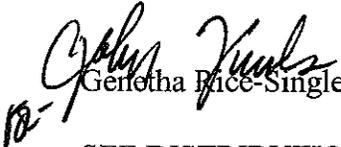


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 661950-, Bartow County **OFFICE** Preconstruction
EDS00-0500-00(005)
US 411 Connector from the existing US 411/
US 41 Interchange to SR 20 East of I-75 **DATE** August 14, 2008

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.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Kent Sager
Paul Liles
Dewayne Comer
Ben Buchan
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 661950-, Bartow County
EDS00-0500-00(005)
U.S. 411 Connector from the Existing U.S. 411/
U.S. 41 Interchange to S.R. 20 East of I-75

OFFICE: Preconstruction

DATE: July 8, 2008


FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project provides a new US 411 to I-75 connection by constructing a freeway on new location between the existing US 411/US 41 interchange and existing SR 20 east of I-75. SR 20 and SR 3/US 41 currently provide the main connection from US 411 to I-75. These facilities carry the burden of both through traffic from US 411 to I-75 and local traffic that accesses commercial and government centers in and around the city of Cartersville. The construction of the US 411 Connector would provide a more direct connection to I-75 for through traffic from western Bartow as well as Floyd County. US 411 is also an important link in Georgia's portion of the corridor to be designated as the Atlanta-to-Memphis Highway.

The project begins at the existing US 411/US 41 interchange. The interchange would be reconfigured and the alignment would be carried under the existing US 41 bridge with access ramps from the new US 411 to US 41/SR 3. The alignment would continue east, bridging Mac Johnson Road and Rudy York Road. The alignment would continue north approximately 1,100 feet to the east of Old Rudy Road until turning easterly-southeasterly and crossing Grassdale Road approximately 900 feet south of its intersection with Peoples Valley Road. It would then cross Old Grassdale Road approximately 700 feet south of its intersection with Peoples Valley Road, and would cross Peoples Valley Road approximately 1400 feet north of its intersection with Industrial Park Road. The alignment continues southeasterly to US 411/SR 61 where access ramps to/from a proposed US 411/SR 61 interchange would begin. The proposed US 411 Connector would continue to the east, bridging existing US 411/SR 61 north of Dent Road. The alignment would continue southeasterly to just west of I-75, where US 411/I-75 access ramps would begin. The proposed facility would continue across I-75 and tie into SR 20 just east of I-75. A split diamond interchange would be provided at I-75.

The proposed typical section will consist of four, 12' lanes (two in each direction) separated by a 44-foot depressed grassed median. Access will be full controlled and the speed design is 55 MPH. Traffic will be maintained on existing roads during construction.

Environmental concerns include requiring a COE 404 permit; an Environmental Impact Statement (EIS) will be prepared; extensive public involvement has been completed including 6 CAC meetings, 4 PIOH's and 1 PHOH, a project newsletter, project hotline, website, and multiple community meetings; Time saving procedures is not appropriate.

The estimated costs for this project are:

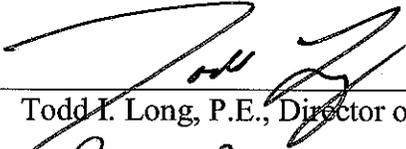
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (incl E&C)	\$123,121,000	\$249,785,000	L050	LR
Right-of-way	\$ 52,290,000	\$ 92,728,000	L050/LY10S	2008/2011
Utilities	\$ 6,319,000	----		

I recommend this project concept be approved.

GRS: JDQ

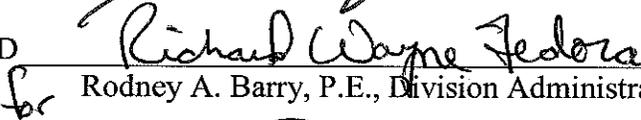
Attachment

CONCUR



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

APPROVED



for Rodney A. Barry, P.E., Division Administrator FHWA

APPROVED



Gerald M. Ross, P.E., Chief Engineer



U.S. Department
of Transportation

**Federal Highway
Administration**

Georgia Division

61 Forsyth St. SW 17T100
Atlanta, GA 30303

August 13, 2008

In Reply Refer To:
HTM

Ms. Gena Abraham, Commissioner,
Department of Transportation
No. 2 Capitol Street
Atlanta, Georgia 30334

Subject: EDS00-0500-00(005), Bartow County Concept Report, US 411 Connector from the Existing US 411/US 41 Interchange to SR 20 East of I-75

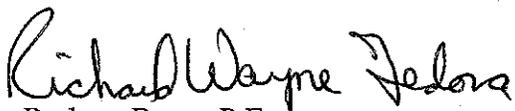
Dear Ms. Abraham:

We have reviewed the Concept Report submitted with your letter dated July 8, 2008 and received July 17, 2008, detailing aspects of the proposed US 411 Connector project. FHWA approves the Concept Report for the subject project. However, please recognize that final approval is subject to completion and FHWA approval of the Interchange Justification Report (IJR) and Record of Decision (ROD). Furthermore, if there are any changes to this concept in the IJR and/or ROD, the changes must then be reflected in a revised Concept Report to be reviewed and approved by FHWA.

Additionally as part of the Preliminary Field Plan Review (PFPR) for the project, please prepare a Safety Assessment that includes discussion on how the US 411 Connector will relieve congestion and improve the safety of the routes within the project area. The safety assessment should utilize updated accident data that reflects the most recent three year period.

If you have any questions please contact Christy Poon-Atkins at 404-562-3638.

Sincerely,


Rodney Barry, P.E.
for Division Administrator

**MOVING THE
AMERICAN
ECONOMY**

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

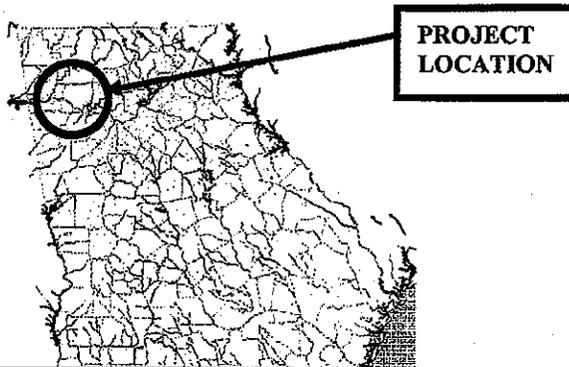
Project Number: EDS-500(5)

County: Bartow

P. I. Number: 661950

Federal Route Number: 411

State Route Number: 20



Recommendation for approval:

DATE 4/21/08

Albert Kelly
Project Manager

DATE 4/21/08

James B. Bill
Office Head/District Engineer

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

DATE 5/2/2008

Angela J. Alexander
State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

R E C E I V E
MAY 2 2008
PRECONSTRUCTION

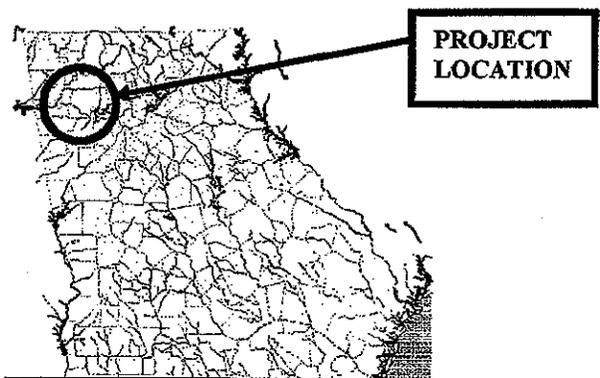
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: EDS-500(5)
County: Bartow
P. I. Number: 661950

Federal Route Number: 411
State Route Number: 20



Recommendation for approval:

DATE 4/21/08

Albert Kelly
Project Manager

DATE 4/21/08

James B. Bill
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

Kevin J. [Signature]
State Environmental Location Engineer

DATE 5-1-08

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

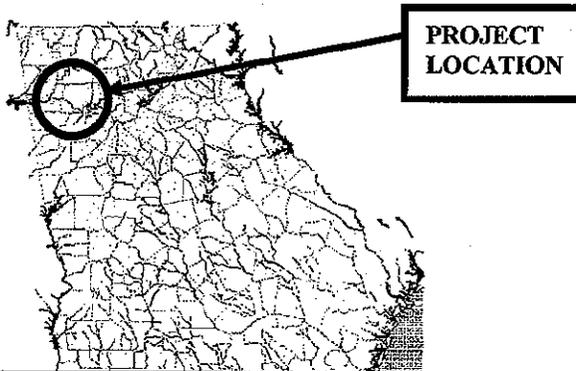
Project Number: EDS-500(5)

County: Bartow

P. I. Number: 661950

Federal Route Number: 411

State Route Number: 20



Recommendation for approval:

DATE 4/21/08

Albert Shelly
Project Manager

DATE 4/21/08

James B. Bull
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE 5/1/08

[Signature]
State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

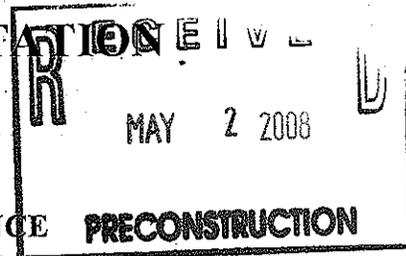
DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

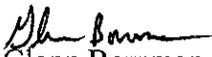


INTERDEPARTMENT CORRESPONDENCE **PRECONSTRUCTION**

FILE: P.I. No. 661950

OFFICE: Environment/Location

DATE: May 1, 2008

FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha-Rice Singleton, State Transportation Planning Administrator

SUBJECT: **PROJECT CONCEPT REPORT**
EDS-500(5) / Bartow County
US 411 Connector from the Existing US 411/US 41 Interchange to SR 20 East of I-75

The above subject Concept Report has been reviewed and it appears satisfactory for approval.

If you have any questions, please contact Glenn Bowman at (404) 699-4401.

GB/lc

cc: Brian Summers
Jamie Simpson
Angela Alexander
Keith Golden
Ben Buchan
Paul Liles

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

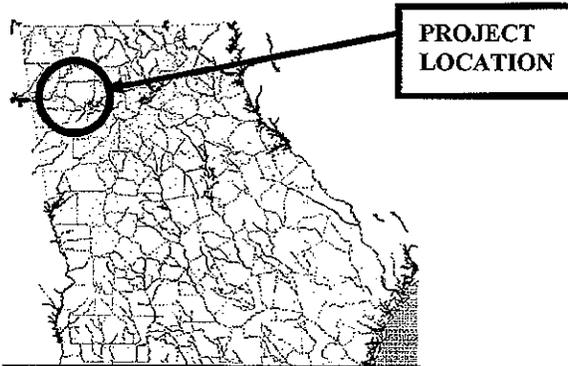
Project Number: EDS-500(5)

County: Bartow

P. I. Number: 661950

Federal Route Number: 411

State Route Number: 20



Recommendation for approval:

DATE 4/21/08

Albert Kelly
Project Manager

DATE 4/21/08

James B. Bull
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE 4/27/08

Paul V. Kelly Jr.
State Bridge and Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

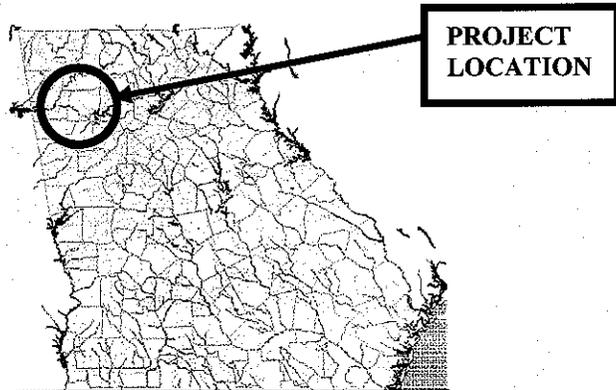
Project Number: EDS-500(5)

County: Bartow

P. I. Number: 661950

Federal Route Number: 411

State Route Number: 20



Recommendation for approval:

DATE 4/21/08

DATE 4/21/08

Albert Kelly
Project Manager

James B. Bull
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

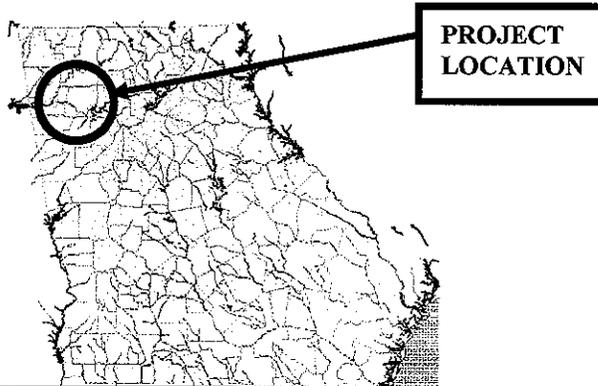
Project Number: EDS-500(5)

County: Bartow

P. I. Number: 661950

Federal Route Number: 411

State Route Number: 20



Recommendation for approval:

DATE 4/21/08

DATE 4/21/08

Albert Kelly
Project Manager

James B. Bell
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

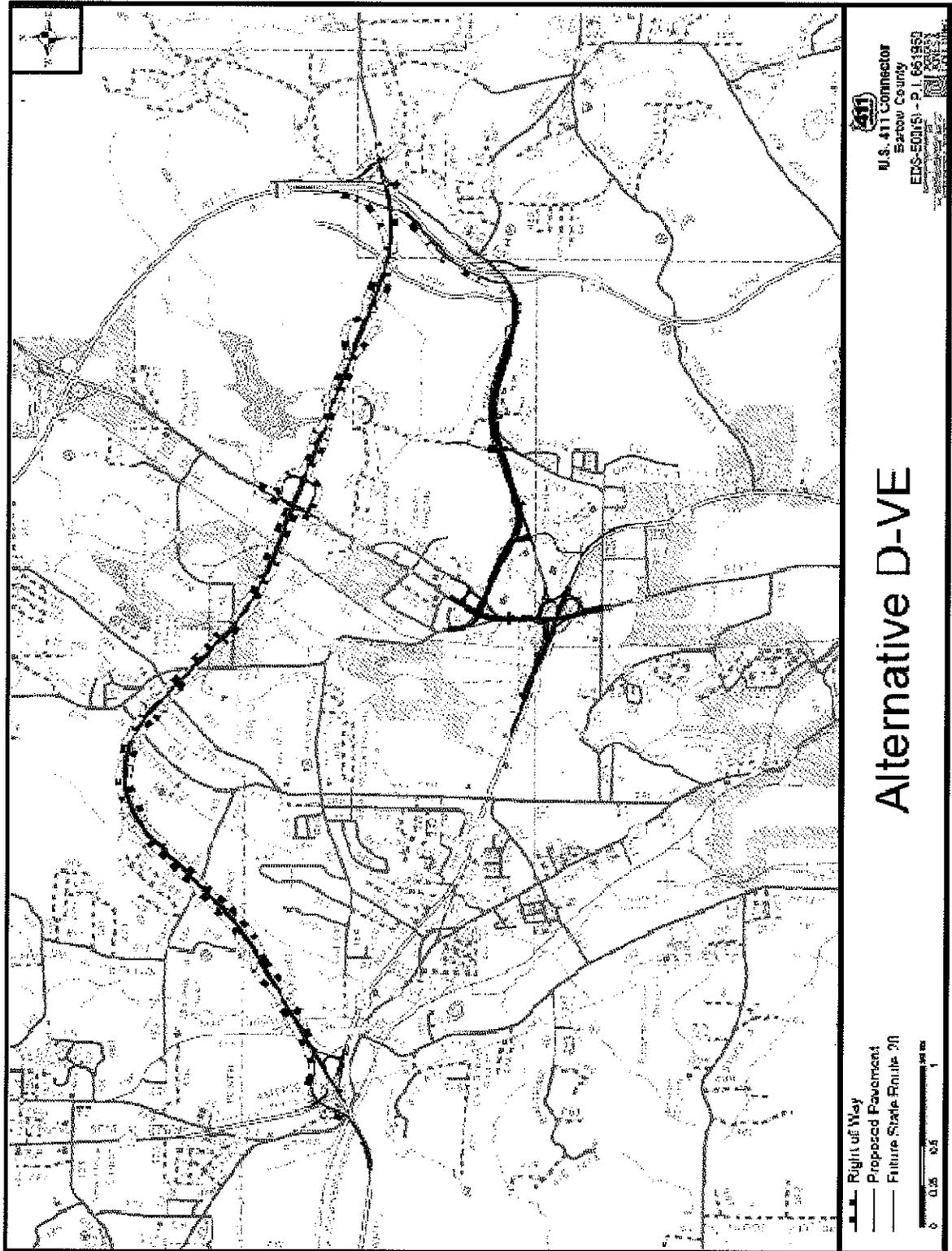
District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer



Need and Purpose:

SR 20 and SR 3/US 41 currently provide the main connection from US 411 to I-75. These facilities carry the burden of both through traffic from US 411 to I-75 and local traffic that accesses commercial and government centers in and around the City of Cartersville. Projects have been programmed to improve existing facilities in order to serve current needs. However, as the City of Cartersville and Bartow County continue to grow, the locally generated travel demand will exceed the current and proposed capacity of SR 20 and SR 3/US 41.

The construction of the US 411 Connector would provide a more direct connection to I-75 for through traffic from western Bartow as well as Floyd County. Through traffic would no longer be combined with locally generated traffic along these existing facilities, reducing congestion in the corridor. The diversion of through truck traffic away from the existing system would enhance the safety and operation of SR 20 and SR 3/US 41. The continued growth and economic vitality of the City of Rome and Floyd County would be supported by the implementation of the US 411 Connector by providing good access to the interstate system for commercial traffic, including truck traffic.

The construction of the US 411 Connector is necessary to maintain safe and efficient operation of the arterial system in Bartow County. US 411 is also an important link in Georgia's portion of the corridor to be designated as the Atlanta-to-Memphis Highway. Support for the US 411 Connector was clearly expressed by local officials, the Governor, and the public in comments received during the public involvement process for the development of the Bartow County Transportation Plan.

Description of the proposed project:

The Preferred Alternative (Alternative D-VE) extends US 411 east on new location to a new I-75 interchange and connects to existing SR 20 east of I-75. Alternative D-VE is a modification of Alternative D-Avoidance/Minimization that fits within the budget constraints. Alternative D-VE was developed as a result of the Value Engineering process. The project centerline remains unchanged from Alt. D-Avoidance/Minimization.

The existing US 411/US 41 interchange would be reconfigured and the alignment would be carried under the existing US 41 Bridge with access ramps from the new US 411 to US 41/SR 3. The alignment would continue northeasterly on new location, bridging across Mac Johnson Road, and bridging across Rudy York Road west of its intersection with Grassdale Road. The alternative would continue north approximately 1,100 feet to the east of Old Rudy York Road until turning easterly-southeasterly and bridging Grassdale Road approximately 900 feet south of its intersection with Peeples Valley Road. It would then bridge Old Grassdale Road approximately 700 feet south of its intersection with Peeples Valley Road, and would bridge Peeples Valley Road approximately 1,400 feet north of its intersection with Industrial Park Road. The crossing over Industrial Park Road would be bridged also. Just east of the CSX Railroad, access ramps to/from a proposed US 411/SR 61 folded diamond interchange would begin. The proposed new 411 facility would continue to the east, bridging existing US 411/SR 61 north of Dent Road. The alignment would continue southeasterly to just west of I-75, where US 411/I-75

access ramps would begin. The proposed facility would continue across I-75 and tie into SR 20 just east of I-75. A split diamond interchange would be provided at I-75.

Total length of project from the beginning at the US 411/US 41 interchange (project Begin Sta. 117+06) to the SR 20 tie east of the I-75/US 41 interchange (project End Sta. 503+00) is approximately 7.31 miles. The project is located 100% in Congressional District 11. The project is approximately four miles north of the City of Cartersville.

This alternative was determined to meet the Need and Purpose of the proposed project while having the least overall amount of environmental impacts and at a substantially reduced cost compared to Alternative D-Avoidance/Minimization. This alternative meets the Need and Purpose by providing a direct connection to I-75 while decreasing the volume of traffic on the existing facilities.

Is the project located in a Non-attainment area? X Yes No.

PDP Classification: Major X Minor

Federal Oversight: Full Oversight (X), Exempt(), State Funded(), or Other ()

Functional Classification: Rural Freeway

U. S. Route Number(s): 411 State Route Number(s): 20

Traffic (AADT): Current Year (2004): 0 Design Year (2034): 25,500

Existing design features:

- Typical Section: None (New Location)
- Posted speed N/A Minimum radius of curve: N/A
- Maximum super-elevation rate for curve: N/A
- Maximum grade: N/A % (List mainline, cross roads, and driveways)
- Width of right of way: N/A ft.
- Major structures in vicinity of the project:
 - 320'x40.5' and 320'x44.4' Two parallel two-lane bridges – SR 20 over SR 293 and CSXT
 - Struct. ID (EB) 015-0026-0 Suff. Rating 83.3
 - Struct. ID (WB) 015-0027-0 Suff. Rating 82.4
 - 212'x34' and 211'x34' Two parallel two-lane bridges – SR 3 over SR 20
 - Struct. ID (NB) 015-0016-0 Suff. Rating 79.0
 - Struct. ID (SB) 015-0017-0 Suff. Rating 79.0
 - 207'x74.4' and 199'x75.8' Two parallel four-lane bridges – I-75 over Center Road
 - Struct. ID (NB) 015-0089-0 Suff. Rating 91.4
 - Struct. ID (SB) 015-0090-0 Suff. Rating 91.4
 - 373'x62.4' and 361'x62.4' Two parallel four-lane bridges – I-75 over SR 20
 - Struct. ID (NB) 015-0091-0 Suff. Rating 88.4

Struct. ID (SB) 015-0092-0 Suff. Rating 90.4

- Major interchanges or intersections along the project
 - Interchanges
 - SR3/US 41 at SR 20
 - US 411/SR61 at SR 3/US 41
 - I-75 at SR 20
 - Intersections
 - US 411 at SR 20
 - SR 20 at Simpson Circle/Dean Road
- Existing length of roadway segment and the beginning mile logs for each county segment: 0.0 miles (new location)

Proposed Design Features to be Revised based on the Value Engineering study:

- Typical Sections: reductions in median width, inside shoulder width, outside shoulder width, and bridge right shoulder width
- Design Speed: reductions in proposed mainline and ramp design speeds
- Maximum Grades: increase in proposed maximum grades for mainline and for upgrades on ramps
- Right of Way: decrease in nominal right of way width; decrease in number of parcels, number of businesses displaced, and number of residences displaced
- Structures: no existing bridges to be widened; reductions in number and sizes of new bridges required; reduction in number of retaining walls required
- Major interchanges: reconfigure US 411 Connector at SR 3/US 41; reconfigure US 411 Connector at SR 61/US 411; reconfigure US 411 at I-75
- Major intersections: add intersections at US 411 Connector at Ramps H, K and J

Proposed Design Features for Alt. D-VE:

- Proposed typical section(s):
 - Four 12-foot lanes
 - 44-foot depressed grassed median
 - 2-foot paved inside shoulder
 - 6-foot, 6-inch paved outside shoulder
 - Bridge shoulders
 - I-75 mainline – 12-foot right shoulder
 - One-lane and two-lane ramps – 4-foot left paved shoulder and 6-foot right paved shoulder
- Proposed Design Speed: Mainline 55 mph ; Ramps 45 mph
- Proposed Maximum grade Mainline 7.0 % Maximum grade allowable 7.0 %.
- Proposed Maximum grade Ramps 7 %
Maximum grade allowable on Ramps same as proposed
- Proposed Maximum grade Side Street N/A Maximum grade allowable N/A
- Proposed Maximum grade driveway N/A
- Proposed Minimum radius for curve 2830' mainline, 965' ramps
Minimum radius allowable 960' mainline, 587' ramps

- Proposed Maximum super-elevation rate for curves: 8.0% mainline and ramps
- Right of way
 - Width 250' minimum (nominal)
 - Easements: Temporary (x), Permanent (x), Utility (x), Other ().
 - Type of access control: Full (x), Partial (), By Permit (), Other ().
 - Number of parcels: 67 Number of displacements:
 - Business: 2
 - Residences: 15
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges
 - Existing Bridges to be widened
 - None
 - New main line bridges over roads
 - Mac Johnson Road
 - 189'x38' and 189'x38' Two parallel two-lane bridges
 - Grassdale Road
 - 494'x38' and 494'x38' Two parallel two-lane bridges
 - Old Grassdale Road
 - 177'x38' and 177'x38' Two parallel two-lane bridges
 - Peeples Valley Road
 - 261'x38' and 261'x38' Two parallel two-lane bridges
 - SR 61
 - 227'x50.0' and 227'x38' Two parallel bridges, one three-lane and one two-lane bridge
 - I-75
 - 475'x92' One bridge with median on structure, accommodates 4 through lanes and one right turn lane to SR 20 south, 32' median accommodates left turn lanes.
 - New main line bridges over railroads
 - Industrial spur tracks
 - 405'x38' and 472.52'x38' Two parallel two-lane bridges
 - CSXT mainline
 - 230'x38' and 212'x38' Two parallel two-lane bridges
 - New main line bridges over streams
 - Nancy Creek
 - 560'x50' and 560'x50' Two parallel three-lane bridges
 - Pettit Creek
 - 1165'x38' and 1165'x38' Two parallel two-lane bridges
 - New main line bridges over roads and streams
 - Rudy York Road and Nancy Creek tributary
 - 436.92'x38' and 761.92'x38' Two parallel two-lane bridges
 - Industrial Park Road and Pettit Creek Tributary

- 399'x38' and 302'x38' Two parallel two-lane bridges
 - Ramp over road and railroad
 - Ramp A from SR 3/US 41 to WB SR 20/US 411 over Cassville Road (SR 293) and CSXT
 - 370'x32' One single-lane bridge
 - Retaining walls (*Describe alternates*)
 - MSE Wall on 411 Conn WB (Sta. 409+80 to 412+50) at Driveway adjacent to Lake
 - MSE Wall adjacent to Ramp J along I-75 (Sta. 760+00 to 771+00 along I-75)
- Major intersections and interchanges.
 - Interchanges
 - US 411 Connector at SR 3/US 41 (modify existing interchange - add 3 new ramps, modify 2 existing ramps to provide full access to SR3/US 41)
 - US 411 Connector at SR 61/US 411 (new interchange)
 - US 411 Connector at I-75 (new interchange)
 - Intersections
 - US 411 Connector at Ramps H, K and J
 - US 411 Connector at Relocated SR 20/Ramp I
 - SR 20 at Simpson Circle/Dean Road (Relocated CR 267)
- Traffic control during construction: Traffic to be maintained on existing roadways during construction.
- 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:
 - No Design Variances are anticipated.
- Environmental concerns: The project would require an Individual 404 permit from the USACE and stream buffer variances from EP. There are historic and archaeological sites along the corridor where protection from proposed construction would be required. Noise walls would be required on this project. Please refer to the EIS for the locations of hazardous materials sites that require investigation prior to R/W acquisition.
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (x),
 - Categorical exclusion (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or

- Environmental Impact Statement (EIS) (x).
- Utility involvements:
 - Georgia Power Transmission
 - Water
 - Natural Gas
 - Electric
 - Phone
 - City of Cartersville Sewer
 - CSX Railroad; Atlantic & Western RR

Project responsibilities:

- Design: GDOT
- Right of Way Acquisition: GDOT
- Relocation of Utilities: GDOT
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Project is in waste
- Providing detours: N/A

Coordination

- Initial Concept Meeting date and brief summary. Attach minutes. *(n/a)*
- Concept meeting date and brief summary. Attach minutes. *(see attached)*
- P. A. R. meeting was held on June 14, 2006. The minutes from this meeting are attached.
- Early coordination with FEMA initiated.
- Public involvement. Extensive public involvement has been completed on this project including 6 CAC meetings, 4 PIOH's and 1 PHOH, multiple project newsletters, project hotline, website, and multiple community meetings. A Public Involvement Summary is attached.
- Local government comments. The CAC had representatives of local government and provided their comments there and also through letters and at the PIOH's. Refer to the Public Involvement Summary.
- The following is a list of the other projects planned for this area:
 - NHS-0000-00(932), P.I. 0000932, Ramp Safety Improvements at I-75/SR 61 Interchange: The purpose of this project is to improve the safety of the ramps at this location. This project is proposed for construction after Fiscal Year (FY) 2006.
 - STP-0002-00(626), P.I. 0002626, Reconstruction of the SR 3/US 41 interchange at SR 61/US 411: This interchange serves three state routes, SR 3, SR 20 and SR 61 and is a congestion point within the corridor. The purpose of this project is to improve the safety and provide additional capacity of this interchange. All implementation phases for this project are proposed for the Long Range element of the Department's Construction Work Program.

