

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** STP-209-1(2)/BHF-209-1(3) Fayette County **OFFICE** Preconstruction  
P.I. Nos. 322355/322357  
**DATE** April 11, 1996  
*CWHutto*  
**FROM** C. Wayne Hutto, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION  
**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

**DISTRIBUTION:**

Walker Scott  
Bobby Mustin  
David Studstill (ATTN: Harvey Keepler)  
Jerry Hobbs  
Herman Griffin  
Darrell Elwell (ATTN: Michael Henry)  
Marion Waters  
Toni Dunagan  
Paul Liles  
Jim Kennerly  
Joe Street



March 11, 1996  
STP-209-1(2)/BHF-209-1(3) Fayette

The estimated costs for these project are:

STP-209-1(2)

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$5,072,000	\$8,357,000	LR	LR
Right-of-Way	\$6,980,000	\$3,851,000		
Utilities*				

BHF-209-1(1)

Construction (includes E&C and inflation)	\$623,000	\$800,000	LR	LR
Right-of-Way				
Utilities*				

\*LGPA to be sent.

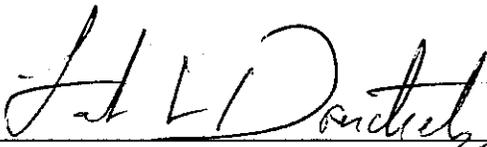
Peachtree City has requested that the bridge over Flat Creek be constructed to incorporate the use of their multi-use path system. The current additional project cost associated with this request is \$568,000, and with 5 years inflation, this cost will increase to \$752,000.

The proposed projects will improve safety and capacity along SR 74. These projects are in the STIP. I recommend this project concept be approved.

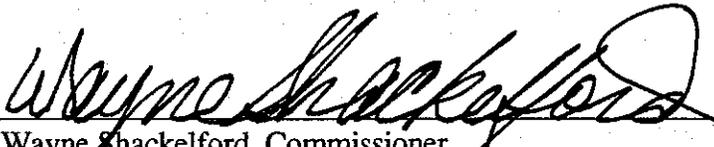
WWS:JDQ/cj

Attachment

CONCUR

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

APPROVE

  
\_\_\_\_\_  
Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED  
JAN 30 1996  
PRECONSTRUCTION

**FILE** STP-209-1(2) Fayette County  
P.I. No. 322355

**OFFICE** Atlanta, GA

**DATE** January 24, 1996

**FROM**

*James Kennerly*  
James A. Kennerly, State Road & Airport Design Engineer HLA

**TO**

Wayne Hutto, Assistant Director of Preconstruction

**SUBJECT** PROJECT CONCEPT REPORT

Attached is the Project Concept Report for your review and further handling.  
This project is for the proposed widening and reconstruction of State Route 74  
from State Route 85 extending northwesterly to approximately 2.98 km (1.85 miles)  
south of Crosstown Drive.

JAK:MGR:csl

Attachment

xc: Walker Scott  
David Studstill, w/att  
Marion Waters, w/att  
Joe Street, w/att  
Toni Dunagan, w/att  
Bobby Mustin, w/att  
Paul Liles, w/att



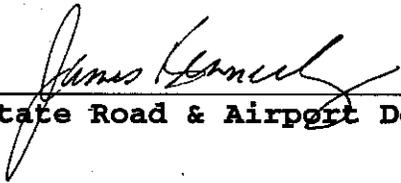
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN

**PROJECT CONCEPT REPORT**

**STP-209-1(2)  
FAYETTE COUNTY  
P.I. NO. 322355**

FEDERAL ROUTE NO: N/A  
STATE ROUTE NO: S.R. 74  
GADOT P.I. NO: 322355

Date of Report: January 24, 1996

RECOMMENDATION FOR APPROVAL	
<u>1-26-96</u> DATE	 State Road & Airport Design Engineer
DATE	State Environmental Engineer
DATE	State Traffic Operations Engineer
DATE	District Engineer
DATE	State Bridge Engineer
DATE	State Project Review Engineer



**PROJECT NUMBER:** STP-209-1(2)

<b>PROJECT LOCATION &amp; DESCRIPTION</b>
<p>This roadway project consists of the widening and reconstruction of S.R. 74 from S.R. 85 extending northwesterly to approximately 2.98 km (1.85 miles) south of Crosstown Drive. This project is located entirely in Fayette County. The proposed Project Concept Report recommends widening from the existing 2-lane roadway to a 4-lane roadway with a 6.10 m (20 ft.) raised median.</p> <p>PROJECT LENGTH: 4.91 km (3.05 miles)</p>

<b>TRAFFIC</b>			
<b>CURRENT</b>		<b>PROJECTED</b>	
<u>YEAR</u>	<u>AADT</u>	<u>YEAR</u>	<u>AADT</u>
1998	14,500	2018	23,200

<b>PDP CLASSIFICATION</b>	<b>FUNCTIONAL CLASSIFICATION</b>
MAJOR WIDENING	URBAN PRINCIPAL ARTERIAL

NON-CA ( )	CA ( )	EXEMPT (X)	N/A ( )
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<b>PROJECT NEED &amp; PURPOSE</b>
<p>Peachtree City, a planned development community in Fayette County, is emerging as one of the fastest growing areas in the county. State Route 74 is a major north-south corridor through the western portion of Peachtree City. State Route 74 provides access to I-85 from west Fayette County. Existing traffic volumes (1995) range from 7,500 to 8,700 VPD. Projected traffic volumes (2018) range from 17,000 to 22,500 VPD.</p> <p>Improvements are needed to improve the capacity and safety of this facility. The proposed projects will enhance the safety and the mobility for the users of State Route 74 and are part of local plans and objectives.</p>

**EXISTING ROADWAY**

TYPICAL SECTION: 2 - 3.6 M (12 FT.) LANES  
WITH 1.22 M (4 FT.) PAVED SHOULDERS.

R/W WIDTH

100 FT

POSTED SPEED

90 KPH (55 MPH)

MINIMUM RADIUS

235 M

MAXIMUM GRADE

UNKNOWN

MAJOR STRUCTURES:

1. 2-LANE BRIDGE OVER FLAT CREEK TO POSSIBLY BE RETAINED AND USED BY PEACHTREE CITY AS MULTI-USE PATH.

