

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0003083, Carroll County **OFFICE** Preconstruction
BR-0003-00(083)
CR 837/Sandy Flat Road over Big Indian Creek **DATE** January 2, 2008
Bridge Replacement

FROM *Cyber Kumb*
Genetha Rice-Singleton, Assistant Director of Preconstruction

TO *102-* SEE DISTRIBUTION

SUBJECT DETOUR APPROVAL

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Angela Alexander
Dewayne Comer
David Moore
Paul Liles
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: BR-0003-00(083) Carroll County
CR 837 /Sandy Flat Road over Big Indian Creek,
2.5 Mi southwest of Bowdon
P.I. No. 0003083

OFFICE: Atlanta



DATE: December 13, 2007

FROM: Mohammed (Babs) Abubakari, P.E.
State Consultant Design & Program Delivery Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: DETOUR APPROVAL

Description and Project Proposal: This project is located in Carroll County on CR 837/Sandy Flat Road over Big Indian Creek, 2.5 miles southwest of Bowdon. It consists of replacing the structurally deficient bridge on existing location and raising the profile to clear the 100-year storm event. In addition to the bridge being raised, the new bridge will be widened to 30 feet, the required width according to the Georgia MOG. The approaches will have a typical section of two, 12' lanes with 6' grassed shoulders and 8' side slopes. The proposed project length is 0.36 miles.

Concept Approval Date: August 28, 2002

Reason a detour is required: The existing bridge is structurally deficient with a sufficiency rating of 36.3, which requires replacement. An off-site detour has been selected to maintain during the construction of the new bridge. The construction time for providing an onsite detour will be much longer, than if an off-site detour is provided.

The proposed road closure timeframe is estimated to be six to nine months, which will include summer months to minimize impacts to school traffic. Monetary incentives will be assessed to the contractor accordingly for late completion of the closure.

The construction year ADT (2007) on C.R. 837 is 350. The design year ADT (2027) is 550.

Replacing the bridge in the existing location and providing an offsite detour eliminates the impacts to adjacent property in the area. This alternative is the most cost effective and time efficient option.

Environmental Assessment of the proposed detour route: See attachments.

Public Information Meeting Results: No changes were made as a result of the comments from the detour meeting. See attached documents for a synopsis of the results of the detour meeting.

Page 2

Detour Approval

Project No. BR-0003-00(082)

December 13, 2007

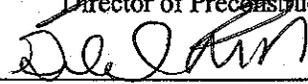
Recommendations: It is recommended that the proposed offsite detour be used for this project.

RECOMMEND:



Director of Preconstruction

APPROVE:



Chief Engineer

12/13/07
Date of Approval

Attachments:

- o Proposed Notice,
- o Location sketch of each detour route studied,
- o Partial C.E. document with detour route listed,
- o Public Information Meeting comment cards, and
- o Public Information Meeting response letters.

NOTICE OF DETOUR APPROVAL

Project No. BR-0003-00(083), Carroll County
P.I. No. 0003083

Notice is hereby given that the Georgia Department of Transportation has approved the use of and routing of a detour for this project.

The date of detour approval is: JANUARY 2, 2008

This project is located entirely in Carroll County and lies within Land Lots 167 and 168. The project consists of the replacement of the structurally deficient bridge on C.R. 837/ Sandy Flat Road crossing over Big Indian Creek and the addition of an overflow bridge 2.5 miles southwest of Bowdon. The vertical profile will be raised in order to clear the 100-year storm event and will be constructed on the existing alignment.

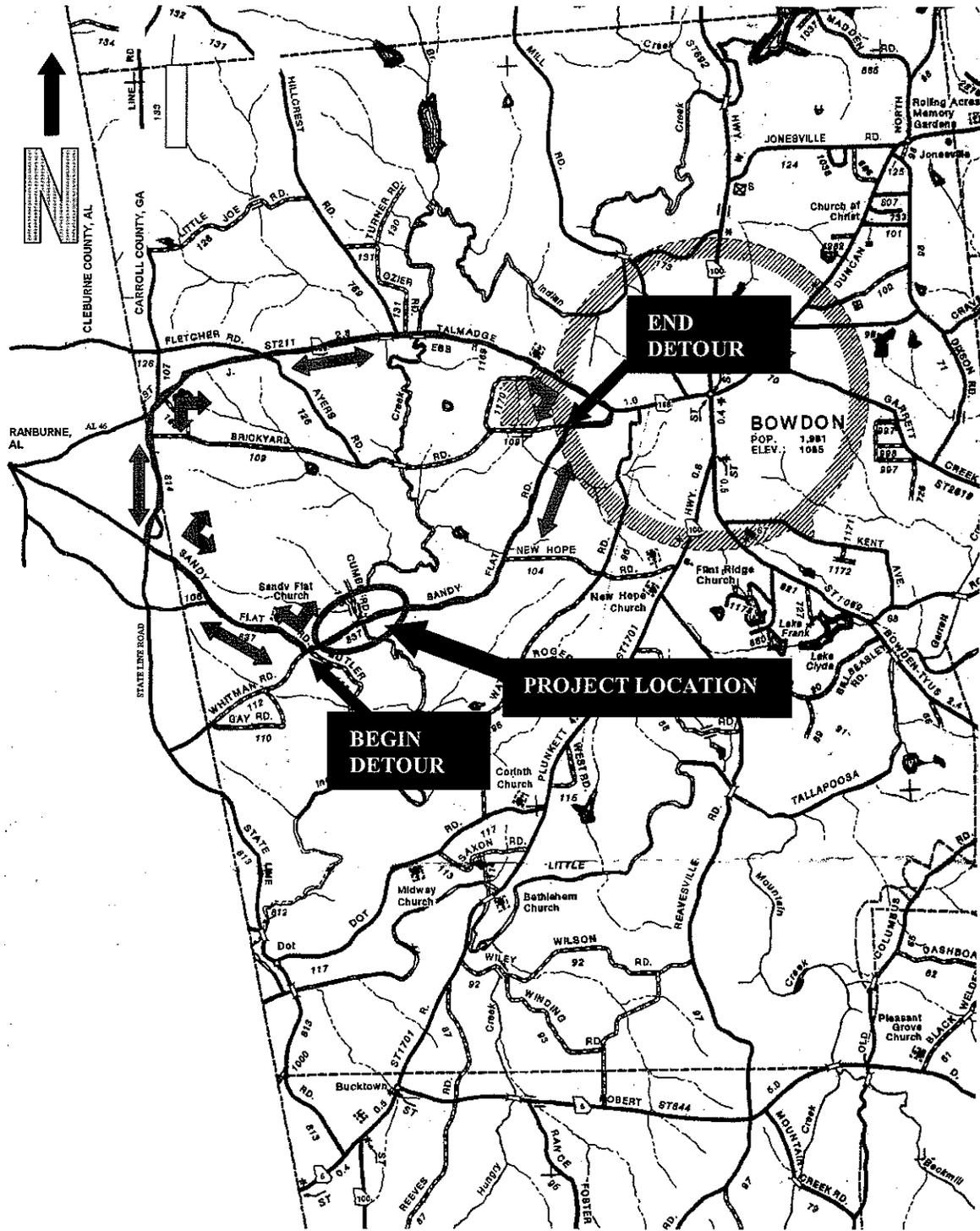
Northbound traffic along C.R. 837 / Sandy Flat Road will be detoured west and then north along C. R. 837/Sandy Flat Road to State Line Road, at which point the detour enters Alabama, then east on State Route 166 and back into Georgia to its intersection with C.R./Sandy Flat Road.

Southbound traffic on CR 837/ Sandy Flat Road will be detoured north on C.R. 837/Sandy Flat Road and then west on State Route 166 until this route intersects State Line Road, at which point the detour enters Alabama. Traffic will then be detoured south on State Line Road to C.R. 837/State Flat Road and back into Georgia.

This proposed detour is approximately 6.4 miles.

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

Mohammed (Babs) Abubakari, P.E.
Babs.Abubakari@dot.state.ga.us
Georgia Department of Transportation
No. 2 Capitol Square
Atlanta, Georgia 30334-1002
(404) 463-6133



Scale: 1 inch = 1 mile

Detour Map

Project: BR-0003-00(083) Carroll County PI No.: 0003083

Description: CR 837/Sandy Flat Road at Big Indian Creek
2.5 mi. SW of Bowdon

Proposed Detour Route Approx. 6.4 miles

Georgia Department of Transportation

Project BR-0003-00(083), Carroll County, P.I. No. 0003083
Replacement of the CR 837/Sandy Flat Road Over Big Indian Creek
(Draft)

Categorical Exclusion Attachment 1 Effects Evaluation

Page 1 of 5

II. NEED AND PURPOSE

The proposed project would replace the structurally deficient bridge at CR 837/Sandy Flat Road over Big Indian Creek (see Figure 1, Project Location). The bridge was constructed in 1973 and has a Sufficiency Rating of 36.3. The Georgia Department of Transportation (GDOT), Office of Bridge Maintenance has determined that any structure with a sufficiency rating less than 50 should be replaced, rather than improved.

