

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. M002434, Coweta-Fulton Counties **OFFICE** Preconstruction  
NHS-M002-00(434)  
I-85 Pavement Reconstruction **DATE** January 25, 2006

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

**TO** SEE DISTRIBUTION

**SUBJECT APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

MBP/cj

Attachment

**DISTRIBUTION:**

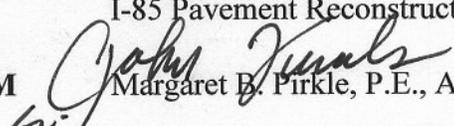
Brian Summers  
Harvey Keepler  
Ken Thompson  
Jamie Simpson  
Michael Henry  
Keith Golden  
Joe Palladi (file copy)  
Paul Liles  
Babs Abubakari  
Brent Story  
Thomas Howell  
Bryant Poole  
BOARD MEMBER  
FHWA

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. No. M002434, Coweta-Fulton Counties **OFFICE** Preconstruction  
 NHS-M002-00(434)  
 I-85 Pavement Reconstruction **DATE** January 3, 2006

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

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

**SUBJECT** PROJECT CONCEPT REPORT

This project is the concrete reconstruction of the existing pavement (lanes 2 and 3) and shoulders on I-85 from SR 34 to SR 74 for a total project length of 15 miles. The existing I-85 within the project length consists of three, 12' lanes in each direction with 12' inside shoulders, 12' outside shoulders (10' paved) and an approximately 16' depressed grass median. The existing right-of-way is typically 150' from the centerline on each side of the roadway. The project has a total of twelve (12) existing major structures with sufficiency ratings ranging from 81 to 96. State Route 403/I-85, a rural/urban principal arterial, is a primary corridor in west Georgia. The primary purpose of this project is the rehabilitation of the existing roadway to preserve the integrity, serviceability, and safety of the interstate system. The majority of the pavement within the project is in poor to fair condition. This condition will continue to deteriorate as traffic increases. The base year traffic (2005) is 82,200 VPD and the design year traffic (2025) is 122,000 VPD.

The construction proposes to replace one center and one outside lane in each direction along the existing roadway's six lane section. (The inside lane was added in the early 1990s in both directions and is in good condition.) The median will be paved and a permanent concrete median barrier will be added. The roadway will be striped for three lanes in each direction. The pavement design includes a 12" continuously reinforced concrete (CRC) pavement structure and full depth concrete shoulders. The design will also use a 12" graded aggregate base and a 3" asphalt concrete base. Vegetation removal will occur on both sides of the roadway 50' from the edge of pavement, and a guardrail replacement as needed along the 15-mile corridor. Additional right-of-way will not be required for the proposed project, and no work is anticipated to occur on the entry or exit ramps.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing open house is not required; time saving procedures are appropriate.

**It is recommended that this project be split into two separate projects. The first project will begin at SR 34 and extend to the Coweta-Fulton County line for a total length of 10.6 miles, and assume project number NHS-M002-00(434), Fulton County, P.I. No. M002434. The second project will begin at the Coweta-Fulton County line and extend to SR 74 for a total of 4.3 miles. The project number will be determined by the Office of Financial Management.**

David Studstill

Page 2

P. I. No. M002434, Coweta-Fulton

January 3, 2006

The estimated costs for these projects are:

**NHS-M002-00(434) Coweta County - 10.6 miles**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$106,902,000	\$150,641,000	L010	Lump
Right-of-Way & Utilities*	-0-	-0-		

**NHS-M002-00(xxx) Fulton County - 4.3 miles**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$43,478,000	-----	L010	Lump
Right-of-Way & Utilities*	-0-	-0-		

These projects will enhance safety along this portion of I-85. I recommend this project concept be approved.

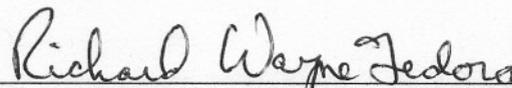
MBP:JDQ/cj

Attachment

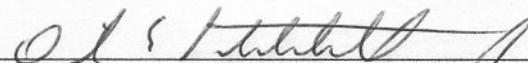
CONCUR

  
Buddy Gratton, P.E., Director of Preconstruction

APPROVE

  
for Robert M. Callan, Administrator, FHWA

APPROVE

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

## NOTICE OF LOCATION AND DESIGN APPROVAL

**Project No. NHS-M002-00(434), Coweta/Fulton Counties  
P.I. No. M002434**

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 the above project.

The date of location approval is JANUARY 25, 2006

This project is located in Coweta and Fulton Counties on Interstate 85/SR 403 from SR 34 to SR 74. It is located within the 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, and 9<sup>th</sup> land districts.

This project consists of concrete lane replacement of the two outside lanes in both directions.

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

Michael Lankford– District 7, Area 3 Engineer  
michael.lankford@dot.state.ga.us  
940 Virginia Avenue  
Hapeville, Georgia 30354  
(404) 559-4928

Kenneth Crabtree, Jr.– District 3, Area 6 Engineer  
ken.Crabtree@dot.state.ga.us  
1107 Hogansville Road  
LaGrange, Georgia 30241  
(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:

Andy Casey, P.E.  
Office of Road and Airport Design  
andy.casey@dot.state.ga.us  
No. 2 Capitol Square  
Atlanta, Georgia 30334  
404-656-5406

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

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

PROJECT CONCEPT REPORT

Project Number: NHS-M002-00(434)  
County: Coweta / Fulton  
P.I. Number: M002434

Federal Route Number: NH 851 (I-85)  
State Route Number: 403

Recommendation for approval:

DATE 11-30-05

C. Andy Carney  
Project Manager

DATE 11/30/05

Paul A. A.  
State Road and Airport Design Engineer

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

12/1/05  
DATE

Joseph P. Picchi  
State Transportation Planning Administrator

DATE

Office of Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

State Traffic Safety and Design Engineer

DATE

District 3 Engineer

DATE

District 7 Engineer

DATE

Project Review Engineer

*Note: opening additional lane after  
construction ends may be delayed  
due to network years (AQ conformity)*

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

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P.I. Number: M002434

Federal Route Number: NH 851 (I-85)  
State Route Number: 403

Recommendation for approval:

DATE 11-30-05

C. Andy Carey  
Project Manager

DATE 11/30/05

[Signature]  
State Road and Airport Design Engineer

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

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Transportation Planning Administrator

\_\_\_\_\_  
DATE

\_\_\_\_\_  
Office of Financial Management Administrator

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Environmental / Location Engineer

12-12-05

\_\_\_\_\_  
DATE

[Signature]  
State Traffic Safety and Design Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
District 3 Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
District 7 Engineer

\_\_\_\_\_  
DATE

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

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

PROJECT CONCEPT REPORT

Project Number: NHS-M002-00(434)  
County: Coweta / Fulton  
P.I. Number: M002434

Federal Route Number: NH 851 (I-85)  
State Route Number: 403

Recommendation for approval:

DATE 11-30-05

C. Andy Casey  
Project Manager

DATE 11/30/05

Burt A. A.  
State Road and Airport Design Engineer

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DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Office of Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District 3 Engineer

DATE 12/15/05

Bry Hood  
District 7 Engineer

DATE \_\_\_\_\_

Project Review Engineer

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

PROJECT CONCEPT REPORT

Project Number: NHS-M002-00(434)  
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DATE 11-30-05

C. Andy Carey  
Project Manager

DATE 11/30/05

Burt A. A.  
State Road and Airport Design Engineer

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DATE \_\_\_\_\_

State Transportation Planning Administrator

12-14-05

James J. J.  
Office of Financial Management Administrator

DATE \_\_\_\_\_

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District 3 Engineer

DATE \_\_\_\_\_

District 7 Engineer

DATE \_\_\_\_\_

Project Review Engineer

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

PROJECT CONCEPT REPORT

Project Number: NHS-M002-00(434)  
County: Coweta / Fulton  
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Federal Route Number: NH 851 (I-85)  
State Route Number: 403

Recommendation for approval:

DATE 11-30-05

C. Andy Carey  
Project Manager

DATE 11/30/05

Burt A. A.  
State Road and Airport Design Engineer

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

DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Office of Financial Management Administrator

12.14.05  
DATE \_\_\_\_\_

Thomas D. Dupree  
State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District 3 Engineer

DATE \_\_\_\_\_

District 7 Engineer

DATE \_\_\_\_\_

Project Review Engineer

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

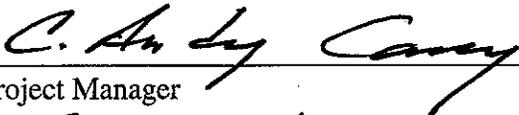
**PROJECT CONCEPT REPORT**

Project Number: NHS-M002-00(434)  
County: Coweta / Fulton  
P.I. Number: M002434

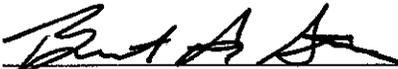
Federal Route Number: NH 851 (I-85)  
State Route Number: 403

Recommendation for approval:

DATE 11-30-05

  
Project Manager

DATE 11/30/05

  
State Road and Airport Design Engineer

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

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Transportation Planning Administrator

\_\_\_\_\_  
DATE

\_\_\_\_\_  
Office of Financial Management Administrator

\_\_\_\_\_  
DATE

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State Environmental / Location Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Traffic Safety and Design Engineer

\_\_\_\_\_  
DATE

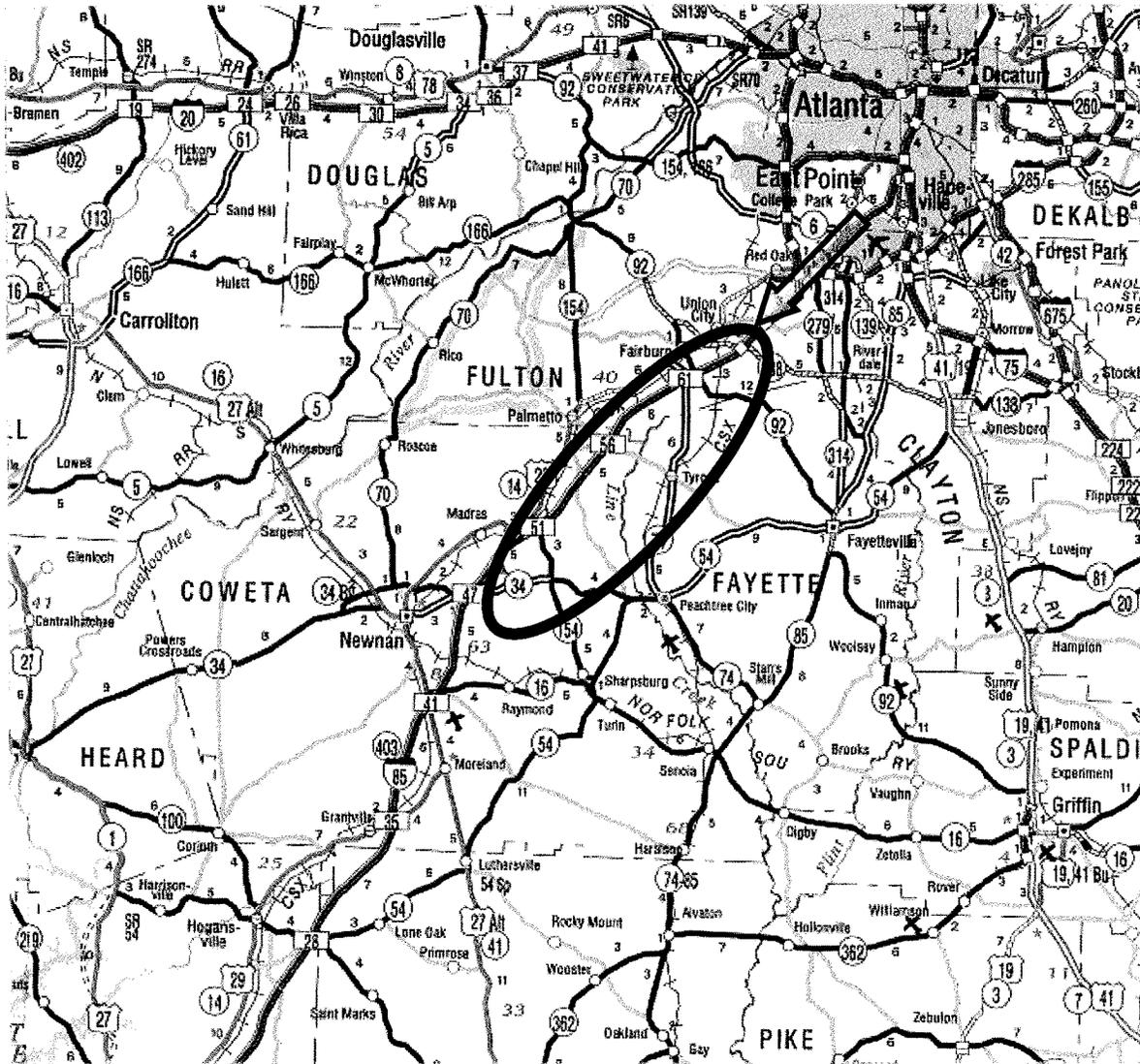
\_\_\_\_\_  
District 3 Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
District 7 Engineer

\_\_\_\_\_  
DATE

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



**Location Map**



**Project:** NHS-M002-00(434) Coweta/Fulton Counties **PI No.:** M002434

**Description:** I-85 Interstate Maintenance from SR 34 to SR 74

**PROJECT NHS-M002-00(434), Coweta/Fulton Counties**

**P.I. NO M002434 - I-85 Interstate Maintenance**

**From SR34 to SR 74**

Project Concept Report Page 4  
Project Number: NHS-M002-00(434)  
P.I. Number: M002434  
County: Coweta / Fulton

The project provides both independent utility and logical termini by improving operations and safety along I-85 between SR 34, an urban minor arterial, and SR 74, a urban principal arterial. The project is one of two that would improve pavement conditions on I-85 from SR 34 to 2.68 miles north of Flat Shoals Road (Project NHS-M002-00(407)). This project is adjacent to or along the same corridor as several other projects along I-85, SR 34, and SR 74 including Project STP-0005-00(904) that would install an advanced warning system southbound on I-85/SR 403 at the exist ramp to SR 74; Project CSNHA-0006-00(332) that would place an ATMS communications and surveillance system equipment from Camp Creek Parkway to SR 74; Project CSMSL-0006-00(460) that would place noise walls along I-85 from SR 154 to Collinsworth Road; Project IM-00MS(330) that would provide for safety upgrades at five locations along I-85 in Coweta County; Project CSSTP-0007-00(307) that will reconstruct SR 34 from I-85 to CR 1412/Lakeside Parkway in Coweta County; Project IM-85-1(356) that will reconstruct the southeastern quadrant exit ramp at I-85/SR 34; and Project MSL-0003-00(161) that will reconstruct I-85 from SR 14/US 29 to SR 34.

The project is in the Department's 2005-2007 Statewide Transportation Improvement Plan.

## PROJECT CONCEPT REPORT

**Description of the proposed project:** *The proposed project is located in Coweta/Fulton Counties on I-85 /SR 403. The work is to include concrete lane replacement of the two outside lanes (lanes 2 & 3) in both directions as well as replace shoulders to full depth. The median would be paved and a permanent concrete median barrier would be added.*

*It is proposed that the proposed project be split into two projects. The first project would begin at SR 34 and extend to the Coweta/Fulton County line for a length of 10.6 miles. The second project would begin at the Coweta/Fulton County line and extend to SR 74 for a length of 4.3 miles.*

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

**PDP Classification:** Major \_\_\_\_\_ Minor  X

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

**Functional Classification:** *Rural Principal Arterial in Coweta, Urban Principal Arterial in Fulton*

**U.S. Route Number(s):** I-85

**State Route Number(s):** 403

**Traffic (AADT):**

Current Year: (2005) 82,220

Design Year: (2025) 122,000

**Existing design features:**

- Typical Section: *Three - 12' travel Lanes with 12' inside shoulders (10' paved) and 12' outside shoulder (10' paved).*
- Posted Speed: 65 / 70 mph    65 mph in Fulton County, 70 mph in Coweta County
- Maximum degree of curvature: 1°00'00" (R=5729.58')
- Maximum grade: 3.00% Mainline      NA Driveways
- Width of right of way: 150' typical.
- Major structures: *Bridges*

- *Bridge on I-85 over SR 34 – Interchange*  
(Structure ID 077-0047-0 NB, 077-0048-0 SB)
- *Bridge on I-85 over Plantation*  
(Structure ID 077-5136-0 SB, 077-0049-0 NB)
- *Bridge over I-85 at SR 154 – Interchange*  
(Structure ID 077-5130-0)
- *Bridge over I-85 at Palmetto/Tyrone Rd*  
(Structure ID 077-0069-0)
- *Bridge over I-85 at Collingsworth Road – Interchange*  
(Structure ID 077-5137-0)
- *Bridge over I-85 at Johnson Rd*  
(Structure ID 121-0265-0)
- *Bridge over I-85 at Gullatt Rd*  
(Structure ID 121-0266-0)
- *Bridge over I-85 at Bohannon Rd*  
(Structure ID 121-0263-0)
- *Bridge over I-85 at SR 74 – Interchange*  
(Structure ID 121-0645-0 EB, 121-0069-0 WB)
- Existing length of roadway segment: +/- 14.7

Beginning mile log: +/- 46.5

Ending mile log +/- 61.2

### **Proposed Design Features:**

- Proposed typical section(s): *The proposed section laneage will remain the same as the existing. Three - 12' travel Lanes will be maintained with a 18' outside shoulder (12' paved). The median will be paved and a permanent concrete median barrier will be added.*
- Proposed Design Speed Mainline: 70 mph
- Proposed Maximum grade Mainline: 3.00% (exist) Maximum grade allowable: 4%
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: N/A
- Proposed Maximum degree of curve: 1°00'00" (R=5729.58') - exist
- Maximum degree allowable: 3°52'17" (R=1480)



- No ( )
- Environmental Assessment/Finding of No Significant Impact: Yes ( ),  
No (X)
  - Environmental Impact Statement (EIS): Yes ( ),  
No (X)
- Utility Involvements:
    - None anticipated
  - Utility owners on corridor
    - Power: Coweta-Fayette EMC, GA Power
    - Gas: Atlanta gas light Co., Transcontinental Gas Corp.
    - Water and Sewer: Coweta County

**Project Responsibilities:**

- Design: *Mulkey Engineers & Consultants*
- Right of way acquisition: *None*
- Relocation of utilities: *None*
- Letting to contract: *GDOT*
- Supervision of construction: *GDOT*
- Providing material pits: *Contractor*
- Providing detours: *None*

**Coordination:**

- P.A.R. meetings, dates, and results: *None*
- FEMA, USCG and/or TVA: *None*
- Public involvement: *None*
- Local government comments: *None*
- Other projects in the area: *None*
- Other coordination to date: *None*

**Scheduling – Responsible Parties’ Estimate**

Time to complete the environmental process:	<u>3</u> Months
Time to complete preliminary construction plans:	<u>2</u> Months
Time to complete right of way plans:	<u>NA</u> Months
Time to complete final construction plans:	<u>1</u> Months
Time to complete the purchase right-of-way:	<u>NA</u> Months
Other major items that will affect project schedule:	None

### **Traffic control Alternates considered:**

**Alternate 1** – Preferred Alternate. Closes in and full depth paves the median throughout the project. Staging would maintain 3 lanes each direction. A permanent concrete median barrier would be constructed and a full closed drainage design would accompany the closed in median. This additional pavement width to the inside would be striped out and not used. The newly constructed median would improve the safety for the maintenance crews by minimizing maintenance concerns associated with guardrail replacement and vegetation mowing within the existing median. The closed in median would provide additional safety by adding emergency refuge for vehicles and provide additional area for access of emergency vehicles. The full depth pavement and widened shoulders also provide a safer travel lane during construction staging. The proposed buildout would accommodate a future SOV lane or part of an HOV system (additional widening would be required). The estimated cost of Alternate 1 is \$151 million. (Combined) - (SR 34 to Coweta/Fulton Co line = \$107 million, Coweta/Fulton Co line to SR 74 = \$44 million)

**Alternate 2** – Maintaining 3 lanes each direction during construction from SR 74 (exit 61) to Collinsworth (exit 56). Contra-flow is utilized by placing 3 lanes in one direction plus a single reverse flow lane all on the same side of the centerline. Opposing vehicular flow is separated by temporary barrier. The other 2 travel lanes are maintained on the same side of the centerline as the construction and are separated from construction activities by a temporary concrete barrier.

**Alternate 2A** – South of Collinsworth (exit 56), provides 2 lanes each direction by adding a full width temporary shoulder on one side only. This section is staged by placing all 4 lanes on one side of the centerline leaving the other side fully available for construction. Opposing vehicular flow is separated by a temporary concrete barrier. Estimated cost for Alternate 1 plus Alternate 1A is \$113 million.

**Alternate 2B** - South of Collinsworth (exit 56), 2 lanes each direction are maintained by adding full width temporary shoulders to both sides of the roadway and separating traffic from construction activities with a temporary concrete barrier. Net width of the temporary pavement is greater than alternate 1, and no contra-flow is used. The estimated cost is \$5 million greater than alternate 1. The estimated cost for Alternate 1 plus Alternate 1B is \$118 million.

