

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0010241

OFFICE Design Policy & Support

Fulton County

GDOT District 7 - Metro Atlanta

DATE February 28, 2014

LCI - CR 1332/Encore Parkway Improvements

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED CONCEPT REPORT

Attached is the approved Revised Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Jeff Fletcher, Statewide Location Bureau Chief
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Patrick Allen, District Utilities Engineer
Merishia Robinson, Project Manager
BOARD MEMBER - 6th Congressional District
FHWA – attn: Rodney Barry, Georgia Division Administrator

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
REVISED PROJECT CONCEPT REPORT

Project Type: <u>Enhancement</u>	P.I. Number: <u>0010241</u>
GDOT District: <u>7</u>	County: <u>Fulton</u>
Federal Route Number: <u>N/A</u>	State Route Number: <u>N/A</u>
Project Number: <u>N/A</u>	

The change to this project includes the reduction in limits to the project. The original project description of PI 0010241 included Encore Parkway widening from Westside Parkway to North Point Parkway, Encore Parkway bridge replacement, and sidewalk construction along North Point Parkway from Encore Parkway to the Big Creek Greenway. The updated PI 0010241 proposes that Encore Parkway would be widened from Westside Parkway to North Point Parkway including bridge replacement over SR 400. Another project, PI Number 0010339, includes the construction of an 8-foot wide sidewalk along the east side of North Point Parkway, and shared lanes or sharrows (street markings directing cyclists where to ride) would be used on North Point Parkway to connect the new Encore Parkway sidewalks and bike lanes to the existing Big Creek Greenway and parking area.

Submitted for approval:

<u>[Signature]</u> ARCADIS	<u>8/23/13</u>
Consultant Designer and Firm & Office (ARCADIS-Atlanta)	DATE
<u>[Signature]</u>	<u>8/23/13</u>
Local Government (City of Alpharetta)	DATE
<u>[Signature]</u>	<u>9/20/2013</u>
Office Head	DATE
<u>[Signature]</u>	<u>9/17/13</u>
GDOT Project Manager	DATE

Recommendation for approval:

<u>GLENN BOWMAN*/EKP</u>	<u>9/26/2013</u>
State Environmental Administrator	DATE
<u>BEN RABUN*/EKP</u>	<u>10/17/2013</u>
State Bridge Design Engineer	DATE

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

<u>Cindy Van Dyke/Team</u>	<u>10-2-13</u>
State Transportation Planning Administrator	DATE

*** - RECOMMENDATION ON FILE**

* Planning is currently coordinating with the Atlanta MPO to get the revised concept and limits updated in the TIP.

PLANNING, APPROVED CONCEPT, & BACKGROUND DATA

Project Justification Statement:

Project 0010241 is primarily funded through a Livable Centers Initiative (LCI) grant and is part of the City of Alpharetta’s LCI master plan. The project originated through the North Fulton Community Improvement District and the City of Alpharetta under their “Blueprint North Fulton” transportation study. The City of Alpharetta is the local project sponsor. Main issues to be addressed are walk-ability and bike-ability along Encore Parkway connecting the high-density residential centers on the west side of Georgia State Route 400 (SR 400) with the North Point Mall Commercial Area, a major activity center on the east side of SR 400. The project would include bicycle and pedestrian improvements, the reconstruction of Encore Parkway bridge over SR 400, median construction, turn lane improvements, signal upgrades, way finding, connectivity to existing multi-use trails, lighting, and landscaping improvements to match the North Fulton Community Improvement District (NFCID) overlay standards. Planned multimodal facilities would include the establishment of dedicated bike lanes and wide pedestrian sidewalks along Encore Parkway.

Description of the approved concept:

The project estimates to approximately 0.7 miles. Encore Parkway will be improved from Westside Parkway to North Point Parkway. Each direction of the proposed roadway section will include one 12 ft travel lane with a 2 ft offset and one 6 ft bike lane. The proposed raised median will vary from 8 ft to 30 ft and include left turn lanes. This typical section will result in a directional clear width of 20 feet which will allow vehicles and emergency vehicles the ability to pass a disabled vehicle on the roadway. The proposed shoulders from Westside Parkway to North Point Parkway will be 18 ft wide and will include a 6 ft buffer planter strip and an 8 ft sidewalk at appropriate locations.

Although the traffic analysis indicates that design year traffic would require 4 through lanes on Encore Parkway, the City of Alpharetta and NFCID support limiting Encore Parkway to a two-lane facility at this time. They recognize that other future federal-aid projects may require that Encore Parkway be upgraded to a 4-lane facility. However, a two-lane facility with a wide, boulevard style median is the local preferred alternative in which the enhanced, wider shoulders would not be thrown away if and when a future project is ever built.

In addition to Encore Parkway improvements, an 8 ft sidewalk will be constructed along the East side of North Point Parkway and shared lanes or sharrows will be used on North Point Parkway to connect the new Encore Parkway sidewalks and bike lanes to the existing Big Creek Greenway trail and parking area. The existing Encore Parkway Bridge over SR 400 will be replaced and upgraded in order to accommodate future SR 400 widening. Bridge construction will utilize lane shifts to the outside shoulder of SR 400. The project will provide signal upgrades and signal timing and will also include installing streetscape features such as street trees and landscaping, street and pedestrian lighting, and street furniture on both the roadway and bridge sections.

PDP Classification: Major Minor

Federal Oversight: Full Oversight Exempt State Funded Other

Projected Traffic as shown in the approved Concept Report: AADT

Encore Pkwy: Open Year (2015): 19040 Design Year (2035): 30100
 SR 400: Open Year (2015): 172016 Design Year (2035): 209000

Updated Traffic: AADT

Since the project is less than 12 months old, the design traffic from the approved concept has not been updated.

Functional Classification (Mainline): Urban Collector Street

VE Study anticipated: No Yes Completed – Date: 7/21/2011

PROPOSED REVISIONS

Approved Features:	Proposed Features:
The original project description of PI 0010241 included Encore Parkway bicycle and pedestrian, widening, and landscaping improvements and widening from Westside Parkway to North Point Parkway. The existing Encore Parkway Bridge over SR 400 will be replaced and upgraded in order to accommodate future SR 400 widening. In addition to Encore Parkway improvements, an 8 ft sidewalk and landscaping will be constructed along the East side of North Point Parkway and shared lanes or sharrows will be used on North Point Parkway to connect the new Encore Parkway sidewalks and bike lanes to the existing Big Creek Greenway and parking area.	The change to this project includes the reduction in limits to the project. The updated PI 0010241 proposes that Encore Parkway would be widened from Westside Parkway to North Point Parkway including bridge replacement over SR 400. The length of this segment would be approximately 0.5 mile.
Reason(s) for change: Due to funding changes, the project needed to be split into two separate PI numbers. Therefore, the project area of PI 0010339 was removed from PI 0010241.	

ENVIRONMENTAL

Project Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes
 Is a Carbon Monoxide hotspot analysis required? No Yes

The revision to this project only includes the reduction in limits to the project.

Potential environmental impacts of proposed revision:

No additional environmental impacts from the revision.

Have proposed revisions been reviewed by environmental staff? No Yes

CE re-evaluation has been submitted to document the split of PI funding (with newly formed PI 0010339) while maintaining the same overall project area and impacts.

Environmental responsibilities (Studies/Documents/Permits):

City of Alpharetta/NFCID – Consultant (ARCADIS)

Environmental impacts by section:

NEPA: CE will be reevaluated due to the revision. The overall project limits have not changed, but the project has been split into two separate PI numbers.

Ecology: No additional impacts.

