

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0005320 **OFFICE** Design Policy & Support
NHS00-0005-00(320)
Dooly County
GDOT District 3 - Thomaston **DATE** January 24, 2013
I-75@SR 215 Interchange Improvements

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED CONCEPT REPORT

Attached is the approved Revised Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Thomas Howell, District Engineer
Bill Rountree, District Preconstruction Engineer
Kerry Gore, District Utilities Engineer
Steve Adewale, Project Manager
BOARD MEMBER - 2nd Congressional District
FHWA – attn: Rodney Barry, Georgia Division Administrator



U.S. Department
of Transportation
**Federal Highway
Administration**

Georgia Division

January 9, 2013

61 Forsyth Street SW
Suite 17T100
Atlanta, Georgia 30303
Phone 404-562-3630
Fax 404-562-3703
Georgia.fhwa@fhwa.dot.gov

In Reply Refer To:
HPE-GA

Keith Golden, P.E., Commissioner
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308

Dear Commissioner Golden:

As noted in the project justification for Project NHS-0005-00(320) in Dooly County, the purpose of the project is to improve safety of the I-75 @ SR 215 Interchange operation and meet the Georgia Department of Transportation (GDOT) objective of upgrading the ramps to current design standards and providing sufficient capacity for increased vehicle volumes and high truck volumes on the ramps. In addition, the radii will be increased to provide adequate room for truck turning movement.

The limits of the project begins 0.33 miles west of the I-75 underpass, which is west of the intersection of SR 215 at Pig Jig Road and ends 0.29 miles east of the I-75 underpass, just west of the intersection of SR 215 at Cason Road. Along I-75, the project begins 0.78 miles south of the existing SR 215 Bridge, where it ties to the northbound entrance ramp from the rest area and ends 0.49 miles north of the SR 215 Bridge, where it ties to the northbound entrance ramp from the interchange in Dooly County, for a total length of approximately 1 mile.

Based on the identified benefits to the project area and GDOT's documented conceptual stage information for the I-75 @ SR 215 project, the Federal Highway Administration (FHWA) Georgia Division Office concurs with GDOT's determination associated with the results of the Concept Report for the I-75 @ SR 215 project with additional follow-up items to address.

Project NHS00-0005-00(320) (I-75 @ SR 215 Interchange):

- The Traffic Diagrams provided for the proposed project Build Condition do not reflect the description of the Build Condition of the proposed project. Please review the project information and ensure that all related project information is consistent with the proposed project, as analyzed by GDOT.
- Please ensure that all data presented within the report is accurate and consistent.

Please provide follow-up to confirm that the items identified above have been addressed prior to moving forward with final plans for the proposed project. If you have any questions or comments, please contact Christy Poon-Atkins, P.E. at 404-562-3638.

Sincerely,

A handwritten signature in black ink, appearing to read "Melinda M. Barry", with a large, sweeping flourish at the end.

for Rodney N. Barry, P.E.
Division Administrator

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
REVISED PROJECT CONCEPT REPORT**

Project Type: <u>Interchange Reconstruction</u>	P.I. Number: <u>0005320</u>
GDOT District: <u>3</u>	County: <u>Dooly</u>
Federal Route Number: <u>I-75</u>	State Route Number: <u>SR 401, SR 215</u>
Project Number: <u>NHS-0005-00(320)</u>	

The proposed concept revision is from a conventional diamond interchange to a tight urban diamond interchange. The revised concept layout of the tight urban diamond interchange is selected based on the recommendations for implementation of value engineering study. Additionally, the northbound I-75 between the rest area and the northbound exit ramp to SR 215 would be widened to provide an auxiliary lane and shoulder.

Submitted for approval:

S. Sajid Syed, PARSONS TRANSP. GROUP.

Consultant Designer and Firm

10-10-2012

DATE

Denita H. Pitt

Office Head (GDOT Office of Program Delivery)

10-10-2012

DATE

Steve Adamele

GDOT Project Manager

10-10-2012

DATE

** Recommendation on file*

Recommendation for approval:

** Glenn Bowman / KLP*

State Environmental Administrator

10-23-12

DATE

** Kathy Zahal / KLP*

State Traffic Engineer

10-29-12

DATE

** Ben Rabun / KLP*

State Bridge Design Engineer

11-16-12

DATE

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).

Cynthia R. Vande

State Transportation Planning Administrator

10-29-12

DATE

PLANNING, APPROVED CONCEPT, & BACKGROUND DATA

Project Justification Statement: *This project was initiated as the result of a request for a Needs Analysis by the City of Vienna and Dooly County as 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 (PNRC) for this interchange to be upgraded. I-75 interchange at SR 215 is located in southeastern Dooly County, approximately two miles east of downtown Vienna. The primary land use in the project area is commercial on the west end of the project. It has residential, commercial, and agricultural land uses on the east end of the project.*

The 2012 ADT for the segment with the highest volume on SR 215 is 7,600 vehicles per day (vpd) with a 24-hour truck percentage of 14%. The ADT is estimated to increase to 11,450 vpd by 2037 with 14 percent 24-hour truck traffic. For the open year (2017) and the design year (2037) No-Build conditions, SR 215 at northbound ramp intersection will operate at LOS C and LOS B during the AM and PM peak hour, respectively. SR 215 at southbound ramp intersection will operate LOS C and LOS B during the AM and PM peak hour, respectively for the open year; and LOS C during both AM and PM peak hours for the design year. The ADT for I-75 northbound between rest area and SR 215 is 50,100 vpd in 2012, and it is estimated to increase to 74,600 vpd by 2037 with the same 24-hour truck percentage of 36%. This section of I-75 northbound will operate LOS A for the open year and LOS B or better for the design year.

Between the years of 2007 and 2009, there were a total of 10 crashes along SR 215 from Pig Jig Boulevard to Cason Road, and the overall crash rates for each year exceed the statewide average rates for the same functional classification of roads. Angle collisions account for 60 percent of the crashes while rear end and sideswipe collisions account for 30 percent and 10 percent of the crashes, respectively, which is an indication of congestion and high turning movements at intersections. There were a total of 58 crashes along I-75 from the rest area to the northern end of the project for the three year period, and the overall crash rates for each year exceed the statewide average rates for the same functional classification of roads. Rear-end, angle, and sideswipe collisions account for 33 percent, 19 percent, and 12 percent of the crashes, respectively, which indicates congestion and high percentage of lane-changing behaviors adjacent to the I-75 Interchange at SR 215 as well as high turning movements at ramp sections. There were 19 injuries reported both for 2007 and 2009, and the injury rates for both years are 2.7 times higher than the statewide averages rates.

The limits of the project begins 0.33 miles west of I-75 underpass (west of the intersection of SR 215 at Pig Jig Road) and ends 0.29 miles east of the I-75 underpass (just west of the intersection of SR 215 at Cason Road) where the proposed project ties back both vertically and horizontally to its existing conditions. Along I-75 mainline, the project begins 0.78 miles south of the existing SR 215 bridge where it ties to the northbound entrance ramp from the rest area and ends 0.49 miles north of the SR 215 bridge where it ties to the northbound entrance ramp from the interchange. This project consists of modifications to the existing interchange of I-75 at SR 215.

Based on above operational characteristics and crash history, there exists a need to reduce crash frequency and severity of the I-75 Interchange at SR 215. The purpose of this project is to improve safety

of the interchange operation and meet the Department’s objective of upgrading the ramps to current design standards and providing sufficient capacity for increased vehicle volumes and high truck volumes on the ramps. In addition, the radii will be increased to provide adequate room for truck turning movements.

Description of the approved concept: *The approved concept consists of modifications to the existing interchange of I-75 at SR 215 in southeastern Dooly County, approximately two miles east of downtown Vienna. The approved concept proposed widening of SR 215 from just west of the intersection of SR 215 at Pig Jig Road to the intersection of SR 215 at Cason Road for approximately 1.0 mile, including the replacement of the existing bridge carrying SR 215 over I-75. The approved concept did 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 would be replaced with a three lane bridge (one through lane in each direction with a 14’ wide center turn lane). The new bridge would 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 would improve capacity and safety by providing sufficient storage space for vehicles and trucks on the bridge and ramp geometry that meets current design standards.

PDP Classification: Major Minor
Federal Oversight: Full Oversight Exempt State Funded Other

Projected Traffic ADT as shown in the approved Concept Report:

<u>SR 215</u>	
Open Year (2013): 11,400	Design Year (2033): 17,000
<u>I-75</u>	
Open Year (2013): 60,200	Design Year (2033): 89,400

Updated Traffic ADT:

No-Build Conditions

<u>SR 215</u>	
Open Year (2017): 8,500	Design Year (2037): 11,450
<u>I-75</u>	
Open Year (2017): 55,350	Design Year (2037): 74,600

Build Conditions

<u>SR 215</u>	
Open Year (2017): 8,700	Design Year (2037): 12,950
<u>I-75</u>	
Open Year (2017): 56,700	Design Year (2037): 84,250

Functional Classification - SR 215: Rural Major Collector
I-75: Rural Interstate Principal Arterial

VE Study anticipated: No Yes Completed – Date: 7/7/2009
 See Attachment 5 for the VE Implementation Letter.

PROPOSED REVISIONS

Approved Features:	Proposed Features:
<ul style="list-style-type: none"> • <u>Typical section</u> <ul style="list-style-type: none"> a) <i>SR 215 Mainline</i> - It consists of 2-12 foot lanes with 10 foot outside shoulders, of which 2 feet is paved. The existing two lane bridge carrying SR 215 over I-75 will be replaced with a three lane bridge (one 12 ft. through lane in each direction with a 14-foot wide center turn lane and 10 ft. outside shoulders). b) <i>Ramps</i> - Proposed I-75 ramps will consist of 16-ft lanes with 12-ft outside and 6-ft inside shoulders. c) <i>I-75 Mainline</i> – No improvements or modifications have been proposed along 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. • <u>Project Termini</u> <ul style="list-style-type: none"> a) The limits of the project begin 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). Along I-75 mainline, the project begins 0.65 miles south of the I-75 interchange at SR 215 and ends 0.69 miles north of I-75 interchange at SR 215. 	<ul style="list-style-type: none"> • <u>Typical Section</u> <ul style="list-style-type: none"> a) <i>SR 215 Mainline</i> – Proposed SR 215 consists of 2-12 foot lanes and 8-foot outside shoulder, of which 4 feet is paved. The existing two lane bridge over I-75 will be replaced with a four lane bridge. The existing bridge would allow maintenance of traffic during construction. The proposed bridge will consist of one through lane and one left-turn lane in each direction with eight-foot outside shoulders. b) <i>Ramps</i> – The new I-75 ramps would consist of 16-foot lanes with 12-foot outside shoulders, of which 10-feet would be paved, and 4-foot inside shoulders, of which 2-feet would be paved. c) <i>I-75 Mainline</i> – The northbound I-75 between the rest area and the northbound exit ramp to SR 215 would be widened to provide a 12-foot auxiliary lane and 12-foot paved outside shoulder. This will require extension of the existing 10’X10’ quadruple box culvert. • <u>Project Termini</u> <ul style="list-style-type: none"> a) The limits of the project begins 0.33 miles west of the I-75 interchange (west of the intersection of SR 215 at Pig Jig Road) and ends 0.29 miles east of the I-75 interchange (just west of the intersection of SR 215 at Cason Road). Along I-75 mainline, the project begins 0.78 miles south of the existing SR 215 bridge and ends 0.49 miles

Approved Features:	Proposed Features:
<ul style="list-style-type: none"> • <u>Changes in right-of-way limits which may affect the analyses of historic resources, endangered species, air quality, or noise studies</u> <ol style="list-style-type: none"> a) The approved concept results in the displacement of the Executive Inn and Suites hotel in the north-west quadrant, the Shell gas station/Subway restaurant in the south-west quadrant, and the abandoned BP gas station in the south-east quadrant. b) The realignment of Tippetville Road requires right-of-way taking from the historical property. • <u>Revised Alignment</u> <ol style="list-style-type: none"> a) The approved concept proposes a conventional diamond interchange. b) The ramps will be reconstructed to provide improved acceleration and deceleration, and to provide ramp terminal spacing of 1000 feet. c) The approved concept proposes to tie Tippetville Road to SR 215 by realigning Tippetville Road utilizing a curve with a 45 degree deflection in 	<p>north of the SR 215 bridge. The project termini have been revised due to a use of a tight urban diamond interchange (TUDI) design as well as additional improvements along I-75 mainline.</p> <ul style="list-style-type: none"> • <u>Changes in right-of-way limits which may affect the analyses of historic resources, endangered species, air quality, or noise studies</u> <ol style="list-style-type: none"> a) The revised concept will allow for the retention of the Executive Inn and Suites hotel in the north-west quadrant and require the displacement of the Shell gas station/Subway restaurant in the south-west quadrant and the Hand-made Ice Cream Shop (formerly abandoned BP gas station) in the south-east quadrant. b) In the revised concept, the east driveway of Pilot Travel Center on SR 215 is converted into a four leg intersection and the fourth (north) leg is extended to meet the existing Tippetville Road at 90 degree forming a T-intersection. Tippetville Road is cul-de-sac west of this T-intersection. This will reduce right-of-way taking and eliminate impacts to the historic property. • <u>Revised Alignment</u> <ol style="list-style-type: none"> a) It is recommended that a tight urban diamond interchange (TUDI) be constructed due to its constructability and lower costs in right-of-way acquisitions. b) Compared to a conventional diamond interchange, ramp intersection spacing for a TUDI is compressed to approximately 350 feet. c) The revised concept connects Tippetville Road to SR 215 by extending north leg of the intersection of SR 215 at

Approved Features:	Proposed Features:
<p>the alignment to form a T-intersection at SR 215.</p> <ul style="list-style-type: none"> • <u>Access Control</u> <ol style="list-style-type: none"> a) The limit of access is located at 660 ft. from proposed ramp heads in both east and west direction along SR 215. b) The approved concept proposes a closure of the existing Tippettville Road from the point of realignment to the connection to SR 215 upon the realignment of Tippettville Road to SR 215. • <u>FHWA Controlling Criteria</u> No design exceptions or variances were anticipated for this project. 	<p>the east driveway of Pilot Travel Center to meet Tippettville Road at 90 degree forming a T-intersection. The existing Tippettville Road is cul-de-sac at its west northeast of SR 215.</p> <ul style="list-style-type: none"> • <u>Access Control</u> <ol style="list-style-type: none"> a) Proposed access control will be established along SR 215 for a distance of 300' east of the northbound ramp termini and 300' west of the southbound ramp termini. This distance is measured from the radius return of the ramp termini with intersecting route of SR 215. b) The revised concept will maintain the existing Tippettville Road and form a cul-de-sac just northeast of SR 215. • <u>FHWA Controlling Criteria</u> No design exceptions or variances are anticipated for this project.
<p>Reason(s) for change: <i>The proposed concept revision is from a conventional diamond interchange to a tight urban diamond interchange. The revised concept is based on the approved value engineering study implementation letter. Additionally, the northbound I-75 between the rest area and the northbound exit ramp to SR 215 would be widened to provide an auxiliary lane and shoulder.</i></p>	

ENVIRONMENTAL

Project Air Quality:

- Is the project located in a PM 2.5 Non-attainment area? No Yes
- Is the project located in an Ozone Non-attainment area? No Yes
- Is a Carbon Monoxide hotspot analysis required? No Yes

Potential environmental impacts of proposed revision: *The revised concept report includes the realignment of Tippettville Road as per VE recommendations, which eliminates impact on historical resources as compared to the approved concept. There are no additional anticipated ecological and archeological impacts. In addition, there are no anticipated effects to the environmental and/or project schedule due to proposed concept revision.*

Have proposed revisions been reviewed by environmental staff? No Yes

Environmental responsibilities (Studies/Documents/Permits): *GDOT.*

Environmental impacts by section:

NEPA: No reevaluation is required due to the proposed concept changes as only environmental screening had been performed at the time of original concept approval.

