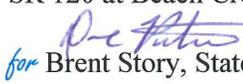


ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. #0009864 **OFFICE** Design Policy & Support  
GDOT District 6 - Cartersville  
Haralson County **DATE** 3/5/2012  
SR 120 at Beach Creek Bridge Replacement  
**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:

Genetha Rice-Singleton, Program Control Administrator  
Bobby Hilliard, State Program Delivery Engineer  
Cindy VanDyke, State Transportation Planning Administrator  
Angela Robinson, Financial Management Administrator  
Glenn Bowman, State Environmental Administrator  
Ben Rabun, State Bridge Engineer  
Andy Casey, State Roadway Design Engineer  
Attn: Robert Reid, Design Group Manager  
Kathy Zahul, State Traffic Engineer  
Georgene Geary, State Materials & Research Engineer  
Lisa Myers, Acting State Project Review Engineer  
Jeff Baker, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
Kent Sager, District Engineer  
DeWayne Comer, District Preconstruction Engineer  
Kerry Bonner, District Utilities Engineer  
Chandria Brown, Project Manager  
BOARD MEMBER - 11th Congressional District

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
PROJECT CONCEPT REPORT**

Project Type: <u>Bridge Replacement</u>	P.I. Number: <u>0009864</u>
GDOT District: <u>6</u>	County: <u>Haralson</u>
Federal Route Number: <u>N/A</u>	State Route Number: <u>120</u>

S.R. 120/Beach Creek Bridge Replacement

**Submitted for approval:**

<u>C. Andy C...</u> Design Phase Office Head & Office	<u>1/3/12</u> DATE
<u>Bobby Hilliard</u> Office Head (GDOT Project Manager's Office)	<u>1/3/2012</u> DATE
<u>Chandra J. Brown</u> GDOT Project Manager	<u>1/3/12</u> DATE

**Recommendation for approval:**

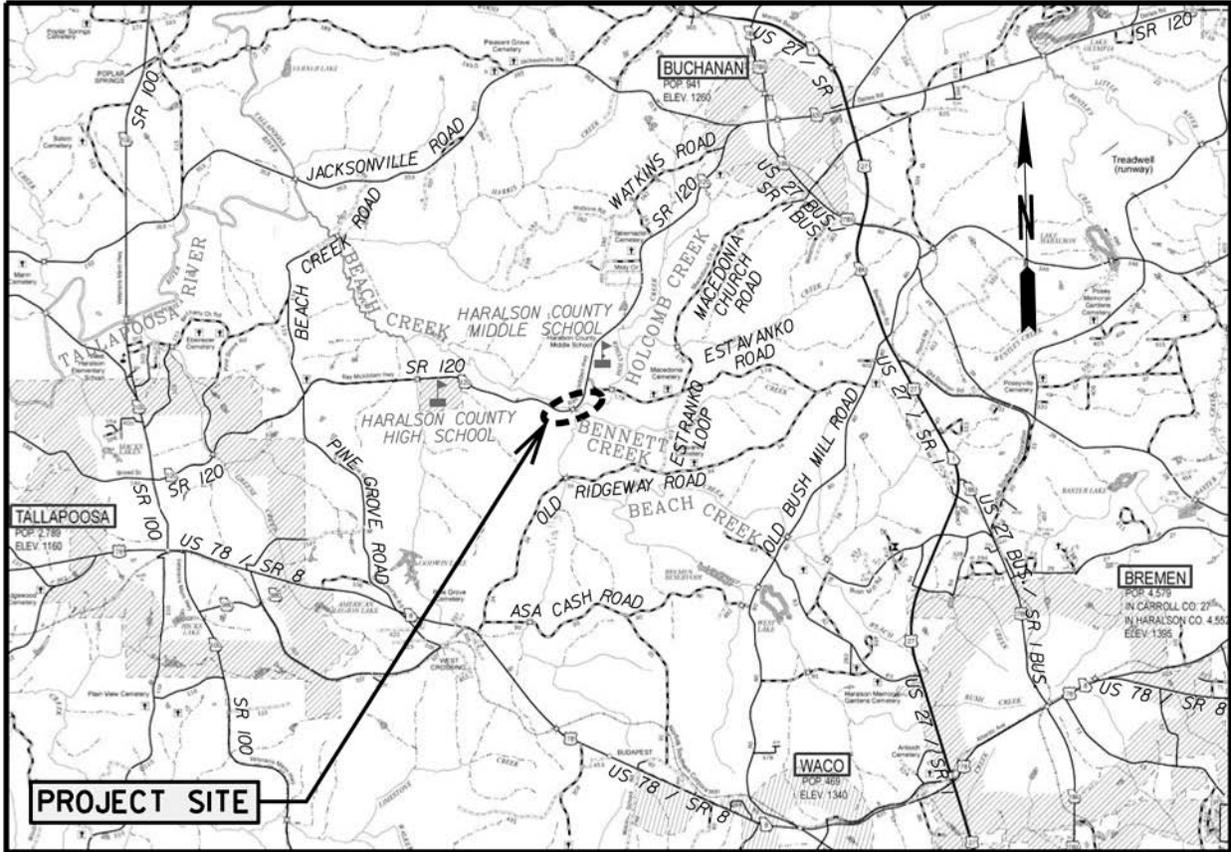
Program Control Administrator	DATE
* <u>GLENN BOWMAN / [Signature]</u>	<u>2/3/2012</u>
State Environmental Administrator ( <i>recommendation required</i> )	DATE
* <u>KATHY ZAHUL / [Signature]</u>	<u>2/2/2012</u>
State Traffic Engineer ( <i>recommendation required for roundabout projects</i> )	DATE
* <u>LISA MYERS / [Signature]</u>	<u>1/26/2012</u>
Project Review Engineer	DATE
* <u>PATRICK ALLEN FOR JEFF BAKER / [Signature]</u>	<u>1/25/2012</u>
State Utilities Engineer	DATE
* <u>KENT SAGER / [Signature]</u>	<u>1/25/2012</u>
District Engineer ( <i>projects not originating in District Office</i> )	DATE
* <u>BEN TABUN / [Signature]</u>	<u>1/31/2012</u>
State Bridge Design Engineer	DATE

State Transportation Financial Management Administrator	DATE
---	------

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

* <u>CYNTHIA L. VANDIKE / [Signature]</u>	<u>1/25/2012</u>
State Transportation Planning Administrator ( <i>recommendation required</i> )	DATE

## PROJECT LOCATION



### BRIDGE REPLACEMENT - SR 120 OVER BEACH CREEK

P.I. Number: 0009864

HARALSON COUNTY

## PLANNING & BACKGROUND DATA

**Project Justification Statement:** This bridge (Structure ID 143-0014-0) was built in 1953 and consists of 4 – 34'-0" and 2 – 40'-0" concrete "T" beam spans on a concrete substructure with spread footings. The bridge is currently posted from 20 to 34 tons. The deck has hairline cracking with minor spalls throughout the deck. The superstructure has minor cracks in the middle of the beams; Beam 1 at bent 2, beam 3 at bent 2 and beam 2 at bent 6 show cracking and spalling on the end of the beams. In addition 4 edge beams are cracked and have exposed reinforcement. Replacement of this structurally deficient bridge is recommended.

**Description of the proposed project:** This project consists of replacing the structurally deficient bridge located on SR 120 over Beach Creek, east of Tallapoosa. With the preferred alternate, SR 120 will be shifted approximately 15 feet to the south side of the existing alignment. The bridge will be stage constructed with traffic reduced to one lane across the bridge by utilizing a temporary traffic signal during the bridge construction. The project length is approximately 0.30 miles at road inventory milepost 4.51.

**Federal Oversight:**  Full Oversight  Exempt  State Funded  Other

**MPO:**  N/A  MPO -  
MPO Project TIP #

**Regional Commission:**  N/A  RC –  
RC Project ID #

**Congressional District(s):** 11

**Projected Traffic ADT:**

Current Year (2009): 3250      Open Year (2018): 3525      Design Year (2038): 4850

**Functional Classification (Mainline):** Rural Major Collector

**Is this project on a designated bike route?**  No  YES

**Is this project located on a pedestrian plan?**  No  YES

**Is this project located on or part of a transit network?**  No  YES

## CONTEXT SENSITIVE SOLUTIONS

**Issues of Concern:** Maintaining integrity of existing terrain and environment.

**Context Sensitive Solutions:** Constructing new bridge with minimum impacts to the traveling public and the environment.

## DESIGN AND STRUCTURAL DATA

### Mainline Design Features: *SR 120*

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	2	N/A	2
- Lane Width(s)	12'	11'-12'	12'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type	6' graded	8' graded	6' - 2' paved
- Outside Shoulder Slope	6%	6%	6%
- Inside Shoulder Width & Type	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	N/A	N/A
Posted Speed	55	55	55
Design Speed	55	N/A	55
Min Horizontal Curve Radius	958.98	1060 (6% S.E.), 960 (8% S.E.)	960.00
Superelevation Rate	8%	6% max.	8%
Grade	2.29%	7.00%	3.00%
Access Control	N/A	N/A	N/A
Right-of-Way Width	100'-130'	N/A	125'-155'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

\*According to current GDOT design policy if applicable

### Major Structures:

Structure	Existing	Proposed
ID: 143-0014-0 4.5 MILES E OF TALLAPOOSA	216 ft long, 32' wide, 2 - 12 ft lanes, 2 - 1 ft shoulders. Sufficiency Rating: 38.66	216 ft long, 44' wide, 2 - 12 ft lanes, 2 - 8 ft shoulders.
MSE Retaining Wall	N/A	450 ft long, approx. height 20 ft
Tie-Back Wall	N/A	400 ft long, approx. height 25 ft

Major Interchanges/Intersections: N/A

Utility Involvements: Haralson County – Water  
 BellSouth / AT&T – Communications  
 Georgia Power – Electric

Public Interest Determination Policy and Procedure recommended (Utilities)?  YES  NO

SUE Required:  Yes  No

Railroad Involvement: N/A

**Right-of-Way:**

Required Right-of-Way anticipated:  YES  NO  Undetermined  
 Easements anticipated:  Temporary  Permanent  Utility  Other

Anticipated number of impacted parcels: 2  
 Anticipated number of displacements (Total): 0  
 Businesses: 0 Residences: 0 Other: 0

**Location and Design approval:**  Not Required  Required  
**Off-site Detours Anticipated:**  No  Yes  Undetermined  
**Transportation Management Plan Anticipated:**  YES  NO

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:**

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

A Design Exception is required for shoulder width to match the existing roadway 6 foot graded shoulder. The new bridge will be designed with 8 foot shoulders per GDOT Bridge Policy. Bringing the existing shoulder up to the required 8 foot graded width along the adjacent roadway is beyond the scope of this project. A Design Exception is also required for superelevation. A rate of 8% is needed to match the existing superelevation rate. While 8% meets AASHTO it does not meet GDOT's more conservative policy of 6% for this type of facility.

