

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006956, Coweta County **OFFICE** Preconstruction
CSBRG-0006-00(956)
CR 41 over CSX Railroad –
Bridge Replacement **DATE** May 15, 2007

FROM *John Vants*
Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT **APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keeper
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Angela Alexander (file copy)
Paul Liles
Babs Abubakari
Thomas Howell
BOARD MEMBER

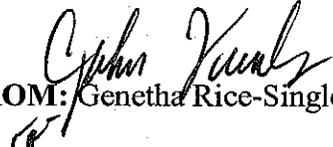
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0006956, Coweta County
CSBRG-0006-00(956)
CR 41 over CSX Railroad-
Bridge Replacement

OFFICE: Preconstruction

DATE: May 8, 2007


FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT: PROJECT CONCEPT REPORT

This project is the replacement of a structurally deficient bridge on CR 41 over CSX Railroad, 2.0 miles northeast of Newnan, Georgia. The existing bridge, constructed in 1950, is a 92'x 21.33' steel truss structure with a sufficiency rating of 21. County Road 41 at this location is a rural two lane roadway with 10' lanes with variable 3' to 8' grass shoulders with a posted speed of 45 MPH. County Road 41 is an east-west roadway classified as an urban local road. The current year traffic (2006) along this section of CR 41 is 4300VPD. The design year (2030) volumes are projected to be 16,800 VPD. The proposed speed design is 45MPH.

The project proposes to construct a new 170'x 40' concrete bridge over CSX Railroad at the existing bridge site. The approaches will consist of two, 12' lanes with 8' rural shoulders (2' paved). The existing bridge will be closed to traffic during construction. Traffic will be detoured via an off-site detour.

Environmental concerns include requiring a COE 404 permit; Categorical Exclusion will be prepared; a Public hearing is not required; Time saving procedures are appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C And inflation)	\$ 1,746,000	\$ 1,746,000	L110	LR
Right-of-way & utilities *	Local	Local		

P.I. No. 0006956, Coweta County
May 8, 2007

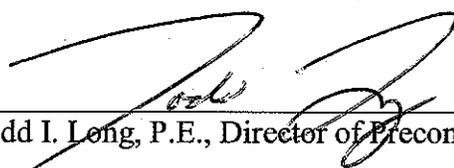
* Coweta signed PMA on 2-27-07 for PE & Utilities/ Right-of-way and construction to be done by future agreements.

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR



Todd I. Long, P.E., Director of Preconstruction

APPROVED



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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSBRG-0006-00(956) Coweta County **OFFICE:** Engineering Services
P.I. No. 0006956
Bridge Replacement on CR 41@ CSX RR

DATE: April 18, 2007

FROM:  Brian K. Summers, P.E., Project Review Engineer

TO: Genetha Rice-Singleton Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report received April 16, 2007 from Jason Mobley, and have the following comments.

The right of way costs should be reviewed and approved by the Office of Right of Way.

The costs for this project are:

Construction	\$1,587,720
E & C	\$ 158,772
Reimbursable Utilities	\$ 200,000
Right of Way	\$ 65,000

BKS

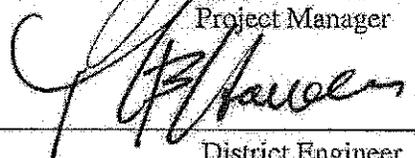
c: Thomas Howell, Attn.: Jason Mobley

Recommendation for approval:

DATE 4/16/07

DATE 4/16/07


Project Manager

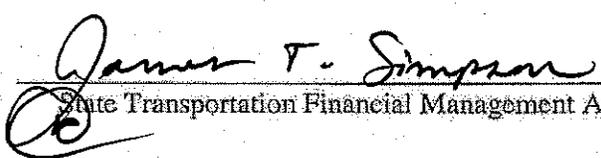

District Engineer

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 4-30-07


State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DATE _____

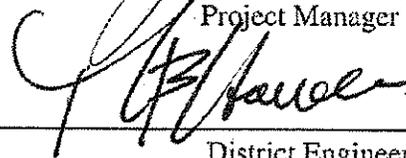
State Bridge Engineer

Recommendation for approval:

DATE 4/16/07

DATE 4/16/07


Project Manager


District 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 4/18/07


Project Review Engineer

DATE _____

State Bridge Engineer

Recommendation for approval:

DATE 4/16/07

DATE 4/16/07

William J. Cumber
Project Manager

J. B. Sawyer
District 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 4/24/07

Matthew Fowler
for State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Engineer

Recommendation for approval:

DATE 4/16/07

William J. Bunker
Project Manager

DATE 4/16/07

J. B. Lawrence
District 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 _____

Project Review Engineer

DATE 5/8/07

Paul V. Hill Jr.
State Bridge Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: CSBRG-0006-00(956)		County: Coweta		PI No.: 0006956	
Report Date: April 16, 2007		Concept By: DOT Office: District 3			
<input checked="" type="checkbox"/> Concept Stage					
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input checked="" type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 3 Design

PROJECT CONCEPT REPORT

Project Number: CSBRG-0006-00(956)