**PROPOSED ROADWAY**

TYPICAL SECTION: 4 - 3.6 M (12 FT.) LANES WITH A 6.1 M (20 FT.)  
RAISED MEDIAN WITH 3.0 M (10 FT.) PAVED SHOULDERS.

DESIGN SPEED

~~90 KPH (55 MPH)~~  
70 KPH (45 MPH)

MINIMUM RADIUS

ALLOWABLE: 305 M

PROPOSED: 320 M

MAX GRADE

ALLOWABLE: 6.00 %

PROPOSED: 5.00 %

MAJOR STRUCTURES:

1. 4-LANE BRIDGE WITH 6.1 M (20 FT.) MEDIAN AND 3.0 M (10 FT.)  
PAVED SHOULDERS OVER FLAT CREEK, PROJECT NO. BHF-209-1(3), TO  
REPLACE EXISTING 2-LANE BRIDGE.

**PROPOSED RIGHT OF WAY**

R/W WIDTH: 46 M (150 FT.)

DISPLACEMENTS:

RESIDENTIAL: 1

COMMERCIAL, OUTBUILDINGS, & FENCING: 1

TYPE OF ACCESS CONTROL: BY PERMIT

NUMBER OF PARCELS: 40

**COORDINATION**

CONCEPT TEAM MEETING DATE: AUGUST 23, 1995

LOCATION INSPECTION DATE: TO BE HELD LATER

PERMITS REQUIRED ( COE-404, etc.): TO BE DETERMINED

LEVEL OF PUBLIC INVOLVEMENT: PUBLIC HEARING TO BE HELD

TIME SAVING PROCEDURES APPROPRIATE: NO

OTHER PROJECT IN THE AREA: STP-209-1(1), FAYETTE JOINS TO THE NORTH; BHF-209-1(3), FAYETTE REPRESENTS THE BRIDGE OVER FLAT CREEK ON STATE ROUTE 74; STP-074-2(25), FAYETTE EXTENDS ALONG STATE ROUTE 85 FROM STATE ROUTE 74 TO BERNHARD ROAD.

**MISCELLANEOUS**

TRAFFIC CONTROL DURING CONSTRUCTION: WIDEN UNDER TRAFFIC

LEVEL OF ENVIRONMENTAL ANALYSIS: ENVIRONMENTAL ASSESSMENT

DESIGN EXCEPTIONS REQUIRED:

	<u>YES</u>	<u>NO</u>	<u>UNDETERMINED</u>
SUBST. HORIZONTAL ALIGNMENT	( )	(X)	( )
SUBST. ROADWAY WIDTH	( )	(X)	( )
SUBST. SHOULDER WIDTH	( )	(X)	( )
SUBST. VERTICAL GRADES	( )	( )	(X)
SUBST. CROSS SLOPES	( )	(X)	( )
SUBST. STOPPING SIGHT DIST.	( )	(X)	( )
SUBST. SUPERELEVATION RATES	( )	(X)	( )
SUBST. HORIZONTAL CLEARANCE	( )	(X)	( )
SUBST. SPEED DESIGN	( )	(X)	( )
SUBST. VERTICAL CLEARANCE	( )	(X)	( )
SUBST. BRIDGE WIDTH	( )	(X)	( )
SUBST. BR. STRUCTURE CAPACITY	( )	(X)	( )

UNDERGROUND STORAGE TANKS: 1 POTENTIAL SITE

HAZARDOUS SITES: 1 POTENTIAL SITE

<b>ALTERNATIVES CONSIDERED</b>	
1. NO BUILD	

<b>ESTIMATED COST</b>			
CONSTRUCTION:	\$ 4,141,440	RIGHT-OF-WAY:	\$6,980,000
E & C (10) :	\$ 414,144	ACQUIRED BY :	D.O.T
INFLATION :	\$ 1,138,896	UTILITIES :	LGPA*
		ADJUSTED BY :	LGPA*
<b>TOTAL CONSTRUCTION COST:</b>		<b>\$5,694,480</b>	

\* No LGPA has been signed by Fayette County.

COMMENTS: Peachtree City has requested that the bridge over Flat Creek, BHF-209-1(3), be constructed to incorporate the use of their multi-use path system. This additional construction would allow for a 3.66 m (12 ft) path to be built underneath the north-western section of the proposed bridge. The cost to construct this multi-use path crossing results in an additional \$387,660 to accommodate for the additional required bridge length, and \$180,000 for additional borrow material. Based on these combined costs, the total cost to construct the multi-use path crossing equals \$567,660.

Padgett Town Road is being re-aligned to align with State Route 74 at State Route 85 under project STP-074-2(25).

**ATTACHMENTS:** COST ESTIMATE, TYPICAL SECTIONS, MINUTES OF TEAM CONCEPT MEETING, R.O.W. COST ESTIMATE, NEED AND PURPOSE STATEMENT, AND PROGRAMMING AUTHORIZATION DOCUMENT.

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: STP-209-1(2), Fayette County

DATE: DECEMBER 19, 1995

ESTIMATED LETTING DATE: LONG RANGE

PREPARED BY: C. SHAWN LUTON

PROJECT LENGTH: 4.91 KM (3.05 MILES)

( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEV.

