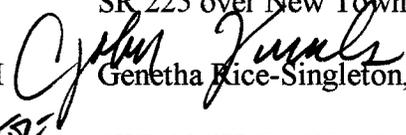


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 631570-, Gordon County **OFFICE** Preconstruction
BHF-151-1(6)
SR 225 over New Town Creek and Coosawatee River **DATE** September 25, 2006
FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction
TO  SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Kent Sager
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 631570-, Gordon County **OFFICE** Preconstruction
 BHF-151-1(6)
 SR 225 over New Town Creek and
 Coosawattee River **DATE** September 18, 2006

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO  David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the replacement of two structurally deficient bridges on SR 225 over New Town Creek and the Coosawattee River, 4.0 miles northeast of Calhoun, Georgia. The existing alignment is located adjacent to the New Echota State Historic site. This was the first national capitol of the Cherokee nation. The Georgia Department of Natural Resources owns 190 acres on which the site sits; 30 acres north of SR 225 and 160 acres south of SR 225. The existing structure over New Town Creek is 162' x 29.8' with a sufficiency rating of 52 currently, but will be reduced when the superstructure is rated during the next inspection. The existing structure over the Coosawattee River is 621' x 30' with a sufficiency rating of 20. The existing approaches consist of two, 12 lanes with rural shoulders on 100' of existing right-of-way. The existing alignment has substandard curvature and superelevation, and a history of safety problems (2 fatalities in 3 years). An analysis of accidents within the project limits found that between 2002 and 2004, the accident rate exceeded the statewide average accident rate for similar classified routes. The base year traffic (2011) along this section of SR 225 is 6,500 VPD and the 20 year (2031) or design year projected volume is 9,700 VPD. The posted speed and the design speed are 55 MPH.

The construction proposes to relocate SR 225 north of its present location extending from 0.3 mile \pm east of CR 483 north on new location to existing SR 225 just east of McDaniel Road. The proposed new bridges will be 150' x 44' and 625' x 44', and will be located just north of the existing bridge structures. The relocated SR 225 will consist of two, 12' lanes with 10' rural shoulders (4' paved) on 130' of proposed right-of-way. As proposed, this alignment will improve SR 225 to enhance safety of the existing roadway. Traffic will be maintained along the existing roadway during construction.

It is recommended that project BRST-151-1(7), P.I. No. 632906-, be combined with project BHF-151-1-(6). The new project will be BHF-151-1(6), P.I. No. 631570-, and include the New Town Creek and Coosawattee River bridges.

David Studstill

Page 2

P. I. No. 631570-, Gordon

September 18, 2006

Environmental concerns include requiring a COE 404 Permit; Section 7 consultation will be required; New Echota National Historic Landmark impacted; an Environmental Assessment will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$6,038,000	\$3,532,000	LICO/L240	2016
Right-of-Way	\$ 471,000	\$ 472,000	LICO	
Utilities*	LGPA	LGPA		

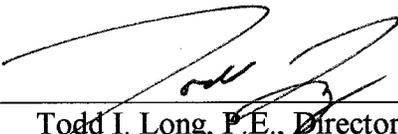
*Gordon County signed LGPA for utilities.

I recommend this project concept be approved.

GRS:JDQ/cj

Attachment

CONCUR



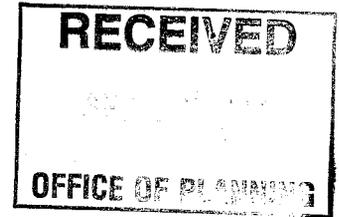
Todd I. Long, P.E., Director of Preconstruction

APPROVE



David E. Studstill, Jr., P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**
Office of Environment/Location

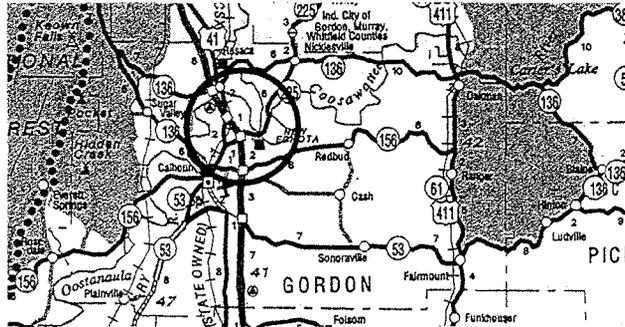


PROJECT CONCEPT REPORT

Project Number: BHF-151-1(6) & BRST-151-1(7)

County: Gordon

P. I. Number(s): 631570 & 632906



Recommendation for approval:

DATE	<u>8/17/06</u>	<u><i>Keith E. Thompson</i></u> Project Manager
DATE	<u>8.30.06</u>	<u><i>Thomas J. ...</i></u> State Environmental/Location Engineer

The concept for BRST-151-1(7) as presented herein and submitted for approval is included in the 2006-2008 State Transportation Improvement Program (STIP). Project BHF-151-1(6) is not currently in the STIP, but is part of the Departments Construction Work Program (CWP).