- STP-012-1(71), P.I. 621350, Widening SR 20 from I-75 to SR 61: The purpose is to provide additional capacity to accommodate local traffic in the project area and to improve the operation of SR 61 and its substandard interchange with SR 3/US 41/US 411/SR 20. Right of Way acquisition for this project is currently proposed for FY 2005 and Construction for FY 2006.
 - STP-0002-00(866), P.I.0002866, SR3/US 41 from CSX to SR 20: The purpose of this project is to widen the railroad bridge over the CSX railroad to extend the acceleration lane from the SR 61 interchange to SR 3/ US 41. All implementation phases for this project are proposed for the Long Range element of the Department's Construction Work Program.
 - STP-0003-00(628), P.I. 0003628, SR 293 Ramp to US 411 Connector: The purpose of this project is to provide improved access to the US 411 Connector from SR 293. All implementation phases for this project are proposed for the Long Range element of the Department's Construction Work Program.
 - STP-018-1(51), P.I. 621250, SR 61 from Gilmer Street to SR 20: The purpose of this project is to improve safety and provide additional capacity for SR 61. All implementation phases for this project are proposed for the Long Range element of the Department's Construction Work Program.
 - CSSTP-0000-00(534), P.I. 0000534, SR 3/US 41 Intersection with SR 293: The purpose of this project is to improve the safe operation of this intersection. All implementation phases for this project are proposed for the Long Range element of the Department's Construction Work Program.
 - STP-0000-00(994), P.I. 0000994, SR3/US 41 at Grassdale, County Road 155 and Iron Belt Road, County Road 232: The purpose of the project is to improve the safety and operation of SR 3/US 41. Construction of the project is proposed for FY 2007.
 - STP-0001-00(574), P.I.0001574, SR 3/US 41 from the Cobb County Line to SR 293: The purpose of this project is to provide turn lanes where appropriate to median crossings along SR 3/US 41. All implementation phases for this project are proposed for the Long Range element of the Department's Construction Work Program.
 - STP-012-1(87) SR 20 addition of Truck climbing lanes on SR 20.
- Extensive coordination with federal agencies has been completed throughout the project including scoping, meetings at key milestones, and technical assistance meetings to address specific environmental issues.
 - There are two railroads in the corridor; one is owned by CSX and the other by Western and Atlantic. The proposed project would bridge over these railroads, therefore, ownership would remain as is. No additional at-grade crossings of the railroads are

proposed as part of this project.

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 18 Months.
- Time to complete right of way plans: 6 Months.
- Time to complete the Section 404 Permit: 12 Months.
- Time to complete final construction plans: 18 Months.
- Time to complete to purchase right of way: 24 Months.
- List other major items that will affect the project schedule: _____ Months.

Other alternates considered:

No Build Alternative - This alternative is one in which GDOT would take no action to construct the proposed project. All alternatives considered, including the No Build, assume that the Department’s Construction Work Program, which includes the widening of SR 20 from 2 lanes to 4 lanes from SR 61 to I-75, would be completed.

TSM Alternative - The Transportation System Management alternative would consist of intersection improvements such as addition of turn lanes, and upgrade and coordination of traffic signals. No construction would occur on new alignment or outside of existing right-of-way.

TSM Capacity Alternative - The Transportation System Management Capacity alternative would include the widening of the existing US 41 facility from 4 lanes to 6 lanes and the widening of SR 20 to 6 lanes, and would also include intersection improvements such as addition of turn lanes, and upgrade and coordination of traffic signals. No construction would occur on new alignment or outside of existing right-of-way.

Alternative A - Improve the existing US 411 – I-75 connection by (i) widening the existing facilities (SR 3/US 41 and SR 20) to six lanes, and (ii) constructing a by-pass of the existing SR 61/US 41 Interchange.

Alternative AB - Provide a new US 411 – I-75 connection by (i) constructing a freeway in the existing SR 3/US 41 alignment (with frontage roads for local access), (ii) constructing a by-pass of the existing SR 61/US 41 Interchange, and (iii) constructing a freeway in a new alignment east of SR 61/US 41 that connects to I-75 at the existing SR 20/ I-75 Interchange.

Alternative AB Hybrid - Provide a new US 411 – I-75 connection by (i) constructing a freeway in the existing SR 3/US 41 alignment (with frontage roads for local access), (ii) constructing a by-pass of the existing SR 61/US 41 Interchange, and (iii) widening the existing facilities of SR 20 to six lanes.

Alternative B - Provide a new US 411 – I-75 connection by constructing a freeway in a new alignment between the existing US 411/US 41 Interchange and the existing SR 20/I-75 Interchange.

Alternative B Minimization Variation - Provide a new US 411 – I-75 connection by constructing a freeway in a new alignment (modified Alternative B) between the existing US 411/US 41 Interchange and the existing SR 20/ I-75 Interchange.

Alternative B Avoidance Variation - Provide a new US 411 – I-75 connection by constructing a freeway in a new alignment between the existing US 411/US 41 Interchange and the existing SR 20/ I-75 Interchange that combines Alternative B/AB and D-Avoidance and Minimization Variation (below).

Alternative D - Provide a new US 411 – I-75 connection by constructing a freeway in a new alignment between the existing US 411/US 41 Interchange and existing SR 20 east of I-75, with a new interchange at I-75.

Alternative D–Avoidance/Minimization Variation – Provide a new US 411 – I-75 connection by constructing a freeway in a new alignment (modified Alternate D) between the existing US 411/US 41 Interchange and existing SR east of I-75, with a new interchange at I-75.

Alternative DA Variation - Provide a new US 411 – I-75 connection by constructing a freeway in a modified Alternative D alignment between the existing US 411/US 41 Interchange and existing SR 20 east of I-75, and widening SR 20 to 6 lanes.

Alternative DB Variation - Provide a new US 411 – I-75 connection by constructing a freeway in a modified Alternative D alignment between the existing US 411/US 41 Interchange and existing SR 61/US 41 west of I-75, with a new interchange at I-75.

Alternatives A, AB, B, and D each impact Section 4(f) resources, so Avoidance and/or Minimization variations were considered for each of these Alternatives. It was determined that an Avoidance/Minimization variation for Alternatives A or AB was not feasible or prudent, because the basis for those alternatives consists of widening the existing roadway. The Alternative B Minimization variation still resulted in impacts to Section 4(f) resources and the Alternative B Avoidance variation eliminated impacts to Section 4(f) resources, but had

substantially greater residential displacements than Alternative B. An Avoidance/Minimization variation was developed for Alternative D that would avoid direct impacts to all Section 4(f) resources identified in the project corridor. This variation also addressed concerns raised concerning the proximity of the proposed roadway to residences and resultant noise impacts that were raised at the latest public information open house. Alternative D-Avoidance/Minimization variation went through a VE study process and modifications were made to reduce costs and still meet the need and purpose, resulting in Alternative D-VE. The modifications maintained the same alignment and stayed within the environmental footprint of Alternative D-Avoidance/Minimization.

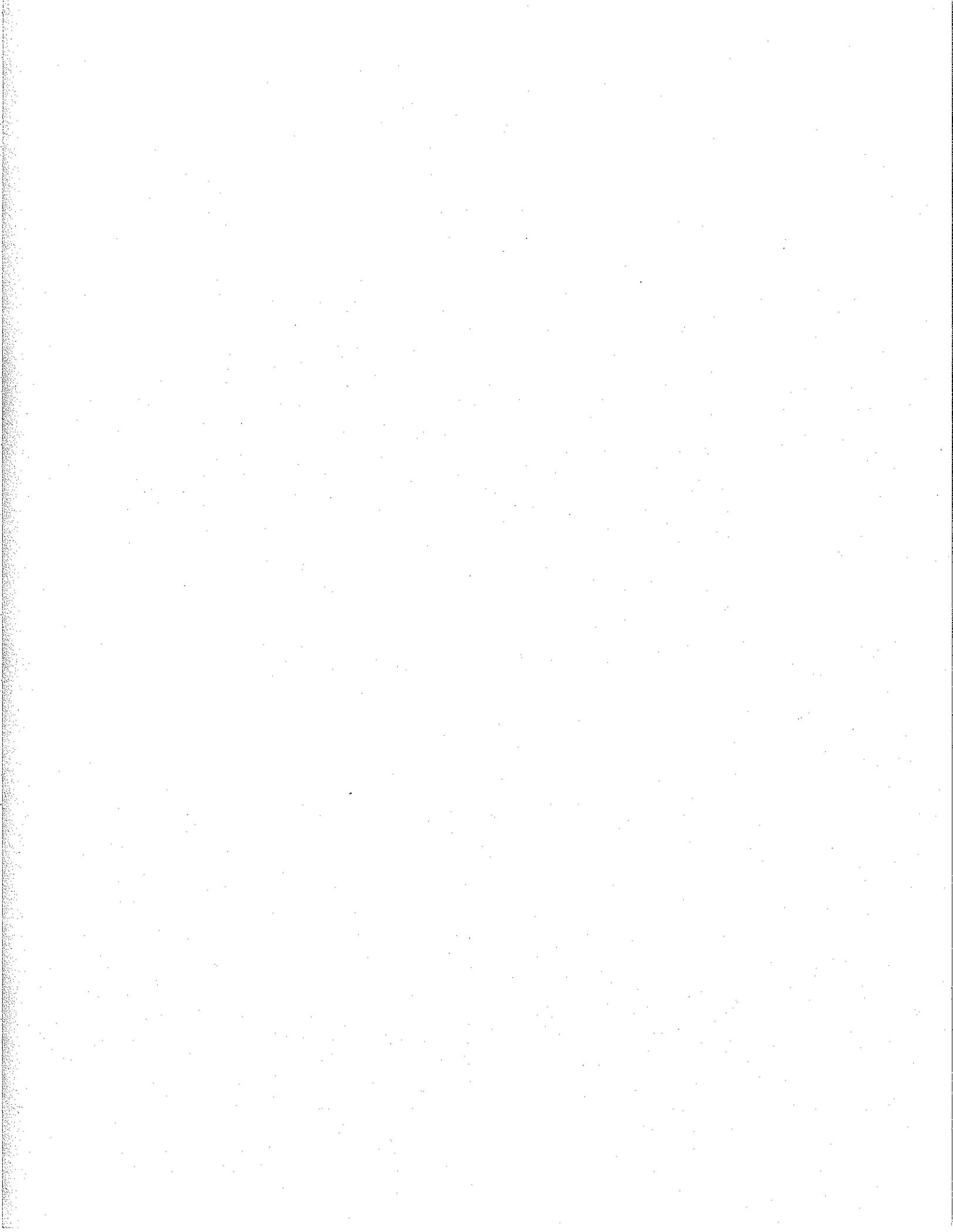
The AB Hybrid alternative was determined not to be feasible or prudent because it had substantially more displacements including a church, a fire station, and many more residences. Similarly, it was determined that the Alternative DA and DB Variations were not feasible or prudent because these had substantially greater residential and/or industrial displacements. The negative effect on industries and businesses in the study area would be detrimental to the economy of the Cartersville area and the large number of residential displacements would substantially disrupt community cohesion in the project area.

Because the Alternatives AB Hybrid, DA Variation, DB Variation, A and AB Avoidance/Minimizations, and the B Avoidance and Minimization alternatives were all determined not to be feasible or prudent, they were eliminated from further in-depth environmental analyses.

Comments: *As appropriate*

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
2. Sketch location map,
3. Typical sections,
4. Accident summaries,
5. Capacity analysis,
6. Bridge inventory,
7. Minutes of Initial Concept (*n/a*) and Concept meetings,
8. Minutes of any meetings that show support or objection to the concept (*see Public Involvement Summary*),
9. LGPA's or PMA's (*n/a*),
10. Location and Design Notice (On Minor Projects),
11. Conforming plan's network schematics showing thru lanes, (Note: This attachment is required for non-attainment areas only.), and
12. Other items referred to in the body of the report. (*see P.A.R. meeting summary*)



PRELIMINARY COST ESTIMATE

PROJECT NUMBER: EDS-500(5)

COUNTY: BARTOW

DATE: MARCH 26, 2008

ESTIMATED LETTING DATE: 2014

PREPARED BY: Jordan, Jones & Goulding, Inc.

PROJECT LENGTH: 7.31 miles

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

PROJECT COST					
	Quantity	Units	Unit Cost		Cost
SUBTOTAL: C-1.a				\$	43,572,300
2. GRADING AND DRAINAGE:					
a. EARTHWORK					
UNCLASSIFIED EXCAVATION	5,076,360	CY	\$4.48	\$	22,742,000
IN PLACE EMBANKMENT		CY	\$4.90	\$	-
BORROW EXCAVATION		CY	\$5.00	\$	-
SUBTOTAL: C-2.a				\$	22,742,000
b. DRAINAGE					
Cross Drain Pipes, Endwalls, Catch Basins, Drop Inlets:					
STORM DRAIN PIPE, 15" H = 1-10			\$43.76		
STORM DRAIN PIPE, 15" H = 10-15	30	LF	\$35.51	\$	1,100
STORM DRAIN PIPE, 18" H = 10-15	7542	LF	\$57.00	\$	429,900
STORM DRAIN PIPE, 18" H = 15-20	3713	LF	\$79.64	\$	295,700
STORM DRAIN PIPE, 24" H = 10-15	1837	LF	\$60.99	\$	112,000
STORM DRAIN PIPE, 30" H = 10-15	1176	LF	\$83.77	\$	98,500
STORM DRAIN PIPE, 36" H = 10-15	776	LF	\$93.74	\$	72,700
STORM DRAIN PIPE, 42" H = 10-15	537	LF	\$95.76	\$	52,000
STORM DRAIN PIPE, 48" H = 10-15	100	LF	\$95.76	\$	9,700
FLARED END SECTION, 15" STORM DRAIN	1	EA	\$629.10	\$	600
FLARED END SECTION, 18" STORM DRAIN	90	EA	\$661.52	\$	59,500
FLARED END SECTION, 24" STORM DRAIN	14	EA	\$780.97	\$	10,900
FLARED END SECTION, 30" STORM DRAIN	10	EA	\$931.71	\$	9,300
FLARED END SECTION, 36" STORM DRAIN	6	EA	\$1,235.43	\$	7,400
FLARED END SECTION, 42" STORM DRAIN	4	EA	\$1,620.04	\$	6,500
FLARED END SECTION, 48" STORM DRAIN	1		\$2,200.00	\$	2,200
CATCH BASIN, GP1	32	EA	\$2,840.49	\$	90,900
DROP INLET, GP1	45	EA	\$2,979.83	\$	134,100
MANHOLE, TP1		EA		\$	-
MANHOLE, TP2		EA		\$	-
CATCH BASIN, ADDL DEPTH		LF		\$	-
DROP INLET, ADDL DEPTH		LF		\$	-
MANHOLE, ADDL DEPTH		LF		\$	-
MINOR DRAINAGE STRUCTURES SUBTOTAL: C-2.b				\$	1,393,000
c. BOX CULVERTS					
DOUBLE 6 X 5	100	LF	\$1,500.00	\$	150,000
BOX CULVERT SUBTOTAL: C-2.c				\$	150,000
DRAINAGE SUBTOTAL: C-2.b.c				\$	1,543,000
GRADING AND DRAINAGE SUBTOTAL: C-2				\$	24,285,000
3. BASE AND PAVING:					
a. AGGREGATE BASE					
GAB - 6"	45937	TON	\$12.75	\$	586,000
GAB - 12"	291298	SY	\$20.99	\$	6,114,000
SUBTOTAL: C-3.a				\$	6,700,000
b. ASPHALT PAVING (Mainline & Cross-Roads):					
SURFACE - 12.5 mm SUPERPAVE - GP 1 OR GP 2	26101	TON	\$85.00	\$	2,219,000
BINDER - 19 mm SUPERPAVE - FOR PAVEMENT SECTION	52204	TON	\$85.00	\$	4,437,000
BASE - 25 mm SUPERPAVE - FOR PAVEMENT SECTION	106275	TON	\$85.00	\$	9,033,000
LEVELING - 19 mm - FOR PAVEMENT SECTION		TON	\$85.00	\$	-
SUBTOTAL: C-3.b				\$	15,689,000
c. CONCRETE PAVING - 11" CRC					
		SY	\$70.00	\$	-

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: EDS-500(5)

COUNTY: BARTOW

DATE: MARCH 26, 2008

ESTIMATED LETTING DATE: 2014

PREPARED BY: Jordan, Jones & Goulding, Inc.

PROJECT LENGTH: 7.31 miles

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

PROJECT COST				
	Quantity	Units	Unit Cost	Cost
A. RIGHT-OF-WAY:				
1. PROPERTY (LAND & EASEMENT)				
a. Commercial Land and Improvements		AC		
b. Residential Land and Improvements		AC		
2. DISPLACEMENTS; RES: - 16, BUS: - 5, M.H.: - 4				
3. OTHER COST (Damages)				
a. Scheduling Contingency	Net land value * Cumulative Estimated Cost Factor			50%
b. Adm/Court Cost	Net land value * Cumulative Estimated Cost Factor			60%
c. Inflation Factor	Net land value * Cumulative Estimated Cost Factor			40%
SUBTOTAL: A				\$ 66,667,000
				\$ 52,290,000
B. UTILITIES:				
1. REIMBURSABLE UTILITIES:				
a. RAILROAD			\$	-
b. TRANSMISSION LINES			\$	-
c. SERVICES			\$	-
GEORGIA POWER			\$	-
BELLSOUTH			\$	-
AGL			\$	-
WATER			\$	-
2. NON-REIMBURSABLE UTILITIES:				
SUBTOTAL: B - TOTAL REIMBURSABLE UTILITIES =>				\$ 6,319,000
C. CONSTRUCTION:				
1. MAJOR STRUCTURES				
a. BRIDGES				
Widenings - None				
New construction:				
New main line bridges over roads				
Mac Johnson Road - Bridges 2L & 2R	7797	SF	\$95.00	\$ 740,700
189'x38' and 189'x38' Two parallel two-lane bridges	7797	SF	\$95.00	\$ 740,700
Grassdale Road - Bridges 4L & 4R	20378	SF	\$95.00	\$ 1,935,900
494'x38' and 494'x38' Two parallel two-lane bridges	20378	SF	\$95.00	\$ 1,935,900
Old Grassdale Road - Bridges 5L & 5R	7302	SF	\$95.00	\$ 693,700
177'x38' and 177'x38' Two parallel two-lane bridges	7302	SF	\$95.00	\$ 693,700
Peepees Valley Road - Bridges 6L & 6R	10767	SF	\$95.00	\$ 1,022,900
261'x38' and 261'x38' Two parallel two-lane bridges	10767	SF	\$95.00	\$ 1,022,900
SR 61 - Bridges 11L & 11R	12179	SF	\$95.00	\$ 1,157,000
227'x50.4' and 227'x38' Two parallel two-lane bridges	9364	SF	\$95.00	\$ 889,600
F-75 - Bridge No. 12				
475'x92' One four-lane bridge with 32' median and a right turn lane on structure	45244	SF	\$95.00	\$ 4,298,200
New main line bridges over railroads				
Industrial spur tracks - Bridges No. 7L & 7R	16707	SF	\$95.00	\$ 1,587,200
405'x38' and 472.52'x38' Two parallel two-lane bridges	19492	SF	\$95.00	\$ 1,851,700
CSXT mainline - Bridges No. 10L & 10R	9488	SF	\$95.00	\$ 901,400
230'x38' and 212'x38' Two parallel two-lane bridges	8745	SF	\$95.00	\$ 830,800
New main line bridges over streams				
Nancy Creek and Nancy Creek Tributary - Bridges No. 1L & 1R	29820	SF	\$95.00	\$ 2,832,900
560'x50' and 560'x50' Two parallel two-lane bridges	29820	SF	\$95.00	\$ 2,832,900
Petit Creek - Bridges No. 9L & 9R	48057	SF	\$95.00	\$ 4,565,400
1165'x38' and 1165'x38' Two parallel two lane bridges	48057	SF	\$95.00	\$ 4,565,400
New main line bridges over roads and streams				
Rudy York Road and Nancy Creek tributary - Bridges 3L & 3R	18023	SF	\$95.00	\$ 1,712,200
436.92'x38' and 761.92'x38' Two parallel two-lane bridges	31430	SF	\$95.00	\$ 2,985,900
Industrial Park Road and Petit Creek Tributary - Bridges 8L & 8R	16459	SF	\$95.00	\$ 1,563,600
399'x38' and 302'x38' Two parallel two-lane bridges	12458	SF	\$95.00	\$ 1,183,500
Ramps over railroads				
Ramp A from SR 61/US 411 to US 411 Connector WB over CSXT - Bridge No. 13				
370'x26' One one-lane bridge	10823	SF	\$95.00	\$ 1,028,200
				\$

PRELIMINARY COST ESTIMATE

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PROJECT LENGTH: 7.31 miles

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

PROJECT COST					
	Quantity	Units	Unit Cost		Cost
d. CONCRETE MEDIAN PAVING		SY	\$38.00	\$	-
e. OTHER					
LEVELING		TON	\$52.00	\$	-
TACK COAT	56239	GAL.	\$1.93	\$	109,000
PAVEMENT REINFORCING FABRIC STRIPS		LF	\$6.00	\$	-
MILLING - VARIABLE DEPTH		SY	\$5.00	\$	-
CLASS B CONCRETE BASE AND PAVEMENT WIDENING		CY	\$190.00	\$	-
REINF CONC APPROACH SLAB	6946	SY	\$153.79	\$	1,068,000
SUBTOTAL: C-3.e			\$	109,000	
BASE AND PAVING SUBTOTAL: C-3					\$ 23,566,000
4. OTHER ROADWAY ITEMS					
a. CLEARING AND GRUBBING					
	185	AC	\$10,000.00	\$	1,850,000
b1. GRASSING/EROSION CONTROL					
PERMANENT GRASSING	185	AC	\$1,066.58	\$	197,320
AGRICULTURAL LIME	184	TON	\$60.18	\$	11,070
LIQUID LIME	856.5	GAL	\$21.62	\$	18,520
FERTILIZER MIXED GRADE	69	TON	\$295.93	\$	20,420
FERTILIZER NITROGEN CONTENT	14670	LB	\$2.45	\$	35,940
EROSION CONTROL MATS, SLOPES	631043	SY	\$1.20	\$	757,250
ENHANCED SWALES	34500	LF	\$50.00	\$	1,725,000
SUBTOTAL: C-4.b1			\$	2,765,520	
b2. EROSION CONTROL					
TEMPORARY GRASSING	160	AC	\$707.73	\$	113,240
MULCH	1028	TON	\$176.49	\$	181,430
CONSTRUCTION EXIT	12	EA	\$1,700.55	\$	20,410
CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	10	EA	\$542.06	\$	5,420
CONSTRUCT AND REMOVE TEMP PIPE SLOPE DRAIN	7225	LF	\$17.60	\$	127,160
CONSTRUCT AND REMOVE TEMP DITCH CHECKS	1038	EA	\$212.99	\$	221,080
CONSTRUCT AND REMOVE SEDIMENT BASIN TP 1, STA NO -	13	EA	\$15,000.00	\$	195,000
CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	73	EA	\$281.30	\$	20,530
MAINT OF TYPE A SILT FENCE	4000	LF	\$0.82	\$	3,280
MAINT OF TYPE C SILT FENCE	43175	LF	\$1.61	\$	69,510
MAINT EROSION CONTROL CHECK DAMS/DITCH CHECKS	1038	EA	\$67.29	\$	69,850
MAINT OF TEMPORARY SEDIMENT BASIN, TP 1, STA NO.	13	EA	\$1,374.78	\$	17,870
MAINT OF SILT CONTROL GATE, TP 3	10	EA	\$166.07	\$	1,660
MAINT OF CONSTRUCTION EXIT	12	EA	\$571.19	\$	6,850
MAINT INLET SEDIMENT TRAP	73	EA	\$94.99	\$	6,930
WATER QUALITY MONITORING AND SAMPLING	6	EA	\$1,175.47	\$	7,050
WATER QUALITY INSPECTIONS	162	MO	\$1,027.27	\$	166,420
TEMPORARY SILT FENCE, TYPE A	8000	LF	\$1.83	\$	14,640
TEMPORARY SILT FENCE, TYPE C	86350	LF	\$4.06	\$	350,580
CONC SLOPE DRAIN	1736	SY	\$54.36	\$	94,370
PLAIN CONCRETE DITCH PAVING, 4 IN	23067	SY	\$34.13	\$	787,280
STONE DUMPED RIP RAP - TYPE 1, 24"	5691	SY	\$53.49	\$	304,410
STONE DUMPED RIP RAP - TYPE 1, 30"	1432	SY	\$56.00	\$	80,190
STONE DUMPED RIP RAP - TYPE 1, 36"	432	SY	\$60.00	\$	25,920
STONE DUMPED RIP RAP - TYPE 1, 40"	860	SY	\$80.00	\$	68,800
PLASTIC FILTER FABRIC	8415	SY	\$5.15	\$	43,340
SUBTOTAL: C-4.b2			\$	3,003,220	
SUBTOTAL: C-4.b1.b2					\$ 5,768,740
5 a. TRAFFIC CONTROL					
TRAFFIC CONTROL DETOUR	6	EA	\$20,000.00	\$	120,000
TRAFFIC CONTROL DETOUR (MAINTENANCE)	54	MO	\$2,500.00	\$	135,000
TRAFFIC CONTROL (I-75 INTERCHANGE)	1	LS	\$500,000.00	\$	500,000

PRELIMINARY COST ESTIMATE

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PROJECT LENGTH: 7.31 miles

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

PROJECT COST				
	Quantity	Units	Unit Cost	Cost
SUBTOTAL: C-5.a				\$ 755,000
b. SIGNING - MARKING - SIGNALIZATION				\$ 2,076,000
SUBTOTAL: C-6.b				\$ 2,076,000
c. GUARDRAIL				
TYPE T GUARDRAIL		LF	\$56.00	\$ -
TYPE W GUARDRAIL	39596	LF	\$15.93	\$ 631,000
TYPE 1 ANCHOR	26	EA	\$635.90	\$ 17,000
TYPE 12 ANCHOR	34	EA	\$1,775.69	\$ 60,000
TRAFFIC IMPACT ATTENUATOR		EA		
MODIFY END OF BRIDGE HANDRAIL		LS		
SUBTOTAL: C-5.c				\$ 708,000
d. SIDEWALK				
e. MEDIAN / SIDE BARRIER				
f. TEMPORARY BARRIER				
PRECAST CONCRETE MEDIAN BARRIER, METHOD 3		LF	\$39.00	
PRECAST CONCRETE MEDIAN BARRIER, METHOD 4		LF	\$159.00	
k. OTHER MISCELLANEOUS ITEMS				
FIELD ENGINEERS OFFICE, TP 3	2	EA	\$76,058.26	\$ 152,120
REMOVE ASPHALT PAVEMENT, INCL BASE	4600	CY	\$50.00	\$ 230,000
CONCRETE BARRIER, TP S-1	1500	LF	\$61.78	\$ 92,670
MITIGATION CREDITS - STREAMS	6059	EA	\$80.00	\$ 484,720
MITIGATION CREDITS - WETLANDS	32	EA	\$7,500.00	\$ 240,000
RIGHT OF WAY MARKERS	269	EA	\$103.93	\$ 27,960
WOVEN WIRE FENCE	68250	LF	\$4.74	\$ 323,510
MISCELLANEOUS SUBTOTAL: C-5				\$ 1,550,980
6. SPECIAL FEATURES				
a. RETAINING WALLS/SOUND WALLS				
MSE Wall 1(20-30 FT HEIGHT)	5250	SF	\$60.00	\$ 315,000
MSE Wall 2(20-30 FT HEIGHT)	21500	SF	\$60.00	\$ 1,290,000
MSE Wall 3(20-30 FT HEIGHT)	15750	SF	\$60.00	\$ 945,000
SUBTOTAL: C-6.a				\$ 2,550,000
b. SOUND BARRIERS				
SOUND WALL 1(20-30 HEIGHT)	188293	SF	\$21.00	\$ 3,954,150
SOUND WALL 2(20-30 HEIGHT)	49400	SF	\$21.00	\$ 1,037,400
SUBTOTAL: C-6.b				\$ 4,991,550
LANDSCAPING				
				LUMP
SUBTOTAL: C-6				\$ 7,541,550
SUMMARY				
A. RIGHT-OF-WAY				\$ 52,290,000
B. REIMBURSABLE UTILITIES				660,000
C. CONSTRUCTION				6,319,000
1. MAJOR STRUCTURES			\$	43,572,300
2. GRADING AND DRAINAGE			\$	24,285,000
3. BASE AND PAVING			\$	23,566,000
4. OTHER ROADWAY ITEMS				
CLEARING AND GRUBBING			\$	1,850,000
GRASSING/EROSION CONTROL			\$	5,768,740
TRAFFIC CONTROL			\$	755,000

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: EDS-500(5)

COUNTY: BARTOW

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ESTIMATED LETTING DATE: 2014

PREPARED BY: Jordan, Jones & Goulding, Inc.

