

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** BRST-0823(6) Floyd-Gordon Counties **OFFICE** Preconstruction  
P. I. No. 642395  
**DATE** September 24, 2001

*CWH*  
**FROM** C. Wayne Hutto, Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

**DISTRIBUTION:**

Tom Turner  
David Mulling  
Harvey Keepler  
Jerry Hobbs  
Herman Griffin  
Michael Henry  
Phillip Allen  
Marta Rosen  
Paul Liles  
Jimmy Chambers  
Kent Sager  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** BRST-0823(6) Floyd-Gordon County **OFFICE** Preconstruction  
P.I. No. 642395

**DATE** September 13, 2001

**FROM**  C. Wayne Hutto, P.E., Assistant Director of Preconstruction

**TO** Frank L. Danchetz, P.E., Chief Engineer

**SUBJECT** PROJECT CONCEPT REPORT

This project is the replacement of a structurally deficient bridge on SR 156 over Johns Creek, on the Floyd-Gordon County line. The existing bridge, constructed in 1957, is load limited with a sufficiency rating of 50. State Route 156 at this location is a rural two lane roadway with 12' travel lanes with rural shoulders. Traffic is projected to be 2,400 VPD and 3,600 VPD in the years 2006 and 2026 respectively. The posted speed and the design speed are 55 MPH.

The construction proposes to relocate SR 156 south of its present location, extending a total of 0.74 mile. The proposed new bridge will be 300' x 40' and will be located just south of the existing bridge structure. The relocated SR 156 will consist of two, 12' lanes with 10' rural shoulders (2' paved). Traffic will be maintained on the existing bridge while the proposed bridge is constructed.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$1,946,000	\$1,100,000	2004	03-07
Right-of-Way	\$ 23,000	\$ 10,000		
Utilities*	\$ 14,000	----		

\*Floyd and Gordon Counties refused LGPA for utilities..

Frank L. Danchetz

Page 2

BRST-0823(6) Floyd-Gordon

September 13, 2001

This project is in the STIP. I recommend this project concept be approved.

CWH:JDQ/cj

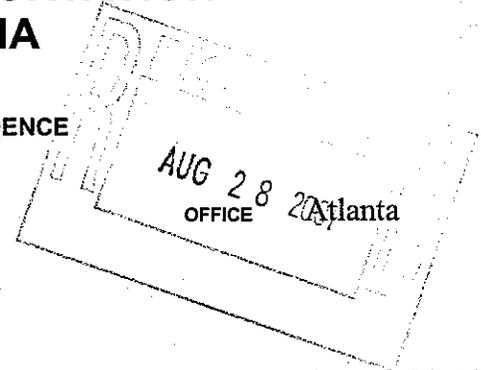
Attachment

CONCUR Thomas L. Turner  
Thomas L. Turner, P.E., Director of Preconstruction

APPROVE Frank L. Danchetz  
Frank L. Danchetz, P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**



**FILE** **BRST-0823(6) Floyd County**  
SR 156 over Johns Creek on Gordon County Line  
P.I. No. 642395-  
*Ted Cashin for*  
**FROM** James R. Chambers, State Consultant Design Engineer

**DATE** August 24, 2001

**TO** Wayne Hutto, Assistant Director of Preconstruction

**SUBJECT** **PROJECT CONCEPT REPORT**

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

Those on the distribution list below should review the Concept Report and send comments and/or the signature page to the Preconstruction Office within 10 days as per the PDP.

If you have any questions or require further information please call Ted Cashin at (404)463-6135 or Carol Bowler of Wilbur Smith Associates at (770) 936-8650.

*Distribution:*

- David Mulling, Project Review Engineer
- Harvey Keepler, State Environmental/Location Engineer
- Marion Waters, State Traffic Operations Engineer
- Marta Rosen, State Transportation Planning Administrator
- Herman Griffin, State Transportation Programming Engineer
- Kent Sager, District Engineer – Cartersville
- Paul Liles, Sate Bridge & Structural Engineer

JRC: EJC

cc: Wilbur Smith Associates

*ML*

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN**

**PROJECT CONCEPT REPORT**

Project Number: BRST-0823(6)  
County: Floyd and Gordon  
P.I. Number: 642395

Federal Route Number: N/A  
State Route Number: 156

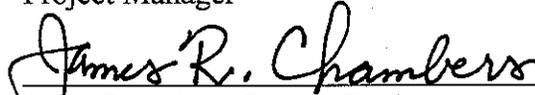
Recommendation for approval:

DATE 8-24-01

DATE 8-27-01



Project Manager

  
State Consultant Design Engineer

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

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Transportation Planning Administrator

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Transportation Programming Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Environmental / Location Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Traffic Operations Engineer

