

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006043, Cherokee County **OFFICE** Preconstruction
CSNHS-0006-00(043)
I-575 @ Ridgewalk Parkway-
Proposed New Interchange **DATE** May 15, 2008

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

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

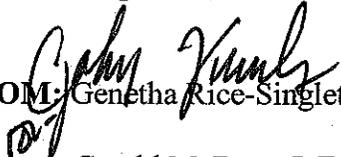
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0006043, Cherokee County
CSNHS-0006-00(043)
I-575 @ Ridgewalk Parkway-
Proposed New Interchange

OFFICE: Preconstruction

DATE: December 11, 2007

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT: PROJECT CONCEPT REPORT

This project is the construction of a new interchange where Ridgewalk Parkway (signed as Old Rope Mill Road under the existing bridge) currently overpasses I-575 between the existing interchanges at Towne Lake Parkway and Sixes Road. The new interchange will be located 2.1 miles north of the Towne Lake Parkway interchange and 1.3 miles south of the Sixes Road interchange. This project also includes new auxiliary lanes along I-575 between the new interchange and Town Lake Parkway. Due to the presence of existing congestion and projections of potential future congested areas, the I-575 corridor has been identified in the Atlanta Regional Congestion Management System, by the ARC Congestion Management System. As part of the CMS, several investments were recommended to improve the identified deficiency of congestion caused by heavy peak hour volumes. The existing interchange at I-575 and Town Lake Parkway currently operates at level of service "F" during peak hours. The proposed addition of an interchange would result in better than LOS "C" for the conditions at the Towne lake Parkway/I-575 interchanges and would improve regional connectivity between I-575 and residential areas to the east. The improvement would provide direct access to I-575 without the need to travel through historic downtown Woodstock. The existing I-575 is a variable width 2-3 travel lanes northbound and southbound separated by a 55' depressed grassed median. Existing Ridgewalk Parkway and Old Rope Mill Road consist of two, 10' lanes with grassed shoulders. The existing Ridgewalk Parkway bridge over I-575 is 328' x 35' with a sufficiency rating of 78. The base year traffic (2010) is 7840 VPD and the design year traffic (2030) is 15020 VPD.

The proposed project will construct a full diamond interchange with one full lane movement in each quadrant. Additional width pavement will be provided at the crossroads ramp termini to facilitate traffic turning movements. I-575 would be widened to provide two- 12' auxiliary lanes, one in each direction. The proposed typical section would consist of two; 12' travel lanes plus one 12' auxiliary lane, 12' outside paved shoulders and inside shoulders each for both northbound and southbound.

The proposed project would also realign Old Rope Mill Road approximately 400' to the east of its current location to form a four way intersection with Woodstock Parkway and Ridgewalk Parkway. Ridgewalk Parkway would provide two, 12' lanes in each direction with a 12' center turn lanes, curb and gutter and sidewalks. Old Rope Mill Road relocation would consist of two, 12' lanes in each direction with a 14' center turn lanes, curb and gutter and sidewalks. Access control will be limited (the access break has been approved) at the interchange. Traffic will be maintained during construction.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; Extensive public involvement has been completed including presenting various alternatives to the public; A PIOH was held for the preferred alternative on April 13, 2006. Time saving procedures is not appropriate.

The estimated costs for this project are:

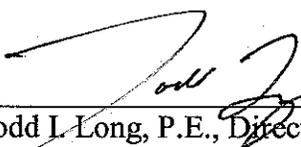
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$19,098,000	\$20,625,000	L050	2009
Right-of-way & Utilities	Local	Local	Local	Local

*PFA at local government for signatures.

I recommend this project concept be approved.

GRS: JDQ
Attachment

CONCUR



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

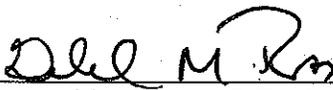
APPROVED

for



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

APPROVED



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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

OCT 29 2007

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSNHS-0006-00(043) Cherokee
P.I. No. 0006043
I-575 New Interchange Construction

OFFICE: Engineering Services

DATE: October 29, 2007

FROM: Brian K. Summers, P.E., Project Review Engineer *REW*

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted October 25, 2007 and have no comments.

The costs for this project are:

Construction	\$17,361,015
E & C	\$1,736,102
Reimbursable Utilities	\$3,100,000 (City of Woodstock)
Right of Way	Not provided (Locals)

REW

c: James B. Buchan, Attn.: Greg Wiggins

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: CSNHS-0006-00(043)

County: Cherokee

P. I. Number: 0006043

Federal Route Number: N/A

State Route Number: I-575, SR 5

See Page 2 for Location Sketch

Recommendation for approval:

DATE 10-18-2007

Norman "Grey" Whiggans DVM
Project Manager

DATE 10-22-2007

James S. Bell
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE 10/29/07

Brian K. Summers RW
Project Review Engineer

DATE _____

Bridge Design Engineer

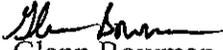
SCORING RESULTS AS PER TOPPS 2440-2

Project Number: CSNHS-0006-00(043)		County: Cherokee		PI No.: 0006043	
Report Date: October 22, 2007		Concept By: DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Croy-MSE, LLC			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input checked="" type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input checked="" type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

NOV - 6 2007

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0006043 **OFFICE:** Environment/Location
DATE: November 5, 2007
FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer
TO: Genetha-Rice Singleton, State Transportation Planning Administrator
SUBJECT: **PROJECT CONCEPT REPORT**
CSNHS-0006-00(043) / Cherokee County

The above subject Concept Report has been reviewed and appears satisfactory with the following comment: Currently, no management ROW or Let dates are set in TPro and the schedule in the attached Project Framework Agreement is not filled out.

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

GB/lc

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: CSNHS-0006-00(043)

County: Cherokee

P. I. Number: 0006043

Federal Route Number: N/A

State Route Number: I-575, SR 5

See Page 2 for Location Sketch

Recommendation for approval:

DATE 10-18-2007

Norman "Greg" Whiggin DVM
Project Manager

DATE 10-22-2007

James S. Bush
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Financial Management Administrator

DATE 10/5/07

Mike Brown
State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

Bridge Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: CSNHS-0006-00(043)

County: Cherokee

P. I. Number: 0006043

Federal Route Number: N/A

State Route Number: I-575, SR 5

See Page 2 for Location Sketch

Recommendation for approval:

DATE 10-18-2007

Robert W. Gray, Jr. DVM
Project Manager

DATE 10-22-2007

James B. Smith
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

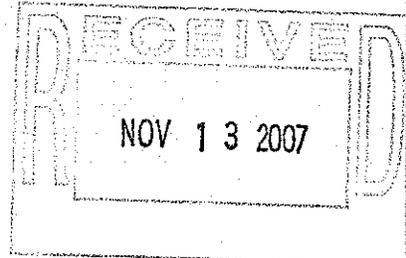
Project Review Engineer

DATE 11/15/07

Paul V. Tiller, Jr.
Bridge Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design



PROJECT CONCEPT REPORT

Project Number: CSNHS-0006-00(043)

County: Cherokee

P. I. Number: 0006043

Federal Route Number: N/A

State Route Number: I-575, SR 5

See Page 2 for Location Sketch

Recommendation for approval:

DATE 10-18-2007

William "Percy" Whiggans DVM
Project Manager

DATE 10-22-2007

James S. Bond
Office Head/District Engineer

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

DATE 11/9/07

Joseph J. Alexander
State Transportation Planning Administrator

DATE _____

Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

Bridge Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: CSNHS-0006-00(043)

County: Cherokee

P. I. Number: 0006043

Federal Route Number: N/A

State Route Number: I-575, SR 5

See Page 2 for Location Sketch

Recommendation for approval:

DATE 10-18-2007

Norman "Greg" Whiggin DVM
Project Manager

DATE 10-22-2007

James S. Smith
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

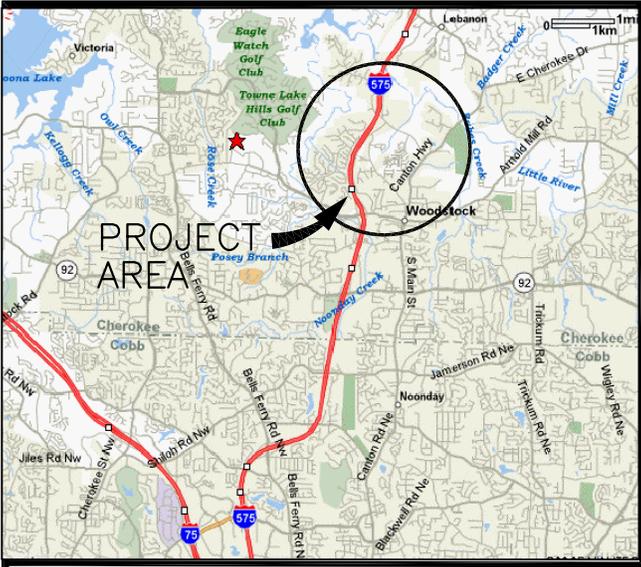
District Engineer

DATE _____

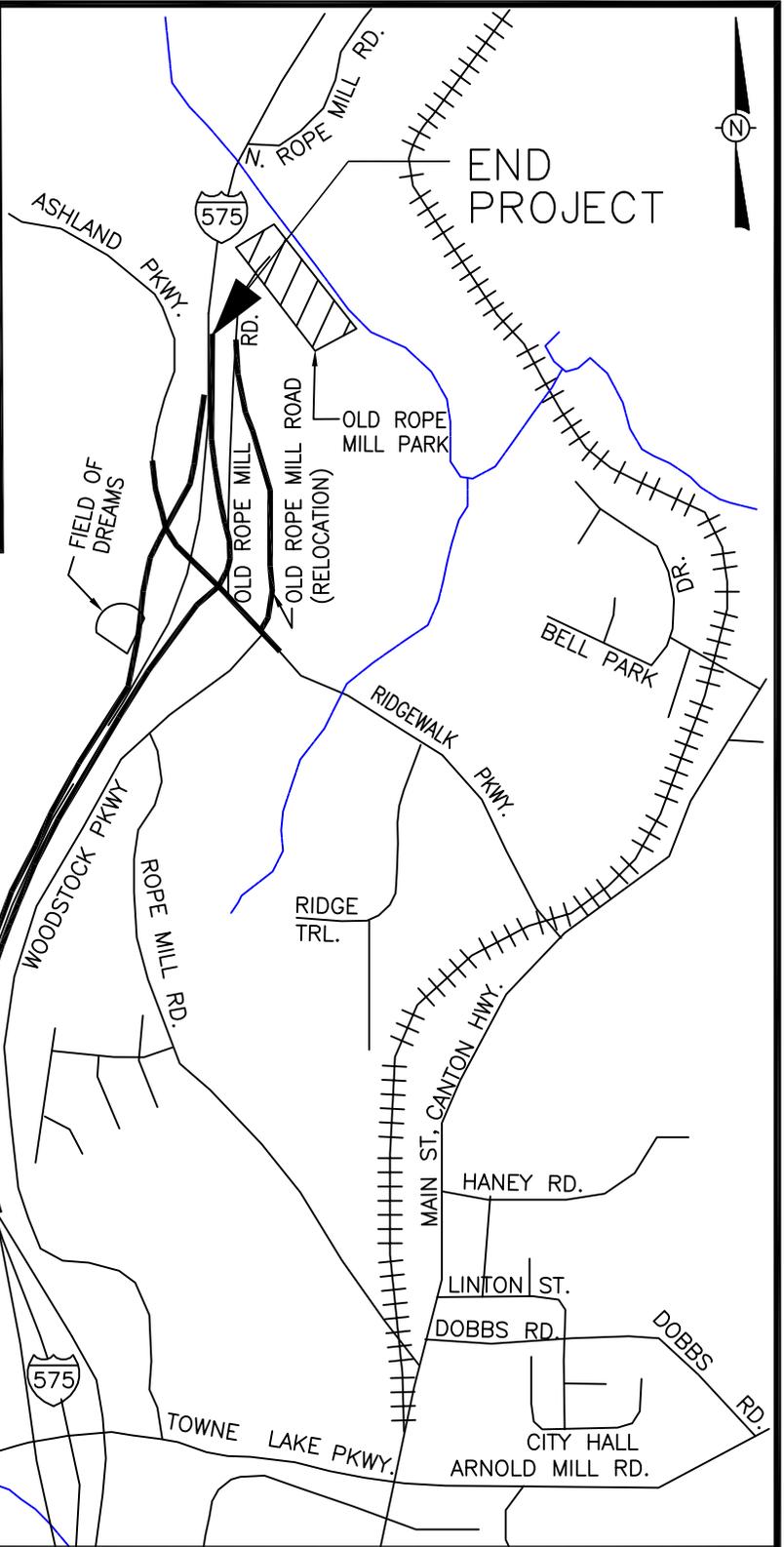
Project Review Engineer

DATE _____

Bridge Design Engineer



PROJECT AREA



SCALE: N.T.S.	DATE: 04/30/07
JOB NO.: 0505	DRAWN BY: DCF

GDOT Project CSNHS-0006-00(043), P.I. No 0006043
 CHEROKEE COUNTY, GEORGIA

VICINITY + LOCATION MAP

FIGURE 1

Need and Purpose:

A. Introduction

The proposed project would construct a new, full-diamond interchange where Ridgewalk Parkway currently overpasses I-575 between the existing interchanges at Towne Lake Parkway and Sixes Road. The project would also provide auxiliary lanes on I-575 from Towne Lake Parkway to Ridgewalk Parkway and would realign Old Rope Mill Road, north of Ridgewalk Parkway. The total project length would be approximately 9,300 feet (1.76 miles).

B. Planning Basis for the Action

Cherokee County is located north of the cities of Atlanta in Fulton County and Marietta in Cobb County. The Atlanta Region has experienced high growth over the past 25 years, making it one of the fastest growing regions in the United States. Within the Atlanta region, southern Cherokee County has experienced high growth between 1990 and 2000, with census tracts west of I-575 near Woodstock and along the SR 400 and SR140 corridors among the top thirty highest in the region for population growth. This past growth trend is expected to continue, as the Atlanta region population increases from 3.7 million people in 2000 to an estimated 4.8 million people in 2025 according to the Atlanta Regional Commission's (ARC) estimations. Based on ARC growth projections, Cherokee County is projected to have the fifth highest population growth in number (101,400) and the fourth highest in percent growth (71.5%) between 2000 and 2005. In terms of employment growth, Cherokee County is projected to have the eighth highest growth in number (26,396) and the second highest in percent growth (45.5%) between 2000 and 2005. The increase in population and employment forecast for years 2000 and 2005 is expected to cause a corresponding increase in travel demand. The I-575 corridor is expected to experience a significant portion of this anticipated travel growth, with person trips between Cobb and Cherokee Counties becoming as prevalent as current trips between Cobb and Fulton County. The I-575 corridor is key to satisfying the growing trip demand between Cherokee County and Cobb County, as well as other counties in the Atlanta region.

The City of Woodstock and surrounding areas exert strong travel demands between Cherokee County and the remainder of metropolitan Atlanta to the south. The primary route for satisfying this north-south demand is I-575, which connects Cherokee County with I-75 to the north of Marietta. Providing effective connections to and from the I-575 corridor is important for serving overall regional travel needs. The I-575 corridor is surrounded by a network of arterial roads which serve traffic traveling to and from I-575. The I-575 corridor in Cherokee County, like the entire Atlanta region, is experiencing significant population and employment growth. The challenges associated with accommodating metropolitan Atlanta's growing transportation needs include providing good regional connectivity to accommodate existing and future travel demands.

In addition to being consistent with regional transportation planning, the proposed improvements are consistent with local planning needs. The City of Woodstock is interested in providing access to growing areas east of I-575, while reducing the traffic impacts in historic downtown Woodstock. The proposed improvements are the primary mechanism for achieving reduction in traffic pressure in Woodstock. Implementation of the proposed interchange improvements supports development trends in the City of Woodstock and east Cherokee County.

C. Deficiencies in the Existing System

Due to the presence of existing congestion and projections of potential future congested areas, the I-575 corridor has been identified in the Atlanta Regional Congestion Management System (1999 update), by the ARC Congestion Management System (CMS). As part of the CMS, several investments were recommended to improve the identified deficiency of congestion caused by heavy peak period volumes. These investments include the installation of auxiliary lanes along various sections, implementation of HOV lanes, and installation of an additional interchange at I-575 and Ridgewalk Parkway.

The existing interchange at I-575 and Towne Lake Parkway currently operates at level of service F during peak hours. Level of service (LOS) is a qualitative system of measurement that measures the effect of speed and travel time, traffic interruptions or restrictions, freedom to maneuver, safety, driving comfort and convenience, and economy. Traffic speed is the major factor used in identifying the LOS. The ratio of service volume to capacity is a second accompanying factor. Six LOS are defined for each type of facility for which analysis procedures are available. The LOS are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. A LOS F describes an operating condition of forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount of traffic that can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop and go waves and are extremely unstable.

The only existing direct routes from areas east of the City of Woodstock to I-575 are through historic downtown Woodstock. As such, all regional traffic from the area east of Woodstock must travel through downtown Woodstock experiencing delays and constraints caused by capacity limitations at the intersection of Towne Lake Parkway and Main Street. East of the city, Towne Lake Parkway is a two-lane, undivided, roadway as it travels through historic downtown Woodstock. The location of historic buildings and rail lines at the intersection of Towne Lake Parkway and Main Street physically constrain the roadway's ability to provide access to the interstate system. The intersection of Towne Lake Parkway and Main Street currently operates at LOS D during the AM peak hours and LOS E during the PM peak hours. A LOS D describes an operating condition of high density and is approaching unstable flow. Tolerable operating speeds are maintained though considerably affected by changes in operating

conditions. A LOS E describes an operating condition at or near the capacity level with unstable flow and short stoppages. Driver frustration is generally high.

According to the accident data, the Towne Lake Parkway corridor experienced an average accident rate over 3 times greater than the statewide average accident rate for minor arterials. The data also indicates that most of the Towne Lake Parkway interchange related rear-end accidents are occurring along Towne Lake Parkway indicating substantial congestion along that stretch of roadway. In addition, the Towne Lake Parkway corridor experienced an average injury rate over 3 times greater than the statewide average accident rate for minor arterials. The proposed improvements would improve safety on Towne Lake Parkway and Main Street/Canton Highway/Old SR 5/ Sixes Road from north of Towne Lake Parkway through the I-575/Sixes Road interchange by reducing the amount of congestion and the potential for rear-end and side-swipe type collisions associated with congestion conditions.

The proposed project would provide an alternate route from the east to I-575 that would avoid the downtown Woodstock area. The proposed improvements are proposed to enhance regional connectivity east of I-575 and provide a direct route to I-575 that does not require travel through historic downtown Woodstock.

D. Summary/Conclusion

The proposed addition of an interchange would result in better than LOS C for the conditions at the Towne Lake Parkway/I-575 and Sixes Road/I-575 interchanges and would improve regional connectivity between I-575 and residential areas to the east. The improvements would provide direct access to I-575 without the need to travel through historic downtown Woodstock.

The proposed improvements would improve safety in the project area by relieving congestion at the I-575 and Towne Lake Parkway interchange and in downtown Woodstock.

Description of the proposed project:

The proposed project would construct a new full diamond interchange where Ridgewalk Parkway (signed as Old Rope Mill Road under the existing bridge) currently overpasses I-575 between the existing interchanges at Towne Lake Parkway and Sixes Road. The new interchange would be located approximately 2.1 miles north of the Towne Lake Parkway interchange and approximately 1.3 miles south of the Sixes Road interchange. In addition, new auxiliary lanes along I-575 would be constructed between the new interchange and the Towne Lake Parkway. The proposed project would also realign Old Rope Mill Road approximately 400 feet to the east of its current location to form a four way intersection with Woodstock Parkway and Ridgewalk Parkway. The total project length would be approximately 9,300 feet (1.76 miles).

The existing Ridgewalk Parkway bridge over I-575 is a 35' by 328' pre-cast concrete trapezoidal box two-lane bridge with 4-foot shoulders and 1-foot, 6-inch Jersey style concrete safety barriers on both sides of the bridge. The bridge has one bent located in the interstate median. The existing bridge would be widened to accommodate two travel lanes, a left turn lane, sidewalks and parapet walls.

