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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Categorical Exclusion

I. General Information

Project No.: BRZLB-121(22) County: Fulton
Project P.I.: 771275 STIP/TIP No.: FS-140
Structure ID No.: 121-5114-0 Sufficiency Rating: 21.44
Project Name: Cochran Mill Road Bridge Replacement
Project Limits: Cochran Mill Road (CR 1392) Bridge Over Pea Creek; from the center of the existing bridge and continuing 350 feet south on Cochran Mill Road and terminating approximately 300 feet north from the center of the bridge on Cochran Mill Road. The proposed project would be approximately 0.21 mile in length (see Figure 1, Project Location Map).

II. Need And Purpose (See Attachment 1)

The proposed project is needed to replace a structurally deficient bridge located on Cochran Mill Road (CR 1392) over Pea Creek. The bridge's sufficiency rating is 21.44. The Office of Bridge Maintenance has determined that any structure with a sufficiency rating less than 50 should be replaced rather than improved. Replacing the structure would bring the bridge up to current design standards, therefore improving the operation and safety of Cochran Mill Road.

III. Project Description (See Attachment 1 and Attachment 3, Concept Report)

A. Existing: The existing rural bridge was constructed in 1935 and is in its original state. The bridge is approximately 29 feet long by 20 feet wide. The bridge deck is timber with a paved overlay. Steel girders with concrete footings support the bridge. The steel superstructure exhibits extensive corrosion. The bridge has a sufficiency rating of 21.44 and is in very poor condition with a deteriorating timber deck (see the Bridge Inventory Data Listing in Attachment 2, Correspondence).

Under the bridge, large riprap spans Pea Creek to the northwest to slow the water velocity. Under the bridge on the northeast side, a pile of cobble-gravel lies at the base of the concrete footing adjacent to and within the stream.

Cochran Mill Road consists of two 12-foot-wide travel lanes (one in each direction) with 10-foot grassed shoulders and a side ditch on each side of the roadway. The posted speed limit along Cochran Mill Road is 45 mph. The existing right-of-way is approximately 50 to 55 feet.

B. Proposed: The project would replace the existing bridge with an approximately 80-foot-long by 38-foot-wide reinforced concrete bridge. The new bridge would be constructed approximately 10 feet west of its existing location on Cochran Mill Road. The approach roads to the bridge would be realigned to accommodate the wider bridge structure and its shift. The project would realign approximately 350 feet of Cochran Mill Road on the south end of the bridge and approximately 300 feet on the north end of the bridge. The proposed project would be approximately 0.21 mile in length, and the proposed right-of-way would be approximately 80 to 100 feet. During construction, Cochran Mill Road and the bridge would be closed to traffic. Traffic would be detoured along Cascade-Palmetto Road/State Route 154. Refer to Figure 1 for the location of Cascade-Palmetto Road.

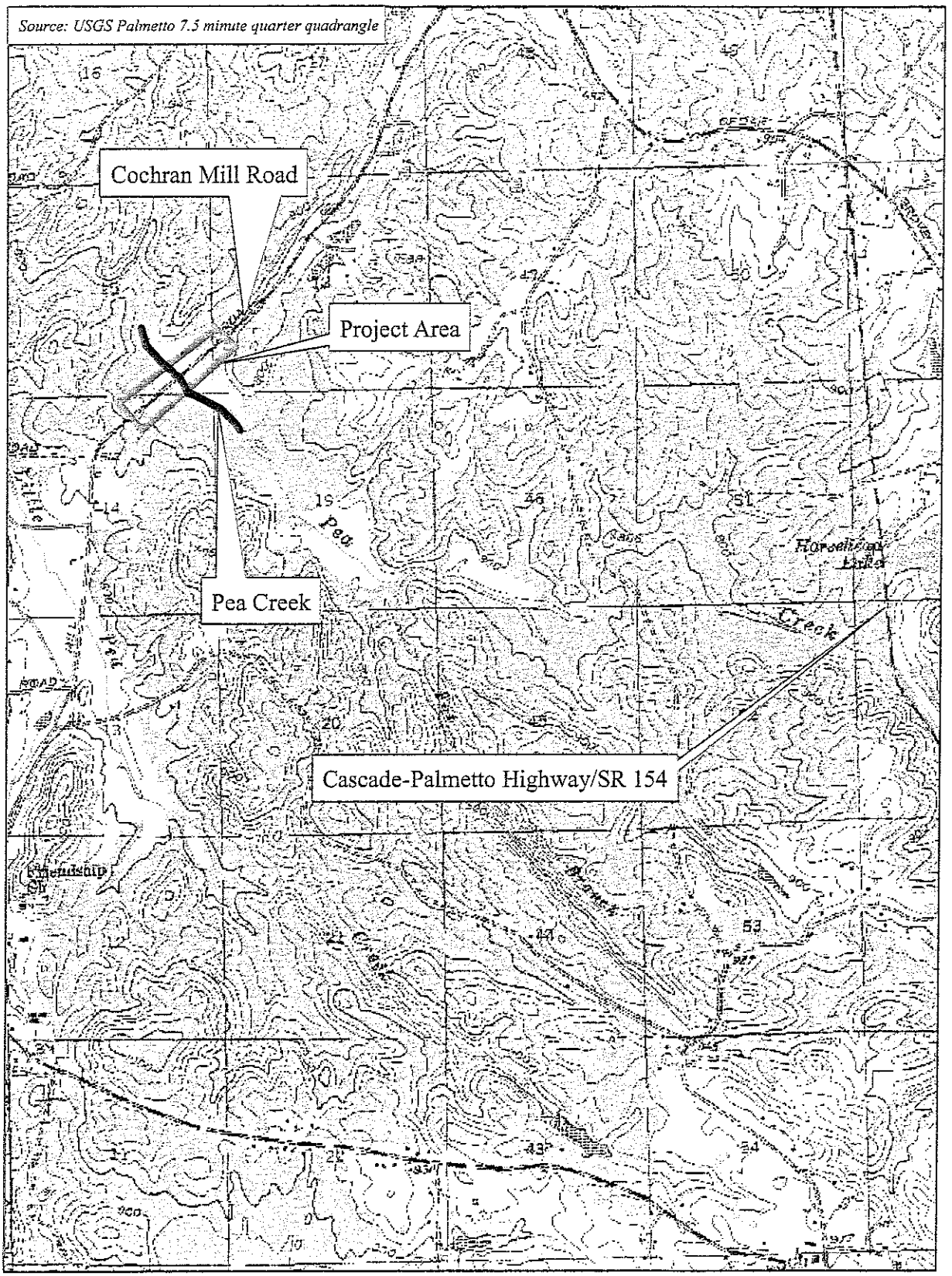


Figure 1.
Project Location Map
Cochran Mill Road Bridge Replacement
Project No.: BRZLB-121(22), Fulton County
P.I. No.: 771275

0 1,000 2,000 Feet

1 inch equals 2,000 feet

N
W E
S

IV. Class Of Action – Categorical Exclusion

A. Actions Requiring Concurrences	Yes	No
Section 4(f) Evaluation		X
Section 106/Assessment Of Effects Required		X
Endangered Species/Section 7 Consultation		X
USFWS Coordination For Longitudinal Stream Encroachments		X

B. Public Involvement

A public hearing open house is not required. A public information open house is not scheduled. Approval of this Categorical Exclusion constitutes acceptance of the location and design concepts for this project. A detour meeting has been waived for this project by the Georgia Department of Transportation (GDOT) Director of Preconstruction. The detour meeting has been waived because the Cochran Mill Road Over Little Pea Creek Bridge Replacement Project (STP-00B(7), Fulton County, P.I. No. 771276), which is currently under construction, was presented to the public in a detour meeting on March 4, 2004, and the project represented in this CE would utilize the same detour route that is currently in place. No opposition to the detour route was given during the March 4, 2004 detour meeting. Please see the Detour Meeting Waiver in Attachment 2, Correspondence.

V. Effects Evaluation

The effects evaluation form categories are defined as follows:

1. Involvement: A resource is affected by the proposed project (wetland impact, stream impact, etc.)
2. No Involvement: A resource is within the Area of Potential Effect, but the project would not affect the resource (e.g., historic resources along corridor but no effect to them)
3. None: The resource does not exist within the Area of Potential Effect

A. Social Environment	Involvement	No Involvement	None	See Attachment
1. Land Use Changes	X			1
2. Community Cohesion			X	
3. Relocation Potential			X	
4. Churches and Institutions			X	
5. Parks/Recreation Areas/Wildlife Refuges			X	
6. Title VI/E.O. 12898			X	
7. Public Controversy Potential		X		1
8. Public Involvement		X		1
9. Economic			X	
10. Other			X	

B. Cultural Environment	Involvement	No Involvement	None	See Attachment
1. Historic Sites			X	1 & 2
2. Archaeological Sites			X	1 & 2
3. Section 4(f) Applicability			X	

C. Natural Environment	Involvement	No Involvement	None	See Attachment
1. Water Quality/303(d) List	X			1
2. Wetlands	X			1
3. Streams		X		1
4. Wild or Scenic Rivers			X	
5. Essential Fisheries Habitat			X	
6. Floodplains	X			1
7. Farmlands			X	
8. Endangered/Threatened Species			X	1
9. Invasive Species	X			1
10. Migratory Birds		X		1
11. Other			X	

D. Physical Environment	Involvement	No Involvement	None	See Attachment
1. Noise			X	
2. Air			X	
3. Energy/Mineral Resources			X	
4. Construction/Utilities	X			1
5. USTs			X	
6. Hazardous Waste Sites			X	

E. Permits/Variances/ Commitments Required	Yes	No	See Attachment
1. U.S. Coast Guard Permit		X	
2. Forest Service/Corps Land		X	
3. Section 404	X		1
4. Tennessee Valley Authority		X	
5. Stream Buffer Variance		X	
6. Coastal Zone Management Coordination		X	
7. Other Commitments	X		Green Sheet

Prepared By:

Bonnie L Peacock
ARCADIS

10/10/05
Date

Concurred By:

Harvey D. Keepler /mm
Harvey D. Keepler
State Environmental/Location Engineer

10/27/05
Date

Approved By:

FOR: Robert M. Callan, PE
Division Administrator
Federal Highway Administration

11-07-05
Date

Attachments appear in the following order:

1. **Effects Evaluation**
2. **Correspondence**
3. **Concept Report**

ATTACHMENT 1 – Effects Evaluation
Categorical Exclusion
BRZLB-121(22), Fulton County
P.I. No. 771275

II. NEED AND PURPOSE

Bridge Project BRZLB-121(22) would replace the structurally deficient bridge located on Cochran Mill Road (CR 1392) at Pea Creek in Fulton County. Cochran Mill Road is located between SR 70 (Cedar Grove Road) and SR 154 (Cascade-Palmetto Road), approximately 10.3 miles southwest of the city of Atlanta. The bridge's sufficiency rating is 21.44. The Office of Bridge Maintenance has determined that any structure with a sufficiency rating less than 50 should be replaced rather than improved.

