

D.O.T. 66

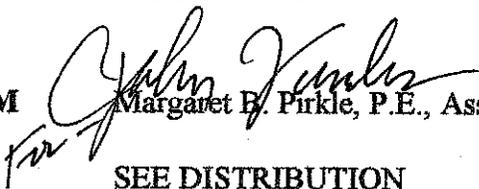
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** BRST-074-1(40) Coweta County  
P. I. No. 333177

**OFFICE** Preconstruction

**DATE** July 24, 2003

**FROM**  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

**DISTRIBUTION:**

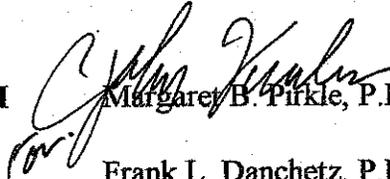
David Mulling  
Harvey Keepler  
Jerry Hobbs  
Percy Middlebrooks  
Michael Henry  
Phillip Allen  
Joe Palladi  
Paul Liles  
Brent Story  
Thomas Howell  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** BRST-074-2(40) Coweta County **OFFICE** Preconstruction  
P.I. No. 333177

**DATE** July 10, 2003

**FROM**  Margaret B. Finkle, P.E., Assistant Director of Preconstruction

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

**SUBJECT PROJECT CONCEPT REPORT**

This project is the replacement of a structurally deficient bridge on SR 74 over Line Creek at the Coweta-Fayette County line. The existing bridge, constructed in 1950 is load limited with a sufficiency rating of 51. The original design load capacity is H-15. In accordance with DOT MOG 2405-1, the existing bridge meets the established criteria for replacement. State Route 74 at this location is a rural two lane roadway with 12' travel lanes with rural shoulders. This section of SR 74 is functionally classified as a rural minor arterial. Traffic is projected to be 12,600 VPD and 20,100 VPD in the years 2005 and 2025 respectively. The posted speed and the design speed are 55 MPH.

The construction proposes to construct a new 280' x 44' concrete bridge over Line Creek at the existing bridge site. The approaches will consist of two, 12' lanes with 10' shoulders (2' paved). Traffic will be maintained during construction utilizing an on-site detour.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion is anticipated; a public hearing is not required; time saving procedures are appropriate.

**This project will require split funding because the sufficiency rating exceeds 50. "BR" funding will cover the amount equal to the widening and the remainder will consist of "STP" funding.**

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	<b>BR</b> \$1,056,000 <b>STP</b> \$1,706,000	<b>BR</b> \$1,381,000 <b>STP</b> \$1,381,000	2007	2007
Right-of-Way	\$ 148,000	\$ 12,500		
Utilities*	\$ 9,000	----		

\*Fayette County refused utilities 8-4-99; LGPA sent requesting Coweta do utilities 7-19-98.

Frank L. Danchetz

Page 2

BRST-074-2(40) Coweta

July 10, 2003

I recommend this project concept be approved.

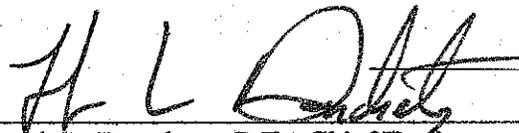
MBP:JDQ/cj

Attachment

CONCUR

  
\_\_\_\_\_  
Thomas L. Turner, P.E., Director of Preconstruction

APPROVE

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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

JUN 24 2003

**FILE:** BRST-074-2(40) Coweta  
P.I. Number 333177  
S.R. 74 @ Line Creek

**OFFICE:** Engineering Services

**DATE:** June 24, 2003

**FROM:** David Mulling, Project Review Engineer *REW*

**TO:** Meg Pirkle, Assistant Director of Preconstruction

**SUBJECT: CONCEPT REPORT**

We have reviewed the Concept Report submitted June 20, 2003 by the letter from Brent A. Story dated June 16, 2003, and have no additional comments.

The costs for this project are:

	<b>Bridge Replacement</b>	<b>Bridge Widening</b>
Construction	\$2,277,213	\$854,190
Inflation	\$233,414	\$87,554
E&C	\$251,063	\$94,174
Reimbursable Utilities	\$9,000 (LGPA anticipated)	\$0
Right of Way	\$147,263	\$16,800

**NOTE:** This project will require split funding since the bridge has a sufficiency rating above 50 and is to be replaced. The BR funding is the amount equal to the Bridge Widening costs. Other costs will have to come from other funding sources.

REW

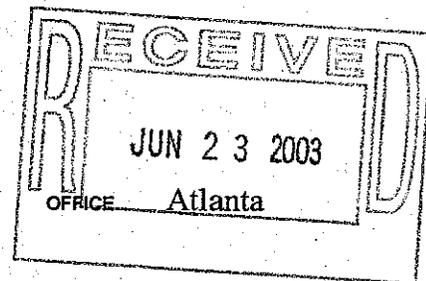
c: Brent Story, Attn: Ted Cashin

## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> BRST-074-2(40)		<b>County:</b> Coweta		<b>PI No.:</b> 333177	
<b>Report Date:</b> June 16, 2003		<b>Concept By:</b> DOT Office: Consultant Design			
<input checked="" type="checkbox"/> <b>Concept Stage</b>		Consultant: Transportation Systems Design, Inc.			
<b>Project Type:</b> 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	
<b>FOCUS AREAS</b>		<b>SCORE</b>		<b>RESULTS</b>	
<b>Presentation</b>		100			
<b>Judgement</b>		100			
<b>Environmental</b>		100			
<b>Right of Way</b>		100			
<b>Utility</b>		100			
<b>Constructability</b>		100			
<b>Schedule</b>		100			

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE **BRST-074-2(40) Coweta County**  
SR 74 @ LineCreek Coweta-Fayette Co Line  
P.I. No. 333177-

FROM *Brent A. Story*<sup>MBA</sup>  
Brent A. Story, State Consultant Design Engineer

DATE June 16, 2003

TO Margaret B. Pirkle, Assistant Director of Preconstruction

SUBJECT **PROJECT CONCEPT REPORT**

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

Those on the distribution list below should review the Concept Report and send comments and/or the signature page to the Preconstruction Office within 10 days as per the PDP.

If you have any questions or require further information please call (404)463-6135 or Dan Bodycomb of Transportation Systems Design, Inc. at (770) 396-4877.

*Distribution:*

- David Mulling, Project Review Engineer
- Harvey Keepler, State Environmental/Location Engineer
- Phillip Allen, State Traffic Safety and Design Engineer
- Joe Palladi, State Transportation Planning Administrator
- Percy Middlebrooks, Office of Financial Management Administrator
- Thomas Howell, District Engineer – Thomaston
- Paul Liles, State Bridge & Structural Engineer

*MBA*  
BAS:MBA:EJC

cc: Transportation Systems Design, Inc.

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: BRST-074-2(40)  
County: Coweta  
P.I. Number: 333177

Federal Route Number: N/A  
State Route Number: 74

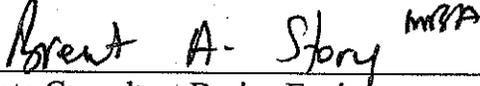
Recommendation for approval:

DATE 6-16-03

DATE 6-16-03



Project Manager



State Consultant Design Engineer

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 Program (STIP).

DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

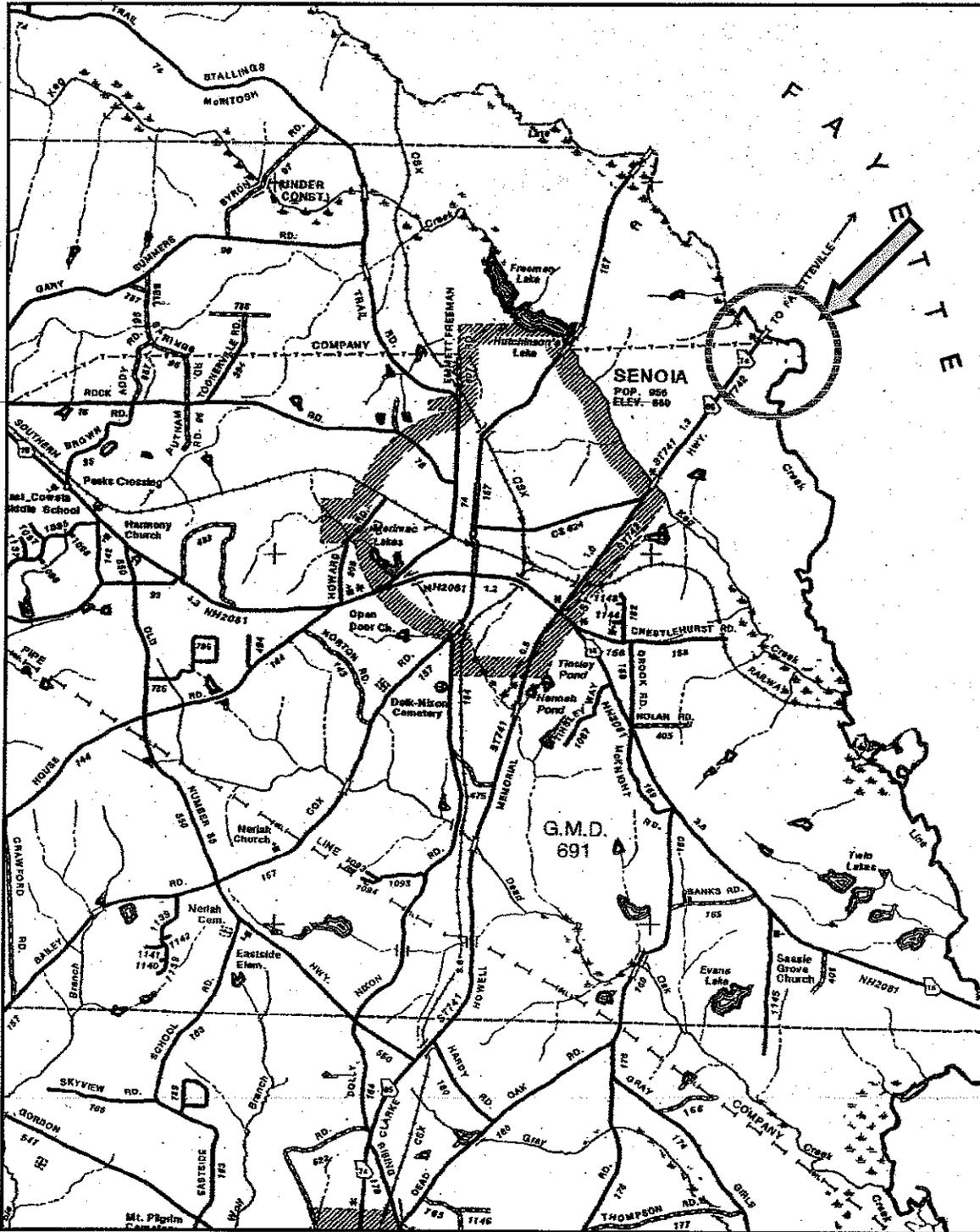
District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge & Structural Design Engineer



Scale: 1 inch = 1 mile

## Location Map

**Project:** BRST-074-2(40) Coweta County PI No.: 333177-  
**Description:** SR 74 @ Line Creek / Coweta-Fayette Co. Line

## PROJECT CONCEPT REPORT

**Description of the proposed project:** *The proposed project would consist of replacing the existing bridge and approaches on SR 74 over Line Creek at the Coweta-Fayette County line. The existing 2 lane bridge is 200 feet long and 23 feet wide and has 5 spans, each 40 feet in length. Since the existing structure was found to be functionally obsolete, it will require widening. (See attachments for Need and Purpose statement.) The proposed bridge will be 44 feet wide, consisting of two 12-foot lanes and two 10-foot shoulders, and is expected to be approximately 280 feet long. The existing approach roadway has 2 lanes with rural shoulders on an existing right-of-way of 130 feet. The proposed approaches would consist of two 12-foot lanes and two 10-foot shoulders, 2 feet of which will be paved. An onsite detour will be constructed to accommodate traffic during construction. Additional right-of-way or easement acquisition on the northwest side of the road is anticipated. The total length of bridge and approaches is approximately 2300 feet (0.44 miles). Due to the high sufficiency rating of the bridge, this project will require split funding.*

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

PDP Classification: Major  Minor

PDP Designation: Full Oversight (  ), Exempt (  ), State Funded (  ), or Other (  )

Functional Classification: *Rural Minor Arterial*

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

State Route Number(s): 74

Traffic (AADT):

Current Year: (2007) 12,600

Design Year: (2027) 20,700

Existing design features:

- Typical Section: Two, 12' Lanes with grassed shoulders and ditches
- Posted Speed: 55 mph Maximum degree of curvature: N/A
- Maximum grade: 6.00% Mainline
- Width of right of way: 130'
- Major structures:
  - 23' x 200' bridge over Line Creek on SR 74 at County Line.  
Structure ID: 077-0030-0      Sufficiency rating: 51.95
- Major interchanges or intersections along the project: None
- Existing length of roadway segment: 0.44 miles

**Proposed Design Features:**

- Proposed typical section(s): *The proposed roadway will consist of two 12' lanes with 2' paved shoulder and 8' grassed shoulders with side slopes*
- Proposed Design Speed Mainline: 60 mph
- Proposed Maximum grade Mainline: 5.5%                      Maximum grade allowable: 7.0%
- Proposed Maximum grade Side Street: N/A                      Maximum grade allowable: N/A
- Proposed Maximum grade driveway: 10%                      Maximum grade allowable: 15%
- Proposed Maximum degree of curve: 1°00'00"                      Maximum degree allowable: 5°15'00"
- Right of Way \_\_\_\_\_
  - Width: Varies 130' to 195'
  - 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: 0
    - Residences: 0
    - Mobile Homes: 0
    - Other: 0
- Structures:
  - Bridges: *The proposed bridge will be approximately 280' long and 44' wide.*
  - Retaining Walls: *None*
- Major intersections and interchanges: *None*
- Traffic control during construction: *On site detour will be constructed to the northwest / upstream side of the existing bridge.*
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZ 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 )

Project Concept Report Page 5  
Project Number: BRST-074-2(40)  
P.I. Number: 333177  
County: Coweta

- Design Variances: *None*
- Environmental Concerns: *Environmental study under way*
- Level of Environmental Analysis:
  - Are Time Saving Procedures Appropriate? Yes (X), No ( )
  - Categorical Exclusion Anticipated? Yes (X), No ( )
  - Environmental Assessment/Finding of No Significant Impact: Yes ( ), No (X)
  - Environmental Impact Statement (EIS): Yes ( ), No (X)
- Utility Involvements:
  - Telephone: *Bellsouth*
  - Power: *Georgia Power, Coweta-Fayette EMC*
  - Water/Sewer: *Owner to be determined*
  - Cable TV: *Owner to be determined*
  - Gas: *Owner to be determined*

**Project Responsibilities:**

- Design: *Transportation Systems Design, Inc. (TSD)*
- Right of way acquisition: *GDOT*
- Relocation of utilities: *LGPA letter sent to Coweta County 7-9-99. Not yet signed.*
- Letting to contract: *GDOT*
- Supervision of construction: *GDOT*
- Providing material pits: *Contractor*
- Providing detours: *Contractor, traffic to be maintained on site*

