAFFIC CONTROL -	4407000.00
150-5000	100	EA	431.04	TRAFFIC CONTROL, TEMPORARY SAND LOADED ATTENUATOR MODULE	43104.00
150-9011	4800	HR	46.57	TRAFFIC CONTROL - WORKZONE LAW ENFORCEMENT (CONTRACTOR BIDS)	223536.00
620-0100	60000	LF	46.00	TEMPORARY BARRIER, METHOD NO. 1	2760000.00
650-1010	6	EA	12083.08	GUARDRAIL IMPACT ATTENUATOR, TYPE T -	72498.48
Section Sub Total:					\$7,506,138.48

Section Drainage

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0301	2	EA	1647.60	CONC SPILLWAY, TP 1	3295.20
550-1180	20000	LF	35.00	STORM DRAIN PIPE, 18 IN, H 1-10	700000.00
550-1240	58000	LF	39.78	STORM DRAIN PIPE, 24 IN, H 1-10	2307240.00
550-3315	10	EA	753.61	SAFETY END SECTION 15 IN, STORM DRAIN, 4:1 SLOPE	7536.10
550-3524	15	EA	978.64	SAFETY END SECTION 24 IN, STORM DRAIN, 6:1 SLOPE	14679.60
550-4215	80	EA	357.40	FLARED END SECTION 15 IN, STORM DRAIN	28592.00
550-4224	185	EA	538.00	FLARED END SECTION 24 IN, STORM DRAIN	99530.00
573-2006	149200	LF	13.38	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	1996296.00
615-1000	18200	LF	223.54	JACK OR BORE PIPE -	4068428.00
668-2105	852	EA	10000.00	DROP INLET, GP 1, SPL DES	8520000.00
Section Sub Total:					\$17,745,596.90

Section Lump

Item Number	Quantity	Units	Unit Price	Item Description	Cost
201-1500	1	LS	661100.00	CLEARING & GRUBBING -	661100.00
205-0001	265200	CY	3.85	UNCLASS EXCAV	1021020.00
206-0002	844170	CY	5.00	BORROW EXCAV, INCL MATL	4220850.00
210-0100	1	LS	5085200.00	GRADING COMPLETE -	5085200.00
Section Sub Total:					\$10,988,170.00

Section Erosion Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0240	1370	TN	205.25	MULCH	281192.50
163-0502	68	EA	340.53	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 2	23156.04
163-0521	200	EA	166.18	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	33236.00
163-0550	852	EA	230.64	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	196505.28
165-0030	61600	LF	1.15	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	70840.00
165-0040	200	EA	69.66	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	13932.00
165-0050	500	LF	2.16	MAINTENANCE OF SILT RETENTION BARRIER	1080.00
165-0085	68	EA	315.80	MAINTENANCE OF SILT CONTROL GATE, TP 1	21474.40
165-0105	852	EA	83.28	MAINTENANCE OF INLET SEDIMENT TRAP	70954.56
170-1000	500	LF	11.35	FLOATING SILT RETENTION BARRIER	5675.00
171-0030	123200	LF	3.15	TEMPORARY SILT FENCE, TYPE C	388080.00

441-0204	400	SY	26.89	PLAIN CONC DITCH PAVING, 4 IN	10756.00
446-4000	764595	SY	1.01	NON-WOVEN FILTER FABRIC FULL WIDTH	772240.95
700-6910	137	AC	772.50	PERMANENT GRASSING	105832.50
700-7000	274	TN	58.37	AGRICULTURAL LIME	15993.38
700-7010	343	GL	18.58	LIQUID LIME	6372.94
700-8000	123	TN	257.90	FERTILIZER MIXED GRADE	31721.70
700-8100	6850	LB	1.48	FERTILIZER NITROGEN CONTENT	10138.00
Section Sub Total:					\$2,059,181.25

Section Guardrail					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
610-1055	77800	LF	1.38	REM GUARDRAIL	107364.00
610-1075	80	EA	105.63	REM GUARDRAIL ANCH, ALL TYPES	8450.40
641-1100	310	LF	31.00	GUARDRAIL, TP T	9610.00
641-1200	20000	LF	13.69	GUARDRAIL, TP W	273800.00
641-5001	30	EA	479.73	GUARDRAIL ANCHORAGE, TP 1	14391.90
641-5012	52	EA	1553.85	GUARDRAIL ANCHORAGE, TP 12	80800.20
Section Sub Total:					\$494,416.50

Section Signing and Marking					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
632-0003	10	EA	9787.36	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	97873.60
657-4085	45	GLM	8669.83	PREFORMED PLASTIC SKIP PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB	390142.35
657-9210	23	LM	10853.44	WET REFLECTIVE PREFORMED SOLID PAVEMENT MARKINGS, 5 INCH WIDE, WHITE	249629.12
657-9211	23	LM	11132.67	WET REFLECTIVE PREFORMED SOLID PAVEMENT MARKINGS, 5 INCH WIDE, YELLOW	256051.41
Section Sub Total:					\$993,696.48

Section Miscellaneous					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1	EA	54046.72	FIELD ENGINEERS OFFICE TP 3	54046.72
500-2100	60000	LF	39.31	CONCRETE BARRIER	2358600.00
Section Sub Total:					\$2,412,646.72

Section Electric/Power Conduit					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
682-6120	4800	LF	7.84	CONDUIT, RIGID, 2 IN	37632.00
682-6222	59700	LF	8.00	CONDUIT, NONMETL, TP 2, 2 IN	477600.00
682-9010	2	EA	4398.61	SVC POLE RISER	8797.22
682-9020	13	EA	774.34	ELECTRICAL JUNCTION BOX	10066.42
Section Sub Total:					\$534,095.64

Total Estimated Cost: \$116,462,430.80

Subtotal Construction Cost \$116,462,430.80

E&C Rate 10.0 % \$11,646,243.08

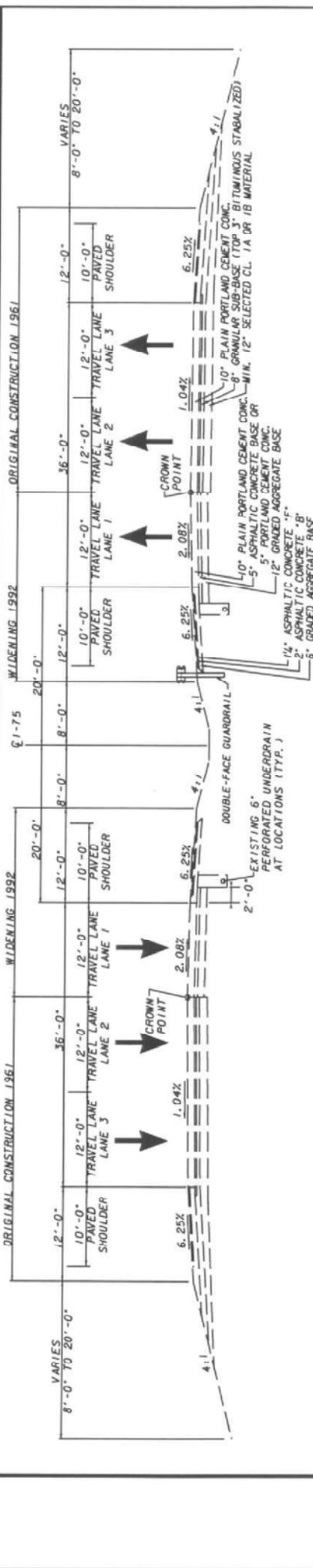
Inflation Rate 5.0 % @ 2.0 Years \$13,131,139.07

Total Construction Cost \$141,239,812.95

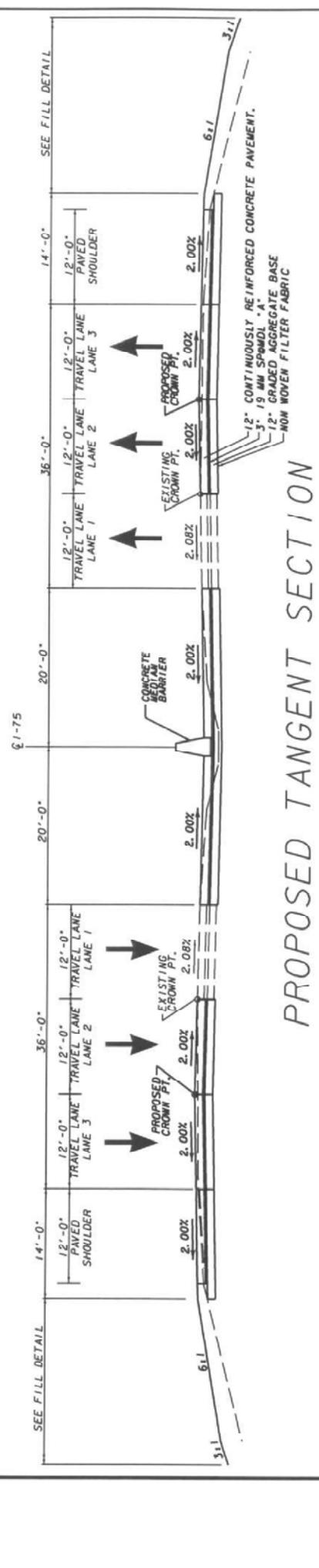
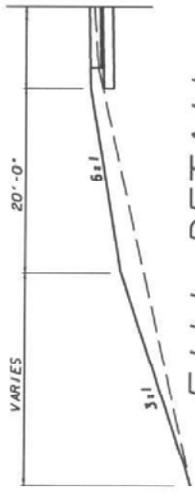
Right Of Way \$0.00

ReImb. Utilities \$0.00

Grand Total Project Cost \$141,239,812.95



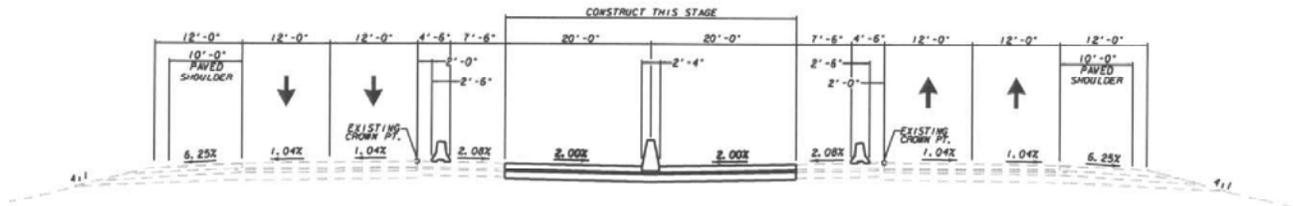
EXISTING TANGENT SECTION



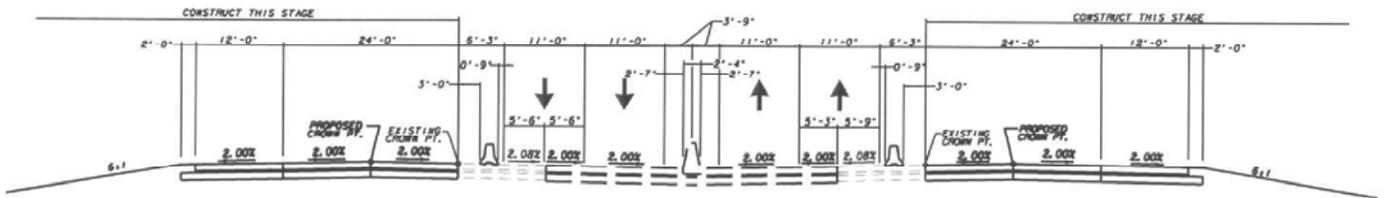
PROPOSED TANGENT SECTION

PROPERTY AND EXISTING R/W LINE REQUIRED R/W LINE CONSTRUCTION LIMITS EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES EASEMENT FOR CONSTR OF DRIVES		BEGIN LIMIT OF ACCESS.....BLA END LIMIT OF ACCESS.....ELA LIMIT OF ACCESS R/W AND LIMIT OF ACCESS		STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE ROAD DESIGN CONCEPT TYPICAL SECTIONS DRAWING NO.