Archeology: No additional impacts.

History: No additional impacts.

Air & Noise: No additional impacts.

Public Involvement: No additional involvement.

PROJECT COST & ADDITIONAL INFORMATION

Updated Cost Estimate		Date of Estimate
Base Construction Cost:	\$9,202,382.40	6/23/2013
Engineering and Inspection:	\$460,119.12	10/2/2013
Liquid AC Adjustment:	\$94,797.16	10/2/2013
<u>Total Construction Cost:</u>	\$9,757,298.68	
Right-of-Way:	\$720,000.00	8/15/2013
Utilities (reimbursable costs):	\$0	4/17/2013
Environmental Mitigation:	\$0	1/22/2013
TOTAL PROJECT COST:	\$10,477,298.68	

Utilities are assumed to be non-reimbursable. For an estimate of these utilities costs for informational purposes only, see the attachment.

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Comments: None.

Attachments:

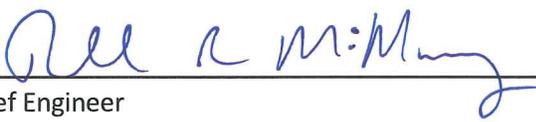
1. Sketch map
2. Cost Estimate(s)
3. Conforming plan's network schematics showing thru lanes
4. VE Implementation Letter

APPROVALS

Concur:  11/25/2013
Director of Engineering

Approve: 
for Division Administrator, FHWA

2/6/14
Date

Approve: 
Chief Engineer

2/25/14
Date

PROJECT LOCATION



CONSTRUCTION COST ESTIMATE

Project: Encore Pkwy Streetscape
 Project No.: 0010241
 County: Fulton

Prepared by: 
 Last Modified: October 9, 2013

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	COST
	ROADWAY ITEMS				
150-1000	TRAFFIC CONTROL-	LS	1	\$350,000.00	\$350,000.00
210-0100	GRADING COMPLETE -	LS	1	\$600,000.00	\$600,000.00
310-1101	GR AGGR BASE CRS, INCL MATL	TN	6200	\$17.35	\$107,570.00
318-3000	AGGR SURF CRS	TN	110	\$20.01	\$2,201.10
402-1812	REC ASPH CONC LEVELING, INCLUDE BIT MATL & H LIME	TN	100	\$83.83	\$8,383.00
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	TN	2300	\$59.52	\$136,896.00
402-3130	REC ASPH CONC 12.5mm SUPERPAVE, GP 2 ONLY, INCLUDE BIT MATL & H LIME	TN	1800	\$64.86	\$116,748.00
402-3190	REC ASPH CONC 19mm SUPERPAVE, GP 1 OR 2, INCLUDE BIT MATL & H LIME	TN	1200	\$64.41	\$77,292.00
413-1000	BITUM TACK COAT	GL	1900	\$2.37	\$4,503.00
432-5010	MILL ASPH CONC PVMT, VARIABLE DEPTH	SY	1400	\$4.50	\$6,300.00
441-0104	CONC SIDEWALK, 4 IN	SY	4782	\$19.21	\$91,862.22
441-0204	PLAIN CONC DITCH PAVING, 4 IN	SY	27	\$50.83	\$1,372.41
441-0740	CONCRETE MEDIAN, 4 IN	SY	782	\$28.28	\$22,114.96
441-4020	CONC VALLEY GUTTER, 6 IN	SY	230	\$35.14	\$8,082.20
441-6012	CONC CURB & GUTTER, 6" X 24", TYPE 2	LF	420	\$18.24	\$7,660.80
441-6022	CONC CURB & GUTTER, 6" X 30", TYPE 2	LF	6400	\$15.55	\$99,520.00
441-6720	CONC CURB & GUTTER, 6" X 30", TYPE 7	LF	5000	\$12.60	\$63,000.00
446-1100	PAVEMENT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	LF	1700	\$3.50	\$5,950.00
500-3201	CLASS B CONC, RETAINING WALL	CY	130	\$456.22	\$59,308.60
500-9999	CLASS B CONC, BASE OR PVMT WIDENING	CY	83	\$147.18	\$12,215.94
550-1180	STORM DRAIN PIPE, 18 IN., H 1-10	LF	1800	\$26.86	\$48,348.00
603-2182	STN DUMPED RIP RAP, TP3, 24 IN	SY	27	\$43.13	\$1,164.51
603-7000	PLASTIC FILTER FABRIC	SY	27	\$3.40	\$91.80
610-0714	REM CONC MEDIAN	SY	805	\$60.00	\$48,300.00
611-3000	RECONSTR CATCH BASIN, GROUP 1	EA	2	\$1,788.23	\$3,576.46
621-3150	CONCRETE BARRIER, TYPE 26	LF	150	\$164.14	\$24,621.00
634-1200	RIGHT OF WAY MARKER	EA	31	\$103.59	\$3,211.29
641-1100	GUARDRAIL, TP T	LF	108	\$51.04	\$5,512.32
641-1200	GUARDRAIL, TP W	LF	1079	\$16.48	\$17,781.92
641-5001	GUARDRAIL ANCHORAGE, TP 1	EA	5	\$620.44	\$3,102.20
641-5012	GUARDRAIL ANCHORAGE, TP 12	EA	2	\$1,777.92	\$3,555.84
668-1100	CATCH BASIN, GP 1	EA	18	\$1,992.16	\$35,858.88
668-1110	CATCH BASIN, GP 1, ADDL DEPTH	LF	2	\$212.49	\$424.98
668-2100	DROP INLET, GP 1	EA	3	\$1,768.91	\$5,306.73
668-4300	STORM SEWER MANHOLE, TP 1	EA	2	\$1,668.50	\$3,337.00
668-4311	STORM SEWER MANHOLE, TP 1, ADDL DEPTH, CL 1	LF	3	\$182.65	\$547.95
	EROSION CONTROL				
163-0232	TEMPORARY GRASSING	AC	2	\$64.63	\$129.26
163-0240	MULCH	TN	99	\$190.47	\$18,856.53
163-0300	CONSTRUCTION EXIT	EA	5	\$1,158.53	\$5,792.65
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	31	\$116.81	\$3,621.11
165-0030	MAINTENANCE OF TEMPORARY SILT FENCE - TYPE C	LF	4800	\$0.70	\$3,360.00
165-0101	MAINTENANCE OF CONSTRUCTION EXIT	EA	5	\$484.62	\$2,423.10
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	31	\$47.15	\$1,461.65

