ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRMLB-9007(14) Fulton County
P.I. No. 752015

OFFICE Preconstruction

DATE June 12, 1995

FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

John Lively
Bob Mustin
David Studstill
Herman Griffin
Toni Dunagan
James Kennerly
Darrell Elwell
Marion Waters
Paul Liles
Mitch Fowler

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRMLB-9007(14) Fulton County
P.I. No. 752015

OFFICE Preconstruction

DATE June 5, 1995

FROM Hoyt J. Lively, Jr., P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is in the reconstruction of two(2) spans of the Courtland Street Bridge over CSX Railroad from Martin Luther King Jr. Drive to Gilmer Street. The existing bridge is 328.2 m x 13.7 m with 28 spans and a sufficiency rating of 5.0. The bridge has been temporarily shored which effectively increases the sufficiency rating. The replacement spans will provide the horizontal and vertical clearances needed for the adjusted or added railroad tracks associated with the proposed multi-modal terminal. The existing Courtland Street Bridge is a four lane one-way (southbound) roadway with curb and gutter and 2.1 m sidewalks on both sides. The base year traffic (1995) is 21050 VPD and the design year traffic (2015) is 28400 VPD. The posted speed and the design speed is 50 km/h.

The proposed replacement structure will provide a four lane (4-3.3 m lanes southbound) roadway with curb and gutter with 2.1 m sidewalks on both sides. A portion of Courtland Street will be closed. A detour using Gilmer Street, Butler Street, and Martin Luther King Jr. Drive will be required. Traffic control will be coordinated with the City of Atlanta.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	PROG.DATE
Constr(Infl&E/C)	$757,000	$900,000	1997
Right-of-way*	Local	Local	96-01
Utilities*	Local	Local	

*LGPA sent 10/92 requesting the City of Atlanta be responsible for rights-of-way, utilities and detours.

BRMLB-9007(14) Fulton County

This project is in the STIP. I recommend this project concept be approved.

HJL/JDQ/se

Attachment

CONCUR: _____
Frank Danchetz, P.E., Chief Engineer

APPROVED: _____
Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRMLB-9007(14) FULTON
P.I. NO. 752015

OFFICE Atlanta, Georgia

DATE MAY 24, 1995

FROM Bob Mustin, P.E., Project Review Engineer

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT **PROJECT CONCEPT REPORT**

The concept report submitted May 10, 1995 has been reviewed and is considered satisfactory.

The estimated costs for the project are as follows:

Construction	$	598,000	
Inflation	$	90,000	
E & C	$	69,000	
Right of Way	$	?	(LGPA)
Reimbursable Utilities	$	?	(LGPA)

DTM

c: Walker Scott

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRMLB-9007(14) Fulton County
Courtland Street bridge over CSX Railroad
P.I. No. 752015

OFFICE Atlanta, Georgia

DATE May 5, 1995

FROM Walker W. Scott, Jr., P.E., State Urban Design Engineer

TO Bob Mustin, P.E., Project Review Engineer

SUBJECT **Proposed Project Concept Report**

Transmitted is the proposed project Concept Report for the reconstruction of the Courtland Street bridge over CSX Railroad in Atlanta.

Please take the necessary steps to process the report through the Department in accordance with the project review process.

WWS/JPP/SAR
Attachment

cc: David Studstill, w/attachment
Marion Waters, w/attachment
Paul Liles, w/attachment
Mitch Fowler, w/attachment
G. Charles Lewis
Wayne Hutto
Hoyt J. Lively, Jr.
Jim Chambers
Luke Cousins

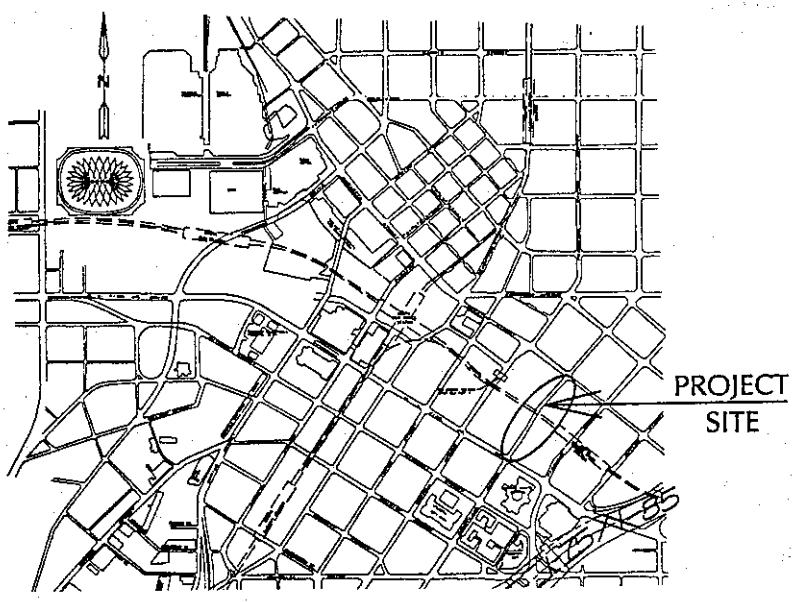
DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

