

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0000762, Lowndes County **OFFICE** Preconstruction
NHS-0000-00(762)
I-75 Improvements from north of SR 133 **DATE** August 17, 2007
to Cook County Line, Phase II

FROM *Cynthia Fice*
Cynthia Fice-Singleton, Assistant Director of Preconstruction

TO *100* SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
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BOARD MEMBER
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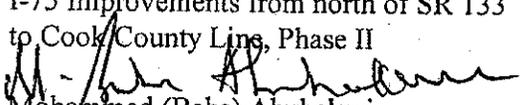
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: NHS-0000-00(762), Lowndes County
P.I. No. 0000762
I-75 Improvements from north of SR 133
to Cook County Line, Phase II

OFFICE: Office of Consultant Design

DATE: May 14, 2007

FROM: 
Mohammed (Babs) Abubakari
State Consultant Design and Program Delivery Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: **Revised Project Concept Report**

JUN - 7 2007

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

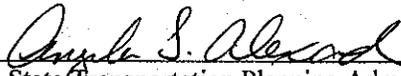
The purpose of this Revised Concept Report is to change the I-75/ SR 122 interchange to a full diamond and eliminate the cloverleaf design in the northwest quadrant. Retaining walls instead of end rolls reduce the SR 122 bridge over I-75 from a four span 74.1-foot wide by 387 feet long to a two span 91.25 feet wide by 233.67 feet long structure. These changes reduce the required right of way and limited access impacts to the residences and businesses along SR 122. The westerly limit of construction on SR 122 is revised to eliminate the Franks Creek Bridge widening. The four-lane divided SR 122 typical section consists of a 20-foot concrete versus a 4-foot flush median. Morven Road is relocated to the minimum 660-foot median opening spacing from, instead of opposite, the proposed I-75 southbound ramps. The existing Morven Road curve is compounded to accommodate the relocated Morven Road tie-in thus eliminating the proposed stop condition. An access road including a cul-de-sac is proposed opposite relocated Morven Road to serve the properties on the north side of SR 122. The relocated Union Road alignment is revised to minimize impacts to the recently constructed houses on the north side of W. Stanfill Road.

The purpose of this Revised Concept Report is to also change the I-75/ SR 7 interchange in the approved concept report. Relocated Valdosta Tech Road and I-75 southbound ramps, constructed and opened to traffic, will tie to the SR 7 improvements. An auxiliary lane is added on Shiloh Road from existing Valdosta Tech Road to the I-75 southbound on-ramp. The four span bridge over I-75 is reduced from 101.7 feet wide by 400 feet long to 91.25 feet wide by 376.33 feet long. Flythe Road would be relocated to intersect SR 122 at a 90-degree angle.

Both SR 7 and SR 122 would have 6-½ feet versus 4-foot outside paved shoulders.
All ramps would have 10-foot versus 6-foot outside paved shoulders.

The revised 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 6-5-07


State Transportation Planning Administrator

Distribution:

Brian Summers, Project Review Engineer

Harvey Keepler, State Environmental/Location Engineer

Keith Golden, State Traffic and Safety Design Engineer

Angela Alexander, State Transportation Planning Administrator

Jamie Simpson, State Transportation Financial Management Administrator

Joe Sheffield, District 4 Engineer

Paul V. Liles, Jr., State Bridge Design Engineer

REVISED PROJECT CONCEPT REPORT

Need and Purpose: See Attachment Number 6 for approved concept report.

Project Location: As described in the August 27, 1999 Project NH-75-1 (203), P.I. No. 410500, Lowndes County, Concept Report, approved October 19, 1999 the project location is as follows: Phase II consists of the reconstruction of the interchanges at US 41/SR 7 (Exit 6) and SR 122 (Exit 7). These interchanges fall within the mile point references beginning at M.P. 18.2 and ending at M.P. 31.6 for a total project length of 13.4 miles. Phase II has been split from Project NH-75-1(203) and reprogrammed as Project NHS 0000-00(762) P.I. No. 0000762, Lowndes County. The Georgia Department of Transportation has renumbered the interstate exits. US 41/SR 7 (Shiloh Road/N. Valdosta Road) and US 41/SR 7 & SR 122 (Main Street) are now Exits 22 & 29 respectively. (Note: Shiloh Road changes to N. Valdosta Road at the intersection with the I-75 southbound ramps.)

Description of the Approved Concept: Project NH-75-1 (203) Phase II consists of the reconstruction of the interchanges at US 41/SR 7 with a partial cloverleaf interchange with a loop ramp in the southwest quadrant and SR 122 with a partial cloverleaf interchange with a loop ramp in the northwest quadrant. These interchanges will be designed to accommodate a future 8-lane typical section for I-75. The crossroads will be widened to four 12-foot lanes separated by a 20-foot raised median and 4-foot paved outside shoulders at the Interchanges. The proposed ramps will consist of one 16-foot lane, a 6-foot paved outside and a 4-foot paved inside shoulder. The existing two-lane North Valdosta Road (US 41/SR 7) bridge over I-75 will be replaced by a four-lane with a 20-foot raised median bridge approximately 101.7 feet wide by 400 feet long. The existing two-lane Main Street bridge over I-75 will be replaced by a four-lane with a 4-foot flush median bridge approximately 74.1 feet wide by 387 feet long. There would be 40 parcels requiring right-of way acquisition and seven business displacements.

PDP Classification: Major (X), Minor (),

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

Functional Classification: Rural Minor Arterials

U. S. Route Number(s): 41 (Main Street east Of I-75)
41 (North Valdosta Road east of I-75)

State Route Number(s): 122 (Main Street) & 7 (Main Street east of I-75)
7 (North Valdosta Road east of I-75)

Traffic (AADT) as shown in the approved concept:	<u>Base Year 1996</u>	<u>Design Year 2016</u>
SR 7 (Shiloh Road/N. Valdosta Road)	11,200	22,000
SR 122 & SR 7 (Main Street)	6,300	9,600

Proposed Features To Be Revised:

I-75/SR 7 (Shiloh Road/N Valdosta Road) Interchange

- Need and Purpose for crossroads. See Attachment Number 1.
- Delete relocated Valdosta Tech Road and I-75 southbound ramps, which have been constructed and opened to traffic.
- Add eastbound auxiliary lane on Shiloh Road from existing Valdosta Tech Road to the I-75 southbound on-ramp
- SR 7 outside paved shoulder widths from 4-foot to 6 ½-foot.
- All proposed ramp outside paved shoulder widths from 6-foot to 10-foot.
- Bridge dimensions: SR 7 (North Valdosta Road) over I-75 from 101.7 feet wide by 400 feet long to 91.25 feet wide by 376.33 feet long.
- Relocate Flythe Road at SR 7.
- Parcel numbers increased from forty to forty-six for both interchanges (24 @ SR 7 + 22 @ SR 122).
- Displacements reduced from total seven to four business for both interchanges (three @ SR 7 + one @ SR 122).

I-75/SR 122 (Main Street) Interchange

- Need and Purpose for crossroads. See Attachment Number 1.
- Revise the westerly limit of construction on SR 122 to eliminate Franks Creek Bridge widening.
- Four-lane divided with 20-foot concrete versus 4-foot flush median from relocated Morven Road to relocated Union Road.
- SR 122 outside paved shoulder widths from 4-foot to 6 ½-foot.
- I-75 southbound on-ramp revised from loop to conventional diamond design. All I-75 ramps relocated to minimize impacts to the surrounding areas.
- All proposed ramp outside paved shoulder widths from 6-foot to 10-foot.
- Bridge dimensions: SR 122 (Main Street) over I-75 from a four (4) span bridge 74.1 feet wide by 387 feet long to a two (2) span bridge 91.25 feet wide by 233.67 feet long.
- Retaining Walls versus end rolls used at Bridge Bent No 1 & 3. See Attachment Number 4, Typical Sections drawing no. 5-03.
- Relocated Morven Road intersects SR 122 at minimum 660-foot median opening spacing from versus opposite the proposed I-75 southbound ramps. The existing Morven Road (CR 782) curve is compounded to accommodate the relocated Morven Road tie-in thus eliminating the proposed stop condition.
- Add approximately 550 feet of access road including a cul-de-sac opposite relocated Morven Road to serve the parcels of land on the north side of SR 122.

- Shift relocated Union Road (CR 38) alignment to the west to minimize impacts to the recently constructed houses on the north side of W. Stanfill Street (CR 63).
- Parcel numbers increased from forty to forty-six for both interchanges (22 @ SR 122 + 24 @ SR 7).
- Displacements reduced from total seven to four business for both interchanges (one @ SR 122 + three @ SR 7).

Describe Revised Design Features:

I-75/SR 7 (Shiloh Road/N Valdosta Road) Interchange

The proposed I-75 interchange at SR 7 (Shiloh Road/N Valdosta Road) as shown on the approved concept is recommended to be modified as follows: (NOTE: Shiloh Road changes to N Valdosta Road (SR 7 & US 41) at the intersection with the I-75 southbound ramps)

The approved Need and Purpose is revised to address crossroads specifically. See Attachment Number 1 for further details.

Relocated Valdosta Tech Road and the Phase II cloverleaf in the southwest quadrant of the Shiloh Road/N. Valdosta Road/ I-75 interchange have been constructed and opened to traffic and are therefore omitted from Project NHS 0000-00(762). These roadways will be tied to the SR 7 improvements. An eastbound auxiliary lane is added for operational improvements on Shiloh Road between the existing Valdosta Tech Road (CR 549) and the I-75 southbound on-ramp.

Outside paved shoulders are widened to meet current Department guidelines. Shiloh Road and SR 7 (North Valdosta Road) outside paved shoulder width is increased from 4-foot to 6 ½-foot. All outside paved shoulders on ramps are increased from 6-foot to 10-foot.

The SR 7 (N Valdosta Road) bridge over I-75 is revised from 101.7 feet wide by 400 feet long to 91.25 feet wide by 376.33 feet long. In addition to providing for a fourth 12-foot lane on I-75, the SR 7 bridge spans two and three are lengthened to accommodate an additional 36.33 feet (12-foot outside paved shoulder + 2.33-foot concrete median barrier + 10-foot inside paved shoulder + 12-foot lane) of future I-75 construction in each direction. The proposed SR 7 bridge span one is lengthened to accommodate the relocated I-75 southbound 16-foot off-ramp with 8-foot inside and 10-foot outside paved shoulders accordingly.

The SR 7 median opening at the relocated I-75 northbound ramps requires the closing of the existing median opening at Flythe Road (CR 554). The disposition of existing Flythe Road was not addressed in the approved concept report. The preferred concept alternate will relocate Flythe Road as a right in/ right out roadway to a point, which maximizes the required limited access beyond the I-75 northbound off-ramp. A proposed driveway connection to Relocated Flythe Road will maintain access to the adjacent commercial property.

The project involves right-of-way acquisition and/or easements from approximately 24 parcels for the I-75 interchange at SR 7 (Shiloh Road/N. Valdosta Road). There are a maximum of three commercial displacements anticipated. The proposed grade differential on SR 7 to achieve crest

vertical curve speed design and bridge clearance over I-75 is anticipated to prohibit access to and therefore result in the acquisition of the service station/motel in the northwest quadrant of the interchange. The acquisition of land containing a service station in the northeast quadrant of the interchange is required to achieve the required minimum limited access distance beyond the proposed I-75 northbound on-ramp radius return.

I-75/SR 122 (Main Street) Interchange

The proposed I-75 interchange at SR 122 (Main Street) as shown on the approved concept is recommended to be modified as follows:

The approved Need and Purpose is revised to address crossroads specifically. See Attachment Number 1 for further details.

The SR 122 (Main Street) improvements will begin just east of Franks Creek to eliminate the bridge widening shown on the approved concept plan. SR 122 would consist of a four-lane divided with a 20-foot raised median and 6 ½-foot outside paved shoulders instead of the 4-foot flush median and 4-foot outside paved shoulders, which do not meet current Department guidelines.

The I-75 southbound on-ramp is revised from a loop ramp in the northwest quadrant to a conventional diamond ramp in the southwest quadrant of the interchange to minimize impacts to the surrounding area. The full diamond interchange ramp alignments are also set to minimize impacts to their adjacent areas. All outside paved shoulders on ramps are increased from 6-foot to 10-foot to meet current Department guidelines.

The SR 122 (Main Street) bridge over I-75 is revised from 74.1 feet wide by 387 feet long with a 4-foot flush median to 91.25 feet wide by 233.67 feet long with a 20-foot raised median. In addition to providing for a fourth 12-foot lane on I-75, the SR 122 bridge spans are lengthened to accommodate an additional 36.33 feet (12-foot outside paved shoulder + 2.33-foot concrete median barrier + 10-foot inside paved shoulder + 12-foot lane) of future I-75 construction in each direction. To minimize impacts to the interchange area the bridge consists of two (2) versus four (4) spans by utilizing retaining walls instead of 2:1 sloped end rolls.

Proposed I-75 ramp locations require the relocation of approximately 0.6 miles of Morven Road (CR 782) and 0.7 miles of Union Road (CR 38) and their intersections with SR 122. Relocated Morven Road intersects SR 122 at the minimum 660-foot median opening spacing from the proposed I-75 southbound ramps versus opposite the ramps as shown in the approved concept plan. The existing Morven Road (CR 782) curve is compounded to the southeast to pass behind rather than in front of the existing service station/truck stop thus eliminating the proposed stop condition as shown on the approved concept plan. The addition of a 550-foot long two-lane road including a cul-de-sac opposite relocated Morven Road at SR 122 provides access to the parcels of land on the north side of SR 122. The driveway to the service station/truck stop on the south side of SR 122 is moved to a location off relocated Morven Road. The driveways to the parcels of land on the north side of SR 122 are moved to a location of the proposed access road.

The relocated Union Road alignment shown on the approved concept plan is shifted to the west to intersect SR 122 at a maximum median opening spacing from the proposed I-75 northbound ramps while minimizing impacts to the recently constructed houses on the north side of W. Stanfill Street. The resulting horizontal alignment relocates Union Road from West Main Street on a curve to the northeast, crosses reconstructed SR 122 on a tangent having an intersection angle of 80-degrees, and curves to the northwest before curving to the north to tie to the existing Union Road approximately 600 feet north of W Stanfill Street. Access to the property adjacent to Union Road south of SR 122 is provided by reconnecting the severed roadway to the relocated roadway. A cul-de-sac is added on existing Union Road immediately south of reconstructed SR 122.

The reconstruction of existing W Stanfill Street, which is required for this project, was not addressed in the approved concept. W. Stanfill Street is reconstructed from a point approximately 350 feet east of existing Union Road to its proposed intersection with relocated Union Road approximately 270 feet southeast of the existing Union Road intersection.

Typical Sections for relocated Morven Road, relocated Union Road, and the W. Stanfill Street tie, which are required for this project, were not addressed in the approved concept. These side streets consist of two 12-foot lanes with 6 1/2-foot paved and 3 1/2-foot grass shoulders.

The project involves right-of-way acquisition and/or easements from approximately 22 parcels for the I-75 interchange at SR 122 (Main Street). There is one commercial displacement anticipated. The minimum 300-foot required limited access from the proposed I-75 southbound on-ramp radius return prohibits access to and therefore results in the acquisition of land containing a service station.

Updated traffic data (AADT):	Base Year 2009	Design Year 2029
SR 7 (Shiloh Road/ North Valdosta Road)	16900	20700
SR 122 (Main Street)	7700	9500

Programmed/Scheduled

P.E. April 2005

R/W: June 2008

Construction: June 2010

Revised cost estimates:

Project NHS 0000-00(762)

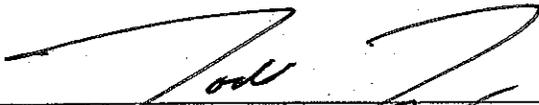
SR 7 (Shiloh Road/N. Valdosta Road) & SR 122 (Main Street) Interchanges @ Interstate 75

1. Construction Cost	\$ 28,047,116
2. Right-of-way Cost	\$ 13,865,305
3. Utilities Cost	\$ 1,431,500
Estimated Grand Total	\$ 43,343,921

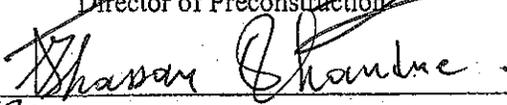
Is the project located in a Non-attainment area? No

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

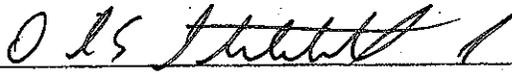
- Attachments:**
1. Need and Purpose
 2. Project Location Map
 3. Cost Estimate
 4. Typical Sections
 5. Traffic Analysis & Traffic Flow Diagram
 6. Approved Concept Report Project NH-75-1 (203) & Need and Purpose

Concur: 

Director of Preconstruction

Approve: 

for: Division Administrator, FHWA

Approve: 

Chief Engineer

ATTACHMENT NUMBER 1

NEED AND PURPOSE

NEED AND PURPOSE

PROJECT NHS 0000-00 (762), LOWNDES COUNTY P.I. NO. 0000762

INTERSTATE 75 @ SR 7 (SHILOH ROAD/N VALDOSTA RD.) INTERCHANGE AND INTERSTATE 75 @ SR 122 (MAIN ST.) INTERCHANGE

Project NHS 0000-00(762) is the formerly programmed Project NH 75-1(203) Phase II P.I. No. 410500 that would reconstruct the existing Interstate 75 interchanges at SR 7 (Exit 22 – Shiloh Road/N Valdosta Road) and SR 122 (Exit 29-Main Street) in Lowndes County, Georgia. Both existing interchanges have similar deficiencies that hinder traffic flow. These deficiencies include vertical sight distances, the close proximity of surface street and ramp intersections, and the number of lanes.

SR 7 (Shiloh/North Valdosta Road) has no immediate posted speed west of and a posted speed of 55 MPH east of Interstate 75. SR 122 (Main Street) has a posted speed of 55 MPH west of and 45 MPH east of Interstate 75. The existing SR 7 & SR 122 bridges over Interstate 75 have substandard crest vertical curve sight distances. No information is currently available to determine the actual speed design per “A Policy on Geometric Design of Highway and Streets”, by the American Association of State Highway and Transportation Officials (AASHTO).

The intersections of SR 122 (Main Street) with Morven Road (CR 782) and Union Road (CR 38) are within 140 and 200 feet of the existing Interstate 75 Southbound and Northbound Ramps respectively. The close proximity of these intersections produces queuing and congestion within the study area.

The 2009 Average Daily Traffic (ADT) for SR 7 is 16,900 vehicles with a 24-hour truck percentage of 7. The ADT is projected to increase to 20,700 vehicles by the year 2029. The 2009 ADT for SR 122 is 7,700 vehicles with a 24-hour truck percentage of 15. The ADT is projected to increase to 9,500 vehicles by the year 2029. The existing two-lane SR 7 and SR 122 do not have turning lanes. These ADT's in conjunction with the high truck percentages and a two-lane roadway with no provisions for left turning movements serve to impede traffic flow and increase congestion.

Between the years 2002 and 2004 there were 58 accidents reported on SR 122 from Morven Road (CR 782) to Union Road (CR 38) resulting in 16 injuries and no fatalities. For the same time period there were 139 accidents reported on SR 7 (Shiloh Road/N Valdosta Road) from Valdosta Tech Road (CR 549) to Coleman Road (CR 553)/Old Union Road (CR 38), resulting in 84 injuries and no fatalities. For the last three years that data was available (2002-2004), the accident rate was above the statewide average.

See the table below for details. See the attached tables for information including times and types of accidents.

YR	AADT SR 122	Number of accidents	Number of injuries	Calculate d accident rate	Statewide accident rate	Calculated injury rate	Statewide injury rate
2002	4,494	18	7	1567	199	609	64
2003	5,341	19	7	1392	212	512	69
2004	4,938	21	2	1664	243	158	63
	SR 7						
2002	6339	44	28	1901	568	1210	143
2003	8493	52	32	1677	572	1032	143
2004	9138	43	24	1289	490	719	123

Both roadways were analyzed using the *Highway Capacity Software, Two-Lane Highway Analysis* to determine the level of service of the roadway. This software utilizes the methodology contained in the *2000 Highway Capacity Manual* for determining level of service. Below is a summary of the level of service results for SR 122 and SR 7. The existing conditions were analyzed for both roadways.

Summary of Level of Service Results

Roadways	Existing Year 2005	No-Build Year 2029
SR 122 (Main Street)	E	E
SR 7 (Shiloh/N Valdosta Rd)	E	E

See Attachment Number 5, Traffic Analysis & Traffic Flow Diagrams for HCS worksheets.

Interstate 75/ SR 7 (Shiloh/N Valdosta Road) Interchange

With proposed improvements, the existing two-lane Shiloh Road east of the Franks Creek bridge would transition to and become a four lane divided roadway with a 20-foot raised concrete median and rural 6 ½-foot outside paved shoulders. The proposed SR 7 reconstruction ends just west of the existing signalized intersection at Coleman Road (CR 553)/Old Union Road (CR 38). The project would tie to the existing four-lane divided rural roadway with a forty-foot depressed grass median. Proposed SR 7 would have left and right turning lanes for traffic movements at intersections.

The recently constructed relocated Valdosta Tech Road and I-75 southbound ramps would be tied to the proposed SR 7 improvements. The I-75 northbound ramps would be reconstructed as a conventional diamond interchange. The I-75 ramp tie-ins would be set to accommodate the fourth lane in each direction. All proposed ramps would consist of a 16-foot travel lane with 4-foot inside and 10-foot outside paved shoulders. Right turn lanes would be added at intersections. Raised islands would be added to channel the right turns to and from the proposed ramps.

