

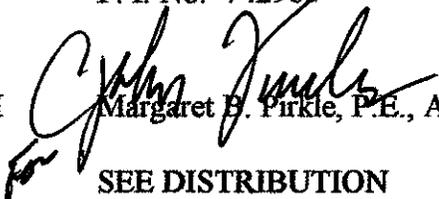
D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRST-1044(7) Fulton County **OFFICE** Preconstruction
P. I. No. 742985

DATE August 19, 2003

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

TO *For* 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 (file copy)
Paul Liles
Brent Story
Buddy Gratton
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE BRST-1044(7) Fulton County **OFFICE** Preconstruction
P.I. No. 742985

DATE August 6, 2003

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

TO Paul V. Mullins, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the replacement of a structurally deficient bridge on SR 154/Cascade-Palmetto Road over Bear Creek, 3.0 miles north of Palmetto, Georgia. The existing bridge, constructed in 1958, is load limited with a sufficiency rating of 63. 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 154 at this location is a rural two lane roadway with 12' travel lanes with rural shoulders. This section of SR 154 is functionally classified as a rural minor arterial. Traffic is projected to be 4,500 VPD and 7,000 VPD in the years 2008 and 2028 respectively. The posted speed and the design speed are 55 MPH.

The construction proposes to construct a new 200' x 44' concrete bridge over Bear 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 off-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)	BR \$680,000 STP \$360,000	\$759,000 \$665,000	LR	LR
Right-of-Way	\$21,000	\$ 21,000		
Utilities*	----	----		

*LGPA sent requesting Fulton County do utilities.

Frank L. Danchetz

Page 2

BRST-1044(7) Fulton

August 6, 2003

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR


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

APPROVE


Paul V. Mullins, P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

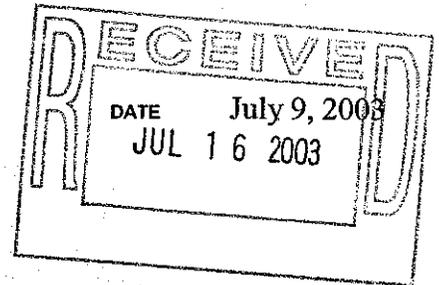
FILE **BRST-1044(7) Fulton County**
SR 154/Cascade-Palmetto over Bear Creek 3 mi N OF Palmetto
P.I. No. 742985-

OFFICE Atlanta

FROM Brent A. Story, State Consultant Design Engineer

B.A. Story (initials)

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).

Note: Because the existing bridge sufficiency rating exceeds 50, this project will require split funding.

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
- Buddy Gratton, District Engineer – Chamblee
- Paul Liles, State Bridge & Structural Engineer

BAS:MAH:EJC

cc: Transportation Systems Design, Inc.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN**

PROJECT CONCEPT REPORT

Project Number: BRST-1044(7)
County: Fulton
P.I. Number: 742985

Federal Route Number: N/A
State Route Number: 154

Recommendation for approval:

DATE 7-10-03

DATE 7-15-03



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 _____

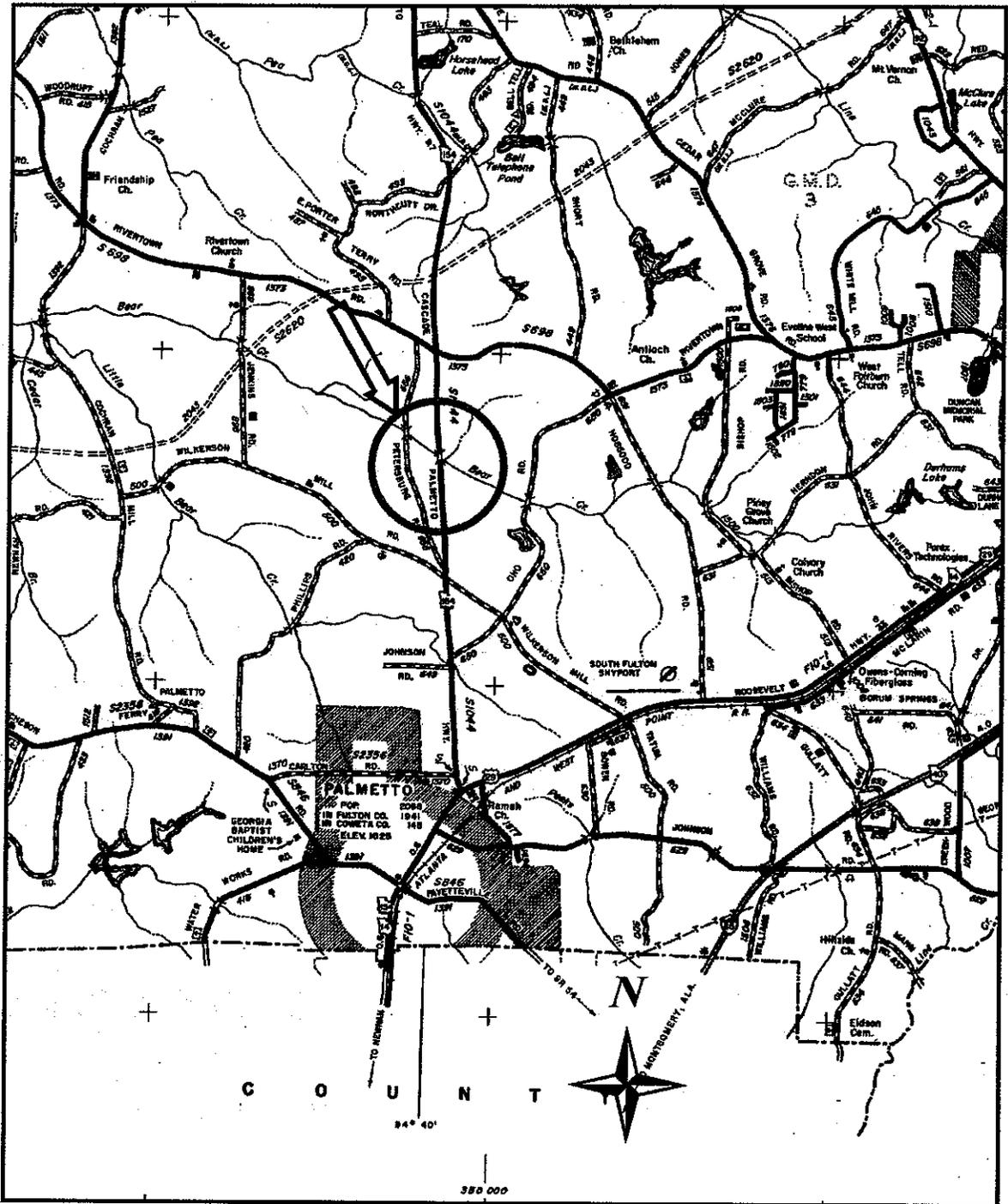
District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge & Structural Design Engineer