**Coordination:**

- Concept Meeting date(Minutes Attached): January 17 ,2003
- P.A.R. meetings, dates, and results: *None anticipated*
- FEMA, USCG and/or TVA: *None anticipated*
- Public involvement: *None anticipated*
- Local government comments:
- Other projects in the area: *None*
- Other coordination to date: *None*

**Scheduling – Responsible Parties’ Estimate**

Time to complete the environmental process:	<u>9</u> Months
Time to complete preliminary construction plans:	<u>4</u> Months
Time to complete right of way plans:	<u>2</u> Months
Time to complete the section 404 permit:	<u>3</u> Months
Time to complete final construction plans:	<u>3</u> Months
Time to complete the purchase right-of-way:	<u>9</u> Months
Other major items that will affect project schedule:	None

**Alternates Considered:**

**Alternate 1** -- *Replace the existing bridge on existing location and construct a detour bridge to the northwest (upstream) side of the existing bridge centerline to handle traffic during construction.*

**Alternate 2** – *Replace the existing bridge on existing location and constructing a detour bridge to the southeast (downstream) side of the existing bridge centerline to handle traffic during construction.*

**Alternate 3** – *Replace the bridge on existing location and provide an offsite detour.*

**Alternate 4** – *Replace existing bridge with culvert.*

**Alternate 5** – *Widen existing bridge.*

**Alternate 6** – *No build.*

**Comments:** *It is recommended that we construct Alternate 1. The construction of alternate 2 would be unsafe due to an existing utility transmission tower located approximately 30' from the construction limits associated with this alternate. Georgia Power has asked that we avoid construction on the southeast side of the road. Alternate 3 can not be constructed due to a lack-of available off site detour options. Alternate 4 is not a feasible option due to the width of the channel, the size of the drainage area, and the likely vertical improvements that will be required on the proposed roadway. Alternate 5 and 6 are not acceptable options as the bridge is narrow, has high daily traffic volumes, and is classified as functionally obsolete and requires replacement.*

Project Concept Report Page 7  
Project Number: BRST-074-2(40)  
P.I. Number: 333177  
County: Coweta

**Attachments:**

1. Need and Purpose
2. Cost Estimates:
  - a. Construction including E&C
  - b. Right of Way, and
  - c. Utilities.
3. Cost estimate for "widening only" condition
4. Sketch location map (in body of report)
5. Typical sections
6. Bridge Inventory
7. Concept Meeting Minutes
8. Location and Design Notice
9. Preliminary Pavement Design (included on typical sections)
10. Traffic Counts
11. Memo regarding bridge replacement with sufficiency rating above 50

Project Concept Report Page 8  
Project Number: BRST-074-2(40)  
P.I. Number: 333177  
County: Coweta

**NEED AND PURPOSE**  
**PROJECT BRST-074-2(40), COWETA COUNTY**  
**PI No. 333177**  
**BRIDGE REPLACEMENT**

This bridge was built in 1950 and consists of concrete bents, steel beam superstructure, and a concrete deck. The original design load capacity is H-15. The sufficiency rating on the structure is 51.95, and the bridge is classified as Functionally Obsolete and requires widening. However, in accordance with DOT policy 2405-1, we recommend that this bridge be replaced though due to unacceptable load capacity. Due to this criteria, no additional cost analysis or coring by the lab will be required. This bridge does not currently qualify for federal replacement BR funding but does qualify for federal bridge widening funds, which can be used toward replacement up to the estimated cost of widening. The remaining funds would have to come from another funding source.

**PRELIMINARY COST ESTIMATE – BRIDGE WIDENING ONLY**

(This estimate for funding purposes only.)

PROJECT NUMBER: BRST-074-2(40)

COUNTY: Coweta

DATE: 10-30-2002

ESTIMATED LETTING DATE: 2005

PREPARED BY: MSP

PROJECT LENGTH: 0.44

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

PROJECT COST			
<b>A. RIGHT-OF-WAY:</b>			
1. PROPERTY (LAND & EASEMENT) 16000 SF, 0.37 AC		\$	16000
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0		\$	
3. OTHER COST (ADM/COST, INFLATION)		\$	800
NUMBER OF YEARS	1		
	SUBTOTAL: A		\$ 16,800
<b>B. REIMBURSABLE UTILITIES:</b>			
1. RAILROAD		\$	
2. TRANSMISSION LINES		\$	
3. SERVICES (4 utility poles)		\$	
	SUBTOTAL: B		\$ -
<b>C. CONSTRUCTION:</b>			
1. MAJOR STRUCTURES			
a. WIDEN BRIDGE FROM 24' TO 47.25' (LENGTH 200')	4650 SF @ \$150		697,500
		\$	
		\$	
	SUBTOTAL: C-1.a		\$ 697,500
b. OTHER		\$	-
		\$	
	SUBTOTAL: C-1		\$ 697,500
2. GRADING AND DRAINAGE:			
a. EARTHWORK (Mainline)			
Borrow (Appr. only for shldr imprvmnts)	1000 CY @ \$7.5	\$	7,500
Excavation	CY @ \$7.5		-
	SUBTOTAL: C-2a		\$ 7,500
b. EARTHWORK (Detour)			
Borrow	CY @ \$	\$	-
Excavation	CY @ \$		-
	SUBTOTAL: C-2b		\$ -

c.. DRAINAGE			
1) Side Drain Pipe	LF @ \$27	\$	-
2) Storm drain pipe	LF @ \$44	\$	-
3) Longitudinal System (incl. catch basins)	LF @ \$0	\$	-
4) Flared End Sections	EA @ \$318	\$	-
5) Perforated Underdrain	LF @ \$6	\$	-
6) Temporary Pipe Slope Drain	100 LF @ \$10	\$	1,000
	SUBTOTAL: C-2.c	\$	1,000
	SUBTOTAL: C-2	\$	8,500
3. BASE AND PAVING:			
a. AGGREGATE BASE CRS	90 TN @ \$13	\$	1,170
b. ASPHALT PAVING (Approach Shoulders only, at bridge):			
19 mm Superpave	15 Tons @ \$37	\$	555
25 mm Superpave	45 Tons @ \$33	\$	1,485
9.5 mm Superpave	10 Tons @ \$37	\$	370
Tack Coat	5 Gallons @ \$1	\$	5
	SUBTOTAL: C-3.b	\$	2,415
c. ASPHALT PAVING (Onsite detour):			
19 mm Superpave	Tons @ \$37	\$	-
25 mm Superpave	Tons @ \$33	\$	-
9.5 mm Superpave	Tons @ \$37	\$	-
Tack Coat	Gallons @ \$1	\$	-
d. AGGREGATE BASE CRS	TN @ \$13	\$	-
	SUBTOTAL: C-3.c	\$	-
e. OTHER (Leveling, Milling, etc.)			\$ 1000
f. AGGREGATE SURFACE COURSE	Tons @ \$19	\$	-
	SUBTOTAL: C-3	\$	4,585