**Design Variances to GDOT standard criteria anticipated:**

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips/Safety Edge	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

**VE Study anticipated:**  No  Yes  Completed – Date:

**ENVIRONMENTAL DATA**

**Anticipated Environmental Document:**

**GEPA:**  **NEPA:**  Categorical Exclusion  EA/FONSI  EIS

**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

**Environmental Permits/Variations/Commitments/Coordination anticipated:**

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NW Permit (No Individual Permit anticipated).
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potentially needed, depending on design.
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The 15 foot alignment shift to the south will require more than an acre of disturbance, so this will be needed.
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Coordination will be needed, floodplains will be verified.
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Special provisions for aquatic species and/or migratory birds.
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Is a PAR required?**  No  Yes  Completed – Date:

**NEPA/GEPA:** The Aquatic Survey Report and Ecology Report are in process (delineations to design by 2.14.2012), History is complete (No Historic Properties Affected), Archaeology will be finishing when required ROW and easements are provided, and Air/Noise should take a minimal amount of time. The Environmental Document appears to be on schedule for December 2012 approval.

**Ecology:** The Aquatic Survey occurred earlier this fall. Three state listed species were found and there might be habitat for federally listed species, so we will have special provisions to protect the species. Waters Delineations are to be provided to design by 2/14/2012.

**History:** Nothing was found (No Historic Properties Affected).

**Archeology:** Nothing was found in the archaeology screening. However, actual testing will not occur until required ROW and easements have been defined. Something could still turn up during the field testing phase.

**Air & Noise:** Air and Noise studies for this project should consist of a short 1-2 page report for each with no in-depth analysis required.

**Public Involvement:** No public involvement should be required unless some new public controversy arises. However, it appears that the on-site detour alleviates the concerns of the stakeholders.

**Major stakeholders:** The local traveling public, residents in the area, emergency services, and the local school district.

## ROUNDBABOUTS

**Lighting agreement/commitment letter received:**  No  Yes

**Planning Level assessment:** N/A

**Feasibility Study:** N/A

**Peer Review required:**  No  Yes  Completed – Date:

## CONSTRUCTION

**Issues potentially affecting constructability/construction schedule:** Issues potentially affecting constructability/construction schedule include the environmental impacts with the barn swallow breeding season and the potential requirement of a buffer variance for the MSE wall in coordination with the timing of the contract.

**Early Completion Incentives recommended for consideration:**  No  Yes

## PROJECT RESPONSIBILITIES

### Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT - Roadway Design
Design	GDOT - Roadway Design
Right-of-Way Acquisition	GDOT – Right of Way
Utility Relocation	GDOT – Utilities Office
Letting to Contract	GDOT – Bidding Administration
Construction Supervision	GDOT – District Construction
Providing Material Pits	Contractor
Providing Detours	GDOT – To be implemented by contractor
Environmental Studies, Documents, and Permits	GDOT – Environmental Services
Environmental Mitigation	GDOT – Environmental Services
Construction Inspection & Materials Testing	GDOT – Materials and Research

Lighting required:  No  Yes

Initial Concept Meeting: July 18, 2011

Concept Meeting: December 12, 2011

Other projects in the area: None

Other coordination to date: Met with Local Officials on September 15, 2011 to discuss detours.

**Project Cost Estimate and Funding Responsibilities:**

	Breakdown of PE	ROW**	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	GDOT	GDOT	GDOT		
\$ Amount	\$627,764	\$97,000	\$66,000	\$3,697,461	N/A	\$4,488,225
Date of Estimate	4/15/2010	12/28/2011	9/9/2011	12/28/2011	N/A	

\*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

\*\* ROW Cost includes: No Market Appreciation is included in this cost.

**ALTERNATIVES DISCUSSION**

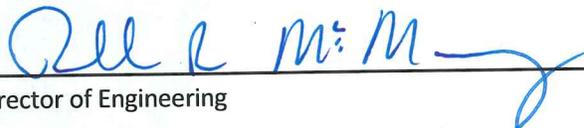
**Alternative selection:**

<b>Alternative #1(Preferred):</b> With this alternate (Staged Construction), SR 120 will be shifted approximately 15 feet to the South Side of the existing alignment. The bridge will be stage constructed with traffic reduced to one lane across the bridge by utilizing a temporary Traffic Signal during the bridge construction. The project length is approximately 0.30 miles at road inventory milepost 4.51.			
<b>Estimated Property Impacts:</b>	2	<b>Estimated Total Cost:</b>	\$4,488,225
<b>Estimated ROW Cost:</b>	\$97,000	<b>Estimated CST Time:</b>	2 years
<b>Rationale:</b> The preferred alternate is most desirable as it has the least impact on the two schools in the area and allows for no increase in emergency vehicle response times.			
<b>Alternative #2:</b> With Alternate 2 (Closed for Construction) SR 120 will be closed completely while the bridge is replaced at the existing alignment and grade. For this alternate a State Route detour of 16 miles would be utilized to allow for accelerated construction.			
<b>Estimated Property Impacts:</b>	2	<b>Estimated Total Cost:</b>	\$1,513,000
<b>Estimated ROW Cost:</b>	\$97,000	<b>Estimated CST Time:</b>	9 MONTHS
<b>Rationale:</b> This alternate is less desirable as it increases trip times to the two schools in the area and would possibly increase emergency vehicle response times.			
<b>Alternative #3 (No Build):</b>			
<b>Estimated Property Impacts:</b>	N\A	<b>Estimated Total Cost:</b>	N\A
<b>Estimated ROW Cost:</b>	N\A	<b>Estimated CST Time:</b>	N\A
<b>Rationale:</b> This alternate is less desirable due to the low sufficiency rating (38.66) of the existing bridge.			

**Attachments:**

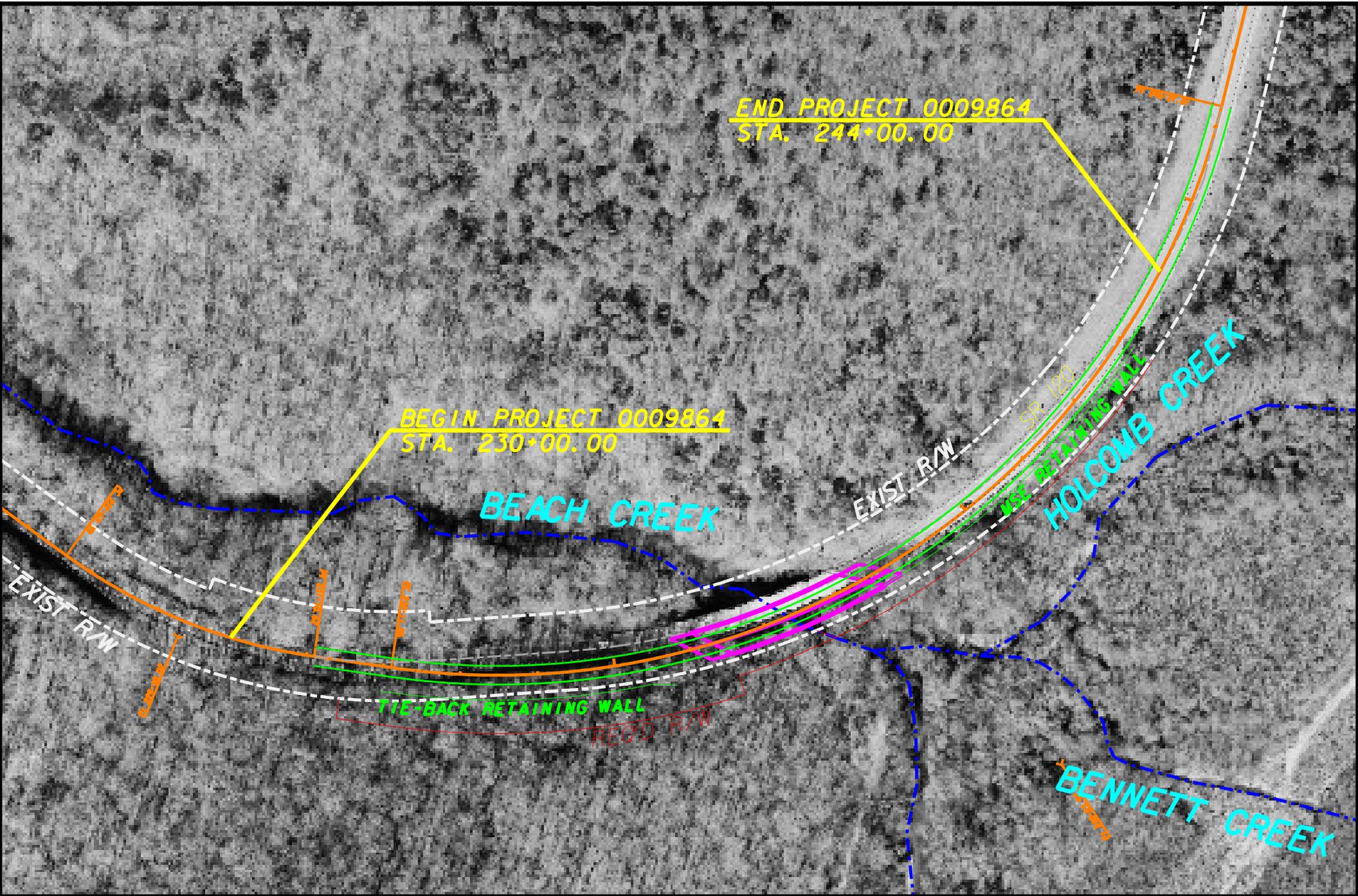
1. Concept Layout
2. Typical Sections
3. Detailed Cost Estimates:
  - a. Construction including Engineering and Inspection
  - b. Completed Fuel & Asphalt Price Adjustment forms
  - c. Right-of-Way
  - d. Utilities
4. Crash Summaries
5. Traffic Data
6. Bridge Inventory
7. Highway Safety Manual Crash Reduction Factor Calculations
8. Minutes of Concept Meetings
  - a. ICTM – July 18, 2011
  - b. CTM – December 12, 2011
9. Minutes of any meetings that shows support or objection to the concept.
  - a. Local Stakeholders Meeting – September 15, 2011