Ecology: The project will require regional permit 96 (RP 96) for 2.16 acres of impacts to Wetlands and also purchase 15.6 Wetland Mitigation credits from an approved Mitigation Bank serving HUC 03130006 due to the above mentioned impacts.

Archeology: Additional survey is not required and there are no archaeological impacts.

History: There is no adverse impact to “The Christmas Cason Farm,” historic resource due to proposed revised concept change to the realignment of the Tippettville Road.

Air & Noise: Air and noise modeling is required to comply with current guidelines.

Public Involvement: Public Information Open House was held on October 30, 2007 for the approved concept; however Public Outreach is not required or planned for the revised concept.

PROJECT COST & ADDITIONAL INFORMATION

Updated Cost Estimate		Date of Estimate
Base Construction Cost:	\$ 10,920,196.10	10/02/2012
Engineering and Inspection:	\$ 546,009.81	10/02/2012
Liquid AC Adjustment:	\$ 335,578.92	10/02/2012
<u>Total Construction Cost:</u>	\$ 11,801,784.83	10/02/2012
Right-of-Way:	\$ 4,271,000.00	06/06/2012
Utilities (reimbursable costs):	\$ 1,400,894.00	05/22/2012
Environmental Mitigation:	Not Available	Not Available
TOTAL PROJECT COST:	\$ 17,473,678.83	10/02/2012

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

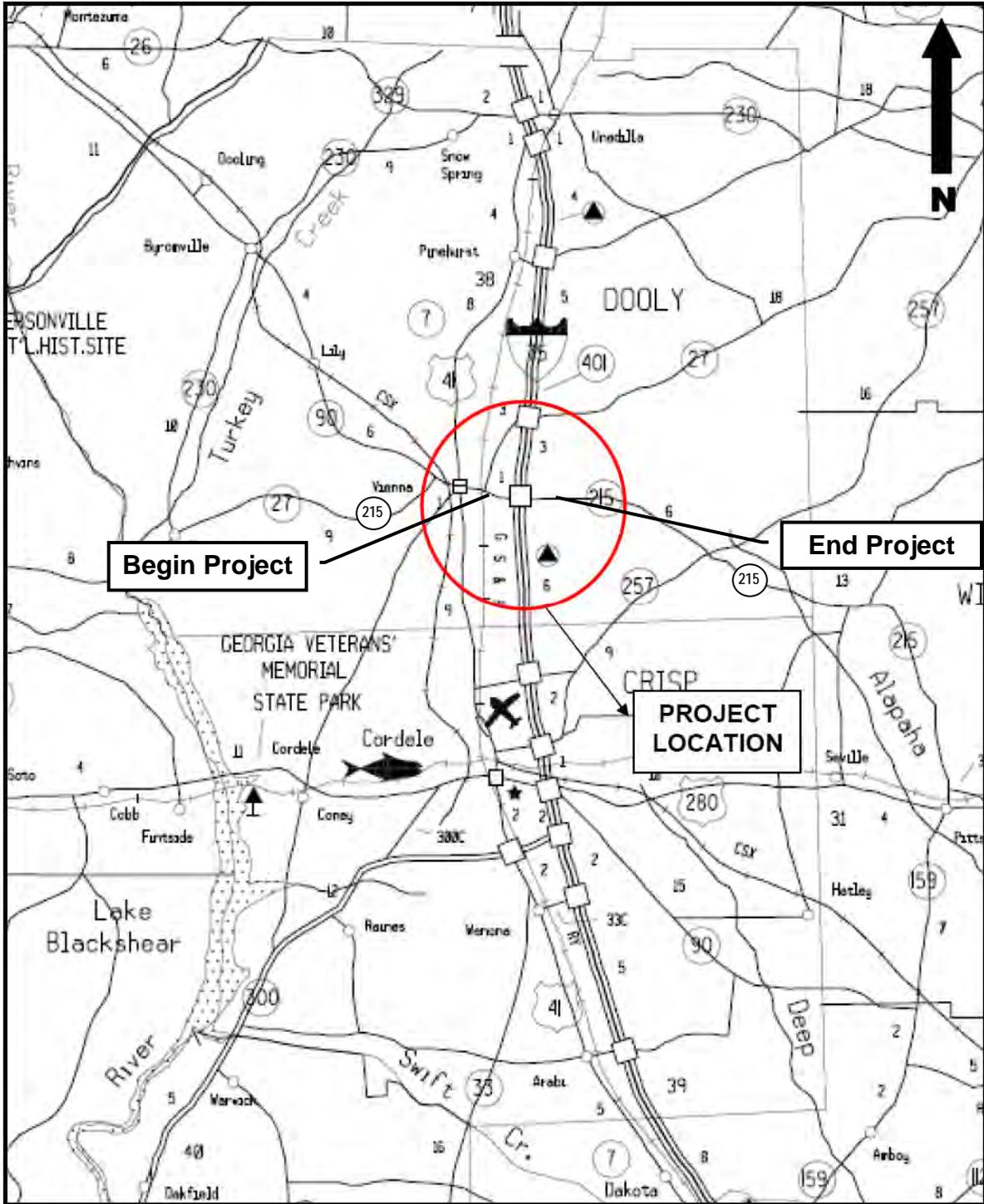
Comments: *None*

Attachments:

1. Sketch map
2. Cost Estimate

ATTACHMENT 1

SKETCH MAP



(Not to Scale)

Sketch Map
NHS00-0005-00(320) Dooly County
P.I. NO. 0005320

ATTACHMENT 2

COST ESTIMATE

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. , **OFFICE**

DATE

P.I. No.

FROM

TO Lisa L. Myers, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER

MNGT LET DATE

MNGT R/W DATE

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES \$

* Costs contain % Engineering and Inspection

REASON FOR COST INCREASE

Addition of quantities for I-75 Widening and Culvert Extension.

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$ 10,920,196.10	(Base Estimate)
Engineering and Inspection:	\$ 546,009.81	(Base Estimate x 5 %)
Total Liquid AC Adjustment	\$ 335,578.92	(From attached worksheet)
Construction Total:	\$ 11,801,784.83	

REIMBURSABLE UTILITY COST

Utility Owner

Reimbursable Cost

City of Vienna

540,767

Citizens Telephone

746,235

Middle Georgia EMC

113,892

Attachments

STATE HIGHWAY AGENCY

DATE : 10/02/2012
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0005320_CMJ SPEC YEAR: 01
DESCRIPTION: ESTIMATE FOR I-75 INTERCHANGE @ SR 215, DOOLY COUNTY

ITEMS FOR JOB 0005320_CMJ

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - NHS00-0005-00 (320)	1.000	500000.00	500000.00
0010	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	59911.09	59911.09
0015	210-0100		LS	GRADING COMPLETE - NHS00-0005-00 (320)	1.000	1500000.00	1500000.00
0020	310-5080		SY	GR AGGR BS CRS 8IN INCL MATL	18723.000	11.39	213345.96
0025	310-5120		SY	GR AGGR BS CRS 12IN INCL MATL	46237.000	19.80	915576.29
0030	402-1812		TN	RECYL AC LEVELING, INC BM&HL	925.000	75.50	69844.39
0035	402-3121		TN	RECYL AC 25MM SP, GP1/2, BM&HL	6094.000	66.06	402630.21
0040	402-3141		TN	RECYL AC 12.5 MM SP, GP 1 OR 2, INCL BM	1870.000	61.50	115005.00
0045	402-3190		TN	RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	9960.000	64.82	645636.18
0050	413-1000		GL	BITUM TACK COAT	6648.000	2.17	14440.32
0055	433-1200		SY	REF CONC APPR SL/I SLOPED EDGE	2280.000	141.89	323524.38
0060	436-1000		LF	ASPH CONC CURB - 5"	1100.000	6.58	7248.43
0065	439-0026		SY	PLN PC CONC PVMT CL3 12" THK	30271.000	60.02	1817138.46
0070	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	2615.000	26.32	68851.75
0075	641-1100		LF	GUARDRAIL, TP T	100.000	62.65	6265.29
0080	641-1200		LF	GUARDRAIL, TP W	1650.000	14.33	23653.97
0085	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	10.000	602.64	6026.49
0090	641-5006		EA	GUARDRAIL ANCHORAGE, TP 6	4.000	383.38	1533.53
0095	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	6.000	1701.86	10211.19
0110	550-1180		LF	STM DR PIPE 18", H 1-10	320.000	34.56	11061.73
0115	550-1240		LF	STM DR PIPE 24", H 1-10	220.000	42.68	9390.54
0120	550-2180		LF	SIDE DR PIPE 18", H 1-10	400.000	25.11	10044.79
0125	550-2240		LF	SIDE DR PIPE 24", H 1-10	300.000	30.20	9062.26
0130	550-3318		EA	SAFETY END SECTION 18", STD, 4:1	4.000	543.55	2174.20
0135	550-3324		EA	SAFETY END SECTION 24", STD, 4:1	2.000	729.40	1458.80
0140	550-3618		EA	SAFETY END SECTION 18", SD, 6:1	10.000	445.11	4451.20
0145	550-3624		EA	SAFETY END SECTION 24", SD, 6:1	10.000	680.15	6801.59
0150	550-4118		EA	FLARED END SECT 18 IN, SIDE DR	10.000	304.76	3047.68
0155	550-4124		EA	FLARED END SECT 24 IN, SIDE DR	10.000	431.37	4313.74
0160	576-1018		LF	SLOPE DRAIN PIPE, 18 IN	80.000	38.89	3111.76
0165	610-9099		LS	REM WINGWALLS/PARAPETS, STA - 208+69.85	1.000	6201.77	6201.77
0170	163-0232		AC	TEMPORARY GRASSING	10.000	18.68	186.89
0175	163-0300		EA	CONSTRUCTION EXIT	10.000	1088.17	10881.73
0180	163-0528		LF	CONSTR AND REM FAB CK DAM -TP C SLT FN	7500.000	2.57	19275.00
0185	165-0010		LF	MAINT OF TEMP SILT FENCE, TP A	9000.000	0.45	4125.42
0190	165-0041		LF	MAINT OF CHECK DAMS - ALL TYPES	3750.000	1.08	4071.08
0195	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	2.000	418.46	836.93
0200	167-1500		MO	WATER QUALITY INSPECTIONS	24.000	667.82	16027.82
0205	171-0010		LF	TEMPORARY SILT FENCE, TYPE A	9000.000	1.74	15683.31

STATE HIGHWAY AGENCY

DATE : 10/02/2012
PAGE : 2

JOB ESTIMATE REPORT

0210	603-2181	SY	STN DUMPED RIP RAP, TP 3, 18"	500.000	30.25	15127.79
0215	603-7000	SY	PLASTIC FILTER FABRIC	500.000	3.47	1739.19
0220	700-6910	AC	PERMANENT GRASSING	15.000	406.85	6102.88
0225	700-8000	TN	FERTILIZER MIXED GRADE	10.000	445.01	4450.18
0230	700-8100	LB	FERTILIZER NITROGEN CONTENT	750.000	2.21	1663.97
0235	163-0529	LF	CNST/REM TEMP SED BAR OR BLD STRW CK DM	50000.000	3.23	161601.00
0240	716-2000	SY	EROSION CONTROL MATS, SLOPES	3500.000	1.25	4405.73
0245	652-0110	EA	PAVEMENT MARKING, ARROW, TP 1	10.000	48.68	486.80
0250	652-0210	EA	PAVEMENT MARKING, WORD, TP 1	10.000	46.06	460.60
0255	652-5803	LF	SOLID TRAF STRIPE, 10 IN, WHIT	5750.000	2.75	15812.50
0260	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	20.000	75.45	1509.20
0265	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	9500.000	0.41	3963.31
0270	653-1704	LF	THERM SOLID TRAF STRIPE,24",WH	50.000	5.06	253.18
0275	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	2500.000	0.30	774.68
0280	654-1001	EA	RAISED PVMT MARKERS TP 1	100.000	3.49	349.27
0285	654-1003	EA	RAISED PVMT MARKERS TP 3	100.000	2.88	288.52
0290	657-1054	LF	PRF PL SD PVMT MKG,5",WH,TP PB	15031.000	1.90	28647.58
0295	657-3085	GLF	PRF PL SK PVMT MKG,8",B/W,TPPB	2500.000	2.77	6932.88
0300	657-6054	LF	PRF PL SD PVMT MKG,5",YW,TP PB	15270.000	2.36	36187.46
0305	615-1200	LF	DIRECTIONAL BORE - NHS00-0005-00(320)	400.000	11.77	4708.11
0310	639-2001	LF	STEEL WIRE STRAND CABLE, 1/4"	2000.000	2.14	4297.08
0315	639-4004	EA	STRAIN POLE, TP IV	8.000	5498.80	43990.43
0320	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 2 NOS.	1.000	99555.08	99555.08
0324	543-9000	LS	CONSTR OF BRIDGE COMPLETE - NHS00-0005-00(320)	1.000	946478.34	946478.34
0325	543-1100	LS	CONSTR BR-COMP-BOTTOM OF CAP	1.000	630985.56	630985.56
0330	540-1101	LS	REM OF EX BR, STA NO - 208+86.40	1.000	600000.00	600000.00
0340	627-1020	SF	MSE WALL FACE, 20 - 30 FT HT, WALL NO - 1 & 2	6410.000	76.19	488397.96
0350	441-0004	SY	CONC SLOPE PAV, 4 IN	150.000	56.00	8400.17
0355	500-3101	CY	CLASS A CONCRETE	605.000	413.61	250237.37
0360	511-1000	LB	BAR REINF STEEL	80135.000	0.67	53983.74
0365	615-1200	LF	DIRECTIONAL BORE - 1 IN	150.000	12.89	1934.05
0370	615-1200	LF	DIRECTIONAL BORE - 1 1/2 IN	100.000	13.38	1338.88
0375	681-4356	EA	LT STD, 35' MH, 15' ARM	5.000	3300.00	16500.00
0380	681-6220	EA	LUMINAIRE,TP 2, 150W,HP SODIUM	5.000	300.00	1500.00
0385	681-6346	EA	LUMINAIRE,TP 3, 250W,HP SODIUM	15.000	1122.94	16844.24
0390	681-6446	EA	LUMINAIRE,TP 4, 250W,HP SODIUM	20.000	1448.70	28974.00
0395	681-6608	EA	LUMINAIRE,TP A, 70 W,HP SODIUM	10.000	300.00	3000.00
0400	681-6614	EA	LUMINAIRE,TP A, 100W,HP SODIUM	10.000	300.00	3000.00
0405	682-1404	LF	CABLE, TP XHHW, AWG NO 10	9000.000	0.56	5070.33
0410	682-1405	LF	CABLE, TP XHHW, AWG NO 8	4000.000	0.94	3760.12
0415	682-1406	LF	CABLE, TP XHHW, AWG NO 6	9000.000	1.31	11854.98
0420	682-1407	LF	CABLE, TP XHHW, AWG NO 4	25000.000	1.77	44392.00
0425	682-1408	LF	CABLE, TP XHHW, AWG NO 2	17500.000	2.63	46082.93
0430	682-1413	LF	CABLE, TP XHHW, AWG NO 1/0	12500.000	4.20	52537.50
0435	682-6110	LF	CONDUIT, RIGID, 1 IN	1500.000	5.65	8485.74
0440	682-6115	LF	CONDUIT, RIGID, 1 1/2 IN	350.000	6.72	2354.68
0445	682-6120	LF	CONDUIT, RIGID, 2 IN	50.000	11.98	599.35
0450	682-6219	LF	CONDUIT, NONMETL, TP 2, 1 IN	9000.000	3.10	27920.88
0455	682-6221	LF	CONDUIT, NONMETL, TP 2, 1 1/2"	5500.000	4.05	22287.93
0460	682-6222	LF	CONDUIT, NONMETL, TP 2, 2 IN	750.000	5.44	4084.59
0465	682-9000	LS	MAIN SVC PICK UP POINT 3 NOS.	1.000	26103.30	26103.30