This section of CR 837 is classified as a Rural Local Road, with a posted speed limit of 35 miles per hour. The section of CR 837 is a designated school bus route. Traffic is projected to be 350 vehicles per day (VPD) in 2007 and 550 VPD in 2027.

This project is not associated with any other construction project and would not restrict consideration of any future improvements.

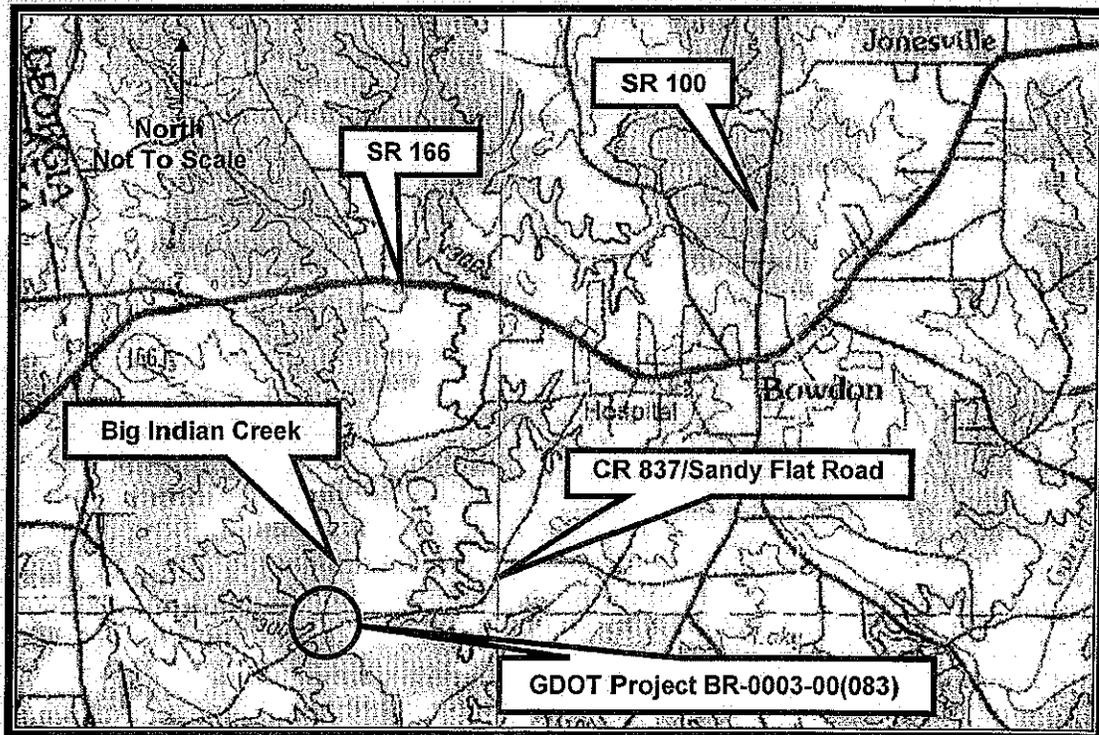


FIGURE 1
PROJECT LOCATION

Georgia Department of Transportation

Project BR-0003-00(083), Carroll County, P.I. No. 0003083
Replacement of the CR 837/Sandy Flat Road Over Big Indian Creek
(Draft)

Categorical Exclusion Attachment 1 Effects Evaluation

Page 2 of 5

V. EFFECTS EVALUATION

A. SOCIAL ENVIRONMENT

1. Land Use Changes

The proposed project corridor traverses a rural area of southwest Carroll County. The project area is typified by undeveloped hardwood and mixed hardwood/pine forests. The proposed project would require approximately 1.90 acres of additional right-of-way from these areas.

The additional right-of-way would be used for cut and fill activities associated with widening bridge approaches on CR 837. The total area of required right-of-way would have a minimal affect on the current land use in the project vicinity. This bridge replacement project is not anticipated to facilitate or stimulate future land use changes.

8. Public Involvement

[Discuss Detour PIOH]

C. NATURAL ENVIRONMENT

1. Water Quality/303(d) List

Big Indian Creek is located in the Tallapoosa River Basin, in Water Quality Management Unit 1302. The United States Geological Survey (USGS) Hydrologic Unit Code (HUC) is 03150108. Big Indian Creek is not on Georgia's 303(d) list, prepared by the U.S. Environmental Protection Agency (finalized April 2002).

No significant impacts to the water quality in the project area are expected to occur as a result of the proposed project. 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 so as to hold 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 the permanent erosion control features insofar as practical to assure economical, effective, and continuous erosion control throughout the construction and post-construction periods and are in accordance with the 23 CFR, Part 650, Subpart B.

Georgia Department of Transportation

Project BR-0003-00(083), Carroll County, P.I. No. 0003083 Replacement of the CR 837/Sandy Flat Road Over Big Indian Creek (Draft)

Categorical Exclusion Attachment 1 Effects Evaluation

Page 3 of 5

2. Wetlands

The project area was surveyed for the presence of jurisdictional waters of the US, including wetlands and streams, as required by the provisions of Executive Order 11990 and subsequent federal regulations. All areas adjacent to the project area that displayed one or more wetland characteristics were surveyed in accordance with the US Army Corps of Engineers (USACE) *1987 Corps Wetlands Delineation Manual* and regulatory guidance and policy.

During the field survey one jurisdictional water, Big Indian Creek, was identified within the proposed project area. Information about Big Indian Creek is provided in Section C.3, Streams.

No wetlands were identified within the project area.

3. Streams

The project would involve the crossing of Big Indian Creek. The creek within the project area is a somewhat impaired perennial stream approximately 20 to 30 feet wide and 2 to 4 feet deep. North of CR 837 the stream channel has been modified such that the stream flows parallel to the road for a short distance. The stream modification has caused stream bank instability that resulted in sloughing and undercutting of the stream banks in this area. No permanent impacts to the stream are anticipated by the implementation of the proposed project. Some temporary increased siltation may occur as a result of construction of the new bridge.

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 Big Indian Creek (see Figure 2).

The project would not impact any regulatory floodway. Construction of the project would require the placement of fill material in the floodplain. However, 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 which is needed for emergency vehicles or provides a community's only evacuation route.

Carroll County is a participating member of the National Flood Insurance Program.

Georgia Department of Transportation

Project BR-0003-00(083), Carroll County, P.I. No. 0003083
Replacement of the CR 837/Sandy Flat Road Over Big Indian Creek
(Draft)

Categorical Exclusion Attachment 1 Effects Evaluation

Page 4 of 5

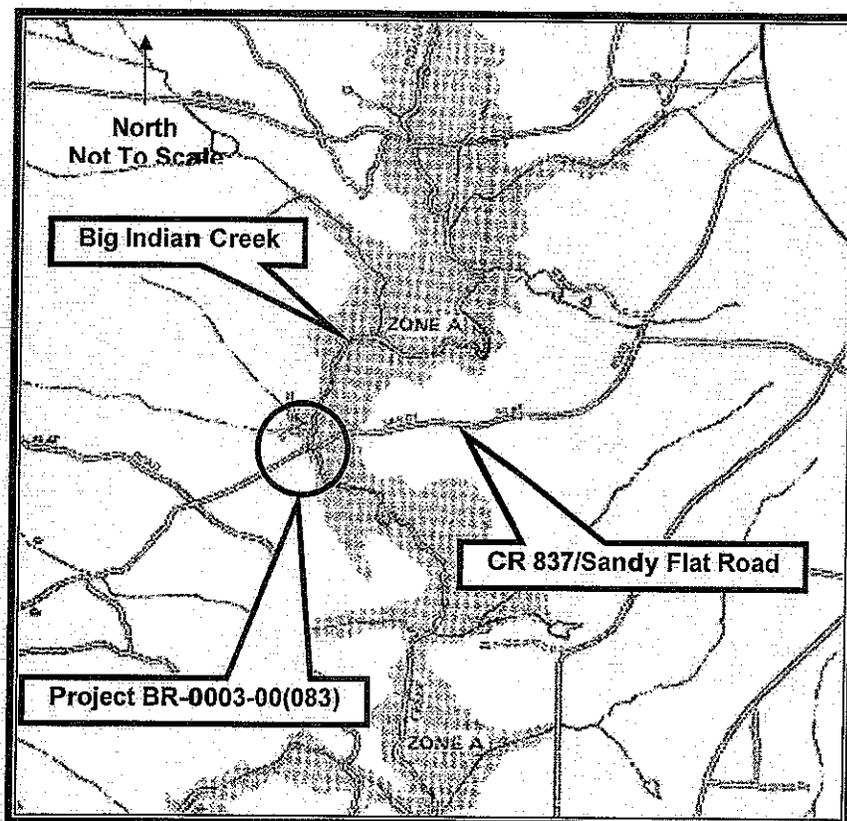


FIGURE 2
FLOODPLAIN LOCATION

8. Endangered/Threatened Species

Per the February 24, 1998 agreement between the US Fish and Wildlife Service (FWS) and the Federal Highway Administration (FHWA), the GDOT has reviewed the monthly update of Threatened and Endangered Species and Habitat Listing provided by the FWS. Prior to commencing the field investigation, the Georgia Department of Natural Resources (GA DNR) Natural Heritage Program species occurrence website, the appropriate US Geologic Survey (USGS) 7.5-minute topographic quadrangle, and county soil survey were reviewed for baseline information. Field surveys resulted in the finding that there was no evidence of any Federal or State listed threatened or endangered species within the area of the proposed project. Furthermore, no suitable habitat was found for any protected species. GDOT has determined that the proposed project would have no affect on any of the federally listed species. Therefore, no biological assessment is required.