BRMLB-9007(14) FULTON COUNTY
RECONSTRUCTION OF COURTLAND STREET BRIDGE
OVER CSX RAILROAD

Federal Route No.:
State Route No.:
GADOT P.I. No.: 752015



Date of Report:

RECOMMENDATION FOR APPROVAL

May 9, 1995
Date

Walter W. Cook
State Urban Design Engineer

Date — State Environmental Engineer

Date — State Traffic Operations Engineer

Date — District Engineer

Date — State Bridge & Structural Design Engineer

DATE: April 14, 199[illegible]

PROJECT CONCEPT REPORT

PROJECT NO.: BRMLB-9007(14) FULTON COUNTY **P.I. No.:** 752015

PREVIOUS PROJECT NO.: N/A **ROUTE NO.:** None

LOCATION: Project BRMLB-9007(14), reconstruction of the Courtland Street bridge over CSX Railroad, beginning at Martin Luther King Jr. Drive and ending at Gilmer Street.

TRAFFIC:	CURRENT ADT (YR 1995)	PROJECTED ADT (YR 2015)
	21050	28400

EXISTING TYPICAL SECTION: The existing Courtland Street bridge width is 45 feet gutter to gutter. There are four one way southbound lanes of approximately 11 feet in width. There is no parking on the bridge. There are sidewalks on both sides, each with a width of seven feet.

POSTED SPEED LIMIT: 30 MPH

EXISTING MAJOR STRUCTURES: Courtland Street Bridge over CSX Railroad. The existing bridge is 1077 feet long and has 28 spans with a maximum span length of 84 feet. The northernmost existing span to be replaced is 81 feet long and the southernmost span is 58 feet long. The bridge ID number is 121-09007M-002.60N and it has a sufficiency rating of 5.0. The bridge has been temporarily shored which effectively increases the sufficiency rating.

ACCIDENT HISTORY: Not available

STATEMENT OF NEED AND PURPOSE OF PROJECT: See attached.

PROJECT CONCEPT

LENGTH: 0.19 miles

LOCATION: Replacement of the two spans of the existing Courtland Street bridge over CSX Railroad, located between Martin Luther King Jr. Drive and Gilmer Street in downtown Atlanta.

PDP CLASS: Major Existing **FUNCTIONAL CLASS:** Urban Arterial

	DEGREE OF CURVE	GRADE
PROPOSED:	12 deg 30' 00" (existing)	1.0%
MAXIMUM ALLOWABLE:	19 degrees	9.0%

DESIGN SPEED: 30 MPH

PROPOSED TYPICAL SECTION: See attached typical sections.

MAJOR STRUCTURES: The replacement spans will be constructed to match the widths (4 lanes w/ sidewalks and parapets) and grade of the existing spans.

TYPE ACCESS: Regulated by City of Atlanta permit

TRAFFIC CONTROL DURING CONSTRUCTION: A portion of Courtland Street will be closed. A detour using Gilmer Street, Butler Street, and Martin Luther King Jr. Drive will be required. Traffic control will be coordinated with the City of Atlanta and MARTA.

ESTIMATED COST:

R/W:	By Locals
UTILITIES:	By Locals
SUBTOTAL:	By Locals
CONSTRUCTION:	$598,000
INFLATION (3 years at 5%):	$ 90,000
E&C (10%):	$ 69,000
TOTAL CONSTRUCTION:	$757,000

PERMITS REQUIRED: None known at this time

LEVEL OF ENVIRONMENTAL ANALYSIS: Categorical Exclusion

LEVEL OF PUBLIC INVOLVEMENT: No Public Hearing will be required. A Public Information meeting may be held in order to explain the proposed detour routes.

TIME SAVINGS PROCEDURES APPROPRIATE? YES ___ NO _X_

DESIGN VARIANCES REQUIRED: None known at this time.

ALTERNATES CONSIDERED: 1). Build 2). No build

OTHER PROJECTS IN AREA: 1). Proposed Techwood Drive Extension and Peters Street bridge replacement. 2). Bridge reconstruction at the following sites: CSX Railroad bridges over Butler Street and Piedmont Avenue, and bridges over CSX Railroad at Central Avenue, Pryor Street, Peachtree Street, Forsyth Street, Spring Street, Techwood Drive, and International Boulevard; Mitchell Street over Norfolk-Southern Railroad. This project is in conjunction with: 3). The proposed Multi-Modal Passenger Terminal facility.

CONCEPT TEAM MEETING HELD: August 4, 1992

PRESENT: See attached Concept Team Meeting minutes.

FIELD REVIEW HELD: A field review was not held as part of the concept team meeting, but the project site has been visited several times.

RAILROAD INVOLVEMENT: Coordination with CSX Railroad is required.

POSSIBLE UNDERGROUND STORAGE TANK SITES: None known.

COMMENTS: If BRMLB funding is used for construction, this project should be considered as a Phase II for the eventual overall reconstruction of the entire structure.

The bridge span over Decatur Street was replaced in 1994 in project BRMLB-9007(12) Fulton County.

There will be no access to the GBA parking deck from Courtland Street and no access to GSU parking deck G from

Courtland Street and Collins Street. However, there is access to these parking decks from Central Avenue. There may be a conflict with closing the lower levels of the GSU physical plant. Coordination with GSU, CSX Railroad, MARTA, and the Multimodal Group will be required.