**APPROVALS**

Concur:   
Director of Engineering

Approve:   
Chief Engineer

2/29/12  
Date



END PROJECT 0009864  
STA. 244+00.00

BEGIN PROJECT 0009864  
STA. 230+00.00

BEACH CREEK

EXIST R/W

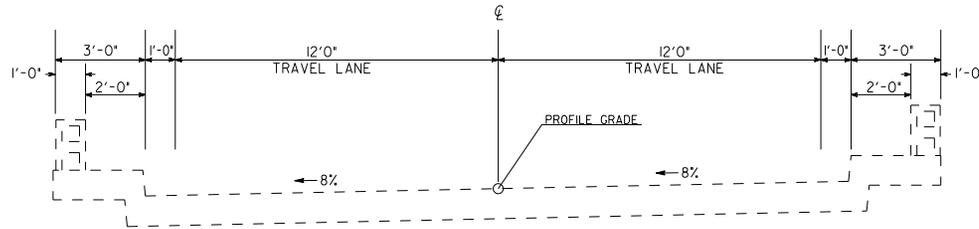
HOLCOMB CREEK

BENNETT CREEK

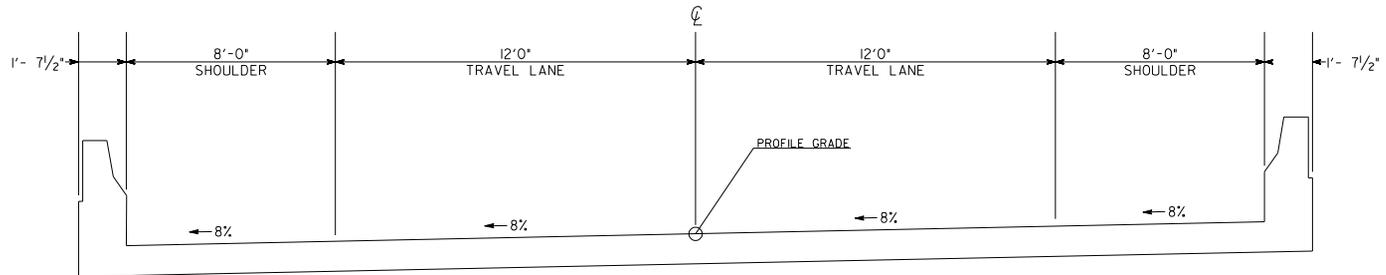
TIE-BACK RETAINING WALL

REC'D R/W

EXISTING ROADWAY TYPICAL SR 120 OVER BEACH CREEK



PROPOSED BRIDGE TYPICAL SR 120 OVER BEACH CREEK

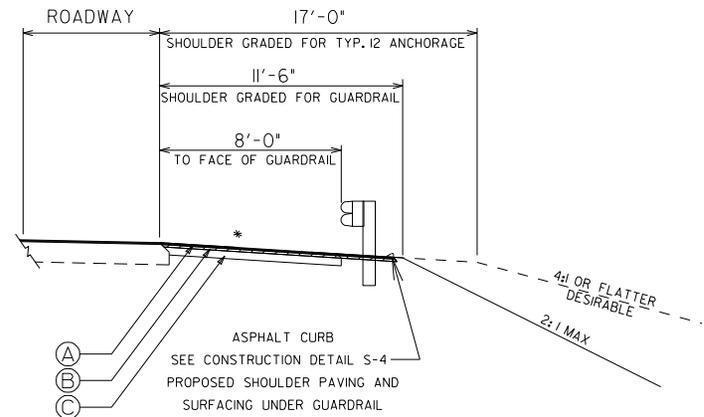
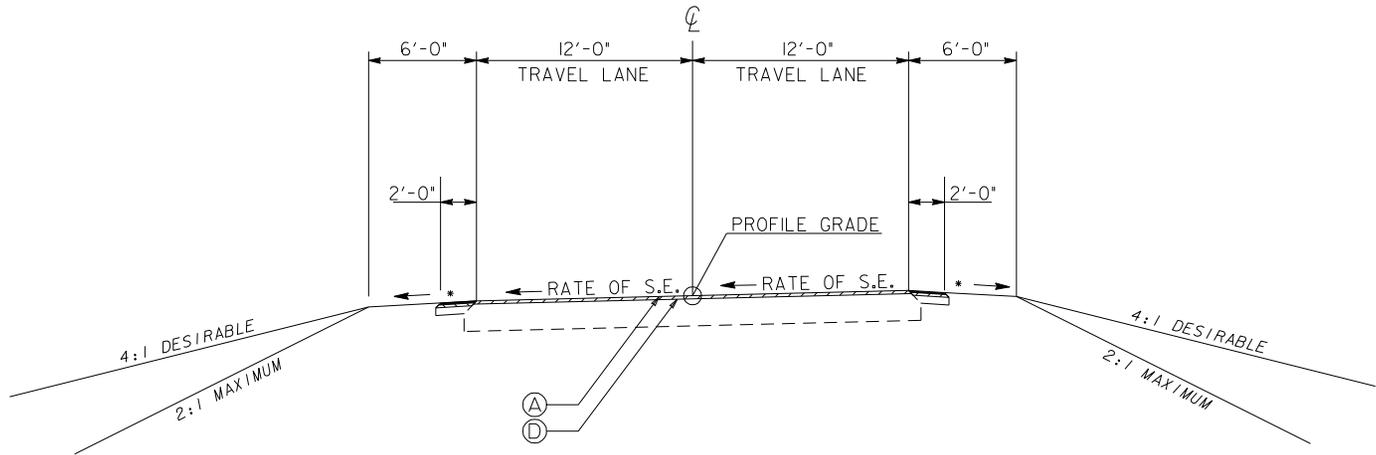


REVISION DATES		

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: ROADWAY DESIGN  
TYPICAL SECTIONS  
NOT TO SCALE  
SR 120  
OVER BEACH CREEK

DRAWING NO.  
**5-01**

### PROPOSED ROADWAY TYPICAL SR 120 OVER BEACH CREEK



TYPICAL SHOULDER DETAIL FOR GUARDRAIL  
 SEE PLAN FOR LOCATION

REQUIRED PAVEMENT

- (A) ASPHALTIC CONCRETE 9.5 mm SUPERPAVE, 165 LB/SY
- (B) ASPHALTIC CONCRETE 19 mm SUPERPAVE, 220 LB/SY
- (C) GRADED AGGREGATE BASE - 6 INCHES
- (D) MILL ASPHALTIC CONCRETE PAVEMENT 1 1/2 INCHES DEPTH

\* SHOULDER TO SLOPE AT NORMAL RATE OR SUPERELEVATION RATE, WHICHEVER IS GREATER. THE ALGEBRAIC DIFFERENCE IN TRAVEL LANE SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 8%.

REVISION DATES		

STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE: ROADWAY DESIGN  
 TYPICAL SECTIONS  
 NOT TO SCALE  
 SR 120  
 OVER BEACH CREEK

DRAWING NO. **5-02**

# DETAILED COST ESTIMATE



**Job: 0009864**

JOB NUMBER: 0009864

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

DESCRIPTION: SR 120 @ BEACH CREEK - BRIDGE REPLACEMENT

CONCEPT - ROUGH COST ESTIMATE

**ITEMS FOR JOB 0009864**

**0010 - ROADWAY ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0040	433-1000	230.000	SY	\$162.02	REINF CONC APPROACH SLAB	\$37,264.28
0060	436-1000	630.000	LF	\$9.39	ASPH CONC CURB - AC	\$5,913.50
0045	511-1000	120.000	LB	\$1.14	BAR REINF STEEL	\$136.21
0065	641-1100	100.000	LF	\$63.68	GUARDRAIL, TP T	\$6,367.50
0070	641-1200	400.000	LF	\$18.36	GUARDRAIL, TP W	\$7,345.54
0075	641-5012	4.000	EA	\$1,836.19	GUARDRAIL ANCHORAGE, TP 12	\$7,344.76
<b>SUBTOTAL FOR ROADWAY ITEMS:</b>						<b>\$64,371.79</b>

**0020 - PAVEMENT ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0110	310-5120	2700.000	SY	\$19.48	GR AGGR BS CRS 12IN INCL MATL	\$52,586.50
0115	402-1812	140.000	TN	\$87.91	RECYL AC LEVELING, INC BM&HL	\$12,307.24
0020	402-3121	700.000	TN	\$75.78	RECYL AC 25MM SP, GP1/2, BM&HL	\$53,049.30
0010	402-3131	350.000	TN	\$53.84	RECYL AC 9.5 MM SP, GP 2, INCL BM & HL	\$18,844.00
0015	402-3190	500.000	TN	\$81.05	RECYL AC 19 MM SP, GP 1 OR 2, INC BM&HL	\$40,522.71
0026	413-1000	80.000	GL	\$4.36	BITUM TACK COAT	\$348.86
0027	432-0205	1400.000	SY	\$2.81	MILL ASPH CONC PVMT/ 1.25" DEP	\$3,928.11
<b>SUBTOTAL FOR PAVEMENT ITEMS:</b>						<b>\$181,586.72</b>