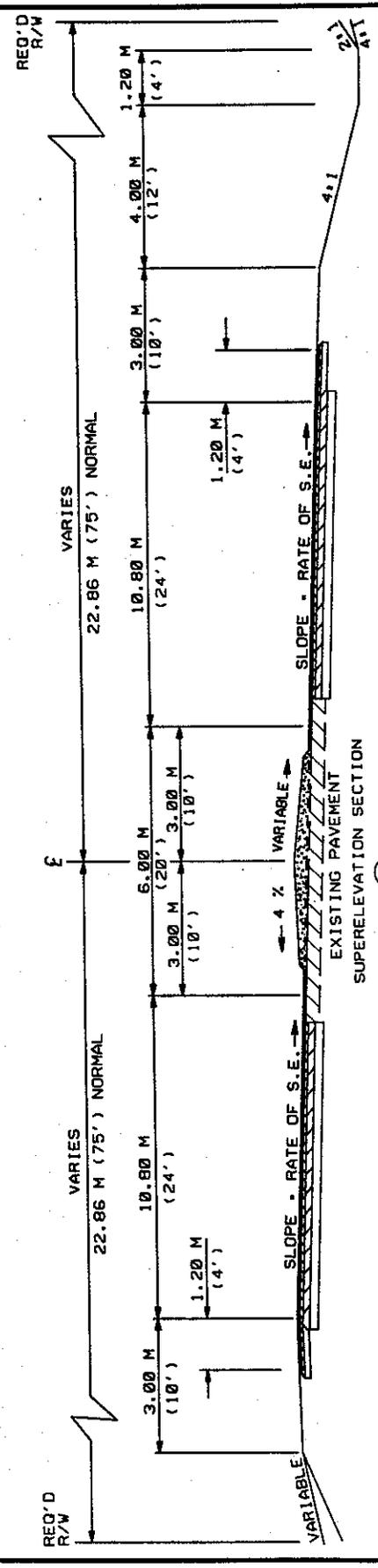
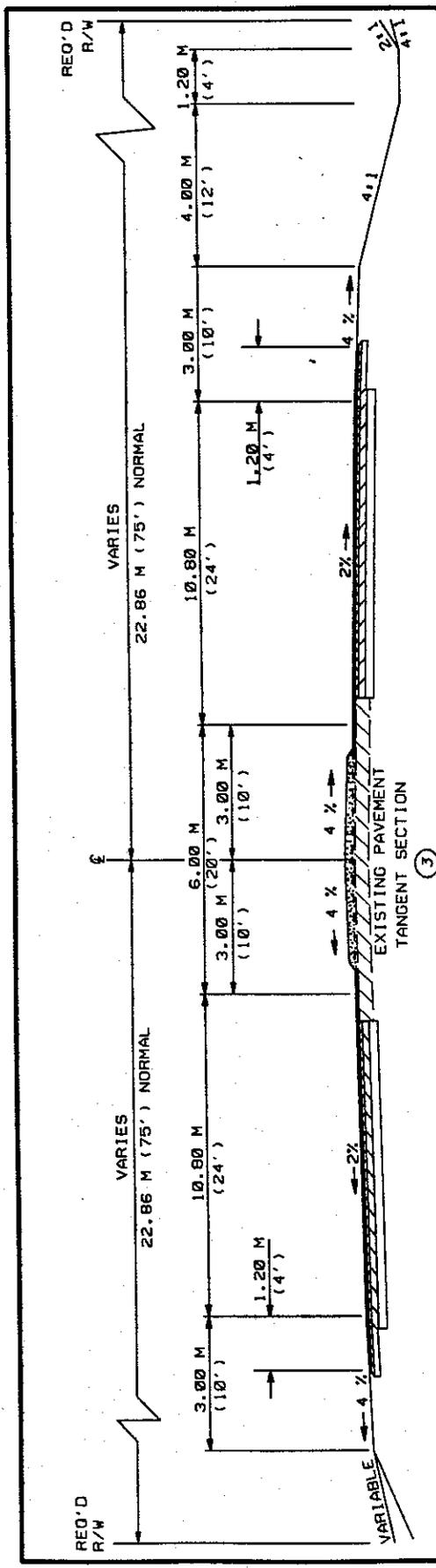
PROJECT COST	
A. RIGHT-TO-WAY:	
1. PROPERTY (LAND)	\$ 3,684,000
2. IMPROVEMENTS IMPACTED:	
a. Residential = 1,	
b. Commercial, outbuildings, & fencing = 1	\$ 101,000
3. RELOCATION	\$ 22,000
4. CONSEQUENTIAL DAMAGES	\$ 44,000
5. OTHER COST (ADMINISTRATION/COURT, INFLATION)	\$ 3,129,000
SUBTOTAL: A	\$ 6,980,000
B. REIMBURSABLE UTILITIES:	
1. SERVICES	
a. 20" water line on private esmt.	\$ 514,000
b. Georgia Utility - Sewer	\$ 65,900
c. Coweta-Fayette E.M.C.	\$ 70,000
d. Georgia Power may have prior rights.	
SUBTOTAL: B	LGPA*
* No LGPA has been signed by Fayette County	

PROJECT COST		
C. NON-REIMBURSABLE UTILITIES:		
1. Atlanta Gas	\$ 602,000	
2. Coweta-Fayette E.M.C.	\$ 205,000	
3. Telephone	\$ 69,700	
	SUBTOTAL: C	\$ 0
D. CONSTRUCTION:		
1. MAJOR STRUCTURES		
a. BRIDGE, BHF-209-1(3), OVER FLAT CREEK		\$ 622,440*
	SUBTOTAL: D-1	\$ 622,440*
* This price does not include any provision for the multi-use cart path.		
2. GRADING AND DRAINAGE:		
a. EARTHWORK - BORROW EXCAVATION (100,000 CY x \$3/CY)		\$ 300,000
b. EARTHWORK - UNCLASSIFIED EXCAVATION (50,000 CY x \$3.50/CY)		\$ 175,000
c. DRAINAGE:		
1) Cross Drain Pipe		\$ 202,500
2) Curb and Gutter		\$ 224,000
	SUBTOTAL: D-2	\$ 901,500
3. BASE AND PAVING:		
a. GRADED AGGREGATE BASE, INCL. MATERIAL (40,000 TONS x \$13/TON)		\$ 520,000
b. GRADED AGGREGATE BASE, 6 IN. (13,000 SY x \$6/SY)		\$ 78,000
c. ASPHALT PAVING:		
1) Asph. Conc. "E" (8,000 TONS x \$35/TON)		\$ 280,000
2) Asph. Conc. "B" (7,500 TONS x \$35/TON)		\$ 262,500
3) Asph. Conc. Base (9,000 TONS x \$35/TON)		\$ 315,000
	SUBTOTAL: D-3.c	\$ 857,500

