

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0007047 **OFFICE** Design Policy & Support
CSBRG-0007-00(047)
Murray County
GDOT District 6 - Cartersville **DATE** 2/23/2016
SR 52 ALT Bridge Replacement @
Town Branch

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Richard Cobb, Statewide Location Bureau Chief
Andy Casey, State Roadway Design Engineer
Attn: Frank Flanders, Design Group Manager
DeWayne Comer, District Engineer
David Acree, District Preconstruction Engineer
Jun Birnkammer, District Utilities Engineer
Nicole Law, Project Manager
BOARD MEMBER - 14th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type: Bridge Replacement P.I. Number: 0007047
 GDOT District: 6 Cartersville County: Murray
 Federal Route Number: N/A State Route Number: S.R. 52 ALT
 Project Number: CSBRG-0007-00(047)

The proposed project is the replacement of the bridge (ID 213-0007-0) on SR 52 ALT and Town Branch near the city of Chatsworth located east of SR 225 and west of Treadwell Road.

Submitted for approval:

C. Andy Amy 10/15/15
 State Roadway Design Engineer Date
Albert V. Shelby III 11/9/15
 State Program Delivery Engineer Date
[Signature] 11/6/15
 GDOT Project Manager Date

Recommendation for approval

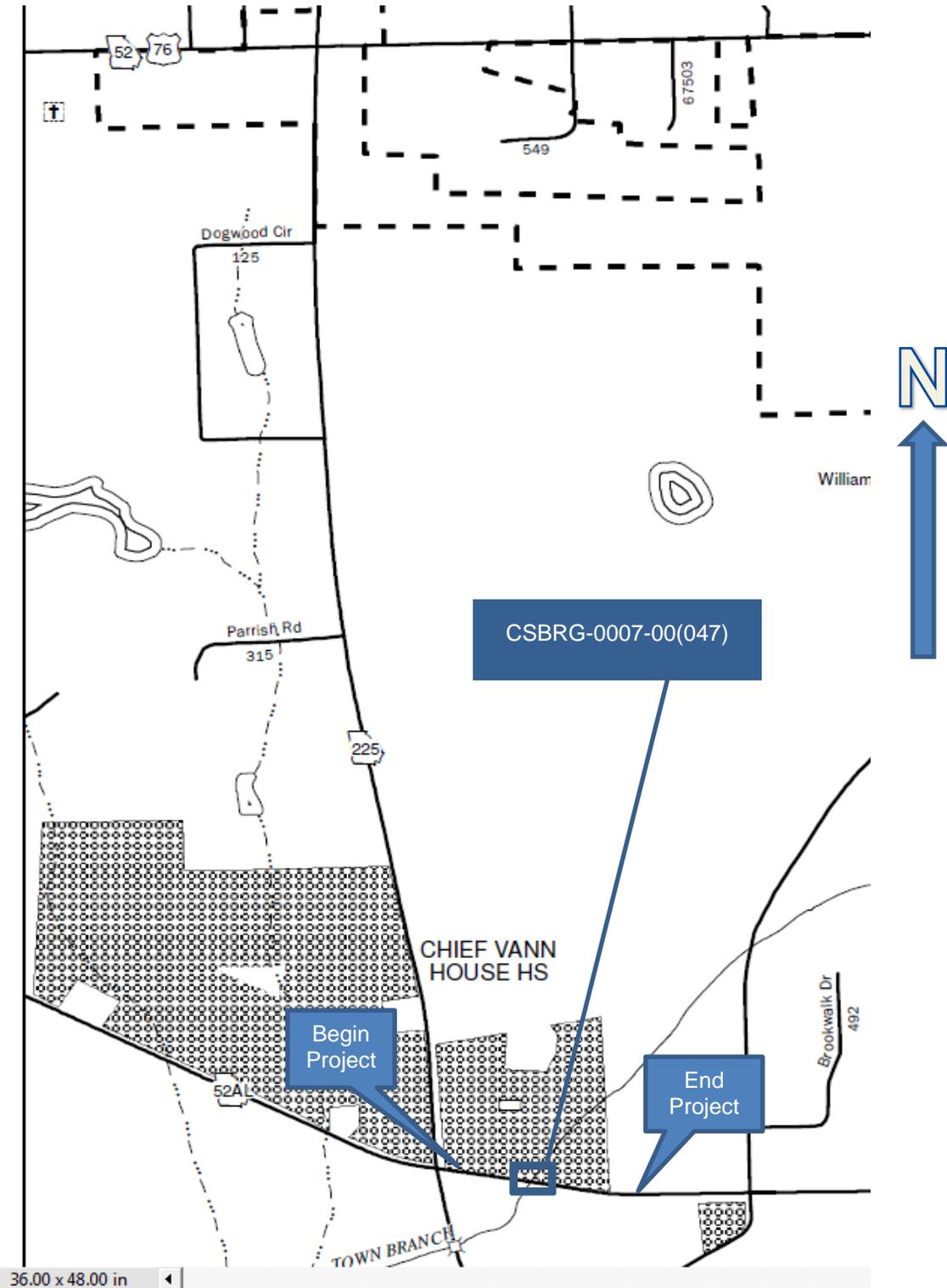
ERIC DUFF*/EKP 1/26/2016
 State Environmental Administrator Date
KEN WERTHO*/EKP 12/1/2015
 for State Traffic Engineer Date
LISA MYERS*/EKP 11/20/2015
 Project Review Engineer Date
YOLONDA PRIDE-FOSTER*/EKP 11/24/2015
 for State Utilities Engineer Date
 District Engineer
BILL DUVALL*/EKP 2/15/2016
 State Bridge Engineer Date

- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

CINDY VAN DYKE*/EKP 11/24/2015
 State Transportation Planning Administrator Date

* - RECOMMENDATION ON FILE

PROJECT LOCATION MAP



PLANNING AND BACKGROUND

Project Justification Statement (prepared by the Office of Bridges and Structures):

The bridge on SR 52 ALT Murray County over Town Branch, Structure ID 213-0007-0, was built in 1935 and widened in 1970. The original bridge consists of a single concrete flat slab span on a concrete abutment. The widened sections consist of a flat slab on steel caps on steel piles. This bridge was designed using an H-15 vehicle, which is below the current design standards. The overall condition of this bridge would be classified as fair. The bottom of the slab is in fair condition with minor concrete deterioration. The top of the slab is overlaid with 20 inches of asphalt in the original section and 12 inches in the widened sections. The original substructure is in fair condition with moderate concrete deterioration. The steel caps in the widened sections have section loss up to 1/8". Due to the structural integrity of the bridge, replacement is recommended.

Existing conditions:

The existing typical section of SR 52 ALT from just east of the intersection with SR 225 to just west of the intersection with Treadwell Road consists of two 12' travel lanes (one in each direction) and 6 foot shoulders with no sidewalks.

Other projects in the area:

PI# 631550 - Proposed SR 225 Bypass from new location at Imperial Boulevard to US 76/SR 52 – New Construction; Anticipated scope change – improvements along the existing SR 225 including intersection improvements at SR 52 ALT
PI# 0004300 - SR 560/East-West Hwy from SR 3/Whitfield to US 411/Murray – New Construction;

MPO: Greater Dalton MPO **TIP #:** N/A
This area has recently been added to Dalton MPO but does not have a MPO # yet

Regional Commission:Northwest Georgia RC

Congressional District(s): 14

Federal Oversight: PoDI Exempt State Funded Other

Projected Traffic: ADT 24 HR T: 8.5 %
Current Year (2013): 16400 Open Year (2021): 17000 Design Year (2041): 18400
Traffic Projections Performed by: GDOT Office of Planning

Functional Classification (Mainline): Urban Collector Street

Complete Streets - Bicycle, Pedestrian, and/or Transit Standard Warrants:

Warrants met: None Bicycle Pedestrian Transit

Project is on a designated State Bicycle Route(90) - Bicycle accommodations shall be considered (Project includes a bikeable shoulder and a 3'6" high S- Type concrete bridge barrier)

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? No Yes
Preliminary Pavement Type Selection Report Required? No Yes

DESIGN AND STRUCTURAL

Description of the proposed project: SR 52 ALT is a two lane rural facility with one 12- foot travel lane in each direction and 6-foot shoulders. The existing right-of-way is approximately 60 feet. The project proposes to replace bridge (ID 213-0007-0) on SR 52 ALT over Town Branch near the City of Chatsworth in Murray County, Georgia. The project begins just east of SR 225 and extends 0.4 miles eastward to just west of Treadwell Rd. The proposed typical section is two 12-foot lanes with 8-foot shoulders. The proposed right-of-way varies from approximately 60-130 feet.

