

PRELIMINARY FIELD PLAN REVIEW INSPECTION REPORT

PI No.: 332180, Coweta
PROJECT NUMBER: NH000-0022-01(023)

Roundabout at SR 16 and SR 54

INSPECTION DATE: February 23, 2016
REPORT DATE: February 25, 2016
RESPONSE ACCEPTED DATE:

This inspection was requested by Albert V. Shelby, III, State Program Delivery Engineer. The Project Manager is Kevin VanHouten.

The plans were prepared by District 3 Design

The report was prepared by Jeremy Daniel, and accepted by Lisa L. Myers, State Project Review Engineer, Office of Engineering Services.

The NEPA document is pending approval.

This report is being distributed via E-mail.

The Inspection Plans were reviewed in Turin Town Hall prior to the site inspection.

All comments marked with an arrow symbol (⇒) shall be addressed with a written response by the Project Manager. As per Plan Development Process, responses to all comments will be written in complete sentences and will clearly state the action taken to address the comment. If a comment requests a specific action and the Project Manager determines that no action or a different action will be taken, the response should clearly explain the Project Manager's decision. All responses shall be submitted in Word format (a pdf of the document will not be accepted).

Projects Let to construction after July 1, 2013 will require the use of the 2011 AASHTO "GREEN BOOK", GDOT Design Manual, 2011 Roadside Design Guide, 2012 Guide for the Development of Bicycle Facilities. Projects Let to Construction after October 2013 will require the use of the 2013 Georgia Standard Specifications. Please revise all notes that make reference to previous GDOT Design Manuals and Specifications. Any substandard features that cannot be complied with due to project restraints will require the submission of a design exception/variance to the State Design Policy and Support Engineer.

PROJECT DESCRIPTION

The proposed project will install a roundabout at the intersection of SR 16 and SR 54. The project will also replace the bridge on SR 54 over Norfolk Southern Railroad. The project begins at milepost 10.02 and ends at milepost 10.45 along SR 54 with a total project length of 0.45 miles. The project has a current Management ROW date of April 15, 2016 and a Management Let date of July 15, 2017.

DESIGN DATA

CURRENT TRAFFIC ADT: SR 54 (2018) 9,600
SR 16 (2018) 14,400

DESIGN TRAFFIC ADT: SR 54 (2038) 15,000
SR 16 (2038) 22,500

PERCENT TRUCKS: SR 54 4.75%
SR 16 3.5%

CURRENT POSTED SPEED: 45 MPH

SPEED DESIGN: 45 MPH

FUNCTIONAL CLASSIFICATION: Urban Minor Arterial

The Concept Report was approved on October 20, 1994. A revised Concept Report was approved in April of 2015.

Cynthia VanDyke, State Transportation Planning Administrator, has stated that the proposed project is in conformance with the adopted Air Quality Model of the Atlanta Regional Transportation Plan and the State Transportation Improvement Program. By copy of letter, the project concept is found to conform to the Atlanta Regional Transportation Plan, based upon the December 10, 2015 review.

ENVIRONMENTAL

ENVIRONMENTAL COMMITMENTS: See Green Sheet

GENERAL ENVIRONMENTAL COMMENTS:

The Environmental Resources Impact Table ([Environmental Resources Impact Table](#)) will be coordinated with the project's Environmental Commitments Table and other plan notes to illustrate the restrictions associated with various environmental resources. The responsibility for inserting the table into the plans will rest with the designer, and its content and accuracy will be confirmed by the NEPA analyst who is responsible for environmentally certifying the project. The table shall be included in the General Notes section of all plans beginning with projects that have field plan reviews scheduled for September 1, 2010, and later and/or projects that are scheduled to be let in November 2010 or later. All Environmentally Sensitive Area (ESA) flags on plan sheets shall be changed to read "ESA - See Environmental Resources Impact Table in General Notes for construction restrictions." The ESA notes shall be placed on ALL plan sheets where an ESA exists.

- ⇒ Ensure that the seasonal limitations, or controls that can impact/improve accessibility are considered when seeking the permit and establishing contract time.

RIGHT OF WAY

NUMBER OF PARCELS: 13

APPRAISED:

ACQUIRED DEEDS: 0

ACQUISITION BY: Locals

TYPE ACCESS CONTROL:

GENERAL RIGHT OF WAY COMMENTS:

- ⇒ Ensure that all permanent easements include the right to place utilities.
- ⇒ There is no acquisition area shown for parcel 4. Verify that parcel 4 is required.
- ⇒ There is no parcel 10 shown. Renumber the parcels accordingly.
- ⇒ Verify the property owner names for parcels 1 and 3. The names are different on different plan sheets.

DESIGN EXCEPTIONS

DESIGN EXCEPTIONS REQUIRED: None

DESIGN EXCEPTIONS REQUESTED:

DESIGN EXCEPTIONS APPROVED:

DESIGN VARIANCES

DESIGN VARIANCES REQUIRED: None

DESIGN VARIANCES REQUESTED:

DESIGN VARIANCES APPROVED:

SPECIAL PROVISIONS

PROJECT SPECIFIC SPECIAL PROVISIONS FURNISHED FOR THE INSPECTION:

None

ADDITIONAL PROJECT SPECIFIC SPECIAL PROVISIONS REQUIRED:

Section 108 – Prosecution and Progress
Section 150 – Traffic Control
Section 670 – Water Distribution Systems
Insurance Protection of Railroad Interests

GENERAL SPECIAL PROVISION COMMENTS:

Contracts Administration should not include the Special Provision adding the Fine Grader due to the project contain less than one mile of full depth paving.