STATE HIGHWAY AGENCY

DATE : 10/02/2012
PAGE : 3

JOB ESTIMATE REPORT

0510	682-9021	EA	ELEC JCT BX, CONC GRD MOUNTED	13.000	1232.42	16021.49
0515	682-9023	EA	ELEC JCT BX, GALVANIZED, SIZE - 12" X 10"	10.000	253.80	2538.10
0520	683-1101	EA	LIGHT TOW/STEL/100'MH/LW EQUIP	10.000	14786.35	147863.58
0525	683-6586	EA	HI-LEVEL LUMIN, TP 5, 1000W, HP	35.000	689.34	24126.90
0530	683-1110	EA	LIGHT TOW/STEL/110'MH/LW EQUIP	5.000	19175.76	95878.80
0535	681-4272	EA	LT STD, 22' MH, 15' ARM	5.000	2400.00	12000.00
0540	681-4273	EA	LT STD, 17' MH, 15' TWIN ARM	2.000	3000.00	6000.00
0545	681-4274	EA	LT STD, 18' MH, 15' TWIN ARM	5.000	3100.00	15500.00
0550	681-4315	EA	LT STD, 31' MH, 15' TWIN ARM	2.000	3400.00	6800.00
ITEM TOTAL						10920196.05
INFLATED ITEM TOTAL						10920196.05
TOTALS FOR JOB 0005320_CMJ						
ESTIMATED COST:						10920196.10
CONTINGENCY PERCENT (0.0):						0.00
ESTIMATED TOTAL:						10920196.10

PROJ. NO.	NHS00-0005-00(320) - I-75 @ SR 215
P.I. NO.	0005320
DATE	10/2/2012

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Oct-12	\$ 3.836
DIESEL		\$ 4.083
LIQUID AC		\$ 576.00

Link to Fuel and AC Index:
<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

$PA = \left(\frac{APM - APL}{APL} \right) \times TMT \times APL$

Asphalt

Price Adjustment (PA)				325710.72	\$	325,710.72
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	921.60		
Monthly Asphalt Cement Price month project let (APL)			\$	576.00		
Total Monthly Tonnage of asphalt cement (TMT)				942.45		

ASPHALT	Tons	%AC	AC ton
Leveling	925	5.0%	46.25
12.5 OGFC		5.0%	0
12.5 mm	1870	5.0%	93.5
9.5 mm SP		5.0%	0
25 mm SP	6094	5.0%	304.7
19 mm SP	9960	5.0%	498
	18849		942.45

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	9,868.20	\$	9,868.20
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	921.60			
Monthly Asphalt Cement Price month project let (APL)			\$	576.00			
Total Monthly Tonnage of asphalt cement (TMT)				28.55383093			

Bitum Tack

Gals	gals/ton	tons
6648	232.8234	28.5538309

PROJ. NO.

NHS00-0005-00(320) - I-75 @ SR 215

CALL NO.

P.I. NO.

0005320

DATE

10/2/2012

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	921.60			
Monthly Asphalt Cement Price month project let (APL)				\$	576.00			
Total Monthly Tonnage of asphalt cement (TMT)					0			

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT							\$	335,578.92
-----------------------------------	--	--	--	--	--	--	----	-------------------

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 DATE May 22, 2012

FROM Kerry Gore, District Utilities Engineer

TO Steve Adewale, Project Manager

SUBJECT **PRELIMINARY UTILITY COST (ESTIMATE)**

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

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
City of Vienna	0	540,767
Citizens Telephone	753,083	746,235
Middle Georgia EMC	0	113,892
TOTALS	\$753,083	\$1,400,894

Total Preliminary Utility Cost Estimate **\$2,153,977**.

If you have any questions, please contact Harland Smith at 706-646-6696.

KG/pls

cc: Jeff Baker, P.E., State Utilities Engineer (*via: e-mail*)
Angela Robinson, Office of Financial Management (*via: e-mail*)
Keenan Ford, Assistant Area Construction Engineer (*via: e-mail*)

ATTACHMENT 3

REVISED CONCEPT LAYOUT



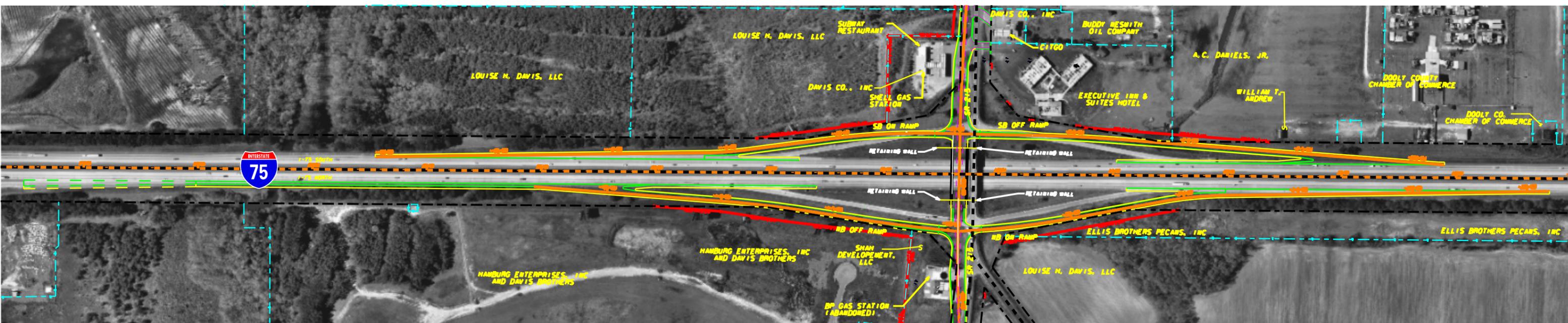
LEGEND	
	Property Line
	Existing Right of way
	Proposed Right of Way

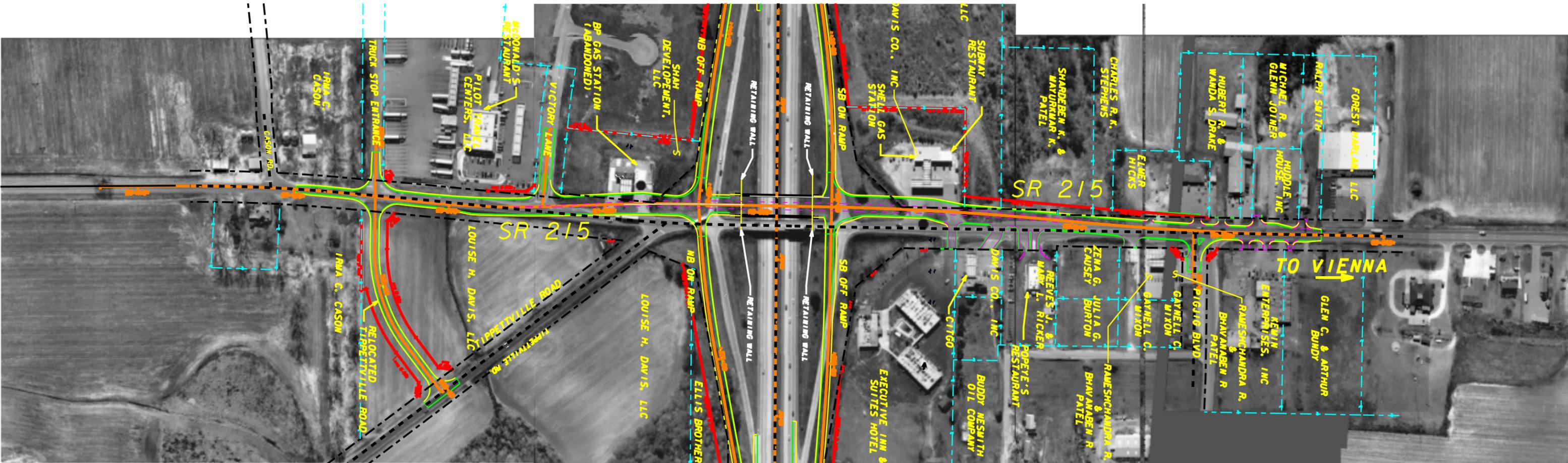


 **PARSONS**
3577 PARKWAY LANE, BUILDING V
SUITE 100, NORCROSS, GA 30092


Georgia Department of Transportation

SCALE IN FEET
0 100 200 400





IRMA C. CASON

TRUCK STOP ENTRANCE

PILOT TRAVEL CENTERS, LLC

McDONALD'S RESTAURANT

VICTORY LAUNE

BP GAS STATION (ABANDONED)