DATE	<u>9/13/06</u>	<u><i>Joseph P. ...</i></u> State Transportation Planning Administrator
DATE	_____	_____

District Engineer - Cartersville

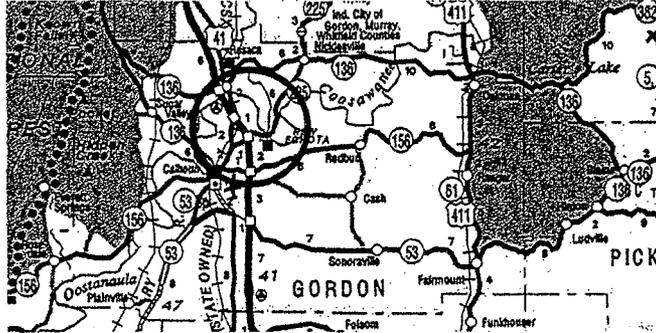
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

PROJECT CONCEPT REPORT

Project Number: BHF-151-1(6) & BRST-151-1(7)

County: Gordon

P. I. Number(s): 631570 & 632906



Recommendation for approval:

DATE 8/17/06

Keith E. Thompson
 Project Manager

DATE 8.30.06

Anthony D. [Signature]
 State Environmental/Location Engineer

The concept for BRST-151-1(7) as presented herein and submitted for approval is included in the 2006-2008 State Transportation Improvement Program (STIP). Project BHF-151-1(6) is not currently in the STIP, but is part of the Departments Construction Work Program (CWP).

DATE _____

State Transportation Planning Administrator

DATE 9/6/06

James T. Simpson
 Financial Management Administrator

DATE _____

Project Review Engineer

DATE _____

State Bridge & Structural Design Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer - Cartersville

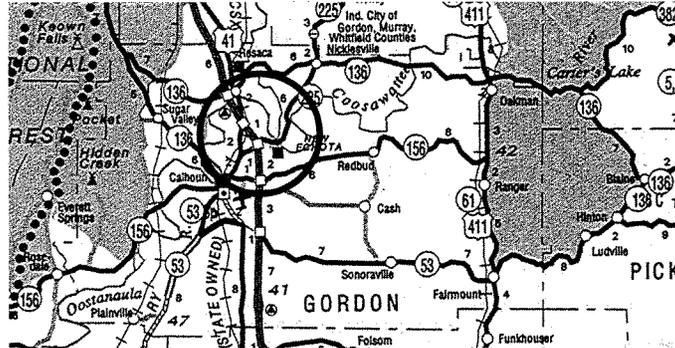
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

PROJECT CONCEPT REPORT

Project Number: BHF-151-1(6) & BRST-151-1(7)

County: Gordon

P. I. Number(s): 631570 & 632906



Recommendation for approval:

DATE

8/17/06

Keith E. Thompson

 Project Manager

DATE

8.30.06

Shirley D. Dupont

 State Environmental/Location Engineer

The concept for BRST-151-1(7) as presented herein and submitted for approval is included in the 2006-2008 State Transportation Improvement Program (STIP). Project BHF-151-1(6) is not currently in the STIP, but is part of the Departments Construction Work Program (CWP).

DATE

State Transportation Planning Administrator

DATE

Financial Management Administrator

DATE

Project Review Engineer

DATE

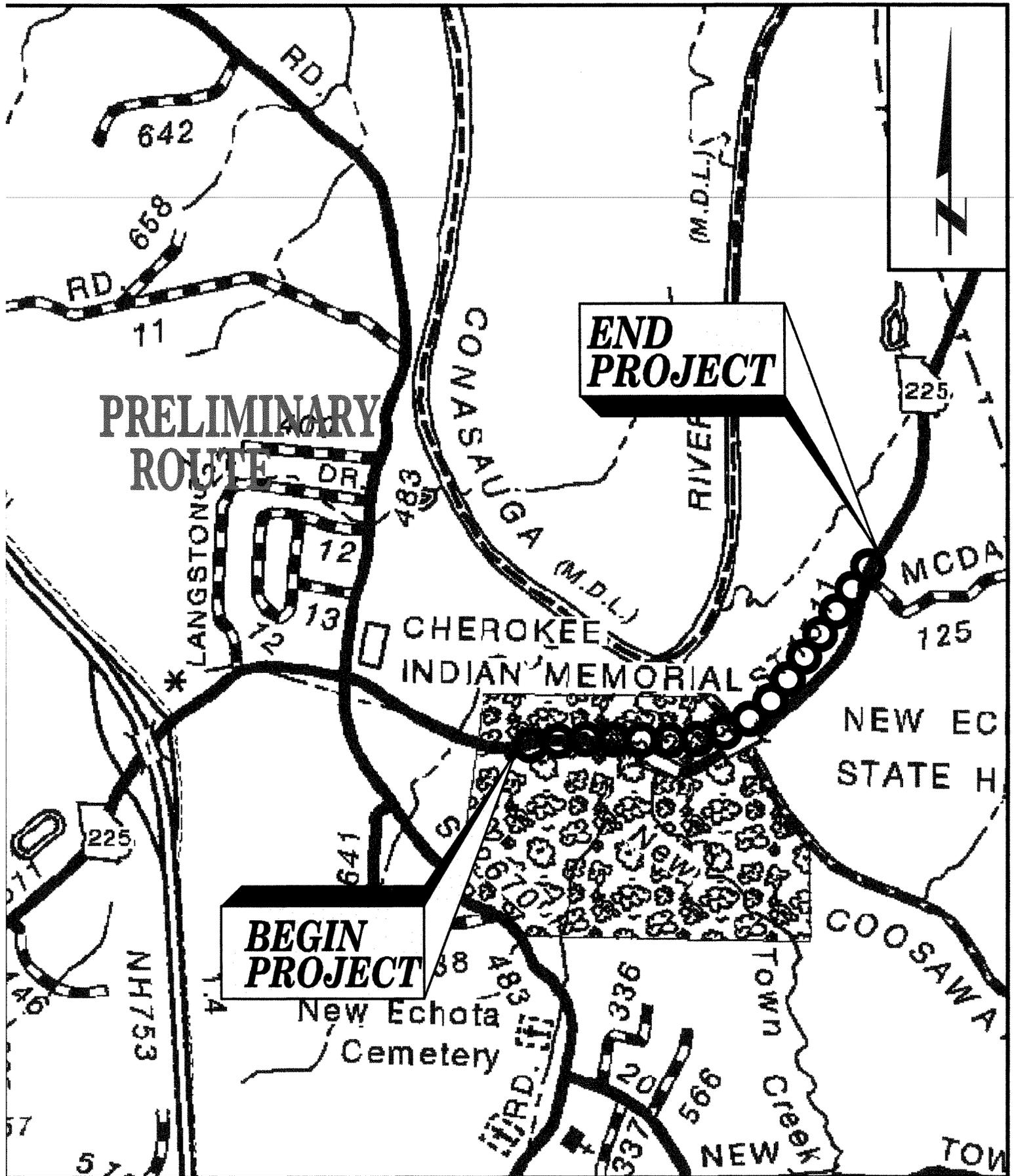
State Bridge & Structural Design Engineer

