

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0005320, Dooly County
NHS00-0005-00(320)
I-75 @ SR 215 Interchange Reconstruction

OFFICE Preconstruction

DATE March 20, 2009

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

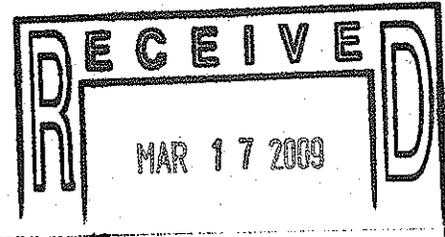
Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Thomas Howell
Paul Liles
David Millen
Steve Adewale
BOARD MEMBER
FHWA



Federal Highway Administration
Georgia Division



Route Slip

Date: 3/16/09

Routing Symbol:
Johnny Quarles

GDOT

	Per Your Request		For Your Signature
	For Your Information		Comment
XX	Per Our Conversation	XX	Take Appropriate Action
	Note and Return		Prepare Reply for Signature of
	Discuss With Me		
	For your Approval		

Remarks:

Project: NHS-0005-00(320), Dooly County
I-75 @ SR 215 Interchange Reconstruction
Concept Report FHWA Approval

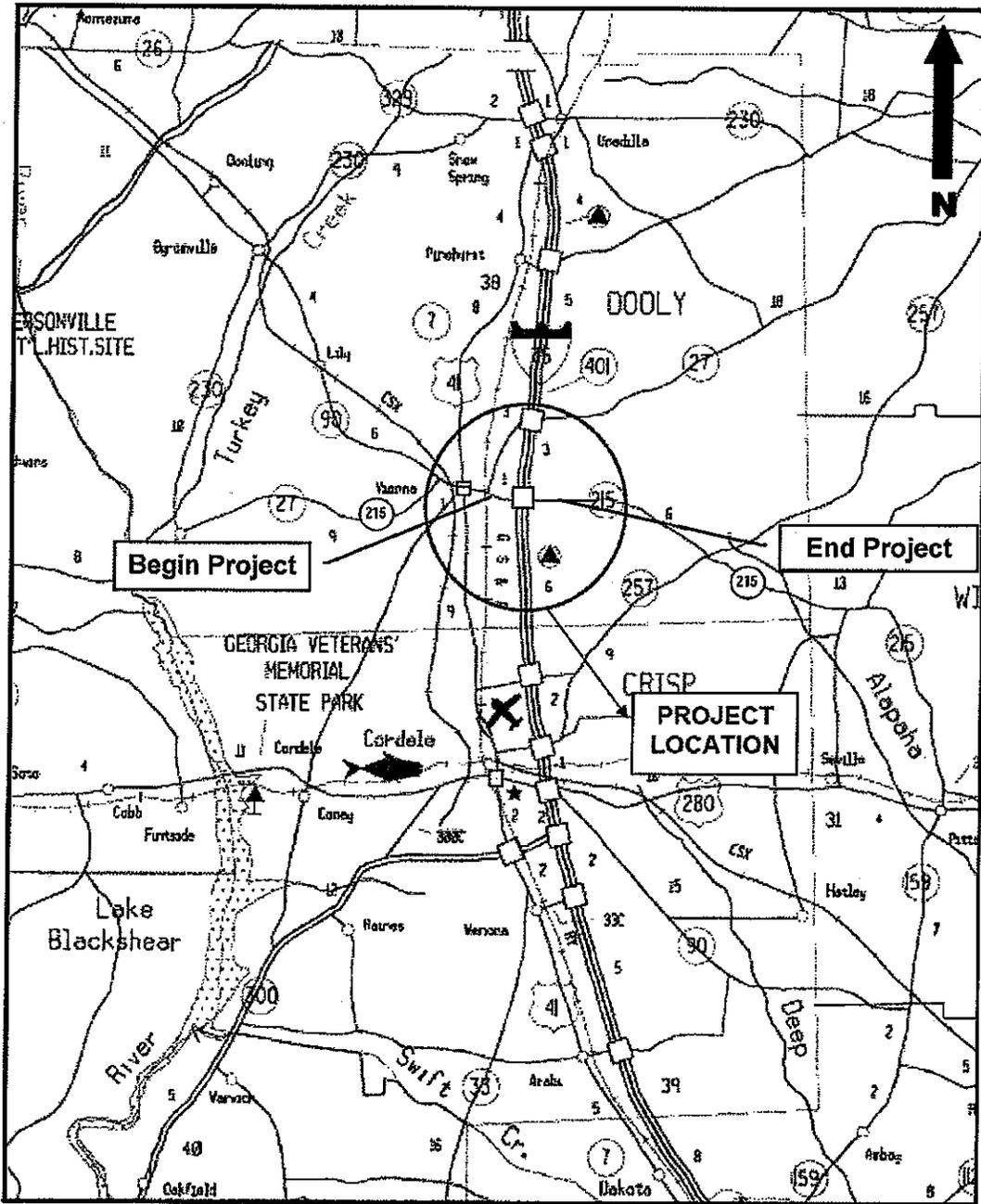
As mentioned in our phone conversation today (3/16/09) I have attached only the signature sheets that were originally submitted with the concept report.

If you have any questions please contact me, with the telephone number listed below.

Thank you,
Christy

From: Telephone: (404) 562-3638

Routing Symbol: FHWA GA Division - PDT
Christy Poon-Atkins - FHWA



(Not to Scale)

Figure 1.1
Project Location Map
Project: NHS-0005-00(320)
Description: I-75 @ SR 215

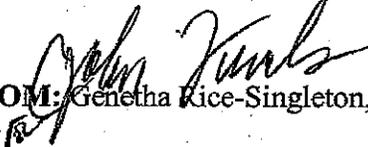
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0005320, Dooly County
NHS00-0005-00(320)
I-75 at SR 215 Interchange Reconstruction

OFFICE: Preconstruction

DATE: October 24, 2008


FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT: PROJECT CONCEPT REPORT

This project is the reconstruction and rehabilitation of the SR 215 interchange over I-75 east of Vienna in Dooly County. The limits of the project began just west of the intersection of SR 215 at Pig Jig Road (MP 0.42) and extend easterly along SR 215 to Cason Road (MP 1.34). The existing interchange is incurring operational problems due to growth in traffic caused by commercial developments, tractor-trailer trucks, and turning and through work trips. State Route 215 consists of two, 11' lanes with 4' wide shoulders. The bridge over I-75 is 204' x 34'. The posted speed is 55MPH. Accident analysis for 2004 to 2006 data years is three times higher than the statewide average for a facility of this type. I-75 consists of six lanes, three in each direction, and has a posted speed of 70 MPH. The 2005 Average Daily Traffic (ADT) of 7,900 vehicles per day (VPD) on SR 215 within the project area is projected to increase to 17,000 by year 2033.

The proposed construction will widen SR 215 to provide two, 12' lanes with a 14' center turn lane with 10' rural shoulders (2' Paved). Three lanes are required across the proposed bridge (1 westbound, 1 eastbound, 1 left turn). The ramps will be realigned to provide improved acceleration and deceleration and to provide ramp terminal spacing of 1000'. The existing bridge over I-75 will be replaced with a new bridge on new location south of the existing structure. Horizontal clearances will not preclude future improvements to I-75. Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; possible UST and hazardous waste sites impacted; a Public Information Open House was held 10-30-07; Time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$10,858,000	\$25,961,000	L050	LR
Right-of-way	\$11,920,000	\$11,920,000	L050	2009
Utilities	\$ 967,000	\$1,045,000	L050	2010

* Rescission letter sent to Dooly & Vienna 7-22-05

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR

Beneth R. S. [Signature] for Director
Director of Preconstruction

APPROVED

Richard Wayne Fedora
for Rodney A. Barry, P.E., Division Administrator FHWA

APPROVED

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0005320

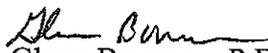
OFFICE: Environment/Location

PROJECT No. NHS-0005-00(320) / DOOLY County

DATE: 10/6/08

I-75 @ SR 215/SR 401

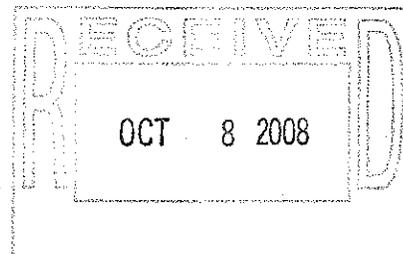
FROM:


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

TO:

Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT REVIEW



The Concept Report for the above project has been reviewed and appears satisfactory subject to the following comments:

1. A potential National Register resource is located near the southeastern corner of Buford Cason Rd. and SR215. A cemetery is located near the northwest corner of Buford Cason Rd. and SR215. If significant impacts to historic (4f) resources cannot be avoided, then the proposed environmental schedule must be revised significantly.
2. A noise study will be required; however, it should not adversely affect the project schedule or budget.
3. There are listed aquatic species in Dooly County. A determination needs to be made if a survey and Section 7 Consultation will be required. If so, then the project schedule will need to appropriately accommodate that effort.

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

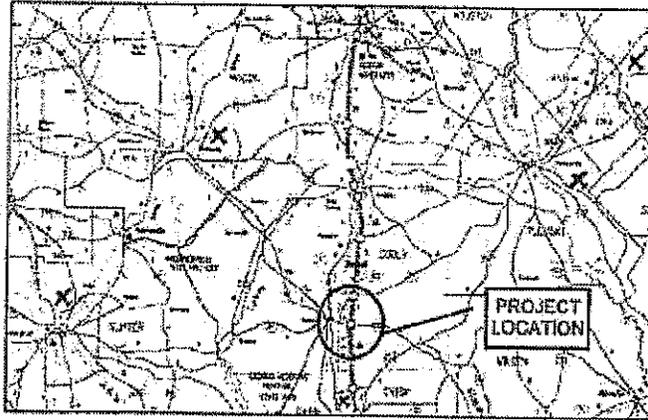
GB:lc

cc: Brian Summers
Angela Whitworth
Keith Golden
Angela Alexander
Stanley Hill

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design
Project Concept Report
Project Number: NHS-0005-00(320)
County: Dooly
P. I. Number: 0005320

Federal Route Number: I-75
State Route Number: SR 215/SR 401



I-75 @ SR 215, Dooly County

Recommendation for approval:

DATE 8/21/08

DATE 8/21/09

Steve Ordeanula
Project Manager

Stacy Hill
Office Head / District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment / Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 9/25/08

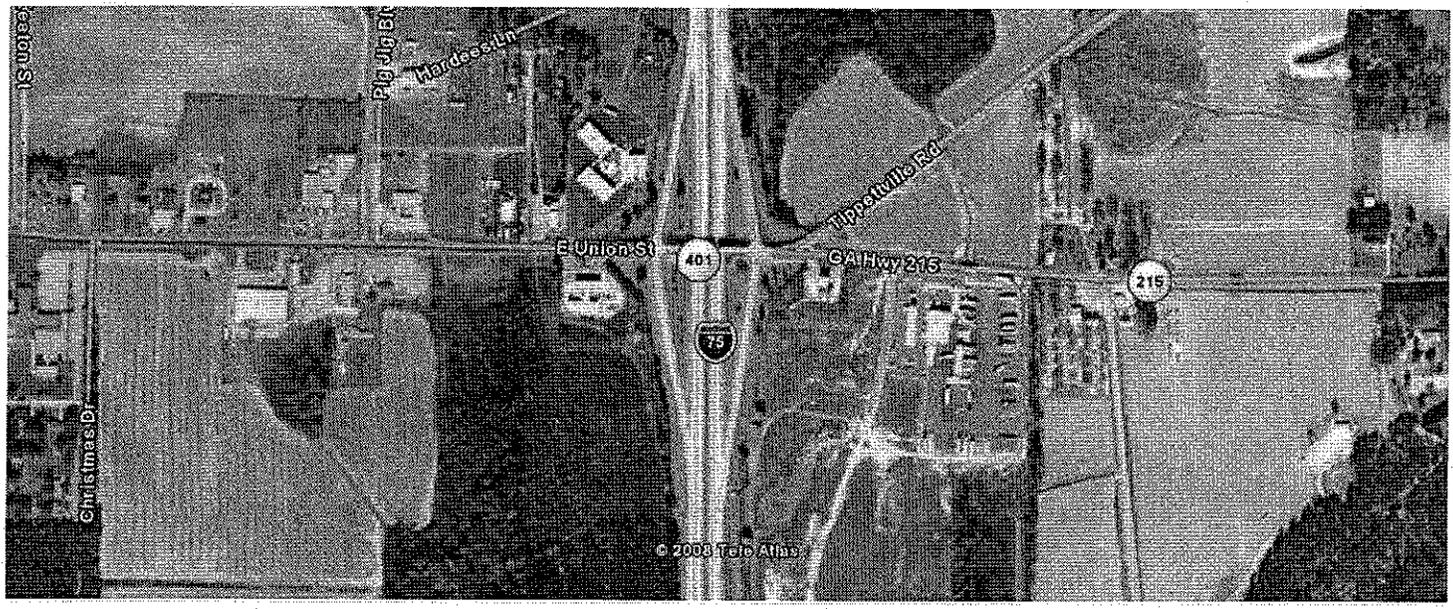
Brian K. Swanson, LLC
Project Review Engineer

DATE _____

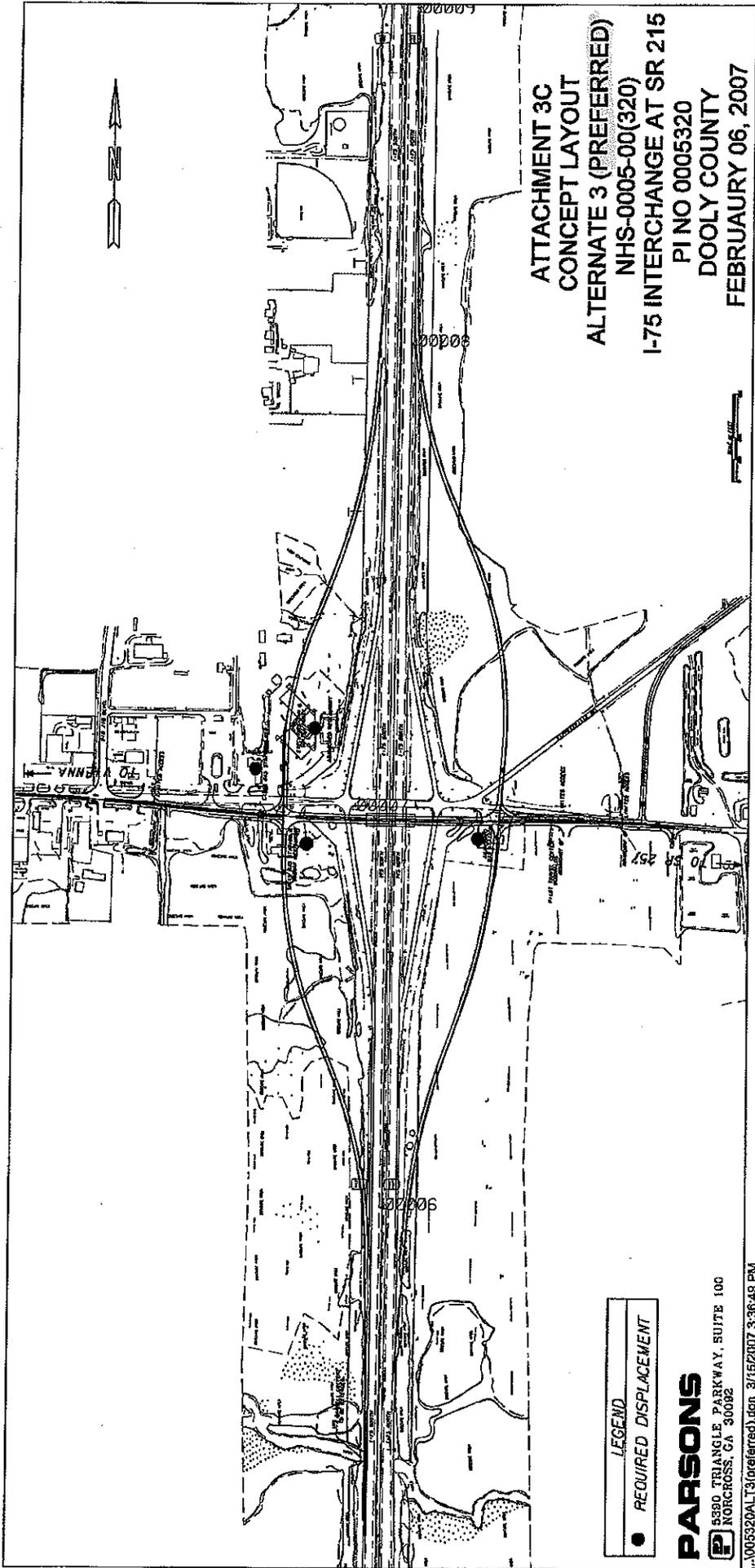
State Urban Design Engineer

DATE _____

State Bridge Design Engineer



oads



ATTACHMENT 3C
 CONCEPT LAYOUT
 ALTERNATE 3 (PREFERRED)
 NHS-0005-00(320)
 I-75 INTERCHANGE AT SR 215
 PI NO 0005320
 DOOLY COUNTY
 FEBRUARY 06, 2007

LEGEND
 ● REQUIRED DISPLACEMENT

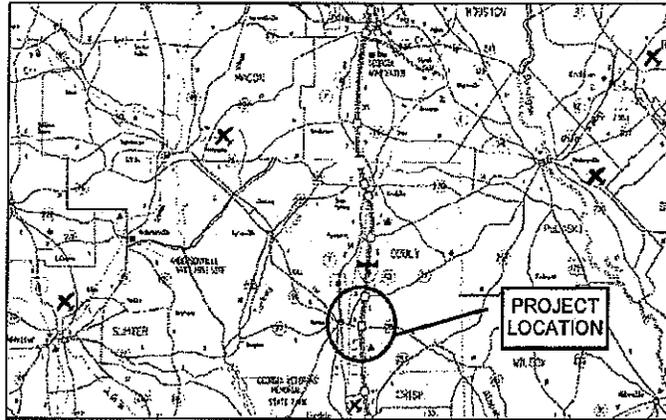
PARSONS
 5580 TRIANGLE PARKWAY, SUITE 100
 NORCROSS, GA 30082

..\005320\ALT3(preferred).dgn 3/16/2007 3:36:48 PM

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Consultant Design
Project Concept Report
Project Number: NHS-0005-00(320)
County: Dooly
P. I. Number: 0005320

**Federal Route Number: I-75
State Route Number: SR 215/SR 401**



I-75 @ SR 215, Dooly County

Recommendation for approval:

DATE 8/21/08

DATE 8/21/08

Steve Odomula
Project Manager
Stacy Hill
Office Head / District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment / Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DATE _____

State Urban Design Engineer

DATE 9/10/08

Paul V. Hill Jr.
State Bridge Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

Project Concept Report

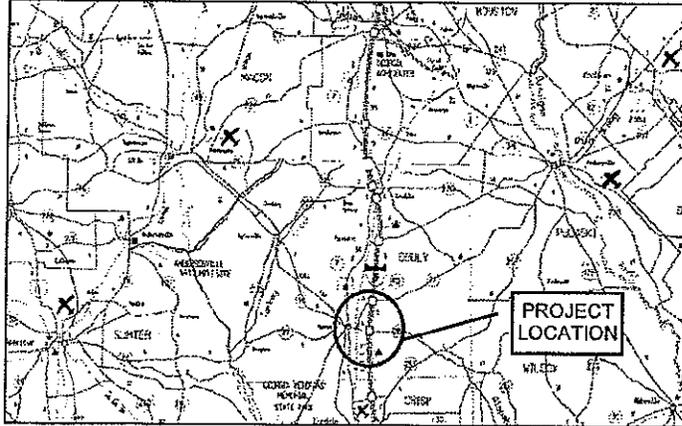
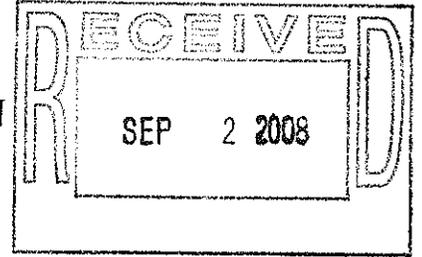
Project Number: NHS-0005-00(320)

County: Dooly

P. I. Number: 0005320

Federal Route Number: I-75

State Route Number: SR 215/SR 401



I-75 @ SR 215, Dooly County

Recommendation for approval:

DATE 8/21/08

DATE 8/21/08

Steve Odomula
Project Manager

Stacy Hill
Office Head / District Engineer

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

DATE _____
State Transportation Planning Administrator

DATE _____
State Transportation Financial Management Administrator

DATE _____
State Environment / Location Engineer

DATE 9-2-08
Heath Selch
State Traffic Safety and Design Engineer

DATE _____
Project Review Engineer

DATE _____
State Urban Design Engineer

DATE _____
State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

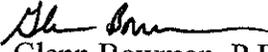
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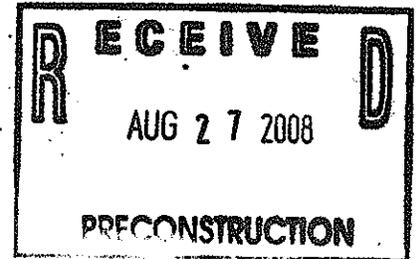
OFFICE: Environment/Location

PROJECT No. NHS-0005-00(320) / DOOLY County

DATE: 8/26/08

I-75 @ SR 215/SR 401

FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer
TO: Genetha Rice-Singleton, Assistant Director of Preconstruction
SUBJECT: PROJECT CONCEPT REPORT REVIEW



The Concept Report for the above project has been reviewed and appears satisfactory subject to the following comment:

1. One known historic resource is located near the southeast corner of SR215 and Buford Cason Road. If significant impacts to historic (4f) resources cannot be avoided, then the proposed Environmental schedule must be revised significantly.