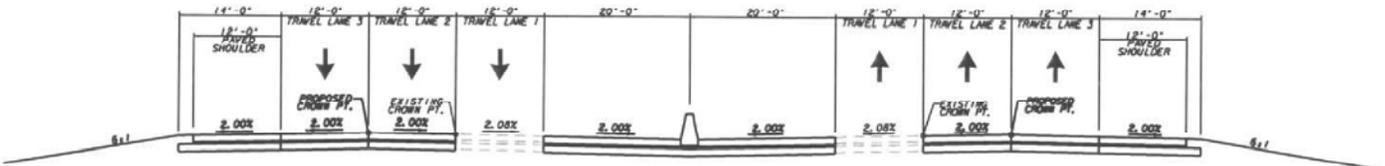
CSNHS-M003-00(243), DOOLY COUNTY, P. I. NO. M003243
 I-75 INTERSTATE PAVEMENT REPLACEMENT FROM CRISP/DOOLY
 COUNTY LINE TO C. R. 323/PINEHURST-HAWKINSVILLE ROAD



STAGE 1



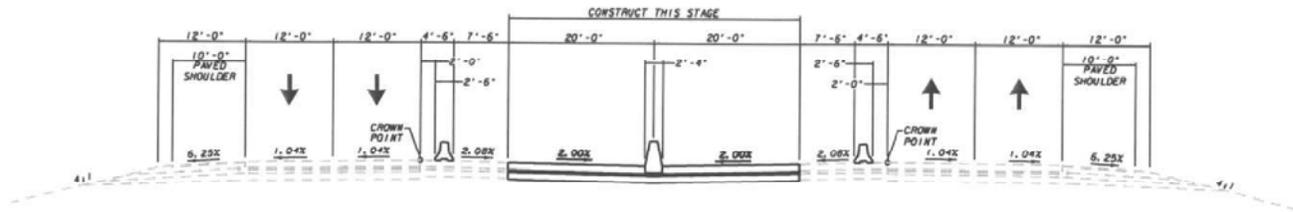
STAGE 2



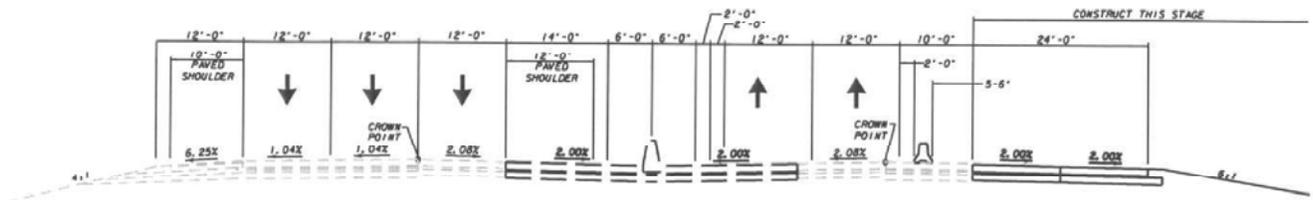
STAGE 3

ALTERNATE A
 PREFERRED ALTERNATE

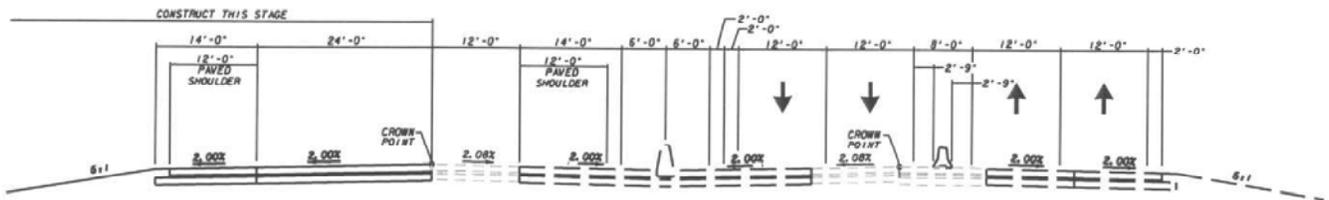
CSNHS-M003-00(243). DOOLY COUNTY, P. 1. NO. M003243
 I-75 INTERSTATE PAVEMENT REPLACEMENT FROM CRISP/DOOLY
 COUNTY LINE TO C.R. 323/PINEHURST-HAWKINSVILLE ROAD



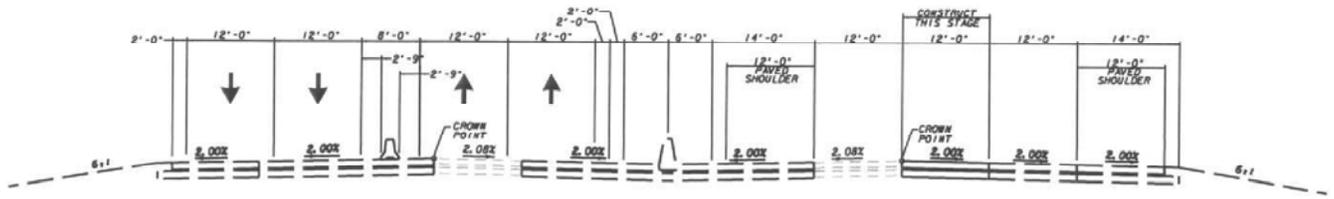
STAGE 1



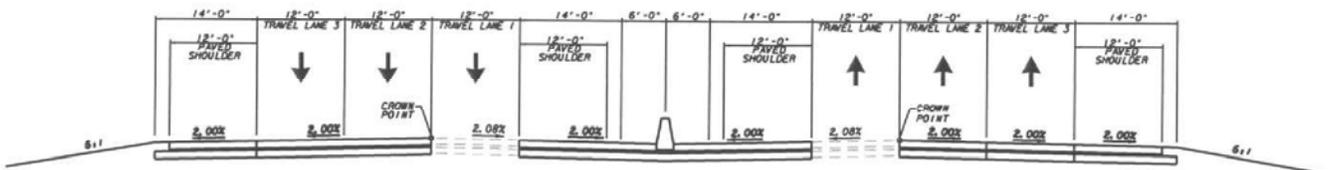
STAGE 2



STAGE 3



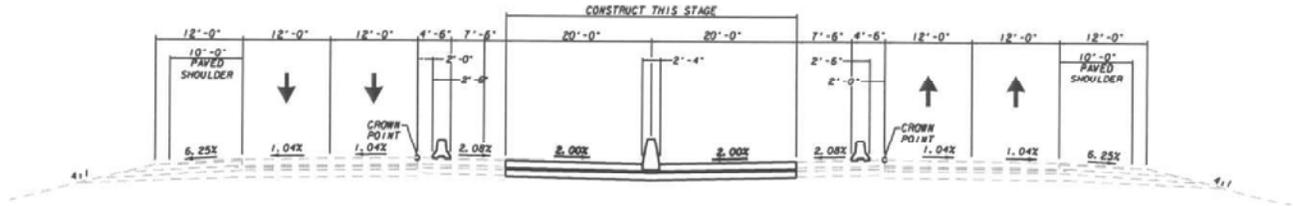
STAGE 4



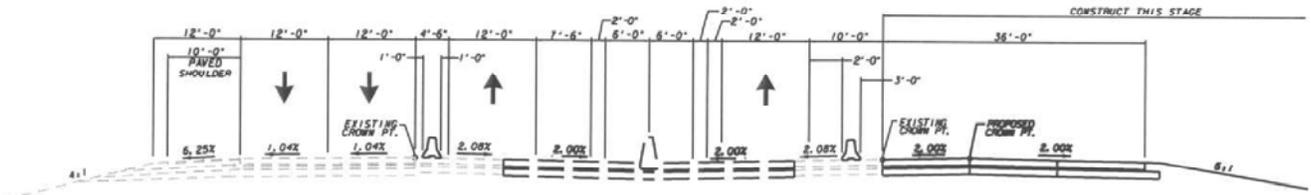
STAGE 5

ALTERNATE B

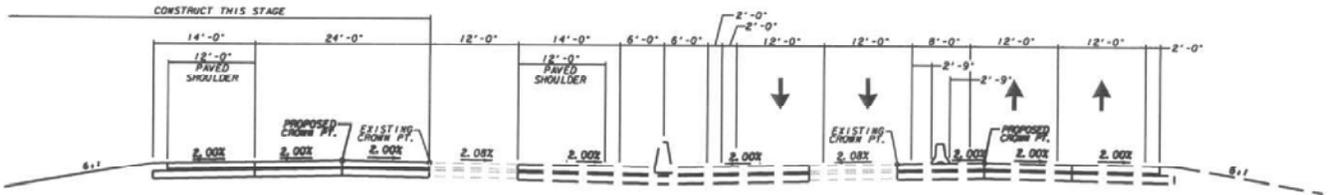
CSNHS-M003-00(243), DOOLY COUNTY, P. I. NO. M003243
 I-75 INTERSTATE PAVEMENT REPLACEMENT FROM CRISP/DOOLY
 COUNTY LINE TO C.R. 323/PINEHURST-HAWKINSVILLE ROAD



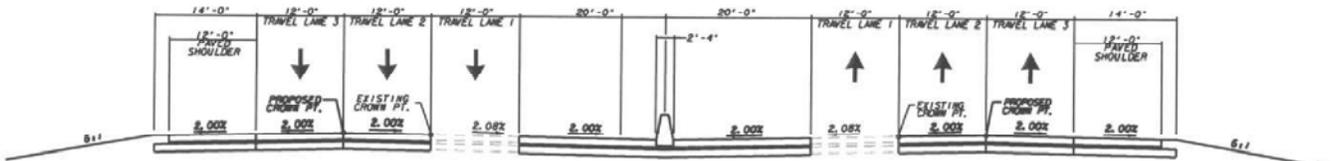
STAGE 1



STAGE 2



STAGE 3



STAGE 4

ALTERNATE C

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0048-0

Dooley

SUFF. RATING

72.78

Location & Geography

Signs & Attachments

* Structure I.D.No:	093-0048-0	* 104 Highway System:	0
* 200 Bridge Information	06	* 26 Functional Classification:	07
* 6A Feature Int:	1-75 @107.47	* 204 Federal Route Type:	S No.: 01175
* 6B Critical Bridge:	0	105 Federal Lands Highway:	0
* 7A Route Number Carried:	CR00324	* 110 Truck Route:	0
* 7B Facility Carried:	SHILOH ROAD	206 School Bus Route:	1
* 9 Location:	1.7 MI SE OF VIENNA	217 Benchmark Elevation:	0000.00
2 DOT District:	3	218 Datum:	0
207 Year Photo:	2003	* 19 Bypass Length:	16
* 91 Inspection Frequency:	24 Date: 08/19/2003	* 20 Toll:	3
92A Fract Crit Insp Freq:	00 Date: 02/01/1901	* 21 Maintenance:	01
92B Underwater Insp Freq:	00 Date: 02/01/1901	* 22 Owner:	01
92C Other Spe. Insp Freq:	00 Date: 02/01/1901	* 31 Design Load:	3
* 4 Place Code:	00000	37 Historical Significance:	5
* 5 Inventory Route (O/U):	1	205 Congressional District:	03
Type:	4	27 Year Constructed:	1960
Designation:	1	106 Year Reconstructed:	0000
Number:	01175	33 Bridge Median:	0
Direction:	0	34 Skew:	30
* 16 Latitude:	32-03.5	35 Structure Flared:	0
* 17 Longitude:	83-45.7	38 Navigation Control:	N
98 Border Bridge:	000	213 Special Steel Design:	0
99 ID Number:	0000000000000000	267 Type of Paint:	4
* 100 STRAHNET:	0	* 42 Type of Service on:	1
12 Base Highway Network:	1	214 Movable Bridge:	0
13A LRS Inventory Route:	932032400	203 Type Bridge:	Z-O-M-O
13B Sub Inventory Route:	0	259 Pile Encasement:	3
* 101 Parallel Structure:	N	* 43 Structure Type Main:	4 02
* 102 Direction of Traffic:	2	45 No. Spans Main:	002
* 264 Road Inventory Mile Post:	002.53	44 Structure Type Appr:	3 02
* 208 Inspection Area:	08	46 No. Spans Appr:	0002
Engineer's Initial:	SGM	226 Bridge Curve Horz:	0 Vert: 1
* Location I.D. No.:	093-01175F-002.67N	111 Pier Protection:	0
		107 Deck Structure Type:	1
		108 Wearing Surface Type:	1
			Mt 0
			F 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0048-0