DATE

State Traffic Safety & Design Engineer

DATE

District Engineer - Cartersville



SOURCE: GENERAL HIGHWAY MAP, GORDON CO., GEORGIA
 PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1997



BHF-151-1(6) & BRST-151-1(7)
 SR 225 IMPROVEMENTS
 GORDON COUNTY
 PI# 631570 & 632906

Need and Purpose: A need exists for the replacement of structurally deficient bridges located on SR 225 over New Town Creek (MP 2.40), project BHF-151-1(6) and the Coosawatee River (MP 2.57), project BRST-151-1(7) in Gordon County as well as the improvement of the alignment in the area.

The bridge at New Town Creek has a Sufficiency Rating of 52.68 and the bridge at Coosawatee has a Sufficiency Rating of 20.36. Both bridges were structurally evaluated on June 24, 2003 by the Office of Bridge Maintenance. They were both classified as structurally deficient due to the load capacity and recommended for replacement. It was also recommended to improve the alignment in this area. The existing alignment has a substandard curvature and superelevation, and a history of safety problems (2 fatalities in 3 years). An analysis of accidents in this area (from approximately 300 feet south of New Town Creek to approximately 300 feet north of Coosawatee River) found that between 2002 and 2004 the accident rate exceeded the statewide average accident rate for similarly classified routes. From the total of 14 accidents, 7 accidents occurred along the two bridges. This section of SR 225 is classified as a Rural Minor Arterial with a posted speed limit of 55 mph. The Annual Average Daily Traffic (AADT) along this section of roadway was 4,960 vehicles in 2004 with 5% trucks and future traffic is projected to be 8,700 in 2020. SR 225 is a truck route and a school bus route.

The need for the proposed projects is due to the deficiencies of the existing bridges and the high number of accidents. The purpose of the projects is to replace the existing deficient bridges and bring the alignment to current design standards to improve traffic operations and safety along this section of roadway.

Description of the proposed project: Project BHF-151-1(6) & BRST-151-1(7), located in Gordon county, proposes the realignment of SR 225 in conjunction with the replacement/relocation of the bridges over New Town Creek and the Coosawatee River. The project would utilize a 2-lane typical section with open ditch drainage. The project would begin by tying into the existing pavement of SR 225, approximately 0.8 miles east of the I-75 exit ramp. The project would continue east along SR 225 for approximately 460 feet before proceeding northeast onto new location with new bridge structures over New Town Creek and the Coosawatee River. Approximately 0.4 miles after the proposed Coosawatee River Bridge, the project would then tie back in to the existing pavement of SR 225 at the intersection of McDaniel Road and SR 225. The proposed project would end approximately 560 feet east of McDaniel Road. The proposed design speed would be 55 mph. The project length is approximately 1 mile. The proposed right-of-way width would be approximately 130 feet.

Continued - Proposed Design Features: Mainline

- Structures:
 - New Town Creek – New two-lane bridge 47.3 feet wide by approximately 150 feet long.
 - Coosawattee River – New two-lane bridge 47.3 feet wide by approximately 625 feet long.
- Major Intersections and Interchanges: None
- Traffic Control During Construction: Traffic to be maintained on existing road
- Design Exceptions to Controlling Criteria Anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
Horizontal Alignment:	()	()	(X)
Roadway Width:	()	()	(X)
Shoulder Width:	()	()	(X)
Vertical Grades:	()	()	(X)
Cross Slopes:	()	()	(X)
Stopping Sight Distance:	()	()	(X)
Superelevation Rates:	()	()	(X)
Horizontal Clearance:	()	()	(X)
Speed Design:	()	()	(X)
Vertical Clearance:	()	()	(X)
Bridge Width:	()	()	(X)
Bridge Structural Capacity:	()	()	(X)

- Design Variances: None at this time
- Environmental concerns:
 - USACOE 404 Permit required: Yes.
 - T & E Species: No known T & E Species would be impacted. The project would cross critical habitat of federally protected aquatic species. Section 7 consultation would be required – a determination of “may affect, not likely to adversely affect” is anticipated.
 - History: One eligible site impacted - New Echota National Historic Landmark.
 - Archeology:
 - New Echota Traditional Cultural Property (TCP) impacted.
 - One eligible prehistoric archaeological site impacted - mitigation required.
 - Parks/Public Recreation Areas:
 - New Echota Historic State Park impacted.
 - Public golf course impacted.
 - Boat ramp at Coosawattee River – Coordination with Ga. DNR required.
 - Cemeteries: No known cemeteries within project limits.
 - Wetlands: No wetland impacts.
 - Streams: No stream impacts anticipated due to bridging.
 - Underground Storage Tanks: No underground storage tanks known at this time.
 - Hazardous Waste Sites: No hazardous waste sites known at this time.