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

GB:lc

cc: Brian Summers
Jamie Simpson
Keith Golden
Angela Alexander
Stanley Hill
Paul Liles

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Consultant Design

Project Concept Report

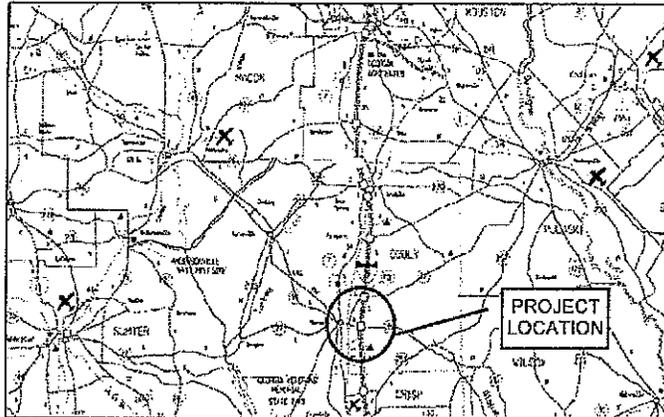
Project Number: NHS-0005-00(320)

County: Dooly

P. I. Number: 0005320

Federal Route Number: I-75

State Route Number: SR 215/SR 401



I-75 @ SR 215, Dooly County

Recommendation for approval:

DATE 8/21/08

DATE 8/21/08

Steve Odenwala
Project Manager

Stanley Hill
Office Head / District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE 8/26/08

John Brown
State Environment / Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DATE _____

State Urban Design Engineer

DATE _____

State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Consultant Design

Project Concept Report

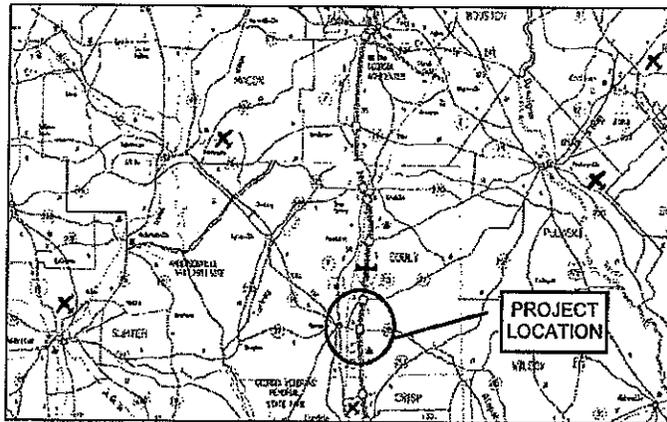
Project Number: NHS-0005-00(320)

County: Dooly

P. I. Number: 0005320

Federal Route Number: I-75

State Route Number: SR 215/SR 401



I-75 @ SR 215, Dooly County

Recommendation for approval:

DATE 8/21/08

DATE 8/21/09

Steve Odomula
Project Manager

Stacy Hill
Office Head / District Engineer

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

DATE 8/22/08

Angela S. Alford
State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment / Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

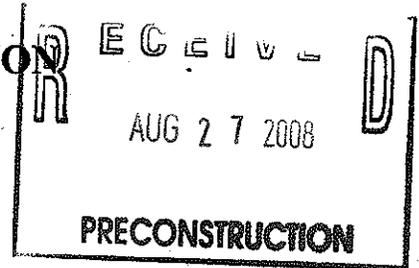
DATE _____

State Urban Design Engineer

DATE _____

State Bridge Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE: NHS-0005-00(320), Dooley County
P.I. No. 0005320
I-75 at 5 SR 215
OFFICE: Consultant Design
DATE: August 21, 2008

FROM: *Stanley Hill*
Stanley Hill, For State Consultant Design & Program Delivery Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: Project Concept Report

Attached is the original copy of the concept report for your further handling for approval in accordance with the Plan Development process (PDP).

If you have any questions concerning this matter, please contact Steve Adewale at (404) 631-1578.

SH:ASA

cc: Brian Summers, P.E., Project Review Engineer
Glen Bowman, P.E., State Environmental/Location Engineer
Keith Golden, P.E., State Traffic Safety & Design Engineer
Angela Alexander, State Transportation Planning Administrator
Jamie Simpson, State Transportation Financial Management Administrator
Thomas B. Howell, Jr., P.E., District Three Engineer
Paul Liles, P.E., State Bridge & Structural Engineer

Need & Purpose:

This project is located along I-75 in southeastern Dooly County, approximately two miles east of downtown Vienna. The project begins 0.65 miles south of the SR 215 interchange and ends 0.69 miles north of SR 215 interchange. The existing SR 215 is a 2-lane roadway with 11-foot wide lanes and 4 ft. outside shoulders. The Functional Classification for SR 215 is Rural Major Collector. The existing I-75 diamond interchange consists of 3, 12-foot wide through lanes in each direction with 10-foot wide shoulders and 14-foot wide ramps with 4-foot outside and 2-foot inside shoulders.

The 2005 ADT for SR 215 is 7900 vehicles per day with a 24 hour truck percentage of 14 percent. The ADT is estimated to increase to 17,000 vpd by the year 2033 with 18 percent of truck traffic. The 2013 level of service for SR 215 is at a level "C" which will decrease to a level "D" by year 2033 (Please refer to Attachment 7). The historical accident data for the latest three year period from 2005 through 2007 indicated that a total of 11 accidents occurred along the SR 215 within the project limits. The accident data indicates that the overall accident rates for 2005 and 2007 were 94 percent and 39 percent respectively higher than the statewide average accident rate. The overall accident rate for 2006 was 28 percent lower than the statewide average accident rate. There were no accidents involving injuries were reported in 2005 and 2006. Two injuries were reported in 2007. Thus the injury rate for 2007 was 30 percent higher than the statewide average injury rate. No fatal accidents were reported during the three year period within the project limits.

The project was initiated as the result of a request for a Needs Analysis by the City of Vienna and Dooly County. The existing diamond interchange has not been upgraded since its construction in 1960. In 2002, a study was conducted which resulted in a recommendation by the Project Nomination Review Committee for this interchange to be upgraded. The Department's objective of the project is to bring the ramps to current design standards and provide sufficient capacity for increased truck and vehicle volumes. In addition, the radii will be increased to provide adequate room for truck turning movements.

Description of Proposed Project:

This project consists of modifications to the existing interchange of I-75 at SR 215 east of Vienna in Dooly County. (See figure 1.1: Project Location Map). This project does not include any improvements or modifications to the I-75 mainline except for the elimination of substandard outside shoulder along the east side of I-75 between milepost 108.19 and 109.20 as per Department's commitment to FHWA. The existing two lane bridge carrying SR 215 over I-75 will be replaced with a three lane bridge (one through lane in each direction with a 14' wide center turn lane). The new bridge will be constructed parallel to and south of existing bridge allowing maintenance of traffic on the existing bridge during construction. Right turn lanes will be provided from and onto SR 215. The proposed bridge would be designed to accommodate future widening of I-75 from existing three lanes in each direction to four lanes, including provision of standard clear zone in each direction. The ramps will be reconstructed to provide improved acceleration and deceleration, and to provide ramp terminal spacing of 1000 feet. The project will improve capacity and safety by providing sufficient storage space for vehicles and trucks on the bridge and ramp geometry that meets current design standards.

There is an adjacent project number CSNH-M003-00(243) Dooly County for concrete lane replacement (northbound and southbound) along I-75 from the Crisp/Dooly county line to CR 323/Pinehurst-Hawkinsville Road for a distance of approximately 11.3 miles. A design exception was processed for this adjacent project to continue the use of 10-ft wide outside shoulder along the east side of I-75 between mile post 108.19 and 109.20. However, the Department made a commitment to FHWA to eliminate this substandard feature as part of the proposed project of modifications to the existing interchange of I-75 at SR 215.

This concept satisfies the Need and Purpose by upgrading the ramps to current design standards, providing adequate truck storage, and satisfactory turning radii at each ramp.

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

PDP Classification: Major X Minor _____

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

Functional Classification: Rural Major Collector

U. S. Route Number(s): I-75 State Route Number(s): SR 401, SR 215

Traffic (AADT):
Base Year: (2013) 11400 Design Year: (2033) 17000

EXISTING DESIGN FEATURES:

- **Typical Section: SR 215:** 2 - 11-foot lanes, with 4 feet wide shoulders.
- Posted Speed SR 215 55 mph Minimum radius for curvature: 4300 ft.
- Maximum superelevation rate for curve 6.00 %
- Maximum grade SR 215: 6.00 %
- Maximum grade Side Street: 1.00 %
- Maximum grade Driveways: 10.00 %
- Width of right-of-way: 160 – 200 ft.
- Major Structures: Bridge over I-75: Structure I.D.: 093-0020-0
S. RTG: 75.41 Length: 204' Width: 34'
- Major Interchanges or Intersections: I-75 @ SR 215
- Mile point reference: Begin: 0.42 End: 1.34

- **Typical Section: I-75 Ramps:** 14-foot wide ramp, with 4 foot wide outside & 2 foot wide inside shoulders.
- Posted Speed: 45 mph Minimum radius for curvature: 1988 ft.
- Maximum superelevation rate for curve 8.00 %
- Maximum grade ramp: 5.00 % Maximum grade allowable: 5.00 %
- Width of right-of-way: 60 ft.

PROPOSED DESIGN FEATURES:

- **Proposed Typical Section(S):**

SR 215 Mainline - Proposed S.R. 215 consists of 2-12 foot lanes with a 14' center turn lane with 10 foot outside shoulders, of which 2 feet is paved.

Ramps - The proposed I-75 ramps will consist of 16-ft lanes with 12-ft outside and 6-ft inside shoulders. See attached typical sections.

I-75 Mainline – No change on this project. Overpass will accommodate future four lane section and future managed lane.

- **Proposed Design Speed:**

SR 215 Mainline - Proposed Design Speed SR 215 is 55 mph

Ramps: Ramp Design Speed is 45 mph

- **Proposed Maximum grade:**

SR 215 Mainline – Proposed maximum grade of SR 215: 6.0 %

Maximum grade allowable: 6.0 %

Proposed maximum grade of side street: 7.0 %

Maximum grade allowable: 7.0 %

Ramps – Proposed maximum grade of ramps is 5.0 %

Maximum grade allowable is 5.0 %

- Proposed Maximum grade Driveway: 10 %

- **Maximum Degree of curve:**

SR 215 Mainline – Proposed maximum degree of curve is 0.57

Maximum degree of curve allowable is 5.40

Ramps – Proposed maximum degree of curve is 3.58

Maximum degree of curve allowable is 8.90

• **Right Of Way**

- Width: 200 feet (SR 215) and varies 50-65 feet (Ramps)
- Easements: Temporary (), Permanent (X), Utility (), Other ()
- Type of access control: Full (), Partial (), By Permit (X), Other ()
- Number of Parcels: 31 Number of displacements: 4
 - Business: 4
 - Residences: None
 - Mobile homes: None
 - Other: None

• **Structures**

- Bridge(s): Bridge carrying SR 215 over I-75 - Structure I.D.: 093-0020-0

• Major Intersections and Interchanges: I-75 @ SR 215

- Traffic Control during Construction: Two-way traffic will be maintained on the existing bridge during the construction of the new bridge located south of the existing bridge. Upon completion of the new bridge traffic will be shifted from the existing bridge to the new bridge.

• Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY	()	()	(X)

- **Design Variances:** A design variance for limit of access will be required as the access control established by the proposed design does not meet the 1000 ft distance as per GDOT guidelines. Documentation for this design variance will be prepared during preliminary design phase of this project.

- **Environmental Concerns:**
 - Permits:
 - ⇒ Nationwide Permit
 - ⇒ Stream Buffer Variance
 - ⇒ Locations of USTS: SE, NE and SW quadrants of interchange.
 - ⇒ Location of hazardous waste: None identified.

- **Level of Environmental Analysis:**
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().

- **Utility involvements:** (*Communications, Power, Gas, Petroleum, ITS, Railroads, etc.*)
The City of Vienna and Dooly County have installed sewer and water lines in the southeast quadrant of the SR 215 @ I-75 interchange. Utilities in the project area include Middle Georgia EMC, Citizens Telephone, City of Vienna Water and Sewer and City of Vienna Gas, DOT Water and Sewer along I-75 from rest area going north to the project.

VE Study Required Yes(X) No()

Project Responsibilities:

- Design, GDOT
- Right of Way Acquisition, GDOT
- Relocation of Utilities, GDOT
- Letting of contract, GDOT
- Supervision of construction, GDOT
- Providing material pits, Contractor
- Providing detours, N/A

Coordination

- Initial Concept Team Meeting Date: 05-08-07. (Meeting Minutes Attached)
- Concept Team Meeting Date: 05-22-08
- P.A.R. Meeting, dates and results: None Anticipated

- FEMA, USCG, and/or TVA: None
- Public Involvement: Public Information Open House (Held 10-30-07, PIOH comments and responses attached)
- **Other Projects In The Area:**
 - PI No. 003243 – Slab rehab along I-75 from the Crisp County line to CR 323/Pinehurst-Hawkinsville Road;
 - PI No. 003340 – Slab rehab along I-75 from CR 323/Pinehurst-Hawkinsville Road to SR 26;
 - PI No. 311665 – I-75 @ SR27, Widen Bridge & Ramps
- **Railroads:** None
- Other coordination to date: FHWA Coordination Meeting (02/16/07)

Scheduling

- Time to complete the environmental process: 16 Months
- Time to complete preliminary construction plans: 12 Months
- Time to complete right of way plans: 3 Months
- Time to complete the Section 404 Permit: NA
- Time to complete final construction plans: 6 Months
- Time to complete to purchase right of way: 18 Months

Other Alternates Considered:

Alternate 1

Widen Bridge to south side while maintaining traffic on existing bridge during construction. This Alternate was found to be undesirable due to past constructability issues with widening bridges in this manner. Also, there is no reasonable off-site detour route in the northbound direction.

Alternate 2

Build new bridge parallel to and north of existing bridge. This Alternate was found to be undesirable because it requires the displacement of the CITGO gas station in the northwest quadrant and because of the probability that the potential historic property's' boundary will be impacted on the east end of the project.

Alternate 3

Build new bridge parallel to and south of existing bridge. This Alternate is the preferred alternative due its constructability, minimization of displacements and avoidance of potential historic resource.

Alternate 4

Build loop ramp in SW quadrant of interchange. This Alternate was found to be undesirable due to increased cost of right-of-way and construction.

Alternate 5

No-Build. This Alternate was found to be undesirable because it does not meet the Need and Purpose and leaves the interchange with substandard features.

ATTACHMENTS:

1. Cost Estimate-Proposed:
 - a. Construction including E&C
 - b. Right-of-Way Estimate
 - c. Utility Estimate
2. Sketch Location Map
3. Approved Need and Purpose
4. Typical Sections
5. Conceptual Layout
6. Crash Analysis
7. Capacity Analysis
8. Bridge Inventory
9. Benefit Cost Analysis
10. Minutes of meeting with FHWA
11. Minutes of Initial Concept Team Meeting
12. PIOH Comments
13. Minutes of Concept Team Meeting
14. Traffic Diagrams

Project Concept Report page 9
Project Number: NHS-0005-00(320)
P.I. Number: 0005320
Dooly County

ATTACHMENT 1
PROPOSED COST ESTIMATE

Estimate Report for file "0005320"

Section ROADWAY ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	167000.00	TRAFFIC CONTROL - NHS-0005-00(320)	167000.00
153-1300	1	EA	73569.88	FIELD ENGINEERS OFFICE TP 3	73569.88
210-0100	1	LS	1000000.00	GRADING COMPLETE - NHS-0005-00(320)	1000000.00
310-5080	18723	SY	15.41	GR AGGR BASE CRS, 8 INCH, INCL MATL	288521.43
310-5120	39934	SY	19.91	GR AGGR BASE CRS, 12 INCH, INCL MATL	795085.94
402-1812	610	TN	100.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	61000.00
402-3121	6094	TN	100.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	609400.00
402-3131	1870	TN	100.00	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	187000.00
402-3190	4570	TN	100.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	457000.00
413-1000	6648	GL	1.98	BITUM TACK COAT	13163.04
433-1200	2280	SY	179.27	REINF CONC APPROACH SLAB, INCL SLOPED EDGE	408735.60
436-1000	1100	LF	10.80	ASPHALTIC CONCRETE CURB -	11880.00
439-0026	23968	SY	66.37	PLAIN PC CONC PVMT, CL 3 CONC, 12 INCH THK	1590756.16
441-0016	2615	SY	40.27	DRIVEWAY CONCRETE, 6 IN TK	105306.05
641-1100	60	LF	54.27	GUARDRAIL, TP T	3256.20
641-1200	950	LF	18.34	GUARDRAIL, TP W	17423.00
641-5001	8	EA	638.12	GUARDRAIL ANCHORAGE, TP 1	5104.96
641-5006	4	EA	581.83	GUARDRAIL ANCHORAGE, TP 6	2327.32
641-5012	4	EA	1819.11	GUARDRAIL ANCHORAGE, TP 12	7276.44
Section Sub Total:					\$5,803,806.02

Section DRAINAGE ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3101	120	CY	586.16	CLASS A CONCRETE	70339.20
511-1000	13831	LB	0.95	BAR REINF STEEL	13139.45
550-1180	320	LF	41.05	STORM DRAIN PIPE, 18 IN, H 1-10	13136.00
550-1240	220	LF	52.59	STORM DRAIN PIPE, 24 IN, H 1-10	11569.80
550-2180	400	LF	36.02	SIDE DRAIN PIPE, 18 IN, H 1-10	14408.00
550-2240	300	LF	40.70	SIDE DRAIN PIPE, 24 IN, H 1-10	12210.00
550-3318	4	EA	691.16	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	2764.64
550-3324	2	EA	1052.72	SAFETY END SECTION 24 IN, STORM DRAIN, 4:1 SLOPE	2105.44
550-3618	10	EA	754.72	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	7547.20
550-3624	10	EA	814.04	SAFETY END SECTION 24 IN, SIDE DRAIN, 6:1 SLOPE	8140.40
550-4118	10	EA	620.75	FLARED END SECTION 18 IN, SIDE DRAIN	6207.50
550-4124	10	EA	725.38	FLARED END SECTION 24 IN, SIDE DRAIN	7253.80
576-1018	80	LF	31.04	SLOPE DRAIN PIPE, 18 IN	2483.20
610-9099	1	LS	6201.77	REM WINGWALLS & PARAPETS, STA -	6201.77
Section Sub Total:					\$177,506.40

Section TEMPORARY EROSION CONTROL ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	5	AC	574.21	TEMPORARY GRASSING	2871.05
163-0300	2	EA	2728.85	CONSTRUCTION EXIT	5457.70
163-0521	170	EA	227.16	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	38617.20
165-0010	6700	LF	0.92	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	6164.00
165-0040	170	EA	89.08	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	15143.60
167-1000	2	EA	1037.94	WATER QUALITY MONITORING AND SAMPLING	2075.88
167-1500	18	MO	950.27	WATER QUALITY INSPECTIONS	17104.86
171-0010	6700	LF	2.01	TEMPORARY SILT FENCE, TYPE A	13467.00
Section Sub Total:					\$100,901.29

Section PERMANENT EROSION CONTROL ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
603-2181	250	SY	48.43	STN DUMPED RIP RAP, TP 3, 18 IN	12107.50
603-7000	250	SY	5.04	PLASTIC FILTER FABRIC	1260.00
700-6910	10	AC	917.26	PERMANENT GRASSING	9172.60
700-7010	25	GL	19.21	LIQUID LIME	480.25
700-8000	7	TN	350.05	FERTILIZER MIXED GRADE	2450.35
700-8100	500	LB	2.08	FERTILIZER NITROGEN CONTENT	1040.00
715-2100	4923	SY	2.50	BITUMINOUS TREATED ROVING, SLOPES	12307.50
716-2000	2009	SY	1.24	EROSION CONTROL MATS, SLOPES	2491.16
Section Sub Total:					\$41,309.36

Section SIGNING & MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
652-0110	4	EA	42.40	PAVEMENT MARKING, ARROW, TP 1	169.60
652-0210	4	EA	63.44	PAVEMENT MARKING, WORD, TP 1	253.76
652-8255	3200	LF	2.75	SOLID POLYUREA TRAFFIC STRIPE, 10 IN, WHITE	8800.00
653-0120	15	EA	70.58	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1058.70
653-1501	6920	LF	0.59	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	4082.80
653-1502	11188	LF	0.59	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	6600.92
653-1704	28	LF	5.20	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	145.60
653-3501	400	GLF	0.56	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	224.00
654-1001	30	EA	3.63	RAISED PVMT MARKERS TP 1	108.90
654-1003	30	EA	3.71	RAISED PVMT MARKERS TP 3	111.30
657-1054	13031	LF	4.75	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	61897.25
657-3085	201	GLF	4.52	PREFORMED PLASTIC SKIP PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB	908.52
657-6054	13270	LF	4.60	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, YELLOW, TP PB	61042.00
Section Sub Total:					\$145,403.35

Section TRAFFIC SIGNAL ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
615-1200	400	LF	21.50	DIRECTIONAL BORE - NHS-0005-00(320)	8600.00
639-2001	2000	LF	2.75	STEEL WIRE STRAND CABLE, 1/4 IN	5500.00
639-4004	8	EA	7598.48	STRAIN POLE, TP IV	60787.84
647-1000	Lump	LS	99555.08	TRAFFIC SIGNAL INSTALLATION NO - NHS-0005-00(320)	99555.08
Section Sub Total:					\$174,442.92

Section BRIDGE ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-9999	13050	SF	100.00	BRIDGE CONSTRUCTION-225LF X 58LF	1305000.00
540-1101	1	LS	600000.00	REMOVAL OF EXISTING BR,	600000.00
Section Sub Total:					\$1,905,000.00

Section HIGH MAST LIGHTING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
683-9999	1	Lump Sum	1500000.00	HIGH MAST LIGHTING	1500000.00
Section Sub Total:					\$1,500,000.00

Total Estimated Cost: \$9,848,369.34

Subtotal Construction Cost	\$9,848,369.34
Engineering @ 5 %	\$492,418.47
	<hr/>
Subtotal Construction Cost	\$10,340,787.81
Contingency @ 5 % (Bridge replacement with added capacity)	\$517,039.39
	<hr/>
Total Construction Cost	\$10,857,827.20
Right Of Way	\$11,920,000.00
ReImb. Utilities	\$966,800.00
	<hr/>
Grand Total Project Cost	\$23,744,627.20

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE RW

OFFICE Atlanta, GA

DATE May 5, 2008

FROM Howard P. Copeland, Right of Way Administrator

TO Steve Adewale Consultant Design

SUBJECT Updated Preliminary Cost Estimates

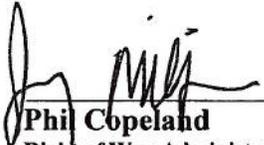
Please find attached updated Preliminary Cost Estimates for your respective projects. These Preliminary Cost Estimates were updated in order to refine the total right of way cost. As you will notice, the market appreciation was taken out of the estimates due to similar multipliers and factors being in place in T-Pro.