Interstate 75/ SR 122 (Main Street) Interchange

With proposed improvements, the existing two-lane SR 122 east of the Franks Creek bridge would transition to and become two eastbound lanes and one westbound lane with a variable flush median and rural 6 ½-foot outside paved shoulders approaching the intersection of the relocated Morven Road and a proposed access road serving the parcels of land on the north side of SR122. Proposed SR 122 would continue as a four-lane divided roadway with a 20-foot raised concrete median and rural 6 ½-foot outside paved shoulders. The outside lanes on SR 122 would terminate at the relocated Union Road. Raised islands would be added to channel the right turns to and from SR 122. Proposed SR 122 would continue as one-lane in each direction separated by a variable flush median then transition and tie to the existing two-lane SR 122 approximately 1000 feet west of the intersection of Branch Street. Proposed SR 122 would have left and right turning lanes for traffic movements at intersections.

The I-75 ramps would be reconstructed as a conventional diamond interchange. The ramp alignments would be set to minimize impacts to the surrounding area. All proposed ramps would consist of a 16-foot travel lane with 4-foot inside and 10-foot outside paved shoulders. Right turn lanes would be added at intersections. Raised islands would be added to channel the right turns to and from the proposed ramps.

Proposed I-75 ramp locations would require the relocation of approximately 0.6 miles of Morven Road (CR 782) and 0.7 miles of Union Road (CR 38) and their intersections with SR 122. Both Roads would be relocated in such a manner as to facilitate movements of the traveling public.

This project would enhance safety and traffic flow within the interchange areas by constructing longer ramps, as well as adding turn lanes at intersections and high mast lighting. This project would also enhance safety and traffic flow on SR 7 (Shiloh Road/N Valdosta Road) and SR 122 (Main Street) by providing an additional through lane along with left turn lanes in each direction, a concrete median and increasing intersection spacing and correcting substandard sight distances.

I-75/SR 7 (Exit 22), Shiloh/N Valdosta Road from Valdosta Tech Drive (CR 549) to Coleman Road (CR 553)

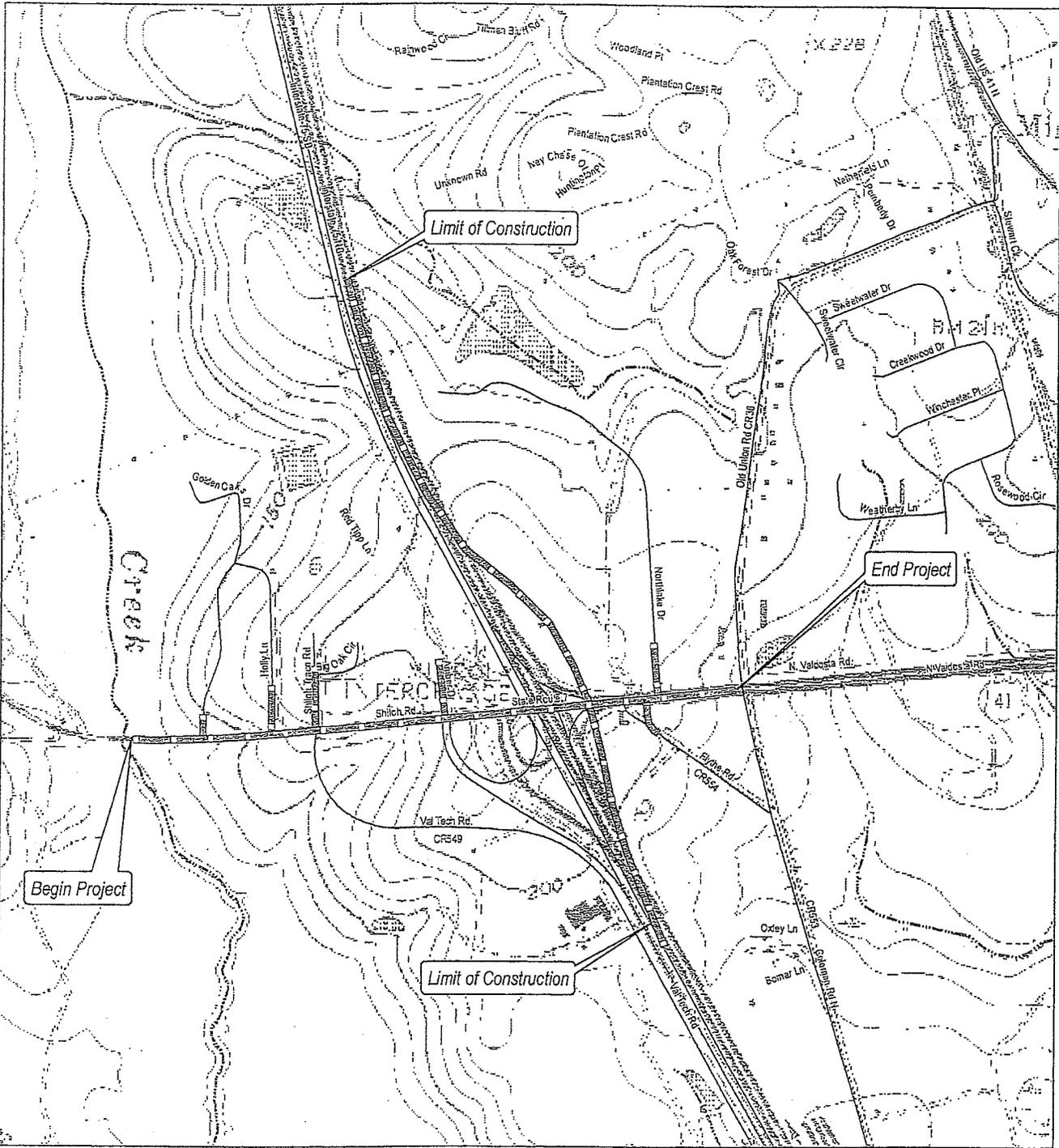
Case No.	Date	Time	County	State Route	Lat	Long	Direction	Collision Type	Motor Vehicle	Shoulder	Guardrail Face	Lighting	Weather	Direction	Crash Type
42730643	5/02/2004	2:30 AM	Lowndes	State Route	040100	21.79	0	0	Not A Collision With A Motor Vehicle	On Roadway	Guardrail Face	Dark-Not Lighted	Dry	W	Straight
41210259	2/14/2004	12:54 PM	Lowndes	State Route	040100	21.79	1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Wet	S	Straight
41500058	3/17/2004	10:52 PM	Lowndes	State Route	040100	21.79	3	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	E	Turning Right
43100594	7/17/2004	5:25 PM	Lowndes	State Route	040100	21.83	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Wet	N	Straight
41500702	3/27/2004	11:59 AM	Lowndes	State Route	040100	21.87	0	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	Changing Lanes
41500703	3/27/2004	12:12 PM	Lowndes	State Route	040100	21.86	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	Straight
43100640	7/30/2004	9:52 AM	Lowndes	State Route	040100	21.97	0	0	Not A Collision With A Motor Vehicle	On Roadway	Other Object (Not Fixed)	Daylight	Dry	N	Straight
44700749	12/10/2004	11:32 AM	Lowndes	State Route	040100	21.97	1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	Straight
41000423	11/02/2004	7:09 AM	Lowndes	State Route	040100	22.02	3	0	Angle	Ramp	Motor Vehicle in Motion	Dusk	Wet	E	Turning Left
41000438	1/29/2004	5:32 PM	Lowndes	State Route	040100	22.02	3	0	Rear End	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	N	Turning Left
41300591	9/29/2004	9:35 PM	Lowndes	State Route	040100	22.02	3	0	Angle	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	N	Stopped
44440168	11/10/2004	12:13 AM	Lowndes	State Route	040100	22.02	0	0	Not A Collision With A Motor Vehicle	Median	Median Barrier	Dark-Not Lighted	Dry	S	Straight
42310032	4/05/2004	4:53 PM	Lowndes	State Route	040100	22.02	3	0	Rear End	On Roadway	Guardrail Face	Daylight	Dry	E	Turning Left
41500589	3/05/2004	8:07 AM	Lowndes	County Road	077500	0.03	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	Stopped
44440169	11/10/2004	5:30 PM	Lowndes	County Road	077500	0.03	1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	Straight
42730694	5/24/2004	9:48 AM	Lowndes	County Road	077500	0.24	2	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	Stopped

I-75/SR 122 (Exit 29) Main Street from Morven Road (CR 782) to Union Road (CR 38)

LOWMEDES COUNTY, SR 122 from Morven Road (CR 782) to Union Road (CR 38)																			
Accident No	Date	Time	County	Route Type	Route	Milelog	Intersecting Rt	Ramp Section	Injuries	Fatalities	Collision	Location of Impact	Harmful Event	Light	Surface	DirVeh1	DirVeh2	MnrvVeh1	MnrvVeh2
20970556	3/28/2002	3:10 PM	Lowndes	State Route	0400700	31.92	2	0038000	0	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	W	Backing	Backing
24110472	12/23/2002	1:18 PM	Lowndes	State Route	0122000	4.16	2	0782000	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	W	Turning Left	Turning Left
23300433	0/5/2002	4:00 PM	Lowndes	State Route	0122000	4.16	2	0782000	0	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	N	Backing	Backing
23302034	10/3/2002	11:40 AM	Lowndes	State Route	0122000	4.16	2	0782000	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Wet	E	E	Straight	Straight
23303284	7/12/2002	6:57 PM	Lowndes	State Route	0401000	28.78	1	0	0	0	Not A Collision With A Motor Vehicle	On Shoulder	Other Post	Daylight	Dry	S	S	Changing Lanes	Changing Lanes
23303601	9/17/2002	9:35 AM	Lowndes	State Route	0401000	28.78	1	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	S	Straight	Straight
22910391	11/3/2002	5:50 PM	Lowndes	State Route	0401000	28.78	1	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	N	Straight	Straight
22320037	5/13/2002	12:45 PM	Lowndes	State Route	0401000	28.78	1	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	Straight	Straight
22320445	7/27/2002	3:58 PM	Lowndes	State Route	0401000	28.78	1	0	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	Straight	Straight
22210111	3/16/2002	5:46 AM	Lowndes	State Route	0401000	28.79	0	0	0	0	Not A Collision With A Motor Vehicle	On Roadway	Other	Dark-Not Lighted	Dry	S	S	Straight	Straight
22250374	3/9/2002	9:31 AM	Lowndes	State Route	0401000	28.79	0	0	0	0	Not A Collision With A Motor Vehicle	Median	Jackknife	Dark-Not Lighted	Dry	S	S	Straight	Straight
24240672	12/19/2002	11:43 AM	Lowndes	State Route	0401000	28.91	1	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	S	Straight	Straight
23940773	10/6/2002	12:01 AM	Lowndes	State Route	0401000	28.93	2	0	0	0	Not A Collision With A Motor Vehicle	On Roadway	Other Fixed Object	Dark-Not Lighted	Dry	S	S	Straight	Straight
22303046	0/2/2002	11:40 PM	Lowndes	State Route	0401000	28.95	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	S	Straight	Straight
22400185	4/13/2002	12:07 PM	Lowndes	State Route	0401000	28.95	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	S	Straight	Straight
23940810	10/20/2002	12:10 PM	Lowndes	State Route	0401000	28.93	0	0	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	Turning Left	Turning Left
23302034	7/2/2002	11:32 AM	Lowndes	State Route	0401000	28.92	3	0034000	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	Straight	Straight
23302034	9/19/2002	8:53 PM	Lowndes	State Route	0401000	28.93	3	0034000	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	Straight	Straight
33430978	10/20/03	7:04 PM	Lowndes	State Route	0401000	31.92	2	0038000	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	Straight	Straight
32450603	10/16/2003	4:18 PM	Lowndes	State Route	0401000	31.92	2	0038000	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	Straight	Straight
31950600	9/14/2003	12:30 PM	Lowndes	State Route	0401000	28.78	1	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	Straight	Straight
30850901	3/14/2003	5:30 PM	Lowndes	State Route	0401000	28.79	3	0	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	E	Straight	Straight
30300092	1/12/2003	12:40 PM	Lowndes	State Route	0401000	28.79	3	0	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	E	Straight	Straight
32040495	9/21/2003	4:44 PM	Lowndes	State Route	0401000	28.79	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Wet	N	N	Straight	Straight
30850894	3/13/2003	10:37 AM	Lowndes	State Route	0401000	28.99	0	0	0	0	Not A Collision With A Motor Vehicle	Off Roadway	Overturn	Dark-Not Lighted	Dry	S	S	Changing Lanes	Changing Lanes
30730066	4/4/2003	10:30 PM	Lowndes	State Route	0401000	28.93	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	Straight	Straight
31160065	6/25/2003	1:55 PM	Lowndes	State Route	0401000	28.93	3	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	Straight	Straight
31160091	6/20/2003	12:54 PM	Lowndes	State Route	0401000	28.93	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	Changing Lanes	Changing Lanes
31190710	7/19/2003	7:33 PM	Lowndes	State Route	0401000	28.93	0	0	0	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	Straight	Straight
32040493	9/21/2003	1:22 PM	Lowndes	State Route	0401000	28.93	0	0	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	Straight	Straight
31205708	5/31/2003	1:53 AM	Lowndes	State Route	0401000	28.93	3	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Dark-Lighted	Dry	N	N	Straight	Straight
32860655	11/0/2003	1:15 PM	Lowndes	State Route	0401000	28.93	1	0	0	0	Not A Collision With A Motor Vehicle	Median	Jackknife	Daylight	Dry	N	N	Straight	Straight
30730215	4/29/2003	1:14 PM	Lowndes	State Route	0401000	28.92	1	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	W	Turning Left	Turning Left
30570582	2/26/2003	2:47 PM	Lowndes	State Route	0401000	28.92	3	0	0	0	Angle	On Roadway	Parked Motor Vehicle	Daylight	Dry	S	W	Backing	Backing
30570583	2/26/2003	3:52 PM	Lowndes	State Route	0401000	28.92	3	0	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	S	Straight	Straight
34350180	12/9/2003	11:17 AM	Lowndes	State Route	0401000	28.92	1	0	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	S	Stopping	Stopping
30570105	2/13/2003	5:46 PM	Lowndes	State Route	0401000	28.93	3	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	S	Straight	Straight
40590070	12/23/2004	11:28 PM	Lowndes	State Route	0401000	28.79	0	0	0	0	Not A Collision With A Motor Vehicle	On Roadway	Overturn	Dark-Not Lighted	Dry	E	E	Straight	Straight
40290067	1/12/2004	1:15 PM	Lowndes	State Route	0401000	31.89	3	0	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	Turning Left	Turning Left
43360392	9/20/2004	1:09 PM	Lowndes	State Route	0401000	28.79	0	0	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	Turning Left	Turning Left
40290068	12/28/2004	12:44 PM	Lowndes	State Route	0401000	28.79	0	0	0	0	Sideswipe - Same Direction	Median	Other Object (Not Fixed)	Daylight	Dry	N	N	Straight	Changing Lanes
40290069	12/28/2004	12:44 PM	Lowndes	State Route	0401000	28.79	0	0	0	0	Head On	Median	Other Object (Not Fixed)	Daylight	Dry	N	N	Straight	Changing Lanes
40290071	12/28/2004	12:44 PM	Lowndes	State Route	0401000	28.79	0	0	0	0	Head On	Median	Other Object (Not Fixed)	Daylight	Dry	N	N	Straight	Changing Lanes
40290072	12/28/2004	12:44 PM	Lowndes	State Route	0401000	28.79	0	0	0	0	Head On	Median	Other Object (Not Fixed)	Daylight	Dry	N	N	Straight	Changing Lanes
41060433	1/19/2004	12:47 PM	Lowndes	State Route	0401000	28.9	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	S	Straight	Straight
41060433	1/19/2004	12:47 PM	Lowndes	State Route	0401000	28.9	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	S	Straight	Straight
41500034	9/6/2004	3:40 PM	Lowndes	State Route	0401000	28.93	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	S	Straight	Straight
41500029	3/11/2004	3:40 PM	Lowndes	State Route	0401000	28.93	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	S	Straight	Straight
44440233	3/12/2004	7:17 PM	Lowndes	State Route	0401000	28.93	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	S	Straight	Straight
44440233	11/28/2004	1:53 PM	Lowndes	State Route	0401000	28.93	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	S	Straight	Straight
41500035	3/12/2004	7:18 PM	Lowndes	State Route	0401000	28.93	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	S	Straight	Straight
41500034	3/12/2004	7:18 PM	Lowndes	State Route	0401000	28.93	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	S	Straight	Straight
41060374	1/3/2004	6:37 PM	Lowndes	State Route	0401000	28.91	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	Straight	Straight
41060374	1/3/2004	6:38 PM	Lowndes	State Route	0401000	28.93	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	Straight	Straight
43080004	12/28/2004	12:10 PM	Lowndes	State Route	0401000	28.93	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	Straight	Straight
43100006	7/20/2004	11:46 AM	Lowndes	State Route	0401000	28.93	0	0	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	Straight	Straight
41000208	3/14/2004	6:36 PM	Lowndes	State Route	0401000	28.92	3	0	0	0	Head On	On Roadway	Motor Vehicle in Motion	Dark-Lighted	Dry	S	W	Turning Right	Turning Right
42870297	9/14/2004	9:35 PM	Lowndes	State Route	0401000	28.12	3	0	0	0	Not A Collision With A Motor Vehicle	On Roadway	Highway Traffic Sign Post	Dark-Lighted	Dry	S	W	Turning Right	Straight
43760112	10/23/2004	7:19 PM	Lowndes	State Route	0401000	28.12	3	0	0	0	Angle	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	S	W	Straight	Straight
40650518	2/7/2004	7:12 PM	Lowndes	State Route	0401000	28.12	3	0	0	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	Turning Left	Straight

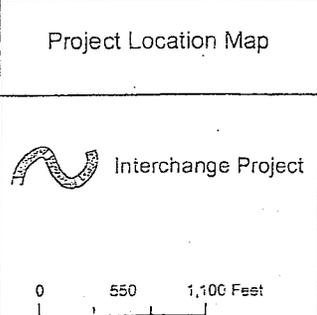
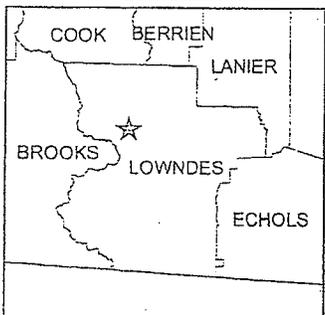
ATTACHMENT NUMBER 2

PROJECT LOCATION MAP



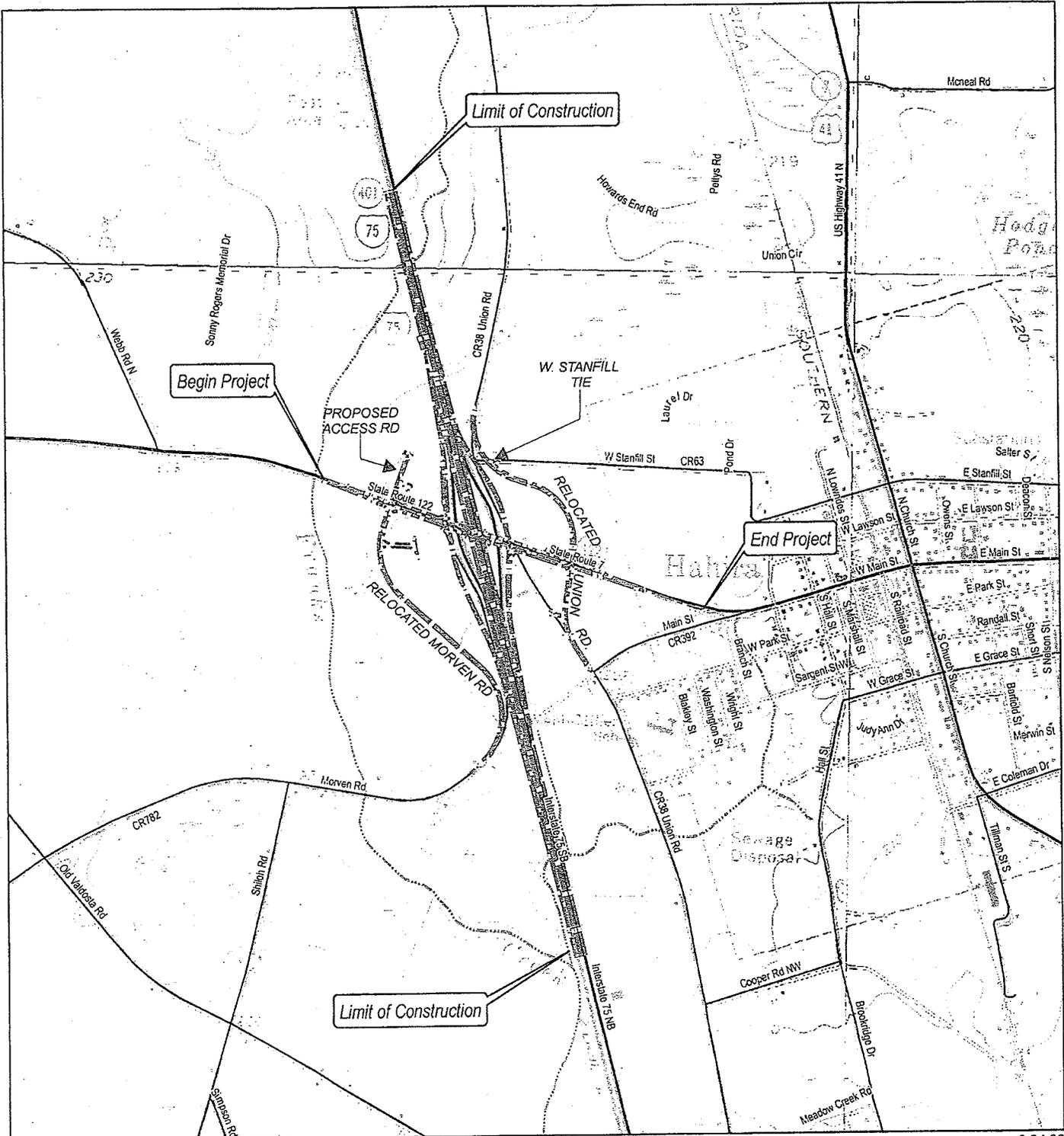
Source: GA GIS Data Clearinghouse - USGS QUAD Hehira East