Continued - Proposed Design Features: Mainline

- Level of Environmental Analysis:
 - Are Time Savings Procedures Appropriate? Yes (), No ()
 - Categorical Exclusion ()
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ()
 - Utility involvements: LGPA to be requested

Project Responsibilities:

- Design - GA Department of Transportation
- Right-of-Way Acquisition as of August 10, 2006
 - New Town Creek, 631570 – Gordon County refused to commit funds: 8-10-95
 - Coosawattee River, 632906 – Gordon County did not commit funds: 8-3-99
- Relocation of Utilities as of August 10, 2006
 - New Town Creek, 631570 – Gordon County refused to commit funds: 8-10-95
 - Coosawattee River, 632906 – LGPA signed by Gordon County: 8-3-99
- Letting to Contract - GA Department of Transportation
- Supervision of Construction - GA Department of Transportation
- Providing Material Pits - GA Department of Transportation
- Providing Detours - GA Department of Transportation

Coordination:

- Initial Concept Meeting Date and Brief Summary: March 22, 2004. Minutes attached.
- PAR Meeting Date and Results: The currently proposed alignment would impact less than 1.5 acres or 1000 linear feet at any one site/crossing. Therefore, a PAR meeting is not required.
- Concept Team Meeting: July 19, 2006. Minutes Attached.
- FEMA, USCG, and/or TVA: Not available at this time.
- Public Involvement: None to date. A Public Hearing will be held.
- Local Government Comments: Initial Concept Team Meeting minutes attached.
- Other Projects in the Area: STP-151-1(4); the construction of passing lanes along SR 225 (at 3 locations) in Gordon and Murray Counties.
- Other Coordination to Date: Coordination performed with The Advisory Council on Historic Preservation, National Park Service and US Department of Interior; extensive and early coordination with the Eastern Band of Cherokee Indians, Cherokee Nation and the United Keetoowah Band of Cherokee Indians; thirteen other Native American tribal governments were notified who consider Georgia as their native homeland; the Keeper of the National Register was involved in the New Echota TCP Designation; the Georgia Department of Natural Resources (GDNR), their Historic Preservation Division (SHPO), and the State Parks and Historic Sites Division; the Coosa Valley Regional Development Center; and the Gordon County Commission.

Scheduling – Responsible Parties’ Estimate:

- Time to complete the environmental process: 24 Months
- Time to complete preliminary construction plans: 9 Months
- Time to complete Right-of-Way plans: 3 Months
- Time to complete the section 404 permit: 12 Months
- Time to complete final construction plans: 9 Months
- Time to complete purchase right of way: 15 Months
- List other major items that will affect the project schedule: N/A Months

Other alternatives considered:

- Avoidance Alternative 1 would begin approximately 200 feet east of the I-75/SR 225 interchange and would proceed northeast on new location, intersecting CR 483/Craigton Road. It would then bridge the Oostanaula River before tying into SR 225, approximately 0.5 miles north of McDaniel Road. This alignment is approximately 2 miles in length. The proposed project would utilize a 2-lane with open ditch drainage typical section and 55 miles per hour speed design.
- Avoidance Alternative 2 would begin by building a new I-75 interchange approximately 1 mile south of the existing I-75/SR 225 interchange. The proposed alignment would proceed east on new location for approximately 0.25 miles. It would then cross CR 483/New Town Church Road approximately 0.25 miles south of CR 438 and continue northeast on new location with new bridge crossings over New Town Creek and the Coosawattee River. The proposed alignment would end by tying into SR 225 approximately 0.90 miles north of McDaniel Road. This alignment is approximately 3.5 miles in length. The proposed project would utilize a 2-lane with open ditch drainage typical section and 55 miles per hour speed design.

The two Avoidance Alternatives described are not considered “prudent and feasible alternatives” because they do not meet the stated Need and Purpose for the bridges over the New Town Creek and the Coosawattee River. Also, each of the resource avoidance alternatives would require two new bridges, present other potential environmental issues and increase displacements. A “No Build Alternative” was not considered because the New Town Creek Bridge and the Coosawattee River Bridge would still need replacement due to structural deficiencies.

Comments:

1. The 404-b(1) review process has not been completed for this project. This alignment could change.

Recommendations:

- Due to the close proximity of the bridges, it is recommended that both projects BHF-151-1(6) and BRST-151-1(7) be combined and funded as one project.
- It is recommended that bridge piers not be placed in the stream bed of the Coosawatee River to alleviate any environmental concerns.
- Efforts should be taken to minimize harm to 4f resources including the public golf course, New Echota National Historic Landmark, New Echota Traditional Cultural Property, and the public boat ramp at the Coosawatee River for possible No Adverse Effect determination.