County: Coweta

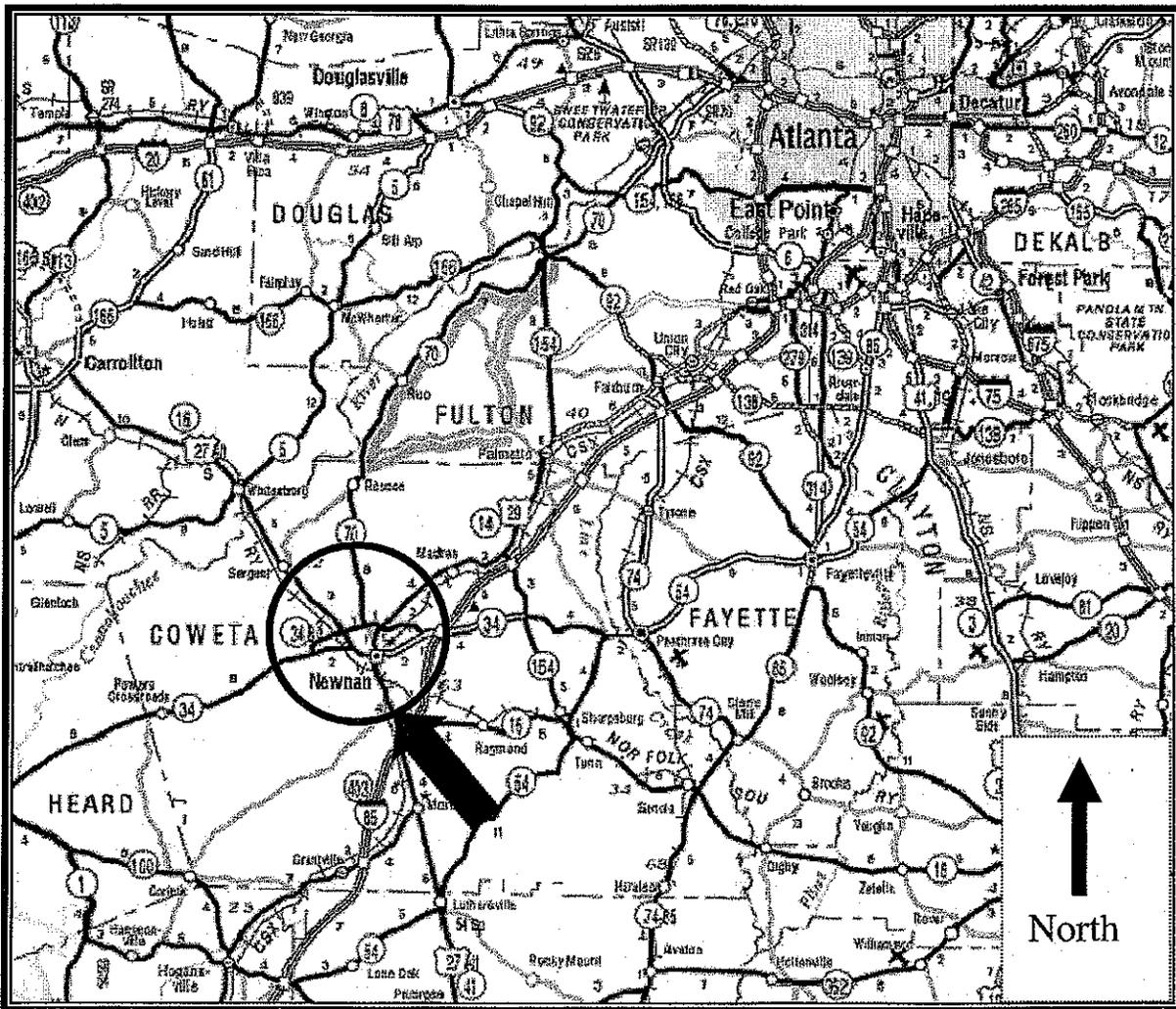
P. I. Number: 0006956

Federal Route Number: N/A

State Route Number: N/A

Regional Location Sketch

Bridge Replacement on CR 41(Green Top Road) over CSX Railroad, Coweta County, GA

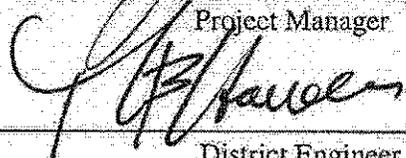


Recommendation for approval:

DATE 4/16/07

DATE 7/16/07


Project Manager


District 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 _____

Project Review Engineer

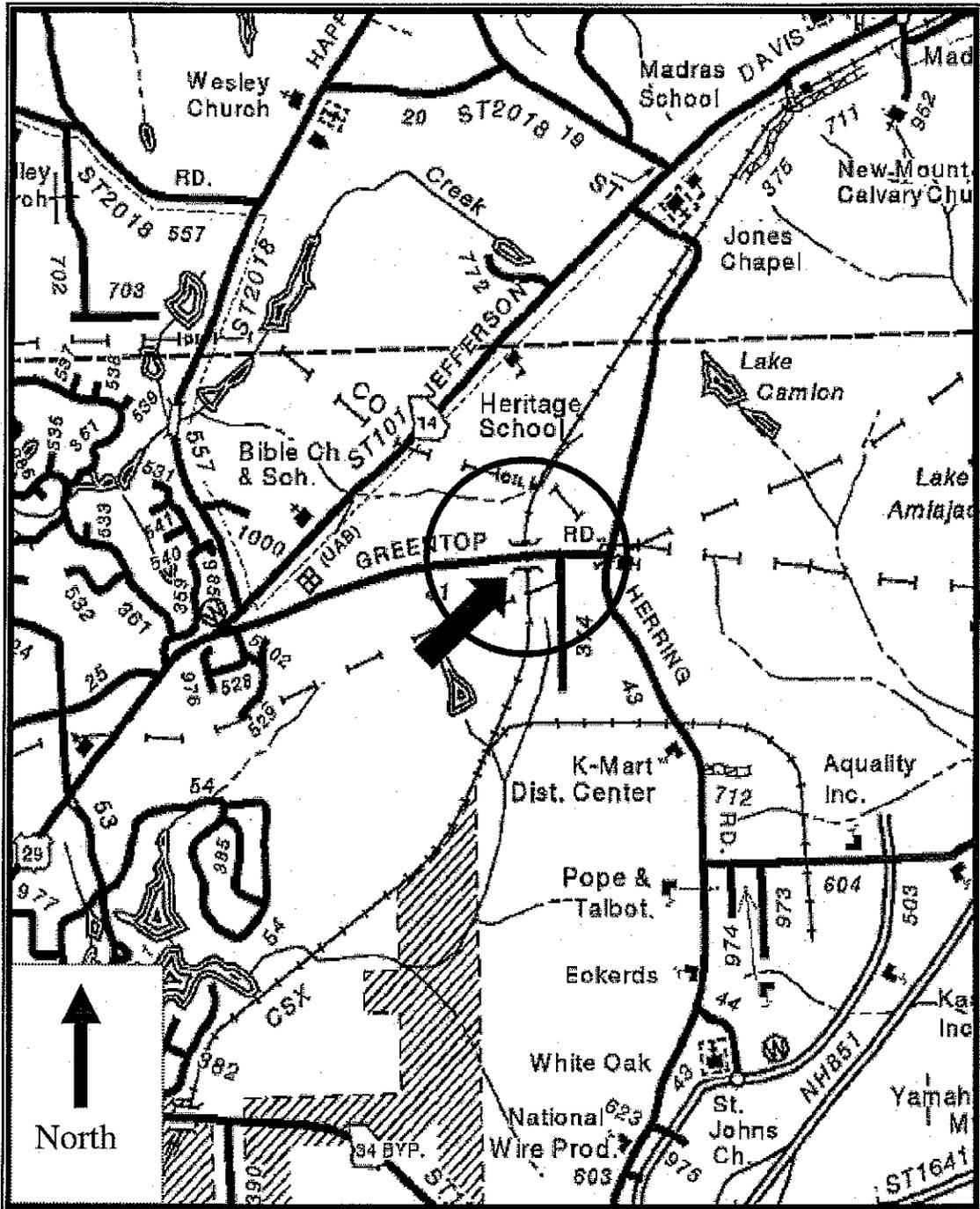
DATE _____

State Bridge Engineer

PROJECT LOCATION MAP

Project: CSBRG-0006-00(956) Coweta County PI No.: 0006956

Description: CR 41 (Green Top Road) over CSX Railroad



Need and Purpose:

Bridge project CSBRG-0006-00(956), Coweta County, P.I. 0006956 proposes to replace the structurally deficient bridge carrying County Road 41 (Green Top Road) over the CSX Railroad to the north of the Newnan City limits in Coweta County. The project is included as a bridge replacement project in the 2030 Regional Transportation Plan (RTP) and FY 2006-2011 Transportation Improvement Program (TIP). The total project length is approximately 0.4 miles (from milepost 0.65 to 1.05) consisting of bridge replacement and construction of adequate approaches from both directions. The bridge is located approximately 0.85 miles east of the intersection with SR 14/US 29. As currently programmed the project is locally-sponsored by Coweta County with an anticipated construction date of 2010.

CR 41 is an east-west county road functionally classified as an urban local road. CR 41 provides connectivity between SR 14 to the west and CR 43 (Herring Road) to the east. A large industrial/commercial distribution land use with access provided by Herring Road is located within close proximity to the south-southeast of the bridge. The environs within the immediate project limits are of a rural to suburban character with land uses generally being either low-density residential or undeveloped, wooded properties. There are limited commercial land uses within the CR 41 corridor. Given the recent and sustained development activity within Coweta County, it is likely that the surrounding area of the bridge will experience, or be influenced by, an increase in commercial, residential, and industrial development.

CR 41 is currently a two-lane roadway with a posted speed of 45 mph. Green Top Road is an identified local school bus route. It is not a designated state or county bicycle route. Traffic data was collected in 2006, which will be the base year for the project. The Estimated Time of Completion (ETC) was forecasted to 2010 using an annual growth rate of 5.85% per year. From the 2010 ETC, the design year was forecasted ahead 20 years to 2030. The existing AADT is 4,300, the ETC AADT is forecasted to be 5,400, and ETC+20 is forecasted to be 16,800. The two lane cross-section provides adequate capacity for the existing and forecasted traffic volumes. Currently, the average percentage of truck traffic is 4%.

Historical collision records from the Office of Traffic Safety and Design indicate eleven accidents with three injuries and no fatalities between milepost 0.79 and 0.91 on CR 41. Nine of the eleven accidents involved sideswipe collisions in the vicinity of the existing bridge, which is located at milepost 0.85. It is likely that the large number of sideswipe collisions is attributable to the narrow bridge and roadway approaches.