Scale: 1 inch = 1 mile

Location Map

Project: BRST-1044(7) Fulton County PI No.: 742985-

Description: SR 154/Cascade-Palmetto over Bear Creek 3 mi N OF Palmetto

Scale: 1 inch = 1 mile

PROJECT CONCEPT REPORT

Description of the proposed project: *The proposed project would consist of replacing the existing bridge and approaches on SR 154/Cascade-Palmetto over Bear Creek. The existing 2 lane bridge is 120 feet long and 29.1 feet wide and has 3 spans, each 40 feet in length. The proposed bridge will be 44 feet wide, consisting of two 12-foot lanes and two 10-foot shoulders. The proposed bridge is expected to be approximately 200 feet in length and have 5 spans, each approximately 40 feet long. The existing approach roadway has 2 lanes with rural shoulders on an existing right-of-way of 150 feet. The proposed approaches would consist of two 12-foot lanes and two 10-foot shoulders, 2 feet of which will be paved. An offsite detour utilizing Petersburg Rd to accommodate traffic during construction will be required. Additional right-of-way acquisition on both sides of the road is anticipated. The total length of the bridge and approaches is approximately 1450 feet (0.27 miles).*

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): 154

Traffic (AADT):

Current Year: (2008) 4500

Design Year: (2028) 7000

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: Varies 150'-160'
- Major structures:
 - 29.1' x 118' bridge over Bear Creek.
 - Structure ID: 121-0087-0 Sufficiency rating: 63.00
- Major interchanges or intersections along the project: N/A
- Existing length of roadway segment: 0.27 miles
- Road inventory mile post: 003.78

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: 55 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 from existing to 200'
 - Easements: Temporary(), Permanent(X), Utility(), Other().
 - Type of access control: Full(), Partial(), By Permit(X), Other().
 - Number of parcels: 2 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile Homes: 0
 - Other: 0
- Structures:
 - Bridges: *The proposed bridge will be approximately 200' long and 44' wide.*
 - Retaining Walls: *None*
- Major intersections and interchanges: N/A

Traffic control during construction: *An offsite detour utilizing Petersburg Rd.*

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)

- Design Variances: *None*
- Environmental Concerns: *Environmental study under way*

- Level of Environmental Analysis:
 - Are Time Saving Procedures Appropriate? Yes (X), No (X)
 - 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: *Owner to be determined*
 - Power: *Owner to be determined*
 - Water/Sewer: *Owner to be determined*
 - Cable TV: *Owner to be determined*

Project Responsibilities:

- Design: *Transportation Systems Design, Inc. (TSD)*
- Right of way acquisition: *GDOT*
- Relocation of utilities: *Fulton County is responsible for reimbursable utilities. LGPA signed 12-20-00.*
- Letting to contract: *GDOT*
- Supervision of construction: *GDOT*
- Providing material pits: *Contractor*
- Providing detours: *TSD, Inc. provides offsite detour plan.*

Coordination:

- Concept Meeting date(Minutes Attached): April 21, 2003
- P.A.R. meetings, dates, and results: *None anticipated*
- FEMA, USCG and/or TVA: *None anticipated*
- Public involvement: *To be determined.*
- 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>6</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 bridge on existing location and provide an offsite detour.*

Alternate 2 – *Permanently realign SR 154.*

Alternate 3 – *Replace the existing bridge on existing location and constructing a temporary detour bridge to the east/upstream side of the existing bridge centerline to handle traffic.*