Restrictions to traffic interruptions are recommended. The traffic restrictions will be from 6:00 to 9:00 AM and 3:30 to 6:30 PM, Monday through Friday.

Please submit the Section 108 and Section 150 Special Provisions to the Office of Construction for their review. This should be done after the Preliminary Field Plan Review, but prior to the assembly of the Final Plan Documents.

ESTIMATED CONTRACT TIME: The Inspection Team recommends 24 months.

VALUE ENGINEERING

Total Project Programmed Cost: \$6,993,220.84

VE Study Date: N/A

VE Implementation Approval Date: N/A

General VE Comments:

N/A

CONSTRUCTION PLANS

The Project Manager is advised that this project is located within a NPDES Municipal Separate Storm Sewer System (MS4) Permitted area. Linear roadway projects that disturb 1 acre or more of land, or site development that creates or adds 5,000-sqft or greater of new impervious surface area are required to comply with section 4.2.5.1a of the permit. Section 4.2.5.1a of the permit requires design of storm water structures at outfall locations that provide:

- Removal of 80% of total suspended solids (TSS) from the first 1.2-inches of rainfall;
- Detention storage for the 1 year 24 hour storm event;
- Match pre-developed flow rates for the 25 year 24 hour storm event; and
- Control the 100 year 24 hour storm event.

Seeing this project is located within a MS4 area, the Project Manager and the Design Phase Leader should follow the Department's Post Construction Stormwater Management BMP Design (Guidelines)".

Projects excluded from section 4.2.5.1a of the permit include:

- Projects that have environmental approval by June 30, 2012;
- Projects that have right of way plans submitted for review and approval by June 30, 2012;
- Design Build and P3 projects that have been awarded or received environmental approval by June 30, 2012.
- Maintenance and safety improvements: Examples include repaving, driveway access paving, shoulder paving and building, fiber optic line installation, sign addition, safety barrier, and sound barrier installations.
- Safety projects whereby the sites are not connected and the individual site disturbs less than one acre.

⇒ Verify that a peer review has been completed. Please send a copy of the peer review report to Traffic Operations.

⇒ Ensure that all comments from the peer review have been addressed and incorporated into the design.

01-XXX COVER SHEET

⇒ Add the County name to the length of project box.

⇒ Provide a min of 100' offset between the begin/end construction and begin/end project limits.

⇒ All alignments shows easement going beyond the limit of construction or begin/end construction. Correct the limits of construction.

⇒ Revise the parcels on the cover sheet to match what is shown on the plan sheets.

02-XXX INDEX

Please ensure all applicable GA Standards and Details are included and the latest revision dates are shown.

⇒ Ensure that RA-1 & RA-2 details are included in the plan set.

04-XXX GENERAL NOTES

- ⇒ Add the following General Note: ***All borrow and waste sites for this project shall be environmentally approved prior to construction activities occurring in them. All common fill or excess material disposed outside the project right of way shall be placed in either a permitted solid waste facility, a permitted inert waste landfill or in an engineered fill. See Section 201 of the Standard Specification and Supplements thereto for additional information.***
- ⇒ Add the following General Note: ***There is no suitable place to bury existing bridge / construction debris within the project's limits. The Contractor shall provide an environmentally approved site to dispose of existing bridge / construction debris at no additional cost to the Department.***
- ⇒ Add the following note for project with temporary drainage- drainage should be shown in staging plans. "No separate payment will be made for temporary drainage items. Cost will be included in overall bid submitted."
- ⇒ Provide a note to include saw cutting in the bid price for grading complete.
- ⇒ Provide signing and marking general notes.

05-XXX TYPICAL SECTIONS

- ⇒ Show the pavement legend on drawings 5-002, 003, and 004.
- ⇒ Add typical sections for superelevation to go along with the tangent sections. Do not include station ranges only the note to see plans for rates and transitions.
- ⇒ Recommend showing a typical section that includes the right turn bypass lane.
- ⇒ Add the guardrail detail to the typical sections. Ensure that detail S-4 is referenced in the detail.

Drawing 05-001:

- ⇒ Correct the driveway note to show paving the dirt drives with asphalt. Also move the note to the general notes drawings.

Drawing 05-002:

- ⇒ Remove typical section TS-01.
- ⇒ Add a typical section for the work occurring from STA 709+50 to 714+41.13. It will need to show overlay and widening. The cross sections currently show full depth in this station range, but that will not work for constructability.
- ⇒ Add a typical section for the work from STA 704+77 to 709+50.
- ⇒ Correct TS-01B. The plans show curb and gutter and sidewalk on the right side in this station range. The lane width shown is also incorrect.

Drawing 05-003:

- ⇒ Verify and correct all of the station ranges shown for TS-02 (i.e. 300+03.22 instead of 300+00, bridge begins at 701+74, and approximately 801+55).
- ⇒ Ensure that the station ranges are shown on the correct side of the typical section on TS-02. It appears that the SR 16 west and SR 54 south approach need reversing.

- ⇒ Typical section TS-02 shows full depth through all of these station ranges, but the cross sections show overlaying some of the roadway through these station ranges. Ensure that the appropriate typical sections are provided to show the work that is occurring.
- ⇒ Provide letter callout for the raised concrete median/splitter island to show depth of concrete.
- ⇒ Remove typical section TS-02A.
- ⇒ Verify that the 12' lane width exiting the roundabout is acceptable. Recommend at least 16' between the splitter island and the curb and gutter.