The bridge carrying CR 41 over CSX Railroad was built in 1950 and consists of a 92-foot steel thru truss superstructure supported on concrete abutments. According to the Department's Bridge Maintenance records, the bridge has a sufficiency rating of 21.11 and is in poor condition with corrosion of the steel structural members and several loose corrugated metal deck plates. The Office of Bridge Maintenance has determined that any structure with a sufficiency rating less than 50 should be replaced rather than rehabilitated. The bridge has posted load limits ranging from 12 tons (H-Truck) to 22 tons (Type 3-S-2 Truck). The Bridge Inventory Data Listing is attached. The bridge has a flat deck in a crest vertical curve which is connected to abrupt approach grades. The crest vertical curve that makes up the approach geometry does not meet AASHTO requirements for stopping sight distance.

The project is necessary to remove an existing deficient structure with posted load restrictions and replace it with a structurally adequate bridge capable of carrying CR 41 over CSX Railroad without posted load restrictions. The replacement structure and approach geometry will also be upgraded to address sight distance and cross-sectional deficiencies, and the new structure will be longer than the existing to accommodate the addition of a second railroad track (proposed) along the CSX mainline. The purpose of the proposed project is to provide a structurally sound bridge which meets minimum bridge width requirements and approaches that are consistent with current AASHTO geometric design standards.

This project will be consistent with Executive Order 12898 as it pertains to environmental justice. The project will include 1) feasible and prudent design decisions to avoid, minimize and/or mitigate adverse human health and environmental effects, including social and economic effects, 2) the design development process will provide opportunities for full and fair public participation of potentially effected individuals or groups of individuals, and 3) the process will not discriminate against any individual or group of individuals in the receipt of benefits.

Description of the proposed project:

This project is approximately 0.4 miles long. It extends from mile 0.65 to 1.05 on County Route 41, approximately 0.85 miles east of the intersection of CR 41 with SR 14/US 29 in Coweta County, one mile north of the city limits of Newnan. Termini for the project are based on the replacement of the bridge, guardrail, and required approaches. The project will remove the restrictive load limits on CR 41 crossing CSX Railroad by replacing the deficient bridge structure as well as improve safety conditions associated with the vertical roadway geometry and cross sectional deficiencies.

Is the project located in a Non-attainment area?

Yes, but this is a bridge replacement project and is exempt from non-attainment requirements.

PDP Classification: Minor

Federal Oversight: Exempt

Functional Classification: Urban Local Road

U. S. Route Number(s): N/A

State Route Number(s): N/A

Traffic (AADT):

Current Year: (2006) 4,300 Design Year: (2030) 16,800

Existing design features:

- *Typical Section:* Rural – The section consists of two 10' lanes with variable 1' to 3' grass shoulders. There is no curb and gutter or sidewalk within the project limits.
- *Posted Speed:* 45 mph
- *Minimum Radius of Curvature:* 4625'
- *Maximum Superelevation Rate for Curve:* 4%

- **Maximum Grade:**
 - Mainline = 5.5%
 - Side Road = 6% (CR 374/Poythress Road)
 - Driveway = 6%
- **Width of R/W:** 80'
- **Major Structures:** The existing bridge was constructed in 1950 and consists of a single 92-foot long by 21.33' wide steel thru truss structure. The roadway is supported by corrugated metal deck atop closely-spaced longitudinal steel stringers. The steel stringers are supported by transverse steel floor beams which connect to the steel thru trusses. The supporting foundation type is not determined. A W-beam guardrail mounted to the steel truss members is located on both sides of the roadway. Existing clearance between the underside of the truss floor beams and top of high rail is approximately 22.1 feet. According to bridge inspection records the bridge has a sufficiency rating of 21.11.

Proposed Design Features:

- **Proposed typical section:** Rural – The proposed section consists of two 12' lanes with 2' paved shoulders and variable grass shoulders. The overall shoulder width varies from a minimum of 2' where the project ties into the existing roadway to a maximum of 8' within the approaches immediately east and west of the proposed bridge structure. There is no curb and gutter (see attachments).
- **Proposed Design Speed Mainline:** 45mph
- **Proposed Maximum grade Mainline:** 4.5 %
 - Maximum grade allowable: 9%.
- **Proposed Maximum grade Side Street:** 9%
 - Maximum grade allowable: 9%
- **Proposed Maximum grade driveway:** 13%
- **Proposed Minimum radius for curve:** 4,625'
- **Minimum radius allowable:** 643'
- **Proposed Maximum super-elevation rate for curve:** $e_{max} = 6\%$ / $e_{design} = 2.2\%$
- **Right of way**
 - Width: Variable (150' Max, 80' Min.)
 - Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 4
 - Number of displacements:**
 - Business: none
 - Residences: none
 - Mobile homes: none
 - Other: none
- **Structures:**
 - **Bridges:** A new 40' (clear distance) by 170' long bridge will be constructed in place of the existing bridge.
 - **Retaining walls:** Retaining walls may be utilized to minimize/eliminate additional R/W required to accommodate the increased bridge structural depth and rise in profile to provide the vertical clearance required by CSX Railroad.
- **Major intersections and interchanges:** One dead-end side road, CR 374 (Poythress Road), intersects the south side of CR 41 east of the existing bridge within the proposed project limits. CR 374 provides access to approximately fourteen residences.

- *Traffic control during construction:* An offsite detour is anticipated during construction. Access to Poythress road will be maintained during construction.
- *Design Exceptions to controlling criteria anticipated:* None

- *Design Variances:*

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)

- *Environmental concerns:* The Green Top Bridge was identified on the Georgia Bridge Survey of bridges over 50 years old. Although the bridge is more than 50 years old it is not listed, nor is it eligible for inclusion, on the National Register. The CSX Railroad is a cultural resource which is eligible for inclusion on the National Register. Given the nature of the project, the fact that the railroad corridor within the project limits has been recently altered through the construction of a siding track, and the limited consequence that the bridge replacement will have on the overall CSX Railroad corridor, it is probable that a No Adverse Effect determination will be issued by the State Historic Preservation Division. No other environmental concerns were identified within the project area. An environmental scan letter is attached.
- *Level of environmental analysis:*
 - Are Time Savings Procedures appropriate? Yes
 - Categorical Exclusion
- *Utility involvements:* Gas, Underground Fiber Optic, Water, Power, Communications

Project responsibilities:

- *Design, Coweta County (Design Consultant)*
- *Right of Way Acquisition, Coweta County*
- *Relocation of Utilities, Coweta County*
- *Letting to contract, GDOT*
- *Supervision of construction, GDOT*
- *Providing material pits, Contractor*
- *Providing detours, Coweta County*

VE STUDY REQUIRED - NO.

Coordination

- *Initial Concept Meeting:* Held on October 13, 2006 at the Coweta County Development & Engineering Office in Newnan, GA and attended by representatives from Clough, Harbour & Associates, GDOT, and Coweta County. The project responsibilities, schedule, and adherence to PDP were discussed during the course of the meeting.

Meeting Minutes attached.

- *Concept meeting:* Held on January 24, 2007 at the GDOT District 3 Office in Thomaston. Meeting Minutes attached.
- *Public involvement:* A Public Detour Meeting will be held to inform interested parties of the offsite detour during construction.
- *Other projects in the area:* MSL-0004-00(406), P.I. No. 0004406. Intersection improvement project at intersection of CR 41 and SR 14/US 29, approximately 0.85 miles west of the project, is anticipated to begin construction in 2011.
- *Railroads:* The project crosses over a rail line owned by CSX Transportation. According to crossing inventory data, there are typically eleven train movements at the bridge crossing daily. CSX Transportation is currently constructing a second track at the bridge location that is part of a passing siding. Initial coordination efforts have been made with the GDOT State Utilities Railroad Liaison Engineer.