SHAH DEVELOPEMENT, LLC

NB OFF-RAMP

RETAINING WALL

RETAINING WALL

RETAINING WALL

RETAINING WALL

SB ON-RAMP

SB OFF-RAMP

RETAINING WALL

RETAINING WALL

RETAINING WALL

RETAINING WALL

SB ON-RAMP

SB OFF-RAMP

RETAINING WALL

IRMA C. CASON

RELOCATED TIRETVALLE ROAD

LOUISE H. DAVIS, LLC

LOUISE H. DAVIS, LLC

NB ON-RAMP

NB OFF-RAMP

ELLIS BROTHERS

LOUISE H. DAVIS, LLC

RETAINING WALL

RETAINING WALL

RETAINING WALL

RETAINING WALL

SB ON-RAMP

SB OFF-RAMP

RETAINING WALL

RETAINING WALL

RETAINING WALL

RETAINING WALL

SB ON-RAMP

SB OFF-RAMP

RETAINING WALL

SR 215

SR 215

TO VIENNA

GLEN C. & ARTHUR BUNDY

KERIN ENTERPRISES, INC

RAJESH CHANDRA R. BHAVANBEN R. PATEL

PIGJIG BLVD

GAYNELL C. NIXON

SHANELL C. NIXON

ZENA G. JULIA G. CAUSEY BURTON

NEEVES J. & MARY L. RICKER

DAVIS CO., INC

CTTGO

EXECUTIVE INN & SUITES HOTEL

BUDDY NESWITTH OIL COMPANY

PIPEYE'S RESTAURANT

RAJESH CHANDRA R. BHAVANBEN R. PATEL

SHARDEBEN K. & MAYURKWAR K. PATEL

CHARLES R. K. STEPHENS

ETAMER HIGGS

HUBERT R. & WANDA S. DRAKE

MICHAEL R. & GLENN JOINER

RAJESH CHANDRA R. BHAVANBEN R. PATEL

FOREST HARLAN, LLC

RALPH SMITH

SHARDEBEN K. & MAYURKWAR K. PATEL

DAVIS CO., INC

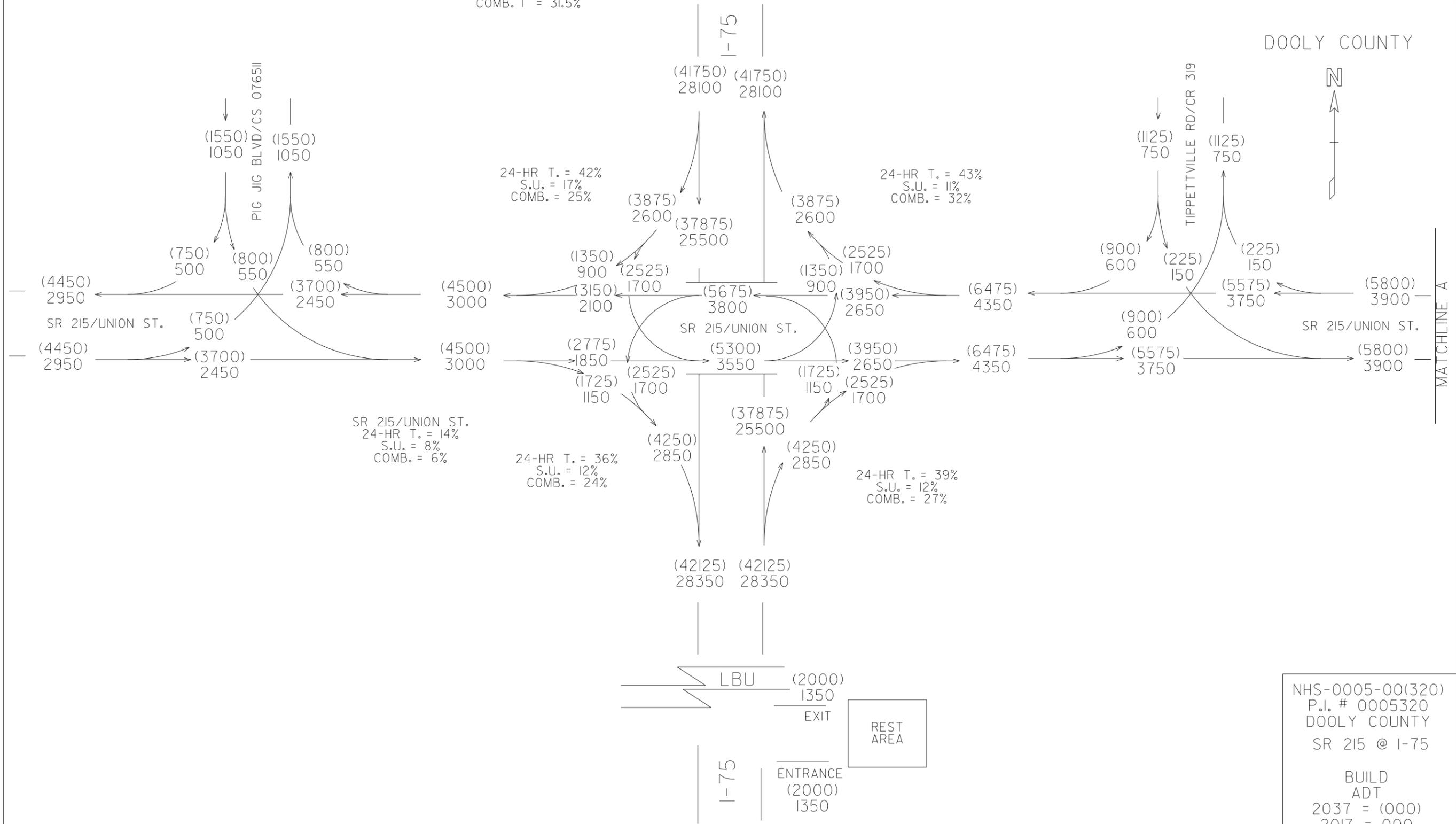
SUBWAY RESTAURANT

ATTACHMENT 4
TRAFFIC DIAGRAMS

I-75/SR 401
24-HR. T. = 36%
S.U.T. = 4.5%
COMB. T = 31.5%

SEE P. I. # 311665

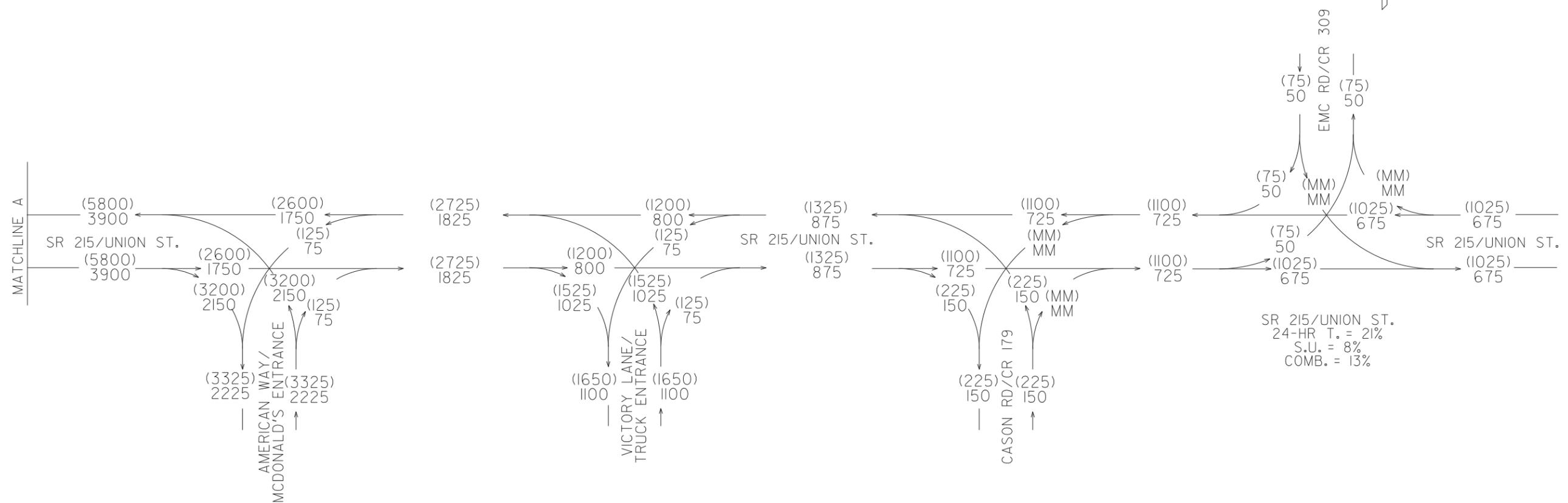
DOOLY COUNTY



NHS-0005-00(320)
P.I. # 0005320
DOOLY COUNTY
SR 215 @ I-75

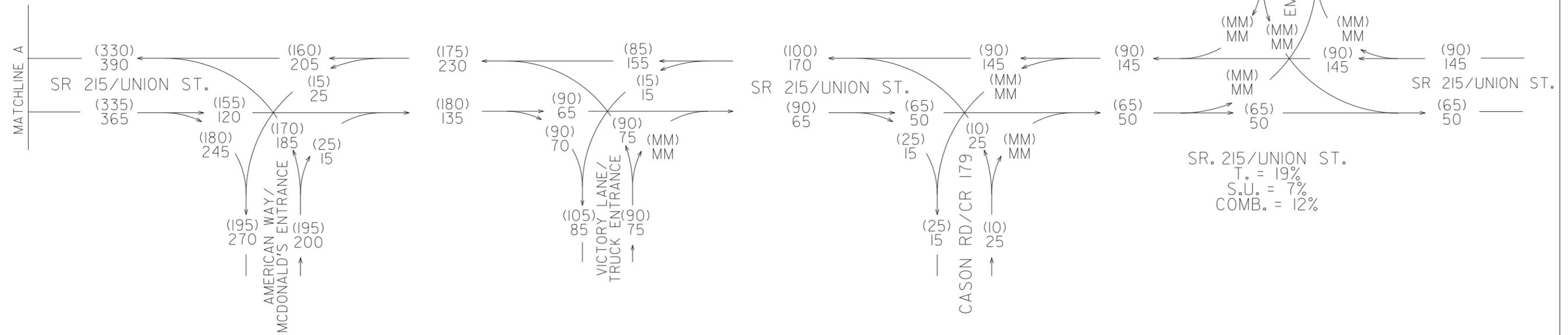
BUILD
ADT
2037 = (000)
2017 = 000

DOOLY COUNTY



NHS-0005-00(320)
P.I. # 0005320
DOOLY COUNTY
SR 215 @ 1-75
BUILD
ADT
2037 = (000)
2017 = 000

DOOLY COUNTY

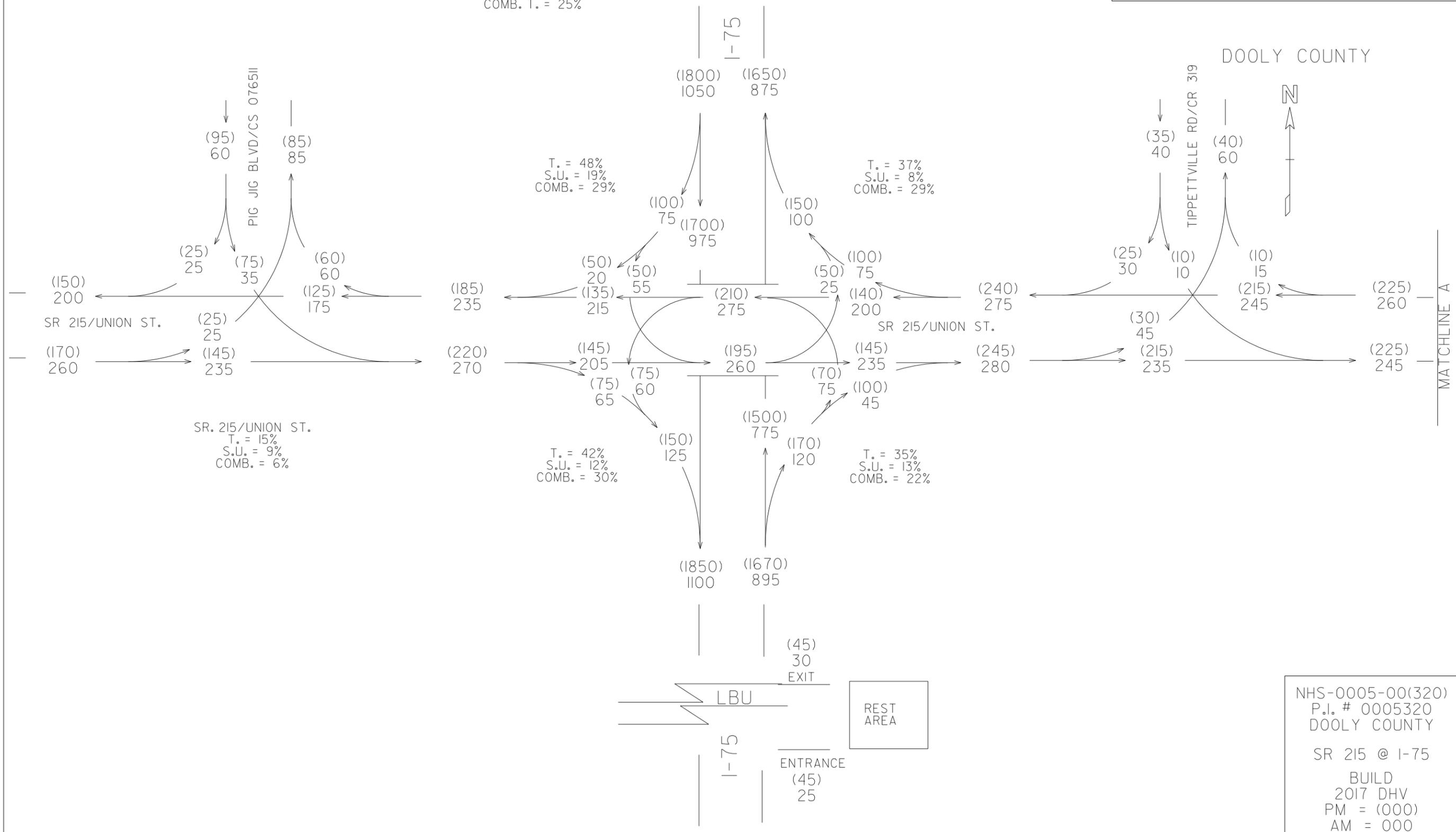


NHS-0005-00(320)
 P.I. # 0005320
 DOOLY COUNTY
 SR 215 @ I-75
 BUILD
 2037 DHV
 PM = (000)
 AM = 000

I-75/SR 401
T. = 32%
S.U.T. = 7%
COMB. T. = 25%

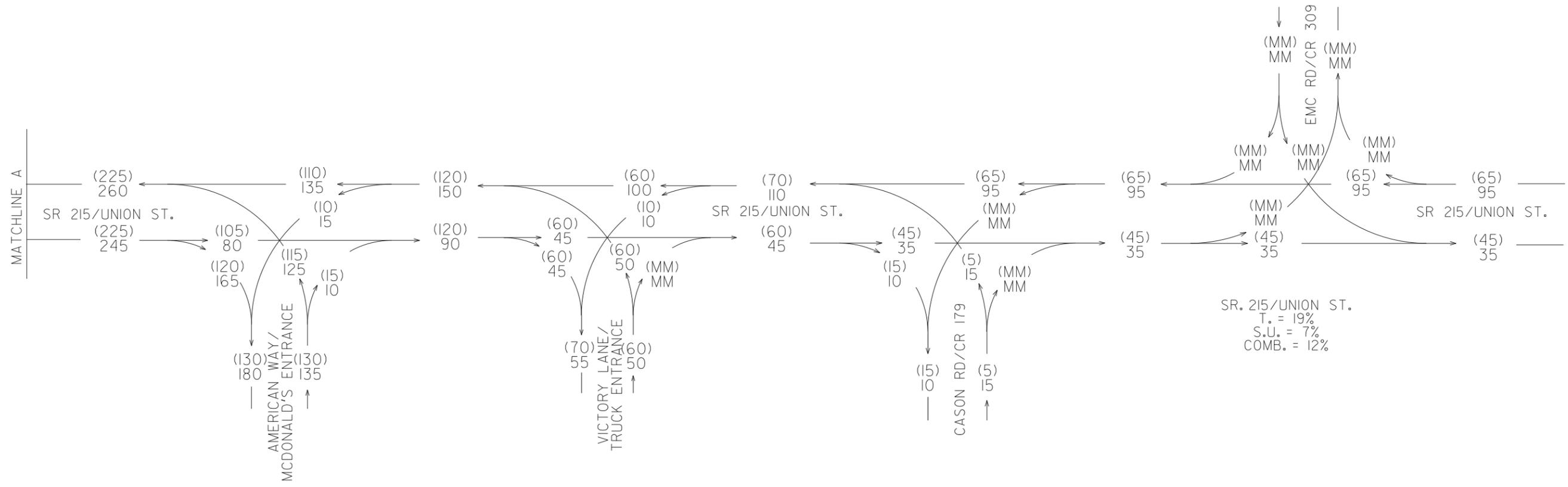
SEE P. I. # 311665

DOOLY COUNTY

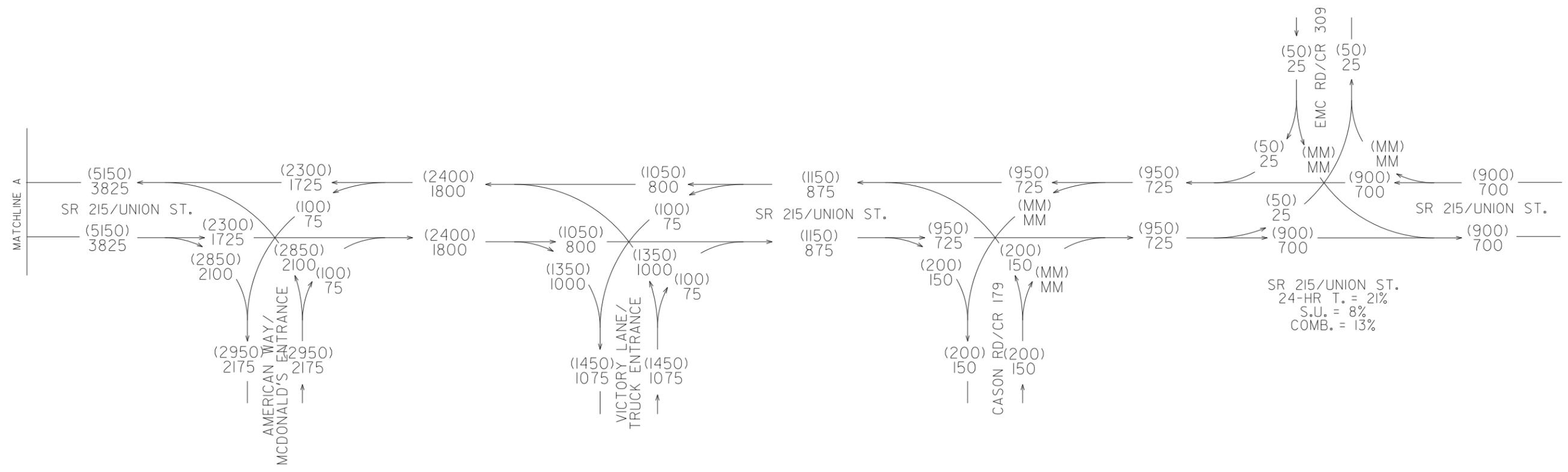


NHS-0005-00(320)
P.I. # 0005320
DOOLY COUNTY
SR 215 @ I-75
BUILD
2017 DHV
PM = (000)
AM = 000

DOOLY COUNTY



NHS-0005-00(320)
P.I. # 0005320
DOOLY COUNTY
SR 215 @ I-75
BUILD
2017 DHV
PM = (000)
AM = 000



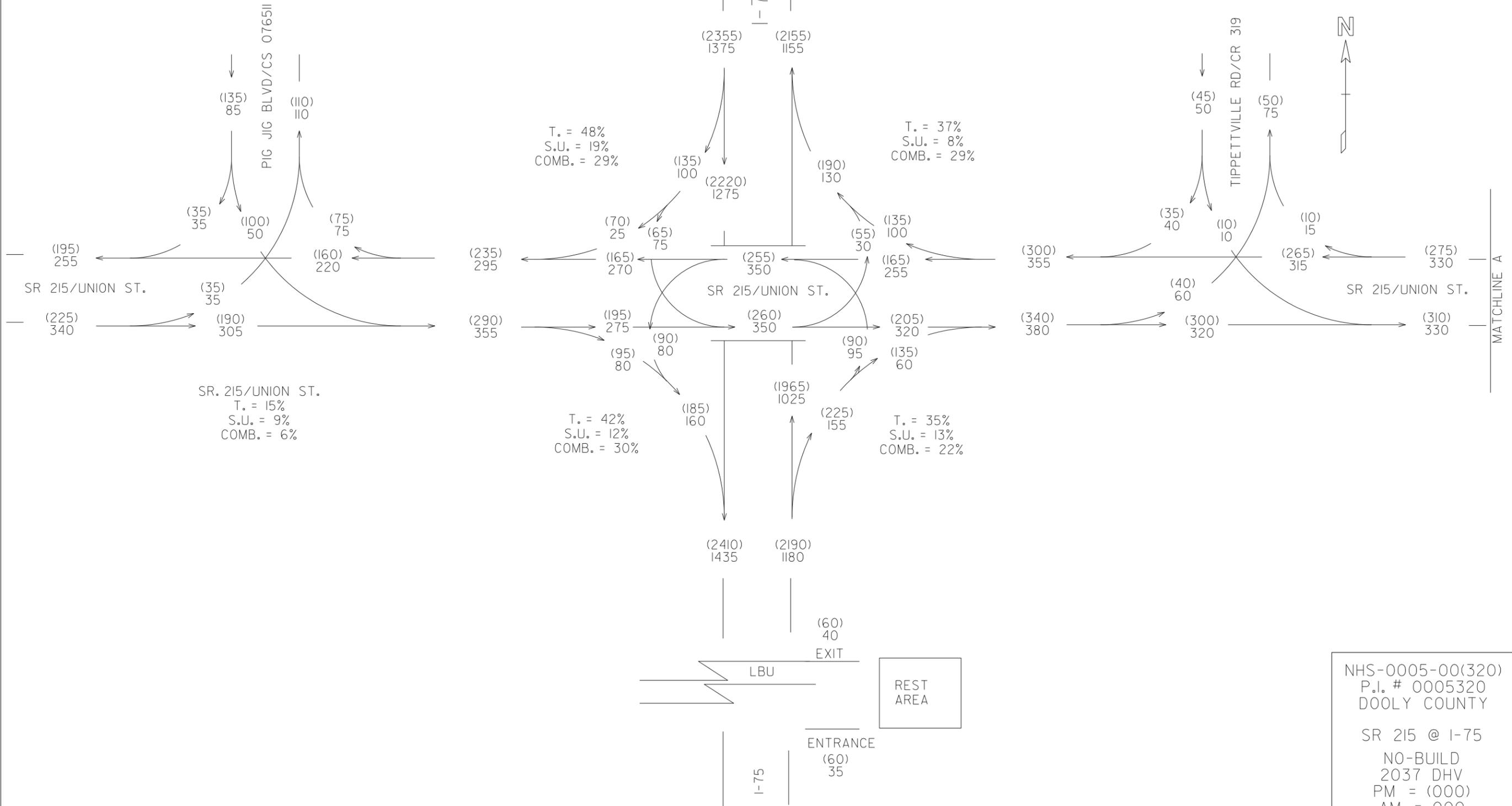
NHS-0005-00(320)
P.I. # 0005320
DOOLY COUNTY