Attachments:

1. Cost Estimates:
 - a. Construction including E & C \$ 6,038,000.00
 - b. Right-of-Way \$ 470,900.00
 - c. Utilities \$ 187,789.00
2. Traffic Projections
3. Typical Sections
4. Initial Concept Team Meeting Minutes
5. Concept Team Meeting Minutes

Approvals:

Concur:

Director of Preconstruction

Approve:

Chief Engineer

CONCEPT COST ESTIMATE

Office of Environment/Location

August 15, 2006 3:49 PM

County(s)

PI Number Project Number

Project Name Project Length Miles

Project Description

Existing Roadway

Comments

TRAFFIC:

Current Design Year Daily Volume (AADT)

Future Design Year Daily Volume (AADT)

Concept Estimate

Feasibility Estimate

Typical Section(s) Used in Estimate

Typical Section Length

<input type="text" value="Rural New Location: 2-Lanes with 24 ft Pavement"/>	<input type="text" value="0.90"/> Miles
<input type="text"/>	<input type="text"/> Miles
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<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
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Prepared By

MAJOR STRUCTURES*Note! All distances are in feet***Bridges: Stream Crossings & Grade Separations**

NO	LOCATION	QTY	CROSSING TYPE	WIDTH	LENGTH	UNIT COST	TOTAL
1	New Town Creek	1	Stream-New	47.30	150.0	80.00	568,000
2	Coosawattee River	1	Stream-New	47.30	625.0	80.00	2,365,000
3		1					
4							
5							
6							
7							
8							
9							
10							
11							
12							

Bridge Culverts

NO	LOCATION	TYPE / W x H / FILL	LENGTH	UNIT COST	TOTAL
1	Stream # 11	Single / 4 x 4 / 10	43.0	530.84	23,000
2					
3					
4					
5					
6					
7					
8					

Walls

NO	LOCATION	TYPE	HEIGHT	LENGTH	UNIT COST	TOTAL
1						
2						
3						
4						
5						
6						

MAJOR STRUCTURES SUBTOTAL **\$ 2,956,000**

Typical Section

Rural New Location: 2-Lanes with 24 ft Pavement

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

1. EARTHWORK

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

2. MINOR DRAINAGE

QUANTITY	UNIT COST	TOTAL
8,000 CY	6.98	56,000
7,200 CY	15.00	108,000
64,100 CY	6.62	424,000
0.90 MI	56,667	51,000
GRADING AND DRAINAGE SUBTOTAL		\$639,000

BASE AND PAVING

1. GRADED AGGREGATE BASE

2. ASPHALT PAVING

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

3. CONCRETE PAVING

- a. Curb and Gutter
- b. Miscellaneous

4. OTHER PAVING

THICKNESS and SPREAD RATE	QUANTITY	UNIT COST	TOTAL
10"	9,883 TN	27.48	272,000
1 1/2" (165 LB/SY)	1,612 TN	88.00	142,000
3" (330 LB/SY)	3,249 TN	80.00	260,000
4" (440 LB/SY)	2,868 TN	90.58	260,000
	2,056 GL	2.32	5,000
	0.90 MI	17,251	16,000
BASE AND PAVING SUBTOTAL			\$1,051,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. EROSION CONTROL
- 4. SIGNING & MARKING
- 5. MISCELLANEOUS

QUANTITY	UNIT COST	TOTAL
0.90 MI	10,696	10,000
14.18 AC	6,000	85,000
0.90 MI	146,517	132,000
0.90 MI	10,726	10,000
0.90 MI	36,375	33,000
LUMP ITEM SUBTOTAL		\$270,000

MISCELLANEOUS PROJECT ITEMS

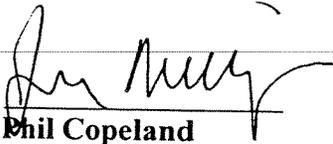
- 1. GUARDRAIL
- 2. GUARDRAIL ANCHORS
- 3. DETOURS
- 4. SPECIAL FEATURES

QUANTITY	UNIT COST	TOTAL
3,180 LF	19.07	61,000
4 EA	587.15	2,000
	MI	453,560
MISCELLANEOUS SUBTOTAL		\$63,000

ESTIMATE SUMMARY

TYPICAL SECTION	COST (per mile)
1. Rural New Location: 2-Lanes with 24 ft Pavement	\$ 2,178,000
PROJECT COST	
A. MAJOR STRUCTURES	\$ 2,956,000
B. GRADING AND DRAINAGE	\$ 639,000
C. BASE AND PAVING	\$ 1,051,000
D. LUMP ITEMS	\$ 270,000
E. MISCELLANEOUS	\$ 63,000
SUBTOTAL CONSTRUCTION COST	\$ 4,979,000
ENGINEERING & CONTINGENCIES (10%)	\$ 498,000
INFLATION <u>2</u> yr(s) @ <u>5</u> % per yr	\$ 561,000
GRAND TOTAL CONSTRUCTION COST	\$ 6,038,000

Preliminary Right of Way Cost Estimate



Phil Copeland
 Right of Way Administrator
 By: Jerry Milligan

Date: June 26, 2006
Project: BHF-151-1(6) & BRST-151-1(7)Gordon
Existing/Required R/W: Varies/Varies
Project Termini: Bridge Replacement for SR 225
Project Description: SR 225 Bridge Replacement

P.I. Number: 631570 & 632906
No. Parcels: 7

Land:		
Agricultural / Residential : 614, 583 sf @ \$.18 / sf		\$ 110,625
Improvements : Misc. Site Improvement		25,000
Relocation: Residential (0)		
Commercial (0)		0
Damage : Cost to Cures (0) parcel		<u>0</u>
	Net Cost	\$ 135,625
	Net Cost	\$ 135,625
	Scheduling Contingency 55 %	74,594
	Adm/Court Cost 60 %	126,131
	Inflation Factor 40 %	<u>134,540</u>
		\$ 470,890

Total Cost \$ 470,900

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE **BHF-151-1 (6) & BRST-151-1 (7)**
 SR 225 Bridge Replacements
 Gordon County – Alt No. 1

OFFICE **Cartersville**

DATE **July 21, 2006**

FROM 
 Kerry D. Bonner
 District Utilities Engineer

TO **Harvey B. Keeper, State Environmental/Location Engineer**
ATTN **Keith Posey**

SUBJECT **PRELIMINARY UTILITY COST ESTIMATE**

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimates for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE	LOCAL GOVT. COST
BellSouth	\$55,000.00		
Atlanta Gas Light	No Facilities		
North Georgia EMC	\$38,219.00	\$93,570.00	
City of Calhoun	No Facilities		
Comcast	No Cost		
Totals	\$93,219.00	\$93,570.00	

Total Preliminary Utility Cost Estimate \$186,789.00.