Georgia Department of Transportation

Project BR-0003-00(083), Carroll County, P.I. No. 0003083
Replacement of the CR 837/Sandy Flat Road Over Big Indian Creek

(Draft)

Categorical Exclusion Attachment 1 Effects Evaluation

Page 5 of 5

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 that have been identified by GDOT as those 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 re-evaluated and revised as appropriate as more information is obtained.

Chinese privet (*Ligustrum sisense*), Japanese honeysuckle (*Lonicera japonica*), and kudzu (*Pueraria Montana*) were observed throughout the project area.

The GDOT would take measures during project construction to prevent or minimize the spread of these species as appropriate for the time of the year. These measures would include removal and disposal of vegetative parts in the soil that may reproduce by root raking prior to moving the soil, 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 those that are appropriate for the particular species and the specific site conditions that exist on the project, as described in Georgia Standard Specifications Section 201, Clearing and Grubbing of Right-of-Way.

D. PHYSICAL ENVIRONMENT

2. Air

[PM 2.5 and MSAT]

4. Construction/Utilities

Construction of the proposed project would create minor inconveniences to motorists. During the project's construction the bridge would be closed and traffic would be detoured to off-site detours. There would be one route north of the project area, and one route south of the project area. Carroll County officials would make the final selection of the southern detour route.

The northern detour route would follow Sandy Flat Road, State Line Road, and SR 166. One proposed southern detour route would follow Sandy Flat Road, Whitman Road, Star Line Road, Dot Road, and New Hope Road. The alternate southern detour route would follow Sandy Flat Road, Whitman Road, State Line Road, Dot Road, SR 100, and New Hope Road. The detour routes are shown in Figure 3. School bus traffic would be routed to the north and south detour routes during construction. The safety and convenience of the general public and residents of the area would be provided for at all times.

Any necessary relocation of utilities, i.e., 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 fashion so as to keep disruptions minimal, for short duration and so as not to compromise safety.

Summary of Comments
BR-0003-00(083), PI No. 0003083, Carroll County
April 27, 2006
Page 2

DISPOSITION OF COMMENTS:

The following offices are requested to provide input in responding to the comments listed:

Consultant Design	6, 8, 10, & 12
Right-of-Way	11
Traffic Operations	N/A
Planning	N/A

Please review and email your responses to the public comments to Paul F. Condit (NEPA Planner) by May 26, 2006.

Attached is a complete transcript of the comments received during the comment period and a copy of the detour meeting handout. In addition, the concerns expressed in comments 2, 3, 4, 14, & 15 have been addressed in a separate letter.

If you have any questions about the comments, please call Paul F. Condit at (404) 699-4413.

HDK/pfc

Attachments

DISTRIBUTION:

David Moore
Howard (Phil) Copeland
Keith Golden
Kent Sager
Joe Palladi, P.E.
Greg Hood



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5208

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Thank you for attending the public information open house for BR-0003-00(083) CARROLL COUNTY, P.I. No. 0003083, the proposed detour route for construction of a bridge replacement on CR 837 / Sandy Flat Road. In this handout package you will find a project description, location map and comment card.

As you enter the room, you will notice displays of the proposed project. Department of Transportation (DOT) representatives, who can be identified by the nametags they are wearing, are available to discuss the project and answer your questions. Please take this opportunity to discuss the project with a DOT representative. There will be no formal presentation.

A court reporter will be available for those persons who would like to make a verbal statement about the project. You may also complete a comment card and deposit it into the box provided here or send in written comments about the project until March 15, 2006. Written comments should be sent to Mr. Harvey D. Keepler, State Environmental/Location Engineer, Georgia Department of Transportation, 3993 Aviation Circle, Atlanta, Georgia 30336-1593. Comments can also be made via the web at www.dot.state.ga.us. Click on **Public Outreach** from the list of Featured Links. All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let the Department know your view of the proposal.

The displays and plans will be available for review for ten days after the public information open house at the Georgia Department of Transportation Area Office located at 4323 US Highway 27, Buchan, Georgia 30113. A copy of all comments received will be available for public review at this same location and at the Office of Environment/Location, 3993 Aviation Circle, Atlanta, GA 30336-1593, as soon as compilation is completed.

Again, thank you for attending this public information open house and for giving us your comments.

Sincerely,

A handwritten signature in black ink that reads "Buddy Gratton".

Buddy Gratton, P.E.
Director of Preconstruction

BG/

Attachments

**Project No. BR-0003-00(083), Carroll County
P.I. No.0003083
Bridge Replacement
CR 837 / Sandy Flat Road Over Big Indian Creek**

**PUBLIC INFORMATION OPEN HOUSE / DETOUR MEETING
February 28, 2006
5:00 P.M. to 7:00 P.M.**

Press Attending:

N/A

VIP's Attending:

N/A

Total Attendance @ 6:00 P.M. : 35



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

August 10, 2006

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Ms. Sheree Strickland
80 Cumbie Road
Bowdon, GA 30108

Re: Project BR-0003-00(083), Carroll County - P.I. No. 0003083 - Bridge Replacement on CR 837 / Sandy Flat Road @ Big Indian Creek

Dear Ms. Strickland:

Thank you for your comments regarding Project BR-0003-00(083), the bridge replacement project over Big Indian Creek in Carroll County, GA. Your attendance at this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

Of the comments we received at the public information open house, 6 were in support of the project, 4 were opposed to the project, 0 were uncommitted, and 4 were conditional.

There were some common concerns expressed on the comment cards that were submitted. One major concern was whether or not the wooden bridge along the detour route could support emergency vehicles. The plans will be revised to show SR 166 as the detour route and not Brickyard Road; therefore, the detour will avoid the use of the wooden bridge. The other main concern was with regards to the flooding potential the overflow bridge may bring to the property on the south side of the roadway.

The existing roadway is flooded, or overtopped, by the 25-year storm. To meet GDOT's hydraulic design requirements, the roadway is being raised to remain open during a 50-year storm event. As a result of raising the roadway, a bridge is needed to pass the flow that originally went over the road. This creates a safer condition for the public. One long bridge is an option. But in situations like this, where the channel is against a valley wall and the floodplain is wide, separate bridges are more efficient, reducing bridge cost and saving taxpayer dollars. This placement reduces the distance water must travel upstream of the embankment before it reaches an opening. The overflow bridge is positioned to act as a relief structure to help pass the flow that overflows the stream banks during large events. The topographic mapping shows a small low area just upstream, north, in the floodplain, about a foot or so in depth, which matches the floodplain just downstream, south, of the roadway. The contours show what appears to be a ditch near this area north of the road. This appears to be an attempt to better drain this area. The overflow bridge will allow the local drainage and flood flow to go where it naturally went before the road was built.

In your comment, you wanted to know how you would be compensated for property loss. You also wanted to know if county water would be provided and could the problem with the creek on Cumbie Road be addressed.

Any right-of-way acquisitions or easements due to the construction of this project would be handled by the Georgia Department of Transportation's Right-of-Way Office. You would need to speak with your county commissioner or the county Public Works Department as to whether or not county water would be provided. The current project only addresses replacing the deficient bridge along Sandy Flat Road, and no creek improvements are being made at this time.

If you have any questions, please call Paul F. Condit at (404) 699-4413.

Sincerely,

Harvey D. Keeper /ma

Harvey D. Keeper
State Environmental/Location Engineer

HDK/pfc

11

Georgia Department of Transportation
Public Information Open House Comment Card
Project BR-0003-00(083), Carroll County, P.I. No. 0003083

February 28, 2006

Please print responses.

Name Shree Strickland

Address 80 Cumbe Rd, Bowdon

Do you support the project? For Against Conditional Uncommitted

Comments because bridge needs to be replaced
because of property loss -
How will we be compensated for property loss?
Will they run county water @ this time?
Also can problem with creek at on Cumbe rd be addressed
at this time.

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you. 6-9 pm

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:
Mr. Harvey D. Keepler, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDDILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

August 10, 2006

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Mr. Barry Wilkie
7122 Smithfield Road
Carroll County Fire Department
Bowdon, GA 30108

Re: Project BR-0003-00(083), Carroll County - P.I. No. 0003083 - Bridge Replacement on CR 837 / Sandy Flat Road @ Big Indian Creek

Dear Mr. Wilkie:

Thank you for your comments regarding Project BR-0003-00(083), the bridge replacement project over Big Indian Creek in Carroll County, GA. Your attendance at this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

Of the comments we received at the public information open house, 6 were in support of the project, 4 were opposed to the project, 0 were uncommitted, and 4 were conditional.