\_\_\_\_\_  
DATE

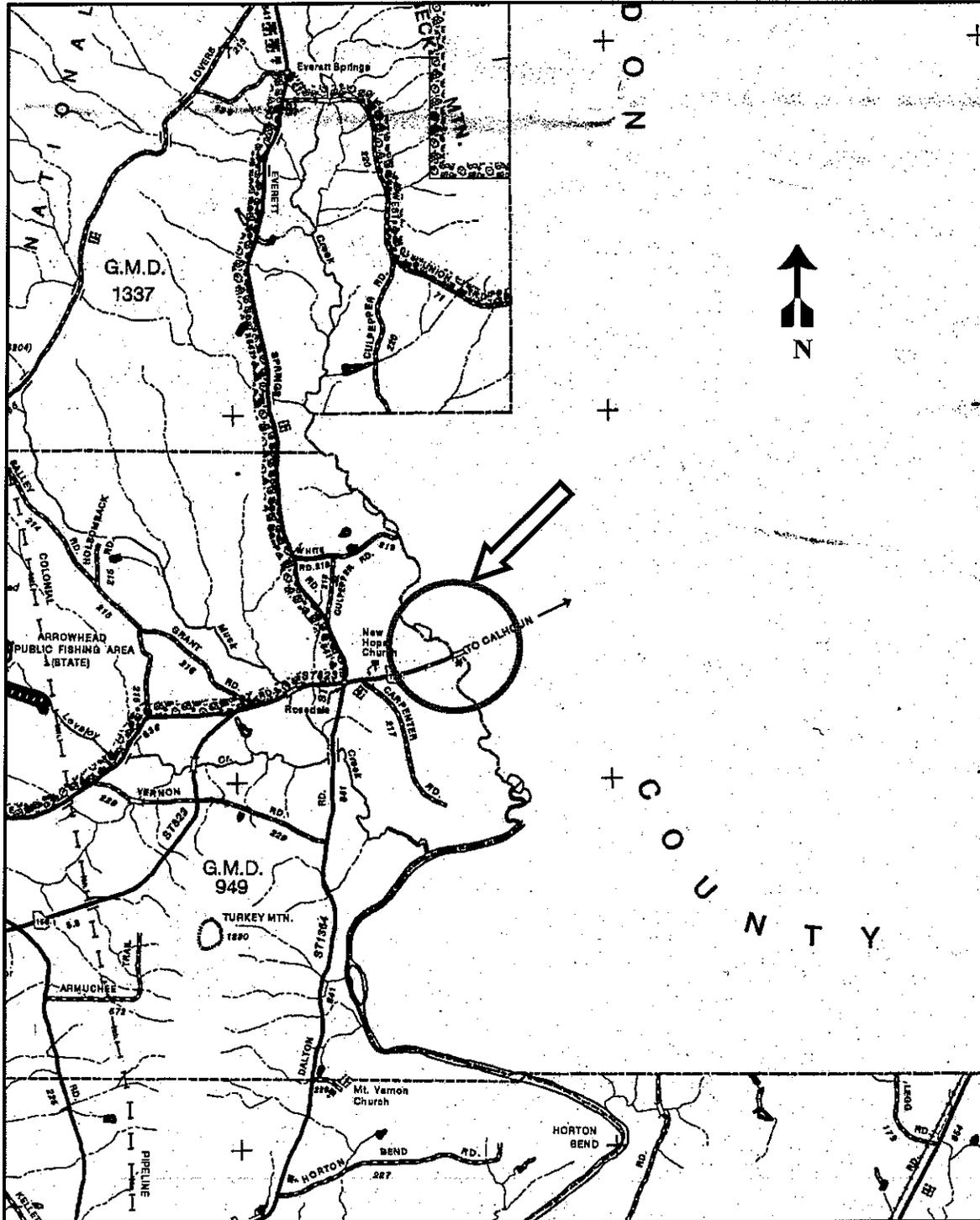
\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
Project Review Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Bridge & Structural Engineer



Scale: 1 inch = 1 mile

## Location Map

**Project:** BRST-0823(6) Floyd and Gordon Counties **PI No.:** 642395-  
**Description:** SR 156 over Johns Creek on Floyd/Gordon County Line

# PROJECT CONCEPT REPORT

**PROJECT: BRST-0823(6)**

## PROJECT NEED & PURPOSE

The purpose of project BRST-0823(6) is to replace the structurally deficient bridge with a new bridge to improve the operation and safety of this section of SR 156. See attached Need and Purpose Statement.

## DESCRIPTION OF PROPOSED PROJECT

The proposed project is located in Floyd and Gordon Counties over Johns Creek. The project consists of replacing a structurally deficient bridge to the south of its existing location. In addition to the bridge replacement, a substandard vertical curve will be corrected. Traffic will remain on existing location while the new bridge is being constructed. Once construction is finished, traffic will be routed to the new location and the old bridge will be removed. This project is not included in the GA bicycle and pedestrian network.

**Project Length:** 0.74 miles

**Is the project located in a Non-attainment area?** No

*PDP CLASSIFICATION - MINOR*

~~PDP CLASSIFICATION~~ *FEDERAL OVERSIGHT*

Full Oversight ( )

Exempt ( X )

State Funded ( )

## FUNCTIONAL CLASSIFICATION

Rural Major Collector

## TRAFFIC

CURRENT		PROJECTED	
<u>YEAR</u>	<u>AADT</u>	<u>YEAR</u>	<u>AADT</u>
2006	2400	2026	3600

**PROJECT CONCEPT REPORT**

**EXISTING DESIGN FEATURES**

**TYPICAL SECTION:** The existing roadway is a two lane rural section with 12'-0" lanes, 2' paved shoulders, and 6' grassed shoulders.

**R/W WIDTH:** 100'

<b>POSTED SPEED</b>	<b>MAX DEGREE OF CURVATURE</b>	<b>MAX GRADE</b>
55 mph	1°30'	3.2%

<b>MAJOR STRUCTURES: I.D. 115-0059-0</b>	<b>Length</b>	<b>Width</b>	<b>Priority Rating</b>	<b>Suff. Rating</b>
Bridge on SR 156 over Johns Creek: 6 spans @ 30'-0"	180'	Deck: 32.3' Road: 26'	2-36	50

**EXISTING ROADWAY SEGMENT LENGTH:** 0.74  
**BEGINNING MILE LOG FOR COUNTY SEGMENT:** 6.80

**EXISTING MAJOR INTERSECTIONS AND INTERCHANGES:** N/A

## PROJECT CONCEPT REPORT

<b>PROPOSED DESIGN FEATURES</b>		
<b>TYPICAL SECTION:</b> The proposed roadway consists of a two lane rural section with 12' lanes, 2' paved shoulders, 6' grassed shoulders (Typical section is attached)		
<b>MAINLINE DESIGN SPEED</b>	<b>MAX DEGREE OF CURVE</b>	<b>MAX GRADE</b>
55 mph	Proposed: 0°45' Allowable: 4°45'	Proposed: 3.2% Allowable: 5%
	<b>MAX GRADE (DRIVEWAYS)</b>	
	Proposed: 10% Allowable: 15%	

<b>PROPOSED RIGHT OF WAY</b>				
<b>R/W WIDTH:</b> 160'				
<b>EASEMENTS:</b>	Temporary (X)	Permanent ( )	Utility ( )	Other ( )
<b>TYPE OF ACCESS CONTROL:</b>	Full ( )	Partial ( )	By Permit (X)	Other ( )
<b>NUMBER OF PARCELS IMPACTED:</b> 4				
<b>DISPLACEMENTS: 0</b>	Businesses ( )	Residences ( )	Mobile Homes ( )	Other ( )

<b>PROPOSED STRUCTURES</b>
<b>Description:</b> The proposed bridge will be 300' long, and 40' wide plus the width of the barriers. The new bridge will most likely consist of 3 spans (90',120',90'). It is anticipated that concrete bents will be used in the construction of this bridge.