Dooly

SUFF. RATING

72.78

Programming Data

201 Project No.: 1-75-1(20) 104
 202 Plans Available: 1
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 00000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 000600 Year: 2023

Measurements

* 29 ADT: 000400 Year: 2003
 109 % Trucks: 10
 * 28 Lanes On: 02 Under: 06
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0080
 * 49 Structure Length: 235
 51 Br. Rwdy. Width: 26.00
 52 Deck Width: 32.00
 * 47 Tot. Horz. Cl: 26.00
 50 Curb/Sdewlk Width: 2.00/2.00
 32 Approach Rdwy Width: 020
 * 229 Shoulder Width:
 Rear Lt: 6.00 Type: 8 Rt: 6.00
 Fwd Lt: 6.00 Type: 8 Rt: 6.00
 Pavement Width:
 Rear: 20.00 Type: 2
 Fwd: 20.00 Type: 2
 Intersection Rear: 1 Fwd: 0
 36 Safety Features Br. Rail:
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl.Over:
 Under: H
 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: H 12.80
 56 Lateral Undercl. Lt: 12.00
 * 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: 1997 Sub: 0000

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 22
 64 Operating Type: 2 Rating: 37
 231 Calculated Loads
 H-Modified: 21 0
 HS-Modified: 23 0
 Type 3: 21 0
 Type 3s2: 27 0
 Timber: 24 0
 Piggyback: 35 0
 261 H Inventory Rating: 17
 262 H Operating Rating: 29
 67 Structural Evaluation: 5
 58 Deck Condition: 5
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 5
 69 UnderClr. Horz/Vert: 9
 72 Appr. Alignment: 5
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 000
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 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 Diver: ZZZ
 * 265 U/W Insp. Area: 0

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

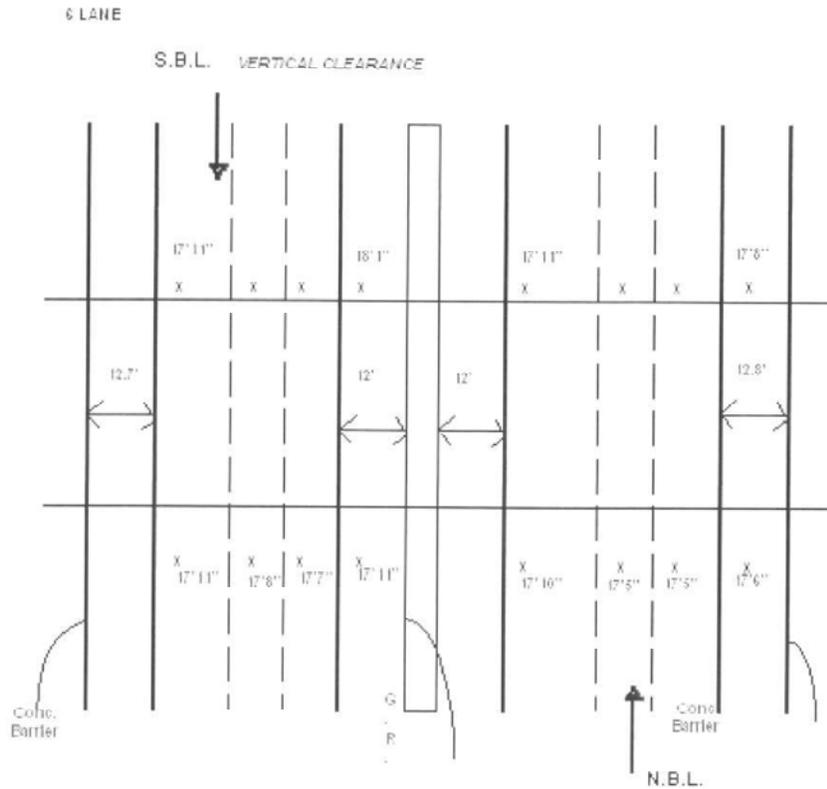
GEORGIA DEPARTMENT OF TRANSPORTATION

X-Vertical Clearance Report

District: 3
 Bridge Inspector: Jeff Allison
 Location ID: 093-01175F-002.67N
 Structure ID: 093-0048-0

Inspection Date: 8/19/2003
 Over: I-75 @107.47
 County: Dooly
 Road Name: SHILOH ROAD

Inspection Area: 08
 Skew: 30



XLocationID 093-00401D-107.47N

XRef ID: 093-0048-0-A

Min Clearance Over:	99-99	Min Clearance Under:	17-05	Clearance Type:	H
Act Min Vert. Odom:	17-05	Post Min Vert. Odom:	00-00		
Act Min Vert. Opp:	17-07	Post Min Vert. Opp:	00-00		
Max Min Vert. Clear:	17-08	Direction:	South		

Lat Under CI Right: 12.80 Left: 12.00 Lateral Type: 9

Rating-Under CI Horz/Vert: 9 Total Horizontal Clearance (ft): 60.70

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0020-0

Dooly

SUFF. RATING

75.55

Location & Geography

* Structure I.D.No:	093-0020-0		104 Highway System:	0					
* 200 Bridge Information	06		* 26 Functional Classification:	07					
* 5A Feature Int:	1-75 @109.33 (EXIT 109)		* 204 Federal Route Type:	S	No.: 01275				
* 6B Critical Bridge:	0		105 Federal Lands Highway:	0					
* 7A Route Number Carried:	SR00215		110 Truck Route:	0					
* 7B Facility Carried:	SR 215		206 School Bus Route:	1					
* 9 Location:	IN E VIENNA		217 Benchmark Elevation:	0000.00					
2 DOT District:	3		218 Datum:	0					
207 Year Photo:	2003		19 Bypass Length:	07					
* 91 Inspection Frequency:	24	Date: 08/19/2003	20 Toll:	3					
92A Fract Crit Insp Freq:	00	Date: 02/01/1901	21 Maintenance:	01					
92B Underwater Insp Freq:	00	Date: 02/01/1901	22 Owner:	01					
92C Other Spe. Insp Freq:	00	Date: 02/01/1901	31 Design Load:	6					
* 4 Place Code:	79444		37 Historical Significance:	5					
* 5 Inventory Route (O/U):	1		205 Congressional District:	03					
Type:	3		27 Year Constructed:	1960					
Designation:	1		106 Year Reconstructed:	0000					
Number:	00215		33 Bridge Median:	0					
Direction:	0		34 Skew:	00					
* 16 Latitude:	32-05.0	MMS Prefix: SR	35 Structure Flared:	0					
* 17 Longitude:	83-45.7	MMS Suffix: 00	38 Navigation Control:	N					
98 Border Bridge:	000	%Shared: 00	213 Special Steel Design:	0					
99 ID Number:	0000000000000000		267 Type of Paint:	1					
* 100 STRAHNET:	0		42 Type of Service on:	1					
12 Base Highway Network:	1		214 Movable Bridge:	0					
13A LRS Inventory Route:	931021500		203 Type Bridge:	Z-O-M-O					
13B Sub Inventory Route:	0		259 Pile Encasement:	3					
* 101 Parallel Structure:	N		43 Structure Type Main:	4	02				
* 102 Direction of Traffic:	2		45 No. Spans Main:	002					
* 264 Road Inventory Mile Post:	001.27		44 Structure Type Appr:	3	02				
* 208 Inspection Area:	08	Initials: JLA	46 No. Spans Appr:	0002					
Engineer's Initial:	SGM		226 Bridge Curve Horz:	0	Vert: 1				
* Location I.D. No.:	093-00215D-010.29N		111 Pier Protection:	0					
			107 Deck Structure Type:	1					
			108 Wearing Surface Type:	1					
				M:	0				
				F:	0				

Signs & Attachments

225	Expansion Joint Type:	02
242	Deck Drains:	0
243	Parapet Location:	0
	Height:	0.00
	Width:	0.00
238	Curb:	1.20 1
239	Handrail:	7 7
* 240	Median Barrier Rail:	0
241	Bridge Median Height:	0.00
	Width:	0.00
* 230	Guardrail Loc Dir Rear:	3
	Fwr:	3
	Oppo Dir Rear:	0
	Fwr:	0
244	Approach Slab:	3
224	Retaining Wall:	0
233	Posted Speed Limit:	55
236	Warning Sign:	0
234	Delineator:	1
235	Hazard Boards:	0
237	Utilities Gas:	00
	W	00
	Ele	00
	Telephone:	00
	Sc	00
247	Lighting Street:	0
	Navigaion:	0
	Aerial:	0
* 248	County Continuity No.:	00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0020-0

Dooly

SUFF. RATING

75.55

Programming Data

201 Project No.: I-75-1 (20) 104
 202 Plans Available: 4
 249 Prop. Proj. No. 0000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 00000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 001350 Year: 2022

Measurements

* 29 ADT: 000900 Year: 2002
 109 % Trucks: 10
 * 28 Lanes On: 02 Under: 06
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0070
 * 49 Structure Length: 204
 51 Br. Rwdy. Width: 27.90
 52 Deck Width: 34.00
 * 47 Tot. Horz. Cl: 27.90
 50 Curb/Sdewlk Width: 2.00/2.00
 * 32 Approach Rdwy Width: 022
 * 229 Shoulder Width:

Rear Lt: 6.00 Type: 8 Rt: 6.00
 Fwd Lt: 6.00 Type: 8 Rt: 6.00

Pavement Width:

Rear: 22.00 Type: 2
 Fwd: 22.00 Type: 2

Intersection Rear: 1 Fwd: 1

36 Safety Features Br. Rail: 2

Transition:

App. G. Rail: 2

App. Rail End: 2

53 Minimum Cl. Over: 99 ' 99 "

Under: H

* 228 Min. Vertical Cl: 17 ' 09 "

Act. Odm Dir: 99 ' 99 "

Oppo. Dir: 99 ' 99 "

Posted Odm. Dir: 00 ' 00 "

Oppo. Dir: 00 ' 00 "

55 Lateral Undercl. Rt: H 12.60

56 Lateral Undercl. Lt: 12.00

* 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: 1986 Sub: 0000

* Location I.D. No.: 093-00215D-010.29N

253 Notification Date: 02/01/1901

253 Fed Notify Date: 02/01/1901

0

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Ratings: 25
 64 Operating Type: 2 Ratings: 42
 231 Calculated Loads

H-Modified: 21 0
 HS-Modified: 26 0
 Type 3: 24 0
 Type 3s2: 32 0
 Timber: 28 0
 Piggyback: 40 0