There were some common concerns expressed on the comment cards that were submitted. One major concern was whether or not the wooden bridge along the detour route could support emergency vehicles. In your comment, you expressed a similar concern. The plans will be revised to show SR 166 as the detour route and not Brickyard Road; therefore, the detour will avoid the use of the wooden bridge. The other main concern was with regards to the flooding potential the overflow bridge may bring to the property on the south side of the roadway.

The existing roadway is flooded, or overtopped, by the 25-year storm. To meet GDOT's hydraulic design requirements, the roadway is being raised to remain open during a 50-year storm event. As a result of raising the roadway, a bridge is needed to pass the flow that originally went over the road. This creates a safer condition for the public. One long bridge is an option. But in situations like this, where the channel is against a valley wall and the floodplain is wide, separate bridges are more efficient, reducing bridge cost and saving taxpayer dollars. This placement reduces the distance water must travel upstream of the embankment before it reaches an opening. The overflow bridge is positioned to act as a relief structure to help pass the flow that overflows the stream banks during large events. The topographic mapping shows a small low area just upstream, north, in the floodplain, about a foot or so in depth, which matches the floodplain just downstream, south, of the roadway. The contours show what appears to be a ditch near this area north of the road. This appears to be an attempt to better drain this area. The overflow bridge will allow the local drainage and flood flow to go where it naturally went before the road was built.

In your comment, you also stated that the bridge should be replaced with a carrying capacity greater than 54,000 for single axle vehicles and 67,000 tandem, and the road/bridge should be raised to prevent flooding.

The weight restrictions will be removed once the deficient bridge along Sandy Flat Road has been replaced. As part of the design, the existing roadway will be raised to accommodate the new bridge and to ensure proper clearance above the design storm year. The bridge on Brickyard is not being replaced under this project.

If you have any questions, please call Paul F. Condit at (404) 699-4413.

Sincerely,

Harvey D. Keeper

Harvey D. Keeper
State Environmental/Location Engineer

HDK/pfc

17

Georgia Department of Transportation
Public Information Open House Comment Card
Project BR-0003-00(083), Carroll County, P.I. No. 0003083

February 28, 2006

Please print responses.

Name BARRY WILKIE - CAPTAIN - CARROLL CO. FIRE RESCUE

Address 21 HUGGETT DR. VILLA RICA, GA 30180

Do you support the project? For Against Conditional Uncommitted

Comments TRUCK ROUTE TO HWY 166. REPLACE BRIDGE W/ WEIGHT LIMIT GRANTED
THAN 54,000 FOR SINGLE AXLE & 67,000 TANDEM. THERE ARE JUST OVER
THE GVW OF OUR CURRENT APPARATUS. ELEVATE ROAD BRIDGE FOR FLOWING

CONSIDER REPLACING BRIDGE ON BRICKHEAD AS WELL.

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:
Mr. Harvey D. Keeper, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

August 10, 2006

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Mr. Steve McDaniel
7122 Smithfield Road
Carroll County Fire Department
Station # 14
Bowdon, GA 30108

Re: Project BR-0003-00(083), Carroll County - P.I. No. 0003083 – Bridge Replacement on CR 837 / Sandy Flat Road @ Big Indian Creek

Dear Mr. McDaniel:

Thank you for your comments regarding Project BR-0003-00(083), the bridge replacement project over Big Indian Creek in Carroll County, GA. Your attendance at this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

Of the comments we received at the public information open house, 6 were in support of the project, 4 were opposed to the project, 0 were uncommitted, and 4 were conditional.

There were some common concerns expressed on the comment cards that were submitted. One major concern was whether or not the wooden bridge along the detour route could support emergency vehicles. In your comment, you expressed a similar concern. The plans will be revised to show SR 166 as the detour route and not Brickyard Road; therefore, the detour will avoid the use of the wooden bridge. The other main concern was with regards to the flooding potential the overflow bridge may bring to the property on the south side of the roadway.

The existing roadway is flooded, or overtopped, by the 25-year storm. To meet GDOT's hydraulic design requirements, the roadway is being raised to remain open during a 50-year storm event. As a result of raising the roadway, a bridge is needed to pass the flow that originally went over the road. This creates a safer condition for the public. One long bridge is an option. But in situations like this, where the channel is against a valley wall and the floodplain is wide, separate bridges are more efficient, reducing bridge cost and saving taxpayer dollars. This placement reduces the distance water must travel upstream of the embankment before it reaches an opening. The overflow bridge is positioned to act as a relief structure to help pass the flow that overflows the stream banks during large events. The topographic mapping shows a small low area just upstream, north, in the floodplain, about a foot or so in depth, which matches the floodplain just downstream, south, of the roadway. The contours show what appears to be a ditch near this area north of the road. This appears to be an attempt to better drain this area. The overflow bridge will allow the local drainage and flood flow to go where it naturally went before the road was built.

If you have any questions, please call Paul F. Condit at (404) 699-4413.

Sincerely,

Harvey D. Keeper / m
Harvey D. Keeper
State Environmental/Location Engineer

HDK/pfc

10

Georgia Department of Transportation

Public Information Open House Comment Card

Project BR-0003-00(083), Carroll County, P.I. No. 0003083 .

February 28, 2006

Please print responses.

Name Steve McDaniel

Address Carroll Co Fire + Rescue

Do you support the project? For Against Conditional Uncommitted

Comments Concerned for weight limit on bridge for Fire + Ladder truck.

Detour route has a bridge not crossable by Emergency vehicles

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:
Mr. Harvey D. Keepler, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

August 10, 2006

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Mr. Bruce Shoemaker
7122 Smithfield Road
Carroll County Fire Department
Station # 14
Bowdon, GA 30108

Re: Project BR-0003-00(083), Carroll County - P.I. No. 0003083 – Bridge Replacement on CR 837 / Sandy Flat Road @ Big Indian Creek

Dear Mr. Shoemaker:

Thank you for your comments regarding Project BR-0003-00(083), the bridge replacement project over Big Indian Creek in Carroll County, GA. Your attendance at this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

Of the comments we received at the public information open house, 6 were in support of the project, 4 were opposed to the project, 0 were uncommitted, and 4 were conditional.

There were some common concerns expressed on the comment cards that were submitted. One major concern was whether or not the wooden bridge along the detour route could support emergency vehicles. In your comment, you expressed a similar concern. The plans will be revised to show SR 166 as the detour route and not Brickyard Road; therefore, the detour will avoid the use of the wooden bridge. The other main concern was with regards to the flooding potential the overflow bridge may bring to the property on the south side of the roadway.

The existing roadway is flooded, or overtopped, by the 25-year storm. To meet GDOT's hydraulic design requirements, the roadway is being raised to remain open during a 50-year storm event. As a result of raising the roadway, a bridge is needed to pass the flow that originally went over the road. This creates a safer condition for the public. One long bridge is an option. But in situations like this, where the channel is against a valley wall and the floodplain is wide, separate bridges are more efficient, reducing bridge cost and saving taxpayer dollars. This placement reduces the distance water must travel upstream of the embankment before it reaches an opening. The overflow bridge is positioned to act as a relief structure to help pass the flow that overflows the stream banks during large events. The topographic mapping shows a small low area just upstream, north, in the floodplain, about a foot or so in depth, which matches the floodplain just downstream, south, of the roadway. The contours show what appears to be a ditch near this area north of the road. This appears to be an attempt to better drain this area. The overflow bridge will allow the local drainage and flood flow to go where it naturally went before the road was built.

If you have any questions, please call Paul F. Condit at (404) 699-4413.

Sincerely,

A handwritten signature in black ink that reads "Harvey D. Keepler / ma".

Harvey D. Keepler
State Environmental/Location Engineer

HDK/pfc

8

Georgia Department of Transportation

Public Information Open House Comment Card

Project BR-0003-00(083), Carroll County, P.I. No. 0003083

February 28, 2006

Please print responses.

Name Bruce Shoemaker

Address 7122 ~~STATE LINE~~ ^{SOUTHFIELD} Rd STA#14 Carroll County FIRE

Do you support the project? For Against Conditional Uncommitted

Comments Need to change Detour from Brickyard to Hwy 166 west to STATE LINE Rd. The bridge on Brickyard is wooden. Fire trucks cannot go across and when we have a lot of rain fall, the road at the bridge floods out.