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 6 Months
- Time to complete preliminary construction plans: 5 Months
- Time to complete right of way plans: 2 Months
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 4 Months
- Time to complete to purchase right of way: 9 Months (if required)
- Time to complete bridge plans: 4 Months
- Time to coordinate with railroad: 24 Months

Other alternates considered:

- *No Build:* This alternate would not meet the need and purpose of the project because it does not remove the load limits and structural deficiencies or address sight distance and cross sectional deficiencies with the existing bridge structure. The alternate would not serve current and future travel demands on this portion of CR 41.
- *Rehabilitate Existing Bridge Structure:* This alternate would not meet the need and purpose of the project because it would not address sight distance and cross sectional deficiencies with the existing bridge structure. The lack of structural redundancy in the existing thru truss bridge precludes the possibility of widening the bridge. The Office of Bridge Maintenance has determined that any structure with a sufficiency rating less than 50 should be replaced rather than rehabilitated.
- *Replace Bridge:* This alternate is the chosen alternate. The existing bridge will be removed and replaced. The proposed bridge structure will provide sufficient load carrying capacity and meet the AASHTO minimum bridge width requirements. The approach roadway will be upgraded to current AASHTO geometric design standards.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
2. Typical Sections
3. Bridge Inventory
4. US DOT Crossing Inventory
5. Environmental Scan Letter, dated February 16, 2007 (supersedes Environmental Scan Letter dated December 18, 2006)
6. Minutes of Initial Concept and Concept Meetings
7. Response to E-mailed Concept Comments
8. Project Framework Agreement (not included – pending execution between Coweta County and GDOT)
9. Location and Design Notice

CONCEPT COST ESTIMATE

PROJECT NUMBER: CSBRG-0006-00(956) COUNTY: COWETA

PI #: 0006956 DESCRIPTION: Bridge Replacement on Green Top Road over CSX Railroad

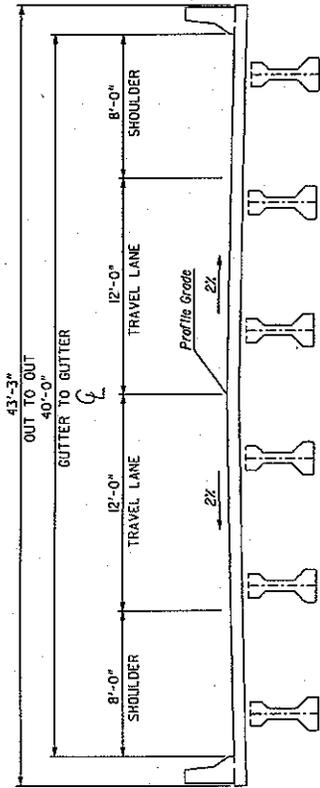
DATE: 2/15/2007 ESTIMATED LETTING DATE: _____

PREPARED BY: Clough Harbour & Associates PROJECT LENGTH: 0.4 MILES

PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEVELOPMENT

A. RIGHT-OF-WAY:			
1. PROPERTY (LAND & EASEMENT)	1.30 AC	\$50,000.00 PER AC	\$65,000.00
2. DISPLACEMENTS	RES: 0	BUS: 0	M.H.: 0
3. OTHER COST (ADM./COST, INFLATION)			\$0.00
SUBTOTAL: A			\$65,000.00
B. REIMBURSABLE UTILITIES:			
1. RAILROAD (FLAGMAN)			\$50,000.00
2. POWER, GAS COMMUNICATIONS, UNDERGROUND FIBER OPTIC, WATER			\$150,000.00
3. SERVICES			\$0.00
SUBTOTAL: B			\$200,000.00
C. CONSTRUCTION:			
1. MAJOR STRUCTURES			
a. BRIDGES	170 LF	\$4,500.00 PER LF	\$765,000.00
b. CONC APPROACH SLAB	2 EA	\$25,000.00 PER EA	\$50,000.00
c. REMOVAL OF EXISTING BRIDGE	90 LF		\$100,000.00
SUBTOTAL: C-1			\$915,000.00
2. GRADING AND DRAINAGE			
a. EARTHWORK	19,000 CY	\$10.00 PER CY	\$190,000.00
b. DRAINAGE			
1) CROSS DRAIN PIPE	1 EA	\$11,300.00 PER EA	\$11,300.00
2) SIDE DRAIN PIPE	3 EA	\$6,200.00 PER EA	\$18,600.00
SUBTOTAL: C-2			\$219,900.00
3. BASE AND PAVING			
a. AGGREGATE BASE	2,110 TN	\$25.00 PER TN	\$52,800.00
b. ASPHALT PAVING			
1) SURFACE	230 TN	\$100.00 PER TN	\$23,000.00
2) BINDER	350 TN	\$100.00 PER TN	\$35,000.00
3) BASE	1,200 TN	\$100.00 PER TN	\$120,000.00
4) LEVELING	10 TN	\$100.00 PER TN	\$1,000.00
SUBTOTAL: C-3.b			\$179,000.00
c. BITUM TACK COAT	400 GAL	\$2.00 PER GAL	\$800.00
SUBTOTAL: C-3			\$232,600.00

4. LUMP ITEMS:			
a. GRASSING	3 AC	\$2,000.00 PER AC	\$6,000.00
b. CLEARING AND GRUBBING	2 AC	\$5,000.00 PER AC	\$10,000.00
d. EROSION CONTROL (10%)			\$142,100.00
e. TRAFFIC CONTROL	1 LS	\$25,000.00	\$25,000.00
SUBTOTAL: C-4			\$183,100.00
5. MISCELLANEOUS:			
a. SIGNING	6 EA	\$560.00 PER EA	\$3,400.00
b. ASPH PAVEMENT MARKING	1,200 LF	\$0.60 PER LF	\$720.00
d. GUARDRAIL	1,100 LF	\$30.00 PER LF	\$33,000.00
SUBTOTAL: C-5			\$37,120.00
6. SPECIAL FEATURES:			
a.	0 UNIT	\$0.00 COST PER UNIT	\$0.00
SUBTOTAL: C-6			\$0.00
ESTIMATE SUMMARY			
A. RIGHT-OF-WAY			\$65,000.00
B. REIMBURSABLE UTILITIES			\$200,000.00
C. CONSTRUCTION			
1. MAJOR STRUCTURES		\$915,000.00	
2. GRADING AND DRAINAGE		\$219,900.00	
3. BASE AND PAVING		\$232,600.00	
4. LUMP ITEMS		\$183,100.00	
5. MISCELLANEOUS		\$37,120.00	
6. SPECIAL FEATURES		\$0.00	
SUBTOTAL CONSTRUCTION COST			\$1,587,720.00
E. & C. (10%)			\$158,772.00
TOTAL CONSTRUCTION COST			\$1,746,492.00
GRAND TOTAL PROJECT COST			\$2,011,492.00
This project is 100 % in Congressional District 3			



URBAN LOCAL ROAD
 TYPICAL SECTION # 3, BRIDGE SECTION
 THIS SECTION APPLIES AT THE BRIDGE

PI # 0006956

GREEN TOP ROAD
 TYPICAL SECTIONS



CLOUGH HARBOUR & ASSOCIATES LLP
 1800 Peachtree St. NW, Atlanta, GA 30309-2518
 www.cloughharbour.com

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 077-5008-0

Coweta

SUFF. RATING

21.11

Location & Geography

* Structure I.D.No.: 077-5008-0
 * 200 Bridge Information: 07
 * 6A Feature Int: CSX RAILROAD
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: CR00041
 * 7B Facility Carried: GREENTOP ROAD
 * 9 Location: 2 MI NE OF NEWNAN
 2 DOT District: 3
 207 Year Photo: 2005
 * 91 Inspection Frequency: 24 Date: 09/22/2005
 92A Fract Cit Insp Freq: 12 Date: 09/22/2005
 92B Underwater Insp Freq: 00 Date: 02/01/1901
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 Type: 4
 Designation: 1
 Number: 00041
 Direction: 0
 * 16 Latitude: 33-25.3 MMS Prefix:
 * 17 Longitude: 084-45.5 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: 772004100
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 000.85
 * 208 Inspection Area: 03 Initials: WBP
 Engineer's Initial: sgm
 * Location I.D. No.: 077-00041X-000.85E