261 H Inventory Rating: 22

262 H Operating Rating: 36

67 Structural Evaluation: 6

58 Deck Condition: 5

59 Superstructure Condition: 8

* 227 Collision Damage: 0

60A Substructure Condition: 7

60B Scour Condition: N

60C Underwater Condition: N

71 Waterway Adequacy: N

61 Channel Protection Cond: N

68 Deck Geometry: 5

69 UnderClr. Horz/Vert: 9

72 Appr. Alignment: 5

62 Culvert: N

Posting Data

70 Bridge Posting Required: 5

41 Struct Open, Posted, Cl: A

* 103 Temporary Structure: 0

232 Posted Loads H-Modified: 00

HS-Modified: 00

Type 3: 00

Type3s2: 00

Timber: 00

Piggyback: 00

253 Notification Date: 02/01/1901

253 Fed Notify Date: 02/01/1901

0

Hydraulic Data

215 Waterway Data
 Highway Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00

Drainage Area: 00000

Area Of Opening: 000000

113 Scour Critical: N

216 Water Depth: 00.0 Br. Height: 00.0

222 Slope Protection: 4

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

0.00

0.00

0.00

0.00

0.00

0.00

0.00

0.00

0.00

0.00

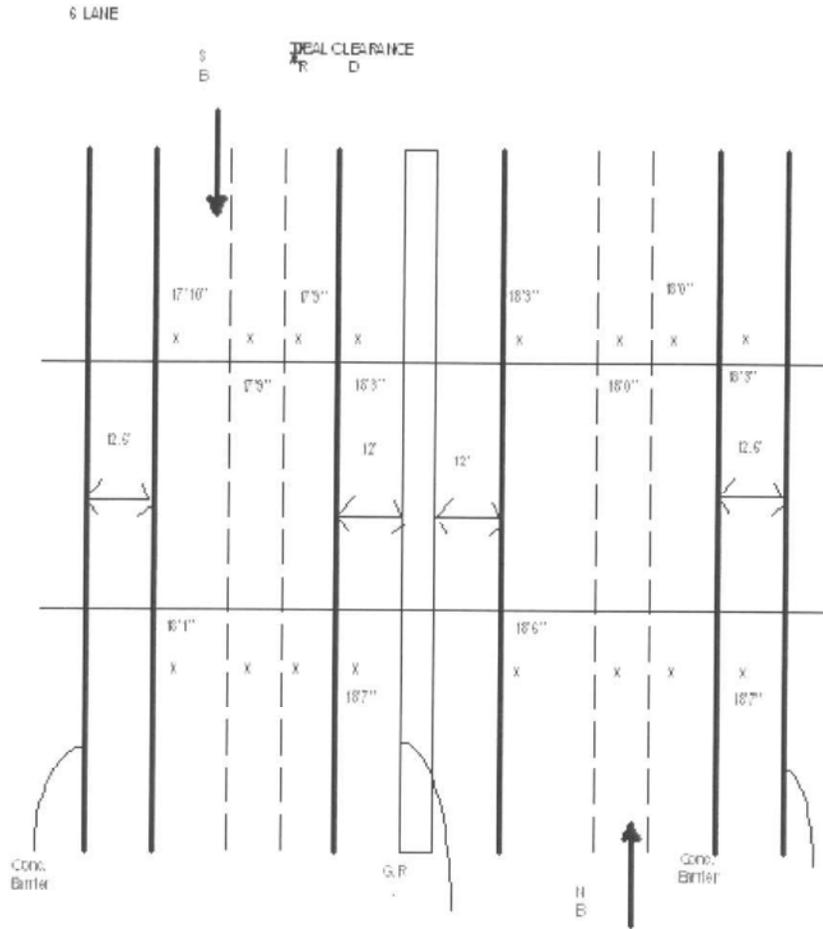
GEORGIA DEPARTMENT OF TRANSPORTATION

X-Vertical Clearance Report

District: 3
 Bridge Inspector: Jeff Allison
 Location ID: 093-00215D-010.29N
 Structure ID: 093-0020-0

Inspection Date: 8/19/2003
 Over: I-75 @109.33 (EXIT 109)
 County: Dooly
 Road Name: SR 215

Inspection Area: 08
 Skew: 00



XLocationID 093-00401D-109.33N

XRef ID: 093-0020-0-A

Min Clearance Over:	99-99	Min Clearance Under:	17-09	Clearance Type:	H
Act Min Vert. Odom:	18-00	Post Min Vert. Odom:	00-00		
Act Min Vert. Opp:	17-09	Post Min Vert. Opp:	00-00		
Max Min Vert. Clear:	18-00	Direction:	North		

Lat Under Cl Right: 12.60 Left: 12.00 Lateral Type: 9

Rating-Under Cl Horz/Vert: 9 Total Horizontal Clearance (ft): 60.60

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0007-0

Dooly

SUFF. RATING

57.55

Programming Data

201 Project No.: 1-75-1(21) 111
 202 Plans Available: 4
 249 Prop. Proj. No. IM-NH-75-1 (227)
 250 Approval Status: 0000
 251 P.I. No.: 311665-
 252 Contract Date: 02/01/2008
 260 Seismic No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 002100 Year: 2023

Measurements

* 29 ADT: 001400 Year: 2003
 109 % Trucks: 15
 * 28 Lanes On: 02 Under: 06
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0085
 * 49 Structure Length: 254
 51 Br. Rwdy. Width: 28.00
 52 Deck Width: 34.20
 * 47 Tot. Horz. Cl: 28.00
 50 Curb/Sdewlk Width: 2.00/2.00
 32 Approach Rdwy Width: 024
 * 229 Shoulder Width:

Rear Lt: 8.00 Type: 8 Rt: 8.00
 Fwd Lt: 8.00 Type: 8 Rt: 8.00

Pavement Width:

Rear: 24.00 Type: 2
 Fwd: 24.00 Type: 2
 Intersection Rear: 1 Fwd: 1
 36 Safety Features Br. Rail: 2

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: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 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 Diver: ZZZ
 * 265 U/W Insp. Area: 0

* Location I.D. No.: 093-00027D-015.64E

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 18
 64 Operating Type: 2 Rating: 31
 231 Calculated Loads
 H-Modified: 21 1
 HS-Modified: 19 0
 Type 3: 30 1
 Type 3s2: 38 1
 Timber: 34 1
 Piggyback: 40 0
 261 H Inventory Rating: 17
 262 H Operating Rating: 28
 67 Structural Evaluation: 4
 58 Deck Condition: 5
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 3
 69 UnderClr. Horz/Vert: 7
 72 Appr. Alignment: 5
 62 Culvert: N

Posting Data

70 Bridge Posting Required: 4
 41 Struct Open, Posted, Cl: P
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 21
 HS-Modified: 00
 Type 3: 30
 Type3s2: 38
 Timber: 34
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

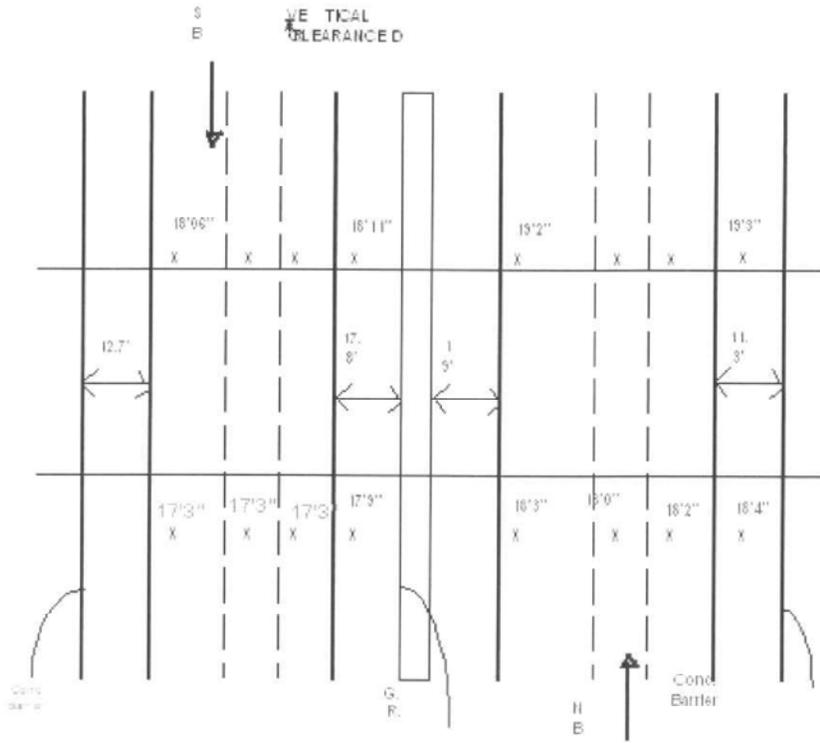
GEORGIA DEPARTMENT OF TRANSPORTATION

X-Vertical Clearance Report

District: 3
 Bridge Inspector: Jeff Allison
 Location ID: 093-00027D-015.64E
 Structure ID: 093-0007-0

Inspection Date: 8/20/2003
 Over: I-75 @ 111.85 (EXIT 112)
 County: Dooly
 Road Name: SR 27

Inspection Area: 08
 Skew: 36



XLocationID 093-00401D-111.85N

XRef ID: 093-0007-0-A

Min Clearance Over:	99-99	Min Clearance Under:	17-03	Clearance Type:	H
Act Min Vert. Odom:	18-00	Post Min Vert. Odom:	00-00		
Act Min Vert. Opp:	17-03	Post Min Vert. Opp:	00-00		
Max Min Vert. Clear:	18-00	Direction:	North		

Lat Under CI Right: 11.30 Left: 17.80 Lateral Type: 7

Rating-Under CI Horz/Vert: 7 Total Horizontal Clearance (ft): 54.50

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0032-0

Dooly

SUFF. RATING

78.70

Location & Geography

* Structure I.D.No:	093-0032-0		104 Highway System:	1					
* 200 Bridge Information	04		* 26 Functional Classification:	01					
* 6A Feature Int:	SANDY MOUNT CREEK		* 204 Federal Route Type:	1	No.: 00751				
* 6B Critical Bridge:	0		105 Federal Lands Highway:	0					
* 7A Route Number Carried:	SR00401		* 110 Truck Route:	1					
* 7B Facility Carried:	I-75		206 School Bus Route:	0					
* 9 Location:	3.5 MI NE OF VIENNA		217 Benchmark Elevation:	0000.00					
2 DOT District:	3		218 Datum:	0					
207 Year Photo:	2003		* 19 Bypass Length:	01					
* 91 Inspection Frequency:	24	Date: 08/20/2003	* 20 Toll:	3					
92A Fract Crit Insp Freq:	00	Date: 02/01/1901	* 21 Maintenance:	01					
92B Underwater Insp Freq:	00	Date: 02/01/1901	* 22 Owner:	01					
92C Other Spc. Insp Freq:	00	Date: 02/01/1901	* 31 Design Load:	6					
* 4 Place Code:	00000		37 Historical Significance:	5					
* 5 Inventory Route (O/U):	1		205 Congressional District:	03					
Type:	1		27 Year Constructed:	1960					
Designation:	1		106 Year Reconstructed:	1994					
Number:	00075		33 Bridge Median:	3					
Direction:	0		34 Skew:	00					
* 16 Latitude:	32-08.0	MMS Prefix: SR	35 Structure Flared:	0					
* 17 Longitude:	83-45.5	MMS Suffix: 00	38 Navigation Control:	0					
98 Border Bridge:	000	%Shared: 00	213 Special Steel Design:	0					
99 ID Number:	0000000000000000		267 Type of Paint:	0					
* 100 STRAHNET:	1		* 42 Type of Service on:	1					
12 Base Highway Network:	1		214 Movable Bridge:	0					
13A LRS Inventory Route:	931040100		203 Type Bridge:	D-O-O-O					
13B Sub Inventory Route:	0		259 Pile Encasement:	3					
* 101 Parallel Structure:	N		* 43 Structure Type Main:	1	04				
* 102 Direction of Traffic:	2		45 No. Spans Main:	003					
* 264 Road Inventory Mile Post:	007.13		44 Structure Type Appr:	0	00				
* 208 Inspection Area:	08	Initials: JLA	46 No. Spans Appr:	0000					
Engineer's Initial:	SGM		226 Bridge Curve Horz:	0	Vert: 1				
* Location I.D. No.:	093-00401D-112.47N		111 Pier Protection:	0					
			107 Deck Structure Type:	1					
			108 Wearing Surface Type:	1					
			M:	0					
			F	0					