4. EROSION CONTROL (Mainline)			
a. SILT FENCE			
1. TYPE A		LF @ \$3.5	\$ -
2. TYPE B		LF @ \$2.6	\$ -
3. TYPE C	400	LF @ \$5.3	\$ 2,120
			\$ -
b. RIP RAP		SF @ \$30	\$ -
c. PLASTIC FILTER FABRIC		SF @ \$5.8	\$ -
d. PERMANENT SOIL REINFORCING MAT	400	SY @ \$5	\$ 2,000
e. MULCH	10	TN @ \$433	4,330
f. PERMANENT GRASS	50	LB @ \$42	2,100
h. TEMPORARY GRASS	5	LB @ \$33	165
SUBTOTAL: C-4a			\$ 10,715
EROSION CONTROL (Detour)			
e. SILT FENCE			
1. TYPE A		LF @ \$3.5	\$ -
2. TYPE B		LF @ \$2.6	\$ -
3. TYPE C		LF @ \$5.3	\$ -
			\$ -
f. RIP RAP		SF @ \$30	\$ -
g. PLASTIC FILTER FABRIC		SF @ \$5.8	\$ -
h. PERMANENT SOIL REINFORCING MAT		SY @ \$5	\$ -
SUBTOTAL: C-4b			-
SUBTOTAL: C-4			\$ 10,715
5 TRAFFIC CONTROL			\$ 30000
CLEARING & GRUBBING			10000
SUBTOTAL: C-5			\$ 40,000
6. MISCELLANEOUS:			
a. LIGHTING			\$ -
b. SIGNING - MARKING			\$ 1000
c. GUARDRAIL			
W Beam	120	LF @ \$12	\$ 1,440
T Beam	120	LF @ \$40	\$ 4,800
Anchors	2	TYPE 12 ea @ \$1600	\$ 3,200
	2	TYPE 1 ea @ \$450	\$ 900
SUBTOTAL: C-6.c			\$ 10,340
d. SIDEWALK			\$ -
e. MEDIAN / SIDE BARRIER			\$ 5000
f. APPROACH SLABS (Mainline Only)	295	SY @ \$90	\$ 26,550
g. REMOVAL			
Bridges			\$ 50000
SUBTOTAL: C-6.g			\$ 50,000
h. Detour bridge		SF @ \$21	\$ -
SUBTOTAL: C-6			\$ 92,890
7. SPECIAL FEATURES			
SUBTOTAL: C-7			\$ -

<u>SUMMARY</u>	
A. RIGHT-OF-WAY	\$ 16,800
B. REIMBURSABLE UTILITIES	\$ -
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 697,500
2. GRADING AND DRAINAGE	\$ 8,500
3. BASE AND PAVING	\$ 4,585
4. EROSION CONTROL	\$ 10,715
5. LUMP ITEMS	\$ 40,000
6. MISCELLANEOUS	\$ 92,890
7. SPECIAL FEATURES	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 854,190
INFLATION (5% PER YEAR)	\$ 87,554
NUMBER OF YEARS	2
E. & C. (10%)	\$ 94,174
TOTAL CONSTRUCTION COST	\$ 1,035,919
**DETOUR COST (for information only)**	\$ 1,000
<b>GRAND TOTAL PROJECT COST</b>	<b>\$ 1,052,719</b>

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: BRST-074-2(40), PI 333177

COUNTY: Coweta

DATE: Jan 2003

ESTIMATED LETTING DATE: 2005

PREPARED BY: MSP

PROJECT LENGTH: 0.44

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

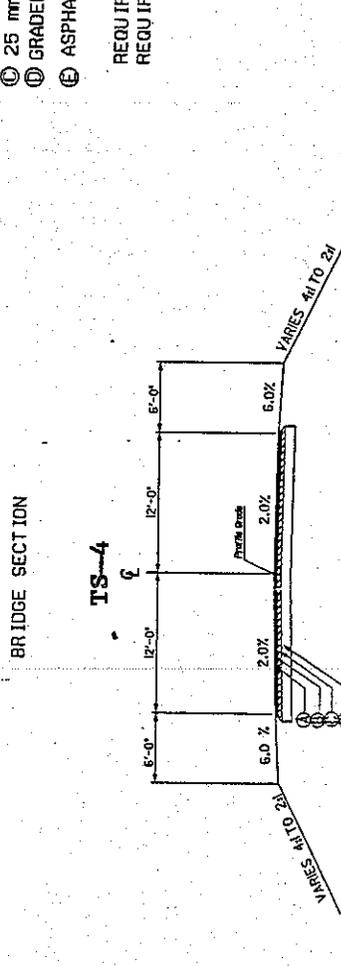
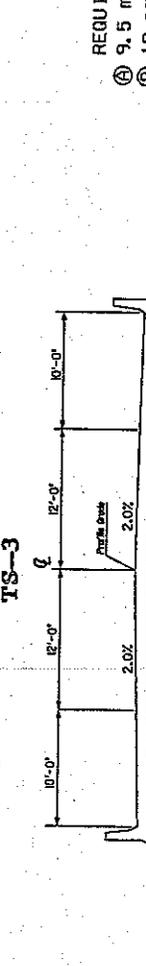
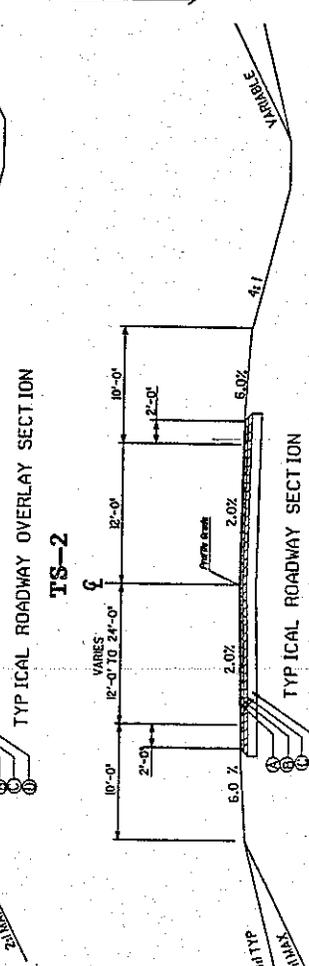
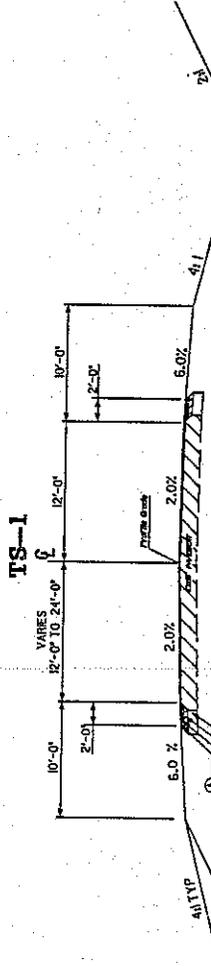
PROJECT COST		
<b>A. RIGHT-OF-WAY:</b>		
1. PROPERTY (LAND & EASEMENT) 140250 SF, 3.22 AC		\$ 140250
2. DISPLACEMENTS; RES: 0, BUS: 0, MH: 0		\$
3. OTHER COST (ADM/COST, INFLATION)		\$ 7,013
NUMBER OF YEARS	1	
	SUBTOTAL: A	\$ 147,263
<b>B. REIMBURSABLE UTILITIES:</b>		
1. RAILROAD		\$
2. TRANSMISSION LINES		\$
3. SERVICES (6 utility poles)		\$ 9000
	SUBTOTAL: B	\$ 9,000
<b>C. CONSTRUCTION:</b>		
<b>1. MAJOR STRUCTURES</b>		
a. BRIDGES (280' X 47.25' X \$75)	13230 SF @ \$75	992,250
		\$
	SUBTOTAL: C-1.a	\$ 992,250
b. OTHER		\$ -
		\$
	SUBTOTAL: C-1	\$ 992,250
<b>2. GRADING AND DRAINAGE:</b>		
<b>a. EARTHWORK (Mainline)</b>		
Borrow	12450 CY @ \$7.5	\$ 93,375
Excavation	1710 CY @ \$7.5	12,825
	SUBTOTAL: C-2a	\$ 106,200
<b>b. EARTHWORK (Detour)</b>		
Borrow	25715 CY @ \$	\$ 192,863
Excavation	5240 CY @ \$	39,300
	SUBTOTAL: C-2b	\$ 232,163