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth *(Letter sent to fire head quarters)*

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:
Mr. Harvey D. Keepler, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

August 10, 2006

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Mr. & Mrs. Bobby McFarland
91 Cumbie Road
Bowdon, GA 30108

Re: Project BR-0003-00(083), Carroll County - P.I. No. 0003083 – Bridge Replacement on CR 837 / Sandy Flat Road @ Big Indian Creek

Dear Mr. and Mrs. McFarland:

Thank you for your comments regarding Project BR-0003-00(083), the bridge replacement project over Big Indian Creek in Carroll County, GA. Your attendance at this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

Of the comments we received at the public information openhouse, 6 were in support of the project, 4 were opposed to the project, 0 were uncommitted, and 4 were conditional.

There were some common concerns expressed on the comment cards that were submitted. One major concern was whether or not the wooden bridge along the detour route could support emergency vehicles. The plans will be revised to show SR 166 as the detour route and not Brickyard Road; therefore, the detour will avoid the use of the wooden bridge. The other main concern was with regards to the flooding potential the overflow bridge may bring to the property on the south side of the roadway.

The existing roadway is flooded, or overtopped, by the 25-year storm. To meet GDOT's hydraulic design requirements, the roadway is being raised to remain open during a 50-year storm event. As a result of raising the roadway, a bridge is needed to pass the flow that originally went over the road. This creates a safer condition for the public. One long bridge is an option. But in situations like this, where the channel is against a valley wall and the floodplain is wide, separate bridges are more efficient, reducing bridge cost and saving taxpayer dollars. This placement reduces the distance water must travel upstream of the embankment before it reaches an opening. The overflow bridge is positioned to act as a relief structure to help pass the flow that overflows the stream banks during large events. The topographic mapping shows a small low area just upstream, north, in the floodplain, about a foot or so in depth, which matches the floodplain just downstream, south, of the roadway. The contours show what appears to be a ditch near this area north of the road. This appears to be an attempt to better drain this area. The overflow bridge will allow the local drainage and flood flow to go where it naturally went before the road was built.

If you have any questions, please call Paul F. Condit at (404) 699-4413.

Sincerely,

Harvey D. Keepler/m

Harvey D. Keepler
State Environmental/Location Engineer

HDK/pfc

7

Georgia Department of Transportation
Public Information Open House Comment Card
Project BR-0003-00(083), Carroll County, P.I. No. 0003083

February 28, 2006

Please print responses.

Name Thelma McFarland

Address 91 Cambie Rd

Bowden Jct 3068

Do you support the project? For Against Conditional Uncommitted

Comments _____

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you. After work is good

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Just get it done

Mail To:
Mr. Harvey D. Keeper, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593

9

Georgia Department of Transportation
Public Information Open House Comment Card
Project BR-0003-00(083), Carroll County, P.I. No. 0003083

February 28, 2006

Please print responses.

Name Bo B By McFarland
Address 91 Cum Wile Rd
Bowden Ga 30108

Do you support the project? For Against Conditional Uncommitted

Comments _____

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:
Mr. Harvey D. Keeper, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

August 10, 2006

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Mr. Shane Galbraith
1632 Sandy Flat Road
Bowdon, GA 30108

Re: Project BR-0003-00(083), Carroll County - P.I. No. 0003083 – Bridge Replacement on CR 837 / Sandy Flat Road @ Big Indian Creek

Dear Mr. Galbraith:

Thank you for your comments regarding Project BR-0003-00(083), the bridge replacement project over Big Indian Creek in Carroll County, GA. Your attendance at this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

Of the comments we received at the public information open house, 6 were in support of the project, 4 were opposed to the project, 0 were uncommitted, and 4 were conditional.

There were some common concerns expressed on the comment cards that were submitted. One major concern was whether or not the wooden bridge along the detour route could support emergency vehicles. In your comment, you expressed a similar concern. The plans will be revised to show SR 166 as the detour route and not Brickyard Road; therefore, the detour will avoid the use of the wooden bridge. The other main concern was with regards to the flooding potential the overflow bridge may bring to the property on the south side of the roadway.

The existing roadway is flooded, or overtopped, by the 25-year storm. To meet GDOT's hydraulic design requirements the roadway is being raised to remain open during a 50-year storm event. As a result of raising the roadway, a bridge is needed to pass the flow that originally went over the road. This creates a safer condition for the public. One long bridge is an option. But in situations like this, where the channel is against a valley wall and the floodplain is wide, separate bridges are more efficient, reducing bridge cost and saving taxpayer dollars. This placement reduces the distance water must travel upstream of the embankment before it reaches an opening. The overflow bridge is positioned to act as a relief structure to help pass the flow that overflows the stream banks during large events. The topographic mapping shows a small low area just upstream, north, in the floodplain, about a foot or so in depth, which matches the floodplain just downstream, south, of the roadway. The contours show what appears to be a ditch near this area north of the road. This appears to be an attempt to better drain this area. The overflow bridge will allow the local drainage and flood flow to go where it naturally went before the road was built.

In your comment, you also stated that county water is needed with the new bridge. The Department of Transportation does not decide who is served on the county water system. Your local county commissioner and Public Works Department can assist you regarding the water distribution system. If you have any questions, please call Paul F. Condit at (404) 699-4413.

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

HDK/pfc

6

Georgia Department of Transportation
Public Information Open House Comment Card
Project BR-0003-00(083), Carroll County, P.I. No. 0003083

February 28, 2006

Please print responses.

Name Shane Galbraith

Address 1632 Sandy Flat Rd

Bowdon GA 30008

Do you support the project? For Against Conditional Uncommitted

Comments need county water with new bridge, Defense will not work-
BRICKYARD RD not safe due to small 1 lane wooden bridge (Heavy truck would be
better

county water
for residents above bridge (wood)

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:
Mr. Harvey D. Keepler, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Avianon Circle
Atlanta, GA 30336-1593



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

August 10, 2006

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Mr. Troy Curtis
300 Tony Trail
Mableton, GA 30126

Re: Project BR-0003-00(083), Carroll County - P.I. No. 0003083 -- Bridge Replacement on CR 837 / Sandy Flat Road @ Big Indian Creek

Dear Mr. Curtis:

Thank you for your comments regarding Project BR-0003-00(083), the bridge replacement project over Big Indian Creek in Carroll County, GA. Your attendance at this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

Of the comments we received at the public information open house, 6 were in support of the project, 4 were opposed to the project, 0 were uncommitted, and 4 were conditional.

There were some common concerns expressed on the comment cards that were submitted. One major concern was whether or not the wooden bridge along the detour route could support emergency vehicles. The plans will be revised to show SR 166 as the detour route and not Brickyard Road; therefore, the detour will avoid the use of the wooden bridge. The other main concern was with regards to the flooding potential the overflow bridge may bring to the property on the south side of the roadway.

The existing roadway is flooded, or overtopped, by the 25-year storm. To meet GDOT's hydraulic design requirements, the roadway is being raised to remain open during a 50-year storm event. As a result of raising the roadway, a bridge is needed to pass the flow that originally went over the road. This creates a safer condition for the public. One long bridge is an option. But in situations like this, where the channel is against a valley wall and the floodplain is wide, separate bridges are more efficient, reducing bridge cost and saving taxpayer dollars. This placement reduces the distance water must travel upstream of the embankment before it reaches an opening. The overflow bridge is positioned to act as a relief structure to help pass the flow that overflows the stream banks during large events. The topographic mapping shows a small low area just upstream, north, in the floodplain, about a foot or so in depth, which matches the floodplain just downstream, south, of the roadway. The contours show what appears to be a ditch near this area north of the road. This appears to be an attempt to better drain this area. The overflow bridge will allow the local drainage and flood flow to go where it naturally went before the road was built.

If you have any questions, please call Paul F. Condit at (404) 699-4413.

Sincerely,

Harvey D. Keepler / mn

Harvey D. Keepler
State Environmental/Location Engineer

HDK/pfc

5

Georgia Department of Transportation
Public Information Open House Comment Card
Project BR-0003-00(083), Carroll County, P.I. No. 0003083
February 28, 2006

Please print responses.

Name Troy Cortez
Address 300 Tony Trail
Mableton Ga. (CCFD)
30126

Do you support the project? For Against Conditional Uncommitted

Comments _____

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:
Mr. Harvey D. Keepler, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

April 27, 2006

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Ms. Edith Turner
921 Sandy Flat Road
Bowdon, GA 30108

Re: Project BR-0003-00(083), Carroll County - P.I. No. 0003083 – Bridge Replacement on CR 837 / Sandy Flat Road @ Big Indian Creek

Dear Ms. Turner:

Thank you for your comments regarding Project BR-0003-00(083), the bridge replacement project over Big Indian Creek in Carroll County, GA. Your attendance at this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

Of the comments we received at the public information open house, 6 were in support of the project, 4 were opposed to the project, 0 were uncommitted, and 4 were conditional.

There were some common concerns expressed on the comment cards that were submitted. One major concern was whether or not the wooden bridge along the detour route could support emergency vehicles. The plans will be revised to show SR 166 as the detour route and not Brickyard Road; therefore, the detour will avoid the use of the wooden bridge. The other main concern was with regards to the flooding potential the overflow bridge may bring to the property on the south side of the roadway.