PROJECT COST	
d. ASPHALT LEVELING (4,000 TONS x \$35/TON)	\$ 140,000
e. BITUMINOUS TACK COAT (5,000 GAL. x \$1/GAL)	\$ 5,000
f. OTHER (CONCRETE MEDIAN, IND. RUMBLE STRIPS)	\$ 89,500
SUBTOTAL: D-3	\$ 1,690,000
4. LUMP ITEMS:	
a. TRAFFIC CONTROL	\$ 100,000
b. CLEARING AND GRUBBING	\$ 120,000
c. LANDSCAPING (GRASSING)	\$ 35,000
d. EROSION CONTROL	\$ 65,000
e. DETOURS	\$ 75,000
SUBTOTAL: D-4	\$ 395,000
5. MISCELLANEOUS:	
a. SIGNING & MARKING	\$ 67,500
b. GUARDRAIL	\$ 100,000
c. OTHER:	
1) Temporary barrier - method 2	\$ 30,000
2) Field engineer's office, type 2	\$ 25,000
3) 4 in. conduit w/ innerduct	\$ 260,000
SUBTOTAL: D-5	\$ 482,500
6. SPECIAL FEATURES	
SUBTOTAL: D-6	\$ 50,000

<b>ESTIMATE SUMMARY</b>		
A. RIGHT-OF-WAY	\$	6,980,000
B. REIMBURSABLE UTILITIES	\$	0
C. NON-REIMBURSABLE UTILITIES	\$	0
D. CONSTRUCTION		
1. MAJOR STRUCTURES	\$	622,440
2. GRADING AND DRAINAGE	\$	901,500
3. BASE AND PAVING	\$	1,690,000
4. LUMP ITEMS	\$	395,000
5. MISCELLANEOUS	\$	482,500
6. SPECIAL FEATURES	\$	50,000
SUBTOTAL CONSTRUCTION COST	\$	4,141,440
E. & C. (10%)	\$	414,144
INFLATION (5% PER YEAR)	\$	1,138,896
NUMBER OF YEARS	5	
TOTAL CONSTRUCTION COST	\$	5,694,480
<b>GRAND TOTAL PROJECT COST</b>	<b>\$</b>	<b>12,674,480</b>





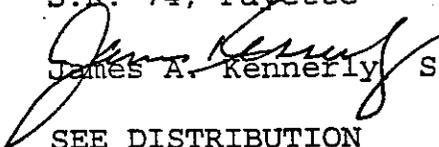
TYPICAL SECTION  
 STP-209-112)  
 FAYETTE CO.  
 P.I.No. 322355

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE** STP-209-1(1); STP-209-1(2)      **OFFICE** Atlanta, GA.  
P.I. 322350; 322355  
S.R. 74, Fayette      **DATE** September 11, 1995

**FROM**  James A. Kennerly State Road & Airport Design Engineer <sup>HLA</sup>

**TO** SEE DISTRIBUTION

**SUBJECT** MINUTES OF DESIGN CONCEPT MEETING

The design concept team meeting for both STP-209-1(1) and STP-209-1(2) was held on August 23, 1995, at 1:30 PM, in the Office of Road and Airport Design, Conference Room 444. Persons who were present representing the GADOT are listed as follows: Jim Kennerly - State Road and Airport Design Engineer; Hank Ashmore - Assistant State Road and Airport Design Engineer; Mike Reynolds, Willie Webb, Terri Smith, Robert Reid, Shawn Luton, and Ken Werho - all from the Office of Road and Airport Design; Reba Scott - Office of Programming; Gene Goins - District Utilities Engineer; Joe Leoni and Lewis Walker - District Preconstruction; Kathy Norton - Office of Environment/Location; Ken Reeves - District Traffic Operations; Dane Bishop - District Utilities; Johnny Quarles - Preconstruction; Ken Estes and Jim Tolson - Traffic Operations. Other individuals present are listed as follows: Travis Newman - Coweta-Fayette EMC; Harris Harper, William Mendez, Shane Waters - all of the Georgia Utilities Co.; Bob Gardner - Atlanta Gas Light Co.; Wesley Wilson and A.T. DuBose - Fayette County Water Dept.; Dan Everitt and Bob Harbison - Georgia Power; Chris Venice - Fayette County Planning and Zoning; Cam M<sup>c</sup>Nair - Peachtree City, City Engineer; Jerry Peterson - Peachtree City Development Corporation; Jim Basinger - Peachtree City, City Manager; Jim Williams - Peachtree City Planning; and David Ford - Bell South.

The meeting was opened by Mike Reynolds who described the projects in general, the concept proposed, and design considerations encountered. Mike Reynolds also informed the group that STP-209-1(1) had been extended approximately 2.74 km (1.70 miles) south of Crosstown Drive and approximately 0.80 km (0.50 miles) north of S.R. 54. The walk-thru and detailed project description from S.R. 85 to Crosstown Drive were presented by Ken Werho, while the section from Crosstown Drive to approximately 0.80 km (0.50 miles) north of S.R. 54 was presented by Mike Reynolds.

### Project Description

STP-209-1(2) begins at S.R. 85 and extends northwesterly along S.R. 74 to approximately 2.74 km (1.70 miles) south of Crosstown Drive [ 5.17 km (3.21 miles)]. This project is currently in long range programming for both right of way and construction. Future adjoining projects to STP-209-1(2) discussed were: STP-074-2(25), which is the widening project of S.R. 85 from S.R. 74 to Barnhard Road; and STP-074-2(24), which continues north from STP-074-2(25). The design year (2018) traffic projections for this project vary from 17,700 ADT near S.R. 85 to 22,600 ADT around Sierra Drive.

STP-209-1(1) begins at approximately 2.74 km (1.70 miles) south of Crosstown Drive and extends northwesterly along S.R. 74 to approximately 0.80 km (0.50 miles) north of S.R. 54 [7.02 km (4.36 miles)]. This project is currently programmed for FY 99 right of way and long range construction ; however, there is a proposal to change the right of way schedule to FY 96. Future adjoining projects to STP-209-1(1) discussed were: STP-164-1(30), which is the widening of S.R. 54 from Fisher Road to S.R. 74; and BRF-164-1(32), which is a railroad bridge replacement on S.R. 54. The design year (2018) traffic projections for this project vary from 22,500 ADT south of Crosstown Drive to 56,200 ADT south of S.R. 54.