PROJECT LENGTH: 7.31 miles

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

PROJECT COST				
	Quantity	Units	Unit Cost	Cost
SIGNING, MARKING, SIGNALS				\$ 2,076,000
GUARDRAIL				\$ 708,000
WOVEN WIRE FENCE				
5. MISCELLANEOUS ITEMS				\$ 1,550,980
6. SPECIAL FEATURES				
RETAINING WALLS				\$ 2,550,000
SOUND BARRIERS				\$ 4,991,550
SUBTOTAL CONSTRUCTION COST				\$ 11,673,570
INFLATION (% PER YEAR)	ENGINEERING @ 5%			\$ 5,583,678
NUMBER OF YEARS	CONTINGENCY @ 5%			\$ 5,862,863
E & C (10%)				\$ 1,167,886
TOTAL CONSTRUCTION COST				\$ 123,120,111
GRAND TOTAL PROJECT COST				\$ 189,104,570

TOTAL CONST COST = \$123,120,111
 RIGHT-OF-WAY - 52,290,000
 REIMB UTILITIES - 6,319,000

TOTAL PROJECT COST \$181,729,111 ←

JJP
 7/8/2008

SEARCHED	
INDEXED	
SERIALIZED	
FILED	

Shelby (Lesa)

Richardson

Other

Group

File

Department of Transportation
State of Georgia



 Interdepartmental Correspondence

FILE	Preliminary R/W Cost Estimate	OFFICE	R/W
		DATE	June 24, 2008
FROM	Phil Copeland, Right of Way Administrator		
TO	Leisa A. Jones Urban Design		
SUBJECT	Preliminary Right of Way Cost Estimate Project: EDS00-0500-00(005) P.I. No.:661950 Description: US 411 Connector from US 41 to I-75		

Per your request, we have reviewed the Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the Cost Estimate does conform to our current guidelines.

If you have any questions, please contact Jerry Milligan at District 7 Right of Way Office at (770) 986-1541.

PC:GAM
 Attachments

Cc: Wes Brock, Chief of Appraisal & Review
 File

US 411 Connector & I-75/US 411 Interchange

Preliminary Right of Way Cost Estimate

Segment 2 - Begin Station 340+00 to End of Project

Revised 6-24-08

PROJECT: US 411 Connector
PROJECT DESCRIPTION:

PARCELS: 27+/-

1. LAND:

Industrial	<u>\$497,237</u>	
Commercial	<u>\$2,402,987</u>	
SFR	<u>\$308,000</u>	
Residential Acreage	<u>\$1,408,775</u>	
Total		<u>\$4,617,000</u>

2. IMPROVEMENTS:

Industrial	<u>\$0</u>	
Commercial	<u>\$477,500</u>	
SFR	<u>\$117,120</u>	
Residential Acreage	<u>\$40,000</u>	
Total		<u>\$634,620</u>

3. RELOCATION: (Including Consequential Displacements)

Businesses (# Displaced x \$25,000):	<u>\$50,000</u>	
Residential (# Displaced x \$20,000):	<u>\$60,000</u>	
Total		<u>\$110,000</u>

4. Damages:

Proximity, Consequential, Cost to Cure		
Total		<u>\$2,642,200</u>

TOTAL COST		<u>\$8,003,820</u>
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Net Cost		<u>\$8,003,820</u>
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Scheduling Contingency 55%		<u>\$4,402,101</u>
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Admin/Court Cost 60%		<u>\$7,443,552</u>
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Net Cost		<u>\$19,849,473</u>
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TOTAL COST (ROUNDED)		<u><u>\$19,850,000</u></u>
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Preliminary R/W Estimate: Begin Project to Sta. 340+00 for the US 411 Connector
Revised 6-24-08

Land Value

Development Land: 19.45 Acres @ \$87,120 per Acre = \$1,694,500.
Commercial Land: 20 Acres @ \$35,000 per Acre = \$700,000.
Industrial Land: 30 Acres @ \$130,680 per Acre = \$3,920,400.
Residential Land: 177 Acres @ \$32,670 per Acre = \$5,782,590.
Total \$12,097,490.00

Residential Improvements

8 SFR @ \$150,000. AVG. = \$1,200,000.
2 M.H. @ \$50,000. AVG. = \$100,000.
Total \$1,500,000. (Rnd)

Commercial Improvements = \$350,000.

Relocation Costs

10 Residential Relocations @ \$22,500. / each = \$225,000.
10 Residential Moving and Incidental expenses @ \$5,000. / each = \$50,000.
*10 Possible Misc. Moves @ \$500. / each = \$5,000.
Total \$300,000. (Rnd)

Commercial Relocation Costs

2 Businesses @ \$20,000. / each = \$40,000.

Damages

Commercial = \$500,000.
Residential = \$300,000.
Total \$800,000.

Total = \$15,087,490. = \$15,088,000. (Rnd)

Other Costs

A. Scheduling Contingency \$15,088,000. @ 55% = \$8,298,400.
B. Adm / Court Cost \$15,088,000. @ 60% = \$9,052,880.
Total \$17,351,280.

Grand Total = \$15,088,000. + \$17,351,280. = \$32,439,280.

US 411 Connector & I-75/US 411 Interchange

Preliminary Right of Way Cost Estimate

Segment 2 - Begin Station 340+00 to End of Project

Revised 6-24-08

PROJECT: Northwest Connector I75/I575
PROJECT DESCRIPTION:

PARCELS: 27+/-

Contract 1

TOTAL COST \$3,791,937

Net Cost \$3,791,937

Scheduling Contingency 55% \$2,085,566

Admin/Court Cost 60% \$3,526,502

Net Cost \$9,404,005

Contract 2

Net Cost \$10,445,468

Total Contract 1 + Contract 2

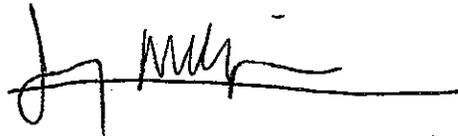
\$19,849,473

TOTAL COST (ROUNDED) (PBS&J ONLY)

\$19,850,000

Prepared December 2007, PBS&J, Revised 6-24-08

Reviewed / Approved



Note: The Market Appreciation (40%) is not included in this estimate.
Note: The accuracy of this estimate is the sole responsibility of the Preparer.

US 411 Connector & I-75/US 411 Interchange

Preliminary Right-of-Way Cost Estimate
Segment 2 - Begin Station 3+00.00 to End of Project

Parcel ID	Location	Industrial	Comm/Office	Rural Res Ac	Residential	Displacements	Parcel Size	Required Area-Acres	Unit Cost-Per Ac.	Land Cost	Site Improvement & Structures	Damages	Total Land, Improvement, Damages	Contract 1
NA 101	Industrial Pk. Rd.	1					5.01	2.30	\$65,340	\$150,282		\$150,000	\$300,282	\$300,282
1	Industrial Pk. Rd.	1					17.35	5.12	\$65,340	\$334,541		\$150,000	\$484,541	\$484,541
2	Industrial Pk. Rd.	1					22.76	0.19	\$65,340	\$12,415			\$12,415	\$12,415
Industrial Total								7.61		\$497,237	\$0	\$300,000	\$797,237	
4	Industrial Pk. Rd.		1				31.21	10.77	\$20,000	\$215,400		\$200,000	\$415,400	\$415,400
6	Highway 411		1				102.94	15.66	\$7,500	\$117,450	\$10,000	\$255,000	\$382,450	\$382,450
7	Highway 411		1				1489.50	91.58	\$7,500	\$686,850	\$10,000	\$1,500,000	\$2,196,850	\$2,196,850
8	Highway 20		1				117.78	15.18	\$7,500	\$113,850	\$10,000	\$150,000	\$273,850	\$273,850
8	Highway 20		1				101.48	25.83	\$7,500	\$193,725	\$10,000	\$150,000	\$353,725	\$353,725
6	Highway 411		1				1489.59	0.52	\$7,500	\$3,900			\$3,900	\$3,900
42	Highway 20		1				33.29	0.57	\$20,000	\$11,400			\$11,400	\$11,400
37	Highway 20		1				10.04	1.79	\$20,000	\$35,800			\$35,800	\$35,800
29	Dean Rd.		1				5.02	0.38	\$80,000	\$30,400			\$30,400	\$30,400
Rural Res. Acreage Total								162.28		\$1,408,725	\$40,000	\$2,255,000	\$5,703,775	
41	Simpson Cir.			1	1		1.01	0.83	\$80,000	\$66,400	\$43,560		\$109,960	\$109,960
40	Simpson Cir.			1	1		0.99	0.99	\$80,000	\$79,200	\$43,560		\$122,760	\$122,760
39	Simpson Cir.			1	1		1	0.91	\$80,000	\$72,800		\$7,200	\$80,000	\$80,000
38	Simpson Cir.			1	1		2.98	1.08	\$80,000	\$24,000	\$20,000	\$50,000	\$94,000	\$94,000
31	Dean Rd.			1	1		6.73	0.95	\$80,000	\$12,000			\$12,000	\$12,000
30	Dean Rd.			1	1		4.51	0.11	\$80,000	\$20,000	\$5,000		\$25,000	\$25,000
28	Dean Rd.			1	1		4.54	0.42	\$80,000	\$33,600	\$5,000	\$10,000	\$48,600	\$48,600
SFR Total								5.29		\$308,000	\$117,120	\$67,200	\$492,320	
NA 121	Highway 20						1.46	0.01	\$370,260	\$3,703	\$1,000		\$4,703	\$4,703
NA 122	Highway 20						2.05	0.06	\$370,260	\$22,216	\$2,000	\$10,000	\$34,216	\$34,216
Ct. 1 Total													\$3,791,937	

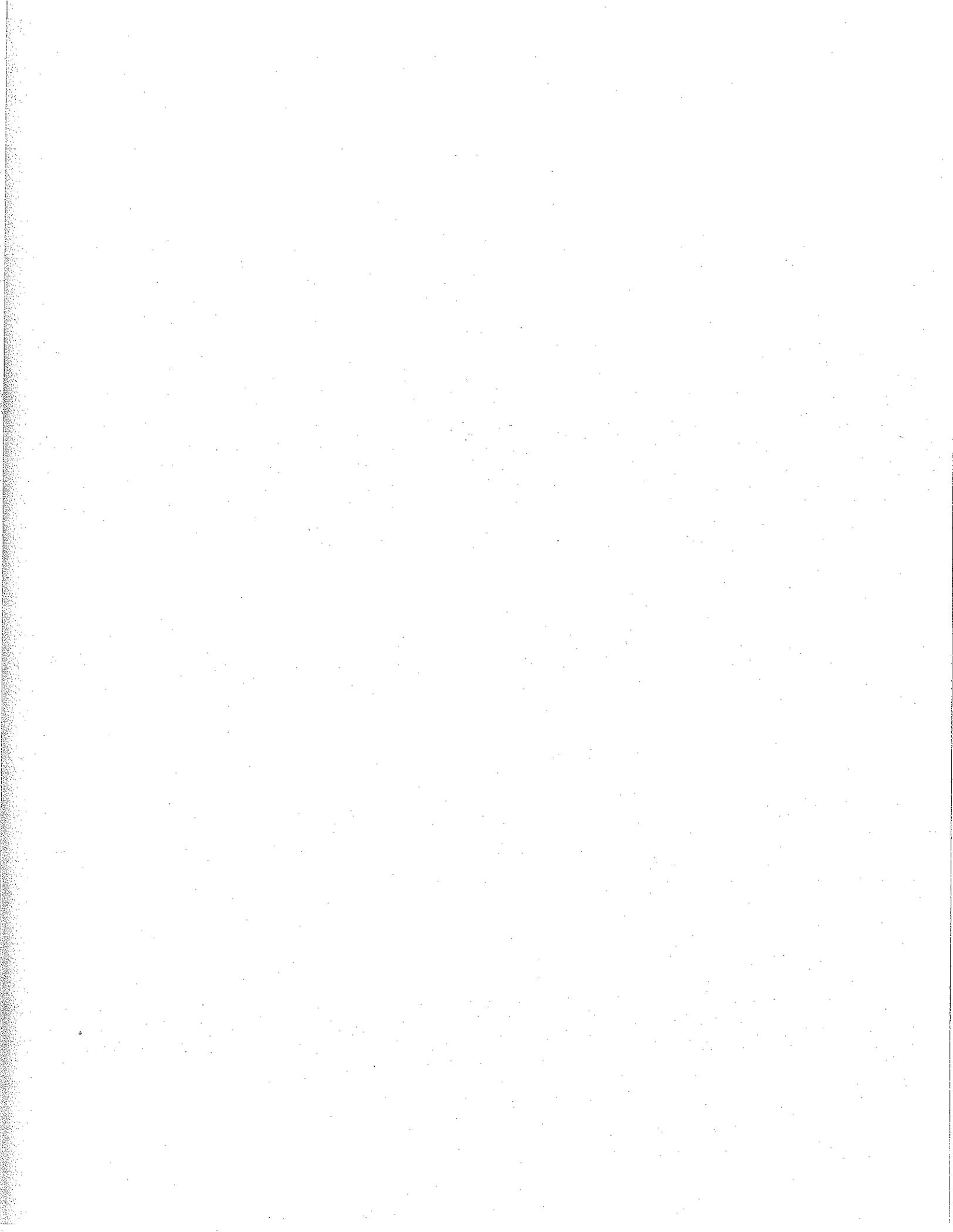
US 411 Connector & I-75/US 411 Interchange
Preliminary Right of Way Cost Estimate
Segment 2 - Begin Station 340+00 to End of Project

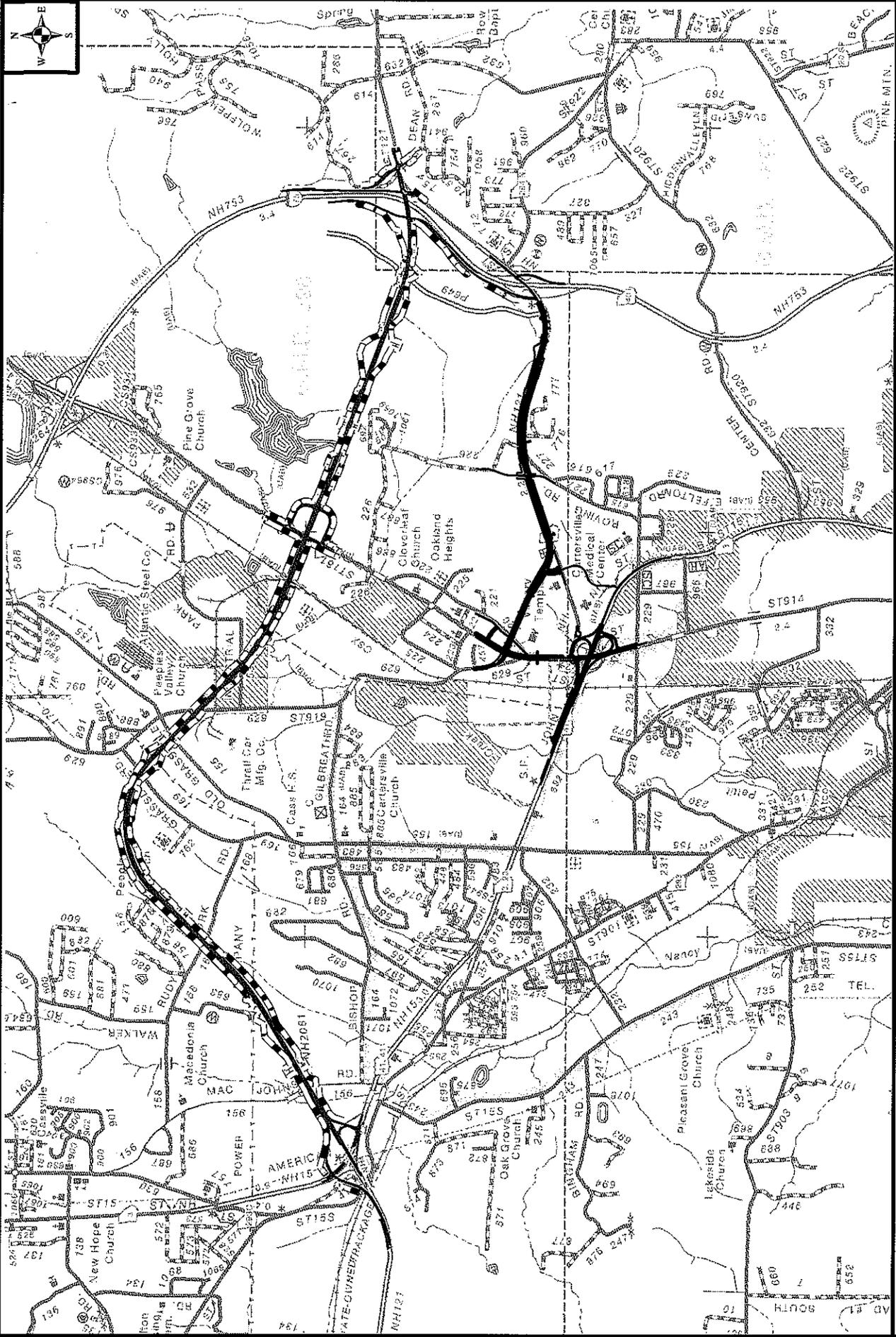
Parcel ID	Location	Industrial	Comm/Office	Rural Res Ac	Residential	Displacements	Parcel Size	Required Area-Acres	Unit Cost-Per Ac.	Land Cost	Site Improvement & Structures	Damages	Total Land, Improvement, Damages	Contract 1
NA 123	Highway 20		1				0.93	0.08	\$370,260	\$29,621	\$3,000	\$10,000	\$42,621	
14	Highway 20		1				0.82	0.05	\$370,260	\$18,513	\$1,000		\$19,513	
13	Highway 20		1		1	1	5	4.76	\$348,480	\$1,658,765	\$350,000		\$2,008,765	
11	Simpson Cir.		1		1	1	1.65	1.60	\$370,260	\$592,416	\$120,000		\$712,416	
43	Highway 20		1				0.54	0.20	\$370,260	\$74,052			\$74,052	
NA 154	Highway 20		1				2.27	0.01	\$370,260	\$3,703	\$500		\$4,203	
Commercial Total										\$2,402,987	\$477,500	\$20,000	\$2,900,487	
Total										\$4,617,000	\$634,620	\$2,642,200	\$7,893,820	

Prepared December 2007

By: PBS&J

\$7,893,820





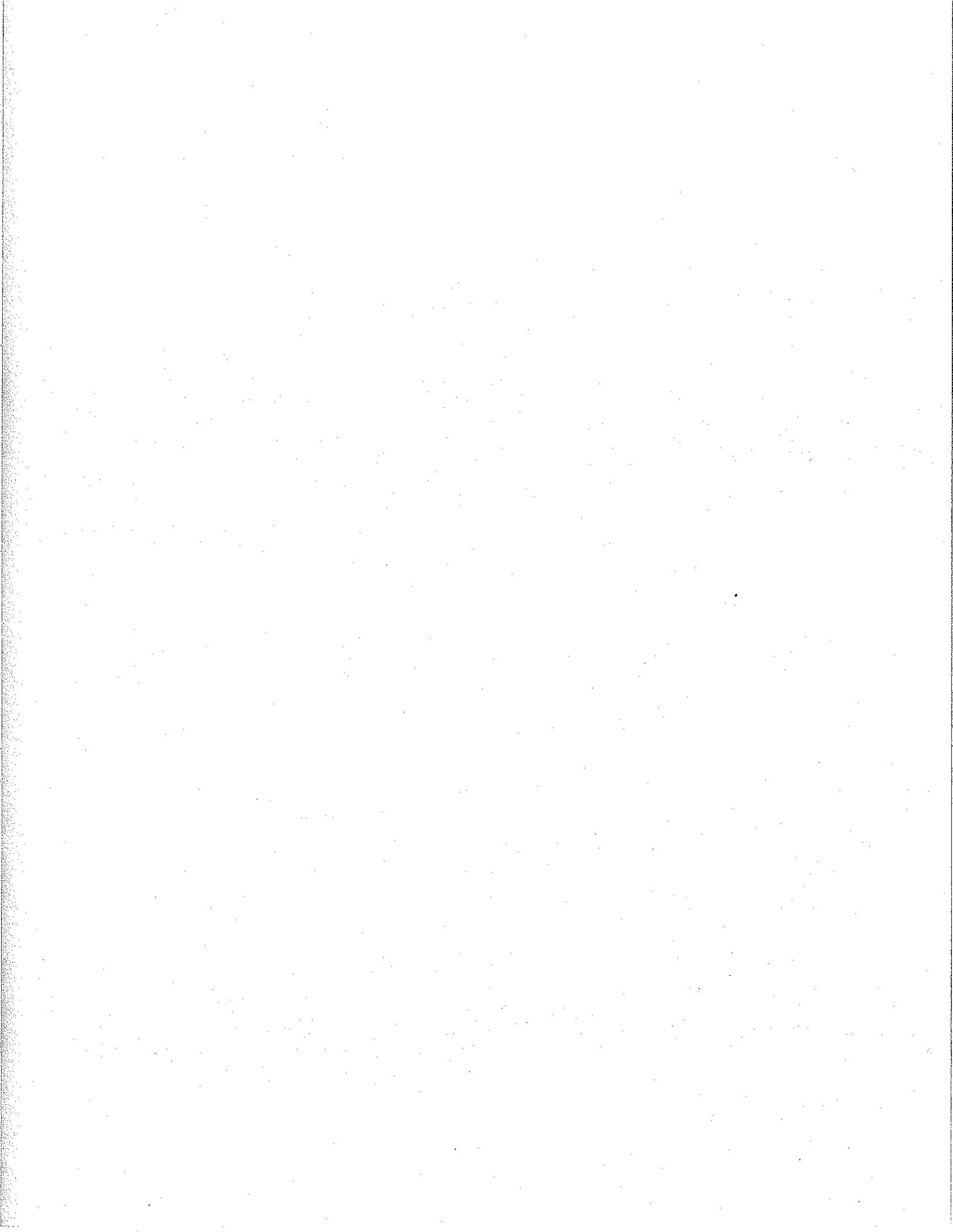
- Right of Way
 - Proposed Pavement
 - Future State Route 20
- 0 0.25 0.5 1 Miles