Signs & Attachments

* 104 Highway System:	0	104 Highway System:	0
* 26 Functional Classification:	19	225 Expansion Joint Type:	00
* 204 Federal Route Type:	0	242 Deck Drains:	0
105 Federal Lands Highway:	0	243 Parapet Location:	0
110 Truck Route:	0	Height:	0.00
206 School Bus Route:	0	Width:	0.00
217 Benchmark Elevation:	0000.00	238 Curb:	0.00 0
218 Datum:	0	239 Handrail:	2 2
19 Bypass Length:	03	* 240 Median Barrier Rail:	0
20 Toll:	3	241 Bridge Median Height:	0.00
21 Maintenance:	02	Width:	0.00
22 Owner:	02	* 230 Guardrail Loc Dir Rear:	6
31 Design Load:	0	Fwd:	6
37 Historical Significance:	4	Oppo Dir Rear:	0
205 Congressional District:	08	Fwd:	0
27 Year Constructed:	1950	244 Approach Slab:	0
106 Year Reconstructed:	0000	224 Retaining Wall:	5
33 Bridge Median:	0	233 Posted Speed Limit:	45
34 Skew:	00	236 Warning Sign:	0
35 Structure Flared:	0	234 Delineator:	0
38 Navigation Control:	N	235 Hazard Boards:	0
213 Special Steel Design:	9	237 Utilities Gas:	31
267 Type of Paint:	1	W	00
42 Type of Service on:	1	Ele	00
214 Movable Bridge:	0	Telephone:	00
203 Type Bridge:	Z-O-M-M	St	00
259 Pile Encasement:	3	247 Lighting Street:	0
43 Structure Type Main:	3 10	Navigation:	0
45 No. Spans Main:	001	Aerial:	0
44 Structure Type Appr:	0 00	* 248 County Continuity No.:	00
46 No. Spans Appr:	0000		
226 Bridge Curve Horz:	0		
111 Pier Protection:	0		
107 Deck Structure Type:	6		
108 Wearing Surface Type:	6		
	M		
	F		
	0		

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 077-5008-0

Coweta

SUFF. RATNG

21.11

Programming Data

201 Project No.: UNKNOWN
 202 Plans Available: 0
 249 Prop. Proj. No. CSBRG-0006-00(95)
 250 Approval Status: 0000
 251 P.I. No.: 0006956
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 31 1
 94 Bridge Imp. Cost: \$ 216
 95 Roadway Imp. Cost: \$ 167
 96 Total Imp Cost: \$ 434
 76 Imp. Length: 001412
 97 Imp. Year: 1990
 114 Future ADT: 000705 Year: 2024

Measurements

* 29 ADT: 000470 Year: 2004
 109 % Trucks: 0
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 01
 * 48 Max. Span Length: 0092
 * 49 Structure Length: 92
 51 Br. Rwdy. Width: 20.00
 52 Deck Width: 20.30
 * 47 Tot. Horz. Cl: 20.00
 50 Curb/Sdewlk Width: 0.00/0.00
 32 Approach Rdwy Width: 020
 * 229 Shoulder Width:
 Rear Lt: 5.00 Type: 8 Rt: 5.00
 Fwd Lt: 5.00 Type: 8 Rt: 5.00
 Pavement Width:
 Rear: 20.00 Type: 2
 Fwd: 20.00 Type: 2
 Intersection Rear: 0 Fwd: 0
 36 Safety Features Br. Rail:
 Transition: 3
 App. G. Rail: 3
 App. Rail End: 3
 53 Minimum Cl. Over:
 Under: R
 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: R 17.00
 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:
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 4.00
 212 Year Last Painted: Sup: 1960 Sub: 0000

Ratings

65 Inventory Rating Method: 5
 63 Inventory Rating Method: 5
 66 Inventory Type: 2 Rating: 14
 64 Operating Type: 2 Rating: 25
 231 Calculated Loads
 H-Modified: 12 1
 HS-Modified: 20 1
 Type 3: 14 1
 Type 3s2: 22 1
 Timber: 19 1
 Piggyback: 00 0
 261 H Inventory Rating: 10
 262 H Operating Rating: 18
 67 Structural Evaluation: 4
 58 Deck Condition: 5
 59 Superstructure Condition: 4
 * 227 Collision Damage: 0
 60A Substructure Condition: 6
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 3
 69 UnderCl. Horz/Vert: 6
 72 Appr. Alignment: 4
 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: 12
 HS-Modified: 20
 Type 3: 14
 Type 3s2: 22
 Timber: 19
 Piggyback: 00
 253 Notification Date: 02/01/1901
 253 Fed Notify Date: 02/01/1901

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: 0
 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.: 077-00041X-000.85E

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 11/16/2006**

Crossing No.: **050423L** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **08/31/96**
 Railroad: **CSX CSX Transportation [CSX]** **Current Record**
 Initiating Agency **Railroad** Type and Position: **Public RR Under**

Part I Location and Classification of Crossing

Division:	ATLANTA DIVISI	State:	GA
Subdivision:	AWP W OF A	County:	COWETA
Branch or Line Name:	MAIN LINE	City:	Near NEWNAN
Railroad Milepost:	0034.77	Street or Road Name:	GREEN TOP RD
RailRoad I.D. No.:	XXB	Highway Type & No.:	CR41
Nearest RR Timetable Stn:	NEWNAN	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	077
Crossing Owner:		Latitude:	33.4213220
ENS Sign Installed:	No	Longitude:	-84.7589190
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Specify Signs:	Public Access:	Specify Signals:
	ST/RR A ST/RR B ST/RR C ST/RR D		
Railroad Use:			
State Use:			
Narrative:			

Emergency Contact: **(800)232-0144** Railroad Contact: State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:
Total Trains: 11 Total Switching: 2	Day Thru: 5
Typical Speed Range Over Crossing: From 45 to 50 mph	Maximum Time Table Speed: 50
Type and Number of Tracks: Main: 0 Other: 0	Specify:

Does Another RR Operate a Separate Track at Crossing?

Does Another RR Operate Over Your Track at Crossing?

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 050423L

Continued

Effective Begin-Date of Record: 08/31/96

Current Record

Part III: Traffic Control Device Information

Signs:

Crossbucks: 0
Advanced Warning:
Pavement Markings:

Highway Stop Signs: 0
Hump Crossing Sign:
Other Signs: 0 Specify:
0

Train Activated Devices:

Gates: 0
Mast Mounted FL: 0
Cantilevered FL (Over): 0
Other Flashing Lights: 0
Highway Traffic Signals: 0
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals?

4 Quad or Full Barrier:
Total Number FL Pairs: 0
Cantilevered FL (Not over): 0
Specify Other Flashing Lights:
Wigwags: 0 Bells: 0
Special Warning Devices Not
Train Activated:
Type of Train Detection:
Traffic Light
Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development:
Number of Traffic Lanes
Crossing Railroad:
Is Highway Paved?
Crossing Surface:
Nearby Intersecting
Highway?
Does Track Run Down a
Street?
Is Commercial Power Available?

Smallest Crossing Angle:
Are Truck Pullout Lanes Present?
If Other:
Is it Signalized?
Is Crossing Illuminated?