<b>PROPOSED MAJOR INTERSECTIONS AND INTERCHANGES</b>
N/A

**PROJECT CONCEPT REPORT**

**PROPOSED TRAFFIC CONTROL DURING CONSTRUCTION**

Traffic will remain on the existing roadway location while the new bridge is being constructed. Temporary paving may be required at the east end of the project to adequately stage construction. After construction of the new bridge is complete, traffic will be permanently shifted onto the new alignment and the existing structure will be removed.

**DESIGN EXCEPTIONS TO CONTROLLING CRITERIA ANTICIPATED:**

	YES	NO	UNDETERMINED
HORIZ ALIGNMENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ROADWAY WIDTH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SHOULDER WIDTH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VERT GRADES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CROSS SLOPES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
STOPPING SIGHT DIST	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUPERELEV RATES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HORIZ CLEARANCE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SPEED DESIGN	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VERTICAL CLEARANCE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRIDGE WIDTH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BR STRUCT CAPACITY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Design Variances:** None

**Environmental Concerns:** NWP 23 with PCN anticipated; Possible TVA permit required. No UST's, hazardous waste sites, historical, or archaeological concerns are anticipated.

**LEVEL OF ENVIRONMENTAL ANALYSIS**

Are Time Saving Procedures Appropriate?: Yes (X) No ( )

Categorical Exclusion (X) Anticipated	Environmental Assessment / Finding of No Significant Impact (FONSI) ( )	Environmental Impact Statement ( )
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## PROJECT CONCEPT REPORT

### UTILITY INVOLVEMENTS

**TELEPHONE:** BellSouth

**POWER:** North GA EMC

**GAS:** None

**CABLE TV:** Comcast

### PROJECT RESPONSIBILITIES

**DESIGN:** Earthtech

**RIGHT OF WAY ACQUISITION:** Georgia Department of Transportation

**RELOCATION OF UTILITIES:** Floyd County is responsible for reimbursable utilities; Gordon County refused.

**LETTING TO CONTRACT:** Georgia Department of Transportation

**SUPERVISION OF CONSTRUCTION:** Georgia Department of Transportation

**PROVIDING MATERIAL PITS:** Contractor

**PROVIDING DETOURS:** N/A

### COORDINATION

**CONCEPT TEAM MEETING DATE (Minutes Attached):** 08/21/01

**MEETS LOGICAL TERMINI REQUIREMENTS:** Yes

**P.A.R. MEETING:** None anticipated

**LOCATION INSPECTION DATE:** May 15, 2001

**FEMA, USCG AND/OR TVA:** Possible TVA permit required

**LEVEL OF PUBLIC INVOLVEMENT:** None anticipated

**LOCAL GOVERNMENT COMMITMENTS:** LGPA SGN Floyd County 8/24/99 and REF Gordon County 8/17/99

**OTHER PROJECTS IN THE AREA:** None

**OTHER COORDINATION TO DATE:** None

*FUTURE PASSENGER RAIL CORRIDOR - NO*

## PROJECT CONCEPT REPORT

### SCHEDULING (Responsible Parties' Estimate)

TIME TO COMPLETE ENVIRONMENTAL PROCESS:	6	Months
TIME TO COMPLETE PRELIMINARY RD/RW PLANS:	4	Months
TIME TO COMPLETE NATIONWIDE PERMIT:	4	Months
TIME TO COMPLETE FINAL CONSTRUCTION PLANS:	3	Months
TIME TO PURCHASE RIGHT-OF-WAY:	9	Months
OTHER MAJOR ITEMS THAT WILL AFFECT PROJECT SCHEDULE:	None	

### ALTERNATIVES CONSIDERED

**Alternate 1** – This alternate consists of a permanent realignment of SR 156 to the south of the existing alignment. This alternate was chosen because it provides the most desirable geometric design. In addition, this alternate will correct a substandard vertical crest curve at the east end of the project and will realign the two side streets so that they intersect at the same location on SR 156.

**Alternate 2** - This alternate consists of replacing the existing bridge on existing location. A detour bridge will be constructed 55' north (upstream) of the existing bridge centerline to handle traffic. This alternate was eliminated due to the additional cost of building and removing a 2964' long temporary detour including the bridge and approaches (\$786,470). In addition, this alternate was not chosen because of the impacts the detour bridge makes to Johns Creek, its connecting channel, and the surrounding wetlands. Since detour bridges are designed for a 10 year storm, placing the bridge on the upstream side of the proposed bridge is not recommended. It is not recommended because of the risk of the detour bridge washing out and destroying the proposed bridge if a larger storm event occurs.

**Alternate 3** – This alternate consists of replacing the existing bridge on existing location. A detour bridge will be constructed 55' south (downstream) of the existing bridge centerline to handle traffic. This alternate was eliminated due the required temporary relocation of utilities and the additional cost of building and removing the temporary detour including the bridge and approaches (\$786,470).

**Alternate 4** – This alternate involves removing and replacing the existing bridge while maintaining traffic on an offsite detour. This alternative was not chosen because of the extensive 7.5 mile length of the offsite detour and the added costs of resurfacing county roads (\$182,420). There is no state route detour within 15 miles of the project.

**Alternate 5** – Rehabilitation of the existing bridge was not chosen because currently there is a load restriction on the existing bridge due to its 10" H pile substructure. Although the current sufficiency rating meets the minimum design standards of the Office of Bridge Maintenance, the substructure must be replaced in order to eliminate the load restriction.