8-24-05



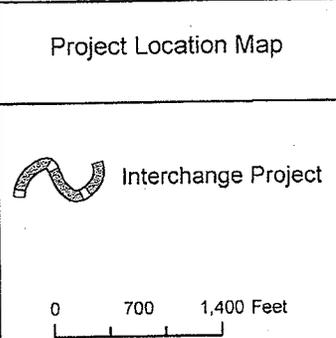
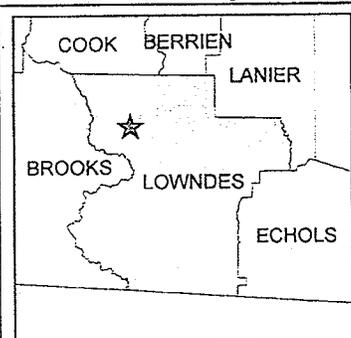
NHS-0000-00(762) &
 PI 0000762
 Widening & Reconstruction
 of I-75 Interchange @
 Shiloh/N. Valdosta Road
 (SR7, US41) - Exit 22
 Lowndes County, GA





Source: GA GIS Data Clearinghouse - USGS QUAD Hahira East

8-24-06



NHS-0000-00(762) &
 PI 0000762
 Widening & Reconstruction
 of I-75 Interchange
 Main Street (SR122, SR7,
 & US41) - Exit 29
 Lowndes County, GA



ATTACHMENT NUMBER 3

COST ESTIMATE

Estimate Report for file "000762"

Section ROADWAY

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	Lump	LS	2084000.00	TRAFFIC CONTROL - PROJECT NHS 0000-00 (762)	2084000.00
153-1300	1	EA	76259.74	FIELD ENGINEERS OFFICE TP 3	76259.74
201-1500	Lump	LS	1800000.00	CLEARING & GRUBBING - PROJECT NHS 0000-00 (762)	1800000.00
208-0100	203500	CY	10.19	IN PLACE EMBANKMENT	2073665.00
310-1101	112300	TN	19.00	GR AGGR BASE CRS, INCL MATL	2133700.00
318-3000	1000	TN	19.00	AGGR SURF CRS	19000.00
400-3604	2300	TN	115.35	ASPH CONC 12.5 MM SMA, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	265305.00
400-3624	2000	TN	109.14	ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	218280.00
402-1812	150	TN	80.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	12000.00
402-3110	3800	TN	74.50	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	283100.00
402-3121	33600	TN	64.71	RECYCLED ASPH CONC 2.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	2174256.00
402-3130	4400	TN	77.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	338800.00
402-3190	21000	TN	69.50	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1459500.00
413-1000	11600	GL	2.07	BITUM TACK COAT	24012.00
432-5010	540	SY	3.50	MILL ASPH CONC PVMT, VARIABLE DEPTH	1890.00
433-1200	1207	SY	180.97	REINF CONC APPROACH SLAB, INCL SLOPED EDGE	218430.79
439-0026	26400	SY	66.37	PLAIN PC CONC PVMT, CL 3 CONC, 12 INCH THK	1752168.00
441-0004	1400	SY	51.53	CONC SLOPE PAV, 4 IN	72142.00
441-0301	8	EA	1884.62	CONC SPILLWAY, TP 1	15076.96
441-0754	7500	SY	46.70	CONCRETE MEDIAN, 7 1/2 IN	350250.00
550-1180	1200	LF	42.29	STORM DRAIN PIPE, 18 IN, H 1-10	50748.00
550-1240	1400	LF	54.59	STORM DRAIN PIPE, 24 IN, H 1-10	76426.00
550-1300	400	LF	73.53	STORM DRAIN PIPE, 30 IN, H 1-10	29412.00
550-1360	700	LF	85.45	STORM DRAIN PIPE, 36 IN, H 1-10	59815.00
550-1420	240	LF	128.91	STORM DRAIN PIPE, 42 IN, H 1-10	30938.40
550-3318	9	EA	547.78	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	4930.02
550-3324	16	EA	891.09	SAFETY END SECTION 24 IN, STORM DRAIN, 4:1 SLOPE	14257.44
550-3336	3	EA	1873.95	SAFETY END SECTION 36 IN, STORM DRAIN, 4:1 SLOPE	5621.85
550-3518	13	EA	910.26	SAFETY END SECTION 18 IN, STORM DRAIN, 6:1 SLOPE	11833.38
550-3524	19	EA	1116.07	SAFETY END SECTION 24 IN, STORM DRAIN, 6:1 SLOPE	21205.33
550-3530	6	EA	1834.19	SAFETY END SECTION 30 IN, STORM DRAIN, 6:1 SLOPE	11005.14
550-3536	9	EA	2132.28	SAFETY END SECTION 36 IN, STORM DRAIN, 6:1 SLOPE	19190.52
550-3542	1	EA	2382.00	SAFETY END SECTION 42 IN, STORM DRAIN, 6:1 SLOPE	2382.00
550-4415	8	EA	800.00	FLARED END SECTION, 15 IN, SLOPE DRAIN	6400.00
576-1015	440	LF	32.76	SLOPE DRAIN PIPE, 15 IN	14414.40
610-0716	1200	LF	54.29	REM CONC MEDIAN BARRIER	65148.00
621-3125	500	LF	335.13	CONCRETE BARRIER, TP 25S, MODIFIED	167565.00
621-4086	340	LF	59.26	CONCRETE SIDE BARRIER, TYPE 7-WS	20148.40
621-5503	800	LF	325.00	CONCRETE SIDE BARRIER, TYPE 26S	260000.00
621-6008	220	LF	291.05	CONCRETE SIDE BARRIER, TP 7-CS	64031.00
621-6013	50	LF	268.88	CONCRETE SIDE BARRIER, TP 7-TS	13444.00
641-1100	294	LF	53.72	GUARDRAIL, TP T	15793.68
641-1200	2500	LF	18.49	GUARDRAIL, TP W	46225.00
641-5001	9	EA	648.84	GUARDRAIL ANCHORAGE, TP 1	5839.56
641-5012	13	EA	1829.52	GUARDRAIL ANCHORAGE, TP 12	23783.76

643-2162	18700	LF	22.00	CH LK FENCE W/EXT ARMS & BARBED WIRE, ZC COAT, 8 FT, 9 GA	411400.00
649-0027	1200	LF	22.06	CONCRETE GLARE SCREEN, 27 INCH	26472.00
668-1100	2	EA	2714.66	CATCH BASIN, GP 1	5429.32
668-2100	8	EA	4244.06	DROP INLET, GP 1	33952.48
Section Sub Total:					\$16,889,647.17

Section TEMPORARY EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	18	AC	564.57	TEMPORARY GRASSING	10162.26
163-0240	162	TN	178.21	MULCH	28870.02
163-0300	34	EA	2571.07	CONSTRUCTION EXIT	87416.38
163-0503	27	EA	557.26	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	15046.02
163-0520	700	LF	16.93	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	11851.00
163-0521	12	EA	214.41	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	2572.92
163-0530	22200	LF	3.71	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	82362.00
163-0531	9	EA	8227.25	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	74045.25
163-0550	10	EA	305.97	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	3059.70
165-0010	9600	LF	0.97	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	9312.00
165-0030	1200	LF	1.74	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	2088.00
165-0040	12	EA	82.07	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	984.84
165-0070	11100	LF	2.16	MAINTENANCE OF BALED STRAW EROSION CHECK	23976.00
165-0087	27	EA	188.84	MAINTENANCE OF SILT CONTROL GATE, TP 3	5098.68
165-0101	34	EA	677.10	MAINTENANCE OF CONSTRUCTION EXIT	23021.40
165-0105	10	EA	107.01	MAINTENANCE OF INLET SEDIMENT TRAP	1070.10
167-1000	4	EA	1363.64	WATER QUALITY MONITORING AND SAMPLING	5454.56
167-1500	16	MO	1047.62	WATER QUALITY INSPECTIONS	16761.92
171-0010	19200	LF	2.08	TEMPORARY SILT FENCE, TYPE A	39936.00
171-0030	2400	LF	4.06	TEMPORARY SILT FENCE, TYPE C	9744.00
Section Sub Total:					\$452,833.05

Section PERMANENT EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	36	AC	971.51	PERMANENT GRASSING	34974.36
700-7000	110	TN	60.28	AGRICULTURAL LIME	6630.80
700-7010	90	GL	19.81	LIQUID LIME	1782.90
700-8000	33	TN	348.95	FERTILIZER MIXED GRADE	11515.35
700-8100	1800	LB	2.15	FERTILIZER NITROGEN CONTENT	3870.00
710-9000	27800	SY	3.60	PERMANENT SOIL REINFORCING MAT	100080.00
715-2200	55500	SY	2.34	BITUMINOUS TREATED ROVING, WATERWAYS	129870.00
716-2000	10400	SY	1.23	EROSION CONTROL MATS, SLOPES	12792.00
Section Sub Total:					\$301,515.41

Section BRIDGE NO. 1

Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0000	34340	SF	105.00	BRIDGE No. 1, NORTH VALDOSTA ROAD OVER I-75	3605700.00
540-1101	Lump	LS	100000.00	REMOVAL OF EXISTING BR, NORTH VALDOSTA ROAD STA 50+45	100000.00
Section Sub Total:					\$3,705,700.00

Section BRIDGE NO. 2

Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0000	21322	SF	105.00	MAIN STREET OVER I-75	2238810.00
540-1101	Lump	LS	100000.00	REMOVAL OF EXISTING BR, MAIN STREET STA 50+00	100000.00
Section Sub Total:					\$2,338,810.00

Section RETAINING WALL NO. 1 (I-75 SB/ MAIN ST. OFF-RAMP)

Item Number	Quantity	Units	Unit Price	Item Description	Cost
627-1000	3970	SF	49.56	MSE WALL FACE, 0 - 10 FT HT, WALL NO - 1	196753.20
627-1010	440	SF	52.95	MSE WALL FACE, 10 - 20 FT HT, WALL NO - 1	23298.00
627-1100	80	LF	83.36	COPING A, WALL NO - 1	6668.80
627-1160	435	LF	193.92	TRAFFIC BARRIER H, WALL NO - 1	84355.20
Section Sub Total:					\$311,075.20

Section RETAINING WALL NO. 2 (BRIDGE 2 BENT 1)

Item Number	Quantity	Units	Unit Price	Item Description	Cost
627-1000	1615	SF	49.56	MSE WALL FACE, 0 - 10 FT HT, WALL NO - 2	80039.40
627-1010	1107	SF	52.95	MSE WALL FACE, 10 - 20 FT HT, WALL NO - 2	58615.65
627-1100	167	LF	83.36	COPING A, WALL NO - 2	13921.12
Section Sub Total:					\$152,576.17

Section RETAINING WALL NO. 3 (BRIDGE 2 BENT 3)

Item Number	Quantity	Units	Unit Price	Item Description	Cost
627-1000	1615	SF	49.56	MSE WALL FACE, 0 - 10 FT HT, WALL NO - 3	80039.40
627-1010	1107	SF	52.95	MSE WALL FACE, 10 - 20 FT HT, WALL NO - 3	58615.65
627-1100	167	LF	83.36	COPING A, WALL NO - 3	13921.12
Section Sub Total:					\$152,576.17

Section SIGNING AND MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	440	SF	14.94	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	6573.60
636-1029	20	SF	16.52	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	330.40
636-1031	140	SF	19.56	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	2738.40
636-1072	2400	SF	22.87	HIGHWAY SIGNS, ALUM EXTRUDED PANELS, REFL SHEETING, TP 3	54888.00
636-2080	1200	LF	11.35	GALV STEEL POSTS, TP 8	13620.00
638-1001	Lump	LS	83661.98	STR SUPPORT FOR OVERHEAD SIGN, TP I, STA - 119+82 I-75 NB	83661.98
638-1001	Lump	LS	83661.98	STR SUPPORT FOR OVERHEAD SIGN, TP I, STA - 146+22 I-75 NB	83661.98
638-1001	Lump	LS	83661.98	STR SUPPORT FOR OVERHEAD SIGN, TP I, STA - 172+62 I-75 NB	83661.98
638-1001	Lump	LS	83661.98	STR SUPPORT FOR OVERHEAD SIGN, TP I, STA - 493+20 I-75 NB	83661.98
638-1001	Lump	LS	83661.98	STR SUPPORT FOR OVERHEAD SIGN, TP I, STA - 519+60 I-75 NB	83661.98
638-1001	Lump	LS	83661.98	STR SUPPORT FOR OVERHEAD SIGN, TP I, STA - 545+99 I-75 NB	83661.98
638-1001	Lump	LS	83661.98	STR SUPPORT FOR OVERHEAD SIGN, TP I, STA - 594+64 I-75 SB	83661.98
638-1001	Lump	LS	83661.98	STR SUPPORT FOR OVERHEAD SIGN, TP I, STA - 621+04 I-75 SB	83661.98
638-1001	Lump	LS	83661.98	STR SUPPORT FOR OVERHEAD SIGN, TP I, STA - 647+44 I-75 SB	83661.98
653-0120	21	EA	70.40	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1478.40
653-0140	3	EA	111.84	THERMOPLASTIC PVMT MARKING, ARROW, TP 4	335.52

653-0160	17	EA	146.10	THERMOPLASTIC PVMT MARKING, ARROW, TP 6	2483.70
653-1501	59000	LF	0.60	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	35400.00
653-1502	55000	LF	0.61	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	33550.00
653-1704	220	LF	5.34	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	1174.80
653-1810	7000	LF	1.55	THERMOPLASTIC SOLID TRAF STRIPE, 10 IN, WHITE	10850.00
653-3501	21000	GLF	0.54	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	11340.00
653-6006	1800	SY	3.32	THERMOPLASTIC TRAF STRIPING, YELLOW	5976.00
654-1002	300	EA	3.43	RAISED PVMT MARKERS TP 2	1029.00
654-1003	1200	EA	3.70	RAISED PVMT MARKERS TP 3	4440.00
Section Sub Total:					\$939,165.64

Section LIGHTING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3101	90	CY	594.75	CLASS A CONCRETE	53527.50
511-1000	10600	LB	0.94	BAR REINF STEEL	9964.00
683-1101	9	EA	18286.45	LIGHTING TOWER, STEEL, 100 FT MH, INCL LOWERING EQUIP	164578.05
683-6586	36	EA	705.82	HIGH LEVEL LUMINAIRE, TP 5, 1000 W, HP SODIUM	25409.52

Section Sub Total: \$253,479.07

Total Estimated Cost: \$25,497,377.88

Subtotal Construction Cost \$25,497,377.88

Inflation Rate 0 % @ 0 Years \$0.00

E&C Rate 10.0 % \$2,549,737.79

CONCEPTUAL Total Construction Cost \$28,047,115.67

CONCEPTUAL Reimbursable Utilities \$1,431,500.00

Grand Total Project Cost \$29,478,615.67

Conceptual Right-of-Way Cost Estimate

Howard Copeland
State Highway Right-of-Way Administrator

Date: December, 2006
 Project: NHS 0000-00 (762) Lowndes County P.I. Number: 0000762
 Existing/Required R/W: No. Parcels: 24 SR7 (Shiloh/N Valdosta Rd)
 I-75: 300' Min/ Varies 1000' Max 22 SR122 (Main St)
 Shiloh/N. Valdosta Rd: Varies 80' to 200'/
 Varies 160' to 200'
 Main St.: 100'/Varies 200' Typical
 Project Termini: I-75 M.P. 20.5 to 22.5 Shiloh/N. Valdosta Rd 3328 feet west to 1657 feet east of I-75
 I-75 M.P. 27.7 to 29.8 Main St. 1780 feet west to 1850 feet east of I-75
 Project Description: I-75 Northbound Diamond Interchange at Four lane divided Shiloh/N. Valdosta Rd.
 (Raised median and rural shoulders)
 I-75 Diamond Interchange at Four lane divided Main St.
 (Raised median and rural shoulders)

Right-of Way: 100 Acres x \$20,750 / Acre \$ 2,075,000

Easements: 5 Acre X (\$20,750/Acre x 10%/year) x 1 1/2 year \$ 15,563

Improvements: \$ 0

Displacements:	Roadway	Tax Parcel No	Description	
	SR7:	57	gas station/motel	\$ 1,461,700
		55	gas station	\$ 260,800
	Total:		3 commercial	
	SR122:	2	gas station	\$ 180,400
	Total:		1 commercial	
	Total:		4 commercial	\$ 1,902,900

Damages: Proximity - 0 Parcels	\$ 0
Consequential - 0 Parcels	\$ 0
Cost To Cure - 0 Parcel	\$ 0

Net Cost of Right-of-Way	\$ 3,993,463
Scheduling Contingency 55%	\$ 2,196,405
Adm./Court Cost. 60%	\$ 3,713,921
Inflation Factor 40%	\$ 3,961,516
	<hr/>

Total Cost of Right-of-Way

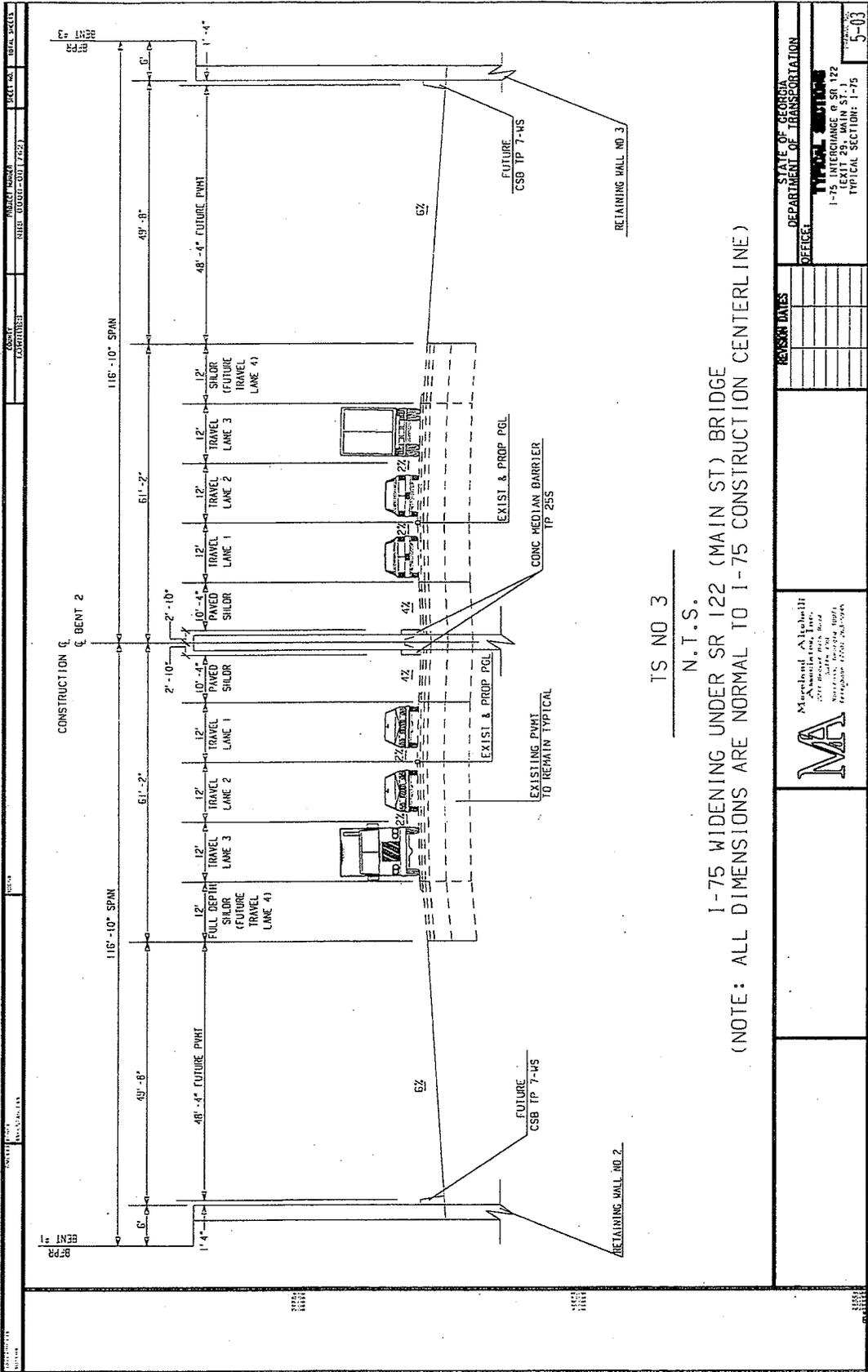
\$ 13,865,305

Prepared by: Ralph C. Randall
Moreland Altobelli Associates, Inc.