**0030 - EARTHWORK ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0029	201-1500	1.000	LS	\$50,000.00	CLEARING & GRUBBING - 0009864	\$50,000.00
0034	205-0001	5000.000	CY	\$15.00	UNCLASS EXCAV	\$75,000.00
0135	205-0210	5000.000	CY	\$45.00	EXCAVATION - ROCK	\$225,000.00
0035	208-0100	2347.000	CY	\$6.58	IN PLACE EMBANKMENT	\$15,443.26
<b>SUBTOTAL FOR EARTHWORK ITEMS:</b>						<b>\$365,443.26</b>

**0040 - DRAINAGE ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0050	441-0301	4.000	EA	\$1,993.33	CONC SPILLWAY, TP 1	\$7,973.33
0055	441-0302	4.000	EA	\$1,833.20	CONC SPILLWAY, TP 2	\$7,332.81
<b>SUBTOTAL FOR DRAINAGE ITEMS:</b>						<b>\$15,306.14</b>

**0070 - SIGNING AND MARKING ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0100	150-1000	1.000	LS	\$200,000.00	TRAFFIC CONTROL - ON SITE DETOUR, TEMP SIGNAL	\$200,000.00
0089	632-0003	2.000	EA	\$7,125.97	CHANGEABLE MESS SIGN, PORT, TP 3	\$14,251.95
0125	647-0220	1.000	LS	\$50,000.00	TRAF SIGNAL INSTALLATION, TEMP	\$50,000.00
0080	653-1501	5000.000	LF	\$0.50	THERMO SOLID TRAF ST 5 IN, WHI	\$2,480.35
0085	653-1502	5000.000	LF	\$0.46	THERMO SOLID TRAF ST, 5 IN YEL	\$2,313.70
<b>SUBTOTAL FOR SIGNING AND MARKING ITEMS:</b>						<b>\$269,046.00</b>

**0100 - RETAINING WALL ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0130	617-1050	1.000	LS	\$975,000.00	PERM. ANCH. TIE DOWN WALL, WALL NO. - 2	\$975,000.00
0120	627-1010	3000.000	SF	\$45.59	MSE WALL FACE, 10 - 20 FT HT, WALL NO - 1	\$136,784.07
<b>SUBTOTAL FOR RETAINING WALL ITEMS:</b>						<b>\$1,111,784.07</b>

# DETAILED COST ESTIMATE



**Job: 0009864**

**0110 - BRIDGE ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0098	540-1102	1.000	LS	\$176,800.00	REM OF EX BR, BR NO - 0009864	\$176,800.00
0105	543-9000	1.000	LS	\$1,210,000.00	CONSTR OF BRIDGE COMPLETE - 0009864	\$1,210,000.00
<b>SUBTOTAL FOR BRIDGE ITEMS:</b>						<b>\$1,386,800.00</b>

**0140 - EROSION CONTROL - PERMANENT**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0090	161-1000	1.000	LS	\$100,000.00	EROSION CONTROL - ERO	\$100,000.00
<b>SUBTOTAL FOR EROSION CONTROL - PERMANENT:</b>						<b>\$100,000.00</b>

**COST GROUP FOR JOB 0009864**

LINE NUMBER	UNIT	CALCULATION RULE	QUANTITY	PRICE	COST GROUP ID	DESCRIPTION	AMOUNT
00000001	TN	NORM			ASPH	ASPHALT (TN)	
00000002	TN	NORM			BASE	BASE/AGGREGATE (TN)	
00000003	CY	NORM			ERTHCY	EARTHWORK (CY)	
00000004	TN	NORM			CONC	CONCRETE (SY)	
00000005	SY	NORM			EROC	EROSION CONTROL (SY)	
00000006	SF	NORM			STRO	STRUCTURES, OTHER (SF)	
00000007	LF	NORM			GDRL	GUARDRAIL/BARRIER (LF)	
00000009	LS	NORM			TRFT	TRAFFIC CONTROL-TEMPORARY (LS)	
00000011	LF	NORM			CURB	CURB & GUTTER (LF)	
00000012	LF	NORM			THSL	THERMO PLASTIC LINEAR PAVEMENT MARKING	
<b>SUBTOTAL:</b>							

**TOTALS FOR JOB 0009864**

<b>ITEMS COST:</b>	<b>\$3,494,337.98</b>
<b>COST GROUP COST:</b>	<b>\$0.00</b>
<b>ESTIMATED COST:</b>	<b>\$3,494,337.98</b>
<b>CONTINGENCY PERCENT:</b>	<b>0.00</b>
<b>ENGINEERING AND INSPECTION:</b>	<b>0.05</b>
<b>ESTIMATED COST WITH CONTINGENCY AND E&amp;I:</b>	<b>\$3,669,054.88</b>

PROJ. NO.

9864

CALL NO.

P.I. NO.

0009864

DATE

1113/2011

INDEX (TYPE)

REG. UNLEADED

Oct-11

\$ 3.353

DIESEL

\$ 3.847

LIQUID AC

\$ 558.00

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)

28290.6

\$

28,290.60

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 892.80

Monthly Asphalt Cement Price month project let (APL)

\$ 558.00

Total Monthly Tonnage of asphalt cement (TMT)

84.5

ASPHALT	Tons	%AC	AC ton
Leveling	140	5.0%	7
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	350	5.0%	17.5
25 mm SP	700	5.0%	35
19 mm SP	500	5.0%	25
	<b>1690</b>		<b>84.5</b>

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$ 115.04

\$

115.04

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 892.80

Monthly Asphalt Cement Price month project let (APL)

\$ 558.00

Total Monthly Tonnage of asphalt cement (TMT)

0.343608074

Bitum Tack

Gals	gals/ton	tons
80	232.8234	0.34360807

PROJ. NO.

9864

CALL NO.

P.I. NO.

0009864

DATE

1113/2011

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA)						<b>0</b>	<b>\$</b>	<b>-</b>
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	892.80			
Monthly Asphalt Cement Price month project let (APL)				\$	558.00			
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
					0

<b>TOTAL LIQUID AC ADJUSTMENT</b>	<b>\$</b>	<b>28,405.64</b>
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**GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 12/28/2011  
Revised:

Project: Harralson  
County: Harralson  
PI: 0009864

Description: SR 120 over Beach Creek  
Project Termini: SR 120 over Beach Creek

Existing ROW: Varies  
Required ROW: Varies

Parcels: 2

Land and Improvements \_\_\_\_\_ \$29,700.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$5,000.00

Valuation Services \_\_\_\_\_ \$2,000.00

Legal Services \_\_\_\_\_ \$38,850.00

Relocation \_\_\_\_\_ \$4,000.00

Demolition \_\_\_\_\_ \$0.00

Administrative \_\_\_\_\_ \$21,500.00

TOTAL ESTIMATED COSTS \_\_\_\_\_ \$96,050.00

**TOTAL ESTIMATED COSTS (ROUNDED) \_\_\_\_\_ \$97,000.00**

Preparation Credits	Hours	Signature

Prepared By: Lashare Alexander CG#: 286999 12/28/2011  
 Approved By: Lashare Alexander CG#: 286999 12/28/2011

**NOTE: No Market Appreciation is included in this Preliminary Cost Estimate**

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

FILE N/A OFFICE Cartersville  
SR 120 @ Beach Creek  
Bridge Replacement  
P.I. No. 0009864  
DATE December 16, 2011

FROM *joie* Kerry D. Bonner  
District Utilities Engineer

TO Bobby Hilliard, P.E., Office of Program Delivery  
ATTN Chandria Brown, P.E., Project Manager

SUBJECT PRELIMINARY UTILITY COST ESTIMATE

As requested by your office, 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
Georgia Power Company – Dist.		\$ 66,000.00
AT&T – Georgia	\$ 9,764.00	
Haralson County Water*	\$17,000.00	
Totals	\$26,764.00	\$ 66,000.00

Total Preliminary Utility Cost Estimate \$92,794.00.

\*The total reimbursable amount could increase to \$83,000.00 if Haralson County Water were to request and be granted assistance.

If you have any questions, please contact Jennifer Deems at 770-387-3616.