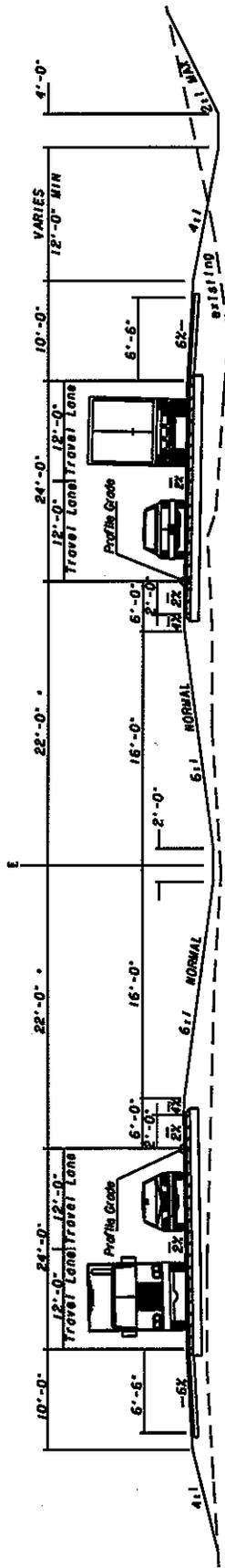
Alternative D-VE



U.S. 411 Connector
Barlow County
 EDS-500(5) - P.I. 661950

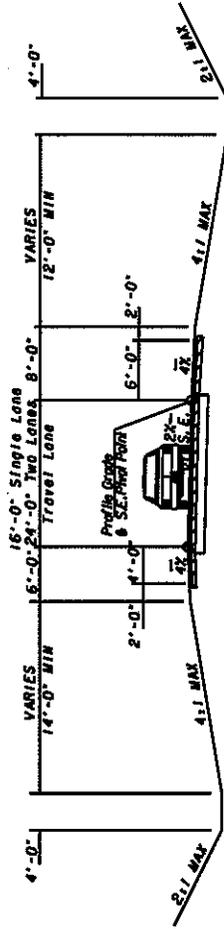






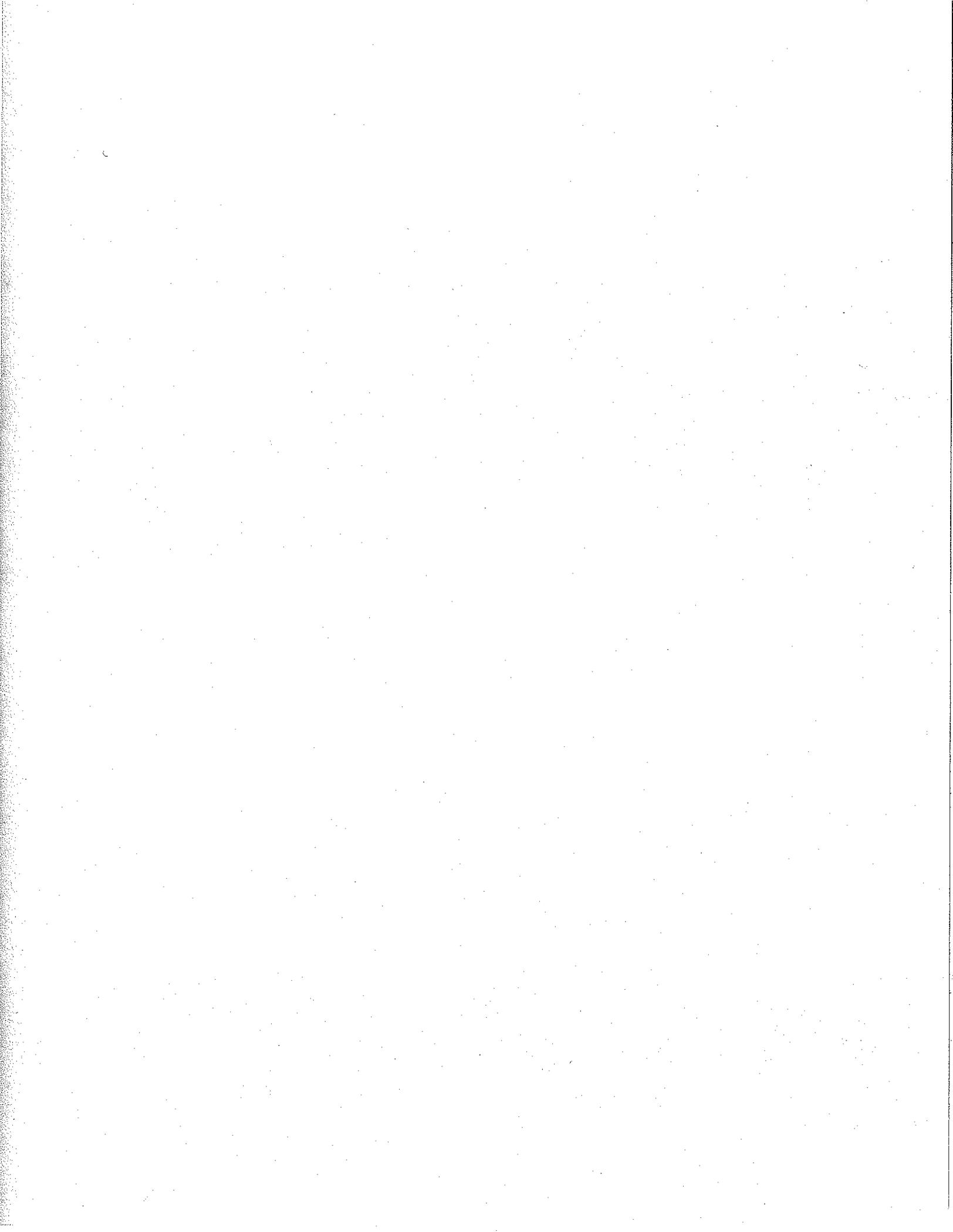
TYPICAL SECTION
US 411
NOT TO SCALE
TANGENT SECTION

* VARIES AT EACH END OF PROJECT TO TIE TO EXISTING ROADWAYS



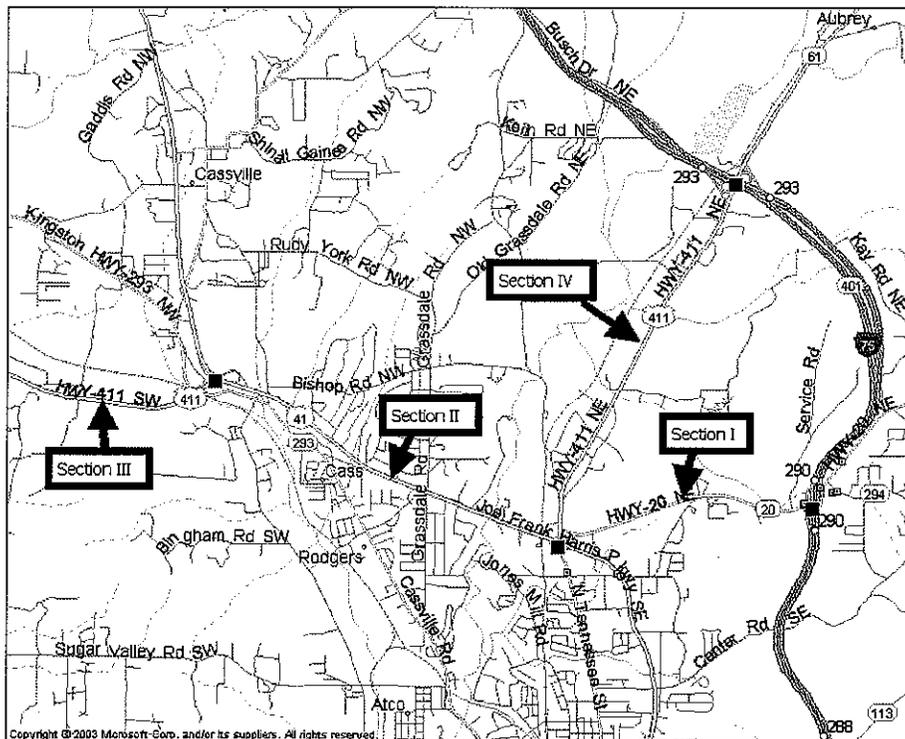
TYPICAL SECTION
RAMP
NOT TO SCALE
TANGENT SECTION

US 411
BARTOW COUNTY, GA.
PROJECT EDS-500(5)
P. I. NO. 661950



Corridor Area Accident Rates vs. State-Wide Rates

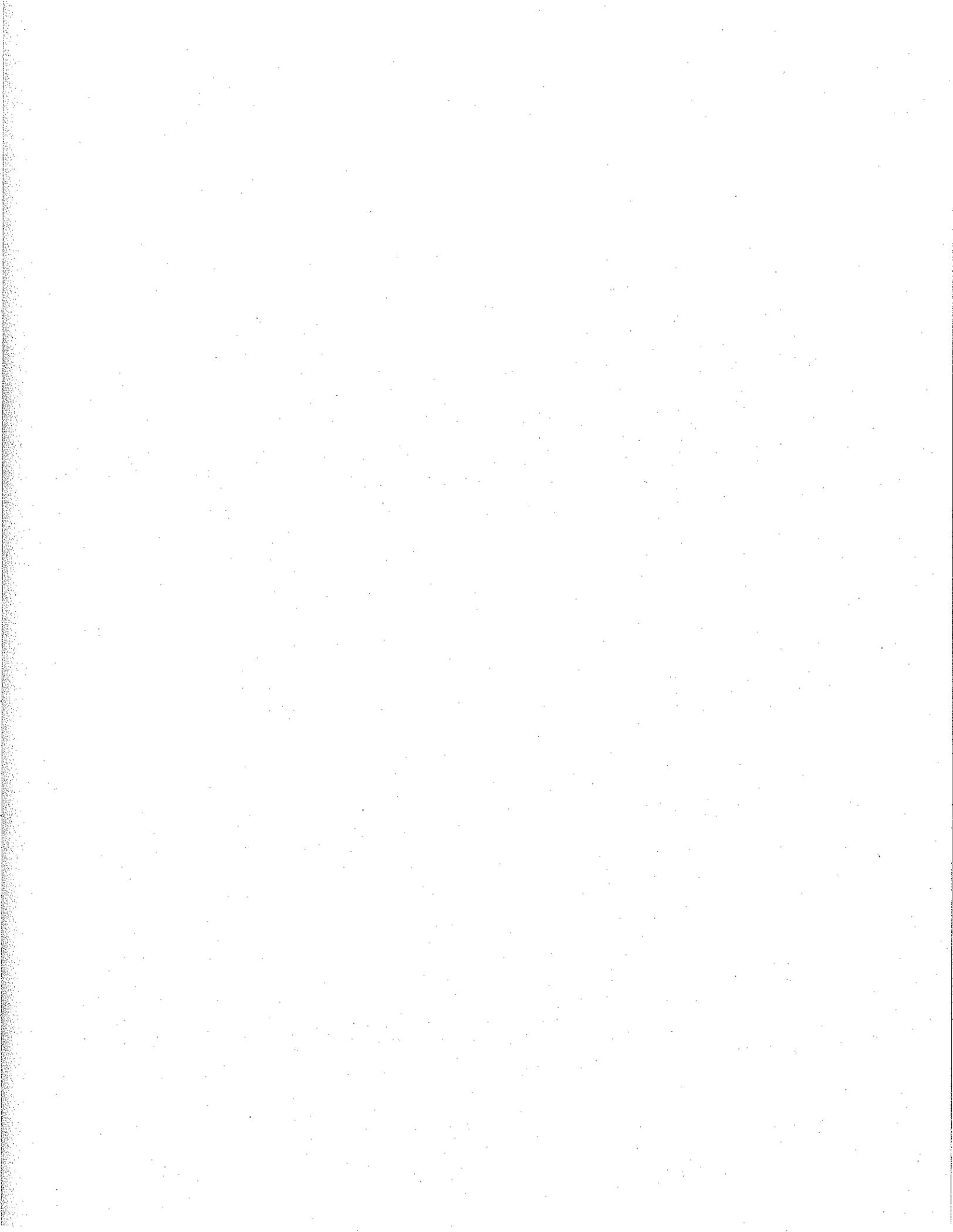
US 411 Corridor	2003 Accident Rate/Statewide Average	2004 Accident Rate/Statewide Average	2005 Accident Rate/Statewide Average
Section I SR 20 from I-75 to SR 61	277/613	373/515	424/573
Section II SR 3/US 41 from SR 61 to US 411/US 41 Split	487/613	420/515	332/573
Section III US 411 West of US 41	117/148	145/172	111/141
Section IV SR 61/US 411 from SR 20 to I-75	406/613	292/515	427/573



Accident Analysis for 411 Project Area

A review of the 2003 – 2005 accident rates for the existing study area revealed that the accident rates were slightly lower than statewide average for all years. However, the traffic growth projected on these roadways, without the implementation of the US 411 Connector, will increase congestion and degrade level of service along these roadways. Segment II is expected to operate at level-of-service 'F' by 2030 without the 411 Connector project.

Without the implementation of the US 411 Connector, the increased traffic congestion combined with high levels of truck traffic will undoubtedly cause accident rates to increase along these roadways. By providing congestion relief to the existing roadway network as well as providing an improved truck route, the US 411 Connector will significantly improve vehicular safety within the study area.

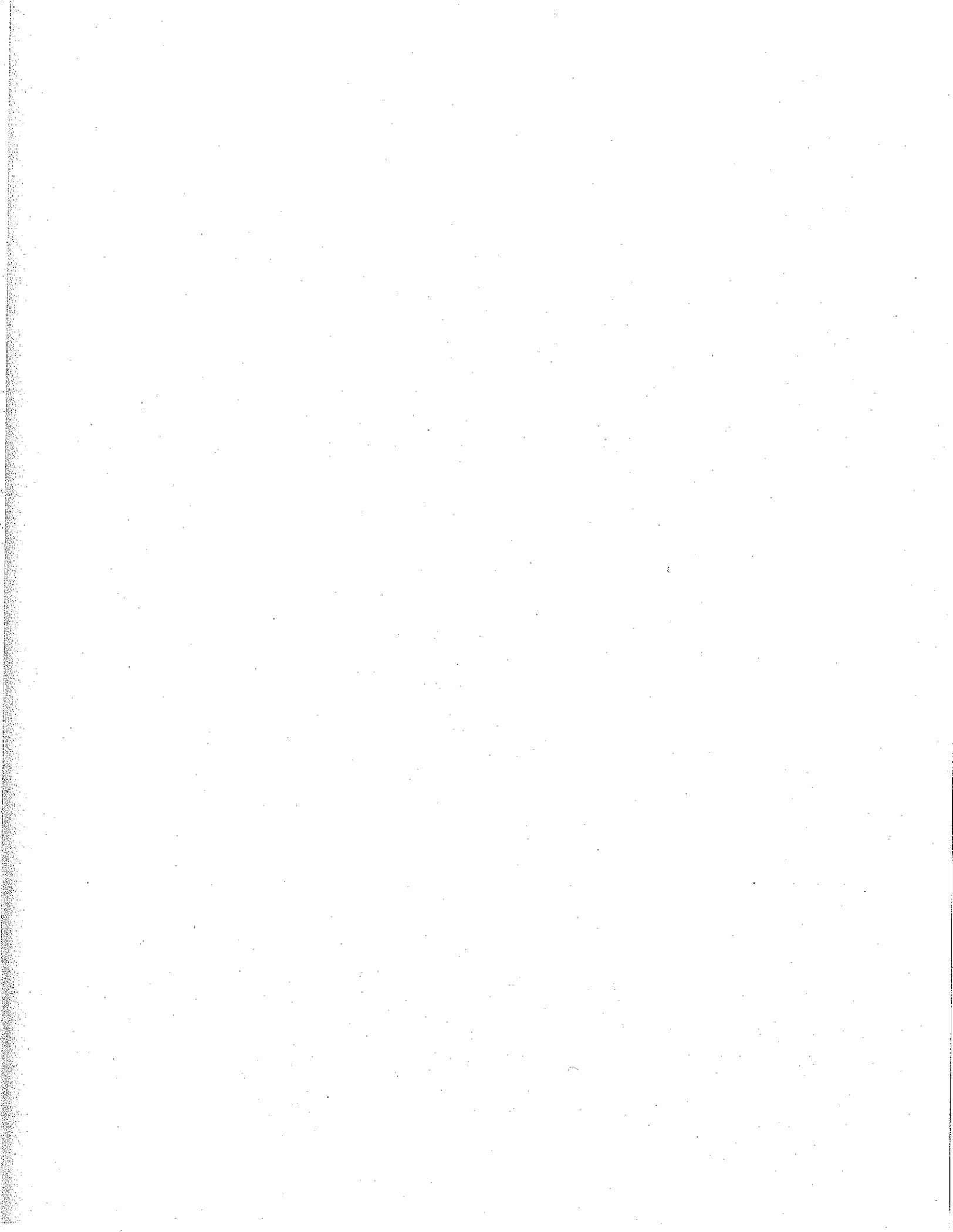


US 411 Connector Level of Service Summary Table

FREEWAY/EXPRESSWAY SEGMENTS			
P.M. Peak Hour Level of Service (LOS): 2005 (2034 No-Build) 2034 Build			
ramp jct, mainline segment	Southbound	Northbound	ramp jct, mainline segment
	I-75	I-75	
	LOS	LOS	
SR 61 off ↙	B (D) C	B (D) D	↖ SR 61 on
SR 61 on ↘	B (D) C	C (E) F	↗ SR 61 off
mainline, SR 61-SR 20 ↓	B (D) D	C (E) F	↑ mainline, SR 20-SR 61
US 411 Conn-SR 20 East off ↙	- (-) C	- (-) F	↖ US 411 Conn-SR 20 East on
extg SR 20 off ↙	C (D) -	B (E) D	↖ extg SR 20 on
US 411 Conn/extg SR 20 on ↘	C (E) D	C (E) C	↗ extg SR 20 off
mainline, SR 20-SR 113 ↓	B (C) D	C (D) E	↑ mainline, SR 113-SR 20
SR 113 off ↙	B (C) D	B (D) D	↖ SR 113 on
SR 113 on ↘	C (D) D	C (D) D	↗ SR 113 off
ramp jct, mainline segment	Southbound	Northbound	ramp jct, mainline segment
	US 41	US 41	
SR 61 off ↙	B (C) A	C (C) B	↖ SR 61 on
SR 61 on ↘	B (B) A		
ramp jct, mainline segment	Eastbound	Westbound	ramp jct, mainline segment
	US 411 Connector	US 411 Connector	
mainline, west of US 41 ↓	- (-) B	- (-) C	↑ mainline, west of US 41
SB US 41 off ↙	- (-) B	- (-) C	↖ US 41 on
NB US 41 off ↙	- (-) B		
US 41 on ↘	- (-) B	- (-) B	↗ US 41 off
mainline, US 41-SR 61 ↓	- (-) B	- (-) B	↑ mainline, SR 61 - US 41
SR 61 off ↙	- (-) B	- (-) B	↖ SR 61 on
SR 61 on ↘	- (-) B	- (-) A	↗ SR 61 off
mainline, US 61 - I-75 ↓	- (-) B	- (-) A	↑ mainline, I-75 - SR 61

INTERSECTIONS			
P.M. Peak Hour Level of Service (LOS): 2005 (2034 No-Build) 2034 Build			
US 411 CONNECTOR PROJECT			
intersection	LOS	intersection	LOS
US 41 / EB ramps	- (-) B	US 41 / WB ramps	- (-) A
SR 61 / EB ramps	- (-) A	SR 61 / WB ramps	- (-) A
SB I-75 off ramp	- (-) D	SR 20 - NB I-75 on ramp	- (-) B
intersection	LOS	intersection	LOS
US 41 / Mac Johnson Rd	D (F) D	SR 20 / Cline-Smith Rd	B (E) C
US 41 / Baker Rd	B (C) B	SR 20 / SB I-75 ramps	B (E) B
US 41 / Grassdale Rd	C (F) C	SR 20 / NB I-75 ramps	B (F) C
US 41 / Country Club Dr	C (E) A	SR 20 / SR 20 Spur	C (F) B
SR 61 / SB US 41 ramps	C (A) C	I-75 SB ramps/SR 133	D (D) B
SR 61 / NB US 41 ramps	- (F*) A	I-75 NB ramps/SR 133	B (B) B
SR 61/SR 20	E (-) -	SR 61/I-75 SB ramps	C (F) A
SR 61/ Peeples Valley Rd/SR 20	- (E) E	SR 61/I-75 NB ramps	C (F) B
SR 20 / Market Place Rd	F* (C) B		

* Unsignalized intersections LOS shown is for minor street approach



BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0016-0

Bartow

SUFF. RATING 79.00

Location & Geography

* Structure I.D.No: 015-0016-0
 * 200 Bridge Information 07
 * 6A Feature Int: SR 20 (US 411)
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00003
 * 7B Facility Carried: SR 3 - US 41 (NBL)
 * 9 Location: 4.7 MI NW OF CARTERSVILLE
 2 DOT District: 6
 207 Year Photo: 2004
 * 91 Inspection Frequency: 24 Date: 09/27/2004
 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 92B Underwater Insp Freq: 00 Date: 02/01/1901
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 Type: 2
 Designation: 1
 Number: 00041
 Direction: 0
 * 16 Latitude: 34-13.1 MMS Prefix: SR
 * 17 Longitude: 84-51.2 MMS Suffix: 00 MP: 14.82
 98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000
 * 100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 151000300
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: R
 * 102 Direction of Traffic: 1
 * 264 Road Inventory Mile Post: 014.29
 * 208 Inspection Area: 06 Initials: DEM
 Engineer's Initial: jal
 * Location I.D. No.: 015-00003D-014.82N

Signs & Attachments

* 104 Highway System:	0	
* 26 Functional Classification:	14	
* 204 Federal Route Type:	F	No.: 00015
105 Federal Lands Highway:	0	
* 110 Truck Route:	0	
206 School Bus Route:	1	
217 Benchmark Elevation:	0000.00	
218 Datum:	0	
* 19 Bypass Length:	00	
* 20 Toll:	3	
* 21 Maintenance:	01	
* 22 Owner:	01	
* 31 Design Load:	5	
37 Historical Significance:	5	
205 Congressional District:	07	
27 Year Constructed:	1952	
106 Year Reconstructed:	1960	
33 Bridge Median:	1	
34 Skew:	29	
35 Structure Flared:	0	
38 Navigation Control:	N	
213 Special Steel Design:	0	
267 Type of Paint:	5	
* 42 Type of Service on:	1	
Under:	1	
214 Movable Bridge:	0	
203 Type Bridge:	O-O-M-O	
259 Pile Encasement:	3	
* 43 Structure Type Main:	3	02
45 No. Spans Main:	004	
44 Structure Type Appr:	3	02
46 No. Spans Appr:	0001	
226 Bridge Curve Horz:	1	Vert: 0
111 Pier Protection:	0	
107 Deck Structure Type:	1	
108 Wearing Surface Type:	6	
Membrane:	0	
Protection:	0	

225 Expansion Joint Type:	02
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0.00
Width:	0.00
238 Curb:	1.10 1
239 Handrail:	1 1
* 240 Median Barrier Rail:	0
241 Bridge Median Height:	0.00
Width:	0.00
* 230 Guardrail Loc Dir Rear:	3
Fwr:	1
Oppo Dir Rear:	0
Fwr:	0
244 Approach Slab:	3
224 Retaining Wall:	0
233 Posted Speed Limit:	55
236 Warning Sign:	0
234 Delineator:	1
235 Hazard Boards:	1
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigtion:	0
Aerial:	0
* 248 County Continuity No.:	15

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0016-0

Bartow

SUFF. RATING 79.00

Programming Data

201 Project No.: F-012-1 (6)
 202 Plans Available: 4
 249 Prop. Proj. No. 0000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 00000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00006
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 016290 Year: 2023

Measurements

* 29 ADT: 010860 Year: 2003
 109 % Trucks: 5
 * 28 Lanes On: 02 Under: 03
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0057
 * 49 Structure Length: 212
 51 Br. Rwdy. Width: 28.00
 52 Deck Width: 34.00
 * 47 Tot. Horz. Cl: 28.00
 50 Curb/Sdewlk Width: 2.20/2.20
 32 Approach Rdwy Width: 030
 * 229 Shoulder Width:

Rear Lt: 3.00 Type: 2 Rt: 3.00
 Fwd Lt: 3.00 Type: 2 Rt: 3.00
 Pavement Width:

Rear: 24.00 Type: 2
 Fwd: 24.00 Type: 2
 Intersection Rear: 1 Fwd: 1
 36 Safety Features Br. Rail: 2
 Transition: 2

App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99 ' 99 "
 Under: H 15 ' 10 "
 * 228 Min. Vertical Cl: 99 ' 99 "
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "

55 Lateral Undercl. Rt: H 11.80
 56 Lateral Undercl. Lt: 4.30
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 6.00
 Deck Thick Approach: 6.00
 246 Overlay Thickness: 2.00
 212 Year Last Painted: Sup: 2002 Sub: 0000

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 0
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 015-00003D-014.82N

Ratings

65 Inventory Rating Method: 2
 63 Inventory Rating Method: 2
 66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 50
 231 Calculated Loads

H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 40 0

261 H Inventory Rating: 20
 262 H Operating Rating: 28
 67 Structural Evaluation: 6
 58 Deck Condition: 7

59 Superstructure Condition: 8
 * 227 Collision Damage: 0
 60A Substructure Condition: 6
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 3
 69 UnderClr. Horz/Vert: 5
 72 Appr. Alignment: 8
 62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0016-0

Barlow

SUFF. RATING

79.00

Location & Geography

* Structure I.D.No: 015-0016-0
 * 6A Feature Int: SR 3 NBL (US 41)
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00020
 * 7B Facility Carried: US 411
 * 9 Location: 4.7 MI NW OF CARTERSVILLE
 * 91 Inspection Frequency: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 2
 Type: 2
 Designation: 1
 Number: 00411
 Direction: 0
 * 16 Latitude: 34-13.1
 * 17 Longitud 084-51.2
 * 100 STRAHNET: 0
 * 12 Base Highway Network: 1
 * 13A LRS Inventory Route: 151002000
 * 13B Sub Inventory Route: 0
 * 101 Parallel Structure: R
 * 102 Direction of Traffic: 2
 * 104 Highway System: 1
 * 26 Functional Classification: 14
 * 204 Federal Route Type: F No.: 00121
 * 105 Federal Lands Highway: 0
 * 110 Truck Route: 1
 * 19 Bypass Length: 00
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 27 Year Constructed: 1952
 * 42 Type of Service on: 1 Under: 1
 * 43 Structure Type Main: 3 02
 * 208 Inspection Area: 06 Initials: DEM
 * Location I.D. No.: 015-00020D-011.54E
 * XReference I.D. No 015-00003D-014.82N

Signs & Attachments

* 240 Median Barrier Rail: 0
 * 230 Guardrail Loc Dir Rear: 6
 Fwrd: 6
 Opp Dir Rear: 6
 Fwrd: 6

Ratings

* 227 Collision Damage: 0

Measurements

* 29 ADT: 012600 Year: 1999
 * 28 Lanes On: 02 Under: 03
 * 48 Max. Span Length: 0057
 * 49 Structure Length: 212
 * 47 Tot. Horz. Cl: 44.60
 * 229 Shoulder Width:

Rear Lt: 4.30 Type: 2 Rt: 16.80
 Fwrd Lt: 8.80 Type: 2 Rt: 11.80

Pavement Width:

Rear: 12.00 Type: 2
 Fwrd: 24.00 Type: 2
 Intersection Rear: 1 Fwrd: 1

* 228 Min. Vertical Cl

Act. Odm Dir: 15 ' 10 "
 Opp. Dir: 17 ' 10 "
 Posted Odm. Dir: 00 ' 00 "
 Opp. Dir: 00 ' 00 "
 * 10 Max Min Vert Cl: 18 ' 05 " Dir: 4

Posting Data

* 103 Temporary Structure: 0
 * 248 County Continuity No.: 15

Hydraulic Data

* 265 U/W Insp. Are 0 Diver: ZZZ

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
Bridge Inspector: Danny Mealer
Location ID: 015-00003D-014.82N
Structure ID: 015-0016-0

Inspection Date: 9/27/2004
Over: SR 20 (US 411)
County: Bartow
Road Name: SR 3 - US 41 (NBL)

Inspection Area: 06
Bridge Status: 07

EVALUATION & DEFICIENCIES

SubStructure:

Year Painted: 0000

Concrete cap units. The intermediate bents have (2) columns each founded on spread footings. Abutments are founded on driven steel pile.

The substructure inventory capacity = HS-20 (design)

Minor cracks in abutment #6.

Bent #2, crack down from the top 12" over column #2 rear.

Bent #3 cap crack under and between beams #5 rear 6" .

Bent #4 right column has vertical cracking and a shallow spall at the barrier rail , repaired in 06-01.

Also minor longitudinal crack in the bottom of the cap under beams #3 and #4 24" long.

Bent #5 has minor cracking in the right column just below a cold joint.

Cap has a longitudinal crack under beam #4 rear 15" long.

SuperStructure:

Year Painted: 2002

5 spans with (6) steel beams per span. Span #1 W24X76 , spans #2 and #3 W27X102 , spans #4 and #5 W36X160
The beams were last painted in 2002 with type 5 system.

The superstructure inventory capacity = HS-20 (design)

The beams are in good condition.

Deck:

6" concrete slab.

Covered with an 2" asphalt overlay.

The deck inventory capacity = HS-20 (design)

The deck is in good condition with light surface deterioration.

Minor transverse cracking on the bottom with light efflorescence.

Edge beams have minor cracking with light spalling.

General:

Built in 1952 project # is not available in the bridge file.

Bridge lengthened in 1960 with project # F-012-1 (6).

This structure is in good to satisfactory condition except for minor cracking in the substructure and deck.

Equipment used during this inspection , hand tools , binoculars and ladder, 09-27-04.

Handrail damage to the right side (minor).