SR 215 @ I-75
NO-BUILD
ADT
2037 = (000)
2017 = 000

I-75/SR 401
T. = 32%
S.U.T. = 7%
COMB. T. = 25%

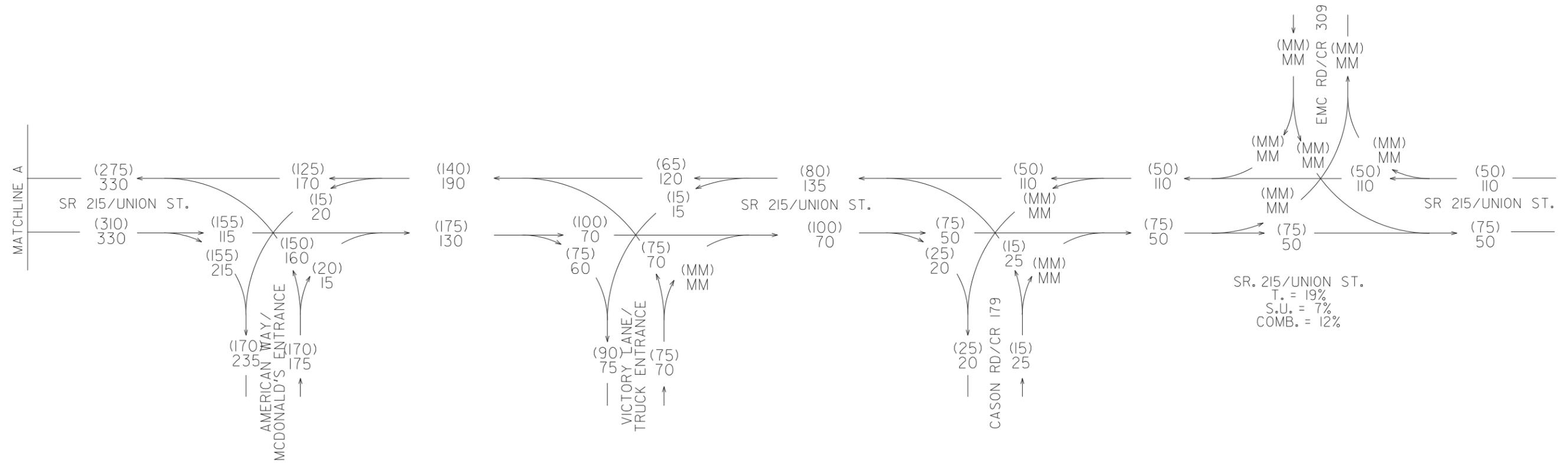
SEE P. I. # 311665

DOOLY COUNTY



NHS-0005-00(320)
P.I. # 0005320
DOOLY COUNTY
SR 215 @ I-75
NO-BUILD
2037 DHV
PM = (000)
AM = 000

DOOLY COUNTY

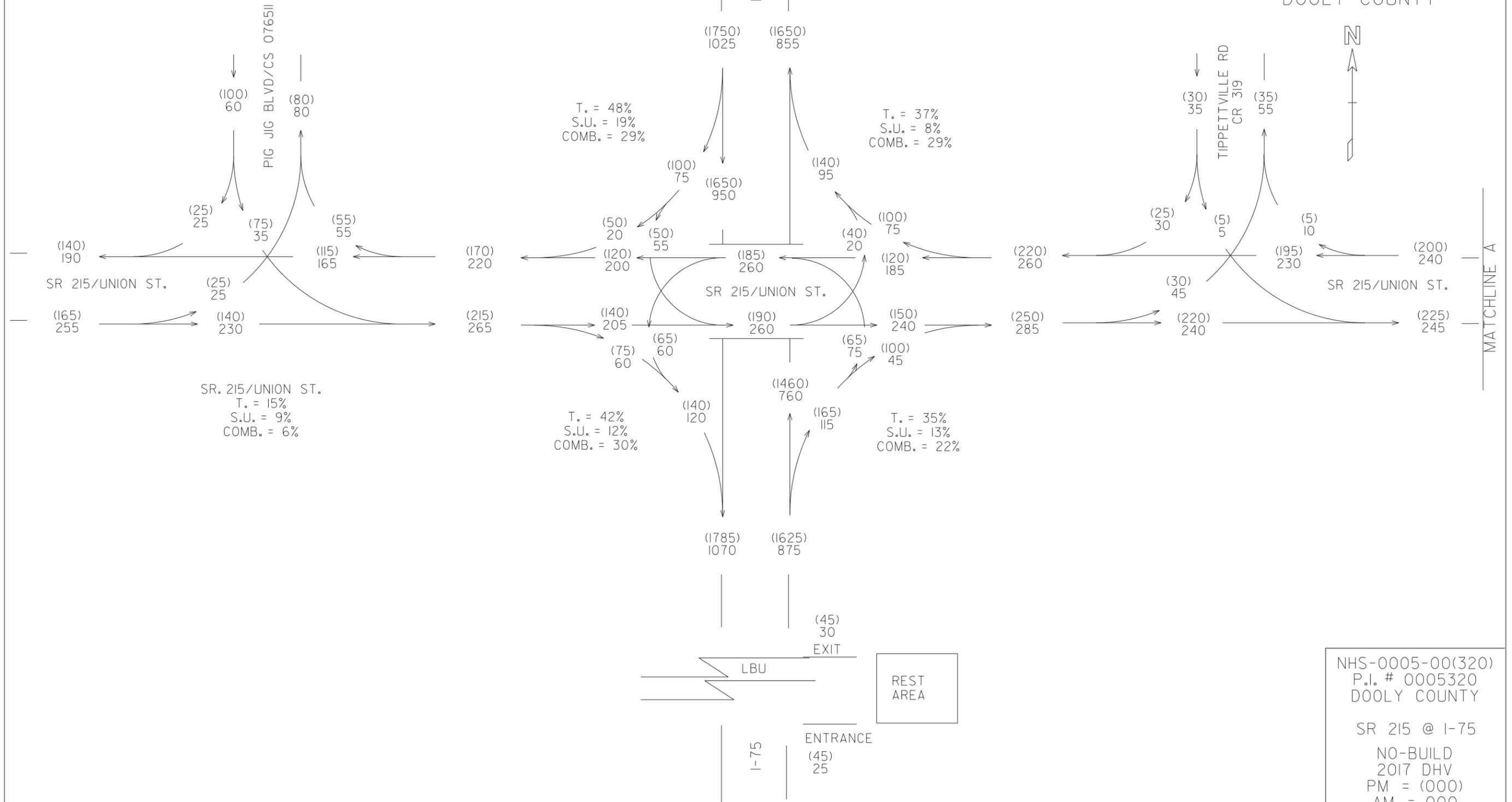


NHS-0005-00(320)
P.I. # 0005320
DOOLY COUNTY
SR 215 @ I-75
NO-BUILD
2037 DHV
PM = (000)
AM = 000

I-75/SR 401
T. = 32%
S.U.T. = 7%
COMB. T. = 25%

SEE P. I. # 311665

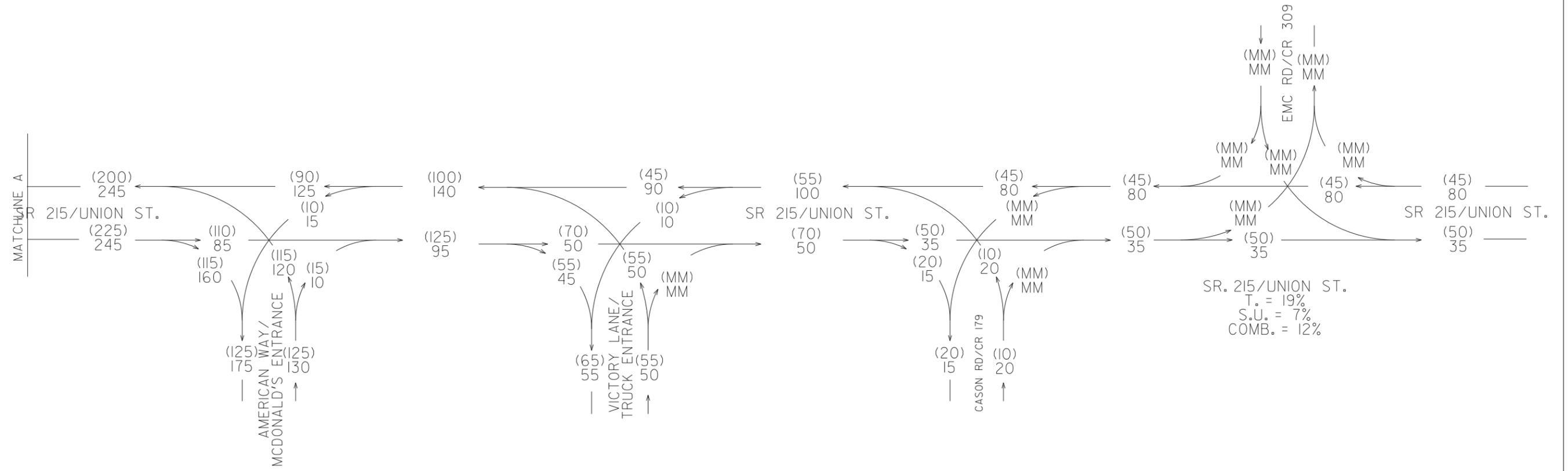
DOOLY COUNTY



NHS-0005-00(320)
P.I. # 0005320
DOOLY COUNTY

SR 215 @ I-75
NO-BUILD
2017 DHV
PM = (000)
AM = 000

DOOLY COUNTY

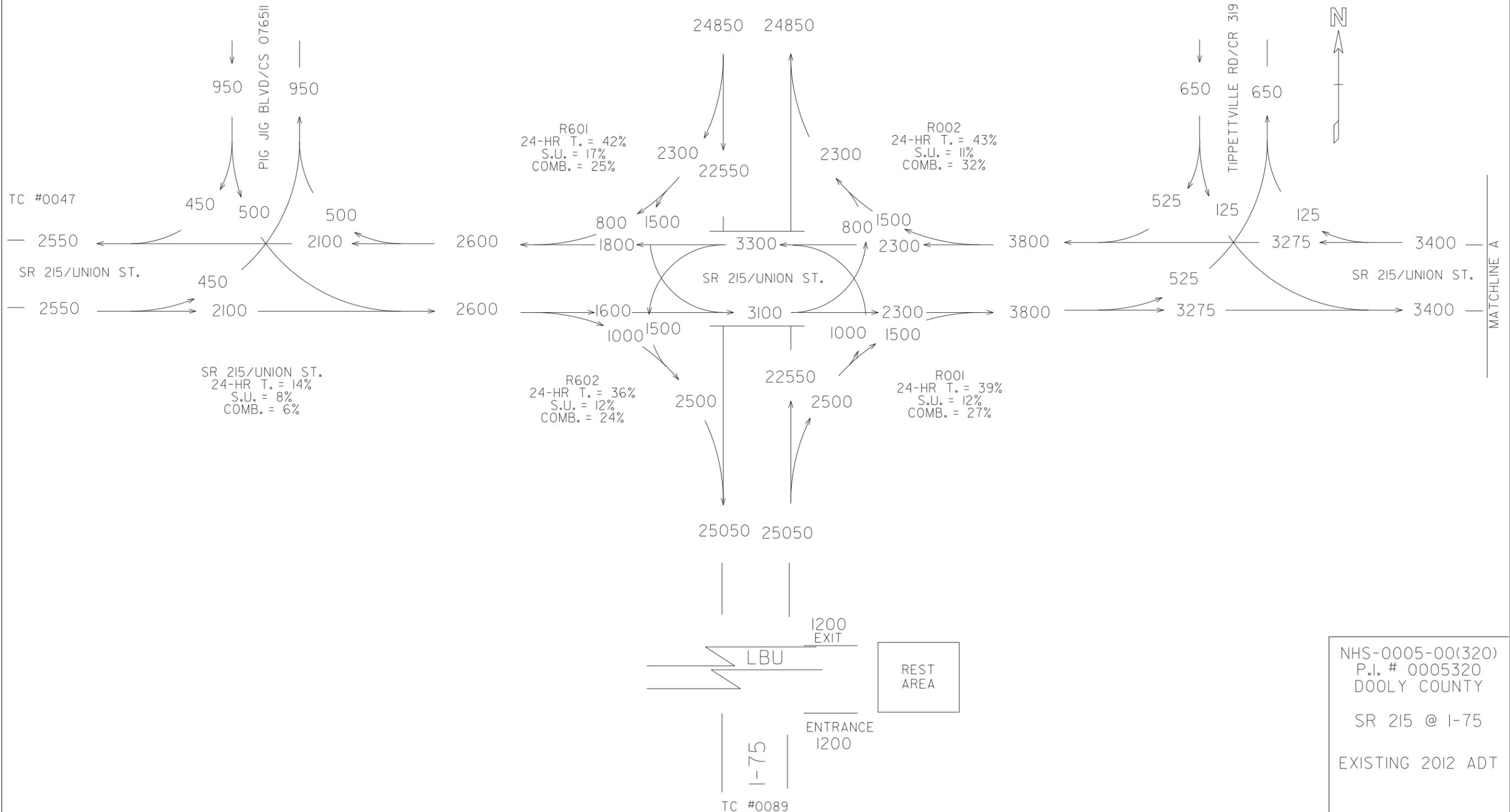


NHS-0005-00(320)
P.I. # 0005320
DOOLY COUNTY
SR 215 @ 1-75
NO-BUILD
2017 DHV
PM = (000)
AM = 000

I-75/SR 401
24-HR T. = 36%
S.U. = 4.5%
COMB. T = 31.5%

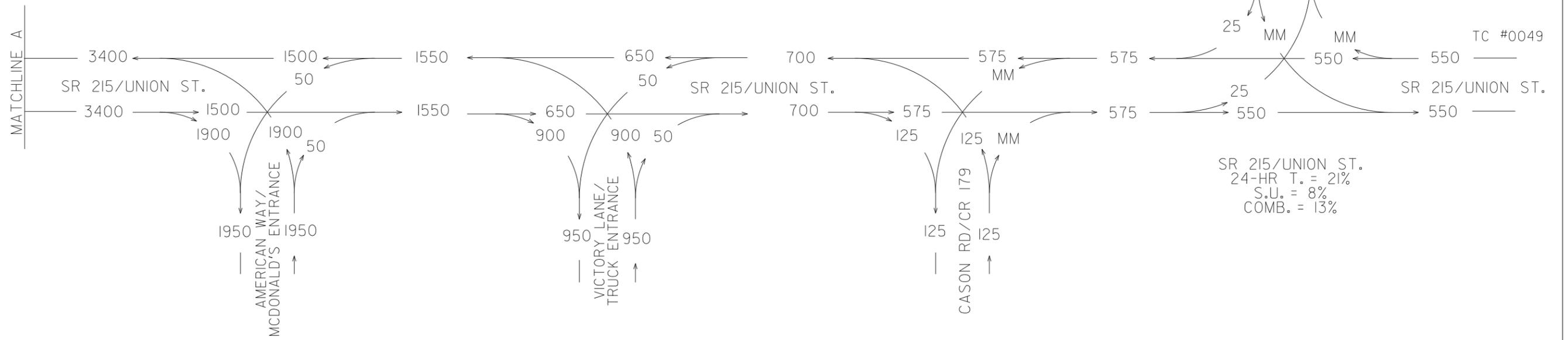
TC #0091
SEE P. I. # 311665

DOOLY COUNTY



NHS-0005-00(320)
P.I. # 0005320
DOOLY COUNTY
SR 215 @ I-75
EXISTING 2012 ADT

DOOLY COUNTY



NHS-0005-00(320)
P.I. # 0005320
DOOLY COUNTY

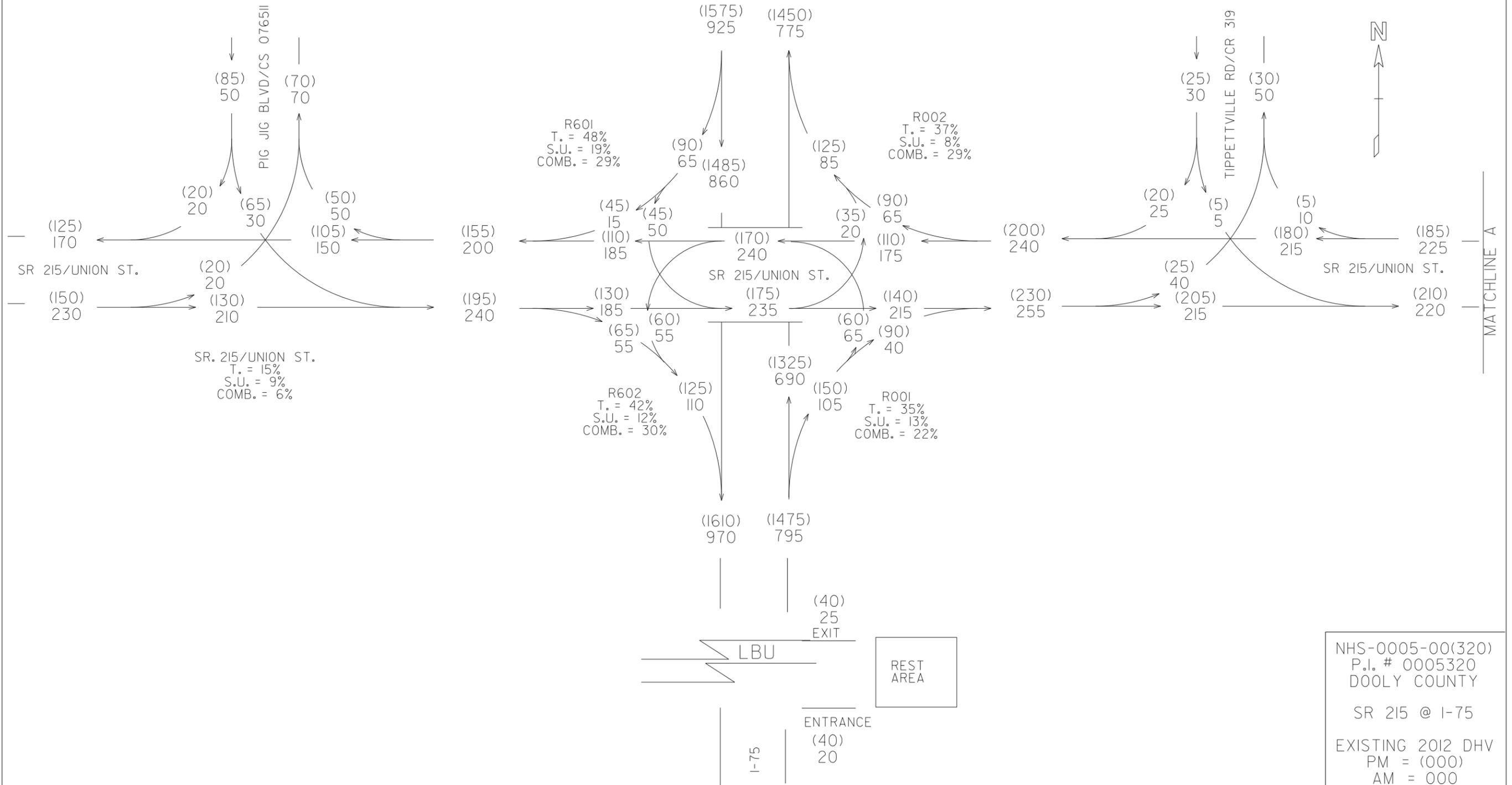
SR 215 @ I-75

EXISTING 2012 ADT

I-75/SR 401
T. = 32%
S.U. = 7%
COMB. T. = 25%

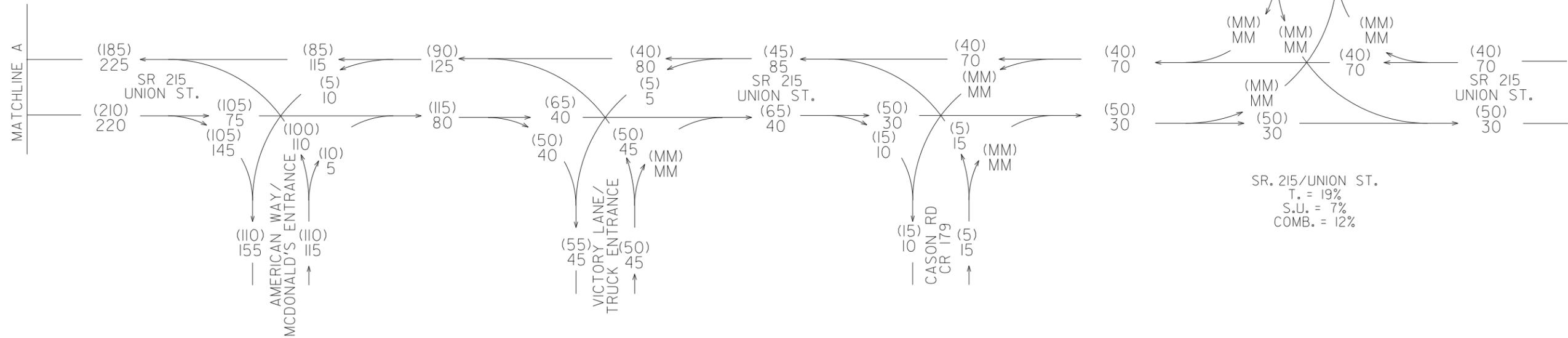
SEE P. I. # 311665

DOOLY COUNTY



NHS-0005-00(320)
P.I. # 0005320
DOOLY COUNTY
SR 215 @ I-75
EXISTING 2012 DHV
PM = (000)
AM = 000

DOOLY COUNTY



NHS-0005-00(320)
P.l. # 0005320
DOOLY COUNTY

SR 215 @ I-75

EXISTING 2012 DHV
PM = (000)
AM = 000

ATTACHMENT 5

VE IMPLEMENTATION LETTER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: NHS00-0005-00(320) Dooly **OFFICE:** Engineering Services
P.I. No.: 0005320
I-75 @ SR 215 Interchange Modifications **DATE:** July 7, 2009

FROM: Ronald E. Wishon, Project Review Engineer *REW*

TO: Bobby Hilliard, PE, State Program Delivery Engineer
Attn.: Steve Adewale

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held March 16-19, 2009. Responses were received on June 9, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
ROADWAY (RD)				
RD-1	Install stop signs instead of signals at ramp terminals	\$165,452	No	Signal warrant analysis indicates a signal is warranted for the 2013 open year for both NB and SB ramps; therefore signals will remain in the project.
RD-3	Use 2 foot inside paved shoulder in lieu of 4 foot paved shoulder on ramps	\$275,233	Yes	This will be done. The Project Manager will request a Design Variance once the VE Implementation letter is approved.