Signs & Attachments

225	Expansion Joint Type:	15
242	Deck Drains:	1
243	Parapet Location:	0
	Height:	0.00
	Width:	0.00
238	Curb:	2.80 1
239	Handrail:	9 9
* 240	Median Barrier Rail:	1
241	Bridge Median Height:	2.80
	Width:	2.50
* 230	Guardrail Loc Dir Rear:	6
	Fwrd:	6
	Oppo Dir Rear:	6
	Fwrd:	6
244	Approach Slab:	3
224	Retaining Wall:	0
233	Posted Speed Limit:	70
236	Warning Sign:	0
234	Delineator:	1
235	Hazard Boards:	0
237	Utilities Gas:	00
	W	00
	Ele	00
	Telephone:	00
	St	00
247	Lighting Street:	0
	Navigaion:	0
	Aerial:	0
* 248	County Continuity No.:	00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0032-0

Dooley

SUFF. RATING

78.70

Programming Data

201 Project No.: I-75-1 (21) 111
 202 Plans Available: 4
 249 Prop. Proj. No. CSNHS-M002-00(7)
 250 Approval Status: 0000
 251 P.I. No.: M002783
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 052200 Year: 2022

Measurements

* 29 ADT: 034800 Year: 2002
 109 % Trucks: 24
 * 28 Lanes On: 06 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0036
 * 49 Structure Length: 108
 51 Br. Rwdy. Width: 139.40
 52 Deck Width: 142.70
 * 47 Tot. Horz. Cl: 56.00
 50 Curb/Sdewlk Width: 0.90/0.90
 * 229 Shoulder Width: 056

Rear Lt: 10.00 Type: 2 Rt: 10.00
 Fwrd Lt: 10.00 Type: 2 Rt: 10.00

Pavement Width:

Rear: 36.00 Type: 1
 Fwrd: 36.00 Type: 1

Intersection Rear: 0 Fwrd: 0

36 Safety Features Br. Rail: 1

Transition:

App. G. Rail: 1

App. Rail End: 1

53 Minimum Cl.Over: 99 ' 99 "

Under: N

* 228 Min. Vertical Cl

Act. Odm Dir: 99 ' 99 "

Oppo. Dir: 99 ' 99 "

Posted Odm. Dir: 00 ' 00 "

Oppo. 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

39 Nav Vert Cl: 000 Horz: 0000

116 Nav Vert Cl Closed: 000

245 Deck Thickness Main: 7.80

Deck Thick Approach: 0.00

246 Overlay Thickness: 0.00

212 Year Last Painted: Sup: 0000 Sub: 0000

Hydraulic Data

215 Waterway Data

Highwater Elev.: 0348.5 Year: 1994

Avg. Streambed Elev.: 0000.0 Freq.: 00

Drainage Area: 00000

Area Of Opening: 000000

113 Scour Critical: 5

216 Water Depth: 01.0 Br. Height: 11.0

222 Slope Protection: 1

221 Spur Dikes Rear: 0 Fwrd: 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

* Location I.D. No.: 093-00401D-112.47N

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 30
 64 Operating Type: 2 Rating: 50
 231 Calculated Loads

H-Modified: 21 0

HS-Modified: 25 0

Type 3: 28 0

Type 3s2: 40 0

Timber: 36 0

Piggyback: 40 0

261 H Inventory Rating: 25

262 H Operating Rating: 43

67 Structural Evaluation: 5

58 Deck Condition: 5

59 Superstructure Condition: 5

* 227 Collision Damage: 0

60A Substructure Condition: 7

60B Scour Condition: 8

60C Underwater Condition: N

71 Waterway Adequacy: 8

61 Channel Protection Cond: 8

68 Deck Geometry: 9

69 UnderClr. Horz/Vert: N

72 Appr. Alignment: 8

62 Culvert: N

Posting Data

70 Bridge Posting Required: 5

41 Struet Open, Posted, Cl: A

* 103 Temporary Structure: 0

232 Posted Loads H-Modified: 00

HS-Modified: 00

Type 3: 00

Type3s2: 00

Timber: 00

Piggyback: 00

253 Notification Date 02/01/1901

253 Fed Notify Date: 02/01/1901

0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0017-0

Dooly

SUFF. RATING

48.41

Location & Geography

* Structure I.D.No: 093-0017-0
 * 200 Bridge Information 06
 * 6A Feature Int: I-75 @ 113.31
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: CR00157
 * 7B Facility Carried: FINDLEY ROAD
 * 9 Location: 3 M I S OF PINEHURST
 2 DOT District: 3
 207 Year Photo: 2003
 * 91 Inspection Frequency: 24 Date: 08/20/2003
 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: 000000
 * 5 Inventory Route (O/U): 1
 Type: 4
 Designation: 1
 Number: 00157
 Direction: 0
 * 16 Latitude: 32-08.6 MMS Prefix:
 * 17 Longitude: 83-45.4 MMS Suffix: MP: 0.00
 98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000
 * 100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 932015700
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 002.17
 * 208 Inspection Area: 08 Initials: JLA
 Engineer's Initial: SGM
 * Location I.D. No.: 093-00157X-001.00N

Signs & Attachments

* 104 Highway System: 0
 * 26 Functional Classification: 09
 * 204 Federal Route Type: 0 No.: 00000
 * 105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 * 19 Bypass Length: 13
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 3
 37 Historical Significance: 5
 205 Congressional District: 03
 27 Year Constructed: 1960
 106 Year Reconstructed: 0000
 33 Bridge Median: 0
 34 Skew: 08
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 4
 * 42 Type of Service on: 1
 214 Movable Bridge: 0
 203 Type Bridge: Z-O-M-O
 259 Pile Encasement: 3
 * 43 Structure Type Main: 4 02
 45 No. Spans Main: 002
 44 Structure Type Appr: 3 02
 46 No. Spans Appr: 0002
 226 Bridge Curve Horz: 0 Vert: 1
 111 Pier Protection: 0
 107 Deck Structure Type: 1
 108 Wearing Surface Type: 1
 M: 0
 F 0

225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0.00
 Width: 0.00
 238 Curb: 1.20 1
 239 Handrail: 7 7
 * 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: 0
 237 Utilities Gas: 00
 W 00
 Ele 00
 Telephone: 00
 Se 00
 247 Lighting Street: 0
 Navigaton: 0
 Aerial: 0
 * 248 County Continuity No.: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0017-0

Dooly

SUFF. RATING

48.41

Programming Data

201 Project No.: I-75-1 (21) 111
 202 Plans Available: 4
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 00000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 001110 Year: 2023

Measurements

* 29 ADT: 000740 Year: 2003
 109 % Trucks: 3
 * 28 Lanes On: 02 Under: 06
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0070
 * 49 Structure Length: 208
 51 Br. Rwdy. Width: 24.00
 52 Deck Width: 30.10
 * 47 Tot. Horz. Cl: 24.00
 50 Curb/Sdewlk Width: 2.00/2.00
 32 Approach Rdwy Width: 020
 * 229 Shoulder Width:

Rear Lt: 8.00 Type: 8 Rt: 8.00
 Fwrd Lt: 8.00 Type: 8 Rt: 8.00

Pavement Width:

Rear: 20.00 Type: 2
 Fwrd: 20.00 Type: 2
 Intersection Rear: 0 Fwrd: 0

Hydraulic Data

215 Waterway Data
 Highway Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000

113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 221 Spur Dikes Rear: 0 Fwrd: 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 Diver: ZZZ
 * 265 U/W Insp. Area: 0

* Location I.D. No.: 093-00157X-001.00N

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 16
 64 Operating Type: 2 Rating: 26
 231 Calculated Loads

H-Modified: 21 1
 HS-Modified: 28 1
 Type 3: 25 1
 Type 3s2: 34 1
 Timber: 29 1
 Piggyback: 25 0
 261 H Inventory Rating: 14
 262 H Operating Rating: 23

67 Structural Evaluation: 4
 58 Deck Condition: 6
 59 Superstructure Condition: 6
 * 227 Collision Damage: 0

60A Substructure Condition: 5
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 4
 69 UnderClr. Horz/Vert: 7
 72 Appr. Alignment: 5
 62 Culvert: N

Posting Data

70 Bridge Posting Required: 2
 41 Struct Open, Posted, Cl: P
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 21
 HS-Modified: 28
 Type 3: 25
 Type3s2: 34
 Timber: 29
 Piggyback: 00

253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

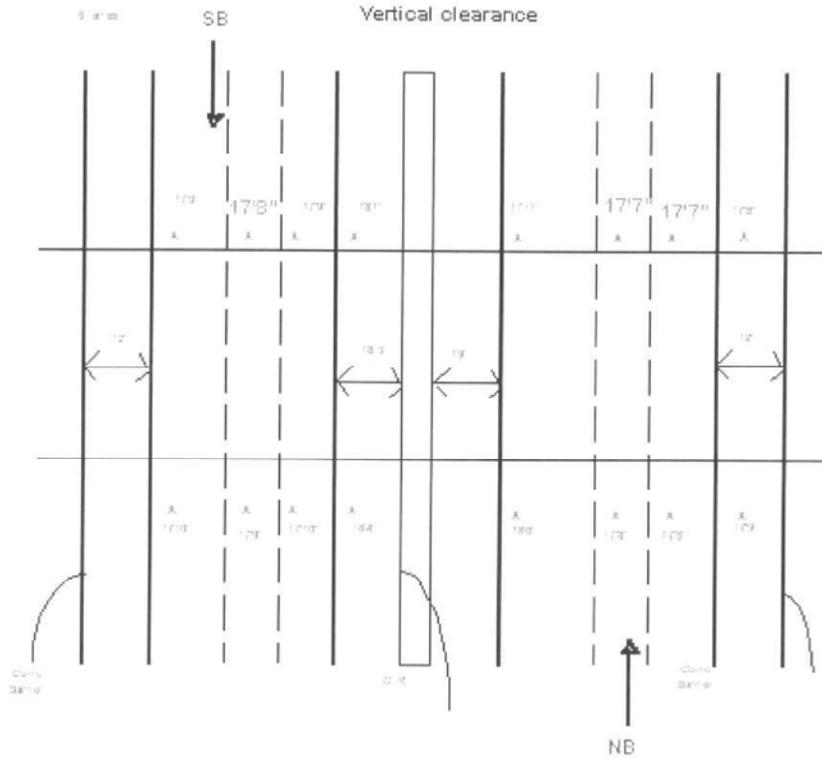
GEORGIA DEPARTMENT OF TRANSPORTATION

X-Vertical Clearance Report

District: 3
 Bridge Inspector: Jeff Allison
 Location ID: 093-00157X-001.00N
 Structure ID: 093-0017-0

Inspection Date: 8/20/2003
 Over: I-75 @ 113.31
 County: Dooly
 Road Name: FINDLEY ROAD