Alternate 4 – *Replace the existing bridge on existing location and constructing a temporary detour bridge to the west/downstream side of the existing bridge centerline to handle traffic.*

Alternate 5 – *Replace the bridge on existing location using a triple 8’x10’ box culvert and provide an offsite detour.*

Alternate 6 – *Rehabilitate the existing bridge.*

Alternate 7 – *No build.*

Comments: *It is recommended to construct the proposed bridge on existing location and provide an offsite detour utilizing Petersburg Rd. This alternate is the most cost effective and it creates the least impacts to adjacent properties and it provides a smooth geometric alignment. Alternate 2 was not chosen as it would introduce unnecessary compound curves and create an undesirable roadway alignment. Alternate 3 and Alternate 4 were not chosen because it would require the acquisition of extra right of way and also lengthens the project. Alternate 6 and 7 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-1044(7)
P.I. Number: 742985
County: Fulton

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 > 50

NEED AND PURPOSE

PROJECT BRST-1044 (7), Fulton County PI No.742985 BRIDGE REPLACEMENT

This bridge was built in 1958 and consists of concrete bents, concrete T- beam superstructure, and a concrete deck. The original design load capacity is H-15. The sufficiency rating on the structure is 63.0, 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.

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: BRST-1044-(7), PI 742985

COUNTY: Fulton

DATE: 02.15.2003

ESTIMATED LETTING DATE: Jun-06

PREPARED BY: LT

PROJECT LENGTH: 0.27 mi

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

PROJECT COST			
A. RIGHT-OF-WAY:			
1. PROPERTY (LAND) & EASEMENT) 0.85 AC		\$	20000
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0		\$	
3. OTHER COST (ADM./COST, INFLATION)		\$	1,000
NUMBER OF YEARS	1		
	SUBTOTAL: A	\$	21,000
B. REIMBURSABLE UTILITIES:			
1. RAILROAD		\$	
2. TRANSMISSION LINES		\$	
3. SERVICES		\$	
	SUBTOTAL: B	\$	-
C. CONSTRUCTION:			
1. MAJOR STRUCTURES			
a. BRIDGES (200' X 47.25'X \$75)	9450 SF @ \$75		708,750
		\$	708,750
		\$	
	SUBTOTAL: C-1.a	\$	708,750
b. OTHER		\$	-
		\$	
	SUBTOTAL: C-1	\$	708,750
2. GRADING AND DRAINAGE:			
a. EARTHWORK (Mainline)			
Borrow	8819 CY @ \$7.5	\$	66,143
Excavation	7349 CY @ \$7.5		55,118
		\$	
	SUBTOTAL: C-2a	\$	121,260
b. EARTHWORK (Detour)			
Borrow	CY @ \$	\$	-
Excavation	CY @ \$		-
		\$	
	SUBTOTAL: C-2b	\$	-

c.. DRAINAGE			
1) Side Drain Pipe	44 LF @ \$27	\$	1,188
2) Storm drain pipe	LF @ \$44	\$	-
3) Longitudinal System (incl. catch basins)	LF @ \$0	\$	-
4) Flared End Sections	4 EA @ \$318	\$	1,272
5) Perforated Underdrain	LF @ \$6	\$	-
6) Temporary Pipe Slope Drain	394 LF @ \$10	\$	3,940
	SUBTOTAL: C-2.c	\$	6,400
	SUBTOTAL: C-2	\$	127,660
3. BASE AND PAVING:			
a. AGGREGATE BASE CRS	1096 TN @ \$13	\$	14,248
b. ASPHALT PAVING (Mainline & Cross-Roads):			
19 mm Superpave	266 Tons @ \$37	\$	9,842
25 mm Superpave	798 Tons @ \$33	\$	26,334
9.5 mm Superpave	262 Tons @ \$37	\$	9,694
Tack Coat	259 Gallons @ \$1	\$	259
	SUBTOTAL: C-3.b	\$	46,129
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	\$	61,377

4. EROSION CONTROL (Mainline)			
a. SILT FENCE			
1. TYPE A	1612 LF @ \$3.5	\$	5,642
2. TYPE B	LF @ \$2.6	\$	-
3. TYPE C	1000 LF @ \$5.3	\$	5,300
			\$
b. RIP RAP	150 SF @ \$30	\$	4,500
c. PLASTIC FILTER FABRIC	150 SF @ \$5.8	\$	870
d. PERMANENT SOIL REINFORCING MAT	5074 SY @ \$5	\$	25,370
e. MULCH	52 TN @ \$433	\$	22,516
f. PERMANENT GRASS	3.53 ac @ \$833	\$	2,940
h. TEMPORARY GRASS	1.77 ac @ \$417	\$	738
SUBTOTAL: C-4a			\$ 67,877
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			\$ 67,877
5. TRAFFIC CONTROL			\$ 30,000
CLEARING&GRUBBING			10,000
SUBTOTAL: C-5			\$ 40,000
6. MISCELLANEOUS:			
a. LIGHTING			\$
b. SIGNING - MARKING			\$ 4,000
c. GUARDRAIL			
W Beam	680 LF @ \$12	\$	8,160
T Beam	120 LF @ \$40	\$	4,800
Anchors	TYPE 12	2 ea @ \$1600	\$ 3,200
	TYPE 6	4 ea @ 350	\$ 1,400
	TYPE 1	2 ea @ \$450	\$ 900
SUBTOTAL: C-6.c			\$ 18,460
d. SIDEWALK			\$
e. MEDIAN / SIDE BARRIER			\$
f. APPROACH SLABS	293 SY @ \$90	\$	26,370
g. REMOVAL			20,000
Bridges			\$
SUBTOTAL: C-6.g			\$ 20,000
h. Improve Detour Intersections			\$ 26,900
SUBTOTAL: C-6			\$ 95,730
7. SPECIAL FEATURES			
SUBTOTAL: C-7			\$ -