ATTACHMENTS: Need & Purpose Statement, Concept Team Meeting Minutes, Construction Cost Estimate, Typical Sections

PROJECT LISTING BELOW
MULTI-MODAL BRIDGE REPLACEMENTS
FULTON COUNTY

TO: Attendees (see attached)

FROM: Walker W. Scott, Jr.

SUBJECT: Concept Meeting Minutes

On Tuesday, August 4, 1992 a concept meeting was held in the DOT board room at 8:30 A.M. to discuss the anticipated effects to the roadways which cross the existing main east-west railroad facilities in downtown Atlanta. These facilities are expected to be reconstructed to allow for future multi-modal usage of the corridor, or need to be replaced due to structural deficiencies.

In attendance were: (See attached sheets)

The discussion centered on the possible span(s) replacements and/or additions anticipated for 10 locations. The railroad bridges requiring adjustments included the Butler Street and Piedmont Avenue locations. The area between these bridges would require a retaining wall to minimize adjacent impacts. The roadway bridges over the railroad corridor are located on Courtland Street, Central Avenue, Pryor Street, Peachtree Street, Forsyth Street, Spring Street, Techwood Drive, and two bridges on International Boulevard. In addition, two bridges would require replacement of structurally deficient spans. One is located over Decatur Street on Courtland Street and the other is Forsyth Street.

The effects of these bridge reconstructions were discussed with particular emphasis to staging and detours of existing traffic during construction. A three stage process was presented. The following stages, bridge work and detours were noted from our presentation:

STAGE 1

Courtland Street at Decatur Street and railroad corridor- When the bridge is closed due to construction, traffic will be detoured beginning at Gilmer Street. From there, it will go east to Butler Street, south to Martin Luther King Jr. Drive, and west to the intersection with Courtland Street/Washington Street.

Forsyth Street at the railroad corridor- When the bridge is closed due to construction, northbound traffic will be detoured beginning at the intersection with Martin Luther King Jr. Drive. From there, it will go west to Spring Street, north to Marietta Street, and east to Forsyth Street. Southbound traffic will be detoured beginning at the intersection with Peachtree Street. From there, it will go south to Martin Luther King Jr. Drive, and west to Forsyth Street.

Techwood Drive at the railroad corridor- One side of the bridge will be constructed during Stage 1. Traffic will be shifted to the other side with a minimum of two lanes to be kept open at all times.

STAGE II

Pryor Street at the railroad corridor- When the bridge is closed due to construction, traffic will be detoured beginning at Wall Street. From there it will go west to Peachtree Street, south to Mitchell Street and east to Pryor Street.

Spring Street at the railroad corridor- When the bridge is closed due to construction, traffic will be detoured beginning at Mitchell Street. From there it will go east to Forsyth Street, south to Marietta Street, and west to Spring Street.

Techwood Drive at the railroad corridor- Traffic will be shifted to the portion of the bridge constructed during Stage I. The remainder of the old bridge will be removed and the rest of the new bridge constructed. A minimum of two lanes will be kept open at all times.

International Boulevard at the railroad corridor- The two bridges at this location cannot be constructed until the extension of International Boulevard to Techwood Drive currently under construction is complete. The new extension will be used for access during construction of these two bridges.

Railroad corridor over Butler Street and Piedmont Ave.- These streets are to remain open to traffic during bridge reconstruction. Construction of these bridges and the adjoining retaining wall needs to be done when neither Butler Street or Piedmont Avenue is being used for detours during Stage I and Stage III construction.

STAGE III

Central Avenue at the railroad corridor- When the bridge is closed due to construction, traffic will be detoured beginning at Mitchell Street. From there it will go east to Piedmont, north to Decatur Street and west to Central Avenue.

Peachtree Street at the railroad corridor- When the bridge is closed due to construction, northbound traffic will be detoured beginning at Martin Luther King, Jr. Blvd. From there it will go west to Forsyth Street, north to Marietta Street and east to Peachtree Street. Southbound traffic will be detoured beginning at Marietta Street. From there it will go east to Pryor Street, south to Martin Luther King, Jr. Blvd. and west to Peachtree Street.

CONCEPT TEAM MEETING MINUTES

DATE OF MEETING: August 4, 1992

PROJECT No.: BRMLB-9007(12), BRMLB-9158(1), BRMLB-9315(4), STP-9007(13), BHMLB-9164(1), BHMLB-9073(17), BHMLB-9073(16), STP-00BR(2), BHZLB-0121(10), BHZLB-0121(11)

P.I. No.: 752010, 752020, 752030, 752080, 752082, 752084, 752086, 762240, 770276, 770277

PROJECT DESCRIPTION: Bridge span replacements due to multi-modal facility conflict and substandard structural integrity.