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	COST
167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	2	\$137.47	\$274.94
167-1500	WATER QUALITY INSPECTIONS	MO	18	\$357.60	\$6,436.80
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	9600	\$2.25	\$21,600.00
643-8200	BARRIER FENCE (ORANGE), 4 FT	LF	1200	\$0.86	\$1,032.00
700-7000	AGRICULTURAL LIME	TN	6	\$62.47	\$374.82
700-8000	FERTILIZER MIXED GRADE	TN	3	\$452.42	\$1,357.26
700-8100	FERTILIZER NITROGEN CONTENT	LB	150	\$1.91	\$286.50
700-9300	SOD	SY	14520	\$4.01	\$58,225.20
	LANDSCAPING ITEMS				
702-0254	Euonymus alatus 'Compactus'	EA	15	\$6.00	\$90.00
702-0358	Ilex cornuta 'Needlepoint'	EA	3	\$39.40	\$118.20
702-0542	Lagerstroemia indica 'Muscogee'	EA	19	\$282.00	\$5,358.00
702-0559	Liriope muscari 'Majestic'	EA	5470	\$5.71	\$31,233.70
702-0897	Quercus nuttalli 'QNFTA'	EA	39	\$350.40	\$13,665.60
702-1052	Spiraea X bumalda 'Anthony Waterer'	EA	10	\$13.20	\$132.00
681-3600	STREET LIGHT	EA	35	\$12,000.00	\$420,000.00
681-3600	PEDESTRIAN LIGHT	EA	33	\$8,000.00	\$264,000.00
754-4000	WASTE RECEPTACLE UNIT	EA	8	\$968.00	\$7,744.00
754-5000	BENCH	EA	14	\$1,515.00	\$21,210.00
900-0039	BRICK PAVERS	SF	8700	\$5.00	\$43,500.00
	SIGNING AND MARKING / SIGNAL ITEMS				
615-1200	DIRECTIONAL BORE 5 IN	LF	650	\$12.41	\$8,066.50
615-1200	DIRECTIONAL BORE 6 IN	LF	240	\$12.41	\$2,978.40
636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	SF	115	\$15.02	\$1,722.79
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	79	\$19.70	\$1,557.29
636-1041	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	SF	79	\$39.46	\$3,117.34
636-2070	GALV STEEL POSTS, TP 7	LF	507	\$7.98	\$4,047.86
636-1077	HIGHWAY SIGNS, ALUM ECTRUDED PANELS, RELF SHEETING, TP 9	SF	368	\$24.75	\$9,095.63
638-1001	STR SUPPORT FOR OVERHEAD SIGN, TP I , STA. 273+00	LS	1	\$61,098.56	\$61,098.56
638-1001	STR SUPPORT FOR OVERHEAD SIGN, TP I , STA. 274+50	LS	1	\$61,098.56	\$61,098.56
639-3014	STEEL STRAIN POLE, TP IV, INCL LUMINAIRE ARM WITH 40' MAST ARM	EA	1	\$12,134.00	\$12,134.00
639-3014	STEEL STRAIN POLE, TP IV, INCL LUMINAIRE ARM WITH 45' MAST ARM	EA	1	\$13,134.00	\$13,134.00
639-3014	STEEL STRAIN POLE, TP IV, INCL LUMINAIRE ARM WITH 55' MAST ARM	EA	4	\$14,634.00	\$58,536.00
639-3014	STEEL STRAIN POLE, TP IV, INCL LUMINAIRE ARM WITH 50' & 55' MAST ARMS	EA	1	\$20,134.00	\$20,134.00
647-1000	TRAFFIC SIGNAL INSTALLATION NO. 1	LUMP	1	\$25,200.00	\$25,200.00
647-1000	TRAFFIC SIGNAL INSTALLATION NO. 2	LUMP	1	\$78,900.00	\$78,900.00
647-1000	TRAFFIC SIGNAL INSTALLATION NO. 3	LUMP	1	\$80,300.00	\$80,300.00
652-0094	PAVEMENT MARKING, SYMBOL, TP 4	LF	6	\$45.92	\$275.52
653-0110	PAVEMENT MARKING, ARROW, TP 1	EA	6	\$41.74	\$250.44
652-5301	SOLID TRAF STRIPE, 6 IN, WHITE	LF	3331	\$0.13	\$433.03
652-6301	SKIP TRAF STRIPE, 6 IN, WHITE	LF	290	\$0.90	\$261.00
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	23	\$76.40	\$1,757.20
653-0130	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	EA	3	\$104.85	\$314.55
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	5463	\$0.57	\$3,113.91
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	3788	\$0.50	\$1,894.00
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	336	\$4.18	\$1,404.48
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	4566	\$1.78	\$8,127.48
653-3501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	GLF	931	\$0.44	\$409.64
653-6004	THERMOPLASTIC TRAF STRIPING, WHITE	SY	986	\$3.14	\$3,096.04
653-6006	THERMOPLASTIC TRAF STRIPING, YELLOW	SY	235	\$2.92	\$686.20
654-1001	RAISED PVMT MARKERS TP 1	EA	10	\$3.55	\$35.50
654-1003	RAISED PVMT MARKERS TP 3	EA	148	\$3.84	\$568.32
657-1054	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	LF	624	\$4.34	\$2,708.16
657-3054	PREFORMED PLASTIC SKIP PVMT MKG, 5 IN, WHITE, TP PB	GLF	50	\$3.03	\$151.50
657-6054	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, YELLOW, TP PB	LF	624	\$4.07	\$2,539.68

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	COST
xxx-xxxx	PREFORMED PLASTIC SOLID PVMT MKG, 6 IN, WHITE, TP PB	LF	624	\$4.34	\$2,708.16
682-6233	CONDUIT, NONMETL, TP3, 2 IN	LF	2020	\$4.59	\$9,271.80
937-6050	INTERSECTION VIDEO DETECTION SYSTEM ASSEMBLY, TYPE A	EA	11	\$5,763.30	\$63,396.30
937-8000	TESTING	LUMP	1	\$2,039.82	\$2,039.82
	BRIDGE ITEMS				
433-1000	REINF CONC APPROACH SLAB	SY	467	\$136.83	\$63,854.00
543-9000	CONSTR OF BRIDGE - COMPLETE -	LS	1	\$4,269,720.00	\$4,269,720.00
540-1102	REMOVAL OF EXISTING BR, BR NO-1	LS	1	\$195,300.00	\$195,300.00
627-1000	MSE WALL FACE, 0-10 FT HT, WALL NO -1	SF	1189	\$41.09	\$48,845.74
627-1010	MSE WALL FACE, 10-20 FT HT, WALL NO -1	SF	693	\$47.63	\$33,007.59
627-1000	MSE WALL FACE, 0-10 FT HT, WALL NO -2	SF	676	\$41.09	\$27,756.30
627-1010	MSE WALL FACE, 10-20 FT HT, WALL NO -2	SF	1051	\$47.63	\$50,059.13
627-1020	MSE WALL FACE, 20-30 FT HT, WALL NO -2	SF	219	\$49.86	\$10,931.81
627-1100	COPING A, WALL NO-1	LF	200	\$93.97	\$18,794.00
627-1100	COPING A, WALL NO-2	LF	208	\$93.97	\$19,545.76
999-9999	BRIDGE HARDSCAPING	LS	1	\$1,000,000.00	\$1,000,000.00

Subtotal Construction Cost	\$9,202,382.40
E&C Rate 5%	\$ 460,119.12
AC Adjustment	\$ 94,797.16
Total Construction Cost	\$9,757,298.68
Right-of-Way - See Attached Estimate	\$ 720,000.00
Utilities - All Assumed Non-Reimbursable	\$ -
Grand Total Project Cost	\$10,477,298.68

PROJ. NO.

Encore Pkwy Streetscape

CALL NO.

P.I. NO.

0010241

DATE

10/2/2013

INDEX (TYPE)

Link to Fuel and AC Index:

REG. UNLEADED

Oct-13

INDEX

\$ 3.254

DIESEL

\$ 3.869

LIQUID AC

\$ 568.00

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>**LIQUID AC ADJUSTMENTS****PA=[((APM-APL)/APL)]xTMTxAPL****Asphalt**

Price Adjustment (PA)				92016		\$ 92,016.00
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	908.80		
Monthly Asphalt Cement Price month project let (APL)				568.00		
Total Monthly Tonnage of asphalt cement (TMT)				270		

ASPHALT

	Tons	%AC	AC ton
Leveling	100	5.0%	5
12.5 OGFC		5.0%	0
12.5 mm	1800	5.0%	90
9.5 mm SP		5.0%	0
25 mm SP	2300	5.0%	115
19 mm SP	1200	5.0%	60
	5400		270

BITUMINOUS TACK COAT

Price Adjustment (PA)				2,781.16		\$ 2,781.16
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	908.80		
Monthly Asphalt Cement Price month project let (APL)				568.00		
Total Monthly Tonnage of asphalt cement (TMT)				8.160691752		

Bitum Tack

Gals	gals/ton	tons
1900	232.8234	8.16069175

PROJ. NO.