Existing I-575 is variable width with 2-3 travel lanes northbound and 2-3 travel lanes southbound separated by a 55' depressed, grassed median. The existing shoulders are 12-foot with 10-foot paved. I-575 would be widened to provide two 12-foot auxiliary lanes, one in each direction. The proposed typical section would consist of two 12-foot travel lanes plus one 12-foot auxiliary lane, 12-foot outside paved shoulders and 4-foot inside paved shoulders each for both northbound and southbound lanes.

Is the project located in a Non-attainment area? ___X___Yes _____No

The proposed concept matches the project as planned in the conforming plans model description. The proposed project is identified in the FY 2006-2011 TIP as project CH-AR-225, a new interchange at I-575 and the Rope Mill Connector. The service type programmed is Interchange Capacity with 0 existing lanes and 2 planned. The proposed open to traffic year in the plan is 2030. A project length is not specified in the plan.

PDP Classification: Major X Minor _____

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

Functional Classification: I-575 – Principal Arterial Freeway; Woodstock Parkway – Urban Minor Arterial; Old Rope Mill Road – Urban Local Street; Ashland Parkway/Ridgewalk Parkway – Urban Local Street.

U. S. Route Number(s): None

State Route Number(s): I-575, SR 5

Traffic (AADT):

(2005): 4,440 vpd; Open Year (2010): 7,840 vpd; Design Year (2030): 15,020 vpd

Existing design features:

- **Typical Section:** I-575: two to three 12-foot lanes each north bound and south bound, divided by a 55-foot depressed grass median and 12-foot shoulders (10-foot paved); Old Rope Mill Road: two 10-foot lanes with grassed shoulders; Ridgewalk Parkway: two 10-foot lanes with grassed shoulders.
- **Posted speed:** I-575 – 65 mph; Old Rope Mill Road – 25 mph; Ridgewalk Parkway – 45 mph.
- **Maximum degree of curvature:** I-575: 8^03'31"; Ridgewalk Parkway: 1^34'23".
- **Maximum grade:** I-575 3%; Ridgewalk Parkway: 5%; Old Rope Mill Road: N/A
- **Width of right of way:** I-575: 400 feet; Ridgewalk Parkway: 100 to 130 feet; Old Rope Mill Road: 70 feet.
- **Major structures:** Ridgewalk Parkway (Old Rope Mill Bridge) over I-575: 35' by 328'; Sufficiency rating: 78.00 (see Attachment 6 for bridge inventory data).
- **Major interchanges or intersections along the project:** I-575 at Towne Lake Parkway.; Ridgewalk Parkway at Woodstock Parkway.
- **Existing length of roadway segment and the beginning mile logs for each county segment:** I-575 – 1.7 miles; Ridgewalk Parkway – 0.403 mile; Old Rope Mill Road – 0.470 mile.

- **Major intersections and interchanges:** I-575 at Towne Lake Pkwy.; I-575 at Ridgewalk Parkway; Woodstock Parkway/Old Rope Mill Road Relocation at Ridgewalk Parkway.
- **Traffic control during construction:** Traffic to be maintained on-site during construction. Construction of Ridgewalk Pkwy Interchange will incorporate construction staging to allow continuous movement. Lane closures will be handled according to Chapter 6 of the MUTCD.

- **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:** N/A
- **Environmental concerns:** Section 404 permit is anticipated. One (1) wetland and one (1) stream will be impacted by this project. One (1) threatened species (Cherokee Darter) may be impacted and 2 noise walls have been proposed to address noise impacts.
- **Level of environmental analysis:**
 - Are Time Savings Procedures appropriate? Yes (), No (x),
 - Categorical exclusion (),
 - Environmental Assessment/Finding of No Significant Impact(FONSI) (x),or
 - Environmental Impact Statement (EIS) () Not required.
- **Utility involvements:** Atlanta Gas Light Cherokee, Atlanta Gas Light Marietta, Windstream Communications, Amicolala EMC, Bellsouth, Adelphia Cable Communications, City of Canton Water, City of Canton Sewer, Cherokee County Water, Cherokee County Sewer, Cobb County Water, Cobb County Sewer, Cobb EMC, Comcast Communications, Eljay1 Ellijay Telephone Company, Georgia Power, American Fiber Systems, Sawnee EMC, US Carrier Telecom, City of Woodstock Water, City of Woodstock Sewer.

Project responsibilities:

- Design - GDOT
- Right of Way Acquisition – City of Woodstock
- Relocation of Utilities - GDOT
- Letting to contract – Design Build Intended
- Supervision of construction - GDOT
- Providing material pits - Contractor
- Providing detours - Contractor

Coordination:

- Initial Concept Meeting date and brief summary. Attach minutes.
- Concept meeting date and brief summary. Attach minutes.
- Practical Alternative Rreport meetings, dates and results. – Not Applicable
- FEMA, USCG, and/or TVA – Not Applicable
- Public involvement. (*List coordination meetings with citizen groups, public officials, and public hearings and public information meetings. Give a brief summary of the significant meetings and the results and decisions as a result thereof.*) Several public meetings were conducted by the City of Woodstock presenting various alternatives which received significant opposition from the public. A Public Information Open House (PIOH) was held for the Preferred Alternative on April 13, 2006 and a very favorable response was received. For more information, see the PIOH Summary in the attachments.
- Local government comments. (*Give a brief summary and attach minutes.*) None received to date.
- Other projects in the area:

ARC Project #	GDOT Project #	Short Title	Service Type	Current Schedule
AR-H-006	0003434	I-575 HOV lanes from Sixes Road to SR 20 in Cherokee County	HOV Lanes	R/W – LR 2012-2020 Cst. – LR 2021-2030
CH-167	N/A	Arnold Mill Road Extension/Connector from Main Street to Arnold Mill Road (new location roadway)	Roadway Capacity	R/W – LR 2014-2020 Cst. – LR 2014-2020
CH-168	N/A	Arnold Mill Road Extension/Connector from Main Street to Arnold Mill Road (widening from 2 to 4 lanes)	Roadway Capacity	R/W – LR 2012-2020 Cst. – LR 2021-2030
CH-189	0006041	Sixes Rd. at I-575	Bridge Capacity	R/W – 2009 Cst. – LR 2014-2020
CH-190	0002637	Sixes Rd. from I-575 to Old SR 5 (widening from 2 to 4 lanes)	Roadway Capacity	R/W – Authorized Cst. – 2008
CH-208	0006720	Towne Lake Pkwy. signal interconnection and coordination at 13 locations within 0.5 miles of I-575 interchange	ITS-Other	R/W – N/A Cst. – 2008
CH-AR-240	0002846	Hickory Flat Road from I-575 to Marietta Road	Pedestrian Facility	R/W – Authorized Cst. – 2008
CH-AR-259	0006994	Main Street from Towne Lake Parkway to Serenade Lane	Pedestrian Facility	R/W – Authorized Cst. – 2008

HOV = High Occupancy Vehicle; R/W = right-of-way; Cst = Construction; LR = Long Range

- Other coordination to date. None to Date.
- Railroads: Not applicable

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: *6 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 3 Months.
- Time to complete the Section 404 Permit: 6 Months.
- Time to complete final construction plans: 3 Months.
- Time to complete to purchase right of way: 12 Months.
- List other major items that will affect the project schedule: N/A

*Assumes 30 day review period by reviewing agencies.

Other alternates considered:

The No-build Alternative - Under this alternative, no action would be taken to construct a new interchange at I-575 in the Woodstock area. Under this alternative, east-west mobility in Cherokee County would not be improved and efforts would not be made to alleviate congestion at the existing I-575 interchanges with Sixes Road and Towne Lake Parkway.

Alternative 1 – Alternative 1 would improve the operations of the existing Towne Lake Parkway interchange. Alternative 1 would:

- Replace the existing I-575 bridge over Towne Lake Parkway.
- Widen Towne Lake Parkway to allow four through lanes and four left turn lanes.
- Provide an auxiliary lane on the left side for approaches to the interchange to feed the left turn lanes at the next intersection.
- Provide four travel lanes plus an inbound right turn lane west of the interchange.
- Provide four travel lanes with a shared right turn lane for a short distance east of the interchange.

Alternative 2A – Alternative 2A would widen Towne Lake Parkway to four lanes through downtown Woodstock by providing four through lanes along Towne Lake Parkway through the City of Woodstock.

Alternative 2B – Alternative 2B would widen both Woodstock Parkway and Ridgewalk Parkway to provide four through lanes. Four through lanes would be provided along Ridgewalk Parkway from the Arnold Mill Road extension/Main Street to Woodstock Parkway. Four through lanes would also be provided on Woodstock Parkway from Ridgewalk Parkway to Towne Lake Parkway.

Alternative 3A – Alternative 3A would connect Old Rope Mill Road from Ridgewalk Parkway to Sixes Road and realign Cherokee Drive to Canton Highway. A new four-lane roadway would be constructed from Ridgewalk Parkway Road to Sixes Road.

Alternative 3B – Alternative 3B would connect Old Rope Mill Road from Ridgewalk Parkway to Sixes Road and would realign Cherokee Drive to Canton Highway. This alternative would also widen Towne Lake Parkway to four lanes through downtown Woodstock and would widen Woodstock Parkway and Ridgewalk Parkway to provide four through lanes. Alternative 3B would also include the improvements proposed in Alternatives 2A, 2B and 3A.

Alternative 3C – Alternative 3C would connect Old Rope Mill Road from Ridgewalk Parkway to Sixes Road and would realign Cherokee Drive to Canton Highway and would widen Woodstock Parkway and Ridgewalk Parkway to provide four through lanes. Alternative 3C is similar to Alternative 3B; however, Alternative 3C would not widen existing roads through the downtown Woodstock area. This alternative would also include the improvements proposed in Alternatives 2B and 3A.

Alternative 5A – Alternative 5A would install additional directional ramps north of the existing Towne Lake Parkway interchange to serve I-575 to the north and south of the interchange. This alternative would implement new interchange ramps oriented to and from the north and south on I-575 and would provide a connector roadway to tie into Arnold Mill Road north of the downtown Woodstock area.

Alternative 5B – Alternative 5B would construct additional directional ramps north of the existing Towne Lake Parkway interchange to serve I-575 to the south only. This alternative would also provide a connector roadway to tie into Arnold Mill Road north of the downtown Woodstock area.

Alternative 5H – Alternative 5H would improve the operation of the existing Towne Lake Parkway interchange with I-575 by improving local roads in the area of the interchange. The proposed project would:

- construct a southbound access road just west of, and parallel to, I-575;
- provide access to Woodstock Parkway via the existing I-575 northbound access ramp and re-stripe and re-sign Woodstock Parkway as a northbound only roadway;
- provide an overpass approximately 2,000 feet south of the existing Ridgewalk Parkway overpass to provide access between the proposed southbound access road west of I-575 and the proposed northbound access road east of I-575;
- realign portions of Woodstock Parkway, Ridgewalk Parkway and Rope Mill Road; and
- Widen approximately 3,200 feet of existing Ridgewalk Parkway from the proposed new location tie-in to SR 5/East Cherokee Drive.

The total project length for Alternative 5H would be approximately 8,800 ft (1.67 miles).

Alternative 5H, continued – For this Alternative, a southbound, two-lane access road would be constructed along the west side of I-575 from just south of the existing Ridgewalk Parkway overpass of I-575 to Towne Lake Parkway. Access to the new road would be provided from I-575 southbound, immediately south of the Ridgewalk Parkway overpass. The proposed southbound access road would consist of two 12-foot lanes with curb and gutter

The proposed project would provide access from the existing northbound I-575 access ramp at Towne Lake Parkway to Woodstock Parkway. Portions of Woodstock Parkway would be re-signed and re-stripped as a northbound only access road. From approximately 1,600 feet north of Towne Lake Parkway, where the proposed access from the I-575 northbound access ramp would intersect with Woodstock Parkway, to approximately 2,000 feet south of existing Ridgewalk Parkway, Woodstock Parkway would function as a northbound roadway only. From Towne Lake Parkway to approximately 1,600 north of Towne Lake Parkway, Woodstock Parkway would remain a four-lane, two-way section. The existing and proposed typical section for this portion of Woodstock Parkway consists of four 12-foot undivided travel lanes, two in each direction, with curb and gutter. Turn lanes would be provided as needed.

Ridgewalk Parkway would be realigned to overpass I-575 approximately 2,000 feet south of the existing overpass. An I-575 overpass would be constructed at this location to connect to the proposed access road, west of I-575. At-grade intersections with Woodstock Parkway and Rope Mill Road would be provided. A tie-in would be constructed to connect the existing roadway with the proposed Ridgewalk Parkway alignment. Rope Mill Road would be realigned approximately 125 feet east of its existing location so that there would be adequate distance between the proposed Ridgewalk Parkway intersections with Woodstock Parkway and Rope Mill Road.

Existing Ridgewalk Parkway consists of two 12-foot lanes, one in each direction, with curb and gutter on the north side of the roadway only. Existing Ridgewalk Parkway would be widened from the proposed tie-in from existing Ridgewalk Parkway to SR 5/East Cherokee Drive. There is an existing at-grade railroad crossing on the section of Ridgewalk Parkway located immediately west of SR 5/East Cherokee Drive. The proposed typical cross-section in this area would consist of four 12-foot travel lanes, two in each direction, separated by a 20-foot raised median with curb and gutter. From the new access road west of I-575 to Woodstock Parkway, Ridgewalk Parkway would consist of two travel lanes, one in each direction, with curb and gutter.

Comments: None to date.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way
2. Typical Sections and Alignment Drawings
3. Bridge Drawings
4. Accident summaries
5. Capacity analysis
6. Bridge inventory
7. Minutes of Initial Concept and Concept meetings
8. PIOH Summary
9. Conforming plan's network schematics showing thru lanes
10. Traffic Diagrams
11. Project Framework Agreement

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: CSNHS-0006043		County: Cherokee		PI No.: 0006043	
Report Date:		Concept By:			
CONCEPT		DOT Office: Urban Design			
		Consultant: CROY-MSE, LLC.			
Project Type: Choose One From Each Column		Major Minor	Urban Rural	ATMS Bridge Building Interchange Intersection Interstate New Location Widening & Reconstruction Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation					
Judgment					
Environmental					
Right of Way					
Utility					
Constructability					
Schedule					

Attachment 1
Cost Estimate

Estimate Report for file "0006043 Ridgewalk Pkwy 022508"

Section EARTHWORK					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1	LS	5032667.60	GRADING COMPLETE -	5032667.60
643-1152	3200	LF	16.63	CH LK FENCE, ZC COAT, 6 FT, 9 GA	53216.00
Section Sub Total:					\$5,085,883.60

Section DEMOLITION					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
609-1000	8100	SY	36.43	REMOVE ROADWAY SLAB	295083.00
610-1055	600	LF	1.34	REM GUARDRAIL	804.00
610-1075	6	EA	371.20	REM GUARDRAIL ANCH, ALL TYPES	2227.20
610-2705	275	SY	46.84	REM CONC APPROACH SLAB	12881.00
Section Sub Total:					\$310,995.20

Section BRIDGES/RETAINING WALLS/SOUND BARRIER					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
433-1000	360	SY	125.33	REINF CONC APPROACH SLAB	45118.80
521-1000	14080	SF	95.00	BRIDGE, COMPLETE	1337600.00
573-2006	400	LF	18.97	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	7588.00
624-0201	98400	SF	19.00	SOUND BARRIER, TYPE B, 10-20 FT HT	1869600.00
627-1010	40000	SF	55.54	MSE WALL FACE, 10 - 20 FT HT, WALL NO -	2221600.00
641-1200	10000	LF	18.89	GUARDRAIL, TP W	188900.00
641-5001	10	EA	655.43	GUARDRAIL ANCHORAGE, TP 1	6554.30
641-5012	10	EA	1809.04	GUARDRAIL ANCHORAGE, TP 12	18090.40
Section Sub Total:					\$5,695,051.50

Section PAVING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	37769	TN	19.78	GR AGGR BASE CRS, INCL MATL	747070.82
400-3604	2321	TN	100.59	ASPH CONC 12.5 MM SMA, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	233469.39
400-3624	1425	TN	101.79	ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	145050.75
402-3113	2247	TN	77.05	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	173131.35
402-3121	12954	TN	63.60	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	823874.40
402-3190	8084	TN	65.77	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	531684.68
413-1000	4610	GL	2.00	BITUM TACK COAT	9220.00
430-0620	13930	SY	65.90	PLAIN PC CONC PVMT, CL HES CONC, 12 INCH THK	917987.00
Section Sub Total:					\$3,581,488.39

Section CONCRETE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0016	1111	SY	40.19	DRIVEWAY CONCRETE, 6 IN TK	44651.09
441-0104	4200	SY	31.80	CONC SIDEWALK, 4 IN	133560.00
441-0600	18	CY	842.60	CONC HEADWALLS	15166.80
441-6222	8200	LF	17.84	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	146288.00
Section Sub Total:					\$339,665.89

Section EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	12	AC	737.55	TEMPORARY GRASSING	8850.60
163-0240	108	TN	161.05	MULCH	17393.40
163-0300	5	EA	1509.46	CONSTRUCTION EXIT	7547.30
163-0503	12	EA	569.11	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	6829.32

163-0520	2500	LF	16.92	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	42300.00
163-0521	230	EA	219.24	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	50425.20
163-0530	2300	LF	3.75	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	8625.00
163-0531	6	EA	7960.46	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	47762.76
163-0550	24	EA	299.74	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	7193.76
165-0030	14500	LF	1.89	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	27405.00
165-0040	230	EA	86.87	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	19980.10
165-0060	6	EA	1471.25	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	8827.50
165-0070	2300	LF	1.82	MAINTENANCE OF BALED STRAW EROSION CHECK	4186.00
165-0087	12	EA	167.75	MAINTENANCE OF SILT CONTROL GATE, TP 3	2013.00
165-0101	5	EA	629.39	MAINTENANCE OF CONSTRUCTION EXIT	3146.95
165-0105	24	EA	111.11	MAINTENANCE OF INLET SEDIMENT TRAP	2666.64
171-0030	29000	LF	3.87	TEMPORARY SILT FENCE, TYPE C	112230.00
603-2182	500	SY	59.81	STN DUMPED RIP RAP, TP 3, 24 IN	29905.00
603-7000	500	SY	4.94	PLASTIC FILTER FABRIC	2470.00
700-6910	24	AC	1070.77	PERMANENT GRASSING	25698.48
700-7000	72	TN	70.85	AGRICULTURAL LIME	5101.20
700-7010	60	GL	20.69	LIQUID LIME	1241.40
700-8000	22	TN	350.44	FERTILIZER MIXED GRADE	7709.68
700-8100	1200	LB	2.37	FERTILIZER NITROGEN CONTENT	2844.00
710-9000	20000	SY	3.65	PERMANENT SOIL REINFORCING MAT	73000.00
Section Sub Total:					\$525,352.29

Section MOBILIZATION					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	1200000.00	TRAFFIC CONTROL / MAINTENANCE OF TRAFFIC	1200000.00
153-1300	1	EA	72181.10	FIELD ENGINEERS OFFICE TP 3	72181.10
Section Sub Total:					\$1,272,181.10

Section SIGNAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
456-2015	7	GLM	821.41	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP)	5749.87
634-1200	29	EA	99.14	RIGHT OF WAY MARKERS	2875.06
639-4003	11	EA	6409.41	STRAIN POLE, TP III	70503.51
647-1000	3	LS	52329.37	TRAFFIC SIGNAL INSTALLATION NO -	156988.11
652-0094	20	EA	49.17	PAVEMENT MARKING, SYMBOL, TP 4	983.40
653-0110	12	EA	68.47	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	821.64
653-0120	15	EA	68.73	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1030.95
653-1501	35260	LF	0.67	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	23624.20
653-1502	35260	LF	0.53	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	18687.80
653-3501	30000	GLF	0.49	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	14700.00
653-6004	825	SY	2.72	THERMOPLASTIC TRAF STRIPING, WHITE	2244.00
Section Sub Total:					\$298,208.54