## PROJECT CONCEPT REPORT

ESTIMATED COST			
CONSTRUCTION:	\$1,692,168	RIGHT-OF-WAY:	\$22,750
E & C (10) :	\$169,217	ACQUIRED BY :	GDOT
INFLATION :	\$84,608	UTILITIES :	\$14,000
		ADJUSTED BY :	Locals
TOTAL CONSTRUCTION COST:		<b>\$1,945,993</b>	

### COMMENTS:

#### ATTACHMENTS:

- Detailed Cost Estimate
- Sketch Location Map
- Typical Sections
- Estimated traffic assignments
- Need and Purpose Statement
- Concept Team meeting minutes
- Notice of Location and Design Approval
- Bridge inventory data
- Flexible Pavement Design Analysis

**PREPARED BY:** Brittain W. Hennessey  
Under supervision of Scott A. Gero, P.E.  
Earthtech

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: BRST-0823(6)

COUNTY: Floyd

DATE: July 27, 2001

ESTIMATED LETTING DATE:

PREPARED BY: BWH

PROJECT LENGTH:

0.74

( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEV.

<b>PROJECT COST</b>	
<b>A. RIGHT-OF-WAY:</b>	
1. PROPERTY (LAND & EASEMENT) 4.55 AC	\$ 22,750
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0	\$
3. OTHER COST (ADM./COST, INFLATION)	\$
SUBTOTAL: A	\$ 22,750
<b>B. REIMBURSABLE UTILITIES:</b>	
1. RAILROAD	\$
2. TRANSMISSION LINES	\$
3. SERVICES	\$ 14,000
SUBTOTAL: B	\$ 14,000
<b>C. CONSTRUCTION:</b>	
1. MAJOR STRUCTURES	
a. BRIDGES	
	\$ 677,600
	\$
SUBTOTAL: C-1.a	\$ 677,600
b. OTHER	
	\$
	\$
SUBTOTAL: C-1	\$ 677,600
2. GRADING AND DRAINAGE	
a. EARTHWORK	
Borrow/Excavation	60000 CY @ \$7.5 \$ 450,000
SUBTOTAL: C-2a	\$ 450,000

<b>b. DRAINAGE</b>			
1) Side Drain Pipe	150	LF @ \$21	\$ 3,150
2) Storm drain pipe		LF @ \$44	\$ -
3) Longitudinal System (incl. catch basins)		LF @ \$0	\$ -
4) Safety End Sections	6	EA @ \$280	\$ 1,680
5) Perforated Underdrain	300	LF @ \$6	\$ 1,800
6) Temporary Pipe Slope Drain	120	LF @ \$24	\$ 2,880
SUBTOTAL: C-2.b			\$ 9,510
SUBTOTAL: C-2			\$ 459,510
<b>3. BASE AND PAVING:</b>			
a. AGGREGATE BASE	7987	SY @ \$10	\$ 79,870
b. ASPHALT PAVING (Mainline & Cross-Roads):			
19 mm Superpave	919	Tons @ \$43	\$ 39,517
25 mm Superpave	1834	Tons @ \$37	\$ 67,858
9.5 mm Superpave	1029	Tons @ \$42	\$ 43,218
SUBTOTAL: C-3.b			\$ 230,463
c. CLASS "B" CONCRETE	10	CY @ \$146	\$ 1,460
d. OTHER (Leveling, Tack Coat, Milling)			\$ 1710
e. AGGREGATE SURFACE COURSE	45	Tons @ \$19	\$ 855
SUBTOTAL: C-3			\$ 314,358

4. EROSION CONTROL				
a. SILT FENCE				
1. TYPE A	6000	LF @ \$3.5	\$	21,000
2. TYPE B	1500	LF @ \$2.6	\$	3,900
3. TYPE C	300	LF @ \$5.3	\$	1,590
			\$	26,490
b. RIP RAP	2000	SF @ \$30	\$	60,000
c. PLASTIC FILTER FABRIC	2000	SF @ \$5.8	\$	11,600
d. PERMANENT SOIL REINFORCING MAT	1000	SY @ \$5	\$	5,000
SUBTOTAL: C-4			\$	103,090
5. LUMP ITEMS				
a. GRASSING			\$	9000
b. CLEARING AND GRUBBING			\$	10000
c. EROSION CONTROL			\$	4000
d. TRAFFIC CONTROL			\$	5000
SUBTOTAL: C-5			\$	28,000
6. MISCELLANEOUS:				
a. LIGHTING				\$
b. SIGNING - MARKING				\$
c. GUARDRAIL				
W Beam	1800	LF @ \$12	\$	21,600
T Beam	84	LF @ \$40	\$	3,360
Anchors	TYPE 12	2 @ \$1600	\$	3,200
	TYPE I	2 @ \$450	\$	900
SUBTOTAL: C-6.c			\$	29,060
d. SIDEWALK				\$
e. MEDIAN / SIDE BARRIER				\$
f. APPROACH SLABS	195	SY @ \$90	\$	17,550
g. REMOVAL				
Bridges			\$	60000
SUBTOTAL: C-6.g			\$	60,000
h. OTHER				\$
SUBTOTAL: C-6			\$	109,610
7. SPECIAL FEATURES				
SUBTOTAL: C-7			\$	

<b>SUMMARY</b>	
A. RIGHT-OF-WAY	\$ 22,750
B. REIMBURSABLE UTILITIES	\$ 14,000
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 677,600
2. GRADING AND DRAINAGE	\$ 459,510
3. BASE AND PAVING	\$ 314,358
4. EROSION CONTROL	\$ 103,090
5. LUMP ITEMS	\$ 28,000
6. MISCELLANEOUS	\$ 109,610
7. SPECIAL FEATURES	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 1,692,168
E. & C. (10%)	\$ 169,217
INFLATION (5% PER YEAR)	\$ 84,608
NUMBER OF YEARS	1
TOTAL CONSTRUCTION COST	\$ 1,945,993
<b>GRAND TOTAL PROJECT COST</b>	<b>\$ 1,945,993</b>

Earth Tech  
 2110 Newmarket Parkway, Suite 205  
 Marietta, Georgia 30067  
 (770) 956-5340 Fax (770) 956-5345