<b>c.. DRAINAGE</b>			
1) Side Drain Pipe	125 LF @ \$27	\$	3,375
2) Storm drain pipe	LF @ \$44	\$	-
3) Longitudinal System (incl. catch basins)	LF @ \$0	\$	-
4) Flared End Sections	6 EA @ \$318	\$	1,908
5) Perforated Underdrain	LF @ \$6	\$	-
6) Temporary Pipe Slope Drain	600 LF @ \$10	\$	6,000
	<b>SUBTOTAL: C-2.c</b>	\$	11,283
	<b>SUBTOTAL: C-2</b>	\$	<b>349,646</b>
<b>3. BASE AND PAVING:</b>			
a. AGGREGATE BASE CRS	3105 TN @ \$13	\$	40,365
<b>b. ASPHALT PAVING (Mainline &amp; Cross-Roads):</b>			
19 mm Superpave	580 Tons @ \$37	\$	21,460
25 mm Superpave	1520 Tons @ \$33	\$	50,160
9.5 mm Superpave	355 Tons @ \$37	\$	13,135
Tack Coat	530 Gallons @ \$1	\$	530
	<b>SUBTOTAL: C-3.b</b>	\$	85,285
<b>c. ASPHALT PAVING (Onsite detour):</b>			
19 mm Superpave	616 Tons @ \$37	\$	22,792
25 mm Superpave	1760 Tons @ \$33	\$	58,080
9.5 mm Superpave	378 Tons @ \$37	\$	13,986
Tack Coat	580 Gallons @ \$1	\$	580
d. AGGREGATE BASE CRS	3600 TN @ \$13	\$	46,800
	<b>SUBTOTAL: C-3.c</b>	\$	142,238
<b>e. OTHER (Leveling, Milling, etc.)</b>			
		\$	1000
f. AGGREGATE SURFACE COURSE	Tons @ \$19	\$	-
	<b>SUBTOTAL: C-3</b>	\$	<b>268,888</b>

4. EROSION CONTROL (Mainline)			
a. SILT FENCE			
1. TYPE A	800 LF @ \$3.5	\$	2,800
2. TYPE B	1150 LF @ \$2.6	\$	2,990
3. TYPE C	2100 LF @ \$5.3	\$	11,130
		\$	
b. RIP RAP	60 SF @ \$30	\$	1,800
c. PLASTIC FILTER FABRIC	60 SF @ \$5.8	\$	348
d. PERMANENT SOIL REINFORCING MAT	43990 SY @ \$5	\$	219,950
e. MULCH	125 TN @ \$433		54,125
f. PERMANENT GRASS	400 LB @ \$42		16,800
h. TEMPORARY GRASS	60 LB @ \$33		1,980
	SUBTOTAL: C-4a	\$	311,923
EROSION CONTROL (Detour)			
e. SILT FENCE			
1. TYPE A	500 LF @ \$3.5	\$	1,750
2. TYPE B	1050 LF @ \$2.6	\$	2,730
3. TYPE C	1300 LF @ \$5.3	\$	6,890
		\$	11,370
f. RIP RAP	120 SF @ \$30	\$	3,600
g. PLASTIC FILTER FABRIC	120 SF @ \$5.8	\$	696
h. PERMANENT SOIL REINFORCING MAT	SY @ \$5	\$	-
	SUBTOTAL: C-4b		27,036
	SUBTOTAL: C-4	\$	338,959
5 TRAFFIC CONTROL			\$ 30000
CLEARING & GRUBBING			10000
	SUBTOTAL: C-5	\$	40,000
6. MISCELLANEOUS:			
a. LIGHTING			\$
b. SIGNING - MARKING			\$ 3200
c. GUARDRAIL			
W Beam	2810 LF @ \$12	\$	33,720
T Beam	240 LF @ \$40	\$	9,600
Anchors	TYPE 12	4 ea @ \$1600	\$ 6,400
	TYPE 1	4 ea @ \$450	\$ 1,800
	SUBTOTAL: C-6.c	\$	51,520
d. SIDEWALK			\$
e. MEDIAN / SIDE BARRIER			\$ 5000
f. APPROACH SLABS (Mainline Only)	295 SY @ \$90	\$	26,550
g. REMOVAL			
Bridges		\$	50000
	SUBTOTAL: C-6.g	\$	50,000
h. Detour bridge	7200 SF @ \$21	\$	151,200
	SUBTOTAL: C-6	\$	287,470
7. SPECIAL FEATURES			
	SUBTOTAL: C-7	\$	-

<u>SUMMARY</u>		
A. RIGHT-OF-WAY		\$ 147,263
B. REIMBURSABLE UTILITIES		\$ 9,000
C. CONSTRUCTION		
1. MAJOR STRUCTURES		\$ 992,250
2. GRADING AND DRAINAGE		\$ 349,646
3. BASE AND PAVING		\$ 268,888
4. EROSION CONTROL		\$ 338,959
5. LUMP ITEMS		\$ 40,000
6. MISCELLANEOUS		\$ 287,470
7. SPECIAL FEATURES		\$ -
SUBTOTAL CONSTRUCTION COST		\$ 2,277,213
INFLATION (5% PER YEAR)		\$ 233,414
NUMBER OF YEARS	2	
E. & C. (10%)		\$ 251,063
TOTAL CONSTRUCTION COST		\$ 2,761,689
**DETOUR COST (for information only)**		\$ 553,637
<b>GRAND TOTAL PROJECT COST</b>		<b>\$ 2,917,952</b>

SLOPE	CUT	FILL
4:1	0'-4"	0'-10"
3:1	4'-6"	--
2:1	OVER 10'	OVER 10'



**ALLOWABLE RANGES TABLE**

FOR THIS PROJECT, CROSS SLOPES SHALL BE ADJUSTED TO "BEST FIT" EXISTING PAVEMENT VERTICAL CURVES IN THE FOLLOWING LIMITS:

SECTION WITH GRADES	SECTION WITH GRADES
0.5% OR GREATER	LESS THAN 0.5%
0.050 FEET - MINIMUM	0.015 FEET - MINIMUM
0.008 FEET - DESIRABLE	0.003 FEET - DESIRABLE
0.005 FEET - MAXIMUM	0.000 FEET - MAXIMUM

**A. APPROX. CROSS**

**B. SUPERELEVATION RATE**

S.E. RATE SHOWN BY PLANS OR IF RATE EXISTING IN FIELD, WHICHEVER IS GREATER.

**C. SUPERELEVATION TRANSITION LENGTH** (LENGTH FROM FLAT POINT TO FULL SE) (CORRESPONDING DIFFERENCE IN GRADE BETWEEN PIVOT POINT AND EDGE OF SHEET)

RATE OF CHANGE	MINIMUM	DESIRABLE	MAXIMUM
1:750	12500	15000	17500
0.5%	0.50%	0.50%	0.50%

LENGTH SHALL BE SET TO AVOID CREATING A FLAT BUTTER GRADE ON THE SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE POINT OF VERTICAL CURVE.

**D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES**

50% OF TRANSITION INSIDE CURVE - MINIMUM

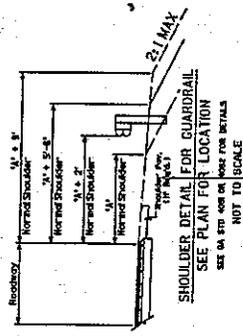
33% OF TRANSITION INSIDE CURVE - DESIRABLE

50% OF TRANSITION INSIDE CURVE - MAXIMUM

NOTE: CROSS SLOPE SHALL BE AT THE SAME RATE AS THE SE TRANSITION.

**E. SMOOTHING OF GRADES IN FIELD SHOULD BE AT BEGIN AND END OF TRANSITION**

SMOOTHING OF GRADES SHALL BE COMPLETED AT VERTICAL CURVE WITH A MINIMUM LEAD IN EACH DIRECTION TO THE SPEED DESIGN (110 MPH).