If you have any questions, please contact Royce Turner at 770-387-3615.

KDB/RET/rt

C: Jeff Baker, P. E., State Utilities Engineer
Jamie Simpson, Office of Financial Management
Mike Thomason, Area Engineer
File/Estimating Book

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE BRST-151-1(7) & BHF-151-1(6) OFFICE Environment/Location
Gordon County
P.I. # 632906 & 631570
DATE April 10, 2006

FROM Abby Ebodaghe, Traffic Analysis Section Chief

TO Keith Posey, Location Engineer
Attn. Andrick Anderson

SUBJECT Traffic Assignments for S.R. 225 @ Coosawattee River 4 Mi NE of Calhoun
in Gordon County.

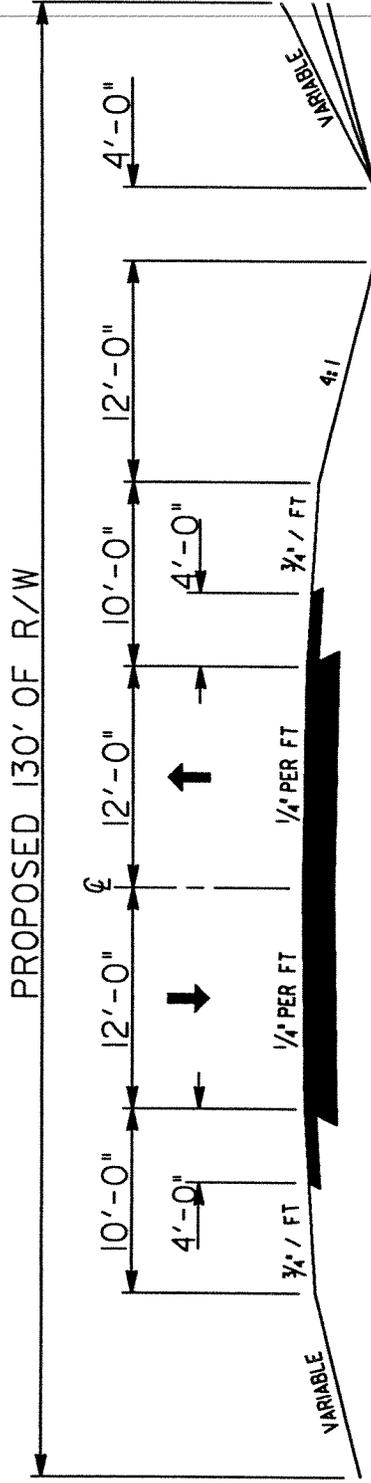
We are furnishing estimated Traffic Assignments for the above project is
attached:

2005 AADT = 5100
2011 AADT = 6500
2031 AADT = 9700
K = 9%
D = 55%
T. = 5%
24 HOUR T. = 8.5%
S.U. = 4%
COMB. = 4.5%

If you have any questions concerning this information please contact
Abby Ebodaghe at (404) 699-4454.

HDK/AFE

BRST-151-1(6) & BRST-151-1(7)
 GORDON COUNTY
 PI # 632906, 631570



TYPICAL CROSS SECTION
 SR 225 BRIDGE REPLACEMENTS
 2 - 12 FT LANES w/OPEN DITCH DRAINAGE
 55 mph SPEED DESIGN

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
INTERDEPARTMENTAL CORRESPONDENCE

FILE BHF-151-1(6) & BRST-151-1(7) **OFFICE** Environment/Location
Gordon County
P.I. No. 632906 & 631570 **DATE** March 22, 2004

FROM *HOK/KEY*
Harvey D. Keepler, State Environmental/Location Engineer

TO Distribution Below

SUBJECT INITIAL CONCEPT TEAM MEETING MINUTES – SR 225 Bridge Replacements

Date/Time: Monday, March 22, 2004; 10:30 a.m.
Place: Conference Room of the New Echota Historic Park
Attending: Eastern Band of Cherokee Indians: Russell Townsend. United Keetoowah Band of Cherokee Indians: Archie Mouse, Sequoyah Guess. Elks Club: David Locke, Cais Roland, Brent Davis. Gordon County Road Superintendent: Barry Hice. Bell South: Bob Oesterle. North Georgia EMC: Brent Peteet. FHWA: David Grachen, Makayah Royal. DNR-HPD: Ronnie Rogers, Betsy Shirk.. DNR-Parks: Handy Johnson, Wally Woods, David Gomez.. GDOT-Consultant Design: Ted Cashin. GDOT-Right-of-Way: Rick Ford. GDOT-Cartersville District: Royce Turner, Kerry Bonner, Dewayne Comer, Patrick Bowers, Mike Thomason, Lisa Wesley, Harlan Conley. GDOT-Materials & Reasearch: Karyn Matthews. GDOT-Environment/Location: Jerry Hobbs, Ken Thompson, Keith Posey, Dan Funk, Richard Williams, Rowe Bowen, Susan Knudson, William Bouthiller, Andrick Anderson.