Drawing 05-004:

- ⇒ Correct the drawing number on this drawing. It should be 05-004. It is currently shown as 05-002.
- ⇒ The station range shown for the SR 54 "north" approach on TS-03, is labeled as the SR 54 "south" approach on TS-02. Verify which is correct and adjust accordingly.
- ⇒ Ensure that the station ranges are shown on the correct side of the typical section on TS-03. It appears that the SR 16 west and SR 54 south approach need reversing.
- ⇒ Show the full depth widening of the travel lane as having a varying width on TS-03.
- ⇒ Correct the varying width between the two centerlines on TS-03. It is much larger than 8' in multiple locations.
- ⇒ Verify and correct all of the station ranges shown for TS-03 (i.e. 402+63.83 should be approximately 402+80, 504+52.68 should be approximately 504+70, and 308+36.34 should extend to the project limit).
- ⇒ The plans show curb and gutter on the left side beginning at STA 600+00. Add a typical section to show this work and correct the station range for this in TS-03.
- ⇒ Change the pavement reinforcing fabric to be 18" instead of 20".
- ⇒ In TS-04, verify that 12.5mm asphalt should be installed on the detour. Typically temporary pavement would be GAB, asphalt base and binder unless the detour was going to be installed for an extended amount of time.

Drawing 05-005:

- ⇒ Correct the drawing number on this drawing. It should be 05-005. It is currently shown as 05-001.
- ⇒ Verify that 6" of GAB is adequate under the truck apron.
- ⇒ Label the centerline on typical section TS-05.
- ⇒ Add a typical section for the cul-de-sac on Turin Rd.
- ⇒ Add a station range to TS-06.
- ⇒ Flag the curb and gutter on TS-06.
- ⇒ Provide a max and min cross slope of the central island.

- ⇒ Verify the max and min circulating travel lane width. It doesn't appear to match what is shown in the plans.
- ⇒ Specify stamped and colored concrete for the truck apron and federal color code.

06-XXX SUMMARY OF QUANTITIES

Please ensure correct pay items and quantities are entered into CES (Cost Estimation System) after the plans have been revised according to the PFPR Inspection comments.

Ensure all pay items are included in the plan set and all pay item quantities are correct.

10-XXX TRAFFIC DIAGRAM SHEETS

- ⇒ Provide the traffic diagram sheets.

11-XXX CONSTRUCTION LAYOUT/STAKE-OUT SHEET

- ⇒ Add station and offsets to the control points.
- ⇒ Label the curves on the alignments.
- ⇒ Correct the drawing number on drawing 11-009. It is currently shown as drawing 14-009 and labeled as a crossroad plan in the title block.

13-XXX MAINLINE ROADWAY PLAN SHEETS

- ⇒ The roadway will need to be milled and inlay at the tie in points. Ensure that this is labeled on the plans.
- ⇒ Show the curb and gutter around the splitter islands on the plan sheets.
- ⇒ Label the limits of the begin and end curb and gutter and sidewalk on the plan sheets.
- ⇒ Provide proposed light pole sta. & offsets.
- ⇒ Explain if a truck is expected to use both lanes in the multilane section or is it expected to have enough room for a car to circulate next to it (some encroachment in the second lane but at least 8' for the car). Please verify that the circulatory lane widths will allow a car to circulate next to a truck in the multilane sections if this is the intention.

Drawing 13-001:

- ⇒ Explain what is happening with the existing fence on the left side of the roadway. Recommend handling in ROW negotiations.
- ⇒ The ESA line just stops around STA 602+23 LT. Verify that this is shown correctly.
- ⇒ Add station and offset to the driveway easement at STA 604+00 LT.
- ⇒ Verify that the OBF should not extend to the limit of the ESA.
- ⇒ Show the begin guardrail station number at the location of the begin W-beam/end type 12 anchor. This applies to all locations of guardrail.
- ⇒ Call out the begin or end of overlay.
- ⇒ Display proposed radii of splitter island corners.

- ⇒ Add a note to do not disturb the fence on parcel 2.
- ⇒ Add a pipe under the driveway at STA 604+00 LT.
- Drawing 13-002:
- ⇒ Recommend adjusting the match lines on the right side of the drawing to show more of the construction on this drawing.
- ⇒ Explain why the cut through for the wheel chairs is so wide in the splitter islands.
- ⇒ Explain why the gaps in the splitter islands running parallel to the travel lanes. It would seem that the pedestrians would go over to the sidewalk on the outside and then cross to the next splitter island.
- ⇒ The begin and end construction labels at the ends of the alignments are misleading. Recommend removing labels or changing to say end splitter island alignment.
- ⇒ Verify the drainage at the low point at STA 505+28.17 and 605+34.70. It appears catch basins are needed at this location.
- ⇒ The construction limits are shown outside of the easement at STA 606+40 LT. Ensure that adequate easement is provided.
- ⇒ Correct the match line station number in the bottom of the drawing.
- ⇒ Verify that water is not ponding against the splitter island on the north side of the roundabout.
- ⇒ Verify that the driveway being placed within the roundabout is desirable. Seems like it should be placed at the existing location.
- ⇒ Correct the station number for the match line on the right side of the page.
- ⇒ Correct the construction limits in the upper right corner of the drawing. It is not matching what is shown on drawing 13-003.
- ⇒ The leading edge of crosswalks should be no closer than 20' from the entry point of the roundabout. Ensure that this is corrected.
- ⇒ Add callout to any curved section of guardrail with a radius less than 150'.
- ⇒ For 6" curb, WCRs need to be a minimum of 6' long to obtain the maximum 12:1 slope. Ensure that this requirement is met.
- ⇒ Label proposed radii of splitter island corners and dimensions.
- ⇒ Label entry and exit approach widths.
- ⇒ Label width of truck apron.
- ⇒ Recommend placing truck blisters at the radii of the right turn bypass lanes instead of striping. The proposed exit widths are wide and may allow cars to exit side by side.
- ⇒ Provide widths of approaching roadways.
- ⇒ Provide a callout to eradicate existing asphalt/concrete that is underneath the central island.