Encore Pkwy Streetscape

CALL NO.

P.I. NO.

0010241

DATE

10/2/2013

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)

0

\$

Monthly Asphalt Cement Price month placed (APM)

908.80

\$

Monthly Asphalt Cement Price month project let (APL)

568.00

\$

Total Monthly Tonnage of asphalt cement (TMT)

0

60%

\$

tons

Bitum Tack

SY

Gals

gals/ton

Single Surf. Trmt.

0.20

0

232.8234

0

Double Surf. Trmt.

0.44

0

232.8234

0

Triple Surf. Trmt

0.71

0

232.8234

0

0

TOTAL LIQUID AC ADJUSTMENT

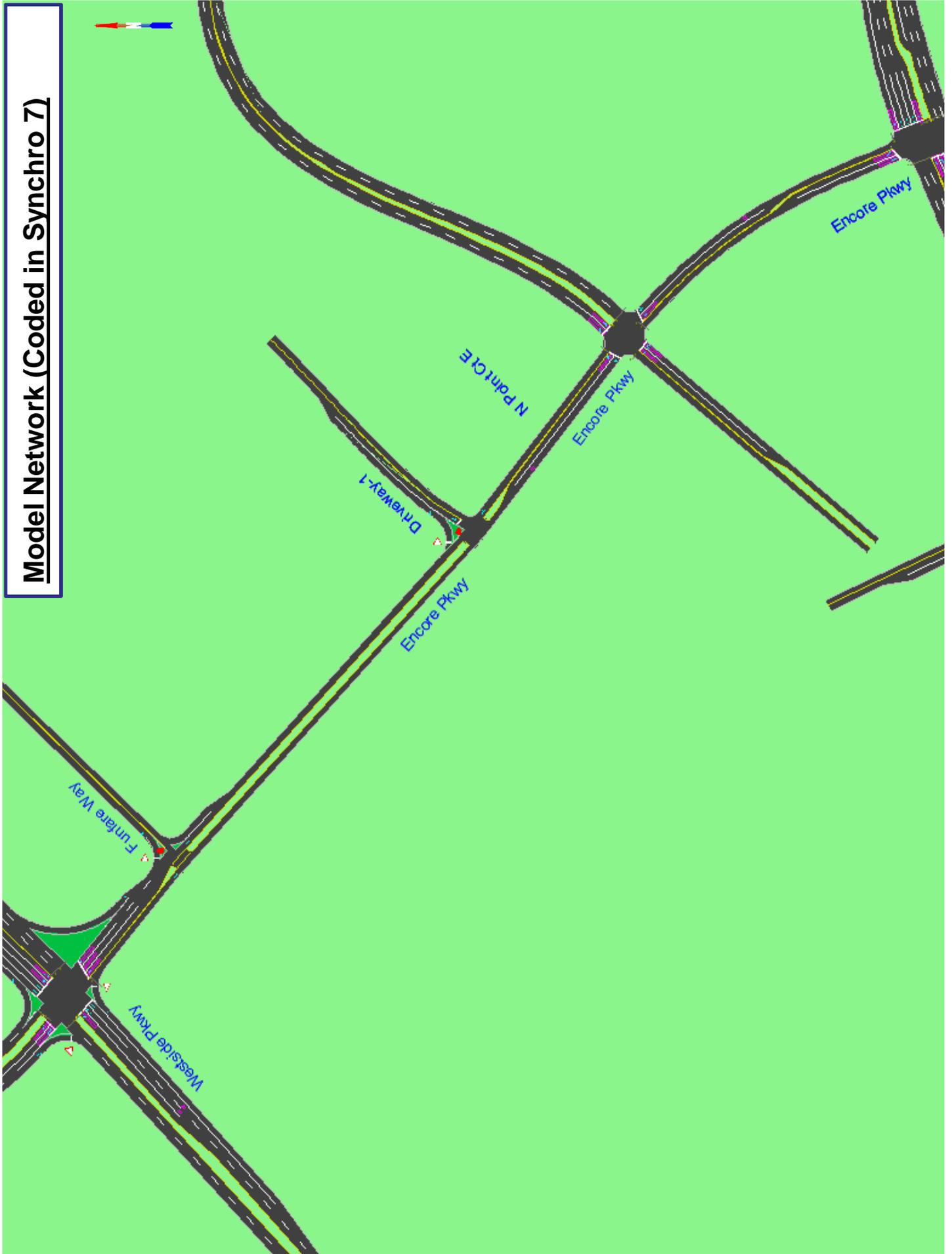
\$

94,797.16

Encore Pkwy Streetscape
PI 0010241
Preliminary Utility Cost Estimate
Shown For Informational Purposes Only
All Utility Relocations Assumed Non-Reimbursable

Utility Relocation	Unit	Qty	Unit Price	Total
Zayo small fiber	LF	1000	\$ 25.00	\$ 25,000.00
Verizon	LF	500	\$ 75.00	\$ 37,500.00
Ga Power	EA	2	\$15,000.00	\$ 30,000.00
Fulton County Water	LF	400	\$ 87.50	\$ 35,000.00
ATT small fiber	LF	800	\$ 25.00	\$ 20,000.00
TOTAL				\$147,500.00

Model Network (Coded in Synchro 7)



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No.: 0010241 Fulton **OFFICE:** Engineering Services
Encore Parkway Streetscape
DATE: September 2, 2011

FROM: Ronald E. Wishon, State Project Review Engineer *REW*

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Robert Hughes

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held July 18-21, 2011. Responses were received on September 1, 2011. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
A-2	Construct a 12-foot multi-use path on the north side of Encore Parkway with a separate bridge over SR 400 just north of the existing Encore Parkway Bridge	\$5,974,000	No	The sponsor of the project is committed to designing and partially funding a long-term multimodal improvement along the Encore Parkway corridor that will not conflict with other programmed projects in the area. The project as planned would provide improvements for bicycle, pedestrian, vehicular, and transit operations and would improve the aesthetics of the corridor. It is also designed to replace the existing bridge over SR 400 with one that would complement the planned SR 400 managed lanes project (PI No. 0001757), a potential managed lane access point at Encore Parkway, and the potential extension of MARTA services up the SR 400 corridor whereas the VE recommendation would not.

A-2.1	Extend the Big Creek Greenway multi-use path on a new alignment through the North Point Mall area and cross SR 400 about 2,000 feet north of the existing Encore Parkway Bridge	\$6,758,000	No	The sponsor of the project is committed to designing and partially funding a long-term multimodal improvement along the Encore Parkway corridor that will not conflict with other programmed projects in the area. The project as planned would provide improvements for bicycle, pedestrian, vehicular, and transit operations and would improve the aesthetics of the corridor. It is also designed to replace the existing bridge over SR 400 with one that would complement the planned SR 400 managed lanes project (PI No. 0001757), a potential managed lane access point at Encore Parkway, and the potential extension of MARTA services up the SR 400 corridor whereas the VE recommendation would not. In addition, this alternative would require a significant swath of right of way through the North Point Mall commercial area and would require a signalized intersection and crosswalk across North Point Parkway that would result in unacceptable intersection spacing between it and the Encore Parkway intersection.
A-2.2	Add bike lanes and sidewalks to existing Encore Parkway and construct a new 3-lane bridge suitable for future widening	\$3,139,000	No	The sponsor of the project is committed to designing and partially funding a long-term multimodal improvement along the Encore Parkway corridor that will not conflict with other programmed projects in the area. The project as planned would provide improvements for bicycle, pedestrian, vehicular, and transit operations and would improve the aesthetics of the corridor. It is also designed to replace the existing bridge over SR 400 with one that would complement the planned SR 400 managed lanes project (PI No. 0001757), a potential managed lane access point at Encore Parkway, and the potential extension of MARTA services up the SR 400 corridor whereas the VE recommendation would not.