PROJECT LENGTH: N/A

TRAFFIC DATA:

LOCATION	1996 AADT	2016 AADT	K (%)	D (%)	T (%)	24 Hr. T (%)
Butler Street	10300	14400	8	65	1	2
Piedmont Avenue	10250	14400	9	100	2	3
Courtland Street	N/A					
Central Avenue	12800	17900	8	100	2	3
Pryor Street	10450	14650	9	100	1	2
Peachtree Street	N/A					
Forsyth Street	N/A					
Spring Street	18050	23800	8	100	1	2
Techwood Drive	18050	23800	8	100	1	2
International Blvd.	N/A					

APPROX. EXISTING ROADWAY WIDTH:

LOCATION	NO. OF ANES	TRAFFIC PATTERN
Butler Street	4	2 way
Piedmont Avenue	4	1 way NB
Courtland Street	4	1 way SB
Central Avenue	4	1 way NB
Pryor Street	4	1 way SB
Peachtree Street	4	2 way
Forsyth Street	4	2 way
Spring Street	4	1 way NB
Techwood Drive	5	1 way SB
International Blvd.	4	2 way

GRADES ------- EXISTING: Maintain PROPOSED: Maintain existing

HORIZ CURVES - EXISTING: Maintain PROPOSED: Maintain existing

PROPOSED DESIGN SPEED: Existing

EXISTING STRUCTURES: Bridges at all locations

PROPOSED ROADWAY WIDTH: Same as existing

PROPOSED R/W: Same as existing; construction and touchdown easements may be necessary.

CLASSIFICATION - PDP: Major Existing FUNCTIONAL: Urban arterial

ENVIRONMENTAL REQUIREMENTS: 4F probable at historic bridges

PERMITS REQUIRED: None

ACCESS CONTROL: Existing

COST ESTIMATE (AS PROGRAMED): Not known at this time; dependent on railroad corridor influence.

(AS ESTIMATED): Not known at this time; dependent on railroad corridor influence.

LGPA: Not known at this time; dependent on railroad corridor influence.

ESTIMATED No. PARCELS/RELOCATIONS: Not known at this time; dependent on railroad corridor influence.

PROJECT SCHEDULED: Staged for completion by 6/96

TENTATIVE (BEFORE CONCEPT MTG) No schedule available

RECOMMENDED Awaiting multi-modal study, begin control surveys and existing track surveys.

RAILROAD INVOLVEMENT: Coordination with CSX railroad and Norfolk Southern as described in memorandums of understanding between the respective railroads and the Georgia Department of Transportation.

DESCRIPTION OF RECOMMENDED CONCEPT/COMMENTS:

City of Atlanta, Department of Public Works

Butler Street will be closed between Gilmer Street and Armstrong Street for a period of 18 months for Grady Hospital construction. This should be no problem as long as the Gilmer Street/Butler Street intersection remains open.

It was questioned what effect the Techwood Drive Extension and the Peters Street bridge replacement projects would have

on these projects. Joe Palladi of Urban Design replied that while traffic would be affected by the multi-modal facility, he knew of no effects on traffic operations that would be caused by the other projects.

City of Atlanta, Planning

Concern was expressed about the impacts the closing of Central Ave. and Peachtree Street would have on Underground Atlanta and Marta stations. Pedestrian access to these and other sites will need to be coordinated once the full extent of construction is known.

These projects are located within a Special Public Interest District which city planning and zoning mandate certain sidewalk widths. Right-of-way constraints will have a definite impact on sidewalk widths as several sites have building access directly off the bridges.

Bridge Office

The Bridge Office requested that the City of Atlanta furnish copies of existing bridge plans if available.

Construction

The Construction Office requested that strong consideration be given to the use of cassions and other non-conventional work in order to keep streets open to traffic as long as possible.

District Construction

The District Construction Office recommended that they be involved during the development of staging plans in order to streamline the review process.

Materials and Research

The lab will need adequate utility locations prior to drilling for foundation investigations. The lab requested that any existing foundation information be furnished by anyone having such information.

Inter-Modal Programs

The design of the project should account for Class I tracks, commuter rail, and the Multi-Modal Terminal. The terminal and tracks within the limits of these projects is just a portion the construction required to fully implement the proposed plan. Other items of work include the Decatur Belt, the Kirkwood connection, upgrades to the Georgia Railroad, and additional trackage for the 30 MPH design speed commuter rail.

Right-of-Way

The City of Atlanta will be responsible for purchasing necessary right-of-way.

Utilities

The following utilities have facilities within the project limits:

Atlanta Gas Light
City of Atlanta - Water
City of Atlanta - Sewer
City of Atlanta - Traffic Signals
Southern Bell
Georgia Power
Georgia Cable T.V.
Western Union
AT & T

It was recommended that utility owners on these projects hire a single consultant to survey and identify all utilities and that the consultant furnish the survey in a computer format compatible with the Department of Transportation.

Preconstruction

Urban Design stated that survey controls are presently being established for this corridor and that the control should be verified and utilized to insure coordination.

The span of Courtland Street over Decatur Street and the north end of the Forsyth Street bridge should be done on schedule regardless of the disposition of the Multi-Modal plan due to structural deficiencies at these sites.

A request was made by Urban Design for the City of Atlanta to appoint one coordinator to improve communications and coordination.

Each organization was requested to respond within 30 days to the Georgia Department of Transportation, Office of Urban Design with information about any construction or activity that will impact the design or construction of these projects.