Approved: Howard A. Miller
GDOT R/W

ATTACHMENT NUMBER 4

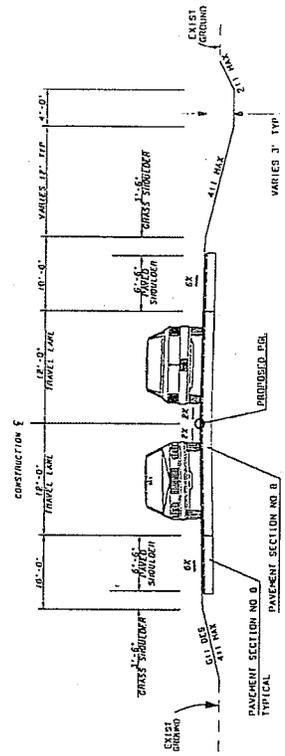
TYPICAL SECTIONS



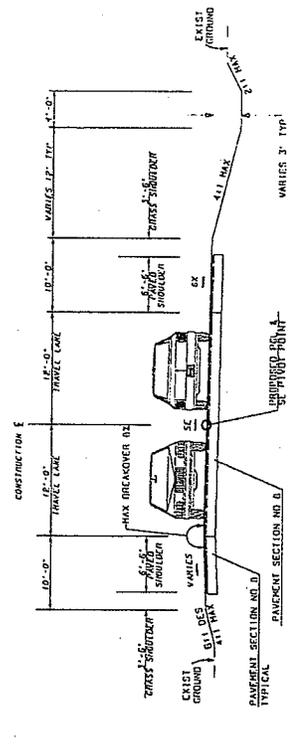
TS NO 3
N.T.S.

I-75 WIDENING UNDER SR 122 (MAIN ST) BRIDGE
(NOTE: ALL DIMENSIONS ARE NORMAL TO I-75 CONSTRUCTION CENTERLINE)

PROJECT NO. 000762TY03 SHEET NO. 5-03	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE:
	REGION: 01 PROJECT: I-75 INTERCHANGE @ SR 122 DRAWING: MAIN ST. J. TYPICAL SECTION: I-75
REVISION DATES:	MA Michael A. Habesh Assistant State Engineer 2010 Peachtree Hills Road North Atlanta, Georgia 30328 Telephone: 404.637.2400



IS NO. 7
TANGENT SECTION
RELOCATED MORVEN & UNION ROADS



IS NO. 8
SUPERELEVATED SECTION
RELOCATED MORVEN & UNION ROADS

 Metropolitan Atlanta Area Rapid Transit 200 Peachtree Street, N.W. Atlanta, Georgia 30334 (404) 521-2000	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF TYPICAL SECTIONS 1-15 INTERCHANGE & SPURZ (EXIT 25, MAIN ST.) TYPICAL SECTIONS RELOCATED MORVEN & UNION ROADS	5-06
	REVISION DATES	REVISION DATES	REVISION DATES

ATTACHMENT NUMBER 5

TRAFFIC ANALYSIS
&
TRAFFIC FLOW DIAGRAMS

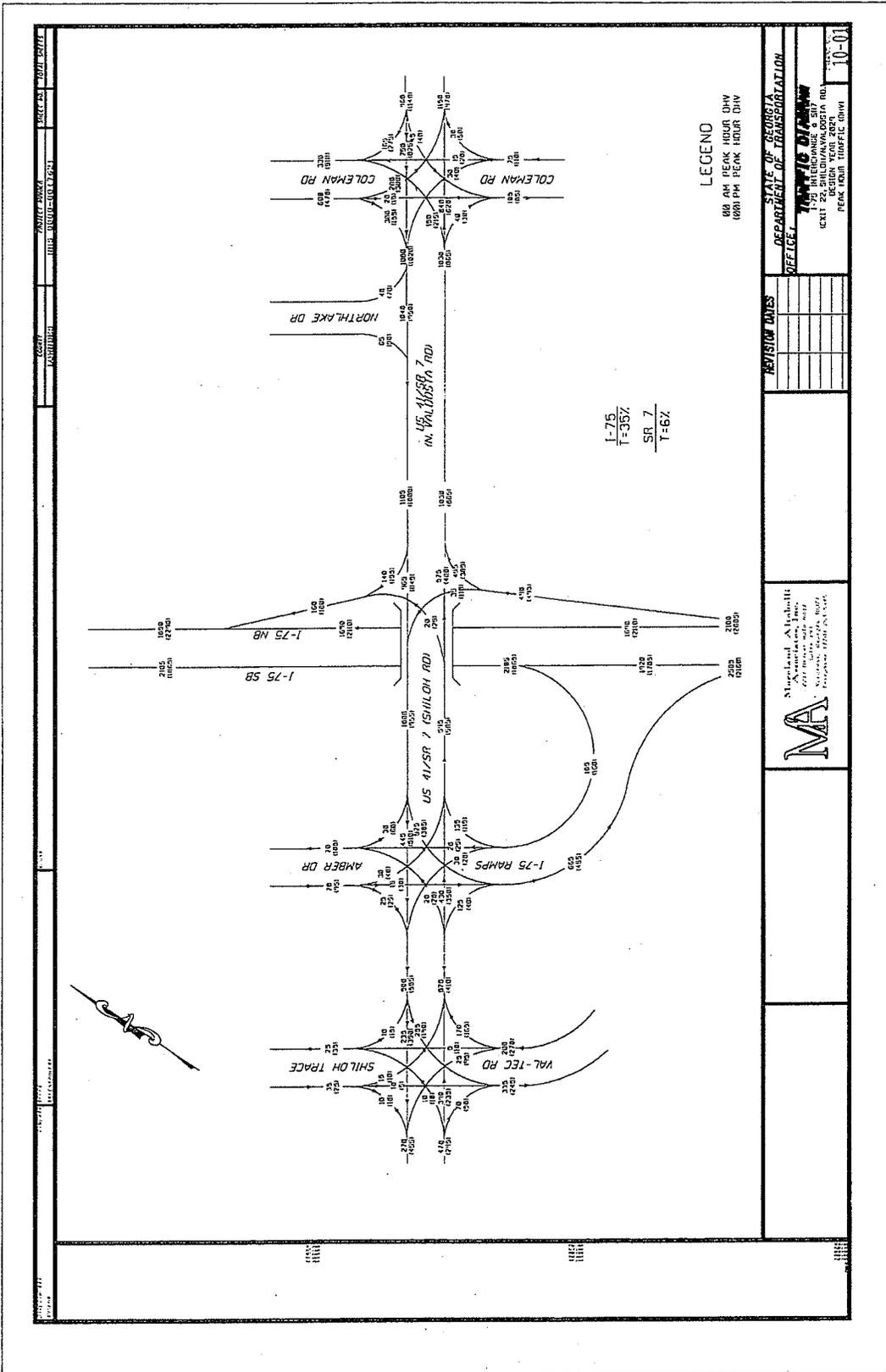
The 2009 Average Daily Traffic (ADT) for SR 7 is 16,900 vehicles with a 24-hour truck percentage of 7. The ADT is projected to increase to 20,700 vehicles by the year 2029. The 2009 ADT for SR 122 is 7,700 vehicles with a 24-hour truck percentage of 15. The ADT is projected to increase to 9,500 vehicles by the year 2029. The existing two-lane SR 7 and SR 122 do not have turning lanes. These ADT's in conjunction with the high truck percentages and a two-lane roadway with no provisions for left turning movements serve to impede traffic flow and increase congestion.

Both roadways were analyzed using the *Highway Capacity Software (HCS), Two-Lane Highway Analysis* to determine the level of service of the roadway. This software utilizes the methodology contained in the *2000 Highway Capacity Manual* for determining level of service. Below is a summary of the level of service results for SR 122 and SR 7. The existing conditions were analyzed for both roadways. Future (2029) traffic volumes were used to analyze both roadways under three different scenarios: a two-lane no-build, a three-lane build and a four-lane build.

Summary of Level of Service Results

Roadways	Existing Year 2005	No-Build Year 2029	Build (3 Lanes) Year 2029	Build (4 Lanes) Year 2029
SR 122 (Main Street)	E	E	E	A
SR 7 (Shiloh/N Valdosta Rd)	E	E	E	B

The results above indicate that only a four-lane divided typical section would provide a good level of service to meet the future traffic demand. See the attached HCS worksheets.



HCS+: Two-Lane Highways Release 5.1

Two-Way Two-Lane Highway Segment Analysis

Analyst MAAI
 Agency/Co. GDOT
 Date Performed 4/18/2006
 Analysis Time Period AM Peak Hour
 Highway SR 7
 From/To Val-Tech Rd to Coleman Rd
 Jurisdiction Lowndes
 Analysis Year Year 2005
 Description I-75/SR 122 Interchange Reconstruction

Input Data

Highway class	Class 1				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	6	%
Segment length	0.0	mi	% Recreational vehicles	0	%
Terrain type	Level		% No-passing zones	100	%
Grade: Length		mi	Access points/mi	10	/mi
Up/down		%			
Two-way hourly volume, V	1450	veh/h			
Directional split	51 / 49	%			

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.994	
Two-way flow rate, (note-1) vp	1658	pc/h
Highest directional split proportion (note-2)	846	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	45.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.5	mi/h
Free-flow speed, FFS	42.5	mi/h
Adjustment for no-passing zones, fnp	1.4	mi/h
Average travel speed, ATS	28.2	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate, (note-1) vp	1648	pc/h
Highest directional split proportion (note-2)	840	
Base percent time-spent-following, BPTSF	76.5	%
Adj. for directional distribution and no-passing zones, fd/np	6.5	
Percent time-spent-following, PTSF	83.0	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.52	
Peak 15-min vehicle-miles of travel, VMT15	0	veh-mi
Peak-hour vehicle-miles of travel, VMT60	0	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h

HCS+: Two-Lane Highways Release 5.1

Two-Way Two-Lane Highway Segment Analysis

Analyst MAAI
 Agency/Co. GDOT
 Date Performed 4/18/2006
 Analysis Time Period AM Peak Hour
 Highway SR 7
 From/To Val-Tech Rd to Coleman Rd
 Jurisdiction Lowndes
 Analysis Year Year 2029 - No-Build
 Description I-75/SR 122 Interchange Reconstruction

Input Data

Highway class Class 1
 Shoulder width 6.0 ft Peak-hour factor, PHF 0.88
 Lane width 12.0 ft % Trucks and buses 6 %
 Segment length 0.0 mi % Recreational vehicles 0 %
 Terrain type Level % No-passing zones 100 %
 Grade: Length mi Access points/mi 10 /mi
 Up/down %
 Two-way hourly volume, V 2135 veh/h
 Directional split 52 / 48 %

Average Travel Speed

Grade adjustment factor, fG 1.00
 PCE for trucks, ET 1.1
 PCE for RVs, ER 1.0
 Heavy-vehicle adjustment factor, 0.994
 Two-way flow rate, (note-1) vp 2441 pc/h
 Highest directional split proportion (note-2) 1269 pc/h
 Free-Flow Speed from Field Measurement:
 Field measured speed, SFM - mi/h
 Observed volume, Vf - veh/h
 Estimated Free-Flow Speed:
 Base free-flow speed, BFFS 45.0 mi/h
 Adj. for lane and shoulder width, fLS 0.0 mi/h
 Adj. for access points, fA 2.5 mi/h
 Free-flow speed, FFS 42.5 mi/h
 Adjustment for no-passing zones, fnp 1.1 mi/h
 Average travel speed, ATS 22.5 mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG 1.00
 PCE for trucks, ET 1.0
 PCE for RVs, ER 1.0
 Heavy-vehicle adjustment factor, fHV 1.000
 Two-way flow rate, (note-1) vp 2426 pc/h
 Highest directional split proportion (note-2) 1262
 Base percent time-spent-following, BPTSF 88.1 %
 Adj. for directional distribution and no-passing zones, fd/np 2.9
 Percent time-spent-following, PTSF 91.1 %

Level of Service and Other Performance Measures

Level of service, LOS E
 Volume to capacity ratio, v/c 0.76
 Peak 15-min vehicle-miles of travel, VMT15 0 veh-mi
 Peak-hour vehicle-miles of travel, VMT60 0 veh-mi
 Peak 15-min total travel time, TT15 0.0 veh-h

HCS+: Two-Lane Highways Release 5.1

Two-Way Two-Lane Highway Segment Analysis

Analyst MAAI
 Agency/Co. GDOT
 Date Performed 4/18/2006
 Analysis Time Period AM Peak Hour
 Highway SR 7
 From/To Val-Tech Rd to Coleman Rd
 Jurisdiction Lowndes
 Analysis Year Year 2029 - 3-lane typical
 Description I-75/SR 122 Interchange Reconstruction

Input Data

Highway class Class 1
 Shoulder width 6.0 ft Peak-hour factor, PHF 0.88
 Lane width 12.0 ft % Trucks and buses 6 %
 Segment length 0.0 mi % Recreational vehicles 0 %
 Terrain type Level % No-passing zones 0 %
 Grade: Length mi Access points/mi 10 /mi
 Up/down %
 Two-way hourly volume, V 1590 veh/h
 Directional split 53 / 47 %

Average Travel Speed

Grade adjustment factor, fG 1.00
 PCE for trucks, ET 1.1
 PCE for RVs, ER 1.0
 Heavy-vehicle adjustment factor, 0.994
 Two-way flow rate, (note-1) vp 1818 pc/h
 Highest directional split proportion (note-2) 964 pc/h
 Free-Flow Speed from Field Measurement:
 Field measured speed, SFM - mi/h
 Observed volume, Vf - veh/h
 Estimated Free-Flow Speed:
 Base free-flow speed, BFFS 45.0 mi/h
 Adj. for lane and shoulder width, fLS 0.0 mi/h
 Adj. for access points, fA 2.5 mi/h
 Free-flow speed, FFS 42.5 mi/h
 Adjustment for no-passing zones, fnp 0.0 mi/h
 Average travel speed, ATS 28.4 mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG 1.00
 PCE for trucks, ET 1.0
 PCE for RVs, ER 1.0
 Heavy-vehicle adjustment factor, fHV 1.000
 Two-way flow rate, (note-1) vp 1807 pc/h
 Highest directional split proportion (note-2) 958
 Base percent time-spent-following, BPTSF 79.6 %
 Adj. for directional distribution and no-passing zones, fd/np 0.0
 Percent time-spent-following, PTSF 79.6 %

Level of Service and Other Performance Measures

Level of service, LOS E
 Volume to capacity ratio, v/c 0.57
 Peak 15-min vehicle-miles of travel, VMT15 0 veh-mi
 Peak-hour vehicle-miles of travel, VMT60 0 veh-mi
 Peak 15-min total travel time, TT15 0.0 veh-h

OPERATIONAL ANALYSIS

Analyst: MAAI
 Agency/Co: GDOT
 Date: 4/18/2006
 Analysis Period: AM Peak Hour
 Highway: SR 7
 From/To: Val-Tech Rd to Coleman Rd
 Jurisdiction: Lowndes
 Analysis Year: Year 2029 - 4-lane divided
 Project ID: I-75/SR 122 Interchange Reconstruction

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFPS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1185	vph	1030	vph
Peak-hour factor, PHF	0.88		0.88	
Peak 15-minute volume, v15	337		293	
Trucks and buses	6	%	6	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	693	pcphpl	602	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	693	pcphpl	602	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		B	
Density, D	15.4	pc/mi/ln	13.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: AM Peak Hour
 Intersection: SR 7@Val-Tech Rd-Shiloh Tr
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: Year 2029
 Project ID: I-75 at SR 7/US 41 Interchange Reconstruction
 East/West Street: SR 7/Shiloh Road
 North/South Street: Val-Tech Road/Shiloh Trace
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	10	390	70	255	235	10
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	10	423	76	277	255	10
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	25	5	170	15	10	10
Peak Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	27	5	184	16	10	10
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No		No	/	No	/
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1 L	4 L	7 L	8 L	9 L	10 L	11 L	12 L
v (vph)	10	277	216			36		
C(m) (vph)	1311	1075	549			224		
v/c	0.01	0.26	0.39			0.16		
95% queue length	0.02	1.03	1.86			0.56		
Control Delay	7.8	9.5	15.7			24.1		
LOS	A	A	C			C		
Approach Delay			15.7			24.1		
Approach LOS			C			C		

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: PM Peak Hour
 Intersection: SR 7@Val-Tech Rd-Shiloh Tr
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: Year 2029
 Project ID: I-75 at SR 7/US 41 Interchange Reconstruction
 East/West Street: SR 7/Shiloh Road
 North/South Street: Val-Tech Road/Shiloh Trace
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L 	2 T 	3 R 	4 L 	5 T 	6 R 
Volume	10	235	50	190	350	15
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	10	255	54	206	380	16
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes	1	2	0	1	2	0
Configuration	L T TR			L T TR		
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L 	8 T 	9 R 	10 L 	11 T 	12 R 
Volume	95	10	165	10	5	10
Peak Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	103	10	179	10	5	10
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No			/ No /		
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
	1 L 	4 L 	7	8 LTR 	9	10	11 LTR 	12
v (vph)	10	206	292			25		
C(m) (vph)	1174	1263	491			324		
v/c	0.01	0.16	0.59			0.08		
95% queue length	0.03	0.58	3.82			0.25		
Control Delay	8.1	8.4	22.5			17.0		
LOS	A	A	C			C		
Approach Delay			22.5			17.0		
Approach LOS			C			C		

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: AM Peak Hour
 Intersection: SR 7 @ I-75 SB/Amber Drive
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: Year 2029
 Project ID: I-75 at SR 7/US 41 Interchange Reconstruction
 East/West Street: SR 7/Shiloh Road
 North/South Street: I-75 Southbound Ramps/Amber Dr
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	20	430	125	525	445	30
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	21	467	135	570	483	32
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No					
Lanes	1	2	1	1	2	0
Configuration	L	T	R	L	T	TR
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	30	20	135	30	15	25
Peak Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	32	21	146	32	16	27
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0					
Flared Approach: Exists?/Storage	/			No /		
Lanes	0	1	1	0	1	0
Configuration	LT		R	LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
	1 L	4 L	7 LT	8	9 R	10	11 LTR	12
v (vph)	21	570	53		146		75	
C(m) (vph)	1061	985			774		0	
v/c	0.02	0.58			0.19			
95% queue length	0.06	3.84			0.69			
Control Delay	8.5	13.5			10.7			
LOS	A	B			B		F	
Approach Delay								
Approach LOS								

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: AM Peak Hour
 Intersection: SR 7 @ I-75 SB/Amber Drive
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: Year 2009
 Project ID: I-75 at SR 7/US 41 Interchange Reconstruction
 East/West Street: SR 7/Shiloh Road
 North/South Street: I-75 Southbound Ramps/Amber Dr
 Intersection Orientation: EW Study period (hrs): 0.25

		Vehicle Volumes and Adjustments					
Major Street:	Approach Movement	Eastbound			Westbound		
		1 L ↶	2 T ↑	3 R ↷	4 L ↶	5 T ↑	6 R ↷
Volume		15	330	100	415	255	25
Peak-Hour Factor, PHF		0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR		16	358	108	451	277	27
Percent Heavy Vehicles		0	--	--	0	--	--
Median Type/Storage		Raised curb				/ 1	
RT Channelized?		No					
Lanes		1	2	1	1	2	0
Configuration		L	T	R	L	T	TR
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L ↶	8 T ↑	9 R ↷	10 L ↶	11 T ↑	12 R ↷
Volume		25	15	105	25	10	20
Peak Hour Factor, PHF		0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR		27	16	114	27	10	21
Percent Heavy Vehicles		0	0	0	0	0	0
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage					/		No /
Lanes		0	1	1	0	1	0
Configuration		LT		R	LTR		

Approach Movement	Delay, Queue Length, and Level of Service							
	EB		Northbound			Southbound		
	1	4	7	8	9	10	11	12
Lane Config	L ↶	L ↶	LT ↶↑		R ↷		LTR ↶↑↷	
v (vph)	16	451	43		114		58	
C(m) (vph)	1268	1106	107		839		125	
v/c	0.01	0.41	0.40		0.14		0.46	
95% queue length	0.04	2.02	1.67		0.47		2.08	
Control Delay	7.9	10.5	59.6		10.0-		56.6	
LOS	A	B	F		A		F	
Approach Delay				23.6			56.6	
Approach LOS				C			F	

HCS Two-Way Stop Analysis of the intersection of SR 7 / Shiloh Road at I-75 Southbound Ramps / Amber Drive for the 2009 build year indicates LOS F operation for Amber Drive and for the left and thru movements from I-75 SB off-ramp. However, these are low volume movements. The predominant side street movement, the right turn from I-75 SB off-ramp, would operate at LOS A, since it has a separate approach lane. This right-turn volume would not be considered in a signal warrant analysis, and the remaining side street movements would not justify signalization. The westbound left turn volume from SR 7 to I-75 SB is quite high, but would operate at LOS B.

The low volume of traffic on SR 7 obviates the need for a signal at this intersection. It is recommended that this intersection be monitored and reevaluated as conditions change.