A comparison matrix of alternates is provided on the next page

### **Attachments:**

1. Comparison matrix of "Traffic Control Alternates"
2. Cost estimate for preferred Alternate 1 and 1 A
3. Cost estimates for Alternate 1 and 1 B, and Alternate 2
4. Typical sections,

Project Concept Report Page 10  
Project Number: NHS-M002-00(434)  
P.I. Number: M002434  
County: Coweta / Fulton

5. Bridge Inventory
6. Location and Design Notice
7. Preliminary Pavement Design
8. Traffic Counts
9. Accident Summary
10. Minutes from Initial Concept Team Meeting
11. Minutes from Concept Team Meeting

## TRAFFIC CONTROL ALTERNATES

Alternate	Cost	Advantages	Disadvantages	Brief Description	Estimated time of Construction
1	\$151 Million	<ul style="list-style-type: none"> <li>Improves safety on completed project as well as through construction</li> <li>Adds a permanent concrete median barrier</li> </ul>	<ul style="list-style-type: none"> <li>Cost</li> <li>Lengthens schedule to Letting</li> <li>Increased Construction time</li> </ul>	<ul style="list-style-type: none"> <li>Maintains 3 lanes each direction throughout project, adds permanent lanes in the median.</li> </ul>	<ul style="list-style-type: none"> <li>5 mile sect = 10 mo's</li> <li>5 mile sect = 10 mo's</li> <li>5 mile sect = 10 mo's</li> </ul>
2	\$113 Million	<ul style="list-style-type: none"> <li>3 lanes each direction maintained from SR 74 to Exit 56 (Collinsworth)</li> </ul>	<ul style="list-style-type: none"> <li>Utilizes single lane contra-flow from SR 74 to Exit 56 (Collinsworth). Will need PR campaign to educate drivers for contra-flow.</li> </ul>	<ul style="list-style-type: none"> <li>Maintains 3 lanes each direction SR 74 to Exit 56 (Collinsworth) using contra-flow.</li> </ul>	<ul style="list-style-type: none"> <li>SR 74 to Exit 56 (Collinsworth) = 9 months</li> </ul>
2 A	Included in 1	<ul style="list-style-type: none"> <li>Full width temp shoulder required on one side only</li> <li>Majority of construction south of Exit 56 (Collinsworth) in one direction can be accomplished w/o traffic</li> </ul>	<ul style="list-style-type: none"> <li>Both NB &amp; SB Traffic on one side of centerline – defies driver expectations</li> </ul>	<ul style="list-style-type: none"> <li>Maintains 2 lanes each direction on same side of centerline (contra-flow) from Exit 56 (Collinsworth) to SR 34.</li> </ul>	<ul style="list-style-type: none"> <li>Exit 56 (Collinsworth) to Exit 51 (SR 154) 5 mile section = 7 mo's</li> <li>Exit 51 (SR 154) to Exit 47 (SR 34) 5 mile section = 7 mo's</li> </ul>
2 B	Additional \$5 Million	<ul style="list-style-type: none"> <li>NB and SB lanes remain on their respective sides of the Centerline</li> </ul>	<ul style="list-style-type: none"> <li>Const cost increase of 5 million over alternate 1</li> <li>Requires adding temporary pavement to both sides of the roadway</li> <li>Construction work is closer to traveling public</li> </ul>	<ul style="list-style-type: none"> <li>Maintains 2 lanes each direction Exit 56 (Collinsworth) to SR 34.</li> </ul>	<ul style="list-style-type: none"> <li>Exit 56 (Collinsworth) to Exit 51 (SR 154) 5 mile section = 8 mo's</li> <li>Exit 51 (SR 154) to Exit 47 (SR 34) 5 mile section = 8 mo's</li> </ul>

**I-85 from SR 34 to SR 74, NHS-M002-00(434), Coweta/Fulton Counties**

**COST ESTIMATE FOR PREFERRED ALTERNATE 1  
SR 34 TO COUNTY LINE**

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: NHS-M002-00(434)

COUNTY: Coweta/Fulton

DATE: November 10, 2005

ESTIMATED LETTING DATE: June, 2006

PREPARED BY: MULKEY ENGINEERS & CONSULTANTS

PROJECT LENGTH: 10.6 Miles

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

<b>PROJECT COST</b>			
<b>A. RIGHT-OF-WAY:</b>			
1. PROPERTY (LAND & EASEMENT)			\$ 0
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0			\$ 0
3. OTHER COST (ADM./COST, INFLATION)			\$ 0
<b>SUBTOTAL: A</b>			\$ -
<b>B. REIMBURSABLE UTILITIES:</b>			
1. RAILROAD			\$ 0
2. TRANSMISSION LINES			\$ 0
3. SERVICES			\$ 0
<b>SUBTOTAL: B</b>			\$ -
<b>C. CONSTRUCTION:</b>			
1. MAJOR STRUCTURES			
a. BRIDGES			\$ 0
b. OTHER			
<b>SUBTOTAL: C-1</b>			\$ -
2. DRAINAGE			
1) Storm drain pipe	800	LF @ \$60	\$ 48,000
2) Safety End Sections	70	EA @ \$1300	\$ 91,000
3) Drop Inlets/Boxes	25	EA @ \$2800	\$ 70,000
4) Reconstruct Drop inlet	25	EA @ \$1800	\$ 45,000
5) Concrete Spillway, TP 1	35	EA @ \$1800	\$ 63,000
6) Concrete V Gutter	3000	LF @ \$15	\$ 45,000
7) 5001M structures	230	EA @ \$1600	\$ 368,000
<b>SUBTOTAL: C-2</b>			\$ <b>730,000</b>
3. BASE AND PAVING:			
a. GRADED AGGREGATE BASE	480000	TN @ \$14	\$ 6,720,000
b. ASPHALT PAVING			
12.5 mm Superpave	30000	TN @ \$46.5	\$ 1,395,000
19 mm Superpave	130100	TN @ \$51	\$ 6,635,100
25 mm Superpave	106200	TN @ \$38	\$ 4,035,600
<b>SUBTOTAL: C-3.b</b>			\$ 12,065,700

**COST ESTIMATE FOR PREFERRED ALTERNATE 1  
SR 34 TO COUNTY LINE**

c. BITUM TACK COAT	16445	GL@ \$1.1	18,090
d. RUMBLE STRIPS	0	GLM @ \$550	-
e. CONCRETE PAVEMENT			
plain conc. pvmnt 12" thick	621524	SY @ \$65.5	40,709,822
full depth slab replacement	1897	CY @ \$530	1,005,410
class "A" concrete	58	CY @ \$500	29,000
asphalt-rubber joint crack seal	157931	LF @ \$1.64	259,007
resealing roadway joints, TP A	438723	LF @ \$1.6	701,957
		SUBTOTAL: C-3.e	\$ 42,705,196
		SUBTOTAL: C-3	\$ <b>61,508,985</b>
4. EROSION CONTROL			
a. SILT FENCE			
1. TYPE A	0	LF @ \$	\$ -
2. TYPE B	3521	LF @ \$2	\$ 7,042
3. TYPE C	112685	LF @ \$3.1	\$ 349,324
4. MAINT. TYPE B	1760		2,200
4. MAINT. TYPE C	59864	LF @ \$1.5	89,796
		SUBTOTAL: C-4.a	\$ 448,362
b. FILTER FABRIC (under GAB)	438723	SY @ \$1.2	\$ 526,468
c. WOOD FIBER BLNKT, TP II SHLDRS	121867	SY @ \$0.65	79,214
d. GRASSING			
1. PERMANENT GRASSING	114	AC @ \$1000	114,000
2. LIQUID LIME	283	GL @ \$22	\$ 6,226
3. AGRICULTURAL LIME	75	TN @ \$62	\$ 4,650
4. FERTILIZER NITROGEN CONTENT	5700	LB @ \$1.8	\$ 10,260
5. FERTILIZER MIXED GRADE	25	TN @ \$235	5,875
		SUBTOTAL: C-4	\$ <b>1,195,054</b>
5. LUMP ITEMS			
a. GRADING COMPLETE			\$ 6,000,000
b. CLEARING (RURAL)			\$ \$610,000
			\$
		SUBTOTAL: C-5	\$ <b>6,610,000</b>
6. MISCELLANEOUS:			
a. LIGHTING			\$ 0
b. MARKING			\$
Changeable message sign, portable	10	EA @ \$25000	250,000
Thermoplastic			\$ -
Preformed plastic skip 8 in black white	42	GLM @ \$7000	294,000
Wet reflective preformed solid 10 in white	4280	LF @ \$4.6	19,688
Wet reflective preformed solid 5 in white	21	LNM @ \$10000	210,000
Wet reflective preformed solid 5 in yellow	21	LNM @ \$10000	210,000
Raised Pvmnt. Markers	36560	EA @ \$7.2	\$ 263,232
		SUBTOTAL: C-6.b	\$ 1,246,920
c. GUARDRAIL			

**COST ESTIMATE FOR PREFERRED ALTERNATE 1  
SR 34 TO COUNTY LINE**

W Beam		2800	LF @ \$14	\$	39,200
T Beam		200	LF @ \$50	\$	10,000
Double faced		715	LF @ \$13		9,295
Anchors	TYPE 1	42	EA @ \$450	\$	18,900
	TYPE 6	3	EA @ \$300		900
	TYPE 12	40	EA @ \$1500	\$	60,000
SUBTOTAL: C-6.c				\$	138,295
d. Precast concrete barrier		56350	LF @ \$152	\$	8,565,200
e. Concrete Barrier - permanent (tp 20 & 21)					5,371,328
f. TRAFFIC CONTROL					5,110,128
a. Temporary Sand Loaded Modules		145	EA @ \$550		79,750
b. Workzone law enforcement		3845	HR @ \$50		192,250
c. Impact Attenuator		2	EA @ \$15000		30,000
SUBTOTAL: C-6.f					5,382,128
g. REMOVAL					
Roadway Slabs		292500	SY @ \$22		6,435,000
SUBTOTAL: C-6.g				\$	6,435,000
h. OTHER				\$	0
SUBTOTAL: G-6.h				\$	
SUBTOTAL: C-6				\$	<b>27,138,871</b>
<b>SUMMARY</b>					
A. RIGHT-OF-WAY				\$	-
B. REIMBURSABLE UTILITIES				\$	-
C. CONSTRUCTION					
1. MAJOR STRUCTURES				\$	-
2. DRAINAGE				\$	730,000
3. BASE AND PAVING				\$	61,508,985
4. EROSION CONTROL				\$	1,195,054
5. LUMP ITEMS				\$	6,610,000
6. MISCELLANEOUS				\$	27,138,871
7. SPECIAL FEATURES				\$	
SUBTOTAL CONSTRUCTION COST				\$	97,182,910
INFLATION (5% PER YEAR)				\$	-
NUMBER OF YEARS		0			
E. & C. (10%)				\$	9,718,291
TOTAL CONSTRUCTION COST				\$	<b>106,901,201</b>
<b>GRAND TOTAL PROJECT COST</b>				\$	<b>106,901,201</b>

**COST ESTIMATE FOR PREFERRED ALTERNATE 1  
COUNTY LINE TO SR 74**

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: NHS-M002-00(434)

COUNTY: Coweta/Fulton

DATE: November 10, 2005

ESTIMATED LETTING DATE: June, 2006

PREPARED BY: MULKEY ENGINEERS & CONSULTANTS

PROJECT LENGTH: 4.3 Miles

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

<b>PROJECT COST</b>			
<b>A. RIGHT-OF-WAY:</b>			
1. PROPERTY (LAND & EASEMENT)			\$ 0
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0			\$ 0
3. OTHER COST (ADM./COST, INFLATION)			\$ 0
<b>SUBTOTAL: A</b>			\$ -
<b>B. REIMBURSABLE UTILITIES:</b>			
1. RAILROAD			\$ 0
2. TRANSMISSION LINES			\$ 0
3. SERVICES			\$ 0
<b>SUBTOTAL: B</b>			\$ -
<b>C. CONSTRUCTION:</b>			
1. MAJOR STRUCTURES			
a. BRIDGES			\$ 0
b. OTHER			
<b>SUBTOTAL: C-1</b>			\$ -
2. DRAINAGE			
1) Storm drain pipe	290	LF @ \$60	\$ 17,400
2) Safety End Sections	26	EA @ \$1300	\$ 33,800
3) Drop Inlets/Boxes	8	EA @ \$2800	\$ 22,400
4) Reconstruct Drop inlet	8	EA @ \$1800	\$ 14,400
5) Concrete Spillway, TP 1	13	EA @ \$1800	\$ 23,400
6) Concrete V Gutter	866	LF @ \$15	\$ 12,990
7) 5001M structures	93	EA @ \$1600	\$ 148,800
<b>SUBTOTAL: C-2</b>			\$ <b>273,190</b>
3. BASE AND PAVING:			
a. GRADED AGGREGATE BASE	192440	TN @ \$14	\$ 2,694,160
b. ASPHALT PAVING			
12.5 mm Superpave	12200	TN @ \$46.5	\$ 567,300
19 mm Superpave	52800	TN @ \$51	\$ 2,692,800
25 mm Superpave	42888	TN @ \$38	\$ 1,629,744
<b>SUBTOTAL: C-3.b</b>			\$ 4,889,844

**COST ESTIMATE FOR PREFERRED ALTERNATE 1  
COUNTY LINE TO SR 74**

c. BITUM TACK COAT	6672	GL @ \$1.1	7,339
d. RUMBLE STRIPS	0	GLM @ \$550	-
e. CONCRETE PAVEMENT			
plain conc. pvmnt 12" thick	252140	SY @ \$65.5	16,515,170
full depth slab replacement	770	CY @ \$530	408,100
class "A" concrete	24	CY @ \$500	12,000
asphalt-rubber joint crack seal	64070	LF @ \$1.64	105,075
resealing roadway joints, TP A	177980	LF @ \$1.6	284,768
SUBTOTAL: C-3.e			\$ 17,325,113
SUBTOTAL: C-3			\$ <b>24,916,456</b>
4. EROSION CONTROL			
a. SILT FENCE			
1. TYPE A	0	LF @ \$	\$ -
2. TYPE B	1430	LF @ \$2	\$ 2,860
3. TYPE C	45715	LF @ \$3.1	\$ 141,717
4. MAINT. TYPE B	715		894
4. MAINT. TYPE C	24286	LF @ \$1.5	36,429
SUBTOTAL: C-4.a			\$ 181,899
b. FILTER FABRIC (under GAB)	177981	SY @ \$1.2	\$ 213,577
c. WOOD FIBER BLNKT, TP II SHLDRS	49440	SY @ \$0.65	32,136
d. GRASSING			
1. PERMANENT GRASSING	47	AC @ \$1000	47,000
2. LIQUID LIME	115	GL @ \$22	\$ 2,530
3. AGRICULTURAL LIME	31	TN @ \$62	\$ 1,922
4. FERTILIZER NITROGEN CONTENT	2299	LB @ \$1.8	\$ 4,138
5. FERTILIZER MIXED GRADE	10	TN @ \$235	2,350
SUBTOTAL: C-4			\$ <b>485,553</b>
5. LUMP ITEMS			
a. GRADING COMPLETE			\$ 2,450,000
b. CLEARING (RURAL)			\$ 247,000
SUBTOTAL: C-5			\$ <b>2,697,000</b>
6. MISCELLANEOUS:			
a. LIGHTING			\$ 0
b. MARKING			
Changeable message sign, portable	4	EA @ \$25000	100,000
Thermoplastic			\$ -
Preformed plastic skip 8 in black white	17	GLM @ \$7000	119,000
Wet reflective preformed solid 10 in white	1731	LF @ \$4.6	7,963
Wet reflective preformed solid 5 in white	9	LNM @ \$10000	90,000
Wet reflective preformed solid 5 in yellow	9	LNM @ \$10000	90,000
Raised Pvmnt. Markers	14831	EA @ \$7.2	\$ 106,783
SUBTOTAL: C-6.b			\$ 513,746
c. GUARDRAIL			

**COST ESTIMATE FOR PREFERRED ALTERNATE 1  
COUNTY LINE TO SR 74**

W Beam		10332	LF @ \$14	\$	144,648
T Beam		58	LF @ \$50	\$	2,900
Double faced		289	LF @ \$13		3,757
Anchors	TYPE 1	16	EA @ \$450	\$	7,200
	TYPE 6	1	EA @ \$300		300
	TYPE 12	16	EA @ \$1500	\$	24,000
SUBTOTAL: C-6.c				\$	182,805
d. Precast concrete barrier		22900	LF @ \$152	\$	3,480,800
e. Concrete Barrier - permanent (tp 20 & 21)					2,179,034
f. TRAFFIC CONTROL					2,073,071
a. Temporary Sand Loaded Modules		60	EA @ \$550		33,000
b. Workzone law enforcement		1559	HR @ \$50		77,950
c. Impact Attenuator		2	EA @ \$15000		30,000
SUBTOTAL: C-6.f					2,184,021
g. REMOVAL					
Roadway Slabs		118750	SY @ \$22		2,612,500
SUBTOTAL: C-6.g				\$	2,612,500
h. OTHER				\$	0
SUBTOTAL: G-6.h				\$	
SUBTOTAL: C-6				\$	<b>11,152,906</b>
<b>SUMMARY</b>					
A. RIGHT-OF-WAY				\$	-
B. REIMBURSABLE UTILITIES				\$	-
C. CONSTRUCTION					
1. MAJOR STRUCTURES				\$	-
2. DRAINAGE				\$	273,190
3. BASE AND PAVING				\$	24,916,456
4. EROSION CONTROL				\$	485,553
5. LUMP ITEMS				\$	2,697,000
6. MISCELLANEOUS				\$	11,152,906
7. SPECIAL FEATURES				\$	
SUBTOTAL CONSTRUCTION COST				\$	39,525,104
INFLATION (5% PER YEAR)				\$	-
NUMBER OF YEARS		0			
E. & C. (10%)				\$	3,952,510
TOTAL CONSTRUCTION COST				\$	<b>43,477,615</b>
<b>GRAND TOTAL PROJECT COST</b>				\$	<b>43,477,615</b>

# COST ESTIMATE FOR ALTERNATE 2 AND 2A

## I-85 Maintenance

**Project No.:** NHS-M002-0  
**PI No.** M002434  
**Quantities by:** KRM  
**Date:** 10/17/2005  
**Revised:**

**Alternate 2 and 2A - Maintain 3 lanes SR 74 to Collinsworth, 4 lanes all SB then 4 lanes NB**

	quantity	unit		cost/unit	Total
Barrier - temporary	79200	lf	@	\$152	\$12,038,400
Clearing	-	-	@	-	\$854,100
Conc Class A	Locations	cy	@	\$500	\$27,716
Drainage	-	-	@	-	\$630,000
Erosion Blanket-wood fiber	171307	sy	@	\$0.65	\$111,349
Filter Fabric	616704	sy	@	\$1.20	\$740,045
GAB 12"	489808	tn	@	\$14	\$6,857,312
Grading complete	-	ls	@	-	\$6,570,000
Grassing	-	-	@	-	\$154,236
Guardrail	-	-	@	-	\$632,200
Impact attenuator	2	ea	@	\$15,000	\$30,000
Joints	-	-	@	-	\$1,350,806
Message signs	14	ea	@	\$25,000	\$350,000
Paving - conc	616704	sy	@	\$66	\$40,394,112
Paving - asph 12mm 1.5"	24989	tn	@	\$47	\$1,161,979
Paving - asph 19mm 3" & 4"	148265	tn	@	\$51	\$7,561,505
Paving - asph 25mm 8"	99955	tn	@	\$38	\$3,798,298
Pavement markers	51392	ea	@	\$7.20	\$370,022
Road Slab Removal	411136	sy	@	\$22	\$9,044,992
Road slab replacement	2667	cy	@	\$530	\$1,413,333
Sand loaded modules	100	ea	@	\$550	\$55,000
Silt Fence	-	-	@	-	\$594,268
Striping			@		\$1,020,400
Tack Coat	15549	gl	@	\$1.1	\$17,103
Traffic Control	-	-	@	-	\$6,883,900
Traffic control - enforcement	4800	hr	@	\$50	\$240,000

Sub-Total	\$102,901,076
e&c (10%)	<u>\$10,290,108</u>
total	\$113,191,184

# COST ESTIMATE FOR ALTERNATE 2 AND 2B

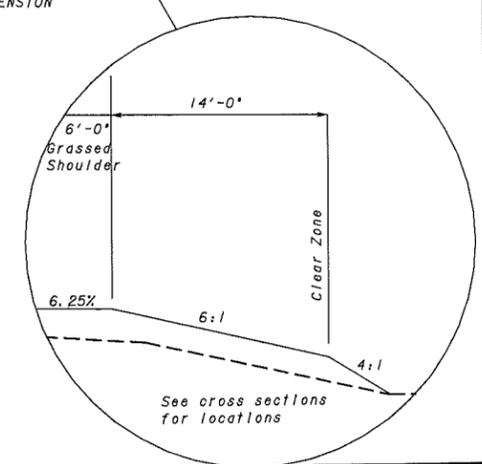
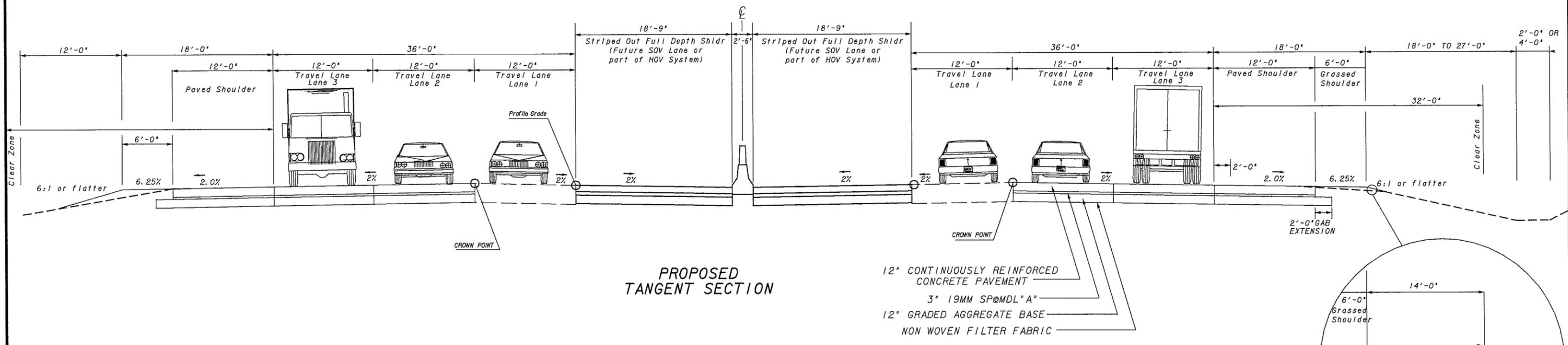
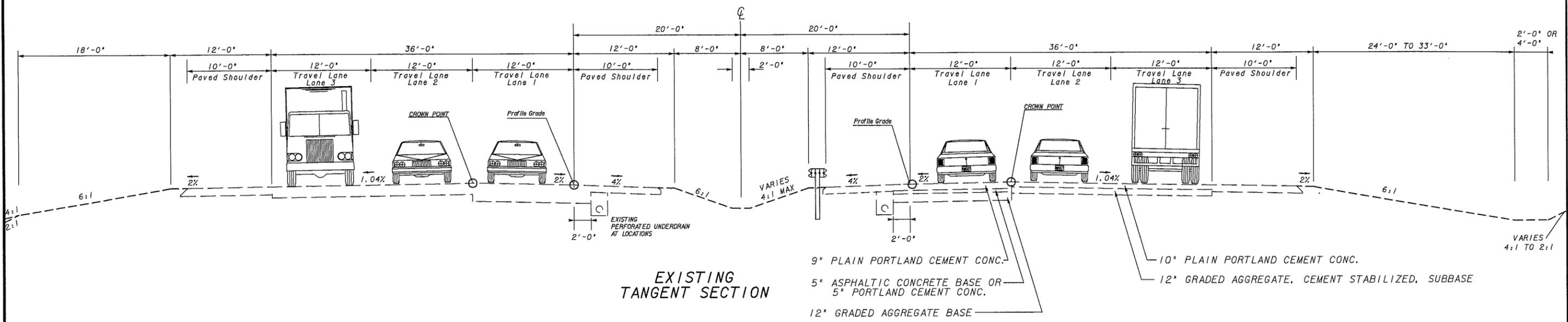
## I-85 Maintenance