Section DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	2000	LF	43.65	STORM DRAIN PIPE, 18 IN, H 1-10	87300.00
550-1240	1500	LF	55.99	STORM DRAIN PIPE, 24 IN, H 1-10	83985.00
550-1360	200	LF	88.36	STORM DRAIN PIPE, 36 IN, H 1-10	17672.00

550-1482	100	LF	144.48	STORM DRAIN PIPE, 48 IN, H 15-20	14448.00
550-4118	2	EA	389.66	FLARED END SECTION 18 IN, SIDE DRAIN	779.32
550-4224	1	EA	785.94	FLARED END SECTION 24 IN, STORM DRAIN	785.94
668-1100	24	EA	2746.07	CATCH BASIN, GP 1	65905.68
Section Sub Total:					\$270,875.94

Total Estimated Cost: \$17,379,702.45

Subtotal Construction Cost \$17,379,702.45

E&C Rate 10.0 % \$1,737,970.25

Inflation Rate 0.0 % @ 5.0 Years \$0.00

Total Construction Cost \$19,117,672.70

Right Of Way \$3,100,000.00

ReImb. Utilities \$0.00

Grand Total Project Cost \$22,217,672.70

Attachment 2
Typical Sections and Alignment Drawings



PROPOSED

RIDGEWALK PARKWAY INTERCHANGE

**PROJECT NUMBER: CSNHS-0006-00(043)
CHEROKEE COUNTY PI # 0006043**

CROY
ENGINEERING

Engineers
Planners
Surveyors

200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413
MARIETTA, GA 30062
PHONE: (770) 971-5407 FAX: (770) 971-0820





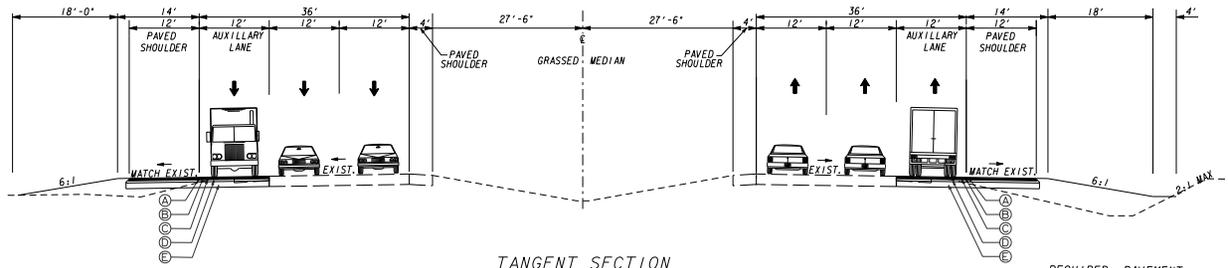
PROPOSED

RIDGEWALK PARKWAY INTERCHANGE

**PROJECT NUMBER:CSNHS-0006-00(043)
CHEROKEE COUNTY PI # 0006043**

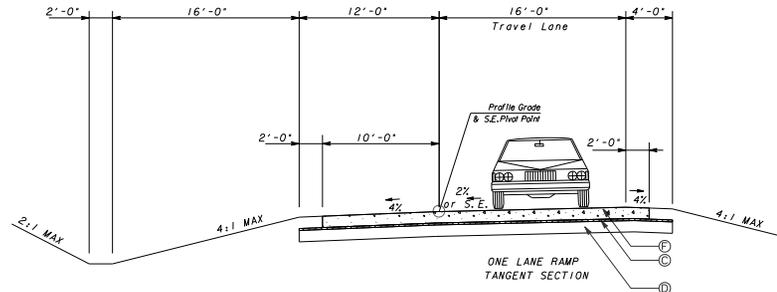
CROY Engineers
ENGINEERING Planners
Surveyors
200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413
MARSHETTA, GA 30062
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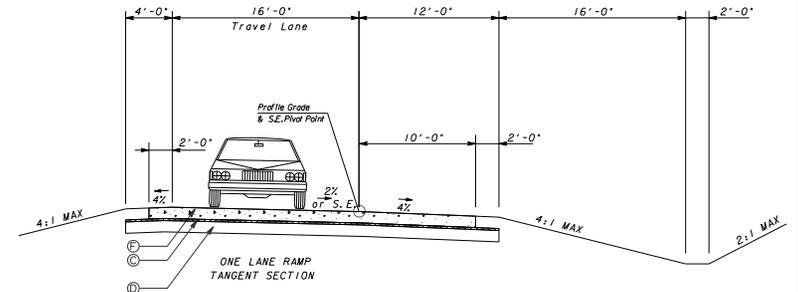


TANGENT SECTION
TYPICAL SECTION *1
1-575

- REQUIRED PAVEMENT
- Ⓐ ASPHALTIC CONCRETE 12.5mm PEW. 135 LB/SY
 - Ⓑ ASPHALTIC CONCRETE 12.5mm SMA. 220 LB/SY
 - Ⓒ ASPHALTIC CONCRETE 19mm SUPERPAVE. 220 LB/SY
 - Ⓓ ASPHALTIC CONCRETE 25mm SUPERPAVE. 660 LB/SY
 - Ⓔ GRADED AGGREGATE BASE, 12"
 - Ⓢ PLAIN PORTLAND CEMENT CONCRETE, 12"



TYPICAL SECTION *2
RAMP *A*, RAMP *B*.



TYPICAL SECTION *3
RAMP *C* RAMP *D*

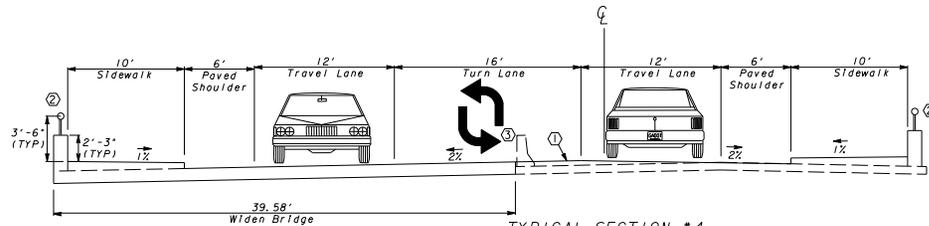


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PHONE: (770) 971-5407 FAX: (770) 971-0820

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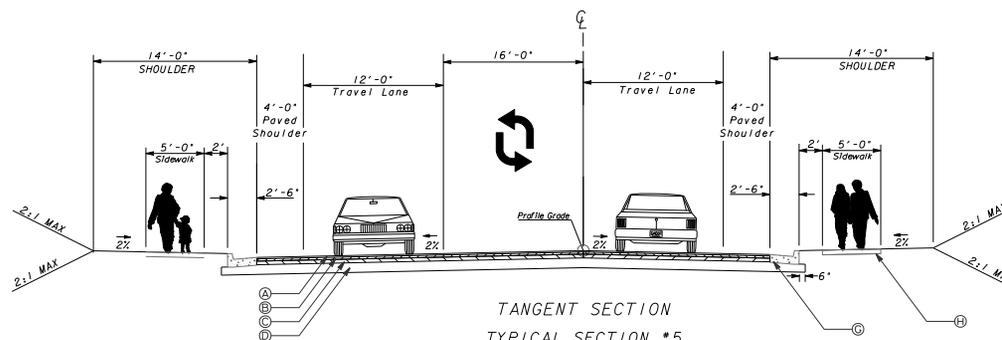
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TYPICAL SECTIONS
RIDGEMARK PARKWAY
INTERCHANGE



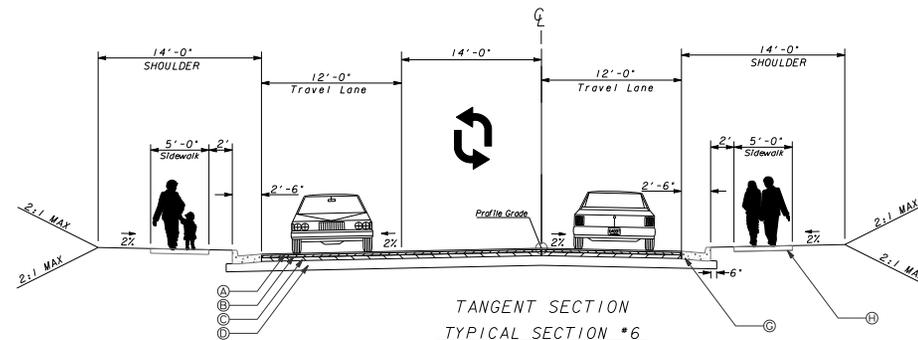
TYPICAL SECTION #4
RIDGEWALK PARKWAY BRIDGE
(FORMERLY OLD ROPE MILL ROAD)
SECTION OVER I-575

- ① RECONSTRUCT TOP LAYER OF CONCRETE TO REFLECT NEW PROFILE GRADE
- ② CONSTRUCT GDOT STD. 3626 HANDRAIL ON TOP OF NEW PARAPETS.
- ③ REMOVE EXIST. PARAPET.



TANGENT SECTION
TYPICAL SECTION #5
RIDGEWALK PARKWAY
FROM I-575 SOUTH BOUND RAMP TO BRIDGE
FROM BRIDGE TO NORTH BOUND RAMP

- REQUIRED PAVEMENT
- Ⓐ ASPHALTIC CONCRETE 12.5mm SUPERPAVE, 165 lb/yd²
 - Ⓑ ASPHALTIC CONCRETE 19mm SUPERPAVE, 330 lb/yd²
 - Ⓒ ASPHALTIC CONCRETE 25mm SUPERPAVE, 440 lb/yd²
 - Ⓓ GRADED AGGREGATE BASE, 12"
 - Ⓔ 8"x30" CONC. CURB & GUTTER, GA. STD. 9032 B. TYPE 2
 - Ⓕ 4"x5" CONC. SIDEWALK, DETAIL A-3



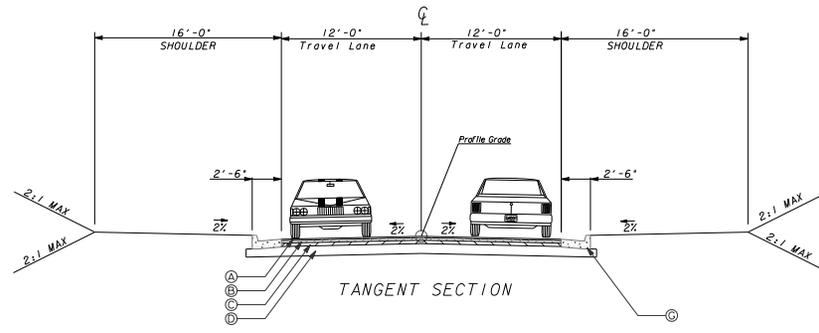
TANGENT SECTION
TYPICAL SECTION #6
RIDGEWALK PARKWAY
FROM I-575 NORTH BOUND RAMP
TO WOODSTOCK PARKWAY

REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
	OFFICE:
	TYPICAL SECTIONS
	RIDGEWALK PARKWAY INTERCHANGE
	DRAWING No. 5-02

CROY ENGINEERING Engineers
Planners
Surveyors

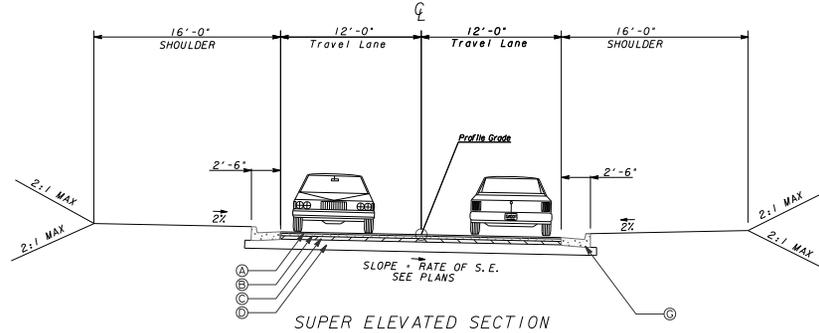
200 NORTH COBB PARKWAY, BLDG. 400, SUITE 415
SMARETTA, GA 30082
PHONE: (770) 871-8407 FAX: (770) 871-0820

NOT TO SCALE



TYPICAL SECTION *7
RIDGEWALK PARKWAY
NW OF SOUTH BOUND
I-575 RAMPS

- REQUIRED PAVEMENT**
- Ⓐ ASPHALTIC CONCRETE 12.5mm SUPERPAVE, 165 lb/yd²
 - Ⓑ ASPHALTIC CONCRETE 19mm SUPERPAVE, 330 lb/yd²
 - Ⓒ ASPHALTIC CONCRETE 25mm SUPERPAVE, 440 lb/yd²
 - Ⓓ GRADED AGGREGATE BASE, 12"
 - Ⓔ 8'x30" CONC. CURB & GUTTER, GA. STD. 9032 B. TYPE 2
 - Ⓕ 4'x5' CONC. SIDEWALK, DETAIL A-3



TYPICAL SECTION *8
RIDGEWALK PARKWAY
NW OF SOUTH BOUND
I-575 RAMPS



200 NORTH COBB PARKWAY, BLDG. 400, SUITE 415
SMARETTA, GA 30082
PHONE: (770) 871-8407 FAX: (770) 871-0820

NOT TO SCALE

REVISION DATES

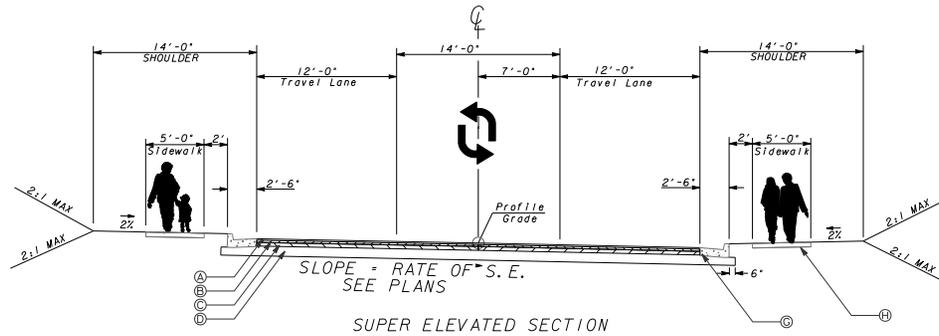
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:

TYPICAL SECTIONS

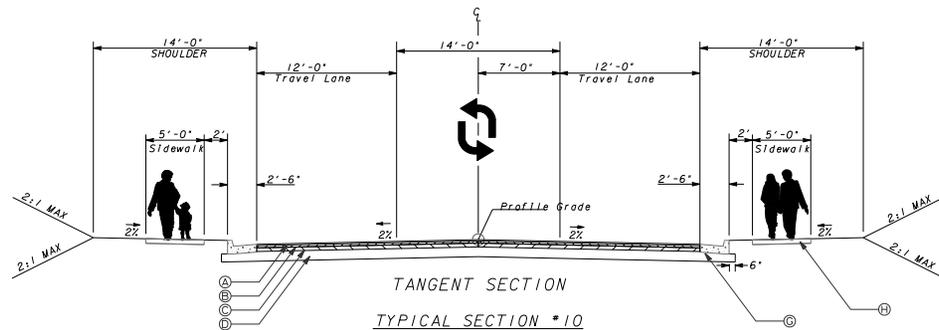
RIDGEWALK PARKWAY
INTERCHANGE

DRAWING NO.
5-03



TYPICAL SECTION #9
OLD ROPE MILL ROAD
(RELOCATION)

- REQUIRED PAVEMENT
- Ⓐ ASPHALTIC CONCRETE 12.5mm SUPERPAVE, 165 lb/yd²
 - Ⓑ ASPHALTIC CONCRETE 19mm SUPERPAVE, 330 lb/yd²
 - Ⓒ ASPHALTIC CONCRETE 25mm SUPERPAVE, 440 lb/yd²
 - Ⓓ GRADED AGGREGATE BASE, 12"
 - Ⓔ 8"x30" CONC. CURB & GUTTER, GA. STD. 9032 B. TYPE 2
 - Ⓕ 4'x5' CONC. SIDEWALK, DETAIL A-3



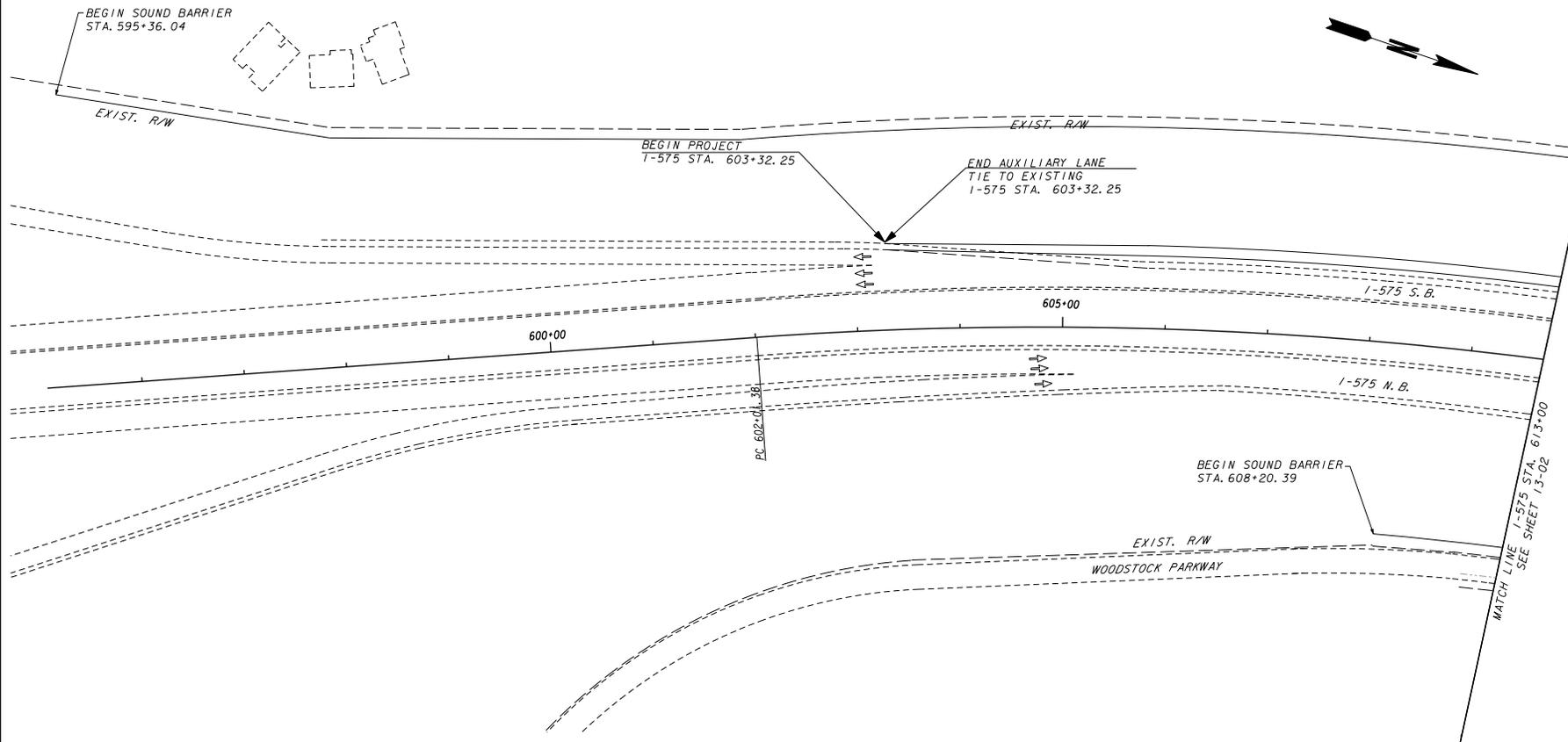
TYPICAL SECTION #10
OLD ROPE MILL ROAD
(RELOCATION)

CROY ENGINEERING Engineers
Planners
Surveyors

200 NORTH COBB PARKWAY, BLDG. 400, SUITE 415
SMARETTA, GA 30082
PHONE: (770) 871-8407 FAX: (770) 871-0820

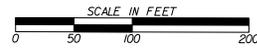
NOT TO SCALE

REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
	OFFICE:
	TYPICAL SECTIONS
	RIDGEWALK PARKWAY INTERCHANGE
	DRAWING No. 5-04