Major Structures:

Structure	Existing	Proposed
ID # 213-0007-0	BRIDGE – 27 ft. span bridge with one 12 foot lane in each direction, and 2 foot shoulders. The bridge has a sufficiency rating of 47.43.	BRIDGE – Approx. 70 foot single span bridge with one 12 foot lane in each direction, and 8 foot bikeable shoulders.

Mainline Design Features: SR 52A/Urban Major Collector

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	12'	12'	12'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder or Border Area Width	6'	8'	8'
- Outside Shoulder Slope	6 %	6 %	6 %
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	BICYCLE ACCOMMODATIONS	BIKEABLE SHOULDERS
Posted Speed	45 mph		45 mph
Design Speed	45 mph	N/A	45 mph
Min Horizontal Curve Radius	N/A	643	643
Maximum Superelevation Rate	N/A	6%	6%
Maximum Grade	N/A	9%	9%
Access Control	Permitted	Permitted	Permitted
Design Vehicle	N/A	≥SU	WB-62
Pavement Type	Asphalt	N/A	Asphalt

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: N/A along the project

Lighting required: No Yes

Off-site Detours Anticipated: No Yes Undetermined

Detour Meeting was held on December 3rd, 2015. Detour is the preferred alternate because of fewer environmental/historic impacts, it is the most cost efficient alternative, and it has the lowest construction time compared to the other alternates (see alternates section of this report).

Transportation Management Plan [TMP] Required: No Yes
If Yes: Project classified as: Non-Significant Significant
TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undetermined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Horizontal Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Lateral Offset to Obstruction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. Bridge Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undetermined	Yes	Appvl Date (if applicable)
1. Access Control/Median Openings	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Intersection Sight Distance	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Skew Angle	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Median Usage	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Roundabout Illumination Levels	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Complete Streets	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. ADA & PROWAG	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. GDOT Construction Standards	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Bridge & Structural Manual	Bridges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

VE Study anticipated: No Yes Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: N/A

Utility Involvements: There will be Utility coordination. The following utility companies are known to have facilities within the project area; Atlanta Gas Light, GA Power Co, Dalton Utilities (water). GA power Co will be reimbursed for relocation.

SUE Required: No Yes Undetermined

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way (ROW): Existing width: 50-75ft. Proposed width: 60-130ft.
Required Right-of-Way anticipated: None Yes Undetermined
Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels:	<u>6</u>
Displacements anticipated:	Businesses: <u>1</u> <u>(potential)</u>
	Residences: <u>0</u>
	Other: _____
	Total Displacements: <u>1</u>

The displacement depends on how much the bridge needs to be raised based on the hydraulic study.

Location and Design approval: Not Required Required

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern:

- The Cherokee Nation
- The Chief Vann House
- Farmers of the area
- Beaver dams
- Schools busses routes

Context Sensitive Solutions Proposed:

- Contacting/ Communicating with the Cherokee Nation
- Avoiding impacts to the Chief Vann House through the Detour Alternative
- Coordinating with farmers of the area
- Incorporating meaningful public involvement including a PIOH/Detour meeting

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: **NEPA:** CE EA/FONSI EIS

MS4 Permit Compliance – Is the project located in a MS4 area? No Yes

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If work takes place within the waters then a permit will be required
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A permit likely due to the region
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Depending on how the bridge is design and the results of the environmental surveys.
6. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: A Categorical Exclusion is the anticipated environmental document for this project. Section 4(f) is anticipated due to the Chief Vann House and other potential historic resources.

Ecology: There are numerous protected aquatic species that will need to be surveyed. In addition there are protected bats and one plant species that need to be considered and possibly surveyed.

History: In compliance with Section 106 of the National Historic Preservation Act, the Department has determined that because of the nature and the scope of this undertaking, the proposed project has the potential to cause effects to historic properties. The Department has identified one National Register listed property and one National Register listed district within the proposed project’s APE – the Vann House and the Spring Place Historic District – and the State Historic Preservation Office (SHPO) has concurred with this determination in the Historic Resources Survey Report. In accordance with Section 106 of the National Historic Preservation Act, the Department will assess project effects to these historic properties as preliminary project plans become available, endeavor to minimize harm to all identified historic properties and produce an Assessment of Effects report. This document will be provided to all consulting parties for comment when completed.

Archeology: The proposed project will be surveyed for archaeological sites and the Criteria of Eligibility will be applied to any identified properties in consultation with the Georgia SHPO and other consulting parties to determine if any of those properties are eligible for inclusion in the NRHP. There is an historic cemetery east of the bridge. There are at least 13 archeological sites so far. Phase I archeological survey still in progress. They will all need SHPO concurrence. Phase II testing may be needed on a few sites (depends on required ROW).

Air Quality:

- Is the project located in a PM 2.5 Non-attainment area? No Yes
- Is the project located in an Ozone Non-attainment area? No Yes
- Carbon Monoxide hotspot analysis: Required Not Required TBD

Noise Effects: If the bridge replacement is the same as the existing then no mitigation measures will be required for air and noise.

Public Involvement: Public involvement is anticipated. A public information meeting/Detour meeting was held on December 3rd, 2015.

Major stakeholders:

- City of Chatsworth
- Murray County
- Schools – Murray County High School, Gladden Middle School, Chatsworth Elementary School, Spring Place Elementary School, Coker Elementary school
- Hospitals – Murray Medical Center, Gordon Hospital, Hamilton Medical Center, Bradford Health Services
- Chatsworth Fire Department
- Traveling Public
- Cherokee Nation
- DNR

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: Detour issues, seasonal species like bats, the abundance of beavers in the project area may have an environmental impact, and the historic Chief Vann House are issues that could potentially affect the construction schedule.

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Meeting: N/A

Concept Meeting: 9/17/15
See the attachments for the Concept Team Meeting minutes.

Other coordination to date: GDOT archeology team has coordinated multiple times with DNR throughout the phase 1 survey process

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT Office of Roadway Design
Design	GDOT Office of Roadway Design
Right-of-Way Acquisition	GDOT – District 6 Right of Way
Utility Coordination/Relocation	GDOT/Utility Owners
Letting to Contract	GDOT – Office of Bidding Administration
Construction Supervision	GDOT Office of Construction
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	HNTB and in house
Environmental Mitigation	HNTB and in house
Construction Inspection & Materials Testing	GDOT OMAT

Project Cost Estimate Summary and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	400,601.66	922,000.00	25,000.00	1,197,800.49	140,000.00	2,685,402.15
Date of Estimate	06/29/07	10/28/15	10/01/15	01/20/16	9/23/15	

*CST Cost includes: Construction, Contingencies and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative (ALT 1): Replace Existing Bridge in place with an Offsite Detour along US 76			
Estimated Property Impacts:	6	Estimated Cst. Cost:	\$1,197,800.49
Estimated ROW Cost:	\$922,000.00	Estimated Cst. Time:	12 months
Rationale: This is the most preferred alternate because of the low cost, short construction duration and fewest impacts to environmental resources. The proposed detour is only 0.87 miles long and it is comprised of multilane state routes with signalized intersections at turning locations.			