SUMMARY	
A. RIGHT-OF-WAY	\$ 21,000
B. REIMBURSABLE UTILITIES	\$ -
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 708,750
2. GRADING AND DRAINAGE	\$ 127,660
3. BASE AND PAVING	\$ 61,377
4. EROSION CONTROL	\$ 67,877
5. LUMP ITEMS	\$ 40,000
6. MISCELLANEOUS	\$ 95,730
7. SPECIAL FEATURES	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 1,101,394
INFLATION (5% PER YEAR)	\$ 173,607
NUMBER OF YEARS	3
E. & C. (10%)	\$ 127,500
TOTAL CONSTRUCTION COST	\$ 1,402,501
DETOUR COST (for information only)	\$ 26,900
GRAND TOTAL PROJECT COST	\$ 1,423,501

PRELIMINARY COST ESTIMATE – BRIDGE WIDENING ONLY

(This estimate for funding purposes only.)

PROJECT NUMBER: BRST-1044(7)

COUNTY: Fulton

DATE: February, 2002

ESTIMATED LETTING DATE: Jun-06

PREPARED BY: LT

PROJECT LENGTH: 0.27

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

PROJECT COST			
A. RIGHT-OF-WAY:			
1. PROPERTY (LAND & EASEMENT), 0.4 AC		\$	10000
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0		\$	
3. OTHER COST (ADM/COST, INFLATION)		\$	500
NUMBER OF YEARS	1		
	SUBTOTAL: A		\$ 10,500
B. REIMBURSABLE UTILITIES:			
1. RAILROAD		\$	
2. TRANSMISSION LINES		\$	
3. SERVICES (4 utility poles)		\$	
	SUBTOTAL: B		\$ -
C. CONSTRUCTION:			
1. MAJOR STRUCTURES			
a. WIDEN BRIDGE FROM 24' TO 47.25' (LENGTH 118')	2743.5 SF @ \$150		411,525
		\$	
		\$	
	SUBTOTAL: C-1.a		\$ 411,525
b. OTHER		\$	-
		\$	
	SUBTOTAL: C-1		\$ 411,525
2. GRADING AND DRAINAGE:			
a. EARTHWORK (Mainline)			
Borrow (Appr. only for shldr imprvmnts)	5000 CY @ \$7.5	\$	37,500
Excavation	CY @ \$7.5		-
	SUBTOTAL: C-2a		\$ 37,500
b. EARTHWORK (Detour)			
Borrow	CY @ \$	\$	-
Excavation	CY @ \$		-
	SUBTOTAL: C-2b		\$ -

c.. DRAINAGE			
1) Side Drain Pipe	44 LF @ \$27	\$	1,188
2) Storm drain pipe	LF @ \$44	\$	-
3) Longitudinal System (incl. catch basins)	LF @ \$0	\$	-
4) Flared End Sections	4 EA @ \$318	\$	1,272
5) Perforated Underdrain	LF @ \$6	\$	-
6) Temporary Pipe Slope Drain	394 LF @ \$10	\$	3,940
	SUBTOTAL: C-2.c	\$	6,400
	SUBTOTAL: C-2	\$	43,900
3. BASE AND PAVING:			
a. AGGREGATE BASE CRS	120 TN @ \$13	\$	1,560
b. ASPHALT PAVING (Approach Shoulders only, at bridge):			
19 mm Superpave	29.3 Tons @ \$37	\$	1,084
25 mm Superpave	88 Tons @ \$33	\$	2,904
9.5 mm Superpave	18 Tons @ \$37	\$	666
Tack Coat	28 Gallons @ \$1	\$	28
	SUBTOTAL: C-3.b	\$	4,682
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.)			\$
f. AGGREGATE SURFACE COURSE	Tons @ \$19	\$	1,000
	SUBTOTAL: C-3	\$	7,242