If you have any questions, please do not hesitate to call Jerry Milligan at (770)986-1541.

See Attachments.



Preliminary Right of Way Cost Estimate


Phil Copeland
 Right of Way Administrator
 By: Jerry Milligan

Date: April 9, 2008
Project: NHS-0005-00 (320) Dooly UPDATE
Existing/Required R/W: 40.41 acres Required
Project Termini : Reconstruction of I-75 Interchange at SR 215
Project Description: Reconstruction of I-75 Interchange at SR 215

P.I. Number: 0005320
No. Parcels: 31

Land:

Commercial			
	11.19 Acres @ \$175,000/ ac. =	\$ 1,958,250	
Agricultural			
	29.22 Acres @ \$ 5,000 / ac. =	<u>\$ 146,100</u>	
			\$ 2,104,350

Improvements :

4 Commercial Businesses, Billboards, signs, landscaping, paving		\$ 2,592,000
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Relocation:

4 Commercial @ \$ 25,000 =	\$ 100,000	
		\$ 100,000

Damage :

13 Proximity	\$ 0	
4 Cost to Cure	\$ 0	
1 Consequential	<u>\$ 10,000</u>	
		\$ 10,000

\$ 4,806,350

Net Cost		\$ 4,806,350
Scheduling Contingency	55 %	2,643,492
Adm/Court Cost	60	<u>4,469,905</u>
		\$ 11,919,747

Total Cost \$ 11,920,000

Note: The Market Appreciation (40%) is not included in this updated Preliminary Cost Estimate.

Note: Accuracy of estimate is sole responsibility of preparer.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **NHS-0005-00(320), Dooly County, P.I. #0005320** OFFICE Thomaston
I-75 Interchange @ SR-215

FROM Thomas B. Howell, P.E., District Engineer DATE August 18, 2008

TO Attn: Steve Adewale, Design Group Manager **via: e-mail**

SUBJECT **UTILITY COST ESTIMATE**

The following is a ballpark utility cost estimate for facilities located within the scope of the above referenced project.

UTILITY OWNER	PUBLIC OR PRIVATE	TYPE OF UTILITY	REIMBURSABLE	NON-REIMBURSABLE
Middle Georgia EMC	Public	Electric	78,600	0
City of Vienna	Public	Water, Sewer, Gas	373,200	0
Citizens Telephone	Private	Telecom	515,000	519,726
ComSouth	Private	Telecom	NO FACILITIES	
TOTAL PROJECT COST			\$966,800	\$519,726

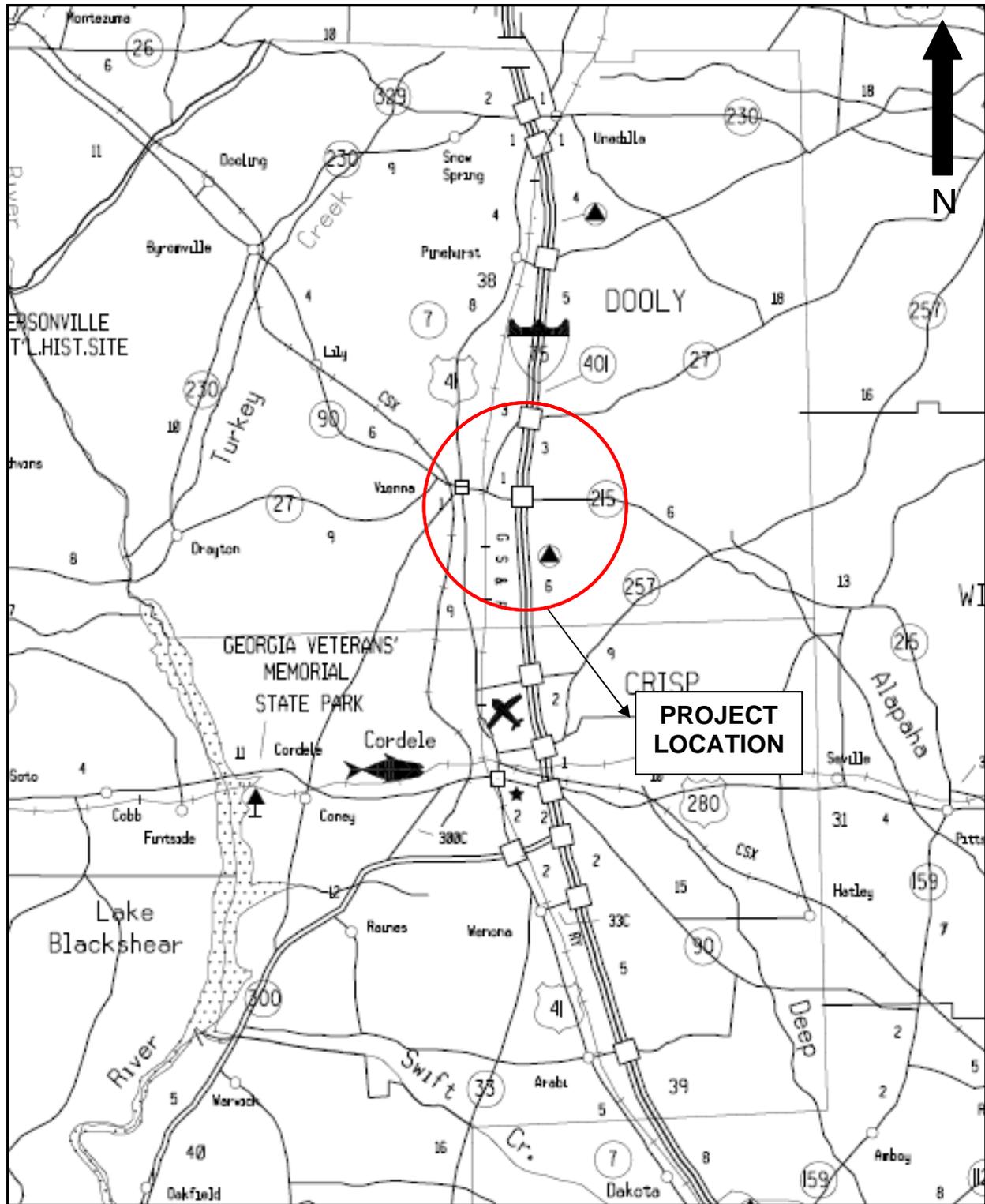
If you have any questions, please call Glenn A. Williams at 706-646-6696.

KMG:GAW:

cc: Jeff Baker, P.E., State Utilities Engineer (*via: e-mail*)
Terry Brigman, State Utilities Preconstruction Engineer (*via: e-mail*)

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P.I. Number: 0005320
Dooley County

ATTACHMENT 2
SKETCH LOCATION MAP



Sketch Location Map
Project: NHS-0005-00(320)
Description: I-75 @ SR 215

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Project Number: NHS-0005-00(320)
P.I. Number: 0005320
Dooley County

ATTACHMENT 3
APPROVED NEED AND PURPOSE

NEED & PURPOSE
Interstate 75, Dooly County
NHS-0005-00(320)
P.I. 0005320

Background and History:

This project was initiated as the result of a request for a Needs Analysis by the City of Vienna and Dooly County. In 2002, a study was conducted which resulted in a recommendation by the Project Nomination Review Committee for this interchange to be upgraded. The existing diamond interchange has not been upgraded since its construction in 1960. The Department's objective of the project is to bring the ramps to current design standards and provide sufficient capacity for increased truck and vehicle volumes. In addition, the radii will be increased to provide adequate room for truck turning movements.

Logical Termini:

This project is located along I-75 in southeastern Dooly County, approximately two miles east of downtown Vienna. The project begins 0.65 miles south of the SR 215 interchange and ends 0.69 miles north of SR 215 interchange. These termini will allow the ramp intersections to be spaced at an adequate distance apart based on Department's design policy guidelines and accommodate required lane/shoulder transition to meet the existing two lane typical section at project terminals.

Roadway Characteristics:

The existing SR 215 is a 2-lane roadway with 11-foot wide lanes and 4 ft. outside shoulders. The Functional Classification for SR 215 is Rural Major Collector. The existing I-75 diamond interchange consists of 3, 12-foot wide through lanes in each direction with 10-foot wide shoulders and 14-foot wide ramps with 4-foot outside and 2-foot inside shoulders.

Operational Characteristics:

The 2005 ADT for the segment with the highest volume on SR 215 is 7900 vehicles per day. The ADT is estimated to increase to 17000 vehicles per day by 2033 with a 24 hour truck percentage of (18%) eighteen percent. Level of Service (LOS) analysis was conducted in accordance with the procedures in the Transportation Research Board's Highway Capacity Manual, HCM 2000. The actual analysis was conducted using the Highway Capacity Software (HCS). For this project a minimum acceptable LOS is "C" for over all intersection performance, with an overall LOS "B" being desirable.

An analysis of LOS for the 2005 existing conditions is shown in Table 1. From the table, it can be inferred that NB Ramps are operating at LOS “B” for both AM and PM peak hour conditions, while the SB Ramps are operating at LOS “C” and “D” for AM and PM peak hour conditions respectively.

Table 1: Unsignalized Intersection Analysis for 2005 Existing Condition

Time Period	Intersection	Minor Street	EB		WB		NB		SB		LOS
			L	T	T	R	L	R	L	R	
AM Peak	Union St. (SR 215) / NB Ramps	NB Ramp	74	179	215	114	76	144			C
PM Peak	Union St. (SR 215) / NB Ramps	NB Ramp	70	364	194	125	68	132			C
			T	R	L	T			L	R	
AM Peak	Union St. (SR 215) / NB Ramps	SB Ramp	141	86	132	159			112	60	C
PM Peak	Union St. (SR 215) / NB Ramps	SB Ramp	200	90	142	120			164	97	D

Similarly, an analysis of LOS for the 2013 no build condition is shown in Table 2. From the table, it can be inferred that for 2013 no build condition, the unsignalized intersection of SR 215 and NB Ramps would operate at LOS “D” and “E” during AM and PM peak hours respectively, while the unsignalized intersection of SR 215 and SB Ramps would operate at LOS “E” and “F” during AM and PM peak hours respectively.

Table 2: Unsignalized Intersection Analysis for 2013 No Build Condition

Time Period	Intersection	Minor Street	EB		WB		NB		SB		LOS
			L	T	T	R	L	R	L	R	
AM Peak	Union St. (SR 215) / NB Ramps	NB Ramp	95	225	310	165	95	180			D
PM Peak	Union St. (SR 215) / NB Ramps	NB Ramp	90	370	280	180	85	165			E
			T	R	L	T			L	R	
AM Peak	Union St. (SR 215) / NB Ramps	SB Ramp	180	110	190	215			140	75	E
PM Peak	Union St. (SR 215) / NB Ramps	SB Ramp	255	115	205	160			205	120	F

Also for the 2033 no build conditions, the unsignalized intersections of SR 215 at NB Ramps and SB Ramps would operate at LOS “F” during both AM and PM peak hours as shown in Table 3. This level of service can be attributed to a 67% increase in traffic from the existing year 2005 to design year 2033.

Table 3: Unsignalized Intersection Analysis for 2033 No Build Condition

Time Period	Intersection	Minor Street	EB		WB		NB		SB		LOS
			L	T	T	R	L	R	L	R	
AM Peak	Union St. (SR 215) / NB Ramps	NB Ramp	140	340	465	240	140	265			F
PM Peak	Union St. (SR 215) / NB Ramps	NB Ramp	150	555	415	270	130	245			F
			T	R	L	T			L	R	
AM Peak	Union St. (SR 215) / NB Ramps	SB Ramp	275	165	280	325			205	115	F
PM Peak	Union St. (SR 215) / NB Ramps	SB Ramp	385	175	300	245			310	180	F

Safety:

Accident data was obtained from GDOT Office of Traffic Safety & Design for the 3-year period between 2005 and 2007 for SR 215 within the project limits. Accident rates were calculated and compared with the statewide average for the same functional classification as SR 215 (Rural Major collector).

A total of five (5) accidents were reported in the year 2005. No injury or fatality was reported for this year. In the year 2006, there were a total of two (2) accidents and none of them involved injuries or fatalities. In 2007, four (4) accidents occurred within the project limits. Two injuries were reported for these (4) accidents and no fatalities were reported.

Tables 4 thru 7 below show accident rate comparison with statewide rates including injuries and fatalities for 2005 through 2007 for the SR 215 within the project limits.

Table 4 – 2005 SR 215 @ I-75 Accident Rate Comparisons

	Statewide Rural Major Collector	Rural Major Collector (SR 215)
Accident Rate	197	383
Injury Rate	111	0
Fatality Rate	3.23	0.00

The above table indicates that for the year 2005 the accident rate for SR 215 @ I-75 interchange exceeds the statewide average accident rate by 194%.

Table 5 – 2006 SR SR 215 @ I-75 Accident Rate Comparisons

	Statewide Rural Major Collector	Rural Major Collector (SR 215)
Accident Rate	203	147
Injury Rate	110	0
Fatality Rate	3.28	0.00

The above table indicates that for the year 2006 the accident for SR 215 @ I-75 interchange is less than the statewide average accident rate.

Table 6 – 2007 SR 215 @ I-75 Accident Rate Comparisons

	Statewide Rural Major Collector	Rural Major Collector (SR 215)
Accident Rate	203	283
Injury Rate	109	141
Fatality Rate	3.55	0.00

The above table indicates that for the year 2007 the accident rate and injury rate for SR 215 @ I-75 interchange exceeds the statewide averages.

Table 7 – Three Year Average (2005-2007) SR 215 @ I-75 Accident Rate Comparisons

	Statewide Rural Major Collector	Rural Major Collector (SR 215)
Accident Rate	201	271
Injury Rate	110	47
Fatality Rate	3.35	0.00

A comparison between the three year average rates for all three categories shows that the accident rate for the SR 215 is greater than the statewide averages. Hence there is a need for improving the SR 215 @ I-75 interchange in order to attempt to alleviate the prevailing safety concerns.

Land Use:

The primary land usage in the project area is commercial on the west end of the project and residential, commercial and agricultural on the east end of the project.

Environmental Concerns:

Cultural Resources

No National Register listed properties or districts were within the proposed project's area of potential effects (APE). Additionally no archaeological sites have been previously identified within the APE of the project. However, one potentially eligible property was identified within the proposed project's APE during the preliminary field survey. The property consists of a farmhouse, outbuildings, and a family cemetery. The property is located on SR 215 at the east end of the area surveyed. Because the limits of construction are not known at this time, a determination of potential impact can not be made at this time.

Underground Storage and Hazardous Materials

One site was listed as an Underground Storage Tank (UST) facility, Kemin Enterprises, Inc., 1501 East Union Street, Vienna, Georgia. No leaks were reported for this site. In addition, five gas stations, including the truck stop facility listed above, were identified at the interchange.

Natural Features

Two wetlands were identified within the survey area located in the northeast and northwest quadrants of I-75, north of the I-75 northbound entrance ramp and I-75 southbound exit. In addition two streams were also identified, where one of the streams flows under I-75 and connects these two streams, and continues east/southeasterly under Tippettville Road to SR 215. The other stream begins at approximately the SR 215 and Pig Jig Boulevard intersection and flows south under SR 215 in a southeasterly direction into wooded undeveloped property. Both streams flow in concrete box culverts. An Environmental Analysis is ongoing and is expected to result in a Categorical Exclusion.

Environmental Justice:

The project is located entirely in Census Tract 9703. See data below:

Census Tract	Percent Minority	Percent of Individuals Below Poverty Level	\$0-25K Per household	\$25-50K Per household	\$50-75K Per household	\$75-100K Per household	\$100K or more Per household
9703	51.6	2.9%	36.5%	29.4%	28.5%	8.4%	5.6%

Bike/Pedestrian Facilities:

Based on the 2005 Regional Bike and Pedestrian Plan developed by the Middle Flint Regional Development Center, there are no bike/pedestrian facilities situated along either I-75 or SR 215.

Other Projects in the Vicinity:

Other projects in the vicinity include:

Project No.	P.I. No.	Project Type	Project Description	Program Year	STIP Code	Construction Status Code
CSNHS-M003-00(340)	003340	Maintenance	I-75 from CR 323/ Pinehurst-Hawkinsville Road to SR 26	PE - 2006 Const. - 2009	Lump Sum	Construction Work Program
IMNH0-0075-01(227)	311665	Replacement	I-75 @ SR 27 - Widen Bridge & Ramps	PE - 1992 RW - 2007 Const. - LR	NA	Long Range
CSNHS-M003-00(243)	003243	Maintenance	I-75 FM Crisp Co Line To CR 323/Pinehurst- Hawkinsville Rd	PE - 2005 Const. - 2010	Amendment	Construction Work Program

Relationship to Statewide and Local Transportation Plan(s):

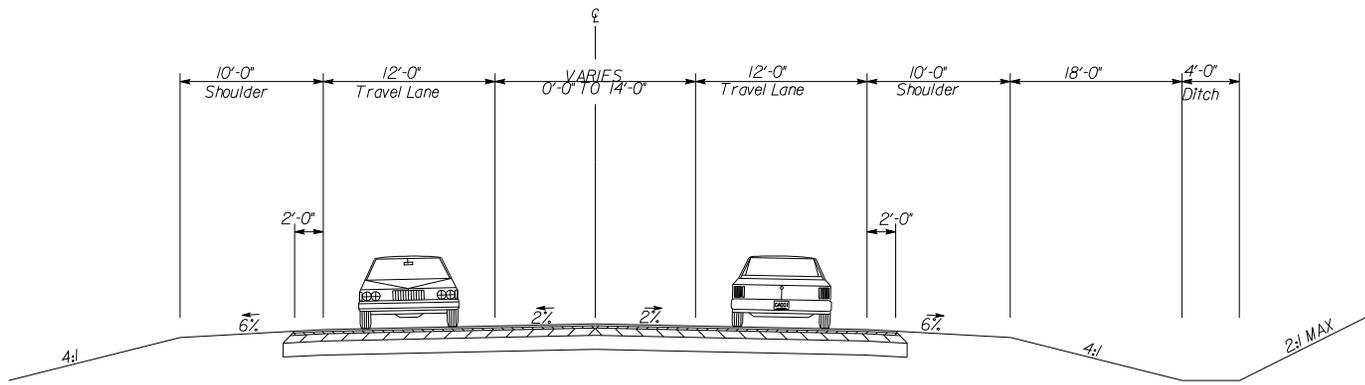
This project conforms to the Department's current FY08-11 State Transportation Improvement Program (STIP) and will help to provide increased safety by bringing the interchange and overpass up to current design standards.

Need and Purpose Statement:

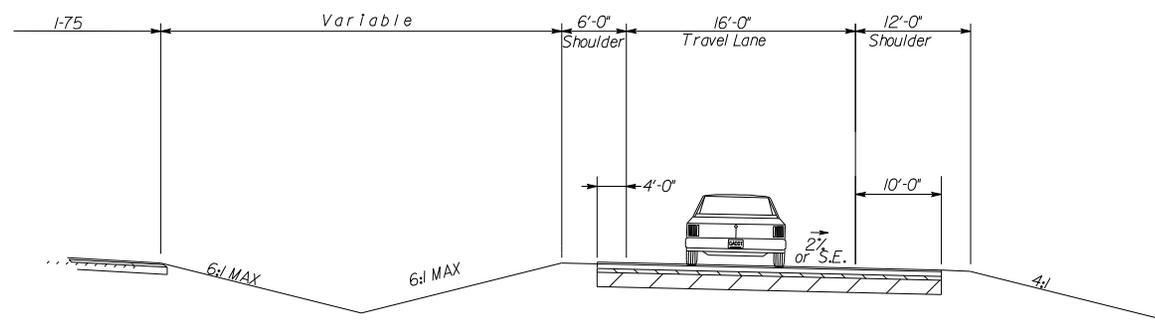
The project need is for operational and safety improvements to the SR 215 @ I-75 interchange. This need is based on design year (2033) evaluation of traffic and analysis of accident data for year 2005 through year 2007. The purpose of this project is to improve traffic operations and safety of the intersection. This will be achieved by upgrading the ramps to current design standards and providing sufficient capacity for increased truck and vehicle volumes. In addition, the radii will be increased to provide adequate room for truck turning movements.