- REQUIRED PAVEMENT**
- Ⓐ 9.5 mm ASPHALTIC CONCRETE SUPERPAVE - 135 LB/SY
  - Ⓑ 19 mm RECYCLED ASPHALTIC CONCRETE SUPERPAVE-220 LB/SY
  - Ⓒ 25 mm RECYCLED ASPHALTIC CONCRETE SUPERPAVE-660 LB/SY
  - Ⓓ GRADED AGGREGATE BASE, 8"
  - Ⓔ ASPHALTIC CONCRETE LEVELING, AS REQ'D

REQUIRED SUPERPAVE MIX DESIGN: LEVEL B FOR ROADWAY SURFACE  
REQUIRED SUPERPAVE MIX DESIGN: LEVEL A FOR SHOULDER SURFACE

NOT TO SCALE

DATE	REVISIONS	DATE	REVISIONS

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 077-0030-0

Coweta

SUFF. RATING

51.95

## Location & Geography

\* Structure I.D.No: 077-0030-0  
 \* 200 Bridge Information 07  
 \* 6A Feature Int: LINE CREEK  
 \* 6B Critical Bridge: 0  
 \* 7A Route Number Carried: SR00074  
 \* 7B Facility Carried: SR 74  
 \* 9 Location: COWETA-FAYETTE CO LINE  
 \* 2 DOT District: 3  
 \* 207 Year Photo: 1999  
 \* 91 Inspection Frequency: 24 Date: 10/23/2001  
 \* 92A Fract Crit Insp Freq: 00 Date: 02/01/1901  
 \* 92B Underwater Insp Freq: 60 Date: 10/09/2001  
 \* 92C Other Spc. Insp Freq: 00 Date: 02/01/1901  
 \* 4 Place Code: 00000  
 \* 5 Inventory Route (O/U): 1  
 \* Type: 3  
 \* Designation: 1  
 \* Number: 00074  
 \* Direction: 0  
 \* 16 Latitude: 33-19.1 MMS Prefix: SR  
 \* 17 Longitud 84-31.4 MMS Suffix: 00 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: 771007400  
 \* 13B Sub-Inventory Route: 0  
 \* 101 Parallel Structure: N  
 \* 102 Direction of Traffic: 2  
 \* 264 Road Inventory Mile Post: 000.01  
 \* 208 Inspection Area: 03 Initials: BDH  
 \* Engineer's Initial: wss  
 \* Location I.D.No.: 077-00074D-000.000E

## Signs & Attachments

\* 104 Highway System: 0  
 \* 26 Functional Classification: 06  
 \* 204 Federal Route Type: F No.: 00742  
 \* 105 Federal Lands Highway: 0  
 \* 110 Truck Route: 0  
 \* 206 School Bus Route: 0  
 \* 217 Benchmark Elevation: 0000.00  
 \* 218 Datum: 0  
 \* 19 Bypass Length: 08  
 \* 20 Toll: 3  
 \* 21 Maintenance: 01  
 \* 22 Owner: 01  
 \* 31 Design Load: 2  
 \* 37 Historical Significance: 5  
 \* 205 Congressional District: 03  
 \* 27 Year Constructed: 1950  
 \* 106 Year Reconstructed: 0000  
 \* 33 Bridge Median: 0  
 \* 34 Skew: 00  
 \* 35 Structred Flared: 0  
 \* 38 Navigation Control: 0  
 \* 213 Special Steel Design: 0  
 \* 267 Type of Paint: 2  
 \* 42 Type of Service on: 1  
 \* Under: 5  
 \* 214 Movable Bridge: 0  
 \* 203 Type Bridge: A-O-M-O  
 \* 259 Pile Encasement: 3  
 \* 43 Structure Type Main: 3 02  
 \* 45 No. Spans Main: 005  
 \* 44 Structure Type Appr: 0 00  
 \* 46 No. Spans Appr: 0000  
 \* 226 Bridge Curve Horz: 0 Vert: 0  
 \* 111 Pier Protection: 0  
 \* 107 Deck Structure Type: 1  
 \* 108 Wearing Surface Type: 6  
 \* Membrane: 0  
 \* Protection: 0

225 Expansion Joint Type: 02  
 242 Deck Drains: 1  
 243 Parapet Location: 0  
 Height: 0.00  
 Width: 0.00  
 238 Curb: 1.10 1  
 239 Handrail: 1 1  
 \* 240 Median Barrier Rail: 0  
 241 Bridge Median Height: 0.00  
 Width: 0.00  
 \* 230 Guardrail Loc Dir Rear: 3  
 Fwd: 3  
 Oppo Dir Rear: 0  
 Fwd: 0  
 244 Approach Slab: 0  
 224 Retaining Wall: 0  
 233 Posted Speed Limit: 55  
 236 Warning Sign: 0  
 234 Delineator: 1  
 235 Hazard Boards: 1  
 237 Utilities Gas: 00  
 Water: 00  
 Electric: 00  
 Telephone: 22  
 Sewer: 00  
 247 Lighting Street: 0  
 Navigaion: 0  
 Aerial: 0  
 \* 248 County Continuity No.: 00

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 077-0030-0

Coweta

SUFF. RATING

51.95

## Programming Data

201 Project No.: F-2710 (2) CT.2  
 202 Plans Available: 4  
 249 Prop. Proj. No. BRST-074-2 (40)  
 250 Approval Status: 0000  
 251 P.I. No.: 333177-  
 252 Contract Date: 02/01/2005  
 260 Seismic No.: 00000  
 75 Type Work: 34 1  
 94 Bridge Imp. Cost \$ 194  
 95 Roadway Imp. Cos \$ 51  
 96 Total Imp Cost: \$ 335  
 76 Imp. Length: 000411  
 97 Imp. Year: 1990  
 114 Future ADT: 13950 Year: 2021

## Measurements

\* 29 ADT: 009300 Year: 2001  
 109 % Trucks: 15  
 \* 28 Lanes On: 02 Under: 00  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0040  
 \* 49 Structure Length: 200  
 51 Br. Rwdy. Width: 25.80  
 52 Deck Width: 31.80  
 \* 47 Tot. Horz. Cl: 25.80  
 50 Curb/Sewlk Width: 2.00/2.00  
 32 Approach Rdwy Width: 023  
 \* 229 Shoulder Width:  
 Rear Lt: 7.00 Type: 8 Rt: 7.00  
 Fwd Lt: 7.00 Type: 8 Rt: 7.00  
 Pavement Width:  
 Rear: 23.00 Type: 2  
 Fwd: 23.00 Type: 2  
 Intersection Rear: 0 Fwd: 0  
 36 Safety Features Br. Rail: 2  
 Transition: 2  
 App. G. Rail: 1  
 App. Rail End: 1  
 53 Minimum Cl. Over:  
 Under: N  
 \* 228 Min. Vertical Cl  
 Act. Odm Dir: 99 ' 99 "  
 Opp. Dir: 99 ' 99 "  
 Posted Odm. Dir: 00 ' 00 "  
 Opp. Dir: 00 ' 00 "  
 55 Lateral Undercl. Rt: N 99.90  
 56 Lateral Undercl. Lt: 0.00  
 \* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0  
 39 Nav Vert Cl: 000 Horz: 0000  
 116 Nav Vert Cl Closed: 000  
 245 Deck Thickness Main: 6.80  
 Deck Thick Approach: 0.00  
 246 Overlay Thickness: 1.50  
 212 Year Last Painted: Sup: 1994 Sub: 0000

## Ratings

65 Inventory Rating Method: 2  
 63 Inventory Rating Method: 2  
 66 Inventory Type: 2 Rating: 21  
 64 Operating Type: 2 Rating: 35  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 25 0  
 Type 3s2: 38 0  
 Timber: 36 0  
 Piggyback: 40 0  
 261 H Inventory Rating: 15  
 262 H Operating Rating: 21  
 67 Structural Evaluation: 4  
 58 Deck Condition: 6  
 59 Superstructure Condition: 7  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 7  
 60B Scour Condition: 6  
 60C Underwater Condition: 6  
 71 Waterway Adequacy: 8  
 61 Channel Protection Cond: 7  
 68 Deck Geometry: 2  
 69 UnderClr. Horz/Vert: N  
 72 Appr. Alignment: 8  
 62 Culvert: N