4. EROSION CONTROL (Mainline)			
a. SILT FENCE			
1. TYPE A	LF @ \$3.5	\$	-
2. TYPE B	LF @ \$2.6	\$	-
3. TYPE C	800 LF @ \$5.3	\$	4,240
			\$
b. RIP RAP	SF @ \$30	\$	-
c. PLASTIC FILTER FABRIC	SF @ \$5.8	\$	-
d. PERMANENT SOIL REINFORCING MAT	400 SY @ \$5	\$	2,000
e. MULCH	11 TN @ \$433		4,763
f. PERMANENT GRASS	55 LB @ \$42		2,310
h. TEMPORARY GRASS	28 LB @ \$33		924
SUBTOTAL: C-4a			\$ 14,237
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			\$ 14,237
5 TRAFFIC CONTROL			\$ 30,000
CLEARING & GRUBBING			10,000
SUBTOTAL: C-5			\$ 40,000
6. MISCELLANEOUS:			
a. LIGHTING			\$
b. SIGNING - MARKING			\$ 1,000
c. GUARDRAIL			
W Beam	120 LF @ \$12	\$	1,440
T Beam	120 LF @ \$40	\$	4,800
Anchors	TYPE 12	2 ea @ \$1600	\$ 3,200
	TYPE 6	4 ea @ 350	\$ 1,400
	TYPE 1	2 ea @ \$450	\$ 900
SUBTOTAL: C-6.c			\$ 11,740
d. SIDEWALK			\$
e. MEDIAN / SIDE BARRIER			\$ 5,000
f. APPROACH SLABS (Mainline Only)	293 SY @ \$90	\$	26,370
g. REMOVAL			
Bridges			\$
SUBTOTAL: C-6.g			\$ -
h. Improve Detour Intersections			\$ 26,900
SUBTOTAL: C-6			\$ 71,010
7. SPECIAL FEATURES			
SUBTOTAL: C-7			\$ -

SUMMARY	
A. RIGHT-OF-WAY	\$ 10,500
B. REIMBURSABLE UTILITIES	\$ -
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 411,525
2. GRADING AND DRAINAGE	\$ 43,900
3. BASE AND PAVING	\$ 7,242
4. EROSION CONTROL	\$ 14,237
5. LUMP ITEMS	\$ 40,000
6. MISCELLANEOUS	\$ 71,010
7. SPECIAL FEATURES	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 587,914
INFLATION (5% PER YEAR)	\$ 92,670
NUMBER OF YEARS	3
E. & C. (10%)	\$ 68,058
TOTAL CONSTRUCTION COST	\$ 748,642
DETOUR COST (for information only)	\$
GRAND TOTAL PROJECT COST	\$ 759,142

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

ALLOWABLE RANGES TABLE

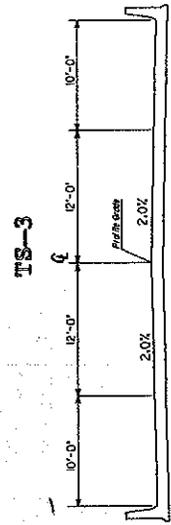
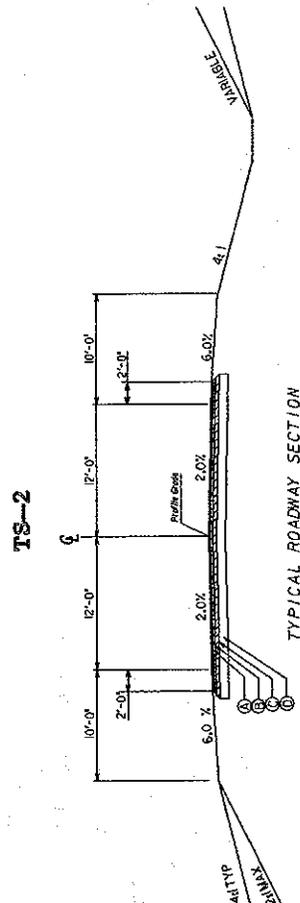
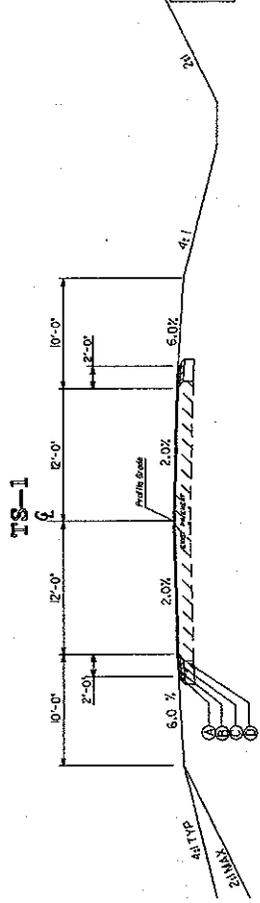
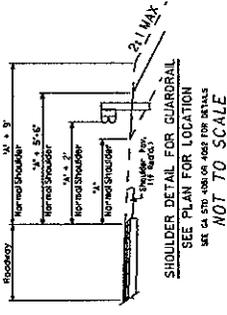
FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PARALLEL SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

- NORMAL CROWN
 - SECTION WITH SLOPES LESS THAN 0.5%: 0.000 FT/FT - ADJUSTABLE
 - SECTION WITH SLOPES 0.500 FT/FT - MAXIMUM
 - SECTION WITH SLOPES 0.000 FT/FT - MAXIMUM
- SUPERELEVATION RATE
 - S.E. RATE SLOPE OF PLUS OR BE AVOID EXISTING IN FIELD
 - MINIMUM IS 0.000
- SUPERELEVATION TRANSITION LENGTH (LENGTH FROM PAVEMENT TO FULL SE)
 - CONSIDERING DIFFERENCE IN CROSS SLOPES
 - MIN. RATE OF INCREASE
 - MIN. RATE OF DECREASE
- POSITIONING OF SUPERELEVATION TRANSITION LENGTH OF SIMPLE CURVES
 - BOX OF TRANSITION INSIDE CURVE - MAXIMUM
 - BOX OF TRANSITION INSIDE CURVE - MINIMUM
 - BOX OF TRANSITION INSIDE CURVE - WHOLE

NOTE: CROWN WARE-OUT SHALL BE AT THE SAME RATE AS THE BE TRANSITION.