The proposed concept represents a 4-lane rural ditch roadway with a 20' raised median from S.R. 85 at Starrs Mill to approximately 0.25 miles south of Paschall Road. Continuing north from this point, a 6-lane roadway with a 20' raised median is proposed. This section will be an urban design (curb and gutter) with a possible exception from S.R. 54 to the end of the project, which could be a rural roadway ditch. The design speed will be 55 mph from S.R. 85 to Crosstown Drive and 45 mph from Crosstown Drive to the end of STP-209-1(1). Access control will be by permit only. The existing right of way varies from 100' to 130'. The following intersections along S.R. 74 were identified as having traffic capacity problems: Crosstown Drive, Kelly Drive, Paschall Road, and S.R. 54.

### Discussion was as follows:

Ken Werho questioned the validity of several historical sites shown on the concept layout. According to Chris Venice and Wesley Wilson, the historical house once located approximately 1,100' north of S.R. 85 on the east side of S.R. 74 has already been removed to accommodate the Millpond Manor subdivision entrance. Wesley Wilson also commented that the

entrance already had curb and gutter in place. Another historical site, located east of S.R. 74 approximately 1,100' south of Redwine Road, was also questioned. It was generally believed that this historical site was no longer in place. However to confirm this belief, Joe Leoni said he would investigate the site. Ken Werho also pointed out the possibility of a UST located at the Redwine Road/S.R. 74 intersection. Joe Leoni also agreed to investigate this area.

Jim Williams requested to shift the roadway relocation of Rockaway Road farther north of the current concept location. He requested that the relocation either split the existing property line or be completely moved onto adjacent private property. His request to shift the roadway was based on the proposed construction of several new ball fields in this area. However, because Peachtree City does not own this property, they would have to purchase right of way in order to relocate on adjacent private property. Peachtree City also requested a median opening at this intersection. Jim Kennerly stated that if Peachtree City builds ball fields for parks and recreation in this area, the GADOT would not be able to construct in this area without encountering environmental problems. Additionally, Mike Reynolds confirmed that there could be environmental conflicts and therefore, problems in obtaining environmental clearance. As a result of these issues, it was decided in the meeting to stay with the currently proposed relocation.

Ken Werho mentioned that the GADOT had no existing construction or right of way plans for S.R. 74. Wesley Wilson stated that a developer built the section of S.R. 74 from old Dividend Drive to S.R. 54, including the utilities, and then donated the roadway to the GADOT. However, there was a question as to who owned the right of way along S.R. 74.

Cam McNair requested that the proposed bridge over Flat Creek be designed to accommodate a multi-use path in order to allow an underpass for east and west crossing, as well as an overpass, parallel to the bridge, to accommodate north and south crossing. The addition of these structures would allow Peachtree City to connect their recreational facility at Rockaway Road to their facility located just north of the water treatment plant.

Jim Williams questioned whether the GADOT would allow a recreational path to be attached to the proposed bridge at Flat Creek. Jim Kennerly stated that the GADOT would not participate in the funding of such a project. However, the GADOT would possibly participate in the construction phase by utilizing the STP funds allocated for these two projects. Additionally, the GADOT would not participate in matching STP

funds with state money; therefore, Peachtree City would have to come up with the additional matching funds.

Hank Ashmore suggested that the old bridge over Flat Creek be retained and used as a portion of the multi-use path, eliminating both the need for constructing an additional overpass and/or additional widening of the proposed bridge.

Mike Reynolds stated that these requests would be noted in the minutes and in the concept report; however, Peachtree City should formally request this in writing to the GADOT Commissioner. He also suggested that some project enhancement money could possibly provide an additional source of funding for this project. In response, Jim Williams stated that Peachtree City had requested that this project be entered into the ARC enhancement programming and that it had been accepted into the ARC's long range programming document.

Jim Williams stated that the previous request by Peachtree City to construct a cart underpass near Crosstown Drive was no longer desired.

Mike Reynolds stated that his request for a speed study from Aberdeen Parkway to 0.50 miles south of Crosstown Drive had been approved. The Office of Traffic Operations agreed to reduce the speed limit to 45 mph throughout this section once the project is built.

Mike Reynolds discussed the need for double left turns into Crosstown Drive based on the build year traffic volumes. Jim Williams stated that Peachtree City's traffic consultant also confirmed this need.

Jim Williams expressed that S.R. 54 currently needs double left turns at S.R. 74, both east and west bound. Mike Reynolds responded by saying there was not enough room to widen S.R. 54 on the north side because of the existing wall in the northeast quadrant. He went further to say that the only way to improve the intersection would be to reconstruct the median and widen S.R. 54 to the south, which would present right of way and utility relocation problems.

Peachtree City representatives requested the possibility of extending STP-209-1(1) to include the widening of the railroad bridge on S.R. 54. Jim Basinger mentioned that the proposed double left turns onto S.R. 54 westbound, as well as the left turns from Huddleston Road, added additional volume onto this section of S.R. 54. Mike Reynolds mentioned that this bridge could not be widened due to substandard vertical clearance problems and a low sufficiency rating; therefore, the bridge

would have to be replaced. There was also a discussion on the difficulty of staging this section of the roadway.

Peachtree City representatives also requested both an overpass over the railroad and an underpass under S.R. 54 parallel to the railroad for multi-use recreational paths. There was discussion as to how this would be paid for and Mike Reynolds noted that Peachtree City should formally request this in writing to the GADOT Commissioner.

Mike Reynolds noted that because of the capacity problems at the S.R. 74/S.R. 54 intersection, we might want to consider building 2 (or possibly even 3) lanes westbound on S.R. 54. However, he also noted that staging and grade change problems would make this widening very difficult.

Peachtree City representatives requested median openings at both entrances to Clover Reach Road due to the location of the Post Office and a proposed shopping center in the southwest corner of the S.R. 54/S.R. 74 intersection. The primary access would be at the northern Clover Reach intersection.

Jim Williams requested right of way be reduced to save vegetation along the west side of S.R. 74 north of Crosstown Drive. This area currently provides a buffer between S.R. 74 and NCR. Mike Reynolds suggested that this section of the roadway might be constructed using curb and gutter to reduce the use of easement and some of the existing right of way.