Inspection Area: 08
 Skew: 08



XLocationID 093-00401D-113.31N

XRef ID: 093-0017-0-A

Min Clearance Over:	99-99	Min Clearance Under:	17-07	Clearance Type:	H
Act Min Vert. Odom:	17-07	Post Min Vert. Odom:	00-00		
Act Min Vert. Opp:	17-08	Post Min Vert. Opp:	00-00		
Max Min Vert. Clear:	17-08	Direction:	South		

Lat Under CI Right: 12.00 Left: 18.50 Lateral Type: 7

Rating-Under CI Horz/Vert: 7 Total Horizontal Clearance (ft): 60.00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0021-0

Dooley

SUFF. RATING

76.06

Location & Geography

* Structure I.D.No: 093-0021-0

* 200 Bridge Information 06

* 6A Feature Int: I-75 @ 115.63

* 6B Critical Bridge: 0

* 7A Route Number Carried: CR00215

* 7B Facility Carried: CALHOUN ROAD

* 9 Location: 1 M I S OF PINEHURST

2 DOT District: 3

207 Year Photo: 2003

* 91 Inspection Frequency: 24 Date: 08/25/2003

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

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

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

* 4 Place Code: 00000

* 5 Inventory Route (O/U): 1

Type: 4

Designation: 1

Number: 00215

Direction: 0

* 16 Latitude: 32-10.6

* 17 Longitude: 83-45.1

MMS Suffix: MP: 0.00

%Shared: 00

98 Border Bridge: 000

99 ID Number: 0000000000000000

* 100 STRAHNET: 0

12 Base Highway Network: 1

13A LRS Inventory Route: 932021500

13B Sub Inventory Route: 0

* 101 Parallel Structure: N

* 102 Direction of Traffic: 2

* 264 Road Inventory Mile Post: 009.16

* 208 Inspection Area: 08

Engineer's Initial: JLA

SGM

* Location I.D. No.: 093-00215X-009.10N

Signs & Attachments

* 104 Highway System: 0

* 26 Functional Classification: 09

* 204 Federal Route Type: 0 No.: 00000

* 105 Federal Lands Highway: 0

* 110 Truck Route: 0

206 School Bus Route: 1

217 Benchmark Elevation: 0000.00

218 Datum: 0

* 19 Bypass Length: 11

* 20 Toll: 3

* 21 Maintenance: 01

* 22 Owner: 01

* 31 Design Load: 5

37 Historical Significance: 5

205 Congressional District: 03

27 Year Constructed: 1960

106 Year Reconstructed: 0000

33 Bridge Median: 0

34 Skew: 31

35 Structure Flared: 0

38 Navigation Control: N

213 Special Steel Design: 0

267 Type of Paint: 4

* 42 Type of Service on: 1

214 Movable Bridge: 0

203 Type Bridge: Z-O-M-O

259 Pile Encasement: 3

* 43 Structure Type Main: 4 02

45 No. Spans Main: 002

44 Structure Type Appr: 3 02

46 No. Spans Appr: 0002

226 Bridge Curve Horz: 0 Vert: 1

111 Pier Protection: 0

107 Deck Structure Type: 1

108 Wearing Surface Type: 1

Mc 0

F 0

225 Expansion Joint Type: 02

242 Deck Drains: 0

243 Parapet Location: 0

Height: 0.00

Width: 0.00

238 Curb: 1.20 1

239 Handrail: 7 7

* 240 Median Barrier Rail: 0

241 Bridge Median Height: 0.00

Width: 0.00

* 230 Guardrail Loc Dir Rear: 3

Fwr: 3

Oppo Dir Rear: 0

Fwr: 0

244 Approach Slab: 3

224 Retaining Wall: 0

233 Posted Speed Limit: 55

236 Warning Sign: 0

234 Delineator: 1

235 Hazard Boards: 0

237 Utilities Gas: 00

W 00

Ele 00

Telephone: 00

St 00

247 Lighting Street: 0

Navigation: 0

Aerial: 0

* 248 County Continuity No.: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0021-0

Dooley

SUFF. RATING

76.06

Programming Data

201 Project No.: 1-75-1(21)111
 202 Plans Available: 4
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.J. No.: 00000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 001110 Year: 2022

Measurements

* 29 ADT: 000740 Year: 2002
 109 % Trucks: 3
 * 28 Lanes On: 02 Under: 06
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0083
 * 49 Structure Length: 239
 51 Br. Rwdy. Width: 28.00
 52 Deck Width: 34.10
 * 47 Tot. Horz. Cl: 28.00
 50 Curb/Sdewlk Width: 2.00/2.00
 * 32 Approach Rdwy Width: 024
 * 229 Shoulder Width:

Rear Lt: 8.00 Type: 8 Rt: 8.00
 Fwd Lt: 8.00 Type: 8 Rt: 8.00

Pavement Width:

Rear: 24.00 Type: 2
 Fwd: 24.00 Type: 2

Intersction Rear: 1 Fwd: 0
 36 Safety Features Br. Rail: 2

Transition:

App. G. Rail: 2
 App. Rail End: 2

53 Minimum Cl.Over: 99 ' 99 "
 Under: H 17 ' 07 "

* 228 Min. Vertical Cl: 99 ' 99 "
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "

55 Lateral Undercl. Rt: H 12.00
 56 Lateral Undercl. Lt: 18.50

* 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: 1997 Sub: 0000

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: N

216 Water Depth: 00.0 Br. Height: 00.0

222 Slope Protection: 4

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 Diver: ZZZ

* 265 U/W Insp. Area: 0 093-00215X-009.10N

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 21
 64 Operating Type: 2 Rating: 35
 231 Calculated Loads

H-Modified: 21 0
 HS-Modified: 27 0
 Type 3: 27 0
 Type 3s2: 29 0
 Timber: 28 0
 Piggyback: 00 0

261 H Inventory Ratings: 26

262 H Operating Ratings: 44

67 Structural Evaluation: 5

58 Deck Condition: 5

59 Superstructure Condition: 7

* 227 Collision Damage: 0

60A Substructure Condition: 7

60B Scour Condition: N

60C Underwater Condition: N

71 Waterway Adequacy: N

61 Channel Protection Cond: N

68 Deck Geometry: 5

69 UnderClr. Horz/Vert: 7

72 Appr. Alignment: 5

62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A

* 103 Temporary Structure: 0

232 Posted Loads H-Modified: 00

HS-Modified: 00

Type 3: 00

Type 3s2: 00

Timber: 00

Piggyback: 00

253 Notification Date 02/01/1901

253 Fed Notify Date: 02/01/1901

0

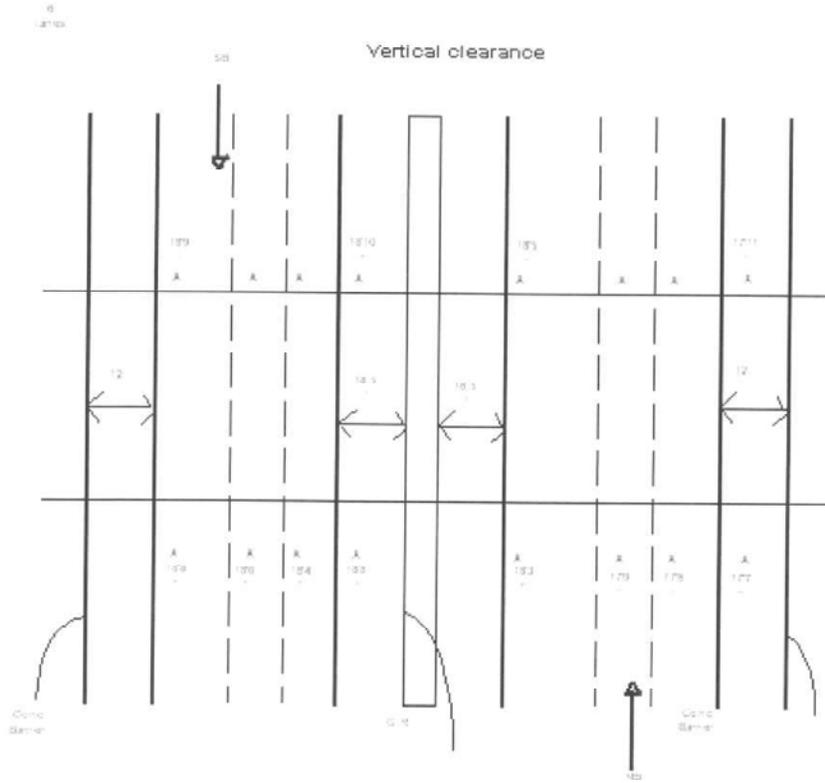
GEORGIA DEPARTMENT OF TRANSPORTATION

X-Vertical Clearance Report

District: 3
 Bridge Inspector: Jeff Allison
 Location ID: 093-00215X-009.10N
 Structure ID: 093-0021-0

Inspection Date: 8/25/2003
 Over: I-75 @ 115.63
 County: Dooly
 Road Name: CALHOUN ROAD

Inspection Area: 08
 Skew: 31



XLocationID 093-00401D-115.63N

XRef ID: 093-0021-0-A

Min Clearance Over:	99-99	Min Clearance Under:	17-07	Clearance Type:	H
Act Min Vert. Odom:	17-07	Post Min Vert. Odom:	00-00		
Act Min Vert. Opp:	18-04	Post Min Vert. Opp:	00-00		
Max Min Vert. Clear:	18-04	Direction:	South		

Lat Under CI Right: 12.00 Left: 18.50 Lateral Type: 7

Rating-Under CI Horz/Vert: 7 Total Horizontal Clearance (ft): 60.00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0046-0