**Project No.:** NHS-M002-0  
**PI No.** M002434  
**Quantities by:** KRM  
**Date:** 10/17/2005  
**Revised:**

**Alternate 2 and 2B - Maintain 3 lanes SR 74 to Collinsworth, 2 Lanes remaining on NB and 2 lanes on SB sides**

	quantity	unit	cost/unit	Total
Barrier -temporary	79200	lf	@ \$152	\$12,038,400
Clearing	-	-	@ -	\$854,100
Conc Class A	Locations	cy	@ \$500	\$32,448
Drainage	-	-	@ -	\$659,500
Erosion Blanket-wood fiber	171307	sy	@ \$0.65	\$111,349
Filter Fabric	616704	sy	@ \$1.20	\$740,045
GAB 12"	522192	tn	@ \$14	\$7,310,688
Grading complete	-	ls	@ -	\$7,000,000
Grassing	-	-	@ -	\$196,425
Guardrail	-	-	@ -	\$632,200
Impact attenuator	2	ea	@ \$15,000	\$30,000
Joints	-	-	@ -	\$1,350,806
Message signs	14	ea	@ \$25,000	\$350,000
Paving - conc	616704	sy	@ \$66	\$40,394,112
Paving - asph 12mm 1.5"	37153	tn	@ \$47	\$1,727,596
Paving - asph 19mm 3" & 4"	172592	tn	@ \$51	\$8,802,212
Paving - asph 25mm 8"	148610	tn	@ \$38	\$5,647,195
Pavement markers	51392	ea	@ \$7.20	\$370,022
Road Slab Removal	411136	sy	@ \$22	\$9,044,992
Road slab replacement	2667	cy	@ \$530	\$1,413,333
Sand loaded modules	100	ea	@ \$550	\$55,000
Silt Fence	-	-	@ -	\$594,268
Striping			@	\$1,020,400
Tack Coat	23117	gl	@ \$1.1	\$25,429
Traffic Control	-	-	@ -	\$6,883,900
Traffic control - enforcement	4800	hr	@ \$50	\$240,000

Sub-Total \$107,524,421  
 e&c (10%) \$10,752,442  
**total \$118,276,863**

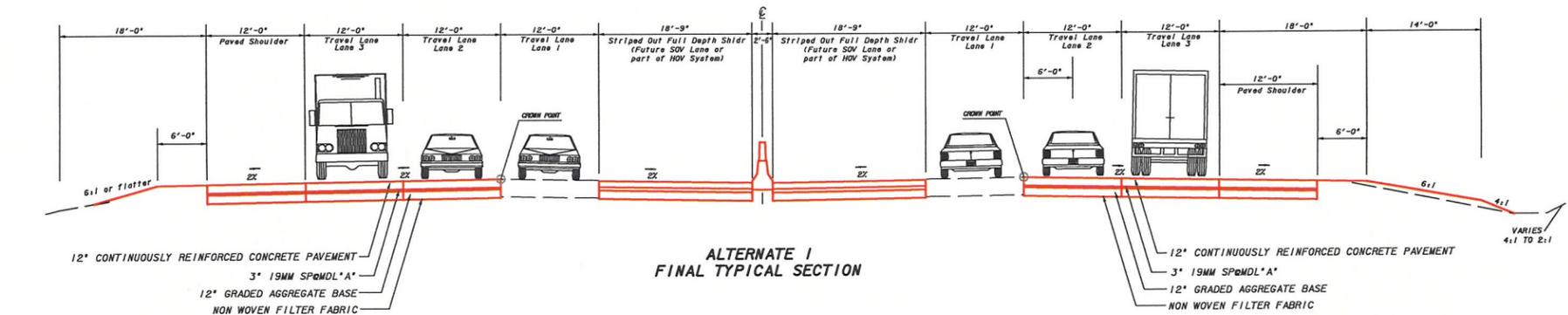
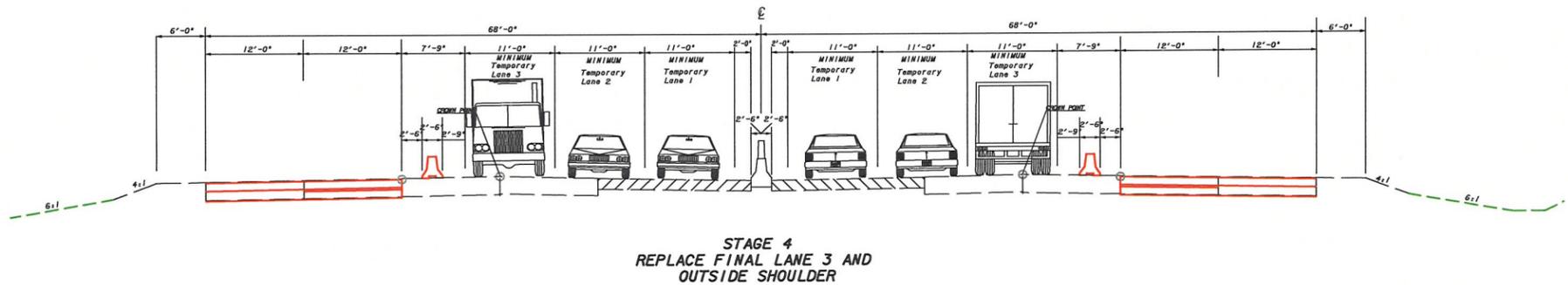
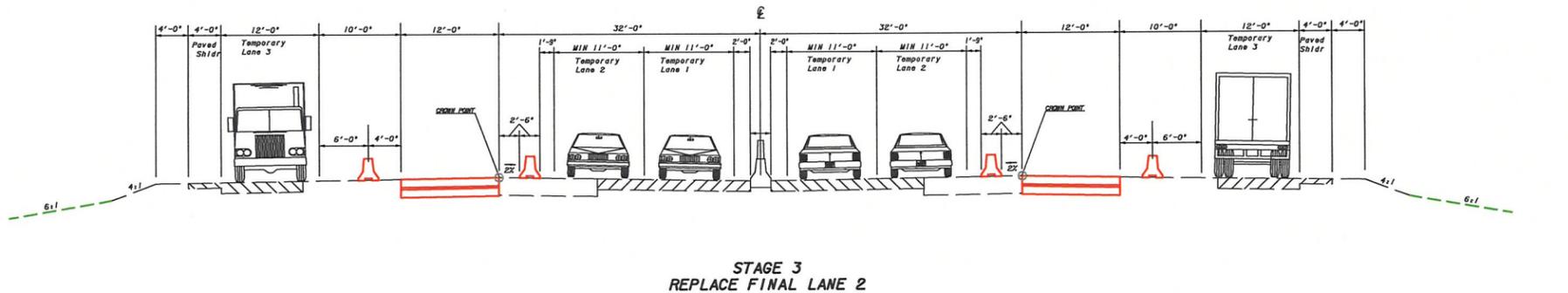
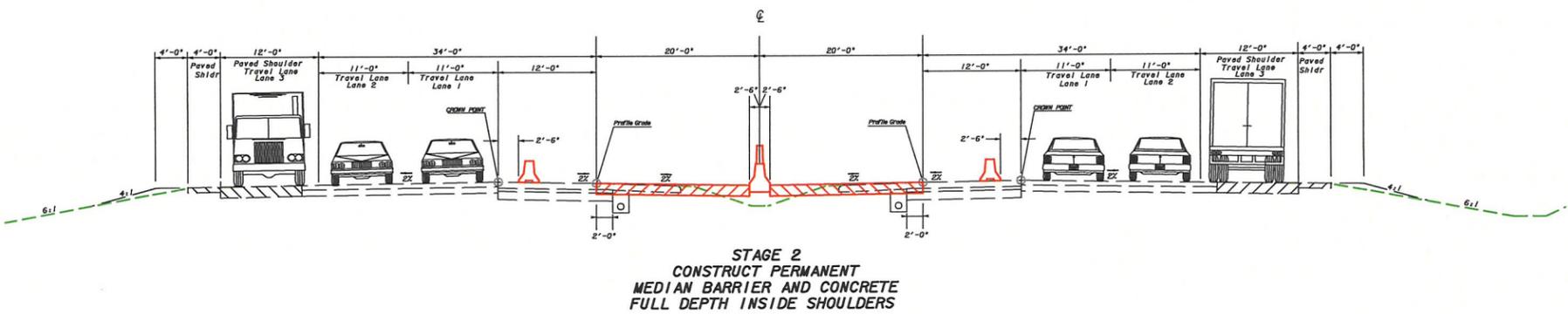
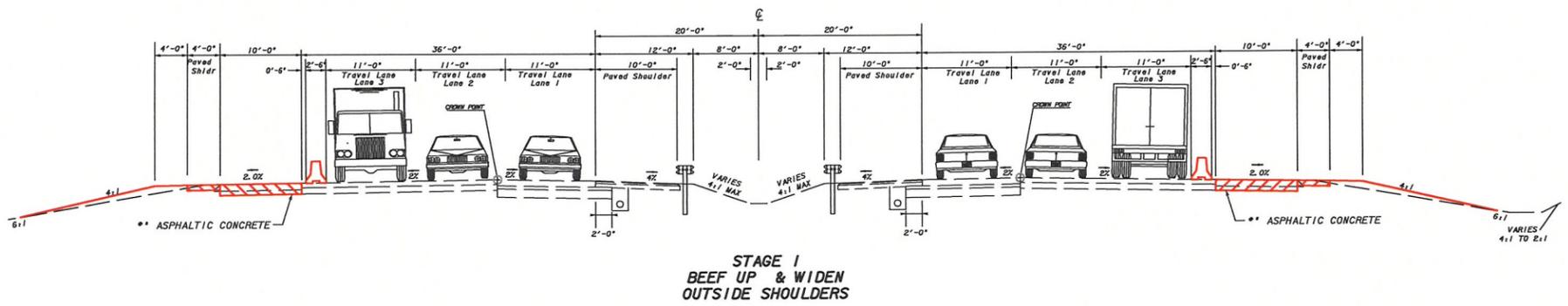
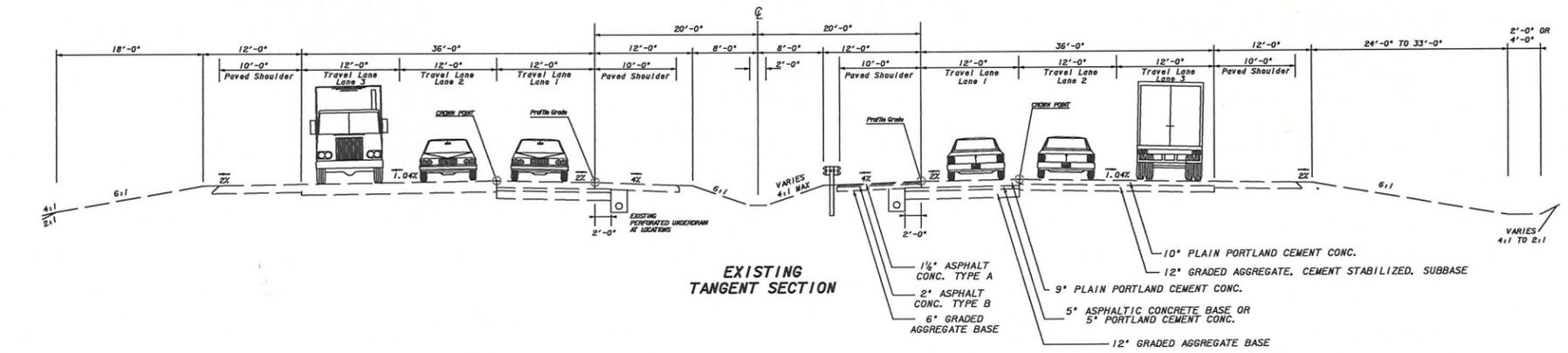


**MULKEY**  
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(678) 461-3511

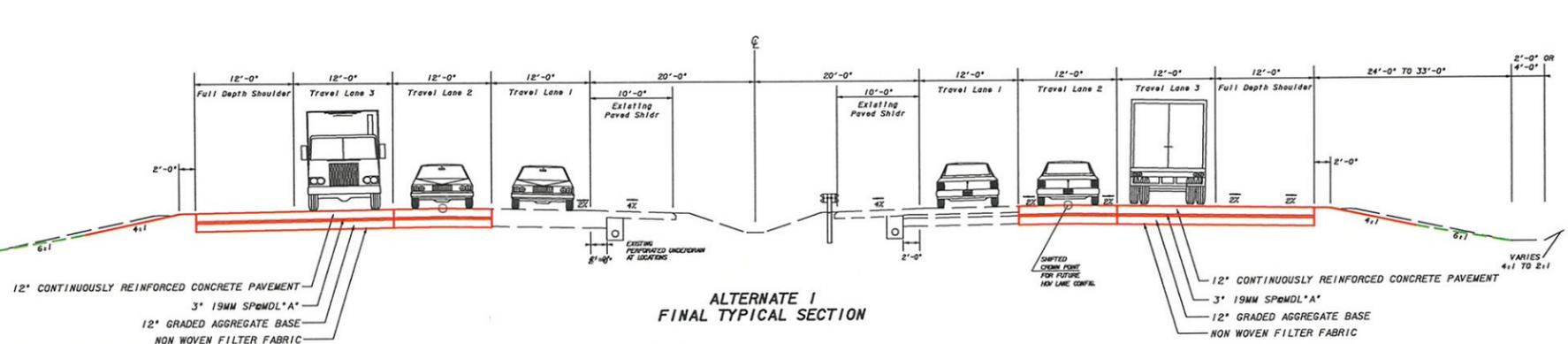
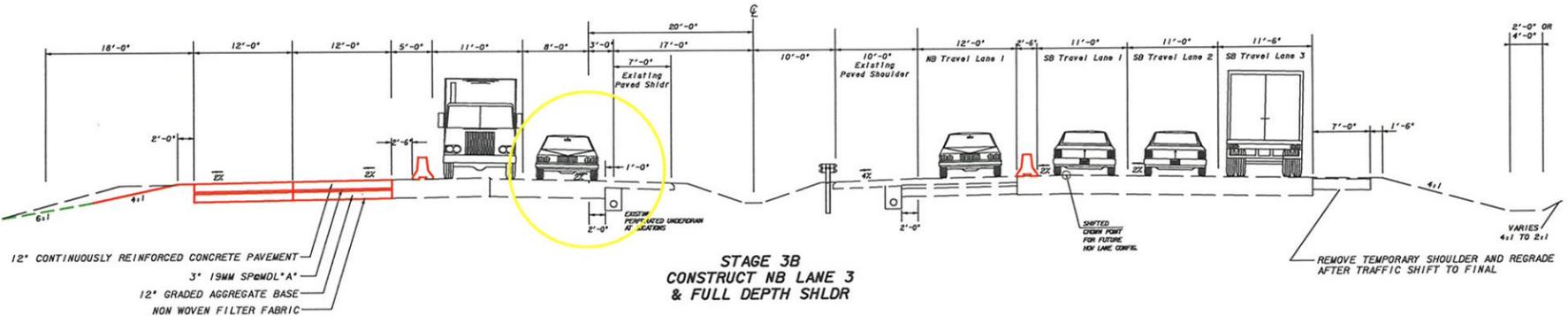
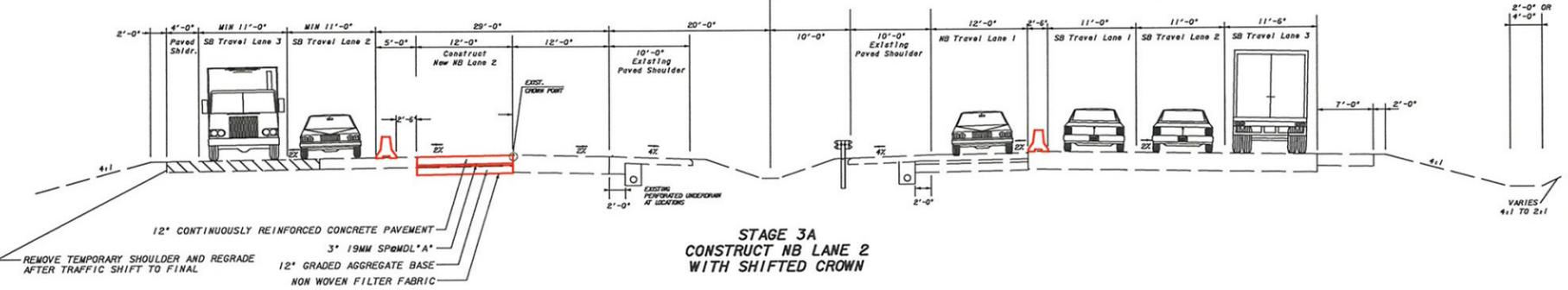
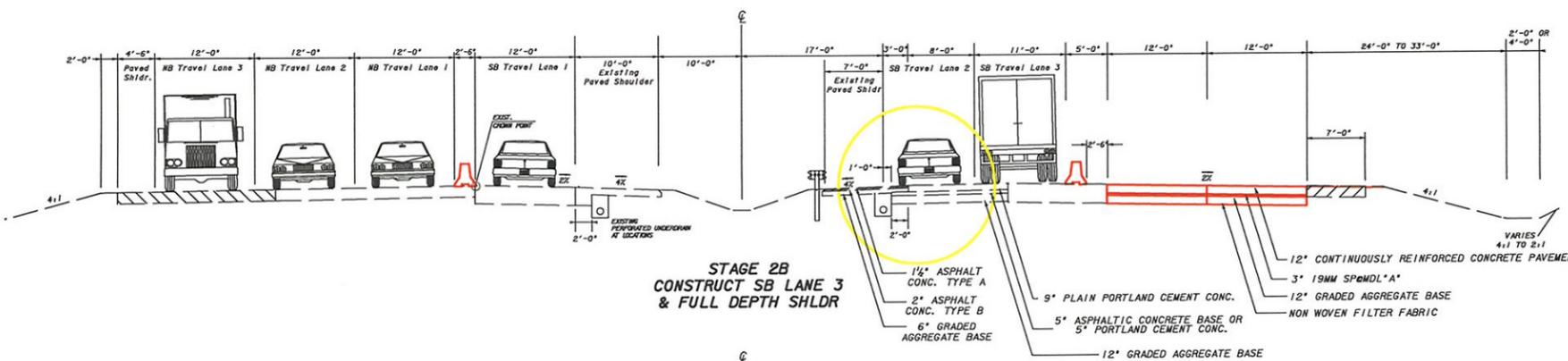
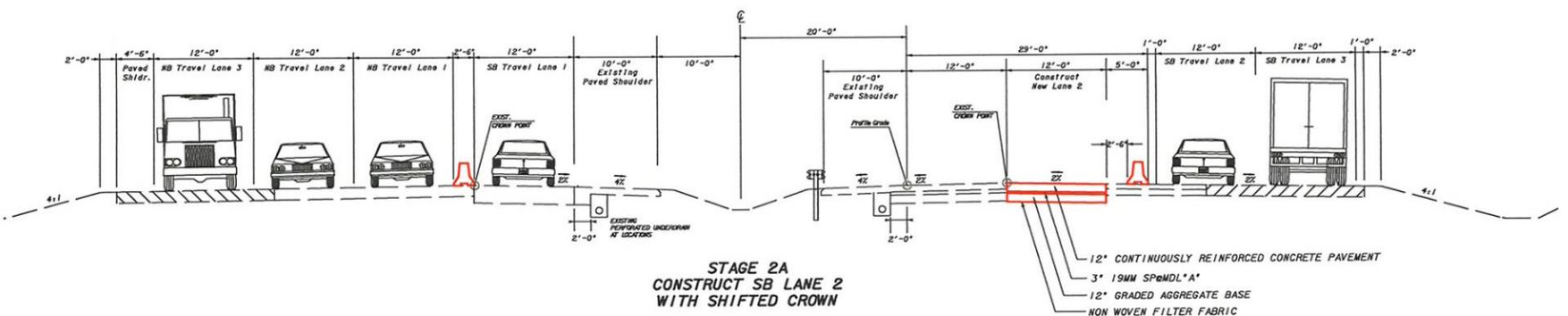
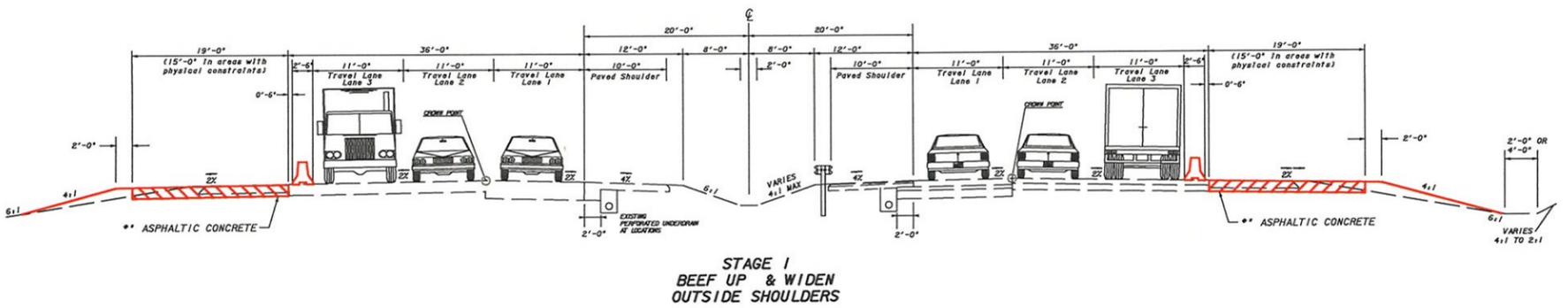
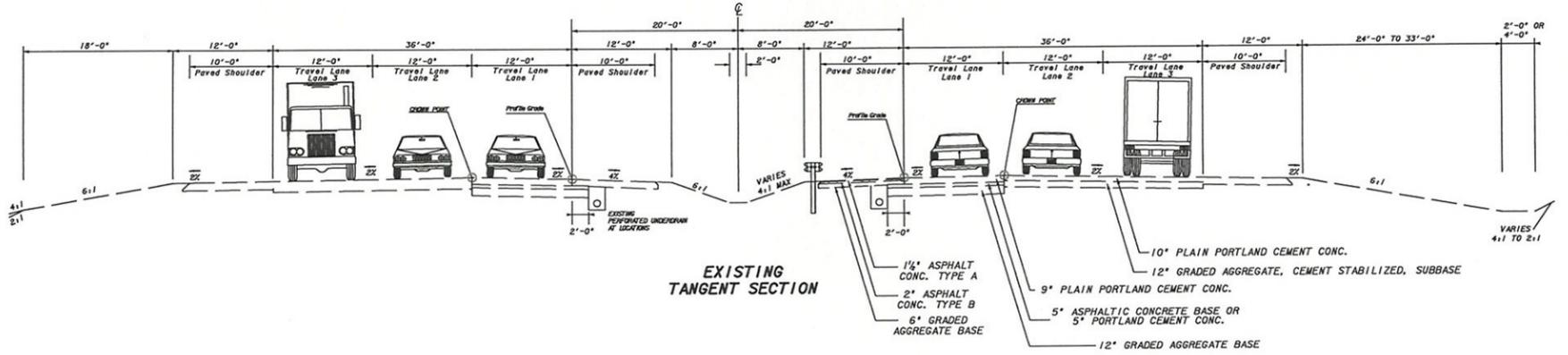
REVISION DATES	