Cam McNair expressed concern about the proposed intersection project at Paschall Road. District Traffic Operations commented that they would work with the Office of Road and Airport Design to ensure that the signal supports would not have to be relocated during the construction of the STP-209-1(1) project.

Ken Estes suggested considering a 44' median if the historical areas at the beginning of the project were no longer intact. There was a general consensus that this would be studied. However, Mike Reynolds believed that in order to stay off of the subdivision at the beginning of the project, a 20' median would be required. Ken Werho also stated that the 24" water main would have to be relocated an additional distance if a 44' median were used. There were also comments concerning the relocation of the animal hospital at Rockaway Road. It was discussed that the animal hospital would have to be relocated if a 44' median were used, and possibly even have to be relocated if a 20' median were used.

Kathy Norton stated that the historic located approximately 1,100' north of S.R. 85 on the east side of S.R. 74 had indeed

been removed for the construction of the Millpond Manor subdivision. Kathy Norton also stated that the historic located approximately 1,100' south of Redwine Road had also been removed. She further mentioned that she would verify the wetland located in the southeast quadrant of the S.R. 54/S.R. 74 intersection.

Cam M<sup>c</sup>Nair requested that project STP-209-1(1) begin at Flat Creek in order to upgrade the Flat Creek bridge and facilitate in the connection between the proposed recreational paths. In response to Cam M<sup>c</sup>Nair's request, Jim Kennerly stated that changing the project's termini could result in delays due to 404 problems at the Flat Creek bridge and could possibly endanger the project's funding.

There was a discussion between Jim Kennerly, Mike Reynolds, and Kathy Norton concerning the logical termini between these two projects. Mike Reynolds was concerned that extending STP-209-1(1) south of Crosstown Drive would cause delays in the project's schedule. Kathy Norton said she would look into this matter and provide a more definite answer.

Mike Reynolds stated that the current traffic projections showed no immediate need for widening south of Crosstown Drive. However, Cam M<sup>c</sup>Nair disputed the traffic projections and the capacity requirements south of Crosstown Drive, saying that he believed this area would be a problem in the near future. His basis for this dispute was the 3 proposed schools to be built in 1997 and the 2 proposed recreational facilities (one of which, is currently under construction).

Joe Leoni requested an additional 2 sets of plans for UST investigations and said he would provide plans on the Paschall Road/S.R. 74 intersection.

Kathy Norton requested an additional 4 sets of plans.

#### **Status of Tasks**

Right of Way: Need preliminary right of way cost estimate.

Environment/Location: Need full updated ecological and cultural resource evaluation and wetland delineations.

Planning: Need "Need and Purpose" statement.

Programming: Need updated project schedule for both STP-209-1(1) and STP-209-1(2).

**Status of Tasks, Cont'.**

Utilities: Need updated cost estimate to reflect change in project length.

*MGR*  
JAK:HLA:MGR:csl

**DISTRIBUTION:** Charles Lewis  
Frank Danchetz  
John Lively  
Tony Dunagan  
David Meshberger  
David Studstill/Kathy Norton (w/plans - 4 sets)  
Wayne Hutto/Johnny Quarles  
Bobby Mustin  
Marion Waters  
Herman Griffin/Reba Scott, Programming  
Travis Newman, Coweta-Fayette EMC.  
Gene Goins, District 3 Utilities  
William Mendez, Georgia Utilities Company  
Joe Leoni, District 3 Preconstruction (w/plans - 2 sets)  
Bob Gardner, Atlanta Gas Light Company  
Wesley Wilson, Fayette County Water Department  
Dan Everitt, Georgia Power Company - Transmission  
Bob Harbison, Georgia Power Company - Distribution  
Chris Venice, Fayette County Planning and Zoning  
Jim Basinger, Peachtree City - City Manager  
David Ford, Bell South  
Keith Rohling/Ken Reeves, District 3 Traffic Operations

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** R/W Cost Estimate **OFFICE** Atlanta, Georgia  
**DATE** September 20, 1995

**FROM** David P. Meshberger, State Rights of Way Engineer <sup>PAH</sup>

**TO** James A. Kennerly, State Road and Airport Design Engineer  
**ATTENTION:** Mike Reid

**SUBJECT** Preliminary Right of Way Cost Estimate  
Project: STP-209-1(2), Fayette  
P.I. No: 322355  
Description: State Route 74 Widening w/Median

As per your request, attached is a copy of an approved preliminary Right of Way Cost Estimate on the above referenced project.

If you have any questions, please contact Pat Hand of this office at 656-3700.

DPM:PAH:bl

Attachment

c: Bob Mustin, Engineering Services  
Steve Crawford

DATE OF ESTIMATE 9/20/95

BY: Hand

TYPE ESTIMATE: Preliminary R/W Cost

PROJECT: STP-209-1(2), Fayette

P.I. 322355

EXISTING R/W Variable REQUIRED R/W Variable

ESTIMATED NUMBER OF PARCELS: 40+

PROJECT TERMINI: State Route 74 from State Route 85 to APPROX. 0.75 MILE SOUTH OF SIERRA DRIVE.

PROJECT DESCRIPTION: Four Lane Widening w/20 foot Median

TYPE OF LAND USE:	Per Acre VALUE APPLIED S.F. BASIS:
<u>Mixed (135.438 Acres)</u>	<u>\$27,200</u>

TOTAL LAND COST: \$3,684,000

IMPROVEMENTS IMPACTED AND COST: (IF APPLICABLE):

1 Residence, 1 Commercial, Outbuildings, & Fencing

\$101,000

RELOCATION COST: (IF APPLICABLE) \$ 22,000

CONSEQUENTIAL DAMAGES: (IF APPLICABLE) \$ 44,000

NET COST \$3,851,000

ADM./COURT COST FACTOR 45 % \$1,733,000

INFLATION FACTOR 25 % \$1,396,000

TOTAL COST \$6,980,000

Need & Purpose Statement  
Projects STP-209-1(1) & STP-209-1(2) Fayette Co.  
State Route 74

Peachtree City, a planned development community in Fayette County, is emerging as one of the fastest growing areas in the county, which, in turn, is one of the fastest growing counties in the country. State Route 74 is a major north-south corridor through the western portion of Peachtree City. SR 74 provides access to I-85 from west Fayette Co. SR 74 is 24 feet wide with 4' to 8' grass shoulders with added turn lanes at some intersections and business entrances. While the peak travel period occurs during the PM work-to-home transition, traffic flow on SR 74 remains constant throughout the day and passing is difficult.