EXPLANATION OF ABBREVIATIONS IN USE: MOVEABLE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPANIED BY VERTICAL CURVE WITH A MINIMUM LENGTH (10 FEET) EQUAL TO THE SPEED DESIGN (100 MPH).

A MINIMUM CLEAR ZONE OF 30' MUST BE MAINTAINED THROUGHOUT THE LENGTH OF THIS PROJECT



- REQUIRED PAVEMENT
- Ⓐ 9.5 mm ASPHALTIC CONCRETE SUPERPAVE -165 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

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF CONSULTANT TASK FORCE		DATE REVISIONS		DATE REVISIONS		DATE REVISIONS	
TRANSPORTATION SYSTEMS DESIGN, INC. ENGINEERS & SURVEYORS 2000 W. WINDYBROOK DRIVE ALPHARETTA, GA 30201 404-487-8877		STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF CONSULTANT TASK FORCE		DATE REVISIONS		DATE REVISIONS	
PROJECT BRST-10441(7)		COUNTY: FULTON		DATE: SH 1 OF 1		NOT TO SCALE	

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0087-0

Fulton Area 9

SUFF. RATING

63.00

Location & Geography

* Structure I.D.No: 121-0087-0

* 200 Bridge Information: 07

* 6A Feature Int: BEAR CREEK

* 6B Critical Bridge: 0

* 7A Route Number Carried: SR00154

* 7B Facility Carried: CASCADE-PALMETTO

* 9 Location: 3 MIN OF PALMETTO

* 2 DOT District: 7

* 207 Year Photo: 1999

* 91 Inspection Frequency: 24 Date: 02/21/2001

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

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

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

* 4 Place Code: 00000

* 5 Inventory Route (O/U): 1

Type: 3

Designation: 1

Number: 00154

Direction: 0

16 Latitude: 33-33.7

17 Longitud: 84-40.0 MP: 3.78

98 Border Bridge: 000 %Shared: 00

99 ID Number: 0000000000000000

* 100 STRAHNET: 0

12 Base Highway Network: 0

13A LRS Inventory Route:

13B Sub Inventory Route:

* 101 Parallel Structure: N

* 102 Direction of Traffic: 2

* 264 Road Inventory Mile Post: 003.78

* 208 Inspection Area: 09 Initials: DAS

Engineer's Initial:

* Location I.D. No.: 121-00154D-003.78N

Signs & Attachments

* 104 Highway System: 0

* 26 Functional Classification: 07

* 204 Federal Route Type: S No.: 01044

* 105 Federal Lands Highway: 0

* 110 Truck Route: 0

206 School Bus Route: 1

217 Benchmark Elevation: 0000.00

218 Datum: 0

* 19 Bypass Length: 02

* 20 Toll: 3

* 21 Maintenance: 01

* 22 Owner: 01

* 31 Design Load: 2

37 Historical Significance: 5

205 Congressional District: 05

27 Year Constructed: 1958

106 Year Reconstructed: 0000

33 Bridge Median: 0

34 Skew: 35

35 Structred Flared: 0

38 Navigation Control: 0

213 Special Steel Design: 0

267 Type of Paint: 0

* 42 Type of Service on: 1

214 Movable Bridge: 0

203 Type Bridge: Z-O-O-O

259 Pile Encasement: 3

* 43 Structure Type Main: 1 04

45 No. Spans Main: 003

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

M: 1

P: 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0087-0

Fulton Area 9

SUFF. RATING

63.00

Programming Data

201 Project No.: SP 1682 (4)
 202 Plans Available: 1
 249 Prop. Proj. No. BRST-1044 (7)
 250 Approval Status: 0000
 251 P.I. No.: 742985-
 252 Contract Date: 02/01/2006
 260 Seismic No.: 00000
 75 Type Work: 34 1
 94 Bridge Imp. Cost \$ 133
 95 Roadway Imp. Cos \$ 52
 96 Total Imp Cost: \$ 242
 76 Imp. Length: 000329
 97 Imp. Year: 1990
 114 Future ADT: 5100 Year: 2019

Measurements

* 29 ADT: 003400 Year: 1999
 109 % Trucks: 9
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 118
 * 49 Structure Length: 23.90
 51 Br. Rwdy. Width: 29.10
 52 Deck Width: 23.90
 * 47 Tot. Horz. Cl.: 2.00/2.00
 50 Curb/Sdewlk Width: 024
 32 Approach Rdwy Width:
 * 229 Shoulder Width: 6.00 Type: 8 Rt: 6.00
 Rear Lt: 6.00 Type: 8 Rt: 6.00
 Fwd Lt: 6.00 Type: 8 Rt: 6.00