Cochran Mill Road (CR 1392) is functionally classified as a Rural Minor Collector. The posted speed limit along Cochran Mill Road is 45 mph. The bridge was constructed in 1935 and has not been reconstructed. The bridge structure is in poor condition with deterioration of the timber deck. The steel superstructure has extensive corrosion with section loss. The section where the proposed project would take place is not a school bus route. Cochran Mill Road is not part of the Statewide Bicycle Plan; however, it is considered a South Fulton Scenic By-Way.

Year 2005 average daily traffic (ADT) for this section of highway is estimated to be 1,400 vehicles per day (vpd), and the projected traffic for 2025 is 3,070 vpd. Trucks represent an average of 1 percent of traffic during a 24-hour traffic count and an average of 1 percent of traffic during a peak-hour traffic count. Currently listed in the GDOT Statewide Improvement Program is one additional bridge replacement on Cochran Mill Road (CR 1392) in Fulton County. P.I. 771276 consists of replacing the bridge over Pea Creek 10.5 miles southwest of the city of Atlanta.

The proposed structure would be an 80-foot-long by 38-foot-wide, single-span reinforced concrete bridge. Replacing this bridge would bring it up to current design standards, and in doing so, would improve the operation and safety of this roadway.

V. Effects Evaluation

A. Social Environment

1. Land Use Changes

Some land use changes would occur as a result of privately owned property being acquired for required right-of-way. The existing right-of-way along Cochran Mill Road is approximately 50 to 55 feet wide. The proposed project would require an 80- to 100-foot-wide right-of-way. Therefore, privately owned property would be converted to roadway right-of-way.

7. Public Controversy Potential

Cochran Mill Road would be closed during bridge construction. Motorists would be required to utilize a detour route along Cascade-Palmetto Road approximately 6.5 miles from Cochran Mill Road. In accordance with a Detour Meeting Waiver approved by the GDOT Director of Preconstruction, a detour meeting would not be required. However, as stipulated in the Detour Meeting Waiver, the roadway would be closed for a maximum of 120 calendar days. Detour signs, which include the dates of closure, would be placed at each end of the detouring route. The Detour Plan would be incorporated into the Final Design Plans. Although the detouring of traffic could potentially create public

controversy, none is anticipated as a result of this project. Cochran Mill Road is a minor road in rural southwestern Fulton County with no existing businesses and few residences along the corridor. Delays to those living or working on Cochran Mill Road and surrounding roadways would be minor.

Additionally, the proposed project would be coordinated with Project BRST-1044(7), State Route 154 Over Bear Creek. Prior to letting this project to construction, coordination with Project BRST-1044(7) would occur to ensure that detour routes are compatible if project construction schedules overlap.

8. Public Involvement

A public meeting open house is not planned for this project. Fulton County is currently proposing that Cascade-Palmetto Road, Rivertown Road, and Cedar Grove Road be utilized as the detour route for motorists that typically travel on Cochran Mill Road over Pea Creek. This route is being utilized for a project currently under construction: the Cochran Mill Road Over Little Pea Creek Bridge Replacement. Detour signs will be installed directing motorists through the detour and stating the closing dates, which would not exceed 120 calendar days.

B. Cultural Environment

1. Historic Sites

In compliance with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments, the proposed project was surveyed in September 2004 with respect to historic resources, especially those in or eligible for inclusion in the National Register of Historic Places. The survey boundary and methodology were established using GDOT/Federal Highway Administration (FHWA) Cultural Resources Survey Guidelines. These guidelines were established as a result of past consultation with the State Historic Preservation Office (SHPO) and agreed upon by FHWA and the SHPO.

Because of the nature and scope of the undertaking, the area of potential direct effects (APE) consisted of the project viewshed and proposed right-of-way. No potential for indirect effects is anticipated by implementation of the proposed project.

Existing information on previously identified historic properties was checked to determine if any are located within the APE of this undertaking. This review included National Register-listed properties, pending National Register nominations, National Historic Landmarks, and the updated Georgia Historic Bridge Survey (GHBS). No properties listed in or nominated for listing in the National Register, National Historic Landmarks, or bridges determined eligible for inclusion in the National Register were identified within the proposed project's APE. GDOT Bridge #121-5114-0 is included in the GHBS (see GHBS sheet in Attachment 2, Correspondence), but was determined not eligible. The Department of Natural Resources (DNR) Fulton County survey dated 1996 was also consulted.

In addition to the Georgia SHPO, other potential consulting parties were identified based on the nature of the undertaking and the guidance in the GDOT/FHWA Cultural Resources Survey Guidelines. The other potential consulting parties invited to participate in the Section 106 process were the Atlanta Regional Commission, the Old Campbell County Historical Society, and the Fulton County Board of Commissioners. The consulting parties were informed of our efforts to identify historic properties by consulting existing information and the results of those efforts, and were asked to provide information on any unidentified National Register-listed or eligible properties within the project's APE by a notification dated August 23, 2004. A response was received from the Georgia SHPO by a memorandum dated August 30, 2004.

Although the DNR survey did not identify any properties 50 years old or older within the APE, because buildings and structures were visible on aerial photography and topographic maps, the proposed project was field surveyed for historic properties.

As a result of these efforts, no property listed in or considered eligible for listing in the National Register was identified within the proposed project's APE. No property 50 years old or older was identified.

Determination
Based on the results of the historic property identification efforts, no properties listed in or considered eligible for listing in the National Register were located within the APE of this undertaking. Therefore, there is a finding of No Historic Properties Affected for this undertaking in accordance with 36 CFR 800.4(d)(1). The SHPO has concurred with this finding (see concurrence letter in Attachment 2, Correspondence).

2. Archaeological Sites
In compliance with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments, the proposed project has been surveyed with respect to archaeological resources, especially those in or eligible for the National Register of Historic Places. The purpose of the survey was to locate, identify, and evaluate any archaeological resources within the proposed project corridor. The archaeological survey was conducted in accordance with the GDOT/FHWA Cultural Resources Survey Guidelines. These guidelines were developed by GDOT staff archaeologists in consultation with the SHPO and FHWA. These guidelines provide general survey boundaries and methodological approaches to archaeological surveys based on the type/scope of proposed projects and are followed during the initial identification of archaeological resources.

The APE for the project included the proposed construction length and the maximum extent of the existing and proposed right-of-way. This consisted primarily of construction berms on both sides of Cochran Mill Road and drainage ditches. The area directly adjacent to Pea Creek has been heavily disturbed by bridge construction. The entire project area was surveyed through pedestrian visual inspection. One shovel test was excavated in the southeastern end of the project area, above the floodplain. All other sections of the project area have been previously affected by road construction.

One site, 9FU404, is located approximately 1.5 miles from the project area, well outside the APE for this project. No archaeological resources were located within the project area. Therefore, no impact to archaeological resources would occur as a result of project implementation. The SHPO has concurred with this finding. Please see the concurrence letter in Attachment 2, Correspondence.

C. Natural Environment

1. Water Quality/303(d) List
Pea Creek is currently rated as non-supporting because of high counts of fecal coliform bacteria. The sources are thought to be poor rural sanitation methods and septic tank leaks. Pea Creek is also currently listed on the Georgia Section 303(d) list. A watershed protection strategy for the Middle Chattahoochee River Basin is being developed by Georgia Environmental Protection Division (EPD) to address non-point source pollution (urban runoff).

Provisions in the construction contract would require the contractor to exercise every reasonable precaution during construction to prevent the pollution of streams in the

project vicinity. Where possible, early revegetation of disturbed areas would be accomplished to keep soil movement to a minimum. Dumping of chemicals, fuels, lubricants, bitumens, raw sewage, or other harmful wastes into or alongside of streams or impoundments, or natural or manmade channels leading thereto, would be prohibited.

Additional contract provisions would require the use of temporary erosion control measures as shown on the construction plans or as deemed necessary during construction. These temporary measures may include the use of berms, dikes, dams, sediment basins, fiber mats, netting, gravel, mulches, grasses, slope drains, and other erosion control devices or methods, as applicable. These provisions are coordinated with permanent erosion control features insofar as practical to ensure economical, effective, and continuous erosion control throughout the construction and post-construction periods and are in accordance with the Federal Aid Policy Guide, Part 650, Subpart B.

The proposed project is not expected to decrease the overall quality of water available or the water supply (e.g., drinking water or other water consumptive purposes). The proposed project would not result in a large demand from available water resources and would not degrade the quality of waters in the state. The closest public water intake is located approximately 4 miles southeast of the proposed project along Dog River in Douglas County. The proposed project is not expected to have adverse effects to the overall quality of water at this or any other surface water intake location.

2. Wetlands

The proposed project corridor has been surveyed with respect to jurisdictional wetland involvement, as required by the provisions of Executive Order 11990 and subsequent federal regulations. One wetland impact site was identified during environmental field surveys (see Figure 2, Wetland 1). This wetland begins south of the existing bridge and follows Pea Creek along the east side and is bounded on the northwest by the Cochran Mill roadbed for approximately 100 feet. The extensive wetland is approximately 100 feet wide and remains within the floodplain of Pea Creek. This wetland site displays the characteristics required for wetland definition as given in the *1987 Corps of Engineers Wetlands Delineation Manual:*

1) Prevalence of hydrophytic vegetation
2) Hydric soils
3) Permanent or periodic inundation or saturation

The functions provided by this wetland are the provision of wildlife habitat, nutrient/sediment retention, and flood storage for Pea Creek.

The maximum acreage of potential wetland impact, determined by measuring within the proposed construction limits/right-of-way, is approximately 0.08 acre (see Figure 3, Wetland Boundary).

Wetland Finding

To avoid impacts to the wetland area, a "no build" alternative would have to be followed for the proposed project. A "no build" alternative would completely avoid impacts to the wetland, but this alternative would not provide the bridge rehabilitation necessary for improved traffic safety along Cochran Mill Road. The relatively small impact to the wetland is unavoidable due to the extension of fill slopes to accommodate the proposed increased right-of-way resulting from realigning the approach roads for a wider bridge structure.