- ⇒ Hatch the existing pavement area that is to be eradicated, graded & grassed.
- ⇒ Verify the EB & WB approaching right turning movement can be made by the design vehicle.
- ⇒ Show detectible warning strips on all WCRs and splitter island cut through.
- ⇒ Verify the offsets of the splitter islands adjacent to the circulating roadway are correct.
- ⇒ Specify “Stamped & Colored” concrete for truck apron, splitter islands and sidewalk buffers if elected (Commonly used is Insignia Red, Fed. Color Code 31136).
- ⇒ Provide applicable rip rap, quantity, fabric & size for cross drain.
- ⇒ Verify fastest path does not exceed allowable limit.
- ⇒ Call out wheelchair ramp type.

Drawing 13-003:

- ⇒ The ROW marker on the left side of the drawing is not matching the location of the ROW line on drawing 13-002. Ensure that the ROW is shown in the correct location.
- ⇒ Verify that the Railroad should not be shown as an ESA.
- ⇒ Show the appropriate easement for accessing the railroad property.
- ⇒ Correct the construction limits on the railroad property. They should not be shown crossing the railroad. They should stop at the end of the slope paving.
- ⇒ Correct the leader line for the begin wall location. It is not pointing to the correct location.
- ⇒ Verify the drainage on the right side at the end of the bridge. It appears that a spillway may be needed.
- ⇒ Label the superelevation transitions on the plan sheet.
- ⇒ Verify that the outfall of the pipe that is shown dumping water on the railroad ROW has been addressed with the railroad and is acceptable. It appears that the location of the outfall needs to be adjusted to line up with the pipe under the railroad track. It also may be necessary to jack or bore the pipe under the existing roadway in order to maintain traffic. Ensure that all of this is addressed.
- ⇒ Flag the approach slabs on the plan sheet.
- ⇒ Verify that placing the drainage structure on easement is acceptable.
- ⇒ The construction limits at STA 1007+46.44 LT do not appear to be correct. Ensure that they are shown correctly.
- ⇒ Show two offsets for the easement locations at STA 1007+46.44.
- ⇒ Correct the station numbers for the easement locations along the access road alignment. They are incorrect. This applies to drawing 13-004 as well.

Drawing 13-004:

- ⇒ Verify the drainage from the end of the bridge to the end of the curb and gutter. Drainage structures could be needed. A flume on the right side at the end of the curb and gutter will be needed.
- ⇒ Label the superelevation transitions on the plan sheet.
- ⇒ Add a station number for SR 54 at the intersection of the access road.
- ⇒ Correct the duplicate construction limits on the left side of the access road.
- ⇒ Verify the drainage on the access road at the low point at STA 1002+55.19. It appears a drainage structure is needed.
- ⇒ Verify the drainage between the access road and SR 54. The cross sections do not appear to drain to the 18" pipe shown.
- ⇒ Show the construction limits between SR 54 and the Access Rd.
- ⇒ Verify that guardrail is not required at the end of the proposed wall.
- ⇒ Extend the guardrail paving to the limits of the guardrail shown.

Drawing 13-005:

- ⇒ Show the end of project leader line pointing to the centerline.
- ⇒ Add station and offset to the driveway easement.

Drawing 13-006:

- ⇒ Explain what the dark solid line is representing.
- ⇒ Show the flow direction of the ditches on the plan sheet.
- ⇒ Verify that a pipe is not needed under the driveway at STA 101+10 RT.
- ⇒ Verify that a flume is not needed at the end of the curb and gutter on the left side.
- ⇒ The construction limits in the top right of the drawing are not matching what is shown on drawings 13-002 and 13-003. Ensure that the construction limits are shown correctly.

Drawing 13-007:

- ⇒ It appears that guardrail is required on the left side down to STA 304+00. Ensure that it is added.
- ⇒ Label the superelevation transition on the plan sheet.
- ⇒ Verify that a flume is not required at the end of the curb and gutter on the right side.
- ⇒ Explain what is occurring between the alignments. It is not shown on the cross sections.
- ⇒ At a note to obliterate the existing pavement and grade to drain.
- ⇒ Correct the match line info at the bottom of the page. It should show "STA" and not "drawing".
- ⇒ Show the direction of flow of the ditches on the plan sheet. This applies to drawing 13-008 as well.

⇒ Parcel 3 has a different property owner name on this drawing from what is shown on drawing 13-002. Verify which is correct and adjust accordingly.

⇒ Recommend removing the centerline alignment of the side road that is being removed. It is misleading.

Drawing 13-008:

⇒ Correct the ditch on the right side at STA 307+65 LT. It cannot turn this sharp.

⇒ Explain how addressing the fence on the right side. Recommend it be handled in ROW negotiations.

⇒ Correct the end construction label on the left side. The end construction needs to extend to the same limit as the right side.

Drawing 13-009:

⇒ Correct the begin construction label. The existing pavement will have to be obliterated. The begin construction occurs at the existing edge of pavement along SR 16.

⇒ Show the construction limits for the construction of the cul-de-sac.

⇒ Show the radius of the cul-de-sac.

⇒ Add cross sections for the cul-de-sac.

⇒ Verify cul-de-sac will accommodate the appropriate design vehicle.

⇒ Remove the utilities from this drawing.