RD-5	Construct a Type A Partial Cloverleaf	\$1,603,832	No	This cannot be done, since RD-23 will be done.
RD-6	Use asphalt in lieu of concrete on the ramps	\$473,725	No	Truck traffic volume is relatively high, 18% for design year 2033. Due to rapid accelerating and decelerating of the truck traffic, rutting and shoving of the asphalt will occur, requiring frequent maintenance of the ramps.
RD-8	Construct Tippetville Road connection as a T-intersection on both ends	\$241,560	Yes	This will be done.

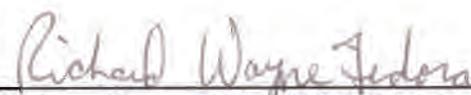
ALT #	Description	Potential Savings/LCC	Implement	Comments
ROADWAY (RD) continued				
RD-16	Eliminate area lighting	\$1,650,000	Yes	This will be done. Discussions between the Project Manager and the District after the implementation meeting indicated that the District requested that lighting be included in the project; however, the local government has not signed a lighting agreement. Lighting will be removed from the project, and added back if a lighting agreement is signed.
RD-20	Reduce paved shoulder on SR 215 from 6.5 feet to 4 feet	\$146,173	Yes	This will be done. The Project Manager will request a Design Variance once the VE Implementation letter is approved.
RD-21	Reduce the paved shoulder on SR 215 from 6.5 feet to 2 feet	\$263,110	No	This cannot be done since RD-21 will be done.
RD-23	Construct an upgraded Tight Urban Diamond interchange	\$8,886,331	Yes	This will be done. The current approved concept report indicates a spread diamond interchange will be constructed. Once the VE Implementation letter has been approved, the concept report will be revised.
BRIDGE (BR)				
BR-1	Use 8 foot shoulders on the bridge	\$140,800	Yes	This will be done.
BR-2	Use two span bridge with MSE walls (walls parallel to I-75) and use 8 foot shoulders.	\$432,575	No	The 230 ft. two span bridge recommended in the VE Study report will not accommodate future typical section of I-75.

An implementation meeting was held on July 1, 2009. Bobby Hilliard, Stanley Hill, Steve Adewale and David Lyons with the Office of Program Delivery, Rajeev Shah, Sajid Iqbal and Shawn Reese with Parsons, Christy Poon-Atkins with FHWA, and Ron Wishon, Lisa Myers and Matt Sanders with Engineering Services were in attendance.

Additional information was provided by email from Christy-Poon Atkins July 1, 2009 and by phone from Steve Adewale and Christy Poon-Atkins on July 7, 2009.

The results above reflect the consensus of those in attendance and those who provided input.