CROY ENGINEERING Engineers
Planners
Surveyors

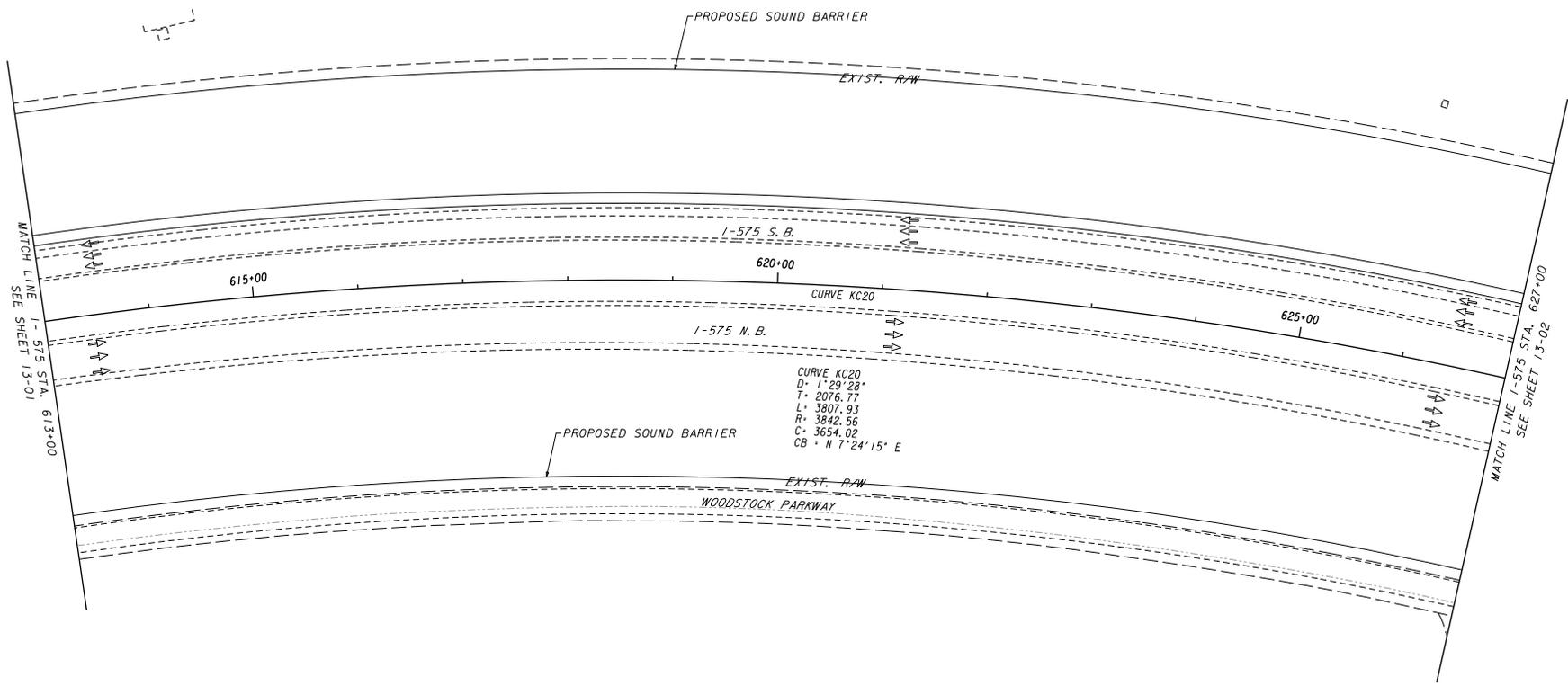
200 NORTH COBB PARKWAY, BLDG. 400, SUITE 415
SMARETTA, GA 30082
PHONE: (770) 871-8407 FAX: (770) 871-0820



REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: URBAN DESIGN
MAINLINE PLAN
RIDGEWALK PARKWAY
INTERCHANGE

DRAWING No.
13-01



CROY ENGINEERING Engineers
Planners
Surveyors

200 NORTH COBB PARKWAY, BLDG. 400, SUITE 415
 KENNESAW, GA 30142
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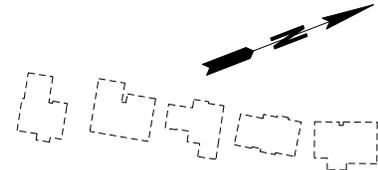
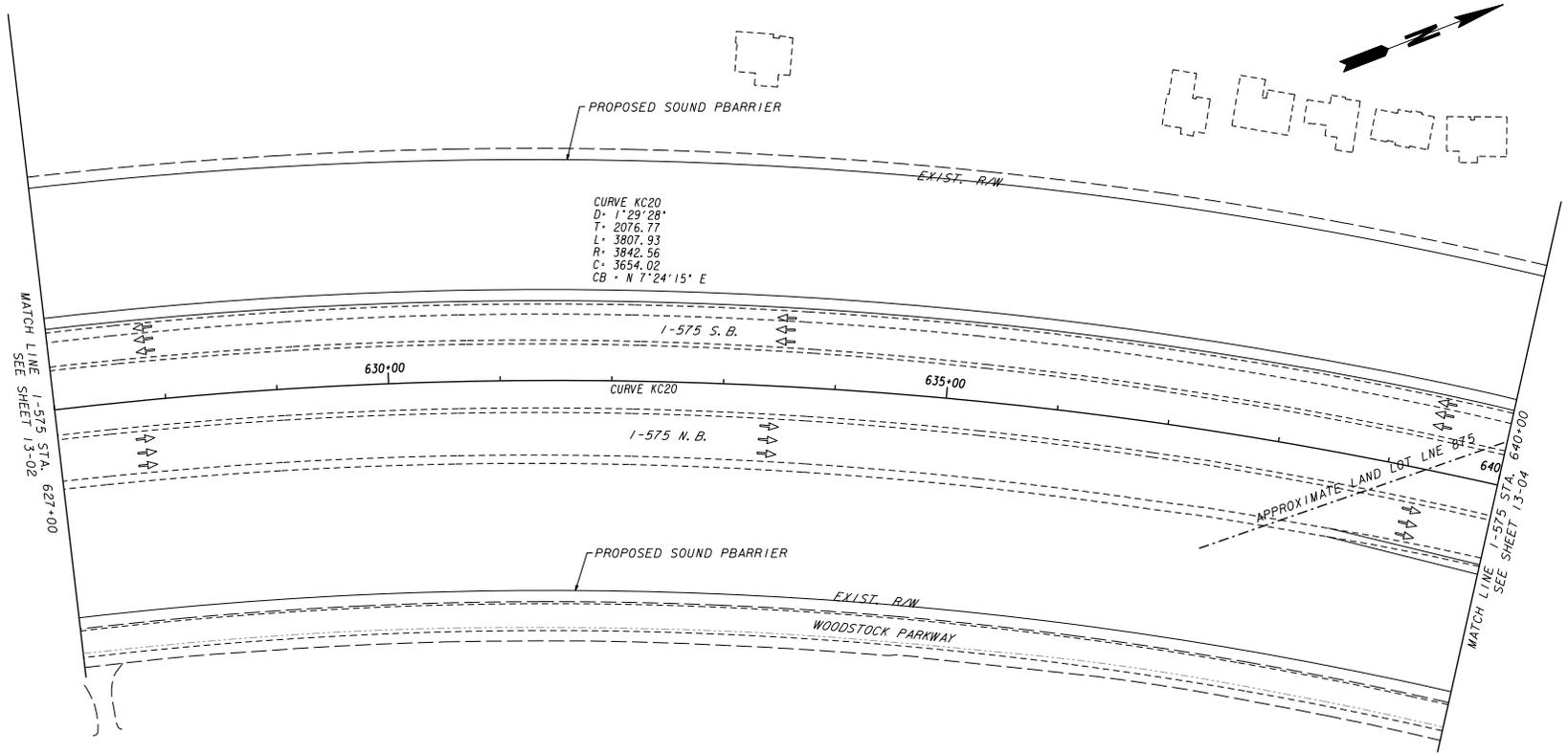
REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: URBAN DESIGN

MAINLINE PLAN

RIDGEWALK PARKWAY
 INTERCHANGE

DRAWING No.
13-02



CROY ENGINEERING
 Engineers
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200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413
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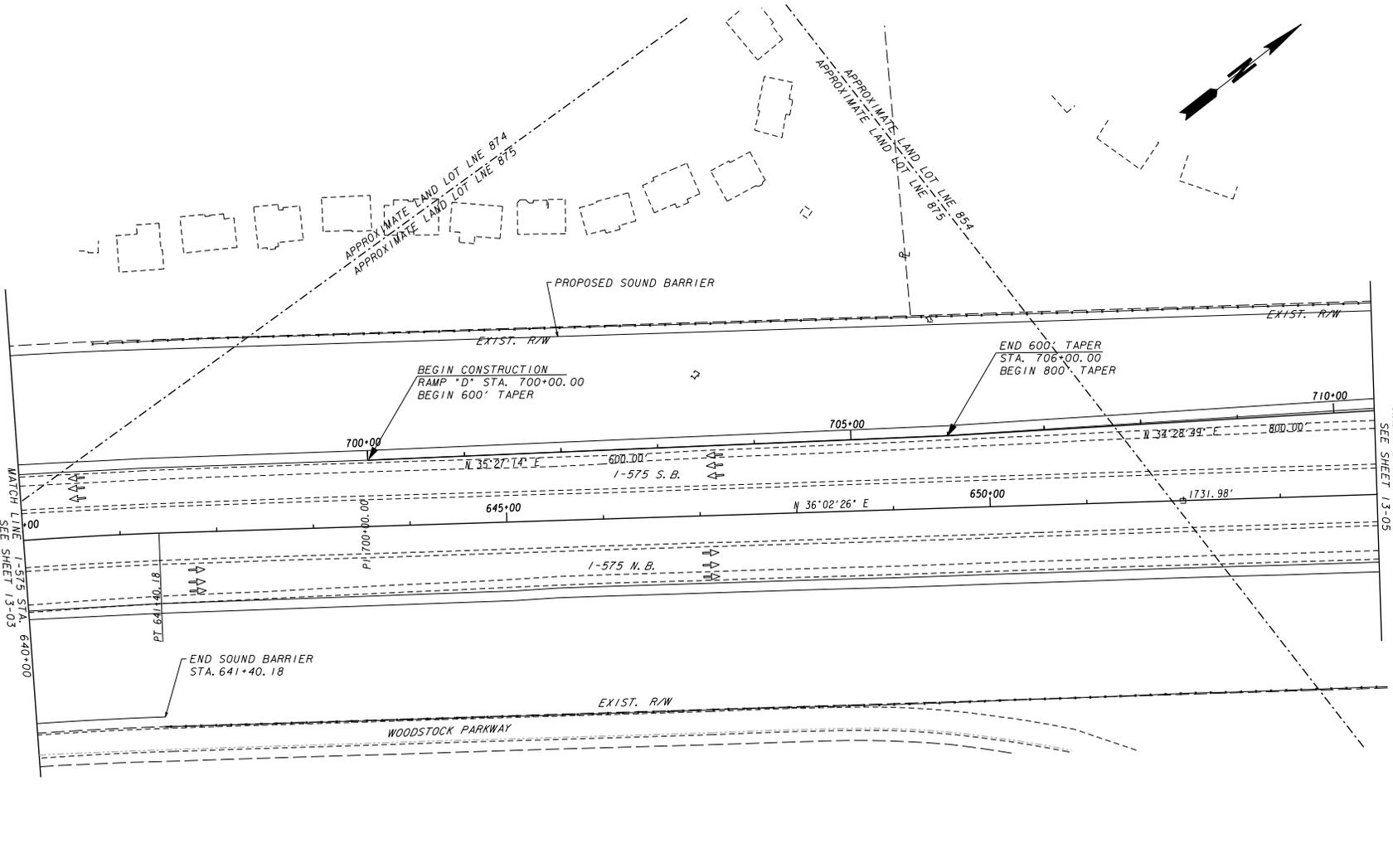
REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: URBAN DESIGN

MAINLINE PLAN

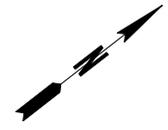
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 INTERCHANGE

DRAWING No.
13-03



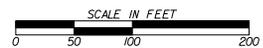
MATCH LINE 1-575 STA. 640+00
SEE SHEET 13-03

MATCH LINE 1-575 STA. 654+00
RAMP "D" STA. 710+42
SEE SHEET 13-05



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Planners
Surveyors

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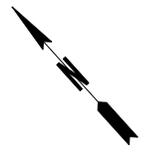
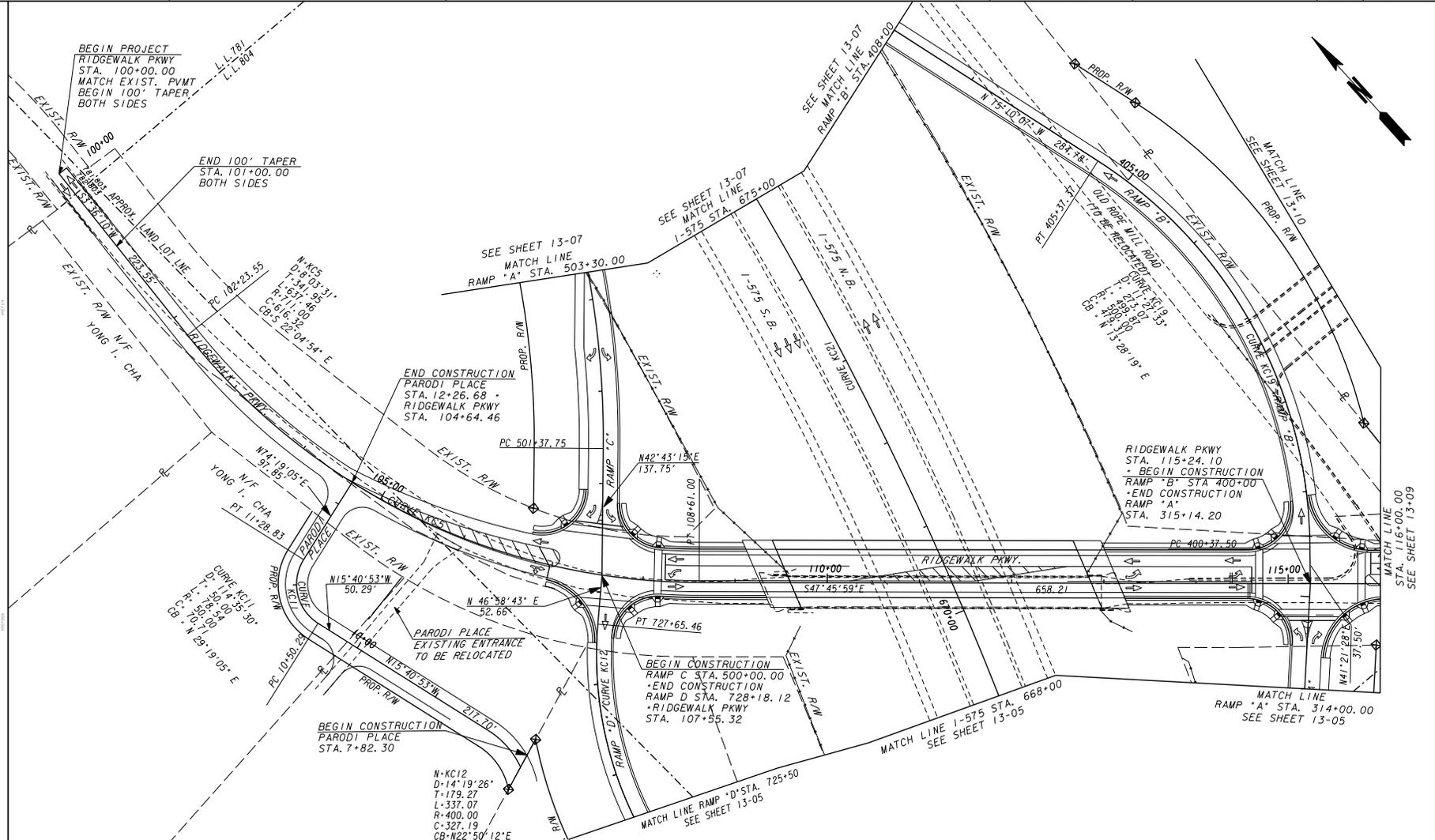
REVISION DATES

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RIDGEWALK PARKWAY
INTERCHANGE

DRAWING No.
13-04



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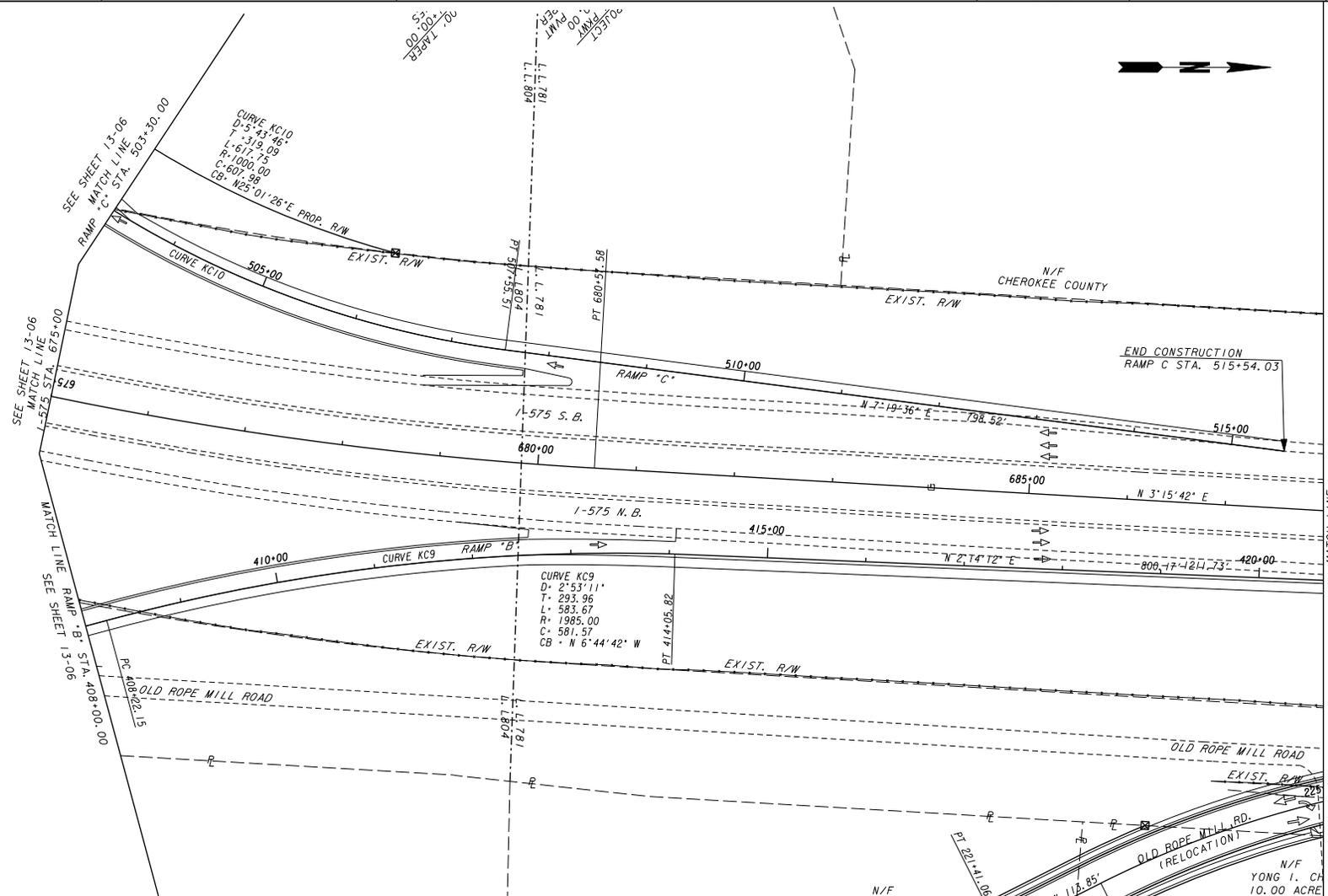
200 NORTH COBB PARKWAY, BLDG. 400, SUITE 415
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 RIDGEWALK PARKWAY
 INTERCHANGE