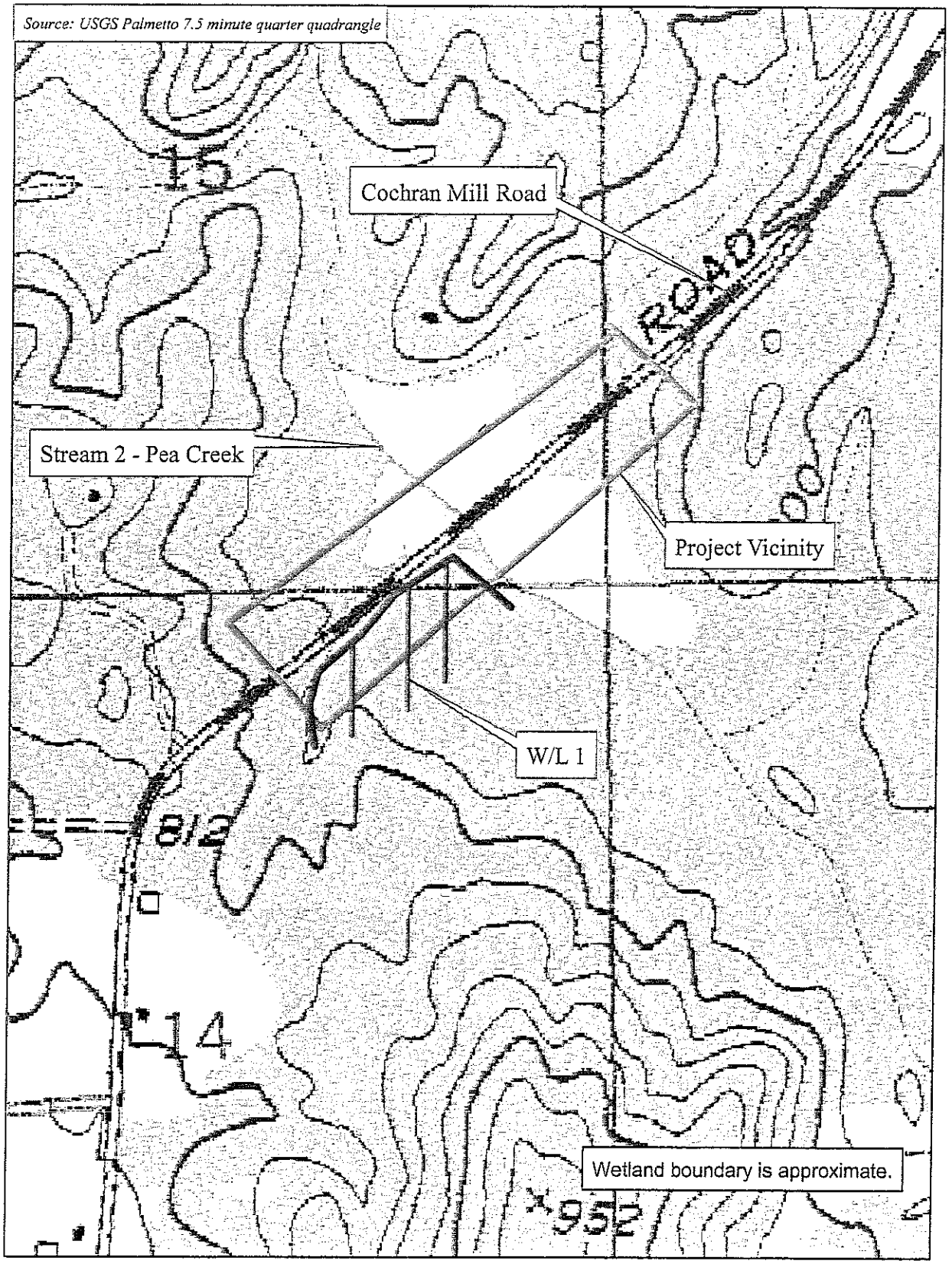
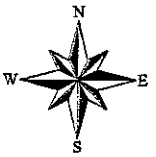


Figure 2.
Location of Jurisdictional Areas
Cochran Mill Road Bridge Replacement
Project No.: BRZLB-121(22), Fulton County
P.I. No.: 771275

1 inch equals 500 feet



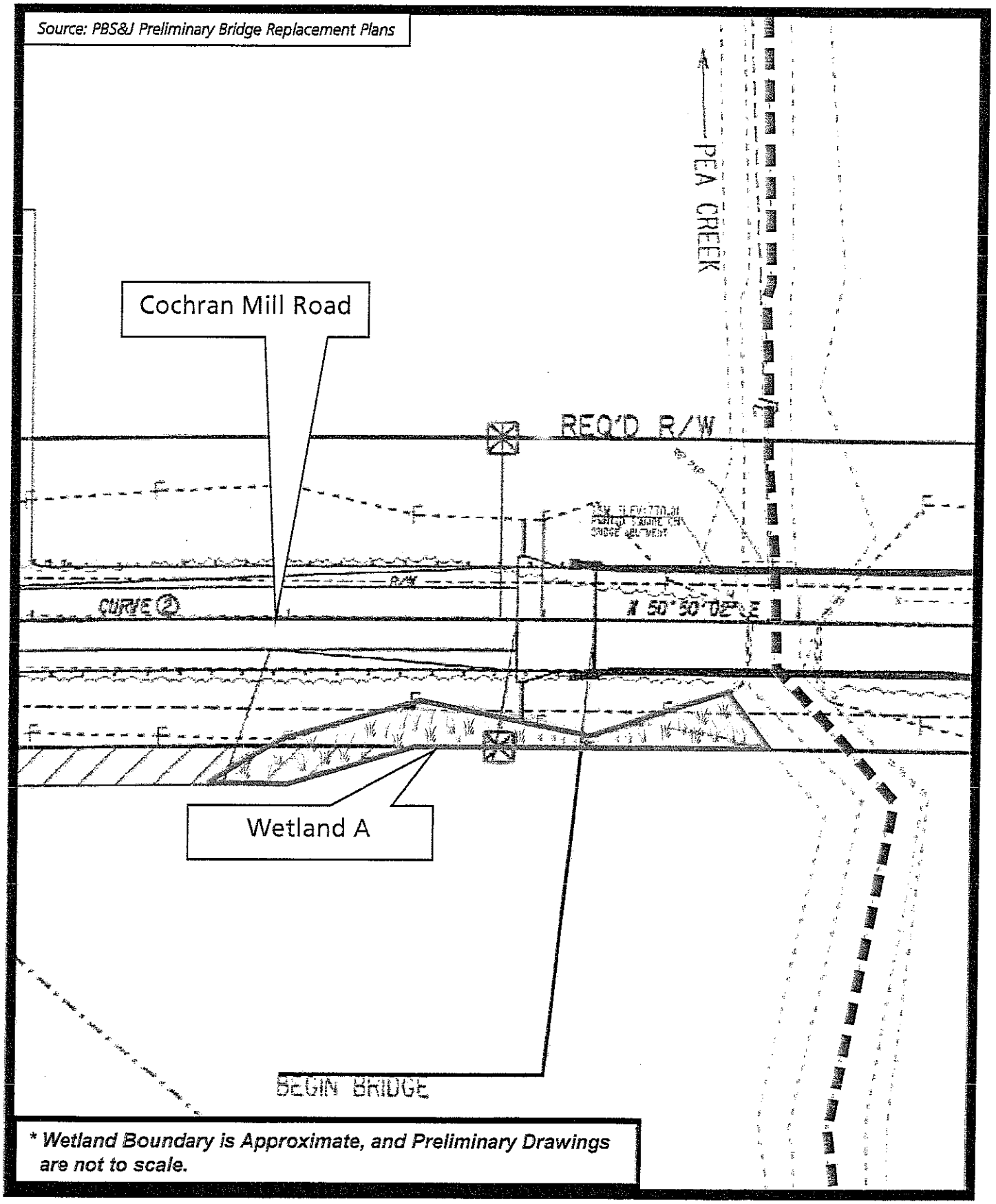


Figure 3
Jurisdictional Impacts
Cochran Mill Road Bridge Replacement
Project No: BRZLB-121(22), Fulton County
P.I. No.: 771275

Standard construction erosion and hydrological control devices would minimize impacts to wetlands. These measures include:

1) Preservation of roadside vegetation beyond limits of construction, where possible.

2) Early revegetation of disturbed areas to keep soil movement to a minimum.

3) The use of oversized drains, detention/retention structures, and surface, subsurface, and cross drains, designed as appropriate or needed so that discharge would occur in locations and in such a manner that surface and subsurface water quality would not be affected. (The outlets may require aprons, bank protection, silt basins, and energy dissipaters.)

4) Inclusion of construction features for the control of predicted erosion and water pollution in the plans, specifications, and contract pay items. (Georgia Standard Specifications – 1993, Sections 161 through 171 and 700 through 715 identify the pollution control measures that may be used.)

5) The dumping of chemicals, fuels, lubricants, bitumens, raw sewage, or other harmful waste into or alongside of streams or impoundments, or into natural or manmade channels leading thereto, would be prohibited.

3. Streams

The proposed project makes one crossing of a perennial stream (see Figure 2, Stream 2). Stream 2 is Pea Creek. The proposed project would completely bridge this stream, and no impacts are proposed within the stream channel. No loss of stream channel would result from the proposed project. The length of stream that would be bridged by the proposed project is identified in Table 1.

Table 1. Stream Summary

Stream Name	Type	Length of Culvert (linear feet)	Approximate Width of Bridge/Length of Stream to be Bridged (linear feet)	Length of Relocation (linear feet)	Total Impact (linear feet) (bridges not impacts)
Stream 2 – Pea Creek	Lower Perennial	0.0	38.0	0.0	0.0

6. Floodplains

A survey of the project corridor for floodplains as required by the provisions of Executive Order 11988 has identified a transverse crossing of the 100-year floodplain associated with Pea Creek (see Figure 4). Construction of the project could require the placement of fill material in the floodplain. Pea Creek has been studied previously by the Federal Emergency Management Agency (FEMA), and a 100-year base flood elevation has been established for Cochran Mill Road over Pea Creek. This location is not within a designated (or regulatory) floodway. At this time no floodway widths have been established for Pea Creek. Therefore, in accordance with GDOT guidelines in Chapters 2 and 14 of the Drainage Manual, the proposed replacement structure has been sized to limit the backwater to no more than a 1-foot increase in the existing base flood elevation. No FEMA or community coordination is required. For this project, the replacement structure would be able to reduce, not increase, the backwater values since the existing structure was greatly constricting the flow of water.