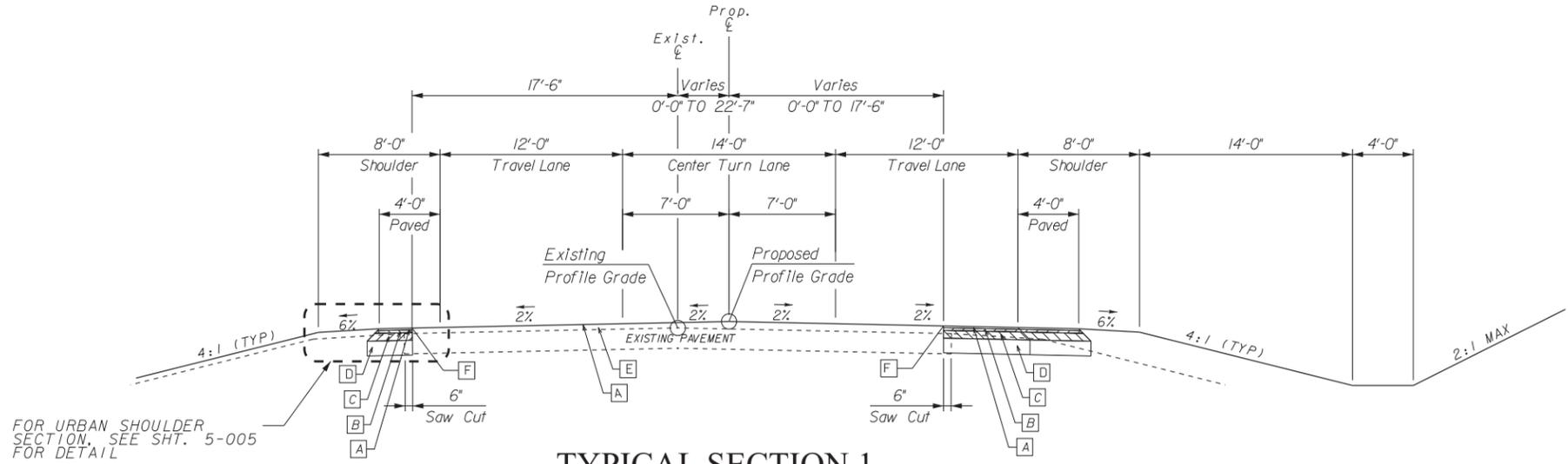
Approved:  Date: 7/9/09
Gerald M. Ross, PE, Chief Engineer

Approved:  Date: 7/13/2009
for Rodney Barry, PE, FHWA Division Administrator

REW/LLM
Attachments

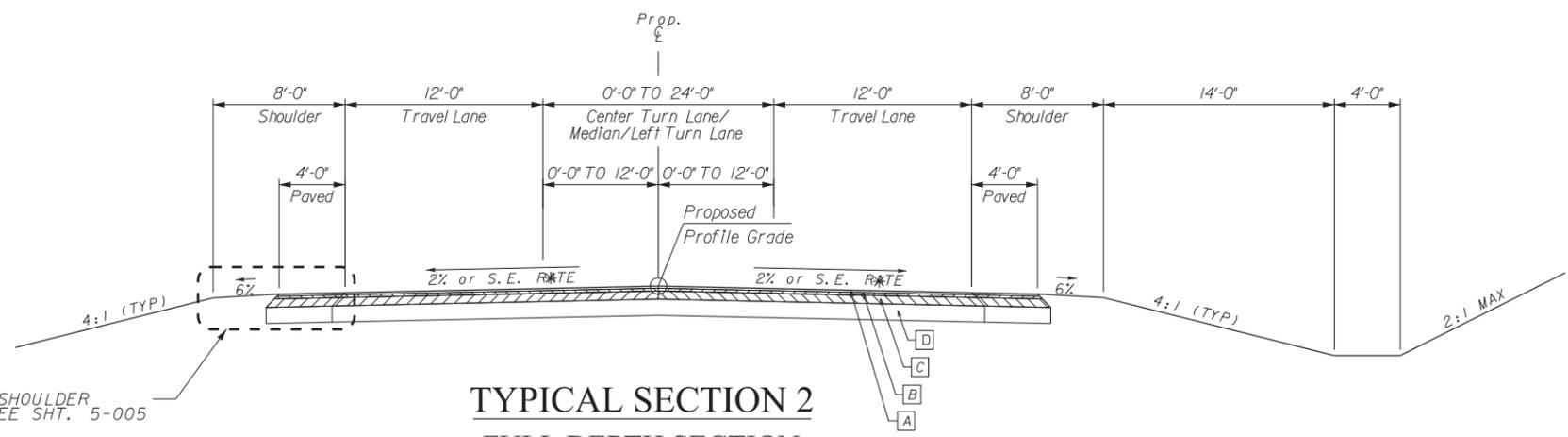
- c: R. Wayne Fedora/Christy Poon-Atkins - FHWA
- Genetha Rice Singleton
- Paul Liles/Bill Duvall/Bill Ingalsbe/Stanley Kim
- Stanley Hill/Steve Adewale/David Lyons
- David Millen/Tom Queen
- Lamar Pruitt
- Ken Werho
- Katherine Russett
- Lisa Myers
- Matt Sanders

ATTACHMENT 6
TYPICAL SECTIONS



TYPICAL SECTION 1
WIDEN AND OVERLAY SECTION
S.R. 215/UNION STREET
 STA 1002+00.00 TO STA 1009+00.00

FOR URBAN SHOULDER SECTION, SEE SHT. 5-005 FOR DETAIL



TYPICAL SECTION 2
FULL DEPTH SECTION
S.R. 215/UNION STREET
 STA 1009+00.00 TO STA 1028+11.60

FOR URBAN SHOULDER SECTION, SEE SHT. 5-005 FOR DETAIL

PAVEMENT

- [A] RECYCLED ASPH CONC 12.5 mm SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME (165 LBS/SY)
- [B] RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (275 LBS/SY)
- [C] RECYCLED ASPH CONC 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (330 LBS/SY)
- [D] GR AGGR BASE CRS, 12 INCH, INCL MATL
- [E] RECYCLED ASPH CONC LEVELING AS NEEDED
- [F] PVMT REINF.FABRIC FULL WIDTH,TYPE 2 (SEE SHT.5-006 FOR DETAIL)

NOTE 1:
 * SEE PLAN SHEETS FOR SUPERELEVATION TRANSITION LIMITS.

SLOPE CONTROL FILL & CUT	
SLOPE	HEIGHT FROM SHLD.PT.
4:1	0'-10'
**2:1	OVER 10'

**GUARDRAIL IS REQUIRED ON FILL SECTION 6 FT AND OVER

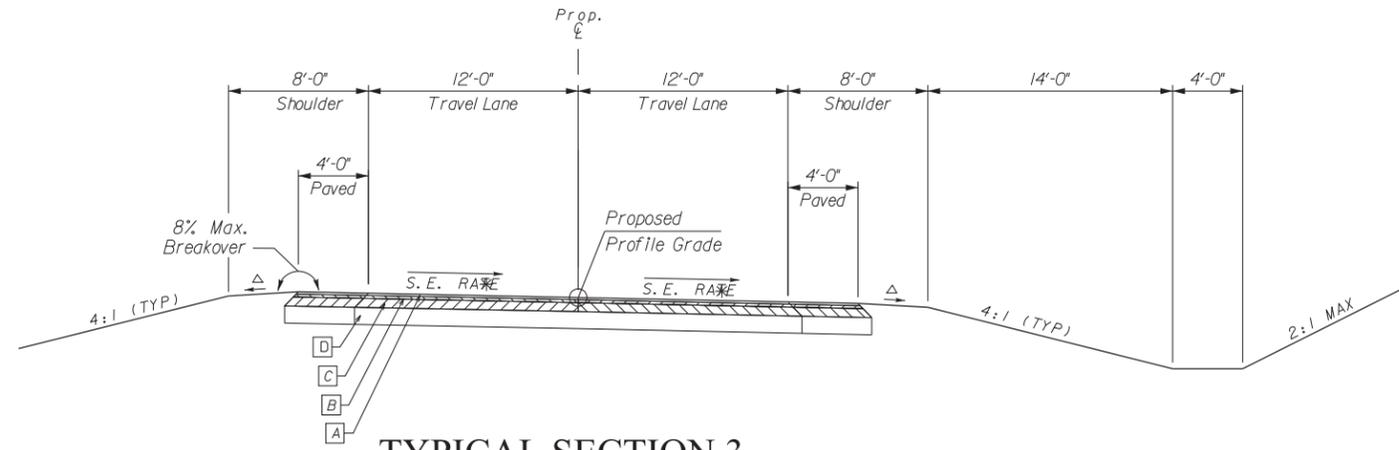
PARSONS
 3577 PARKWAY LANE, SUITE 100
 NORCROSS, GA 30092
 NOT TO SCALE

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

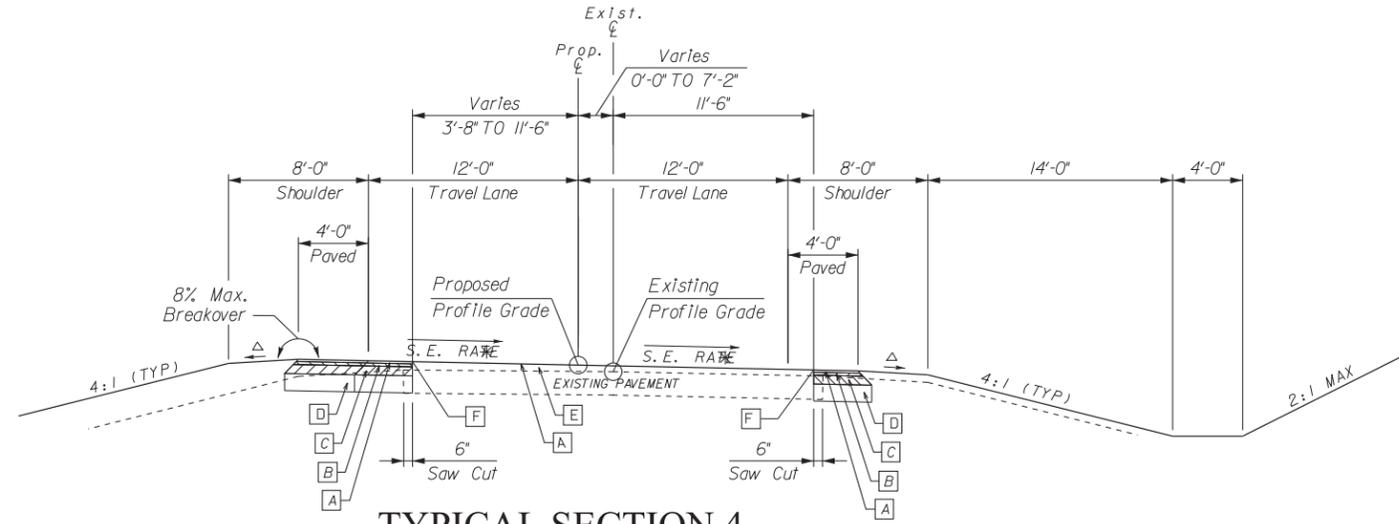
REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY
TYPICAL SECTIONS
SR 215
 1-75 INTERCHANGE AT SR 215

DRAWING No.
5-001



TYPICAL SECTION 3
FULL DEPTH SECTION
S.R. 215/UNION STREET
 STA 1028+11.60 TO STA 1029+00.00



TYPICAL SECTION 4
WIDEN AND OVERLAY SECTION
S.R. 215/UNION STREET
 STA 1029+00.00 TO STA 1034+92.89

PAVEMENT

- [A] RECYCLED ASPH CONC 12.5 mm SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME (165 LBS/SY)
 - [B] RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (275 LBS/SY)
 - [C] RECYCLED ASPH CONC 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (330 LBS/SY)
 - [D] GR AGGR BASE CRS, 12 INCH, INCL MATL
 - [E] RECYCLED ASPH CONC LEVELING AS NEEDED
 - [F] PVMT REINF.FABRIC FULL WIDTH,TYPE 2 (SEE SHT.5-006 FOR DETAIL)
- △ SEE CROSS SECTIONS FOR SHOULDER SLOPE

NOTE 1:
 * SEE PLAN SHEETS FOR SUPERELEVATION TRANSITION LIMITS.

SLOPE CONTROL FILL & CUT	
SLOPE	HEIGHT FROM SHLD.PT.
4:1	0'-10'
**2:1	OVER 10'

**GUARDRAIL IS REQUIRED ON FILL SECTION 6 FT AND OVER

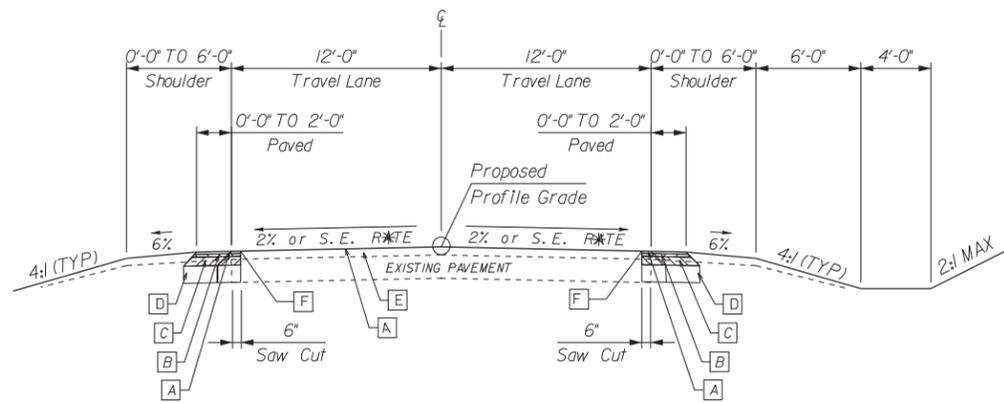
PARSONS
 3577 PARKWAY LANE, SUITE 100
 NORCROSS, GA 30092
 NOT TO SCALE

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

REVISION DATES	

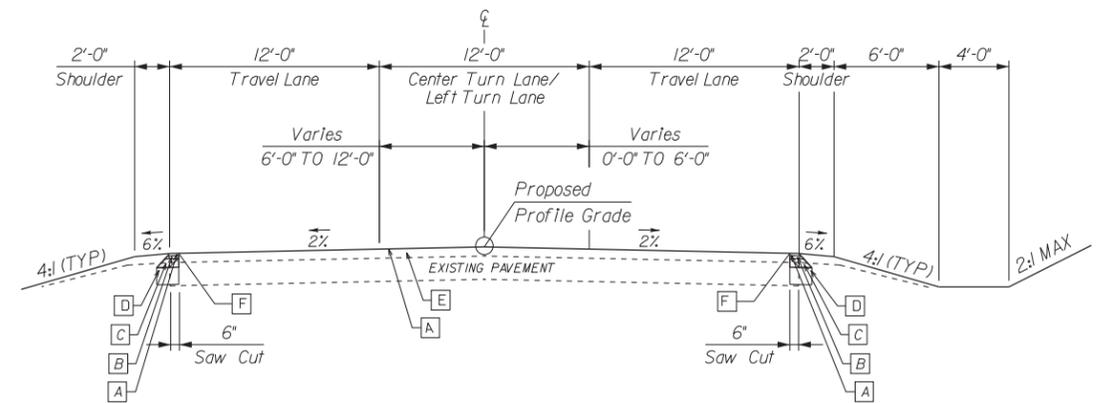
STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY
TYPICAL SECTIONS
SR 215
 1-75 INTERCHANGE AT SR 215