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Dooley County

ATTACHMENT 4
TYPICAL SECTIONS



Typical Section at SR 215/UNION STREET



Ramp Typical Section

ATTACHMENT 2
TYPICAL SECTIONS
NHS-0005-00(320)
I-75 INTERCHANGE AT SR 215
PI NO 0005320
DOOLY COUNTY

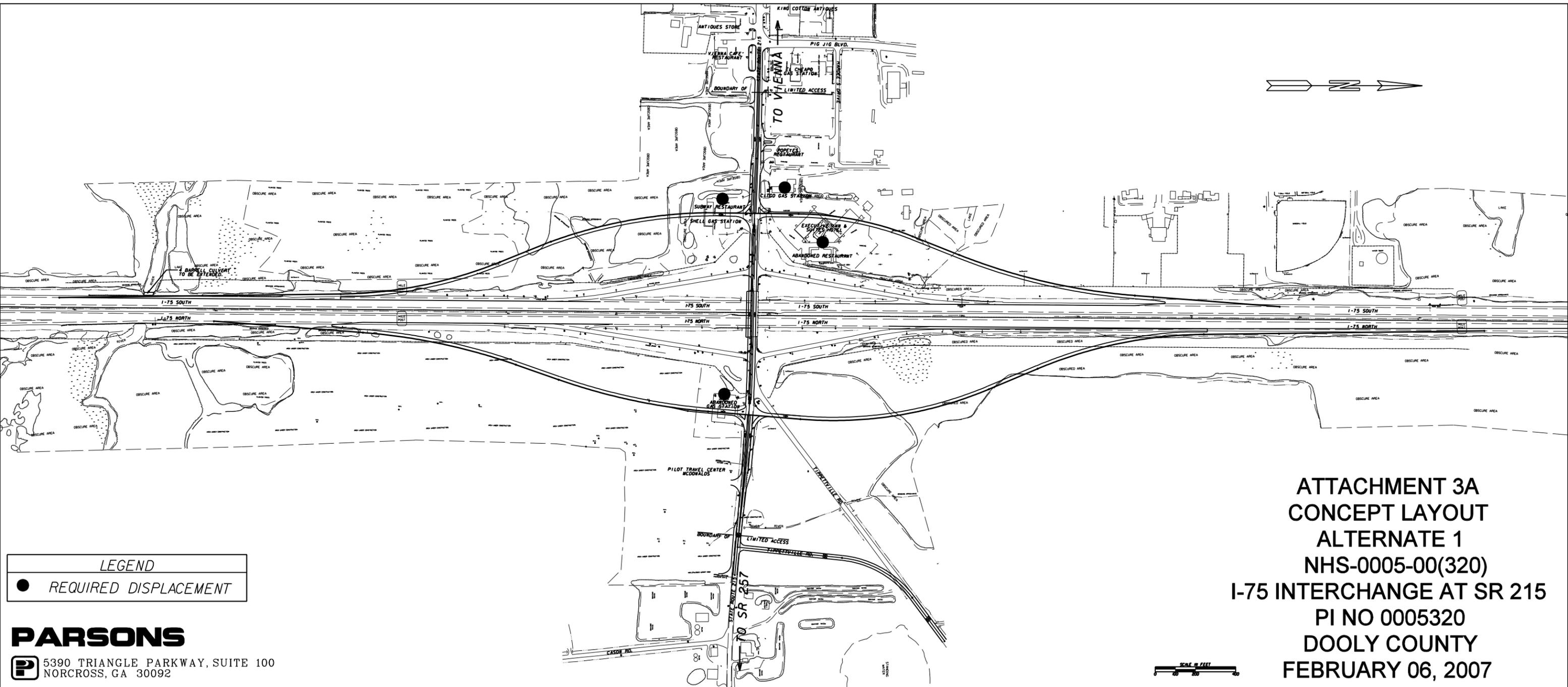
PARSONS

5390 TRIANGLE PARKWAY, SUITE 100
 NORCROSS, GA 30092

NOT TO SCALE

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Dooly County

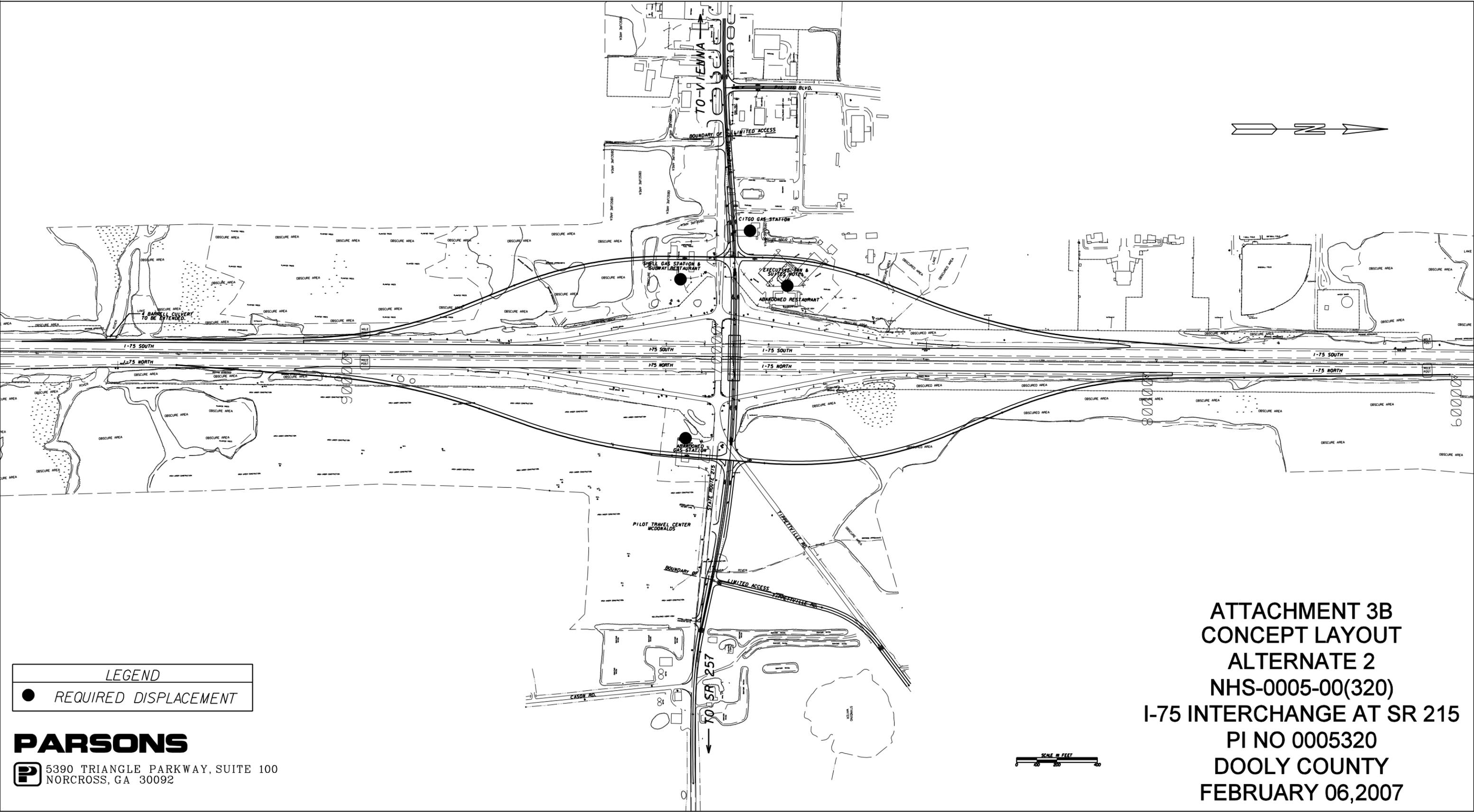
ATTACHMENT 5
CONCEPTUAL LAYOUT



LEGEND
 ● REQUIRED DISPLACEMENT

PARSONS
 5390 TRIANGLE PARKWAY, SUITE 100
 NORCROSS, GA 30092

**ATTACHMENT 3A
 CONCEPT LAYOUT
 ALTERNATE 1
 NHS-0005-00(320)
 I-75 INTERCHANGE AT SR 215
 PI NO 0005320
 DOOLY COUNTY
 FEBRUARY 06, 2007**



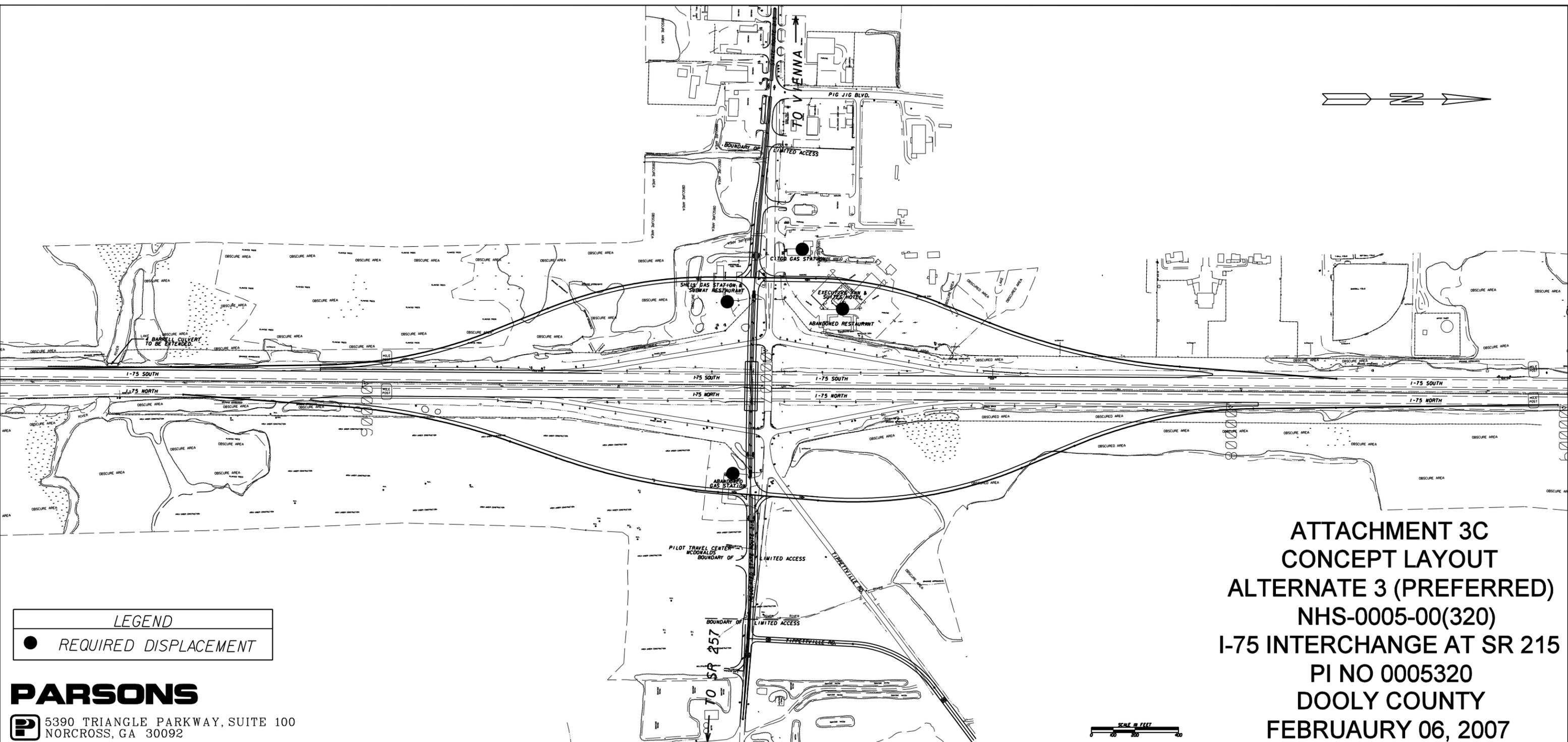
LEGEND

● REQUIRED DISPLACEMENT

PARSONS

5390 TRIANGLE PARKWAY, SUITE 100
NORCROSS, GA 30092

ATTACHMENT 3B
CONCEPT LAYOUT
ALTERNATE 2
NHS-0005-00(320)
I-75 INTERCHANGE AT SR 215
PI NO 0005320
DOOLY COUNTY
FEBRUARY 06, 2007



ATTACHMENT 3C
CONCEPT LAYOUT
ALTERNATE 3 (PREFERRED)
NHS-0005-00(320)
I-75 INTERCHANGE AT SR 215
PI NO 0005320
DOOLY COUNTY
FEBRUARY 06, 2007

LEGEND
 ● REQUIRED DISPLACEMENT

PARSONS
 5390 TRIANGLE PARKWAY, SUITE 100
 NORCROSS, GA 30092

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ATTACHMENT 6
CRASH ANALYSIS

1.0 CRASH ANALYSIS

Historical accident data was obtained from Georgia DOT Office of Traffic Safety and Design for the latest available 3 years (2005 – 2007) for SR 215 within the project limits. Accident rates were calculated and compared with statewide average for the same functional classification of roads. The accident data and comparison are summarized in Table 1.

Table 1 Accident History and Comparison with Statewide Average

Year	No. of			All Accident			Injuries			Fatalities	
	Accidents	Injuries	Fatalities	Rate	Statewide Average	Comparison	Rate	Statewide Average	Comparison	Rate	Statewide Average
2005	5	0	0	383	197	94%	0	111	-	0	3.23
2006	2	0	0	147	203	-28%	0	110	-	0	3.28
2007	4	2	0	283	203	39%	141	109	30%	0	3.55

The historical accident data indicated that 5, 2 and 4 accidents occurred within the project limits in 2005, 2006 and 2007, respectively. The overall accident rate was 94 percent higher, 28 percent lower, and 39 percent higher than the statewide average rate for the same functional classification of roads for the three years, respectively. There were no injuries reported for 2005 and 2006, and two injuries were involved in the accidents occurring in 2007. The injury rate for 2007 was 30 percent higher than the statewide average rate. During the three years period, no fatal accident occurred within the project limits.

For a detailed tabulation of accidents, see below:

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Accident No	Date	Time	County	Route Type	Route	Milelog	Intersecting Rt Type	Intersecting Rt	Ramp Section	Injuries	Fatalities	Collision	Location of Impact	Harmful Event	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2
'54010241	10/15/2005	9:44 AM	Dooly	State Route	'021500	1.03	3	'076511		0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	S	Turning Left	Straight
'55020400	12/2/2005	7:12 AM	Dooly	State Route	'021500	1.05		'		0	0	Not A Collision With A Motor Vehicle	On Roadway	Other Fixed Object	Daylight	Dry	E		Straight	
'54500595	11/23/2005	12:16 PM	Dooly	State Route	'021500	1.27		'		0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	Turning Left	Straight
'51000404	3/2/2005	4:44 PM	Dooly	State Route	'021500	1.29		'	3	0	0	Not A Collision With A Motor Vehicle	On Roadway	Other Object (Not Fixed)	Daylight	Dry	W	E	Straight	Straight
'53020693	7/8/2005	12:20 PM	Dooly	State Route	'021500	1.35	2	'031900		0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	Straight	Stopped
'64040383	10/13/2006	4:32 PM	Dooly	State Route	'021500	1.35	2	'031900		0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	N	Turning Left	Straight
'63210513	8/18/2006	1:34 PM	Dooly	State Route	'021500	1.43		'		0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	E	Turning Left	Straight
'70940021	1/5/2007	6:30 PM	Dooly	State Route	'021500	1.03	3	'076511		1	0	Angle	On Roadway	Motor Vehicle in Motion	Dark-Lighted	Wet	S	W	Turning Left	Straight
'72730326	6/2/2007	10:00 PM	Dooly	State Route	'021500	1.34		'		1	0	Angle	On Roadway	Motor Vehicle in Motion	Dark-Lighted	Wet	N	E	Turning Left	Straight
'70940019	1/9/2007	1:55 PM	Dooly	State Route	'021500	1.53		'		0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	Straight	Straight
'75310342	11/30/2007	1:42 AM	Dooly	State Route	'021500	1.53		'		0	0	Angle	On Shoulder	Motor Vehicle in Motion	Dark-Lighted	Dry	E	N	Turning Right	Parked

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ATTACHMENT 7
CAPACITY ANALYSIS

1.0 TRAFFIC PROJECTIONS

Existing (2005) ADT, 2013 and 2033 ADT and DHV were provided by GDOT OEL. Per a discussion with OEL staff, traffic counts were conducted for this project as the basis for traffic projections. The traffic counts indicated that the peak hour traffic percentage (k factor) was 10 percent for I-75, and ranged between 7 percent and 9 percent for SR 215. The peak hour directional traffic split percentage (D factor) varied for different peak hours and ranged from 50 percent to 80 percent for I-75, SR 215 and the major side streets.

GDOT historical traffic counts in this area and Atlanta Regional Commission (ARC) travel demand model forecast were reviewed for traffic growth rate development. For I-75, a traffic growth rate of 2.8 percent and 2 percent was determined for the period between existing year (2005) and base year and the period between base year and design year, respectively. A growth rate of 3.1 percent and 4.7 percent was determined for the period between existing year and base year for SR 215 west of I-75 and east of I-75, respectively. For the period between base year and design year, a growth rate of 2 percent for SR 215 was determined.

The growth rates, k factors and D factors calculated from the existing traffic volumes were used to calculate the base year and design year ADT and DHV.

The AM and PM design hourly volumes for 2013 were calculated using the 2013 ADT, 2033 ADT and DHV obtained from GDOT OEL as following:

$$\begin{aligned} 2013 \text{ ADT} / 2033 \text{ ADT} &= y \\ y * 2033 \text{ AM DHV} &= 2013 \text{ AM DHV} \\ y * 2033 \text{ PM DHV} &= 2013 \text{ PM DHV} \end{aligned}$$

2.0 BASE YEAR TRAFFIC CONDITIONS ANALYSIS

The latest version of the Highway Capacity Software (HCS2000) was used to analyze the base year (2013) traffic operations within the study area. The analysis was conducted for the “Build” and “No-Build” scenarios using the projected traffic volumes. The ‘Build’ scenario is for the preferred alternative. Traffic volumes and turning movement counts are appended as Attachment 14.

2.1 Basic Freeway Segment Analysis

Freeway segment analysis was conducted along Interstate 75 before and after merge and diverge areas within the project limits. The resulting density and LOS values are shown below in Table 2.1.

Table 2.1 Year 2013 HCS Basic Freeway Segments Analysis

Freeway Segment Limits	Dir	No-Build				Build			
		AM		PM		AM		PM	
		Density (pc/mi/ln)	LOS						
BEGIN Project Limit to SR 215 NB off-ramp	NB	16.7	B	16.4	B	16.7	B	16.4	B
SR 215 NB off-ramp to SR 215 NB on-ramp	NB	15.2	B	15.0	B	15.2	B	15.0	B
SR 215 NB on-ramp to END Project Limit	NB	16.6	B	16.6	B	16.6	B	16.6	B
END Project Limit to SR 215 SB off-ramp	SB	12.5	B	19.6	C	12.5	B	19.6	C
SR 215 SB off-ramp to SR 215 SB on-ramp	SB	11.3	B	17.7	B	11.3	B	17.7	B
SR 215 SB on-ramp to BEGIN Project Limit	SB	13.0	B	19.5	C	13.0	B	19.5	C

The results indicate that the freeway (in both northbound and southbound direction) will operate at an acceptable level of service for both ‘No-Build’ and ‘Build’ scenarios. Since no freeway improvements will be undertaken as part of the proposed project, no change is expected in the level of service between ‘No-Build’ and ‘Build’ options. All freeway segments will operate at an acceptable level of service of C and above with the highest density of 19.6 passenger cars per mile per lane (pc/mi/ln).

2.2 Ramp Merge – Diverge Analysis

Ramp merge and diverge analysis was conducted within the project limits along Interstate 75. The density and LOS values are listed below in Table 2.2.

Table 2.2 Year 2013 HCS Merge/Diverge Analysis

Merge/Diverge Segment Limits	Dir	No-Build				Build			
		AM		PM		AM		PM	
		Density (pc/mi/ln)	LOS						
Off-ramp diverge to SR 215	NB	23.3	C	22.9	C	20.0	C	19.7	B
On-ramp merge from SR 215	NB	17.6	B	17.6	B	16.3	B	16.2	B
Off-ramp diverge to SR 215	SB	18.6	B	26.3	C	15.4	B	23.0	C
On-ramp merge from SR 215	SB	14.2	B	20.7	C	12.8	B	19.3	B

The results indicate that the ramp merge and diverge areas will operate at an acceptable level of service of C and above with the highest density of 23.0 pc/mi/ln.

2.3 Unsignalized Intersection Analysis

Unsignalized intersection analysis was conducted for the SR 215 intersections with I-75 ramps. No-Build alternative analyzes the intersections of a single lane approach with a single lane cross road. The Build alternative includes the effects of exclusive right and left turn lanes. LOS and delays values are listed in Table 2.3 below. The results in the table are for the movement with the highest delay and worst LOS.