A-4	Eliminate the sixteen large internal planter boxes next to the sidewalk and reduce the width of the Encore Parkway Bridge	\$600,000	No	The planter boxes provide positive separation between the travelway and pedestrian areas. In addition, the planter box area is designed to match up with the planter strip area just off the bridge and maintain continuity throughout the project. This typical section conforms to the LCI study and the City of Alpharetta's 2008 Blueprint North Fulton Master Plan standards.
A-4.1	Reduce the width of the sixteen large sidewalk planter boxes, attach them to the parapets, and reduce the width of the Encore Parkway Bridge	\$300,000	No	The planter boxes provide positive separation between the travelway and pedestrian areas. In addition, the planter box area is designed to match up with the planter strip area just off the bridge and maintain continuity throughout the project. This typical section conforms to the LCI study and the City of Alpharetta's 2008 Blueprint North Fulton Master Plan standards.
A-7	Reduce the width of the Encore Parkway Bridge pilasters and make them line up with the inside part of the side parapet	\$80,000	Yes, partially	The pilasters will be retained as designed inside of the parapet, but will be reduced in width to line up with the outside of the parapet, which should result in the same savings.
A-11	Remove the eight large planter boxes from the median of the Encore Parkway Bridge and replace them with small boxes suitable for ground cover plants/flowers	\$40,000	Yes, partially	The width of the planter boxes will be reduced and the Designer will work with the Bridge Design Office to create a scaled-back compromise with smaller landscaping features.
A-14	Reduce the length of the Encore Parkway Bridge by eliminating the 50-foot end spans	\$1,000,000	Yes	This will be done to the extent possible. Further coordination with the SR 400 Managed Lanes project and MARTA will be required. The Office of Bridge Design will make a final determination after reviewing the preliminary bridge layout.
A-18	Reduce the width of the Encore Parkway Bridge by adding pedestrian plazas at the ends of the bridge in lieu of placing benches and wide shoulder areas on the bridge	\$400,000	No	The width of the bridge is set to coordinate with the sidewalk and planting strip locations off the bridge and to maintain continuity throughout the project. This typical section conforms to the LCI study and the City of Alpharetta's 2008 Blueprint North Fulton Master Plan standards.

REW/LLM

Attachments

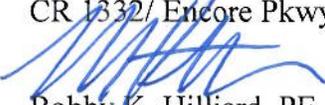
c: Russell McMurry
Bobby Hilliard/Mike Haithcock/Elaine Armster/Robert Hughes/Moussa Issa
Paul Liles/Ben Rabun/Bill Duvall/Bill Ingalsbe
Paul Alimia
Lee Upkins
Ken Werho
Lisa Myers
Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE Fulton County OFFICE Program Delivery
P.I. No. 0010241 DATE September 1, 2011

CR 1332/ Encore Pkwy from West Side Pkwy to North Point Pkwy

FROM  Bobby K. Hilliard, PE, State Program Delivery Engineer

TO Ronald E. Wishon, State Project Review Engineer
Attn: Lisa Myers

SUBJECT **RESPONSE TO VALUE ENGINEERING STUDY ATERNATIVES**

Attached are the responses for the Value Engineering Study. This office concurs with the responses.

If there are any questions please contact Moussa Issa, Project Manager of this Office at (404) 631-1657

BKH:MAH:ibm
Attachment

Cc: Russell McMurry



Infrastructure · Water · Environment · Buildings

Dr. Moussa Issa, PE
Georgia Department of Transportation
Office of Program Delivery
One Georgia Center, Suite 2500
600 West Peachtree Street NW
Atlanta, Georgia 30308

Subject:

Value Engineering Report Responses
Encore Parkway Streetscape & Big Creek Greenway Extension
City of Alpharetta, Fulton County, PI 0010241

Dear Dr. Issa:

ARCADIS has reviewed the Value Engineering Report prepared by AMEC E&I, Inc. and provides the following responses:

Idea A-2: Construct a 12-foot multi use path on the north side of Encore Parkway with a separate bridge over SR 400 just north of the existing Encore Parkway Bridge.

ARCADIS Response – Will not implement. The sponsor of the project is committed to designing and partially funding a long-term multimodal improvement along the Encore Parkway corridor that will not conflict with other programmed projects in the area. The project as planned would provide improvements for bicycle, pedestrian, vehicular, and transit operations and would improve the aesthetics of the corridor. It is also designed to replace the existing bridge over SR 400 with one that would complement the planned SR 400 managed lanes project (PI 0001757), a potential managed lane access point at Encore parkway, and the potential extension of MARTA services up the SR 400 corridor whereas the VE recommendation would not.

Idea A-2.1 Alternative to Idea A-2: Extend the Big Creek Greenway multi-use path on a new alignment through the North Point Mall area and cross SR 400 about 2000 feet north of the existing Encore Parkway Bridge

ARCADIS Response – Will not implement The sponsor of the project is committed to designing and partially funding a long-term multimodal improvement along the

Imagine the result

ARCADIS U.S., Inc.
2410 Paces Ferry Road
#400
Atlanta
Georgia 30339
Tel 770 431 8866
Fax 770 435 2666
www.arcadis-us.com

TRANSPORTATION

Date:
August 31, 2011

Contact:
Keith Kunst

Phone:
Ext 332

Email:
Keith.kunst@arcadis-us.com

Our ref:
GA063890.0004

Encore Parkway corridor that will not conflict with other programmed projects in the area. The project as planned would provide improvements for bicycle, pedestrian, vehicular, and transit operations and would improve the aesthetics of the corridor. It is also designed to replace the existing bridge over SR 400 with one that would complement the planned SR 400 managed lanes project (PI 0001757), a potential managed lane access point at Encore parkway, and the potential extension of MARTA services up the SR 400 corridor whereas the VE recommendation would not. In addition, this alternative would require a significant swath of right of way through the North Point Mall commercial area and would require a signalized intersection and crosswalk across North Point Parkway that would result in unacceptable intersection spacing between it and the Encore Parkway intersection.

Idea A-2.2 Alternative to Idea A-2: Add bike lanes and sidewalks to existing Encore Parkway and construct a new 3-lane bridge suitable for future widening.

ARCADIS Response – Will not implement The sponsor of the project is committed to designing and partially funding a long-term multimodal improvement along the Encore Parkway corridor that will not conflict with other programmed projects in the area. The project as planned would provide improvements for bicycle, pedestrian, vehicular, and transit operations and would improve the aesthetics of the corridor. It is also designed to replace the existing bridge over SR 400 with one that would complement the planned SR 400 managed lanes project PI 0001757, a potential managed lane access point at Encore parkway, and the potential extension of MARTA services up the SR 400 corridor whereas the VE recommendation would not.

Idea A-4: Eliminate the sixteen large internal planter boxes next to the sidewalk and reduce the width of the Encore Parkway bridge.