DRAWING No.
5-002



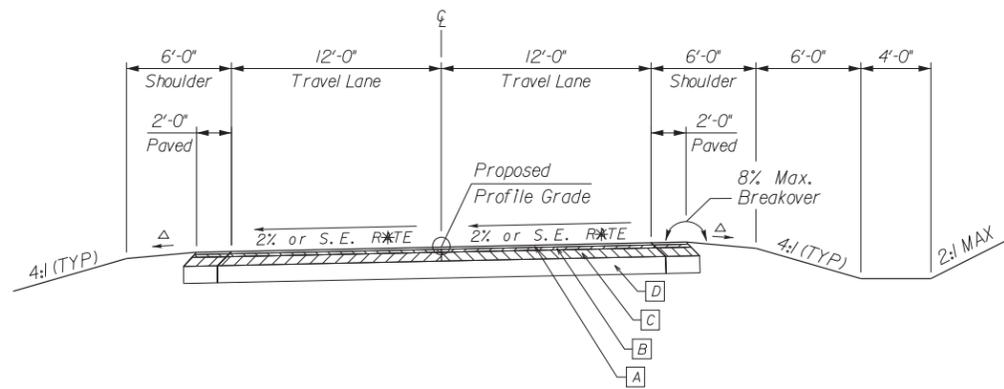
TYPICAL SECTION 5
 WIDEN AND OVERLAY SECTION
 TIPPETTVILLE ROAD

STA 500+00.00 TO STA 502+22.82



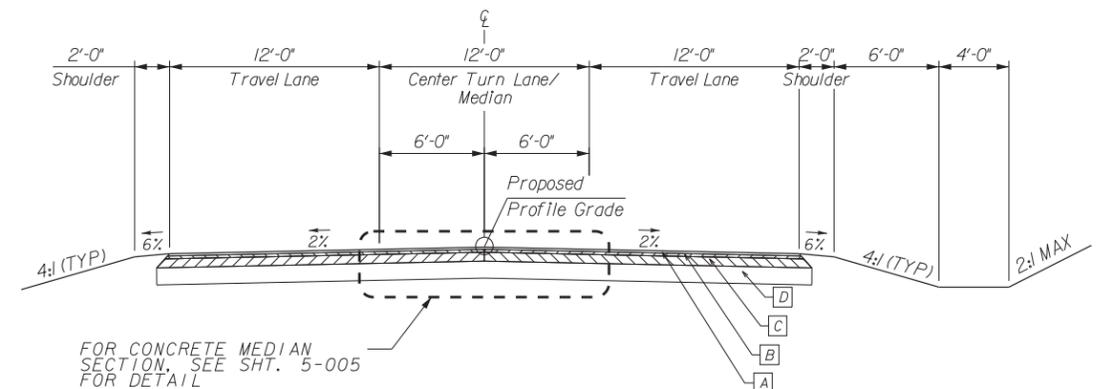
TYPICAL SECTION 7
 WIDEN AND OVERLAY SECTION
 PIG JIG BLVD / VICTORY LANE

STA 300+00.00 TO STA 301+30.00 (PIG JIG BLVD)
 STA 400+00.00 TO STA 401+10.00 (VICTORY LANE)



TYPICAL SECTION 6
 FULL DEPTH SECTION
 TIPPETTVILLE ROAD

STA 502+22.82 TO STA 509+00.00



TYPICAL SECTION 8
 FULL DEPTH SECTION
 VICTORY LANE

STA 401+10.00 TO STA 402+50.00

PAVEMENT

- [A] RECYCLED ASPH CONC 12.5 mm SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME (165 LBS/SY)
- [B] RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (275 LBS/SY)
- [C] RECYCLED ASPH CONC 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (330 LBS/SY)
- [D] GR AGGR BASE CRS, 12 INCH, INCL MATL
- [E] RECYCLED ASPH CONC LEVELING AS NEEDED
- [F] PVMT REINF.FABRIC FULL WIDTH,TYPE 2 (SEE SHT.5-006 FOR DETAIL)
- △ SEE CROSS SECTIONS FOR SHOULDER SLOPE

NOTE 1:

* SEE PLAN SHEETS FOR SUPERELEVATION TRANSITION LIMITS.

SLOPE CONTROL FILL & CUT	
SLOPE	HEIGHT FROM SHLD.PT.
4:1	0'-10"
**2:1	OVER 10'

**GUARDRAIL IS REQUIRED ON FILL SECTION 6 FT AND OVER

PARSONS

3577 PARKWAY LANE, SUITE 100
 NORCROSS, GA 30092

NOT TO SCALE

GEORGIA

DEPARTMENT
 OF
 TRANSPORTATION

REVISION DATES

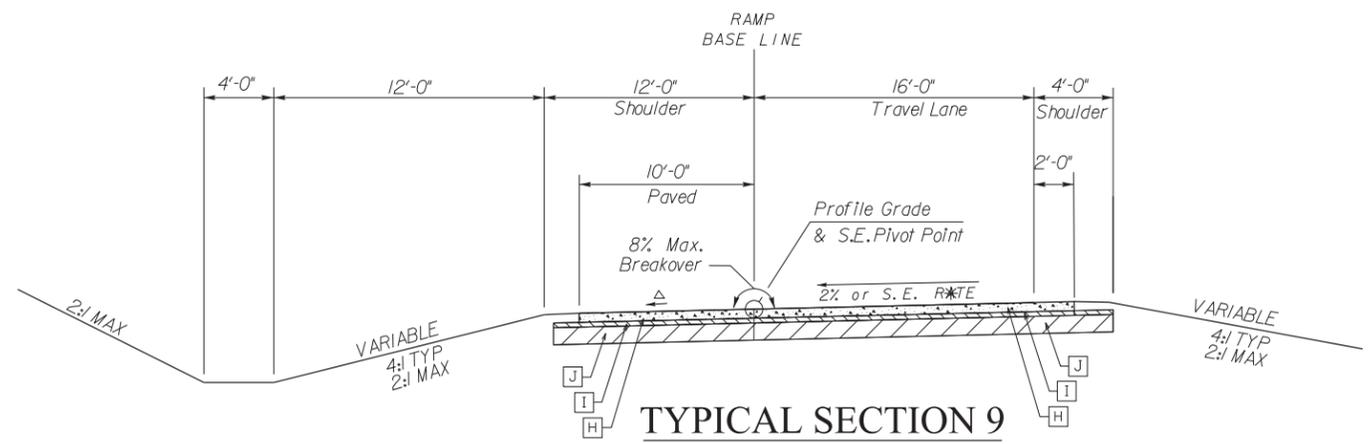
NO.	DATE	DESCRIPTION

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY

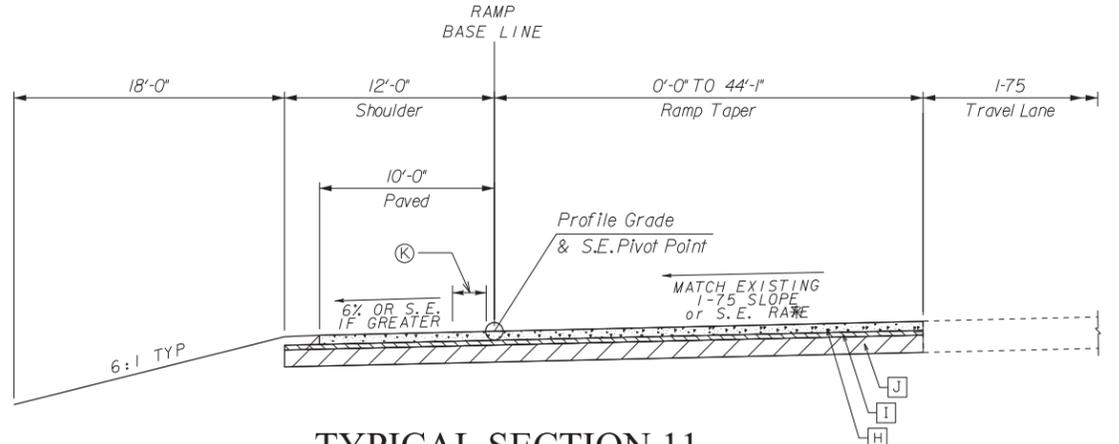
**TYPICAL SECTIONS
 CROSS ROADS**

1-75 INTERCHANGE AT SR 215

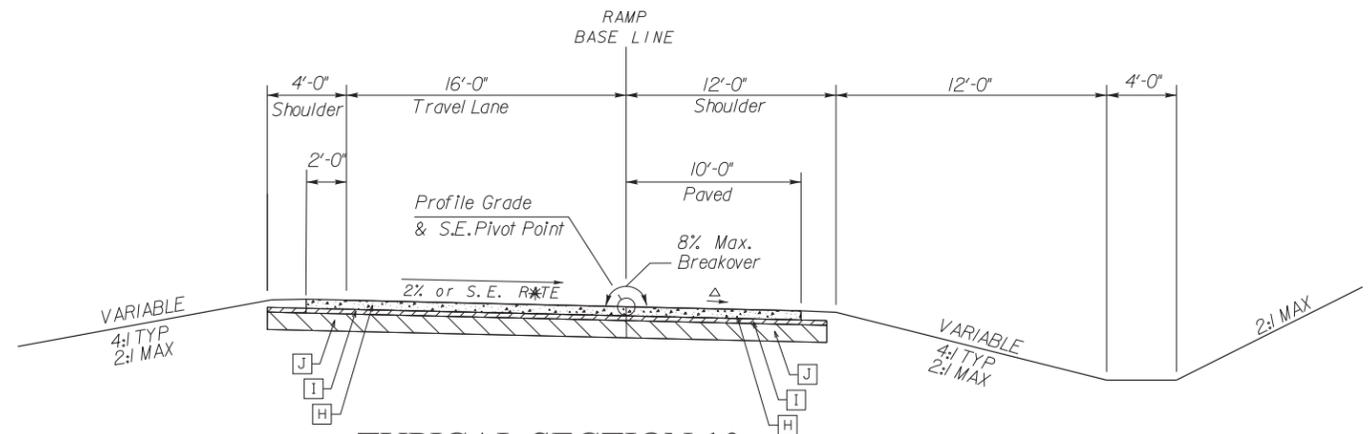
DRAWING No.
5-003



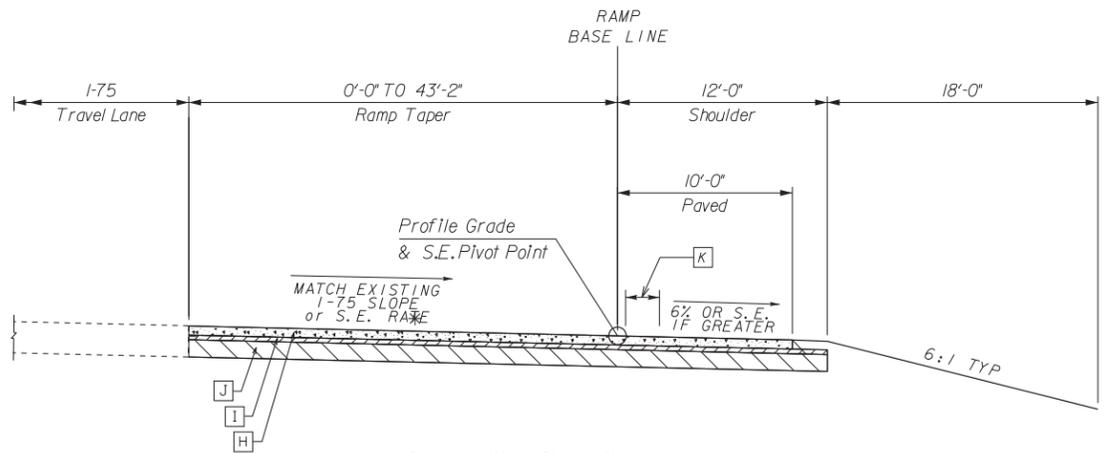
TYPICAL SECTION 9
FULL DEPTH SECTION
RAMP A, RAMP B
 STA 1115+48.11 TO STA 1125+23.35 (RAMP A)
 STA 1200+00.00 TO STA 1214+94.84 (RAMP B)



TYPICAL SECTION 11
FULL DEPTH SECTION
RAMP A, RAMP B
 STA 1099+61.54 TO STA 1115+48.11 (RAMP A)
 STA 1214+94.84 TO STA 1221+23.14 (RAMP B)



TYPICAL SECTION 10
FULL DEPTH SECTION
RAMP C, RAMP D
 STA 1300+00.00 TO STA 1311+81.61 (RAMP C)
 STA 1406+22.67 TO STA 1420+44.91 (RAMP D)



TYPICAL SECTION 12
FULL DEPTH SECTION
RAMP C, RAMP D
 STA 1311+81.61 TO STA 1325+98.06 (RAMP C)
 STA 1400+06.46 TO STA 1406+22.67 (RAMP D)

NOTE 1:
 * SEE PLAN SHEETS FOR SUPERELEVATION TRANSITION LIMITS.

SLOPE CONTROL FILL & CUT	
SLOPE	HEIGHT FROM SHLD.PT.
4:1	0'-10'
**2:1	OVER 10'

**GUARDRAIL IS REQUIRED ON FILL SECTION 6 FT AND OVER

PAVEMENT

- [H] 9" PLAIN PORTLAND CEMENT CONCRETE WITH 1.5" DOWELS
- [I] RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (330 LBS/SY)
- [J] GR AGGR BASE CRS, 12" INCL MATL
- [K] 16" CONTINUOUS MILLED RUMBLE STRIPS
- △ SEE CROSS SECTIONS FOR SHOULDER SLOPE

PARSONS
 3577 PARKWAY LANE, SUITE 100
 NORCROSS, GA 30092

NOT TO SCALE

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

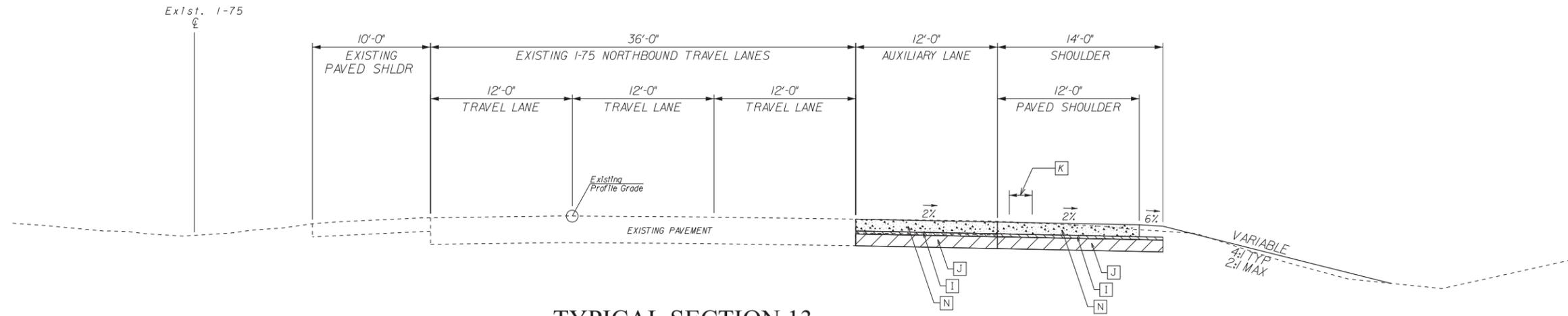
REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY

TYPICAL SECTIONS
RAMPS

1-75 INTERCHANGE AT SR 215

DRAWING No.
5-004



TYPICAL SECTION 13
WIDEN SECTION
I-75
 STA 274+90.81 TO STA 289+68.23

SLOPE CONTROL FILL & CUT	
SLOPE	HEIGHT FROM SHLD.PT.
4:1	0'-10'
**2:1	OVER 10'

**GUARDRAIL IS REQUIRED ON FILL SECTION 6 FT AND OVER

PAVEMENT

- N** 12" PLAIN PORTLAND CEMENT CONCRETE PAVEMENT, CLASS 1 CONC.
- I** RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (330 LBS/SY)
- J** GR AGGR BASE CRS, 12" INCL MATL
- K** 16" CONTINUOUS MILLED RUMBLE STRIPS

PARSONS
 3577 PARKWAY LANE, SUITE 100
 NORCROSS, GA 30092
 NOT TO SCALE

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY
TYPICAL SECTIONS
I-75
 1-75 INTERCHANGE AT SR 215

DRAWING No.
5-005