DRAWING NO. **13-06**



MATCH LINE
 1-575 STA. 688+00
 RAMP 'B' STA. 420+65
 SEE SHEET 13-08

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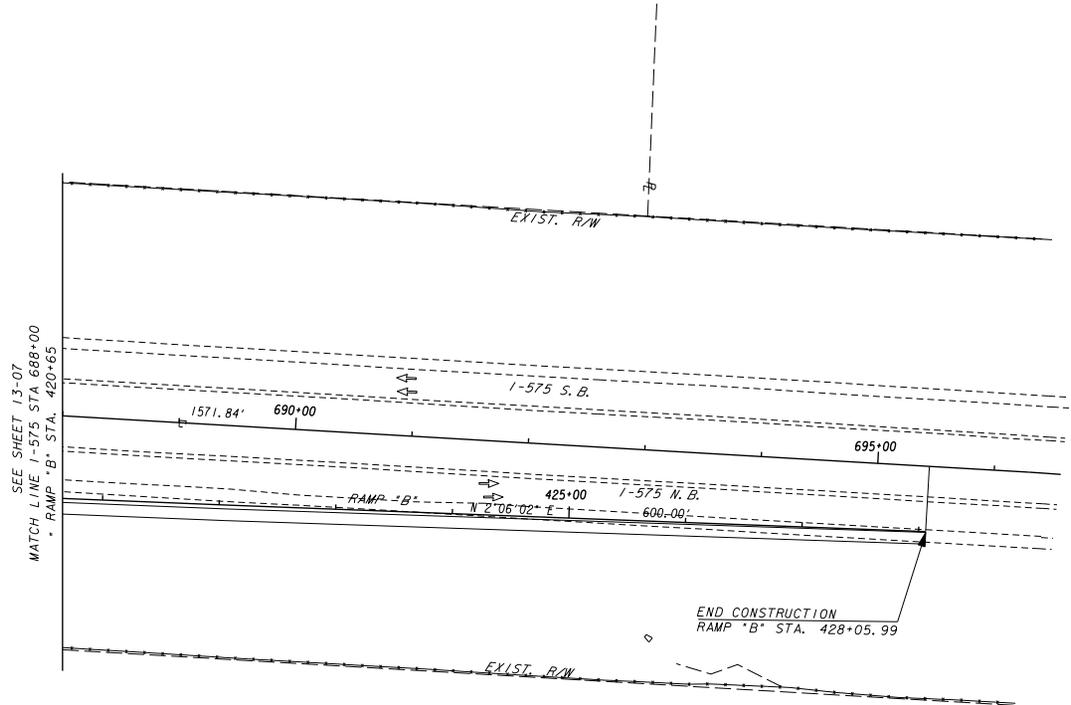
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STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: URBAN DESIGN

MAINLINE PLAN

RIDGEWALK PARKWAY
 INTERCHANGE

DRAWING No.
13-07



SEE SHEET 13-07
MATCH LINE 1-575 STA. 688+00
RAMP "B" STA. 420+65

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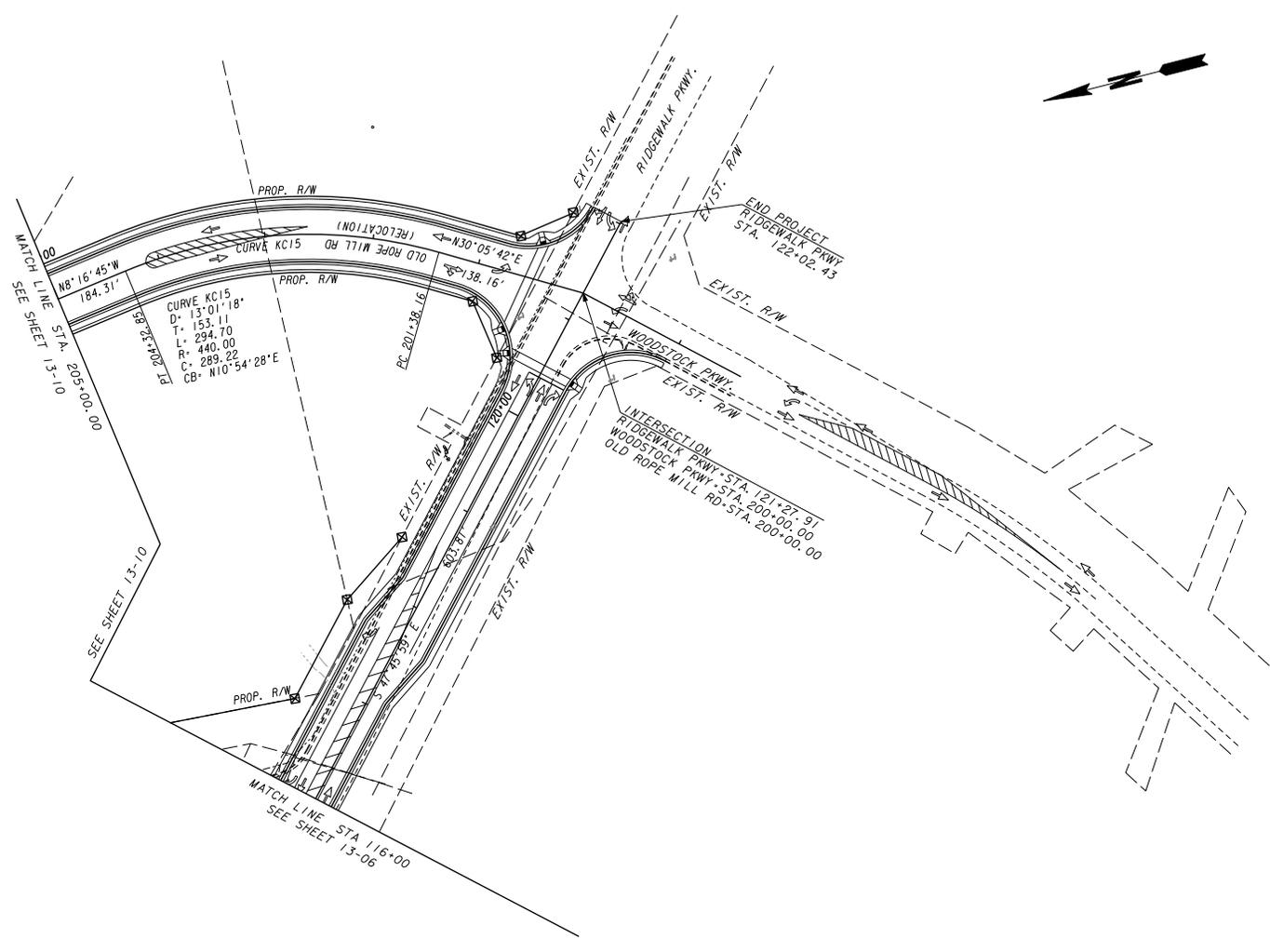
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DEPARTMENT OF TRANSPORTATION

OFFICE: URBAN DESIGN

MAINLINE PLAN

RIDGEWALK PARKWAY
INTERCHANGE

DRAWING NO.
13-08

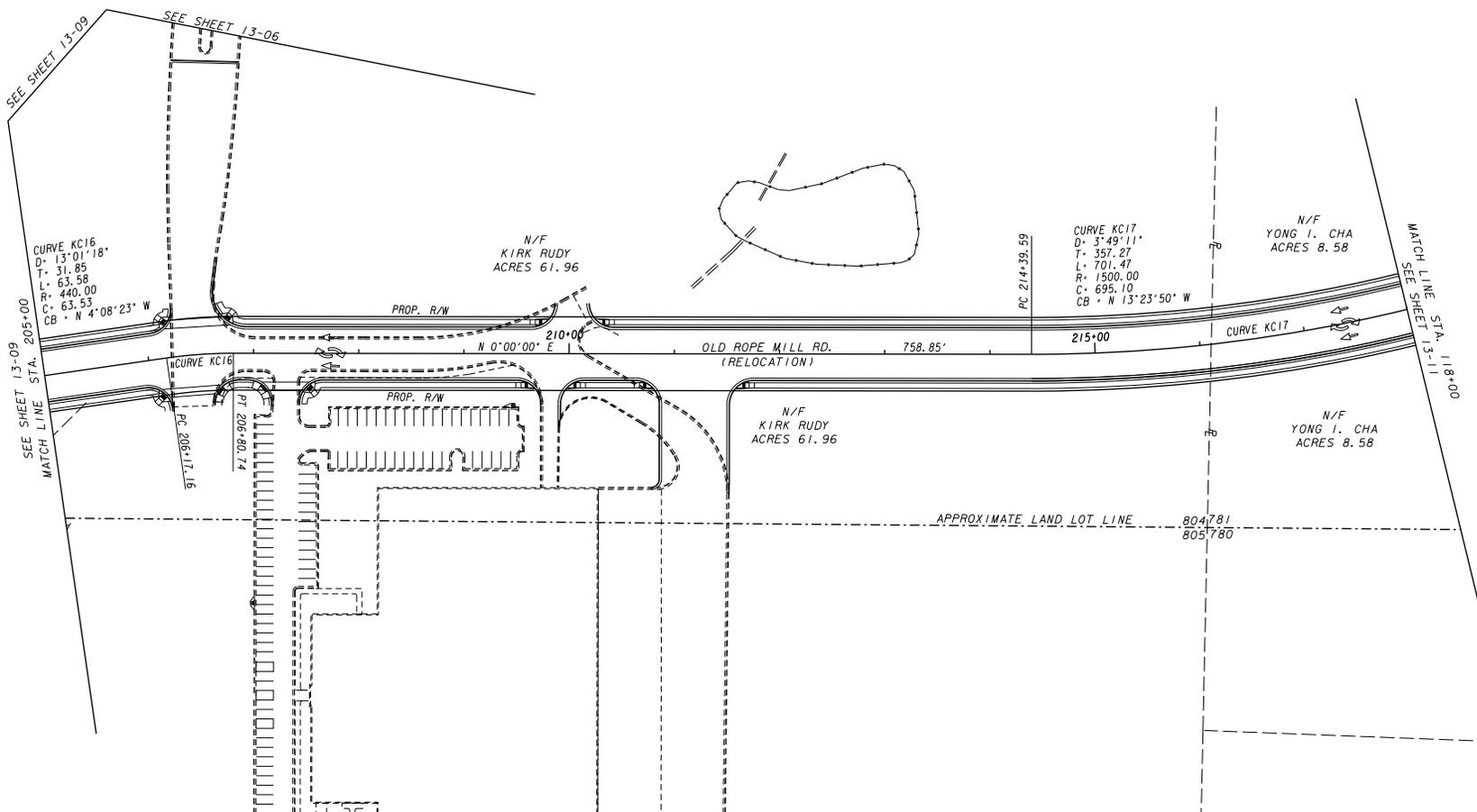


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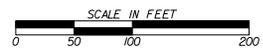


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		RIDGEWALK PARKWAY INTERCHANGE	
		DRAWING No. 13-09	



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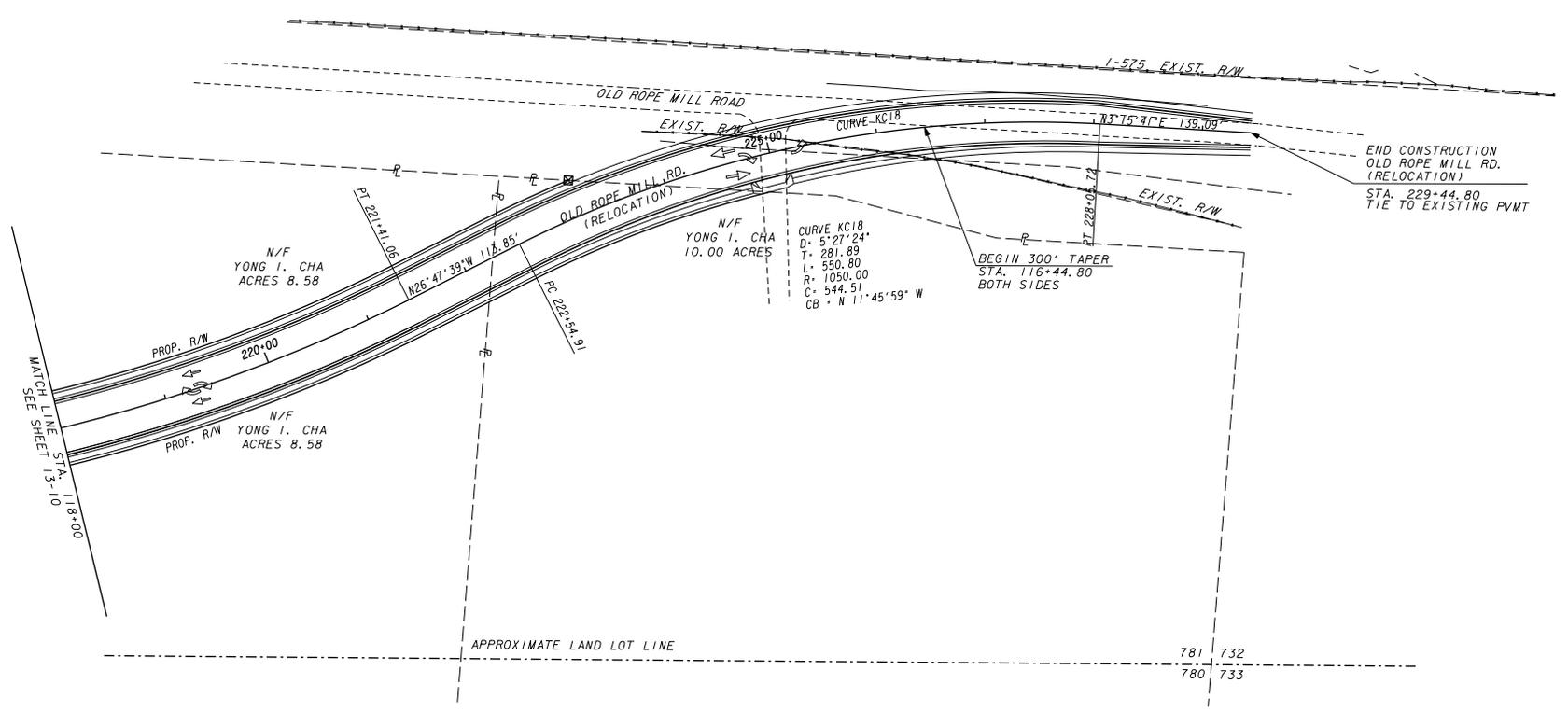
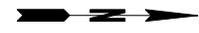
200 NORTH COBB PARKWAY, BLDG. 400, SUITE 415
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MAINLINE PLAN
RIDGEWALK PARKWAY
INTERCHANGE

DRAWING No.
13-10



MATCH LINE
SEE SHEET 13-10
STA. 118+00

N/F
YONG I. CHA
ACRES 8.58

N/F
YONG I. CHA
ACRES 8.58

N/F
YONG I. CHA
10.00 ACRES

CURVE KC18
D = 5'27'24"
T = 281.89
L = 550.80
R = 1050.00
C = 544.51
CB = N 11°45'59" W

BEGIN 300' TAPER
STA. 116+44.80
BOTH SIDES

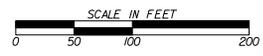
END CONSTRUCTION
OLD ROPE MILL RD.
(RELOCATION)
STA. 229+44.80
TIE TO EXISTING PVMT

APPROXIMATE LAND LOT LINE

781 732
780 733

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Surveyors

200 NORTH COBB PARKWAY, BLDG. 400, SUITE 415
SMARIETTA, GA 30082
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REVISION DATES

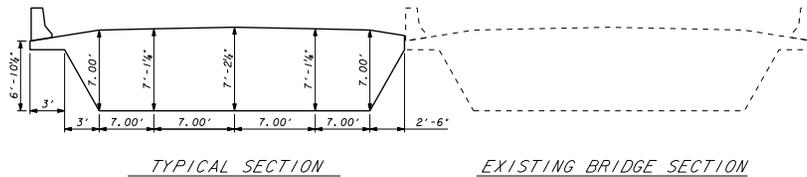
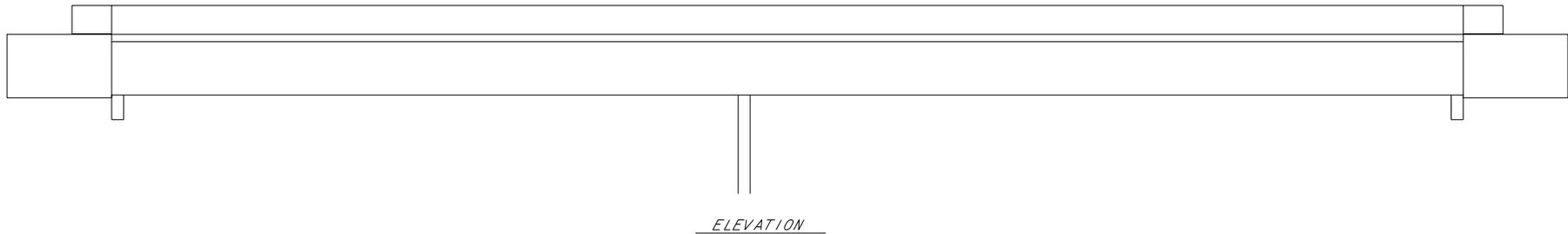
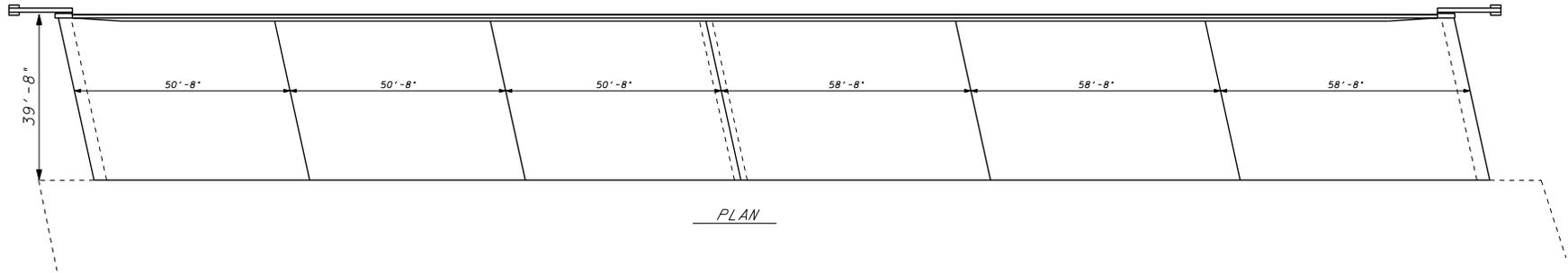
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: URBAN DESIGN

MAINLINE PLAN

RIDGEWALK PARKWAY
INTERCHANGE

DRAWING No.
13-11

Attachment 3
Bridge Drawings



	 CROY ENGINEERING <small>200 NORTH COBB PARKWAY, BLDG. 400, SUITE 415 MARIETTA, GA 30067 PHONE: (770) 971-0407 FAX: (770) 971-0820</small>	NOT TO SCALE	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th colspan="2">REVISION DATES</th></tr> <tr><td> </td><td> </td></tr> </table>	REVISION DATES														STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: BRIDGE CONCEPT RIDGEWALK PARKWAY INTERCHANGE	DRAWING No. 35-01
REVISION DATES																			

Attachment 4
Accident Summaries

Review of Segment Crash Data (Year 2004 through Year 2006)

Crash Data for the years 2004, 2005 and 2006 were examined along I-575, Towne Lake Parkway in the vicinity of I-575 and along Canton Highway/Main Street from Towne Lake Parkway to Sixes Road (refer to Table 1). As this information indicates, I-575 from SR 92 to Towne Lake Parkway experiences a crash rate that is more than three times the statewide average for interstates for each year shown. The section of I-575 from Towne Lake Parkway to Sixes Road experiences a crash rate that is slightly higher than the statewide average crash rate for interstates.