Part V: Highway Information

Highway System:
Is Crossing on State
Highway System:
Annual Average Daily Traffic
(AADT):
Estimated Percent Trucks:
Posted Highway Speed: 0

Functional Classification of
Road at Crossing:
AADT Year: 1970
Avg. No of School Buses per Day: 0



500 Commercial Court, Suite 2

Savannah, Georgia 31406

(912) 354-4160 FAX 354-4162

February 16, 2007

Mr. Kevin Kahle
Clough, Harbour & Associates LLP
1800 Peachtree Street NW
Atlanta, Georgia 30309-2518

Subject: **Review of Potential Environmental Concerns-Revised**
CR41/Green Top Road Bridge Replacement
CSBRG-0006-00(956)
P. I. Number 0006956

Mr. Kahle:

Applied Technology & Management, Inc. (ATM) has completed a preliminary review of available environmental data sources and field survey reports for the proposed project corridors for the bridge replacement included in P.I. Number 0006956.

The purpose of our review was to identify potential environmental concerns that could affect design features of the proposed project, as well as affect the level of environmental analysis required and project scheduling.

Environmental Concerns

ATM conducted its review in accordance with Georgia Department of Transportation (GDOT) guidelines for environmental analysis. As part of our review, we examined the following areas of potential environmental concern for the proposed project: threatened and endangered (T&E) species, wetlands and streams, water quality classification of streams, required environmental permits (e.g., Section 404, water quality, etc.), cultural resources, parkland/Section 4(F) resources, underground storage tanks (USTs) and hazardous waste sites. Each area of environmental concern is described below along with the results of our preliminary review.

Threatened and Endangered Species

No evidence of federally listed or proposed T&E species or habitat for these species was observed in the project areas based on literature reviews and field investigations by a trained ecologist.

Wetlands and Non-Wetland Waters of the U.S.

No evidence of wetlands was observed in the project area based on field investigation by a trained wetland delineator. Additionally, no ephemeral, intermittent, perennial streams, or stream buffers were identified within or immediately adjacent to the other project areas. This project site is not located within the 100-year flood plain based on FEMA Flood Insurance Rate Map information.

Water Quality Classification

Non-applicable, no water resources should be impacted by this project.

Environmental & Coastal Engineers, Scientists & Management Consultants

Environmental Permits

We do not anticipate the requirement of any environmental permitting. An assessment of environmental impacts will need to be submitted to GDOT, Office of Environmental Location (OEL) in the form of a categorical exclusion.

Cultural Resources

The project was scanned for historically eligible properties and an archaeological survey was done by New South and Associates. The Green Top Bridge was identified on the Georgia bridge survey for bridges over 50 years old. However, after subsequent research, the bridge was not classified as historic and not placed on the National Register of Historic places/properties. A report was sent to the Georgia Historic Preservation District for its concurrence of non-eligibility. No other findings of significance were reported.

Parkland/Section 4(F) Resources

No parklands or other Section 4(F) resources were identified in the project area.

USTs and Hazardous Waste Sites

Federal and State environmental database records were reviewed for the presence of USTs and/or hazardous waste sites in the vicinity of the proposed project.

No UST sites were identified in the vicinity of the Green Top Road/CSX Bridge. No hazardous waste sites were identified in the project area based on review of records and site reconnaissance.

Level of Environmental Analysis

Based on our review of the potential environmental concerns for this project and potential impacts to the environment, we anticipate the level of environmental analysis and documentation required is a Categorical Exclusion (CE).

Project Scheduling

Based on our review of the potential environmental concerns for this project and the anticipated lack of permitting requirements, we anticipate the environmental process, including completion of environmental studies, review of documents and public hearings, will take approximately six (6) months.

ATM appreciates the opportunity to work with Clough, Harbour & Associates and Coweta County on this project. If you have any questions regarding this preliminary analysis of potential environmental concerns, please do not hesitate to contact us at (912) 354-4160.

Sincerely,
Applied Technology & Management, Inc.


Jennifer E. Little
Environmental Scientist


Erin L. Griep
Project Manager





500 Commercial Court, Suite 2
Savannah, Georgia 31406
(912) 354-4160 FAX 354-4162
WWW.APPLIETIM.COM

December 18, 2005

Mr. Kevin Kahle
Clough, Harbour & Associates LLP
1800 Peachtree Street NW
Atlanta, Georgia 30309-2518

Subject: **Review of Potential Environmental Concerns-Revised**
CR41/Green Top Road Bridge Replacement
CSBRG-0006-00(956)
P. I. Number 0006956

Mr. Kahle:

Applied Technology & Management, Inc. (ATM) has completed a preliminary review of available environmental data sources and field survey reports for the proposed project corridors for the bridge replacement included in P.I. Number 0006956.

The purpose of our review was to identify potential environmental concerns that could affect design features of the proposed project, as well as affect the level of environmental analysis required and project scheduling.

Environmental Concerns

ATM conducted its review in accordance with Georgia Department of Transportation (GDOT) guidelines for environmental analysis. As part of our review, we examined the following areas of potential environmental concern for the proposed project: threatened and endangered (T&E) species, wetlands and streams, water quality classification of streams, required environmental permits (e.g., Section 404, water quality, etc.), cultural resources, parkland/Section 4(F) resources, underground storage tanks (USTs) and hazardous waste sites. Each area of environmental concern is described below along with the results of our preliminary review.

Threatened and Endangered Species

No evidence of federally listed or proposed T&E species or habitat for these species was observed in the project areas based on literature reviews and field investigations by a trained ecologist.

Wetlands and Non-Wetland Waters of the U.S.

No evidence of wetlands was observed in the project area based on field investigation by a trained wetland delineator. Additionally, no ephemeral, intermittent, perennial streams, or stream buffers were identified within or immediately adjacent to the other project areas. This project site is not located within the 100-year flood plain based on FEMA Flood Insurance Rate Map information.

Environmental & Coastal Engineers, Scientists & Management Consultants

Water Quality Classification

Non-applicable, no water resources should be impacted by this project.

Environmental Permits

We do not anticipate the requirement of any environmental permitting. An assessment of environmental impacts will need to be submitted to GDOT, Office of Environmental Location (OEL) in the form of a categorical exclusion.

Cultural Resources

The project did not contain historic properties or properties considered eligible for inclusion in the National Register of Historic Places.

Parkland/Section 4(F) Resources

No parklands or other Section 4(F) resources were identified in the project area.

USTs and Hazardous Waste Sites

Federal and State environmental database records were reviewed for the presence of USTs and/or hazardous waste sites in the vicinity of the proposed project.

No UST sites were identified in the vicinity of the Green Top Road/CSX Bridge. No hazardous waste sites were identified in the project area based on review of records and site reconnaissance.

Level of Environmental Analysis

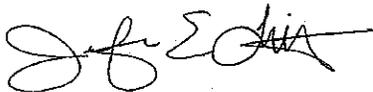
Based on our review of the potential environmental concerns for this project and potential impacts to the environment, we anticipate the level of environmental analysis and documentation required is a Categorical Exclusion (CE).

Project Scheduling

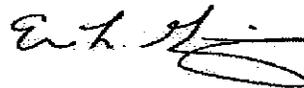
Based on our review of the potential environmental concerns for this project and the anticipated lack of permitting requirements, we anticipate the environmental process, including completion of environmental studies, review of documents and public hearings, will take approximately six (6) months.

ATM appreciates the opportunity to work with Clough, Harbour & Associates and Coweta County on this project. If you have any questions regarding this preliminary analysis of potential environmental concerns, please do not hesitate to contact us at (912) 354-4160.

Sincerely,
Applied Technology & Management, Inc.



Jennifer E. Little
Environmental Scientist



Erin L. Griep
Project Manager



federal funds on the project. BR also stated that the rising cost of construction is affecting the funding available for DOT projects.