# MEETING MINUTES

**DATE:** August 22, 2001

**PROJECT:** BRST-0823(6)  
 P.I. No. 642395  
 SR 156 Over Johns Creek

**SUBJECT:** Concept Team Meeting Minutes

<b>ATTENDEES:</b>	Glenn Brown	Area 4 Engineer	(706) 295-6025
	William Darby	District Design	(770) 387-3622
	Gary Reed	Area 4	(706) 295-6025
	Steve Sanders	Traffic Ops	(770) 387-3637
	Royce Turner	District Utilities	(770) 387-3615
	Britt Hennessey	Earthtech	(770) 956-5340
	Scott Gero	Earthtech	(770) 956-5340

Notes prepared by: Britt Hennessey, Earthtech

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A Concept Team Meeting was held on the above project on August 21, 2001 at the District 6 office in Cartersville, Georgia. Britt Hennessey called the meeting to order at 11:00 AM. She then presented the project. The following comments/discussions were noted:

Ms. Hennessey presented the conceptual layout and showed that the existing, structurally deficient bridge will be replaced. Traffic will remain on existing location while the new bridge is being constructed to the south of the existing alignment. Once construction of the new bridge is complete, traffic will be permanently shifted on the new alignment and the existing structure will be removed.

William Darby suggested that 6' grassed shoulders be used for this project rather than the 8' grassed shoulders proposed in the concept report. He was concerned about tying the proposed typical section (2' paved, 8' grassed) back in to the existing typical (2' paved and 6' grassed shoulders) Earthtech will change the typical section from 2' paved, 8' grassed shoulders to a typical section consisting of 2' paved and 6' paved shoulders.

Earthtech will change the cost of right of way from \$79,576 to \$22,750 in the estimated cost.

Since the utility companies did not attend the meeting, Royce Turner will find out which companies have involvement in this project. He also will find out if an LGPA has been signed or refused by Floyd and Gordon counties.

The alternates were discussed and those in attendance decided that the proposed alternate provided the best alignment for the project. In addition to replacing the bridge, the proposed alternate will correct a substandard vertical crest curve and an unaligned intersection at the eastern portion of the project. Temporary paving may be required for staging on the eastern end of the project.

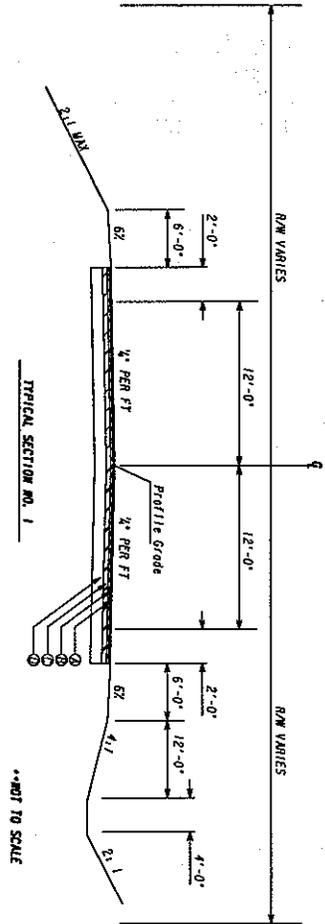
Glenn Brown requested that the existing end slopes be removed once construction of the new bridge is complete. He said that currently there are end bents buried in the existing end slopes.

## MEETING MINUTES

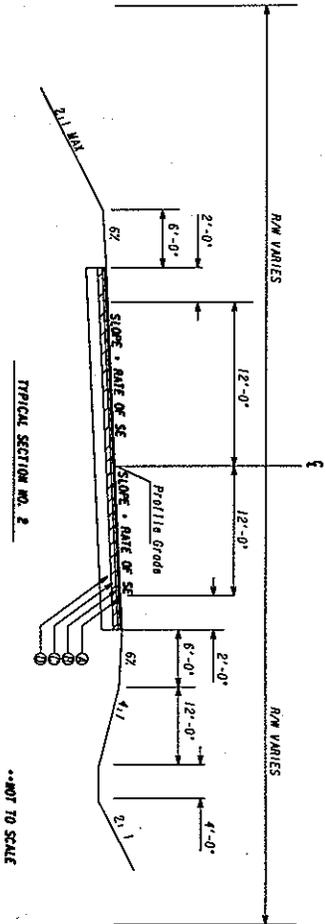
Earth Tech  
2110 Newmarket Parkway, Suite 205  
Marietta, Georgia 30067  
(770) 956-5340 Fax (770) 956-5345

Royce Turner requested that Earthtech send him 8 sets of utility plans for existing utility location once preliminary plans have been started.

Glenn Brown said that Johns Creek may be a trout stream. Earthtech will verify this.



NOT TO SCALE

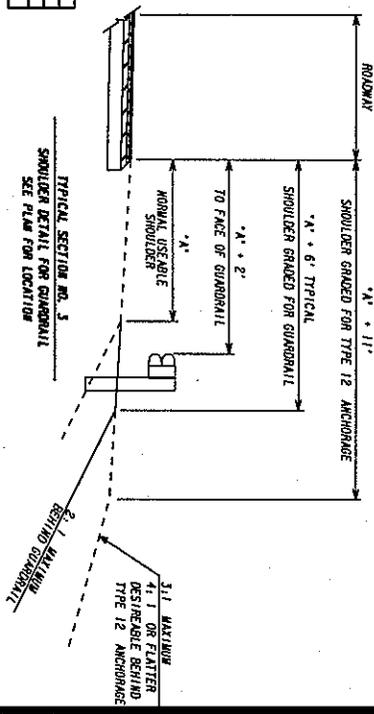


NOT TO SCALE

- REQUIRED PAVEMENT**
- 1. 1.5" 16S LBS/SY RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 GR1, INCL BITUM
  - 2. 2" 280 LBS/SY RECYCLED ASPH CONC 19MM SUPERPAVE, GP1 OR 2, INCL BITUM
  - 3. 4" 440 LBS/SY RECYCLED ASPH CONC 25 MM SUPERPAVE, GP1 OR 2, INCL BITUM
  - 4. 8" GRADED AGGREGATE BASE
- NOTE: SUPERPAVE DESIGN LEVEL ON THIS PROJECT SHALL BE DESIGN LEVEL "9"

GRADE	CONTROL	FILE
4.1	CUT	0-10 FT.
2.1	OVER 10 FT.	OVER 10 FT.