KDB/jd

C: Jeff Baker, P. E., State Utilities Engineer (via e-mail)  
File/Estimating Book

**HARALSON COUNTY, Project #0009864**  
**ACCIDENT RATE CALCULATION for year(s) 2007,2008,2009**

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2007	Haralson	1	012000	4.25	4.65	3,190	0.40	1,276

Total Vehicle Miles: 1,276	Total Accidents: 3	Accident Rate: 644
Average ADT: 3,190	Total Injuries: 5	Injury Rate: 1,074
Length in Miles: 0.40	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2008	Haralson	1	012000	4.25	4.65	3,190	0.40	1,276

Total Vehicle Miles: 1,276	Total Accidents: 0	Accident Rate: 0
Average ADT: 3,190	Total Injuries: 0	Injury Rate: 0
Length in Miles: 0.40	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2009	Haralson	1	012000	4.25	4.65	3,094	0.40	1,238

Total Vehicle Miles: 1,238	Total Accidents: 0	Accident Rate: 0
Average ADT: 3,094	Total Injuries: 0	Injury Rate: 0
Length in Miles: 0.40	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

PI 0009864 - Haralson County  
 SR 120 Over Beach Creek - Bridge Replacement  
 Accident Data -SR 120 From MP 4.16 to MP 4.75 (2007-2009)

Vehicle Analysis 1								
Accident No	Date	Time	County	Route Type	Route	Milelog	Intersecting Rt Tpe	Intersecting Rt
'74250228	9/28/2007	3:26 PM	Haralson	State Route	'012000	4.31		
'70750634	2/16/2007	8:54 AM	Haralson	State Route	'012000	4.35		
'74880797	10/23/2007	5:43 PM	Haralson	State Route	'012000	4.51		
'85660131	12/10/2008	8:05 AM	Haralson	State Route	'012000	4.71		

Accident No	Date	Time	Injuries	Fatalties	Collision
'74250228	9/28/2007	3:26 PM	0	0	Not A Collision With A Motor Vehicle
'70750634	2/16/2007	8:54 AM	0	0	Rear End
'74880797	10/23/2007	5:43 PM	5	0	Not A Collision With A Motor Vehicle
'85660131	12/10/2008	8:05 AM	0	0	Rear End

Accident No	Date	Time	Location Impact	Harmful Event	Light	Surface	DirVeh1
'74250228	9/28/2007	3:26 PM	On Roadway	Other Object (Not Fixed)	Daylight	Dry	E
'70750634	2/16/2007	8:54 AM	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W
'74880797	10/23/2007	5:43 PM	Off Roadway	Embankment	Daylight	Wet	E
'85660131	12/10/2008	8:05 AM	On Roadway	Motor Vehicle in Motion	Daylight	Wet	W

Accident No	Date	Time	DirVeh2	MnvrVeh1	MnvrVeh2
'74250228	9/28/2007	3:26 PM	W	Negotiating a Curve	Negotiating a Curve
'70750634	2/16/2007	8:54 AM	W	Negotiating a Curve	Negotiating a Curve
'74880797	10/23/2007	5:43 PM		Negotiating a Curve	
'85660131	12/10/2008	8:05 AM	W	Straight	Stopped

**NO BUILD ADT = BUILD ADT**  
**Department of Transportation**  
**State of Georgia**

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INTERDEPARTMENT CORRESPONDENCE

**FILE** Haralson County **OFFICE** Planning  
P.I. # 0009864  
**DATE** November 7, 2011

**FROM** Cindy VanDyke, State Transportation Planning Administrator

**TO** Bobby Hilliard, P.E., State Program Delivery Engineer  
**Attention:** Chandria L. Brown

**SUBJECT** **Traffic** Assignment for SR 120 @ BEACH CREEK.

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

**TC # 0167**  
2009 ADT = 3250  
2018 ADT = 3525  
2038 ADT = 4850  
2009 DHV = 325  
2018 DHV = 355  
2038 DHV = 485  
K = 10%  
D = 60%  
T. = 6%  
S.U. T = 4.25%  
COMB. T = 1.75%  
24 HOUR T = 7%  
S.U. = 4.5%  
COMB. = 2.5%

If you have any questions concerning this information please contact Leslie Woods at (404) 631-1773.

# Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:143-0014-0

Haralson

SUFF. RATING: 38.66

Location & Geography

**Structure ID:** 143-0014-0  
 200 Brdge Information: 06  
 \*6A Feature Int: BEACH CREEK  
 \*6B Critical Bridge: 0  
 \*7A Route No Carried: SR00120  
 \*7B Facility Carried: SR 120  
 9 Location: 4.5 MI E OF TALLAPOOSA  
 2 Dot District: 6  
 207 Year Photo: 2010  
 \*91 Inspection Frequency: 24 Date: 01/21/2010  
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901  
 92B Underwater Insp Freq: 0 Date: 02/01/1901  
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901  
 \* 4 Place Code: 00000  
 \*5 Inventory Route(O/U): 1  
 Type: 3  
 Designation: 1  
 Number: 00120  
 Direction: 0  
 \*16 Latitude: 33 45.7762 HMMS Prefix:SR  
 \*17 Longitude: 85 -13.3867 HMMS Suffix:000 MP:4.56  
 98 Border Bridge: 000%Shared:00  
 99 ID Number: 0000000000000000  
 \*100 STRAHNET: 0  
 12 Base Highway Network: 1  
 13A LRS Inventory Route: 1431012000  
 13B Sub Inventory Route: 0  
 101 pallel Structure: N  
 \*102 Direction of Traffic: 2  
 \*264 Road Inventory Mile Post: 004.51  
 \*208 Inspection Area: 6 Initials: EFP  
 Engineer's Initials: sgm  
 \* Location ID No: 143-00120D-004.56E

\*104 Highway System: 0  
 \*26 Functional Classification: 07  
 \*204 Federal Route Type: S No: 01038  
 105 Federal Lands Highway: 0  
 \*110 Truck Route: 0  
 2006 School Bus Route: 1  
 217 Benchmark Elevation: 0000.00  
 218 Datum: 0  
 \*19 Bypass Length: 10  
 \*20 Toll: 3  
 \*21 Maintanance: 01  
 \*22 Owner: 01  
 \*31 Design Load: 2  
 37 Historical Significance: 5  
 205 Congressional District: 11  
 27 Year Constructed: 1953  
 106 Year Reconstructed: 0000  
 33 Bridge Medium: 0  
 34 Skew: 45  
 35 Structure Flared: 0  
 38 Navigation Control: 0  
 213 Special Steel Design: 0  
 267 Type of Paint: 0  
 \*42 Type of Service On: 1  
 Type of Service Under: 5  
 214 Movable Bridge: 0  
 203 Type Bridge: A  
 259 Pile Encasement 3  
 \*43 Structure Type Main: 1 04  
 45 No.Spans Main: 006  
 44 Structure Type Appr: 0 00  
 46 No Spans Appr: 0000  
 226 Bridge Curve Horz 1 Vert: 0  
 111 pier Protection 0  
 107 Deck Structure Type: 1  
 108 Wearing Structure Type: 1  
 Membrane Type: 0  
 Deck Protection: 0

Signs & Attachments

225 Expansion Joint Type: 02  
 242 Deck Drains: 1  
 243 Parapet Location: 0  
 Height: 0  
 Width: 0  
 238 Curb Height: 1  
 Curb Material: 1  
 239 Handrail 1 1  
 \*240 Medium Barrier Rail: 0  
 241 Bridge Median Height: 0  
 \* Bridge Median Width: 0  
 230 Guardrail Loc. Dir. Rear: 3  
 Frwd: 3  
 Oppo. Dir. Rear: 0  
 Oppo. Frwd: 0  
 244 Aproach Slab 3  
 224 Retaining Wall: 0  
 233Posted Speed Limit: 55  
 236 Warning Sign: 1.00  
 234 Delineator: 1.00  
 235 Hazzard Boards: 1  
 237 Utilities Gas: 00  
 Water: 00  
 Electric: 00  
 Telephone: 00  
 Sewer: 00  
 247 Lighting Street: 0  
 Navigation: 0  
 Aerial: 0  
 \*248 County Continuity No.: 01



### HIGHWAY SAFETY MANUAL (HSM) ANALYSIS for CONCEPT REPORTS/REVISED CONCEPT REPORTS

This Concept Report includes an HSM predicted average crash frequency analysis for the design year ADT using the Manual's Predictive Method. The HSM uses AADT with the Predictive Method while this analysis uses ADT since AADT is typically not available for GDOT projects. The Predictive Method analysis is based on Safety Performance Functions (SPF) for individual roadway segments and intersections that provide the crash frequency. The HSM often provides information on crash frequency distribution by collision type and severity. Some SPFs include HSM Crash Modification Factors (CMF) that adjust the SPF crash frequency to account for difference between HSM base conditions and project specific conditions such as geometric design features. The HSM includes local calibration factors to further refine predictive average crash frequency. These local factors have not yet been developed by GDOT.

#### Project Segment and Intersection Types analyzed

Segment				Intersection	
ID #	Type	MP	MP	ID #	Type
1	2-Lane Undivided Rural	4.36	4.47		N/A
2	2-Lane Undivided Rural	4.47	4.51		N/A
3	2-Lane Undivided Rural	4.51	4.66		N/A

The predicted number of crashes per the HSM on the proposed condition is 0.848 crashes for the design year. This is slightly higher than the HSM base condition prediction of 0.802 crashes for the design year. The reason for this is guardrail on the approaches to the bridge (segments 1 and 3) and the barrier on the bridge (segment 2).

**SUBJECT:** Initial Concept Team Meeting Minutes  
PI NO. 0009864, Haralson County  
SR 120 @ BEACH CREEK

**LOCATION:** An Initial Concept Team meeting was held on July 18, 2011 at 1:30 PM at the GDOT General Office in Room 409 and via video conference with District 6 attendees in Cartersville, GA.

**ATTENDEES:** A list of meeting attendees is provided at the end of the meeting minutes.

**PURPOSE:**

- 1) Present the Draft Concept Report; preferred concept and alternatives
- 2) Obtain feedback and identify any issues
- 3) Discuss Schedule
- 4) Determine next steps

**Meeting Minutes Provided By: Chandria L. Brown, Project Manager  
GDOT – Office of Program Delivery**

**Notes below summarize discussions and decisions from the meeting.**

1. Chandria L. Brown conducted the meeting, and opened the meeting with the following information:
  - General Project Description – Bridge Replacements for SR 120 @ Beach Creek.
  - Sign-In sheets located at the General Office and at the District 6 Office
  - Rdwy Design would be presenting the conceptual project information that was provided in the Initial Concept Team Meeting (ICTM) Package when the meeting invitations were sent.
  - Meeting Minutes to be provided by Chandria L. Brown.
  - An Agenda was available at the General Office and at the District 6 meeting locations.
2. After the previous information was provided by Chandria L. Brown, she proceeded to request that every attendee at the General Office & District 6 Office introduce themselves and state their organization and affiliation with the project. Chandria confirmed with the District 6 attendees that Haralson County and Georgia Power representatives were present at the District 6 location.
3. Chandria then proceeded to reiterate the project's description. She informed all present that the project is currently programmed as a bridge replacement under PI 0009864 – SR 120 @ Beach Creek.
4. Chandria then proceeded to go over the project's current schedule. The Project is scheduled for Right of Way Authorization 11/2013; and a Management LET Date 07/2015. It was also

noted that in recent Quarterly Meetings, bridge replacement projects scheduled should and can be streamlined and therefore, delivered sooner than projects with standard durations.