In your comment, you stated that you were worried about the farmland on the Turner side of the creek becoming useless after construction.

The existing roadway is flooded, or overtopped, by the 25-year storm. To meet GDOT's hydraulic design requirements, the roadway is being raised to remain open during a 50-year storm event. As a result of raising the roadway, a bridge is needed to pass the flow that originally went over the road. This creates a safer condition for the public. One long bridge is an option. But in situations like this, where the channel is against a valley wall and the floodplain is wide, separate bridges are more efficient, reducing bridge cost and saving taxpayer dollars. This placement reduces the distance water must travel upstream of the embankment before it reaches an opening. The overflow bridge is positioned to act as a relief structure to help pass the flow that overflows the stream banks during large events. The topographic mapping shows a small low area just upstream, north, in the floodplain, about a foot or so in depth, which matches the floodplain just downstream, south, of the roadway. The contours show what appears to be a ditch near this area north of the road. This appears to be an attempt to better drain this area. The overflow bridge will allow the local drainage and flood flow to go where it naturally went before the road was built.

If you have any questions, please call Paul F. Condit at (404) 699-4413.

Sincerely,
Harvey D. Keepler /ma
Harvey D. Keepler
State Environmental/Location Engineer

HDK/pfc

4

Georgia Department of Transportation

Public Information Open House Comment Card

Project BR-0003-00(083), Carroll County, P.I. No. 0003083

February 28, 2006

Please print responses.

Name Edith Turner

Address 921 Sandy Flat Rd

Bowdon, GA 30108

Do you support the project? For Against Conditional Uncommitted

Comments Worried about farmland becoming
useless on Turner side of the creek.

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

During the time of the changes, can they
extend the county water out to the
other side of the bridge?

Mail To:

Mr. Harvey D. Keepler, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

April 27, 2006

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Mr. Jacob Turner
1364 Sandy Flat Road
Bowdon, GA 30108

Re: Project BR-0003-00(083), Carroll County - P.I. No. 0003083 – Bridge Replacement on CR 837 / Sandy Flat Road @ Big Indian Creek

Dear Mr. Turner:

Thank you for your comments regarding Project BR-0003-00(083), the bridge replacement project over Big Indian Creek in Carroll County, GA. Your attendance at this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

Of the comments we received at the public information open house, 6 were in support of the project, 4 were opposed to the project, 0 were uncommitted, and 4 were conditional.

There were some common concerns expressed on the comment cards that were submitted. One major concern was whether or not the wooden bridge along the detour route could support emergency vehicles. The plans will be revised to show SR 166 as the detour route and not Brickyard Road; therefore, the detour will avoid the use of the wooden bridge. The other main concern was with regards to the flooding potential the overflow bridge may bring to the property on the south side of the roadway.

The existing roadway is flooded, or overtopped, by the 25-year storm. To meet GDOT's hydraulic design requirements, the roadway is being raised to remain open during a 50-year storm event. As a result of raising the roadway, a bridge is needed to pass the flow that originally went over the road. This creates a safer condition for the public. One long bridge is an option. But in situations like this, where the channel is against a valley wall and the floodplain is wide, separate bridges are more efficient, reducing bridge cost and saving taxpayer dollars. This placement reduces the distance water must travel upstream of the embankment before it reaches an opening. The overflow bridge is positioned to act as a relief structure to help pass the flow that overflows the stream banks during large events. The topographic mapping shows a small low area just upstream, north, in the floodplain, about a foot or so in depth, which matches the floodplain just downstream, south, of the roadway. The contours show what appears to be a ditch near this area north of the road. This appears to be an attempt to better drain this area. The overflow bridge will allow the local drainage and flood flow to go where it naturally went before the road was built.

If you have any questions, please call Paul F. Condit at (404) 699-4413.

Sincerely,

A handwritten signature in black ink that reads "Harvey D. Keepler". The signature is written in a cursive style.

Harvey D. Keepler
State Environmental/Location Engineer

HDK/pfc

13

Georgia Department of Transportation
Public Information Open House Comment Card
Project BR-0003-00(083), Carroll County, P.I. No. 0003083
February 28, 2006

Please print responses.

Name Jacob Turner

Address 1364 Sandy Flat Rd Borden GA 30108

Do you support the project? For Against Conditional Uncommitted

Comments _____

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:
Mr. Harvey D. Keepler, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

April 27, 2006

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Mr. Charles W. Turner
1374 Sandy Flat Road
Bowdon, GA 30108

Re: Project BR-0003-00(083), Carroll County - P.I. No. 0003083 – Bridge Replacement on CR 837/ Sandy Flat Road @ Big Indian Creek

Dear Mr. Turner:

Thank you for your comments regarding Project BR-0003-00(083), the bridge replacement project over Big Indian Creek in Carroll County, GA. Your attendance at this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

Of the comments we received at the public information open house, 6 were in support of the project, 4 were opposed to the project, 0 were uncommitted, and 4 were conditional.

There were some common concerns expressed on the comment cards that were submitted. One major concern was whether or not the wooden bridge along the detour route could support emergency vehicles. The plans will be revised to show SR 166 as the detour route and not Brickyard Road; therefore, the detour will avoid the use of the wooden bridge. The other main concern was with regards to the flooding potential the overflow bridge may bring to the property on the south side of the roadway.

In your comment, you stated that there was no need for the overflow bridge.

The existing roadway is flooded, or overtopped, by the 25-year storm. To meet GDOT's hydraulic design requirements, the roadway is being raised to remain open during a 50-year storm event. As a result of raising the roadway, a bridge is needed to pass the flow that originally went over the road. This creates a safer condition for the public. One long bridge is an option. But in situations like this, where the channel is against a valley wall and the floodplain is wide, separate bridges are more efficient, reducing bridge cost and saving taxpayer dollars. This placement reduces the distance water must travel upstream of the embankment before it reaches an opening. The overflow bridge is positioned to act as a relief structure to help pass the flow that overflows the stream banks during large events. The topographic mapping shows a small low area just upstream, north, in the floodplain, about a foot or so in depth, which matches the floodplain just downstream, south, of the roadway. The contours show what appears to be a ditch near this area north of the road. This appears to be an attempt to better drain this area. The overflow bridge will allow the local drainage and flood flow to go where it naturally went before the road was built.

If you have any questions, please call Paul F. Condit at (404) 699-4413.

Sincerely,

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

HDK/pfc

2

Georgia Department of Transportation

Public Information Open House Comment Card

Project BR-0003-00(083), Carroll County, P.I. No. 0003083

February 28, 2006

Please print responses.

Name Charles W. Turner

Address 1374 Sandy Flat Rd.

Bowdon, GA 30108

Do you support the project? For Against Conditional Uncommitted

Comments No need for the overflow bridge.

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

line

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you. later (after work)

Were your questions answered by the DOT personnel? Yes No (some)

Do you understand the project after attending this meeting? Yes No (some)

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Not anyone present could give information on the hydrology studies, nor the contour elevation of the surrounding areas. Charts & graphs were difficult for lay people.

Mail To:

Mr. Harvey D. Keepler, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593

14

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PUBLIC INFORMATION HEARING
PROJECT: BR-0003-00(083) CARROLL

DATE: FEBRUARY 28, 2006

TIME: 4:00 - 6:00 P.M.

LOCATION: BOWDON CITY HALL
136 CITY HALL DRIVE
BOWDON, GEORGIA 30108

DOROTHA L. WADE
Court Reporter
P. O. Box 1234
Cartersville, GA. 30120

1 WHEREUPON THE FOLLOWING COMMENTS WERE MADE FROM THE CITIZENS

2 ATTENDING THE PUBLIC HEARING:

3
4 CHARLES W. TURNER: Anyway, we're got property below
5 the road, Sandy Flat Road, and when they put these two
6 bridges in, there won't be nothing left because it will wash
7 away. And I don't know what else I can say, really. I told
8 him everything I could. Ma'am, I'm sorry.

9 COURT REPORTER: It's all right. Do you want a minute
10 to get your thoughts together?

11 CHARLES W. TURNER: Well, I don't know what I can say.
12 But if they put two bridges in, we got bottom land below it,
13 and it will be washed away. And == I don't know. But that
14 creek hasn't flooded so much in like 30 years or 40, 30.
15 Since 1968. And the bridge has been there since 1973. I
16 think. So I don't mind them building a new bridge, but I
17 don't see building two bridges and cutting that right-of-
18 way. If they build a three hundred foot bridge, they're
19 going to cut back and do away with everything on the creek
20 bank. And then they are trying to cut away another hundred
21 foot and put another bridge in which what little land we got
22 there will be washed away. That's all.

23 (CITIZENS' COMMENTS CONCLUDED)

24
25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

COURT REPORTER'S CERTIFICATE

BARTOW COUNTY,
GEORGIA:

I, Dorotha L. Wade, Certified Court Reporter B-305
and Notary Public, do hereby certify that the within and
foregoing constitutes a true and correct and complete
transcript of the citizens' comments at the Department of
Transportation Public Information Meeting in Bowdon, Georgia,
held on FEBRUARY 28, 2006, from 4:00 to 6:00 P. M.,
for Project BR-0003-00(083), Carroll County, Georgia.