STP-209-1(2) begins at SR 85 and extends northwesterly along SR 74 to a point approximately 1.70 miles south of Crosstown Drive. Development along this portion is primarily undeveloped although there is some rural-residential. This area represents the largest remaining undeveloped area in Peachtree City and is expected to be built-out within 10 years. Existing traffic volumes (1995) range from 7,500 to 8,700 VPD. Projected (2018) volumes are 17-22,500 VPD.

STP-209-1(1) begins at a point approximately 1.70 miles south of Crosstown Drive and extends northwesterly along SR 74 to approximately 0.5 miles north of SR 54. Existing traffic volumes (1995) range from 8,700 to 21,100 VPD. Projected (2018) volumes are 22,500 to 56,200 VPD. Development along the corridor is primarily commercial-industrial with several large developments already in place. Several prime industrial sites remain within the portion of the corridor designated for industrial use.

Improvements are needed to improve the capacity and safety of this facility. The proposed projects will enhance the safety and the mobility for the users of SR 74 and are part of local plans and objectives.

**REQUEST  
FOR  
PRE-PROGRAMMING AUTHORIZATION**

AUTHORIZATION IS REQUESTED TO PROCEED WITH DEVELOPMENT OF A PROJECT CONCEPT ON THE FOLLOWING PROJECT:

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
Fayette	FR-209-1(2) 322355	Widen Only	S.R. 74: From S.R. 85 (M.P. 0.83) NW to Crosstown Rd./TDK Blvd. (M.P. 5.74) Length = 4.91 Miles
Fund 1 = 010 Fund 2 = MLP			

PRELIMINARY COST ESTIMATE (\$1,000's)	PROPOSED FISCAL YEAR	ROW TO BE PROVIDED BY	CONG. DIST.	FIELD DIST.
ROW \$5,713	1995	D.O.T.		
CONST. \$12,397	1996		6	3

NEEDS RATING:  
SUFFICIENCY RATING:

COMMENTS:

To add this project as requested by the S.H.I.P. Committee on January 25, 1991.  
This project should be coordinated with Project BHF-209-1(3), P.I. #322357.

*ID # 00080  
FLAT CK.*

RECOMMENDED

*[Signature]*  
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED

*[Signature]*  
COMMISSIONER

*[Handwritten initials]*

----- SECTION 3 - Programming Data -----  
 Screen 4 -----  
 201 Project No.: BA (4) SP 1932-B (15)  
 202 Plans Available.: 1  
 249 Proposed Proj No.: BHF-209-1 (3)  
 250 Approval Status.: 0000  
 251 P.I. No.: 322357  
 252 Contract Date.: 00/00/97  
 260 Ranking No.: 01287  
 75 Type Work.: 34 1  
 94 Bridge Imp. Cost.: \$000133  
 95 Roadway Imp. Cost.: \$000271  
 96 Total Imp. Cost.: \$000491  
 76 Imp. Length.: 001460  
 97 Imp. Year.: 90  
 114 Future ADT.: 017070 Year: 13

----- SECTION 5 - Measurements -----  
 Screen 6 ---- ADT.: 011380 Year: 93  
 \* 29 % Trucks.: 09  
 \* 28 Lanes On.: 02 Under: 00  
 210 No. Tracks On: 00 Under: 00  
 254 FC Classification.: 9  
 255 FC Rank Factor.: 9992  
 \* 48 Max. Span Length.: 0028  
 \* 49 Structure Length.: 000140  
 51 Br. Rdwy. Width.: 026.0  
 52 Deck Width.: 032.4  
 \* 47 Tot. Horz. Cl.: 26.0  
 50 Curb/Sdewlk Width.: 02.0/02.0  
 32 Approach Rdwy Width.: 024  
 \*229 Shlder Width  
 Rear Lt: 05.0 Type: 8 Rt: 05.0  
 Fwd Lt: 05.0 Type: 8 Rt: 05.0  
 Pvmnt Width  
 Rear: 24.0 Type: 2  
 Fwd: 24.0 Type: 2  
 Intersection Rear: 0 Fwd: 0  
 36 Safety Features Br. Rail.: 0  
 Transition.: 2  
 App. G. Rail.: 1  
 App. Rail End: 1

----- SECTION 6 - Ratings -----  
 Screen 8 -----  
 66 Inventory Type: 2 Rating: 23  
 64 Operating Type: 2 Rating: 38  
 231 Calculated Loads  
 H-Modified.: 20 0  
 HS-Modified: 25 0  
 Type 3.: 28 0  
 Type 3S2.: 40 0  
 Timber.: 36 0  
 Piggyback.: 00 0  
 261 H Inventory Rating: 15  
 262 H Operating Rating: 21

----- SECTION 4 - Hydraulic Data -----  
 Screen 5 -----  
 215 Waterway Data  
 Highway Elev.: 0000.0 Year: 00  
 Flood Elev.: 0000.0 Freq: 000  
 Avg Streambed Elev: 0000.0  
 Drainage Area.: 00000  
 Area of Opening.: 000000  
 Scour Critical.: 6  
 113 Water Depth.: 04.0 Br. Height: 10.0  
 216 Slope Protection.: 1  
 221 Spur Dikes Rear.: 0 Fwd: 0  
 219 Fender System.: 0  
 220 Dolphin.: 0  
 223 Culvert Cover.: 000  
 Type.: 0  
 No Barrels: 0  
 Width.: 00.0  
 Height.: 00.0  
 Length.: 000  
 Apron.: 0  
 \*265 U/W Insp. Area: 0 Diver.: ZZZ

----- SECTION 7 - Posting Data -----  
 Screen 7 -----  
 53 Minimum Cl. Over.: 99 99"  
 54 Under: N 00 00"  
 \*228 Min. Vert. Cl  
 Act. Odm. Dir.: 99 99"  
 Oppo. Dir.: 99 99"  
 Posted Odm. Dir: 00 00"  
 Oppo. Dir.: 00 00"  
 55 Lateral Undercl. Rt: N 99.9  
 56 Lateral Undercl. Lt: 00.0  
 \* 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.: 06.0  
 Deck Thick Approach.: 00.0  
 246 Overlay Thickness.: 00.0  
 211 Tons Structural Steel: 0000  
 212 Year Last Painted.: 0087