NEED AND PURPOSE STATEMENT

The Georgia Department of Transportation is planning to construct a multi-modal passenger terminal in downtown Atlanta near the MARTA Five Points station. This facility will serve such modes of transportation as AMTRAK, intercity bus, commuter rail, MARTA, taxis, and rental cars. Construction of the new terminal and associated facilities will necessitate the reconstruction of a number of roads and bridges in the downtown area in order to facilitate access to the terminal and maintain operations of both freight and passenger rail. A portion of the Courtland Street bridge must be replaced to allow horizontal relocation of the tracks and to assure a minimum vertical track clearance of 23'-0".

MEETING/CONFERNCE RECORD OF ATTENDEES

PURPOSE: CONCEPT MEETING-DOWNTOWN ATLANTA BRIDGE PROJECTS

LOCATION: GA. D.O.T. BOARD ROOM

DATE: 8/04/92

NAME	ORGANIZATION	TELEPHONE NO.
BEN BUCHAN	GA. D.O.T. URBAN DESIGN	656-5444
WARREN RHODES	GA. D.O.T. FULTON CONST.	627-1313
RANDY HART	GA. D.O.T. RES. ENG.	627-1313
DUDLEY ELLIS	GA. D.O.T. UTILITIES	656-5450
PAUL MULLINS	GA. D.O.T. CONST.	656-5207
JON WOLLENZIEN	CSXT	904-359-1205
DAVID GROHAN	GA. D.O.T. CONST.	656-5306
TONI DUNAGAN	GA. D.O.T. ENVIR/LOC	656-4427
GEORGIA D. SCOTT	CITY OF ATLANTA	330-6245
TROY RUSS	GA. D.O.T. ENVIRONMENT	699-4416
JACK LENDERMAN	GA. D.O.T. DIST-7	986-1050
RANDY NATTLE	MCI	920-3215
JACK MAYS	MCI	214-470-3617
RICK ABERNATHY	WESTERN UNION ATS	920-3237
MICHAEL WILLIAMS	NORFOLK SOUTHERN	529-1362
BILL SMITH	GA. POWER/STEAM HEAT	526-4678
DORSEY WALKER	GA. POWER	526-4236
ANDY E. RIKARD	GA. D.O.T.,UTILITIES DIST-7	986-1090
DEL CLIPPARD	GA. D.O.T.,TRAF/SAFTEY-G.O.	651-9599
GEORGE BOULINEAU	GA. D.O.T. PLANNING	656-5477
KENNETH M. OGLETREE	GA. STATE UNIVERSITY	651-1052
MICHAEL B. PAYNE	GA. D.O.T.,UTILITIES	986-1090
PHILIP E ZOOK	SOUTHERN BELL	653-1694
BRUCE L. RODGERS	MARTA	848-4368
JOSEPH P. PALLADI	GA. D.O.T. URBAN DESIGN	656-5439
BILL VICKERY	GA. POWER CO.	526-7230
FRANK BADER	GRADY EMS	616-6397
GAYLON GORDON	FULTON SURVEY'S	559-6657
WILL ARNETT	SOUTHERN BELL	391-5760
TOMMY TURNER	ATLANTA GAS & LIGHT	584-4429
RALPH McCOLLUM	ATLANTA GAS & LIGHT	584-4240
HALE COUGHLIN	GCTV	938-2766
TONY MARTIN	A.T. & T.	680-6117
MIKE ARTHER	CSXT	350-5392
LUKE COUSIN	GA. D.O.T. INTER-MODAL PROG.	651-9200
RICHARD DRAKE	GA. D.O.T. INTER-MODAL PROG.	651-9801
EUGENE WILSON	CITY OF ATLANTA	330-6255

PURPOSE: CONCEPT MEETING-DOWNTOWN ATLANTA BRIDGE PROJECTS

LOCATION: GA. D.O.T. BOARD ROOM

DATE: 8/04/92

NAME	ORGANIZATION	TELEPHONE NO.
SANDRA JENNINGS	CITY OF ATLANTA DPW	330-6255
DAVID TAYLOR	CITY OF ATLANTA WATER	658-7230
DAVID VESSER	SOUTHERN BELL	653-1640
MARIE PIPER	SOUTHERN BELL	391-3977
FRANCES ANGLIN	GA. D.O.T.	986-1050
BUD ALEXANDER	GA. D.O.T. UTILITIES	656-5450
DAVE MAYEN	BYERS ENG.	961-8822
WHITNEY E. SMITH	GA. POWER CO.	527-4463
DANIA APONTE	GA. D.O.T./ENVIR	699-4416
TOM WILLIAMS	CITY OF ATLANTA-PLANNING	330-6145
DAVID MESHBERGER	GA. D.O.T.-R/W	656-5372
JOE POPWELL	GA. POWER CO.	526-2798
PAUL V. LILES JR.	GA. D.O.T. BRIDGE	656-5280
MICHAEL R. PACK	CITY OF ATLANTA-PUBLIC WORKS	330-6240
MIKE ROWAN	GA. D.O.T. UTILITIES	656-5450
EDWARD R. SIMPSON	GA. D.O.T. URBAN DESIGN	656-5444
WARREN BAILEY	GA. D.O.T. GEOTECHNICAL	363-7546
DICKEY FORRESTER	GA. D.O.T. DIST-7 CONST. ENG.	986-1030
FRANK GOLDEN	GA. D.O.T. PROGRAMMING	656-3481
BOB MUSTIN	GA. D.O.T. ENGR. SVCS	656-6847
JOSEPH D. WHEELER	GA. D.O.T. URBAN DESIGN	656-5444
WALKER W. SCOTT, Jr.	GA. D.O.T. URBAN DESIGN	656-5436
HOYT J. LIVELY, Jr.	GA. D.O.T. PRECONSTRUCTION	656-5187