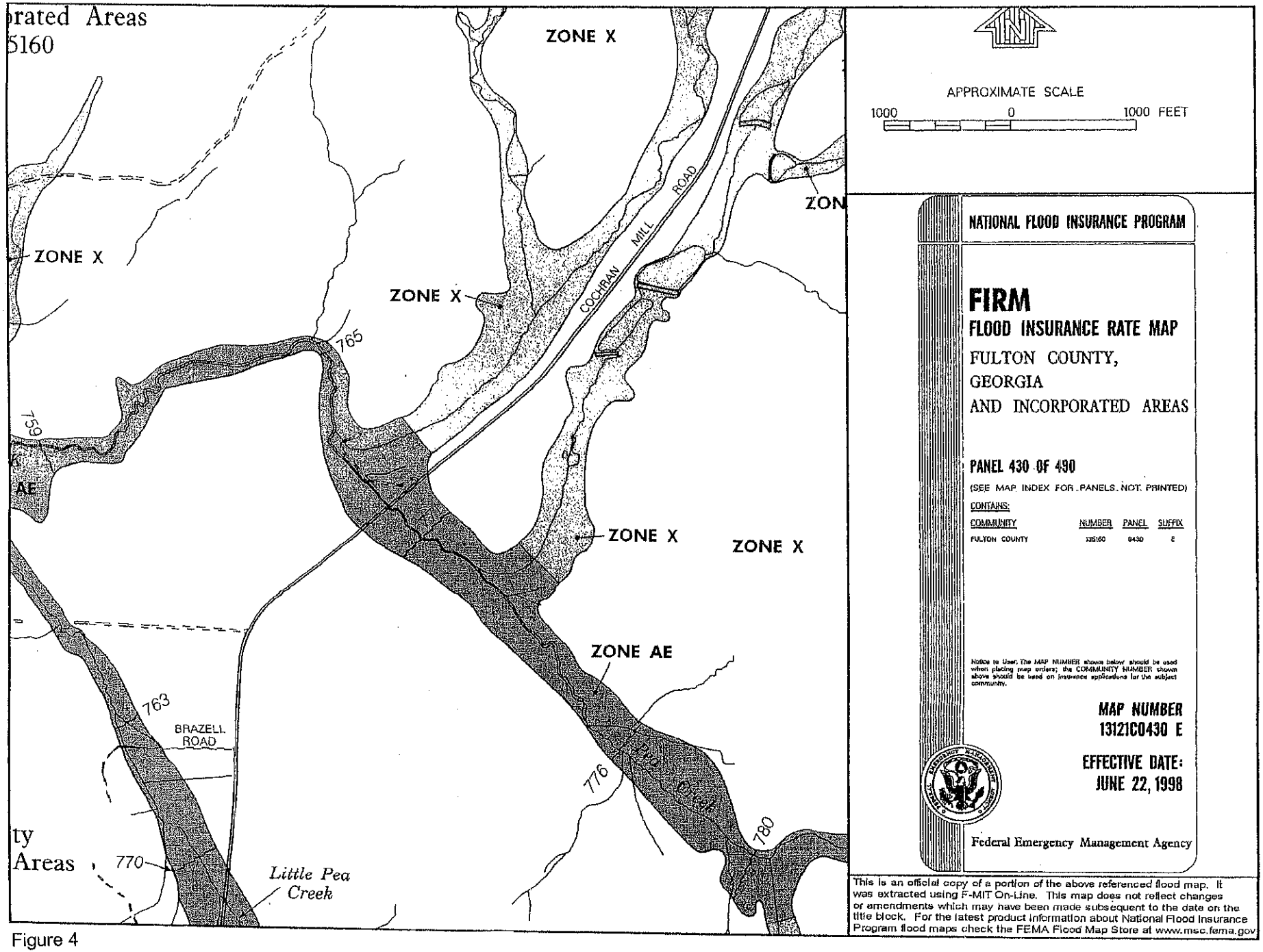


Figure 4
Floodplain Map
Cochran Mill Road Bridge Replacement
Project No: BRZLB-121(22), Fulton County, P.I. No.: 771275

The project would be designed in such a way that it would have no significant encroachment on this floodplain. The project would not represent a significant risk to life or property; it would not have a significant impact on natural and beneficial floodplain values; it would not support incompatible floodplain development; and it would not interrupt or terminate a transportation facility that is needed for emergency vehicles or provides a community's only evacuation route.

8. Endangered/Threatened Species

A list of threatened and endangered species was obtained from the Georgia DNR and U.S. Fish and Wildlife Services (USFWS). Three federally listed species and six state-listed species were found to have distributional ranges that include Fulton County. The project corridor was surveyed on September 15, 2004 to determine the presence of any listed species or suitable habitat. No federal- or state-listed species or their associated habitats were identified during field studies. Table 2 lists federal threatened and endangered species, as well as candidate species, their federal status, the existence of suitable habitat within the survey corridor, and conclusion of effect.

In accordance with the June 24, 2003 Endangered Species Act and Fish and Wildlife Coordination Act Joint Coordination Procedures (JCP), the proposed project is of the type listed in Appendix A of the JCP and, therefore, will have no effect on federally listed species or habitat. However, obligations under Section 7 of the Endangered Species Act must be reconsidered if (1) new information reveals impacts of this identified action that may affect listed species or habitat in a manner not previously considered; (2) a new species is listed or habitat is determined that may be affected by the identified action; or (3) the project is modified in a manner not previously considered.

Table 2. Federally Listed and Candidate Species of Potential Occurrence Within Fulton County

Common Name	Scientific Name	Federal Status	State Status	Suitable Habitat
Fauna				
bald eagle	*Haliaeetus leucocephalus*	T	E	None
Cherokee darter	*Etheostoma scotti*	T	T	None
Gulf moccasinshell mussel	*Medionidus pencillatus*	E	E	None
shiny-rayed pocketbook mussel	*Lampsilis subangulata*	E	E	None

E = Endangered T = Threatened

9. Invasive Species

In accordance with Executive Order 13112, a survey for populations of invasive species that may be spread during construction was conducted for this project. The invasive species for which the survey was conducted are those identified by GDOT as having the highest priority due to environmental and economic impacts caused by those species. Both the selected species and the management practices specified will be reevaluated and revised as appropriate as more information is obtained. Chinese privet and *Lonicera japonica* (Japanese honeysuckle) were identified during field surveys and determined to be invasive according to GDOT's invasive plant species list.

During the construction process, GDOT would take measures to prevent or minimize the spread of these species as appropriate for the time of year. These measures would

include removing and disposing of vegetative parts in the soil that may reproduce by root raking, burning on site any such parts and aboveground parts that bear fruit, controlling or eradicating infestations prior to construction, and cleaning of vehicles and other equipment prior to leaving the infested site. The measures used would be appropriate for the particular species and conditions that exist on the project site, as described in Georgia Standard Specifications Section 201, Clearing and Grubbing of Right-Of-Way.

10. Migratory Birds

The Cochran Mill Road Bridge over Pea Creek is in visibly poor structural condition. The underside of the steel-span and timber-decked Pea Creek Bridge is clean and free of debris or evidence of past or recent bird nests. No barn swallows or evidence of other migratory birds was observed occupying either the bridge structure or abutment walls.

Furthermore, a pasture located approximately 300 feet from the project contains artificial gourds occupied by a colony of purple martins (*Progne subis*). An investigation of roadside vegetation within the proposed and existing right-of-way yielded adequate habitat, but no nests or other evidence of prolonged use by migratory bird species.

"Take," as defined by the Migratory Bird Treaty Act (MBTA), would not occur as a result of proposed project construction. Therefore, stipulations to the timing of proposed bridge removal and construction that minimize "take" would not be necessary.

D. Physical Environment

4. Construction/Utilities

Construction of the proposed project would create unavoidable inconveniences to motorists by interrupting regular existing traffic flow along Cochran Mill Road and increasing traffic on other rural roads. Since the road is rural, it does not serve as a major through-fare for motorists, so the construction should be relatively easy to avoid. During construction, Cochran Mill Road and the bridge over Pea Creek would be closed to traffic. Traffic would be detoured to Cascade-Palmetto Road (see Figure 1). The length of time required for construction has not been determined at this time.

The safety and convenience of the general public would be provided for at all times. Any necessary relocation of utilities (water, sewer, telephone, etc.) would be accomplished with no long-term interruption of services. All other required construction functions would be accomplished in a timely and orderly manner so as to minimize disruptions and to avoid compromising safety.

E. Permits/Variances/Commitments Required

3. Section 404

The proposed Cochran Mill Road Bridge would involve construction activities, including fill within a jurisdictional wetland. In accordance with Section 404 of the Clean Water Act, as amended (33 USC 1344), a permit is required from the U.S. Army Corps of Engineers (ACOE) for the discharge and placement of fill materials into "Waters of the United States." Nationwide Permit No. 23 would be used to permit the impacts to the wetland.

ATTACHMENT 2 – Correspondence
Categorical Exclusion
BRZLB-121(22), Fulton County
P.I. No. 771275

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED AUG 30 2005 OFFICE District 7

FILE **BRZLB-121(22)**, Fulton County
CR 1392/Cochran Mill Road over Pea Creek Bridge Replacement
P.I. No. 771275

FROM Bryant Poole, District 7 Engineer BP

DATE August 25, 2005

TO Meg Pirkle, Assistant Director of Preconstruction

SUBJECT **DETOUR MEETING WAIVER**

The PDP states that *"Public Information Meeting For Proposed Detours (Detour Meeting) for those projects involving the closing of roadway(s) and/or bridge(s) during construction, public information open house meetings will be held, unless the closure has been addressed as a part of a previous public hearing or public information open house... "*. **Special circumstances regarding this project have prompted a request to waive the requirement for this Detour Meeting.** These issues are listed below and attachments to this correspondence support these issues.