\* REQUIRES GUARDRAIL



NOT TO SCALE

**ALLOWABLE RANGES TABLE**

FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

A. NORMAL CROWN		SECTION WITH GRADES/SECTION WITH GRADES LESS THAN 0.5%	
MINIMUM	1.5%	MINIMUM	1.56%
DESIRABLE	2.08%	DESIRABLE	2.08%
MAXIMUM	2.50%	MAXIMUM	3.00%

**B. SUPERELEVATION RATE**  
S.E. RATE SHOWN ON PLANS OR SE RATE EXISTING IN FIELD, WHICHEVER IS GREATER.

C. SUPERELEVATION TRANSITION LENGTH (LENGTH FROM FLAT POINT TO FULL SE)		CORRESPONDING DIFFERENCE IN GRADE BETWEEN POINT AND END OF PAVEMENT	
MINIMUM	1450	MINIMUM	0.57%
DESIRABLE	1200	DESIRABLE	0.67%
MAXIMUM	1500	MAXIMUM	0.33%

**D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES**  
50% OF TRANSITION INSIDE CURVE - MAXIMUM  
30% OF TRANSITION INSIDE CURVE - DESIRABLE  
20% OF TRANSITION INSIDE CURVE - MINIMUM  
NOTE: CROWN WIRE-CUT SHALL BE AT THE SAME RATE AS THE SE TRANSITION.

**E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (IN METERS) EQUAL TO THE SPEED DESIGN ON RHD DIVIDED BY 5.**

**REVISIONS**

DATE	REVISIONS	DATE	REVISIONS

**GEORGIA DEPARTMENT OF TRANSPORTATION**  
PROJECT: SR 156 OVER JOHN'S CREEK  
COUNTY: FLOYD  
DATE: 5-01

# Department of Transportation State of Georgia

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## INTERDEPARTMENT CORRESPONDENCE

**FILE** BRST-0823(6) Floyd  
P.I. 642395

**OFFICE** Environment/ Location

**DATE** May 16, 2001

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

**TO** Jim Chambers, P.E., State Consultant Design Engineer  
**Attn: Ted Cashin**

**SUBJECT** SR 156 @ Johns Creek – Floyd/Gordon Co. Line

We are furnishing estimated traffic assignments for the above project as follows:

1999 ADT = 2000  
2006 ADT = 2400  
2026 ADT = 3600  
K = 9%  
D = 60%  
T = 8%  
24 HR T = 10%  
SU = 5%  
COMB = 5%

If you have any questions concerning this information please contact  
Teresa Williamson at (404)699-4458

**NEED AND PURPOSE**  
**PROJECT BRST-0823(6) FLOYD COUNTY**  
**PI No. 642395**  
**BRIDGE REPLACEMENT**

Bridge Project BRST-0823(6) will replace the structurally deficient bridge located on SR 156 over Johns Creek. The current bridge has a sufficiency rating of 50.0. Although the current rating meets the minimum standards of the Office of Bridge Maintenance, there is a weight restriction on the existing bridge due to its 10" 8 pile substructure. Due to this weight restriction, the current bridge should be replaced rather than removed. This project will replace the current bridge with a structurally adequate bridge.

This section of roadway is functionally classified as a rural major collector and is a designated truck route. The posted speed limit along this section of SR 156 is 55 mph. The current bridge is located on the Floyd-Gordon County line and was constructed in 1957. In 1999, the Average Daily Traffic (ADT) along this section of highway was 2,000 vehicles with 9 percent trucks. The projected (2026) ADT for this section is 3,600.

Replacing this bridge will bring it up to current design standards and in doing so will improve the operation and safety of this roadway.

## NOTICE OF LOCATION AND DESIGN APPROVAL

Project No. BRST-0823(6)  
P.I. No. 642395

Notice is hereby given in compliance with Georgia code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

The date of location approval is SEPTEMBER 24, 2001

This project is located in Floyd and Gordon County on SR 156 over Johns Creek. The project is located within G.M.D. 949, and Land Lot numbers 52, 53, and 54.

This project consists of the replacement of the structurally deficient bridge on SR 156 over Johns Creek. The proposed bridge structure and alignment will be constructed adjacent to the existing alignment.

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

Mr. Glenn Brown – Area Engineer  
Glenn.Brown@dot.state.ga.us  
533 East 20<sup>th</sup> Street  
Rome, Georgia 30161  
(706) 295-6025

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Ted Cashin  
Office of Consultant Design  
Ted.Cashin@dot.state.ga.us  
No. 2 Capital Square  
Atlanta, Georgia 30334  
404-463-6265

Any written request or communication in reference to this project or notice must include Project and P.I. Numbers as noted at the top of this notice.



# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 115-0059-0

Floyd County

SUFF. RATING: 50.0

### Programming Data

201 Project No: S-0823 (1)  
 202 Plans Available: 1  
 249 Prop. Proj No: BRST-0823 (6)  
 250 Approval Status: 0000  
 251 P.I. No: 642395  
 252 Contract Date: 02/01/2004  
 260 Seismic No: 00012  
 75 Type Work: 34 I  
 94 Bridge Imp. Cost: \$ 173  
 95 Roadway Imp. Cost: \$ 237  
 96 Total Imp. Cost: \$ 510  
 76 Imp. Length: 001500  
 97 Imp. Year: 1990  
 114 Future AID: 003000 Year: 2018

### Measurements

\* 29 ADT: 002000 Year: 1998  
 109 % Trucks: 9  
 \* 28 Lanes On: 02 Under: 00  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0030  
 \* 49 Structure Length: 180  
 51 Br. Rdwy. Width: 26.0  
 52 Deck Width: 32.3  
 \* 47 Tot. Horz. Cl: 26.0  
 50 Curb/Sdewlk Width: 2.2/2.2  
 32 Approach Rdwy Width: 024  
 \* 229 Shlder Width:

Rear Lt: 5.0 Type: 8 Rt: 10.0  
 Fwd Lt: 2.0 Type: 2 Rt: 2.0  
 Pvmnt Width:

Rear: 24.0 Type: 2  
 Fwd: 24.0 Type: 2

Intersection Rear: 0 Fwd: 0

36 Safety Features Br. Rail: 2  
 Transition: 2  
 App. G. Rail: 1  
 App. Rail End: 1  
 53 Minimum Cl. Over: 99' 99"  
 Under: N 00' 00"