This 2nd day of March, 2006.


Certified Court Reporter B-305



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDDILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

April 27, 2006

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Mr. Joseph Turner
5701 Smithfield Road
Bowdon, GA 30108

Re: Project BR-0003-00(083), Carroll County - P.I. No. 0003083 – Bridge Replacement on CR 837 / Sandy Flat Road @ Big Indian Creek

Dear Mr. Turner:

Thank you for your comments regarding Project BR-0003-00(083), the bridge replacement project over Big Indian Creek in Carroll County, GA. Your attendance at this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

The purpose of the proposed project is to replace the existing structurally deficient bridge over Big Indian Creek. The bridge has a sufficiency rating of 36.3. The sufficiency rating, a number from 0 to 100 is a method of evaluating data by calculating four separate factors to obtain a numeric value that is indicative of bridge sufficiency to remain in service. The resultant rating would range between zero, which represents an entirely insufficient or deficient bridge, and 100, which represents an entirely sufficient bridge. The Office of Bridge Maintenance has determined that any structure with a sufficiency rating less than 50 should be replaced rather than improved. This project would replace the existing bridge with a structurally adequate bridge.

Sandy Flat Road is 22.4 feet wide with 6-foot shoulders. The bridge on Sandy Flat Road over Big Indian Creek is 23.8 feet wide, providing insufficient shoulder width on the bridge. The substructure has paint failure with overall surface corrosion. The deck is deteriorated and cracked.

Of the comments we received at the public information open house, 6 were in support of the project, 4 were opposed to the project, 0 were uncommitted, and 4 were conditional.

There were some common concerns expressed on the comment cards that were submitted. One major concern was whether or not the wooden bridge along the detour route could support emergency vehicles. The other main concern was with regards to the flooding potential the overflow bridge may bring to the property on the south side of the roadway. Attached you will find a response to the concerns you expressed at the detour public meeting. The response was developed by the project hydrologist, project designers, and members of GDOT.

If you have any questions, please call Paul F. Condit at (404) 699-4413.

Sincerely,

A handwritten signature in black ink that reads "Harvey D. Keepler".

Harvey D. Keepler
State Environmental/Location Engineer

HDK/pfc

The following is a response to comments made by Mr. Turner in an email to the Georgia Department of Transportation dated March 1, 2006. The hydraulic and hydrologic design for this project was done in accordance with the Georgia Department of Transportation's (GDOT) requirements. The design has also been approved by GDOT.

Mr. Turner's statement: While I am not questioning the need for a new bridge, I do question the proposed overflow bridge and it's possible impact to the wetland's current ecological state. I attended the public information meeting at the city hall offices of Bowdon, but was not impressed, nor convinced by the information available. I simply do not understand the thought process by which the project was suggested.

Response: The existing roadway is flooded, or overtopped, by the 25-year storm. To meet GDOT's hydraulic design requirements, the roadway is being raised to remain open during the 50-year storm event. As a result of raising the roadway, a bridge is needed to pass the flow that originally went over the road. This creates a safer condition for the public. One long bridge is an option. But in situations like this, where the channel is against a valley wall and the floodplain is wide, separate bridges are more efficient, reducing bridge cost and saving taxpayer dollars. This placement reduces the distance water must travel upstream of the embankment before it reaches an opening. The overflow bridge is positioned to act as a relief structure to help pass the flow that overflows the stream banks during large events. The topographic mapping shows a small low area just upstream, north, in the floodplain, about a foot or so in depth, which matches the floodplain just downstream, south, of the roadway. The contours show what appears to be a ditch near this area north of the road. This appears to be an attempt to better drain this area. The overflow bridge will allow the local drainage and flood flow to go where it naturally went before the road was built.

Mr. Turner's statement: There were none of the individuals that completed the hydrology studies present, and there were no topographical maps to show contour elevation of the surrounding area. Without the hydrological studies, and information regarding the reservoir upstream called Lake Tisinger and its effects on the very limited problem of flooding, I do not believe that all efforts have been made to truly understand the concerns at the proposed site.

Response: The Lake is known to us and was viewed by our personnel. The rural USGS Regression equations for this area are appropriate for this site since the lake is not regulated or controlled by a government entity in a comprehensive stormwater management plan approach to regulate storm flows at the Sandy Flat Road crossing. Even if the spillway was controlled, there are provisions for emergency overflows in severe storms. There are cases, such as at Lake Tobosofkee near Macon in 1994, where a gated spillway free released flows that contributed to the flooding of I-475 downstream. The approach to design flow calculations at this site is acceptable and reasonable.

Also, the basin above and below the lake is developing, and this will increase flows, even if there are detention requirements in Carroll County and the City of Bowden. Research has shown that, on a large basin scale, detention can be marginally effective to ineffective and can actually increase major storm flows in some cases.

Mr. Turner's statement: The contour elevation of the area also creates a very feasible possibility of the actual creek bed being altered and flow being redirected if the overflow bridge is built as proposed.

Response: Severe floods will flow over the current roadway. The 25-year, 50-year, 100-year and 500-year storm flows all will overtop the existing roadway. As noted earlier, the overflow bridge allows this flow that would have gone over the road to go through the bridge. The proposed configuration is designed to allow the floodwaters to pass through slowly and will not encourage the stream channel to move to it, especially since the channel is adjacent to the main bridge opening. The water will continue to flow downhill to the main channel during small rainstorms.

Mr. Turner's statement: Another point can be made from the fact that the original plan that was produced had only the main bridge and a retaining wall on the North side to help maintain the structural integrity of the road as well as reduce any possible bottle-necking directly at the bridge location.

Response: If referring to the original concept report, this is only an estimate before any modeling is done. If referring to the preliminary study, then what is being called the original plan did have an overflow bridge; the purpose of the wall was to reduce the length of the main bridge. The longer main bridge was chosen to eliminate the need for the wall.

Mr. Turner's statement: The last concern that I would like to voice is probably most applicable to you and your office as it relates to the possible deterioration of the existing wetlands just north of the bridge (within eyesight). I truly believe that these wetlands will be forever altered, and perhaps destroyed if this proposal becomes a reality.

Response: Further surveys will be conducted to identify the location of any additional wetlands in the project area. The design, including the placement or removal of fill, was conducted in a manner to avoid or minimize wetland impacts. No grading outside the Right-of-Way is proposed; the existing contours outside this area will be maintained.

From a hydraulic design standpoint, the overflow bridge is well placed to reduce project cost while meeting proper design standards and using sound judgment.

3

Georgia Department of Transportation

Public Information Open House Comment Card

Project BR-0003-00(083), Carroll County, P.I. No. 0003083

February 28, 2006

Please print responses.

Name Joseph Turner 770-258-3957 Home
Address 5701 Smithfield Rd. 770-312-0211 Cell
Dawson, GA 30108 joseph.turner@carrollcountyschools.com

Do you support the project? For Against Conditional Uncommitted
Comments I would really like to speak to someone about the hydrology studies, the contour elevation, and the need for the overflow bridge as it applies.
I will be speaking with my county commissioner and requesting information regarding this projected plan.

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Time could have been a little later to allow for people coming from work.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you. See above

Were your questions answered by the DOT personnel? Yes No (some)

Do you understand the project after attending this meeting? Yes No (little)

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

More information with easier statistics that can be understood by everyone. No one that did the actual surveys and studies seemed to be present.

Mail To:
Mr. Harvey D. Keepler, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593

(15)

Condit, Paul

From: Knudson, Susan
Sent: Thursday, March 02, 2006 9:56 AM

To: Chamblin, Douglas; Lindsley, Mara; Condit, Paul; 'ledwards@edwards-pitman.com'; Cox, Jonathan
Subject: FW: Wetlands concern with future DOT project

To All: The ecology was done by Edwards Pittman. I will need to respond to Mr. Turner and I need an internal discussion and response to provide him. Paul/Doug -- please set a meeting with our consultant unless this can be handled by e-mail.

Susan Knudson
 Office of Environment/Location
 (404)699-4407

From: Joseph Turner [mailto:JOSEPH22_CHRISTY16@peoplepc.com]
Sent: Wednesday, March 01, 2006 8:10 PM
To: Knudson, Susan
Subject: Wetlands concern with future DOT project

Ms. Knudson,

I am emailing in an effort to reach out to someone in the ecological department to voice concerns over a proposed project. The project in question is BR-0003-00(083) Carroll County P.I. No. 0003083 - Bridge replacement on CR 837/ Sandy Flat Road.

While I am not questioning the need for a new bridge, I do question the proposed overflow bridge and it's possible impact to the wetland's current ecological state. I attended the public information meeting at the city hall offices of Bowdon, but was not impressed, nor convinced by the information available. I simply do not understand the thought process by which the project was suggested.