Keith Posey opened the meeting by presenting the purpose and the format for the meeting along with a brief description of the project. The purpose of this meeting is to validate the Need and Purpose of the project, and to include, early in the process, local officials and key Department of Transportation(GDOT) personnel for review and discussion. Constraints will be identified along the project corridor, and how they affect concept geometry will be discussed . Dan Funk then described the project in detail.

Project BHF-151-1(6) and BRST-151-1(7) is the replacement of two bridges on SR 225 over New Town Creek and the Coosawattee River, approximately 1 mile east of I-75. The existing alignment is located adjacent to the New Echota State Historic Site. This was the first national capital of the Cherokee Nation. The Georgia Department of Natural Resources (DNR) owns approximately 190 acres on which the site sits; 30 acres north of SR 225 and 160 acres south of SR 225. The land on the north side of the road is currently leased to the Elks Club and used as a golf course. The existing bridge over New Town Creek was

constructed in 1952, is 162 feet long and 24 feet wide with a sufficiency rating of 50.69. The existing bridge over Coosawattee River was also constructed in 1955 and is 621 feet long and 24 feet wide with a sufficiency rating of 20.36. The deck width of both bridges is 30 feet, and existing SR 225 consists of two, 12-foot lanes with 3-foot shoulders on 80 feet of existing right-of-way. Opening day traffic (2010) is projected to be 6500 AADT and the design year traffic (2030) is 9700 AADT. The posted speed limit along the roadway and the design speed is 55 mph.

Although very little engineering and no environmental work has been done for the current study, five possible alignments were displayed at the meeting to initiate the discussion. The corridor considerations begin at varying points along SR 225, east of CR 483/New Town Church Road, and tie back in to existing SR 225 after crossing over both the New Town Creek and Coosawattee River at different locations within 600 ft of the existing bridges. Along with the bridge replacements the proposed alternative alignments would improve SR 225 to enhance the safety of the existing roadway between the New Echota State Historic Site and an existing golf course. All alignments were less than one mile in length.

In his introduction Keith Posey expressed the two primary reasons for the projects are to replace the bridges at the two stream crossings, and to improve the safety of the existing roadway approaching the bridges, as GDOT data indicates there have been 5 reported accidents with 2 fatalities in the immediate vicinity of the bridges since 1995. It was emphasized to the attendees that the corridor considerations displayed at this point do not represent proposed concept alignments. However, they were shown at this meeting to present a starting point from which attendees could visualize the corridor area, and to assist in discussing attendee issues and concerns.

After review of the project, the following comments were made:

United Keetoowah Band of Cherokee Indians

Comment: An alignment between the yellow alternative and dark blue alternative that closely follows the existing roadway would be best for economic reasons.

Comment: There are concerns about future widening of the road, so they prefer archeological surveys to be wider in scope than proposed the right-of-way. They would also like to see a list of existing flora and fauna in the area.

Eastern Band of Cherokee Indians

Comment: The Eastern Band favors the yellow alignment and would like an archaeology report on areas around the Coosawattee River.

Comment: There is a high potential for graves and other cultural resources along the existing alignment that has not yet been surveyed.

GDOT Environment/Location

Comment: Wider shoulders are needed on both the bridges and the existing SR 225.

~~**Comment:** Ecology will furnish a list of flora and fauna in the area for the United Keetowah Band.~~

Comment: A formal Section 7 is needed for environmental critical habitat. There are 9 species of endangered mussel and an endangered fish where the two Conasauga and Oostanaula Rivers meet and along the Coosawattee River. Any alignment considered should minimize impacts to fish & mussels.

Comment: The area that the Eastern Band commented on is wetlands. South of the existing alignment has cultural resources, while north of the existing roadway has yet to be surveyed.

Comment: Building the road can be beneficial to all. Everyone can still be stewards of their concerns, and we can still build a good transportation facility to solve the various safety issues of the bridges and roadway.

Comment: GDOT will next request environmental surveys for the project taking into consideration the comment of the Initial Concept Team Meeting. The concept alternative(s) will be developed based on the results of the surveys. We would like to present the alternative(s) to coordinating federal resource agencies at a Practical Alternatives Review meeting by late summer, and hold a regular Concept Team Meeting in the fall of this year.

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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
INTERDEPARTMENTAL CORRESPONDENCE

FILE BHF-151-1(6) & BRST-151-1(7) Laurens County **OFFICE** Environment/Location
P.I. No: 631570, 632906

DATE July 19, 2006

FROM 
Harvey D. Keepler, State Environmental/Location Engineer

TO Distribution Below

SUBJECT **CONCEPT TEAM MEETING MINUTES** – SR-225 Improvements at New Echota in Gordon County

Date/Time: Wednesday July 19, 2006; 10:30 a.m.

Place: Office of Environmental Location – Round Room

Attending: Wilbur Smith & Associates: Annie Gillespie, Meredith Tredean, Omar U. Zaman.
GDOT's Office of Bridge Design: Ted Cashin, Project Manager. GDOT Office of Environment/Location (OEL): Ken Thompson, Location; Dave Peters, Location; Eric Duff, Archaeology; Christa Wilkinson, NEPA; Jeff Carr, History; Laura Hanlon, Ecology; Keith Posey, Location; Leisa Jones, Trainee; Andrick Anderson, Location.