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
 Bridge Inspector: Danny Mealer
 Location ID: 015-00003D-014.82N
 Structure ID: 015-0016-0

Inspection Date: 9/27/2004
 Over: SR 20 (US 411)
 County: Bartow
 Road Name: SR 3 - US 41 (NBL)

Inspection Area: 06
 Bridge Status: 07

EVALUATION & DEFICIENCIES

Condition Rating

Component	Material	Rating
Substructure	Concrete	6
Superstructure	Steel	8
Deck	Concrete	7

Temp Shored: No

Truck Type	Gross/H-Mod	HMod	Tand	3-S-2	Log	Piggy
Calculated Posting	20	25	28	40	36	40
Posting Required	No	No	No	No	No	No
Existing Posting	00	00	00	00	00	00

School Bus Route.

Structure Does Not Require Posting

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0017-0

Bartow

SUFF. RATING 79.00

Location & Geography

* Structure I.D.No: 015-0017-0
 * 200 Bridge Information 07
 * 6A Feature Int: SR 20 (US 411)
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR000003
 * 7B Facility Carried: SR 3 - US 41 (SBL)
 * 9 Location: 4.7 MI NW OF CARTERSVILLE
 2 DOT District: 6
 * 207 Year Photo: 2004
 * 91 Inspection Frequency: 24 Date: 09/27/2004
 * 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 * 92B Underwater Insp Freq: 00 Date: 02/01/1901
 * 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 Type: 2
 Designation: 1
 Number: 00041
 Direction: 0
 * 16 Latitude: 34-13.1 MMS Prefix: SR
 * 17 Longitude: 84-51.2 MMS Suffix: 00. MP: 14.83
 * 98 Border Bridge: 000 %Shared: 00
 * 99 ID Number: 0000000000000000
 * 100 STRAHNET: 0
 * 12 Base Highway Network: 1
 * 13A LRS Inventory Route: 151000300
 * 13B Sub Inventory Route: 0
 * 101 Parallel Structure: L
 * 102 Direction of Traffic: 1
 * 264 Road Inventory Mile Post: 014.30
 * 208 Inspection Area: 06 Initials: DEM
 Engineer's Initial: jal
 * Location I.D. No.: 015-00003D-014.83N

Signs & Attachments

* 104 Highway System: 0
 * 26 Functional Classification: 14
 * 204 Federal Route Type: F No.: 00015
 * 105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 * 206 School Bus Route: 1
 * 217 Benchmark Elevation: 0000.00
 * 218 Datum: 0
 * 19 Bypass Length: 00
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 5
 * 37 Historical Significance: 5
 * 205 Congressional District: 07
 * 27 Year Constructed: 1952
 * 106 Year Reconstructed: 1960
 * 33 Bridge Median: 1
 * 34 Skew: 28
 * 35 Structure Flared: 0
 * 38 Navigation Control: N
 * 213 Special Steel Design: 0
 * 267 Type of Paint: 5
 * 42 Type of Service on: 1
 Under: 1
 * 214 Movable Bridge: 0
 * 203 Type Bridge: O-O-M-O
 * 259 Pile Encasement: 3
 * 43 Structure Type Main: 3 02
 * 45 No. Spans Main: 004
 * 44 Structure Type Appr: 3 02
 * 46 No. Spans Appr: 0001
 * 226 Bridge Curve Horz: 1 Vert: 0
 * 111 Pier Protection: 0
 * 107 Deck Structure Type: 1
 * 108 Wearing Surface Type: 1
 Membrane: 0
 Protection: 0

225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0.00
 Width: 0.00
 238 Curb: 1.20 1
 239 Handrail: 1 1
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.00
 Width: 0.00
 * 230 Guardrail Loc Dir Rear: 3
 Fwr: 1
 Oppo Dir Rear: 0
 Fwr: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 55
 236 Warning Sign: 0
 234 Delineator: 1
 235 Hazard Boards: 1
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigtion: 0
 Aerial: 0
 * 248 County Continuity No.: 15

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0017-0

Bartow

SUFF. RATING

79.00

Programming Data

201 Project No.: F-012-1 (6)
 202 Plans Available: 4
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 0000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00011
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 016290 Year: 2023
 114 Future ADT: 016290 Year: 2023

Measurements

* 29 ADT: 010860 Year: 2003
 109 % Trucks: 5
 * 28 Lanes On: 02 Under: 03
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0057
 * 49 Structure Length: 211
 51 Br. Rwdy. Width: 28.00
 52 Deck Width: 34.00
 * 47 Tot. Horz. Cl: 28.00
 50 Curb/Sdewlk Width: 2.20/2.20
 32 Approach Rdwy Width: 030
 * 229 Shoulder Width:
 Rear Lt: 3.00 Type: 2 Rt: 3.00
 Fwd Lt: 3.00 Type: 2 Rt: 3.00
 Pavement Width:
 Rear: 24.00 Type: 2
 Fwd: 24.00 Type: 2
 Intersection Rear: 1 Fwd: 1
 36 Safety Features Br. Rail: 2
 Transition: 2
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over:
 Under: H
 99 ' 99 "
 19 ' 06 "
 * 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: H 11.70
 56 Lateral Undercl. Lt: 4.40
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 6.00
 Deck Thick Approach: 6.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 1986 Sub: 0000

Ratings

65 Inventory Rating Method: 2
 63 Inventory Rating Method: 2
 66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 50
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 40 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 28
 67 Structural Evaluation: 6
 58 Deck Condition: 7
 59 Superstructure Condition: 8
 * 227 Collision Damage: 0
 60A Substructure Condition: 6
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 3
 69 UnderClr. Horz/Vert: 5
 72 Appr. Alignment: 8
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 0
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover:
 Type: 000
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901

* Location I.D. No.: 015-00003D-014.83N

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0017-0 Bartow SUFF. RATING 79.00

Location & Geography

* Structure I.D.No.: 015-0017-0
 * 6A Feature Int: SR 3 SBL (US 41)
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00020
 * 7B Facility Carried: US 411
 * 9 Location: 4.7 MI NW OF CARTERSVILLE
 * 91 Inspection Frequency: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 2
 Type: 2
 Designation: 1
 Number: 00411
 Direction: 0
 * 16 Latitude: 34-13.1 HMMS Prefix:
 * 17 Longitud 084-51.2 HMMS Suffix:
 * 100 STRAHNET: 0 MP:

12 Base Highway Network: 1
 13A LRS Inventory Route: 151002000
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: L
 * 102 Direction of Traffic: 2
 * 104 Highway System: 1
 * 26 Functional Classification: 14
 * 204 Federal Route Type: F No.: 00121
 105 Federal Lands Highway: 0
 * 110 Truck Route: 1
 * 19 Bypass Length: 00
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 27 Year Constructed: 1952
 * 42 Type of Service on: 1 Under: 1
 * 43 Structure Type Main: 3 02
 * 208 Inspection Area: 06 Initials: DEM
 * Location I.D. No.: 015-00020D-011.53E
 * XReference I.D. No 015-00003D-014.83N

Signs & Attachments

* 240 Median Barrier Rail: 0
 * 230 Guardrail Loc Dir Rear: 6
 Fwrd: 6
 Oppo Dir Rear: 6
 Fwrd: 6

Measurements

* 29 ADT: 012600 Year: 1999
 * 28 Lanes On: 02 Under: 03
 * 48 Max. Span Length: 0057
 * 49 Structure Length: 211
 * 47 Tot. Horz. Cl: 44.30
 * 229 Shoulder Width:
 Rear Lt: 4.40 Type: 2 Rt: 16.60
 Fwrd Lt: 8.60 Type: 2 Rt: 11.70
 Pavement Width:
 Rear: 12.00 Type: 2
 Fwrd: 24.00 Type: 2
 Intersection Rear: 1 Fwrd: 1

* 228 Min. Vertical Cl
 Act. Odm Dir: 19' 06"
 Oppo. Dir: 21' 02"
 Posted Odm. Dir: 00' 00"
 Oppo. Dir: 00' 00"
 * 10 Max Min Vert Cl: 21' 10" Dir: 4

Ratings

* 227 Collision Damage: 0

Posting Data

* 103 Temporary Structure: 0
 * 248 County Continuity No.: 15

Hydraulic Data

* 265 U/W Insp. Are 0 Diver: ZZZ

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
Bridge Inspector: Danny Mealer
Location ID: 015-00003D-014.83N
Structure ID: 015-0017-0

Inspection Date: 9/27/2004
Over: SR 20 (US 411)
County: Bartow
Road Name: SR 3 - US 41 (SBL)

Inspection Area: 06
Bridge Status: 07

EVALUATION & DEFICIENCIES

SubStructure:

Year Painted: 0000

Concrete cap units. All intermediate bents have (2) columns each founded on spread footings. Abutments are founded on driven steel pile.

The substructure inventory capacity = HS-20 (design)

Both abutment caps have minor cracking.

Bent #3 left column has a minor vertical crack 48" long above the barrier rail on the rear side.

The right end of the cap at bent#4 under beam #6 has a repair patch .

Bent #4 has some minor cracks down from the top between and under beams #5 and #6 (6" to 10").

Bent #4, crack down from the top over column #2 forward and a crack in the left cap end.

Bent #5 cap between beams #3 and #4 forward is a minor crack running along the bottom edge.

Minor shallow steel spalls in the bottom of cap between beams #4 and #5.

Minor cracks up from the bottom 18" between beams #3 and #4 rear.

Cracks down from the top 12" under beams #1 and #2 rear.

Crack down from the top 12" over column #1 and #2 forward and rear.

SuperStructure:

Year Painted: 1986

5 spans with (6) steel beams per span. Span #1 has W24X76, spans #2 and #3 has W27X102 and spans #4 and #5 has W36X160.

The beams were last painted in 2002 with a type 5 paint system.

The superstructure inventory capacity = HS-20 (design)

The beams are in good condition.

1 anchor bolt has broken out of bearing at bent #4 beam #5 rear, no repair required.

Deck:

6" concrete slab.

The deck inventory capacity = HS-20 (design)

The deck is in good condition except for surface deterioration and transverse cracking throughout the structure with minor efflorescence on the bottom.

Edge beams have minor cracks and light spalling.

General:

Built in 1952 project # is not available in the bridge file.

The bridge was lengthened in 1960 with project # F-012-1 (6).

This structure is in good to satisfactory condition with only minor cracks in the caps and columns .

Equipment used during this inspection, hand tools , binoculars and ladder, 09-27-04.

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
 Bridge Inspector: Danny Mealer
 Location ID: 015-00003D-014.83N
 Structure ID: 015-0017-0

Inspection Date: 9/27/2004
 Over: SR 20 (US 411)
 County: Bartow

Inspection Area: 06
 Bridge Status: 07

Road Name: SR 3 - US 41 (SBL)

EVALUATION & DEFICIENCIES

Condition Rating

Temp Shored: No

Component	Material	Rating
Substructure	Concrete	6
Superstructure	Steel	8
Deck	Concrete	7

Truck Type	Gross/H-Mod	HMod	Tand	3-S-2	Log	Piggy
Calculated Posting	20	25	28	40	36	40
Posting Required	No	No	No	No	No	No
Existing Posting	00	00	00	00	00	00

School Bus Route.

Structure Does Not Require Posting

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0026-0

Bartow

SUFF. RATING

83.32

Location & Geography

* Structure I.D.No: 015-0026-0

* 200 Bridge Information 04

* 6A Feature Int: SR 293- CSX RR (340459V)

* 6B Critical Bridge: 0

* 7A Route Number Carried: SR00020

* 7B Facility Carried: SR 20 - US 411 (EBL)

* 9 Location: 4.8 MI NW OF CARTERSVILLE

2 DOT District: 6

207 Year Photo: 2004

* 91 Inspection Frequency: 24 Date: 09/30/2004

92A Fract Crit Insp Freq: 00 Date: 02/01/1901

92B Underwater Insp Freq: 00 Date: 02/01/1901

92C Other Spc. Insp Freq: 00 Date: 02/01/1901

* 4 Place Code: 00000

* 5 Inventory Route (O/U): 1

Type: 2

Designation: 1

Number: 00411

Direction: 0

* 16 Latitude: 34-13.1 MMS Prefix: SR

* 17 Longitude: 84-51.3 MMS Suffix: 00 MP: 11.30

98 Border Bridge: 000 %Shared: 00

99 ID Number: 0000000000000000

* 100 STRAHNET: 0

12 Base Highway Network: 1

13A LRS Inventory Route: 151002000

13B Sub Inventory Route: 0

* 101 Parallel Structure: R

* 102 Direction of Traffic: 1

* 264 Road Inventory Mile Post: 011.30

* 208 Inspection Area: 06 Initials: DEM

Engineer's Initial: jal

* Location I.D. No.: 015-00020D-011.30E

Signs & Attachments

* 104 Highway System: 1

* 26 Functional Classification: 14

* 204 Federal Route Type: F No.: 00121

105 Federal Lands Highway: 0

* 110 Truck Route: 1

206 School Bus Route: 1

217 Benchmark Elevation: 0000.00

218 Danum: 0

* 19 Bypass Length: 01

* 20 Toll: 3

* 21 Maintenance: 01

* 22 Owner: 01

* 31 Design Load: 6

37 Historical Significance: 5

205 Congressional District: 07

27 Year Constructed: 1959

106 Year Reconstructed: 2002

33 Bridge Median: 1

34 Skew: 32

35 Structure Flared: 0

38 Navigation Control: N

213 Special Steel Design: 0

267 Type of Paint: 5

* 42 Type of Service on: 1

Under: 4

214 Movable Bridge: 0

203 Type Bridge: A-O-M-O

259 Pile Encasement: 3

* 43 Structure Type Main: 3 02

45 No. Spans Main: 006

44 Structure Type Appr: 0 00

46 No. Spans Appr: 0000

226 Bridge Curve Horz: 0 Vert: 0

111 Pier Protection: 0

107 Deck Structure Type: 1

108 Wearing Surface Type: 1

Membrane: 0

Protection: 0

225 Expansion Joint Type: 02

242 Deck Drains: 1

243 Parapet Location: 0

Height: 0.00

Width: 0.00

238 Curb: 0.00 0

239 Handrail: 9 9

* 240 Median Barrier Rail: 0

241 Bridge Median Height: 0.00

Width: 0.00

* 230 Guardrail Loc Dir Rear: 6

Fwrd: 6

Oppo Dir Rear: 0

Fwrd: 0

244 Approach Slab: 3

224 Retaining Wall: 0

233 Posted Speed Limit: 65

236 Warning Sign: 0

234 Delineator: 1

235 Hazard Boards: 0

237 Utilities Gas: 00

Water: 00

Electric: 00

Telephone: 22

Sewer: 00

247 Lighting Street: 0

Navigation: 0

Aerial: 0

* 248 County Continuity No.: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0026-0

Bartow

SUFF. RATING

83.32

Programming Data

201 Project No.: BHF-012-1 (95)
 202 Plans Available: 4
 249 Prop. Proj. No. 0000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 621880-
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00008
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 025410 Year: 2023

Measurements

* 29 ADT: 016940 Year: 2003
 109 % Trucks: 10
 * 28 Lanes On: 02 Under: 02
 210 No. Tracks On: 00 Under: 01
 * 48 Max. Span Length: 0056
 * 49 Structure Length: 320
 51 Br. Rwdy. Width: 37.50
 52 Deck Width: 40.50
 * 47 Tot. Horz. Cl: 37.50
 50 Curb/Sdewlk Width: 0.00/0.00
 32 Approach Rdwy Width: 030
 * 229 Shoulder Width:
 Rear Lt: 3.00 Type: 2 Rt: 3.00
 Fwd Lt: 2.00 Type: 2 Rt: 5.00
 Pavement Width:
 Rear: 24.00 Type: 2
 Fwd: 24.00 Type: 2
 Intersection Rear: 0 Fwd: 1
 36 Safety Features Br. Rail: 1
 Transition: 1
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over:
 Under: H
 99 ' 99 "
 22 ' 09 "
 * 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: H 5.00
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 8.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 2002 Sub: 0000

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 25
 64 Operating Type: 2 Rating: 42
 231 Calculated Loads
 H-Modified: 21 0
 HS-Modified: 26 0
 Type 3: 24 0
 Type 3s2: 32 0
 Timber: 28 0
 Piggyback: 36 0
 261 H Inventory Rating: 23
 262 H Operating Rating: 38
 67 Structural Evaluation: 5
 58 Deck Condition: 7
 59 Superstructure Condition: 8
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 6
 69 UnderClr. Horz/Vert: 2
 72 Appr. Alignment: 8
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highway Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Types3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

* Location I.D. No.: 015-00020D-011.30E

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0026-0

Bartow

SUFF. RATING

83.32

Location & Geography

* Structure I.D. No: 015-0026-0
 * 6A Feature Int: SR 20 EBL (US 411)
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00293
 * 7B Facility Carried: SR 293
 * 9 Location: 4.8 MINNW OF CARTERSVILLE
 * 91 Inspection Frequency: 00 Date: 02/01/1901

* 4 Place Code: 00000
 * 5 Inventory Route (O/U): 2
 Type: 3
 Designation: 1
 Number: 00293
 Direction: 0
 * 16 Latitude: 34-13.1 HMMS Prefix:
 * 17 Longitud 084-51.3 HMMS Suffix: MP:
 * 100 STRAHNET: 0

12 Base Highway Network: 1
 13A LRS Inventory Route: 151029300
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: R
 * 102 Direction of Traffic: 2
 * 104 Highway System: 0
 * 26 Functional Classification: 14
 * 204 Federal Route Type: F No.: 01-5S

105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 * 19 Bypass Length: 00
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 27 Year Constructed: 1959
 * 42 Type of Service on: 1 Under: 4
 * 43 Structure Type Main: 3 02
 * 208 Inspection Area: 06 Initials: DEM
 * Location I.D. No.: 015-00293D-009.91N

* XReference I.D. No 015-00020D-011.30E

Signs & Attachments

* 240 Median Barrier Rail: 0
 * 230 Guardrail Loc Dir Rear: 6
 Fwrd: 6
 Oppo Dir Rear: 0
 Fwrd: 0

Ratings

* 227 Collision Damage: 0

Measurements

* 29 ADT: 005300 Year: 1999
 * 28 Lanes On: 02 Under: 02
 * 48 Max. Span Length: 0056
 * 49 Structure Length: 320
 * 47 Tot. Horz. Cl: 41.70
 * 229 Shoulder Width:

Rear Lt: 7.00 Type: 8 Rt: 7.00
 Fwrd Lt: 7.00 Type: 8 Rt: 7.00
 Pavement Width:
 Rear: 24.00 Type: 2
 Fwrd: 24.00 Type: 2
 Intersection Rear: 0 Fwrd: 1

* 228 Min. Vertical Cl
 Act. Odm Dir: 22 ' 09 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 * 10 Max Min Vert Cl: 22 ' 09 " Dir: 2

Posting Data

* 103 Temporary Structure: 0
 * 248 County Continuity No.: 00

Hydraulic Data

* 265 U/W Insp. Are 0 Diver: ZZZ

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
Bridge Inspector: Danny Mealer
Location ID: 015-00020D-011.30E
Structure ID: 015-0026-0

Inspection Date: 9/30/2004
Over: SR 293- CSX RR (340459V)
County: Bartow
Road Name: SR 20 - US 411 (EBL)

Inspection Area: 06
Bridge Status: 04

EVALUATION & DEFICIENCIES

SubStructure:

Year Painted: 0000

Concrete cap units with (4) columns per bent founded on spread footings.
Bent #2, columns #1 and #4 are single columns. Bents #3 thru #6, column #4 is a single column.
Bents #3 and #4 have crash walls.

Substructure = H-23 Calculated 2004 by Central Office (Load Factor)

Minor cap cracking of both abutments.

Intermediate cap cracking as noted below.

Bent #2, Longitudinal crack on the rear face between beams #3 and #4- 12" long at the top of the cap.

Beam #4 on the bottom of the cap is a minor crack type spall on the forward and rear face, requires repairs.

Bent #3, Between beams #3 and #4 on the bottom of cap are 2 minor shallow steel type spalls.

Bent #4, Cap rear face on the right end of the original cap is minor cracking.

Bent #5 and #6, on the right end of the short cap over column #1 is a minor crack 6" long.

Bent #6, Cracks down from the top over column #2 rear 12".

Longitudinal crack over column #2 forward 24".

Left original cap end on the bottom is two minor corner type spalls, no repairs.

SuperStructure:

Year Painted: 2002

6 spans with (7) steel beams per span. Widening beams #1 and #7 are W36X170 and original beams #2 thru #6 are W36X160.

Widened in 2002 with 2 beams, 1 per side.

The beams were last painted in 2002 with a Type 5 paint system.

Superstructure = H-32 Calculated 2004 by Central Office (Load Factor).

The superstructure is in good condition except for push up anchor bolt at beam bearing #1 forward at bent #2.

The anchor bolt is very clean and looks as if it was not every grouted during widening construction.

Deck:

8" concrete slab.

Metal stay in place deck forms.

Deck rating deemed adequate for Superstructure capacity - October, 2004.

The bridge structure was widened in 2002 and a new deck was put back in place.

The deck is in good condition except for minor transverse cracking.

General:

Built in 1959 with project # F-012-1 (6)

Widened in 2002 with project # BHF-012-1 (95)

Calculations for this structure were determined by the Central Office. - October, 2004.

This structure is in good condition except for minor cracks in the substructure, deck and one missing anchor bolt.

Equipment used during this inspection, hand tools and binoculars 09-30-04.

This bridge is schedule to be snooper by Donnie Carter.

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
Bridge Inspector: Danny Mealer
Location ID: 015-00020D-011.30E
Structure ID: 015-0026-0

Inspection Date: 9/30/2004
Over: SR 293- CSX RR (340459V)
County: Bartow

Inspection Area: 06
Bridge Status: 04

Road Name: SR 20 - US 411 (EBL)

EVALUATION & DEFICIENCIES

Condition Rating

Component	Material	Rating
Substructure	Concrete	7
Superstructure	Steel	8
Deck	Concrete	7

Temp Shored: No

Truck Type	Gross/H-Mod	HMod	Tand	3-S-2	Log	Piggy
Calculated Posting	21	26	24	32	28	36
Posting Required	No	No	No	No	No	No
Existing Posting	00	00	00	00	00	00

School Bus Route.

Structure Does Not Require Posting

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0027-0

Bartow

SUFF. RATING

82.41

Location & Geography

* Structure I.D.No: 015-0027-0
 * 200 Bridge Information 04
 * 6A Feature Int: SR 293- CSX RR (340459V)
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00020
 * 7B Facility Carried: SR 20 - US 411 (WBL)
 * 9 Location: 4.8 MI NW OF CARTERSVILLE
 2 DOT District: 6
 * 207 Year Photo: 2004
 * 91 Inspection Frequency: 24 Date: 09/30/2004
 * 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 * 92B Underwater Insp Freq: 00 Date: 02/01/1901
 * 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 Type: 2
 Designation: 1
 Number: 00411
 Direction: 0
 * 16 Latitude: 34-13.1 MMS Prefix: SR
 * 17 Longitude: 84-51.3 MMS Suffix: 00 MP: 11.31
 * 98 Border Bridge: 000 %Shared: 00
 * 99 ID Number: 000000000000000000
 * 100 STRAHNET: 0
 * 12 Base Highway Network: 1
 * 13A LRS Inventory Route: 151002000
 * 13B Sub Inventory Route: 0
 L
 * 101 Parallel Structure: L
 * 102 Direction of Traffic: 1
 * 264 Road Inventory Mile Post: 011.31
 * 208 Inspection Area: 06 Initials: DEM
 Engineer's Initial: jal
 * Location I.D. No.: 015-00020D-011.31E

Signs & Attachments

* 104 Highway System: 1
 * 26 Functional Classification: 14
 * 204 Federal Route Type: F No.: 00121
 * 105 Federal Lands Highway: 0
 * 110 Truck Route: 1
 * 206 School Bus Route: 1
 * 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 * 19 Bypass Length: 01
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 07
 27 Year Constructed: 1959
 106 Year Reconstructed: 2002
 33 Bridge Median: 1
 34 Skew: 32
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 5
 * 42 Type of Service on: 1
 Under: 4
 214 Movable Bridge: 0
 203 Type Bridge: A-O-M-O
 259 Pile Encasement: 3
 * 43 Structure Type Main: 3 02
 45 No. Spans Main: 006
 44 Structure Type Appr: 0 00
 46 No. Spans Appr: 0000
 226 Bridge Curve Horz: 0 Vert: 0
 111 Pier Protection: 0
 107 Deck Structure Type: 1
 108 Wearing Surface Type: 1
 Membrane: 0
 Protection: 0

225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0.00
 Width: 0.00
 238 Curb: 0.00 0
 239 Handrail: 9 9
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.00
 Width: 0.00
 * 230 Guardrail Loc Dir Rear: 6
 Fwrd: 6
 Oppo Dir Rear: 0
 Fwrd: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 65
 236 Warning Sign: 0
 234 Delineator: 1
 235 Hazard Boards: 0
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 21
 Sewer: 00
 247 Lighting Street: 0
 Navigaion: 0
 Aerial: 0
 * 248 County Continuity No.: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0027-0

Bartow

SUFF. RATING

82.41

Programming Data

201 Project No.: BHF-012-1 (95)
 202 Plans Available: 4
 249 Prop. Proj. No. 0000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 621880-
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00008
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 025410 Year: 2023

Measurements

* 29 ADT: 016940 Year: 2003
 109 % Trucks: 10
 * 28 Lanes On: 02 Under: 02
 210 No. Tracks On: 00 Under: 01
 * 48 Max. Span Length: 0056
 * 49 Structure Length: 320
 51 Br. Rwdy. Width: 41.40
 52 Deck Width: 44.40
 * 47 Tot. Horz. Cl: 41.40
 50 Curb/Sdewlk Width: 0.00/0.00
 32 Approach Rdwy Width: 030
 * 229 Shoulder Width:

Rear Lt: 2.00 Type: 2 Rt: 4.00
 Fwd Lt: 3.00 Type: 2 Rt: 3.00
 Pavement Width:

Rear: 24.00 Type: 2
 Fwd: 24.00 Type: 2

Intersection Rear: 1 Fwd: 0

36 Safety Features Br. Rail: 1

Transition: 1

App. G. Rail: 1

App. Rail End: 1

53 Minimum Cl. Over: 99' 99"

Under: H 23' 08"

* 228 Min. Vertical Cl

Act. Odm Dir: 99' 99"

Oppo. Dir: 99' 99"

Posted Odm. Dir: 00' 00"

Oppo. Dir: 00' 00"

55 Lateral Undercl. Rt: H 6.60

56 Lateral Undercl. Lt: 0.00

* 10 Max Min Vert Cl: 99' 99" Dir: 0

39 Nav Vert Cl: 000 Horz: 0000

116 Nav Vert Cl Closed: 000

245 Deck Thickness Main: 7.80

Deck Thick Approach: 0.00

246 Overlay Thickness: 0.00

212 Year Last Painted: Sup: 2002 Sub: 0000

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 23
 64 Operating Type: 2 Rating: 39
 231 Calculated Loads

H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 40 0

261 H Inventory Rating: 20

262 H Operating Rating: 28

67 Structural Evaluation: 5

58 Deck Condition: 8

59 Superstructure Condition: 8

* 227 Collision Damage: 0

60A Substructure Condition: 7

60B Scour Condition: N

60C Underwater Condition: N

71 Waterway Adequacy: N

61 Channel Protection Cond: N

68 Deck Geometry: 7

69 UnderClr. Horz/Vert: 4

72 Appr. Alignment: 8

62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00

* Location I.D. No.: 015-00020D-011.31E

253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0027-0

Bartow

SUFF. RATING

82.41

Location & Geography

* Structure I.D.No.: 015-0027-0
 * 6A Feature Int: SR 20 WBL (US 411)
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00293
 * 7B Facility Carried: SR 293
 * 9 Location: 4.8 MI NW OF CARTERSVILLE
 * 91 Inspection Frequency: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 2
 Type: 3
 Designation: 1
 Number: 00293
 Direction: 0
 * 16 Latitude: 34-13.1
 * 17 Longitud 084-51.3
 * 100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 151029300
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: L
 * 102 Direction of Traffic: 2
 * 104 Highway System: 0
 * 26 Functional Classification: 14
 * 204 Federal Route Type: F No.: 01-5S
 105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 * 19 Bypass Length: 00
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 27 Year Constructed: 1959
 * 42 Type of Service on: 1 Under: 4
 * 43 Structure Type Main: 3 02
 * 208 Inspection Area: 06 Initials: DEM
 * Location I.D. No.: 015-00293D-009.92N

Signs & Attachments

* 240 Median Barrier Rail: 0
 * 230 Guardrail Loc Dir Rear: 6
 Fwrd: 6
 Oppo Dir Rear: 0
 Fwrd: 0

Ratings

* 227 Collision Damage: 0

Measurements

* 29 ADT: 005300 Year: 1999
 * 28 Lanes On: 02 Under: 02
 * 48 Max. Span Length: 0056
 * 49 Structure Length: 320
 * 47 Tot. Horz. Cl: 41.60
 * 229 Shoulder Width: .