Ratings

65 Inventory Rating Method: 2
 63 Inventory Rating Method: 2
 66 Inventory Type: 2 Rating: 21
 64 Operating Type: 2 Rating: 37
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 26 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 40 0

261 H Inventory Rating: 15
 262 H Operating Rating: 21
 67 Structural Evaluation: 5
 58 Deck Condition: 7
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: 8
 60C Underwater Condition: N
 71 Waterway Adequacy: 9
 61 Channel Protection Cond: 6
 68 Deck Geometry: 2
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: N

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: U
 216 Water Depth: 01.5 Br. Height: 19.4
 222 Slope Protection: 0
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0 Diver: ZZZ
 * 265 U/W Insp. Area: 0

Posting Data

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

* Location I.D. No.: 121-00154D-003.78N



Department of Transportation State of Georgia

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

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

EARL MAHFUZ
TREASURER
(404) 656-5224

INTERDEPARTMENT CORRESPONDENCE

May 22, 2002

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

TO: James B. Buchan, P.E., State Consultant Design Engineer
Attn: Ted Cashin

SUBJECT: Bridge Replacement

**BRST-1044 (7) / Fulton
Structure ID 121-0087-0
Location ID 121-00154D-003.78N
SR 154 over Bear Creek**

This bridge was built in 1958 and consists of concrete bents, concrete T- beam superstructure, and a concrete deck. The original design load capacity is H-15. The sufficiency rating on the structure is 63.0, 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

NOTICE OF LOCATION AND DESIGN APPROVAL

BRST-1044(7), Fulton County P. 1. NUMBER 742985

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 AUGUST 19, 2003.

The project is located in Fulton County on SR 154 /Cascade-Palmetto over the Bear Creek. The project is located in Land District 7 in Land Lots 72, 73.

The project consists of the replacement of the structurally deficient bridge on SR 154 over Bear Creek on its existing location.

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:

Area Engineer: Mr. Kevin Vinson
email: kevin.vinson@dot.state.ga.us
940 Virginia Avenue, Hapeville, GA 30354
Tel: (404) 559-6655
Fax: (404) 559-4928

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:

Brent Story, P.E.
Office of Consultant Design
Brent.Story@dot.state.ga.us
No. 2 Capital Square
Atlanta, Georgia 30334
404-463-6133

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

INTERDEPARTMENT CORRESPONDENCE

FILE BRST-1044(7), Fulton County **OFFICE** Environment/Location
P.I. # 742985
DATE February 27, 2002

FROM Harvey D. Keepler, State Environment/ Location Engineer

TO James B. Buchan, P.E., State Consultant Design Engineer.
Attn. Ted Cashin

SUBJECT S.R. 154/Cascade-Palmetto at Bear Creek 3 MI N of Palmetto in Fulton County.

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

2000 ADT = 3600
2008 ADT = 4500
2028 ADT = 7000
K = 11%
D = 60%
T = 8%
24 HOUR T. = 10%
S.U. = 5%
COMB. = 5%

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

HDK/AFE

TRANSPORTATION SYSTEMS DESIGN, INC.

April 21, 2003

Meeting Minutes

SR 154/Cascade-Palmetto Rd. Over Bear Creek

RE: BRST-1044(7)
PI No. 742985
TSD No. 0108.05 WO #7
Subject: Concept Meeting
Location: GDOT District 7

Present:

Wade Woodard	Dist 7 Utilities	770-986-1090	wade.woodard@dot.state.ga.us
Jerome Jackson	GDOT Survey	770-559-6657	jerome.jackson@dot.state.ga.us
Liza Barr	Dist 7 R/W	770-986-1255	liza.barr@dot.state.ga.us
Bobby Crawford	Dist 7 Preconstr	770-986-1050	robert.crawford@dot.state.ga.us
Rhonda Barnett	Dist 7 R/W	770-986-1295	barnett.rhonda@dot.state.ga.us
Harry Graham	Dist 7 Traffic Op	770-986-1277	harry.graham@dot.state.ga.us
Margie Pozin	TSD	770-396-4877	mpozin@tsdengineers.com
Dan Bodycomb	TSD	770-396-4877	dbodycomb@tsdengineers.com

Minutes:

Dan opened the meeting and introduced himself then the other people present introduced themselves as well.

Dan proceeded through the concept report and those present made comments along the way.

Bobby said an LPGA had not yet been acted on by Fulton County. One was requested back in July of 1999. The District sent a follow up request last week.

Bobby asked if a UST (underground storage tank) field investigation was included in our scope of work. After Dan said he would look into that, Rhonda and Harry said it was unlikely that would be required for this project since it was residential in nature.

Rhonda wanted to address the issue of public involvement. She asked if we had already had a public hearing, to which Dan replied we had not. Bobby agreed that if we are to have any kind of off site detour, we would require a public meeting, which would likely be coordinated by someone in his office. He said Otis will probably have to coordinate with the District Planning and Programming as well as Preconstruction offices when the time comes.

Dan continued on with the "alternates considered" section listed in the concept report. He briefly described each one. He went on to say that TSD is still considering alternate #6 (triple culvert). At the time the concept report was written, we did not yet have all the survey information available to us, and we have not ruled out the potential for a culvert in this location.