The crash rates that were compiled for Towne Lake Parkway ¼ mile east and west of I-575 shows an accident rate that is at least five times the statewide average for urban minor arterials for each year shown (2004-2006). The crash rates for Canton Highway from Towne Lake Parkway to Sixes Road range from being slightly lower than the statewide average for 2004 to higher than the statewide average for 2005 and 2006.

Table 1: Comparison of Crash, Injury, and Fatality Rates for I-575 and Key Roadway Sections

*Not applicable

Freeway/Roadway Section	Distance (mile)	Year	AADT	Annual VMT	# of Accidents	Accident Rate (100MVMT)	Statewide Interstate Crash Average (100MVMT)	Statewide Urban Minor Arterial Crash Average (100MVMT)
I-575 from SR 92 to Towne Lake Parkway	1.23	2004	85,890	38,560,425	214	555	154	*
		2005	93,670	42,053,110	251	597	160	*
		2006	90,769	40,750,425	206	506	153	*
I-575 from Towne Lake Parkway to Sixes Road	3.27	2004	64,920	77,485,120	143	185	154	*
		2005	71,488	85,324,955	155	182	160	*
		2006	72,676	86,742,250	179	206	153	*
Towne Lake Parkway ¼ Mile East and West of I-575	0.50	2004	26,250	4,790,625	121	2,526	*	490
		2005	17,500	3,193,750	135	4,227	*	534
		2006	39,720	7,248,900	133	1,835	*	531
Canton Highway from Towne Lake Parkway to Sixes Road	3.87	2004	13,074	18,467,175	80	433	*	490
		2005	14,394	20,332,690	99	487	*	534
		2006	13,660	19,296,090	83	430	*	531

Freeway/Roadway Section	Distance (mile)	Year	Injury Rate (100MVMT)	Statewide Interstate Injury Average (100MVMT)	Statewide Urban Minor Arterial Injury Average (100MVMT)	Fatality Rate (100MVMT)	Statewide Interstate Fatality Average (100MVMT)	Statewide Urban Minor Arterial Fatality Average (100MVMT)
I-575 from SR 92 to Towne Lake Parkway	1.23	2004	166	58	*	0	0.86	*
		2005	174	61	*	4.76	0.78	*
		2006	101	56	*	0	0.81	*
I-575 from Towne Lake Parkway to Sixes Road	3.27	2004	52	58	*	1.29	0.86	*
		2005	50	61	*	1.17	0.78	*
		2006	51	56	*	0	0.81	*
Towne Lake Parkway ¼ Mile East and West of I-575	0.50	2004	731	*	187	0	*	1.41
		2005	1,159	*	206	0	*	1.56
		2006	386	*	201	0	*	1.51
Canton Highway from Towne Lake Parkway to Sixes Road	3.87	2004	190	*	187	0	*	1.41
		2005	143	*	206	0	*	1.56
		2006	166	*	201	5.18	*	1.51

The sections of I-575, Towne Lake Parkway and Canton Highway that were analyzed for crash data were also analyzed for the types of crashes that occur along those sections of roadway for the years 2004, 2005 and 2006. This information is shown in Table 2 below. As shown in the table, the highest percentage of accidents are rear end collisions, with a large percentage of the accidents also being at an angle. Very few of the accidents along these sections of I-575, Towne Lake Parkway and Canton Highway were head-on or sideswipe (car from the opposite direction). Again, the accidents experienced along these sections of roadway on average are exceptionally higher than the statewide averages for similar roadways for each of the three years.

Table 2: Summary of Crashes along I-575 and Key Road Sections

Intersection	Number of Accidents by Type							Total Accidents
	Year	Angle	Head-On	Rear End	Sideswipe (same direction)	Sideswipe (opposite direction)	Not with Motor Vehicle	
I-575 from SR 92 to Towne Lake Parkway	2004	22	2	140	24	2	24	214
	2005	29	1	177	25	1	18	251
	2006	21	1	145	23	1	15	206
I-575 from Towne Lake Parkway to Sixes Road	2004	27	1	86	9	0	20	143
	2005	12	2	94	18	0	29	155
	2006	22	3	116	14	0	24	179
Towne Lake Parkway ¼ Mile East and West of I-575	2004	30	2	78	6	0	5	121
	2005	26	1	99	7	0	2	135
	2006	27	3	87	8	0	8	133
Canton Highway from Towne Lake Parkway to Sixes Road	2004	21	2	40	5	4	8	80
	2005	23	3	60	3	4	6	99
	2006	25	1	44	4	1	8	83

Summary of Findings

The interstate system, including the ramps and the cross-road intersections, are beginning to show the effects of the high level of demand placed on the system by a fast growing region of Cherokee County. The following is a summary of the finding from the existing conditions analysis:

- Levels of Service are currently LOS D or better for I-575 in the vicinity of the proposed Ridgewalk Parkway interchange.
- The I-575 ramps at Towne Lake Parkway and Sixes Road southbound are currently experiencing LOS F conditions during the AM peak hour.
- The intersections at the Sixes Road interchange ramps are currently experiencing LOS B or better conditions.
- The Towne Lake Parkway at I-575 ramp intersections are experiencing LOS F conditions for the southbound ramp intersection during the AM peak hour and for the northbound ramp intersection during the PM peak hour.
- The critical Towne Lake Parkway intersection, located at Main Street in historic downtown Woodstock, is currently operating at LOS D/E during the AM/PM peak hours. This critical intersection is likely to further constrain future traffic flow, as geometric improvement of the intersection is unlikely in historic downtown Woodstock.
- A review of segment crash data indicates I-575 between SR 92 and Towne Lake Parkway experiences crash rates that are more than three times the statewide average for interstate highways, reflecting existing congestion along this segment. I-575 from Towne Lake Parkway to Sixes Road also experiences a crash rate that is slightly higher than the statewide average crash rate for interstates. Towne Lake Parkway and Canton Highway experience crash rates that are slightly higher than the statewide average for arterials. Towne Lake Parkway ¼ mile east and west of I-575 experience crash rates that are at least five times the statewide average. Canton Highway from Towne Lake Parkway to Sixes Road range from being slightly lower than the statewide average for 2004 to higher than the statewide average for 2005 and 2006.

Attachment 5
Capacity Analysis

CAPACITY ANALYSIS

Operational analysis was performed to determine the effects implementing the Woodstock Parkway interchange will have on the existing freeway system. Freeway sections approaching the adjacent interchanges to the proposed Woodstock Parkway interchange as well as the adjoining merge/ diverge ramps were analyzed. The balanced traffic flow diagrams with forecast traffic for years 2010 and 2030 were used in the analysis.

I-575 Freeway Analysis

Operational analysis was conducted on I-575 freeway sections within the study area. The Level of Service (LOS) was determined for the build/no-build for the existing year 2005, opening year 2010, and design year 2030 Woodstock Parkway interchange implementation to compare the impact of the interchange on the system.

Figures A-1A – A-8B in Attachment 10, show the freeway and ramp volumes for 2005, 2010, and 2030 build and no-build conditions. Please note HOV lanes on I-575 are planned to be operational by 2015. HOV volumes and detailed analysis of HOV lane requirements are not included in this concept report traffic analysis. The forecast traffic volumes reflect general purpose lanes and assume the planned HOV system is designed to accommodate ARC forecast HOV volumes. Therefore, the balanced flow diagrams in Attachment 10 reflect only general purpose lane volumes. Table 1 below shows the LOS for I-575 freeway analysis. Documentation of the freeway analysis is provided in Appendix B of the Concept Report Traffic Study. The build scenario includes auxiliary lanes between the SR 92 and Woodstock Parkway interchanges in year 2010. In addition, the 2030 build scenario includes three travel lanes in each direction and an auxiliary lane throughout the study corridor. The no-build scenario for year 2030 model does not include the auxiliary lanes.

Table 1
I-575 Freeway Level of Service

I-575 Freeway Segments	2005 LOS		2010 LOS				2030 LOS			
	Peak Hour		No-Build		Build		No-Build		Build	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
AM PEAK PERIOD										
Towne Lake Pkwy-Woodstock Parkway	C	E	C	E	B	C	F	F	C	E
Woodstock Parkway- Sixes Road					C	E			C	E
PM PEAK PERIOD										
Towne Lake Pkwy-Woodstock Parkway	E	C	E	C	C	B	F	F	E	C
Woodstock Parkway- Sixes Road					F	D			E	D

As this table shows, the no-build freeway sections experience a failing LOS E, during the directional peak periods both the AM southbound and PM northbound peak hour for 2005. This LOS is unchanged for the 2010 no-build scenario. The 2030 no-build scenario indicates the freeway segment will reach failing conditions (LOS F) if no improvements were planed. As indicated previously, the increase in freeway capacity between Towne Lake Parkway and Woodstock Parkway in 2010 and an additional increase in capacity throughout the entire study corridor by 2030 provide benefits to the freeway operations. The analysis shows auxiliary lanes

are needed between Towne Lake Parkway and Sixes Road to provide additional freeway capacity and to accommodate heavy ramp movements at the Towne Lake Parkway, Woodstock Parkway, and Sixes Road interchanges.

I-575 Merge/ Diverge Ramp Analysis

Peak directional ramp volumes were examined to verify the patterns and relative number of vehicles anticipated to be reduced at the adjacent Towne Lake Parkway and Sixes Road interchanges due to implementation of the proposed I-575 at Woodstock Parkway interchange. Ramp merge and diverge analyses were performed to determine LOS of these freeway entry and exit points with the existing four-lane section and proposed future six-lane section with auxiliary lanes along I-575. The following paragraphs describe the results of these analyses.

Build/ No-Build Ramp Volume Comparison

Peak directional ramp volumes were derived for the Sixes Road and Towne Lake Parkway interchanges for year 2010 and 2030 as indicated in the forecast balanced flow traffic diagrams. The build/no-build volumes were compared to determine the effects of the proposed Woodstock Parkway Interchange on the peak ramp volumes (refer to Table 2). As Table 2 shows, construction of the proposed new I-575 at Woodstock Parkway interchange results in volume reductions at adjacent interchanges, during most time periods.

**Table 2
Peak Directional Ramp Volumes Build/No Build Woodstock Parkway Interchange**

I-575 Interchange	2010		Percent Difference		2030		Percent Difference	
	No Build	Build	%	VPH	No Build	Build	%	VPH
Towne Lake Parkway								
AM Southbound On-Ramp	1960	1870	-5%	-90	2480	2270	-8%	-210
PM Northbound Off-Ramp	1790	1620	-9%	-170	2400	2040	-15%	-360
Proposed Woodstock Pkwy								
AM Southbound On-Ramp	NA	310	NA	NA	NA	400	NA	NA
PM Northbound Off-Ramp	NA	200	NA	NA	NA	400	NA	NA
Sixes Road								
AM Southbound On-Ramp	1180	1130	-4%	-50	1580	1490	-6%	-90
PM Northbound Off-Ramp	1190	740	-38%	-450	1550	1570	1%	20

Ramp LOS Analysis

Ramp analysis was conducted on the interchanges adjacent to and including the proposed Woodstock Parkway interchange. The LOS was determined for the build/no-build construction year 2010 and design year 2030 Woodstock Parkway interchange. Planned capacity improvements on I-575 for the build and no-build 2010 and 2030 were included in the analysis. Auxiliary lanes between the SR 92 and Woodstock Parkway interchanges for the build 2010

scenario have been analyzed. In addition, the 2030 build scenario includes three travel lanes in each direction and an auxiliary lane throughout the study corridor from SR 92 to Sixes Road.

The ramp analyses for year 2010 no-build indicate motorists traveling toward Atlanta on the Towne Lake Parkway southbound on and off-ramps will experience LOS F during both the AM and PM peak hours. The remainder of the movements is projected to experience acceptable LOS during the AM peak hour. Towne Lake Parkway and Sixes Road northbound ramps experience LOS F conditions during the PM peak hour during no-build year 2010.

The proposed Woodstock Parkway interchange ramps are projected to provide LOS C or better during the AM peak hour and LOS F conditions for the northbound PM peak hour in year 2010. As in the 2010 no-build ramp analysis, Towne Lake Parkway and Sixes Road northbound ramps experience LOS F conditions during the PM peak hour during build year 2010. Table 3 shows the LOS for I-575 interstate ramp analysis. Documentation of the ramp analysis is provided in Appendix C of the Concept Report Traffic Study.

**Table 3
I-575 Ramp Level of Service**

Location	2005 LOS		2010 LOS				2030 LOS			
	Peak Hour		No-Build		Build		No-Build		Build	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Towne Lake Pkwy at SB On Ramp	F	A	F	A	F	A	F	F	F	A
Towne Lake Pkwy at SB Off Ramp	F	B	F	B	B	A	F	F	F	B
Towne Lake Pkwy at NB On Ramp	A	B	A	B	A	B	A	F	A	A
Towne Lake Pkwy at NB Off Ramp	C	F	C	F	C	F	F	F	C	F
Sixes Road at SB On Ramp	B	A	B	A	F	A	F	F	A	A
Sixes Road at SB Off Ramp	C	B	C	B	C	B	F	F	F	C
Sixes Road at NB On Ramp	B	C	B	C	B	C	F	F	C	F
Sixes Road at NB Off Ramp	B	F	B	F	B	F	F	F	B	F
Woodstock Parkway at SB On Ramp	NA	NA	NA	NA	B	B	NA	NA	F	F
Woodstock Parkway at SB Off Ramp	NA	NA	NA	NA	B	B	NA	NA	C	B
Woodstock Parkway at NB On Ramp	NA	NA	NA	NA	C	F	NA	NA	F	F
Woodstock Parkway at NB Off Ramp	NA	NA	NA	NA	A	B	NA	NA	B	C

During design year 2030, all movements are projected to experience LOS F conditions during the PM peak hour and most are projected to experience LOS F during the AM peak hour. The proposed Woodstock Parkway interchange on-ramps are projected to provide LOS F during both the AM and PM peak hours in design year 2030.

The implementation of the Woodstock Parkway interchange would provide minor improvements in LOS between the build and no-build conditions for both the 2010 opening year and 2030 design year. The LOS for the majority of the ramps within the study area during the design year 2030 is LOS F, due primarily to high volumes on I-575.

Ramp Operations Effected by Freeway Capacity

Ramp diverge and merge level of service analysis, using the HCM methodology, is based on density and is strongly influenced by the freeway volume for the outermost two lanes. I-575 is a four lane freeway segment with two lanes in each direction, therefore the total freeway volume is considered. The area of influence upstream of a diverging traffic flow and downstream of a merge has a maximum desirable flow of 4700 pc/h at a free flow speed 65 mph. If this capacity is exceeded the level of service analysis will result in LOS F regardless of whether the capacity of the ramp has been exceeded. Freeway segment volume exceeds capacity within the study area and is the determining factor the failing levels of service for the HCM ramp analysis.

According to the HCM, exhibit 25-3, the maximum capacity of a single lane ramp with a travel speed of between 30-40 mph is 2000 pc/h. The capacity of the ramps under the 2010 and 2030 scenarios is not exceeded and is therefore not the determining factor in the failing LOS. Thus, if freeway volumes were reduced, or additional freeway capacity provided, the ramp LOS would improve.

In addition, since the freeway threshold values have been surpassed, improvements to the acceleration and deceleration length or number of ramp lanes is not effective in improving the calculated LOS.

I-575 at Woodstock Parkway Ramp Termini Intersections Analysis

The intersections along Woodstock Parkway at the I-575 ramp termini were examined to determine the intersection LOS and the required lane configuration and auxiliary lane length. The intersection was analyzed using HCM methodology for signalized intersections and found to provide a good LOS for year 2010 and 2030 conditions. Table 4 shows the LOS for I-575 intersection analysis for Woodstock Parkway and the adjacent interchanges. Additionally, the intersection of Ridgewalk Parkway and Woodstock Parkway was analyzed. Documentation of the signalized intersection analysis is provided in Appendix C of the Concept Report Traffic Study.

Table 4
Signalized Intersection Analysis of I-575 Ramps at Woodstock Parkway

Location	2005 LOS		2010 LOS				2030 LOS			
	Peak Hour		No-Build		Build		No-Build		Build	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Towne Lake Pkwy at SB Off Ramp	E	E	F	D	E	D	F	E	F	E
Towne Lake Pkwy at NB Off Ramp	C	D	E	F	D	F	F	F	F	F
Sixes Road at SB Off Ramp	B	B	B	A	A	A	B	B	C	B
Sixes Road at NB Off Ramp	A	B	B	C	B	C	B	C	B	C
Woodstock Parkway at SB Off Ramp	NA	NA	NA	NA	B	B	NA	NA	B	C
Woodstock Parkway at NB Off Ramp	NA	NA	NA	NA	A	A	NA	NA	A	A
Woodstock Parkway at Ridgewalk Pkwy	NA	NA	NA	NA	B	B	NA	NA	B	B

Based on the signalized intersection analysis results, the following lane configuration and auxiliary lane storage lengths for Woodstock Parkway interchange are recommended:

Woodstock Parkway at I-575 Northbound

- One through lane on Woodstock Parkway eastbound and westbound.
- Separate left and right turn lanes for the I-575 off-ramp with 200' minimum storage.
- Eastbound left turn lane with 200' storage length.
- Westbound right turn lane with 200' storage length.

Woodstock Parkway at I-575 Southbound

- One through lane on Woodstock Parkway westbound.
- One shared through-right turn lane on Woodstock Parkway eastbound.
- Separate left and right turn lanes for the I-575 off-ramp with 200' minimum storage.
- Westbound left turn lane with 200' storage length.

Woodstock Parkway at Ridgewalk Parkway

In addition to the I-575 at Woodstock Parkway ramp termini intersections, the intersection of Woodstock Parkway at Ridgewalk Parkway was examined to determine the intersection LOS and required lane configuration. Intersection analysis was performed for the AM and PM peak hours in years 2010 and 2030. Projected traffic volumes were based on TP+ link volume data adjusted using a Fratar process to provide turning volumes. The following lane configuration and auxiliary lane storage lengths for Woodstock Parkway interchange are recommended:

- One through lane on Woodstock Parkway eastbound.
- Eastbound left turn lane with 200' storage length.
- Eastbound right turn lane with 300' storage length.
- One shared through-right turn lane on Woodstock Parkway westbound.
- Westbound left turn lane with 200' storage length.
- One shared through-right turn lane northbound.
- Northbound left turn lane with 200' storage length.
- One shared through-right turn lane southbound.
- Southbound left turn lane with 200' storage length.

The results of this analysis indicate the intersection is projected to operate at LOS D or better conditions with the installation of a traffic signal using the existing two-lane roadway configuration and the addition of left turn lanes on all approaches. The results of the intersection analysis are provided in Appendix C of the Concept Report Traffic Study.

Since intersection operations constrain the capacity and LOS along a roadway section, the analysis of the Woodstock Parkway intersections indicates the Woodstock Parkway crossroad will provide acceptable traffic operations with the proposed I-575 at Woodstock Parkway interchange.

Summary of Findings

The I-575 freeway sections are projected to be over capacity in years 2010 and 2030 resulting in poor overall freeway and ramp LOS. An examination of the volume differences on I-575 with and without the Woodstock Parkway interchange indicates that the freeway volumes on all

sections are slightly reduced with the proposed Woodstock Parkway interchange in place (build conditions) in year 2030.

Although LOS F conditions are projected for the freeway sections, the interchange does not create a negative impact on the freeway, beyond that experienced without the interchange. The following is a summary of the findings from the examination of operational impacts due to the implementation of the Woodstock Parkway interchange:

Year 2010

- The freeway analysis indicates LOS E for the southbound AM peak period and northbound PM peak period during year 2010 without the proposed Woodstock Parkway interchange.
- The Woodstock Parkway to Sixes Road freeway analysis indicates LOS E and F for the southbound AM peak period and northbound PM peak period, respectively, during year 2010.
- The 2010 AM peak hour no-build ramp analysis indicates acceptable LOS for all ramps except the Towne Lake Parkway southbound ramps.
- The 2010 PM peak hour no-build ramp analysis indicates acceptable LOS for all ramps except the Sixes Road and Towne Lake Parkway northbound off-ramps.
- The 2010 AM peak hour build ramp analysis indicates acceptable LOS for all ramps except the Sixes Road and Towne Lake Parkway southbound on-ramps.
- The 2010 PM peak hour build ramp analysis indicates acceptable LOS for all ramps except the Sixes Road and Towne Lake Parkway northbound off-ramps.
- The 2010 signalized intersection analysis indicates LOS B or better conditions for both I-575 at Woodstock Parkway ramp termini.
- The 2010 signalized intersection analysis indicates LOS C or better for the intersection of Woodstock Parkway at North Woodstock Parkway/South Woodstock Parkway.