ARCADIS Response – Will not implement. The planter boxes provide positive separation between the travelway and pedestrian areas. In addition, the planter box area is designed to match up with the planter strip area just off the bridge and maintain continuity throughout the project. This typical section conforms to the LCI study and the City of Alpharetta's 2008 Blueprint North Fulton Master Plan standards.

Idea A-4.1 Alternative to Idea A-4: Reduce the width of the sixteen large sidewalk planter boxes, attach them to the bridge parapets, and reduce the width of the Encore Parkway Bridge.

ARCADIS Response – Will not implement. The planter boxes provide positive separation between the travelway and pedestrian areas. In addition, the planter box area is designed to match up with the planter strip area just off the bridge and maintain continuity throughout the project. This typical section conforms to the LCI study and the City of Alpharetta's 2008 Blueprint North Fulton Master Plan standards.

Idea A-7: Reduce the width of the Encore Parkway Bridge Pilasters and make them line-up with the inside part of the side parapet.

ARCADIS Response – Will partially implement. The pilasters will be retained as designed inside of the parapet, but will be reduced in width to line-up with the outside of the parapet, which should result in the same savings.

VE Team Savings: \$80,000 (taken from VE Study report)

Idea A-11: Remove the eight large planter boxes from the median of the Encore Parkway Bridge and replace them with small boxes suitable for ground cover plants / flowers.

ARCADIS Response – Will partially implement. We will reduce the width of the planter boxes and will work with the GDOT bridge office to implement a scaled-back compromise with smaller landscaping features.

VE Team Savings: \$40,000 (taken from VE Study report)

Idea A-14: Reduce the length of the Encore Parkway Bridge by eliminating the 50-foot end spans.

ARCADIS Response – Will implement. Further coordination with the SR 400 Managed Lanes project and MARTA is required. The overall bridge length and span arrangements will be reduced as much as possible without precluding those future projects.

VE Team Savings: \$1,000,000 (taken from VE Study report)

Idea A-18: Reduce the width of the Encore Parkway Bridge by adding pedestrian plazas at the ends of the bridge in lieu of placing benches and wide shoulder areas on the bridge.

ARCADIS Response – Will not implement. The width of bridge is set to coordinate with the sidewalk and planting strip locations off the bridge and to maintain continuity throughout the project. This typical section conforms to the LCI study and the City of Alpharetta's 2008 Blueprint North Fulton Master Plan standards.

Idea B-7: Construct the Big Creek Connector multi-use path alongside the existing entrance road wall (SW side) and reduce the width of the entrance road or shift the entrance road to the NE.

ARCADIS Response – Will implement.

VE Team Savings: \$138,000 (taken from VE Study report)

Idea D-1: Lower the Encore Parkway profile between Station 103+50 and Station 113+00.

ARCADIS Response – Will not implement. The profile as currently designed allows for near-minimum vertical clearance for the NB lanes of SR 400 when accounting for an at-grade managed lane system on SR 400 (PI 0001757), as well as a potential managed lane access point at Encore Parkway. We will continue to coordinate with GDOT on the planned projects in the corridor and lower the profile and shorten the bridge as much as possible pending the preferred alternatives for those other projects.

Idea O-1: Construct 5-foot sidewalks along both sides of the roadway in-lieu-of 8-foot sidewalks.

ARCADIS Response – Will not implement. The 8-foot sidewalks shown in the design conform to the LCI study and the City of Alpharetta's 2008 Blueprint North Fulton Master Plan standards.

Idea O-1.1 Alternative to Idea O-1: Construct a 12-foot multi-use path on the north side of Encore Parkway, a 5-foot sidewalk on the south side of the parkway and eliminate the bike lanes in the roadway.

ARCADIS Response – Will not implement. The inclusion of dedicated bike lanes was part of the initial LCI grant application and conforms to the LCI study and the City of Alpharetta's 2008 Blueprint North Fulton Master Plan standards.

ARCADIS

Dr. Moussa Issa
August 31, 2011

Idea O-4: Eliminate the 6-inch GAB under the sidewalks.

ARCADIS Response – Will implement.

VE Team Savings: \$42,000 (taken from VE Study report)

Please let me know if you have any questions or need additional information.

Sincerely,

ARCADIS U.S., Inc.



Keith Kunst, PE
Project Manager

Copies:

Dennis Woodling, Atkins

Myers, Lisa

From: DuVall, Bill
Sent: Thursday, September 01, 2011 2:24 PM
To: Myers, Lisa
Cc: Rabun, Ben; Hughes, Robert; Issa, Moussa
Subject: VE Responses, Encore Parkway
Attachments: responses.pdf

P.I. No. 0010241

Lisa,

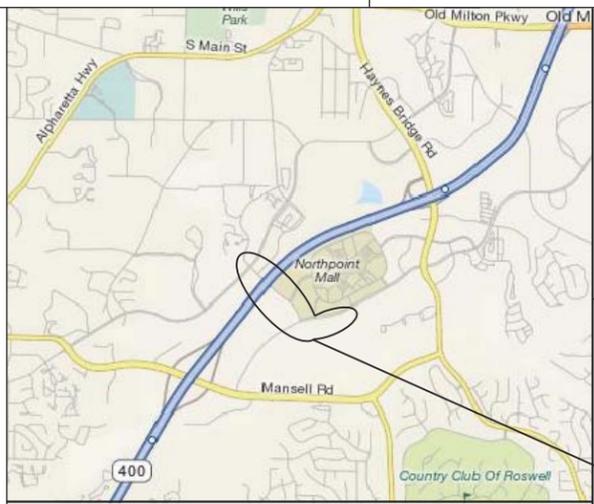
As you are aware, Program Delivery provided the attached responses to the VE Study without proper coordination with the Bridge Office. We understand that this LCI project is being substantially sponsored by the locals and grants. I also understand that you need a quick response due to the end of the Federal Fiscal Year reporting requirements.

I am in agreement with the responses provided by the consultant, ARCADIS. Alternative A 14 proposes to eliminate the end spans by moving the proposed end abutment walls to the approximate location of piers 2 and 4 (from the original conceptual drawings). This project is in the concept phase and preliminaries have not been submitted for our review. We generally do not recommend using end abutments unless the project is constrained by Right of Way or due to staging. I accept the proposed savings for this alternative. However, should we recommend a change once the preliminary layouts are submitted for our review, then the Project Manager would need to request a reversal from Engineering Services.

If you have any questions or comments, please let me know.

Bill

Bill DuVall, P.E.
Assistant State Bridge Engineer
Georgia Department of Transportation
direct: (404) 631-1883
main: (404) 631-1985



LOCATION SKETCH

PROJECT LOCATION

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED ENCORE PKWY STREETScape & BIG CREEK GREENWAY EXTENSION FULTON COUNTY FEDERAL AID PROJECT



DESIGN DATA:
 TRAFFIC A.D.T. : 19040 (2015)
 TRAFFIC A.D.T. : 30100 (2035)
 TRAFFIC D.H.V. : 720
 DIRECTIONAL DIST: 50%
 % TRUCKS: 7.4%
 24 HR. TRUCKS %: 8.1%
 SPEED DESIGN: 35 MPH

LOCATION & DESIGN
APPROVAL DATE:

FUNCTIONAL CLASS:
URBAN MINOR ARTERIAL

THIS PROJECT IS 100% IN
FULTON COUNTY AND IS
100% IN CONG. DIST. NO. 6.

LAND LOTS 653, 687, 688, & 702

PROJECT DESIGNATION:
FULL OVERSIGHT

DESIGNED IN ENGLISH UNITS.