15-XXX MAINLINE ROADWAY PROFILE SHEETS

⇒ Correct the drawing number and title block for drawings 15-013 and 15-014. They are currently shown as staging profiles.

Drawing 15-003:

⇒ It appears that a design exception is required for the vertical curve with PVI at STA 505+47.94. Adjust the design or obtain a design exception.

16-XXX CROSSROAD/SIDE STREET/FRONTAGE ROAD/RAMP PROFILE SHEETS

N/A

17-XXX DRIVEWAY PROFILE SHEETS

Drawing 17-001:

⇒ Show the cross slope of the roadway on the driveway profiles at STA 603+95 and 1005+58.

⇒ Verify that the vertical curve is needed in the driveway at STA 603+95.

⇒ The grade of the driveway at STA 714+21 is too steep. Recommend adjusting.

⇒ On the Driveway Profiles add the State Route with the station number

Drawing 17-002:

- ⇒ Correct the station number for the driveway on the left. It is not matching the location shown on the plan sheet.
- ⇒ Show the grade of the driveway between the vertical curves for the driveway at STA 900+86.70.

18-XXX SPECIAL GRADING

- ⇒ Add section to the plans. Should include points with elevations every 25' along predominate features, i.e.: EOP/gutter, splitter islands, truck apron, center island.

19-XXX CONSTRUCTION STAGING & STAGING CROSS-SECTION PLAN SHEETS

- ⇒ Correct the match lines on the staging plans.
- ⇒ The hatching is confusing as to what is occurring in what areas. Recommend modifying to make the work more understandable.
- ⇒ Remove the BMPs from the staging plans.
- ⇒ Provide staging cross sections for each stage.
- ⇒ Label sheets to corresponding stage.
- ⇒ Explain how the truck apron is going to be constructed once traffic is moved to the permanent configuration in stage 3. Trucks will need to use the truck apron for off tracking.

Drawing 19-003:

- ⇒ Recommend leveling the 70' gap on the south side of SR 54 so that there is not an up and down movement in this area.
- ⇒ Verify that the roadway should not be leveled farther down SR 16 west to tie in better at the existing intersection.
- ⇒ Hatch the area at the match line between existing and proposed SR 54 that is being built as part of the temporary onsite detour in stage 1.
- ⇒ Recommend adding more temporary paving/detour in the northeast quadrant to have SR 16 tie into proposed SR 54 at the same location as the detour on the west side. This would require some temporary easement for the construction of the detour. SR 54 from the south would then be extended along the route currently shown to tie into the proposed SR 16 detour alignment. This would affect drawing 19-008 as well. See comment below as well.

Drawing 19-012:

- ⇒ Traffic could then be shifted to the proposed SR 16 detours and SR 54 temporary alignment and the entire roundabout could be constructed. SR 54 from the south would be stop controlled at its intersection with SR 16 and a 3 way stop/t-intersection would be created at the intersection of SR 54 from the north with the two SR 16 detour alignments.

20-XXX CONSTRUCTION STAGING DETAILS

N/A

21-XXX DRAINAGE AREA MAP

None

22-XXX DRAINAGE PROFILES

- ⇒ There is not a defined flat bottom ditch on the plans or cross sections as indicated on the drainage profile at STA 605+50. Verify if a ditch is to be established and show on the plans accordingly.
- ⇒ The plan sheets do not show a ditch drop inlet at STA 605+50, they only show a SES. Verify if a drop inlet is needed and shown on the plans accordingly.
- ⇒ The profile at STA 404+50 shows 30" pipe, but the plan sheet shows 24" pipe. Verify which is correct and adjust accordingly.
- ⇒ Add profiles for the pipes at STA 1006+95, 1000+75, and 712+65. Other profiles appear to be needed as well, see other comments.

23-XXX CROSS SECTIONS

The Project Manager should furnish electronic earthwork files to the Office of Roadway Design for review. This should be done as soon as accurate information can be provided, but no later than one month prior to the FFPR request.

- ⇒ Recommend combining the left and right cross sections. It will show more clearly what is occurring between the alignments.
- ⇒ Correct the overlapping text. It is occurring throughout the cross sections.
- ⇒ Show the guardrail on the cross sections.

Drawing 23-001:

- ⇒ Verify that a ditch does not need to be established on the left side from STA 600+00 to 607+00.
- ⇒ The proposed profile grade elevations are not matching the profile from STA 600+00 to 607+00. Ensure that they match.

Drawing 23-003:

- ⇒ It appears that there should be some full depth widening shown on the cross sections beginning at STA 606+00 to 607+06 on the left side.

Drawing 23-005:

- ⇒ The 4' paved shoulder should break at 6% in a normal crown section or not to exceed an 8% breakover in the superelevated section. Ensure that this is shown throughout the cross sections.
- ⇒ It appears that there should be some full depth widening of the travel lane shown on the right side beginning at STA 500+50 to 504+50.
- ⇒ The proposed profile grade elevations are not matching the profile throughout the SR 54 right side south approach. Ensure that they match

Drawing 23-007:

- ⇒ Explain the break in the slope on STA 505+00.

Drawing 23-009:

⇒ Correct the cross section at STA 700+50 to be shown in the correct location based on the centerline.

⇒ It appears that the full depth should be shown on the right side of the travel lane and the overlay on the left through this station range. See the plan sheets.

Drawing 23-012:

⇒ Recommend showing the access road on the mainline cross-sections.

⇒ Recommend grading the existing roadway to a slope of 4:1 so that it will be able to be mowed.

Drawing 23-013:

⇒ Show the wall and parapet on the cross sections.