Dooley

SUFF. RATING

72.78

Location & Geography

Signs & Attachments

<p>* Structure I.D.No: 093-0046-0</p> <p>* 200 Bridge Information 06</p> <p>* 6A Feature Int: I-75 @ 116.63 (EXIT 117)</p> <p>* 6B Critical Bridge: 0</p> <p>* 7A Route Number Carried: CR00323</p> <p>* 7B Facility Carried: PINEHURST ROAD</p> <p>* 9 Location: .5 MIE OF PINEHURST</p> <p style="padding-left: 20px;">2 DOT District: 3</p> <p style="padding-left: 20px;">207 Year Photo: 2003</p> <p>* 91 Inspection Frequency: 24 Date: 08/25/2003</p> <p>92A Fract Crit Insp Freq: 00 Date: 02/01/1901</p> <p>92B Underwater Insp Freq: 00 Date: 02/01/1901</p> <p>92C Other Spc. Insp Freq: 00 Date: 02/01/1901</p> <p>* 4 Place Code: 00000</p> <p>* 5 Inventory Route (O/U): 1</p> <p style="padding-left: 20px;">Type: 4</p> <p style="padding-left: 20px;">Designation: 1</p> <p style="padding-left: 20px;">Number: 00679</p> <p style="padding-left: 20px;">Direction: 0</p> <p>* 16 Latitude: 32-11.5</p> <p>* 17 Longitude: 83-44.9</p> <p>98 Border Bridge: 000 MMS Suffix: MP: 0.00</p> <p style="padding-left: 20px;">%Shared: 00</p> <p>99 ID Number: 0000000000000000</p> <p>* 100 STRAHNET: 0</p> <p>12 Base Highway Network: 1</p> <p>13A LRS Inventory Route: 932032300</p> <p>13B Sub Inventory Route: 0</p> <p>* 101 Parallel Structure: N</p> <p>* 102 Direction of Traffic: 2</p> <p>* 264 Road Inventory Mile Post: 000.91</p> <p>* 208 Inspection Area: 08 Initials: JLA</p> <p style="padding-left: 20px;">Engineer's Initial: SGM</p> <p>* Location I.D. No.: 093-00679F-010.25E</p>	<p>* 104 Highway System: 0</p> <p>* 26 Functional Classification: 07</p> <p>* 204 Federal Route Type: S No.: 00679</p> <p>* 105 Federal Lands Highway: 0</p> <p>* 110 Truck Route: 0</p> <p>206 School Bus Route: 1</p> <p>217 Benchmark Elevation: 0000.00</p> <p>218 Datum: 0</p> <p>* 19 Bypass Length: 17</p> <p>* 20 Toll: 3</p> <p>* 21 Maintenance: 01</p> <p>* 22 Owner: 01</p> <p>* 31 Design Load: 6</p> <p>37 Historical Significance: 5</p> <p>205 Congressional District: 03</p> <p>27 Year Constructed: 1961</p> <p>106 Year Reconstructed: 0000</p> <p>33 Bridge Median: 0</p> <p>34 Skew: 02</p> <p>35 Structure Flared: 0</p> <p>38 Navigation Control: N</p> <p>213 Special Steel Design: 0</p> <p>267 Type of Paint: 4</p> <p>* 42 Type of Service on: 1</p> <p>214 Movable Bridge: 0</p> <p>203 Type Bridge: Z-O-M-O</p> <p>259 Pile Encasement: 3</p> <p>* 43 Structure Type Main: 4 02</p> <p>45 No. Spans Main: 002</p> <p>44 Structure Type Appr: 3 02</p> <p>46 No. Spans Appr: 0002</p> <p>226 Bridge Curve Horz: 0 Vert: 1</p> <p>111 Pier Protection: 0</p> <p>107 Deck Structure Type: 1</p> <p>108 Wearing Surface Type: 1</p> <p style="padding-left: 20px;">M: 0</p> <p style="padding-left: 20px;">F: 0</p>	<p>225 Expansion Joint Type: 14</p> <p>242 Deck Drains: 0</p> <p>243 Parapet Location: 0</p> <p style="padding-left: 20px;">Height: 0.00</p> <p style="padding-left: 20px;">Width: 0.00</p> <p>238 Curb: 1.20 1</p> <p>239 Handrail: 1 1</p> <p>* 240 Median Barrier Rail: 0</p> <p>241 Bridge Median Height: 0.00</p> <p style="padding-left: 20px;">Width: 0.00</p> <p>* 230 Guardrail Loc Dir Rear: 3</p> <p style="padding-left: 20px;">Fwrd: 3</p> <p style="padding-left: 20px;">Oppo Dir Rear: 0</p> <p style="padding-left: 20px;">Fwrd: 0</p> <p>244 Approach Slab: 3</p> <p>224 Retaining Wall: 0</p> <p>233 Posted Speed Limit: 55</p> <p>236 Warning Sign: 0</p> <p>234 Delineator: 1</p> <p>235 Hazard Boards: 0</p> <p>237 Utilities Gas: 00</p> <p style="padding-left: 20px;">W: 00</p> <p style="padding-left: 20px;">Ele: 00</p> <p style="padding-left: 20px;">Telephone: 00</p> <p style="padding-left: 20px;">St: 00</p> <p>247 Lighting Street: 0</p> <p style="padding-left: 20px;">Navigation: 0</p> <p style="padding-left: 20px;">Aerial: 0</p> <p>* 248 County Continuity No.: 00</p>
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BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0046-0

Dooley

SUFF. RATING

72.78

Programming Data

201 Project No.: 1-75-1(22) 118 CT.2
 202 Plans Available: 4
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 00000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 000630 Year: 2023

Measurements

* 29 ADT: 000420 Year: 2003
 109 % Trucks: 10
 * 28 Lanes On: 02 Under: 06
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0070
 * 49 Structure Length: 200
 51 Br. Rwdy. Width: 28.00
 52 Deck Width: 34.10
 * 47 Tot. Horz. Cl: 28.00
 50 Curb/Sdewlk Width: 2.00/2.00
 32 Approach Rdwy Width: 024
 * 229 Shoulder Width:
 Rear Lt: 8.00 Type: 8 Rt: 8.00
 Fwd Lt: 8.00 Type: 8 Rt: 8.00
 Pavement Width:
 Rear: 24.00 Type: 2
 Fwd: 24.00 Type: 2
 Intersection Rear: 1 Fwd: 1
 36 Safety Features Br. Rail: 2
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl.Over:
 Under: H
 16 ' 11 "
 * 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: H 12.00
 56 Lateral Undercl. Lt: 18.50
 * 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: 1997 Sub: 0000

Hydraulic Data

215 Waterway Data
 Highway Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 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

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 19
 64 Operating Type: 2 Rating: 32
 231 Calculated Loads
 H-Modified: 21 0
 HS-Modified: 22 0
 Type 3: 22 0
 Type 3s2: 25 0
 Timber: 24 0
 Piggyback: 27 0
 261 H Inventory Rating: 21
 262 H Operating Rating: 35
 67 Structural Evaluation: 5
 58 Deck Condition: 5
 59 Superstructure Condition: 6
 * 227 Collision Damage: 1
 60A Substructure Condition: 6
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 5
 69 UnderClr. Horz/Vert: 7
 72 Appr. Alignment: 5
 62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

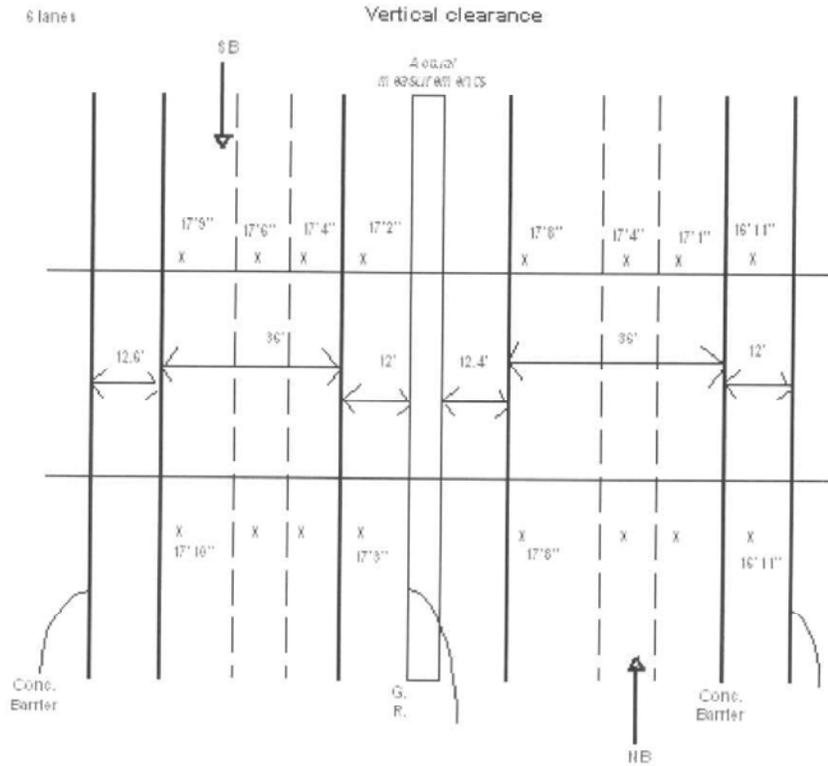
GEORGIA DEPARTMENT OF TRANSPORTATION

X-Vertical Clearance Report

District: 3
 Bridge Inspector: Jeff Allison
 Location ID: 093-00679F-010.25E
 Structure ID: 093-0046-0

Inspection Date: 8/25/2003
 Over: I-75 @ 116.63 (EXIT 117)
 County: Dooly
 Road Name: PINEHURST ROAD

Inspection Area: 08
 Skew: 02



XLocationID 093-00401D-116.63N

XRef ID: 093-0046-0-A

Min Clearance Over:	99-99	Min Clearance Under:	16-11	Clearance Type:	H
Act Min Vert. Odom:	16-11	Post Min Vert. Odom:	00-00		
Act Min Vert. Opp:	17-02	Post Min Vert. Opp:	00-00		
Max Min Vert. Clear:	17-06	Direction:	South		

Lat Under Cl Right: 12.00 Left: 18.50 Lateral Type: 7

Rating-Under Cl Horz/Vert: 7 Total Horizontal Clearance (ft): 60.60

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSNHS- M003-00(243) **OFFICE** Environment/ Location
Houston, Dooly Counties
P.I. # M003243 **DATE** June 21, 2005

FROM Harvey D. Keeper, State Environment/Location Engineer

TO Brent Story, Transportation Engineering Administrator for the Office of Road and Airport Design.
Attn. Andy Casey, P.E., Design Group Manager

SUBJECT Estimated Traffic Assignments for I-75/SR 401 from Crisp County Line to SR 26/Houston.

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

Traffic Count #	Beg Mile-End Mile	Existing 2004 ADT	2009 ADT	2029 ADT	D	K	T	24 HR. T	S.U.	COMB.
153 - 0198	03.21 - 10.06	48400	55000	81800	60%	11%	26%	33%	5%	28%
153 - 0196	00.00 - 03.20	46700	53100	78900	60%	11%	26%	33%	5%	28%
093 - 0099	16.24 - 18.34									
093 - 0097	15.19 - 16.23									
093 - 0095	11.28 - 15.18									
093 - 0093	06.48 - 11.27	47100	53600	79600	55%	9%	27%	36%	5%	31%
093 - 0091	04.08 - 06.47	46400	52800	78400	55%	9%	27%	36%	5%	31%
093 - 0089	00.00 - 04.07	47100	53500	79600	60%	8%	27%	36%	5%	31%
081 - 0114	14.15 - 15.86									

If you have any questions concerning this information please contact Rhonda Niles @ 404-699-4460.

HDK/RFN

**Department of Transportation
State of Georgia**

TO # 10/30

Interdepartment Correspondence

File CSNHS-M003-00(243) Dooly / Houston
P.I. No. M003243

Office Materials and Research
Forest Park, Georgia
Date July 22, 2005

From  George M. Geary, P.E., State Materials and Research Engineer

To Brent A. Story, P.E., State Road and Airport Design Engineer
Attn: Andy Casey, P.E., Design Group Manager

Subject **Continuously Reinforced Concrete Pavement Design
SR 401 / I-75 Concrete Pavement Replacement Beginning at the Crisp-Dooly
County line in Dooly County and extending to SR 26 in Houston County**

As requested, the Office of Materials and Research has prepared the Continuously Reinforced Concrete Pavement (CRCP) Design for the reconstruction of SR 401 / Interstate 75 in Dooly and Houston Counties.

This reconstruction project begins at the Crisp County Line at MP 104 ± and ends near MP127 ± at the SR 26 Exit in Houston County.

The CRC design uses the slab thickness obtained using the AASHTO 1972 Interim Guide for Design of Pavement Structures. The design also uses Graded Aggregate Base and a 3 inch Asphalt Concrete interlayer.

- ↓ The design is based on a subgrade k-value of 150 pci corresponding to the typical soils support value of 3.0.
- ↓ The design is also based on traffic provided by the Office of Environment and Location.

Pay Item Number	Material	Thickness, inches	Spread Rate, lb/yd ²
Pending	CRC Pavement	12	-
402-3190	19 mm SP At MDL "A"	3	330
310-5120	Graded Aggregate Base	12	-

The longitudinal reinforcement shall consist of ASTM A615 Grade 60 size #6 reinforcing bars spaced at 5 inch intervals. The transverse reinforcement shall consist of ASTM A615 Grade 60 size #4 reinforcing bars spaced at 36 inch intervals.

The concrete reinforcing cover is measured from the top of the slab. The reinforcing placement is summarized in the table below:

Material	Spacing, inches	ASTM A 615 Steel Grade	Bar Size	Min Concrete Cover	Max Concrete Cover
Longitudinal Reinforcement	5 inches C to C	60	#6	3 ½ inches	4 ¼ inches
Transverse Reinforcement	36 inches C to C	60	#4	4 ¼ inches	5 inches

For long term pavement performance, it is also recommended to construct 14 foot wide outside lanes striped at 12 feet with tied shoulders.