Table 2.3 Year 2013 Unsignalized Intersection Analysis									
Intersection	Minor Street	No-Build				Build			
		AM		PM		AM		PM	
		Delay (sec/veh)	LOS						
Union St. (SR 215) / NB Ramps	NB Ramp	27.9	D	37.2	E	28.2	D	33.7	D
Union St. (SR 215) / SB Ramps	SB Ramp	40.4	E	192.9	F	49.2	E	151.3	F

The results indicate that for Build condition, all movements at the northbound ramp intersection will operate at LOS D or better with the highest delay of 33.7 seconds per vehicle (sec/veh) and a 95 percentile queue of 3 vehicles for northbound left-turn movement. The results indicate that northbound left-turn movement has a higher delay for Build condition than No-build condition during the AM peak hour. This is because for Build condition, an exclusive left-turn lane is proposed and the delay is for left-turn movement only. For No-build condition, the left-turn and right-turn movements share a lane and the delay is the average value for the two movements. Since delay for right-turn movement is relatively lower than left-turn movement, the average delay is lower than that for left-turn movement. However, the results indicate that the overall delay for northbound approach will reduce from 27.9 sec/veh for No-build condition to 17.2 sec/veh for Build condition.

For the southbound ramp intersection, the southbound left-turn traffic will experience the highest delay among all movements. It will operate at LOS F during the PM peak hour with a delay of 151.3 sec/veh and a 95 percentile queue of 12 vehicles. The results indicate a higher delay for Build condition than No-build condition for southbound left-turn movement during the AM peak hour. This is the same situation as the northbound approach at the northbound ramp intersection, and it is because of the different lane configuration for No-build and Build conditions. The overall delay for the southbound approach will reduce from 40.4 sec/veh for No-build condition to 35.6 sec/veh for Build condition.

The analysis indicates that the 95 percentile queues for all movements at the two intersections can be accommodated with the proposed lane configurations. Signalization for these intersections has also been analyzed as shown below.

2.4 Signalized Intersection Analysis

Signalized intersection analysis was conducted for SR 215 intersections with I-75 ramps. The Build alternative included the effects of exclusive right and left turn lanes. Delay and LOS values are listed in Table 2.4 below.

Table 2.4 Year 2013 Signalized Intersection Analysis					
Intersection	Minor Street	Build			
		AM		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Union St. (SR 215) / NB Ramps	NB Ramp	10.6	B	10.9	B
Union St. (SR 215) / SB Ramps	SB Ramp	9.8	A	12.6	B

The analysis results indicate that the northbound ramp intersection will operate at LOS B during both AM and PM peak hours with the highest delay of 10.9 sec/veh. The westbound through traffic and northbound right-turn traffic will expect to have the longest 95 percentile queue length of 7 vehicles among all movements at this intersection. The southbound ramp intersection will operate at LOS B and better with the highest delay of 12.6 sec/veh. The eastbound through traffic and southbound left-turn traffic will expect to have the longest 95 percentile queue length of 8 vehicles at this intersection. The 95 percentile queues for all movements at the two intersections can be accommodated with the proposed lane configurations.

2.5 Roadway Segment Analysis

Roadway segment analysis was conducted for SR 215. Signalization for the ramp intersections was considered for the Build conditions. Speed and LOS values are listed in table 2.5 below. The speed and LOS listed are for the travel direction with the higher volume during the peak hours.

Table 2.5 Year 2013 HCS Roadway Segment Analysis								
Street	No-Build				Build			
	AM		PM		AM		PM	
	Speed (mph)	LOS						
Union St. (SR 215)	32.6	C	31.9	C	26.8	D	26.4	D

The results indicate that the SR 215 segment will operate at LOS D for Build condition with the lowest travel speed of 26.4 mile per hour (mph). Although the roadway segment for Build condition will not operate as well as No-Build conditions due to the installation of the signals, it will operate at acceptable LOS D with significant improvement on the operations of the two ramp intersections.

3.0 FUTURE (2033 DESIGN YEAR) TRAFFIC CONDITIONS AND ANALYSIS

Future traffic analysis was conducted for the project area considering the 'Build' and 'No-Build' scenarios. The 'Build' scenario is for the preferred alternative. Traffic volumes and turning movement counts are appended as Attachment 14.

3.1 Basic Freeway Segment Analysis

Freeway segment analysis was conducted along Interstate 75 before and after merge and diverge areas within the project limits. The resulting density and LOS values are shown below in Table 3.1.

Table 3.1 Year 2033 HCS Basic Freeway Segments Analysis									
Freeway Segment Limits	Dir	No-Build				Build			
		AM		PM		AM		PM	
		Density (pc/mi/ln)	LOS						
BEGIN Project Limit to SR 215 NB off-ramp	NB	25.4	C	24.9	C	25.4	C	24.9	C
SR 215 NB off-ramp to SR 215 NB on-ramp	NB	22.7	C	22.4	C	22.7	C	22.4	C
SR 215 NB on-ramp to END Project Limit	NB	25.2	C	22.0	C	25.2	C	22.0	C
END Project Limit to SR 215 SB off-ramp	SB	18.7	C	31.7	D	18.7	C	31.7	D
SR 215 SB off-ramp to SR 215 SB on-ramp	SB	16.8	B	27.3	D	16.8	B	27.3	D
SR 215 SB on-ramp to BEGIN Project Limit	SB	19.4	C	31.6	D	19.4	C	31.6	D

The results indicate that the freeway (in both northbound and southbound direction) will continue to operate at an acceptable level of service for both ‘No-Build’ and ‘Build’ scenarios. Since no freeway improvements will be undertaken as part of the proposed project, no change is expected in the level of service between ‘No-Build’ and ‘Build’ options. The design year LOS will be at D and above with the highest density of 31.7 pc/mi/ln.

3.2 Ramp Merge – Diverge Analysis

Ramp merge and diverge analysis was conducted within the project limits along Interstate 75. The density and LOS values are listed below in Table 3.2.

Table 3.2 Year 2033 HCS Merge/Diverge Analysis									
Merge/Diverge Segment Limits	Dir	No-Build				Build			
		AM		PM		AM		PM	
		Density (pc/mi/ln)	LOS						
Off-ramp diverge to SR 215	NB	31.3	D	30.9	D	28.4	D	28.2	D
On-ramp merge from SR 215	NB	25.9	C	26.1	C	24.6	C	24.8	C
Off-ramp diverge to SR 215	SB	25.3	C	35.1	E	22.1	C	31.8	D
On-ramp merge from SR 215	SB	20.9	C	30.5	D	19.5	B	29.2	D

The results indicate that all ramp merge and diverge areas will operate at an acceptable level of service of D and above with the highest density of 31.8 pc/mi/ln for Build conditions. For No-Build conditions, the diverge area at the southbound off-ramp will operate at LOS E.

3.3 Unsignalized Intersection Analysis

Unsignalized intersection analysis was conducted for SR 215 intersections with I-75 ramps. No-Build alternative analyzes the intersection of a single lane approach with a single lane cross road. The Build alternative includes the effects of exclusive right and left turn lanes. Delay and LOS values are listed in Table 3.3 below. The results in this table are for the movement experiencing the highest delay and worst LOS.

Table 3.3 Year 2033 Unsignalized Intersection Analysis									
Intersection	Minor Street	No-Build				Build			
		AM		PM		AM		PM	
		Delay (sec/veh)	LOS						
Union St. (SR 215) / NB Ramps	NB Ramp	385.2	F	629.5	F	241.7	F	428.1	F
Union St. (SR 215) / SB Ramps	SB Ramp	750.5	F	1707.0	F	692.7	F	1611.0	F

The analysis indicates that for the 2033 Design Year intersections would operate at LOS F for both no-build and build conditions. Therefore, a signalized intersection analysis was performed as shown below.

3.4 Signalized Intersection Analysis

Signalized intersection analysis was conducted for SR 215 intersections with I-75 ramps. The Build alternative included the effects of exclusive right and left turn lanes. Delay and LOS values are listed in Table 3.4 below.

Table 3.4 Year 2033 Signalized Intersection Analysis					
Intersection	Minor Street	Build			
		AM		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Union St. (SR 215) / NB Ramps	NB Ramp	17.2	B	14.3	B
Union St. (SR 215) / SB Ramps	SB Ramp	11.6	B	17.3	B

The analysis results indicate that the northbound ramp intersection will operate at LOS B during both AM and PM peak hours with the highest delay of 17.2 sec/veh. The eastbound and westbound through traffic will expect to have the longest 95 percentile queue length of 15 vehicles. The southbound ramp intersection will operate at LOS B with the highest delay of 17.3 sec/veh. The eastbound through traffic will expect to have the longest 95 percentile queue length of 14 vehicles. The 95 percentile queues for all movements at the two intersections can be accommodated with the proposed lane configurations.

3.5 Roadway Segment Analysis

Roadway segment analysis was conducted for SR 215. Signalization for the ramp intersections was considered for the Build conditions. Speed and LOS values are listed in Table 3.5 below. The speed and LOS listed are for the travel direction with the higher volume during the peak hours.

Table 3.5 Year 2033 HCS Two-Lane Highway Segment Analysis								
Street	No-Build				Build			
	AM		PM		AM		PM	
	Speed (mph)	LOS						
Union St. (SR 215)	30.3	D	27.3	D	25.6	D	23.6	D

The results indicate that the SR 215 segment will operate at LOS D for Build condition with the lowest travel speed of 23.6 mph. Although the installation of the signals will interrupt the through traffic on this road, it will significantly improve on the operations of the two ramp intersections.

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ATTACHMENT 8
BRIDGE INVENTORY

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0020-0

Dooly

SUFF. RATING

75.41

Location & Geography

* Structure I.D.No: 093-0020-0
 200 Bridge Information 06
 * 6A Feature Int: I-75 @ 109.33 (EXIT 109)
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00215
 * 7B Facility Carried: SR 215
 * 9 Location: IN E VIENNA
 2 DOT District: 3
 207 Year Photo: 2005
 * 91 Inspection Frequency: 24 Date: 08/08/2005
 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 92B Underwater Insp Freq: 00 Date: 02/01/1901
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 79444
 * 5 Inventory Route (O/U): 1
 Type: 3
 Designation: 1
 Number: 00215
 Direction: 0
 * 16 Latitude: 32-05.2 MMS Prefix: SR
 * 17 Longitude: 83-45.7 MMS Suffix: 00 MP: 10.29
 98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000
 * 100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 931021500
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 001.27
 * 208 Inspection Area: 08 Initials: JLA
 Engineer's Initial: sgm
 * Location I.D. No.: 093-00215D-010.29N

* 104 Highway System: 0
 * 26 Functional Classification: 07
 * 204 Federal Route Type: S No.: 01275
 105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 * 19 Bypass Length: 07
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 03
 27 Year Constructed: 1960
 106 Year Reconstructed: 0000
 33 Bridge Median: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 1
 * 42 Type of Service on: 1
 1
 214 Movable Bridge: 0
 203 Type Bridge: I-O-M-O
 259 Pile Encasement: 3
 * 43 Structure Type Main: 4 02
 45 No. Spans Main: 004
 44 Structure Type Appr: 0 00
 46 No. Spans Appr: 0000
 226 Bridge Curve Horz: 0 Vert: 1
 111 Pier Protection: 0
 107 Deck Structure Type: 1
 108 Wearing Surface Type: 1
 Mc 0
 F 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0.00
 Width: 0.00
 238 Curb: 1.20 1
 239 Handrail: 7 7
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.00
 Width: 0.00
 * 230 Guardrail Loc Dir Rear: 3
 Fwr: 3
 Oppo Dir Rear: 0
 Fwr: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 55
 236 Warning Sign: 0
 234 Delineator: 1
 235 Hazard Boards: 0
 237 Utilities Gas: 00
 W 00
 Ele 00
 Telephone: 00
 Se 00
 247 Lighting Street: 0
 Navigtion: 0
 Aerial: 0
 * 248 County Continuity No.: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 093-0020-0

Dooly

SUFF. RATING

75.41

Programming Data

201 Project No.: I-75-1 (20) 104
 202 Plans Available: 4
 249 Prop. Proj. No. NHS-0005-00(320)
 250 Approval Status: 0000
 251 P.I. No.: 0005320
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 001650 Year: 2024

Measurements

* 29 ADT: 001100 Year: 2004
 109 % Trucks: 10
 * 28 Lanes On: 02 Under: 06
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0070
 * 49 Structure Length: 204
 51 Br. Rwdy. Width: 27.90
 52 Deck Width: 34.00
 * 47 Tot. Horz. Cl: 27.90
 50 Curb/Sdewlk Width: 2.00/2.00
 32 Approach Rdwy Width: 022
 * 229 Shoulder Width:
 Rear Lt: 6.00 Type: 8 Rt: 6.00
 Fwrd Lt: 6.00 Type: 8 Rt: 6.00
 Pavement Width:
 Rear: 22.00 Type: 2
 Fwrd: 22.00 Type: 2
 Intersection Rear: 1 Fwrd: 1
 36 Safety Features Br. Rail: 2
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl.Over: 99 ' 99 "
 Under: H 17 ' 09 "
 * 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: H 12.60
 56 Lateral Undercl. Lt: 12.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 1986 Sub: 0000

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 25
 64 Operating Type: 2 Rating: 42
 231 Calculated Loads
 H-Modified: 21 0
 HS-Modified: 26 0
 Type 3: 24 0
 Type 3s2: 32 0
 Timber: 28 0
 Piggyback: 40 0
 261 H Inventory Rating: 22
 262 H Operating Rating: 36
 67 Structural Evaluation: 6
 58 Deck Condition: 5
 59 Superstructure Condition: 8
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 4
 69 UnderClr. Horz/Vert: 9
 72 Appr. Alignment: 6
 62 Culvert: N

Hydraulic Data

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

Posting Data

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

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ATTACHMENT 9
BENEFIT COST ANALYSIS

**BENEFIT COST ANALYSIS REPORT
FOR DOOLY COUNTY
NHS-0005-00(320)
PI# 0005320**

***2033 NO BUILD CONDITIONS NB RAMPS & SR 215 INTERSECTION:
1-11 FT LANE IN EACH DIRECTION ON SR 215.***

ADT:	17,000 (2033 No Build)	
% TRUCKS:	14	
LOS:	F	
INTERSECTION DELAY:	241.7 secs	[HCS]

***2033 NO BUILD CONDITIONS SB RAMPS & SR 215 INTERSECTION:
1-11 FT LANE IN EACH DIRECTION ON SR 215.***

ADT:	15,000 (2033 No Build)	
% TRUCKS:	14	
LOS:	F	
INTERSECTION DELAY:	692.7 secs	[HCS]

Combined Delay (hrs):	$(241.7+692.7)/3600 = 0.2596$
-----------------------	-------------------------------

***2033 BUILD CONDITIONS NB RAMPS & SR 215 INTERSECTION:
1-12 FT LANE IN EACH DIRECTION W/14' CENTER TURN LANE.***

ADT:	17,000 (2033 No Build)	
% TRUCKS:	14	
LOS:	B	
INTERSECTION DELAY:	14.3 secs	[HCS]

***2033 BUILD CONDITIONS SB RAMPS & SR 215 INTERSECTION:
1-12 FT LANE IN EACH DIRECTION W/14' CENTER TURN LANE.***

ADT:	15,000 (2033 No Build)	
% TRUCKS:	14	
LOS:	B	
INTERSECTION DELAY:	17.3 secs	[HCS]

Combined Delay (hrs):	$(14.3+17.3)/3600 = 0.0087$
-----------------------	-----------------------------

Db (hrs):	$0.2596-0.0087 = 0.2509$
B/C RATIO:	12.83 (SEE ATTACHED SHEET)

RESULTS:

From the above results, it can be observed that along with the improved LOS, the B/C ratio proves that proposed improvement will be beneficial. Additionally, other factors imply that this project should continue as planned, please see comments below.

COMMENTS:

The purpose of this project is to provide increased safety by bringing the interchange and overpass up to current standards. Specifically, the project will increase roadway carrying capacity by correcting LOS deficiencies and will enhance safety. The project will also provide for greater horizontal and vertical clearance on the roadway.

This project is located along I-75 in southeastern Dooly County, approximately two miles east of downtown Vienna and consists of modifications to the existing interchange of I-75 at SR 215 east of Vienna in Dooly County. The existing two lane bridge over I-75 will be replaced with a three lane bridge (one lane in each direction with a 14' wide center turn lane). Right turn lanes will be provided from and onto SR 215. The ramps will be reconstructed to provide improved acceleration and deceleration, and to provide ramp terminal spacing of 1000 feet. The project will improve capacity and safety by providing sufficient storage space for vehicles and trucks on the bridge and ramp geometry that meets current design standards.

**Benefit Cost Analysis Work Sheet
CONGESTION Projects**

NHS-0005-00(320)
PI No. 0005320
DOOLY COUNTY
I-75 @ SR 215
SB RAMPS

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

*Db (hrs)	0.2509
ADT	17,000.00
Tb (\$s)	\$146,619,687.50

Commercial or Truck Time Savings Benefit (CMb)

Db (hrs)	0.2509
% Truck Traffic	0.14
ADT	17,000.00
CMb	\$108,455,915.75

Fuel Savings Benefit (Fb)

ADT	17,000.00
Fb (\$s)	\$51,094,739.58

Total Congestion Benefit	\$306,170,342.83
Total Project Cost	\$23,854,334.35
B/C Ratio	12.83

*Reduction in delay or **Delay Benefit (Db)** can be defined as the difference between the peak hour travel time through the corridor without the proposed improvement and the peak hour travel time through the corridor with the proposed improvement.

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P.I. Number: 0005320
Dooly County

ATTACHMENT 10
MINUTES OF MEETING WITH FHWA

Meeting Summary

February 16, 2007

TO: Meeting attendees (see attached list)

FROM: Alan Hunley, Parsons

**SUBJECT: NHS-0005-00(320), PI NO. 00005320, I-75 @ S.R. 215
Dooly County
Project Progress Meeting**

A meeting was held on February 6, 2007 in the GDOT Office of Environment/Location conference room to introduce the concept layouts to FHWA, and identify informational needs for the above concept and IMR project in Dooly County. The project consists of upgrading the existing interchange to meet current standards. A list of meeting attendees is attached to these meeting minutes.

Purpose

The purpose of the meeting was:

- 1) Present preliminary concept layout and alternates,
- 2) Discuss benefits and drawbacks of each alternative,
- 3) Obtain feedback and identify any issues,
- 4) Determine next steps

Notes below summarize discussions and decisions from the meeting.

Ms. Laura Rish opened the meeting with introductions. Before the concept presentation, Ms. Jessica Granell stated that she needed to ask some questions to familiarize herself with this project. She asked what the functional classification of SR 215 is and Mary Apt responded that the class is Rural Principal Arterial. Ms. Granell then asked what the Need and Purpose of the project is. Mr. Hunley replied that there are several factors that include accidents and current and projected traffic volumes. Ms. Granell asked if future widening of I-75 needs to be considered and Stanley Hill responded that future widening could be accommodated with any alternative that replaced the existing bridge.

Concept Layouts

Existing conditions at the interchange were reviewed and discussed. This included review of pictures showing properties in the immediate vicinity of the interchange and a potentially historic house and family cemetery. It was pointed out that all of the alternatives require the extension of the existing 4-barrel culvert under I-75 at the end of the new I-75 southbound entrance ramp.

Three concept layouts were presented and discussed.

Alternate 1 layout: consists of a diamond interchange with the existing two lane bridge being widened to the south side. The widened bridge would provide three lanes plus shoulders. This alternate leaves sufficient lateral clearance for traffic to be maintained on the existing bridge during construction Stage 1. The second construction stage would carry one lane of traffic in each direction on the newly widened portion of the bridge.

The ramp head spacing is set at 1000' and the limit of access is set at 330' from each ramp head. This layout would require the displacement of a combined use building that houses a SHELL gas station and SUBWAY restaurant in the SW quadrant of the interchange, a CITGO gas station in the NW quadrant, an Executive Inn & Suites hotel and unused restaurant building also in the NW quadrant, and an abandoned BP gas station in the SE quadrant of the interchange.

Benefits: no impacts to potential historic site.

Drawbacks: Mr. Hill stated that there have been constructability issues with bridges being widened in this manner. There are no good detour routes for northbound traffic if providing a detour should become necessary. In addition, if the bridge is widened, no provisions can be made for future widening of I-75.

Alternate 2 layout: consists of a diamond interchange with a new bridge being built parallel to and south of the existing bridge. This alternate would allow the existing bridge to be used as an on-site detour during construction. The ramp head spacing is set at 1000' and the limit of access is set at 330' from each ramp head. This layout would require the same displacements as alternate 1, with the exception of the CITGO gas station, which could remain.

Benefits: constructability, use of an on-site detour, no impact to potential historic site, allowing access to CITGO with an access break (or use of the existing access road without access break), and the use of 10,000 foot radii making the transitions to the existing alignment smooth without needing superelevation. Another benefit includes the ability to accommodate future widening of I-75 if necessary.

Alternate 3 layout: consists of a diamond interchange with a new bridge being built parallel to and north of the existing bridge. This alternate would allow the existing bridge to be used as an on-site detour during construction. The ramp head spacing is set at 1000' and the limit of access is set at 330' from each ramp head. This layout would require the same displacements as alternate 1.

Benefits: constructability, use of an on-site detour and the ability to accommodate future I-75 widening if necessary.

Drawbacks: same displacements as alternate 1, including the CITGO gas station, which would be taken by the roadway alignment; impacts to potential historic site.

Specific details of the project were discussed.

Mr. Hill stated that the limits of access will probably be set at 600' with access breaks for the Pilot Travel Center/McDonalds driveway and the Popeye's restaurant driveway.