Drawing 23-015:

⇒ Flatten the slope to a 4:1 at STA 710+00 RT.

Drawing 23-016:

⇒ The plans show a 4' paved shoulder, but the cross sections are showing a 2' paved shoulder beginning at STA 711+50. Verify which is correct and adjust accordingly.

Drawing 23-018:

⇒ The pavement widths shown on the cross sections is not matching the widths shown on the plans from STA 799+82 to 800+82. Adjust the cross sections to show the correct pavement widths and ensure that there is adequate ROW to account for this width.

Drawing 23-021:

⇒ The proposed profile grade elevations at STA 102+00 and 102+50 are not matching the profile. Ensure that they match.

Drawing 23-023:

⇒ Verify that a ditch does not need to be established from STA 202+00 to 203+00.

Drawing 23-024:

⇒ Verify that the cross slope transition from STA 204+50 to 204+65 is acceptable. This will create an abrupt change in just 15'.

⇒ Add the curb and gutter and fill slope to the cross section at STA 204+00.

Drawing 23-025:

⇒ Verify that the cross slope transition from STA 300+03 to 300+53 is acceptable. This will create an abrupt change in just 50'.

⇒ The travel lane width at STA 301+03 to 301+53 is not matching the widths shown on the plans. Adjust the cross sections to show the correct pavement widths and ensure that there is adequate ROW to account for this width.

Drawing 23-029:

⇒ Show all of the overlay, curb and gutter and fill slope on the cross section at STA 401+00.

Drawing 23-034:

⇒ It does not appear that two way traffic is being accounted for on the access road. Verify that this is acceptable. Recommend considering v-gutter instead of curb and gutter to possibly allow two cars to pass each other on the roadway using the shoulder.

Drawing 23-036:

⇒ This drawing is missing from the plan set. Ensure that it is included.

Drawing 23-037:

⇒ Show the wall on the cross sections.

24-XXX UTILITY PLANS

Electrical: Coweta Fayette EMC
GA Power Distribution
GA Power Transmission

Gas: Atlanta Gas Light

Sewer: Coweta County Water and Sewer

Water: Coweta County Water and Sewer
City of Turin

Telephone: Bellsouth dba AT&T

Railroad: Norfolk Southern Railroad

Cable TV: Charter Communications

Other:

Utility location was performed by SUE, Level QL-B.

1st Submission Plans have been sent to Utility Companies.

1st Submission Marked Plans have been received from Utility Companies.

The Public Interest Determination (PID) Procedure (in accordance with Policy 6863-12) for the relocation, removal, and adjustment of Utility facilities is not applicable to this project.

General Utility Comments:

⇒ Please remove the 811 Logo presently in the plans and replace it with the Departments most recently adopted "Dig Logo" as shown below.



- ⇒ We anticipate the City of Turin to request utility aid. If they are approved their facilities will be placed in the contract.
- ⇒ Include the SUE sheets.
- ⇒ Show the temporary detour construction for SR 16.
- ⇒ Quality Levels, Abbreviations and Definitions are missing from the Utility Legend page. Ensure that they are added.
- ⇒ Add the SUE General Notes.
- ⇒ Add the Utility Contacts.
- ⇒ Add the Pole Data Table.
- ⇒ Include LOS line style on all pages.
- ⇒ Include Cut/Fill line style on all pages.
- ⇒ Include Required R/W on all pages.
- ⇒ Include Legends at the bottom of all pages.
- ⇒ Match lines do not match correct station. Ensure that they match.
- ⇒ Ensure that the existing AT&T easement is shown on the plans. It is on the south side of SR 16. It crosses SR 54 and then turns north along the west side of SR 54.
- ⇒ Recommend trying to adjust to one pole line if possible.
- ⇒ The flashing beacons that currently exist will need to be maintained during construction. Ensure that this is coordinated with the utility companies. A general note needs to be added to address this as well.

25-XXX LIGHTING PLANS & DETAILS

- ⇒ Ensure that the service points are shown and locations coordinated with Power Company.

Drawing 25-004:

- ⇒ It appears that two of the lights will be attached to the bridge. Ensure that this is coordinated with the bridge office. Most likely they will have to be located at a bent.

26-XXX SIGNING AND MARKING PLANS & DETAILS

N/A

27-XXX TRAFFIC SIGNAL PLANS

Existing Signalization

None

Proposed Signalization

None

General Comments:

N/A

28-XXX ATMS / ITS PLANS

N/A

29-XXX LANDSCAPING PLANS & DETAILS

N/A

30-XXX MITIGATION PLANS (Wetland, Streams)

N/A

31-XXX RETAINING WALL ENVELOPES

⇒ Correct the drawing number for the wall envelope. It should be 31-001.

32-XXX RETAINING WALL PLANS

N/A

33-XXX NOISE BARRIER ENVELOPES

N/A

34-XXX NOISE BARRIER PLANS

N/A

35-XXX BRIDGE PLANS

Existing Bridge ID No.: 077-00054D-010.58E

Proposed Bridges: One 54" Bulb Tee PSC Beam Span, One 56" Bulb Tee PSC Beam Span, and One AASHTO Type III PSC Beam Span with Two Pile End Bents and Two Concrete Intermediate Bents

General Bridge Comments:

Bridge Stakeout Inspection Date:

Date the Results of Bridge Stakeout Inspection were forwarded to the GDOT Office of Bridge Design:

⇒ If the endfill control diagram is to be used to grade the railroad ditch, then it appears that a large amount of fill will have to be removed and the slope paving extended to the toe of the slope, and not to the limits currently shown. Verify if this is the case and adjust accordingly.