No-Build Alternative: Retain the existing 2-lane bridge on SR 52 ALT over Town Branch			
Estimated Property Impacts:	0	Estimated Cst. Cost:	\$0
Estimated ROW Cost:	\$0	Estimated Cst. Time:	0
Rationale: This alternative was not selected because the bridge will continue to deteriorate and could become a more significant problem in the future.			

Alternative 2: Build a Temporary Bridge around the existing bridge to maintain traffic while replacing Existing Bridge in place. The temporary bridge will be demolished and traffic will resume through the new bridge.			
Estimated Property Impacts:	8	Estimated Cst. Cost:	\$1,889,056.03
Estimated ROW Cost:	\$1,701,000.00	Estimated Cst. Time:	18 months
Rationale: This alternative was not selected because it has higher cost, longer construction duration, more potential property displacements, and more impacts to environmental resources than the preferred alternate. The attached layout shows this alternative to be on the south and north of the existing alignment but study was done only for the south one because of the big impacts to the Chief Vann House that the north alignment could cause.			

Alternative 3: Permanent Bridge Realignment North/South of the Existing Bridge. Traffic continues to flow on the Existing Bridge during construction.			
Estimated Property Impacts:	10	Estimated Cst. Cost:	\$2,271,397.12
Estimated ROW Cost:	\$2,425,000.00	Estimated Cst. Time:	18 months
Rationale: This alternate was not selected because of its higher cost, longer construction duration, more potential property displacements, and more impacts to environmental resources than the preferred alternate. The attached layout shows this alternate to be on the south and north of the existing alignment but study was done only for the south one because of the big impacts to the Chief Vann House that the north alignment could cause.			

LIST OF ATTACHMENTS/SUPPORTING DATA

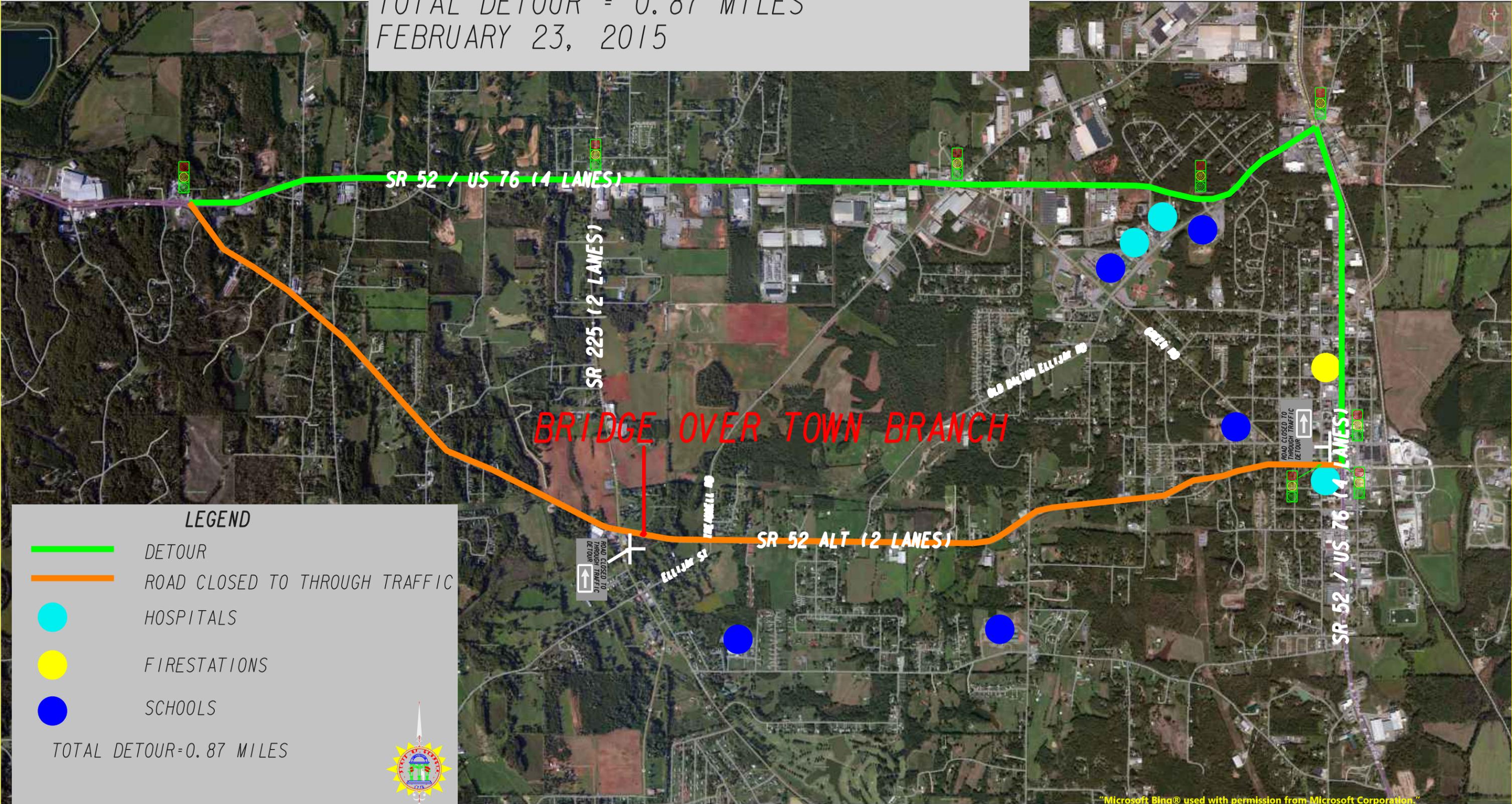
1. Concept Layout
 - a. Detour layout
 - b. Possible Alternates
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Contingencies
 - b. Completed Liquid AC Cost Adjustment forms
 - c. Right-of-Way
 - d. Utilities
 - e. Environmental Mitigation (EPD, etc.)
4. Crash summaries
5. Traffic diagrams
6. S I & A Report(s)
7. Minutes of Concept meeting
8. Summary of Detour/PIOH/Section 4(f) meeting