- Cochran Mill Road is a minor road in rural southwest Fulton County, with no existing businesses and few residences along the corridor. Delays to those living/working on Cochran Mill Road and surrounding roadways would be minor.
- The Cochran Mill Road over Little Pea Creek bridge replacement project (STP-00B(7), PI 771276) is currently under construction. The same detour that is in place at this time will be utilized for the Pea Creek project. A meeting was held on March 4, 2004 at Palmetto Elem. School to notify the public and receive comments. There was no opposition.
- A special provision will be included in the Final Plans stipulating a maximum road closure of 120 calendar days, with liquidated damages of $1,000 per calendar day.
- The County will request that signs be placed at each end of the detour stating the dates of closure. This will be incorporated into the Detour Plan for this project that will be included in the Final Plans.

If you have any questions or require further information please call Ernest Slaughter of Fulton County Public Works at (404) 730-8325 or Scott Dubord of PBS&J at (770) 933-0280.

RECOMMEND:

Buddy Gratton, Director of Preconstruction

APPROVE:

David Studstill, Chief Engineer

9/6/05
Date of Approval

BP:GF

Attachments: Construction Plan Sheets (2), Special Provision 108, Detour Route, Detour Meeting Docs.

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 771275, Fulton County
BRZLB-121(22)
CR 1392 Bridge over Pea Creek

OFFICE Preconstruction

DATE September 9, 2005

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

TO See Distribution

SUBJECT **APPROVED DETOUR MEETING WAIVER**

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

Harvey Keepler
Bryant Poole
Mike Lobdell
BOARD MEMBER

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-5114-0 **Fulton Area 9** SUFF. RATING 21.33

Programming Data

201 Project No.: COUNTY DESIGN
202 Plans Available: 0
249 Prop. Proj. No. BRZLB-121 (22)
250 Approval Status: 0000
251 P.I. No.: 771275-
252 Contract Date: 02/01/2002
260 Seismic No.: 00000
75 Type Work: 31 1
94 Bridge Imp. Cost: $ 32
95 Roadway Imp. Cost: $ 36
96 Total Imp Cost: $ 78
76 Imp. Length: 000240
97 Imp. Year: 1990
114 Future ADT: 001455 Year: 2021

Hydraulic Data

215 Waterway Data
Highwater Elev.: 0000.0 Year: 1900
Avg. Streambed Elev.: 0000.0 Freq.: 00
Drainage Area: 00000
Area Of Opening: 000000
113 Scour Critical: U
216 Water Depth: 01.0 Br. Height: 11.5
222 Slope Protection: 0
221 Spur Dikes Rear: 0 Fwrd: 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.: 121-01392X-006.02N

Measurements

* 29 ADT: 000970 Year: 2001
109 % Trucks: 7
* 28 Lanes On: 02 Under: 00
210 No. Tracks On: 00 Under: 00
* 48 Max. Span Length: 0029
* 49 Structure Length: 29
51 Br. Rwdy. Width: 19.50
52 Deck Width: 19.90
* 47 Tot. Horz. Cl: 19.50
50 Curb/Sdewlk Width 0.00/0.00
32 Approach Rdwy Width: 020
* 229 Shoulder Width:
Rear Lt: 6.00 Type: 8 Rt: 6.00
Fwrd Lt: 6.00 Type: 8 Rt: 6.00
Pavement Width:
Rear: 20.00 Type: 2
Fwrd: 20.00 Type: 2
Intersection Rear: 0 Fwrd: 0
36 Safety Features Br. Rail: 3
Transition: 0
App. G. Rail: 0
App. Rail End: 0
53 Minimum Cl.Over: 99 ' 99 "
Under: N 00 ' 00 "
* 228 Min. Vertical Cl
Act. Odm Dir: 99 ' 99 "
Oppo. Dir: 99 ' 99 "
Posted Odm. Dir: 00 ' 00 "
Oppo. Dir: 00 ' 00 "
55 Lateral Undercl. Rt: N 99.90
56 Lateral Undercl. Lt: 0.00
* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
39 Nav Vert Cl: 000 Horz: 0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main: 0.00
Deck Thick Approach: 0.00
246 Overlay Thickness: 3.00
212 Year Last Painted: Sup: 1935 Sub: 0000

Ratings

65 Inventory Rating Method: 2
63 Inventory Rating Method: 2
66 Inventory Type: 2 Rating: 09
64 Operating Type: 2 Rating: 13
231 Calculated Loads
H-Modified: 06 1
HS-Modified: 11 1
Type 3: 13 1
Type 3s2: 19 1
Timber: 15 1
Piggyback: 00 0
261 H Inventory Rating: 05
262 H Operating Rating: 07
67 Structural Evaluation: 2
58 Deck Condition: 4
59 Superstructure Condition: 5
* 227 Collision Damage: 0
60A Substructure Condition: 5
60B Scour Condition: 6
60C Underwater Condition: N
71 Waterway Adequacy: 9
61 Channel Protection Cond: 7
68 Deck Geometry: 2
69 UnderClr. Horz/Vert: N
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required: 0
41 Struct Open, Posted, Cl: B
* 103 Temporary Structure: 0
232 Posted Load -Modified: 00
HS-Modified: 00
Type 3: 00
Type3s2: 00
Timber: 00
Piggyback: 00
253 Notification Date 10/12/2001
253 Fed Notify Date: 01/02/2002 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-5114-0 **Fulton Area 9** SUFF. RATING 21.33

Location & Geography

*	Structure I.D.No:	121-5114-0	
200	Bridge Information	07	
* 6A	Feature Int:	PEA CREEK	
* 6B	Critical Bridge:	0	
* 7A	Route Number Carried:	CR01392	
* 7B	Facility Carried:	COCHRAN MILL ROAD	
* 9	Location:	7 MI NW OF PALMETTO	
2	DOT District:	7	
207	Year Photo:	1998	
* 91	Inspection Frequency:	24	Date: 02/24/2003
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:	01392	
	Direction:	0	
* 16	Latitude: 33-36.6	MMS Prefix: 0	
* 17	Longitude 84-42.5	MMS Suffix: 0	MP: 0.00
98	Border Bridge: 000	%Shared: 00	
99	ID Number:	000000000000000	
* 100	STRAHNET:	0	
12	Base Highway Network:	1	
13A	LRS Inventory Route:	1212139200	
13B	Sub Inventory Route:	0	
* 101	Parallel Structure:	N	
* 102	Direction of Traffic	2	
* 264	Road Inventory Mile Post:	002.14	
* 208	Inspection Area: 09	Initials: JMC	
	Engineer's Initial:	sgm	

* Location I.D. No.: 121-01392X-006.02N

* 104	Highway System:	0	
* 26	Functional Classification:	08	
* 204	Federal Route Type:	0	No.: 00000
105	Federal Lands Highway:	0	
* 110	Truck Route:	0	
206	School Bus Route:	0	
217	Benchmark Elevation:	0000.00	
218	Datum:	0	
* 19	Bypass Length:	06	
* 20	Toll:	3	
* 21	Maintenance:	02	
* 22	Owner:	02	
* 31	Design Load:	0	
37	Historical Significance:	5	
205	Congressional District:	05	
27	Year Constructed:	1935	
106	Year Reconstructed:	0000	
33	Bridge Median:	0	
34	Skew:	00	
35	Structred Flared:	0	
38	Navigation Control:	0	
213	Special Steel Design:	0	
267	Type of Paint:	1	
* 42	Type of Service on:	1	
		5	
214	Movable Bridge:	0	
203	Type Bridge:	M-A-M-I	
259	Pile Encasement:	3	
* 43	Structure Type Main:	3 02	
45	No. Spans Main:	001	
44	Structure Type Appr:	0 00	
46	No. Spans Appr:	0000	
226	Bridge Curve Horz:	0	Vert: 0
111	Pier Protection:	0	
107	Deck Structure Type:	8	
108	Wearing Surface Type:	6	
	Me	0	
	P	0	

Signs & Attachments

225	Expansion Joint Type:	00	
242	Deck Drains:	0	
243	Parapet Location:	0	
	Height:		0.00
	Width:		0.00
238	Curb:		0.00 0
239	Handrail:	2	2
* 240	Median Barrier Rail:	0	
241	Bridge Median Height:		0.00
	Width:		0.00
* 230	Guardrail Loc Dir Rear:	0	
	Fwrd:	0	
	Oppo Dir Rear:	0	
	Fwrd:	0	
244	Approach Slab:	0	
224	Retaining Wall:	4	
233	Posted Speed Limit:	45	
236	Warning Sign:	0	
234	Delineator:	0	
235	Hazard Boards:	1	
237	Utilities Gas:	00	
	W	00	
	Ele	00	
	Telephone:	00	
	Se	00	
247	Lighting Street:	0	
	Naviagtion:	0	
	Aerial:	0	
* 248	County Continuity No.:	00	

GEORGIA DEPARTMENT OF TRANSPORTATION

A. G. LICHTENSTEIN AND ASSOCIATES, INC.

GEORGIA HISTORIC BRIDGE SURVEY

SERIAL NUMBER: 121-5114-0 **COUNTY:** FULTON **OWNER:** COUNTY HIGHWAY

BRIDGE LOCATION: 121-01392X-006.02 N **LOCATION:** 7 MI NW OF PALMETTO

FACILITY CARRIED: COCHRAN MILL ROAD

FEATURE INTERSECTED: PEA CREEK

TYPE: STRINGER **DESIGN:** SIMPLE

MATERIAL: STEEL **SUBSTRUCTURE:** RUBBLE MASONRY ABUTMENTS

 # SPANS: 1 **LENGTH:** 29 **WIDTH:** 19.9

DATE OF CONSTRUCTION: 1935 CA **ALTERATION:** **SOURCE:** MAINT. FILE

DESIGNER/BUILDER: **DOT DIST:** 7

Update Status:

SETTING: The bridge carries a two-lane road over a stream in the rural, southwest portion of the county that was Campbell County until 1932. The area has some well preserved post-bellum farm houses, but there is modern construction as well. The setting does not have historic district potential.

NR Recommendation: **Not Eligible**

SUMMARY: The single-span, 29'-long, steel stringer bridge is supported on rubble masonry abutments that predate the superstructure. The superstructure is composed of stacked I beams welded together. Several other examples of the same design are located in the vicinity. The unothodox design suggests that the bridge was built with salvaged beams. The plank deck has an asphalt wearing surface. The ca. 1935bridge is almost 20' wide, and it is dated to ca. 1935 based on its style and the information in the maintenance file. It is not historically or technologically significant. It is simply a local and expedient variation of the most common bridge type in the state.