\* 228 Min. Vert. Cl  
 Act. Odm. Dir: 99' 99"  
 Oppo. Dir: 99' 99"  
 Posted Odm. Dir: 00' 00"  
 Oppo. Dir: 00' 00"

55 Lateral Undercl. Rt: N 99.9  
 56 Lateral Undercl. Lt: 0.0  
 \* 10 Max Min Vert Cl: 99' 99" Dir: 0  
 39 Nav Vert Cl: 000 Hlorz: 0000  
 116 Nav Vert Cl Closed: 000  
 245 Deck Thickness Main: 6.8  
 Deck Thick Approach: 0.0  
 246 Overlay Thickness: 0.0  
 211 Tons Structural Steel: 0.0  
 212 Year Last Painted: Sup: 0000 Sub: 1987

### Hydraulic Data

215 Waterway Data  
 Highwater Elev: 0000.0 Year: 0000  
 Flood Elev: 0000.0 Freq: 00  
 Avg. Streambed Elev: 0000.0  
 Drainage Area: 00000  
 Area of Opening: 000000  
 113 Scour Critical: 6  
 216 Water Depth: 03.5 Br Height: 22.8  
 222 Slope Protection: 1  
 221 Spur Dikes Rear: 0 Fwd: 0  
 219 Fender System: 0  
 220 Dolphin: 0  
 223 Culvert Cover: 000  
 Type: 0  
 No Barrels: 0  
 Width: 0.0  
 Height: 0.0  
 Length: 0  
 Apron: 0  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ

\* Location I.D. No: 115-00156D-006.79E  
 \* XReferen I.D. No: 000-000000-000.000

### Ratings

66 Inventory Type: 2 Rating: 13  
 64 Operating Type: 2 Rating: 29  
 231 Calculated Loads

H-Modified: 15 I  
 HS-Modified: 22 I  
 Type 3: 26 I  
 Type 3s2: 33 I  
 Timber: 32 I  
 Piggyback: 40 0

261 II Inventory Rating: 10  
 262 II Operating Rating: 15

67 Structural Evaluation: 2  
 58 Deck Condition: 7  
 59 Superstructure Condition: 7

\* 227 Collision Damage: 0  
 60A Substructure Condition: 7  
 60B Scour Condition: 7  
 60C Underwater Condition: N

71 Waterway Adequacy: 9  
 61 Channel Protection Cond: 7  
 68 Deck Geometry: 4

69 UnderCl. Horz/Vert: N  
 72 Appr. Alignment: 6  
 62 Culvert: N

### Posting Data

70 Bridge Posting Required: 3  
 41 Struct Open, Posted, Cl: P  
 \* 103 Temporary Structure: T

232 Posted Loads II-Modified: 15  
 HS-Modified: 22  
 Type 3: 26  
 Type 3S2: 33  
 Timber: 32  
 Piggyback: 00  
 253 Notification Date: 0000  
 253 Fed Notify Date: 0000





**PROJECT STATUS REPORT**

<b>PI NUMBER</b>			<b>READY</b>
<b>PROJECT</b>	<b>COUNTY</b>	<b>DESCRIPTION</b>	<b>TO LET</b>
642395-	FLOYD	SR 156 @ JOHNS CREEK ON FLOYD-GORDON CO LINE	0307
BRST-0823(6)	US:	<u>APPROVED DATES</u> PE DATE: 9910 RW DATE: 2003 CST DATE: 2004	
PROJ MGR: T. CASHIN		<u>PROPOSED DATES</u> TH PE DATE: 9910 TH RW DATE: 2003 TH CST DATE: 2004	
PROG TYPE: BRIDGES		<u>APPROVED COSTS</u> PES: \$5,000 RW COST: \$10,000 CST EST: \$1,100,000	
CONCEPT:		<u>PROPOSED COSTS</u> TH PES: \$5,000 TH RW'S: \$10,000 TH CSTS \$862,000	
P.E. PROJECT: BRST-0823(6)	NN: 71.5	REF PROJ: 64239X- TWIN PROJ:	EST DATE: 0/23/00
LENGTH: 0.23	C DIST: 7	FIELD DIST: 6	STATUS: PRECST TIP #: UAC: 0 FUND I: Q10

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
		DEFINE CONCEPT RPT:			00	
		CONCEPT MEETING:				
		SUB RTP TO ENG SERVICES:				
		REC ENG SERV APPROVAL:				
		MGT APPROV CPT REPORT:			00	
		ENVIRONMENTAL:	7/1/01	12/31/01	00	
		PUBLIC HEARING:				
		PHOTO MAPPING:			01	
		FIELD SURVEY:			00	
		FINAL ALT APPRV:				
		PRELIM FPR HELD:				
		PREL RDWY RW PLANS:			00	
		SECURE 404 PROCESS:			00	
		LOC DZN APPRV:			00	
		FINAL CST PLANS:			00	
		APPRV RW PLANS:			00	
		STAKE RW:			00	
		FINAL FPR HELD:				
		LAB RECV SOIL REQUEST:			00	
		PREL HYDR PLANS:			00	
		LAB BFI REQUEST:			00	
		BRIDGE PLANS:			00	
		U.S.T.s:			00	

**BIKE PROVISIONS INCLUDED?:** MEASUREMENT SYSTEM: CONSULTANT: C UT EST: \$0.00

**PDD:** APRIL BOARD ADDITION: ASSIGNED CONSULTANT TASK FORCE 4/30/99

**PLANNING:**

**DZN CMT:**

**UTIL CMT:**

**LGPA:** FLOYD REF UTIL 8-24-99|GORDON REF UTIL 8-17-99

**LOC CMT:** BRIDGE

**EIS:** AIELLO-CONSULT TASK FORCE

**404:** CONSULTANT TASK FORCE- NW 23 EXPECTED

**TS:** CAH|BR REPL PRJCT|S&M PLNS N/R|030101|S

**ROW:**

**RR**

**PITS:**

**UST CMT:**

**BR CMT:** 2-36 BRIDGE REQUIRED

**R/W INFORMATION:**

**R/W STATUS:** PRECST NUMBER OF PARCELS TO BE ACQUIRED: 0 ACQUIRED BY: DOT ACQ MGR:

**UNDER-REVIEW:** 0 RELEASED 0 OPT-PEND: 0 DEEDS 0 COND-PEND 0 COND-FILED: 0

**R/W CERT:**

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: BRST-0823(6)  
County: Floyd and Gordon  
P.I. Number: 642395