Rear Lt: 7.00 Type: 8 Rt: 7.00
 Fwrd Lt: 7.00 Type: 8 Rt: 7.00
 Pavement Width:
 Rear: 24.00 Type: 2
 Fwrd: 24.00 Type: 2
 Intersection Rear: 0 Fwrd: 1

* 228 Min. Vertical Cl
 Act. Odm Dir: 23 ' 08 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 * 10 Max Min Vert Cl: 23 ' 08 " Dir: 1

Posting Data

* 103 Temporary Structure: 0
 * 248 County Continuity No.: 00

Hydraulic Data

* 265 U/W Insp. Are 0 Diver: ZZZ

* XReference I.D. No 015-00020D-011.31E

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
Bridge Inspector: Danny Mealer
Location ID: 015-00020D-011.31E
Structure ID: 015-0027-0

Inspection Date: 9/30/2004
Over: SR 293- CSX RR (340459V)
County: Bartow
Road Name: SR 20 - US 411 (WBL)

Inspection Area: 06
Bridge Status: 04

EVALUATION & DEFICIENCIES

SubStructure:

Year Painted: 0000

Concrete cap units with (4) columns per bent founded on spread footings.
Column #4 in bent #2 is a single column only.
Bents #3 and #4 have crash walls.

The substructure inventory capacity = HS-20 (design)

Minor cap cracking in both abutments.
Intermediate cap cracking noted below.

Bent #2, minor longitudinal crack over column #2 on the rear face and column #2 and #3 forward face 24".
Bent #4, longitudinal crack over column #2 forward 24" and crack down from the top over column #3 rear 12".

At the right side of column #2 rear at the bottom of the cap is a minor spall.

Bent #5, crack down from the top under beams #3 and #4 forward 8".
Bent #6, longitudinal crack over column #2 and #3 rear 36" and column #3 forward 15".

SuperStructure:

Year Painted: 2002

6 spans with (8) steel beams per span. 3 beams were added during the widening, 2 on the left and 1 on the right.
Beam sizes = original beams are W36X160, widening beams #1, #2 and #8 are W36X170.
The beams were last painted in 2002 with a type 5 paint system.

The superstructure inventory capacity = HS-20 (design)

The superstructure is in good condition.

Deck:

7 7/8" concrete slab.
Metal SIP deck forms.

The deck inventory capacity = HS-20 (design)

This bridge was widened in 2002 and a new deck was put back.

The deck is in good condition.

General:

Built in 1959 with project # F-012-1 (6)
Widened in 2002 with project #BHF-012-1 (95)

This structure is in good condition except for minor cap cracking in the original caps.

Equipment used during this inspection, hand tools and binoculars. 09-30-04
This bridge is scheduled for a snooper inspection by Donnie Carter.

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
Bridge Inspector: Danny Mealer
Location ID: 015-00020D-011.31E
Structure ID: 015-0027-0

Inspection Date: 9/30/2004
Over: SR 293- CSX RR (340459V)
County: Bartow
Road Name: SR 20 - US 411 (WBL)

Inspection Area: 06
Bridge Status: 04

EVALUATION & DEFICIENCIES

Condition Rating

Temp Shored: No

Component	Material	Rating	Truck Type	Gross/H-Mod	HSMOD	Tand	3-S-2	Log	Piggy
Substructure	Concrete	7	Calculated Posting	20	25	28	40	36	40
Superstructure	Steel	8	Posting Required	No	No	No	No	No	No
Deck	Concrete	8	Existing Posting	00	00	00	00	00	00

School Bus Route.

Structure Does Not Require Posting

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0089-0

Bartow

SUFF. RATING

91.37

Location & Geography

* Structure I.D.No: 015-0089-0
 * 200 Bridge Information 01
 * 6A Feature Int: M-920 CENTER ROAD
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00401
 * 7B Facility Carried: I-75 (NBL)
 * 9 Location: 2.4 MI NE OF CARTERSVILLE
 * 2 DOT District: 6
 * 207 Year Photo: 2004
 * 91 Inspection Frequency: 24 Date: 08/25/2004
 * 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 * 92B Underwater Insp Freq: 00 Date: 02/01/1901
 * 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 * Type: 1
 * Designation: 1
 * Number: 00075
 * Direction: 0
 * 16 Latitude: 34-11.6 MMS Prefix: SR
 * 17 Longitude: 84-45.6 MMS Suffix: 00 MP: 289.20
 * 98 Border Bridge: 000 %Shared: 00
 * 99 ID Number: 0000000000000000
 * 100 STRAHNET: 1
 * 12 Base Highway Network: 1
 * 13A LRS Inventory Route: 151040100
 * 13B Sub Inventory Route: 0
 * 101 Parallel Structure: R
 * 102 Direction of Traffic: 1
 * 264 Road Inventory Mile Post: 011.62
 * 208 Inspection Area: 06 Initials: DEM
 * Engineer's Initial: jal
 * Location I.D.No.: 015-00401D-289.20N

Signs & Attachments

* 104 Highway System: 1
 * 26 Functional Classification: 11
 * 204 Federal Route Type: 1 No.: 00753
 * 105 Federal Lands Highway: 0
 * 110 Truck Route: 1
 * 206 School Bus Route: 1
 * 217 Benchmark Elevation: 0000.00
 * 218 Datum: 0
 * 19 Bypass Length: 01
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 * 37 Historical Significance: 5
 * 205 Congressional District: 11
 * 27 Year Constructed: 1977
 * 106 Year Reconstructed: 0000
 * 33 Bridge Median: 1
 * 34 Skew: 99
 * 35 Structure Flared: 0
 * 38 Navigation Control: N
 * 213 Special Steel Design: 0
 * 267 Type of Paint: 5
 * 42 Type of Service on: 1
 * Under: 1
 * 214 Movable Bridge: 0
 * 203 Type Bridge: O-O-M-O
 * 259 Pile Encasement: 3
 * 43 Structure Type Main: 3 02
 * 45 No. Spans Main: 003
 * 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 Surface Type: 1
 * Membrane: 0
 * Protection: 0

225 Expansion Joint Type: 03
 242 Deck Drains: 0
 243 Parapet Location: 3
 Height: 2.00
 Width: 1.20
 238 Curb: 0.00 0
 239 Handrail: 7 7
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.00
 Width: 0.00
 * 230 Guardrail Loc Dir Rear: 3
 Fwd: 0
 Oppo Dir Rear: 0
 Fwd: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 70
 236 Warning Sign: 0
 234 Delineator: 1
 235 Hazard Boards: 0
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigaton: 0
 Aerial: 0
 * 248 County Continuity No.: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0089-0

Bartow

SUFF. RATING

91.37

Programming Data

201 Project No.: I-75-3 (72) 302
 202 Plans Available: 4
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 0000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00011
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 132630 Year: 2023

Measurements

* 29 ADT: 088420 Year: 2003
 109 % Trucks: 11
 * 28 Lanes On: 04 Under: 02
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0088
 * 49 Structure Length: 207
 51 Br. Rwdy. Width: 72.00
 52 Deck Width: 74.40
 * 47 Tot. Horz. Cl: 72.00
 50 Curb/Sdewlk Width: 0.00/0.00
 * 32 Approach Rdwy Width: 068
 * 229 Shoulder Width:

Rear Lt: 10.00 Type: 2 Rt: 10.00
 Fwd Lt: 10.00 Type: 2 Rt: 10.00
 Pavement Width:

Rear: 48.00 Type: 2
 Fwd: 48.00 Type: 2

Intersection Rear: 0 Fwd: 0
 36 Safety Features Br. Rail: 1

Transition: 2

App. G. Rail: 1

App. Rail End: 1

53 Minimum Cl. Over: 99 ' 99 "

Under: H 17 ' 02 "

* 228 Min. Vertical Cl

Act. Odm Dir: 99 ' 99 "

Oppo. Dir: 99 ' 99 "

Posted Odm. Dir: 00 ' 00 "

Oppo. Dir: 00 ' 00 "

55 Lateral Undercl. Rt: H 30.10

56 Lateral Undercl. Lt: 0.00

* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0

39 Nav Vert Cl: 000 Horz: 0000

116 Nav Vert Cl Closed: 000

245 Deck Thickness Main: 7.00

Deck Thick Approach: 0.00

246 Overlay Thickness: 0.00

212 Year Last Painted: Sup: 1995 Sub: 0000

* Location I.D. No.: 015-0040ID-289.20N

Hydraulic Data

215 Waterway Data
 Highway Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 40
 64 Operating Type: 2 Rating: 67
 231 Calculated Loads

H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 40 0

261 H Inventory Rating: 20

262 H Operating Rating: 28

67 Structural Evaluation: 7

58 Deck Condition: 7

59 Superstructure Condition: 8

* 227 Collision Damage: 0

60A Substructure Condition: 7

60B Scour Condition: N

60C Underwater Condition: N

71 Waterway Adequacy: N

61 Channel Protection Cond: N

68 Deck Geometry: 8

69 UnderClr. Horz/Vert: 9

72 Appr. Alignment: 8

62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00

253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0089-0

Bartow

SUFF. RATING 91.37

Location & Geography

* 015-0089-0
 * 6A Feature Int: I-75 NBL
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: CR00632
 * 7B Facility Carried: CENTER ROAD
 * 9 Location: 2.4 MI NE OF CARTERSVILLE
 * 91 Inspection Frequency: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 2
 Type: 5
 Designation: 1
 Number: 00920
 Direction: 0
 * 16 Latitude: 34-11.6 HMMS Prefix:
 * 17 Longitud 084-45.6 HMMS Suffix: MP:
 * 100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 152063200
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: R
 * 102 Direction of Traffic: 2
 * 104 Highway System: 0
 * 26 Functional Classification: 17
 * 204 Federal Route Type: M No.: 00920
 105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 * 19 Bypass Length: 01
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 27 Year Constructed: 1977
 * 42 Type of Service on: 1 Under: 1
 * 43 Structure Type Main: 3 02
 * 208 Inspection Area: 06 Initials: DEM
 * Location I.D. No.: 015-00920M-002.08E
 * XReference I.D. No 015-00401D-289.20N

Signs & Attachments

* 240 Median Barrier Rail: 0
 * 230 Guardrail Loc Dir Rear: 0
 Fwr: 0
 Oppo Dir Rear: 0
 Fwr: 0

Ratings

* 227 Collision Damage: 0

Measurements

* 29 ADT: 001400 Year: 1999
 * 28 Lanes On: 04 Under: 02
 * 48 Max. Span Length: 0088
 * 49 Structure Length: 207
 * 47 Tot. Horz. Cl: 83.10
 * 229 Shoulder Width:

Rear Lt: 10.00 Type: 8 Rt: 10.00
 Fwr Lt: 10.00 Type: 8 Rt: 10.00
 Pavement Width:

Rear: 20.00 Type: 2
 Fwr: 20.00 Type: 2
 Intersection Rear: 0 Fwr: 0

* 228 Min. Vertical Cl

Act. Odm Dir: 17 ' 02 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 * 10 Max Min Vert Cl: 17 ' 02 " Dir: 3

Hydraulic Data

* 265 U/W Insp. Are 0 Diver: ZZZ

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
Bridge Inspector: Danny Mealer
Location ID: 015-00401D-289.20N
Structure ID: 015-0089-0

Inspection Date: 8/25/2004
Over: M-920 CENTER ROAD
County: Bartow
Road Name: I-75 (NBL)

Inspection Area: 06
Bridge Status: 01

EVALUATION & DEFICIENCIES

SubStructure:

Year Painted: 0000

Concrete cap units. Both intermediate bents have (4) columns each founded on spread footings. Abutments are founded on driven steel pile.

The substructure inventory capacity = HS-20 (design)

At the right end of abutment #4 is a void under the slope paving and requires repair.

All units are good except for minor cap cracking of both abutments.

SuperStructure:

Year Painted: 1995

3 spans steel beam, span #2 has (11) beams and spans #1 and #3 have (9) beams. All beams are W36X135. The beams were last painted in 1995 with a non-lead paint system. Square end cover plates in span #2 which are welded.

The superstructure inventory capacity = HS-20 (design)

The superstructure is in good condition.

Deck:

7" concrete slab.

Stay in place C.M. deck forms.

Compression seals at bents #2 and #3.

Evazote type joints at both abutments.

The deck inventory capacity = HS-20 (design)

The deck is in good condition except for very minor transverse cracking.

Compression seal joints at bents #2 and #3 have failed and require replacing. See photo.

General:

Built in 1977 with project # I-75-3 (72) 302

This structure is in good condition with only minor cracking in the deck and abutment caps.

Equipment used during this inspection, hand tools and binoculars. 08-25-04

This bridge is scheduled for a snooper inspection by Donnie Carter.

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
 Bridge Inspector: Danny Mealer
 Location ID: 015-00401D-289.20N
 Structure ID: 015-0089-0

Inspection Date: 8/25/2004
 Over: M-920 CENTER ROAD
 County: Bartow
 Road Name: I-75 (NBL)

Inspection Area: 06
 Bridge Status: 01

EVALUATION & DEFICIENCIES

Condition Rating

Component	Material	Rating
Substructure	Concrete	7
Superstructure	Steel	8
Deck	Concrete	7

Temp Shored: No

Truck Type	Gross/H-Mod	HMod	Tand	3-S-2	Log	Piggy
Calculated Posting	20	25	28	40	36	40
Posting Required	No	No	No	No	No	No
Existing Posting	00	00	00	00	00	00

School Bus Route.

Structure Does Not Require Posting

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0090-0

Bartow

SUFF. RATING

91.37

Programming Data

201 Project No.: I-75-3 (72) 302
 202 Plans Available: 1
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 0000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00010
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 132630 Year: 2023
 114 Future ADT: 132630 Year: 2023

Measurements

* 29 ADT: 088420 Year: 2003
 109 % Trucks: 11
 * 28 Lanes On: 04 Under: 02
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0087
 * 49 Structure Length: 199
 51 Br. Rwdy. Width: 72.80
 52 Deck Width: 75.80
 * 47 Tot. Horz. Cl: 72.80
 50 Curb/Sdewlk Width: 0.00/0.00
 32 Approach Rdwy Width: 068
 * 229 Shoulder Width:

Rear Lt: 10.00 Type: 2 Rt: 10.00
 Fwd Lt: 10.00 Type: 2 Rt: 10.00
 Pavement Width:

Rear: 48.00 Type: 2
 Fwd: 48.00 Type: 2
 Intersection Rear: 0 Fwd: 0
 36 Safety Features Br. Rail: 1
 Transition: 1

App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99 ' 99 "
 Under: H 25 ' 09 "
 * 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: H 29.50
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 1995 Sub: 0000

Hydraulic Data

215 Waterway Data
 Highway Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 015-00401D-289.21N

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 43
 64 Operating Type: 2 Rating: 72
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 40 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 28
 67 Structural Evaluation: 7
 58 Deck Condition: 7
 59 Superstructure Condition: 8
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 9
 69 UnderClr. Horz/Vert: 9
 72 Appr. Alignment: 8
 62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0090-0

Bartow

SUFF. RATING

91.37

Location & Geography

Structure I.D.No: 015-0090-0
 # 6A Feature Int: I-75 SBL
 # 6B Critical Bridge: 0
 # 7A Route Number Carried: CR00632
 # 7B Facility Carried: CENTER ROAD
 # 9 Location: 2.4 MI NE OF CARTERSVILLE
 # 91 Inspection Frequency: 00 Date: 02/01/1901
 # 4 Place Code: 00000
 # 5 Inventory Route (O/U): 2
 # Type: 5
 # Designation: 1
 # Number: 00920
 # Direction: 0
 # 16 Latitude: 34-11.6
 # 17 Longitud 084-45.6
 # 100 STRAHNET: 0
 # 12 Base Highway Network: 1
 # 13A LRS Inventory Route: 152063200
 # 13B Sub Inventory Route: 0
 # 101 Parallel Structure: L
 # 102 Direction of Traffic: 2
 # 104 Highway System: 0
 # 26 Functional Classification: 17
 # 204 Federal Route Type: M No.: 00920
 # 105 Federal Lands Highway: 0
 # 110 Truck Route: 0
 # 19 Bypass Length: 01
 # 20 Toll: 3
 # 21 Maintenance: 01
 # 22 Owner: 01
 # 27 Year Constructed: 1977
 # 42 Type of Service on: 1 Under: 1
 # 43 Structure Type Main: 3 02
 # 208 Inspection Area: 06 Initials: DEM
 # Location I.D. No.: 015-00920M-002.04E
 # XReference I.D. No 015-00401D-289.21N

Signs & Attachments

* 240 Median Barrier Rail: 0
 * 230 Guardrail Loc Dir Rear: 0
 Fwrd: 0
 Oppo Dir Rear: 0
 Fwrd: 0

Ratings

* 227 Collision Damage: 0

Measurements

* 29 ADT: 001400 Year: 1999
 * 28 Lanes On: 04 Under: 02
 * 48 Max. Span Length: 0087
 * 49 Structure Length: 199
 * 47 Tot. Horz. Cl: 83.10
 * 229 Shoulder Width:
 Rear Lt: 10.00 Type: 8 Rt: 10.00
 Fwrd Lt: 10.00 Type: 8 Rt: 10.00
 Pavement Width:
 Rear: 20.00 Type: 2
 Fwrd: 20.00 Type: 2
 Intersection Rear: 0 Fwrd: 0

Posting Data

* 103 Temporary Structure: 0
 * 248 County Continuity No.: 00

Hydraulic Data

* 228 Min. Vertical Cl
 Act. Odm Dir: 25 ' 09 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 * 10 Max Min Vert Cl: 25 ' 09 " Dir: 3
 Diver: ZZZ

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
Bridge Inspector: Danny Mealer
Location ID: 015-00401D-289.21N
Structure ID: 015-0090-0

Inspection Date: 8/25/2004
Over: M-920 CENTER ROAD
County: Bartow
Road Name: I-75 (SBL)

Inspection Area: 06
Bridge Status: 05

EVALUATION & DEFICIENCIES

SubStructure:

Year Painted: 0000

Concrete cap units. Both intermediate bents have (4) columns each founded on spread footings. Abutments are founded on driven steel piling. The left side of the bridge has been widened with 1 extra column per bent.

The substructure inventory capacity = HS-20 (design)

All units are good except for very minor cap cracking of both abutments.

Minor shallow steel spalls in cap at bent #2.

SuperStructure:

Year Painted: 1995

3 spans steel beam, span #2 has (11) beams and spans #1 and #3 have (10) beams. All beams are W36X135. The left side has been widened with 2 extra beams. The beams were last painted in 1995 with a non-lead paint system. Square end cover plates in all spans, ends welded.

The superstructure inventory capacity = HS-20 (design)

The superstructure is in good condition.

In span #1 and #3 widening beam #1 is leaning outward slightly (see photo), this beam was constructed this way.

Deck:

7" concrete slab.
Stay in place C.M. deck forms.
Compression seal joints at bents #2 and #3 original section.
Abutments are silicone sealed joints.

The deck inventory capacity = HS-20 (design)

The deck is in good condition except for very minor transverse cracking.

The steel sides in the joint at bent #2 appear to be loose, rust stains are present on the bottom and the joint slaps under traffic. This joint will be monitored in the future inspections for additional failures, no change since inspection 07-02. The joint at bent #3 is intact but leaking. The two compression seals require replacement. See photo. The silicone joints at both abutments have failed and require sealing.

Widening portion of the bridge on the left side, the joints were left open and not sealed when bridge was widened.

General:

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
 Bridge Inspector: Danny Mealer
 Location ID: 015-00401D-289.21N
 Structure ID: 015-0090-0

Inspection Date: 8/25/2004
 Over: M-920 CENTER ROAD
 County: Bartow
 Road Name: I-75 (SBL)

Inspection Area: 06
 Bridge Status: 05

EVALUATION & DEFICIENCIES

Built in 1977 with project # I-75-3 (72) 302
 Widened in 2002 on the left side, added two extra beams, project # unknown

This structure is in good condition except for minor cracking in the deck and abutment caps.

Minor handrail damage to the right side, no repairs needed.

Behind abutment #4 under the approach slab in the inside emergency lane is a large void.
 This void is 6' in length and goes under the slab 3', (see photos) requires repair.

Equipment used during this inspection, hand tools and binoculars. 08-25-04
 This bridge is scheduled for a snooper inspection by Donnie Carter.

Special Note; Roadway data to be up dated at next inspection , roadway was not completed at time of inspection 07-30-02.

Condition Rating

Component	Material	Rating
Substructure	Concrete	7
Superstructure	Steel	8
Deck	Concrete	7

Temp Shored: No

Truck Type	Gross/H-Mod	HMod	Tand	3-S-2	Log	Piggy
Calculated Posting	20	25	28	40	36	40
Posting Required	No	No	No	No	No	No
Existing Posting	00	00	00	00	00	00

School Bus Route.

Structure Does Not Require Posting

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0091-0

Bartow

SUFF. RATING

88.44

Location & Geography

* Structure I.D.No: 015-0091-0
 * 200 Bridge Information
 * 6A Feature Int: SR 20
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00401
 * 7B Facility Carried: I-75 (NBL)
 * 9 Location: 3.3 MINE OF CARTERSVILLE
 2 DOT District: 6
 207 Year Photo: 2004
 * 91 Inspection Frequency: 24 Date: 08/31/2004
 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 92B Underwater Insp Freq: 00 Date: 02/01/1901
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 Type: 1
 Designation: 1
 Number: 00075
 Direction: 0
 * 16 Latitude: 34-12.5 MMS Prefix: SR
 * 17 Longitude: 84-45.6 MMS Suffix: 00 MP: 290.39
 98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000
 * 100 STRAHNET: 1
 12 Base Highway Network: 1
 13A LRS Inventory Route: 151040100
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: R
 * 102 Direction of Traffic: 1
 * 264 Road Inventory Mile Post: 012.82
 * 208 Inspection Area: 06 Initials: DEM
 Engineer's Initial: jal
 * Location I.D. No.: 015-00401D-290.40N

Signs & Attachments

* 104 Highway System: 1
 * 26 Functional Classification: 11
 * 204 Federal Route Type: 1 No.: 00753
 * 105 Federal Lands Highway: 0
 * 110 Truck Route: 1
 206 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Danum: 0
 * 19 Bypass Length: 01
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 11
 27 Year Constructed: 1977
 106 Year Reconstructed: 0000
 33 Bridge Median: 1
 34 Skew: 45
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 5
 * 42 Type of Service on: 1
 Under: 1
 214 Movable Bridge: 0
 203 Type Bridge: Z-O-M-O
 259 Pile Encasement: 3
 * 43 Structure Type Main: 3 02
 45 No. Spans Main: 004
 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 Surface Type: 1
 Membrane: 0
 Protection: 0

225 Expansion Joint Type: 03
 242 Deck Drains: 0
 243 Parapet Location: 3
 Height: 2.00
 Width: 1.20
 238 Curb: 0.00 0
 239 Handrail: 7 7
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.00
 Width: 0.00

* 230 Guardrail Loc Dir Rear: 3
 Fwrd: 2
 Oppo Dir Rear: 0
 Fwrd: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 70
 236 Warning Sign: 0
 234 Delineator: 1
 235 Hazard Boards: 0
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigaton: 0
 Aerial: 0
 * 248 County Continuity No.: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0091-0

Bartow

SUFF. RATING

88.44

Programming Data

201 Project No.: I-75-3 (72) 302
 202 Plans Available: 3
 249 Prop. Proj. No. 0000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 0000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00030
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 104235 Year: 2023
 114 Future ADT: 104235 Year: 2023

Measurements

* 29 ADT: 069490 Year: 2003
 109 % Trucks: 11
 * 28 Lanes On: 03 Under: 04
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0121
 * 49 Structure Length: 373
 51 Br. Rwdy. Width: 60.00
 52 Deck Width: 62.40
 * 47 Tot. Horz. Cl: 60.00
 50 Curb/Sdewlk Width: 0.00/0.00
 * 229 Approach Rdwy Width: 056
 * 229 Shoulder Width:

Rear Lt: 10.00 Type: 2 Rt: 10.00
 Fwd Lt: 10.00 Type: 2 Rt: 10.00
 Pavement Width:

Rear: 36.00 Type: 2
 Fwd: 36.00 Type: 2

Intersection Rear: 1 Fwd: 1
 36 Safety Features Br. Rail: 1

Transition: 2

App. G. Rail: 1
 App. Rail End: 1

53 Minimum Cl. Over: 99' 99"
 Under: H 16' 10"

* 228 Min. Vertical Cl: 99' 99"
 Act. Odm Dir: 99' 99"
 Oppo. Dir: 99' 99"

Posted Odm. Dir: 00' 00"
 Oppo. Dir: 00' 00"

55 Lateral Undercl. Rt: H 30.60
 56 Lateral Undercl. Lt: 13.80

* 10 Max Min Vert Cl: 99' 99" Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000

116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.00

Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00

212 Year Last Painted: Sup: 1997 Sub: 0000

* Location I.D. No.: 015-00401D-290.40N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 30
 64 Operating Type: 2 Rating: 51
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 40 0

261 H Inventory Rating: 20
 262 H Operating Rating: 29
 67 Structural Evaluation: 6
 58 Deck Condition: 7

59 Superstructure Condition: 8
 * 227 Collision Damage: 0

60A Substructure Condition: 7
 60B Scour Condition: N

60C Underwater Condition: N
 71 Waterway Adequacy: N

61 Channel Protection Cond: N
 68 Deck Geometry: 8

69 UnderClr. Horz/Vert: 9
 72 Appr. Alignment: 8

62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A

* 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00

HS-Modified: 00
 Type 3: 00

Type3s2: 00
 Timber: 00
 Piggyback: 00

253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901

0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0091-0

Bartow

SUFF. RATING

88.44

Location & Geography

Structure I.D.No: 015-0091-0
 # 6A Feature Int: 1-75 NBL
 # 6B Critical Bridge: 0
 # 7A Route Number Carried: SR00020
 # 7B Facility Carried: SR 20
 # 9 Location: 3.3 MI NE OF CARTERSVILLE
 # 91 Inspection Frequency: 00 Date: 02/01/1901
 # 4 Place Code: 00000
 # 5 Inventory Route (O/U): 2
 # Type: 3
 # Designation: 1
 # Number: 00020
 # Direction: 0
 # 16 Latitude: 34-12.5
 # 17 Longitud 084-45.6
 # 100 STRAHNET: 0
 # 12 Base Highway Network: 1
 # 13A LRS Inventory Route: 151002000
 # 13B Sub Inventory Route: 0
 # 101 Parallel Structure: R
 # 102 Direction of Traffic: 2
 # 104 Highway System: 0
 # 26 Functional Classification: 02
 # 204 Federal Route Type: F No.: 00121
 # 105 Federal Lands Highway: 0
 # 110 Truck Route: 0
 # 19 Bypass Length: 01
 # 20 Toll: 3
 # 21 Maintenance: 01
 # 22 Owner: 01
 # 27 Year Constructed: 1977
 # 42 Type of Service on: 1 Under: 1
 # 43 Structure Type Main: 3 02
 # 208 Inspection Area: 06 Initials: DEM
 # Location I.D. No.: 015-00020D-017.46E

* XReference ID. No 015-00401D-290.40N

Signs & Attachments

* 240 Median Barrier Rail: 0
 * 230 Guardrail Loc Dir Rear: 4
 Fwrd: 4
 Oppo Dir Rear: 4
 Fwrd: 4

Ratings

* 227 Collision Damage: 0

Measurements

* 29 ADT: 013150 Year: 1999
 * 28 Lanes On: 03 Under: 04
 * 48 Max. Span Length: 0110
 * 49 Structure Length: 378
 * 47 Tot. Horz. Cl: 70.70
 * 229 Shoulder Width:
 Rear Lt: 2.00 Type: 2 Rt: 11.00
 Fwrd Lt: 2.00 Type: 2 Rt: 11.00
 Pavement Width:
 Rear: 24.00 Type: 2
 Fwrd: 24.00 Type: 2
 Intersection Rear: 1 Fwrd: 1

Posting Data

* 103 Temporary Structure: 0
 * 248 County Continuity No.: 00

Hydraulic Data

* 228 Min. Vertical Cl
 Act. Odm Dir: 19 ' 02 "
 Oppo. Dir: 16 ' 10 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 * 10 Max Min Vert Cl: 19 ' 03 " Dir: 3
 * 265 U/W Insp. Are 0 Diver: ZZZ

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
Bridge Inspector: Danny Mealer
Location ID: 015-00401D-290.40N
Structure ID: 015-0091-0

Inspection Date: 8/31/2004
Over: SR 20
County: Bartow
Road Name: I-75 (NBL)

Inspection Area: 06
Bridge Status: 01

EVALUATION & DEFICIENCIES

SubStructure:

Year Painted: 0000

Concrete cap units. All intermediate bents have (4) columns each.