PRELIMINARY COST ESTIMATE
URBAN DESIGN OFFICE

DATE: April 11, 1995 PREPARED BY: SAR

PROJECT NO.: BRMLB-9007(14) FULTON FILE NAME: 752015CE.SS

P.I. NO.: 752015 MILEAGE:

PROJECT DESCRIPTION/CONCEPT: Replacement of two Courtland Street bridge spans over CSX railroad.

EXISTING ROADWAY: Courtland Street: four 11 feet wide southbound lanes with 7 feet sidewalks on both sides.

TRAFFIC (ADT):	EXISTING (1995)	PROJECTED (2015)
	21050	28400

( ) PROGRAMMING PROCESS
(x) CONCEPT DEVELOPMENT
( ) DURING PROJECT DEVELOPMENT

PROJECT COSTS

A.	RIGHT OF WAY				$0
				SUBTOTAL	$0
B.	UTILITIES				$0
				SUBTOTAL	$0
C.	CLEARING AND GRUBBING				
		0.5	AC @	$12,000	$6,000
				SUBTOTAL	$6,000
D.	EARTHWORK				
	EMBANKMENT				
	IN-PLACE EMBANKMENT	0	CY @	$7	$0
	BORROW INCL HAUL	0	CY @	$6	$0
	EXCAVATION				
	SOIL	0	CY @	$6	$0
	ROCK	0	CY @	$10	$0
	MISCELLANEOUS				
	WICK DRAINS	0	LF @	$1	$0
	FILTER FABRIC	0	SY @	$7	$0
	DRAINAGE MATERIAL	0	CY @	$6	$0
	DRILL HOLES	0	LF @	$2	$0

			SUBTOTAL	$0
E. BASE AND PAVING				
AGGREGATE BASE				
GRADED AGGREGATE	0	TN @	$12	$0
ASPHALT PAVING				
ASPH CONC E	135	TN @	$35	$4,725
ASPH CONC B	0	TN @	$35	$0
ASPH CONC BASE	0	TN @	$35	$0
LEVELING	0	TN @	$30	$0
TACK COAT	70	GA @	$1	$70
			SUBTOTAL	$4,795
F. DRAINAGE				
CROSS DRAIN SYSTEM				
36" CONC. PIPE	0	LF @	$45	$0
48" CONC. PIPE	0	LF @	$70	$0
36" F.E.S.	0	EA @	$525	$0
48" F.E.S.	0	EA @	$1,300	$0
LONGITUDINAL SYSTEM				
18" CONC. PIPE	0	LF @	$25	$0
24" CONC. PIPE	0	LF @	$30	$0
DRAINAGE STRUCTURES				
CATCH BASINS	0	EA @	$1,300	$0
DROP INLETS	0	EA @	$1,200	$0
MANHOLES	0	EA @	$1,200	$0
DRAINAGE LUMP SUM				
(COST PER MILE)	0	MI @	$0	$0
			SUBTOTAL	$0
G. CONCRETE WORK				
APPROACH SLABS	0	SY @	$85	$0
MEDIAN BARRIER	0	LF @	$30	$0
CURB AND GUTTER	0	LF @	$8	$0
VALLEY GUTTER	0	SY @	$25	$0
SIDEWALK	0	SY @	$15	$0
MEDIAN PAVING	0	SY @	$18	$0
DITCH PAVING	0	SY @	$30	$0
			SUBTOTAL	$0
H. TRAFFIC CONTROL	1	LS @	$50,000	$50,000

				SUBTOTAL	$50,000
I.	EROSION CONTROL	1	LS @	$2,000	$2,000
				SUBTOTAL	$2,000
J.	GUARDRAIL				
	W-BEAM RAIL	0	LF @	$12	$0
	T-BEAM RAIL	0	LF @	$35	$0
	TYPE 1 ANCHORS	0	EA @	$350	$0
	TYPE 11 ANCHORS	0	EA @	$850	$0
				SUBTOTAL	$0
K.	SIGNS, STRIPING, SIGNALS, LIGHTING				
	STRIPING	1	LS @	$1,000	$1,000
	ROADSIDE SIGNS	0	LS @	$0	$0
	O.H. SIGNS W/LIGHTS	0	EA @	$0	$0
	TRAFFIC SIGNALS	0	EA @	$0	$0
	LIGHTING	0	LS @	$0	$0
				SUBTOTAL	$1,000
L.	GRASSING/LANDSCAPING				
	GRASSING	0	AC @	$0	$0
				SUBTOTAL	$0
M.	MISCELLANEOUS				
	FIELD ENGINEER OFFICE	0	EA @	$15,000	$0
	TEMP CONC BARRIER, M2	800	LF @	$18	$14,400
	BARRIER FENCE	800	EA @	$8	$6,400
				SUBTOTAL	$20,800
N.	MAJOR STRUCTURES				
	BRIDGES	8553	SF @	$60	$513,180
	RETAINING WALLS	0	SF @	$35	$0
	BOX CULVERTS				
	CONCRETE	0	CY @	$300	$0
	BAR REINF. STEEL	0	LB @	$1	$0
				SUBTOTAL	$513,180