Federal Route Number: N/A  
State Route Number: 156

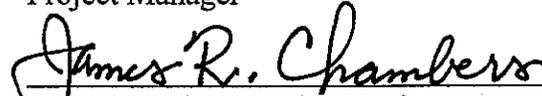
Recommendation for approval:

DATE 8-24-01

DATE 8-27-01



Project Manager



State Consultant Design Engineer

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

DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

State Transportation Programming Engineer

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Operations Engineer

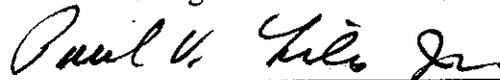
DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE 8/31/01



State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

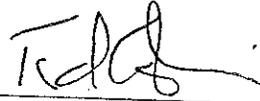
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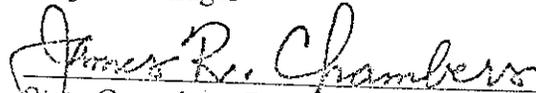
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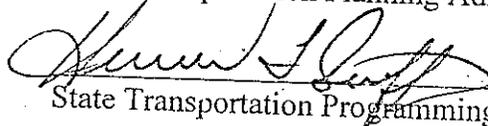
DATE \_\_\_\_\_

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State Transportation Planning Administrator



State Transportation Programming Engineer

State Environmental / Location Engineer

State Traffic Operations Engineer

District Engineer

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DEPARTMENT OF TRANSPORTATION  
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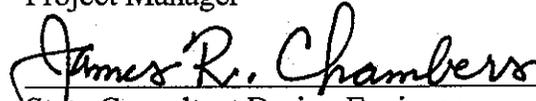
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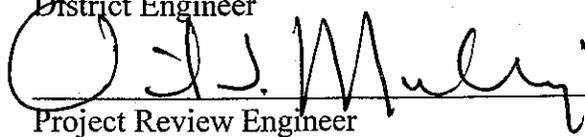
DATE \_\_\_\_\_

State Traffic Operations Engineer

DATE \_\_\_\_\_

District Engineer

DATE 9/11/01

  
Project Review Engineer

DATE \_\_\_\_\_

State Bridge & Structural Engineer



## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> BRST-0823(6)		<b>County:</b> FLOYD		<b>PI No.:</b> 642395-	
<b>Report Date:</b> 8/24/01		<b>Concept By:</b> DOT Office: CONSULTANT DESIGN			
<input checked="" type="checkbox"/> CONCEPT		Consultant: WILBUR SMITH			
<b>Project Type:</b> Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input checked="" type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
<b>Presentation</b>	100%				
<b>Judgement</b>	100%				
<b>Environmental</b>	100%				
<b>Right of Way</b>	100%				
<b>Utility</b>	100%				
<b>Constructability</b>	100%				
<b>Schedule</b>	100%				

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
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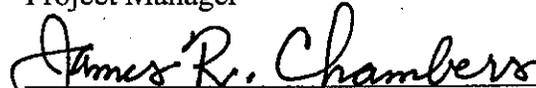
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Project Manager



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9-6-01  
DATE



State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

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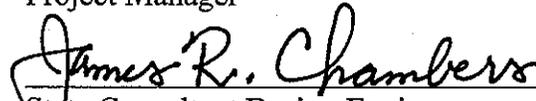
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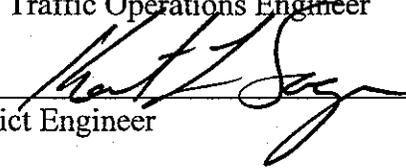
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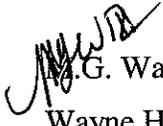
# Department of Transportation State of Georgia

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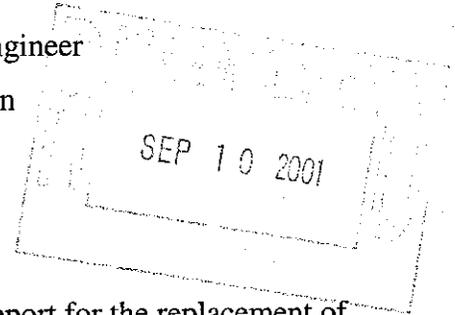
## INTERDEPARTMENTAL CORRESPONDENCE

File: BRST - 0823 (6) / Floyd County  
P.I. No. 642395

Office: Traffic Operations  
Atlanta, Georgia  
Date: August 29, 2001

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer  
To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review



We have reviewed the above referenced concept report for the replacement of the structurally deficient bridge on SR 156 over Johns Creek. This project is located east of Rosedale.

The existing structure is 32 feet wide with a sufficiency rating of 50.0. The concept proposes to construct a new structure 40 feet wide for the two-lane roadway. The current ADT is 2400 vehicles and the design year ADT is projected to be 3600 vehicles. The proposed bridge width is in accordance with MOG 4265-10 for this type of roadway.

We believe this concept will improve safety and traffic operations within this area, therefore find this report satisfactory for approval.

MGW/BM

Attachment (signature page)

Cc: Harvey Keeper, State Environment/Location Engineer  
James Chambers, State Consultant Design Engineer  
Attention: Ted Cashin  
David Mulling, State Review Engineer, w/ attachment  
Marta Rosen, State Transportation Planning Administrator  
Paul Liles, State Bridge & Structural Design Engineer  
Chuck Hasty, TMC  
General Files  
Office Files

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: BRST-0823(6)  
County: Floyd and Gordon  
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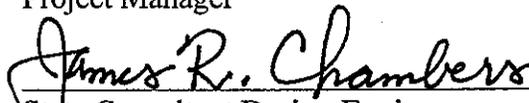
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Project Manager

  
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Project Review Engineer

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State Bridge & Structural Engineer