⇒ Correct the bearing for curve 4 on the preliminary layout. It should be N 21°-06'-14" W.

36-XXX BRIDGE CULVERT PLANS

N/A

37-XXX MISCELLANEOUS STRUCTURES

N/A

38-XXX SPECIAL CONSTRUCTION DETAILS

N/A

39-XXX SPECIAL DESIGN BOX CULVERTS

N/A

44-XXX UTILITY RELOCATION PLANS

N/A

EROSION CONTROL PLANS

Items proposed in plans:

Permanent
Permanent Grassing
Rip Rap

Temporary
Temporary Grassing
Mulch
Type C Silt Fence
Type A Silt Fence
Check Dams, Stone
Silt Control Gates
Rock Filter Dams
Filter Rings
Inlet Sediment Traps

Additional items recommended:

Permanent

Temporary

General Erosion Control Comments:

The designer should note that the new NPDES GAR100002 permit became effective September 24, 2013. GDOT projects submitted for upcoming Lettings that do not have NOI approval prior to September 24, 2013, are required to be in compliance with the new permit. The Office of Design Policy and Support has been updating information and guidance to be published on GDOT's ROADS website. If you have any questions, please contact Brad McManus.

50-XXX EROSION CONTROL PLANS – COVER SHEET

N/A

**51-XXX EROSION CONTROL PLANS – EROSION, SEDIMENTATION, & POLLUTION
CONTROL GENERAL NOTES SHEET**

General Comments

N/A

**52-XXX EROSION CONTROL PLANS – EROSION CONTROL LEGEND & UNIFORM
CODE SHEET**

N/A

53-XXX EROSION CONTROL PLANS – DRAINAGE AREA MAP

N/A

**54-XXX EROSION CONTROL PLANS – BEST MANAGEMENT PRACTICES (BMP)
LOCATION DETAILS**

⇒ Show the perimeter silt fence at the back of the proposed ROW in the initial phase.

⇒ Recommend removing the type A silt fence and only using type C.

Drawing 54-003:

⇒ Show the silt fence along the railroad track encompassing the limits of the proposed bridge construction in this phase.

Drawing 54-004:

⇒ The silt fence is shown off of the ROW. Ensure that this is corrected. This applies to all of the BMP location details.

**55-XXX EROSION CONTROL PLANS – EROSION CONTROL WATERSHED MAP &
SITE MONITORING LOCATION**

N/A

56-XXX EROSION CONTROL PLANS – CONSTRUCTION STANDARDS & DETAILS

N/A

60-XXX RIGHT OF WAY PLANS

N/A

FIELD INSPECTION

None

LLM / JRD

PERSONNEL PRESENT

FIELD PLAN REVIEW SIGN-IN SHEET

Project No.: NH000-0022-01(023) County: Coweta PI No.: 332180

Date: February 23, 2016

PE CHARGING UNIT: PENH0002201023

**NON DOT EMPLOYEES PLEASE PROVIDE BUSINESS CARD OR
PRINT E-MAIL ADDRESS LEGIBLY.**

DOT EMPLOYEES PLEASE SIGN IN WITH NAME AS SHOWN ON DOT E-MAIL ADDRESS

O	F	NAME	OFFICE / COMPANY	PHONE NUMBER	E-MAIL ADDRESS
		Jeremy Daniel	Engineering Services	706-601-1376	jedaniel@dot.ga.gov
		David McIntosh	Area 5 Logistics	706-845-4115	dmcintosh@dot.ga.gov
		Barry Jackson	Georgia Power Company	404-395-1216	barryjacks@southernco.com
		STELSON MINOR	GOOD DIST CONSTR	706-666-7509	smminor@dot.ga.gov
		Danny Miller	Area 5 Logistics	706-845-4115	dmiller@dot.ga.gov
		Eric Huibregtse	Bridge Design	404-631-1564	ehuibregtse@dot.ga.gov
		TOD HANDLEY	COWETA COUNTY	770-254-3775	thandley@coweta.ga.us
		Paul Poole	Coweta County Com.	770-304-6250	ppole@coweta.ga.us
		GUY BLANCHARD	COWETA FAYETTE EMC	678-633-9031	GBLANCHARD@UTILITY.ORG
		Charles William	AT&T	770-836-8425	charlesw@att.com
		Freda Selkone	District 3 Design	706-646-7572	Fselkone@dot.ga.gov
		Jeff Swiderski	D3 Design	706-646-7574	jswiderski@dot.ga.gov
		JASON NOBLEY	DOT-D3 DESIGN	706-646-7571	jnoble@dot.ga.gov
		Chris Raymond	GOVT TRAC	404-635-2814	chrismr@dot.ga.gov
		Kevin Van Houten	SDOT-CPD PM	706-741-3469	Kvanhouten@dot.ga.gov
		Gene McHesick	SDOT-BULKHEADS CONSULTANT	706-646-7604	gmchessick@dot.ga.gov
		REST DAVIS	AT&T	770-254-2399	rdavis@att.com
		Jack Low	AGC	404-520-3953	jlow@agcresources.com

[illegible]

PERSONNEL SUBMITTING E-MAIL COMMENTS

Christopher Raymond
Gene McKissick
Stevonn Dilligard
Eric Huibregtse

Traffic Operations
District 3 Utilities
Utilities
Bridge Design

c: Meg Pirkle
Hiral Patel
Kevin VanHouten
Albert Shelby
Jason Mobley
Michael Presley
Keenan Ford
Sheldon Minor
Ryan Kellett
David Neighbors
Adam Smith
Jack Reed
Tyler Peek
Scott Parker
Mike Smith
Wesley Kennedy
James Harry
Charles Hasty
David Patterson
Dale Brantley
Lee Upkins
Andrew Heath
Landon Perry
Walt Taylor
Robert Graham
Andy Casey
Bill Duvall
Theresa Holder
Troy Byers
Cindy VanDyke
Amber Phillips
Gail D'Avino
Eric Duff
Meghan Hedeon
Glenn Williams
Derrick Cameron
Daryl Williams
Christy Lovett
Jeremy Daniel