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

# ALTERNATE 1 PERM INSIDE SHLDR Maintain 3 - lane NO CONTRAFLOW



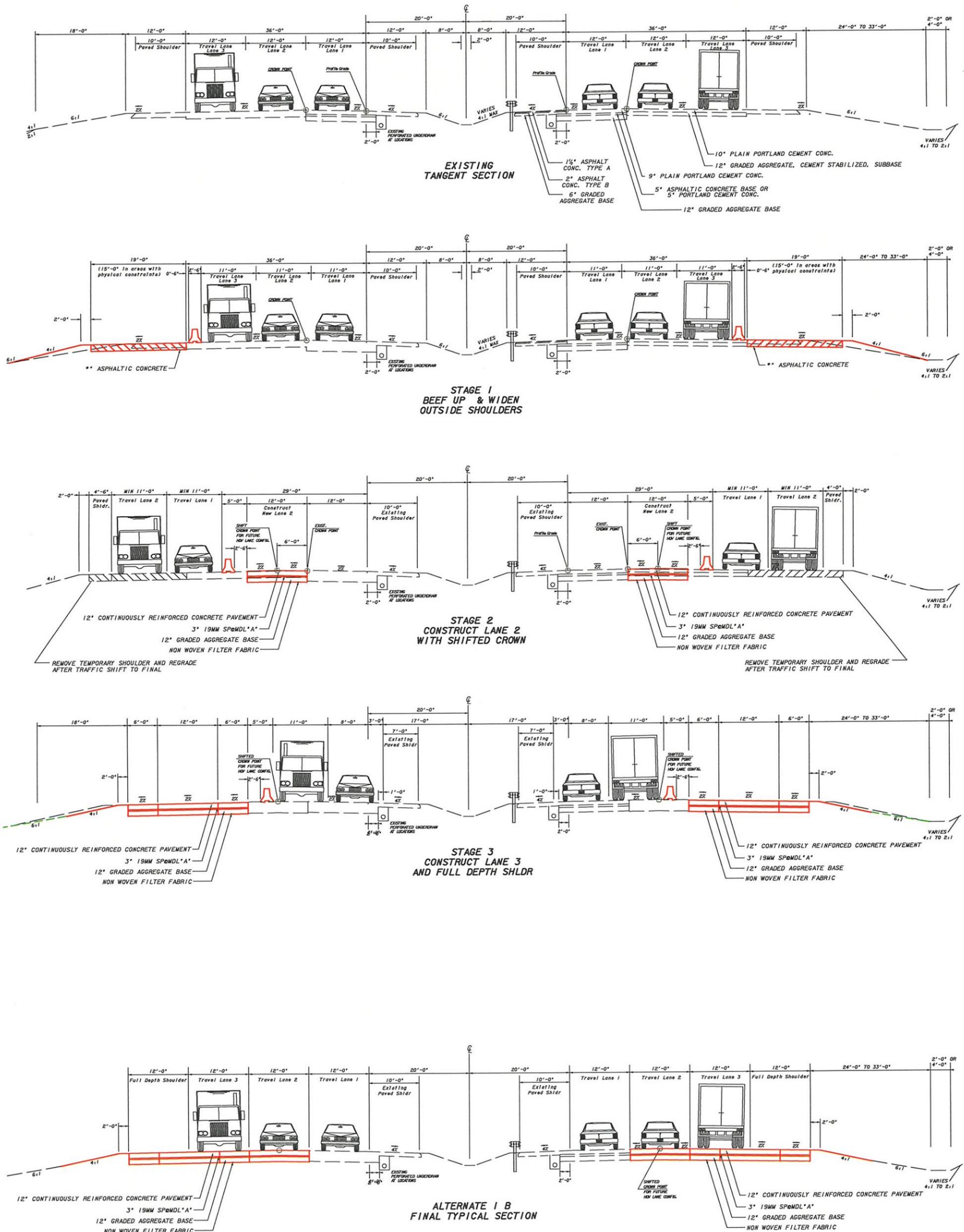
# ALTERNATE 2 MAINTAIN 3 - LANES (SR 74 to SR 154)





# ALTERNATE 2 B MAINTAIN 2 - LANES

(South of SR 154)



# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 077-0047-0

Coweta

SUFF. RATING: 93.70

## Location & Geography

\* Structure ID: 077-0047-0  
 \* 200 Bridge Information: 07  
 \* 6A Feature Int: SR 34  
 \* 6B Critical Bridge: 0  
 \* 7A Route Number Carried: SR00403  
 \* 7B Facility Carried: I-85 (NBL)  
 \* 9 Location: 3.4 MINE OF NEWNAN  
 2 DOT District 3  
 207 Year Photo: 1999  
 \* 91 Inspection Frequency: Date: 09/15/2003  
 92A Fract Crit Insp Freq: Date: 02/01/1901  
 92B Underwater Insp Freq: Date: 02/01/1901  
 92C Other Spc. Insp Freq: Date: 02/01/1901  
 \* 4 Place Code: 00000  
 \* 5 Inventory Route (O/U): 1  
 Type: 1  
 Designation: 1  
 Number: 00085  
 Direction: 0  
 \* 16 Latitude: 33 - 24.0 HMMS Prefix: SR  
 \* 17 Longitude: 84 - 44.8 HMMS Suffix: 00 MP: 46.88  
 98 Border Bridge: 000 % Shared: 00  
 99 ID Number: 0000000000000000  
 \* 100 STRAHNET: 1  
 12 Base Highway Network: 1  
 13A LRS Inventory Route: 771040300  
 13B Sub Inventory Route: 0  
 101 Parallel Structure: R  
 \* 102 Direction of Traffic: 1  
 \* 264 Road Inventory Mile Post: 012.77 Initials: WBP  
 \* 208 Inspection Area: 03  
 Engineer's Initial: jal  
 \* Location I.D. No.: 077-00403D-046.88N

## Signs & Attachments

\* 104 Highway System: 1  
 \* 26 Functional Classification: 11  
 \* 204 Federal Route Type: 1 No. 00851  
 105 Federal Lands Highway: 0  
 \* 110 Truck Route: 1  
 206 School Bus Route: 1  
 217 Benchmark Elevation: 0000.00  
 218 Datum: 0  
 \* 19 Bypass Length: 01  
 \* 20 Toll: 3  
 \* 21 Maintenance: 01  
 \* 22 Owner: 01  
 \* 31 Design Load: 6  
 37 Historical Significance: 5  
 205 Congressional District: 08  
 27 Year Constructed: 1970  
 106 Year Reconstructed: 0000  
 33 Bridge Median: 1  
 34 Skew: 40  
 35 Structure Flared: 0  
 38 Navigation Control: N MP: 46.88  
 213 Special Steel Design: 0  
 267 Type of Paint: 5  
 \* 42 Type of Service on: 1  
 Type of Service under: 1  
 214 Movable Bridge: 0  
 203 Type Bridge: Z O M O  
 259 Pile Encasement: 3  
 \* 43 Structure Type Main: 3  
 45 No. Spans Main: 004  
 44 Structure Type Appr: 0  
 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: 1  
 Membrane Type: 8  
 Deck Protection: 8  
 225 Expansion Joint Type: 15  
 242 Deck Drains: 0  
 243 Parapet Location: 3  
 Height: 1.50  
 Width: 1.10  
 238 Curb Height: 0.00  
 Curb Material: 0  
 239 Handrail: 7  
 \* 240 Median Barrier Rail: 0  
 241 Bridge Median Height: 0.00  
 Bridge Median Width: 0.00  
 \* 230 Guardrail Loc. Dir. Rear: 3  
 Frwd: 0  
 Oppo. Dir. Rear: 0  
 Oppo. Frwd: 0  
 244 Approach Slab: 3  
 224 Retaining Wall: 0  
 233 Posted Speed Limit: 70  
 236 Warning Sign: 0  
 234 Delineator: 1  
 235 Hazzard Boards: 0  
 237 Utilities - Gas: 00  
 Water: 00  
 Electric: 00  
 Telephone: 00  
 Sewer: 00  
 247 Lighting - Street: 0  
 Navigation: 0  
 Aerial: 0  
 \* 248 County Continuity No.: 00



# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 077-0048-0

Coweta

SUFF. RATING: 93.70

## Location & Geography

## Signs & Attachments

* Structure ID:	077-0048-0	* 104 Highway System:	1	225 Expansion Joint Type:	15
* 200 Bridge Information:	07	* 26 Functional Classification:	11	242 Deck Drains:	0
* 6A Feature Int:	SR 34	* 204 Federal Route Type:	1	243 Parapet Location:	3
* 6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	1.50
* 7A Route Number Carried:	SR00403	* 110 Truck Route:	1	Width:	1.10
* 7B Facility Carried:	I-85 (SBL)	206 School Bus Route:	1	238 Curb Height:	0.00
* 9 Location:	3.4 MINE OF NEWMAN	217 Benchmark Elevation:	0000.00	Curb Material:	0
2 DOT District	3	218 Datum:	0	239 Handrail:	7
207 Year Photo:	1999	* 19 Bypass Length:	01	* 240 Median Barrier Rail:	0
* 91 Inspection Frequency:	24	Date:	09/15/2003	241 Bridge Median Height:	0.00
92A Fract Crit Insp Freq:	00	Date:	02/01/1901	Bridge Median Width:	0.00
92B Underwater Insp Freq:	00	Date:	02/01/1901	* 230 Guardrail Loc. Dir. Rear:	3
92C Other Spc. Insp Freq:	00	Date:	02/01/1901	Fwd:	0
* 4 Place Code:	00000	* 31 Design Load:	6	Oppo. Dir. Rear:	0
* 5 Inventory Route (O/U):	1	37 Historical Significance:	5	Oppo. Dir. Fwd:	0
Type:	1	205 Congressional District:	08	244 Approach Slab:	3
Designation:	1	27 Year Constructed:	1970	224 Retaining Wall:	0
Number:	00085	106 Year Reconstructed:	0000	233 Posted Speed Limit:	70
Direction:	0	33 Bridge Median:	1	236 Warning Sign:	0
* 16 Latitude:	33 - 24.0	34 Skew:	40	234 Deineator:	1
* 17 Longitude:	84 - 44.8	35 Structure Flared:	0	235 Hazzard Boards:	0
98 Border Bridge:	000	38 Navigation Control:	N	237 Utilities - Gas:	00
99 ID Number:	0000000000000000	213 Special Steel Design:	0	Water:	00
* 100 STRAHNET:	1	267 Type of Paint:	5	Electric:	00
12 Base Highway Network:	1	* 42 Type of Service on:	1	Telephone:	00
13A LRS Inventory Route:	771040300	Type of Service under:	1	Sewer:	00
13B Sub Inventory Route:	0	214 Movable Bridge:	0	247 Lighting - Street:	0
101 Parallel Structure:	L	203 Type Bridge:	Z O M O	Navigation:	0
* 102 Direction of Traffic:	1	259 Pile Encasement:	3	Aerial:	0
* 264 Road Inventory Mile Post:	012.78	* 43 Structure Type Main:	3	* 248 County Continuity No.:	00
* 208 Inspection Area:	03	45 No. Spans Main:	004		
Engineer's Initial:	jal	44 Structure Type Appr:	0		
		46 No. Spans Appr:	0000		
		226 Bridge Curve Horz:	0		
		111 Pier Protection:	0		
* Location I.D. No.:	077-00403D-046.89N	107 Deck Structure Type	1		
		108 Wearing Surface Type:	1		
		Membrane Type:	8		
		Deck Protection:	8		

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 077-0048-0

Coweta

SUFF. RATING: 93.70

## Programming Data

201 Project No.: I-85-1 (38) 41 CT.2  
 202 Plans Available: 1  
 249 Prop. Proj. No. 00000000000000000000000000000000  
 250 Approval Status: 0 0 0 0  
 251 P.I. No.: 00000000  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 000000  
 75 Type Work: 00 0  
 94 Bridge Imp. Cost: \$0  
 95 Roadway Imp. Cost: \$0  
 96 Total Imp Cost: \$0  
 76 Imp. Length 000000  
 97 Imp. Year: 0000  
 114 Future ADT: 085950 Year: 2022

## Measurements

\* 29 ADT: 057300 Year: 2002  
 109 % Trucks: 11  
 \* 28 Lanes On: 02 Under: 07  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0093  
 \* 49 Structure Length: 290  
 51 Br. Rwdy. Width: 42.00  
 52 Deck Width: 44.50  
 \* 47 Tot. Horiz. Cl: 42.00  
 50 Curb / Sidewalk Width: 0.00 / 0.00  
 32 Approach Rdwy. Width: 038  
 \* 229 Shoulder Width:  
 Rear Lt: 10.00 Type: 2 Rt: 10.00  
 Fwd Lt: 4.00 Type: 2 Rt: 10.00  
 Pavement Width:  
 Rear: 36.00 Type: 1  
 Fwd: 24.00 Type: 1

## Ratings

65 Inventory Rating Method: 1  
 63 Operating Rating Method: 1  
 66 Inventory Type: 2 Rating: 42  
 64 Operating Type: 2 Rating: 70  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 40 0  
 261 H Inventory Rating: 20  
 262 H Operating Rating: 29  
 67 Structural Evaluation: 7  
 58 Deck Condition: 6  
 59 Superstructure Condition: 8  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 7  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond.: N  
 68 Deck Geometry: 8  
 69 UnderClr. Horz/Vert: 6  
 72 Appr. Alignment: 8  
 62 Culvert: N

## Hydraulic Data

215 Waterway Data  
 Highwater Elev.: 0000.0 Year: 1900  
 Flood Elevation: 0000.0 Freq: 00  
 Avg. Streambed Elev.: 0000.0  
 Drainage Area: 00000  
 Area of Opening: 000000  
 113 Scour Critical: N  
 216 Water Depth: 00.0 Br. Height: 00.0  
 222 Slope Protection: 4 Fwd: 0  
 221 Spur Dikes Rear: 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  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ  
 Location I.D. No.: 077-00403D-046.89N

## 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  
 Type 3s2: 00  
 Timber: 00  
 Piggyback: 00  
 253 Notification Date: 02/01/1901  
 258 Fed Notify Date: 02/01/1901

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 077-5136-0

Coweta

SUFF. RATING: 81.75

## Location & Geography

\* Structure ID: 077-5136-0  
 \* 200 Bridge Information: 07  
 \* 6A Feature Int: TRANSCO GAS LINES  
 \* 6B Critical Bridge: 0  
 \* 7A Route Number Carried: SR00403  
 \* 7B Facility Carried: I-85 (SBL)  
 \* 9 Location: 5 MINE OF NEWMAN  
 2 DOT District: 3  
 207 Year Photo: 2002  
 \* 91 Inspection Frequency: 24 Date: 10/10/2003  
 92A Fract Crit Insp Freq: 1.2 Date: 10/18/2004  
 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: 1  
 Designation: 1  
 Number: 00085  
 Direction: 0  
 \* 16 Latitude: 33 - 25.0 HMMS Prefix: SR  
 \* 17 Longitude: 84 - 43.9 HMMS Suffix: 000 MP: 0.00  
 98 Border Bridge: 000 % Shared: 00  
 99 ID Number: 0000000000000000  
 \* 100 STRAHNET: 1  
 12 Base Highway Network: 1  
 13A LRS Inventory Route: 771040300  
 13B Sub Inventory Route: 0  
 101 Parallel Structure: L  
 \* 102 Direction of Traffic: 1  
 \* 264 Road Inventory Mile Post: 016.12 Initials: WBP  
 \* 208 Inspection Area: 03  
 Engineer's Initial: bks  
 \* Location I.D. No.: 077-00403D-050.03N

## Signs & Attachments

\* 104 Highway System: 1  
 \* 26 Functional Classification: 01  
 \* 204 Federal Route Type: 1 No. 00851  
 105 Federal Lands Highway: 0  
 \* 110 Truck Route: 1  
 206 School Bus Route: 1  
 217 Benchmark Elevation: 0000.00  
 218 Datum: 0  
 \* 19 Bypass Length: 01  
 \* 20 Toll: 3  
 \* 21 Maintenance: 01  
 \* 22 Owner: 01  
 \* 31 Design Load: 6  
 37 Historical Significance: 5  
 205 Congressional District: 08  
 27 Year Constructed: 1969  
 106 Year Reconstructed: 1993  
 33 Bridge Median: 1  
 34 Skew: 00  
 35 Structure Flared: 0  
 38 Navigation Control: N  
 213 Special Steel Design: 0  
 267 Type of Paint: 1  
 \* 42 Type of Service on: 1  
 Type of Service under: 0  
 214 Movable Bridge: 0  
 203 Type Bridge: A N M O  
 259 Pile Encasement: 3  
 \* 43 Structure Type Main: 3 02  
 45 No. Spans Main: 007  
 44 Structure Type Appr: 0 00  
 46 No. Spans Appr: 0000  
 226 Bridge Curve Horiz: 0 Vert: 1  
 111 Pier Protection: 0  
 107 Deck Structure Type: 1  
 108 Wearing Surface Type: 1  
 Membrane Type: 0  
 Deck Protection: 8  
 225 Expansion Joint Type: 07  
 242 Deck Drains: 0  
 243 Parapet Location: 2  
 Height: 1.50  
 Width: 1.10  
 238 Curb Height: 0.00  
 Curb Material: 0  
 239 Handrail: 9  
 \* 240 Median Barrier Rail: 0  
 241 Bridge Median Height: 0.00  
 Bridge Median Width: 0.00  
 \* 230 Guardrail Loc. Dir. Rear: 8  
 Fwrd: 3  
 Oppo. Dir. Rear: 0  
 Oppo. Fwrd: 0  
 244 Approach Slab: 0  
 224 Retaining Wall: 1  
 233 Posted Speed Limit: 70  
 236 Warning Sign: 0  
 234 Delmeator: 0  
 235 Hazzard Boards: 0  
 237 Utilities - Gas: 00  
 Water: 00  
 Electric: 00  
 Telephone: 00  
 Sewer: 00  
 247 Lighting - Street: 0  
 Navigation: 0  
 Aerial: 0  
 \* 248 County Continuity No.: 00

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 077-5136-0

Coweta

SUFF. RATING: 81.75

## Programming Data

201 Project No.: I-85-1 (39) 46 CT.2  
 202 Plans Available: 4  
 249 Prop. Proj. No. 00000000000000000000000000000000  
 250 Approval Status: 0 0 0 0  
 251 P.I. No.: 00000000  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 000000  
 75 Type Work: 00 0  
 94 Bridge Imp. Cost: \$0  
 95 Roadway Imp. Cost: \$0  
 96 Total Imp Cost: \$0  
 76 Imp. Length: 000000  
 97 Imp. Year: 0000  
 114 Future ADT: 091380 Year: 2023

## Measurements

\* 29 ADT: 060920 Year: 2003  
 109 % Trucks: 24  
 \* 28 Lanes On: 03 Under: 00  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0090  
 \* 49 Structure Length: 529  
 51 Br. Rwdy. Width: 67.50  
 52 Deck Width: 69.80  
 \* 47 Tot. Horiz. Cl: 67.50  
 50 Curb / Sidewalk Width: 0.00 / 0.00  
 32 Approach Rdwy. Width: 056  
 \* 229 Shoulder Width:

## Ratings

65 Inventory Rating Method: 5  
 63 Operating Rating Method: 5  
 66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 51  
 231 Calculated Loads

H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 40 0  
 261 H Inventory Rating: 20  
 262 H Operating Rating: 28  
 67 Structural Evaluation: 5  
 58 Deck Condition: 6  
 59 Superstructure Condition: 5  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 5  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond.: N  
 68 Deck Geometry: 9  
 69 UnderClr. Horiz/Vert: N  
 72 Appr. Alignment: 8  
 62 Culvert: N

## Hydraulic Data

215 Waterway Data  
 Highwater Elev.: 0000.0 Year: 0000  
 Flood Elevation: 0000.0 Freq.: 000  
 Avg. Streambed Elev.: 0000.0  
 Drainage Area: 00000  
 Area of Opening: 000000  
 113 Scour Critical: N  
 216 Water Depth: 00.0 Br. Height: 00.0  
 222 Slope Protection: 4  
 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  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ

Pavement Width:  
 Rear: 36.00 Type: 1  
 Fwd: 36.00 Type: 1  
 Intersection Rear: 0 Fwd: 0  
 36 Safety Features Br. Rail: 1  
 Transition: 1  
 App. G. Rail: 1  
 App. Rail End: 1  
 53 Minimum Cl. Over: 99 ' 99 " Under: 00 ' 00 "  
 \* 228 Minimum Vertical Cl: 99 ' 99 " Dir: 0  
 Act. Odm Dir: 99 ' 99 " Horiz: 0000  
 Oppo. Dir: 00 ' 00 " Dir: 0  
 Posted Odm. Dir: 00 ' 00 " Dir: 0  
 Oppo. Dir: 00 ' 00 " Dir: 0  
 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 Horiz: 0000  
 116 Nav Vert Cl Closed: 000  
 245 Deck Thickness Main: 7.10  
 Deck Thick. Approach: 0.00  
 246 Overlay Thickness: 0.00  
 212 Year Last Painted: Sup: 2002 Sub: 2002

## 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  
 Type 3s2: 00  
 Timber: 00  
 Piggyback: 00  
 253 Notification Date: 02/01/1901  
 258 Fed Notify Date: 02/01/1901

Location I.D. No.: 077-00403D-050.03N

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 077-0049-0

Coweta

SUFF. RATING: 81.75

## Location & Geography

\* Structure ID: 077-0049-0  
 \* 200 Bridge Information: 04  
 \* 6A Feature Int: TRANSCO GAS LINES  
 \* 6B Critical Bridge: 0  
 \* 7A Route Number Carried: SR00403  
 \* 7B Facility Carried: I-85 (NBL)  
 \* 9 Location: 5 MILE OF NEWMAN  
 \* 2 DOT District: 3  
 \* 207 Year Photo: 2002  
 \* 91 Inspection Frequency: Date: 10/10/2003  
 \* 92A Fract Crit Insp Freq: Date: 10/18/2004  
 \* 92B Underwater Insp Freq: Date: 02/01/1901  
 \* 92C Other Spc. Insp Freq: Date: 02/01/1901  
 \* 4 Place Code: 00000  
 \* 5 Inventory Route (O/U): 1  
 \* 1 Type: 1  
 \* Designation: 1  
 \* Number: 00085  
 \* Direction: 0  
 \* 16 Latitude: 33 - 25.0 HMMS Prefix: SR  
 \* 17 Longitude: 84 - 43.9 HMMS Suffix: 000 MP: 50.02  
 \* 98 Border Bridge: 000 % Shared: 00  
 \* 99 ID Number: 0000000000000000  
 \* 100 STRAHNET: 1  
 \* 12 Base Highway Network: 1  
 \* 13A LRS Inventory Route: 771040300  
 \* 13B Sub Inventory Route: 0  
 \* 101 Parallel Structure: R  
 \* 102 Direction of Traffic: 1  
 \* 264 Road Inventory Mile Post: 016.11  
 \* 208 Inspection Area: 03 Initials: WBP  
 \* Engineer's Initial: bks  
 \* Location I.D. No.: 077-00403D-050.02N

## Signs & Attachments

\* 104 Highway System: 1  
 \* 26 Functional Classification: 01  
 \* 204 Federal Route Type: I No. 00851  
 \* 105 Federal Lands Highway: 0  
 \* 110 Truck Route: 1  
 \* 206 School Bus Route: 1  
 \* 217 Benchmark Elevation: 0000.00  
 \* 218 Datum: 0  
 \* 19 Bypass Length: 01  
 \* 20 Toll: 3  
 \* 21 Maintenance: 01  
 \* 22 Owner: 01  
 \* 31 Design Load: 6  
 \* 37 Historical Significance: 5  
 \* 205 Congressional District: 08  
 \* 27 Year Constructed: 1969  
 \* 106 Year Reconstructed: 1993  
 \* 33 Bridge Median: 1  
 \* 34 Skew: 00  
 \* 35 Structure Flared: 0  
 \* 38 Navigation Control: N  
 \* 213 Special Steel Design: 0  
 \* 267 Type of Paint: 1  
 \* 42 Type of Service on: 1  
 \* Type of Service under: 0  
 \* 214 Movable Bridge: 0  
 \* 203 Type Bridge: J N M O  
 \* 259 Pile Encasement: 3  
 \* 43 Structure Type Main: 3  
 \* 45 No. Spans Main: 007  
 \* 44 Structure Type Appr: 0  
 \* 46 No. Spans Appr: 0000  
 \* 226 Bridge Curve Horiz: 0  
 \* 111 Pier Protection: 0  
 \* 107 Deck Structure Type: 1  
 \* 108 Wearing Surface Type: 1  
 \* Membrane Type: 8  
 \* Deck Protection: 8

225 Expansion Joint Type: 07  
 242 Deck Drains: 0  
 243 Parapet Location: 2  
 Height: 1.50  
 Width: 1.10  
 238 Curb Height: 0.00  
 Curb Material: 0  
 239 Handrail: 9  
 \* 240 Median Barrier Rail: 0  
 241 Bridge Median Height: 0.00  
 Bridge Median Width: 0.00  
 \* 230 Guardrail Loc. Dir. Rear: 3  
 Fwrd: 8  
 Oppo. Dir. Rear: 0  
 Oppo. Fwrd: 0  
 244 Approach Slab: 3  
 224 Retaining Wall: 1  
 233 Posted Speed Limit: 70  
 236 Warning Sign: 0  
 234 Delineator: 0  
 235 Hazzard Boards: 0  
 237 Utilities - Gas: 00  
 Water: 00  
 Electric: 00  
 Telephone: 00  
 Sewer: 00  
 247 Lighting - Street: 0  
 Navigation: 0  
 Aerial: 0  
 \* 248 County Continuity No.: 00  
 Vert: 1

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 077-0049-0

Coweta

SUFF. RATING: 81.75

## Programming Data

201 Project No.: I-85-1 (39) 46 CT.2  
 202 Plans Available: 4  
 249 Prop. Proj. No. 00000000000000000000000000000000  
 250 Approval Status: 0 0 0 0  
 251 P.I. No.: 00000000  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 000000  
 75 Type Work: 00 0  
 94 Bridge Imp. Cost: \$ 0  
 95 Roadway Imp. Cost: \$ 0  
 96 Total Imp Cost: \$ 0  
 76 Imp. Length 000000  
 97 Imp. Year: 0000  
 114 Future ADT: 091380 Year: 2023

## Measurements

\* 29 ADT: 060920 Year: 2003  
 109 % Trucks: 24  
 \* 28 Lanes On: 03 Under: 00  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0090  
 \* 49 Structure Length: 531  
 51 Br. Rwdy. Width: 67.20  
 52 Deck Width: 69.90  
 \* 47 Tot. Horiz. Cl: 67.20  
 50 Curb / Sidewalk Width: 0.00 / 0.00  
 32 Approach Rdwy. Width: 056  
 \* 229 Shoulder Width:

## Ratings

65 Inventory Rating Method: 5  
 63 Operating Rating Method: 5  
 66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 51  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 40 0  
 261 H Inventory Rating: 20  
 262 H Operating Rating: 28  
 67 Structural Evaluation: 5  
 58 Deck Condition: 6  
 59 Superstructure Condition: 5  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 5  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond.: N  
 68 Deck Geometry: 9  
 69 UnderClr. Horz/Vert: N  
 72 Appr. Alignment: 8  
 62 Culvert: N

## Hydraulic Data

215 Waterway Data  
 Highwater Elev.:  
 Flood Elevation:  
 Avg. Streambed Elev.:  
 Drainage Area:  
 Area of Opening:  
 113 Scour Critical: N  
 216 Water Depth: 00.0 Br. Height: 00.0  
 222 Slope Protection: 4  
 221 Spur Dikes Rear: 0 Fwd: 0  
 219 Fender System  
 220 Dolphin:  
 223 Culvert Cover:  
 Type:  
 No. Barrels:  
 \* Width: 0.00 Height: 0.00  
 Length: 0 Apron: 0  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ  
 Location I.D. No.: 077-00403D-050.02N

Pavement Width:  
 Rear: 36.00 Type: 1  
 Fwd: 36.00 Type: 1 Fwd: 0  
 Intersection Rear:  
 36 Safety Features Br. Rail:  
 Transition:  
 App. G. Rail:  
 App. Rail End:  
 53 Minimum Cl. Over: 99 ' 99 " Under:  
 \* 228 Minimum Vertical Cl  
 Act. Odsm Dir:  
 Oppo. Dir:  
 Posted Odsm. Dir:  
 Oppo. Dir:  
 55 Lateral Undercl. Rt:  
 56 Lateral Undercl. Lt:  
 \* 10 Max Min Vert Cl:  
 39 Nav Vert Cl:  
 116 Nav Vert Cl Closed:  
 245 Deck Thickness Main:  
 Deck Thick. Approach:  
 246 Overlay Thickness:  
 212 Year Last Painted: Sup: 2002 Sub: 2002

## Posting Data

70 Bridge Posting Required: 5  
 41 Struct Open, Posted, CL: A  
 \* 103 Temporary Structure:  
 232 Posted Loads  
 H-Modified: 00  
 HS-Modified: 00  
 Type 3: 00  
 Type 3s2: 00  
 Timber: 00  
 Piggyback: 00  
 253 Notification Date: 02/01/1901  
 258 Fed Notify Date: 02/01/1901

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 077-5130-0

Coweta

SUFF. RATING: 90.19

## Location & Geography

## Signs & Attachements

* Structure ID:	077-5130-0	* 104 Highway System:	1	225 Expansion Joint Type:	02
* 200 Bridge Information:	02	* 26 Functional Classification:	06	242 Deck Drains:	0
* 6A Feature Int:	1-85	* 204 Federal Route Type:	S	243 Parapet Location:	3
* 6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	2.80
* 7A Route Number Carried:	SR00154	* 110 Truck Route:	0	Width:	1.10
* 7B Facility Carried:	SR 154	206 School Bus Route:	1	238 Curb Height:	0.50
* 9 Location:	4.8 M I S OF PALMETTO	217 Benchmark Elevation:	0000.00	Curb Material:	1
2 DOT District	3	218 Datum:	0	239 Handrail:	7
207 Year Photo:	2003	* 19 Bypass Length:	12	* 240 Median Barrier Rail:	0
* 91 Inspection Frequency:	24	Date:	10/15/2003	241 Bridge Median Height:	0.00
92A Fract Crit Insp Freq:	00	Date:	02/01/1901	Bridge Median Width:	0.00
92B Underwater Insp Freq:	00	Date:	02/01/1901	* 230 Guardrail Loc. Dir. Rear:	3
92C Other Sp. Insp Freq:	00	Date:	02/01/1901	Fwrd:	3
* 4 Place Code:	00000	* 31 Design Load:	6	Oppo. Dir. Rear:	0
* 5 Inventory Route (O/U):	1	37 Historical Significance:	5	Oppo. Fwrd:	0
Type:	3	205 Congressional District:	08	244 Approach Slab:	3
Designation:	1	27 Year Constructed:	2001	224 Retaining Wall:	7
Number:	00154	106 Year Reconstructed:	0000	233 Posted Speed Limit:	45
Direction:	0	33 Bridge Median:	0	236 Warning Sign:	0
* 16 Latitude:	33 - 26.5	34 Skew:	17	234 Delmeator:	0
* 17 Longitude:	84 - 41.7	35 Structure Flared:	0	235 Hazzard Boards:	0
98 Border Bridge:	000	38 Navigation Control:	N	237 Utilities - Gas:	00
99 ID Number:	0000000000000000	213 Special Steel Design:	0	Water:	21
* 100 STRAHNET:	0	267 Type of Paint:	0	Electric:	00
12 Base Highway Network:	1	* 42 Type of Service on:	5	Telephone:	24
13A LRS Inventory Route:	771015400	Type of Service under:	1	Sewer:	00
13B Sub Inventory Route:	0	214 Movable Bridge:	0	247 Lighting - Street:	0
101 Parallel Structure:	N	203 Type Bridge:	0	Navigation:	0
* 102 Direction of Traffic:	2	259 Pile Encasement:	3	Aerial:	0
* 264 Road Inventory Mile Post:	007.85	* 43 Structure Type Main:	5	* 248 County Continuity No.:	00
* 208 Inspection Area:	03	45 No. Spans Main:	002		
Engineer's Initial:	jal	44 Structure Type Appr:	0		
		46 No. Spans Appr:	0000		
		226 Bridge Curve Horz:	0		
		111 Pier Protection:	0		
		107 Deck Structure Type	1		
		108 Wearing Surface Type:	1		
		Membrane Type:	8		
		Deck Protection:	8		
* Location I.D. No.:	077-00154D-007.95N				

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 077-5130-0

Coweta

SUFF. RATING: 90.19

## Programming Data

201 Project No.: IM-00MS (330)  
 202 Plans Available: 2  
 249 Prop. Proj. No. 00000000000000000000000000000000  
 250 Approval Status: 0 0 0 0  
 251 P.I. No.: 00000000  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 000000  
 75 Type Work: 0  
 94 Bridge Imp. Cost: \$0  
 95 Roadway Imp. Cost: \$0  
 96 Total Imp Cost: \$0  
 76 Imp. Length 000000  
 97 Imp. Year: 0000  
 114 Future ADT: 016350 Year: 2022

## Measurements

\* 29 ADT: 010900 Year: 2002  
 109 % Trucks: 15  
 \* 28 Lanes On: 04 Under: 06  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0112  
 \* 49 Structure Length: 223  
 51 Br. Rwdy. Width: 61.00  
 52 Deck Width: 76.20  
 \* 47 Tot. Horiz. Cl: 61.00 / 6.00  
 50 Curb / Sidewalk Width: 6.00 / 6.00  
 32 Approach Rdwy. Width: 058  
 \* 229 Shoulder Width:

## Ratings

65 Inventory Rating Method: 2  
 63 Operating Rating Method: 2  
 66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 51  
 231 Calculated Loads

H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 40 0

261 H Inventory Rating: 20  
 262 H Operating Rating: 28  
 67 Structural Evaluation: 8  
 58 Deck Condition: 7  
 59 Superstructure Condition: 8  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 8  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond.: N  
 68 Deck Geometry: 6  
 69 UnderClr. Horz/Vert: 9  
 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  
 Type 3s2: 00  
 Timber: 00  
 Piggyback: 00

253 Notification Date: 02/01/1901  
 258 Fed Notify Date: 02/01/1901

## Hydraulic Data

215 Waterway Data  
 Highwater Elev.:  
 Flood Elevation:  
 Avg. Streambed Elev.:  
 Drainage Area:  
 Area of Opening:  
 113 Scour Critical: N  
 216 Water Depth: 00.0 Br. Height: 00.0  
 222 Slope Protection: 0  
 221 Spur Dikes Rear: 0 Fwd: 0  
 219 Fender System  
 220 Dolphin:  
 223 Culvert Cover:  
 Type:  
 No. Barrels:  
 \* Width: 0.00 Height: 0.00  
 Length: 0 Apron: 0  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ

Location I.D. No.: 077-00154D-007.95N

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 077-0069-0

Coweta

SUFF. RATING: 87.06

## Location & Geography

\* Structure ID: 077-0069-0  
 \* 200 Bridge Information: 04  
 \* 6A Feature Int: 1-85  
 \* 6B Critical Bridge: 0  
 \* 7A Route Number Carried: CR00552  
 \* 7B Facility Carried: PALMETTO-TYRONE RD  
 \* 9 Location: 2.2 M I S OF PALMETTO  
 2 DOT District 3  
 207 Year Photo: 1999  
 \* 91 Inspection Frequency: 24 Date: 09/17/2003  
 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: 4  
 Designation: 1  
 Number: 01599  
 Direction: 0  
 \* 16 Latitude: 33 - 28.8 HMMS Prefix:  
 \* 17 Longitude: 84 - 39.4 HMMS Suffix:  
 98 Border Bridge: 000 % Shared: 00  
 99 ID Number: 0000000000000000  
 \* 100 STRAHNET: 0  
 12 Base Highway Network: 1  
 13A LRS Inventory Route: 772055200  
 13B Sub Inventory Route: 0  
 101 Parallel Structure: N  
 \* 102 Direction of Traffic: 2  
 \* 264 Road Inventory Mile Post: 007.01  
 \* 208 Inspection Area: 03 Initials: WBP  
 Engineer's Initial: jal  
 \* Location I.D. No.: 077-01599F-007.01N

## Signs & Attachments

\* 104 Highway System: 0  
 \* 26 Functional Classification: 09  
 \* 204 Federal Route Type: S No. 01599  
 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: 09  
 \* 20 Toll: 3  
 \* 21 Maintenance: 01  
 \* 22 Owner: 01  
 \* 31 Design Load: 3  
 37 Historical Significance: 5  
 Congressional District: 08  
 27 Year Constructed: 1969  
 106 Year Reconstructed: 0000  
 33 Bridge Median: 0  
 34 Skew: 21  
 35 Structure Flared: 0  
 38 Navigation Control: N  
 213 Special Steel Design: 0  
 267 Type of Paint: 5  
 \* 42 Type of Service on: 1  
 Type of Service under: 1  
 214 Movable Bridge: 0  
 203 Type Bridge: J O M O  
 259 Pile Encasement: 3  
 \* 43 Structure Type Main: 4  
 45 No. Spans Main: 002  
 44 Structure Type Appr: 3  
 46 No. Spans Appr: 0002  
 226 Bridge Curve Horz: 0  
 111 Pier Protection: 0  
 107 Deck Structure Type: 1  
 108 Wearing Surface Type: 1  
 Membrane Type: 8  
 Deck Protection: 8  
 \* 225 Expansion Joint Type: 15  
 \* 242 Deck Drains: 0  
 \* 243 Parapet Location: 0  
 Height: 0.00  
 Width: 0.00  
 238 Curb Height: 0.80  
 Curb Material: 1  
 239 Handrail: 1  
 \* 240 Median Barrier Rail: 0  
 241 Bridge Median Height: 0.00  
 Bridge Median Width: 0.00  
 \* 230 Guardrail Loc. Dir. Rear: 3  
 Fwrd: 3  
 Oppo. Dir. Rear: 0  
 Oppo. Fwrd: 0  
 244 Approach Slab: 3  
 224 Retaining Wall: 0  
 233 Posted Speed Limit: 45  
 236 Warning Sign: 0  
 234 Delmeator: 1  
 235 Hazzard Boards: 0  
 237 Utilities - Gas: 00  
 Water: 21  
 Electric: 00  
 Telephone: 21  
 Sewer: 00  
 247 Lighting - Street: 0  
 Navigation: 0  
 Aerial: 0  
 \* 248 County Continuity No.: 00  
 Vert: 0

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 077-0069-0

Coveta

SUFF. RATING: 87.06

**Programming Data**

201 Project No.: I-85-I (39) 46  
 202 Plans Available: 4  
 249 Prop. Proj. No. 00000000000000000000000000000000  
 250 Approval Status: 0 0 0 0  
 251 P.I. No.: 00000000  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 00000  
 75 Type Work: 0  
 94 Bridge Imp. Cost: \$ 0  
 95 Roadway Imp. Cost: \$ 0  
 96 Total Imp Cost: \$ 0  
 76 Imp. Length 000000  
 97 Imp. Year: 0000  
 114 Future ADT: 003900 Year: 2022

**Measurements**

\* 29 ADT: 002600 Year: 2002  
 109 % Trucks: 3  
 \* 28 Lanes On: 02 Under: 06  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0094  
 \* 49 Structure Length: 293  
 51 Br. Rwdy. Width: 28.80  
 52 Deck Width: 32.60  
 \* 47 Tot. Horiz. Cl: 28.80  
 50 Curb / Sidewalk Width: 0.50 / 0.50  
 32 Approach Rdwy. Width: 020  
 \* 229 Shoulder Width: 020  
 Rear Lt: 8.00 Type: 8 Rt: 8.00  
 Fwd Lt: 8.00 Type: 8 Rt: 8.00  
 Pavement Width:  
 Rear: 20.00 Type: 2  
 Fwd: 20.00 Type: 2  
 Intersection Rear: 1 Fwd: 1  
 Safety Features Br. Rail: 2  
 Transition: 2  
 App. G. Rail: 2  
 App. Rail End: 2  
 53 Minimum Cl. Over: 99 ' 99 " Under: 99 ' 99 " Dir: 0  
 Br. Height: 00.0 Under: H 16 ' 09 "  
 Fwd: 0 Act. OdM Dir: 99 ' 99 "  
 Opp. Dir: 99 ' 99 "  
 Posted OdM. Dir: 00 ' 00 "  
 Opp. Dir: 00 ' 00 "  
 55 Lateral Undercl. Rt: H 31.00  
 56 Lateral Undercl. Lt: 18.50  
 \* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0  
 39 Nav Vert Cl: 000 Horiz: 0000  
 116 Nav Vert Cl Closed: 000  
 245 Deck Thickness Main: 6.80  
 Deck Thick. Approach: 6.80  
 246 Overlay Thickness: 0.00  
 212 Year Last Painted: Sup: 1999 Sub: 0000