## Posting Data

70 Bridge Posting Required: 5  
 41 Struct Open, Posted, Cl: A  
 103 Temporary Structure: 0  
 232 Posted Loads H-Modified: 00  
 HS-Modified: 00  
 Type 3: 00  
 Types3s2: 00  
 Timber: 00  
 Piggyback: 00  
 253 Notification Date 02/01/1901  
 253 Fed Notify Date: 02/01/1901 0

## 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: 6  
 216 Water Depth: 09.0 Br. Height: 21.7  
 222 Slope Protection: 6  
 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: RM  
 \* 265 U/W Insp. Area: 1

\* Location I.D. No.: 077-00074D-000.00E

# TRANSPORTATION SYSTEMS DESIGN, INC.

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January 20, 2003

## Meeting Minutes

**RE:** BRST-074-2 (40), Coweta County  
PI No. 333177  
TSD No. 0108.05 WO #5

**Subject:** Concept Meeting

**Location:** GDOT District 3

Present:

Windy Bickers	Financial Management	404-463-5023	<a href="mailto:windy.bickers@dot.state.ga.us">windy.bickers@dot.state.ga.us</a>
Tom Queen	GDOT Dist. Plan & Prgm	706-646-6591	<a href="mailto:tom.queen@dot.state.ga.us">tom.queen@dot.state.ga.us</a>
Kim Brown	GDOT Dist. Utilities	706-646-6548	<a href="mailto:kim.brown@dot.state.ga.us">kim.brown@dot.state.ga.us</a>
Gene McKissick	GDOT Dist. Construction	706-646-6571	<a href="mailto:gene.mckissick@dot.state.ga.us">gene.mckissick@dot.state.ga.us</a>
Bill Maddox	Ga. Power Transmission	770-306-5760	<a href="mailto:lwmaddox@southernco.com">lwmaddox@southernco.com</a>
Leonard Garrett	GDOT R/W representative	770-647-3711	<a href="mailto:leonpaul@alltel.net">leonpaul@alltel.net</a>
John Moretto	GDOT Dist. Traffic Op.	706-646-6563	<a href="mailto:john.moretto@dot.state.ga.us">john.moretto@dot.state.ga.us</a>
Margie Pozin	TSD	770-396-4877	<a href="mailto:mpozin@tsdengineers.com">mpozin@tsdengineers.com</a>
Anna Shmukler	TSD	770-396-4877	<a href="mailto:ashmukler@tsdengineers.com">ashmukler@tsdengineers.com</a>

Minutes:

TSD opened the meeting with brief introductions and everyone present introduced themselves and their relationship to the project.

Margie continued with a brief description of the project and reviewed parts of the concept report for all present. She listed alternatives which were considered during concept preparation and described why the chosen concept won.

Windy noted that the cover sheet of our Concept Report says "Office of Financial Management" where it should say "Financial Management". TSD will make that change to the cover sheet.

TSD currently shows all property requirements as "required right-of-way", which may or may not end up being the case. We will be leaving that assumption in place until preliminary field plan review, at which time it can be decided what needs to be r/w and what needs to be easement. The Ga. Power right-of-way was of concern as it will suffer impacts and may require special treatment.

Power poles likely owned by Coweta-Fayette EMC exist along the northwest/upstream side of SR 74. These poles will likely suffer impacts due to the proposed improvements. GDOT may allow this utility to remain on GDOT right-of-way. This would negate additional costs associated with the purchase of new right-of-way for the utility, but would not negate the costs of moving the actual poles to their new location.

TSD will add Coweta-Fayette EMC to their list of utility owners in the area.

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### ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

□ 5591 Chamblee Dunwoody Road, Bldg. 1360, Suite 100, Atlanta, GA 30338 • (770) 396-4877 Fax: (770) 551-9427 •  
[tsd@tsdengineers.com](mailto:tsd@tsdengineers.com)

□ 471 Scenic Highway, Lawrenceville, GA 30045 • (770) 338-1147 Fax: (770) 338-1353 • [tsd\\_g@tsdengineers.com](mailto:tsd_g@tsdengineers.com)

# TRANSPORTATION SYSTEMS DESIGN, INC.

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We have noted in the Concept Report that an LGPA was sent to Coweta County in 1999, but was not yet signed. Tom said he would check on this to see if that is still the case.

For the purposes of the cost estimate, TSD currently shows the letting date of this project as 2007. Windy mentioned that her information shows otherwise, and the date should be revised to reflect a 2005 letting. We will confirm this with Otis and make revisions accordingly.

There was some confusion regarding the presence of two cost estimates. Some discussion on this topic was held with the entire group present, and the rest was held (between Financial Management and TSD) after the meeting adjourned. To clarify, the first estimate reflects the cost to construct the project. The second estimate reflects the cost to widen the existing bridge, without any improvements to the approach geometry. Since the bridge is not eligible for federal replacement BR funding, but does qualify for federal bridge widening funds (up to the estimated widening cost only), the dollar amount in the estimate for "widening only" is the portion of funding that can be recovered from federal bridge widening funds.

Some discussion was entertained on whether or not to superelevate the temporary detour. Given the close proximity of the reverse curves on the alignment, it is not likely that there will be enough room for superelevation transition. The decision was jointly made to eliminate superelevation from the temporary detour design.

TSD asked about temporary barrier vs. temporary guardrail along the shoulder of the detour. Gene advised us to go with the temporary barrier. He said he had never seen temporary guardrail used. And, as long as our shoulder was wide enough, the barrier would be fine. Our detour shoulder is proposed to be 6' wide. Gene said that was wide enough for barrier usage.

TSD asked if anyone had any environmental concerns. None were voiced. We confirmed that the project is expected to require a categorical exclusion (CE).

We were asked how we determined the length of the detour bridge, which in this case, is 200'. Margie explained that our bridge sub advised us that an upstream bridge, as it is in this case, needs to be as long as the existing bridge. Gene noted that the channel in that location appears to be narrower than the channel at the existing bridge location, so our 200' detour bridge ought to work. He mentioned having had previous problems with detour bridges which were not long enough, though he doesn't see that as a problem in this case.

Kim noted that the \$9000 cost to move 6 utility poles, under reimbursable utilities in the cost estimate, may not be enough, but we should leave that number in there for now.

Three sets of concept drawings were available for use at the meeting and for interested parties to keep for their records. Kim took one of the sets. The other two went back to the office with TSD.

Meeting was adjourned.

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## ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

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tsd@tsdengineers.com

□ 471 Scenic Highway, Lawrenceville, GA 30045 • (770) 338-1147 Fax: (770) 338-1353 • tsd\_g@tsdengineers.com

# NOTICE OF LOCATION AND DESIGN APPROVAL

**BRST-074-2(40), Coweta County**

**P. I. NUMBER 333177**

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

The date of location approval is \_\_\_\_\_.

The project is located in Coweta County on SR 74 over Line Creek on the Coweta-Fayette County Line. The project is located in Land District 1 (Coweta) and 6 (Fayette) in Land Lots 315 (Coweta) and 9 and 15 (Fayette).

The project consists of the replacement of the structurally deficient bridge on SR 74 over Line Creek. The proposed bridge structure will be built on existing location with a detour bridge to the southeast of the existing bridge.