Ms. Granell stated that the Interchange Modification Report (IMR) needed to be approved before moving forward with the concept report.

Mr. Hill recommended that the IMR and Concept Report mention that bridge replacement alternates will allow for future I-75 widening.

Laura Rish asked if the culvert that crosses under SR 215 adjacent to Pilot Travel Center would need to be extended. Mr. Hunley replied that alternates 2 and 3 would require the extension of the culvert and alternate 1 would not.

Ms. Granell asked what the schedule is for this project and Mr. Hill stated that it is currently scheduled for a 2008 letting.

Ms. Granell asked if there are any additional environmental or historic impacts other than those previously discussed and Mr. Hunley replied that there are underground storage tanks at the gas stations and that the I-75 northbound entrance ramp may impact wetlands; however, there are no endangered species or other known environmental issues.

Ms. Granell requested that half-size copies of all alternates be e-mailed to her for her records.

Next Steps

- Parsons will complete the IMR and submit for approval.
- Parsons will reassess scheduling for submittal of Concept Report and initial concept team meeting.

Post Meeting Notes

- Meeting attendees were provided .pdf's of all alternates (also attached to these minutes).
- Subsequent to the meeting, Alan Hunley and Stanley Hill discussed schedule and sequence of remaining work tasks. Draft IMR will be submitted for GDOT review by March 5. Following submittal of the IMR, an Initial Team Meeting will be scheduled; this will be the first opportunity for local officials to see the preferred alternative. Following approval of the IMR, the draft concept report will be submitted and the Concept Team Meeting will be scheduled.

Meeting Attendees:

Name	Organization	Phone	Email
Laura Rish	GDOT OEL	404-699-4439	Laura.Rish@dot.state.ga.us
Stanley Hill	GDOT OCD	404-656-6109	Stanley.Hill@dot.state.ga.us
Jessica Granell	FHWA	404-562-3644	Jessica.granell@fhwa.dot.gov
Alan Hunley	PARSONS	678-969-2304	alan.hunley@parsons.com
Mary Apt	PARSONS	678-969-2449	mary.apt@parsons.com

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Dooly County

ATTACHMENT 11
MINUTES OF INITIAL CONCEPT TEAM MEETING

Initial Concept Team Meeting Summary

May 15, 2007

TO: Meeting attendees (see attached list)

FROM: Alan Hunley, Parsons

**SUBJECT: NHS-0005-00(320), PI NO. 0005320, I-75 @ S.R. 215
Dooly County
Initial Concept Team Meeting**

An Initial Concept Team meeting was held on May 08, 2007 in the GDOT District 3, Area 3 Office conference room to review project progress to date, identify information needs for the project, and allow for local official input. A list of meeting attendees is attached to these meeting minutes.

Purpose

The purpose of the meeting was:

- 1) Present Draft Concept Report and preferred concept and alternatives
- 2) Obtain feedback and identify any issues,
- 3) Determine next steps

Notes below summarize discussions and decisions from the meeting.

Stanley Hill conducted the meeting, and opened the meeting by stating the general project description and asking all present to introduce themselves and their affiliation with the project. Mr. Hill stated that the Right-of-Way for this project is scheduled for Fiscal Year 2009 and the Letting Date is Long Range. Alan Hunley was then asked to go through the Concept Report and summarize each section. When the Coordination section was reviewed, Tom Queen stated that the following projects are in the project area:

PI No. 003240 – Slab rehab along I-75 from the Crisp County line to CR 323/Pinehurst-Hawkinsville Road.

PI No. 003240 – Slab rehab along I-75 from the Crisp County line to CR 323/Pinehurst-Hawkinsville Road.

PI No. 311665 – I-75 @ SR 27, Widen Bridge & Ramps

Mr. Hunley replied that these projects will be added to the report.

Concept Layouts

Alan Hunley presented the alternative concept layouts:

Alternate 1 consists of a diamond interchange with the bridge widened to the south side of the existing bridge. The ramp head spacing is set at 1000' and the limit of access is set at 600' from each ramp head. This layout would require the displacement of a combined use building that houses a SHELL gas station and SUBWAY restaurant in the SW quadrant of the interchange, a CITGO gas station in the NW quadrant, an Executive Inn & Suites hotel and unused restaurant building also in the NW quadrant, and an abandoned BP gas station in the SE quadrant of the interchange.

There was a question concerning the Limits of Access and Mr. Hill stated that the desirable Limited Access is 600' for driveways. Current standards for the distance to the next adjacent road intersection is 660 feet, but that GDOT is in the process of updating their standards to require 1000' in rural areas.

Mr. Hunley explained that this alternate was not chosen because the existing bridge is not wide enough to maintain traffic while being widened. This would result in an off-site detour, approximately 14 miles in length, for I-75 NB traffic accessing SR 215.

Alternate 2 consists of a diamond interchange with a new bridge being built parallel to and north of the existing bridge. This alternate would allow the existing bridge to be used as an on-site detour during construction. The ramp head spacing is set at 1000' and the limit of access is set at 600' from each ramp head. This layout would require the same displacements as alternate 1. However, the Popeye's restaurant would lose direct access from SR 215, with access being provided at the back through the street system connecting to Pig Jig Boulevard. As a result, the Popeye's restaurant may become an additional displacement if this alternate is selected.

Mr. Hunley explained that this alternate was not desirable because it would result in impacts to the potential historic boundary on the NE end of the project and would probably result in an additional displacement compared to the other alternatives.

The Preferred Alternate consists of a diamond interchange with a new bridge being built parallel to and south of the existing bridge. This alternate would allow the existing bridge to be used as an on-site detour during construction. The ramp head spacing is set at 1000' and the limit of access is set at 600' from each ramp head. This alternate would require the same displacements as Alternate 1.

Mr. Hunley explained that this alternate is preferred because it minimizes right-of-way impacts, avoids impacts to the potential historic boundary on the NE end of the project, and has a better overall alignment for SR 215.

Alternate 4 was described, but has not been drawn in detail. Mr. Hunley explained that this alternate consists of a loop exit ramp beginning along I-75 southbound just south of the bridge and would loop around to S.R. 215 in the SW quadrant of the interchange. The ramp head would align with Pig-Jig Boulevard. The bridge would be closed during construction requiring an off-site detour. In the northbound direction, the available detour route is approximately 14 miles. This alternative would require the displacement of a Huddle House Restaurant and an antiques store in the SW quadrant of the loop ramp interchange. It would also require the displacement of the Vienna Café' in the SE quadrant of the loop ramp interchange.

Mr. Hunley explained that this alternate was initially considered, but was not carried forward because it would require the displacement of most of the businesses on the south side of SR 215 on the west end of the project, would require closing the bridge and using an offsite detour, would impact the wetlands on the SE end of the project and would require the largest overall amount of right of way acquisition.

A representative for the Dooly County Commission asked if an auxiliary lane could be considered along I-75 from the rest area south of the project to the NB off ramp to SR 215. The Commissioner was concerned about increasing rear end accidents due to the close spacing between the I-75 NB on ramp from the rest area and the I-75 NB off ramp to SR 215. The commissioner stated that there is a history of rear end accidents that have occurred between the ramps. Mr. Hill stated that the ramp spacing is adequate and that the accidents are not due to the I-75 NB off ramp to SR 215. Mr. Hill explained that that design of the proposed I-75 NB off ramp to SR 215 will most likely alleviate the rear end accidents because the proposed design will allow traffic to exit more efficiently due to the extended length of the ramps allowing the traffic to exit safely at a higher speed.

Alternate 5 is the "No-Build" alternative which is not desirable because it does not meet the Need & Purpose for the project and leaves the interchange with substandard features. The "No Build" alternative will be carried forward as part of the NEPA process.

Mr. Hunley then described the features that are common to all the build alternatives; the relocation of Tippettville Road, and elimination of the connection of the access road to future development.

Mr. Queen asked Mr. Hunley to contact him to coordinate the Public Information Open House (PIOH).

Mr. Hill discussed the detailed estimate and stated that more details need to be gathered for Utility and Right-of-Way estimates.

Glenn Williams, District 3 Utilities, said he will generate an accurate utility estimate if he is supplied the layout of the project. Mr. Hunley stated that the layout will be supplied for his use.

Mr. Hill then asked if there were any questions or comments from the other offices represented.

A representative from District 3 Traffic Operations said he had been concerned about sight distance at the existing interchange, but understands that will be corrected by the proposed design.

Glenn Williams asked if Tippettville Rd. could be aligned with the east driveway to the Pilot Travel Center. Mr. Hunley replied that doing that would impact the potential historic boundary east of Tippettville Road. Mr. Williams asked if Tippettville Road could be aligned with the west Pilot Travel Center Driveway and Mr. Hill replied that the minimum required Limit of Access is 660' and placing Tippettville Road that close to the ramp head would violate that requirement.

At this time, a representative from Dooly County asked if the dirt road, east of the project, could be paved and tied into Tippettville Road. Tippettville Road would end at a cul-de-sac, and the new connection as shown in the concept would not be required. Mr. Hill replied that that option will be reviewed.

Michael Presley, the District 3 Traffic Operations representative, stated that his office would prefer to close the west Pilot Travel Center access point and that access to the Pilot Travel Center could be maintained via the east driveway. A Dooly county representative stated that would eliminate access to the road and developers land SW of the Pilot Travel Center. The representative was concerned and pointed out that there is existing County Water and Sewer on the land. Traffic Operations pointed out that the driveway is actually a road and is in violation of the Limit of Access requirement and needs to be addressed. Mr. Hunley explained that in all of the alternates considered, access to the developer's road and land is closed and the design proposes a driveway directly into the Pilot Travel Center. Dooly County asked how the developer will access the land when it is ready to be developed and Mr. Hunley explained that the developer will be responsible for connecting to the road system. Mr. Hill then stated that the development and the road will be impacted. The developer will have to coordinate with GDOT to arrange the best way to access the land when the time comes. Mr. Hill then stated that once the drawings are updated to include current aerial photography and topographic information we will be better equipped to recommend the best way to access the developer's property. Mr. Hill stated that the developer will most likely have to tie into Cason Road.

A representative from Dooly County asked if there is a time frame during which the preferred alternate will be locked in. Mr. Hill stated that all of the alternates will be presented to the public for input, but we are considering the preferred alternate as the one that will be built. Mr. Hunley again pointed out that all of the alternates prevent access to that developer's road.

Brink Stokes, District 3 Area Engineer, commented that he favors the preferred alternate due to constructability. Mr. Stokes inquired what kind of grade change there will be at

the ramp heads and how that will affect maintenance of traffic during construction. Mr. Hunley replied that Parsons has not yet evaluated the alternative to that level of detail.

At this time, Mr. Hill stated that all comments will be reviewed and taken into consideration. He also stated that if anyone thinks of additional comments, to please advise himself, or Steve Adewale, and their comments will be added to the meeting minutes.

Mr. Hill concluded the meeting stating that these meeting minutes will become part of the official project record.

Next Steps

- Proceed with Concept Development incorporating applicable comments and recommendations.
- Prepare for and schedule Concept Team Meeting.
- Schedule PIOH following Concept Team Meeting.

Meeting Attendees:

Name	Organization	Phone	Email
Tom Queen	GDOT	706-646-6317	tom.queen@dot.state.ga.us
Brink Stokes	GDOT	478-988-7151	brink.stokes@dot.state.ga.us
Michael Presley	GDOT	706-646-6554	Michael.Presley@dot.state.ga.us
Tommy Watson, Jr.	Dooly Road Design	888-810-1458	Tommy.roads@gmail.com
A.C. Daniels	Dooly Road Design	229-268-4365	None Given
Bill Gregory	Citizens Telephone	229-874-4145	bilg@sowega.net
Terrell Hudson	Dooly County Commission	877-765-0978	terrellhudson@hotmail.com
Glenn A. Williams	GDOT	706-646-6549	glenn.a.williams@dot.state.ga.us
Alan Hunley	PARSONS	678-969-2304	alan.hunley@parsons.com
Mary Apt	PARSONS	678-969-2449	mary.apt@parsons.com
Stanley Hill	GDOT OCD	404-656-6109	Stanley.hill@dot.state.ga.us
Steve Adewale	GDOT OCD	404-463-0291	Steve.Adewale@dot.state.ga.us

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ATTACHMENT 12
PIOH COMMENTS

Janet Joiner, City of Vienna
 Rhonda Lamb-Heath, Dooly County Chamber of Commerce
 Stephanie Langley, City of Vienna
 Marti Liebno, Dooly County Chamber of Commerce
 Steve Sanders, Dooly County
 Harry Ward, Commissioner, Dooly County
 Tommy Watson, Dooly County Road Dept.

DISPOSITION OF COMMENTS:

The following represents a breakdown of a review of comments by the offices to which they pertain:

RESPONSIBLE OFFICE	COMMENT #	NATURE OF COMMENT
* Office of Consultant Design	Comment 5 *	Concern for the loss of one restaurant, presumably the Subway attached to the gas station in the southwest quadrant.
	Comment 6 *	Request to relocate Tippetville Rd to enter SR 215 directly across from one of the two driveways of the Pilot gas station.
	Comment 4 *	Request that the project be constructed sooner.

RESPONSIBLE OFFICE	COMMENT #	NATURE OF COMMENT
Right-of-Way	Comment 5	Concern for the loss of one restaurant, presumably the Subway attached to the gas station in the southwest quadrant.

Summary of Comments
NHS-0005-00(320), PI No. 0005320, Dooly County
November 26, 2007
Page 3

RESPONSIBLE OFFICE	COMMENT #	NATURE OF COMMENT
All Letters	All	<p>Thank you for your input regarding the public information open house for the proposed project. Your interest in this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.</p> <p>The attendees of the open house and those persons sending in comments afterwards raised the following questions and concerns. The GDOT has prepared one response to all comments so that everyone can be aware of the concerns raised and the responses given. Please find the comments, concerns, and questions listed below along with their response.</p>

Please review the comments and email responses to Katherine Russett (katherine.russett@dot.state.ga.us) by December 10, 2007.

Attached is a complete transcript of the comments received during the comment period and a copy of the public information open house handout.

If you have any questions about the comments, please either email or call Katherine Russett at (404) 699-6882.

GB/kmr

Attachments

DISTRIBUTION:

Project Manager (Attn: Steve Adewale) w/attachments
District 3 (Attn: Bill Rountree, P.E.) w/attachments
Right of Way (Attn: Phil Copeland) w/attachments



Georgia Department of Transportation

Public Information Open House Comment Card

Project NHS-0005-00(320). Dooly County, P.I. No. 0005320

Please print responses.

Name Eddie Daniels

Address P.O. Box 595

Vienna GA 31092

Do you support the project? For Against Conditional Uncommitted

Comments Good project

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:

Mr. Glenn Bowman, P.E.
State Environment/Location Engineer
3993 Aviation Circle
Atlanta, Georgia 30336-1593

Georgia Department of Transportation

Public Information Open House Comment Card

Project NHS-0005-00(320). Dooly County, P.I. No. 0005320

Please print responses.

Name Willie Davis

Address P.O. B. 584, Vienna GA

Do you support the project? For Against Conditional Uncommitted

Comments The project is much needed. It will have a positive impact on the economy of the City and County.

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

I think the meeting is time and convenient for the public.

Mail To:

Mr. Glenn Bowman, P.E.
State Environment/Location Engineer
3993 Aviation Circle
Atlanta, Georgia 30336-1593

Georgia Department of Transportation

Public Information Open House Comment Card

Project NHS-0005-00(320). Dooly County, P.I. No. 0005320

Please print responses.

Name NATHAN JORDAN

Address P.O. BOX 436
VIENNA, GA 31092

Do you support the project? For Against Conditional Uncommitted

Comments VERY MUCH NEEDED FOR SAFETY REASONS
AND TRAFFIC MOVEMENT. WHEN EXITING I 75
YOU HAVE TO ENTER EAST WEST TRAFFIC LANES
IN ORDER TO SEE CROSSING TRAFFIC.

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:

Mr. Glenn Bowman, P.E.
State Environment/Location Engineer
3993 Aviation Circle
Atlanta, Georgia 30336-1593

Georgia Department of Transportation

Public Information Open House Comment Card

Project NHS-0005-00(320), Dooley County, P.I. No. 0005320

Please print responses.

Name Ketul R. Patel

Address 1501 E. Union St.
Vienna, GA 31092

Do you support the project? For Against Conditional Uncommitted

Comments Hurry, and finish the project. Vienna is ready to grow.

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

N/A

Mail To:

Mr. Glenn Bowman, P.E.
 State Environment/Location Engineer
 3993 Aviation Circle
 Atlanta, Georgia 30336-1593

Georgia Department of Transportation

Public Information Open House Comment Card

Project NHS-0005-00(320). Dooly County, P.I. No. 0005320

Please print responses.

Name Stephanie Langley

Address 208 S. 6th St.

Vienna, GA

Do you support the project? For Against Conditional Uncommitted

Comments Very favorable project due to lessening the risk of traffic collisions due to impaired view on exit ramps - ~~and~~ and making entrance to I-75 easier. - flow of traffic better. - Only concern is the loss of 1 restaurant.

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:

Mr. Glenn Bowman, P.E.
State Environment/Location Engineer
3993 Aviation Circle
Atlanta, Georgia 30336-1593

Georgia Department of Transportation

Public Information Open House Comment Card

Project NHS-0005-00(320), Dooly County, P.I. No. 0005320

Please print responses.

Name John Davis, Manager - Louisa H. Davis, LLC

Address P.O. Box 622
Vienna, Ga. 31092

Do you support the project? For Against Conditional Uncommitted

Comments Relocate Tippettville Road to enter 215 directly
across from the car entrance into the Pilot Station
or alternatively to enter 215 directly across from
the Truck entrance into the Pilot Station

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

DOT officials were very polite and attempted to
answer all questions to the best of their ability.

Mail To:

Mr. Glenn Bowman, P.E.
State Environment/Location Engineer
3993 Aviation Circle
Atlanta, Georgia 30336-1593

Georgia Department of Transportation

Public Information Open House Comment Card

Project NHS-0005-00(320). Dooley County, P.I. No. 0005320

Please print responses.

Name Gail B. Bombray

Address P.O. Box 436
Vienna, GA 31092

Do you support the project? For Against Conditional Uncommitted

Comments this is very much needed - ASAP
It is really dangerous -

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:

Mr. Glenn Bowman, P.E.
State Environment/Location Engineer
3993 Aviation Circle
Atlanta, Georgia 30336-1593

**Project No. NHS-0005-00(320); P.I. No.
Proposed Interchange Modification at I-75 and SR 215/Union Street, Dooly county
Summary of Comments received during the Public Comment period.**

RESPONSIBLE OFFICE	COMMENT #	NATURE OF COMMENT	RESPONSE TO COMMENT
Office of Consultant Design	Comment 5	Concern for the loss of one restaurant, presumably the Subway attached to the gas station in the southwest quadrant.	Several alternatives were carefully considered and the one chosen results in the least displacements. Shifting the interchange east could possibly save the restaurant; however, doing so would negatively impact the Pilot truck stop and a potential historic property.
	Comment 6	Request to relocate Tippettville Rd to enter SR 215 directly across from one of the two driveways of the Pilot Gas Station.	DOT Access Management policy prohibits roadways from being located within 660' of interchange ramp terminals while driveways may be located within 330' of the ramp terminals; therefore, Tippettville Rd. may not be relocated to the west driveway into the Pilot truck stop. Tippettville is not aligned with the east driveway to the Pilot truck stop because doing so will negatively impact a potential historic property.
	Comment 4	Request that the project be constructed sooner.	This project is listed as "Long Range" which means it will not likely be constructed any sooner.
Right-of-Way	Comment 5	Concern for the loss of one restaurant, presumably the Subway attached to the gas station in the southwest quadrant.	



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

December 17, 2007

GENA L. ABRAHAM, PhD
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(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Mr. Eddie Daniels
P.O. Box 595
Vienna, GA 31092

Re: Project NHS-0005-00(320), Dooly County - P.I. No. 0005320 – Proposed Interchange
Modification at I-75 and SR 215/Union Street

Dear Mr. Daniels:

Thank you for your input regarding the public information open house for the proposed project held on October 30, 2007. Your interest in this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

A total of 28 people attended the public information house. Of the seven comments received at the meeting and during the ten-day public comment period that followed, six were in support of the project, zero were opposed to the project, one was uncommitted, and zero were conditional.

The attendees of the public information open house and those persons sending in comments afterwards raised the following questions and concerns. The Department has prepared one response letter that addresses all comments received so that everyone can be aware of the concerns raised and the responses given. Please find the comments, concerns, and questions listed below along with the Department's response.

- *Concern for the loss of one restaurant associated with the project, presumed to be the Subway attached to the gas station in the southwest quadrant of the interchange.*

Several alternatives were carefully considered and the one chosen results in the least amount of total displacements. Shifting the interchange east could possibly save the restaurant; however, doing so would negatively impact the Pilot truck stop and a potential historic property.

- *Request to relocate Tippettville Road to enter SR 215/Union Street directly across from one of the two driveways of the Pilot gas station.*

DOT Access Management policy prohibits roadways from being located within 660' of interchange ramp terminals while driveways may be located within 330' of the ramp terminals. These standards ensure that side roads or driveways do not conflict with traffic exiting and entering the interstate. Tippettville Road may not be relocated to the west driveway of the

Pilot truck stop because it would violate this policy. In addition, Tippettville Road was not aligned with the east driveway of the Pilot truck stop because doing so would negatively impact a potential historic property.