The substructure inventory capacity = HS-20 (design)

All units are good except for very minor cracking in both abutment caps and all intermediate caps.

Minor shallow steel spalls in all caps.

Intermediate cap cracking as noted below.

Bent #2, down from the top over columns #1, #2 and #4 rear and forward 4" to 6".

minor crack on the forward face at the right edge of column #2.

Bent #3, down from the top over columns #2 and #4 forward and rear 12".

Bent #4, down from the top forward and rear over column #1 and #2 and over column #4 rear 12".

SuperStructure:

Year Painted: 1997

4 span steel plate girder, spans #1 and #4 have (7) beams. spans #2 and #3 have (10) steel beams,

The beams were last painted in 1997 with a non-lead paint system.

Rocker bearings at all intermediate units.

The superstructure inventory capacity = HS-20 (design)

The superstructure is in good condition.

The superstructure has "skewed" X-bracing located over the substructure units with out of plane bending detail which have no fatigue defects

Minor scuff marks on the bottom of beam #10 over the SR 20 east bound shoulder, no repairs.

Deck:

7" concrete slab.

Stay in place C.M. deck forms.

Compression seals at bents #2, #3 and #4.

Abutments and construction joints are evazote type joints.

The deck inventory capacity = HS-20 (design)

Minor random transverse cracks.

Minor joint spall at bent #2, no repair required.

The deck is in good condition except for a small pot hole in span #4 approximately 2 square feet (has been repaired by maintenance).

The compression seal glands are failing with leakage, should be consider for replacement.

General:

Built in 1977 with project # I-75-3 (72) 302

This structure is in good condition except for minor cracking in the substructure and deck.

Equipment used during this inspection hand tools and binoculars, 08-31-04.

Bridge is schedule to be inspected with basket truck by Donnie Carter.

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
Bridge Inspector: Danny Mealer
Location ID: 015-00401D-290.40N
Structure ID: 015-0091-0

Inspection Date: 8/31/2004
Over: SR 20
County: Bartow
Road Name: I-75 (NBL)

Inspection Area: 06
Bridge Status: 01

EVALUATION & DEFICIENCIES

Condition Rating

Component	Material	Rating
Substructure	Concrete	7
Superstructure	Steel	8
Deck	Concrete	7

Temp Shored: No

Truck Type	Gross/H-Mod	HMod	Tand	3-S-2	Log	Piggy
Calculated Posting	20	25	28	40	36	40
Posting Required	No	No	No	No	No	No
Existing Posting	00	00	00	00	00	00

School Bus Route.

Structure Does Not Require Posting

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0092-0

Bartow

SUFF. RATING

90.43

Location & Geography

* Structure I.D.No: 015-0092-0

* 200 Bridge Information 01

* 6A Feature Int: SR 20

* 6B Critical Bridge: 0

* 7A Route Number Carried: SR00401

* 7B Facility Carried: I-75 (SBL)

* 9 Location: 3.3 MINE OF CARTERSVILLE

2 DOT District: 6

207 Year Photo: 2004

* 91 Inspection Frequency: 24 Date: 08/31/2004

92A Fract Crit Insp Freq: 00 Date: 02/01/1901

92B Underwater Insp Freq: 00 Date: 02/01/1901

92C Other Spc. Insp Freq: 00 Date: 02/01/1901

* 4 Place Code: 00000

* 5 Inventory Route (O/U): 1

Type: 1

Designation: 1

Number: 00075

Direction: 0

* 16 Latitude: 34-12.5 MMS Prefix: SR

* 17 Longitude: 84-45.6 MMS Suffix: 00 MP: 290.41

98 Border Bridge: 000 %Shared: 00

99 ID Number: 0000000000000000

* 100 STRAHNET: 1

12 Base Highway Network: 1

13A LRS Inventory Route: 151040100

13B Sub Inventory Route: 0

* 101 Parallel Structure: L

* 102 Direction of Traffic: 1

* 264 Road Inventory Mile Post: 012.83

* 208 Inspection Area: 06 Initials: DEM

Engineer's Initial: jal

* Location I.D. No.: 015-00401D-290.41N

Signs & Attachments

* 104 Highway System:	1		
* 26 Functional Classification:	11		
* 204 Federal Route Type:	1	No.: 00753	
105 Federal Lands Highway:	0		
* 110 Truck Route:	1		
206 School Bus Route:	1		
217 Benchmark Elevation:	0000.00		
218 Datum:	0		
* 19 Bypass Length:	01		
* 20 Toll:	3		
* 21 Maintenance:	01		
* 22 Owner:	01		
* 31 Design Load:	6		
37 Historical Significance:	5		
205 Congressional District:	11		
27 Year Constructed:	1977		
106 Year Reconstructed:	0000		
33 Bridge Median:	1		
34 Skew:	45		
35 Structure Flared:	0		
38 Navigation Control:	N		
213 Special Steel Design:	0		
267 Type of Paint:	5		
* 42 Type of Service on:	1		
Under:	1		
214 Movable Bridge:	0		
203 Type Bridge:	Z-O-M-O		
259 Pile Encasement:	3		
* 43 Structure Type Main:	3	02	
45 No. Spans Main:	004		
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 Surface Type:	1		
Membrane:	0		
Protection:	0		

225 Expansion Joint Type:	03
242 Deck Drains:	0
243 Parapet Location:	3
Height:	2.00
Width:	1.20
238 Curb:	0.00 0
239 Handrail:	7 7
* 240 Median Barrier Rail:	0
241 Bridge Median Height:	0.00
Width:	0.00
* 230 Guardrail Loc Dir Rear:	3
Fwrd:	0
Oppo Dir Rear:	0
Fwrd:	0
244 Approach Slab:	3
224 Retaining Wall:	0
233 Posted Speed Limit:	70
236 Warning Sign:	0
234 Delineator:	1
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigtion:	0
Aerial:	0
* 248 County Continuity No.:	00

- BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0092-0

Bartow

SUFF. RATING

90.43

Programming Data

201 Project No.: I-75-3 (72) 302
 202 Plans Available: 1
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 0000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00030
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 104235 Year: 2023
 114 Future ADT: 104235 Year: 2023

Measurements

* 29 ADT: 069490 Year: 2003
 109 % Trucks: 11
 * 28 Lanes On: 03 Under: 04
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0110
 * 49 Structure Length: 361
 51 Br. Rwdy. Width: 60.00
 52 Deck Width: 62.40
 * 47 Tot. Horz. Cl: 60.00
 50 Curb/Sdewlk Width: 0.00/0.00
 32 Approach Rdwy Width: 056
 * 229 Shoulder Width:

Rear Lt: 10.00 Type: 2 Rt: 10.00
 Fwd Lt: 10.00 Type: 2 Rt: 10.00

Pavement Width:

Rear: 36.00 Type: 2
 Fwd: 36.00 Type: 2

Intersection Rear: 1 Fwd: 1

36 Safety Features Br. Rail: 1

Transition:

App. G. Rail: 1
 App. Rail End: 1

53 Minimum Cl. Over: 99 ' 99 "

Under: H 23 ' 07 "

* 228 Min. Vertical Cl

Act. Odgm Dir: 99 ' 99 "

Oppo. Dir: 99 ' 99 "

Posted Odm. Dir: 00 ' 00 "

Oppo. Dir: 00 ' 00 "

55 Lateral Undercl. Rt: H 30.10

56 Lateral Undercl. Lt: 14.20

* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0

39 Nav Vert Cl: 000 Horz: 0000

116 Nav Vert Cl Closed: 000

245 Deck Thickness Main: 7.00

Deck Thick Approach: 0.00

246 Overlay Thickness: 0.00

212 Year Last Painted: Sup: 1997 Sub: 0000

* Location I.D. No.: 015-00401D-290.41N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 32
 64 Operating Type: 2 Rating: 54
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 40 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 29
 67 Structural Evaluation: 7
 58 Deck Condition: 7
 59 Superstructure Condition: 8
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 8
 69 UnderClr. Horz/Vert: 9
 72 Appr. Alignment: 8
 62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Types3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901

- BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0092-0

Bartow

SUFF. RATING

90.43

Location & Geography

Structure I.D.No: 015-0092-0
 # 6A Feature Int: I-75 SBL
 # 6B Critical Bridge: 0
 # 7A Route Number Carried: SR00020
 # 7B Facility Carried: SR 20
 # 9 Location: 3.3 MI NE OF CARTERSVILLE
 # 91 Inspection Frequency: 00 Date: 02/01/1901
 # 4 Place Code: 00000
 # 5 Inventory Route (O/U): 2
 # Type: 3

Signs & Attachments

* 240 Median Barrier Rail: 0
 * 230 Guardrail Loc Dir Rear: 4
 Fwrd: 4
 Oppo Dir Rear: 4
 Fwrd: 4

Ratings

* 227 Collision Damage: 0

Measurements

* 29 ADT: 015300 Year: 1999
 * 28 Lanes On: 03 Under: 04
 * 48 Max. Span Length: 0110
 * 49 Structure Length: 361
 * 47 Tot. Horz. Cl: 71.00
 * 229 Shoulder Width:
 Rear Lt: 2.00 Type: 2 Rt: 11.00
 Fwrd Lt: 2.00 Type: 2 Rt: 12.00
 Pavement Width:
 Rear: 24.00 Type: 2
 Fwrd: 24.00 Type: 2
 Intersection Rear: 1 Fwrd: 1

Posting Data

* 103 Temporary Structure: 0
 * 248 County Continuity No.: 00

Hydraulic Data

* 228 Min. Vertical Cl
 Act. Odm Dir: 24 ' 08 "
 Oppo. Dir: 23 ' 07 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 * 10 Max Min Vert Cl: 25 ' 00 " Dir: 3

16 Latitude: 34-12.5 HMMS Prefix:
 # 17 Longitud 084-45.6 HMMS Suffix: MP:
 # 100 STRAHNET: 0

12 Base Highway Network: 1
 # 13A LRS Inventory Route: 151002000
 # 13B Sub Inventory Route: 0
 # 101 Parallel Structure: L
 # 102 Direction of Traffic: 2
 # 104 Highway System: 0

26 Functional Classification: 02
 # 204 Federal Route Type: F No.: 00121
 # 105 Federal Lands Highway: 0
 # 110 Truck Route: 0
 # 19 Bypass Length: 01
 # 20 Toll: 3
 # 21 Maintenance: 01
 # 22 Owner: 01

27 Year Constructed: 1977
 # 42 Type of Service on: 1 Under: 1
 # 43 Structure Type Main: 3 02
 # 208 Inspection Area: 06 Initials: DEM
 # Location I.D. No.: 015-00020D-017.44E

XReference I.D. No 015-00401D-290.41N

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
Bridge Inspector: Danny Mealer
Location ID: 015-00401D-290.41N
Structure ID: 015-0092-0

Inspection Date: 8/31/2004
Over: SR 20
County: Bartow
Road Name: I-75 (SBL)

Inspection Area: 06
Bridge Status: 01

EVALUATION & DEFICIENCIES

SubStructure:

Year Painted: 0000

Concrete cap units. All intermediate bents have (4) columns each.

The substructure inventory capacity = HS-20 (design)

All units are good except for very minor cap cracking of both abutments and intermediate caps. Intermediate cap cracking as noted below.

Bent #2, down from the top forward and rear over columns #1 and #3 12".

minor cracks across the bottom between columns #1 and #2, #3 and #4.

Bent #3, down from the top rear over column #2 12".

Bent #4, down from the top over column #1 and #4 forward and rear 12".

SuperStructure:

Year Painted: 1997

4 span steel plate girder, spans #1 and #4 have (7) beams and spans #2 and #3 have (10) steel beams, The beams were last painted in 1997 with a non-lead paint system.

Rocker bearings at all intermediate bents.

The superstructure inventory capacity = HS-20 (design)

The superstructure is in good condition.

The superstructure has "skewed" X-bracing located over the substructure units, with out of plane bending detail which has no fatigue defects.

Deck:

7" concrete slab.

Stay in place C.M. deck forms.

Compression seals at bents #2, #3 and #4.

All sealed joints are evazote.

The deck inventory capacity = HS-20 (design)

The deck has very minor transverse cracking.

The compression seal glands are in place but are leaking and should be considered for replacement..

The evazote joint at abutment #1 requires sealing.

General:

Built in 1977 with project # I-75-3 (72) 302

This structure is in good condition with only very minor cracking in the deck and substructure.

Equipment used during this inspection, hand tools and binoculars. 08-31-04

This bridge is scheduled for an inspection by Donnie Carter with a basket truck.

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
Bridge Inspector: Danny Mealer
Location ID: 015-00401D-290.41N
Structure ID: 015-0092-0

Inspection Date: 8/31/2004
Over: SR 20
County: Bartow
Road Name: I-75 (SBL)

Inspection Area: 06
Bridge Status: 01

EVALUATION & DEFICIENCIES

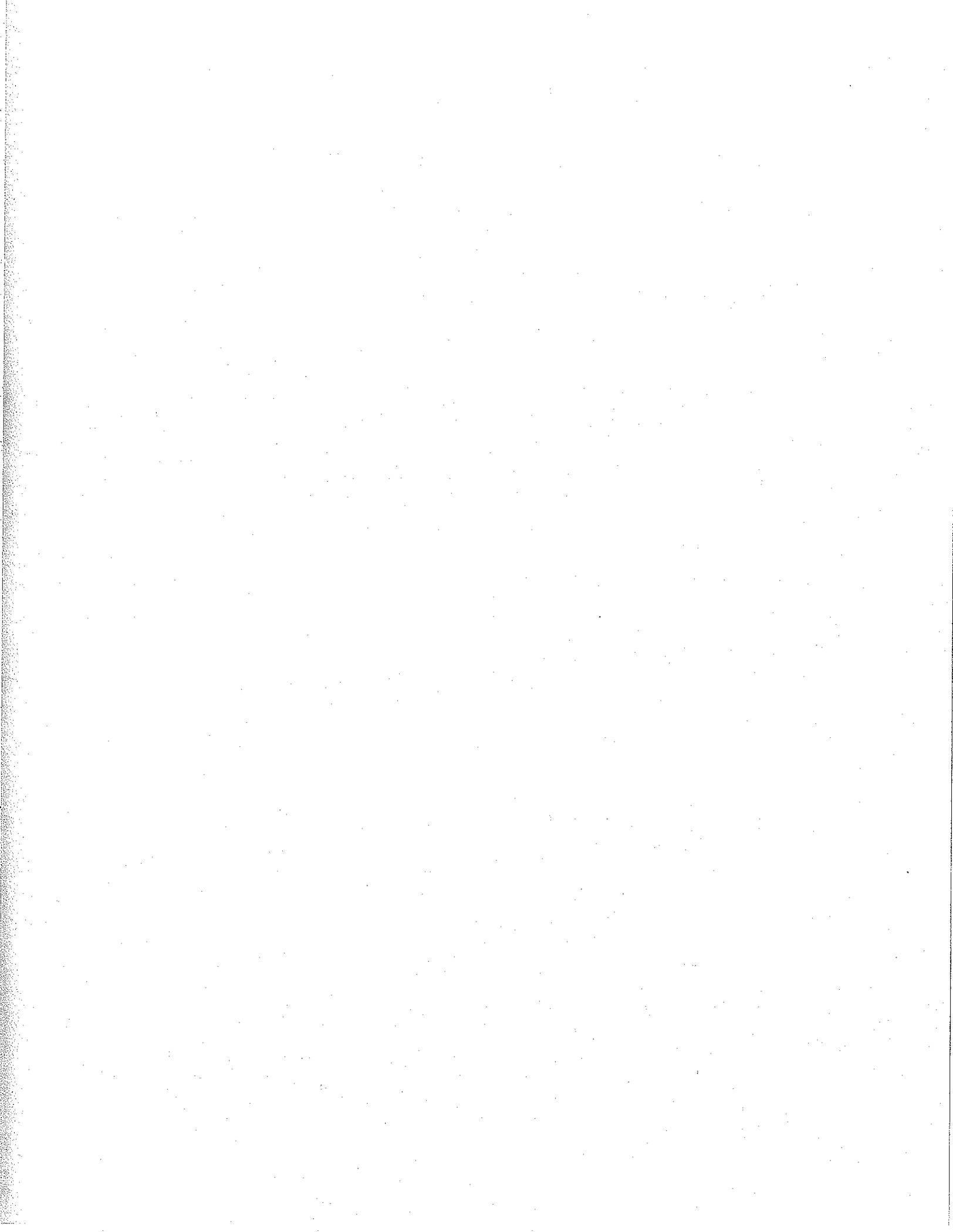
Condition Rating

Temp Shored: No

Component	Material	Rating	Truck Type	Gross/H-Mod	HMod	Tand	3-S-2	Log	Piggy
Substructure	Concrete	7	Calculated Posting	20	25	28	40	36	40
Superstructure	Steel	8	Posting Required	No	No	No	No	No	No
Deck	Concrete	7	Existing Posting	00	00	00	00	00	00

School Bus Route.

Structure Does Not Require Posting



Concept Team Meeting Summary

US 411 Connector
EDS-500(5)
P.I. No. 661050
Bartow County

Project Limits: New Location from US 411 at SR3/US41 to I-75

Date: January 23, 2007, 10:00 AM
Location: GDOT Urban Design Conference Room
Atlanta, Georgia

Attending: See Attached Attendance List

Welcome and Introductions: Mr. Albert Shelby welcomed all to the meeting at 10:10 AM. A sign-in sheet was circulated. Self-introductions were made. Copies of the Concept Report were distributed to those who requested it.

Project Identification: The project was identified as the US 411 Connector, EDS-500(5), P.I. No. 661050, Bartow County.

Project Features: Mr. Darrell Church provided a project overview as identified in the Concept Report, using concept layout roll plots and typical sections that were posted on the walls. Features identified included:

- a general description of the project limits and proposed mainline, ramp and connecting roadway features, beginning with a reconstructed interchange at US 411/SR 3/US 41, then proceeding easterly on new alignment to include new interchange at SR 61/US 411, then easterly to a reconstructed interchange at I-75/SR 20 including ramps;
- functional classification of US 411 as a rural freeway;
- description of the Need & Purpose to provide safe and efficient operation of the Bartow County roadway network in the area and improved access to I-75;
- typical section of four 12-foot lanes with a 68-foot depressed grassed median (with transitions to 44-ft ± at each end of the project), 4-foot inside and 10-foot outside paved shoulders; 12-foot auxiliary lanes as needed; and one- and two-lane ramps with 4-foot left and 6-foot right paved shoulders;
- bike lanes are not included;
- 65 mph design speed on the mainline and 55 mph design speed on ramps;
- maximum mainline grade of 5 %;
- maximum ramp grades of 5 % upgrade and 7 % downgrade;

- minimum horizontal radius of 2830 ft for mainline and 965 ft for ramps;
- maximum superelevation 8 % for mainline and ramps;
- minimum right-of-way width of 400 feet, and wider in areas of large cuts and fills;
- mainline is limited access for full length;
- drainage is by open ditches, and special design such as sand filtration ditches and detention basins will be required for protection of the Cherokee darter habitat;
- and 29 bridge locations over roads, railroads, and streams;

There are no identified design exceptions or variances.

The project cost estimate is \$399 million, and includes \$95 million in right-of-way (including 16 residential, 5-6 commercial, and 3-4 mobile home displacements), and does not include reimbursable utilities. Four years inflation at 5 % per year are included in the estimate. The project includes approximately 3.2 million cubic yards of waste (earthwork). Mr. Church noted that possible waste locations could be along the I-75 mainline, in advance of future widening of I-75.

Stage construction was noted as needed on the bridges and SR 20 in the vicinity of I-75; at the US 411/ SR 61 interchange area; and at the US 411 interchange area at the beginning of the project.

Background and Environmental Overview: Mr. Todd Hill briefly reviewed the project history. Mr. Hill noted that an approved EIS for a US 411 Connector was approved in 1989, then subsequently overturned in the early 1990's. The project was later included as an element of the Northern Arc, which was subsequently discontinued with the change in Governor in 2003.

Mr. Hill noted that eight early-on best fit concepts were developed, and subsequently refined into alternatives, with Alternatives D, B, A, and AB carried forward into more detailed evaluation as part of the Draft Supplemental Environmental Impact Assessment (DSEIS). The identification of Alternative D as the preferred alternative was driven by environmental constraints and traffic handling characteristics. Environmental features specifically noted included 25± historic resources, two historic railroads, an historic mining site, and civil war trenches; 20± stream crossings, all treated as potential Cherokee darter habitat; and numerous wetland areas. Mr. Hill noted that a Biological Opinion had been issued, which included an emphasis on stream protection.

Noise walls are warranted in several areas, including an approximate 5,000-ft long noise wall west of Grassdale Road along the north side of the proposed US 411 mainline.

An area of substantial contention is the property east of the US 411/ SR 61 interchange area, whose owner was the plaintiff in the lawsuit on the original EIS. It was noted that this land owner has been involved in the alternative evaluation process from the beginning of this project.

Mr. Shelby noted that an extensive public involvement process had been utilized, including participation by a Citizens Advisory Committee, and holding several Public Information Open Houses and a Public Hearing Open House.

Mr. Rich Williams noted that the Final SEIS is currently at FHWA for comment. Mr. Williams also noted that the alignment is only a *Preferred Alignment* until such time as a Record of Decision is issued when the alignment could become the *Selected Alternative*.

Comments: Mr. Shelby then opened the meeting up for comments. The following comments were made:

State Rep. Barry Loudermilk:

His constituents ask how quickly until the project can be built.

He has received some comments about displacements including from the golf course.

Rep. Loudermilk noted that the golf course supports the project despite their displacement by the project.

Mr. Steve Bradley, Bartow County Administrator:

The County would like consideration of including a connector or access between US 411 and Burnt Hickory Road.

The County appreciates all the support that has been exhibited for the project.

Mr. Tommy Crochet:

Mr. Crochet indicated that the City of Cartersville is considering widening Center Road. Center Road passes under I-75 south of SR 20, and would be crossed by the NB and SB ramps between I-75 and the US 411 Connector.

FHWA, GDOT Traffic Safety, and the Environmental section of GDOT Office of Environment/Location had no comments.

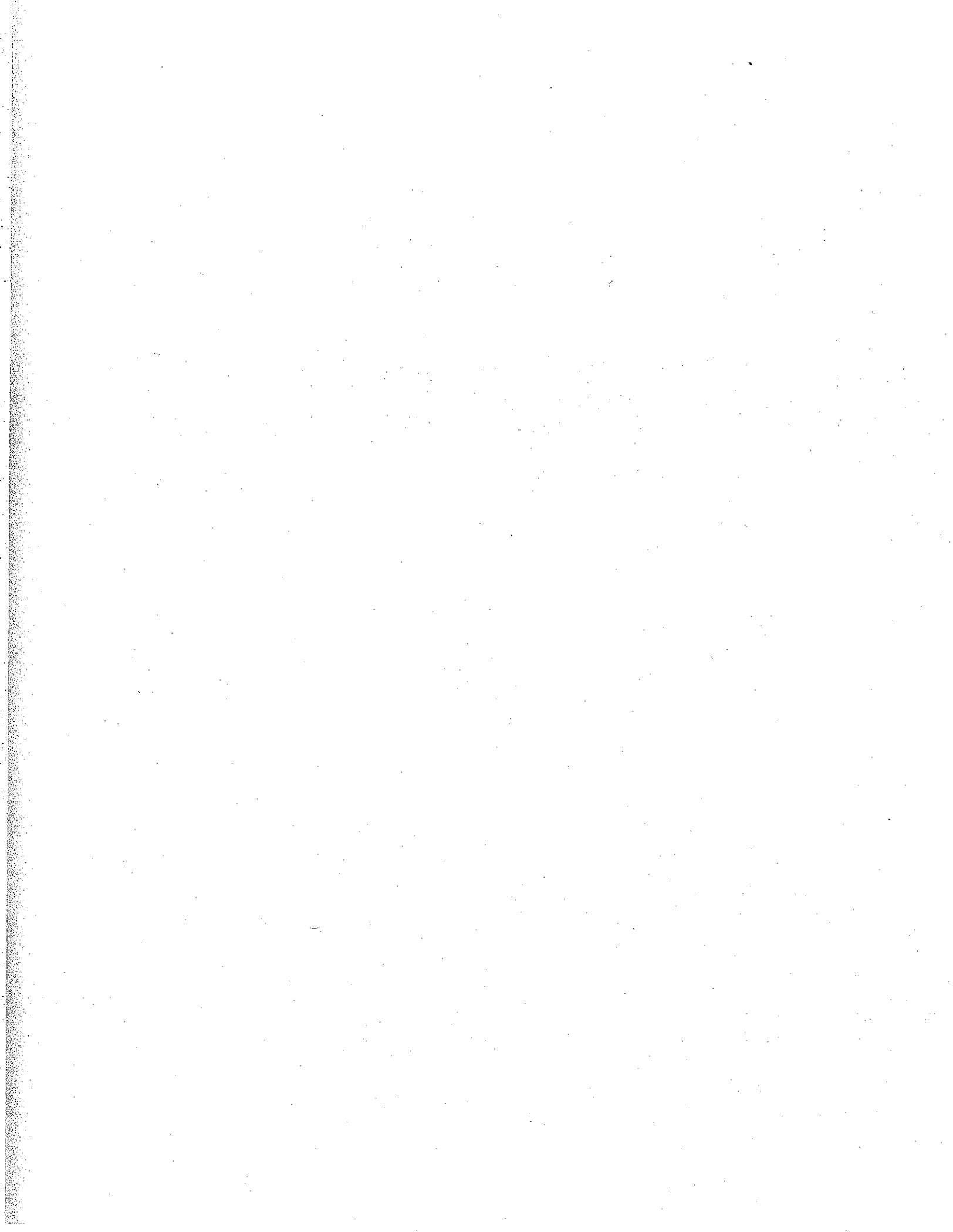
Mr. Terry McCollister of GDOT ROW indicated the 24 month acquisition schedule seemed appropriate.