**Ratings**

65 Inventory Rating Method: 2  
 63 Operating Rating Method: 2  
 66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 51  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 00 0  
 261 H Inventory Rating: 20  
 262 H Operating Rating: 28  
 67 Structural Evaluation: 6  
 58 Deck Condition: 7  
 59 Superstructure Condition: 8  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 6  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond.: N  
 68 Deck Geometry: 4  
 69 UnderClr. Horz/Vert: 7  
 72 Appr. Alignment: 7  
 62 Culvert: N

**Hydraulic Data**

215 Waterway Data  
 Highwater Elev.:  
 Flood Elevation:  
 Avg. Streambed Elev.:  
 Drainage Area:  
 Area of Opening:  
 113 Scour Critical: N  
 216 Water Depth:  
 222 Slope Protection: 4  
 221 Spur Dikes Rear: 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  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ

Location I.D. No.: 077-01599F-007.01N

**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  
 Type 3s2: 00  
 Timber: 00  
 Piggyback: 00  
 253 Notification Date: 02/01/1901  
 258 Fed Notify Date: 02/01/1901

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 077-5137-0

Coweta

SUFF. RATING: 96.58

## Location & Geography

\* Structure ID: 077-5137-0  
 \* 200 Bridge Information: 02  
 \* 6A Feature Int: 1-85  
 \* 6B Critical Bridge: 0  
 \* 7A Route Number Carried: CR00548  
 \* 7B Facility Carried: COLLINSWORTH ROAD  
 \* 9 Location: 2 MI SE of PALMETTO  
 \* 2 DOT District: 3  
 \* 207 Year Photo: 2003  
 \* 91 Inspection Frequency: 24 Date: 10/15/2003  
 \* 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: 4  
 \* Designation: 1  
 \* Number: 00846  
 \* Direction: 0  
 \* 16 Latitude: 33 - 30.0 HMMS Prefix:  
 \* 17 Longitude: 84 - 38.4 HMMS Suffix:  
 \* 98 Border Bridge: 000 % Shared: 00  
 \* 99 ID Number: 0000000000000000  
 \* 100 STRAHNET: 0  
 \* 12 Base Highway Network: 1  
 \* 13A LRS Inventory Route: 77202  
 \* 13B Sub Inventory Route: 0  
 \* 101 Parallel Structure: N  
 \* 102 Direction of Traffic: 2  
 \* 264 Road Inventory Mile Post: 001.55 Initials: WBP  
 \* 208 Inspection Area: 03  
 \* Engineer's Initial: jal  
 \* Location I.D. No.: 077-00846F-001.26E

## Signs & Attachments

\* 104 Highway System: 0  
 \* 26 Functional Classification: 07  
 \* 204 Federal Route Type: S No. 00846  
 \* 105 Federal Lands Highway: 0  
 \* 110 Truck Route: 0  
 \* 206 School Bus Route: 1  
 \* 217 Benchmark Elevation: 0000000  
 \* 218 Datum: 0  
 \* 19 Bypass Length: 06  
 \* 20 Toll: 3  
 \* 21 Maintenance: 01  
 \* 22 Owner: 01  
 \* 31 Design Load: 6  
 \* 37 Historical Significance: 5  
 \* 205 Congressional District: 08  
 \* 27 Year Constructed: 2001  
 \* 106 Year Reconstructed: 0000  
 \* 33 Bridge Median: 0  
 \* 34 Skew: 00  
 \* 35 Structure Flared: 0  
 \* 38 Navigation Control: N  
 \* 213 Special Steel Design: 0  
 \* 267 Type of Paint: 0  
 \* 42 Type of Service on: 5  
 \* Type of Service under: 1  
 \* 214 Movable Bridge: 0  
 \* 203 Type Bridge: J O O O  
 \* 259 Pile Encasement: 3  
 \* 43 Structure Type Main: 5  
 \* 45 No. Spans Main: 002  
 \* 44 Structure Type Appr: 0  
 \* 46 No. Spans Appr: 0000  
 \* 226 Bridge Curve Horz: 1  
 \* 111 Pier Protection: 0  
 \* 107 Deck Structure Type: 1  
 \* 108 Wearing Surface Type: 1  
 \* Membrane Type: 8  
 \* Deck Protection: 8

225 Expansion Joint Type: 02  
 242 Deck Drains: 0  
 243 Parapet Location: 3  
 Height: 2.80  
 Width: 1.10  
 238 Curb Height: 0.50  
 Curb Material: 1  
 Handrail: 7  
 \* 240 Median Barrier Rail: 0  
 241 Bridge Median Height: 0.00  
 Bridge Median Width: 0.00  
 \* 230 Guardrail Loc. Dir. Rear: 3  
 Fwd: 3  
 Oppo. Dir. Rear: 0  
 Oppo. Fwd: 0  
 244 Approach Slab: 3  
 224 Retaining Wall: 7  
 233 Posted Speed Limit: 55  
 236 Warning Sign: 0  
 234 Delineator: 0  
 235 Hazzard Boards: 0  
 237 Utilities - Gas: 00  
 Water: 22  
 Electric: 00  
 Telephone: 24  
 Sewer: 00  
 247 Lighting - Street: 0  
 Navigation: 0  
 Aerial: 0  
 \* 248 County Continuity No.: 00  
 Vert: 1

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 077-5137-0

Coweta

SUFF. RATING: 96.58

## Programming Data

201 Project No.: IM-00MS(330)  
 202 Plans Available: 1  
 249 Prop. Proj. No. 00000000000000000000000000000000  
 250 Approval Status: 0 0 0 0  
 251 P.I. No.: 00000000  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 000000  
 75 Type Work: 0  
 94 Bridge Imp. Cost: \$0  
 95 Roadway Imp. Cost: \$0  
 96 Total Imp Cost: \$0  
 76 Imp. Length: 000000  
 97 Imp. Year: 0000  
 114 Future ADT: 011400 Year: 2020

## Measurements

\* 29 ADT: 007600 Year: 2000  
 109 % Trucks: 10  
 \* 28 Lanes On: 04 Under: 06  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0107  
 \* 49 Structure Length: 213  
 51 Br. Rwdy. Width: 72.90  
 52 Deck Width: 86.90  
 \* 47 Tot. Horiz. Cl: 72.90 / 5.90  
 50 Curb / Sidewalk Width: 5.90 / 5.90  
 32 Approach Rdwy. Width: 062  
 \* 229 Shoulder Width:

## Ratings

65 Inventory Rating Method: 2  
 63 Operating Rating Method: 2  
 66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 51  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 00 0

261 H Inventory Rating: 20  
 262 H Operating Rating: 28  
 67 Structural Evaluation: 8  
 58 Deck Condition: 7  
 59 Superstructure Condition: 8  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 8  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond.: N  
 68 Deck Geometry: 9  
 69 UnderClr. Horz/Vert: 9  
 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  
 Type 3s2: 00  
 Timber: 00  
 Piggyback: 00  
 253 Notification Date: 02/01/1901  
 258 Fed Notify Date: 02/01/1901

## Hydraulic Data

215 Waterway Data  
 Highwater Elev.:  
 Flood Elevation:  
 Avg. Streambed Elev.:  
 Drainage Area:  
 Area of Opening:  
 113 Scour Critical: N  
 216 Water Depth:  
 222 Slope Protection:  
 221 Spur Dikes Rear:  
 219 Fender System  
 220 Dolphim:  
 223 Culvert Cover:  
 Type:  
 No. Barrels:  
 \* Width:  
 Length:  
 \* 265 U/W Insp. Area:  
 Location I.D. No.: 077-00846F-001.26E

## Pavement Width:

Rear: 59.00 Type: 2  
 Fwd: 58.50 Type: 2  
 Intersection Rear: 1 Fwd: 1  
 36 Safety Features Br. Rail: 1  
 Transition: 1  
 App. G. Rail: 1  
 App. Rail End: 1  
 53 Minimum Cl. Over: 99 ' 99 " Under: 17 ' 07 "  
 \* 228 Minimum Vertical Cl: 99 ' 99 " Dir: 0  
 Act. Odm Dir: 99 ' 99 " Horiz: 0000  
 Oppo. Dir: 00 ' 00 " Dir: 0  
 Posted Odm. Dir: 00 ' 00 " Horiz: 0000  
 Oppo. Dir: 00 ' 00 " Dir: 0  
 55 Lateral Undercl. Rt: H 44.30  
 56 Lateral Undercl. Lt: 17.70  
 \* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0  
 39 Nav Vert Cl: 0000 Horiz: 0000  
 116 Nav Vert Cl Closed: 0000  
 245 Deck Thickness Main: 8.50  
 Deck Thick. Approach: 0.00  
 246 Overlay Thickness: 0.00  
 212 Year Last Painted: Sup: 0000 Sub: 0000

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 121-0265-0

Fulton

SUFF. RATING: 84.81

## Location & Geography

\* Structure ID: 121-0265-0  
 \* 200 Bridge Information: 07  
 \* 6A Feature Int: I-85  
 \* 6B Critical Bridge: 0  
 \* 7A Route Number Carried: CR00629  
 \* 7B Facility Carried: JOHNSTON ROAD  
 \* 9 Location: 4 MI SW OF FAIRBURN  
 2 DOT District: 7  
 207 Year Photo: 2004  
 \* 91 Inspection Frequency: 24 Date: 12/01/2004  
 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: 4  
 Designation: 1  
 Number: 00629  
 Direction: 0  
 \* 16 Latitude: 33 - 31.2 HMMS Prefix:  
 \* 17 Longitude: 84 - 37.5 HMMS Suffix:  
 98 Border Bridge: 000 % Shared: 00  
 99 ID Number: 0000000000000000  
 \* 100 STRAHNET: 0  
 12 Base Highway Network: 1  
 13A LRS Inventory Route: 1212062900  
 13B Sub Inventory Route: 0  
 101 Parallel Structure: N  
 \* 102 Direction of Traffic: 2  
 \* 264 Road Inventory Mile Post: 001.71  
 \* 208 Inspection Area: 07 Initials: DAS  
 Engineer's Initial: jal  
 \* Location I.D. No.: 121-00629X-001.80W

## Signs & Attachments

\* 104 Highway System: 0  
 \* 26 Functional Classification: 09  
 \* 204 Federal Route Type: 0 No. 00000  
 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: 03  
 \* 20 Toll: 3  
 \* 21 Maintenance: 01  
 \* 22 Owner: 01  
 \* 31 Design Load: 6  
 37 Historical Significance: 5  
 205 Congressional District: 13  
 27 Year Constructed: 1966  
 106 Year Reconstructed: 0000  
 33 Bridge Median: 0  
 34 Skew: 36  
 35 Structure Flared: 0  
 38 Navigation Control: N  
 213 Special Steel Design: 0  
 267 Type of Paint: 5  
 \* 42 Type of Service on: 1  
 Type of Service under: 1  
 214 Movable Bridge: 0  
 203 Type Bridge: Z O M O  
 259 Pile Encasement: 3  
 \* 43 Structure Type Main: 4  
 45 No. Spans Main: 004  
 44 Structure Type Appr: 0  
 46 No. Spans Appr: 0000  
 226 Bridge Curve Horz: 0  
 111 Pier Protection: 0  
 107 Deck Structure Type: 1  
 108 Wearing Surface Type: 1  
 Membrane Type: 0  
 Deck Protection: 8  
 225 Expansion Joint Type: 02  
 242 Deck Drains: 0  
 243 Parapet Location: 0  
 Height: 0.00  
 Width: 0.00  
 238 Curb Height: 1.20  
 Curb Material: 1  
 239 Handrail: 1  
 \* 240 Median Barrier Rail: 0  
 241 Bridge Median Height: 0.00  
 Bridge Median Width: 0.00  
 \* 230 Guardrail Loc. Dir. Rear: 3  
 Fwrd: 3  
 Oppo. Dir. Rear: 0  
 Oppo. Fwrd: 0  
 244 Approach Slab: 3  
 224 Retaining Wall: 0  
 233 Posted Speed Limit: 35  
 236 Warning Sign: 0  
 234 Delineator: 0  
 235 Hazzard Boards: 0  
 237 Utilities - Gas: 21  
 Water: 00  
 Electric: 00  
 Telephone: 00  
 Sewer: 00  
 247 Lighting - Street: 0  
 Navigation: 0  
 Aerial: 0  
 \* 248 County Continuity No.: 00  
 Vert: 1

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 121-0265-0

Fulton

SUFF. RATING: 84.81

## Programming Data

201 Project No.: I-85-1 (27) 57 CT.2  
 202 Plans Available: 4  
 249 Prop. Proj. No. 00000000000000000000000000000000  
 250 Approval Status: 0 0 0 0  
 251 P.I. No.: 00000000  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 000000  
 75 Type Work: 34 1  
 94 Bridge Imp. Cost: \$ 443  
 95 Roadway Imp. Cost: \$ 70  
 96 Total Imp Cost: \$ 693  
 76 Imp. Length: 000601  
 97 Imp. Year: 1990  
 114 Future ADT: 001110 Year: 2024

## Measurements

\* 29 ADT: 000740 Year: 2004  
 109 % Trucks: 3  
 \* 28 Lanes On: 02 Under: 06  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0109  
 \* 49 Structure Length: 390  
 51 Br. Rwdy. Width: 24.00  
 52 Deck Width: 30.20  
 \* 47 Tot. Horiz. Cl: 24.00 / 2.00  
 50 Curb / Sidewalk Width: 2.00  
 32 Approach Rdwy. Width: 022  
 \* 229 Shoulder Width: 022  
 Rear Lt: 6.00 Rt: 6.00  
 Fwd Lt: 6.00 Rt: 6.00  
 Pavement Width:  
 Rear: 22.00  
 Fwd: 22.00  
 Intersection Rear: 0 Fwd: 1  
 36 Safety Features Br. Rail: 2  
 Transition: 2  
 App. G. Rail: 2  
 App. Rail End: 2  
 53 Minimum Cl. Over: 99 ' 99 " Under: 17 ' 07 "  
 \* 228 Minimum Vertical Cl: 99 ' 99 "  
 Act. Odm Dir: 99 ' 99 "  
 Oppo. Dir: 00 ' 00 "  
 Posted Odm. Dir: 00 ' 00 "  
 Oppo. Dir: 00 ' 00 "  
 55 Lateral Undercl. Rt: H 10.40  
 56 Lateral Undercl. Lt: 16.00  
 \* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0  
 39 Nav Vert Cl: 000 Horiz: 0000  
 116 Nav Vert Cl Closed: 000  
 245 Deck Thickness Main: 7.00  
 Deck Thick. Approach: 0.00  
 246 Overlay Thickness: 0.00  
 212 Year Last Painted: Sup: 2001 Sub: 0000

## Ratings

65 Inventory Rating Method: 2  
 63 Operating Rating Method: 2  
 66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 51  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 00 0  
 261 H Inventory Rating: 20  
 262 H Operating Rating: 28  
 67 Structural Evaluation: 6  
 58 Deck Condition: 7  
 59 Superstructure Condition: 7  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 6  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond.: N  
 68 Deck Geometry: 4  
 69 UnderClr. Horz/Vert: 6  
 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  
 Type 3s2: 00  
 Timber: 00  
 Piggyback: 00  
 253 Notification Date: 02/01/1901  
 258 Fed Notify Date: 02/01/1901

## Hydraulic Data

215 Waterway Data  
 Highwater Elev.: 0000.0 Year: 1900  
 Flood Elevation: 0000.0 Freq.: 00  
 Avg. Streambed Elev.: 0000.0  
 Drainage Area: 00000  
 Area of Opening: 000000  
 113 Scour Critical: N  
 216 Water Depth: 00.0 Br. Height: 00.0  
 222 Slope Protection: 4  
 221 Spur Dikes Rear: 0 Fwd: 0  
 219 Fender System  
 220 Dolphin: 0  
 223 Culvert Cover: 000  
 Type: 0  
 No. Barrels: 0  
 \* Width: 0.00 Height: 0.00  
 Length: 0 Apron: 0  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ  
 Location I.D. No.: 121-00629X-001.80W

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 121-0266-0

Fulton

SUFF. RATING: 84.81

## Location & Geography

\* Structure ID: 121-0266-0  
 \* 200 Bridge Information: 07  
 \* 6A Feature Int: 1-85  
 \* 6B Critical Bridge: 0  
 \* 7A Route Number Carried: CR00634  
 \* 7B Facility Carried: GULLATT ROAD  
 \* 9 Location: 3.5 MI SW OF FAIRBURN  
 \* 2 DOT District: 7  
 \* 207 Year Photo: 2004  
 \* 91 Inspection Frequency: 24 Date: 12/02/2004  
 \* 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: 4  
 \* Designation: 1  
 \* Number: 00634  
 \* Direction: 0  
 \* 16 Latitude: 33 - 31.6 HMMS Prefix:  
 \* 17 Longitude: 84 - 36.8 HMMS Suffix:  
 \* 98 Border Bridge: 000 % Shared: 00  
 \* 99 ID Number: 0000000000000000  
 \* 100 STRAHNET: 0  
 \* 12 Base Highway Network: 1  
 \* 13A LRS Inventory Route: 1212063400  
 \* 13B Sub Inventory Route: 0  
 \* 101 Parallel Structure: N  
 \* 102 Direction of Traffic: 2  
 \* 264 Road Inventory Mile Post: 001.04 Initials: DAS  
 \* 208 Inspection Area: 07  
 \* Engineer's Initial: jal  
 \* Location I.D. No.: 121-00634X-001.80N

## Signs & Attachments

\* 104 Highway System: 0  
 \* 26 Functional Classification: 09  
 \* 204 Federal Route Type: 0 No. 00000  
 \* 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: 03  
 \* 20 Toll: 3  
 \* 21 Maintenance: 01  
 \* 22 Owner: 01  
 \* 31 Design Load: 6  
 \* 37 Historical Significance: 5  
 \* 205 Congressional District: 13  
 \* 27 Year Constructed: 1966  
 \* 106 Year Reconstructed: 0000  
 \* 33 Bridge Median: 0  
 \* 34 Skew: 20  
 \* 35 Structure Flared: 0  
 \* 38 Navigation Control: N  
 \* 213 Special Steel Design: 0  
 \* 267 Type of Paint: 5  
 \* 42 Type of Service on: 1  
 \* Type of Service under: 1  
 \* 214 Movable Bridge: 0  
 \* 203 Type Bridge: Z O M O  
 \* 259 Pile Encasement: 3  
 \* 43 Structure Type Main: 4  
 \* 45 No. Spans Main: 02  
 \* 44 Structure Type Appr: 004  
 \* 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: 1  
 \* Membrane Type: 0  
 \* Deck Protection: 8

225 Expansion Joint Type: 02  
 242 Deck Drains: 0  
 243 Parapet Location: 0  
 Height: 0.00  
 Width: 0.00  
 238 Curb Height: 1.30  
 Curb Material: 1  
 Handrail: 1  
 \* 240 Median Barrier Rail: 0  
 241 Bridge Median Height: 0.00  
 Bridge Median Width: 0.00  
 \* 230 Guardrail Loc. Dir. Rear: 3  
 Fwrd: 3  
 Oppo. Dir. Rear: 0  
 Oppo. Fwrd: 0  
 244 Approach Slab: 3  
 224 Retaining Wall: 0  
 233 Posted Speed Limit: 45  
 236 Warning Sign: 0  
 234 Delineator: 0  
 235 Hazzard Boards: 0  
 237 Utilities - Gas: 22  
 Water: 00  
 Electric: 00  
 Telephone: 00  
 Sewer: 00  
 247 Lighting - Street: 0  
 Navigation: 0  
 Aerial: 0  
 \* 248 County Continuity No.: 00

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 121-0266-0

Fulton

SUFF. RATING: 84.81

## Programming Data

201 Project No.: I-85-1 (27) 57 CT.2  
 202 Plans Available: 4  
 249 Prop. Proj. No. 00000000000000000000000000000000  
 250 Approval Status: 0 0 0 0  
 251 P.I. No.: 00000000  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 000000  
 75 Type Work: 34 1  
 94 Bridge Imp. Cost: \$ 337  
 95 Roadway Imp. Cost: \$ 280  
 96 Total Imp Cost: \$ 777  
 76 Imp. Length 001617  
 97 Imp. Year: 1990  
 114 Future ADT: 001110 Year: 2024

## Measurements

\* 29 ADT: 000740 Year: 2004  
 109 % Trucks: 3  
 \* 28 Lanes On: 02 Under: 06  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0079  
 \* 49 Structure Length: 297  
 51 Br. Rwdy. Width: 24.00  
 52 Deck Width: 30.20  
 \* 47 Tot. Horiz. Cl: 24.00  
 50 Curb / Sidewalk Width: 2.00 / 2.00  
 32 Approach Rdwy. Width: 020  
 \* 229 Shoulder Width:

## Ratings

65 Inventory Rating Method: 2  
 63 Operating Rating Method: 2  
 66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 51  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 00 0

261 H Inventory Rating: 20  
 262 H Operating Rating: 28  
 67 Structural Evaluation: 7  
 58 Deck Condition: 7  
 59 Superstructure Condition: 7  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 7  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond.: N  
 68 Deck Geometry: 4  
 69 UnderClr. Horz/Vert: 6  
 72 Appr. Alignment: 8  
 62 Culvert: N

## Hydraulic Data

215 Waterway Data  
 Highwater Elev.:  
 Flood Elevation:  
 Avg. Streambed Elev.:  
 Drainage Area:  
 Area of Opening:  
 113 Scour Critical: N  
 216 Water Depth: 00.0 Br. Height: 00.0  
 222 Slope Protection: 4  
 221 Spur Dikes Rear: 0  
 219 Fender System 0  
 220 Dolphin: 0  
 223 Culvert Cover: 000  
 Type:  
 No. Barrels: 0  
 \* Width: 0.00 Height: 0.00  
 Length: 0 Apron: 0  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ

Rear: 20.00 Type: 2  
 Fwd: 20.00 Type: 2  
 Intersection Rear: 1 Fwd: 0  
 36 Safety Features Br. Rail: 2  
 Transition: 2  
 App. G. Rail: 2  
 App. Rail End: 2  
 53 Minimum Cl. Over: 99 ' 99 " Under: 17 ' 09 "  
 \* 228 Minimum Vertical Cl: H  
 Act. Odm Dir: 99 ' 99 "  
 Oppo. Dir: 99 ' 99 "  
 Posted Odm. Dir: 00 ' 00 "  
 Oppo. Dir: 00 ' 00 "  
 55 Lateral Undercl. Rt: H 10.30  
 56 Lateral Undercl. Lt: 16.00  
 \* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0  
 39 Nav Vert Cl: 000 Horiz: 0000  
 116 Nav Vert Cl Closed: 000  
 245 Deck Thickness Main: 7.00  
 Deck Thick. Approach: 0.00  
 246 Overlay Thickness: 0.00  
 212 Year Last Painted: Sup: 1986 Sub: 0000

## 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  
 Type 3s2: 00  
 Timber: 00  
 Piggyback: 00  
 253 Notification Date: 02/01/1901  
 258 Fed Notify Date: 02/01/1901

Location I.D. No.: 121-00634X-001.80N

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 121-0263-0

Fulton

SUFF. RATING: 95.78

## Location & Geography

\* Structure ID: 121-0263-0  
 \* 200 Bridge Information: 07  
 \* 6A Feature Int: I-85  
 \* 6B Critical Bridge: 0  
 \* 7A Route Number Carried: CR00627  
 \* 7B Facility Carried: BOHANNON ROAD  
 \* 9 Location: 2 MILES SW OF FAIRBURN  
 2 DOT District: 7  
 207 Year Photo: 2004  
 \* 91 Inspection Frequency: 24 Date: 10/28/2004  
 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: 4  
 Designation: 1  
 Number: 00627  
 Direction: 0  
 \* 16 Latitude: 33 - 32.3 HMMS Prefix:  
 \* 17 Longitude: 84 - 35.5 HMMS Suffix:  
 98 Border Bridge: 000 % Shared: 00  
 99 ID Number: 0000000000000000  
 \* 100 STRAHNET: 0  
 12 Base Highway Network: 1  
 13A LRS Inventory Route: 1212062700  
 13B Sub Inventory Route: 0  
 101 Parallel Structure: N  
 \* 102 Direction of Traffic: 2  
 \* 264 Road Inventory Mile Post: 001.13  
 \* 208 Inspection Area: 07 Initials: DAS  
 Engineer's Initial: jal  
 \* Location I.D. No.: 121-00627X-001.33N

## Signs & Attachments

\* 104 Highway System: 0  
 \* 26 Functional Classification: 19  
 \* 204 Federal Route Type: 0 No. 00000  
 105 Federal Lands Highway:  
 \* 110 Truck Route: 0  
 206 School Bus Route: 1  
 217 Benchmark Elevation: 0000.00  
 218 Datum: 0  
 \* 19 Bypass Length: 04  
 \* 20 Toll: 3  
 \* 21 Maintenance: 01  
 \* 22 Owner: 01  
 \* 31 Design Load: 6  
 37 Historical Significance: 5  
 205 Congressional District: 13  
 27 Year Constructed: 1965  
 106 Year Reconstructed: 0000  
 33 Bridge Median: 0  
 34 Skew: 10  
 35 Structure Flared: 0  
 38 Navigation Control: N  
 213 Special Steel Design: 0  
 267 Type of Paint: 5  
 \* 42 Type of Service on: 1  
 Type of Service under: 1  
 214 Movable Bridge: 0  
 203 Type Bridge: Z O M O  
 259 Pile Encasement: 3  
 \* 43 Structure Type Main: 3  
 45 No. Spans Main: 004  
 44 Structure Type Appr: 0  
 46 No. Spans Appr: 0000  
 226 Bridge Curve Horz: 1 Vert: 1  
 111 Pier Protection: 0  
 107 Deck Structure Type: 1  
 108 Wearing Surface Type: 1  
 Membrane Type: 0  
 Deck Protection: 8

225 Expansion Joint Type: 02  
 242 Deck Drains: 0  
 243 Parapet Location: 0  
 Height: 0.00  
 Width: 0.00  
 238 Curb Height: 1.20  
 Curb Material: 1  
 239 Handrail: 1  
 \* 240 Median Barrier Rail: 0  
 241 Bridge Median Height: 0.00  
 Bridge Median Width: 0.00  
 \* 230 Guardrail Loc. Dir. Rear: 3  
 Fwrd: 3  
 Oppo. Dir. Rear: 0  
 Oppo. Fwrd: 0  
 244 Approach Slab: 3  
 224 Retaining Wall: 0  
 233 Posted Speed Limit: 35  
 236 Warning Sign: 0  
 234 Delineator: 0  
 235 Hazzard Boards: 0  
 237 Utilities - Gas: 22  
 Water: 00  
 Electric: 00  
 Telephone: 00  
 Sewer: 00  
 247 Lighting - Street: 0  
 Navigation: 0  
 Aerial: 0  
 \* 248 County Continuity No.: 00

# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 121-0263-0

Fulton

SUFF. RATING: 95.78

## Programming Data

201 Project No.: I-85-1 (27) 57 CT.2  
 202 Plans Available: 4  
 249 Prop. Proj. No. 00000000000000000000000000000000  
 250 Approval Status: 0 0 0 0  
 251 P.I. No.: 00000000  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 000000  
 75 Type Work: 00 0  
 94 Bridge Imp. Cost: \$0  
 95 Roadway Imp. Cost: \$0  
 96 Total Imp Cost: \$0  
 76 Imp. Length: 000000  
 97 Imp. Year: 0000  
 114 Future ADT: 001110 Year: 2024

## Measurements

\* 29 ADT: 000740 Year: 2004  
 109 % Trucks: 3  
 \* 28 Lanes On: 02 Under: 06  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0075  
 \* 49 Structure Length: 280  
 51 Br. Rwdy. Width: 28.00  
 52 Deck Width: 34.20  
 \* 47 Tot. Horiz. Cl: 28.00  
 50 Curb / Sidewalk Width: 2.00 / 2.00  
 32 Approach Rdwy. Width: 023  
 \* 229 Shoulder Width:  
 Rear Lt: 6.00 Rt: 6.00  
 Fwd Lt: 10.00 Rt: 6.00  
 Pavement Width:  
 Rear: 23.00 Type: 2  
 Fwd: 23.00 Type: 2

## Ratings

65 Inventory Rating Method: 2  
 63 Operating Rating Method: 2  
 66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 51  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 00 0  
 261 H Inventory Rating: 20  
 262 H Operating Rating: 28  
 67 Structural Evaluation: 7  
 58 Deck Condition: 7  
 59 Superstructure Condition: 7  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 7  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond.: N  
 68 Deck Geometry: 5  
 69 UnderClr. Horiz/Vert: 6  
 72 Appr. Alignment: 8  
 62 Culvert: N

## Hydraulic Data

215 Waterway Data  
 Highwater Elev.: 0000.0 Year: 1900  
 Flood Elevation: 0000.0 Freq.: 00  
 Avg. Streambed Elev.: 0000.0  
 Drainage Area: 00000  
 Area of Opening: 000000  
 113 Scour Critical: N  
 216 Water Depth: 00.0 Br. Height: 00.0  
 222 Slope Protection: 4  
 221 Spur Dikes Rear: 0 Fwd: 0  
 219 Fender System 0  
 220 Dolphim: 0  
 223 Culvert Cover: 000  
 Type: 0  
 No. Barrels: 0  
 \* Width: 0.00 Height: 0.00  
 Length: 0 Apron: 0  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ

## 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  
 Type 3s2: 00  
 Timber: 00  
 Piggyback: 00  
 253 Notification Date: 02/01/1901  
 258 Fed Notify Date: 02/01/1901

Location I.D. No.: 121-00627X-001.33N



# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 121-0069-0

Fulton

SUFF. RATING: 92.68

**Programming Data**

201 Project No.: IR-85-1 (254) CT.1  
 202 Plans Available: 4  
 249 Prop. Proj. No. 00000000000000000000000000000000  
 250 Approval Status: 0 0 0 0  
 251 P.I. No.: 00000000  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 000000  
 75 Type Work: 0  
 94 Bridge Imp. Cost: \$0  
 95 Roadway Imp. Cost: \$0  
 96 Total Imp Cost: \$0  
 76 Imp. Length 000000  
 97 Imp. Year: 0000  
 114 Future ADT: 024930 Year: 2024

**Measurements**

\* 29 ADT: 016620 Year: 2004  
 109 % Trucks: 5  
 \* 28 Lanes On: 02 Under: 06  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0076  
 \* 49 Structure Length: 279  
 51 Br. Rwdy. Width: 38.00  
 52 Deck Width: 41.20  
 \* 47 Tot. Horiz. Cl: 38.00  
 50 Curb / Sidewalk Width: 0.00 / 0.00  
 32 Approach Rdwy. Width: 044  
 \* 229 Shoulder Width:

**Ratings**

65 Inventory Rating Method: 2  
 63 Operating Rating Method: 2  
 66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 51  
 231 Calculated Loads  
     H-Modified: 20 0  
     HS-Modified: 25 0  
     Type 3: 28 0  
     Type 3s2: 40 0  
     Timber: 36 0  
     Piggyback: 40 0

**Hydraulic Data**

215 Waterway Data  
 Highwater Elev.:  
 Flood Elevation:  
 Avg. Streambed Elev.:  
 Drainage Area:  
 Area of Opening:  
 113 Scour Critical: N  
 216 Water Depth: 00.0 Br. Height: 00.0  
 222 Slope Protection: 4  
 221 Spur Dikes Rear: 0 Fwrd: 0  
 219 Fender System 0  
 220 Dolphim: 0  
 223 Culvert Cover: 000  
 Type:  
 No. Barrels: 0  
 \* Width: 0.00 Height: 0.00  
 Length: 0 Apron: 0  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ

Pavement Width:  
 Rear: 24.00  
 Fwrd: 24.00  
 Intersection Rear: 1 Fwrd: 1  
 36 Safety Features Br. Rail: 1  
 Transition: 2  
 App. G. Rail:  
 App. Rail End:  
 53 Minimum Cl. Over: 99 ' 99 " Under:  
 \* 228 Minimum Vertical Cl 16 ' 11 " Fwrd: 1  
 Act. Odm Dir:  
 Oppo. Dir:  
 Posted Odm. Dir:  
 Oppo. Dir:  
 55 Lateral Undercl. Rt: H 10.50  
 56 Lateral Undercl. Lt: 16.30  
 \* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0  
 39 Nav Vert Cl: 000 Horiz: 0000  
 116 Nav Vert Cl Closed: 000  
 245 Deck Thickness Main: 6.50  
 Deck Thick. Approach: 6.50  
 246 Overlay Thickness: 0.00  
 212 Year Last Painted: Sup: 1987 Sub: 0000

**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  
     Type 3s2: 00  
     Timber: 00  
     Piggyback: 00  
 253 Notification Date: 02/01/1901  
 258 Fed Notify Date: 02/01/1901

Location I.D. No.: 121-00074D-001.59E



# Bridge Inventory Data Listing

Georgia Department of Transportation

Structure ID: 121-0645-0

Fulton

SUFF. RATING: 96.37

## Programming Data

201 Project No.: IR-85-1 (254) CT.1  
 202 Plans Available: 4  
 249 Prop. Proj. No. 00000000000000000000000000000000  
 250 Approval Status: 0 0 0 0  
 251 P.I. No.: 00000000  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 000000  
 75 Type Work: 0  
 94 Bridge Imp. Cost: \$ 0  
 95 Roadway Imp. Cost: \$ 0  
 96 Total Imp Cost: \$ 0  
 76 Imp. Length 000000  
 97 Imp. Year: 0000  
 114 Future ADT: 052590 Year: 2024

## Measurements

\* 29 ADT: 035060 Year: 2004  
 109 % Trucks: 5  
 \* 28 Lanes On: 02 Under: 06  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0078  
 \* 49 Structure Length: 281  
 51 Br. Rwdy. Width: 38.00  
 52 Deck Width: 41.20  
 \* 47 Tot. Horiz. Cl: 38.00  
 50 Curb / Sidewalk Width: 0.00 / 0.00  
 32 Approach Rdwy. Width: 037  
 \* 229 Shoulder Width:  
 Rear Lt: 3.00 Type: 2 Rt: 10.00  
 Fwd Lt: 3.00 Type: 2 Rt: 10.00

## Ratings

65 Inventory Rating Method: 2  
 63 Operating Rating Method: 2  
 66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 51  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 40 0  
 261 H Inventory Rating: 20  
 262 H Operating Rating: 28  
 67 Structural Evaluation: 7  
 58 Deck Condition: 7  
 59 Superstructure Condition: 8  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 7  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond.: N  
 68 Deck Geometry: 7  
 69 UnderClr. Horz/Vert: 6  
 72 Appr. Alignment: 8  
 62 Culvert: N

## Hydraulic Data

215 Waterway Data  
 Highwater Elev.: 0000.0 Year: 1900  
 Flood Elevation: 0000.0 Freq.: 00  
 Avg. Streambed Elev.: 0000.0  
 Drainage Area: 00000  
 Area of Opening: 000000  
 113 Scour Critical: N  
 216 Water Depth: 00.0 Br. Height: 00.0  
 222 Slope Protection: 4 Fwd: 0  
 221 Spur Dikes Rear: 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  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ  
 Location I.D. No.: 121-00074D-001.60E

## 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  
 Type 3s2: 00  
 Timber: 00  
 Piggyback: 00  
 253 Notification Date: 02/01/1901  
 258 Fed Notify Date: 02/01/1901

## Draft Need and Purpose Statement

The proposed Project NHS-M002-00(434), Coweta and Fulton Counties, would provide for concrete lane replacement on Interstate 85 (I-85) from State Route 34 (SR 34) to State Route 74 (SR 74) for a distance of approximately 15 miles. It is proposed to improve one center and one outside lane in each direction along the existing roadway's six-lane section. The median would be paved and a permanent concrete median barrier would be added. The roadway would be striped for 3 lanes each direction. The pavement design includes a 12-inch Continuously Reinforced Concrete (CRC) pavement structure and full-depth concrete shoulders. The design would also use a 12-inch Graded Aggregate Base and a three-inch Asphalt Concrete Base. Vegetation removal would occur on both sides of the roadway 50 feet from the edge of pavement, and guardrail replacement as needed along the 15-mile corridor. Additional right-of-way would not be required for the proposed project, and no work is anticipated to occur on entry or exit ramps. The existing roadway comprises three (3), 12-foot lanes in each direction with 12-foot inside shoulders, 12-foot outside shoulders (10' paved), and an approximately 16-foot depressed grass median. The existing right-of-way is typically 150 feet from the center line on each side of the roadway.

The proposed replacement lanes were constructed in the late 1960s along this section of I-85. Today, these two lanes are deteriorating and require frequent maintenance. According to FHWA, pavements tend to deteriorate slowly in the first few years after construction, then at ever-increasing rates when they are older. FHWA has estimated that concrete pavements of type found on this section of I-85 generally have an approximate 30 year life cycle, which has now passed. The current condition of the pavement suggests that I-85 will shortly require maintenance and repairs too frequently for cost effectiveness, maintenance of traffic flow, or safety. The newly constructed median would improve the safety for the maintenance crews by minimizing maintenance concerns associated with guardrail replacement and vegetation mowing within the existing median. This area would provide additional safety by adding emergency refuge for vehicles and provide additional area for access of emergency vehicles. The full depth pavement and widened inside shoulders also provide a safer travel lane during construction staging. The proposed buildout would accommodate a future SOV lane or part of an HOV system (additional widening would be required). Traffic volumes are currently high, and levels of service (LOS) are poor during peak hours. Current 2005 ADT for this section of the roadway is at 82,000, and traffic levels are predicted to be at 122,000 by 2025.

Further, the deteriorating pavement no longer meets current design standards for concrete roadways. The original concrete pavement is now 38 years old, and was constructed with a 10-inch surface layer of plain Portland cement concrete including a six-inch, cement stabilized, Graded Aggregate Base and 9-inch borrow soil base. Current pavement conditions preclude preservation or repair of the existing pavement, and reconstruction of the two lanes would correct several deficiencies currently found along this stretch of I-85 including:

1. Deteriorating pavement conditions unable to handle existing vehicular and truck traffic volumes;
2. Pavement that does not meet current design standards for the type and volume of traffic traveling the roadway;
3. Pavement that has passed its life-cycle; and
4. Increased wear-and-tear on vehicles, the comfort of travelers, and fuel consumption.

The proposed maintenance project would not include an inside lane that was added in the early 1990s in both directions, since the pavement's life cycle has not ended.

**Department of Transportation  
State of Georgia**

Interdepartment Correspondence

File NHS-M002-00(434) Coweta / Fulton      Office Materials and Research  
P.I. No. M002434      Forest Park, Georgia  
Date July 22, 2005

From  Georgene M. Geary, P.E., State Materials and Research Engineer

To Brent A. Story, P.E., State Road and Airport Design Engineer  
Attn: Andy Casey, P.E., Design Group Manager

Subject: **Continuously Reinforced Concrete Pavement Design  
SR 403 / I-85 Rehabilitation from Collinsworth Road to SR 74**

As requested, the Office of Materials and Research has prepared the Continuously Reinforced Concrete Pavement (CRCP) Design for the rehabilitation of SR 403 / Interstate 85 in Coweta and Fulton Counties.

This reconstruction project begins at Collinsworth Road near MP 56 ± in Coweta County and ends at SR 74 near MP 61 ± in Fulton County.

The CRC design uses the slab thickness obtained using the AASHTO 1972 Interim Guide for Design of Pavement Structures. The design also uses Graded Aggregate Base and a 3 inch Asphalt Concrete interlayer.

The design is based on a subgrade k-value of 110 pci corresponding to the typical soils support value of 2.0. It is also based on traffic information that was supplied by the Office of Environment and Location. The pavement design is summarized in the table below.

Pay Item Number	Material	Thickness, inches	Spread Rate, lb/yd <sup>2</sup>
Pending <del>430-1220-000</del>	CRC Pavement	12	-
402-3190	19 mm SP At MDL "A"	3	330
310-5120	Graded Aggregate Base	12	-

The longitudinal reinforcement shall consist of ASTM A615 Grade 60 size #6 reinforcing bars spaced at 5 inch intervals. The transverse reinforcement shall consist of ASTM A615 Grade 60 size #4 reinforcing bars spaced at 36 inch intervals.

The concrete reinforcing cover is measured from the top of the slab. The reinforcing placement is summarized in the table below:

Material	Spacing, inches	ASTM A 615 Steel Grade	Bar Size	Min Concrete Cover	Max Concrete Cover
Longitudinal Reinforcement	5 inches C to C	60	#6	3 ½ inches	4 ¼ inches
Transverse Reinforcement	36 inches C to C	60	#4	4 ¼ inches	5 inches

For long term pavement performance, it is also recommended to construct 14 foot wide outside lanes striped at 12 feet with tied shoulders.

If a widened slab is used, the clear distance of the first reinforcing bar from either slab edge shall be 3 ⅝ inches. This provides a reinforcement ratio of 0.723%.

If a 12 foot wide slab is used, the clear distance of the first reinforcing bar from either slab edge shall be 4 ⅛ inches. This provides a reinforcement ratio of 0.690%.

It is additionally recommended that the shoulder be constructed full depth to match the mainline cross section for use as a future travel lane.

If any additional information is needed, please contact A.J. Jubran of the Pavement Management Branch at 404-363-7582.