- *Request that the project be constructed sooner.*

This project is listed as "Long Range" which means it will not likely be constructed any sooner than 6 years. There are currently many needed projects in the Department's work program, and unfortunately, not enough funding. If alternate sources of funding become available, this project may be constructed sooner. However, because it is designated as "long range," the Department cannot guarantee a date for project completion.

Thank you again for your comments. Should you have any further questions concerning this project, please call Katherine Russett at (404) 699-6882 or Jennifer Mathis at (404) 699-4408, both of my staff.

Sincerely,

Glenn Bowman, P.E./jem

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

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(404) 656-5224

Mayor Willie Davis
P.O. Box 584
Vienna, GA

Re: Project NHS-0005-00(320), Dooly County - P.I. No. 0005320 – Proposed Interchange
Modification at I-75 and SR 215/Union Street

Dear Mayor Davis:

Thank you for your input regarding the public information open house for the proposed project held on October 30, 2007. Your interest in this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

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(404) 656-5224

Mr. Nathan Jordan
P.O. box 436
Vienna, GA

Re: Project NHS-0005-00(320), Dooly County - P.I. No. 0005320 – Proposed Interchange
Modification at I-75 and SR 215/Union Street

Dear Mr. Jordan:

Thank you for your input regarding the public information open house for the proposed project held on October 30, 2007. Your interest in this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

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Sincerely,

Glenn Bowman, P.E./jen

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(404) 656-5224

Mr. Ketul R. Patel
1501 East Union Street
Vienna, GA 31092

Re: Project NHS-0005-00(320), Dooly County - P.I. No. 0005320 – Proposed Interchange
Modification at I-75 and SR 215/Union Street

Dear Mr. Patel:

Thank you for your input regarding the public information open house for the proposed project held on October 30, 2007. Your interest in this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

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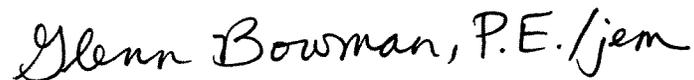
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Thank you again for your comments. Should you have any further questions concerning this project, please call Katherine Russett at (404) 699-6882 or Jennifer Mathis at (404) 699-4408, both of my staff.

Sincerely,



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

GB/kmr



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

December 17, 2007

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EARL L. MAHFUZ
TREASURER
(404) 656-5224

Ms. Stephanie Langley
208 South Sixth Street
Vienna, GA 31092

Re: Project NHS-0005-00(320), Dooly County - P.I. No. 0005320 – Proposed Interchange
Modification at I-75 and SR 215/Union Street

Dear Ms. Langley:

Thank you for your input regarding the public information open house for the proposed project held on October 30, 2007. Your interest in this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

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Sincerely,



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

GB/kmr



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December 17, 2007

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EARL L. MAHFUZ
TREASURER
(404) 656-5224

Mr. John Davis
P.O. Box 622
Vienna, GA 31092

Re: Project NHS-0005-00(320), Dooly County - P.I. No. 0005320 – Proposed Interchange
Modification at I-75 and SR 215/Union Street

Dear Mr. Davis:

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Thank you again for your comments. Should you have any further questions concerning this project, please call Katherine Russett at (404) 699-6882 or Jennifer Mathis at (404) 699-4408, both of my staff.

Sincerely,

A handwritten signature in black ink that reads "Glenn Bowman, P.E." followed by a stylized flourish that looks like "jem".

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

GB/kmr



Department of Transportation

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GERALD M. ROSS, P.E.
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(404) 656-5277

Ms. Gail B. Bembry
P.O. Box 436
Vienna, GA

Re: Project NHS-0005-00(320), Dooly County - P.I. No. 0005320 – Proposed Interchange
Modification at I-75 and SR 215/Union Street

Dear Ms. Bembry:

Thank you for your input regarding the public information open house for the proposed project held on October 30, 2007. Your interest in this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

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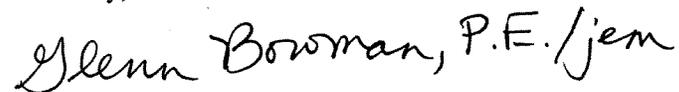
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Sincerely,



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

GB/kmr

Project Concept Report page 21
Project Number: NHS-0005-00(320)
P.I. Number: 0005320
Dooly County

ATTACHMENT 13
MINUTES OF CONCEPT TEAM MEETING

May 30, 2008

TO: Meeting attendees (see attached list)

FROM: S. Sajid Iqbal, Parsons

**SUBJECT: NHS-0005-00(320), PI NO. 0005320, I-75 @ S.R. 215
Dooly County
Concept Team Meeting**

A Concept Team meeting was held on May 22, 2008 in the GDOT District 3, Area 3 Office conference room to review draft concept report and allow for local official input. A list of meeting attendees is attached to these meeting minutes.

The purpose of the meeting was:

- 1) Present Draft Concept Report and preferred concept and alternatives
- 2) Obtain feedback and identify any issues,
- 3) Determine next steps

Notes below summarize discussions and decisions from the meeting.

Steve Adewale conducted the meeting, and opened the meeting by stating that he was the GDOT Project Manager, with Parsons being the primary consultant. He defined the scope of the current project and stated that Parsons is responsible for environmental screening and concept development. He gave a general project description, and then asked all present to introduce themselves and their affiliation. Steve Adewale stated that the target concept approval date is July 2008. Stanley Hill stated that the Right-of-Way and the let dates are long range.

Sajid Iqbal then gave a brief overview of need and purpose, traffic and safety issues of the project. During the 'Need and Purpose' discussion, Ron Wishon inquired about the current and future percentage of trucks. Sajid Iqbal replied that the current percentage of trucks stood at 14% and was estimated to increase to 18% by the year 2033. Stanley Hill asked whether the proposed intersection was STOP controlled or signalized to which Sajid Iqbal replied that the proposed intersections with ramp terminals would be signalized. Steve Matthews then requested that the proposed cost estimate should include the cost of signalization. Stanley Hill noted that the cost estimate included in the report was not in line with the modified ROW costs. Sajid Iqbal replied that the new ROW cost estimate had been received by Parsons after concept reports were mailed out to the meeting invitees and that the 6 new reports which Parsons had brought to the meeting reflected the new cost estimate.

Alan Hunley then went through the Concept Report and presented the alternative concept layouts and the preferred alternative:

The Preferred Alternate consists of a diamond interchange with a new bridge being built parallel to and south of the existing bridge. This alternate would allow the existing bridge to be used as an on-site detour during construction. The ramp head spacing is set at 1000' and the limit of access is set at 300' from each ramp head. This layout would require the displacement of a combined use building that houses a SHELL gas station and SUBWAY restaurant in the SW quadrant of the interchange, a CITGO gas station in the NW quadrant, an Executive Inn & Suites hotel and unused restaurant building also in the NW quadrant, and an abandoned BP gas station in the SE quadrant of the interchange.

Alan Hunley explained that this alternate is preferred because it minimizes right-of-way impacts, avoids impacts to the potential historic boundary on the NE end of the project, has a better overall alignment for SR 215 and does not require an off-site detour during construction.

Ron Wishon asked why widening of the bridge was not considered? Alan Hunley indicated that it was considered but due to the narrow width of bridge it would require detouring of traffic for about 14 miles which was not feasible; hence, this was dropped from further consideration.

Alternate 1 consists of a diamond interchange with the bridge widened to the south side of the existing bridge. The ramp head spacing is set at 1000' and the limit of access is set at 300' from each ramp head. This alternate would require the same displacements as Alternate 1.

There was a question concerning the Limits of Access and Alan Hunley stated that the desirable Limited Access for the distance to the next adjacent road intersection is 600 feet for urban areas and 1000 feet for rural areas.

Alan Hunley explained that this alternate was not chosen because the existing bridge is not wide enough to maintain traffic while being widened. This would result in an off-site detour, approximately 14 miles in length, for I-75 NB traffic accessing SR 215.

Alternate 2 consists of a diamond interchange with a new bridge being built parallel to and north of the existing bridge. This alternate would allow the existing bridge to be used as an on-site detour during construction. The ramp head spacing is set at 1000' and the limit of access is set at 300' from each ramp head. This layout would require the same displacements as preferred alternate. However, the Popeye's restaurant would lose direct access from SR 215, with access being provided at the back through the street system connecting to Pig Jig Boulevard. As a result, the Popeye's restaurant may become an additional displacement if this alternate is selected.

Alan Hunley explained that this alternate was not desirable because it would result in impacts to the potential historic boundary on the NE end of the project and would probably result in an additional displacement compared to the other alternatives.

“No-Build” alternative is not desirable because it does not meet the Need & Purpose for the project and leaves the interchange with substandard features. The “No Build” alternative will be carried forward as part of the NEPA process.

Alan Hunley then described the features that are common to all the build alternatives; the relocation of Tippetville Road, and elimination of the connection of the access road to future development.

Stanley Hill inquired about the time duration described in the concept report to complete various phases of the project. Alan Hunley read out the time allotted for each stage. Stanley Hill inquired as to the number of affected parcels in the ROW acquisition phase. Alan Hunley replied that there were 15. Stanley Hill requested the time allotted for ROW acquisition be increased to 18 months.

Alan Hunley asked if there were any comments regarding the environmental effects of the projects. Ms. Katherine Russett indicated that there are wetlands located in the northeast and southwest quadrants. She indicated that the northeast quadrant had much larger area of wetlands which may require a Nationwide Permit. She also indicated that a stream buffer variance may be required.

Steve Adewale then asked if there were any questions or comments from the other offices represented.

1. Katherine Russett indicated that PIOH response letters must be included in the Concept Report. She stated that she would email the response letter to Parsons and Steve Adewale.
2. It was pointed out that the ramp shoulder width as shown does not conform to AASHTO Standard. Stanley Hill indicated that ramp typical section as shown is as per current GDOT guidelines. He indicated that further direction is needed from GDOT on this issue. A design exception may be required if the shoulder width is not changed.
3. Ron Wishon inquired whether SR 215 was a designated bike route. No one had any knowledge of this, but Parsons will check and verify. He also indicated that the bridge policy is in the process of being changed and as a result, requirements for bridge width and median width may change. He also inquired if the proposed bridge would accommodate any future widening of I-75. Stanley Hill responded that the interstate is three lanes in each direction in this location, and the bridge can accommodate future widening to the inside only.
4. Ron Wishon indicated that there was a discrepancy in the way the shoulder width of SR 215 as displayed in the typical section. Alan Hunley stated that this drafting error would be corrected. Stanley Hill later stated that the paved portion of the

proposed shoulder should match existing. Following the meeting, Parsons personnel visited the site and verified that the existing paved shoulder on SR 215 at the project limits is 2 feet.

5. In response to a question regarding traffic data for I-75, Sajid Iqbal indicated that this project did not include any improvement to the I-75 hence no traffic data was provided for I-75.
6. Stanley Hill indicated that the cost estimate is to be updated per comments at this meeting. In addition, per new rule any project over \$10 million will require VE Study.
7. Brink Stokes indicated that a GDOT owned water and sewer main runs alongside I-75 from the rest area going north, which crosses I-75 through the box culvert located south of the interchange and then ties in to the existing system near Popeye's restaurant located in the northwest quadrant. Glenn Williams inquired whether the DOT maintains these utilities and why they were not a part of the display. Stanley Hill replied that the utilities have to be a part of the design and will be included in plans. He also stated that the utilities would have to be done in-house by GDOT.
8. In response to Stanley Hill's question if this project is a candidate for SUE, Glenn Williams indicated that Kerry Gore advised PM to request SUE services for this project.
9. In response to a question by Steve Matthews, if the skew angle for Tippettville Road would be eliminated, Alan Hunley responded that the Tippettville Road would be relocated and the substandard skew angle will be eliminated.
10. Glenn Williams asked if Tippettville Road could be realigned with the access driveway to the Pilot Travel Center. Mr. Hunley replied that if the Tippettville Road is aligned with east Pilot Travel Center driveway then it would impact the potential historic boundary east of Tippettville Road and if it is aligned with the west Pilot Travel Center Driveway then it would violate the minimum required Limit of Access of 300'. However, if detailed environmental studies result in finding that the property across from Pilot is not historic, it may be possible to align Tippettville Road with the east Pilot Travel Center driveway.
11. Brink Stokes stated that it was the District's wish to do whatever may be necessary to make this happen rather than have offset intersections/driveways at this location.
12. Stanley Hill indicated that this issue of access driveway can be looked into during design phase. He requested that the benefit cost ratio be included in the concept

report. He also indicated that the ‘Need and Purpose’ in the Concept Report should match with the ‘Need and Purpose’ in the IMR.

13. Stanley Hill requested Parsons to check whether it was possible to reduce the distance between the ramps to less than 1000’ based on capacity analysis.

14. Steve Mathews indicated that a design variance may be required if the distance from the intersection of the ramp centerline to the crossroad centerline is less than 1000-ft. (Refer to page 3-8 and page 6-16 of the GDOT Design Policy Manual)

Mr. Adewale concluded the meeting stating that these meeting minutes will become part of the official project record.

Next Steps

- Incorporate applicable comments and recommendations.
- Revise and update Concept Report after approval of the IMR
- Request and Attend VE Study.

Meeting Attendees:

Name	Organization	Phone	Email
Stanley Hill	OCD / GDOT	404-656-6109	StHill@dot.ga.gov
Steve Adewale	OCD / GDOT	404-463-0291	sadewale@dot.ga.gov
Alan Hunley	Parsons	678-969-2304	Alan.Hunley@Parsons.com
S. Sajid Iqbal	Parsons	678-969-2368	Sajid.iqbal@parsons.com
Sourabh Patki	Parsons	678-969-2328	Sourabh.patki@parsons.com
Steve Mathews	GDOT	404-651-7462	smathews@dot.ga.gov
Ron Wishon	GDOT	404-651-7470	rWishon@dot.ga.gov
Katherine Russett	GDOT / OEL	404-699-6882	krussett@dot.ga.gov
Brink Stokes	GDOT District 3 Const.	478-908-7251	bstokes@dot.ga.gov
Glenn A. Williams	GDOT / UTILITIES	706-646-4496	gwilliams@dot.ga.gov

I-75 @ SR215 INTERCHANGE MODIFICATION

Project Number: NHS-0005-00(320) P. I. Number: 0005320

CONCEPT TEAM MEETING

LOCATION: PERRY AREA OFFICE DATE: MAY 22, 2008 TIME: 10:00 AM

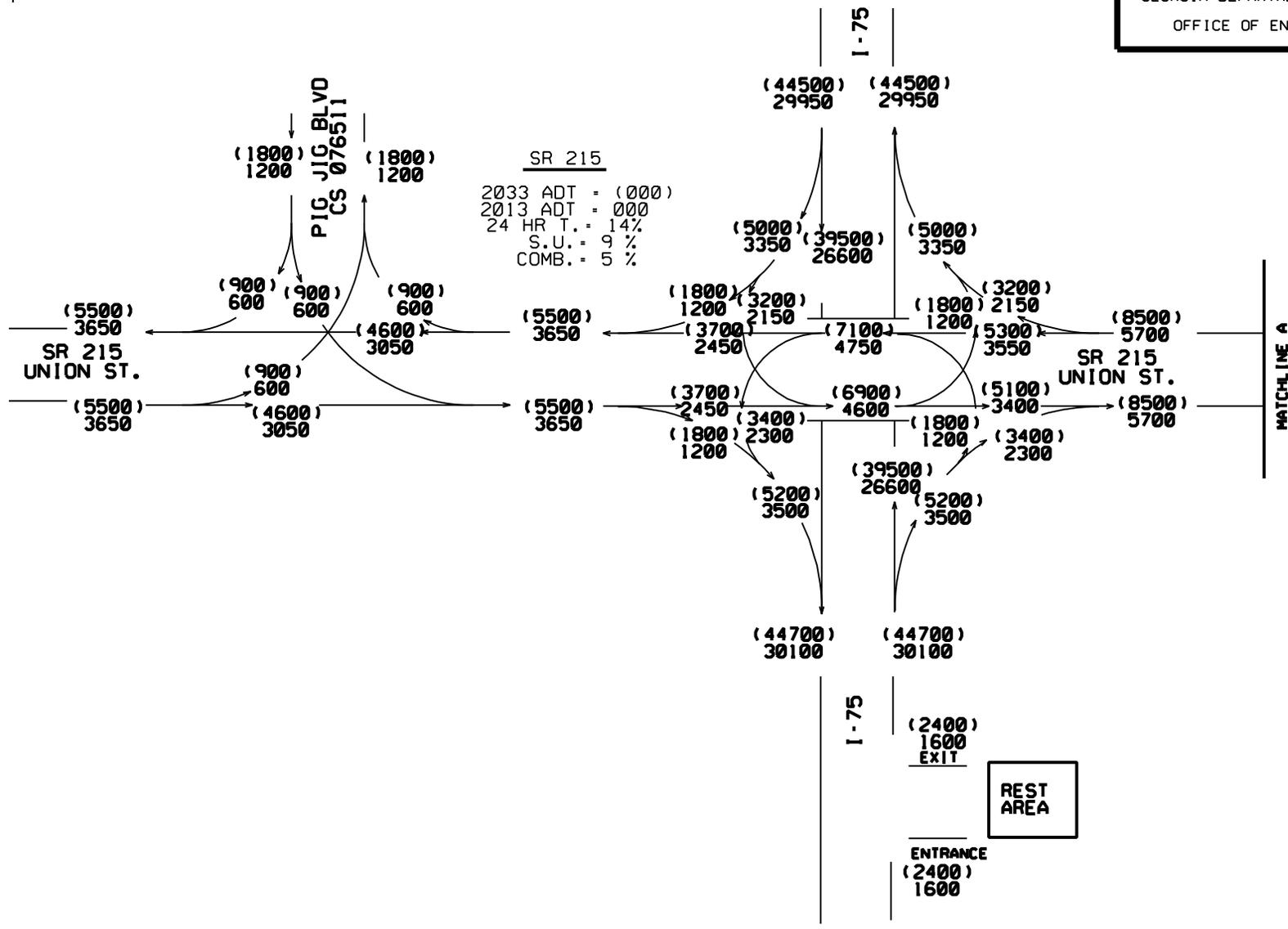
Record of Attendees

Sr. No	Name	Organization	Phone	E-mail
1.	STANLEY HILL	OCD/GADOT	(404)656-6109	SHill@dot.ga.gov
2.	STEVE ADEWALE	OCD/GDOT	(404)463-0291	sadewale@dot.ga.gov
3	ALAN HUNLEY	PARSONS	(678) 969-2304	alan.hunley@parsons.com
4.	SATID IQBAL	PARSONS	678-969-2368	SATID.IQBAL@PARSONS.COM
5	SOURABH PATKI	PARSONS	678-967-2328	SOURABH.PATKI@PARSONS.COM
6.	Steve Matthews	GDOT	404-651-7462	smatthews@dot.ga.gov
7	RON WISHON	GDOT	404-651-7470	rwishon@dot.ga.gov
8	Katherine Russett	GDOT/OEL	404)699-6882	krussett@dot.ga.gov
9	Brink Stokes	GDOT-D3 CONST.	478-988-7151	bstokes@dot.ga.gov
10	GLENN A. WILLIAMS	GDOT/UTILITIES	706 646 6694	GLEWILLIAMS@DOT.GA.GOV

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Dooly County

ATTACHMENT 14
TRAFFIC DIAGRAMS

DOOLY COUNTY



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2033 ADT = (000)
 2013 ADT = 000

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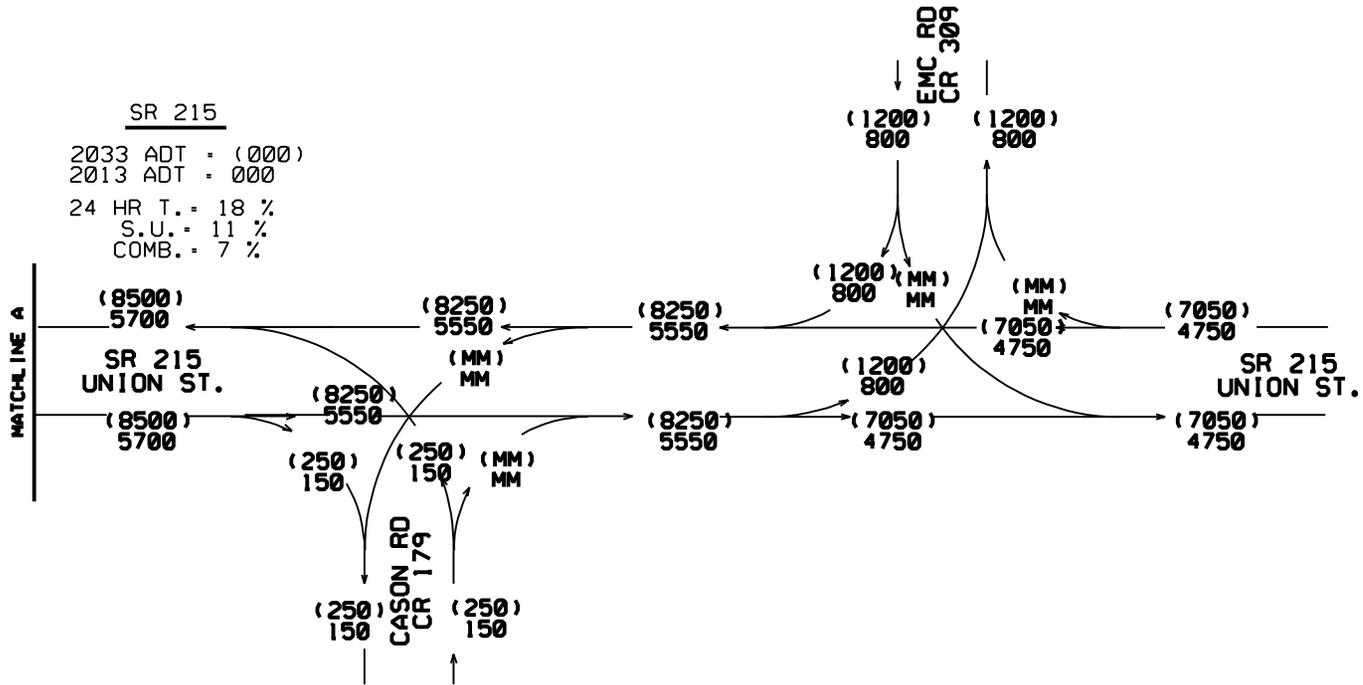
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GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