SCORING RESULTS PER TOPPS 2440-2

Project Number: NH000-0022-01(023)		County: Coweta		PI No.: 332180		Project Designed By: DOT Office: Program Delivery																					
						Project Manager: Kevin VanHouten																					
Date FPR Held:	February 23, 2016	<input type="checkbox"/> Preliminary	<input type="checkbox"/> Final	Consultant/Design Office:		District 3 Design																					
Project Type: Choose appropriate project type: <table border="0" style="width: 100%;"> <tr> <td><input type="checkbox"/> Major</td> <td><input type="checkbox"/> Urban</td> <td><input type="checkbox"/> Bridge Replacement</td> <td><input type="checkbox"/> Intersection Improvement</td> <td><input type="checkbox"/> Design-Build</td> </tr> <tr> <td><input type="checkbox"/> Minor</td> <td><input type="checkbox"/> Rural</td> <td><input type="checkbox"/> Rural Widening & Reconstruction</td> <td><input type="checkbox"/> Interchange Reconstruction</td> <td><input type="checkbox"/> New Location Roadway</td> </tr> <tr> <td></td> <td></td> <td><input type="checkbox"/> Urban Widening & Reconstruction</td> <td><input type="checkbox"/> Rural Interstate Reconstruction</td> <td><input type="checkbox"/> Traffic Signal Upgrades</td> </tr> <tr> <td></td> <td></td> <td><input type="checkbox"/> Maintenance Resurfacing</td> <td><input type="checkbox"/> Urban Interstate Reconstruction</td> <td><input type="checkbox"/> ATMS/ITS</td> </tr> </table>								<input type="checkbox"/> Major	<input type="checkbox"/> Urban	<input type="checkbox"/> Bridge Replacement	<input type="checkbox"/> Intersection Improvement	<input type="checkbox"/> Design-Build	<input type="checkbox"/> Minor	<input type="checkbox"/> Rural	<input type="checkbox"/> Rural Widening & Reconstruction	<input type="checkbox"/> Interchange Reconstruction	<input type="checkbox"/> New Location Roadway			<input type="checkbox"/> Urban Widening & Reconstruction	<input type="checkbox"/> Rural Interstate Reconstruction	<input type="checkbox"/> Traffic Signal Upgrades			<input type="checkbox"/> Maintenance Resurfacing	<input type="checkbox"/> Urban Interstate Reconstruction	<input type="checkbox"/> ATMS/ITS
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		<input type="checkbox"/> Maintenance Resurfacing	<input type="checkbox"/> Urban Interstate Reconstruction	<input type="checkbox"/> ATMS/ITS																							
FOCUS AREAS	SCORE	RESULTS																									
Presentation	80	<input type="checkbox"/> Did not follow PDP <input type="checkbox"/> Did not follow PPG <input type="checkbox"/> Unclear requirements																									
		<input checked="" type="checkbox"/> Missing information <input checked="" type="checkbox"/> Conflicting information <input checked="" type="checkbox"/> Incorrect information																									
		Notes: Missing a lot of required info																									
Judgment	100	<input type="checkbox"/> Did not follow Concept Report <input type="checkbox"/> Did not follow AASHTO requirements																									
		<input type="checkbox"/> Did not follow GDOT policy <input type="checkbox"/> Did not perform adequate QA/QC procedures																									
		Notes:																									
Environmental	90	<input type="checkbox"/> Not consistent with Environmental Document <input type="checkbox"/> Not consistent with Environmental Permits <input checked="" type="checkbox"/> ESA's not shown/incorrect on plans																									
		<input type="checkbox"/> Did not address environmental commitments <input type="checkbox"/> Unreasonable environmental commitments/requirements																									
		Notes: Railroad ESA																									
Right of Way	90	<input checked="" type="checkbox"/> Did not provide adequate Right of Way/Easements <input type="checkbox"/> Did not show physical characteristics of property																									
		<input type="checkbox"/> Was not consistent with constraints to accessing property																									
		Notes: Not adequate ROW for Construction																									
Utility	100	<input type="checkbox"/> Did not show existing Utilities on plans <input type="checkbox"/> Did not show Strain Pole locations																									
		<input type="checkbox"/> Utility Legend discrepancies <input type="checkbox"/> Did not show all relocations <input type="checkbox"/> Did not define all conflicts <input type="checkbox"/> Did not show Contract items																									
		Notes:																									
Constructability	90	<input checked="" type="checkbox"/> Did not provide Staging Cross Sections <input type="checkbox"/> Did not address Temporary Drainage																									
		<input type="checkbox"/> Did not include Intermediate Completion Dates <input type="checkbox"/> Did not address Side Road Staging <input type="checkbox"/> Staging will not work as shown																									
		Notes: Cannot construct competently as shown, no staging cross sections																									
Schedule	90	<input type="checkbox"/> Submitted late for Management Let Date <input type="checkbox"/> Additional Field Plan Review required																									
		<input type="checkbox"/> Incomplete Initial Submittal <input type="checkbox"/> Extensive Re-do work <input checked="" type="checkbox"/> Submitted late for R/W Authorization																									
		Notes: Late																									