THIS PROJECT HAS BEEN PREPARED
USING THE HORIZONTAL GEORGIA
COORDINATE SYSTEM OF 1984 (NAD
1983) 94 WEST ZONE, AND THE NORTH
AMERICAN VERTICAL DATUM (NAVD)
OF 1988.

MID-POINT COORDINATES
 STA 113+28.05
 N 1471958.2520
 E 2255595.0310

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY
INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON
FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER,
THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE GA
DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY
DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

LIMIT OF CONSTRUCTION
FANFARE WAY
STA. 32+25.00
N 1472687.5280
E 2255104.4240

CENTERLINE INTERSECTION
ENCORE PKWY.
STA. 101+36.00=
WESTSIDE PKWY
STA. 22+30.05
N 1472745.8630
E 2254700.3821

BEGIN PROJECT 0010241
BEGIN CONSTRUCTION
ENCORE PKWY.
STA. 100+70.00
N 1472789.6810
E 2254651.0210

ENCORE PKWY.
STA. 104+63.34=
FANFARE WAY
STA. 30+00.00
N 1472528.5620
E 2254945.1920

BEGIN BRIDGE
STA. 106+87.48
END BRIDGE
STA. 109+99.48

LIMIT OF CONSTRUCTION
NORTH POINT CENTER
STA. 52+90.00
N 1471785.4690
E 2256040.1740

ESA-WETLAND
WETLAND 2

LIMIT OF CONSTRUCTION
NORTH POINT CENTER
STA. 50+93.40
N 1471631.7870
E 2255917.6650

CENTERLINE INTERSECTION
ENCORE PKWY.
STA. 108+43.92=
SR 400
STA. 273+83.71
N 1472275.9229
E 2255229.8120

NORTH POINT PKWY.
STA. 70+62.19=
DRIVEWAY
STA. 9+86.67
N 1471251.2590
E 2257162.8110

LIMIT OF CONSTRUCTION
NORTH POINT PKWY.
STA. 71+00.00
N 1471257.9910
E 2257200.0200

END PROJECT 0010339
END CONSTRUCTION
DRIVEWAY
STA. 14+53.57
N 1470970.6856
E 2257305.1530

END PROJECT 0010241
BEGIN PROJECT 0010339
ENCORE PKWY.
STA. 124+83.67=
NORTH POINT PKWY.
STA. 62+17.42
N 1471106.4590
E 2256333.2820

PREPARED BY: _____
DESIGN

RECOMMENDED FOR
APPROVAL BY: _____
STATE PROGRAM DELIVERY ENGINEER

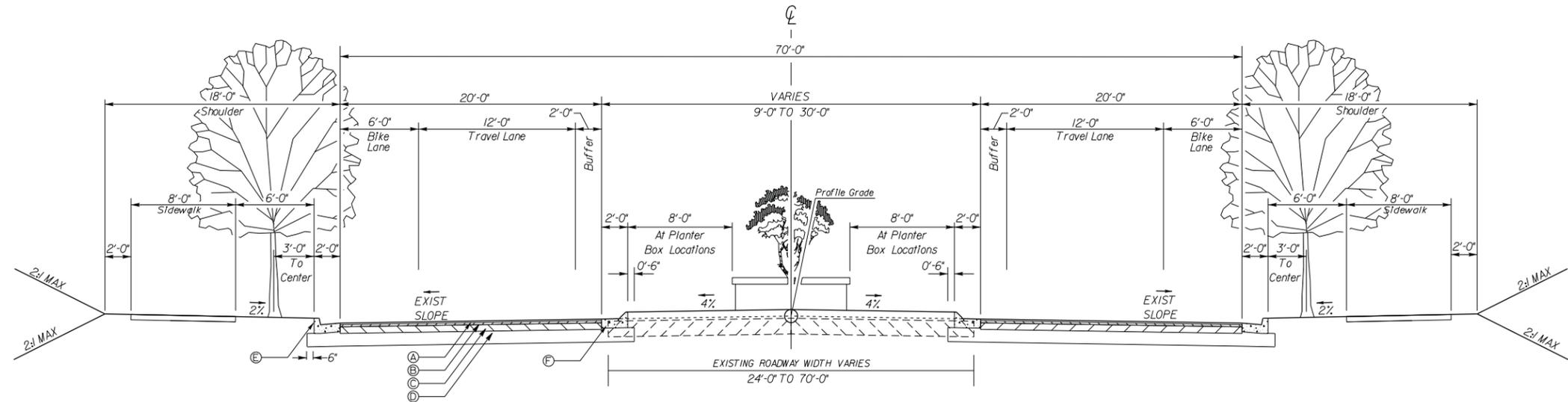
DATE	CHIEF ENGINEER
PLANS COMPLETED	- -
REVISIONS	

LENGTH OF PROJECT	COUNTY No. 121	COUNTY No. 121
	Project No. 0010241	Project No. 0010339
COUNTY:	MILES	MILES
NET LENGTH OF ROADWAY	0.457	0.248
NET LENGTH OF BRIDGES	0.059	0.000
NET LENGTH OF PROJECT	0.398	0.248
NET LENGTH OF EXCEPTIONS	0.000	0.000
GROSS LENGTH OF PROJECT	0.398	0.248



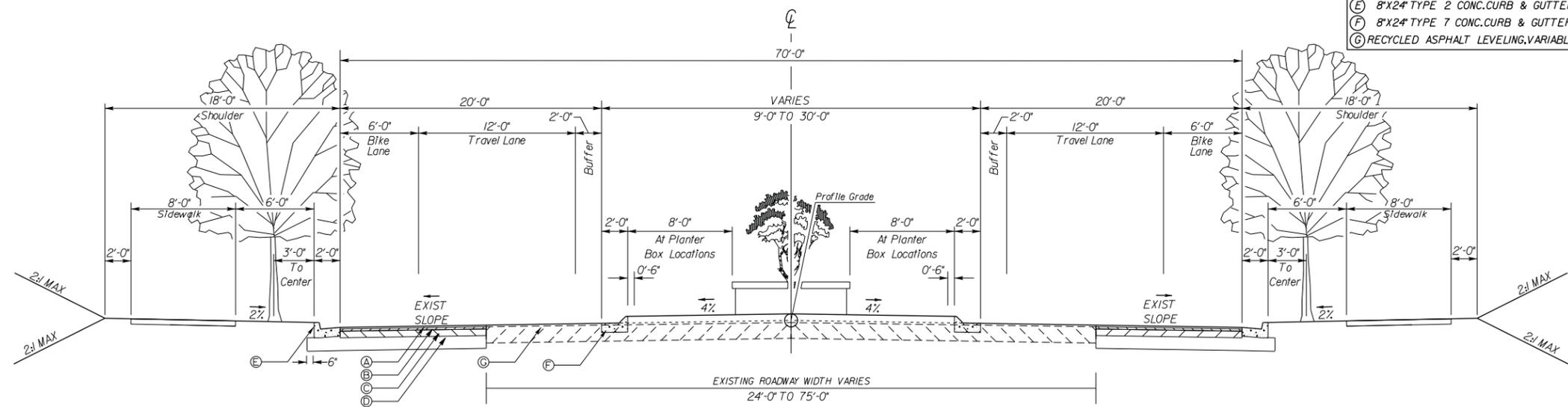
NOTE :
 ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS,
 DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION
 WITH THIS DOCUMENT, TO " STATE HIGHWAY DEPARTMENT OF GEORGIA ", " STATE
 HIGHWAY DEPARTMENT ", " GEORGIA STATE HIGHWAY DEPARTMENT ", " HIGHWAY
 DEPARTMENT ", OR " DEPARTMENT " WHEN THE CONTEXT THEREOF MEANS THE
 STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN
 THE GA DEPARTMENT OF TRANSPORTATION.