APPROVALS

Concur: *Alan Pikel* 12-19-16
Director of Engineering Date

Approve: *Margaret B. Pikel* 2-22-16
Chief Engineer Date

PI# 0007047 SR 52 ALT @ TOWN BRANCH
OFFSITE DETOUR CONCEPT
TOTAL DETOUR = 0.87 MILES
FEBRUARY 23, 2015



LEGEND

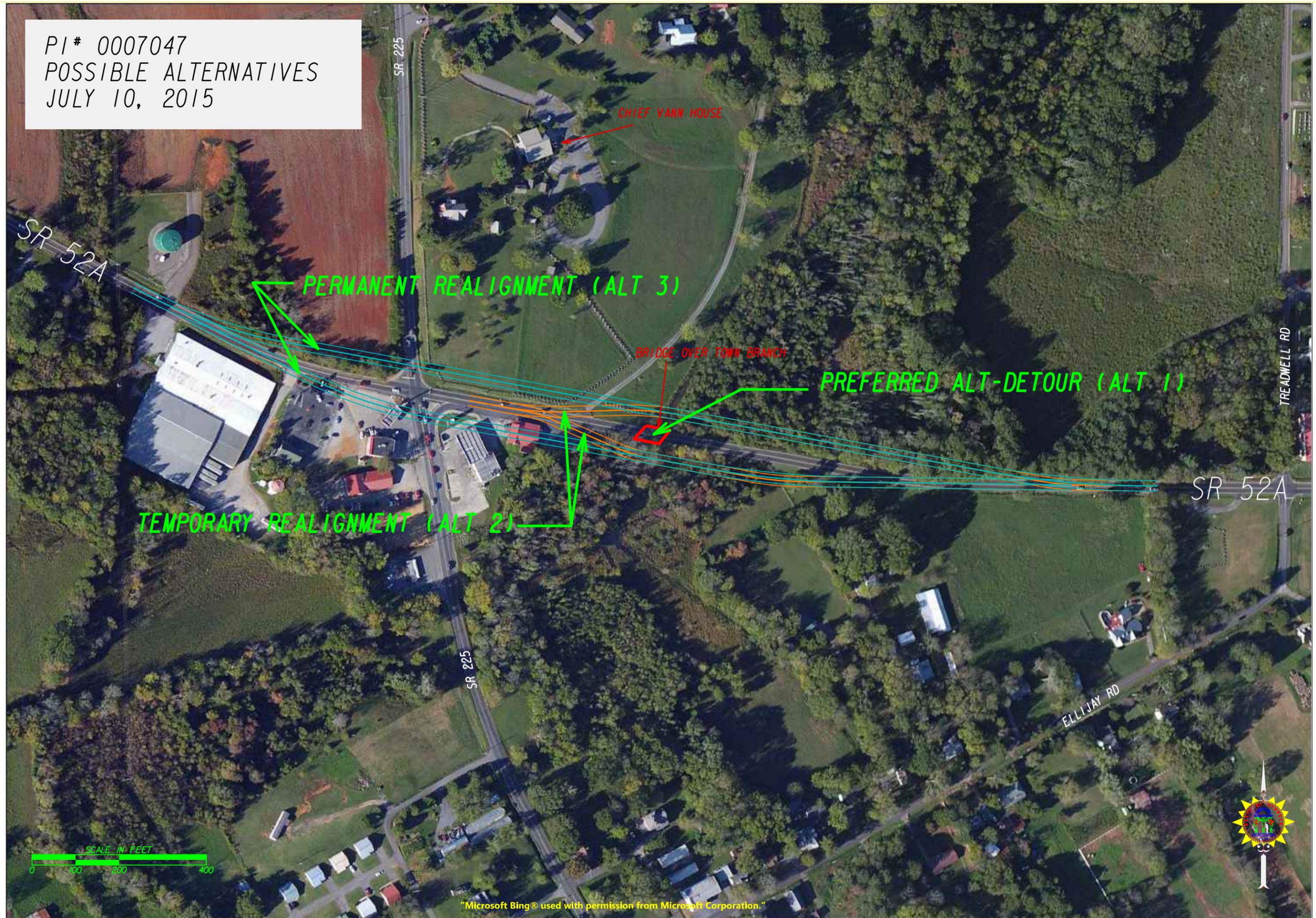
- DETOUR
- ROAD CLOSED TO THROUGH TRAFFIC
- HOSPITALS
- FIRE STATIONS
- SCHOOLS

TOTAL DETOUR=0.87 MILES



"Microsoft Bing® used with permission from Microsoft Corporation."

PI# 0007047
POSSIBLE ALTERNATIVES
JULY 10, 2015



CHIEF VANN HOUSE

PERMANENT REALIGNMENT (ALT 3)

BRIDGE OVER TOWN BRANCH

PREFERRED ALT-DETOUR (ALT 1)

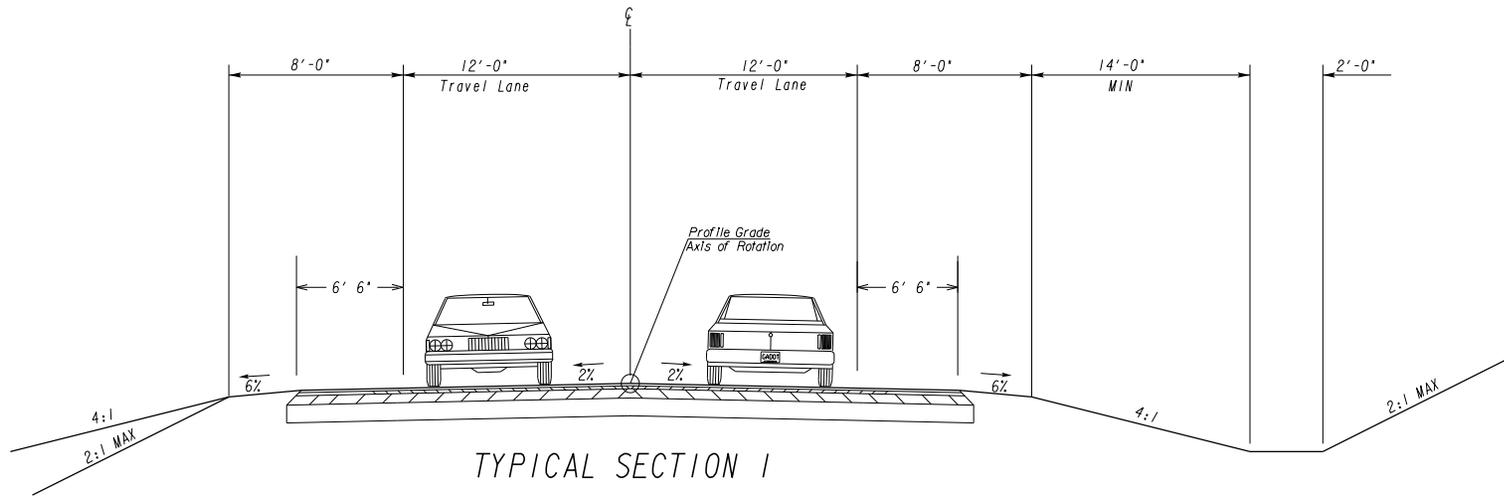
TEMPORARY REALIGNMENT (ALT 2)