PHOTO: 29:20-22 **REVIEWED BY:** MEM **DATE:** 8/95

Georgia Department of Natural Resources

Noel Holcomb, Commissioner

Historic Preservation Division

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer
47 Trinity Avenue, S.W., Suite 414-H, Atlanta, Georgia 30334
Telephone (404) 656-2840 Fax (404) 657-1040 http://www.gashpo.org

RECEIVED
BY:
EDWARDS-PITMAN ENV.

November 5, 2004

Harvey D. Keepler
State Environmental/Location Administrator
Office of Environment & Location
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, Georgia 30336-1593
ATTN: Madeline L. White

RE: **GDOT Project BRZLB-121(22); P.I. #771275**
Replacement of Pea Creek Bridge on Cochran Mill Road/CR 1392
Fulton County, Georgia
HP-040826-001

Dear Mr. Keepler:

The Historic Preservation Division (HPD) has reviewed the information submitted concerning the proposed replacement of Pea Creek Bridge on Cochran Mill Road, Fulton County, Georgia. Our comments are offered to assist the Georgia Department of Transportation (GDOT) and the Federal Highway Administration (FHWA) in complying with Section 106 of the National Historic Preservation Act.

Based on the information provided, HPD agrees that there are no historic resources located within the project's area of potential effect. Therefore, HPD concurs with the GDOT's determination of No Historic Properties Affected.

If we may be of further assistance, please contact Betsy Shirk, Transportation Projects Coordinator, at (404) 463-6687. Please refer to the project number assigned above in any future correspondence regarding this project.

Sincerely,

Elizabeth Shirk

for Richard Cloues
Deputy State Historic Preservation Officer

RC: mav

cc: Robert M. Callan, P.E., FHWA (Attn: Jennifer Giercsh)
Grant D. Hudson, Edwards-Pitman Environment, Inc.
Dan Reuter, Atlanta Regional Commission

RECEIVED
OCT 7
OFFICE OF
HISTORIC PRESERVATION DIVISION

GDOT ARCHAEOLOGICAL REPORT SHORT FORM FOR NEGATIVE FINDINGS

Report Title Phase I Archaeological Survey of Birmingham Highway Sidewalk Improvements Project Area, Fulton County, Georgia

Prime Consultant: ARCADIS

GDOT Project No. STP-00BK (51) P.I. No. 762534

GA SHPO HP # TE990527-001

Draft Report Submitted on: 9 / 30 / 04

Final Report Submitted on: / /

PROJECT LOCATION AND AREA OF POTENTIAL EFFECT

County(ies)

Fulton

USGS Quadrangle(s)

Roswell

Project Description

The project proposes to construct five-foot sidewalks and provide ADA improvements on the east and west sides of Birmingham Highway (SR 372) from just north of Kensington Farms Drive to just north of Crabapple Road.

Area of Potential Effect

The APE for the project includes everything within the proposed project length and within the maximum extent of the existing and proposed right-of-way as described above. Construction easements are included.

SURVEY CONDITIONS

Soil Descriptions:

The General Soil Map for Fulton County indicates the Lloyd-Cecil-Madison soil association in the project area. These soils are described as well-drained. They occupy 2-6% slopes (Walker et al. 1958).

Topography:

Formerly, sideslope. The natural topography has been modified by grading and construction (road, residences, schools, etc.) activities.

Land Use/Vegetation/Ground Cover

The project area is developed and mostly residential in nature.

Survey Limitations and Disturbance(s)

Road, driveway, and sidewalk construction. Grading and landscaping as well.

Survey Methods

Reconnaissance (walk-over) of all project areas. No shovel tests were excavated as the project areas have been previously disturbed by road, driveway, and sidewalk construction and by grading and landscaping.

No. of STs: 0 **No. of Transects:** 0

ARCHAEOLOGICAL BACKGROUND RESEARCH

Previously Recorded Sites

There are no previously recorded archaeological sites within a 1-km radius of the project area.

Previous Surveys

No archaeological surveys have been previously conducted in the project area.

Ref:

CONSULTANT INFORMATION

Archaeological Consultant: Edwards-Pitman Environmental, Inc.

Address: 1250 Winchester Parkway, Suite 200, Smyrna, GA 30080

Phone No.: 770-333-9484, ext. 131

Principal Investigator: Lynn Marie Pietak, Ph.D.

PI Signature: Lynn Marie Pietak

Project Archaeologist:

PA Signature:

ATTACHMENT CHECKLIST

- ☑ 1. Project Location Map
- ☑ 2. USGS Topographic Map
- ☑ 3. References Cited
- ☑ 4. VITA
- ☑ 5. Photograph(s)

CONSULTANT CERTIFICATION

I, the Principal Investigator: Lynn Marie Pietak, Ph.D. do hereby certify that the Area of Potential Effect (as described on page 1 of this form) for GDOT Project STP-00BK (51) has been thoroughly surveyed for archaeological resources and that no such resources were located or identified.

Comments:

REVIEW

GDOT Archaeologist: Eric Anthony Duff Date: 10 / 05 / 04

Comments:

Copies of the project file, the report, field notes and other relevant documentation will be maintained at the Georgia Department of Transportation, Office of Environment/Location, 3993 Aviation Circle, Atlanta, Georgia, 30336. A copy of the Short Form report will be permanently curated at the Antonio J. Waring, Jr. Laboratory at the State University of West Georgia.

Draft Accepted as Final ☑

Concur: Dr. W. Ray Luce, Director and Deputy SHPO Date: 10 / 13 / 2004

HP# TE990527-001

Cc: Mr. Robert M. Callan, P.E., FHWA, (Attn: Jennifer Giersch)

ATTACHMENT 3 – Concept Report
Categorical Exclusion
BRZLB-121(22), Fulton County
P.I. No. 771275

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Project Concept Report

Project Number: BRZLB-121(22)
County: Fulton
P. I. Number: 771275

Federal Route Number: N/A
State Route Number: N/A
County Route Number: 1392

See Sheet 2 for Project Location Sketch

Bridge Replacement: Cochran Mill Rd. (CR 1392) over Pea Creek

Recommended for approval:

DATE: _____ _____
Project Manager

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

DATE: _____ _____
State Transportation Planning Administrator

DATE: _____ _____
Office of Financial Planning Administrator

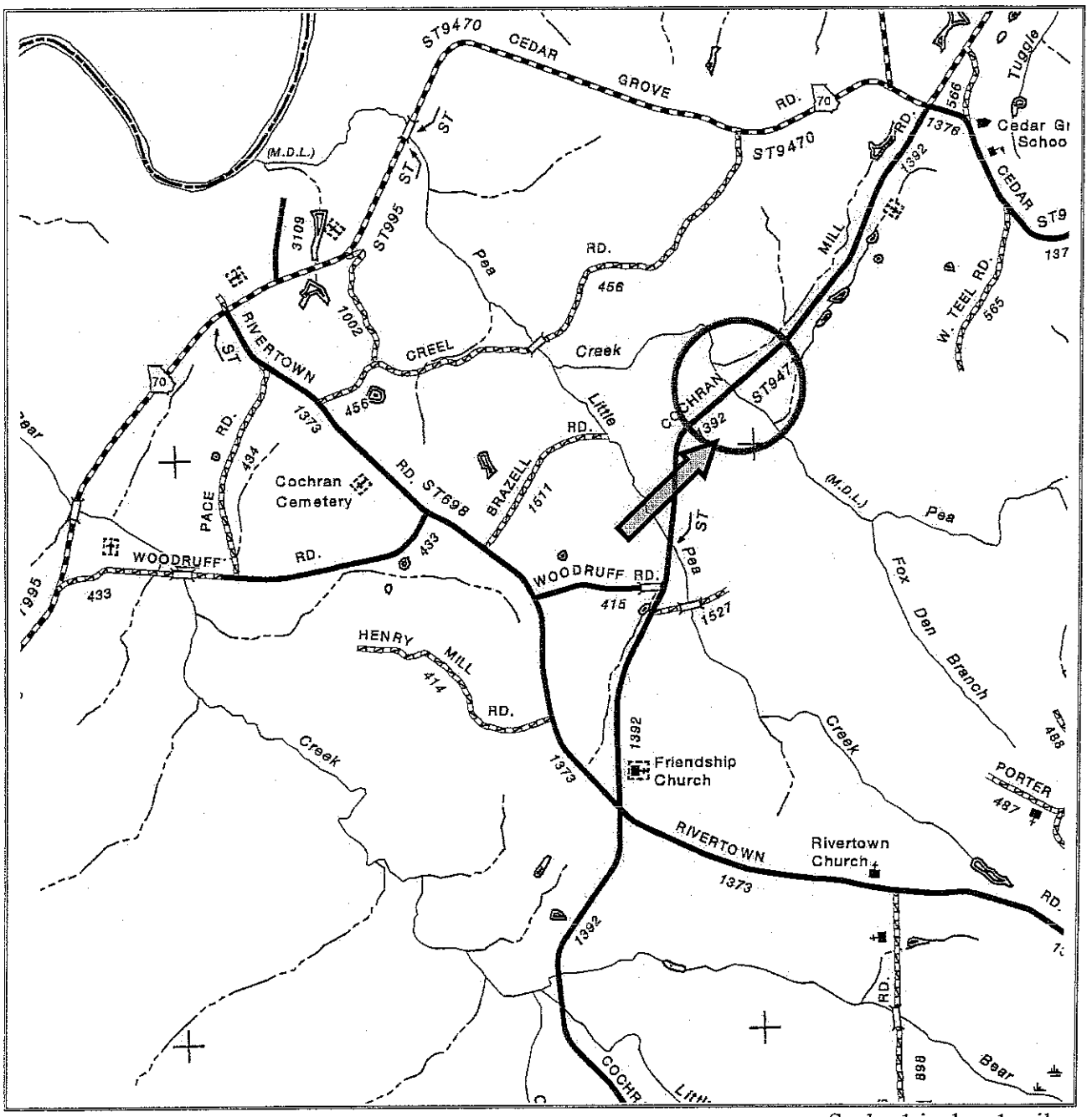
DATE: _____ _____
State Environmental/Location Engineer

DATE: _____ _____
State Traffic Safety Design Engineer

DATE: _____ _____
District Engineer

DATE: _____ _____
Project Review Engineer

DATE: _____ _____
State Bridge & Structural Design Engineer



Scale: 1 inch = 1 mile

Location Map
Project: BRZLB-121(22) Fulton County **PI No.:** 771275
Description: Cochran Mill Road (CR 1392) over Pea Creek, 10.3 mi SW of Atlanta

Need and Purpose:

Bridge Project BRZLB-121(22) will replace the structurally deficient bridge located on Cochran Mill Road (CR 1392) at Pea Creek in Fulton County. Cochran Mill Road is located between SR 70 (Cedar Grove Rd.) and SR 154 (Cascade-Palmetto Hwy.), approximately 10.3 miles southwest of the city of Atlanta. The bridge's sufficiency rating is 21.44. The Office of Bridge Maintenance has determined that any structure with a sufficiency rating less than 50 should be replaced rather than improved.