There were none of the individuals that completed the hydrology studies present, and there were no topographical maps to show contour elevation of the surrounding area. Without the hydrological studies, and information regarding the reservoir up stream called Lake Tisinger and it's effects on the very limited problem of flooding, I do not believe that all efforts have been made to truly understand the concerns at the proposed site. The contour elevation of the area also creates a very feasible possibility of the actual creek bed being altered and flow being redirected if the overflow bridge is built as proposed.

Another point can be made from the fact that the original plan that was produced had only the main bridge and a retaining wall on the North side to help maintain the structural integrity of the road as well as reduce any possible bottle-necking directly at the bridge location.

The last concern that I would like to voice is probably most applicable to you and your office as it relates to the possible deterioration of the existing wetlands just North of the bridge (within eyesight). I truly believe that these wetlands will be forever altered, and perhaps destroyed if this proposal becomes a reality.

I thank you for your time, and I would appreciate any further direction and help in this matter.

Sincerely,

Joseph L. Turner, B.S., C.S.C.S.

4/27/2006

Badgett, Rhonda

From: Mary Beth Reed [mbreed@newsouthassoc.com]
Sent: Monday, December 17, 2007 10:36 AM
To: Badgett, Rhonda
Cc: J.W. Joseph
Subject: Re: SOQ Submission - Cultural Resource RFQ 484-081707
Attachments: GDOT RFQ 484-81707Subconsulants.doc; ATT00001

Ms. Badgett,

Here is the requested information. Again please accept my apologies for not getting this to you sooner. If you have any questions, please don't hesitate to contact me.

Best wishes for the holiday,

Mary Beth Reed

Mary Beth Reed, President and Director of History
New South Associates
6150 East Ponce De Leon Ave.
Stone Mountain, GA 30083
Phone and voice mail: 770.498.4155 ext. 128
FAX: 770.498-3809
E-mail: mbreed@newsouthassoc.com



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

August 10, 2006

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Mr. Hurtis Ray Hosey
1721 Sandy Flat Road
Bowdon, GA 30108

Re: Project BR-0003-00(083), Carroll County - P.I. No. 0003083 – Bridge Replacement on CR 837 / Sandy Flat Road @ Big Indian Creek

Dear Mr. Hosey:

Thank you for your comments regarding Project BR-0003-00(083), the bridge replacement project over Big Indian Creek in Carroll County, GA. Your attendance at this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

Of the comments we received at the public information open house, 6 were in support of the project, 4 were opposed to the project, 0 were uncommitted, and 4 were conditional.

There were some common concerns expressed on the comment cards that were submitted. One major concern was whether or not the wooden bridge along the detour route could support emergency vehicles. The plans will be revised to show SR 166 as the detour route and not Brickyard Road; therefore, the detour will avoid the use of the wooden bridge. The other main concern was with regards to the flooding potential the overflow bridge may bring to the property on the south side of the roadway.

The existing roadway is flooded, or overtopped, by the 25-year storm. To meet GDOT's hydraulic design requirements, the roadway is being raised to remain open during a 50-year storm event. As a result of raising the roadway, a bridge is needed to pass the flow that originally went over the road. This creates a safer condition for the public. One long bridge is an option. But in situations like this, where the channel is against a valley wall and the floodplain is wide, separate bridges are more efficient, reducing bridge cost and saving taxpayer dollars. This placement reduces the distance water must travel upstream of the embankment before it reaches an opening. The overflow bridge is positioned to act as a relief structure to help pass the flow that overflows the stream banks during large events. The topographic mapping shows a small low area just upstream, north, in the floodplain, about a foot or so in depth, which matches the floodplain just downstream, south, of the roadway. The contours show what appears to be a ditch near this area north of the road. This appears to be an attempt to better drain this area. The overflow bridge will allow the local drainage and flood flow to go where it naturally went before the road was built.

In your comment, you stated that you would be in support of the project if you could get county water. The Department of Transportation does not decide who is served on the county water system. Your local county commissioner and Public Works Department can assist you regarding this matter.

If you have any questions, please call Paul F. Condit at (404) 699-4413.

Sincerely,

Harvey D. Keepler / mm

Harvey D/Keepler
State Environmental/Location Engineer

HDK/pfc

0

Georgia Department of Transportation
 Public Information Open House Comment Card
 Project BR-0003-00(083), Carroll County, P.I. No. 0003083

February 28, 2006

Please print responses.

Name Hurt's Ray Hosey

Address 1721 Sandy Flat Road Borden Ga.

Do you support the project? For Against Conditional Uncommitted

Comments If we can get County Water

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:
 Mr. Harvey D. Keepler, State Environmental/Location Engineer
 Georgia Department of Transportation
 3993 Aviation Circle
 Atlanta, GA 30336-1593

Project No. BR-0003-00(083), Carroll County
P.I. No.0003083
Bridge Replacement
CR 837/Sandy Flat Road Over Big Indian Creek

Need and Purpose: Bridge project BR-0003-00 (083) will replace the structurally deficient bridge located on CR 837/Sandy Flat Road over Big Indian Creek. The bridge sufficiency rating is 36.3. ~~The sufficiency rating, a number from 0 to 100 is a method of~~ evaluating data by calculating four separate factors to obtain a numeric value that is indicative of bridge sufficiency to remain in service. The resultant rating would range between zero, which represents an entirely insufficient or deficient bridge, and 100, which represents an entirely sufficient bridge. The Office of Bridge Maintenance has determined that any structure with a sufficiency rating less than 50 should be replaced rather than improved. This project will replace the existing bridge with a structurally adequate bridge.

Sandy Flat Road is 22.4' wide with 6' shoulders. The bridge on Sandy Flat Road over Big Indian Creek is 23.8' wide, providing insufficient shoulder width on the bridge. The substructure has paint failure with overall surface corrosion. The deck is deteriorated and cracked.

This section of Sandy Flat Road is functionally classified as a rural local road. The bridge is not on a bike route and is on a designated school bus route. The posted speed limit along this section of Sandy Flat Road is 35 mph. The bridge is located 2.5 miles SW of Bowdon and was constructed in 1973. The projected 2027 ADT for this section of roadway is 550.

CARROLL COUNTY PUBLIC WORKS

Joe Shaw, Director
Post Office Box 338 (Zip 30112)
502 Old Newnan Road
Carrollton, Georgia 30117



Telephone (770) 830-5901
Fax (770) 830-5900

November 17, 2005

Mr. Simeon J. Robinson
Wilbur Smith Associates
2835 Brandywine Road
Suite 400
Atlanta, Georgia 30341-5539

RE: Road Closure - Sandy Flat Road at Big Indian Creek,
Carroll County Proj. No. BR-0003-00 (083) / P. I. # 0003083

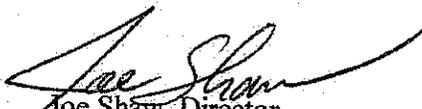
Dear Mr. Robinson:

I have reviewed your proposed detour for this project and agree with your proposal.

Since part of the proposed detour extends into Cleburne County, Alabama, I contacted county officials and they have agreed for us to use their county roads as needed. Attached is a letter from Russell T. Emrick, Cleburne County Engineer, verifying this agreement.

If additional information is needed, please advise.

Sincerely,



Joe Shaw, Director

Attachments:



CLEBURNE COUNTY

Russell T. Emrick, P.E.

Office of County Engineer
120 Vickery St., Room 207
Heflin, Alabama 36264

(256) 463-2271



November 14, 2005

Mr. Joe Shaw
P. O. Box 338
Carrollton, GA 30112

RE: Use of Cleburne County routes as detour for
Sandy Flat Bridge Project

Dear Sir:

Please feel free to use Cleburne County routes as needed for detours for local traffic on
the Sandy Flat Bridge Project.

If additional information is needed, please advise.

Sincerely,

Russell T. Emrick SR

Russell T. Emrick
County Engineer

Pc: File



Dist. Proposed
FILE

Department of Transportation

State of Georgia

2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR, P.E.
CHIEF ENGINEER
(404) 656-5277

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

February 14, 2006

Robert P. Barr, Commission Chairman
P.O. Box 338
Carrollton, GA 30112

Re: BR-0001-00(083), Carroll County
P.I. No. 0003083
Bridge replacement on CR 837/Sandy Flat Rd at Indian Creek

Dear Chairman Barr:

During the construction of the above mentioned project it will be necessary to close this section of roadway and an off-site detour will be utilized. We are requesting the County's permission to use Brickyard Road and Sandy Flat Road, as a part of the off-site detour. The use of State Line Road in Cleburn County in Alabama was approved by Mr. Russell T. Emrick - Cleburn County Engineer as per a signed detour route agreement on November 14, 2005.

Please sign below and return this letter to us if the County agrees to the use of this road as part of the necessary off-site detour.

Carroll County Commissioner Chairman

Sincerely,

DEPARTMENT OF TRANSPORTATION

By: Andrew Rikard
District 6 Planning & Programming Engineer
(770) 387-3654

For Kent L. Sager, P.E.
District 6 Engineer

KLS:AR
Attachments