SCALE IN FEET
0 100 200 400



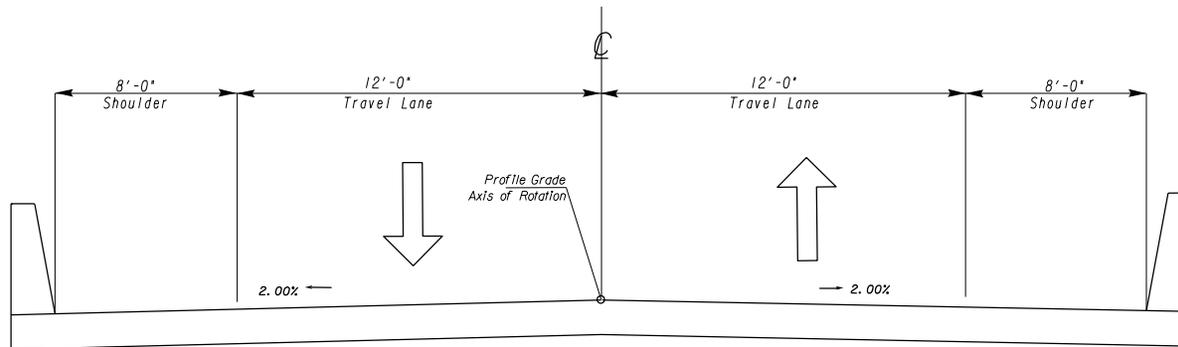
PI # 0007047 SR 52 ALT OVER TOWN BRANCH

SR 52 A ROADWAY SECTION



TYPICAL SECTION 1
TANGENT SECTION- FULL DEPTH - NORMAL CROWN

SR 52 ALT BRIDGE SECTION



TYPICAL SECTION 2
BRIDGE OVER TOWN BRANCH

DETAILED COST ESTIMATE



Job: 0007047_ALT1

JOB NUMBER 0007047_ALT1

FED/STATE PROJECT NUMBER

SPEC YEAR: 13

DESCRIPTION: SR 52 AL @ TOWN BRANCH
DETOUR

ITEMS FOR JOB 0007047_ALT1

0100 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0045	150-1000	1.000	LS	\$40,000.00000	TRAFFIC CONTROL - 1	\$40,000.00
0050	153-1300	1.000	EA	\$80,665.38118	FIELD ENGINEERS OFFICE TP 3	\$80,665.38
0030	210-0100	1.000	LS	\$350,000.00000	GRADING COMPLETE - 0007047	\$350,000.00
0020	310-1101	1079.850	TN	\$24.43368	GR AGGR BASE CRS, INCL MATL	\$26,384.71
0009	402-1812	100.000	TN	\$95.67173	RECYL AC LEVELING,INC BM&HL	\$9,567.17
0015	402-3121	452.220	TN	\$88.41540	RECYL AC 25MM SP,GP1/2,BM&HL	\$39,983.21
0005	402-3130	135.670	TN	\$70.37217	RECYL AC 12.5MM SP,GP2,BM&HL	\$9,547.39
0010	402-3190	180.890	TN	\$99.98637	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$18,086.53
0029	413-0750	131.560	GL	\$4.74464	TACK COAT	\$624.20
0055	433-1000	247.000	SY	\$165.97697	REINF CONC APPROACH SLAB	\$40,996.31
0085	446-1100	56.000	LF	\$8.12581	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	\$455.05
0060	632-0003	8.000	EA	\$7,629.73333	CHANGEABLE MESS SIGN,PORT,TP 3	\$61,037.87
0065	641-1100	90.000	LF	\$73.32248	GUARDRAIL, TP T	\$6,599.02
0070	641-1200	1350.000	LF	\$19.60219	GUARDRAIL, TP W	\$26,462.96
0075	641-5001	2.000	EA	\$881.15153	GUARDRAIL ANCHORAGE, TP 1	\$1,762.30
0080	641-5012	2.000	EA	\$2,062.39462	GUARDRAIL ANCHORAGE, TP 12	\$4,124.79
SUBTOTAL FOR ROADWAY:						\$716,296.89

DETAILED COST ESTIMATE



Job: 0007047 ALT1

0200 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0180	163-0232	1.000	AC	\$244.60206	TEMPORARY GRASSING	\$244.60
0185	163-0240	16.000	TN	\$319.92982	MULCH	\$5,118.88
0090	163-0300	2.000	EA	\$1,346.11528	CONSTRUCTION EXIT	\$2,692.23
0095	163-0520	40.000	LF	\$21.05547	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	\$842.22
0100	163-0527	15.000	EA	\$314.84553	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	\$4,722.68
0105	163-0528	400.000	LF	\$3.40633	CONSTR AND REM FAB CK DAM -TP C SLT FN	\$1,362.53
0110	163-0541	1.000	EA	\$730.63823	CONSTR & REM ROCK FILTER DAMS	\$730.64
0115	163-0542	2.000	EA	\$786.38188	CONSTR & REM STONE FILTER RING	\$1,572.76
0120	163-0550	2.000	EA	\$161.75119	CONS & REM INLET SEDIMENT TRAP	\$323.50
0125	165-0030	500.000	LF	\$0.84070	MAINT OF TEMP SILT FENCE, TP C	\$420.35
0130	165-0041	150.000	LF	\$2.27337	MAINT OF CHECK DAMS - ALL TYPES	\$341.01
0135	165-0101	2.000	EA	\$676.11898	MAINT OF CONST EXIT	\$1,352.24
0140	165-0105	2.000	EA	\$76.75600	MAINT OF INLET SEDIMENT TRAP	\$153.51
0145	165-0110	1.000	EA	\$298.80868	MAINT OF ROCK FILTER DAM	\$298.81
0150	165-0111	2.000	EA	\$210.87474	MAINT OF STONE FILTER RING	\$421.75
0155	167-1000	2.000	EA	\$245.97886	WATER QUALITY MONITORING AND SAMPLING	\$491.96
0160	167-1500	12.000	MO	\$571.46928	WATER QUALITY INSPECTIONS	\$6,857.63
0165	171-0030	1000.000	LF	\$3.09160	TEMPORARY SILT FENCE, TYPE C	\$3,091.60
0170	603-2024	20.000	SY	\$51.68424	STN DUMPED RIP RAP, TP 1, 24	\$1,033.68
0175	603-7000	20.000	SY	\$4.55589	PLASTIC FILTER FABRIC	\$91.12
0190	700-6910	1.000	AC	\$841.62716	PERMANENT GRASSING	\$841.63
0195	700-7000	3.000	TN	\$81.19403	AGRICULTURAL LIME	\$243.58
0200	700-8000	2.000	TN	\$513.98876	FERTILIZER MIXED GRADE	\$1,027.98
0205	700-8100	100.000	LB	\$2.80524	FERTILIZER NITROGEN CONTENT	\$280.52
SUBTOTAL FOR EROSION CONTROL:						\$34,557.41

0300 - SIGNING AND MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0210	636-1020	90.000	SF	\$16.33411	HWY SGN,TP1MAT,REFL SH TP3	\$1,470.07
0215	636-2070	90.000	LF	\$9.68560	GALV STEEL POSTS, TP 7	\$871.70
0220	653-1501	403.000	LF	\$0.96352	THERMO SOLID TRAF ST 5 IN, WHI	\$388.30
0225	653-1502	403.000	LF	\$0.73412	THERMO SOLID TRAF ST, 5 IN YEL	\$295.85
0230	657-1054	97.000	LF	\$3.59420	PRF PL SD PVMT MKG,5,WH,TP PB	\$348.64
0235	657-6054	97.000	LF	\$3.67074	PRF PL SD PVMT MKG,5,YW,TP PB	\$356.06
SUBTOTAL FOR SIGNING AND MARKING:						\$3,730.62

0400 - BRIDGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0240	540-1101	1.000	LS	\$36,260.00000	REM OF EX BR, STA NO - STA NO - 22+35	\$36,260.00
0245	543-9000	1.000	LS	\$235,000.00000	CONSTR OF BRIDGE COMPLETE - STA NO - 22+32	\$235,000.00
SUBTOTAL FOR BRIDGE:						\$271,260.00

0500 - DRIANAGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0035	550-1180	37.730	LF	\$49.29143	STM DR PIPE 18,H 1-10	\$1,859.77
0040	550-1240	60.000	LF	\$58.82596	STM DR PIPE 24,H 1-10	\$3,529.56
SUBTOTAL FOR DRIANAGE:						\$5,389.33

DETAILED COST ESTIMATE



Job: 0007047_ALT1

TOTALS FOR JOB 0007047_ALT1

ITEMS COST:	\$1,031,234.25
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$1,031,234.25
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$1,031,234.25

PROJ. NO.: CSBRG-0007-00(047)

P.I. NO. 0007047

DATE: 1/20/2016

Alternative 1 DETOUR

Base Construction Cost		\$ 1,031,234.25	From CES Report
Construction Contingency	15%	\$ 154,685.14	
Subtotal Construction Cost		<u>\$ 1,185,919.39</u>	
Liquid AC Adjustment (50 % cap)		\$ 11,881.10	
Total Construction Cost		<u>\$ 1,197,800.49</u>	

PROJ. NO. CSBRG-0007-00(047)
P.I. NO. 0007047
DATE 10/8/2015

CALL NO. 9/29/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Sep-15	\$ 2.289
DIESEL		\$ 2.569
LIQUID AC		\$ 450.00

Link to Fuel and AC Index:
<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				11728.53	\$	11,728.53
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	720.00		
Monthly Asphalt Cement Price month project let (APL)			\$	450.00		
Total Monthly Tonnage of asphalt cement (TMT)				43.439		

ASPHALT	Tons	%AC	AC ton
Leveling	100	5.0%	5
12.5 OGFC	0	5.0%	0
12.5 mm	135.67	5.0%	6.7835
9.5 mm SP	0	5.0%	0
25 mm SP	452.22	5.0%	22.611
19 mm SP	180.89	5.0%	9.0445
	868.78		43.439