Year 2030

- The freeway analysis indicates LOS F for all sections in year 2030 without the proposed Woodstock Parkway interchange.
- The freeway analysis indicates LOS E for the southbound AM peak period and northbound PM peak period during year 2030 with the proposed Woodstock Parkway interchange.
- The 2030 no-build AM and PM peak hour ramp analysis indicates LOS F for all ramps except the northbound Towne Lake Parkway northbound on-ramp.
- The 2030 build peak hour ramp analysis indicates improvement when compared to the no-build scenario.
- The 2030 signalized intersection analysis indicates LOS C or better conditions for both I-575 at Woodstock Parkway ramp termini.
- The 2030 signalized intersection analysis indicates LOS C or better for the intersection of Woodstock Parkway at Ridgewalk Parkway.

Attachment 6
Bridge Inventory

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 057-0065-0

Cherokee

SUFF. RATING

82.28

Location & Geography

* Structure I.D.No: 057-0065-0
 200 Bridge Information 01
 * 6A Feature Int: SR 417 (I-575)
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: CR01781
 * 7B Facility Carried: ROPE MILL R ACCESS
 * 9 Location: 1.8 MI N OF WOODSTOCK
 2 DOT District: 6
 207 Year Photo: 1998
 * 91 Inspection Frequency: 24 Date: 05/20/2002
 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 92B Underwater Insp Freq: 00 Date: 02/01/1901
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 Type: 6
 Designation: 1
 Number: 01781
 Direction: 0
 * 16 Latitude: 34-07.6 MMS Prefix: 00
 * 17 Longitude 84-31.6 MMS Suffix: 000 MP: 0.00
 98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000
 * 100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 575178100
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic 2
 * 264 Road Inventory Mile Post: 000.06
 * 208 Inspection Area: 09 Initials: JMC
 Engineer's Initial: sgm
 * Location I.D. No.: 057-01781X-000.10E

Signs & Attachments

* 104 Highway System: 0
 * 26 Functional Classification: 19
 * 204 Federal Route Type: 0 No.: 00000
 105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 206 School Bus Route: 0
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 * 19 Bypass Length: 99
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 06
 27 Year Constructed: 1982
 106 Year Reconstructed: 0000
 33 Bridge Median: 0
 34 Skew: 23
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 0
 * 42 Type of Service on: 1
 1
 214 Movable Bridge: 0
 203 Type Bridge: Z-O-P-O
 259 Pile Encasement: 3
 * 43 Structure Type Main: 6 06
 45 No. Spans Main: 002
 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
 M 0
 F 0
 225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0.00
 Width: 0.00
 238 Curb: 0.00 0
 239 Handrail: 9 9
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.00
 Width: 0.00
 * 230 Guardrail Loc Dir Rear: 6
 Fwd: 6
 Oppo Dir Rear: 0
 Fwd: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 25
 236 Warning Sign: 0
 234 Delineator: 0
 235 Hazard Boards: 0
 237 Utilities Gas: 21
 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: 057-0065-0

Cherokee

SUFF. RATING

82.28

Programming Data

201 Project No.: I-575-1 (6) 07 CT.5
 202 Plans Available: 1
 249 Prop. Proj. No. 0000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 0000000
 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: 002340 Year: 2021

Measurements

* 29 ADT: 001560 Year: 2001
 109 % Trucks: 4
 * 28 Lanes On: 02 Under: 05
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0176
 * 49 Structure Length: 328
 51 Br. Rwdy. Width: 32.00
 52 Deck Width: 35.20
 * 47 Tot. Horz. Cl: 32.00
 50 Curb/Sdewlk Width 0.00/0.00
 32 Approach Rdwy Width: 024
 * 229 Shoulder Width:
 Rear Lt: 5.00 Type: 8 Rt: 5.00
 Fwrd Lt: 2.00 Type: 5 Rt: 5.00
 Pavement Width:
 Rear: 21.00 Type: 2
 Fwrd: 22.00 Type: 2
 Intersection Rear: 1 Fwrd: 1
 36 Safety Features Br. Rail: 1
 Transition: 2
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl.Over: 99 ' 99 "
 Under: H 17 ' 08 "
 * 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: H 39.00
 56 Lateral Undercl. Lt: 29.40
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.90
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 0000 Sub: 0000

Ratings

65 Inventory Rating Method: 2
 63 Inventory Rating Method: 2
 66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 51
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 00 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 28
 67 Structural Evaluation: 7
 58 Deck Condition: 7
 59 Superstructure Condition: 7
 * 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: 5
 69 UnderClr. Horz/Vert: 7
 72 Appr. Alignment: 8
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 20
 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 Load -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

Attachment 7
Minutes of Initial Concept and Concept Meetings

Meeting Minutes

To: Mike Dover, GDOT/Urban Design

From: Ron Cooper/CROY-MSE

CC: Darryl VanMeter, GDOT/Urban Design; Laura Rish, GDOT/OEL; Harry Maddox, GDOT/District 6; Ken Werho, GDOT/Traffic Safety & Design ; Brian Summers, GDOT; Alicia Rainwater, GDOT; Rox Ene, GDOT/Office of Planning; Kris Morley-Nikfar, ARC; Eli Smith, GTP; Steve Curtis, GTP; Jarvis Middleton, City of Woodstock; Richard McLeod, City of Woodstock; Geoff Morton, Cherokee County; Brett Buchanan, Cherokee County; Tom Wilder; Richard Fangman, Carter-Burgess; Roger Palmer, Parsons Brinkerhoff; Michelle McIntosh, CROY-MSE; Ron Cooper, CROY-MSE; Lavada Cook, CROY-MSE

Date: October 13, 2006

Re: Project CSNHS-0006-00(043) Cherokee County, PI 0006043,
Ridgewalk Parkway Interchange

A Concept Team Meeting was held at the Georgia Department of Transportation (GDOT), Urban Design Conference Room, on October 11, 2006. Representatives from GDOT, the City of Woodstock, Cherokee County, Carter-Burgess, ARC, Parsons Brinkerhoff, and CROY-MSE were in attendance.

Mike Dover/GDOT Urban Design opened the meeting with introductions and an overview of the project.

CROY-MSE provided a description and history of the project.

Carter-Burgess presented a summary of the Traffic Study including base year and projected traffic analysis, accident data and design recommendations.

CROY-MSE presented a technical overview of the concept design including design criteria, access control, bridge design, construction costs, right-of-way costs, constructability, right-of-way impacts and environmental analysis.

The floor was then opened for comments.

1. Cherokee County

- a. As a result of anticipated future growth, four lanes are needed on the interchange bridge and Ridgewalk Parkway.
- b. Dual left turn lanes are needed on the bridge to go from westbound Ridgewalk Parkway to southbound I-575.

2. City of Woodstock
 - a. City Council is in support of the project.
 - b. As a result of City sponsored transportation projects such as the Arnold Mill Road extension and other projects that will feed into the interchange area, the City concurs that four lanes are needed on Ridgewalk Parkway.
3. Engineering Services-No Comment
4. Traffic Safety and Design
 - a. The I-575 southbound off-ramp should be lengthened out to match the proposed northbound on-ramp. A parallel ramp design is preferred.
 - b. A four-lane bridge over I-575 is recommended to accommodate future traffic, even if the additional lanes need to be striped out for the current design.
5. Environmental-no comments
6. District Preconstruction-no comments
7. ARC-No Comments
8. Preconstruction/Urban Design
 - a. The name of the project and interchange should be changed to Ridgewalk Parkway Interchange.
 - b. The right of way costs should be validated.
 - c. The construction costs need to be verified and revalidated based on the latest trends. Add 10% for E&C. Cost out the ramps as 100% concrete and the side roads as 100% asphalt. The cost of the noise walls should be added in.
 - d. The design work for this project will be consulted out under a traditional RFP. The goal is to issue the RFP with the next 12 months.
 - e. If it is decided that a two-lane bridge on Ridgewalk Parkway is appropriate, demonstrate how long it would adequately function as two lanes.
 - f. It should be anticipated that this project will meet the \$25 million threshold for a Value Engineering Study.
 - g. The project should be closely coordinated with other projects in the area such as the HOV project for which the EIS is currently on-going, the addition of auxiliary lanes on I-575 south of TowneLake Parkway currently under construction, and the addition of one lane in each direction on I-575 as currently shown in the RTP. I-575 is a PPI corridor scheduled to begin construction in mid-2008. Construction should last approximately 6 years.
 - h. The bridge should contain a median if it is widened to four lanes.

9. Other Comments

Tom Wilder noted that the area in the northwest corner of the project would probably not be developed as commercial property.

Comments were not received from GDOT Board Member, Bridge Design, Planning, District Construction, District Maintenance, Utilities or FHWA.

There being no further comments, the Concept Team Meeting was adjourned.

Attachment: Meeting Record of Attendees

Meeting Minutes

To: Darryl VanMeter, GDOT/Urban Design

From: Greg Teague, Croy Engineering, LLC

CC: Laura Rish, GDOT/OEL; Harry Maddox, GDOT/District 6; Ken Werho, GDOT/Traffic Safety & Design ; Brian Summers, GDOT; Alicia Rainwater, GDOT; Rox Ene, GDOT/Office of Planning; Kris Morley-Nikfar, ARC; Eli Smith, GTP; Steve Curtis, GTP; Jarvis Middleton, City of Woodstock; Richard McLeod, City of Woodstock; Geoff Morton, Cherokee County; Brett Buchanan, Cherokee County; Tom Wilder; Richard Fangman, Carter-Burgess; Roger Palmer, Parsons Brinkerhoff; Michelle McIntosh, Croy Engineering; Ron Cooper, Croy Engineering; Lavada Cook, Croy Engineering

Date: January 30, 2007

Re: Project CSNHS-0006-00(043) Cherokee County, PI 0006043,
Ridgewalk Parkway Interchange

A Concept Team Meeting was held at the Georgia Department of Transportation (GDOT), Urban Design Conference Room, on October 11, 2006. Representatives from GDOT, the City of Woodstock, Cherokee County, Carter-Burgess, ARC, Parsons Brinkerhoff, and Croy Engineering were in attendance.

Mike Dover/GDOT Urban Design opened the meeting with introductions and an overview of the project. Croy Engineering provided a description and history of the project.

Carter-Burgess presented a summary of the Traffic Study including base year and projected traffic analysis, accident data and design recommendations.

Croy Engineering presented a technical overview of the concept design including design criteria, access control, bridge design, construction costs, right-of-way costs, constructability, right-of-way impacts and environmental analysis.

The floor was then opened for comments.

1. Cherokee County

- a. As a result of anticipated future growth, four lanes may be needed on the interchange bridge and Ridgewalk Parkway.

Response: The traffic study does not warrant a four lane bridge until 2050.

- b. Dual left turn lanes are needed on the bridge to go from westbound Ridgewalk Parkway to southbound I-575.

Response: The traffic study does not warrant dual left turn lanes on the bridge until 2050.

2. City of Woodstock

City Council is in support of the project.

Response: Acknowledged

3. Engineering Services-No Comment

4. Traffic Safety and Design

- a. The I-575 southbound off-ramp should be lengthened out to match the proposed northbound on-ramp. A parallel ramp design is preferred.

Response: Will comply

- b. The existing bridge over I-575 should be evaluated based upon future traffic and, if justified, widened to four lanes with the additional lanes striped out in the current design.

Response: The future traffic growth has been evaluated and the existing bridge will function as designed.

5. Environmental-no comments

6. District Preconstruction-no comments

7. ARC-No Comments

8. Preconstruction/Urban Design

- a. The name of the project and interchange should be changed to Ridgewalk Parkway Interchange.

Response: Will comply

- b. The right of way costs should be validated.

Response: Will comply

- c. The construction costs need to be verified and revalidated based on the latest trends. Add 10% for E&C. Cost out the ramps as 100% concrete and the side roads as 100% asphalt. The cost of the noise walls should be evaluated and approved by OEL.

Response: Will comply

- d. The design work for this project will be consulted out under a traditional RFP. The goal is to issue the RFP with the next 12 months.

Response: Acknowledged

- e. If it is decided that a two-lane bridge on Ridgewalk Parkway is appropriate, demonstrate how long it would adequately function as two lanes.

Response: The bridge as designed will function adequately until the year 2050

- f. It should be anticipated that this project will meet the \$25 million threshold for a Value Engineering Study.

Response: Acknowledged

- g. The project should be closely coordinated with other projects in the area such as the HOV project for which the EIS is currently on-going, the addition of auxiliary lanes on I-575 south of TowneLake Parkway currently under construction, and the addition of one lane in each direction on I-575 as currently shown in the RTP. I-575 is a PPI corridor scheduled to begin construction in mid-2008. Construction should last approximately 6 years.

Response: Will comply

- h. The bridge should contain a median if it is widened to four lanes.

Response: The bridge will remain as designed

9. Other Comments

Tom Wilder noted that the area in the northwest corner of the project would probably not be developed as commercial property.

Response: N/A

Comments were not received from GDOT Board Member, Bridge Design, Planning, District Construction, District Maintenance, Utilities or FHWA.

There being no further comments, the Concept Team Meeting was adjourned.

Attachment: Meeting Record of Attendees

Comments from Jessica Granell/FHWA dated October 23, 2006

1. Page 5 last paragraph: might want to mention that the auxiliary lanes will be completed as a separate project.

Response: The auxiliary lanes described in this paragraph will be part of this project.

2. Page 6 existing design features: under major structures, please include information for the Old Rope Mill bridge (e.g. sufficiency rating, etc)

Response: Will comply

3. Page 9 other projects in the area: include the I-575 auxiliary lanes

Response: The auxiliary lanes are part of this project.

4. Page 3 Cost estimate: no inflation rate???

Response: Will coordinate with the Project Engineer

5. Accident summaries: can we get access to updated accident data. Latest year shown is 2004.

Response: Will comply

6. Bridge inventory: the info is presented by codes, which don't tell me much, can we have code meaning?

Response: Will comply

Attachment 8
PIOH Summary

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006043 **OFFICE** Environment/Location

DATE July 15, 2006

FROM 
Harvey D. Keeper, State Environmental/Location Engineer

TO DISTRIBUTION BELOW

SUBJECT Project CSNHS-0006-00(043), Cherokee County, Summary of Comments Received During the Public Comment Period - The Construction of a New Location, Full-diamond Interchange at I-575 and Ridgewalk Parkway/Old Rope Mill Road.

COMMENT TOTALS:

A total of 209 people attended the public information open house held for the subject project on April 13, 2006 at the Woodstock Community Center, located at 108 Arnold Mill Road, Woodstock, Georgia. From those attending, 28 comment forms and 3 verbal statements were received. An additional 13 comment forms were received during the ten-day comment period following the meeting, for a total of 44 comments. They are summarized as follows:

<u>No. Opposed</u>	<u>No. In Support</u>	<u>Uncommitted</u>	<u>Conditional</u>
<u>2</u>	<u>35</u>	<u>5</u>	<u>2</u>

MAJOR CONCERNS:

Some commentors felt that the proposed project would not address the traffic problem by alleviating congestion at the I-575/Towne Lake Parkway interchange. Many would like to see this project completed quickly.

OFFICIALS:

Local Government Officials attending included the following:

Chuck Scheld - State Representative
Calvin Hill - State Representative

Donnie Henriques – Mayor, City of Woodstock
 Bill Long – Councilmember, City of Woodstock
 Jim Gleason – Woodstock City Manager

DISPOSITION OF COMMENTS:

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

RESPONSIBLE OFFICE	COMMENT #	PROPOSED RESPONSE
ALL LETTERS	All	<p>Thank you for your input regarding the public information meeting on 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 meeting and those persons sending in comments afterwards raised the following questions and concerns. The Georgia Department of Transportation (Department) 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>
URBAN DESIGN	<p>Comment 2 – The relocated drive west of I-575 and south of Old Rope Mill Road should be wide enough to accommodate future development.</p> <p>Comments 4, 18, 43, & 44 – How will the Brookshire subdivision as well as surrounding developments be impacted by this project?</p>	<p>An access road is proposed at this location to provide access to and from three parcels. The existing driveways will tie-into the new access road. Relocation of the driveways would not be required.</p> <p>No direct impacts to the Brookshire subdivision are anticipated. The proposed project is being developed in coordination with other developments in the project area. Consequently, impacts to other developments are expected to be minimal.</p>

Responsible Office	COMMENT #	PROPOSED RESPONSE
<p>URBAN DESIGN CONT'D</p>	<p>Comment 10 – Could adjustments be made to avoid the Deer Run sub-division baseball diamond?</p> <p>Comments 22 & 24 – Add traffic signals to all intersections before reopening the roadway.</p> <p>Comment 44 – What kind of businesses and organizations are to be built in the area surrounding the proposed plan?</p> <p>Comments 5-9, 27, 29-33, 37, 40, & 41 – This project is greatly needed. What is the time frame for this project?</p>	<p>In order to meet minimum design criteria and avoid the baseball diamond, the proposed southbound access ramp and I-575 roadway would have to be realigned to the east resulting in significant project costs and impacts. An alternative interchange configuration, such as a partial clover leaf configuration, would result in more significant environmental impacts. The Deer Run sub-division would be compensated for the impacts to the baseball diamond and there is adequate space on the parcel to relocate the diamond, should they choose to do so.</p> <p>Studies will be conducted later in the design process. Signals will be proposed at all intersections warranted by the studies to meet signal requirements.</p> <p>Questions regarding zoning and developments in the project area should be directed to the City of Woodstock, Department of Community Development.</p> <p>The current project schedule anticipates the completion of final design by June, 2007. The schedule for right-of-way acquisition and construction has not yet been determined.</p>

Responsible Office	COMMENT #	PROPOSED RESPONSE
URBAN DESIGN CONT'D	<p>Comment 19 – An access lane along I-575 between SR 92 and Towne Lake Pkwy is currently proposed by Cherokee County. Why not extend it to the Sixes Road exit?</p>	<p>A similar alternative to construct an access road between Towne Lake Pkwy and Ridgewalk Pkwy has been considered during the planning process for this project. The proposal received significant public opposition.</p>
ENVIRONMENTAL	<p>Comments 23, 25 & 43 – The project does not alleviate traffic concerns at Exit 8, Town Lake Parkway, particularly for westbound traffic.</p> <p>Comments 34 & 43 – What is going to happen to the roadway between SR 92 and Towne Lake Parkway?</p> <p>Comment 36 – Can I acquire a map detailing this project?</p>	<p>The proposed project would provide an alternate route from the east to I-575 that would avoid the downtown Woodstock area. The proposed improvements are proposed to enhance regional connectivity east of I-575 and provide a direct route to I-575 that does not require travel through historic downtown Woodstock.</p> <p>Improvements on I-575 between SR 92 and Towne Lake Parkway are not within the scope of this project.</p> <p>Conceptual layouts marked "DRAFT" and dated will be provided.</p>

CROY-MSE will respond to all comments on behalf of the Georgia Department of Transportation.

Please review and email any comments to the responses to Michelle McIntosh (mmcintosh@croymse.com) and copy Laura Rish (laura.rish@dot.state.ga.us) by August 1, 2006.

Summary of Comments

July 15, 2006

Page 5 of 5

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

If you have any questions about the comments, please call Michelle McIntosh at (770) 971-5407.