TYPICAL SECTION NO. 1
 Encore Pkwy Widening Full Depth Section
 STA 103+50 LT TO NORTH POINT PKWY LT
 STA 103+50 RT TO STA 112+00 RT
 NORMAL CROWN OR SUPERELEVATED

REQUIRED PAVEMENT	
(A)	ASPH.CONC., 12.5 mm Superpave, GP 2 ONLY, 165 lb/sy
(B)	ASPH.CONC., 19.0 mm Superpave, GP 1 OR 2, 220 lb/sy
(C)	ASPH.CONC., 25.0 mm Superpave, GP 1 OR 2, 440 lb/sy
(D)	GR. AGGR. BASE CRS 10' INCL MATL
(E)	8'X24' TYPE 2 CONC. CURB & GUTTER (GA STD 9032-B)
(F)	8'X24' TYPE 7 CONC. CURB & GUTTER (GA STD 9032-B)
(G)	RECYCLED ASPHALT LEVELING, VARIABLE DEPTH AS REQUIRED



TYPICAL SECTION NO. 2
 Encore Pkwy Widening Overlay Section
 STA 101+72.43 LT TO STA 103+50 LT
 STA 101+72.43 RT TO STA 103+50 RT
 STA 112+00 RT TO NORTH POINT PKWY RT
 NORMAL CROWN OR SUPERELEVATED



REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: **TYPICAL SECTIONS**
 ENCORE PKWY

STATE	C.A.
FED. ROAD DIST. NO.	
SHEET NO.	
TOTAL SHEETS	



VERTICAL CURVE DATA
ALONG & ENCORE PARKY.

SR 400 HORIZONTAL CURVE DATA

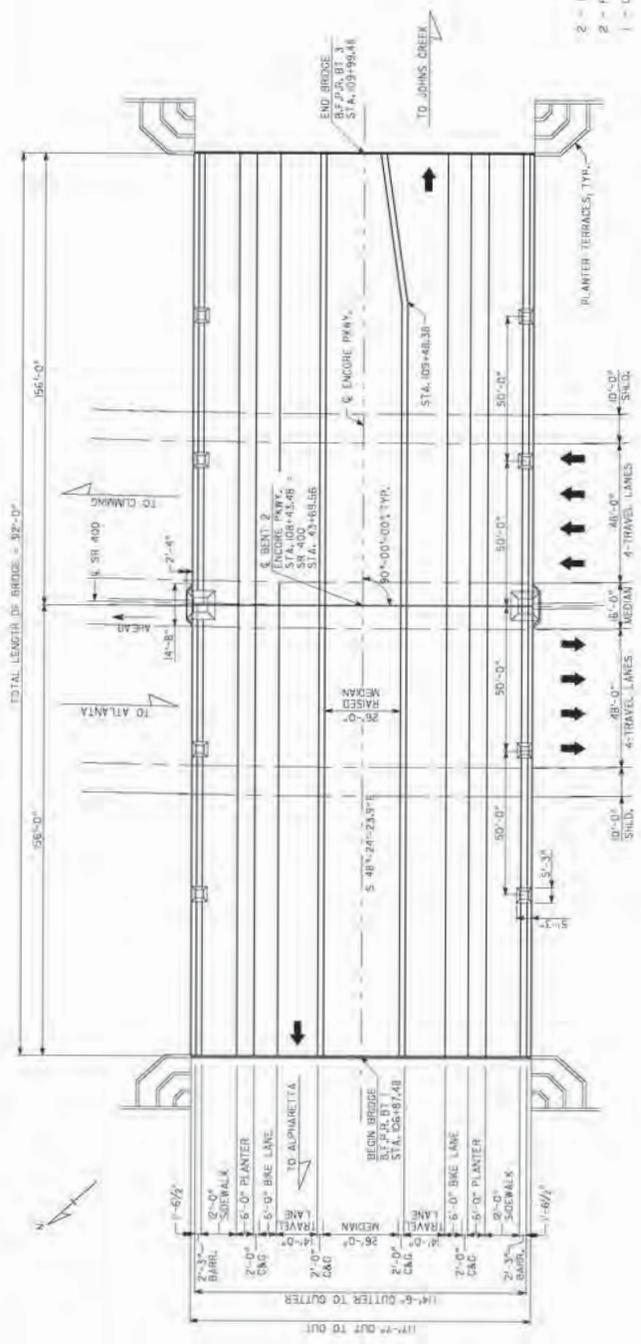
PI = STA. 4434.44
E = 2255267.15
Δ = 4° 50' 15.6"
R = 1000.00
L = 240.00'
T = 48.00'
PC = 5100.00
PT = 4671.80

BRIDGE CONSISTS OF

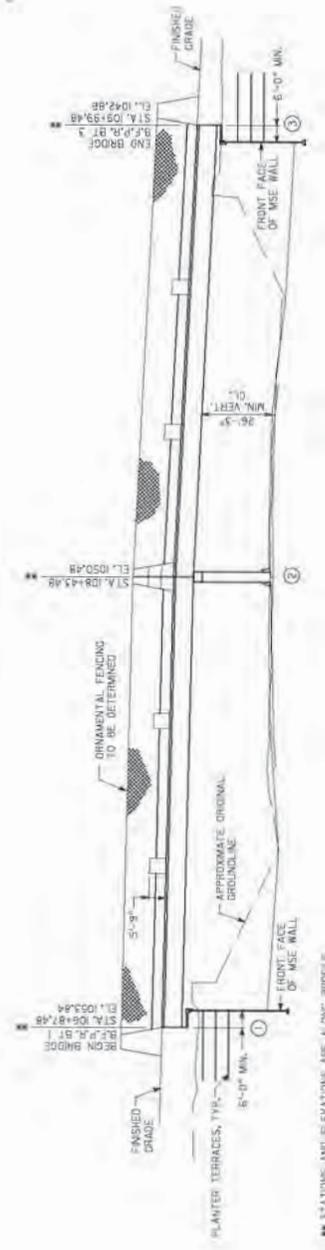
- 2 - 186'-0" BULL TEE, 74 IN. PISC BEAM SPAN ----- SPECIAL DESIGN
- 2 - PILE END BENTS ----- SPECIAL DESIGN
- 1 - CONCRETE INTERMEDIATE BENTS ----- SPECIAL DESIGN

DESIGN DATA

SPECIFICATIONS: AASHTO LFD 5TH EDITION WITH 2010
ADDITIONS FOR SEISMIC PERFORMANCE CATEGORY A1
DESIGNED FOR MILITARY LOADING ----- IMPACT INCLUDED
TYPICAL HS20-44 AND/OR MILITARY LOADING
CUTURE RAVING ALLOWANCE ----- 30 LB/SG SQ FT



PLAN



ELEVATION

ALL STATIONS AND ELEVATIONS ARE ALONG PROFILE
GRADE LINE AND THE INTERSECTION OF PROFILE
GRADE LINE AND 89'-14.00' & 89'-14.00'



BRIDGE NO. 1
GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES
CONCEPT LAYOUT
ENCORE PARKWAY OVER SR 400
FULTON COUNTY XXXXX-000X-001XXXI
SCALE: NO SCALE
DECEMBER 2000

DRAWING NO.	
BRIDGE SHEET	
OF XX	

REVISIONS	
NO.	
DATE	

EXCEED 1/8" MIN. PRINTED FULL SIZE

A3201