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	152.57	\$	152.57
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	720.00			
Monthly Asphalt Cement Price month project let (APL)			\$	450.00			
Total Monthly Tonnage of asphalt cement (TMT)				0.565063477			

Bitum Tack

Gals	gals/ton	tons
131.56	232.8234	0.56506348

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)					\$	0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	720.00				
Monthly Asphalt Cement Price month project let (APL)			\$	450.00				
Total Monthly Tonnage of asphalt cement (TMT)				0				

Bitum Tack

	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT \$ **11,881.10**

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0007-00(047) OFFICE Cartersville
SR 52 Alt @ Town Branch Bridge
P.I. No. 0007047 DATE October 1, 2015
JBB
FROM Jun Birnkammer, District Utilities Engineer
TO Albert Shelby, State Program Delivery Engineer
ATTN: Nicole Law, Project Manager
SUBJECT PRELIMINARY UTILITY COST ESTIMATE – Preferred Alternative - Detour Route

We are furnishing you with a Preliminary Utility Cost estimate for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON- REIMBURSABLE	REIMBURSABLE
Atlanta Gas Light Co.	\$ 331,000.00	
Georgia Power Co. (Dist.)		\$ 25,000.00
Dalton Utilities – Water	\$ 179,000.00	
Totals	\$ 510,000.00	\$ 25,000.00

Total Preliminary Utility Cost Estimate \$ 535,000.00

If you have any questions, please contact Jennifer Deems at 678-721-5323.

JB/jd

C: Lee Upkins, State Utilities Engineer (via e-mail)
File/Estimating Book

Gorduk, Iris

From: Westberry, Lisa
Sent: Wednesday, September 23, 2015 3:38 PM
To: Gorduk, Iris
Cc: Dollar, Robert (Bobby); Robertson, Elliott S; Woods, Sam; Law, Nicole
Subject: FW: 0007047_Concept_Env Mitigation Cost Estimate
Attachments: 0007047_Prelim_ROW_Alts.pdf

Good afternoon Iris,

As requested, the Office of Environmental Services we are furnishing you with the preliminary cost estimate for the subject project. The project will improve the intersection of SR 52A and SR 225 in Murray County. After reviewing the preliminary layout, USDA soil survey, and the National Wetland Inventory map, the project is anticipated to have impacts to waters of the U.S.. The estimated costs for mitigation credits is \$140,000. Please note that the information provided is based solely on a desktop review of the information available. A more detailed and accurate estimate can be determined once the ecology field surveys have been completed.

If you should have any questions or need additional information, do not hesitate to contact me. Thank you.

Lisa Westberry | Special Projects Coordinator | Office of Environmental Services | 600 West Peachtree Street, NW | Atlanta, GA 30308 | 404-631-1772

 Please consider the environment before you print this email.

From: Gorduk, Iris
Sent: Wednesday, September 23, 2015 1:37 PM
To: Robertson, Elliott S; Dollar, Robert (Bobby)
Cc: Westberry, Lisa; Woods, Sam; Law, Nicole
Subject: 0007047_Concept_Env Mitigation Cost Estimate

Good Afternoon,

The PDF attached to this email contains layouts for the 3 alternatives that are being considered for PI# 0007047. In order to finalize the Concept Report, the Environmental Mitigation Cost Estimate is needed. Please provide this estimate for the preferred alternate (Detour) as a minimum but, if possible, provide it for all the 3 alternates.

We are trying to have the complete project report ready with its attachments by October 2nd, 2015. Let us know if it is possible for you to send us the estimates by this date.

Thanks for your help and please contact us if you have any question.

Thanks

Iris Gorduk, E.I.T.

Civil Engineer 3

Office of Roadway Design
Georgia Department of Transportation
600 West Peachtree Street NW
Atlanta, GA 30308
Phone: 404 631 1720
Fax: 404 631 1947

PI# 0007047 Crash Data Table

Year	# of Crashes	Crash Rate (Per 100 Million VMT)		# of Injuries	Injury Rate (Per 100 Million VMT)		# of Fatalities	Fatality Rate (Per 100 Million VMT)	
		Statewide	SR 52 A		Statewide	SR 52 A		Statewide	SR 52 A
2010	3	438	9	0	104	0	0	1.04	0
2011	9	443	28	4	98	12	0	1.10	0
2012	7	514	22	0	110	0	0	1.09	0
2013	8	455	25	0	93	0	0	0.88	0
2014	4	422	12	0	84	0	0	0.73	0
Total	31	--	--	0	--	--	0	--	--

Source: GDOT Accident Information System
VMT = vehicle miles travelled

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0007-00(047), Murray County
P.I. # 0007047

OFFICE Planning

DATE December 8, 2014

FROM Cynthia VanDyke, State Transportation Planning Administrator

TO Albert Shelby, State Program Delivery Engineer
Attention: Nicole S. Law

SUBJECT Traffic Assignments for SR 52 at Town Branch

We are furnishing estimated Traffic Assignments for the above project as follows:

No Build = Build

2013 ADT	16400
2013 DHV	1580
2021 ADT	17000
2021 DHV	1620
2041 ADT	18400
2041 DHV	1765
K	9.6%
D	55%
T	5.5%
S.U.	3%
COMB.	2.5%
24 HOUR T	8.5%
S.U.	4.25%
COMB.	4.25%

If you have any questions concerning this information please contact Dan Funk at (404) 631-1959.

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:213-0007-0

Murray

SUFF. RATING: 47.40

Location & Geography

Structure ID: 213-0007-0
 200 Bridge Information: 07
 *6A Feature Int: TOWN BRANCH
 *6B Critical Bridge:
 *7A Route No Carried: SR00052
 *7B Facility Carried: SR 52 ALT.
 9 Location: IN SPRING PLACE
 2 Dot District: 4841600000 - D6 District Six Cartersville
 207 Year Photo: 2014
 *91 Inspection Frequency: 24 Date: 02/18/2014
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 60 Date: 08/26/2013
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 72808
 *5 Inventory Route(O/U): 1
 Type: 3 - State
 Designation: 2- Alternate
 Number: 00052
 Direction: 0. Not applicable
 *16 Latitude: 34.0000- 45.7020 HMMS Prefix:SR
 *17 Longitude: 84.0000- 49.2222 HMMS Suffix:00
 MP: 2.33
 98 Border Bridge: % Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0- The Feature is not a STRAHNET route.
 12 Base Highway Network: 1
 13A LRS Inventory Route: 21310052
 13B Sub Inventory Route: 0.00
 *101 Parallel Structure: N. No parallel structure exists
 *102 Direction of Traffic: 2- Two Way
 *264 Road Inventory Mile Post: 002.39
 *208 Inspection Area: Area 06 Initials: AWA
 Engineer's Initials: rbd
 * Location ID No: 213-00052A-002.33E

*104 Highway System: 1-Inventory Route is on the NHS
 *26 Functional Classification: 7- Rural - Major Collector
 *204 Federal Route Type: S - Secondary. No: 01023
 105 Federal Lands Highway: 0. Not applicable
 *110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0- Not Applicable
 *19 Bypass Length: 5
 *20 Toll: 3- On a Free Road or Non-Highway
 *21 Maintenance: 01-State Highway Agency.
 *22 Owner: 01-State Highway Agency.
 *31 Design Load: 2- H 15
 37 Historical Significance: 5- Not eligible for the National Register of Historic Places
 205 Congressional District: 9 - NINE
 27 Year Constructed: 1935
 106 Year Reconstructed: 1970
 33 Bridge Median : 0-None
 34 Skew: 35
 35 Structure Flared: No
 38 Navigation Control: 0- Navigation is not controlled by an Agency
 213 Special Steel Design: 0- Not applicable or other
 267 Type of Paint: 3- Epoxy Mastic.
 *42 Type of Service On: 1-Highway
 Type of Service Under: 5-Waterway
 214 Movable Bridge: 0
 203 Type Bridge: 0 - Multip - N. Steel-Co A. No Bear- O. Concrete
 259 Pile Encasement 0
 *43 Structure Type Main: 1-Concrete 1-Slab
 45 No.Spans Main: 1
 44 Structure Type Appr: 0- Other 0- Other
 46 No Spans Appr: 0
 226 Bridge Curve Horz 0 Vert: 0.00
 111 Pier Protection N - Navigation Control item coded 0, or Feature not a waterway
 107 Deck Structure Type:
 108 Wearing Structure Type:
 Membrane Type:
 Deck Protection:

Signs & Attachments

225 Expansion Joint Type: 02- Open or sealed concrete joint (silicone sealant).
 0- None.
 242 Deck Drains:
 243 Parapet Location: 0- None present.
 Height: 0.00
 Width: 0.00
 238 Curb Height: 0
 Curb Material: 0- None.
 239 Handrail 2- Steel. 2- Steel.
 *240 Median Barrier Rail: 0- None.
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 0- None.
 Fwr: 0- None.
 Oppo. Dir. Rear: 0- None.
 Oppo. Fwr: 0- None.
 244 Approach Slab 0- None.
 224 Retaining Wall: 0- None.
 233 Posted Speed Limit: 45
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazard Boards: 1
 237 Utilities Gas: 22- Bottom Right.
 Water: 00- Not Applicable
 Electric: 00- Not Applicable
 Telephone: 00- Not Applicable
 Sewer: 00- Not Applicable
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0- Not
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:213-0007-0

Programming Data		Measurements:		65 Inventory Rating Method:	2-Allowable Stress (AS)
201 Project No:	DOT MAINTENANCE	*29 ADT	5130 Year:2012	63 Operating Rating Method:	2-Allowable Stress (AS)
202 Plans Available:	0- No Plans Available.	109 %Trucks:	1	66 Inventory Type:	2 - HS loading. Rating: 21
249 Prop Proj No:	BRG-0007-00(047)	* 28 Lanes On:	2 Under:0	64 Operating Type:	2 - HS loading. Rating: 52
250 Approval Status:	0000	210 No. Tracks On:	00 Under:00	231 Calculated Loads:	
251 PI Number:	0007047	* 48 Max. Span Length	27	H-Modified:	20 0
252 Contract Date:	02/01/1901	* 49 Structure Length:	27	HS-Modified:	25 0
260 Seismic No:	00000	51 Br. Rwdy. Width	29.60	Type 3:	28 0
75 Type Work:	34- Widening 1- Work to be done by contract with deck	52 Deck Width:	30.20	Type 3s2:	40 0
94 Bridge Imp. Cost:	\$105	* 47 Tot. Horiz. Cl:	30	Timber:	36 0
95 Roadway Imp. Cost:	\$11	50 Curb / Sidewalk Width	0.00 / 0.00	Piggyback:	40 0
96 Total Imp Cost:	\$158	32 Approach Rdwy. Width	26	261 H Inventory Rating:	15
76 Imp Length:	238	*229 Shoulder Width:		262 H Operating Rating	31
97 Imp Year:	2013	Rear Lt:	2.00 Type:2 - Rt:2	67 Structural Evaluation:	
114 Fureur ADT:	7695 Year:2032	Fwd. Lt:	2.00 Type:2 - Rt:2	58 Deck Condition:	5 - Fair Condition
Hydraulic Data		Pavement Width:		59 Superstructure Condition:	5 - Fair Condition
215 Waterway Data:		Rear:	22.00 Type: 2- Asphalt.	* 227 Collision Damage:	0
High Water Elev:	0000.0 Year:1900		22.00 Type: 2- Asphalt.	60A Substructure Condition:	5 - Fair Condition
Flood Elev:	0000.0 Freq:00	Intersaction Rear:	1 Fwd: 0	60B Scour Condition:	7 - Good Condition
Avg Streambed Elev:	0000.0	36 Safety Features Br. Rail:	3- Inspected feature exists but does not meet current or construction data standards	60C Underwater Condition	6 - Satisfactory Condition
Drainage Area:	00000	Transition:	0- Does not meet standards	71 Waterway Adequacy:	6-Equal to present minimum criteria.
Area of Opening:	000060	App. G. Rail:	3- Inspected feature exists but does not meet current or construction data standards	61 Channel Protection Cond.:	7
113 Scour Critical	U. No Load Rating; no scour critical data entered.	App. Rail End:	0- Does not meet standards	68 Deck Geometry:	
216 Water Depth:	04.0 Br.Height:04.2	53 Minimum Cl. Over:	99'99"	69 UnderClr. Horz/Vert:	
222 Slope Protection:	0	Under:	N- Feature not a highway or railroad. 0.00'0.00"	72 Appr. Alignment:	8-No reduction of vehicle operating speed required.
221 Spur Dikes Rear	0 Fwd:0	*228 Minimum Vertical Cl		62 Culvert:	N - Not Applicable
219 Fender System	0- None.	Act. Odm Dir.:	99 ' 99"	Posting Data	
220 Dolphin:		Oppo. Dir:	99' 99"	70 Bridge Posting Required	5. Equal to or above legal loads
223 Culvert Cover:	000	Posted Odm. Dir:	00' 00"	41 Struct Open, Posted, CL:	A. Open, no restriction
Type:	0- Not Applicable	Oppo. Dir:	00'00 "	* 103 Temporary Structure:	0
No. Barrels:	0	55 Lateral Undercl. Rt:	N- Feature not a highway or railroad. 0.00	232 Posted Loads	
Width:	0.00 Height:0	56 Lateral Undercl. Lt:	0.00	H-Modified:	00
Length:	0 Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0	HS-Modified:	00
*265 U/W Insp. Area	2 Diver:JWO	39 Nav Vert Cl:	000 Horiz:0	Type 3:	00
*Location ID No:	213-00052A-002.33E	116 Nav Vert Cl Closed:	000	Type 3s2:	00
		245 Deck Thickness Main	12.00	Timber:	00
		Deck Thick Approach:	0.00	Piggyback	00
		246 Overlay Thickness:	20.50	253 Notification Date:	02/01/1901
		212 Year Last Painted:	Sup:0000 Sub:1970	258 Fed Notify Date:	02/01/1901

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

MEETING SUMMARY

DATE: October 6, 2015

LOCATION: D6-Cartersville Conference Room
 SUBJECT: SR 52 ALT @ Town Branch
 P.I. 0007047

ATTENDEES:

Name	Organization	Phone No.	Email Address
Nicole S. Law	GDOT – Office of Program Delivery	404-631-1723	nlaw@dot.ga.gov
Keith Posey	GDOT – Office of Design Policy & Support	404-631-1219	kposey@dot.ga.gov
Melvin Brown	HNTB	404-946-5738	msbrown@HNTB.com
Bobby Dollar	GDOT – Office of Environmental Services	404-631-1920	rdollar@dot.ga.gov
Elliott Robertson	GDOT – Office of Environmental Services	404-631-1190	erobertson@dot.ga.gov
Iris Gorduk	GDOT – Office of Roadway Design	404-631-1720	igorduk@dot.ga.gov
Sam Woods	GDOT – Office of Roadway Design	404-631-1628	swoods@dot.ga.gov
Jason Hightower	GDOT – D6 Road Design	678-721-5260	jhightower@dot.ga.gov
Cherie Marsh	GDOT–D6 Preconstruction	678-721-5257	cmarsh@dot.ga.gov
Tyler Lumsden	GDOT – Office of Engineering Services	770-630-2588	tlumsden@dot.ga.gov
Glenn Warlick	GDOT – District 6 Maintenance	706-272-2211	gwarlick@dot.ga.gov
Siska Williams	GDOT – Office of Environmental Services	404-631-1085	siwilliams@dot.ga.gov
Dee Corson	D6-Traffic Operations	678-721-5288	dcorson@dot.ga.gov
David Acree	D6-Preconstruction	770-387-3614	decree@dot.ga.gov

DISCUSSION:

General Discussion:

The meeting was opened by Nicole with a general explanation of the meeting purpose and a brief introduction to the project, then the meeting was turned over to Sam to facilitate going through the Concept Report. Sam started the discussion speaking about the potential detour route. He went over the detour layout and pointed out all the networks that connect to SR 52Alt. He spoke about the Environmental impacts and showed some of the wetland issues in the area through Google Maps. The general consensus was that the detour/PIOH meeting together and earlier than scheduled.