Projects BRF- 151-1(6) & BRST-151-1(7), known as New Echota, would realign SR 225 in conjunction with the replacement/relocation of the bridges over New Town Creek and the Coosawatee River. The proposed typical section would be two 12-foot lanes with open ditch drainage. The speed design would be 55mph. The proposed right-of-way would vary between 200 feet and 250 feet. Access would be by permit. The projected design traffic is estimated to be 6500 vehicles/day in 2011 and 9700 vehicles/day in 2031. Preliminary displacement count would be zero. The total length of the project would be approximately 1.0 miles.

After review of the concept, the following comments were made:

Eric Duff

Comment: There will be historical impacts to the New Echota Traditional Cultural Property (TCP) boundary, the New Echota Historical Landmark as well as archeological impacts to a prehistoric site.

Comment: The New Echota State Park has a lot of school buses and they would like the proposed project to include improved access and visibility to its parking lot.

Comment: Phase II testing is finished. Once we receive SHPO concurrence we would prepare an Assessment of Effects (AOE) and then a Memorandum of Agreement MOA.

Laura Hanlon

Comment: There is potential Kidney Shell Mussels habitat, but there should be no effect. Ecology has already performed a aquatic survey. The project area would have to be resurveyed every two years until the project is let.

Elks Club

Comment: The two most northern alignments (north of the dark blue line) are not preferred because they would interfere with the golf course. They would be in favor of any other alignment. Improvement on existing geometry is important because 6 to 8 accidents have occurred in the past 6 months.

Department of Natural Resources (DNR)

Comment: DNR's main concern is the improvement of the existing roadway geometry because of the number of accidents that happen and the safety of school buses entering and exiting the park.

Comment: DNR doesn't want anymore encroachment on the park, but would like to enhance the access to traffic entering the park.

FHWA

Comment: would like to improve access to park and would like to see more extensive accident data.

Bell South

Comment: Bell South prefers the dark blue alternative just north of the existing roadway and would like the bridges designed to accommodate phone conduit. Also, a consideration should be made for a redesign of the boat ramp because of limited sight distance.

GDOT, Cartersville District

Comment: The dark blue and the red alternatives, which cross the Coosawattee River just north of the existing bridge look to be the most cost effective. Any alignment between the dark blue and red alignments would allow traffic along existing roadway to remain open during construction, and would minimize impacts to the park, the golf course and other environmental concerns.

GDOT Materials & Research

Comment: There doesn't look to be any hazardous material sites, and all the alternatives would have the same impact from a geotechnical stand point.

GDOT R/W

Question: Is right-of-way mitigation anticipated?

Response: Yes

Question: What will happen to the existing road?

Response: Ken Thompson

It could be torn out and everyone would be given access to the new road.

Response: Keith Posey

It could also be used to provide access to the Coosawattee River boat ramp.

Comment: Ecology will be done in house.

Omar U. Zaman:

Question: Is the chimney near the end of the project eligible for history?

Response: Jeff Carr

No. New Echota is the only historically eligible site. The bridges over the New Town Creek and the Coosawattee River have to be studied for history but I will recommend both ineligible.

Comment: The proposed alignment would improve sight distance at the entrance of the New Echota State Park.

Question: Can the Coosawattee River bridge be designed within a tangent?

Response: Ken Thompson

Because of staging issues it can't be designed in that location.

Question: Who owns the boat ramp?

Response: Dave Peters

The Department of Natural Resources.

Ted Cashin:

Question: Has there been coordination with the various Native American groups and are they okay with the alignment?

Response: Ken Thompson

Yes, they participated in the Initial Concept Team Meeting.

Response: Eric Duff

We have a tentative concurrence from the Native American Groups we have communicated with and I don't foresee a problem.

Response: Ken Thompson

The golf course does not favor proposed alignment.

Question: What archeological work needs to be done?

Response: Eric Duff

Mitigation is required. Context sensitive designs would be a big plus. I would like to take several of these design options to the Native American Groups. We also need to coordinate with the Department of Interior.

Comment: Context sensitive bridge designs and landscaping are possible options.

Response: Jeff Carr

We could survey several context sensitive bridges across the United States and see what has been done. I'm not sure we could use a bridge designed to look like the New Echota time period.

Question: Are there any Utility issues?

Response: Omar U. Zaman

No, the telephone line, power line and possible gas line are all running under the bridges.

Jeff Carr:

Question: Is it possible to design a narrow/low profile bridge?

Response: Ken Thompson

No. The bridge has to be designed with shoulders to give relief to cars.

Response: Ted Cashin

The bridges will have to be 44 feet wide.

Comment: Guardrail is not considered a visual impact.

Christa Wilkinson:

Comment: OEL needs to verify if NEPA document will be kept in house or turn-keyed.

Ken Thompson:

Comment: We will not need a Practical Alternatives Review (PAR) with the present alignment. The wetland and stream impacts fall below the threshold that the PAR process requires.

Comment: The existing alignment had four curves in it. The present alignment eliminates two of those curves.

Comment: We are recommending combining the two separate bridge projects into one project.

Comment: Everything will be turn keyed to consultants except Cultural resources and Ecology.

Comment: Location plans to submit a Concept Report for approval by mid August.

Keith Posey:

Comment: Could all responsible parties estimate how much time it would take to complete their tasks?

Response: Christa Wilkinson

The environmental process would take 24 months to complete.

Response: Eric Duff

Cultural resources would take approximately 13 months to complete.

Response: Omar U. Zaman

Complete preliminary construction plans would take 9 months, complete Right-of-Way plans 3 months and complete final construction plans 9 months.

Response: Ted Cashin

The time to complete the purchase of Right-of-Way would be approximately 15 months.

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