- WK asked how he could get Luther Bailey Road over Dead Oak Creek and Walton Road over Caney Creek as GDOT programmed bridge replacement projects. BR said he would consult Tom Queen.
- TK inquired about the type of concept report that would be required for the projects. BR said JM would e-mail a sample concept report.
- TK asked if there was any way to accelerate the environmental approval process. BR said the district can request an expedited review but there is no assurance that OEL would approve the environmental document any faster. BR also stated that GDOT is taking steps to streamline the environmental approval process.
- TK stated that minimizing impacts during design with the goal of obtaining a Categorical Exclusion is a major consideration.
- KK asked who handles railroad coordination on GDOT projects. BR replied that all railroad coordination needs to be handled by Richard Crowley who is the GDOT railroad coordinator. BR also said large delays can be anticipated when dealing with the railroad.
- KK asked if there are any shortcuts to the GDOT PDP process that may be taken for these County bridge replacement projects. BR responded that the PDP needs to be adhered to on these projects.
- WK asked if any type of precast bridge system can be used on these projects. BR said it is uncommon for the bridge office to approve proprietary bridge systems.
- KK stated that it is difficult to obtain environmental approval for the replacement of an existing bridge structure with a box culvert. BR stated that a 20 foot stream buffer must be maintained.
- BR stated that on some of the smaller bridge replacements it may be advantageous for the county to expedite the design/approval process by not using federal money.

- **Green Top Road over CSX Railroad**

- BR stated that this meeting could serve as the initial concept meeting.
- TK stated that the concept report meeting could be held in early December.
- BR stated that CHA should contact Richard Crowley and find out CSX's plans for the rail line in the project corridor.
- BR inquired about the design speed and said the design speed should be 55mph unless noted otherwise. WK said the design speed is supposed to be 45 mph.
- BR stated that a design exception may be obtained; however, it is still desirable to satisfy all GDOT and AASHTO design requirements.

- **Cannon Road over White Oak Creek**

- BR stated that the profile low point should be kept off the bridge structure.
- WK stated that a FEMA flood study exists for White Oak Creek.
- KK stated that the bridge opening may have to be enlarged.
- KK asked who does the bridge inspections/inventory. JM responded that Ben Rabun and the bridge maintenance office in Atlanta is responsible and can be contacted to obtain this information. JM also said the information may be obtained from the Transportation Explorer website.

ACTION NEEDED:

- BR requested that CHA report their design activities to GDOT using the Excel project activity spreadsheet so that they can be aware of the projects design progress.
- The meeting was adjourned and was followed by a site visit by BR, JM, TK, and KK to the Cannon Road/White Oak Creek bridge site.
- Please report any additions or corrections in writing within ten (10) calendar days to the undersigned at Clough Harbour and Associates LLP.

Kevin J. Kahle, P.E.
Project Manager

Cc: Attendees

I:\15988\15988.1200 Green Top Road over CSX Railroad\CONCEPT\Initial Concept SOM.doc

CONCEPT TEAM MEETING MINUTES

MEETING DATE: January 24, 2007, 10:00am
MEETING LOCATION: District 3 Conference Room
PROJECT: **BRIDGE REPLACEMENT PROJECT**
CR 41/Green Top Road over CSX Railroad
Project Number: CSBRG-0006-00(956)
PI Number: 0006956
County: Coweta

ATTENDEES:

Wayne Kennedy (WK), Coweta County	770-254-3775
Bill Rountree (BR), GDOT District 3 Design	706-646-6604
David Millen (DM), GDOT District 3 Preconstruction	706-646-6594
Jason Mobley (JM), GDOT District 3 Squad Leader	706-646-6600
Mike England (ME), GDOT District 3 Traffic	706-646-6554
Kim Brown (KB), GDOT District 3 Utilities	706-646-6548
Kerry Gore (KG), GDOT District 3 Utilities	706-646-6552
Glenn Tyson (GT), GDOT District 3 R/W	706-646-6528
Audrey Gooch (AG), GDOT District 3 R/W	706-646-6602
Havard Seldon (HS), GDOT-LaGrange Area Engineer	706-845-4115
Tom Karis (TK), Clough, Harbour & Associates LLP (CHA)	404-352-9200
Kevin Kahle (KK), Clough, Harbour & Associates LLP (CHA)	404-352-9200
John Hanley (JH), Clough, Harbour & Associates LLP (CHA)	404-352-9200

REVIEW COMMENTS VIA E-MAIL BY:

Jennifer Mathis, GDOT Office of Environment Location	404-699-4408
Timothy Smith, GDOT Traffic Safety and Design Office	404-635-8121
Christina York, Williams Gas Pipeline	678-284-4615
Jason Mobley, GDOT District 3	706-646-6600

1. Welcome

BR welcomed everyone to the meeting.

2. Introduction of Attendees

Each attendee introduced themselves and the organization they represented.

3. Project Introduction

KK introduced the project by describing the project location on the detour plan and presenting the concept layout. The concept layout included the project limits, proposed horizontal and vertical alignments, curve data, parcel information, proposed beginning and ending bridge stations, and typical sections. Cut and fill limits as well

as railroad clearance envelopes were included in the concept elevation. A brief description of the crest vertical curves on the existing roadway approaches, cross section, and bridge type was discussed. KK stated that the bridge maintenance inventory report sufficiency rating was less than 50, qualifying the structure for replacement.

4. Need and Purpose Statement

KK stated the purpose of the bridge replacement was to address the deficient bridge structure, stopping sight distances on the roadway approaches, and cross-sectional deficiencies.

5. Functional Classification

Green Top Road over CSX railroad – Urban Local Road

6. Accident History and Traffic

No accident data was available when the Draft Concept Report was submitted. JM has since provided accident data that will be incorporated in the Final Concept Report.

7. Typical Sections & Roadway Items

KK briefly described the proposed typical section. KG inquired about the presence of a side street, Poythress Road (CR 374), within the project limits. The issue of access during construction was brought up. KK acknowledged that Poythress Road needed to be included in the concept report and concept layout and also needed to be considered in the development of the roadway plans in the future.

8. Major Structures

A three-span 44.25' wide by 160' long reinforced concrete bridge was proposed to replace the existing steel thru-truss bridge. The 160' bridge length is based on the one existing track and will be adjusted once the future track locations are established.

9. Design Variances

In an e-mail to KK on January 5, 2007 JM stated that design variances or exceptions will not be required. The GDOT design manual does not provide a complete list of acceptable shoulder widths. Remove any mention of a design variance for this.

10. Alternates Considered

The Replace Bridge option was the only alternate discussed during the course of the meeting. The No Build and Rehabilitate Existing Bridge options were not discussed.

11. Utilities

In an e-mail to KK on January 23, 2007 Christina York with Williams Gas Pipeline (Transcontinental Gas) stated that she would not be in attendance at the Concept Team Meeting because it is her understanding that Williams Pipeline would not be impacted by the proposed project.

KG asked about the locations of utilities within the project limits and the presence of any utilities attached to the bridge structure. KG expressed concern for utilities that would need to be moved in the vicinity of Poythress Road. KB also inquired about existing utilities and explained that if the utilities are on the county right-of-way they will not be reimbursed for their relocation. KK indicated that the field survey identified water, gas, overhead power/communications, and underground fiber optic utilities within the project limits. An 8" gas line is attached to the north side of the existing bridge. It was requested that the gas line remain attached to the replacement bridge structure. Coordination with CSX concerning utilities that are moving will need to occur.

12. Railroad

Via e-mail to JM on January 5, 2007 Timothy Smith, Railroad Crossing Engineer with the Traffic Safety and Design Office, made the following comments concerning the concept report:

I have reviewed the concept report and didn't see anything mentioned of a detour route or replacing the bridge at its same location. Our concern would be if a detour route crosses at an at-grade crossing and the crossing doesn't have train activated warning devices (bells, lights and gates). From the location map there is a possible location on Herring Road that will need to be evaluated. It looks like this road should be improved prior to replacing the bridge, although I haven't looked at it in the field.