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: PM Peak Hour
 Intersection: SR 7 @ I-75 SB/Amber Drive
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: Year 2029
 Project ID: I-75 at SR 7/US 41 Interchange Reconstruction
 East/West Street: SR 7/Shiloh Road
 North/South Street: I-75 Southbound Ramps/Amber Dr
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L ↩	2 T ↑	3 R ↪	4 L ↩	5 T ↑	6 R ↪
Volume	20	350	40	385	510	60
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	21	380	43	418	554	65
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No					
Lanes	1	2	1	1	2	0
Configuration	L	T	R	L	T	TR
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L ↩	8 T ↑	9 R ↪	10 L ↩	11 T ↑	12 R ↪
Volume	20	25	115	40	30	25
Peak Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	21	27	124	43	32	27
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	/			No /		
Lanes	0	1	1	0	1	0
Configuration	LT		R	LTR		

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1 L ↩	4 L ↩	7 LT ↩↑	8	9 R ↪	10	11 LTR ↩↑↪	12
v (vph)	21	418	48		124		102	
C(m) (vph)	971	1147	81		826		95	
v/c	0.02	0.36	0.59		0.15		1.07	
95% queue length	0.07	1.69	2.65		0.53		6.64	
Control Delay	8.8	9.9	100.1		10.1		195.8	
LOS	A	A	F		B		F	
Approach Delay				35.2				195.8
Approach LOS				E				F

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: PM Peak Hour
 Intersection: SR 7 @ I-75 SB/Amber Drive
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: Year 2009
 Project ID: I-75 at SR 7/US 41 Interchange Reconstruction
 East/West Street: SR 7/Shiloh Road
 North/South Street: I-75 Southbound Ramps/Amber Dr
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments						
Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	15	275	30	300	325	45
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	16	298	32	326	353	48
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No					
Lanes	1	2	1	1	2	0
Configuration	L	T	R	L	T	TR
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	15	20	85	30	25	20
Peak Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	16	21	92	32	27	21
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0					
Flared Approach: Exists?/Storage	/			No /		
Lanes	0	1	1	0	1	0
Configuration	LT		R	LTR		

Approach Movement Lane Config	Delay, Queue Length, and Level of Service							
	EB 1 L	WB 4 L	Northbound 7 LT		9 R	Southbound 10 L	11 T	12 R
v (vph)	16	326	37		92		80	
C(m) (vph)	1169	1241	171		877		197	
v/c	0.01	0.26	0.22		0.10		0.41	
95% queue length	0.04	1.06	0.79		0.35		1.82	
Control Delay	8.1	8.9	31.8		9.6		35.2	
LOS	A	A	D		A		E	
Approach Delay				15.9				35.2
Approach LOS				C				E

HCS Two-Way Stop Analysis of the intersection of SR 7 / Shiloh Road at I-75 Southbound Ramps / Amber Drive for the 2009 build year indicates LOS F operation for Amber Drive and for the left and thru movements from I-75 SB off-ramp. However, these are low volume movements. The predominant side street movement, the right turn from I-75 SB off-ramp, would operate at LOS A, since it has a separate approach lane. This right-turn volume would not be considered in a signal warrant analysis, and the remaining side street movements would not justify signalization. The westbound left turn volume from SR 7 to I-75 SB is quite high, but would operate at LOS B.

The low volume of traffic on SR 7 obviates the need for a signal at this intersection. It is recommended that this intersection be monitored and reevaluated as conditions change.

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: AM Peak Hour
 Intersection: SR 7 @ I-85 NB Ramps
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: Year 2029
 Project ID: I-75 at SR 7/US 41 Interchange Reconstruction
 East/West Street: SR 7/Shiloh Road
 North/South Street: I-85 Northbound Ramps
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L 	2 T 	3 R	4 L	5 T 	6 R 
Volume		20	575			965	140
Peak-Hour Factor, PHF		0.92	0.92			0.92	0.92
Hourly Flow Rate, HFR		21	624			1048	152
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Raised curb			/	1	
RT Channelized?							No
Lanes		1	2			2	1
Configuration			L T			T R	
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L 	8 T	9 R 	10 L	11 T	12 R
Volume		35		455			
Peak Hour Factor, PHF		0.92		0.92			
Hourly Flow Rate, HFR		38		494			
Percent Heavy Vehicles		0		0			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		/
Lanes		1		1			
Configuration			L	R			

Delay, Queue Length, and Level of Service

Approach Movement	EB 1 L 	WB 4	Northbound			Southbound		
			7 L 	8	9 R 	10	11	12
v (vph)	21		38		494			
C(m) (vph)	589		307		690			
v/c	0.04		0.12		0.72			
95% queue length	0.11		0.42		6.06			
Control Delay	11.3		18.4		22.2			
LOS	B		C		C			
Approach Delay				22.0				
Approach LOS				C				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: PM Peak Hour
 Intersection: SR 7 @ I-85 NB Ramps
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: Year 2029
 Project ID: I-75 at SR 7/US 41 Interchange Reconstruction
 East/West Street: SR 7/Shiloh Road
 North/South Street: I-85 Northbound Ramps
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		25	480			845	155
Peak-Hour Factor, PHF		0.92	0.92			0.92	0.92
Hourly Flow Rate, HFR		27	521			918	168
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Raised curb			/ 1		
RT Channelized?							No
Lanes		1	2			2	1
Configuration		L	T			T	R
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		110		385			
Peak Hour Factor, PHF		0.92		0.92			
Hourly Flow Rate, HFR		119		418			
Percent Heavy Vehicles		0		0			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		/
Lanes		1		1			
Configuration		L		R			

Delay, Queue Length, and Level of Service

Approach Movement	EB		Northbound			Southbound		
	1	4	7	8	9	10	11	12
Lane Config	L		L		R			
v (vph)	27		119		418			
C(m) (vph)	650		348		745			
v/c	0.04		0.34		0.56			
95% queue length	0.13		1.48		3.53			
Control Delay	10.8		20.6		15.8			
LOS	B		C		C			
Approach Delay				16.9				
Approach LOS				C				

HCS2000: Signalized Intersections Release 4.1d

Analyst: MAAI Inter.: SR 7/US 41@ Coleman Rd
 Agency: Lowndes County Area Type: All other areas
 Date: 03/02/2007 Jurisd: GDOT
 Period: AM Peak Hour Year : Year 2029
 Project ID: I-75 at SR 7/US 41 Interchange Reconstruction
 E/W St: SR 7/US 41/ N. Valdosta Rd N/S St: Coleman Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	1	0	1	1	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	150	840	40	45	750	165	30	15	30	280	20	300
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P	P		NB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
WB Left		P	P		SB Left	P		
Thru			P		Thru	P		
Right			P		Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	26.0			20.0		
Yellow		4.0	4.0			4.0		
All Red		0.0	1.0			1.0		

Cycle Length: 70.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	410	1805	0.40	0.57	11.7	B		
T	1341	3610	0.68	0.37	21.3	C	19.7	B
R	600	1615	0.07	0.37	14.4	B		
Westbound								
L	377	1805	0.13	0.57	9.3	A		
T	1341	3610	0.61	0.37	19.9	B	18.9	B
R	600	1615	0.30	0.37	16.8	B		
Northbound								
L	195	683	0.17	0.29	20.6	C		
TR	488	1708	0.10	0.29	18.8	B	19.5	B
Southbound								
L	394	1378	0.77	0.29	36.5	D		
TR	467	1633	0.75	0.29	33.0	C	34.7	C

Intersection Delay = 22.8 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst: MAAI Inter.: SR 7/US 41@ Coleman Rd
 Agency: Lowndes County Area Type: All other areas
 Date: 03/02/2007 Jurisd: GDOT
 Period: PM Peak Hour Year : Year 2029
 Project ID: I-75 at SR 7/US 41 Interchange Reconstruction
 E/W St: SR 7/US 41/ N. Valdosta Rd N/S St: Coleman Road

SIGNALIZED INTERSECTION SUMMARY

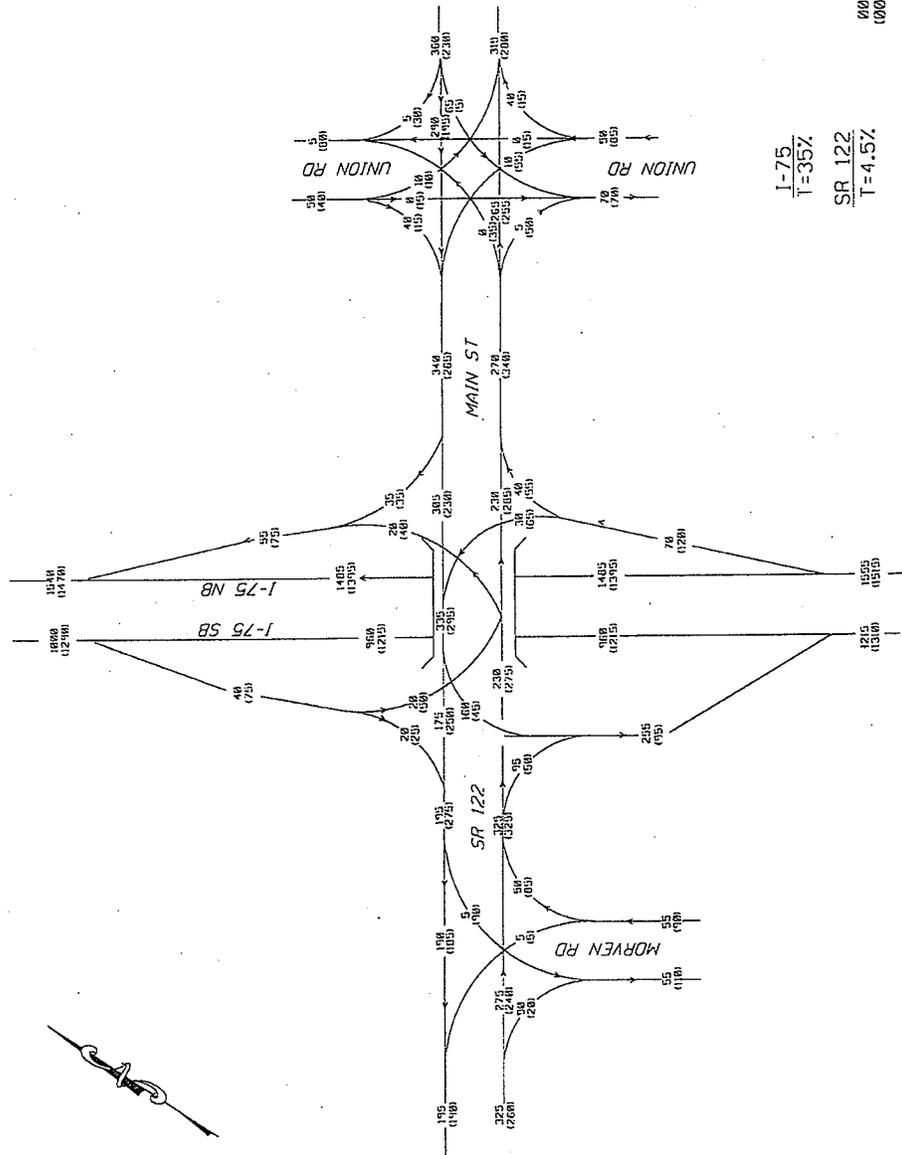
	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	1	0	1	1	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	215	620	30	40	825	275	40	20	50	300	15	155
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration	0.25	Area Type: All other areas							
Signal Operations									
Phase Combination	1	2	3	4	5	6	7	8	
EB Left		P	P		NB Left	P			
Thru			P		Thru	P			
Right			P		Right	P			
Peds					Peds				
WB Left		P	P		SB Left	P			
Thru			P		Thru	P			
Right			P		Right	P			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green		10.0	26.0			20.0			
Yellow		4.0	4.0			4.0			
All Red		0.0	1.0			1.0			
Cycle Length: 70.0 secs									

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	382	1805	0.61	0.57	17.4	B		
T	1341	3610	0.50	0.37	18.4	B	18.0	B
R	600	1615	0.05	0.37	14.3	B		
Westbound								
L	464	1805	0.09	0.57	7.9	A		
T	1341	3610	0.67	0.37	21.1	C	20.3	C
R	600	1615	0.50	0.37	19.9	B		
Northbound								
L	336	1177	0.13	0.29	19.3	B		
TR	485	1698	0.16	0.29	19.4	B	19.4	B
Southbound								
L	384	1344	0.85	0.29	43.9	D		
TR	469	1640	0.39	0.29	22.6	C	36.2	D

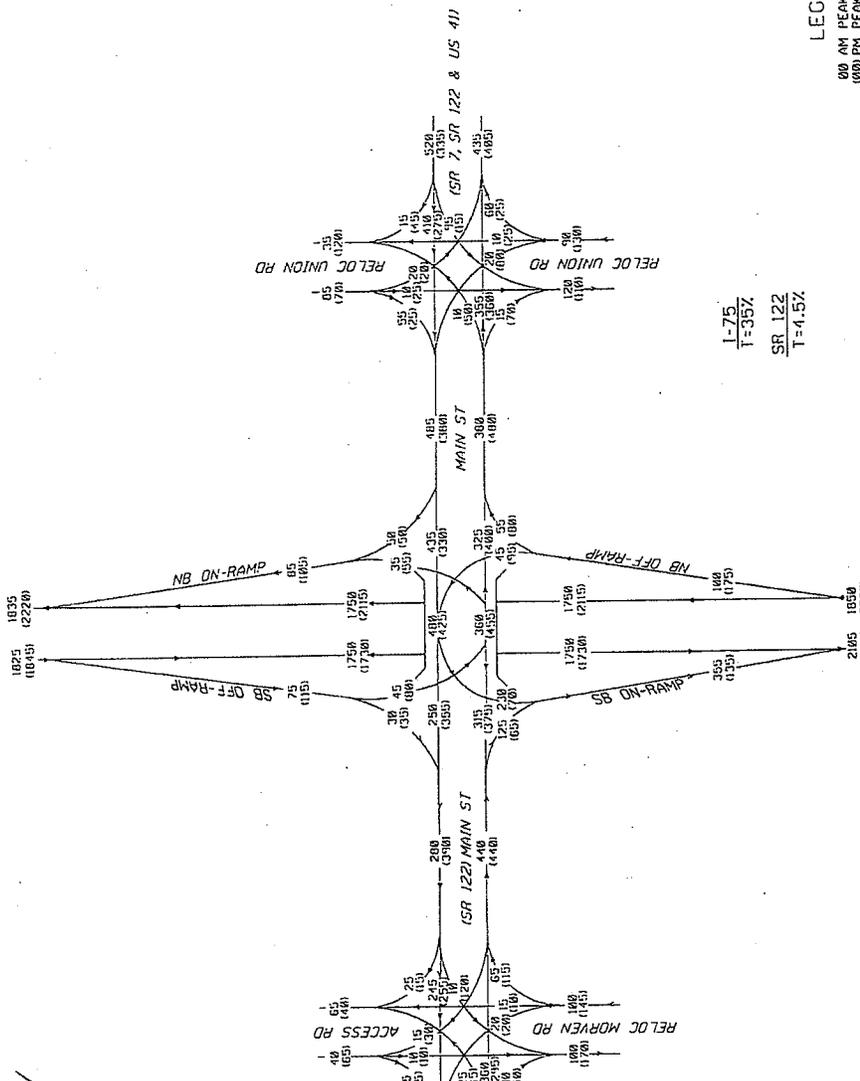
Intersection Delay = 22.4 (sec/veh) Intersection LOS = C



LEGEND
 900 AM PEAK HOUR
 1800 PM PEAK HOUR

I-75
 T=35%
 SR 122
 T=4.5%

	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE	TRAFFIC DIVISION EXIST. 20' MAIN ST. 1-75 INTERCHANGE @ SR 122 PEAK HOUR TRAFFIC	SHEET NO. 10-00
	REVISION DATES		



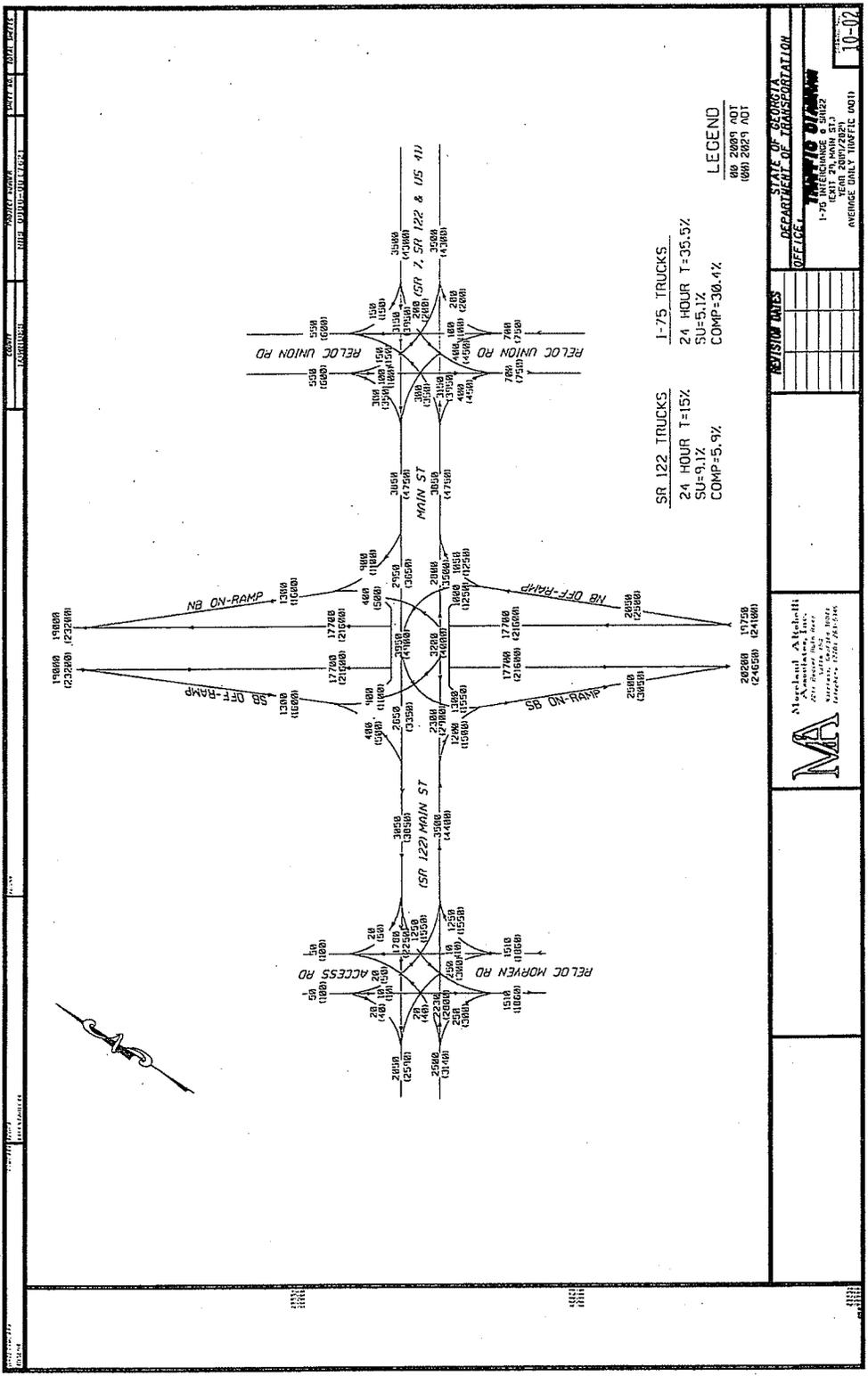
LEGEND
 000 AM PEAK HOUR DHW
 0000 PM PEAK HOUR DHW

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE

REVISION DATES

MA
 Michael A. Pugh
 Assistant, Traffic
 2010 Peachtree Dunwoody Rd.
 Atlanta, GA 30328
 Telephone: 404/271-1000
 Fax: 404/271-1000

DESIGN YEAR: 2007
 PEAK HOUR: 10:00 AM
 10-01



... \05511\TRAF\SR 122\sr122trf.dgn 04/09/2007 02:29:26 PM

HCS+: Two-Lane Highways Release 5.1

Two-Way Two-Lane Highway Segment Analysis

Analyst MAAI
 Agency/Co. GDOT
 Date Performed 4/18/2006
 Analysis Time Period PM Peak Hour
 Highway SR 122
 From/To Morven Rd to Union Rd
 Jurisdiction Lowndes
 Analysis Year Year 2005
 Description I-75/SR 122 Interchange Reconstruction

Input Data

Highway class Class 1
 Shoulder width 6.0 ft Peak-hour factor, PHF 0.88
 Lane width 12.0 ft % Trucks and buses 5 %
 Segment length 0.0 mi % Recreational vehicles 0 %
 Terrain type Level % No-passing zones 100 %
 Grade: Length mi Access points/mi 10 /mi
 Up/down %
 Two-way hourly volume, V 605 veh/h
 Directional split 56 / 44 %

Average Travel Speed

Grade adjustment factor, fG 1.00
 PCE for trucks, ET 1.2
 PCE for RVs, ER 1.0
 Heavy-vehicle adjustment factor, 0.990
 Two-way flow rate, (note-1) vp 694 pc/h
 Highest directional split proportion. (note-2) 389 pc/h
 Free-Flow Speed from Field Measurement:
 Field measured speed, SFM - mi/h
 Observed volume, Vf - veh/h
 Estimated Free-Flow Speed:
 Base free-flow speed, BFFS 45.0 mi/h
 Adj. for lane and shoulder width, fLS 0.0 mi/h
 Adj. for access points, fA 2.5 mi/h
 Free-flow speed, FFS 42.5 mi/h
 Adjustment for no-passing zones, fnp 3.5 mi/h
 Average travel speed, ATS 33.6 mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG 1.00
 PCE for trucks, ET 1.1
 PCE for RVs, ER 1.0
 Heavy-vehicle adjustment factor, fHV 0.995
 Two-way flow rate, (note-1) vp 691 pc/h
 Highest directional split proportion (note-2) 387
 Base percent time-spent-following, BPTSF 45.5 %
 Adj. for directional distribution and no-passing zones, fd/np 18.0
 Percent time-spent-following, PTSF 63.5 %

Level of Service and Other Performance Measures

Level of service, LOS E
 Volume to capacity ratio, v/c 0.22
 Peak 15-min vehicle-miles of travel, VMT15 0 veh-mi
 Peak-hour vehicle-miles of travel, VMT60 0 veh-mi
 Peak 15-min total travel time, TT15 0.0 veh-h