5. The meeting was turned over to Roadway Design to present the presentation that Roadway Design had prepared for the Initial Concept Team Meeting. The presenters were Frantz Boileau and Andrew Romain. This presentation included: the Location Map; Pictures of the project location; Project Justification(f.k.a. Need and Purpose) Statement as provided by Bridge Maintenance; Existing Design Criteria; Proposed Design Criteria for the preferred proposed design and the alternate design considerations; and Detour Route information. During the presentation there were some comments for clarification of the project information being presented. The Preferred Design as presented in the presentation and within the ICTM package was to replace the bridge in its existing locations utilizing detour routes during construction.

Key points from the presentation were as follows:

- Design Exceptions/Variations will be required for the Preferred Alternate – The question is whether it will be for the 8% Superelevation and possibly for the Shoulder width.
- SR 120 is a Major Rural Collector
- Project is a Minor Project
- Haralson County High School located West of Bridge; Haralson County Middle School located East of Bridge
- Preferred Alternate: Maintain Existing Alignment; Detour Traffic during Construction
- 24 HR Truck percentage = 7%
- Proposed Bridge Typical = 2 – 12' Lanes; 8' Shoulders
- Proposed Rdwy Typical = 2 – 12' Lanes; 6' Shoulders
- Milling and Overlay Roadway; No Profile changes
- Posted Speed = 55 mph
- Existing R/W width = 100 ft
- Rock Blasting Anticipated
- Aerial Powerline on south side of Existing Bridge
- Waterline on Northside of Bridge partially submerged in the Creek
- Existing location – Preferred Alternate: Project Limits 1000 ft; 900 yd<sup>3</sup> earthwork; \$1.2M
- New Location – Parallel Bridge Alt # 2: Project Limits 2300 ft; 55,000 yd<sup>3</sup> earthwork; \$1.9 M
- Staged Bridge Construction Alt #3: Project Limits 1800 ft; 30,000 yd<sup>3</sup> earthwork; \$1.6M
- Preferred Signed All State Route Detour - Route B – Total length 16.1 miles – SR 100; US 78/SR 8; US 27/SR 1; US 27 BUS/SR 1 BUS

6. Immediately following the Roadway Design presentation, the opportunity to ask for clarifications regarding the presentation was offered by Andrew Romain.
  - Allen Poole, Haralson County Commission Chairman, asked about an old bridge just west of the existing bridge that was utilized some years ago. He asked if the old roadbed could be used in straightening out SR 120. Mr. Poole was concerned about the extreme curvature of the roadway. He wanted to know if improvement of the curvature of the roadway had been considered in the design.
    - No one present at the meeting was aware of the old bridge Mr. Poole was referencing.
    - Chandria Brown stated that this project will be limited to the replacement of the Beach Creek Bridge itself and minimization of the amount of roadway work.
    - At this point, the design does not reflect improvement of the SR 120 roadway curvature.
  - Gabrielle Williams, Design Policy & Support, opened discussion regarding the shoulder widths. She wanted to know if a Design Variance would be pursued for the existing substandard shoulder width. Also, the Speed Design is posted for 55 mph but the old plans indicate the design speed was 45 mph.
    - Andrew Romain stated that the bridge would be improved to meet current standards but the roadway improvement will be limited to tying back in to existing conditions.
    - Jack Grant reiterated Andrew's statement. No additional scope of work beyond the bridge replacement is being pursued.
    - Kenneth Franks re-stated Gabrielle's statement. He wanted to know if the original plans had been considered.
    - Andrew Romain stated that the original plans actually had 10' travel lanes but the current conditions are 12' travel lanes.
  - Allen Poole, Haralson County Commission Chairman, was concerned from the local standpoint. He wanted to know what GDOT needs from the locals.
    - Jonathan Cox asked the County what they thought of the Detour.
    - Mr. Poole says the emergency vehicle response time is a major concern. He proposes the shortest route.
    - Bill McConnell, Haralson County Director of Public Works, stated the Beach Creek Road Detour is not acceptable b/c it is a dirt road and it has a 1 lane 3 Ton load limit bridge. The Estravanko Road would need to be paved before traffic was placed on it. Pine Grove Road would need to be resurfaced b/c it could not handle additional traffic.

- Andrew Romain reiterated that the signed Detour would be along State Routes. The other detours would only be for local traffic and school buses.
- Mr. McConnell wanted to clarify that the intention is to only increase traffic on the local roads with bus traffic for the Middle School and High School. Andrew Romain confirmed this and also stated a minimal increase in local traffic is expected on the local roads.
- Bill McConnell, Haralson County Director of Public Works, asked if financial assistance could be utilized for paving Key Road/CR 472.
  - Chandria Brown stated that this may not be a part of this project. Additional funding and coordination would have to be completed to assess how this could be done.
  - Chandria Brown stated that we need further input from the locals specifically in regards to the school bus routes.
  - Jonathan Cox stated we will have to have a Public Meeting since we plan on closing the road. Emergency services and bus routes would have to be discussed.
  - Jack Grant stated that the alternative 1, closure of the road during construction, would allow for the fastest construction time.
- Jonathan Cox asked what would an estimate for Construction Time.
  - Bill DuVall stated that the bridge would only take about a year. However, the changes in grade could increase the time.
  - Bill Dungan stated that the previous projects are experiencing Liquidated Damages b/c of underestimation of construction time. He estimates 1.5 years to 2 years for Construction.
  - Bill Dungan stated that blasting rock close to the school could present a problem.
- Bill Dungan started a discussion regarding the waterline across the northside of the bridge. The waterline serves as fire protection for the High School and 2 houses. This is a 6" waterline. It can be cut off by two valves on both sides of the bridge. However, everyone wants to know who will pay for moving the line or upgrade it.
  - Chandria Brown asked if we stayed on existing alignment will it be an issue.
  - Bill Dungan stated that he's not certain if the line will be impacted if we stay on existing alignment. It depends on the footings.
  - Chandria Brown stated that we will work towards maintaining the existing alignment alternative for now.(Assuming that there will be no impact to the waterline)

7. Chandria Brown moved forward with the rest of the Agenda.

- Bridge Design was asked if there were any additional comments. There were none.
- Right of Way was asked if there were any additional comments.
  - Patrick Woodall asked how many parcels impacts are expected.
  - Frantz Boileau stated there are 4 parcels.
  - Patrick Woodall asked if there were any improvements proposed for any of the parcels.
  - Frantz Boileau stated there are no proposed improvements.
  - Patrick Woodall asked if there were any houses.
  - Frantz Boileau and Jack Grant stated that there were no houses. Jack Grant also stated that there is 1 driveway on the western end of the bridge to the south.
  - Chandria Brown asked the amount for the R/W estimate. Frantz Boileau stated the R/W estimate is for \$120,000.
- Utilities was asked if they had any additional comments.
  - Georgia Power representative, Mike Watkins, wanted to confirm that the power lines were on the NW side.
  - Jack Grant stated that the power lines to the SW side of the bridge look like they supply the house on that same side.
  - Mike Watkins stated that whatever GDOT could do to minimize the impact to the powerline would be best. In addition, blasting would be needed for resetting the powerlines just as would be needed for the roadway construction.
  - Jack Grant also mentioned the mobility of a crane would need to be considered as well.
  - Mike Watkins stated that additional time would be needed if the powerline had to be moved for crane clearance as well.
- Chandria Brown then called out the Utilities that the Draft Concept identifies for the projects: Haralson County Water; Charter Communications – CATV, Bellsouth/AT&T Communications; Georgia Power – Electric. She then asked the Office of Utilities if any additional utilities need to be included and/or if any from the list, need to be revised.
  - Kerry Bonner stated there were no further comments for the Office of Utilities.
- Chandria Brown then asked Jason Morrell, Environmentalist for any additional comments on behalf of the Office of Environmental.
  - Jason Morrell stated Phase I Survey is underway; no Historic Resources; there are Ecological impacts; Need Aquatic Survey(Task Order needed)

- Chandria Brown asked if we can start Aquatic Survey this year.
  - Jason Morrell stated that the Aquatic Survey could be done in September or October. Aquatic Survey is generally not completed during the Winter Months.
  - Chandria Brown asked if we need to get on the FHWA/OES Agenda to discuss the Document Type.
  - Air/Noise and Archaeology can't be started until a final footprint is set. These studies are more intensive.
  - Chandria Brown stated that we need to work with Environmental early on to set up the required local coordination to finalize the alternate for moving forward.
  - Jason Morrell reiterated that we will need a Public Meeting for the Detour.
  - District asked if a Stream Buffer Variance (SBV) is anticipated. Jason Morrell replied that OES does not anticipate a SBV because it is a bridge replacement and that a 100' width exemption is allowed for bridges replacements.
  - Jason Morrell stated that the Phase I Ecology would be completed by February 2012.
  - Chandria Brown asked if we have enough information to open dialogue with FHWA to determine the Document Type. Jason Morrell stated in the affirmative. Jason says we can get the project on the Agenda.
- Chandria Brown opened up the meeting for additional open discussion.
    - Andrew Heath asked about the discrepancy in the CST funds that appear on the Preconstruction Status Report. The Draft Concept Report shows \$1M+ for each alternative.
    - Chandria Brown replied that as we move forward we will submit updated cost estimates for all activities: PE, R/W and CST. The numbers currently on the Preconstruction Status Report are preliminary figures allocated when the project was initially programmed.
    - Mick Workman asked that if any additional R/W and/or easements are needed for Utilities, could these easements be identified on the plans as for Utility purposes. Chandria Brown stated that this can be done. Mick Workman requested that the plans say permanent easement for construction and utilities. This was noted.
    - Jason Morrell asked if the Task Order would be initiated by the PM or by the Office of Env Svcs. Chandria Brown responded that she can initiate it or Environmental could initiate it and supply the PM w/ the needed contract funds.
8. Chandria Brown stated the Meeting Minutes will be sent out within the next couple of days and the attendees would be given a week to provide revisions to the minutes and additional comments.