If a widened slab is used, the clear distance of the first reinforcing bar from either slab edge shall be 3 5/8 inches. This provides a reinforcement ratio of 0.723%.

If a 12 foot wide slab is used, the clear distance of the first reinforcing bar from either slab edge shall be 4 1/8 inches. This provides a reinforcement ratio of 0.690%.

It is additionally recommended that the shoulder be constructed full depth to match the mainline cross section for use as a future travel lane.

If any additional information is needed, please contact A.J. Jubran of the Pavement Management Branch at 404-363-7582.

GMG: JTR: AJJ

Attachment

1. CRC Pavement Design

Cc: Mr. Jason Mc Cook, Assistant Road and Airport Design Engineer
Mr. Wade Harris, P.E., Engineering Services
Mr. Gary Owens, Office of Road and Airport Design
Mr. Myron Banks, Concrete Branch Chief, OMR
file

**CRC RIGID PAVEMENT DESIGN ANALYSIS
(BASED ON AASHO INTERIM GUIDE FOR THE DESIGN OF RIGID PAVEMENT
STRUCTURES)**

P.I. NO.: M003243 PROJECT NUMBER: CSNHS-M003-00(243) COUNTY: Dooly Houston
 LENGTH: 21.6 miles TYPE SECTION: Rehabilitation of SR 401 / I-75
 DESCRIPTION: SR 401 / I-75 in Dooly and Houston Counties
TYPE OF ADJOINING PAVEMENT:

BEGINNING OF PROJECT: MP 104 ±
END OF PROJECT: MP 127 ±

TRAFFIC DATA: 24 HR. TRUCK PERCENTAGE: 31% (26% MU, 5%SU)
 ONE-WAY AADT BEGINNING OF DESIGN PERIOD: 32100 VPD 2005 YEAR
 ONE-WAY AADT END OF DESIGN PERIOD: 47760 VPD 2025 YEAR
 MEAN AADT (ONE WAY): 39930 VPD

DESIGN LOADING: DESIGN LANE TRAFFIC

MEAN AADT		LDF		TRUCKS		18K ESAL			
39930	X	80 %	X	26% MU	X	2.68	=	26539	
39930	X	80%	X	5% Other	X	0.50	=	799	
39930	X	80 %	X	69% Other	X	0.004	=	82	
							TOTAL DAILY LOADING	=	27419

TOTAL DESIGN PERIOD LOADING = (27419 loads/day)*(20 years)*(365 days/year) = 200,161,998 total loads

DESIGN DATA: SERVICEABILITY (P_t): 2.5 WORKING STRESS: 450 psi
 SOIL SUPPORT VALUE: 3.0 MODULUS OF SUBGRADE REACTION K = 150 pci
 MODULUS OF SUBBASE REACTION K₁ = 265pci on 12-in. GAB
 MODULUS OF SUBBASE REACTION K₁ = 277 pci on 3-in. AC
 TRIAL DEPTH OF CONCRETE PAVEMENT: 12"

ACTUAL STRESS FROM NOMOGRAPH: 938 psi for 3 inches AC
 PERCENT OVER-UNDER DESIGN: 108 % overstressed
 52 % underdesigned

RECOMMENDED CRC PAVEMENT STRUCTURE:

12 inches Continuously Reinforced Concrete Pavement with size #6 reinforcing steel bars
 3 inches 19 mm Superpave Asphalt Concrete Base at Mix Design Level "A"
 12 inches Graded Aggregate Base

REMARKS: 16.05 inches of CRC is required for 0% under/over design

PREPARED BY: A.J. Jubran, P.E. July 8, 2005

RECOMMENDED: _____
 STATE ROAD AND AIRPORT DESIGN ENGINEER DATE

APPROVED: _____
 STATE PAVEMENT ENGINEER DATE

RATE CALCULATION 2000

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2000	Dooly	1	40100	0	3.97	37,900	3.97	150,463
2000	Dooly	1	40100	3.97	6.51	40,200	2.54	102,108
2000	Dooly	1	40100	6.51	11.31	37,700	4.8	180,960
2000	Dooly	1	40100	11.31	11.38	40,000	0.07	2,800
Total Vehicle Miles: 436,331	Total Accidents: 108	Accident Rate: 68						
Average ADT: 38,342	Total Injuries: 68	Injury Rate: 43						
Length in Miles: 11.38	Total Fatalities: 1	Fatality Rate: 0.63						

NOTE: Rates are per 100 Million Vehicle Miles

RATE CALCULATION 2001

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2001	Dooly	1	40100	0	3.97	38,800	3.97	154,036
2001	Dooly	1	40100	3.97	6.51	44,900	2.54	114,046
2001	Dooly	1	40100	6.51	11.31	34,900	4.8	167,520
2001	Dooly	1	40100	11.31	11.38	40,700	0.07	2,849
Total Vehicle Miles: 438,451	Total Accidents: 144	Accident Rate: 90						
Average ADT: 38,528	Total Injuries: 60	Injury Rate: 37						
Length in Miles: 11.38	Total Fatalities: 2	Fatality Rate: 1.25						

NOTE: Rates are per 100 Million Vehicle Miles

RATE CALCULATION 2002

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2002	Dooly	1	40100	0	3.97	38,700	3.97	153,639
2002	Dooly	1	40100	3.97	6.51	44,800	2.54	113,792
2002	Dooly	1	40100	6.51	11.31	34,800	4.8	167,040
2002	Dooly	1	40100	11.31	11.38	40,600	0.07	2,842
Total Vehicle Miles: 437,313	Total Accidents: 75	Accident Rate: 47						
Average ADT: 38,428	Total Injuries: 22	Injury Rate: 14						
Length in Miles: 11.38	Total Fatalities: 1	Fatality Rate: 0.63						

NOTE: Rates are per 100 Million Vehicle Miles

RATE CALCULATION 2003

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2003	Dooly	1	40100	0	3.95	38,700	3.95	152,865
2003	Dooly	1	40100	3.95	6.48	44,800	2.53	113,344
2003	Dooly	1	40100	6.48	11.28	34,800	4.8	167,040
2003	Dooly	1	40100	11.28	11.38	40,600	0.1	4,060
Total Vehicle Miles: 437,309	Total Accidents: 102	Accident Rate: 64						
Average ADT: 38,428	Total Injuries: 53	Injury Rate: 33						
Length in Miles: 11.38	Total Fatalities: 0	Fatality Rate: 0.00						

NOTE: Rates are per 100 Million Vehicle Miles

RATE CALCULATION 2004

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2004	Dooly	1	40100	0	3.95	45,660	3.95	180,357
2004	Dooly	1	40100	3.95	6.48	46,850	2.53	118,531
2004	Dooly	1	40100	6.48	11.28	46,590	4.8	223,632
2004	Dooly	1	40100	11.28	11.38	45,940	0.1	4,594
Total Vehicle Miles: 527,114	Total Accidents: 123	Accident Rate: 64						
Average ADT: 46,319	Total Injuries: 49	Injury Rate: 25						
Length in Miles: 11.38	Total Fatalities: 0	Fatality Rate: 0.00						

NOTE: Rates are per 100 Million Vehicle Miles



TASK ORDER 10 & 30 MEETING NOTES

Date: February 9, 2006

Place / Time: GDOT District Three – Area Three Office Conference Room / 10:00 A.M.

Subject: Initial Concept Team Meeting

Attendees: Jason McCook, GDOT
Lamar M. Pruitt Jr., GDOT
Thomas B. Howell, GDOT
David Millen, GDOT
Sheldon Minor, GDOT
Ashley Chan, JBT
John Dantzler, GDOT
Clinton B. Ford, GDOT
Ken Robinson, GDOT
David Painter, GDOT
Femi Adesanya, JBT

- Ashley Chan presented all the alternates, A, B, C & D.
- Everyone agreed that only Alternates B & C are viable.
- Revise outside shoulder slope to 2%.
- Use single slope barrier instead of Jersey barrier.
- Consider shifting crown points out one travel lane in both directions to gain enough pipe clearance at the edge of pavement.
- Verify vertical clearance with the proposed locations of the crown points; variance will be required if vertical clearance is less than 16 feet.
- Verify clearance for existing lateral pipes.
- Use 12-foot as the width for both the inside and outside shoulders.
- Underdrains under the existing inside travel lane need to be replaced. Underdrains under the outside travel lane are replaced on as needed basis. Additional underdrains need to be included in the cost estimate to reflect that.
- Add conduits under the outside shoulder for ITS.
- Add conduits under the median barrier for power/electricity.
- Coordinate with S.R. 215 & S.R. 27 interchanges improvement projects.
- Confirm no existing curb and gutter on ramps.
- OMR to do pavement evaluation on ramps to S.R. 230 & C.R. 323/Pinehurst-Hawkinsville Road.
- Consider extending an existing culvert in the SW quadrant of U.S. 41 and Interstate 75.
- Add note stating contractor is responsible for providing any special equipment, as well as the associated cost, required to complete any work on the ramps where small radii may be encountered.
- Confirm the environmental impact from the addition in scope, as well as the pipe



extension, will remain the same.

- Soil survey will be required to determine the limits of the muck removal in the median.
- Detail of the joint at existing and new concrete pavement is required.
- Both projects will be let at the same time. Contractors awarded the contracts will be required to coordinate with each other about staging.

C: Attendees
Andy Casey
Sammy Powell
Heather Colston
File 31-503110
File 31-503130



TASK ORDER 10 & 30 MEETING NOTES

Date: May 3, 2006

Place / Time: GDOT District Three – Area Three Office Conference Room / 10:00 A.M.

Subject: Concept Team Meeting

Attendees:

Andy Casey, GDOT	Andy Doyle, GDOT
John Dantzler, GDOT	Clinton B. Ford, GDOT
Thomas B. Howell, GDOT	David Millen, GDOT
Sheldon Minor, GDOT	David Painter, GDOT
Lamar M. Pruitt Jr., GDOT	Nabil Raad, GDOT
Ken Robinson, GDOT	Femi Adesanya, JBT
Ashley Chan, JBT	

- Alternate A is the preferred alternate.
- Revise alternates B and C typical sections to show median barriers.
- Revise all typical sections to show single slope barriers.
- Consideration should be given to let projects CSNHS-M003-00(243) & CSNHS-M003-00(340) as one project.
- Include conduits under the proposed median barriers for the option of installing lighting along the median barriers in the future.
- Revise the section in the concept report that includes other projects in the project area.
- All wording referring to the level of service will be removed from the concept report.
- FHWA recommends the installation of ITS cables.
- DSL & wireless ITS should be considered as a low cost ITS option.
- The costs of installing fiber optic ITS and DSL & wireless ITS should be provided for comparison as part of the concept report. These costs are to be kept separate from the project cost estimates.
- The cost estimates for alternates B and C are to be removed from the concept report. Include only the cost estimates for alternate A, the preferred alternate.
- Add changeable message boards and cameras. They are to be installed in the early phase of construction to allow construction personnel to utilize them for work zone control.
- Design variances for bridge clearance are anticipated.
- Existing curb and gutter in the gore areas of all interchanges are to be removed within the limits of the project.
- Utilize v-gutter within clear zone.
- Pavement evaluation to be performed S.R.230 & S.R.323 ramps.



- GDOT and FHWA need to determine and agree on the appropriate means of testing pavement smoothness for concrete pavements. Currently the two choices are laser profiler and profileograph.

C: Attendees
Andy Casey
Sammy Powell
Heather Colston
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