HCS+: Two-Lane Highways Release 5.1

Two-Way Two-Lane Highway Segment Analysis

Analyst MAAI
 Agency/Co. GDOT
 Date Performed 4/18/2006
 Analysis Time Period PM Peak Hour
 Highway SR 122
 From/To Morven Rd to Union Rd
 Jurisdiction Lowndes
 Analysis Year Year 2029 - No-Build
 Description I-75/SR 122 Interchange Reconstruction

Input Data

Highway class Class 1
 Shoulder width 6.0 ft Peak-hour factor, PHF 0.88
 Lane width 12.0 ft % Trucks and buses 5 %
 Segment length 0.0 mi % Recreational vehicles 0 %
 Terrain type Level % No-passing zones 100 %
 Grade: Length mi Access points/mi 10 /mi
 Up/down %
 Two-way hourly volume, V 860 veh/h
 Directional split 56 / 44 %

Average Travel Speed

Grade adjustment factor, fG 1.00
 PCE for trucks, ET 1.2
 PCE for RVs, ER 1.0
 Heavy-vehicle adjustment factor, 0.990
 Two-way flow rate, (note-1) vp 987 pc/h
 Highest directional split proportion (note-2) 553 pc/h
 Free-Flow Speed from Field Measurement:
 Field measured speed, SFM - mi/h
 Observed volume, Vf - veh/h
 Estimated Free-Flow Speed:
 Base free-flow speed, BFPS 45.0 mi/h
 Adj. for lane and shoulder width, fLS 0.0 mi/h
 Adj. for access points, fA 2.5 mi/h
 Free-flow speed, FFS 42.5 mi/h
 Adjustment for no-passing zones, fnp 2.6 mi/h
 Average travel speed, ATS 32.2 mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG 1.00
 PCE for trucks, ET 1.1
 PCE for RVs, ER 1.0
 Heavy-vehicle adjustment factor, fHV 0.995
 Two-way flow rate, (note-1) vp 982 pc/h
 Highest directional split proportion (note-2) 550
 Base percent time-spent-following, BPTSF 57.8 %
 Adj. for directional distribution and no-passing zones, fd/np 12.7
 Percent time-spent-following, PTSF 70.6 %

Level of Service and Other Performance Measures

Level of service, LOS E
 Volume to capacity ratio, v/c 0.31
 Peak 15-min vehicle-miles of travel, VMT15 0 veh-mi
 Peak-hour vehicle-miles of travel, VMT60 0 veh-mi
 Peak 15-min total travel time, TT15 0.0 veh-h

HCS+: Two-Lane Highways Release 5.1

Two-Way Two-Lane Highway Segment Analysis

Analyst MAAI
 Agency/Co. GDOT
 Date Performed 4/18/2006
 Analysis Time Period PM Peak Hour
 Highway SR 122
 From/To Morven Rd to Union Rd
 Jurisdiction Lowndes
 Analysis Year Year 2029 - 3-lane typical
 Description I-75/SR.122 Interchange Reconstruction

Input Data

Highway class Class 1
 Shoulder width 6.0 ft Peak-hour factor, PHF 0.88
 Lane width 12.0 ft % Trucks and buses 5 %
 Segment length 0.0 mi % Recreational vehicles 0 %
 Terrain type Level % No-passing zones 0 %
 Grade: Length mi Access points/mi 10 /mi
 Up/down %
 Two-way hourly volume, V 730 veh/h
 Directional split 56 / 44 %

Average Travel Speed

Grade adjustment factor, fG 1.00
 PCE for trucks, ET 1.2
 PCE for RVs, ER 1.0
 Heavy-vehicle adjustment factor, 0.990
 Two-way flow rate, (note-1) vp 838 pc/h
 Highest directional split proportion (note-2) 469 pc/h
 Free-Flow Speed from Field Measurement:
 Field measured speed, SFM - mi/h
 Observed volume, Vf - veh/h
 Estimated Free-Flow Speed:
 Base free-flow speed, BFS 45.0 mi/h
 Adj. for lane and shoulder width, fLS 0.0 mi/h
 Adj. for access points, fA 2.5 mi/h
 Free-flow speed, FFS 42.5 mi/h
 Adjustment for no-passing zones, fnp 0.0 mi/h
 Average travel speed, ATS 36.0 mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG 1.00
 PCE for trucks, ET 1.1
 PCE for RVs, ER 1.0
 Heavy-vehicle adjustment factor, fHV 0.995
 Two-way flow rate, (note-1) vp 834 pc/h
 Highest directional split proportion (note-2) 467
 Base percent time-spent-following, BPTSF 52.0 %
 Adj. for directional distribution and no-passing zones, fd/np 0.0
 Percent time-spent-following, PTSF 52.0 %

Level of Service and Other Performance Measures

Level of service, LOS E
 Volume to capacity ratio, v/c 0.26
 Peak 15-min vehicle-miles of travel, VMT15 0 veh-mi
 Peak-hour vehicle-miles of travel, VMT60 0 veh-mi
 Peak 15-min total travel time, TT15 0.0 veh-h

HCS+: Multilane Highways Release 5.1

OPERATIONAL ANALYSIS

Analyst: MAAI
 Agency/Co: GDOT
 Date: 4/18/2006
 Analysis Period: PM Peak Hour
 Highway: SR 122
 From/To: Morven Rd to Union Rd
 Jurisdiction: Lowndes
 Analysis Year: Year 2029 - 4-lane divided
 Project ID: I-75/SR 122 Interchange Reconstruction

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		0		0	
Median type					
Free-flow speed:		Measured		Measured	
FFS or BFFS		45.0	mph	45.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		0.0	mph	0.0	mph
Free-flow speed		45.0	mph	45.0	mph

VOLUME

	Direction	1		2	
Volume, V		380	vph	480	vph
Peak-hour factor, PHF		0.88		0.88	
Peak 15-minute volume, v15		108		136	
Trucks and buses		5	%	5	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.976		0.976	
Flow rate, vp		221	pcphpl	279	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		221	pcphpl	279	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		A		A	
Density, D		4.9	pc/mi/ln	6.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/2/2007
 Analysis Time Period: AM-Peak
 Intersection: SR 122 Main St @ Reloc Morven
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: 2029
 Project ID:
 East/West Street: SR 122 Main Street
 North/South Street: Reloc Morven Rd
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R		4 L	5 T	6 R
Volume		25	360	80		10	245	25
Peak-Hour Factor, PHF		0.88	0.88	0.88		0.88	0.88	0.88
Hourly Flow Rate, HFR		28	409	90		11	278	28
Percent Heavy Vehicles		0	--	--		0	--	--
Median Type/Storage		Undivided			/			
RT Channelized?						No		
Lanes		1	2	0		1	1	1
Configuration		L T TR				L T R		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R		10 L	11 T	12 R
Volume		20	15	65		15	10	15
Peak Hour Factor, PHF		0.88	0.88	0.88		0.88	0.88	0.88
Hourly Flow Rate, HFR		22	17	73		17	11	17
Percent Heavy Vehicles		0	0	0		0	0	0
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage					/	No /		
Lanes		0	1	1		0	1	0
Configuration		LT R				LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB		WB		Northbound			Southbound		
	1	4	7	8	9	10	11	12		
Lane Config	L	L	LT		R		LTR			
v (vph)	28	11	39		73		45			
C(m) (vph)	1266	1075	263		756		406			
v/c	0.02	0.01	0.15		0.10		0.11			
95% queue length	0.07	0.03	0.51		0.32		0.37			
Control Delay	7.9	8.4	21.1		10.3		15.0-			
LOS	A	A	C		B		B			
Approach Delay				14.0			15.0-			
Approach LOS				B			B			

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: PM-Peak
 Intersection: SR 122 Main St @ Reloc Morven
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: 2029
 Project ID:
 East/West Street: SR 122 Main Street
 North/South Street: Reloc Morven Rd
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L ↩	2 T ↑	3 R ↪	4 L ↩	5 T ↑	6 R ↪
Volume	15	295	40	120	255	15
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR	17	335	45	136	289	17
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?				No		
Lanes	1	2	0	1	1	1
Configuration	L T TR			L T R		
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L ↩	8 T ↑	9 R ↪	10 L ↩	11 T ↑	12 R ↪
Volume	20	10	115	30	10	25
Peak Hour Factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR	22	11	130	34	11	28
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	/			No /		
Lanes	0	1	1	0	1	0
Configuration	LT R			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
	1 L ↩	4 L ↩	7 LT ↩↑	8	9 R ↪	10	11 LTR ↩↑↪	12
v (vph)	17	136	33		130		73	
C(m) (vph)	1266	1190	187		826		296	
v/c	0.01	0.11	0.18		0.16		0.25	
95% queue length	0.04	0.39	0.62		0.56		0.95	
Control Delay	7.9	8.4	28.3		10.2		21.1	
LOS	A	A	D		B		C	
Approach Delay				13.8			21.1	
Approach LOS				B			C	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: AM-Peak
 Intersection: SR 122 Main St @ I-75 SB OFF
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: 2029
 Project ID:
 East/West Street: SR 122 Main Street
 North/South Street: I-75 SB OFF Ramp
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T ↕	3 R ↘	4 L ↙	5 T ↕	6 R
Volume			315	125	230	250	
Peak-Hour Factor, PHF			0.88	0.88	0.88	0.88	
Hourly Flow Rate, HFR			357	142	261	284	
Percent Heavy Vehicles			--	--	0	--	--
Median Type/Storage			Undivided		/		
RT Channelized?							
Lanes			2	0	1	2	
Configuration			T	TR	L	T	
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L ↙	11 T	12 R ↘
Volume					45	30	
Peak Hour Factor, PHF					0.88	0.88	
Hourly Flow Rate, HFR					51	34	
Percent Heavy Vehicles					0	0	
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	/	/
Lanes					1	1	
Configuration					L	R	

Delay, Queue Length, and Level of Service

Approach Movement	EB 1 L ↙	WB 4 L ↙	Northbound			Southbound		
			7 L ↙	8 T ↕	9 R ↘	10 L ↙	11 T ↕	12 R ↘
v (vph)		261				51	34	
C(m) (vph)		1075				189	886	
v/c		0.24				0.27	0.04	
95% queue length		0.95				1.05	0.12	
Control Delay		9.4				30.9	9.2	
LOS		A				D	A	
Approach Delay							22.3	
Approach LOS							C	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: PM-Peak
 Intersection: SR 122 Main St @ I-75 SB OFF
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: 2029
 Project ID:
 East/West Street: SR 122 Main Street
 North/South Street: I-75 SB OFF Ramp
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		375	65	70	355		
Peak-Hour Factor, PHF		0.88	0.88	0.88	0.88		
Hourly Flow Rate, HFR		426	73	79	403		
Percent Heavy Vehicles		--	--	0	--	--	
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		2	0		1	2	
Configuration		T	TR		L	T	
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					80	35	
Peak Hour Factor, PHF					0.88	0.88	
Hourly Flow Rate, HFR					90	39	
Percent Heavy Vehicles					0	0	
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		/			/		
Lanes					1	1	
Configuration					L	R	

Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7 L	8	9	10 L	11	12 R
Lane Config								
v (vph)		79				90		39
C(m) (vph)		1075				314		811
v/c		0.07				0.29		0.05
95% queue length		0.24				1.16		0.15
Control Delay		8.6				21.0		9.7
LOS		A				C		A
Approach Delay							17.6	
Approach LOS							C	

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: AM-Peak
 Intersection: SR 122 Main St @ I-75 NB OFF
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: 2029
 Project ID:
 East/West Street: SR 122 Main Street
 North/South Street: I-75 NB OFF Ramp
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound		
	1 L	2 T	3 R		4 L	5 T	6 R
Volume	35	325			435	50	
Peak-Hour Factor, PHF	0.88	0.88			0.88	0.88	
Hourly Flow Rate, HFR	39	369			494	56	
Percent Heavy Vehicles	0	--	--		--	--	
Median Type/Storage	Undivided			/			
RT Channelized?					No		
Lanes	1	2			2	1	
Configuration	L	T			T	R	
Upstream Signal?	No				No		

Minor Street: Approach Movement	Northbound				Southbound		
	7 L	8 T	9 R		10 L	11 T	12 R
Volume	45		55				
Peak Hour Factor, PHF	0.88		0.88				
Hourly Flow Rate, HFR	51		62				
Percent Heavy Vehicles	0		0				
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage				/			
Lanes	1		1				
Configuration	L		R				

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1 L	4	7 L	8	9 R	10	11	12
v (vph)	39		51		62			
C(m) (vph)	1030		367		833			
v/c	0.04		0.14		0.07			
95% queue length	0.12		0.48		0.24			
Control Delay	8.6		16.4		9.7			
LOS	A		C		A			
Approach Delay				12.7				
Approach LOS				B				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: PM-Peak
 Intersection: SR 122 Main St @ I-75 NB OFF
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: 2029
 Project ID:
 East/West Street: SR 122 Main Street
 North/South Street: I-75 NB OFF Ramp
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	55	400			330	50
Peak-Hour Factor, PHF	0.88	0.88			0.88	0.88
Hourly Flow Rate, HFR	62	454			375	56
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						No
Lanes	1	2			2	1
Configuration		L T			T R	
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	95		80			
Peak Hour Factor, PHF	0.88		0.88			
Hourly Flow Rate, HFR	107		90			
Percent Heavy Vehicles	0		0			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration		L	R			

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1 L	4	7 L	8	9 R	10	11	12
v (vph)	62		107		90			
C(m) (vph)	1139		325		782			
v/c	0.05		0.33		0.12			
95% queue length	0.17		1.40		0.39			
Control Delay	8.3		21.4		10.2			
LOS	A		C		B			
Approach Delay				16.3				
Approach LOS				C				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: AM-Peak
 Intersection: SR 122 Main St @ Reloc Union
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: 2029
 Project ID:
 East/West Street: SR 122 Main Street
 North/South Street: Reloc Union Road
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments						
Major Street: Approach Movement	Eastbound			Westbound		
	1 L ↶	2 T ↑	3 R ↷	4 L ↶	5 T ↑	6 R ↷
Volume	10	355	15	95	410	15
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR	11	403	17	107	465	17
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?	No				No	
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L ↶	8 T ↑	9 R ↷	10 L ↶	11 T ↑	12 R ↷
Volume	20	10	60	20	10	55
Peak Hour Factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR	22	11	68	22	11	62
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	/			/		
Lanes	0	1	1	0	1	1
Configuration	LT		R	LT		R

Approach Movement	Delay, Queue Length, and Level of Service							
	EB 1 L ↶	WB 4 L ↶	Northbound 7 LT ↶↑		8 R ↷	Southbound 10 LT ↶↑		11 R ↷
v (vph)	11	107	33		68	33		62
C(m) (vph)	1091	1150	153		652	152		602
v/c	0.01	0.09	0.22		0.10	0.22		0.10
95% queue length	0.03	0.31	0.78		0.35	0.79		0.34
Control Delay	8.3	8.5	34.9		11.2	35.1		11.7
LOS	A	A	D		B	E		B
Approach Delay				18.9				19.8
Approach LOS				C				C

HCS Two-Way Stop Analysis of the intersection of SR 122/Main Street at relocated Union Road for the design year 2029 indicates LOS E operation for the combined through and left turn movements on relocated Union Road. However these are low volume movements and would not justify a warrant for signalization. The remaining side street movements operate at LOS B for the right turn lanes from relocated Union Road to SR 122 and LOS A for the left turn lanes from SR 122 to relocated Union Road.

The low volume of traffic on SR 122 obviates the need for a signal at this intersection. It is recommended that this intersection be monitored and reevaluated as conditions change.

TWO-WAY STOP CONTROL SUMMARY

Analyst: MAAI
 Agency/Co.: Lowndes County
 Date Performed: 03/02/2007
 Analysis Time Period: PM-Peak
 Intersection: SR 122 Main St @ Reloc Union
 Jurisdiction: GDOT
 Units: U. S. Customary
 Analysis Year: 2029
 Project ID:
 East/West Street: SR 122 Main Street
 North/South Street: Reloc Union Road
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments						
Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	50	360	70	15	275	45
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR	56	409	79	17	312	51
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?	No				No	
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

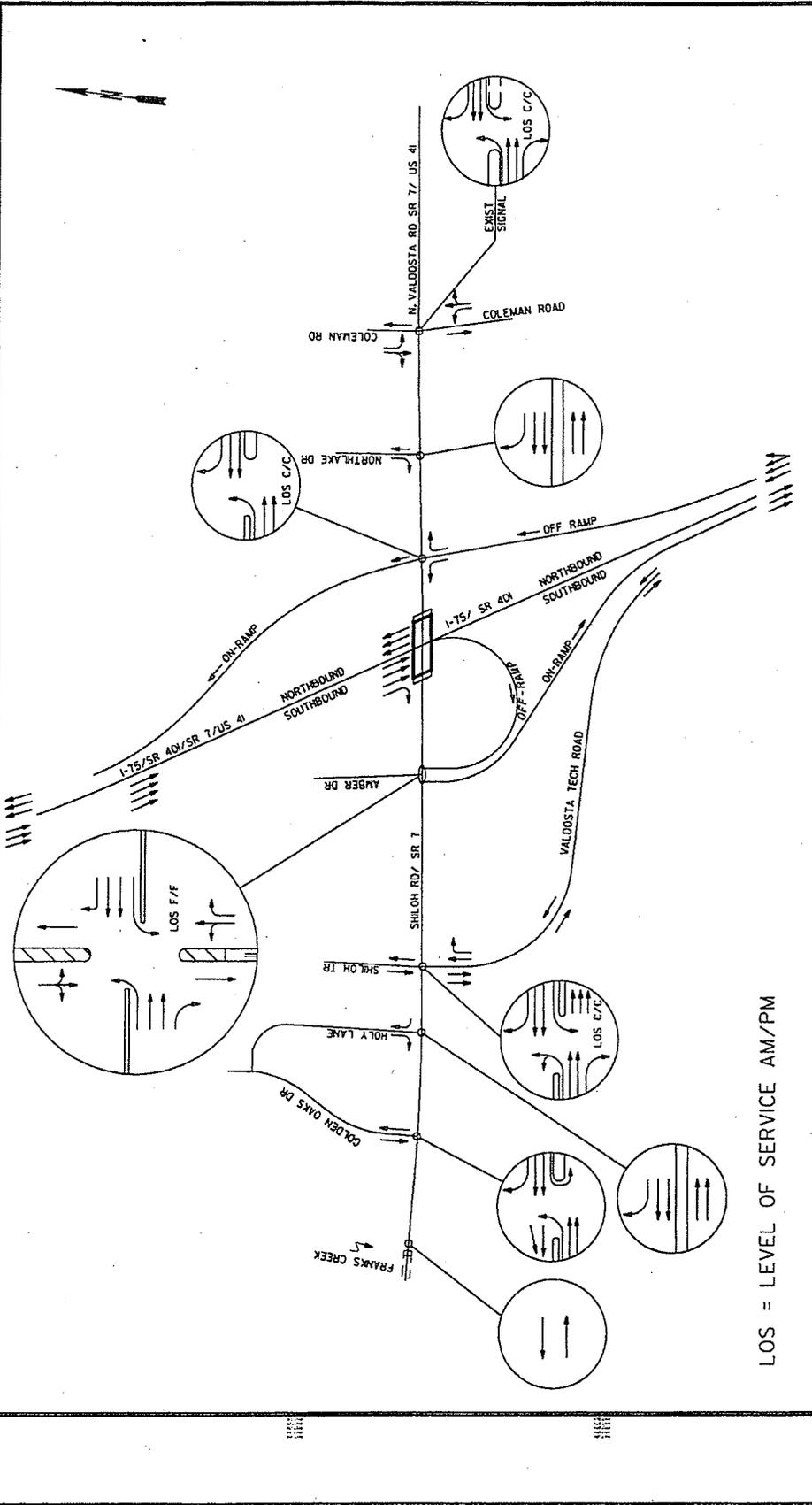
Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	80	25	25	20	25	25
Peak Hour Factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR	90	28	28	22	28	28
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage				/		
Lanes	0	1	1	0	1	1
Configuration	LT	R		LT	R	

Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Config	L	L	LT		R	LT	R
v (vph)	56	17	113		28	50	28
C(m) (vph)	1207	1086	221		647	228	733
v/c	0.05	0.02	0.53		0.04	0.22	0.04
95% queue length	0.15	0.05	2.82		0.14	0.81	0.12
Control Delay	8.1	8.4	38.5		10.8	25.2	10.1
LOS	A	A	E		B	D	B
Approach Delay				33.2			19.8
Approach LOS				D			C

HCS Two-Way Stop Analysis of the intersection of SR 122/Main Street at relocated Union Road for the design year 2029 indicates LOS E operation for the combined through and left turn movements on relocated Union Road. However these are low volume movements and would not justify a warrant for signalization. The remaining side street movements operate at LOS B for the right turn lanes from relocated Union Road to SR 122 and LOS A for the left turn lanes from SR 122 to relocated Union Road.

The low volume of traffic on SR 122 obviates the need for a signal at this intersection. It is recommended that this intersection be monitored and reevaluated as conditions change.