Chandria Brown concluded the meeting.

**Additional Comments Submitted during the finalization of the ICTM minutes:**

Roadway Design

Jack Grant followed up with Design Policy & Support regarding Design Exceptions for this project:

- This Roadway will require an 8 foot shoulder width.
- The 8% superelevation is more conservative than the 6% required by our Design Policy Manual and therefore an exception is not required.
- The substandard existing 6 foot shoulder width will require a Design Exception.

**Next Steps**

- Proceed with Concept Development incorporating applicable comments and recommendations. This includes additional coordination with the Environmental Office & District 6 Planning & Programming to determine the local coordination efforts required to ensure the impacts to the locals are mitigated as much as possible. – Specifically addressing the issues with the School Bus Routes and Emergency Services.
- Prepare for and schedule Concept Team Meeting in November.(If needed)
- Initiate the Survey Database activities.
- Coordinate with the Office of Environmental Svcs to initiate the Task Order for the Aquatic Surveys.
- Revise schedule with the intention to streamline the durations.

**Meeting Attendees:**

<b>General Office - Room 409 – 600 West Peachtree Street, Atlanta, GA 30308</b>			
<b>Name</b>	<b>Organization</b>	<b>Phone</b>	<b>Email</b>
Chandria L. Brown	GDOT/Program Delivery	404-631-1580	<a href="mailto:chbrown@dot.ga.gov">chbrown@dot.ga.gov</a>
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Andrew Romain	GDOT/DE2/Roadway Design	404-631-1633	<a href="mailto:aromain@dot.ga.gov">aromain@dot.ga.gov</a>
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**District 6 – 500 Joe Frank Harris Parkway, Cartersville, GA 30120**

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**SUBJECT:** Concept Team Meeting Minutes  
PI NO. 0009864, Haralson County  
SR 120 @ BEACH CREEK

**LOCATION:** A Concept Team meeting was held on December 12, 2011 at 10:00 AM at the GDOT General Office in Room 409 in Atlanta, GA and via video conference with District 6 attendees in Cartersville, GA.

**ATTENDEES:** A list of meeting attendees is provided at the end of the meeting minutes.

**PURPOSE:**

- 1) Present the Draft Concept Report; preferred concept and alternatives
- 2) Obtain feedback and identify any issues
- 3) Discuss Schedule
- 4) Determine next steps

**Meeting Minutes Provided By: Chandria L. Brown, Project Manager  
GDOT – Office of Program Delivery**

**Notes below summarize discussions and decisions from the Concept Team Meeting.**

1. Chandria L. Brown conducted the meeting, and opened the meeting with the following information:
  - General Project Description – Bridge Replacement for SR 120 @ Beach Creek.
  - Sign-In sheets were located at the General Office and at the District 6 Office.
  - An Agenda was available at the General Office and at the District 6 meeting locations.
  - Roadway Design would be presenting the conceptual project information that was provided in the Concept Team Meeting (CTM) Package.
  - Meeting Minutes to be provided by Chandria L. Brown.
2. Chandria proceeded to request that every attendee at the General Office & District 6 Office introduce themselves and state their organization and affiliation with the project. There were 2 representatives from Haralson County present: Haralson County Fire – Mr. Brian Walker; Haralson County Roads – Mr. Bill McConnell.
3. Chandria then proceeded to reiterate the project's description. She informed all present that the project is currently programmed as a bridge replacement under PI 0009864 – SR 120 @ Beach Creek.
4. Chandria then proceeded to go over the project's current schedule.
  - At the time of the meeting, the project was in the FY 2012-15 STIP as follows: Right of Way Phase 2015; Construction 'After 2015'.

- Concept Approval is scheduled for 1/11/12 however, the actual Concept Team Meeting and Concept Report Submittal were actually scheduled for 11/2011. Recovery of the baseline schedule is fully expected.
- Environmental Approval is scheduled for 2/20/13.
- Database Completion is scheduled for 4/12/12. However, procurement is in progress because the GDOT Location had to defer the survey to be completed by consultant services due to emergency surveys that have to be completed.
- Preliminary Design is scheduled to begin 4/13/12 and end 2/14/13.
- Right of Way Acquisitions are scheduled to begin 11/06/13 and end 5/15/15.
- 404 Permitting is scheduled to begin 6/19/14 and end 12/03/14.
- Letting to Construction is scheduled for 7/15/15.<FY 2016>

It was noted that if the project schedule is maintained the STIP will need to be updated by Planning and Bridge Design.

5. At this point, Chandria Brown noted the dates of the meetings that preceded the Concept Team Meeting:
  - Initial Concept Team Meeting (ICTM) – July 18, 2011 – General Office Room 409 via video Conference with District 6 Cartersville Location. The Offsite Detour was the preferred alternate at this time.
  - ICTM follow-up meeting – September 15, 2011 – District 6 Area 5 Office in Buchanan, GA. Project Manager and Designers met with local representatives from: Haralson County School Transportation Board; Haralson County Water Authority; Haralson County Fire; Haralson County Emergency Services; Buchanan Police Department; the Honorable Mayor of Tallapoosa; the City Manager of Tallapoosa. These representatives conveyed the impacts of the offsite detour on their respective agencies.
6. The meeting was turned over to Roadway Design to present the presentation that Roadway Design had prepared for the Concept Team Meeting. The presenters were Frantz Boileau and Robert Reid. This presentation included: the Location Map; Pictures of the project location; Project Justification Statement as provided by Bridge Maintenance; Existing Design Criteria; Proposed Design Criteria for the preferred proposed design and the alternate design considerations. During the presentation there were some comments for clarification of the project information being presented as well as some issues that were identified. The Preferred Design as presented in the presentation and within the Draft Concept Report was to stage construct the bridge by shifting the centerline of the existing bridge 15 feet south and maintaining at least one lane for traffic during construction. A temporary signal would be utilized to manage the traffic during construction.

Key points and issues discussed during the presentation were as follows:

- Haralson County High School located West of Bridge; Haralson County Middle School located East of Bridge
  - Preferred Alternate: Staged Construction; 1 – lane open during construction; Shifting centerline 15 feet to the South side of the existing bridge.
  - Proposed Major Structures: Bridge Replacement; MSE Retaining Wall; Tie-Back Wall
  - Proposed Bridge will span Beach Creek.
  - 24 HR Truck percentage = 7%
  - Existing Bridge Typical = 2 -12' travel lanes; 6' shoulders
  - Proposed Bridge Typical = 2 – 12' Lanes; 8' Shoulders
  - Proposed Rdwy Typical = 2 – 12' Lanes; 6' Shoulders
  - Posted Speed = 55 mph
  - Existing R/W width = Approximately 100 ft
  - Overall Cost: Approximately \$4,209,609 <PE, ROW, Utility, CST>
  - Rock Blasting Anticipated
  - Aerial Powerline on south side of Existing Bridge
  - Waterline on Northside of Bridge partially submerged in the Creek
  - Driveway located on SW quadrant of existing bridge – Not clear as to if this is a permitted access point – Roadway Design will investigate this further to determine how the proposed design will address this access point.
  - 2 Additional Alternates: 1) Replace bridge at its present location utilizing a 14 mile off-site detour.; 2) No Build
7. Immediately following the Roadway Design presentation, the opportunity to ask for clarifications regarding the presentation was offered. There were no questions.
8. Chandria then proceeded with the rest of the Agenda which was set-up to obtain feedback from the GDOT office representatives at the meeting.
- Planning – The STIP is not currently aligned with the project's baseline schedule. Baseline R/W Authorization is scheduled for FY 2014(11/2013); LET date is scheduled for Fiscal Year 2016(7/2015) but the Department's Scheduling Software shows the R/W funding in FY 2015 and CST funding in FY 2017. However, it was decided to proceed with the current baseline and address the STIP issue as the project progresses further.
  - Bridge Design/Bridge Construction
    - a. Construction time will be approximately 2 years w/ the preferred alternate(shifting the bridge south w/ 1 lane open during construction)
    - b. Construction time will be approximately 1 year if the bridge is replaced at its existing location and an offsite detour is utilized.(alternate #2)

- Right of Way – No representatives present
  - Environmental – At this time, the PIOH is not necessary as long as the bridge is to remain open during construction. Signing the bridge on the East and West ends and Advertising the construction in the paper would be sufficient. This would inform most people of the project prior to the transition to 1-lane across the bridge.
  - Utilities
    - a. Charter Communications is no longer a utility at this project site. The costs associated with this utility agency will be removed from the Utility Cost Estimate for submission of the Concept Report.
    - b. There are no utilities attached to the bridge.
  - Traffic Operations
    - a. A signal design is required for the temporary signal that will be utilized during construction. This design should be coordinated with the Traffic Operations Office.
    - b. No permit is required for the temporary signal.
    - c. \$50,000 should be the estimated cost of the temporary signal within the overall construction cost estimate.
9. Chandria Brown proceeded with noting the other projects in the area that may coincide with this project's schedule at some point.
- PI 0000761 – SR 100 From SR 8 to SR 120 in Tallapoosa & Drainage Improvements<.85Mi> - Intersection Improvement
    - a. Currently , there is no Baseline Schedule.
    - b. PE - 2011; Right of Way - 2014; Construction – Long Range 1
  - PI 642380 – SR 100 @ Walker Creek 3 Mi South of Tallapoosa – Bridge Replacement
    - a. Currently , there is no Baseline Schedule.
    - b. PE – 2000; Right of Way - Long Range ; Construction – Long Range
10. At this point, the Project Manager asked if there were any additional concerns and also, stated the preferred alternate presented today would be revised based on comments from the meeting and then submitted for approval to Design Policy & Support.
11. Roadway Design noted that a Design Exception for the Shoulder Width will be requested. There are 6 foot existing graded shoulders. The current policy states that we should utilize 8

foot shoulders however, since this is a bridge replacement project and not a roadway improvement, the design will entail tying back to the existing typical section. Guardrail will be utilized as well.