Bridge Design:

There was not a Bridge Design representative in the meeting to discuss the bridge concerns.

Design Policy & Support:

Keith suggested that the Limited Scope concept form could be filled out if the team wanted to change over to that form. The traffic need to be updated to the 2013 counts before turning in the report. Bike-able shoulders need to be placed in the bike lane section of the report. He suggested listing any coordination of meetings previously held and proposed to be held in the report and submit the report listing the date of the Detour meeting.

Environmental:

The Bat assessment is scheduled for the month of October, SHPO concurred with the History assessment. Siska stated that a Phase I will be completed in February/March, Phase II will only start once plans are received and will potentially begin late 2016. A nationwide Permit along with a NOI is needed. The noise section is exempt. Bobby suggested adding seasonal surveys. Melvin asked about the Environmental boundary and the culverts shown within the boundary. He asked if the plan for this project includes updating the culverts, to which the response to updating the culverts is no. Make sure to add the nearby businesses, DNR, and the Cherokee Nation to the major stakeholders section.

Preconstruction:

Cherie stated that Murray County is now a part of the MPO

ROW:

If the Detour alignment (the Preferred route) is chosen then ROW is not required, if the bridge has to be permanently realigned then there will be three impacts.

Remove the Temporary State Route Needed section and any other areas that do not apply to this project from the report, if this report format is used.

Transcribed by: Nicole Law

Design Notebook Copy Project File Copy



January 20, 2016

Name
Address
City, State, Zip

Re: Responses to Open House Comments for PI#(s): 0007047, Murray County, State Route (SR) 52 Alternate @
Town Branch

«GreetingLine»

Thank you for your comments concerning the proposed project referenced above. We appreciate your participation and all of the input that was received as a result of the December 3, 2015 Public Information, Section 4(f) and Detour Open House. Every written comment received and verbal comment given to the court reporter will be made part of the project's official record.

A total of 33 people attended the open house. Of the **nine (9)** respondents who formally commented, **three (3)** were in **support** of the project, **two (2)** were **opposed**, **one (1)** was **uncommitted**, and **three (3)** expressed **conditional support**.

The attendees of the open house and those persons sending in comments within the comment period raised the following questions and concerns. The Georgia Department of Transportation (GDOT) has prepared this one response letter that addresses all comments received so that everyone can be aware of the concerns raised and the responses given. Please find the comments summarized below (in *italics*) followed by our response.

- *Restrict the use of SR 52 Alt to cars only from US 76 to Hwy 411.*

Thank you for your comment. GDOT does not restrict truck traffic on State Routes unless the bridge cannot properly support vehicles of that size. If there are bridges identified as structurally deficient, and posted for weight restrictions, then those bridges are programmed for replacement.

- *The beavers in the area are causing major flooding and need to be removed.*

Beaver management is not a part of the Georgia Department of Transportation's responsibility for this project. However, should you require assistance in beaver management and control, please contact the Georgia Department of Natural Resources (GDNR) - Wildlife Resources Division (WRD) - Game Management Section - Region I Armuchee (706) 295-6041.

- *Traffic backing up at the intersection of Hwy 225. A red light is needed at the intersection of SR 225 and SR 52 Alt.*

The construction limits for this project do not extend to the intersection; thus intersection improvements, including the installation of a red light, are outside the scope of this project. If improvement is warranted,

another project will have to be programmed to address those concerns. However, these comments will be forwarded to the District and State Traffic offices to review the operations of the intersection.

Additionally, a request for a traffic signal study could be made by the local government to the GDOT District 6 Traffic Operations Office located in Cartersville, GA. The study would include many different aspects of the intersection including; traffic conditions, traffic volumes, pedestrian characteristics, physical characteristics of the roadway, and the Engineer's conclusion & recommendations. In order to obtain approval, the study must include an analysis showing that a traffic signal would improve the safety and operations of the intersection. Please refer to GDOT's Traffic Signals Public Information Document located at:

<http://www.dot.ga.gov/DriveSmart/SafetyOperation/Documents/TrafficSignals/Public%20Information/TrafficSignals-PID.pdf>

- *Spring Place is a GA Historic Township and a National Register District. Federal funds are not supposed to be used by projects that negatively impact a historic district. Staff for the Vann House rely on SR 52 Alt to access other parts of the State Department of Natural Resources site.*

Environmental studies are ongoing including the historic and archaeological evaluation of the proposed project's effects on the Spring Place Historic District and the Chief Vann House Historic Site by a National Park Service qualified architectural historian and archaeologist (36 CFR Part 61). Every effort will be made to avoid adversely impacting these sites. In addition, because the Chief Vann House property is a state owned historic site, GDOT will coordinate with the Georgia Department of Natural Resources.

- *The project is not needed.*

The primary purpose of this project is to replace the bridge due to its structural integrity. Based on a study conducted by the GDOT Office of Bridges and Structures, the overall condition of the bridge is classified as fair; however there is concrete deterioration and the bridge sufficiency rating is 47.43 out of a scale of 1-100. The sufficiency rating is based on the condition of the bridge itself; the short length of the existing bridge does not remove the need to replace it.

Additionally, several verbal comments questioned whether the bridge needs to be elevated. Even though long-time local residents have never seen water overtopping the road, it is possible that the proposed bridge will be higher than the existing bridge in order to satisfy hydraulic requirements. These requirements are based on extreme weather conditions, such as severe flooding, that might not occur for generations. It is part of the process in every bridge designed over water to meet certain elevation criteria based on hydraulic studies.

- *The detour route was uncertain.*

The purpose of the public detour open house meeting held on December 3, 2015 was to gather input from the public, local officials, emergency management, schools, etc. on the proposed detour route, which was clearly outlined in three (3) big displays in the meeting. The proposed

detour route does not cause any safety or capacity concerns since it is utilizing State Routes with more lanes than SR 52 ALT, it has intersections that are not skewed and at the same time signalized. No written comments were received in support of or against the proposed route; although GDOT staff attending the meeting noted that most people that verbally commented at the meeting were in support of, or indifferent to, the proposed route.

- *The length of time is extreme. One year really.*

The proposed construction time, 12 months, is needed to complete the scope of work necessary for bridge demolition, construction of approaches and a new bridge within an environmentally sensitive area.

- *The following comments were in reference to the public meeting:*
 - *The bridge is in Spring Place, not in Chatsworth – the meeting notice should have referenced that and the meeting location should have been in Spring Place.*
 - *GDOT staff were pleasant and provided an informative meeting.*
 - *GDOT needs to send representatives with better knowledge of the surrounding area.*

GDOT appreciates all comments received regarding the PIOH. We strive to make our outreach efforts as accessible, informative, and inclusive as possible. Your comments will help us in framing all of our future outreach efforts on this and other projects.

Again, thank you for your comments. Should you have further questions, comments or concerns, please call the project manager, Nicole Law, at 404-631-1723 or the environmental analyst, Elliott Robertson, at 404-631-1190.

Sincerely,



Eric Duff
State Environmental Administrator

ED/ER/CHW

cc: Nicole Law, GDOT Project Manager (via email)
PDF for Project File; Hardcopy to General Files