PROJECT NUMBER: 100-111111
 SHEET NO.: 10-01
 DATE: 05/01/2007



LOS = LEVEL OF SERVICE AM/PM

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF CONSTRUCTION LINE DESIGN 1-15 INTERCHANGE & SR SHILOH/N. VALDOSTA RD N. T. S.	REVISION DATES
	MA MacFarland Architects Associates, Inc. 401 North Main Street Marietta, GA 30067 Phone: 770.429.2200 Fax: 770.429.2201

ATTACHMENT NUMBER 6
APPROVED CONCEPT REPORT
PROJECT NH-75-1(203)
&
NEED AND PURPOSE

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

I-75 Widening and Improvements from SR 133 to Cook County Line

Project Number NH-75-1(203)
P.I. No. 410500
Lowndes County

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401

Date of Report: June 1999

RECOMMENDATION FOR APPROVAL

8-27-99

DATE

James A. Kennedy

Project Manager

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

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

9-2-99

DATE

Maria M. ...
State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

I-75 Widening and Improvements from SR 133 to Cook County Line

Project Number NH-75-1(203)
P.I. No. 410500
Lowndes County

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401

Date of Report: June 1999

RECOMMENDATION FOR APPROVAL

8-27-99

DATE

James A. Kennedy
Project Manager

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

9/23/99

DATE

Marta V. Rosen
State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

With the recommended statements, we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: David Studstill

James A. Kennerly, State Road and Airport Design Engineer

David Mulling, w/ attachment

Marta Rosen

Karl Aiff, TMC

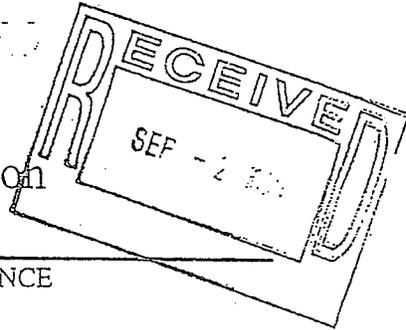
Keith Golden, P.E., TMC

Paul Liles, State Bridge Design Engineer

General Files

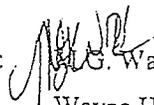
Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: NH-75-1(203)/Lowndes County
P.I. No. 410500

Office: Traffic Operations
Atlanta, Georgia
Date: September 1, 1999

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

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the widening of I-75 from just north of SR 133 and ending at the Cook County line, a distance of 13.4 miles. This project will be constructed in two phases. Phase I will widen the I-75 mainline. This widening is one of a series of projects to widen I-75 to a minimum of six lanes throughout the state. Phase II will reconstruct the existing interchanges at US 41/SR 7(North Valdosta Road) and SR 122(Main Street). The interchanges will be designed to accommodate eight lanes on the mainline in the future. The crossroads will be widened to four 12 foot lanes, at the interchanges, with a 20 foot raised median and 4 foot paved outside shoulders.

I-75 is a four lane expressway with a 40 foot depressed median, 10 foot paved outside shoulders and 4 foot paved inside shoulders. The posted speed limit is 70mph. It will be widened to six lanes, separated by median barrier, with 12 foot paved inside and outside shoulders. The speed design will be 70mph. This phase of the project will require design exceptions for substandard horizontal clearance at the US 41/SR 7, Franks Road(CR 239) and SR 122 bridges. Phase II will eliminate the need for the exceptions at US 41/SR 7 and SR 122 with the widening of these bridges. The horizontal clearance at Franks Road overpass will be 7'-9".

As stated during the concept meeting we request that conduit be installed within the limits of this project as part of this project. The conduit would be used for the future interconnection of the Advanced Transportation Management System components in this area. Our Traffic Operations Design Office can provide details cost estimates for inclusion in the project. Also, we reiterate the need to move the frontage road further from the interstate.

We believe this concept will improve safety and traffic operations along this section of roadway.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

I-75 Widening and Improvements from SR 133 to Cook County Line

Project Number NH-75-1(203)

P.I. No. 410500

Lowndes County

FEDERAL ROUTE NO: I-75

STATE ROUTE NO: SR 401

Date of Report: June 1999

RECOMMENDATION FOR APPROVAL

8-27-99

DATE

James A. Kennedy

Project Manager

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

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

8/2/99

DATE

Paul V. Talley Jr.

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

I-75 Widening and Improvements from SR 133 to Cook County Line

Project Number NH-75-1(203)
P.I. No. 410500
Lowndes County

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401

Date of Report: June 1999

RECOMMENDATION FOR APPROVAL

8-27-99

DATE

James A. Kennedy

Project Manager

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

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

8/30/99

DATE

D. J. Mucy

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

In Attendance:

<u>Name</u>	<u>Organization</u>	<u>Phone No.</u>
Joe Leoni	GDOT - Road Design	404-656-5390
Greg Mayo	GDOT - Road Design	404-656-5180
Rick Reasons	GDOT - Road Design	404-657-9756
Michael Williams	GDOT - Road Design	404-657-9756
Ken Werho	GDOT - Traffic Operations	404-635-8125
Ken Estes	GDOT - Traffic Operations	404-635-8125
Reba Scott	GDOT - Programming	404-651-7043
Ulysses Mitchell	GDOT - Planning	404-656-5560
Wade Harris	GDOT - Engineering Services	404-651-7462
Stan Peteet	GDOT-Right-of-Way	770-986-1009
Floyd Moore	FHWA	404-562-3654
Ted Burch	FHWA	404-562-3654
Don R. Gaskins	GDOT-Tifton	912-386-3043
Emory L. Giddens	GDOT-Tifton -Utility	912-386-3288
Danny P. Gay	GDOT-Tifton-Traffic Operations	912-386-3435
Joe W. Sheffield	GDOT-Tifton	912-386-3200
Charlie Clark	Lowndes County	912-333-5116
Sam Bowyer	Jordan Jones & Goulding	770-455-8555
Jill Hodges	Jordan Jones & Goulding	770-455-8555
Cindy Lee	Jordan Jones & Goulding	770-455-8555
Tommy Crochet	Jordan Jones & Goulding	770-455-8555

- Mr. Sheffield would like to see this project underway as soon as possible. He also discussed the idea of realigning Valdosta Tech Road. There are several cars turning onto the loop ramp instead of the frontage road. The district has requested that the project proceed with R/W acquisition in order to speed up the process. Mr. Gay agreed with the need to proceed quickly with these intersection improvements as development is quickly moving toward the interchange.
- Mr. Gay inquired about the plans for the abandon rest area. The reply was that it will remain closed. He suggested that they grind down the ramps so water does not collect.
- Mr. Giddens stated that all utilities are under frontage roads. Estimates for utility relocation will be high if it is planned to move those roads.
- Mr. Crochet began discussing the alternatives for interchanges at Exit 6 - SR7/US41 and Exit 7 - SR122. He stated that JJG would take a closer look at the wetland impacts and tighten up any ramps in order to reduce the impact on the wetlands.
- Mr. Crochet explained the alternatives at Exit 6 - SR7/US41. He suggested locating a median break at Holly Lane and then dropping the median after this median opening. He stated that both alternates would be considered. Mr. Leoni stated that we would present only one alternative to the public during the public meeting. Mr. Burch stated that the FHWA recommends the diamond alternate for operational purposes.
- Mr. Sheffield asked if the lighting on the mainline would be replaced. He suggested putting lighting standards on the median barrier. The state agreed to replace the lights if the local government agrees to handle the maintenance and pay for power costs. The state also agreed to place new lighting at the interchanges during Phase II if requested by the local governments with the same agreement to provide maintenance and power. No lighting is proposed at either of these interchanges. It was also noted that the fog mitigation program will need to be upgraded.
- Mr. Burch asked if the median barrier drainage was adequate. Mr. Kennerly stated that there was adequate fall and it will be a closed system.
- Mr. Burch asked how much of the project would be graded for 8 lanes. Mr. Burch stated that the slopes should be flattened out to avoid using guardrails. He suggested looking into buying additional right-of-way to flatten the slopes. Mr. Crochet stated the desire to avoid using guardrail where possible by flattening the slopes. Mr. Kennerly stated that it would have to be looked at on a case by case between guardrail and buying right-of-way. There were no existing cross sections available for I-75 so he is unsure where the grading for 8 lanes would not be feasible.
- Mr. Burch asked how the phasing for mainline bridges were going to be handled. Mr. Crochet stated that the current Level of Service on the mainline did not warrant widening to eight lanes but he suggested widening the mainline bridges to the full eight lanes for further growth.
- Mr. Werho stated there were 11 fatalities in the last four years. Traffic Operations would like to suggest using double face guardrail for safety reasons if this project does not proceed quickly.
- Mr. Burch asked what the current cross slope was on the bridges. Mr. Crochet was unsure about the bridges, but stated that the current 1% cross slope on the remainder of the mainline will be corrected to 2%. FHWA will want to correct the cross slopes up to 2% on the bridges if they are not already.
- Mr. Gay stated his concern over median crossing, storage and sight distance.
- Mr. Leoni then concluded the meeting.

CONCEPT MEETING MINUTES
I-75 WIDENING AND IMPROVEMENTS FROM
SR 133 TO COOK COUNTY LINE

Project Number NH-75-1(203)

P.I. Number 410500

Lowndes County

January 28, 1999, 10:00 a.m.

Meeting at GDOT Office of Road Design

- Mr. Crochet began the meeting by discussing the two phases of the project and reviewing the concept report. Phase I consists of widening the mainline to six lanes with a median barrier and grading for a future fourth lane in each direction. Phase II consists of reconstructing the interchanges. He asked if truck barriers would be used instead of the Jersey barrier stated in the concept report. The reply was that this would be decided during design. He stated that the limit of access will continue along the crossroads 300' from the ramps. He also stated that the public meeting could be held in 4-8 weeks.
- Mr. Leoni asked Mr. Gaskins for the need and purpose statement. Mr. Gaskins asked that plans be sent to Randall to mark the underground storage tanks.
- Mr. Burch expressed concern about the high mortality rate in this area. Mr. Gay stated that the high fatality rate was a result of vehicles crossing the median and entering oncoming traffic. Typically, this occurs from the southbound lanes crossing into the northbound lanes. Mr. Werho stated this project needed to be implemented for safety reasons. He stated that if the project does not proceed quickly, then double-faced guardrail will need to be placed in the existing median for safety reasons.
- Mr. Estes asked if the frontage road at Exit 7 - State Route 122 could be moved away from the interstate. Mr. Crochet stated that this could be done in Phase II. He also stated that glare screens and barriers should be added between Valdosta Tech Road and the mainline. Mr. Sheffield said that currently the county owns these frontage roads. Mr. Leoni said that this issue would have to be further investigated.
- Mr. Estes indicated that conduit for ATMS should be included in the project.
- Ms. Scott indicated that funding is low and could affect the scheduling of the project. Ms. Scott indicated that the project was programmed for the year 2003. She stated that the approved concept report would have to indicate that the project is broken into two phases.
- Mr. Harris stated that he was concerned about the vertical clearance between Phase I and Phase II. He also stated that for projects over \$25 million, there can be no work involved in preparation for future projects. Therefore, the grading for the fourth lane would have to be cleared through the Value Engineering process.
- Mr. Burch inquired about the Level of Service "D" areas. Mr. Crochet stated that they were at the ramp terminals.
- Mr. Peteet stated that right-of-way had been estimated for this project, but they were for the old interchange layouts. He would provide JJG with updated costs as they are completed.

PROPOSED I-75/SR 122 INTERCHANGE
PHASE II

ALTERNATE B
PREFERRED/RECOMMENDED
PARTIAL CLOVERLEAF INTERCHANGE



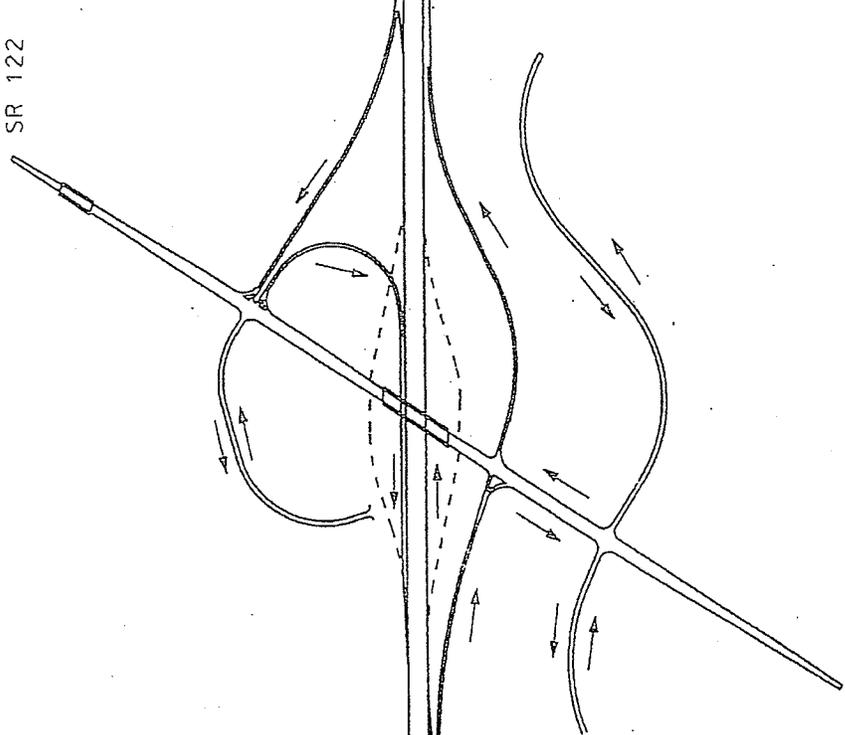
SR 122

I-75 SOUTH BOUND

I-75 NORTH BOUND

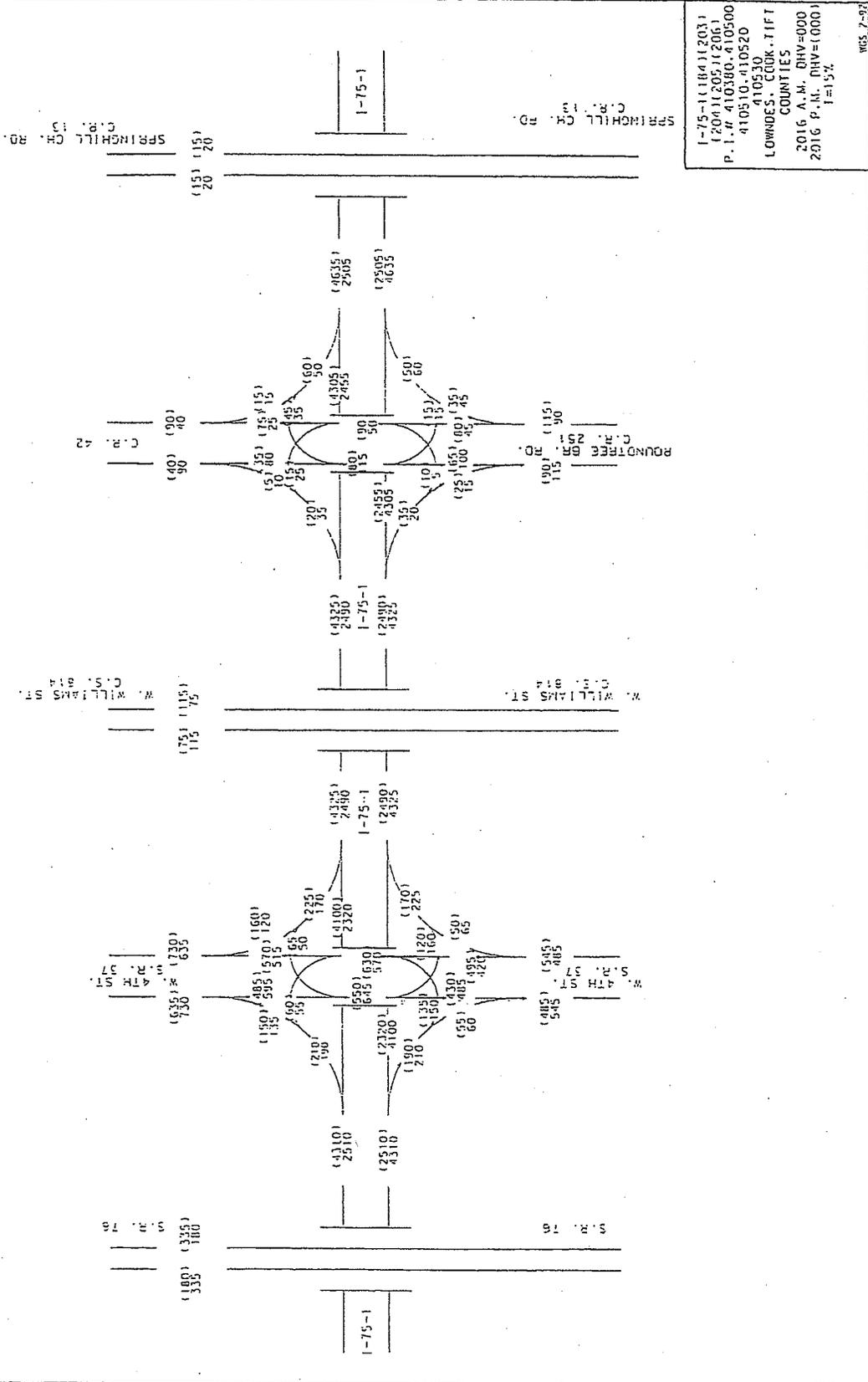
I-75 SOUTH BOUND

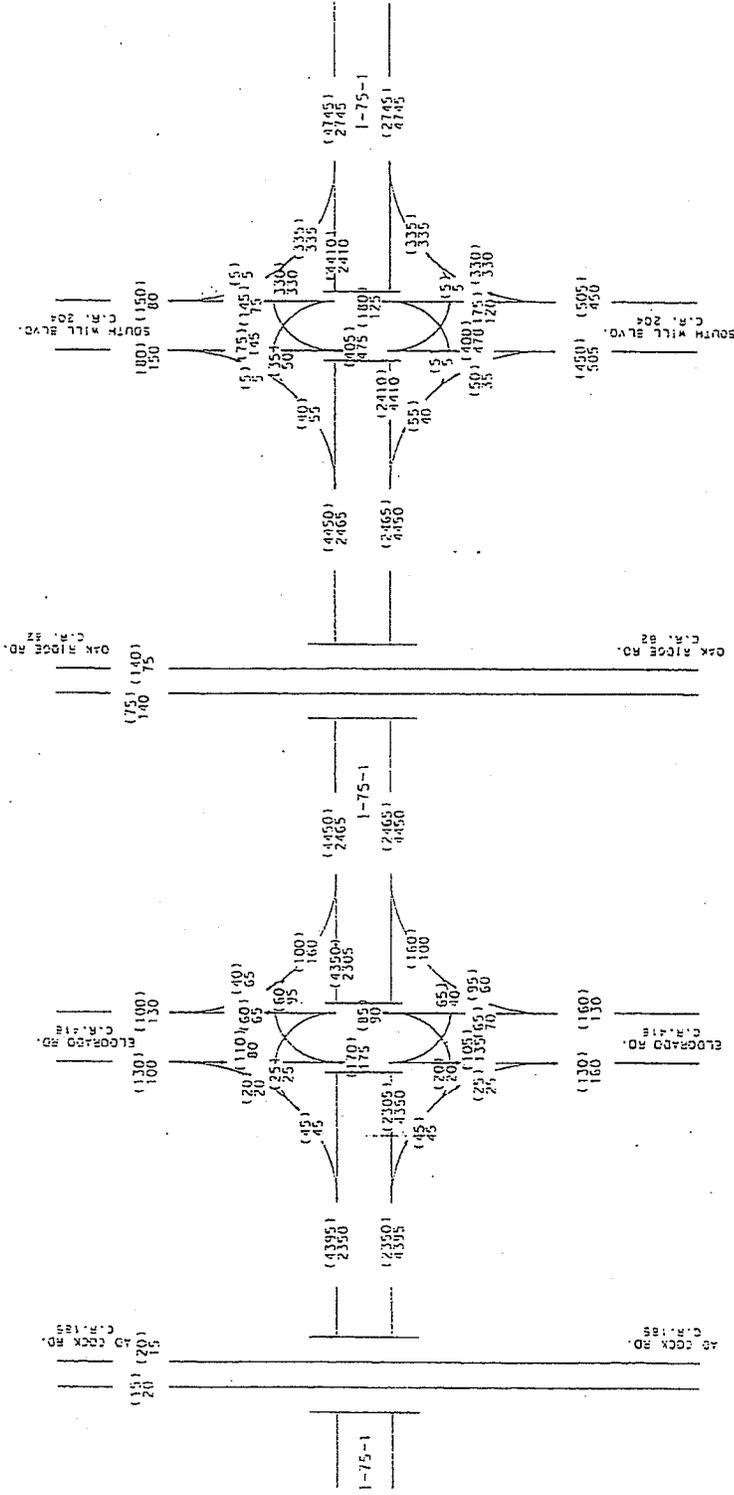
I-75 NORTH BOUND



GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

10 OF 12

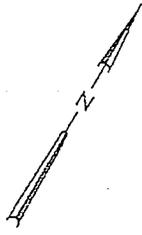




1-75-1 (184) (203)
 (204) (205) (206)
 P. I. # 410380, 410500
 410510, 410520
 410530
 LOWADES. COOK. TIFT
 COUNTIES
 2016 A.M. DIV=000
 2016 P.M. DIV=1000
 I=15%
 WGS 2-92