12. The final question raised was in regards to the new 31" W Beam guardrail height. Does the 31" guardrail change the height of the bridge barrier? The answer given was that the construction standards & details for the connection of the W Beam guardrail to the bridge guardrail have been modified to accommodate the new 31" W Beam guardrail height.
13. Chandria Brown stated the Meeting Minutes will be sent out via e-mail within the next couple of days and the attendees would be given a week to provide revisions to the minutes and submit additional comments. The meeting was adjourned.

**Additional Comments Submitted during the finalization of the CTM minutes:**

*No Additional Comments were submitted during the review period of the Draft Concept Team Meeting Minutes.*

**Next Steps**

- Obtain updated Utility Cost Estimate by removing 'Charter Communications (CATV)'.
- Add Highway Safety Manual Crash Reduction Factor Calculations to Concept Report.
- Update Construction Cost Estimate to reflect \$50,000 for the temporary signal.
- Modify Concept Report according to comments made during the Concept Team Meeting.
- Submit Concept Report to Design Policy & Support for approval.
- Complete Procurement for Survey Database.
- Prepare for Preliminary Design.

**Meeting Attendees:**

<b>General Office - Room 409 – 600 West Peachtree Street, Atlanta, GA 30308</b>			
<b>Name</b>	<b>Organization</b>	<b>Phone</b>	<b>Email</b>
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<b>District 6 – 500 Joe Frank Harris Parkway, Cartersville, GA 30120</b>			
<b>Name</b>	<b>Organization</b>	<b>Phone</b>	<b>Email</b>
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Brian Walker	Haralson Co Fire EMA	404-535-2104	<a href="mailto:1201blw@bellsouth.net">1201blw@bellsouth.net</a>
Bill McConnell	Haralson Roads	770-646-3278	<a href="mailto:hcroads@bellsouth.net">hcroads@bellsouth.net</a>
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**SUBJECT:** PI NO. 0009864, Haralson County  
SR 120 @ BEACH CREEK

**LOCATION:** Meeting was held on September 15, 2011 at 1:00 PM at  
the GDOT District 6 Area 5 Office - 4323 US 27, Buchanan, GA 30113

**ATTENDEES:** A list of meeting attendees is provided at the end of the meeting minutes.

**PURPOSE:**

- 1) Present the Draft Concept Report; preferred concept
- 2) Obtain feedback and identify any issues
- 3) Discuss Schedule
- 4) Determine next steps

**Meeting Minutes Provided By: Chandria L. Brown, Project Manager  
GDOT – Office of Program Delivery**

**Notes below summarize discussions and decisions from the meeting.**

1. Chandria L. Brown conducted the meeting, and opened the meeting with the following information:
  - General Project Description & Schedule
    - Bridge Replacement for SR 120 @ Beach Creek
    - R/W Acquisitions scheduled to begin 11/15/2013
    - Let Date scheduled for 7/15/2015
2. Each Attendee stated their name and the organization for which they represented.
3. The Office of Roadway Design Representatives described the proposed project as previously described at the Initial Concept Team Meeting (ICTM) held on July 18, 2011. Project Layout was shown to Attendees.
4. The Office of Roadway Design Representatives proceeded to describe the proposed detour. The Detour Layout accompanied the description.
5. The Meeting Attendees were given the opportunity to comment on the project design and detour. A summary of the comments are as follows:

**Detour Route**

- Jacksonville Road, a local road, is the best maintained route out of all that were proposed.
- Beach Creek Road is by far the worst route with 50% paved/ 50% gravel – 15' to 20' in width w/ a single lane (10') bridge over Beach Creek

- The shortest detour route between the schools would be Pine Grove Rd/US 78/Old Ridgeway Rd/Key Rd/Estavanko Rd. It would need improvement (especially the unpaved Key Rd & bridge) to be used as a detour.

#### School Board Transportation

- Prefer not to be detoured
- Buses only run 4 days a week – 4 day school schedule
- Buses carry all grade levels with only one stop per household.
- Stated an additional 35 minutes added to each route
- Concerned about increased fuel costs and request reimbursement funding for fuel.
- There was also concern about the safety of adding the mix of school buses and cars carrying students (especially young drivers) to the low-volume winding roads on the detour routes.

#### Sherriff/EMC/Fire

- Prefer not to be detoured
- All agreed that their response time would be increased between 15 and 20 minutes.
- Concerned about loss of life due to increased response times.
- Concerned about increased fuel cost
- The county would essentially be cut in half and they would no longer be able to reliably provide a back-up unit if there were multiple calls.

#### Water Service

- Prefer not to be detoured
- Prefer widening opposite of waterline
- Water Line supports Fire Protection to schools
- Water pressure greatly affected by cut in line to point of not being able to extinguish a fire.

#### City of Tallapoosa

- Mayor would like to see bridge that would accommodate 3 lanes to match proposed passing lane project being put on books per HB277
- Mayor requested consideration for widening existing bridge instead of replacement

#### General Consensus

- Overall Consensus was against the Detour Alternate
- Condition of local routes are not suitable for detour traffic
- Preferred Alternate was Alternate No. 2
- If a Concept Meeting is held, all requested to be in attendance.
- Requested additional funding for existing road upgrades if Detour Alternate chosen
- Requested reimbursement funding for fuel, additional resources, etc. if Detour Alternate chosen

Additional Notes

- Are subsidies available for the local EMS/Fire/PD/School Transportation Departments for additional mileage due to proposed Detour?
  - Is it possible to obtain funding for the improvement of the local routes shown on the Detour Layout?
  - Waterline to the North of the bridge supplies water for the 2 schools located East and West of the existing bridge. Coordination is required if waterline is impacted.
6. Roadway Design Representatives stated that alternative alignments were presented at the ICTM held on 7/18/11. However, none of the local agencies present at today’s meeting were present at the ICTM. The Design the Department is currently moving forward with has the least impacts to the immediate environment and provides for the fastest construction time. The alternate alignments were shown at this time.
7. Project Manager, Chandria Brown, noted that the design team would take all the concerns presented at today’s meeting into consideration as well as discuss them further with executive management to determine the best course of action.

**Next Steps & Action Items**

- Check with Local Grants Office to determine if funding can be allocated to improve the local route for Pine Grove Rd/US 78/Old Ridgeway Rd/Key Rd/Estavanko Rd
- Follow up with local agencies & organizations represented at today’s meeting to obtain further detail about specific areas of concern.

**Meeting Attendees:**

<b>District 6 Area 5 Office: 4323 US 27, Buchanan, GA 30113</b>			
<b>Name</b>	<b>Organization</b>	<b>Phone</b>	<b>Email</b>
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Phil Eidson	City Manager Tallapoosa	770-574-2345	<a href="mailto:peidson@tallapoosaga.gov">peidson@tallapoosaga.gov</a>

# SIGN IN SHEET - September 15, 2011

PROJECT: PI 0009864 - SR 120 @ BEACH CREEK

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David Ess	City Manager Tallapoosa	David.Ess@talapoosaga.gov	( ) ( )
			( ) ( )
			( ) ( )

## 5. QA Review Events

### 5.1. QA Concept Report & Layout Review

**Review Panel:** Assistant Office Head, Design Group Manager, Lead Design Engineer

**Review Schedule:** Hold review 4 weeks prior to submission of the concept or revised concept reports.

**Review Elements:**

- Project addresses the Need & Purpose and is consistent with Logical Termini.
- Project conforms to RTP/TIP/STIP (model yr/open to traffic, # of lanes, termini, cost estimates).
- Traffic Volumes reflect current and design year estimates and cover side roads adequately.
- Geometric Design Policy has been adequately identified – functional classification, design speed, design vehicle, min radius, max grades, max SE rate, access control, clear zone, median usage. See Chapters 3, 4, and 5 of the GDOT DPM.
- Typical Sections (see Chapter 6 of the GDOT DPM).
- Capacity Analysis demonstrates acceptable Level of Service (LOS) for Functional Classification.
- Lane configuration (number of lanes, turn lanes) is consistent with the Capacity Analysis.
- Provisions for u-turns have been assessed at appropriate locations along the roadway.
- Accident/Crash History - the concept addresses critical locations along the project?
- Avoidance of environmental resources has been adequately considered.
- State Waters and Stream Buffers have been identified by the ecologist and noted on plans.
- FEMA Flood Plains, Biota Impaired Streams, Fish Passage has been assessed.
- Avoidance of major utilities has been adequately considered.
- Considerations for pedestrian and bicycle access has been adequately addressed.
- Constructability has been assessed (staging, detours, road closures, access, major utilities, etc.).
- Structural elements have been adequately considered (bridge, culvert, retaining wall, noise wall).
- Vertical clearances are addressed (see GDOT Bridge and Structures Design Policy Manual).
- FAA coordination has occurred (if project is within 5 miles of an airport or aviation facility).
- Design Exceptions and Variances are addressed.
- Coordination with stakeholders has occurred (FHWA, local governments, civic groups, utility companies, railroad companies, other federal and state agencies, etc...).
- R/W & easement limits are reasonable (see Chapter 3 of the GDOT DPM).
- V.E. study recommendations have been implemented, if applicable.
- Feasible alternative alignments have been adequately considered and noted.
- Roadway Quantities have been reviewed and are satisfactory.

**Action:**

- Lead Design Engineer will incorporate revisions resulting from the review into the Concept Report and layout; and/or conduct additional studies to support decisions or resolve questions, and follow-up with Assistant Office Head for closure.
- Document and file, in QC/QA folder, a copy of the review notes and any actions taken by the review panel

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AOH: 

Date: 12-27-11  
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