DOOLY COUNTY



SR 215
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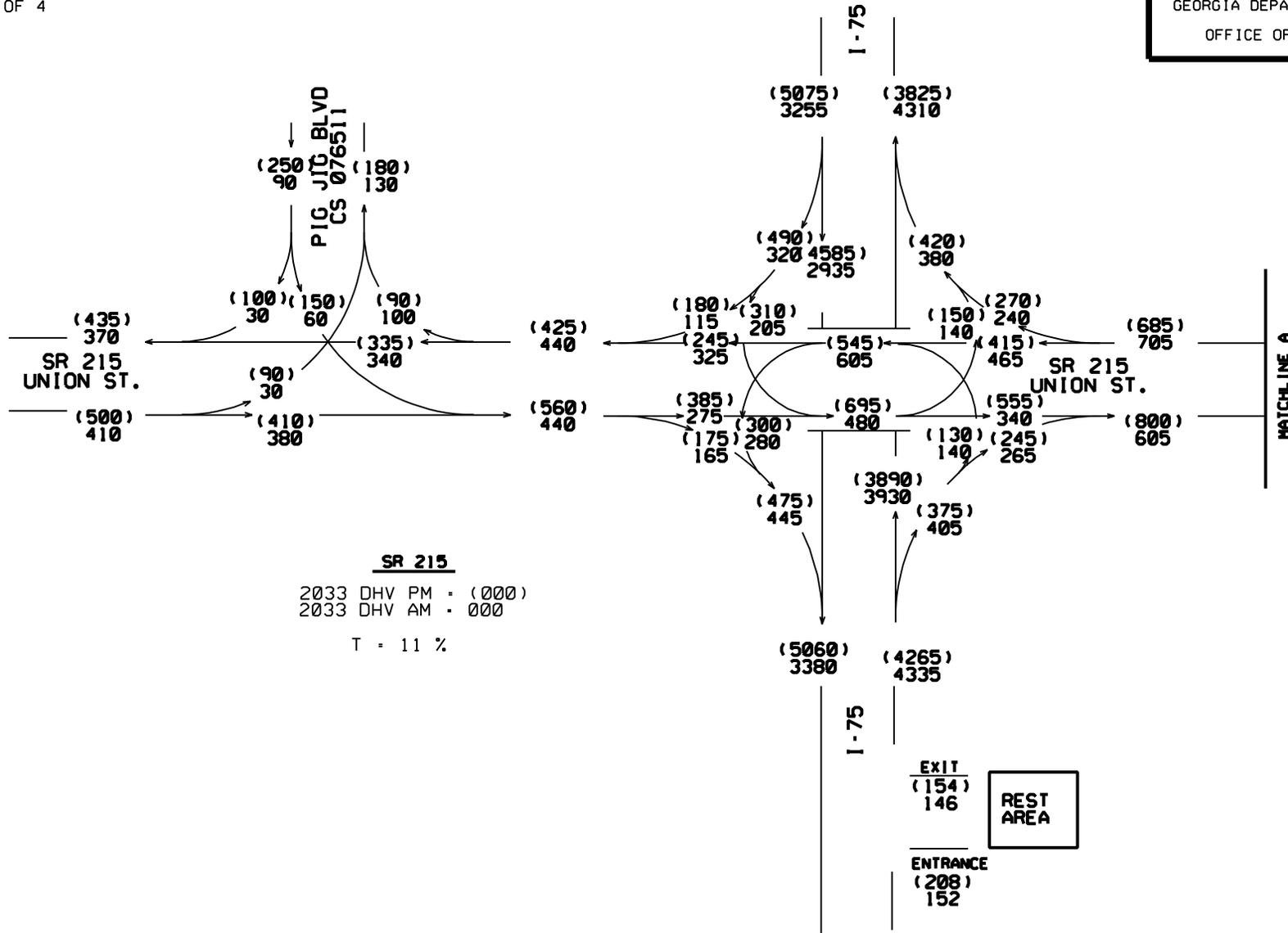
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2013 ADT = 000
SR 215 @ I-75
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GEORGIA DEPARTMENT OF TRANSPORTATION
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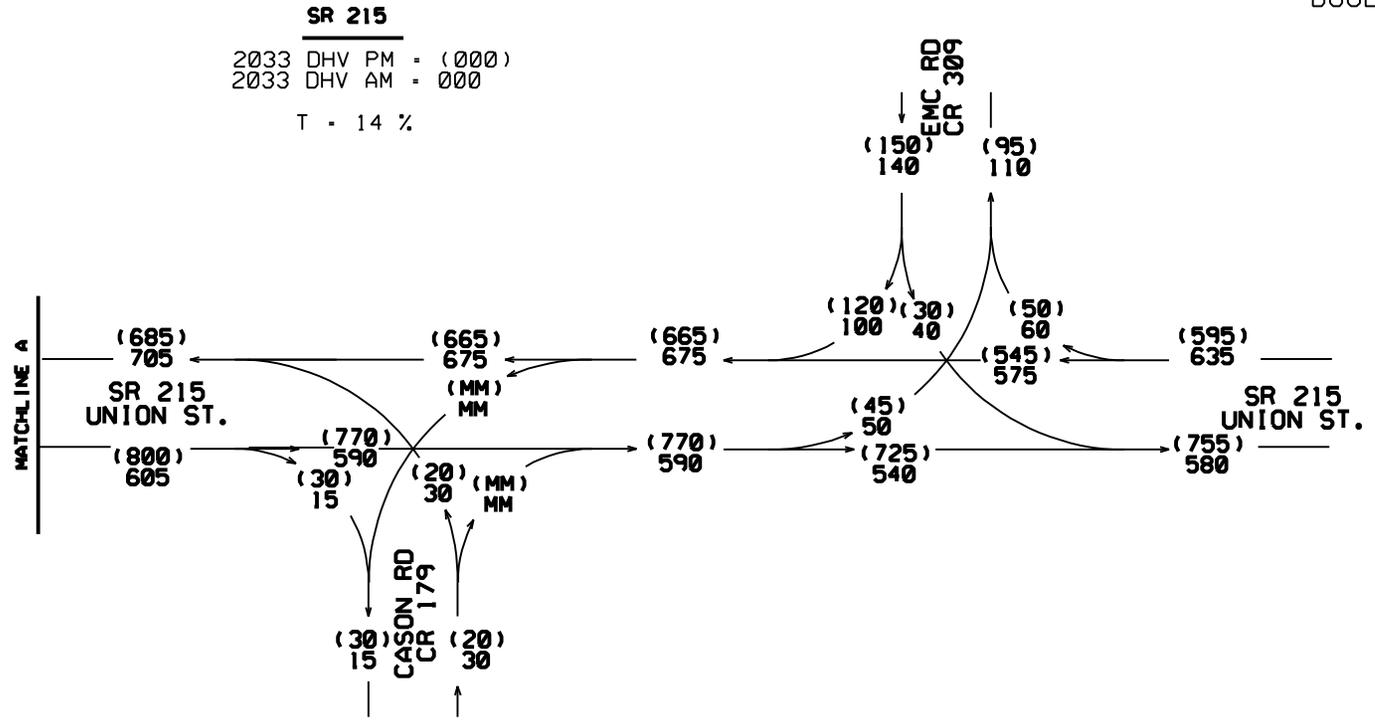
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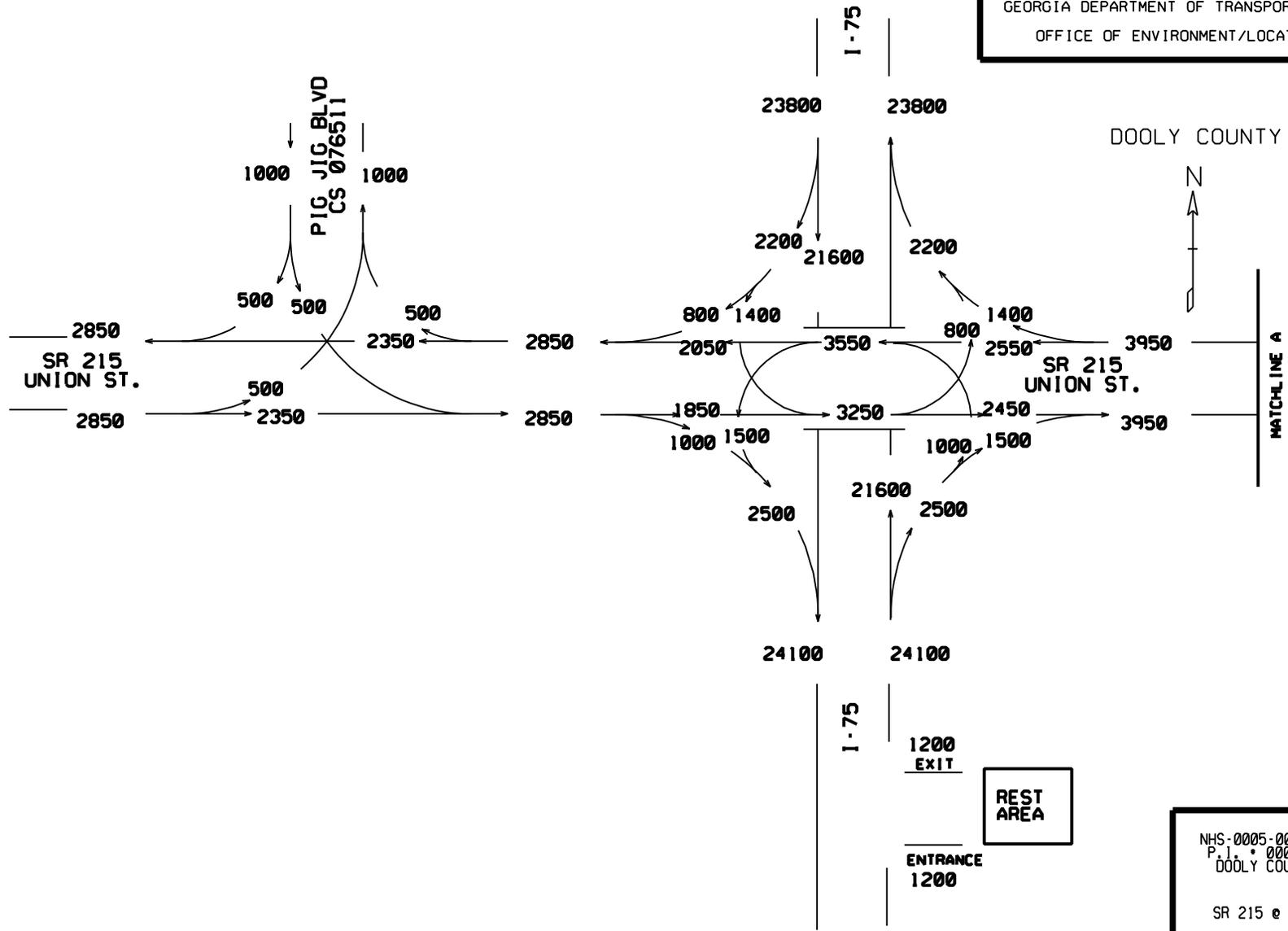


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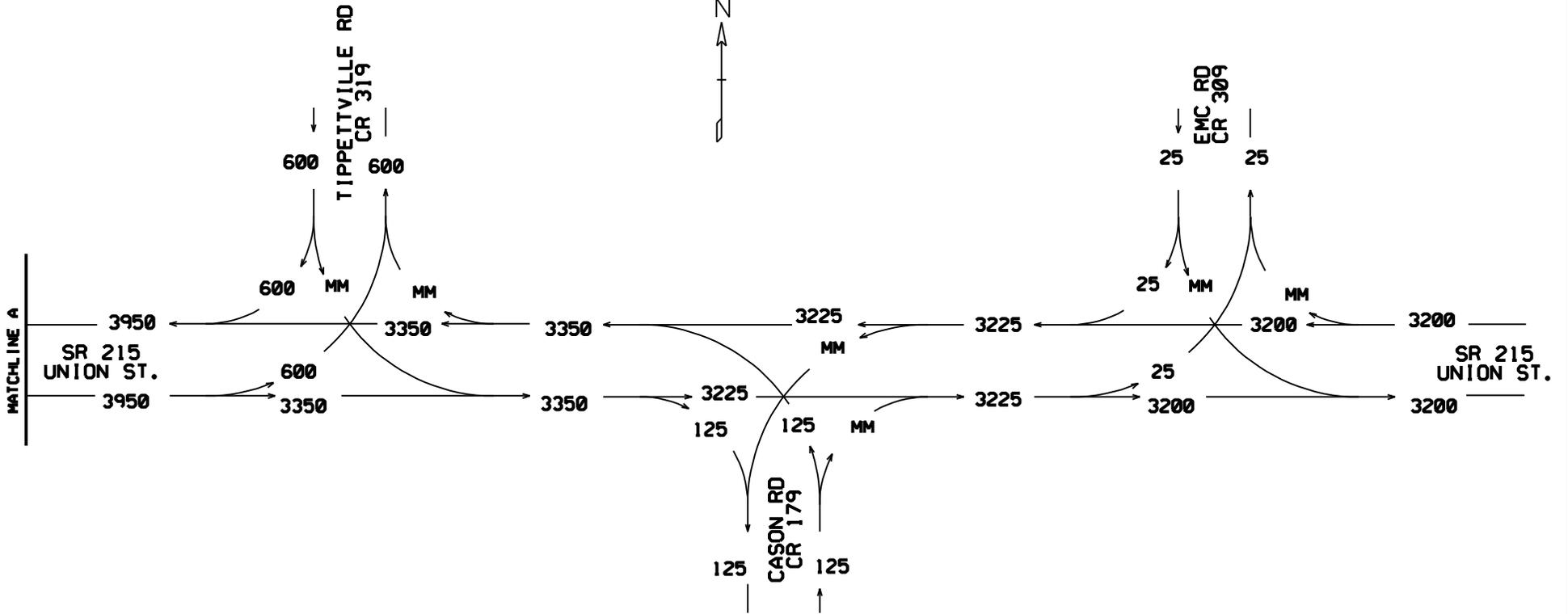
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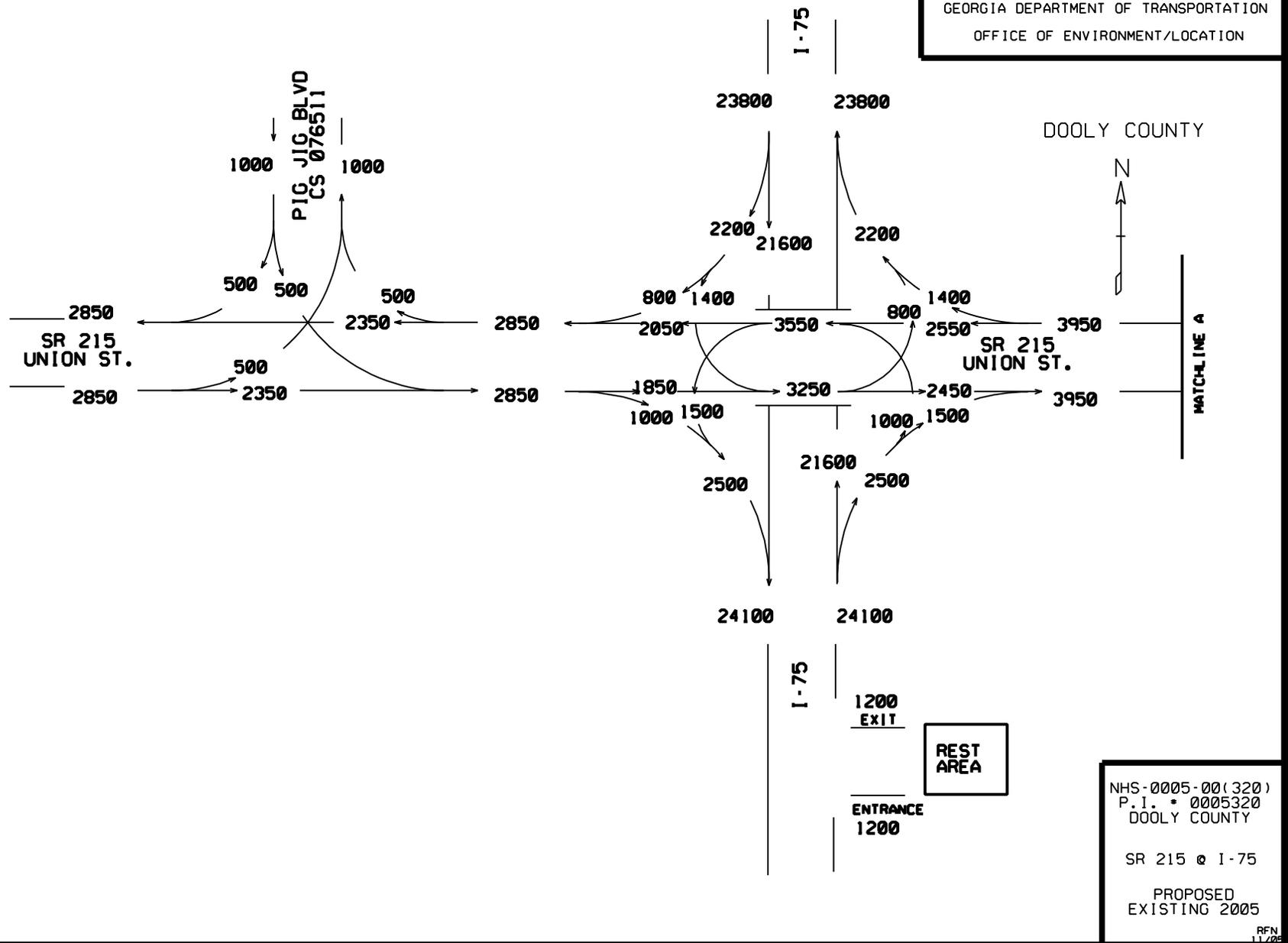
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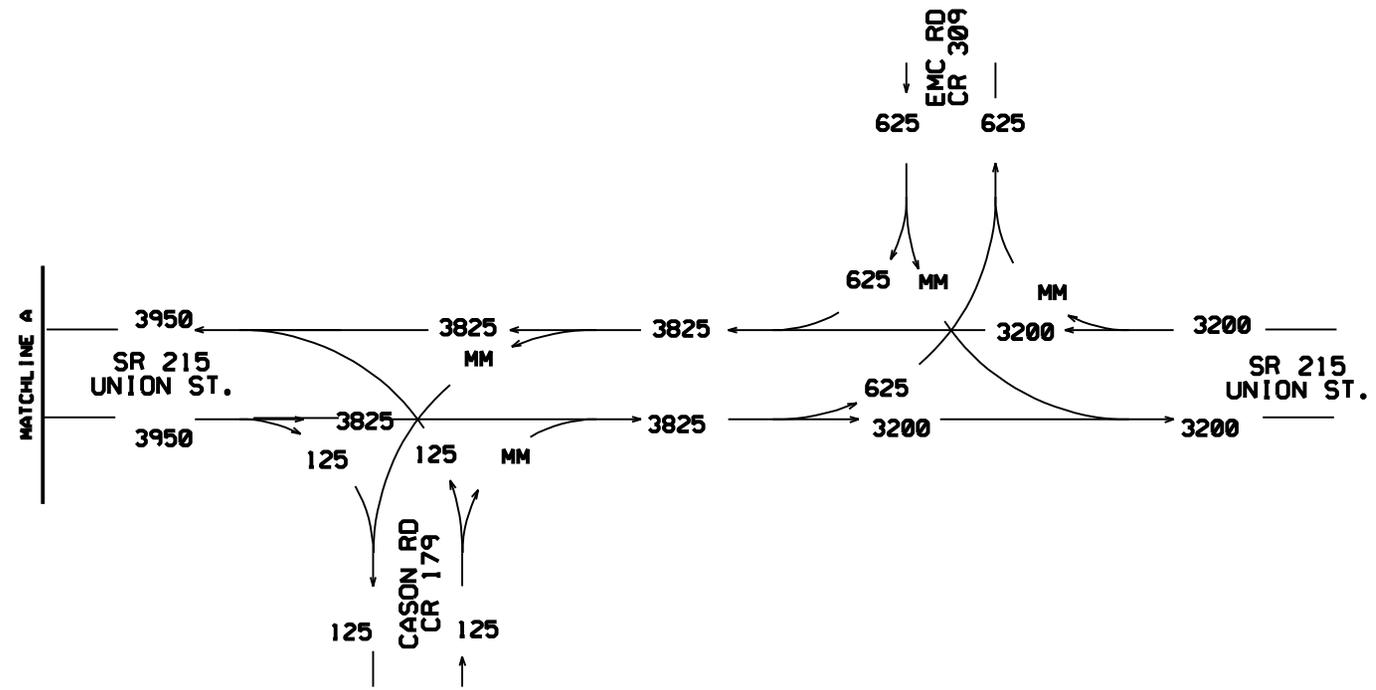
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