GMG: JTR: AJJ

Attachment

1. Continuously Reinforced Rigid Pavement Design

Cc: Mr. Jason Mc Cook, Assistant Road and Airport Design Engineer  
Mr. Wade Harris, P.E., Engineering Services  
Mr. Gary Owens, Office of Road and Airport Design  
Mr. Myron Banks, Concrete Branch Chief, OMR  
file



RATE CALCULATION 2000

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2000	Coweta	1	40300	12	12.77	41,900	0.77	32,263
2000	Coweta	1	40300	12.77	17.41	51,100	4.64	237,104
2000	Coweta	1	40300	17.41	22.52	59,900	5.11	306,089
2000	Coweta	1	40300	22.52	23.3	69,400	0.78	54,132
2000	Fulton	1	40300	0	4.04	70,000	4.04	282,800
2000	Fulton	1	40300	4.04	4.5	104,300	0.46	47,978
Total Vehicle Miles: 960,366	Total Accidents: 434	Accident Rate: 124						
Average ADT: 60,783	Total Injuries: 203	Injury Rate: 58						
Length in Miles: 15.80	Total Fatalities: 6	Fatality Rate: 1.71						

NOTE: Rates are per 100 Million Vehicle Miles

RATE CALCULATION 2001

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2001	Coweta	1	40300	12	12.77	47,700	0.77	36,729
2001	Coweta	1	40300	12.77	17.41	57,000	4.64	264,480
2001	Coweta	1	40300	17.41	22.52	72,700	5.11	371,497
2001	Coweta	1	40300	22.52	23.3	72,800	0.78	56,784
2001	Fulton	1	40300	0	4.04	72,600	4.04	293,304
2001	Fulton	1	40300	4.04	4.5	104,700	0.46	48,162
Total Vehicle Miles: 1,070,956	Total Accidents: 423	Accident Rate: 108						
Average ADT: 67,782	Total Injuries: 214	Injury Rate: 55						
Length in Miles: 15.80	Total Fatalities: 1	Fatality Rate: 0.26						

Rate per 100 Million Vehicle Miles

RATE CALCULATION 2002

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2002	Coweta	1	40300	12	12.77	48,700	0.77	37,499
2002	Coweta	1	40300	12.77	17.41	57,300	4.64	265,872
2002	Coweta	1	40300	17.41	22.52	73,100	5.11	373,541
2002	Coweta	1	40300	22.52	23.3	73,200	0.78	57,096
2002	Fulton	1	40300	0	4.04	71,800	4.04	290,072
2002	Fulton	1	40300	4.04	4.5	105,300	0.46	48,438
Total Vehicle Miles: 1,072,518	Total Accidents: 435	Accident Rate: 111						
Average ADT: 67,881	Total Injuries: 220	Injury Rate: 56						
Length in Miles: 15.80	Total Fatalities: 2	Fatality Rate: 0.51						

Rate per 100 Million Vehicle Miles

RATE CALCULATION 2003

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2003	Coweta	1	40300	12	12.74	48,700	0.74	36,038
2003	Coweta	1	40300	12.74	17.34	57,300	4.6	263,580
2003	Coweta	1	40300	17.34	22.43	73,100	5.09	372,079
2003	Coweta	1	40300	22.43	23.3	73,200	0.87	63,684
2003	Fulton	1	40300	0	4.01	71,800	4.01	287,918
2003	Fulton	1	40300	4.01	4.5	105,300	0.49	51,597
Total Vehicle Miles: 1,074,896	Total Accidents: 461	Accident Rate: 118						
Average ADT: 68,031	Total Injuries: 198	Injury Rate: 50						
Length in Miles: 15.80	Total Fatalities: 1	Fatality Rate: 0.25						

Rate per 100 Million Vehicle Miles

RATE CALCULATION 2004

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2004	Coweta	1	40300	12	12.74	50,050	0.74	37,037
2004	Coweta	1	40300	12.74	17.34	60,920	4.6	280,232
2004	Coweta	1	40300	17.34	22.43	68,770	5.09	350,039
2004	Coweta	1	40300	22.43	23.3	72,600	0.87	63,162
2004	Fulton	1	40300	0	4.01	72,600	4.01	291,126
2004	Fulton	1	40300	4.01	4.5	109,200	0.49	53,508
Total Vehicle Miles: 1,075,104	Total Accidents: 503	Accident Rate: 128						
Average ADT: 68,045	Total Injuries: 237	Injury Rate: 60						
Length in Miles: 15.80	Total Fatalities: 4	Fatality Rate: 1.02						

Rate per 100 Million Vehicle Miles

#### Concept team meeting

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#### Agenda

A concept team meeting for the above project was held October 27, 2005 in the Road Design conference room. The following was discussed:

- 0 Introductions/Team Members and Responsibilities – Andy Casey
- 0 Project Scope – Ken McDuff
  - o Project Description
    - need and purpose – no comments
    - the display was shown from SR 34 to SR 74
      - 9 bridges within project limits
        - o I-85 bridges over SR34, Plantation gas line
        - o Overpasses – SR154 interchange, Palmetto/Tyrone, Collingsworth interchange, Johnson Rd, Gullatt Rd, Bohannon Rd, SR74 interchange.
  - o Typical Sections and staging Alternates considered. Ken referred to the staging Alternates matrix in the concept report.
    - Preferred Alternate 1  
Alternate 1 - Maintain 3 lane contraflow to Collingsworth. Temporary shoulders would be added to both sides of the roadway. One lane would be barrier separated and contraflow. This flow does not initially meet driver expectation, commuter education would be needed, and an abundance of signing would be needed. Crossover would be provided at SR 74 and at Collingsworth. It was noted that contraflow may need to be extended to SR 154 due to traffic. (Referred to the Traffic flow sheet – attached)
    - Preferred Alternate 1A- South of Collingsworth maintain 2 lanes each direction. A temporary shoulder is required on one side only. Construction work could be accomplished ½ template at a time – both NB and SB traffic would be maintained on one side of the centerline.
    - Alternate 1B - South of Collingsworth maintain 2 lanes each direction. A temporary shoulder would be required on both sides of the roadway. NB traffic would remain on NB side and SB traffic would remain on SB side
    - Alternate 2 – Along the entire project, the median would be closed in and a permanent concrete median barrier would be placed. The additional pavement to the inside would be stripped out and be used for future HOV. Throughout staging 3 lanes each direction would be maintained. Temporary shoulders would be added to both sides of the roadway. A contraflow lane would be utilized. It was noted that this Alternate would delay the let schedule, increase construction time, and is more expensive.
  - o Environmental
    - Draft ecology report submitted Sept 27, 2005
    - Draft CE submitted for review Oct 4, 2005
    - 5 wetland areas were located along the projects corridor during environmental field surveys, none are expected to be impacted – hand clearing for the vegetative removal is specified on the green sheet in sensitive areas.
  - o Design
    - Traffic
      - o 2005 ADT 82,000
      - o 2025 ADT 122,000

- Accidents
  - 2002 – 435 accidents, 220 injuries, 2 fatalities
  - 2003 – 461 accidents, 198 injuries, 1 fatality
  - 2004 – 503 accidents, 237 injuries, 4 fatalities
- Posted speed
  - Existing posted speed 65 mph in Fulton Co, 70 mph in Coweta (design speed for entire project to be 70 mph)
- Pavement design – dated July 22, 2005 received from OMR
  - 12” Continuously reinforced concrete pavement (pending)
  - 3” 19mm superpave
  - 12” Graded aggregate base
- No RW required
- No Utility involvement expected
- Survey status
  - Enhancements underway for drainage and bridges
  - Anticipate full database 1<sup>st</sup> week of November
- 0 Project Schedule - attached to concept report
  - CE approval by December 22, 2005
  - PFPR plans submittal December 22, 2005
  - Final plans to contracts by March 10, 2006
  - Letting May 06

#### 0 Open Discussion – Alternate selection

As a consensus of the concept team, the preferred Alternate for the concept is Alternate 2 to close in the median.

##### Alternate 2 was selected for the following reasons:

- It provides width for future HOV lanes and capacity without the need to reconstruct the median
- It provides for full depth pavement throughout all stages (Alternate 1, stage 2b utilizes the thinner existing inside shoulder for travel)
- It was the preferred alternate stated by District 3, District 7, and FHWA
- Improves safety with the extra wide shoulder for the high volume facility by providing motorist with additional refuge for emergencies and provide additional area for access of emergency vehicles.
- The newly constructed median would minimize maintenance concerns associated with guardrail replacement and vegetation mowing within the existing median.

##### Alternate 2 considerations

- It was a concern to get the concrete lane replacement project Let (May 06) and completed quickly. It was noted that District maintenance has been regularly replacing failing slabs and would continue to do so to alleviate concerns of the extended time to construct the project.
- Discussion to make the project a Design/Build project. The team noted that this project seemed a candidate for it, stating that an approved environmental document and an approved concept report need to be completed prior to letting to contract (advertisement). A Design/Build would allow the contract to begin earlier and remain on schedule.
- Full size plans would be required if a conventional design-bid-build is used.
- Complete drainage design for the inside median



# MEETING MINUTES

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## Task Order # 8

NHS-M002-00(434), Coweta & Fulton Counties

P.I. No. M0022434

## I-85 Maintenance from SR 34 to SR 74

- o Environmentally a fish and mussel survey must be done. The window of opportunity for this is the end of October plus a standard 5 week extended grace period. This needs to be started ASAP
- o The soils will need to be investigated by OEL in the median. They potentially need to be undercut to remove undesirable material
- o Concern was stated for positioning of the crown point. This will be further investigated.
- o With the additional pavement it was noted that the traffic could utilize three lanes each direction by using the three inner lanes. District construction noted that they prefer to use the outer lanes and stripe out the additional area in the inside
- o The median diverges for approximately 1.2 miles just north of SR 154.
- o The need and purpose needs to be modified to state that we are widening to the inside to improve safety and to provide better access to emergency vehicles.
- o The dual bridges over Plantation pipeline will need modification when the median is closed in. (It's the only bridge on the I-85 that bridges over.) - A subsequent review of existing plans determined that the bridge appears to have been closed in with the previous widening project.

### 0 Open Discussion – General

- o A VE study is required. Consideration is to be given if the acquisition of an outside source is necessary to conduct the study or if the study can be done with Department personnel.
- o The project could be divided into segments where District 7 would oversee SR 74 to Collinsworth (plus a couple hundred feet to the south), and District 3 would oversee from that point south to SR 34.
- o Environmentally, an option is currently stated for either hand clearing or no clearing. District requested that the no clearing option be removed.
- o For contraflow options, add a full time wrecker on site to contract

### 0 Summary

A complete revised concept report will be prepared to show the preferred Alternate as closing in the median and placing a permanent concrete median barrier. This was the preferred alternate as selected by the concept team through the development process. This Alternate enhances safety. The additional pavement width will be stripped out. Three lanes of traffic will be maintained throughout the staging of the project. The revised report will be put in PDF format and emailed to everyone for a final review.



# MEETING MINUTES

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Task Order # 8

NHS-M002-00(434), Coweta & Fulton Counties

P.I. No. M0022434

I-85 Maintenance from SR 34 to SR 74

## Concept Team Meeting

### Project NHS-M002-00(434) SIGN-IN SHEET

	Name	Firm	Phone #	E-mail
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13	David Painter	PHWA	404-562-3658	david.painter@phwa.dot.ga.us
14	Andy Casey	GDOT	6-5406	
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*File: 2005183.08.05B*

**DATE:** October 11, 2005, 10:00 a.m.  
**SUBJECT:** Initial Concept Team Meeting Minutes  
**LOCATION:** GDOT Road Design Conference Room 444  
**ATTENDEES** See attached sign in sheet

- 
- 0 Introductions/Team Members and Responsibilities – Andy Casey
  - 0 Project Scope/project Description – Ken McDuff
    - o The project need and purpose was read/summarized
    - o The display was reviewed showing project limits from SR 34 to SR 74
      - 9 bridges within project limits
        - o I-85 bridges over SR34, Plantation gas line
        - o Overpasses – SR154 interchange, Palmetto/Tyrone, Collingsworth interchange, Johnson Rd, Gullatt Rd, Bohannon Rd, SR74 interchange.
      - Concrete Slab stockpile sites – 2 locations as identified by the Lab to be crushed and disposed of.
      - ATMS is not to be part of this project.
      - FHWA suggested adding Concrete Pavement Rehabilitation (CPR) / slab replacement to lane 1 (inside lane) in case of damage during reconstruction. Needs to be added to contract. Note to be added “Rehab lane 1 where needed/reconstruct as needed.”
    - o Concept Typical Sections and Alternates considered
      - Preferred concept staging was discussed. District construction did not agree with Stage 1 because
        1. People won’t utilize the shoulder for the traffic shift in stage 1,
        2. the shoulder won’t hold up
        3. 11’ lanes are not big enough for trucks  
(note: 11’ lanes are currently used throughout Atlanta on 75 and 85)
        4. The barrier (moveable) wasn’t worth it. Mickey McGee added that barrier caused a lot of flat tires, not worth the expense, and was hard to move. He recommended no barrier at all.  
FHWA disputed #4 and stated that barrier is needed.  
It was noted that the joint placement would be 9’6” into the travel lane.  
Construction noted that a joint inside of a travel lane is a future maintenance rehab problem as it requires an additional lane closure to do the work
      - Alternate 1 presented – Replace all 3 lanes. Ruled out because lane 1 still has time left in life cycle
      - Alternate 2 – Asphalt instead of concrete. Ruled out due to shorter life cycle of asphalt (20 yr vs 30 year expected)
      - Alternate 3 – 2 additional feet to the shoulder which would provide a full travel lane width
        - o moves joint to 11’6” into lane
        - o increases shoulder work.

**Department of Transportation  
State of Georgia**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** NHS-M002-00(434) Fulton/Coweta  
P.I. No. M002434

**OFFICE** Environment/ Location

**DATE** January 20, 2005

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

**TO** Bryant Poole, District Engineer, Chamblee  
**Attn: Scott Lee**

**SUBJECT** I-85 FM Collinsworth Rd./Coweta Co. TO SR 74/Fulton Co.

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

2002 ADT = 73200  
2005 ADT = 82000  
2025 ADT = 122000  
K = 9%  
D = 71%  
T = 13%  
24 HR T = 15%  
S.U. = 3%  
COMB. = 12%

If you have any questions concerning this information please contact  
Teresa Williamson at (404)699-4458.

HDK:TJW

cc: Mac Cranford

- David Painter suggested that this could be useful as a future lane if HOV's came through
- Environmental
  - Draft ecology report submitted Sept 27, 2005
  - Draft CE submitted for review Oct 4, 2005
- Survey status
  - Enhancements underway for drainage and bridges
  - Hope to get Planimetrics this week
  - Anticipate full database 1<sup>st</sup> week of November
- Project Schedule – see attached
  - CE approval by December 22, 2005
  - PFPR plans submittal December 22, 2005
  - Final plans to contracts by March 10, 2006
  - Letting May 06
- Open discussion – Staging / Constructability
  - Mickey McGee suggested adding a 12' lane in place of the inside shoulder to help with MOT, David Painter requested a 14' inside shoulder full depth. The inside shoulder should be 14' CRC shoulder at 2.0 %
  - All agreed to add a 12' outside shoulder
  - It was stated that 12' lanes must be maintained throughout staging for consideration of trucks. It was later stated that 11' lanes could be used. The concern was that if 11' is put in the plans then the contractor may creep lower. The lane widths will be specified as 11' minimum.
  - Concern was noted for scope creep and not addressing original concept as well as the additional cost. Also needs to meet the need and purpose.
  - 2.5' to 3' of GAB extension is needed for the screed treads for the concrete paving machine and zip barrier.
  - FHWA insists that temporary barrier be used for staging.
  - The concept will be revised as follows
    - Alt 1 (brown alternate) Maintains 2 lanes each direction
      1. replace and widen inside shoulder with full depth asphalt and add temporary barrier in median
      2. Shift crown to center of lane 2 to accommodate future HOV (barrier separated)
      3. construct full depth outside shoulder concrete 6' + 6' due to joint placements.
      4. add cable guardrail (instead of double faced guardrail) for ultimate build out in median
    - Alt 2 (blue alternate) Maintains 3 lanes each direction
      1. complete reconstruction of the median to full depth concrete, 14' CRC inside shoulder at 2.0 %
      2. 12' outside shoulder at 2.0%
      3. Would require drainage work with installation of surface drains and calcs to determine if existing cross drains can handle capacity.
      4. Would require median barrier
      5. Cost would be dramatically increased
      6. David Painter suggested that the work could be split into two projects if cost restricted. The first project from Collingsworth to SR 74.
      7. Brent Story noted that this alternate is beyond the project scope. The alternate should be prepared for comparison.



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## MEETING MINUTES

Task Order # 8

NHS-M002-00(434), Coweta & Fulton Counties

P.I. No. M002434

I-85 Maintenance from SR 34 to SR 74

### 0 Open discussion - General

- Contractor incentives should be added to the contract. Potentially separately for the inside work and the outside work (for separate sub-phases)
- Ken stated that the plans deliverable will be on 8 ½ X 11 sheets.
- Ken asked for Guardrail logs from the District. District stated that they do not have a guardrail log. Mulkey Engineers will generate a guardrail log.
- A VE study will need to be done for the project
- Ken asked District for a list showing the adequacy of existing drainage structures. District Maintenance as per the initial assumptions was to provide information on any problem areas
- An overhead sign @ SR 74 needs to be replaced
- Curb and gutter is to be removed from any gore areas
- Interchange drainage structures need to be modified or repaired
- GDOT agreed to install raised pavement marker arrays used in place of rumble strips as per current CPR projects.
- David Painter noted that exit 61 (SR74) needs a different geometry. He suggested a loop ramp and mini CD system to be added to the scope of this project. Brent Story noted that he would work with planning to scope a separate project.

Subsequent correspondence (October 11, 2005 pm) from Brent Story stated that a discussion including Jason McCook, Brent Story, Buddy Gratton and David Studstill, Chief Engineer about the staging on I-85 from SR34 to SR74. The consensus was that we must maintain three lanes during construction from SR74 to Collinsworth Road; after Collinsworth Road, the volumes dropped enough that we can stage with only two lanes open. Therefore, give Mulkey instructions that we want them to concept two lane staging from SR34 to Collinsworth Rd. and contra-flow staging from Collinsworth Rd. to SR74.



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# MEETING MINUTES

Task Order # 8  
 NHS-M002-00(434), Coweta & Fulton Counties  
 P.I. No. M002434  
 I-85 Maintenance from SR 34 to SR 74

JBT Statewide Task Order 8  
 I-85 Concrete Lane Replacement  
 Project No. NHS-M002-00(434), Coweta/Fulton County  
 P.I. No. M002434

Task	2005					2006					
	September	October	November	December	January	February	March	April	May	June	
Phase I: Concept Development											
1.1 Concept Design											
1.2 Concept Report											
Phase II: Database Preparation											
2.1 Aerial Mapping											
2.2 Field Survey											
Phase III: Environmental Documentation											
3.1 Categorical Exclusion											
Phase IV: Preliminary Plans											
4.1 Roadway Design											
4.2 Field Plan Review											
Phase V: Final Construction Plans											
6.1 Roadway Design											
6.2 Field Plan Review											
6.3 Submit Final Bid Plans											
May 06 Letting											
Phase IX: Construction Assistance											
9.1 Construction Assistance											

Assumptions:  
 Letting date - May 19, 2006  
 O/C/QA plans to JBT by January 13, 2006  
 The VE Study (by others) should be held prior to or immediately after the Concept Report approval

10/7/2005 12:33 PM

F:\Projects\2005 JBT\TO8-85\Admin\Schedule\TO #8 Schedule.xls



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# MEETING MINUTES

Task Order # 8

NHS-M002-00(434), Coweta & Fulton Counties

P.I. No. M002434

I-85 Maintenance from SR 34 to SR 74

Concept Team Meeting  
 I-85 Maintenance  
 Project NHS-M002-00(434)  
 SIGN-IN SHEET

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5	Wayne Fedora	FHWA	(404) 562-3651	r.wayne.fedora@fhwa.dot.gov
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**Project Limit SR 74**

North of SR 74 (exit 61)  
AADT = 109,400

**20% Drop in traffic**

SR 74 (exit 61) to Collinsworth (exit 56)  
AADT = 86,770

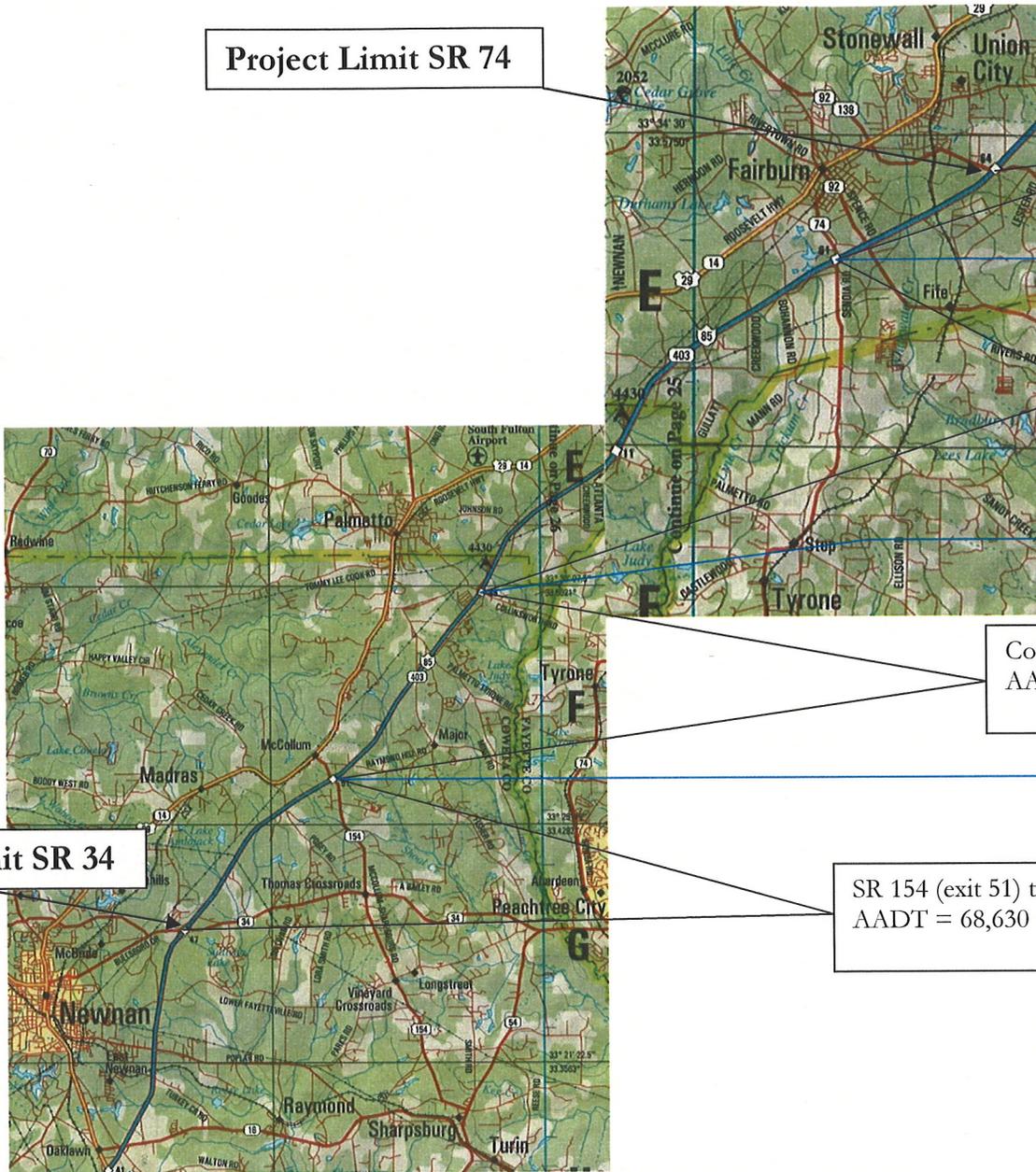
**4% Drop in traffic**

Collinsworth (exit 56) to SR 154 (exit 51)  
AADT = 83,190

**17% Drop in traffic**

SR 154 (exit 51) to SR 34 (exit 47)  
AADT = 68,630

**Project Limit SR 34**



**I-85 Interstate Maintenance  
NHS-M002-00(434), Fulton/Coweta Counties**

Traffic counts from Georgia DOT Transportation Explorer (Trex)