----- SECTION 9 -----  
 Screen 9 -----  
 70 Bridge Posting Required: 5  
 41 Struct Open, Posted, Cl: A  
 \*103 Temporary Structure.: 0  
 232 Posted Loads H-Modified: 00  
 HS-Modified: 00  
 Type 3.: 00  
 Type 3S2.: 00  
 Timber.: 00  
 Piggyback.: 00  
 253 Notification Date: 00/00/00  
 258 Fed Notify Date: 00/00/00 0

\*Location I.D. No: 113-00074D-00292N  
 \*XReferen I.D. No: 000-000000-000000

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

RECEIVED

FEB - 7 1996

PRECONSTRUCTION

FILE STP-209-1(2) Fayette  
P.I. No. 322355

OFFICE Thomaston

DATE February 6, 1996

FROM *Joe:* Joe B. Street, District Engineer *JAR*  
TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT CONCEPT REPORT REVIEW

We have reviewed the concept report on the above project and concur with the recommendation for approval.

Attached for your further handling is the concept report cover sheet which has been signed by the District Engineer.

JAL:VS

Attachment

xc: Walker Scott  
David Studstill  
Marion Waters  
Toni Dunagan  
Bobby Mustin  
Paul Liles

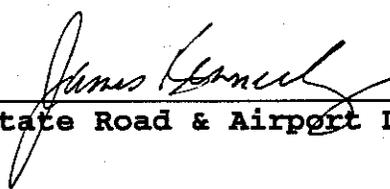
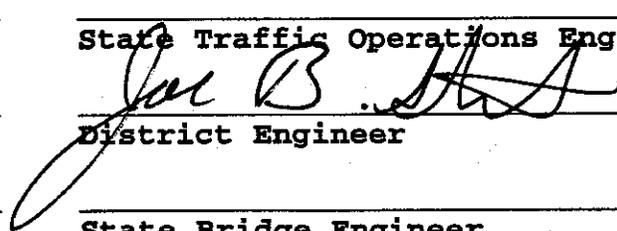
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

STP-209-1(2)  
FAYETTE COUNTY  
P.I. NO. 322355

FEDERAL ROUTE NO: N/A  
STATE ROUTE NO: S.R. 74  
GADOT P.I. NO: 322355

Date of Report: January 24, 1996

RECOMMENDATION FOR APPROVAL	
<u>1-26-95</u> DATE	<u></u> State Road & Airport Design Engineer
DATE	State Environmental Engineer
DATE	State Traffic Operations Engineer
<u>2-5-96</u> DATE	<u></u> District Engineer
DATE	State Bridge Engineer
DATE	State Project Review Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

RECEIVED  
FEB 12 1996  
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE STP-209-1(2) Fayette County  
P.I. No. 322355

OFFICE Traffic Operations  
Atlanta, Georgia  
DATE February 9, 1996

FROM *MW III*   
William G. Waters, III, P.E., State Traffic Operations Engineer

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above project for the widening and reconstruction of SR-74 from SR-85 northwesterly for 4.91 km (3.05 miles). The proposed project will widen the existing two lane roadway to a four lane rural section with a 6.10 m (20 foot) raised median.

The proposed roadway description and the typical sections provided do not agree on the median width (6.1 m versus 6.0 m) and paved shoulder width (3.0 m versus 1.2 m). The typical section dimensions appear to be the usual ones for this type roadway.

We recommend increasing the median width in undeveloped areas such as this to at least 8.4 m (28 feet) at median openings to allow the left turn lanes to be offset or "line up" and increase sight distance for permissive left turn movements. Bridges and roadway where no possibility of median openings exist could remain at the proposed width.

Subject to the above comments, we find this report satisfactory for approval.

MGW:TOC:dc

Attachment (signature page)

cc: David Studstill  
Jim Kennerly (Attention: Mike Reynolds)  
Bob Mustin, w/attachment  
General Files

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE STP-209-1(2) Fayette County OFFICE Environment/Location  
 P.I. No. 322355  
 SR 74 fm SR 85 to S of Crosstown Drive DATE February 13, 1996

FROM David E. Studstill, P.E., State Environmental/Location Engineer

TO Bobby Mustin, Project Review Engineer

SUBJECT CONCEPT REPORT

**RECEIVED**  
**FEB 13 1996**  
**PRECONSTRUCTION**

The concept report for the above listed project has been reviewed. The project will not have logical terminus on the north end; therefore, the project will be cleared with STP-209-1(1). There is possible involvement with 10 DNR Survey Sites. The sites are noted in red on the project location map. Also, this project will need an ecology survey due to the substantial wetland involvement located on the BHF-209-1(3) project.

If you have any questions, please let me know.

DES/JSS/jaf

cc: James A. Kennerly

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

STP-209-1(2)  
FAYETTE COUNTY  
P.I. NO. 322355

FEDERAL ROUTE NO: N/A  
STATE ROUTE NO: S.R. 74  
GADOT P.I. NO: 322355

Date of Report: January 24, 1996

RECOMMENDATION FOR APPROVAL	
<u>1-26-95</u> DATE	<u></u> State Road & Airport Design Engineer
<u>DATE</u>	State Environmental Engineer
<u>2/12/96</u> DATE	<u></u> State Traffic Operations Engineer
<u>DATE</u>	District Engineer
<u>DATE</u>	State Bridge Engineer
<u>DATE</u>	State Project Review Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

STP-209-1(2)  
FAYETTE COUNTY  
P.I. NO. 322355

FEDERAL ROUTE NO: N/A  
STATE ROUTE NO: S.R. 74  
GADOT P.I. NO: 322355

Date of Report: January 24, 1996

RECOMMENDATION FOR APPROVAL

1-26-96  
DATE

*James Kennedy*  
State Road & Airport Design Engineer

2/9/96  
DATE

*Will S. Thibault*  
State Environmental Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Traffic Operations Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Bridge Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Project Review Engineer