Cochran Mill Road (CR 1392) is functionally classified as a Rural Minor Collector. The posted speed limit along Cochran Mill Road is 45 mph. The bridge is located 10.3 miles southwest of the city of Atlanta in Fulton County. It was constructed in 1935 and has not been reconstructed. The bridge structure is in poor condition with deterioration of the timber deck. The steel superstructure has extensive corrosion with section loss. The section where the proposed project would take place is not a school bus route. Cochran Mill Road is not part of the Statewide Bicycle Plan, however it is considered a South Fulton Scenic By-Way.

The projected ADT for this section of highway in 2005 is 1,400 and the projected traffic in 2025 is 3,070. Trucks represent an average of 1% of traffic during a twenty-four hour traffic count and an average of 1% of traffic during a peak hour traffic count. Currently listed in the Georgia Department of Transportation's Statewide Improvement Program is one additional bridge replacement on Cochran Mill Rd. (CR 1392) in Fulton County. P.I. 771276 consists of replacing the bridge over Little Pea Creek 10.5 miles southwest of the city of Atlanta.

The proposed structure will be an 80' long by 38' wide, single-span reinforced concrete bridge. Replacing this bridge will bring it up to current design standards and in doing so will improve the operation and safety of this roadway.

Description of the project:
This project will replace the structurally deficient bridge on Cochran Mill Road (CR 1392) over Pea Creek with a new reinforced concrete bridge. This project is located in Fulton County, 10.3 miles southwest of Atlanta in the 13th Congressional District and Ga. Militia Districts 2 and 3. The proposed project will be approximately 0.21 miles in length.

Is the project located in a Non-attainment area? ☒ **Yes** ☐ **No**
PDP Classification: Major ☐, Minor ☒
Federal Oversight: Full Oversight ☐, Exempt ☒, State Funded ☐, or Others ☐

Functional Classification: Minor Collector

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

Traffic (AADT):
Current Year: (2005) 1,400 Design Year: (2025) 3,070

Existing Design Features:

- Typical Section: Two lane rural section with 12-foot travel lanes, shoulders and side ditches.
- Posted Speed 45 mph Maximum degree curvature N/A
- Maximum Grade: 1.4 %
- Width of right of way: 50 - 55 ft.
- Major structures: 29' x 20' Bridge at Pea Creek
- Major interchanges or intersections along the project: None
- Existing length of roadway segment and the beginning mile logs for each county segment. Project begins at ML 2.05 and extends north approximately 0.21 miles to ML 2.26.

Proposed Design Features:

- Proposed typical section(s): Two 12-foot travel lanes with 10-foot shoulders and rural side ditch sections.
- Proposed Design Speed Mainline 45 mph
- Proposed Maximum grade Mainline 1.4 % Maximum grade allowable 7 %
- Proposed Maximum grade Side Street N/A Maximum grade allowable 9 %
- Proposed Maximum grade driveway N/A
- Proposed Maximum degree of curve N/A Minimum radius allowable 660'
- Right of way
  - ⇒ Width 80-100 ft.
  - ⇒ Easements: Temporary ☐, Permanent ☒, Utility ☐, Others ☐
  - ⇒ Type of access control: Full ☐, Partial ☐, By Permit ☒, Others ☐
  - ⇒ Number of parcels 3 Number of displacements: None
- Structures:
  - ⇒ Bridges: Approximate 80' x 38' Concrete Bridge
  - ⇒ Retaining walls: None anticipated
- Major intersections and interchanges: None
- Traffic control during construction: Bridge to be closed during construction.
- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	☐	☐	☒
ROADWAY WIDTH:	☐	☐	☒
SHOULDER WIDTH:	☐	☐	☒
VERTICAL GRADES:	☐	☐	☒
CROSS SLOPES:	☐	☐	☒
STOPPING SITE DISTANCE:	☐	☐	☒
SUPERELEVATION RATES:	☐	☐	☒
HORIZONTAL CLEARANCE	☐	☐	☒
SPEED DESIGN:	☐	☐	☒
VERTICAL CLEARANCE:	☐	☐	☒
BRIDGE WIDTH:	☐	☐	☒
BRIDGE STRUCTURAL CAPACITY:	☐	☐	☒

- Design Variances: None
- Environmental concerns: Stream & wetlands
- Level of environmental analysis:

⇒ Are Time Saving Procedures appropriate? Yes ☒, No ☐
⇒ Categorical Exclusion: ☒ Anticipated.

- Utility involvement: Greystone Power, City of Atlanta Bureau of Water, Bell South Telecommunications

Project responsibilities:

⇒ Design, Fulton Co.
⇒ Right of Way Acquisition, Fulton Co.
⇒ Relocation of Utilities, Fulton Co.
⇒ Letting to contract, GDOT
⇒ Supervision of construction, GDOT
⇒ Providing material pits, Contractor
⇒ Providing detours, Contractor

Coordination:

- Concept Meeting Date 3/5/04
- Local government commitments: LGPA signed by Fulton County, March 31, 2000.
- Other projects in area: STP-00B(7), P.I. No. 771276, Cochran Mill Rd. (CR 1392) over Little Pea Creek; BRZLB-121(20), P.I. No. 771273, Johnson Road @ Peaks Creek.
- Other coordination to date: Future detour meeting
- Railroads: None

Scheduling – Responsible Parties' Estimate

- Time to complete environmental process: 18 Months.
- Time to complete preliminary construction plans: 3 Months.
- Time to complete right of way plans: 3 Months.
- Time to complete the Section 404 Permit: 12 Months.
- Time to complete final construction plans: 4 Months.
- Time to complete to purchase right of way: 9 Months.
- List other major items that will affect the project schedule: Potential environmental concerns.

Alternates considered:

1) Replace existing bridge with an approximate 80 ft. x 38 ft. bridge on a parallel alignment 10' to the west of the existing structure to stay off existing wetland areas, closing the road and detouring traffic along Cascade-Palmetto Hwy. **This is the preferred alternate.**
2) Replace existing bridge with an approximate 80 ft. x 38 ft. bridge at existing location, closing the road and detouring traffic along Cascade-Palmetto Hwy - eliminated due to environmental impacts.
3) Replace existing bridge with a quadruple 10' x 10' concrete bridge culvert at existing location, closing the road and detouring traffic along Cascade-Palmetto Hwy. – eliminated due to environmental impacts, hydraulic & hydrologic constraints and aesthetics.
4) No Build – eliminated due to structurally deficient bridge.

Programmed Dates*:

- Right of Way: 2005
- Construction: 2005

* Note: This project has not yet been programmed and is currently locally funded. Once it is programmed, it is the recommendation of the design team that it be moved to FY06 construction.

Comments: This project is located within a FEMA regulatory floodway, Zone AE and Zone X, base flood elevations 770.0.

Attachments:

1. Cost Estimates:
   a) Construction including E&C,
   b) Right of Way, and
   c) Utilities
2. Sketch location map
3. Typical Sections
4. Bridge Inventory
5. Notice of Location and Design Approval
6. Concept Team Meeting Minutes

16 November, 2004
Project Number: BRZLB-121-(22)
P. I. Number: 771275
County: Fulton

State of Georgia
Department of Transportation

PRELIMINARY COST ESTIMATE – Alternate 1

PROJECT NUMBER: BRZLB-121-(22)

COUNTY: Fulton

DATE: April 23, 2004

ESTIMATED LETTING DATE: 2006

PREPARED BY: PBS&J

PROJECT LENGTH: 0.21 miles

( ) PROGRAMMING PROCESS

(X) **CONCEPT DEVELOPMENT**

( ) DURING PROJECT DEVELOPMENT

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	$40,000
2. DISPLACEMENTS; RES:0, BUS;0, M.H.:0	$0
3. OTHER COST (ADM./COST, INFLATION)	$10,000
SUBTOTAL A:	**$50,000**
B. REIMBURSABLE UTILITIES: (LGPA)	
1. RAILROAD	$0
2. TRANSMISSION LINES	$0
3. SERVICES	$50,000
SUBTOTAL B:	**$50,000**
CONSTRUCTION	
C. MAJOR STRUCTURES:	
1. RETAINING WALLS	$0
2. BRIDGE (80' x 38' @ $90/SF)	$273,600
3. BRIDGE CULVERTS	$0
SUBTOTAL C:	**$273,600**

D. GRADING AND DRAINAGE	
1. EARTHWORK	
a. BORROW: (12,000 cu.yd. @ $6.00)	$72,000
b. EXCAVATION: (0 cu.yd. @ $4.00)	$0
SUBTOTAL D-1:	$72,000
2. DRAINAGE	
a. SLOPE DRAIN PIPE	$1,000
b. SPILLWAY TYPE 1	$0
SUBTOTAL D-2:	$1,000
SUBTOTAL D:	**$73,000**
E. BASE AND PAVING	
1. AGGREGATE BASE (2640 sq. yd. of 8" @ $8)	$21,120
2. SURFACE AGGREGATE (100 tons @ $15)	$1,500
3. ASPHALT PAVING	
a. Surface (230 tons @ $35)	$8,050
b. Binder (300 tons @ $40)	$12,000
c. Tack Coat (150 gals @ $1)	$150
SUBTOTAL E-3:	$20,200
4. CONCRETE APPROACH SLABS (260 SY @ $105 /SY)	$27,300
SUBTOTAL E:	**$70,120**

F. LUMP ITEMS	
1. TRAFFIC CONTROL	$30,000
2. CLEARING AND GRUBBING	$30,000
3. GRASSING	$20,000
4. EROSION CONTROL	$10,000
5. TEMP. EROSION CONTROL	$25,000
6. REMOVE EXISTING BRIDGE	$10,000
SUBTOTAL F:	**$125,000**