Bobby said the LPGA request may have to be redone to include the maintenance of the offsite detour, if we go with that alternate.

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

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

TRANSPORTATION SYSTEMS DESIGN, INC.

Harry asked what the sufficiency rating on the off site detour bridge was. He said we will need to know that number as well as whether not there are any improvements needed to utilize this route (Rivertown & Petersburg Roads) for trucks. He said the turning radii will probably require improvement. The costs of these improvements will need to be included on the revised cost estimates.

Harry also questioned the validity of the traffic counts. He explained that a growth factor was determined utilizing data from the past 3 years in that area, and asked that we reevaluate this growth factor using data from only the last 12 months since there has been a recent shift in the growth of single family developments in this area which may have impacts on traffic growth. Dan said we would request this reevaluation from GDOT.

Rhonda said the R/W estimate seemed low to her. Though Harry and Liza found the cost to be reasonable, Rhonda asked that we add another \$10,000 to the estimate for fencing, incidentals, and potential outsourcing of R/W acquisition.

Bobby asked where our unit costs for the bridge came from, and Dan told him our bridge sub supplied them to us.

Harry asked that we secure another unit cost from the GDOT bridge group for comparison, but go with the higher unit cost, which will probably be ours.

Wade asked if power lines will be effected by the project. He said we may have to purchase additional R/W for pole relocation.

Harry noted that the cost for traffic control \$40,000 seemed high since an off site detour would only require signing. He believes the State will have to maintain and improve the temporary detour route for the duration of its use and the County would then get that benefit of any improvements made.

Harry asked that we add a line in our concept cost estimate for 4-type 6 anchors (bridge attachments).

Jerome asked if we would require additional survey for potential improvements to be made to the off site detour. We will require survey for improvements to both termini of the detour. Harry said we'll need to investigate what improvements need to be made and utilize a minimum radius of 75'. Dan said we will have to coordinate any requests for additional survey through Otis.

Harry asked Bobby if this route had been identified as a potential future bike/ped route. Since Bobby did not know off the top of his head, Harry asked that we investigate that. [TSD, Inc. checks that out for each work order in the concept phase, and this project was not found to be included on a future bike/ped route.]

Rhonda asked again about including more money for R/W and Harry recommended she submit an estimate to us of what she thinks is reasonable.

Dan went on to explain the plan and profile sheet.

Harry wanted to verify our 100 year storm event to see if we needed to raise the grade of the bridge. Margie told Harry our bridge sub will provide us with that information and if we need to raise the grade for hydrologic or geometric reasons, we will.

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TRANSPORTATION SYSTEMS DESIGN, INC.

Harry asked about the first driveway on the project. Jerome said that D/W was not really being used. Margie noted that looking at the plans, this D/W should not present any problems as we are pretty much at existing grade at that point. If our bridge grade changes due to recommendations from our bridge sub and we have to chase the tie in points farther back, we will reevaluate this D/W and improve it as needed.

Harry recommended we tie our R/W to the property line rather than the existing R/W at the end of the project. This will make describing the required R/W a lot easier.

Bobby noted that he usually sees a uniform block of R/W around a bridge, allowing some additional room for maintenance personnel to access the bridge.

Harry asked what the current state of erosion/soil type is out there. He wanted us to be aware of any potential erosion problems ahead of time, but said that if there are no problems out there, not to worry about it. Jerome noted that it is grassy pastureland out there and he did not see any erosion problems to date.

Wade asked if we are moving any utility poles. We will find out when we get more info from the utility companies' marked up sets.

Harry asked about the USGS monitoring well located on the northwest side of the existing bridge. He asked what our level or environmental involvement is. Dan asked if this needs to be addressed in the concept report to which Harry replied it at least needs to be mentioned, in the environmental section.

Harry left for another meeting.

Jerome left the meeting.

Meeting was continued with a discussion of another project.

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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN

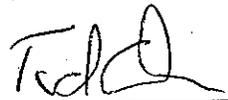
PROJECT CONCEPT REPORT

Project Number: BRST-1044(7)
County: Fulton
P.I. Number: 742985

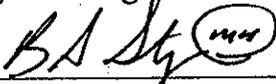
Federal Route Number: N/A
State Route Number: 154

Recommendation for approval:

DATE 7-10-03


Project Manager

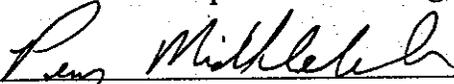
DATE 7-15-03


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

6/21/03
DATE

State Transportation Planning Administrator

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: BRST-1044(7)

County: Fulton

P.I. Number: 742985

Federal Route Number: N/A

State Route Number: 154

Recommendation for approval:

DATE 7-10-03

DATE 7-15-03

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 7/29/03

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: BRST-1044(7)

County: Fulton

P.I. Number: 742985

Federal Route Number: N/A

State Route Number: 154

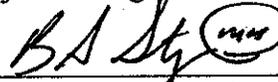
Recommendation for approval:

DATE 7-10-03

DATE 7-15-03



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

7-21-03

DATE _____


District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge & Structural Design Engineer