PROPOSED I-75/SR7-US 41 INTERCHANGE
PHASE II

ALTERNATE A
PREFERRED/RECOMMENDED
PARTIAL CLOVERLEAF INTERCHANGE



SR 7/US 41

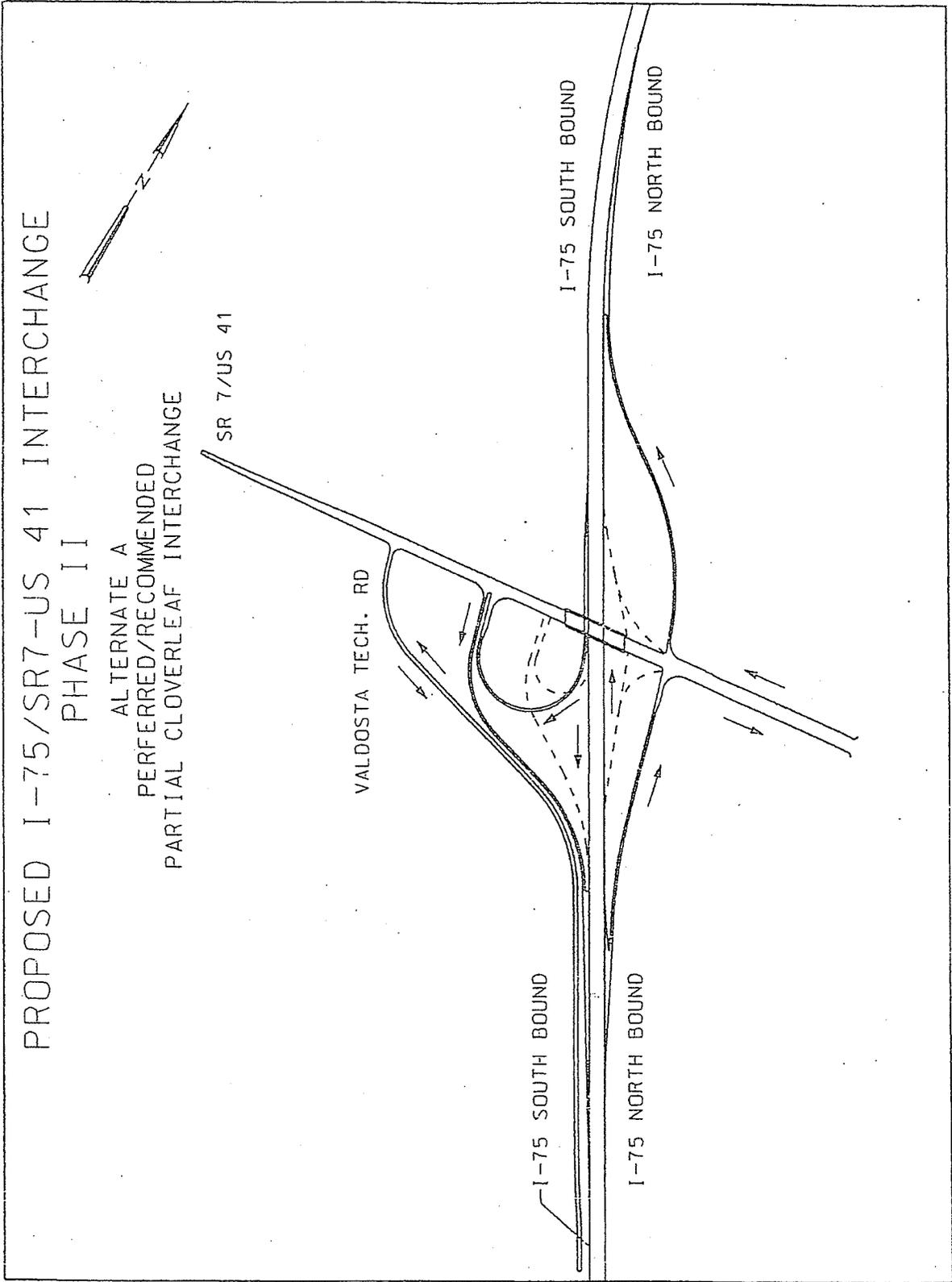
VALDOSTA TECH. RD

I-75 SOUTH BOUND

I-75 NORTH BOUND

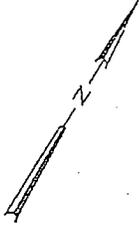
I-75 SOUTH BOUND

I-75 NORTH BOUND



PROPOSED I-75/SR7-US 41 INTERCHANGE
PHASE II

ALTERNATE B
DIAMOND INTERCHANGE



SR 7/US 41

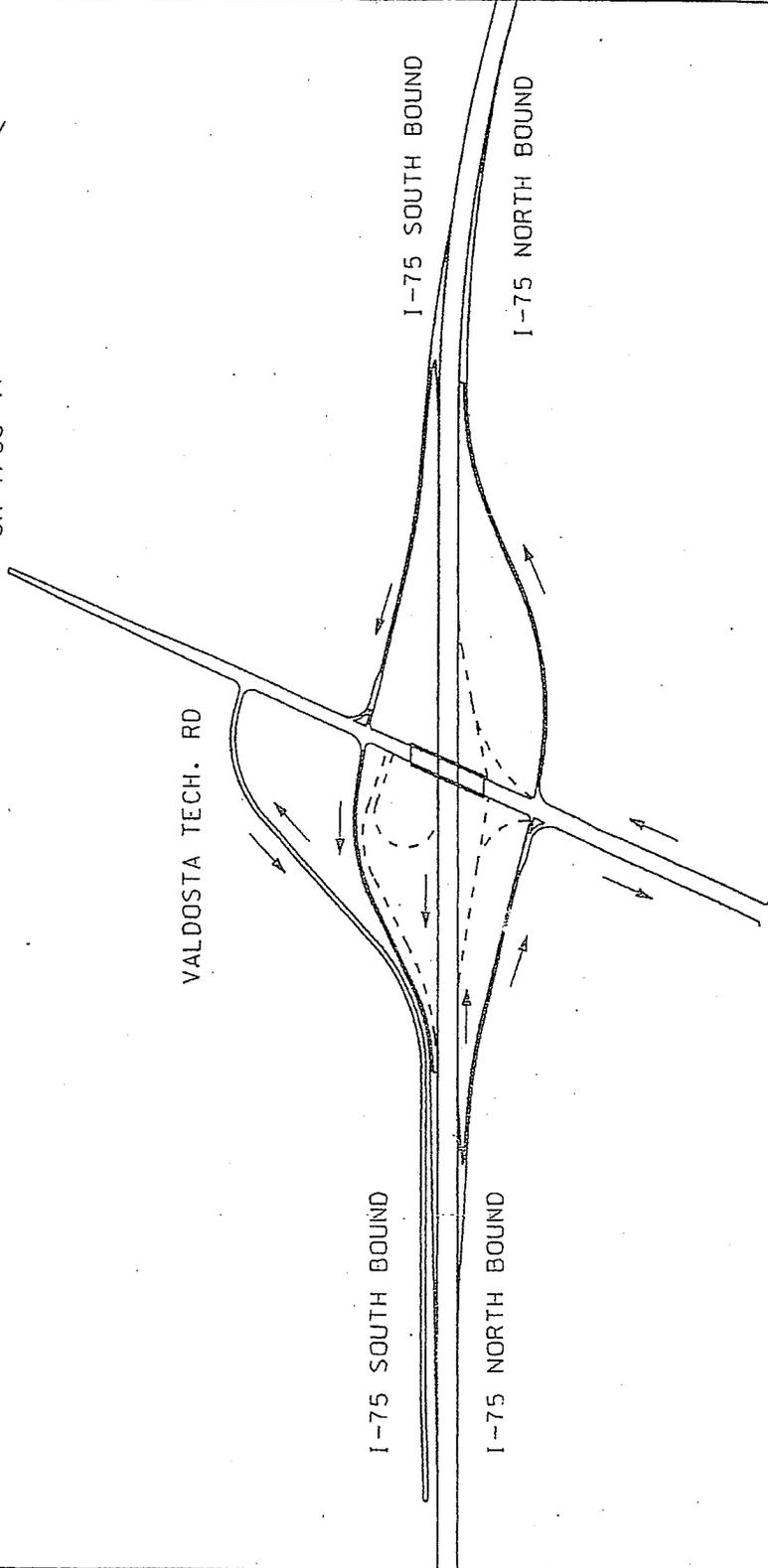
VALDOSTA TECH. RD

I-75 SOUTH BOUND

I-75 NORTH BOUND

I-75 SOUTH BOUND

I-75 NORTH BOUND

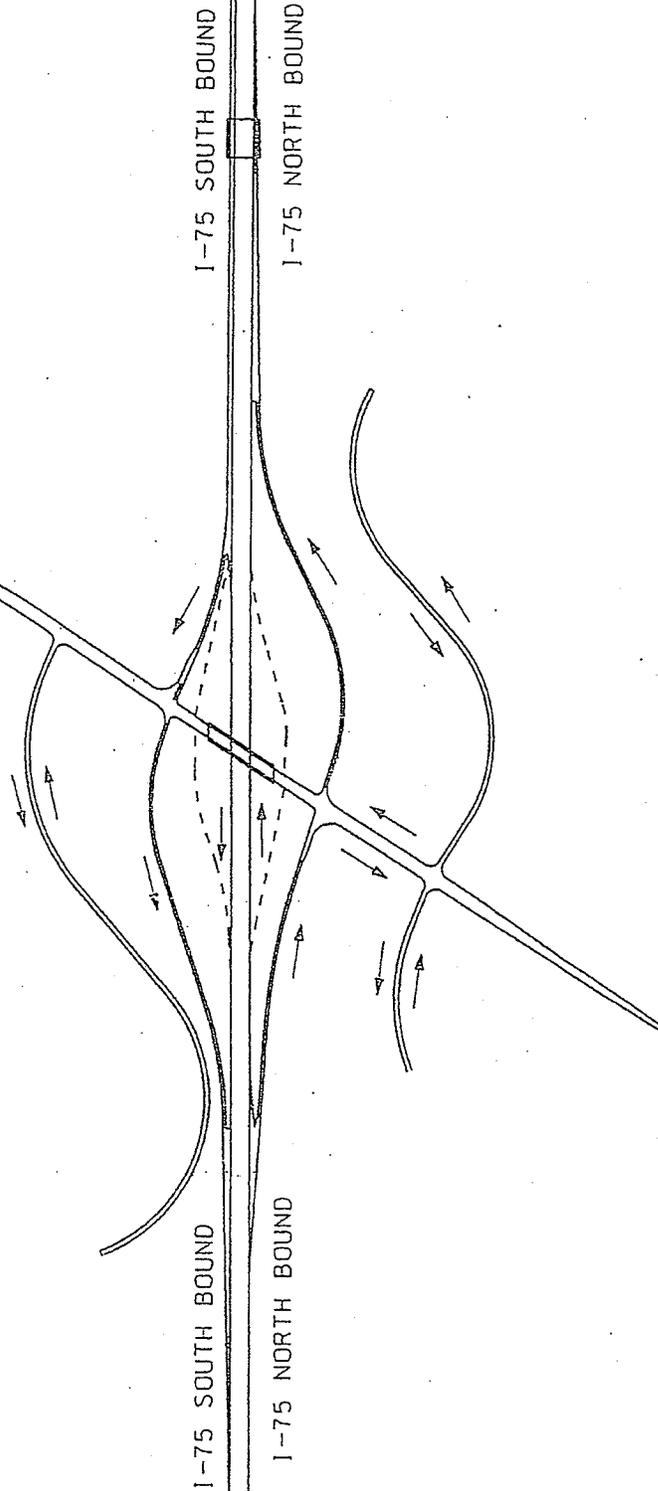


PROPOSED I-75/SR 122 INTERCHANGE
PHASE II

ALTERNATE A
DIAMOND INTERCHANGE



SR 122



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-75-1(203) Lowndes County **OFFICE** Preconstruction
P.I. No. 410500

DATE October 19, 1999

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

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of I-75 from just north of SR 133 to the Cook County line in two phases. The existing I-75 consists of two lanes in each direction separated by a 40' median for the entire project length. The existing major structures are:

<u>LOCATION</u>	<u>DIMENSIONS</u>	<u>SUFF RATING</u>
I-75 over Withlacoochee River	508' x 115.3' bridge	95.0
North Valdosta Road Overpass	214' x 34.3' bridge	81.4
I-75 over Tyler Creek	Triple 8' x 5' culvert	67.9
Franks Road Overpass	216' x 3' bridge	61.1
I-75 over Franks Creek Tributary	Triple 10' x 9' culvert	64.1
I-75 over Franks Creek Tributary	Triple 8' x 5' culvert	64.1
Main Street (SR 122) Overpass	216' x 34.0' bridge	78.2
I-75 over Franks Creek	128' x 113.8' bridge	94.2
I-75 over Franks Creek	128' x 113.8'	95.2

Level of Service (LOS) for this section of I-75 is presently at a LOS "C". With a projected 60% increase in traffic by year 2016, the LOS will decrease to "D" if the additional lanes are not constructed. The base year traffic (1996) is 35,400 VPD and the design year traffic (2016) is 58,400 VPD. The posted and the design speed are 70 MPH.

Project NH-75-1(203) Lowndes County - Phase I, consists of the widening and reconstruction of I-75 from two lanes in each direction to three lanes in each direction from just north of SR 133 to the Cook County line, for a total of 13.40 miles.

The widening is proposed as follows: Construct approximately one-half lane (6.82') and a 12' shoulder to the inside in both directions; add approximately one and a half lanes (17.18') to the outside northbound and southbound. A total of 24' of full depth new pavement will be added to the existing 24' to achieve the ultimate 48' section in each direction, separated by a concrete barrier. However, I-75 will first function as a six lane interstate by utilizing the three inside lanes and the newly paved outside 12' (full depth) will function as the Phase I outside shoulder.

NH-75-1(203) Lowndes
October 19, 1999

Bridge construction will be as follows:

1. I-75 over Withlacoochee River - widen existing bridge
2. I-75 over Tyler Creek - extend existing culvert
3. I-75 over Franks Creek Tributary - extend existing culvert
4. I-75 over Franks Creek Tributary - extend existing culvert
5. I-75 over Franks Creek - widen existing bridge
6. I-75 over Franks Creek - widen existing bridge

A design exception will be required for substandard horizontal clearances from the I-75 mainline to side barriers in front of bridge columns at Valdosta Road (US 41/SR 7), Franks Road (CR 239), and Main Street (SR 122). The required horizontal clearance is 14'. The proposed minimum horizontal clearances at the locations will be 7.5', 7.9', and 7.5' respectively.

NH-75-1(203) Lowndes County - Phase II consists of widening I-75 from three lanes in each direction to four lanes in each direction for the entire project length of 13.40 miles.

The widening is proposed as follows: Construct a 14' outside shoulder (12' paved) northbound and southbound. Overlay the Phase I outside shoulders with a riding surface and open as the fourth lane, both northbound and southbound.

Interchange modifications are proposed for the US 41/SR 7 interchange with a partial cloverleaf with a loop ramp in the southwest quadrant and SR 122 with a partial cloverleaf with a loop ramp in the northwest quadrant. Due to substandard lateral clearances from the edge of the existing I-75 lanes to the face of the bridge columns, the US 41/SR 7 and SR 122 overpasses will be replaced. The new bridges will provide for four, 12' lanes with a 20' raised median. Exit and entrance ramps will be relocated to achieve separation and greater sight distance. The new bridges will correct sight distance deficiencies and allow for future widening of I-75.

Additional right-of-way will be required to implement this project. This roadway will remain open to traffic during construction.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; a public hearing will be held; time saving procedures are appropriate for Phase I.

The estimated costs for this project are:

NH-75-1(203) Lowndes County, Phase I

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$58,781,000	\$41,973,000	2001	00-09
Right-of-Way	-----	\$ 2,000,000		
Utilities*	-----	\$ 563,000		

Wayne Shackelford
Page 3

NH-75-1(203) Lowndes
October 19, 1999

The Office of Programming is requested to program a separate project for the Phase II construction. The estimated costs for this project are:

NH-75-1(xxx) Lowndes County - Phase II

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$15,972,000	-----	-----	LR(Proposed)
Right-of-Way	\$ 8,400,000	-----		
Utilities*	\$ 1,068,000			

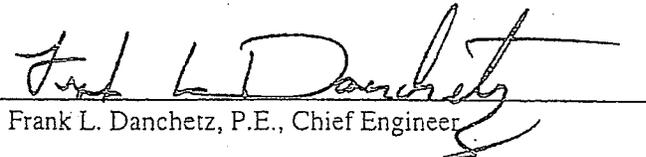
*Lowndes County signed LGPA for utilities 11-21-91; City of Hahira signed LGPA for utilities 11-19-91; LGPA sent to City of Remerton 10-91.

This project will increase capacity, enhance safety, and reduce congestion along this portion of I-75. I recommend this project concept be approved.

TLT:JDQ/cj

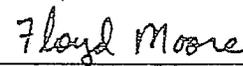
Attachment

CONCUR

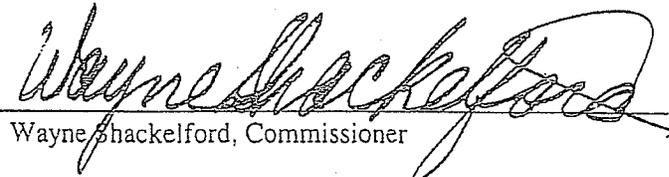

Frank L. Danchetz, P.E., Chief Engineer

*

APPROVE


for Larry R. Dreihaup, Division Administrator, FHWA

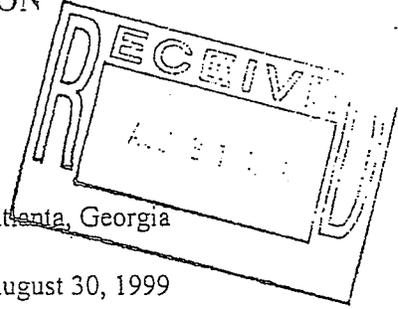
APPROVE


Wayne Shackelford, Commissioner

* SUBJECT TO COMMENTS IN ATTACHED LETTER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE



FILE: NH-75-1(203) Lowndes
P.I. Number 410500

OFFICE: Atlanta, Georgia

DATE: August 30, 1999

FROM: David Mulling, Project Review Engineer *DM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT

We have reviewed the concept report submitted August 27, 1999 by the letter from James A. Kennerly dated August 19, 1999, and have no comment.

The costs for the project are:

	<u>Phase I</u>	<u>Phase II</u>
Construction	\$44,694,000	\$12,146,000
Inflation	\$ 6,704,000	\$ 1,822,000
E&C	\$ 5,140,000	\$ 1,397,000
Preliminary Engineering	\$ 2,243,000	\$ 607,000
Reimbursable Utilities	\$ 0	\$ 1,068,000
Right of Way	\$ 0	\$ 8,400,000

DTM

c: Jim Kennerly



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Georgia Division
61 Forsyth Street, S.W., Suite 17T100
Atlanta, Georgia 30303
November 30, 1999

IN REPLY REFER TO
HTM-GA

Mr. Wayne Shackelford
Commissioner
Georgia Department of Transportation
No. 2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

Attention: Thomas L. Turner, Director of Preconstruction

Subject: Project NH-IM-75-1(203), Lowndes County
Concept Report

Dear Mr. Shackelford:

We have completed review of the subject report and offer one comment for your consideration. The concept report states that a Categorical Exclusion will be prepared for the project. Since it has not been determined what impacts will result from the project, we cannot make a final determination regarding the appropriate type of environmental document at this time. In addition, the GDOT and FHWA environmental staffs are considering development of one environmental document for the combined four (4) I-75 phase I widening projects in Lowndes, Cook and Tift Counties, which could also affect the decision regarding the appropriate type of document.

Sincerely,

A handwritten signature in cursive script, appearing to read "L. Dreihaupt".

for Larry R. Dreihaupt, P.E.
Division Administrator

Enclosure

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-75-1(203) Lowndes County OFFICE Preconstruction
P. I. No. 410500
CWH DATE January 5, 2000
FROM C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
David Studstill (ATTN: Harvey Keeper)
Jerry Hobbs
Herman Griffin
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Paul Liles
Don Mills
Jim Kennerly
David Crim
FHWA

NEED AND PURPOSE

Interstate 75, Lowndes County

NH-75-1(203)

P.I. 410500

Project NH-75-1(203) is one of eight programmed projects to widen Interstate 75 to six lanes. The project begins north of State Route 133 at a six lane section of I-75 and extends 13.4 miles to the Lowndes/Cook County Line, which is the beginning of widening project NH-75-1(204). Project NH-75-1(204) will also be widened to six lanes.

The Department's objective is to increase the number of through travel lanes on I-75 from four lanes to a minimum of six lanes throughout the state. Interstate 75 from State Route 133 in Lowndes County north approximately 87 miles to the Crisp/Dooly County Line is the only section of I-75 that has not been widened to six lanes in Georgia. In the Tifton area, 17 miles of the 87 miles have already been widened to six lanes

The 1997 AADT for this section of I-75 is 37,200 vehicles with a 24-hour truck percentage of 24%. The AADT is projected to increase to 58,400 vehicles by the year 2017. During 1997, there were 51 accidents per 100 Million Vehicle Miles Traveled (MVMT) along this stretch of interstate compared to a statewide average of 49 accidents per 100 MVMT.

The level of service along this section of I-75 is presently at a level "C". Without the addition of a third lane in each direction, the level of service will decrease to a level "D" before 2017. A third lane in each direction will improve the level of service to "B", but the improvement in service will decrease to "C" by 2017.

For safety and construction staging purposes, crossroads and bridges over I-75 will be widened to four lanes with a median separation. The roadway and shoulder widening will improve site distance for cars on the ramps exiting I-75, and the existing crossroad vertical curve will be reconstructed to meet design speed. The four lane widening will aid in the maintenance of traffic during construction.

This project will provide continuity along Interstate 75 by adding a third lane in each direction. The proposed widening will also allow increased vehicle spacing thus providing more time to maneuver and react to potentially dangerous situations.