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

Mr. Ken Crabtree – District 3, Area 6 Engineer  
Email address: ken.crabtree@dot.state.ga.us  
1107 Hogansville Road  
LaGrange, Georgia 30240  
706-845-4115

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

Mr. Brent Story, P.E.  
Office of Consultant Design  
Brent.Story@dot.state.ga.us  
No. 2 Capital Square  
Atlanta, Georgia 30334

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

# Department of Transportation State of Georgia

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## INTERDEPARTMENT CORRESPONDENCE

**FILE** BRST-074-2(40), Coweta County  
P.I. # 333177

**OFFICE** Environment/Location

**DATE** May 24, 2002

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**FROM** Harvey D. Keeper, State Environment/Location Engineer

**TO** James B. Buchan, P.E., State Consultant Design Engineer  
Attn. Otis Clark

**SUBJECT** Traffic Assignments for S.R. 74 @ Line Creek Coweta-Fayette Co. Line in  
Coweta County.

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

2000 AADT = 9350  
2007 AADT = 12600  
2027 AADT = 20700  
K = 10%  
D = 60%  
24 HR. T. = 15%  
S.U. = 6%  
COMB. = 9%

If you have any questions concerning this information please  
contact Abby Ebodaghe at (404) 699-4460.

HDK/AFE



W05

# Department of Transportation State of Georgia

J. TOM COLEMAN, JR.  
COMMISSIONER  
(404) 656-5206

HAROLD E. LINNENKOHL  
DEPUTY COMMISSIONER  
(404) 656-5212

FRANK L. DANCHETZ  
CHIEF ENGINEER  
(404) 656-5277

EAR MAHFUZ  
TREASURER  
(404) 656-5224

## INTERDEPARTMENT CORRESPONDENCE

May 22, 2002

**FROM:** Buddy Gratton, P.E., State Maintenance Engineer

**TO:** Otis Clark, Office of Consultant Design

**SUBJECT:** Bridge Replacement

**BRST-074-2(40) / Coweta**  
**Structure ID 077-0030-0**  
**Location ID 077-00074D-000.00E**  
**SR 74 over Line Creek**

This bridge was built in 1950 and consists of concrete bents, steel beam superstructure, and a concrete deck. The original design load capacity is H-15. The sufficiency rating on the structure is 52.0, and the bridge is classified as Functionally Obsolete and requires widening. However, in accordance with DOT policy 2405-1, we recommend that this bridge be replaced though due to unacceptable load capacity. Due to this criteria, no additional cost analysis or coring by the lab will be required. This bridge does not currently qualify for federal replacement BR funding but does qualify for federal bridge widening funds, which can be used toward replacement up to the estimated cost of widening. The remaining funds would have to come from another funding source.

If further information is required, please contact Brian Summers at (404) 635-8179.

BG/BKS

cc: Percy Middlebrooks

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: BRST-074-2(40)

County: Coweta

P.I. Number: 333177

Federal Route Number: N/A

State Route Number: 74 ✓

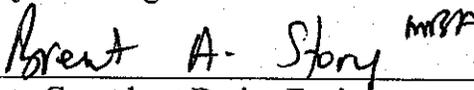
Recommendation for approval:

DATE 6-16-03

DATE 6-16-03



Project Manager



State Consultant Design Engineer

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 Program (STIP).

DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

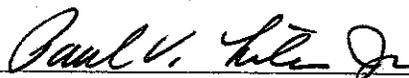
DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE 6-27-03



State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: BRST-074-2(40)  
County: Coweta  
P.I. Number: 333177

Federal Route Number: N/A  
State Route Number: 74

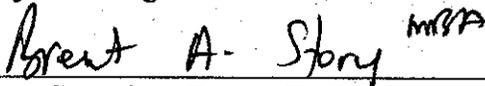
Recommendation for approval:

DATE 6-16-03

DATE 6-16-03



Project Manager



State Consultant Design Engineer

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DATE \_\_\_\_\_

Financial Management Administrator

DATE \_\_\_\_\_

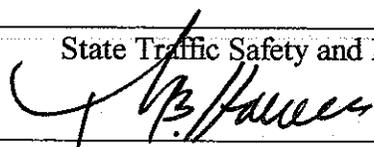
State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

6/23/03

DATE \_\_\_\_\_



District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge & Structural Design Engineer

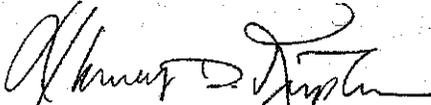
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

FILE: **P.I. No. 333177** OFFICE: Environment/Location

DATE: July 7, 2003

FROM:   
Harvey D. Keepler, State Environmental/Location Engineer

TO: Meg Pirkle, P.E., Assistant Division Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**  
BRST-074-2(40) – COWETA COUNTY

The above subject concept report has been reviewed. This office has no comments at this time.

If you have any questions, please contact me at (404) 699-4401.

HDK/rtt

Attachment

cc: David Mulling, P.E.  
Brent Story  
Jill Baur

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: BRST-074-2(40)  
County: Coweta  
P.I. Number: 333177

Federal Route Number: N/A  
State Route Number: 74

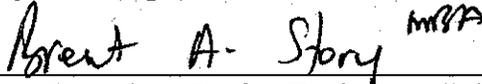
Recommendation for approval:

DATE 6-16-03

DATE 6-16-03



Project Manager



State Consultant Design Engineer

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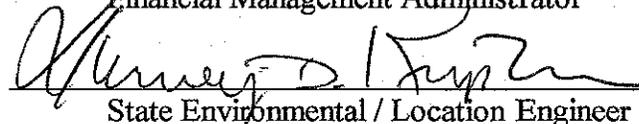
DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Financial Management Administrator

DATE 6/27/03



State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge & Structural Design Engineer

# Department of Transportation State of Georgia

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## INTERDEPARTMENTAL CORRESPONDENCE

File: BRST-074-2(40) / Coweta County  
P.I. No. 333177

Office: Traffic Safety & Design  
Atlanta, Georgia

Date: June 25, 2003

*PMA/sz*  
From: Phillip M. Allen, State Traffic Safety and Design Engineer  
To: Meg Pirkle, Assistant Director of Preconstruction

---

Subject: Project Concept Report Review

We have reviewed the above referenced concept report for the proposed bridge replacement on SR 74 over Line Creek in Coweta County.

The Office of Traffic Safety & Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area.

PMA/sz

Attachment (signature page)

Cc: Harvey Keepler, Environment/Location Engineer  
Brent Story, State Consultant Design Engineer  
Attention: Ted Cashin  
Thomas Howell, District Engineer – Thomaston  
Attention: David Millen, District Preconstruction Engineer  
David Mulling, Engineer Services, w/ attachment  
Joe Palladi, State Transportation Planning Administrator  
Paul Liles, State Bridge & Structural Design Engineer  
Kathy Bailey, TMC  
General Files  
Office Files

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: BRST-074-2(40)  
County: Coweta  
P.I. Number: 333177

Federal Route Number: N/A  
State Route Number: 74

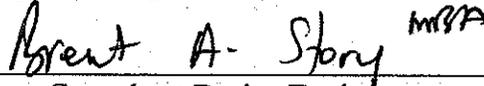
Recommendation for approval:

DATE 6-16-03

DATE 6-16-03



Project Manager



State Consultant Design Engineer

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State Transportation Planning Administrator

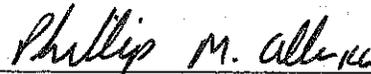
DATE \_\_\_\_\_

Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE 6-26-03



State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: BRST-074-2(40)

County: Coweta

P.I. Number: 333177

Federal Route Number: N/A

State Route Number: 74

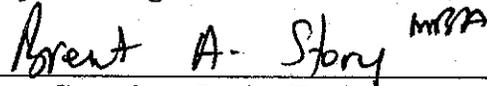
Recommendation for approval:

DATE 6-16-03

DATE 6-16-03



Project Manager



State Consultant Design Engineer

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DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

6/24/03  
DATE \_\_\_\_\_



DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge & Structural Design Engineer