ESTIMATE SUMMARY

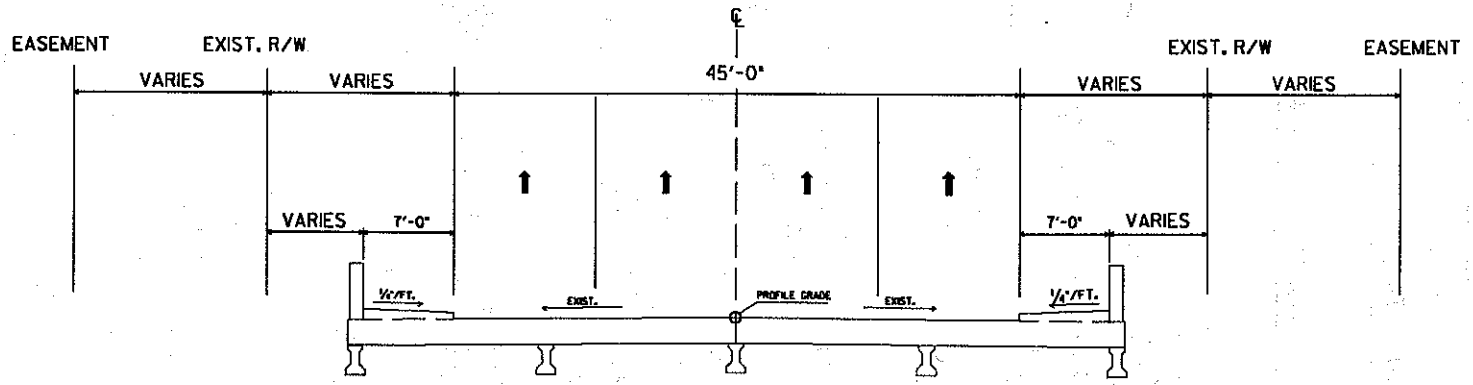
A.	RIGHT OF WAY	$0
B.	REIMBURSABLE UTILITIES	$0

CONSTRUCTION COST SUMMARY

C.	CLEARING AND GRUBBING	$6,000
D.	EARTHWORK	$0
E.	BASE AND PAVING	$5,000
F.	DRAINAGE	$0
G.	CONCRETE WORK	$0
H.	TRAFFIC CONTROL	$50,000
I.	EROSION CONTROL	$2,000
J.	GUARDRAIL	$0
K.	SIGNS, STRIPING, SIGNALS, LIGHTING	$1,000
L.	GRASSING/LANDSCAPING	$0
M.	MISCELLANEOUS	$21,000
	SUBTOTAL OF ROADWAY ITEMS	$85,000
N.	MAJOR STRUCTURES	$513,000
	TOTAL CONSTRUCTION ESTIMATE	$598,000
	3 YEARS OF INFLATION AT 5.00%	$90,000
	10% E & C	$69,000
	TOTAL CONSTRUCTION ESTIMATE	$757,000

Project No.: BRMLB-9007(14)
County: Fulton

TYPICAL SECTIONS



TS NO. 1 - COURTLAND STREET

TYPICAL SECTIONS
COURTLAND STREET
SCALE: NONE

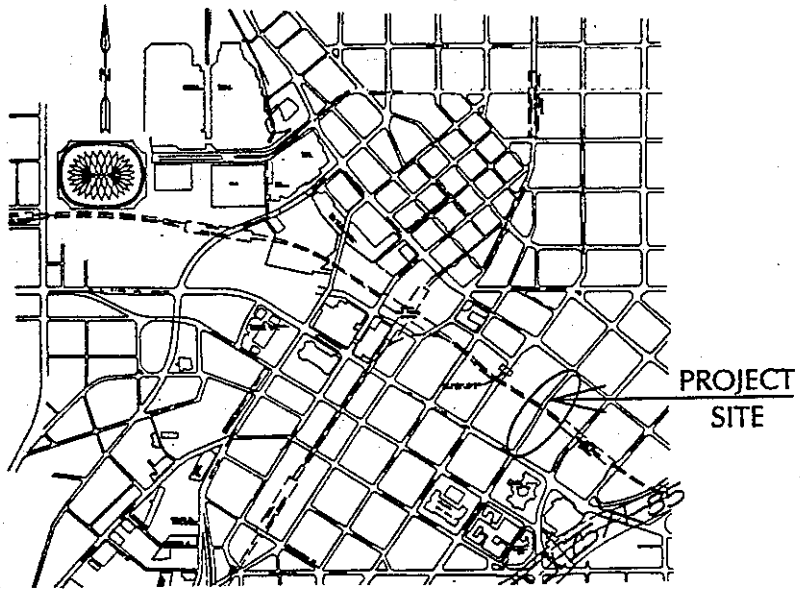
DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

BRMLB-9007(14) FULTON COUNTY
RECONSTRUCTION OF COURTLAND STREET BRIDGE
OVER CSX RAILROAD

Federal Route No.:
State Route No.:
GADOT P.I. No.: 752015



Date of Report:

RECOMMENDATION FOR APPROVAL

May 9, 1995
Date

Walter W. Cook
State Urban Design Engineer

5/18/95
Date

State Environmental Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engineer

D.O.T.66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BRMLB-9007(14) Fulton County
P.I. No. 752015
Courtland St. Bridge over CSX RR

OFFICE Traffic Operations
Atlanta, Georgia
DATE May 25, 1995

FROM Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above project for the replacement of two spans of the existing Courtland Street bridge over CSX Railroad. The replacement spans will match the existing widths of the roadway and sidewalks. The project is needed to allow horizontal relocation of the tracks in conjunction with the construction of a multi-modal passenger terminal in downtown Atlanta. The roadway will be closed during construction utilizing an off-site detour.

We find this report satisfactory for approval.

MGW:TOC:dc

Attachment (signature page)

cc: David Studstill
Walker Scott
Bob Mustin, w/attachment
General Files

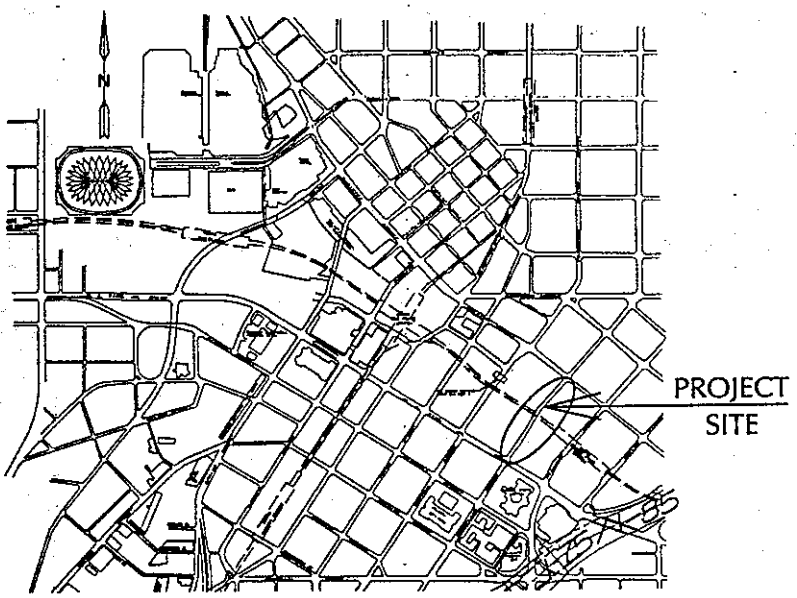
DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

BRMLB-9007(14) FULTON COUNTY
RECONSTRUCTION OF COURTLAND STREET BRIDGE
OVER CSX RAILROAD

Federal Route No.:
State Route No.:
GADOT P.I. No.: 752015



Date of Report:

RECOMMENDATION FOR APPROVAL

May 9, 1995
Date

Walter W. Cook
State Urban Design Engineer

Date

State Environmental Engineer

5/24/95
Date

M. G. Waters PM
State Traffic Operations Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engineer

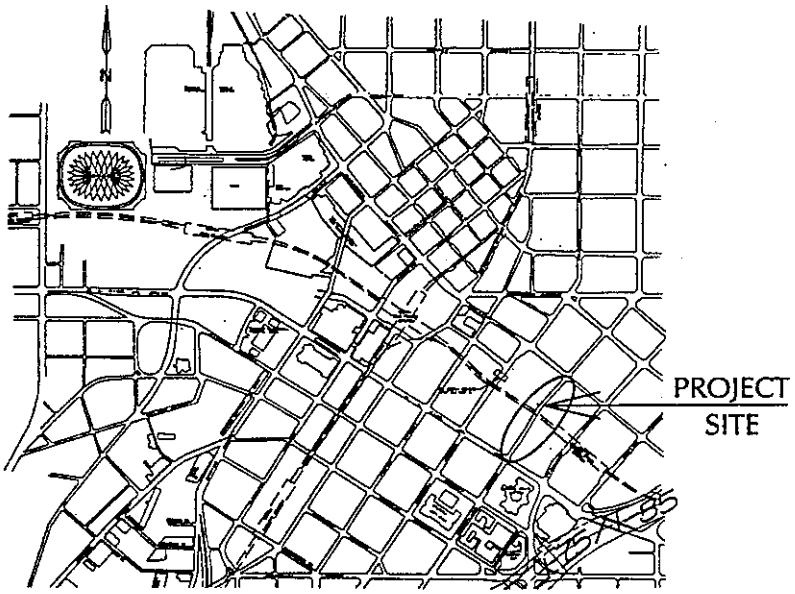
DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

BRMLB-9007(14) FULTON COUNTY
RECONSTRUCTION OF COURTLAND STREET BRIDGE
OVER CSX RAILROAD

Federal Route No.:
State Route No.:
GADOT P.I. No.: 752015



Date of Report:

RECOMMENDATION FOR APPROVAL

May 9, 1995
Date

Walter W. Cook
State Urban Design Engineer

Date

State Environmental Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

May 16, 1995
Date

Paul V. Liles Jr.
State Bridge & Structural Design Engineer