G. MISCELLANEOUS	
1. SIGNING	
a. SIGNS	$0
b. POSTS	$0
SUBTOTAL G-1:	$0
2. STRIPING	
a. 5 IN WHITE SOLID (2300 FT @ $0.75)	$1,725
b. 5 IN YELLOW SOLID (2300 FT @ $0.75)	$1,725
SUBTOTAL G-2:	$3,450
3. GUARDRAIL	
a. TYPE W (1000 FT @ $12)	$12,000
c. TYPE 12 ANCHORS (2 @ $1600)	$3,200
d. TYPE 1 ANCHORS (2 @ $450)	$900
SUBTOTAL G-3:	$16,100
SUBTOTAL G:	**$19,550**

16 November, 2004
Project Number: BRZLB-121-(22)
P. I. Number: 771275
County: Fulton

State of Georgia
Department of Transportation

ESTIMATE SUMMARY – Alternate 1		
A. RIGHT-OF-WAY		$50,000
B. REIMBURSABLE UTILITIES		$50,000
CONSTRUCTION		
C. MAJOR STRUCTURES		$273,600
D. GRADING AND DRAINAGE		$73,000
E. BASE AND PAVING		$70,120
F. LUMP ITEMS		$125,000
G. MISCELLANEOUS		$19,550
SUBTOTAL: CONSTRUCTION COST		*$561,270*
INFLATION (5% PER YEAR)		*$57,530*
NUMBER OF YEARS	**2**	
E. & C. (10%)		*$61,880*
TOTAL CONSTRUCTION COST		**$680,680**
GRAND TOTAL PROJECT COST – Alternate 1		**$780,680**

16 November, 2004
Project Number: BRZLB-121-(22)
P. I. Number: 771275
County: Fulton

State of Georgia
Department of Transportation

PRELIMINARY COST ESTIMATE – Alternate 2

PROJECT NUMBER: BRZLB-121-(22)

COUNTY: Fulton

DATE: April 23, 2004

ESTIMATED LETTING DATE: 2006

PREPARED BY: PBS&J

PROJECT LENGTH: 0.13 miles

( ) PROGRAMMING PROCESS

(X) **CONCEPT DEVELOPMENT**

( ) DURING PROJECT DEVELOPMENT

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	$20,000
2. DISPLACEMENTS; RES:0, BUS;0, M.H.:0	$0
3. STREAM MITIGATION CREDITS	$75,000
4. OTHER COST (ADM./COST, INFLATION)	$10,000
SUBTOTAL A:	**$105,000**
B. REIMBURSABLE UTILITIES: (LGPA)	
1. RAILROAD	$0
2. TRANSMISSION LINES	$0
3. SERVICES	$50,000
SUBTOTAL B:	**$50,000**
CONSTRUCTION	
C. MAJOR STRUCTURES:	
1. RETAINING WALLS	$0
2. BRIDGE (80' x 38' @ $90/SF)	$273,600
3. BRIDGE CULVERTS	$0
SUBTOTAL C:	**$273,600**

D. GRADING AND DRAINAGE	
1. EARTHWORK	
a. BORROW: (6,500 cu.yd. @ $6.00)	$39,000
b. EXCAVATION: (100 cu.yd. @ $4.00)	$400
SUBTOTAL D-1:	$39,000
2. DRAINAGE	
a. SLOPE DRAIN PIPE	$0
b. SPILLWAY TYPE 1	$0
SUBTOTAL D-2:	$0
SUBTOTAL D:	**$39,400**
E. BASE AND PAVING	
1. AGGREGATE BASE (1720 sq. yd. of 8" @ $8)	$13,760
2. SURFACE AGGREGATE (100 tons @ $15)	$1,500
3. ASPHALT PAVING	
a. Surface (190 tons @ $35)	$6,650
b. Binder (150 tons @ $40)	$6,000
c. Tack Coat (100 gals @ $1)	$100
SUBTOTAL E-3:	$12,750
4. CONCRETE APPROACH SLABS (260 SY @ $105 /SY)	$27,300
SUBTOTAL E:	**$55,310**

F. LUMP ITEMS	
1. TRAFFIC CONTROL	$30,000
2. CLEARING AND GRUBBING	$25,000
3. GRASSING	$10,000
4. EROSION CONTROL	$10,000
5. TEMP. EROSION CONTROL	$25,000
6. REMOVE EXISTING BRIDGE	$10,000
SUBTOTAL F:	**$110,000**

G. MISCELLANEOUS	
1. SIGNING	
a. SIGNS	$0
b. POSTS	$0
SUBTOTAL G-1:	$0
2. STRIPING	
a. 5 IN WHITE SOLID (1400 FT @ $0.75)	$1,050
b. 5 IN YELLOW SOLID (1400 FT @ $0.75)	$1,050
SUBTOTAL G-2:	$2,100
3. GUARDRAIL	
a. TYPE W (800 FT @ $12)	$9,600
c. TYPE 12 ANCHORS (2 @ $1600)	$3,200
d. TYPE 1 ANCHORS (2 @ $450)	$900
SUBTOTAL G-3:	$13,700
SUBTOTAL G:	**$15,800**

ESTIMATE SUMMARY – Alternate 2		
A. RIGHT-OF-WAY		$105,000
B. REIMBURSABLE UTILITIES		$50,000
CONSTRUCTION		
C. MAJOR STRUCTURES		$273,600
D. GRADING AND DRAINAGE		$39,400
E. BASE AND PAVING		$55,310
F. LUMP ITEMS		$110,000
G. MISCELLANEOUS		$15,800
SUBTOTAL: CONSTRUCTION COST		*$494,110*
INFLATION (5% PER YEAR)		*$50,646*
NUMBER OF YEARS	**2**	
E. & C. (10%)		*$54,476*
TOTAL CONSTRUCTION COST		**$599,232**
GRAND TOTAL PROJECT COST – Alternate 2		**$754,232**

PRELIMINARY COST ESTIMATE – Alternate 3

PROJECT NUMBER: BRZLB-121-(22)

COUNTY: Fulton

DATE: April 23, 2004

ESTIMATED LETTING DATE: 2006

PREPARED BY: PBS&J

PROJECT LENGTH: 0.13 miles

( ) PROGRAMMING PROCESS

(X) **CONCEPT DEVELOPMENT**

( ) DURING PROJECT DEVELOPMENT

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	$20,000
2. DISPLACEMENTS; RES:0, BUS;0, M.H.:0	$0
3. STREAM MITIGATION CREDITS	$75,000
4. OTHER COST (ADM/COST, INFLATION)	$10,000
SUBTOTAL A:	**$105,000**
B. REIMBURSABLE UTILITIES: (LGPA)	
1. RAILROAD	$0
2. TRANSMISSION LINES	$0
3. SERVICES	$50,000
SUBTOTAL B:	**$50,000**
CONSTRUCTION	
C. MAJOR STRUCTURES:	
1. RETAINING WALLS	$0
2. BRIDGE	$0
3. BRIDGE CULVERTS (4 – 10' X 10')	$200,000
SUBTOTAL C:	**$200,000**

D. GRADING AND DRAINAGE	
1. EARTHWORK	
a. BORROW: (6,500 cu.yd. @ $6.00)	$39,000
b. EXCAVATION: (100 cu.yd. @ $4.00)	$400
SUBTOTAL D-1:	$39,400
2. DRAINAGE	
a. SLOPE DRAIN PIPE	$0
b. SPILLWAY TYPE 1	$0
SUBTOTAL D-2:	$0
SUBTOTAL D:	**$39,400**
E. BASE AND PAVING	
1. AGGREGATE BASE (1720 sq. yd. of 8" @ $8)	$13,760
2. SURFACE AGGREGATE (100 tons @ $15)	$1,500
3. ASPHALT PAVING	
a. Surface (190 tons @ $35)	$6,650
b. Binder (150 tons @ $40)	$6,000
c. Tack Coat (100 gals @ $1)	$100
SUBTOTAL E-3:	$12,750
4. CONCRETE APPROACH SLABS (260 SY @ $105 /SY)	$27,300
SUBTOTAL E:	**$55,310**

F. LUMP ITEMS	
1. TRAFFIC CONTROL	$30,000
2. CLEARING AND GRUBBING	$25,000
3. GRASSING	$10,000
4. EROSION CONTROL	$10,000
5. TEMP. EROSION CONTROL	$25,000
6. REMOVE EXISTING BRIDGE	$10,000
SUBTOTAL F:	**$110,000**

G. MISCELLANEOUS	
1. SIGNING	
a. SIGNS	$0
b. POSTS	$0
SUBTOTAL G-1:	$0
2. STRIPING	
a. 5 IN WHITE SOLID (1400 FT @ $0.75)	$1,050
b. 5 IN YELLOW SOLID (1400 FT @ $0.75)	$1,050
SUBTOTAL G-2:	$2,100
3. GUARDRAIL	
a. TYPE W (800 FT @ $12)	$9,600
c. TYPE 12 ANCHORS (2 @ $1600)	$3,200
d. TYPE 1 ANCHORS (2 @ $450)	$900
SUBTOTAL G-3:	$13,700
SUBTOTAL G:	**$15,800**

ESTIMATE SUMMARY – Alternate 3		
A. RIGHT-OF-WAY		$105,000
B. REIMBURSABLE UTILITIES		$50,000
CONSTRUCTION		
C. MAJOR STRUCTURES		$200,000
D. GRADING AND DRAINAGE		$39,400
E. BASE AND PAVING		$55,310
F. LUMP ITEMS		$110,000
G. MISCELLANEOUS		$15,800
SUBTOTAL: CONSTRUCTION COST		*$420,510*
INFLATION (5% PER YEAR)		*$43,102*
NUMBER OF YEARS	**2**	
E. & C. (10%)		*$46,361*
TOTAL CONSTRUCTION COST		**$509,973**
GRAND TOTAL PROJECT COST – Alternate 3		**$664,973**

NOTICE OF LOCATION AND DESIGN APPROVAL

Project No. BRZLB-121(22), Fulton County
P.I. No. 771275

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

The date of location approval is _____.

The project consists of improvements of Cochran Mill Road (CR 1392) over Pea Creek, located in Fulton County, Georgia Militia Districts 2 and 3.

The improvement project includes replacing the existing bridge over Pea Creek.

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

Kevin Vinson
kevin.vinson@dot.state.ga.us
940 Virginia Avenue
Hapeville, GA 30354
(404) 559-6655

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:

Buddy Gratton, P.E.
District Seven Engineer
buddy.gratton@dot.state.ga.us
5025 New Peachtree Road
Chamblee, Georgia 30341
(770) 986-1011

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