BR inquired about the possibility of additional tracks at the bridge crossing and DM asked about proposed the vertical rail clearance. KK stated that CSX had communicated plans to install a second mainline track or siding but at this time did not know whether the proposed tracks would be to the east or west of the existing mainline track. WK stated that CSX had received a land disturbance permit to construct a new rail siding and had already commenced construction several weeks prior. HS e-mailed site photos of the railroad siding construction taken on January 25, 2007. Key Phillips, the off-system railroad coordinator should be contacted to coordinate the off site detour with the at-grade railroad crossings.

KK and TK stated the proposed roadway vertical alignment would accommodate 23' of vertical clearance for an additional track to either the east or the west; however, but the bridge location and length on the concept plan was based on the one existing track. Additional survey of the new rail siding will be necessary. BR directed KK to include the cost of lengthening the bridge in the concept cost estimate and to also consult Richard Crowley concerning CSX's expansion plans at the crossing.

13. Construction Detour

KK presented the two detour alternates on the detour plan: 1) a northerly detour (shown in green) running on Herring Road to the east, crossing CSX Railroad to the north of the project, and back on SR 14/US 29 to the east 2) a southerly detour

(shown in red) running on Herring Road to the east, SR 34 (Bullsboro Road) to the south, and back up SR 14/US 29 to the east. It was established that the northerly detour included an at-grade, signalized crossing of the CSX mainline and a second at-grade crossing of a rail siding. There was a general consensus that despite the at-grade crossing, the northerly detour was still the preferred detour route and a Public Detour meeting would be required. The proposed offsite detour still needs to be coordinated with Jennifer Mathis at OEL. DM stated that it may be possible to hold a PIOH for both bridge replacement projects at the same time and that the CE may need to be complete prior to the PIOH (further coordination with Jennifer Mathis was suggested to confirm).

14. Environmental Analysis and Concerns

BR asked if the existing bridge structure is historic. KK stated that the bridge inventory indicated that the bridge was constructed in 1950 and that the preliminary review of potential environmental concerns performed by the environmental sub consultant did not identify any cultural resources in the project limits.

Via an e-mail to BR on January 24, 2007 Jennifer Mathis with the Office of Environment/Location made the following comments concerning the concept report:

- a) I believe a CE will be appropriate for this project as long as the existing bridge isn't an eligible resource from a history standpoint. If the bridge is eligible then I'm sure we will have an adverse effect. We can still probably complete our Programmatic 4(f) document for it and still be able to complete a CE.*
- b) I would also like to know who will be handling the NEPA document for the project. Please have the environmental consultant contact me to let me know who will be writing the NEPA document.*
- c) An off-site detour is planned for constructing the new bridge. At least a Detour Meeting will need to be held where comments are taken to see what the public thinks about the proposed detour route. Please let me know when you would like to schedule this.*
- d) Page 8 of the concept report has the time to complete environmental as 6 months. As long the existing bridge isn't an eligible resource then 6 months looks like a good amount of time to complete the CE. However, if the bridge is eligible then I would think 9-12 months would be more appropriate.*
- e) The Review of Potential Environmental Concern letter in the attachment of the Draft Concept Report states that the project did not contain historic properties or properties considered eligible for inclusion in the National Register. The bridge and Railroad will be historic but may not necessarily be eligible. We will have to review the Historic Resources Survey Report documenting these two resources to determine their eligibility.*
- f) If the consultant preparing the NEPA document doesn't work with us regularly on projects, please have them call me to discuss document*

templates and the procedures for submitting environmental studies.

15. Other Projects in the Area

KK identified the intersection improvement project MSL-0004-00(406) at the intersection of Green Top Road and SR 14 approximately 0.85 miles to the east.

16. Draft Concept Report and Layout Comments

Utilities requested that the required R/W and easements be shown on the concept layout.

Via an e-mail to KK on January 5, 2007 Jason Mobley with District 3 Design made the following comments concerning the concept report:

Concept Report:

Page 2 – Space the signature lines equally to fill up the entire page. This will allow more room for actual signatures. Remove District Engineer from the lower section as he will be signing in the upper section.

Page 4 – Delete the last sentence of the first paragraph.

Page 4 - Collision records can be found at http://tomcat1/GDOT_Ver1.1/GDOT_IntroPage.cfm

Page 6 – Include the length and width of the proposed bridge.

Page 7 – A design variance will not be required. The design manual does not provide a complete list of acceptable shoulder widths. Remove any mention of a design variance for this.

Page 7 – Coweta County will be responsible for providing the detour.

Page 7 – Concept meeting: January 24, 2007 (meeting minutes will be attached)

Page 9, 14 – Is the preconstruction status report needed as an attachment?

Cost Estimate:

Pavement – Use \$100/ton Asphalt, \$25/ton GAB

Erosion Control – We have been using about 10% of the construction cost

Remove inflation from the cost estimate. We no longer include inflation.

Typical Sections:

These are hard to read due to the size.

Double check bridge widths with AASHTO.

Via an e-mail to KK on January 26, 2007 Jason Mobley with District 3 Design made the following additional comments concerning the concept report:

1. *Show an aerial background*
2. *Show proposed R/W and Easements*
3. *The bridge width shown should be the standard width from TOPPS*
4. *Show Land Lot Lines with appropriate linestyles.*
5. *Show property lines with the PL symbol.*
6. *Show the existing bridge ID#.*
7. *Show distance (feet) from intersection station to nearest railroad milepost (0006956)*

FYI – When you get to preliminary plans, we will want plan/profile sheets at 50 scale for these bridge replacement projects

17. Adjourn Green Top over CSX Railroad Portion of the Meeting

**RESPONSE TO/RESOLUTION OF
COMMENTS PROVIDED BY E-MAIL**

- §12. Tim Smith, Railroad Crossing Engineer
Response: The at-grade crossing on Herring Road over CSX Railroad was field verified and determined to have a train-activated gate system. Detour improvements will be further evaluated in preliminary design.
- §14. Jennifer Mathis, Office of Environment/Location
- a) **Response:** Comment acknowledged.
 - b) **Response:** Comment acknowledged. Erin Griep with ATM, the environmental consultant, has contacted Ms. Mathis.
 - c) **Response:** Comment acknowledged. The detour PIOH will be scheduled prior to project letting.
 - d) **Response:** Comment acknowledged.
 - e) **Response:** Comment acknowledged. The Review of Potential Environmental Concerns letter and Concept Report has been revised. The Historic Resources Survey Report will be provided to Ms. Mathis.
 - f) **Response:** Comment acknowledged. Erin Griep with ATM, the environmental consultant, has contacted Ms. Mathis.
- §16. Jason Mobley, District 3 Design Squad Leader
Response: All comments concerning the Concept Report and Concept Layout Drawings have been resolved and/or addressed within the final Concept Report and Concept Layout.

NOTICE OF LOCATION AND DESIGN APPROVAL

CSBRG-0006-00(956)

Coweta County

P.I. No. 0006956

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

The date of approval is May 15, 2007.

This project is approximately 0.4 miles long. It spans from mile 0.65 to 1.05 on County Route 41, approximately 0.85 miles east of the intersection of CR 41 with SR 14/US 29 in Coweta County, 5th District, Land Lots 107, 108, 117 and 118. The project is located within the 3rd Congressional District and Georgia Militia District 646.

This project will replace the structurally deficient bridge over CSX Transportation on County Road 41 in Coweta County.

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

Havard Seldon
Area Engineer
Georgia Department of Transportation
Havard.Seldon@dot.state.ga.us
1107 Hogansville Road
LaGrange, Georgia 30241
(706)845-4115

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

William J. Rountree, P.E.
District Design Engineer
Georgia Department of Transportation
Bill.Rountree@dot.state.ga.us
715 Andrews Drive
Thomaston, Georgia 30286
(706)646-6604

Any written request or communication in reference to this project or notice SHOULD include the Project and P.I. Numbers as noted at the top of this notice.