Mr. Jeff Fletcher of the Location section of GDOT OEL indicated to consider the use of low-level helicopter survey to obtain pavement elevation shots on I-75.

Adjournment: There being no further comments, Mr. Shelby adjourned the meeting at 10:46 AM. Mr. Shelby indicated that if any of the participants wished to provide comments following the meeting, to contact him at 404-656-5440 or at Albert.Shelby@dot.state.ga.us .

Attendance List

Name	Organization	Phone	E-mail
Albert Shelby	GDOT Urban	404-656-5440	albert.shelby@dot.state.ga.us
Larry Cook	J B Trimble	770-200-1729	lcook@jbtrimble.com
Ashley Chan	J B Trimble	770-952-1022	achan@jbtrimble.com
Dale Youngkin	JJG	678-333-0465	dyoungkin@jig.com
Patrick Smith	URS	678-808-8876	patrick_smith@urscorp.com
Garrick Edwards	J B Trimble	770-200-1706	gledwards@jbtrimble.com
James H Evans	PBS&J	770-933-0280	jhevans@pbsj.com
Heather Borst	Aid to Sen. Preston Smith	404-656-0034	heather.borst@senate.ga.gov
Tommy Crochet	McGee Partners (Bartow County)	770-938-6400	tcrochet@mcgeepartners.com
Jeff Fletcher	GDOT OEL	404-699-4442	jeff.fletcher@dot.state.ga.us
Warren Bailey	Ranger (geotech)	678-986-4211	wbailey@bellsouth.net
Richard J. Williams	GDOT OEL	404-699-4438	rich.williams@dot.state.ga.us
Ken Wehro	GDOT TS & D	404-635-8144	ken.werho@dot.state.ga.us
Lamont Kiser	Bartow County	770-387-5067	kiserl@bartowga.org
Steve Bradley	Bartow County	770-387-5030	bradleys@bartowga.org
Terry McCollister	Representing Jerry Milligan, GDOT R/W Chamblee		jerry.milligan@dot.state.ga.us
Barry Loudermilk	State Rep. Dist. 14	404-656-0152	barry@barryloudermilk.com
Nicoe Alexander	GDOT Urban/OCD	404-656-5440	nicoe.alexander@dot.state.ga.us
Todd Hill	GT Hill Planners	678-205-7315	gthill.planners@comcast.net
Ken Anderson	JJG	678-333-0642	kanderson@jig.com
Charles Robinson	GDOT Urban	404-656-5440	charles.robinson2@dot.state.ga.us
Leisa Jones	GDOT Urban	404-656-5440	leisa.jones@dot.state.ga.us
Richard Meehan	Lowe Engineers	770-857-8434	meehan@loweengineers.com
Darrell Church	JJG	678-333-0496	dchurch@jig.com
Jessica Granell	FHWA	404-562-3644	jessica.granell@fhwa.dot.gov
Jennifer Mathis	GDOT OEL	404-699-4408	jennifer.mathis@dot.state.ga.us
Boyd Pettit	Bartow County	770-382-9592	hbpettit@bellsouth.net
Santanu Sinharoy	United Consulting	770-582-2838	santanu@unitedconsulting.com



Public Involvement Summary US 411 Extension

Public and community involvement has been a major component of the US 411 Connector project. Listed below are some of the main features of the project Public Involvement Program:

Project Hotline Voice mail:

A telephone hotline has been established at 678-333-0648. To date the hotline has received over 85 calls to ask a question or make a comment about the project.

Project Newsletter:

A project newsletter has been developed to help inform the community of the current project status. To date seven separate issues have been mailed, and the mailing list numbers over 700 addresses

Project Website:

The Department has a link to the US 411 Connector project on its website: www.dot.state.ga.us. This site is updated regularly to include a variety of project maps, frequently asked questions, and meeting announcements.

Public Meetings:

To date the Department has hosted four Public Information Open House (PIOH) meetings and one Public Hearing Open House (PHOH) meeting. These meetings gave the community an opportunity to learn about the project and to voice specific comments or concerns. Meetings are advertised as widely as possible, including meeting announcements published in The Cartersville Daily Tribune, and project newsletters. In addition, we have sent out meeting announcement postcards to the project mailing list of more than 700 individuals, distributed flyers at key locations throughout the community, placed kiosks containing project information in high pedestrian traffic areas, and posted signs at major intersections prior to each of the planned open house events.

The PHOH, held on October 24, 2005, was attended by 363 people, while the three previous open houses had attendances of 206, 171, and 279. There were 41 written and 27 oral comments received at the PHOH and of these 32 noted that they were in favor of the project, 17 said they were against the project, eight were conditionally in favor of the project, and 10 were 'uncommitted'.

The final PIOH held on February 12, 2008 was attended by 316 people. Alternative D-VE was presented at the final PIOH. There were a total of 54 comments received as a result of the PIOH and of these 25 noted that they were in favor of the project, 10 said they were against the project, 10 were conditionally in favor of the project, and eight were 'uncommitted'. Response letters addressing those comments received after each PIOH or

PHOH were mailed out to each individual who provided a comment. The response letter addressed those questions received and provided additional information regarding the decisions made.

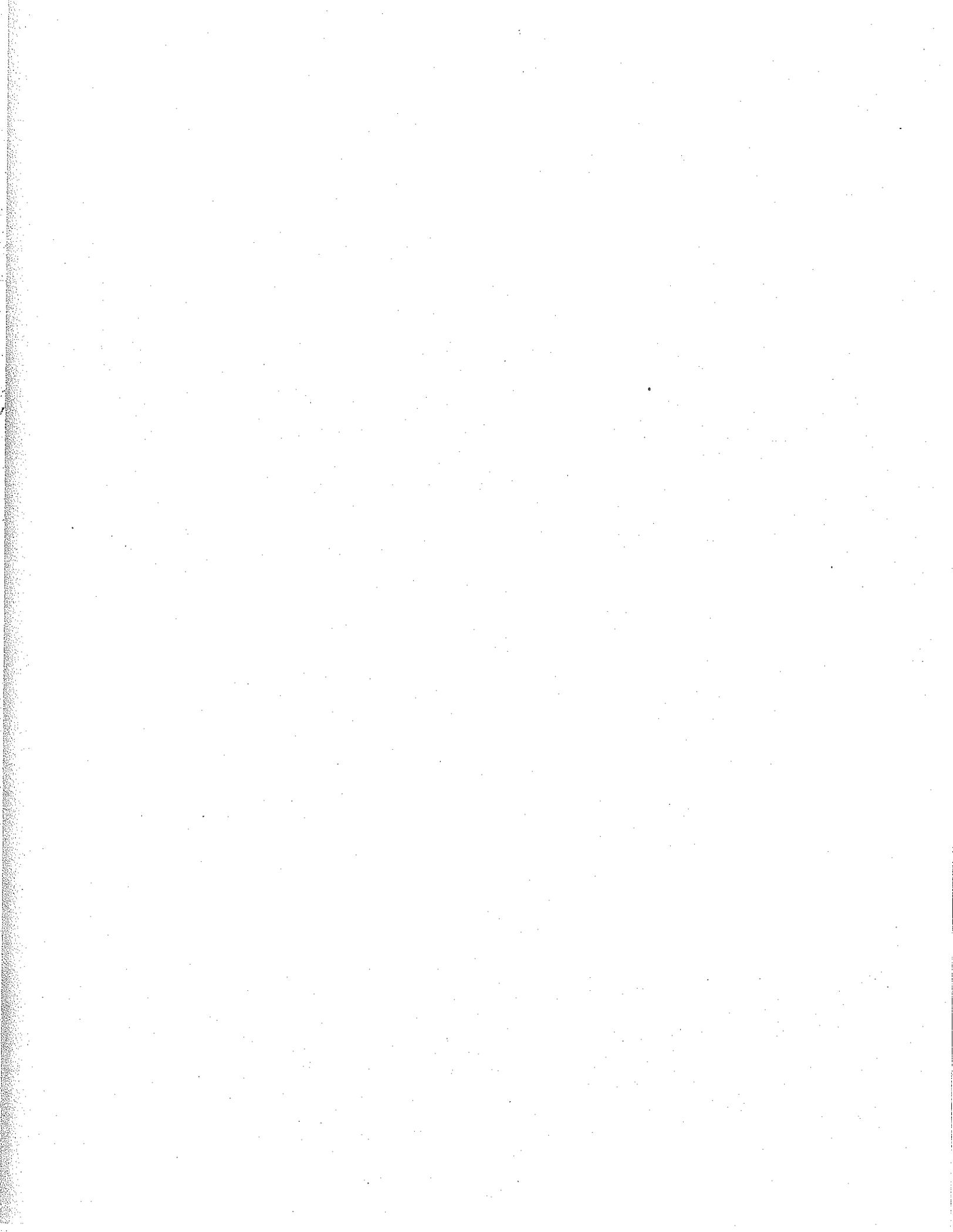
Community Involvement:

In addition to the public meetings the project team was requested to present project updates and hear comments at several community meetings. The project also included a Citizen Advisory Committee (CAC) made up of a group of people with a diverse set of perspectives and opinions. The 27-member group was chosen to represent varying views of the community, including business, landowner, local government, agriculture, minority and environmental stakeholders. The CAC was actively engaged in dialogue and discussion about the US 411 Connector project throughout the preliminary engineering and environmental analysis process. The CAC met a total of six times with the project team to exchange information and ideas.

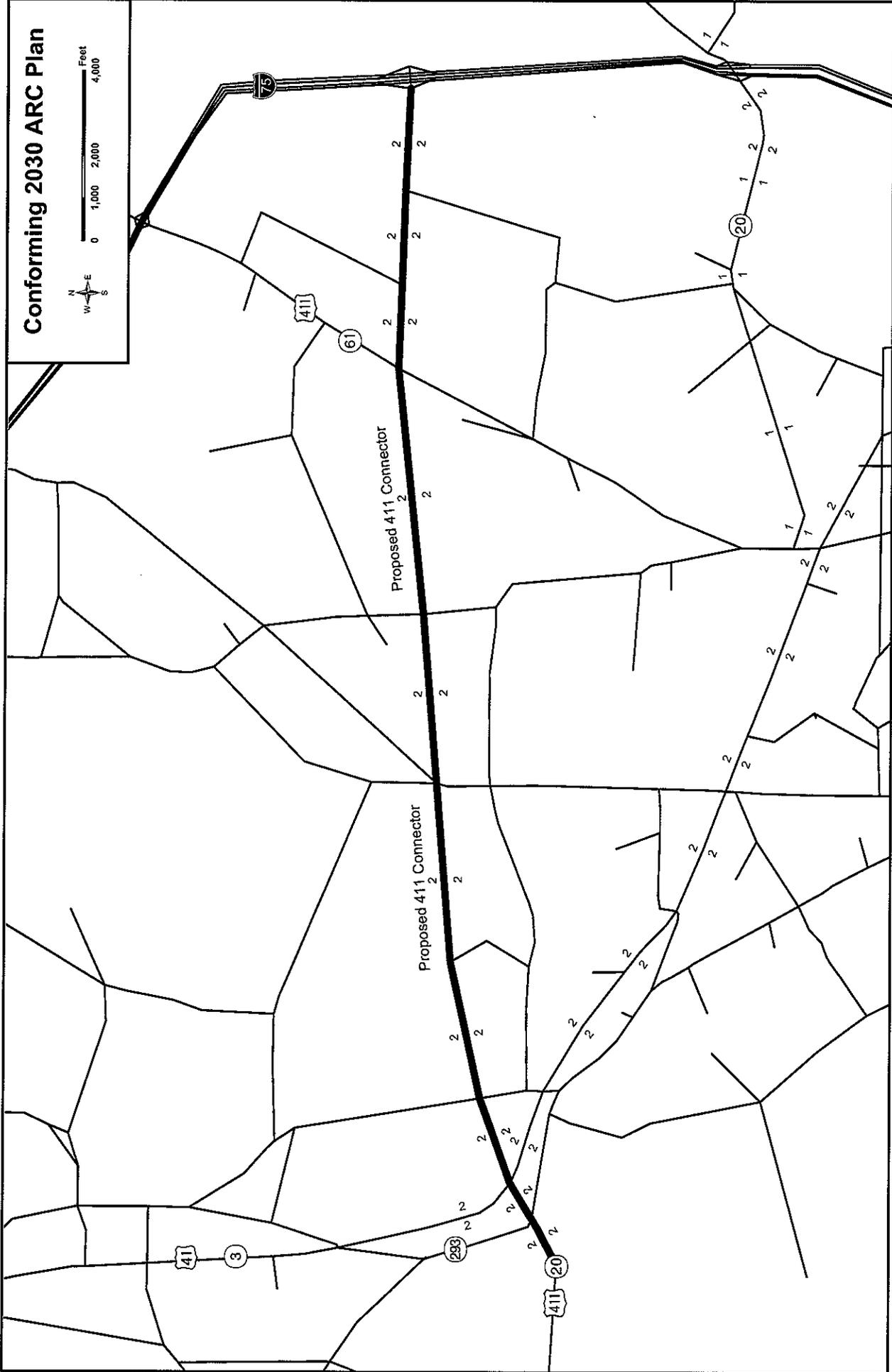
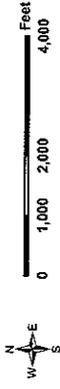
Specific outreach for the minority and low-income populations has also been completed. Leaders within the local African-American community were contacted and assisted the team in establishing a minority focus group. Flyers have been distributed in the minority community at churches and other public locations along with invitations from the specific minority community leaders. To date a total of three focus group meetings with minority stakeholders have been held to discuss the project status and hear concerns or answer questions. Flyers containing project information and an invitation to public meetings have also been distributed in probable low income areas.

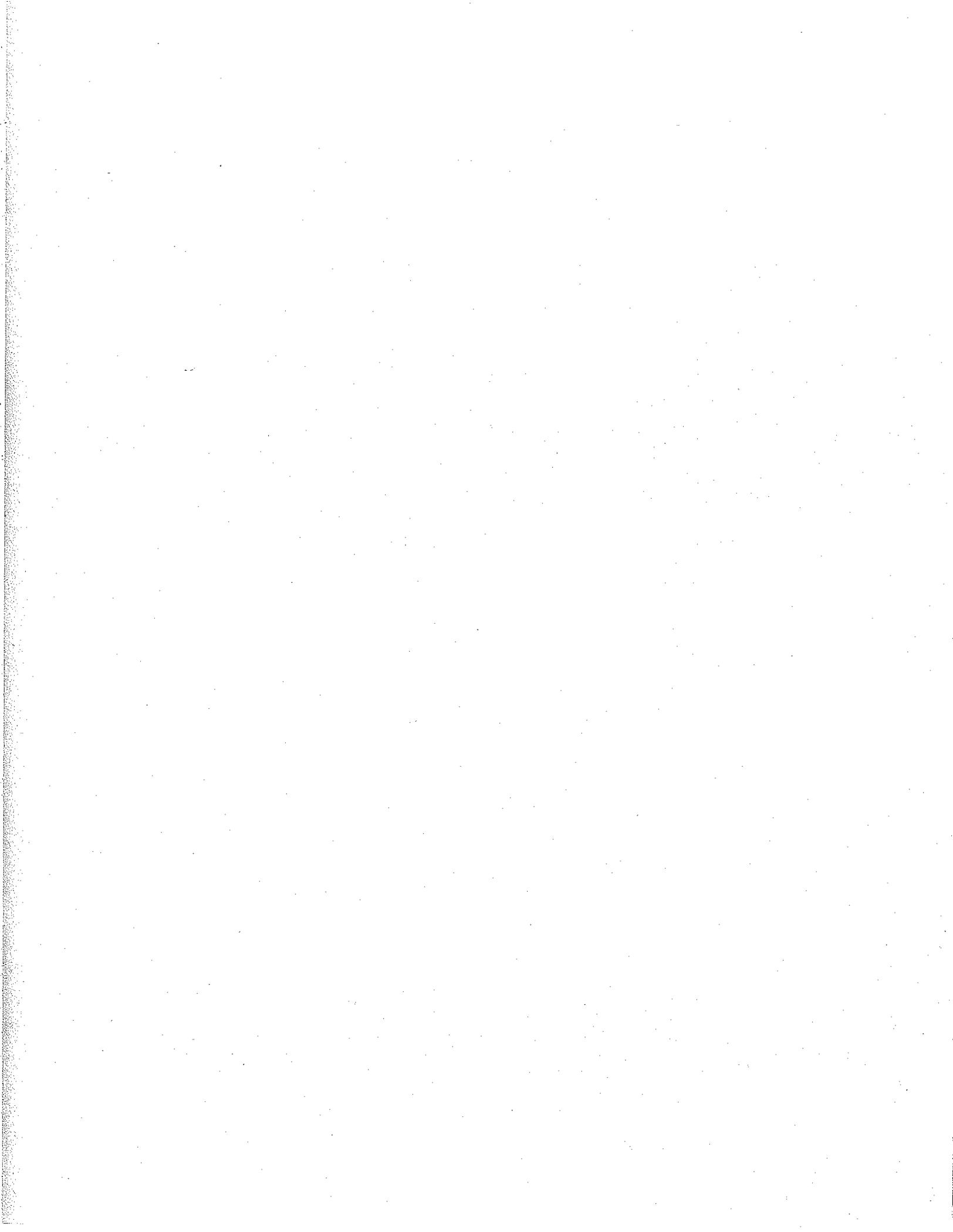
All comments received from the meetings, open houses, hotline, emails and other methods noted above have been considered and evaluated to assess whether modifications to the project are warranted. Suggestions from the public and local officials have been evaluated, with some being included in the project alternatives and others being excluded because of potentially greater impacts or inadequate performance. Following are three brief examples of comments from citizens and local officials that had a direct impact upon modifications to alignments and identification of a preferred alternative:

- The alignment of Alternative D was shifted based on suggestions from the CAC and community members to minimize impacts to the Lexington Farms subdivision.
- Local officials and citizens voiced concern of the impacts to businesses that would result from impacts created by Alternative B. The project team evaluated three additional alternatives near the B Alternative to compare impacts to businesses and the community. An alternative other than B was eventually determined as the Preferred in order to avoid the substantial impacts to businesses by the B Alternative.
- Industry, residents and school officials noted concern over the proposed cul-de-sacs on Old Grassdale Road potentially causing adverse traffic impacts. After additional evaluation, the Department is proposing to modify the project to include a bridge over Old Grassdale rather than constructing cul-de-sacs.



Conforming 2030 ARC Plan





**US 411 Connector
Project EDS-500(5)
Bartow County
P.I. No. 661950**

MEETING SUMMARY

MEETING DATE: June 14, 2006, 9:00 a.m. – 11:00 a.m.
MEETING LOCATION: GDOT, OEL Round Room
ATTENDEES: Sign in attached
PREPARED BY: Darrell Church
SUBJECT: PAR Meeting
2077.039

Conversation Summary:

Lisa Westberry opened the meeting at 9:15 am followed by the attendee introductions.

Todd Hill passed out an updated ecology section of the PAR package and began with a presentation of the existing corridor conditions followed by a brief description of the alternatives analysis process. The existing corridor traffic traveling to I-75 was described as congested with some indirection and having 9 signals with the inclusion of a proposed signal at Iron Belt Road.

The various alternates studied were presented with a power point presentation. The original alignment, approved in 1989, was also identified. The narrowed down alternatives presented were Alternates A, AB, B, and D, all of which have impacts to cultural resources. The preferred alternate (Alternate D) has impacts to civil war trenches and the Guyton Ore Bank property. The D alignment was shifted north to avoid these impacts and minimize impacts to a residential area approaching I-75. Also described was "Alternate F Modified" which had considerable indirection to the north and had possible Cherokee darter impacts and definite direct impacts to Tennessee yellow-eye grass areas. Alternates DB and DA were described and both were noted as having substantial impacts. This concluded the overview of the alternatives.

The preferred alternate affects 16 streams, 13 wetland areas, and 5 ponds in the R/W. This equates to approximately 7,508 feet of stream and 6.93 acres of wetlands. The typical section

was described as being a 4 lane roadway with a 44' to 68' median, with the 44' median being the transition area at each end of the project. This alternate has 2 identified Cherokee Darter streams, a tributary of Petit Creek and Nancy Creek. Several other streams in the corridor were identified as suitable Cherokee darter habitat. There was no Tennessee yellow-eyed grass identified in the preferred alternate corridor. US 41, 2 railroads, and other cultural resources were identified along with a handful of sub-divisions and anticipated commercial expansions due to the ongoing growth in the area. The limit of access will help control growth in the area. It was noted that development at the proposed interchanges may affect water quality around the Petit Creek area.

Bridges are proposed to avoid impacts to streams. One stream, some portion of which is contained in a concrete ditch, is not suitable Cherokee darter habitat and runs parallel to the existing southbound off ramp to SR 20 turning westward along SR 20. This is one of two streams that are proposed to be culvereted. It was noted that with minimization and avoidance measures in place, the preferred alternate would impact 1,191 feet of stream, and 3.47 acres of wetland (of which 0.47 acres are isolated ponds).

Bob Lord emphasized that bridges would impact streams due to "shading and clearing". Currently, 31.7 wetland credits and 6,058 stream credits are required for this project. However, it was noted that shading and clearing impacts would be accounted for during the 404 permitting process after final design plans are finalized.

Ben West asked about the 2 areas where culverts would be extended. They are where Nancy Creek crosses US 41/SR 20 and at existing US 411. It was clarified that these structures would actually be removed and replaced with specially designed (bottomless if feasible) culverts.

The preferred alternate concept doesn't show any cross roads to be dead ended at this time.

Darrell Church described the construction of the preferred alternate interchange at I-75 and the proposed ramp movements along with the existing ramps to remain in service at the existing SR 20 interchange with I-75. It was stated that in the future, the existing northbound ramp to I-75 from existing SR 20 may be closed if the level of service of the intersection fails.

Ben questioned the way the impact numbers were presented after minimization was applied and noted that the preferred alternative actually had the highest impacts. It was stressed that avoidance of impacts to cultural resources dictated the project alignment because of Section 4(f) requirements. It was also noted that the impacts were only slightly higher between the new location alternates ranging from 3 to 5 acres.

Ben suggested incorporating a disclaimer in the table to specify how the impacts are compared at the concept level and at a more advanced design stage for the preferred alternate.

Jennifer Giersch reminded GDOT to include the justification for the 68 foot median width.

Ben stated that the 400 foot of R/W seemed significant.

Darrell stated that the construction limits actually went outside of the R/W in the cut areas and that the retention areas for stream protection may take up a lot of the R/W area that appears excessive. It was suggested to wait until the construction plan stage to reduce R/W where possible. (The concept typical section should show the R/W with +/- dimensions.)

Pete Pattavina stated that the storm water runoff could be handled with several smaller retention ponds instead of a large pond. Lee Griffith indicated that dry swales have a higher efficiency than retention basins. Pete's main concern was the storm water attenuation.

Retaining the 2 year storm event will be required at the 2 known Cherokee darter streams. One question was whether the culvert at stream 22 would have a bottom. It was stated that this project and I-575 (which is proposing a basin for water quality) is a step in the right direction. The 1.2" rain event would be infiltrated at other locations along the project. Pete asked that we verify that 1.2" is the correct run off standard for this area of the HCP.

Todd identified possible stream and wetland mitigation site locations at the concept level. He stated that the area of the golf course is a possible site. There are 4 different areas for possible stream and wetland mitigation opportunities near the project corridor.

Pete wanted to know if we could cover the mitigation within the R/W.

Todd stated that there are 2 possible areas that could be incorporated into the R/W.

Susan Knudson said that in the past, on site mitigation has been looked at first, but GDOT has other good banks in this area.

Bob brought up the fact that we are moving away from little fragmented wetlands in urban project areas in favor of a good wetland area that is likely to be stable. There is a better cost benefit and control if mitigation is moved offsite.

Lee said we should wait until the roadway construction is complete before constructing the mitigation areas if they are to be done on site.

Susan had some concern with the highway contractor constructing the smaller mitigation areas on site since this is out of their normal construction expertise. She said that the DOT is in the process of closing on the Garwood Tract.

Bob questioned the availability of using mitigation credits from the Garwood Tract prior to the project being constructed.

Lee stated that GDOT is looking at 1 ½ years before credits from the Garwood Tract would be available.

Todd said that technically, we could be done with the environmental document in about a month, but the Biological Assessment (BA) has to be complete before the Final SEIS can be put out on notice.

Susan stated that we had 2 years of R/W acquisition time on the project.

Lee also noted that the Garwood Tract should have enough credits to meet the stream mitigation requirement, but would not have enough wetland credits. He suggested possibly using a combination of both banking and on-site opportunities.

Ben questioned the proposed mitigation for songbirds. Todd noted that this habitat enhancement was proposed as part of the onsite wetlands mitigation options. It was also noted that there are approximately 44 bridges on the project that will provide habitat for birds. (Also, if the R/W is held to a constant width, the area between the construction limits and R/W would maintain growth that would benefit wildlife.)

Ben stated that soil erosion monitoring should be intensive due to the heavy volume of earthwork for the project.

Lisa asked whether those present would like to visit some particular areas on the site. The standard process is to allow thirty days for response time. Sixty days for response time was discussed but it was agreed that thirty days would be more appropriate. It was stated that most likely a combination of on site and banking mitigation would be appropriate for this project.

Ben West said that Stream 21, Pettit Creek is subject to industrial impacts. Nancy Creek (site 1) is the best of the alternates as a mitigation site.

Jennifer Giersch was concerned with best methods of stream protection and would like to see some sort of proactive protection with local governments.

Pete did not want any scuppers or weepholes on bridges that will direct water directly into streams. Bob Lord agreed that this should be adhered to on this project.

Jennifer Giersch suggested a commitment to prohibit direct discharges to the streams from the bridges.

Lisa brought up what they were doing in the coastal plains for BMP's.

Discussion followed about Florida's development of storm water retention designs adjacent to projects but it was decided that these would not be useful in Georgia's hilly or mountainous

terrain areas.

Jennifer Giersch stated that she would like to see a manual developed. She said that the design build contract could be a part of the development of a design manual of BMP's.

Pete was in agreement with the retention and water protection plans discussed for the project. (Retention of a 2 year storm at the two known Cherokee Darter locations and retention of the first 1 1/2" of rainfall at all other locations assuming that it is the correct criteria for this area of the HCP).

Lee's concern was that the more retention basins/structures we have, the more likely they are not to be maintained.

Lisa stated that anyone who would like to visit any particular area on the project site should let her know within 45 to 60 days. Todd wanted to know what that did to BA days. (135 days max.) Jennifer Giersch suggested that we canvas the group for the number of days. It was decided to keep the 30 to 45 day time frame for comments.

Pete's concern is to see the storm water requirements in writing.

Attendees:

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