HDK/mbm

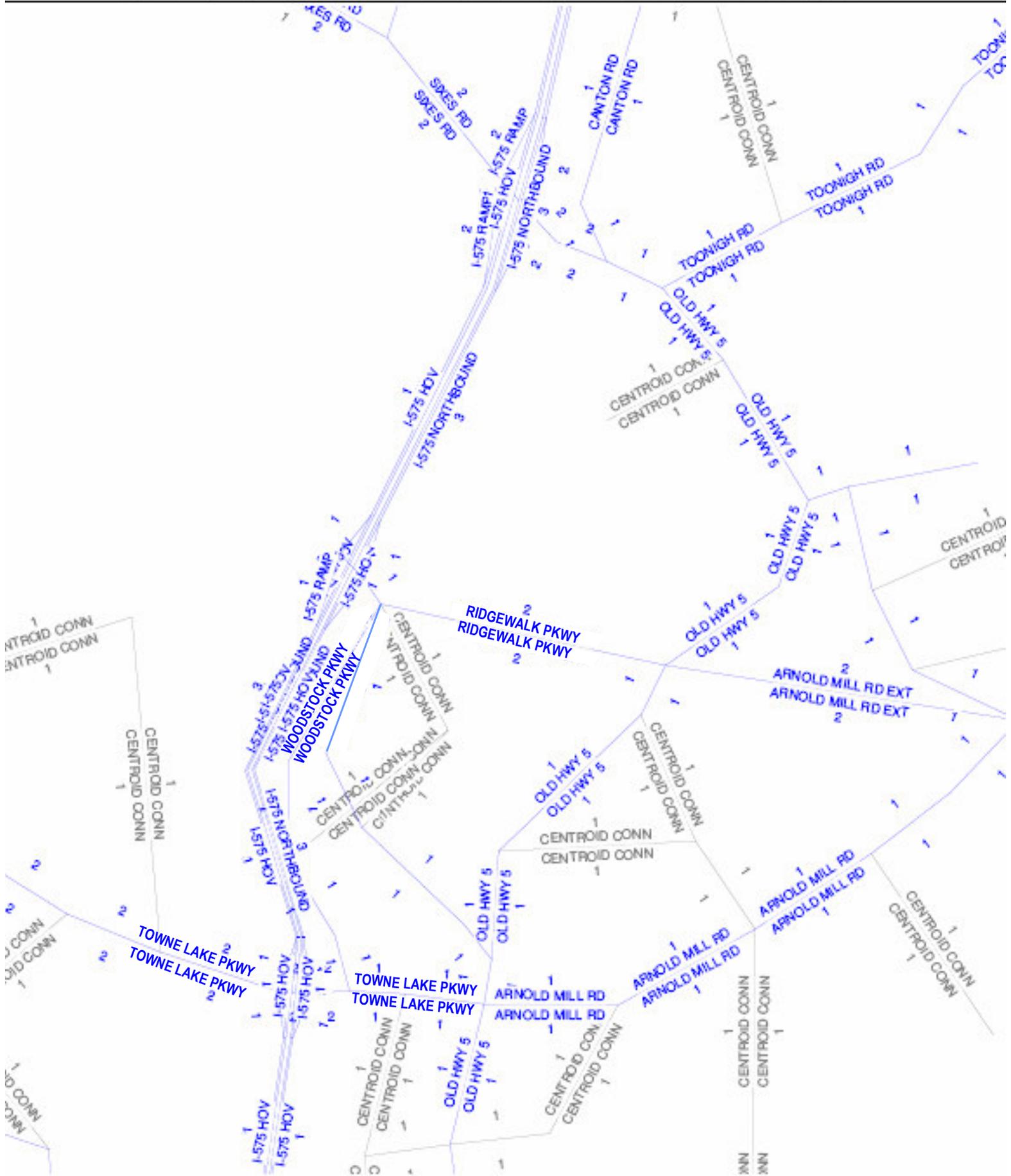
Attachments

DISTRIBUTION: David E. Studstill, Jr. P.E., Kent Sager, Keisha Jackson, Laura Rish, Greg Hood, Mike Dover, Mohamed Arafa

Attachment 9
Conforming Plan's Network Schematic

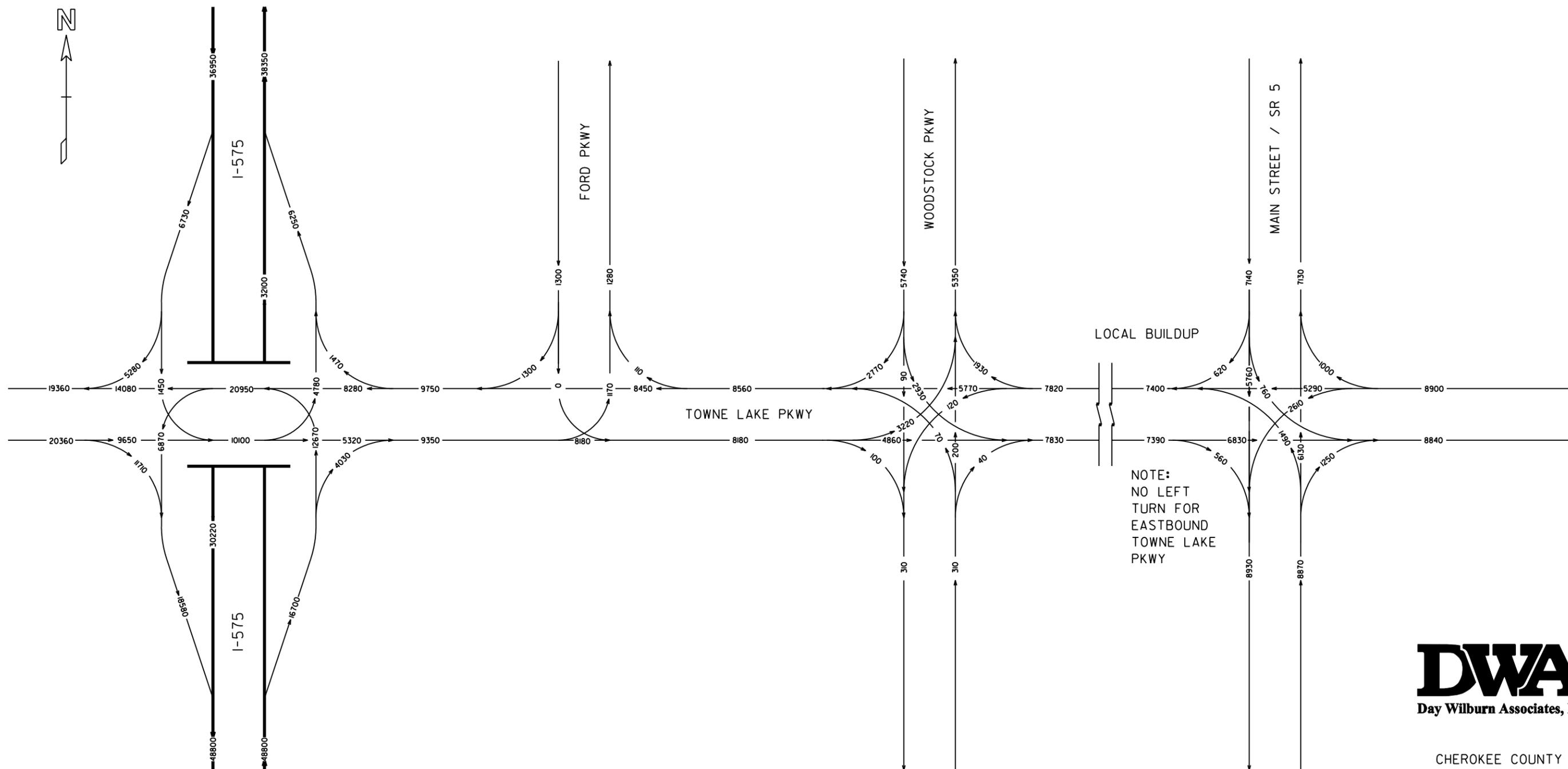
ARC Travel Demand Model - Year 2030

Number of Lanes in Vicinity of I-575 at Ridgewalk Parkway Interchange



Attachment 10
Traffic Diagrams

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006043		



NOTE:
NO LEFT
TURN FOR
EASTBOUND
TOWNE LAKE
PKWY



CHEROKEE COUNTY

I-575 AT WOODSTOCK
INTERCHANGE CONCEPT

2005
EXISTING ADT TRAFFIC

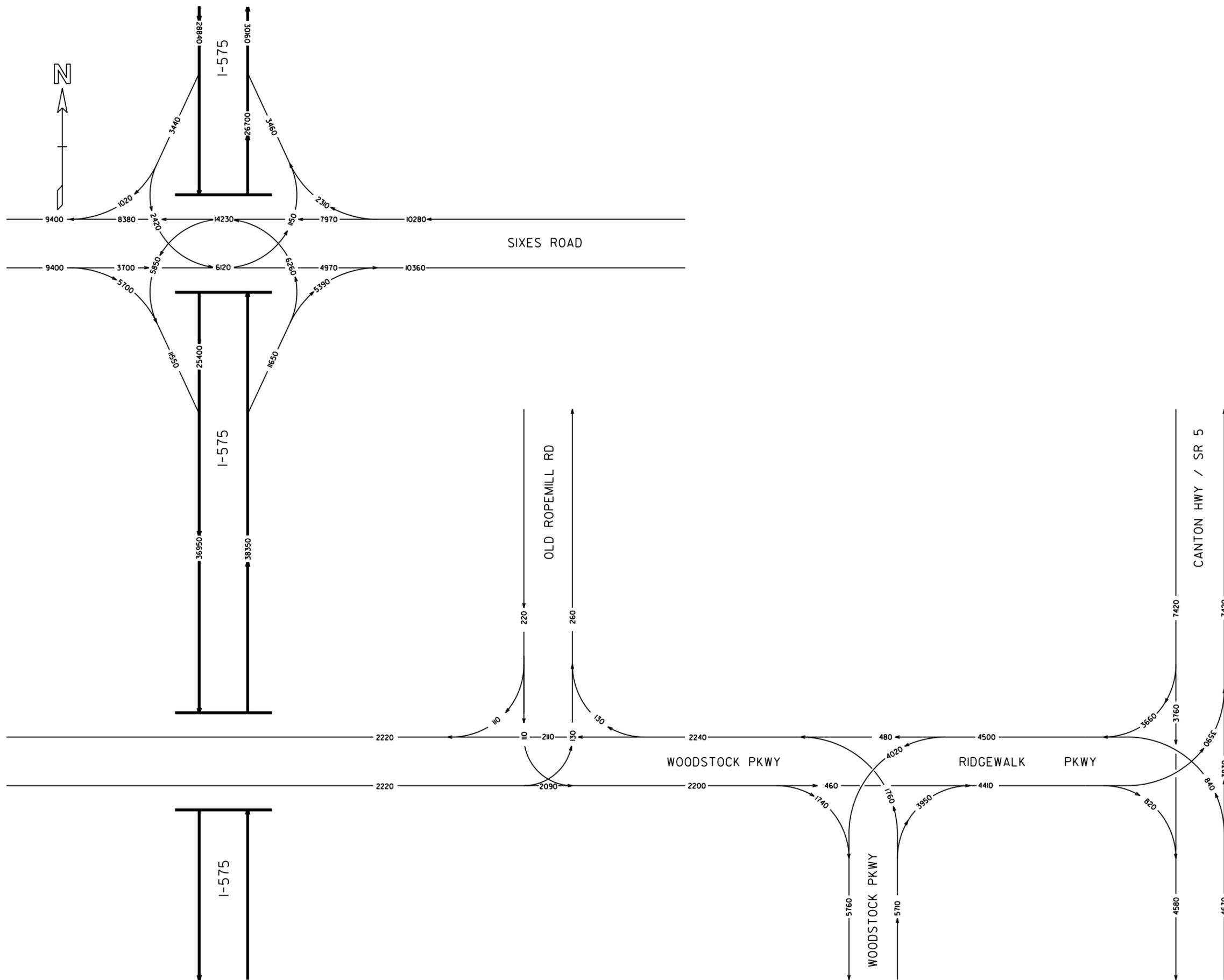
FIGURE A-IA

SCALE: N.T.S.

JUNE/2006

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006043		



CHEROKEE COUNTY

I-575 AT WOODSTOCK INTERCHANGE CONCEPT

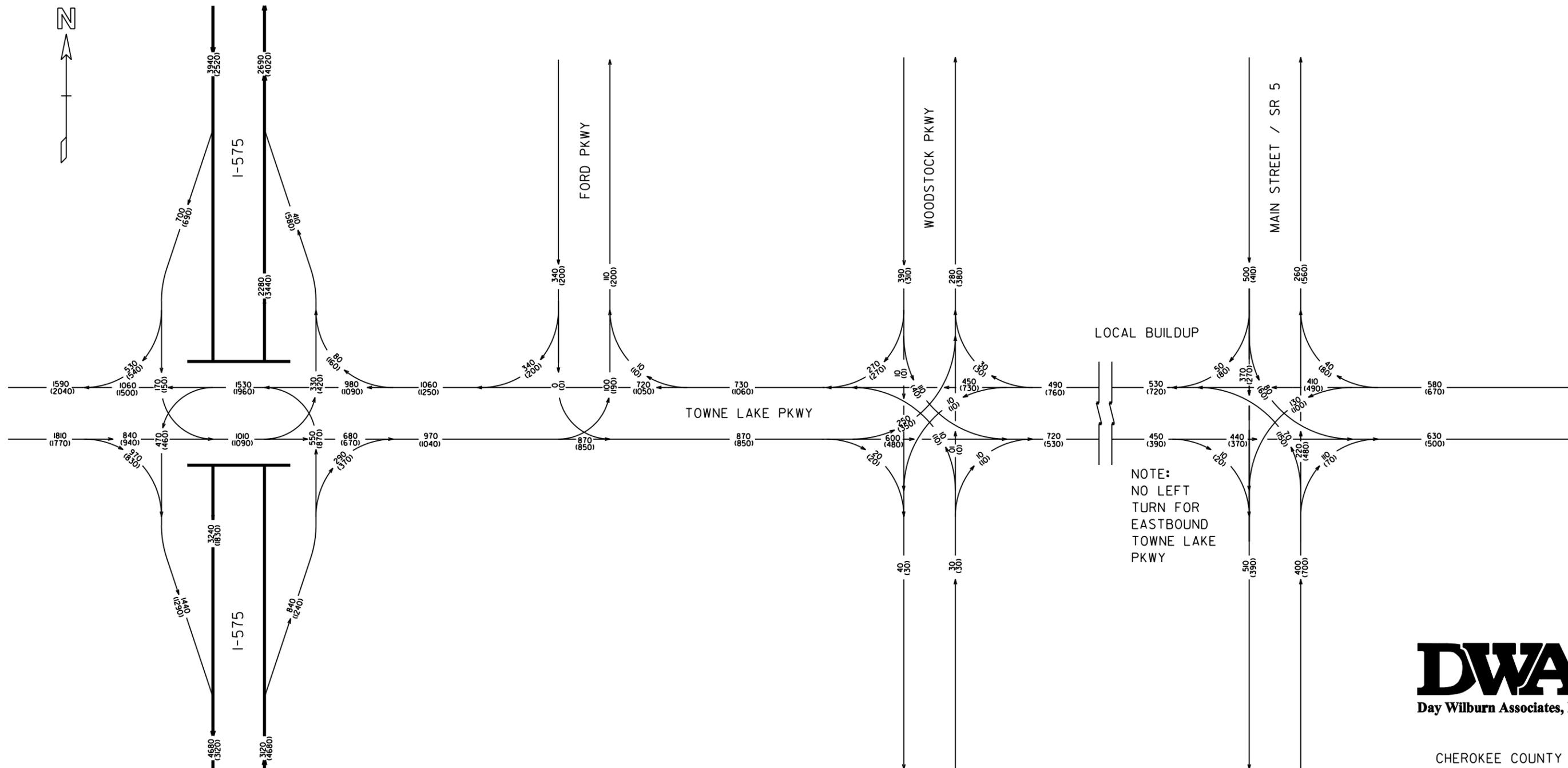
2005 EXISTING ADT TRAFFIC

FIGURE A-IB

SCALE: N.T.S.

JUNE/2006

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$



NOTE:
NO LEFT
TURN FOR
EASTBOUND
TOWNE LAKE
PKWY



CHEROKEE COUNTY

I-575 AT WOODSTOCK
INTERCHANGE CONCEPT

2005 EXISTING
PEAK HOUR VOLUMES

FIGURE A-2A

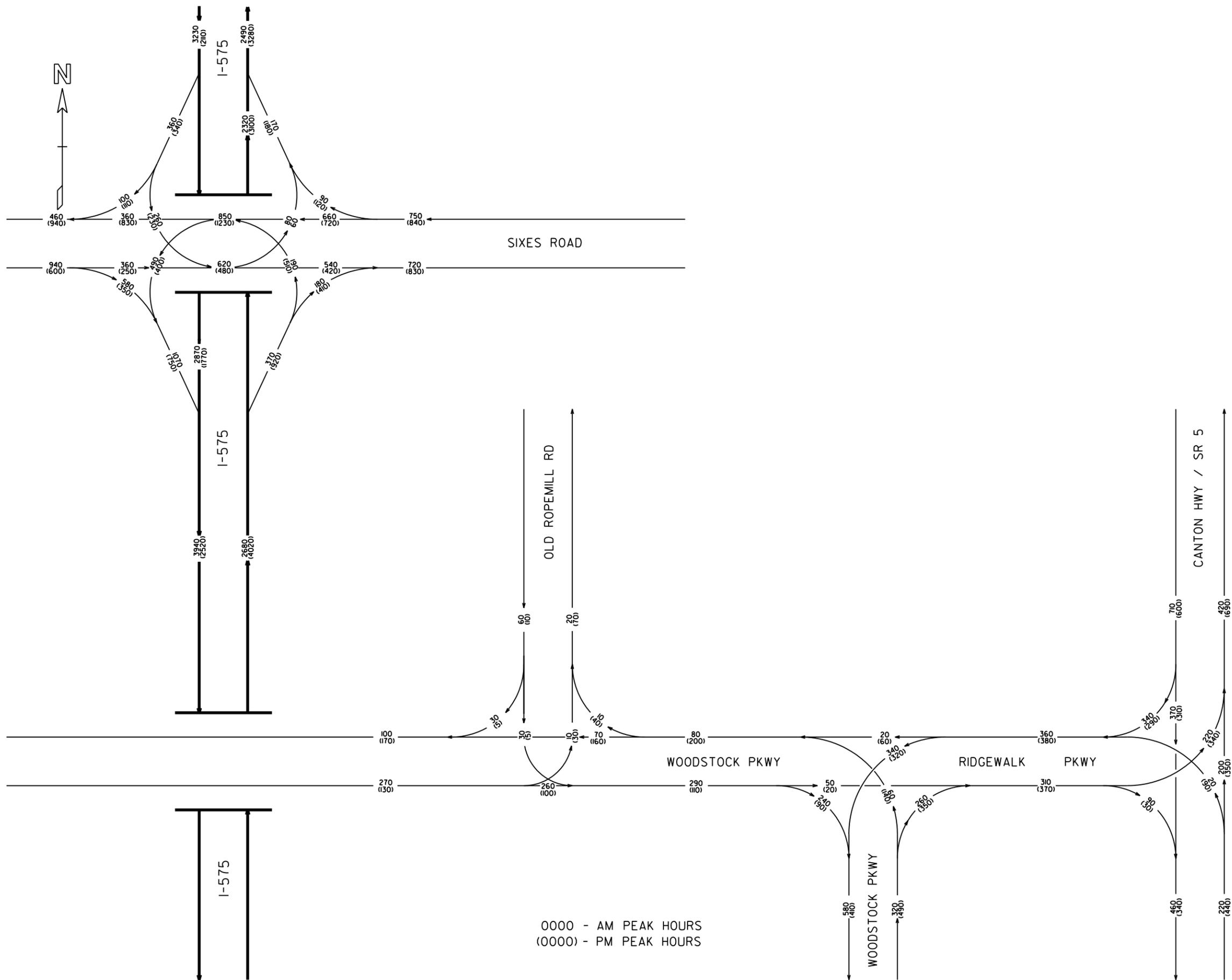
SCALE: N.T.S.

JUNE/2006

0000 - AM PEAK HOURS
(0000) - PM PEAK HOURS

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006043		



CHEROKEE COUNTY

I-575 AT WOODSTOCK
INTERCHANGE CONCEPT

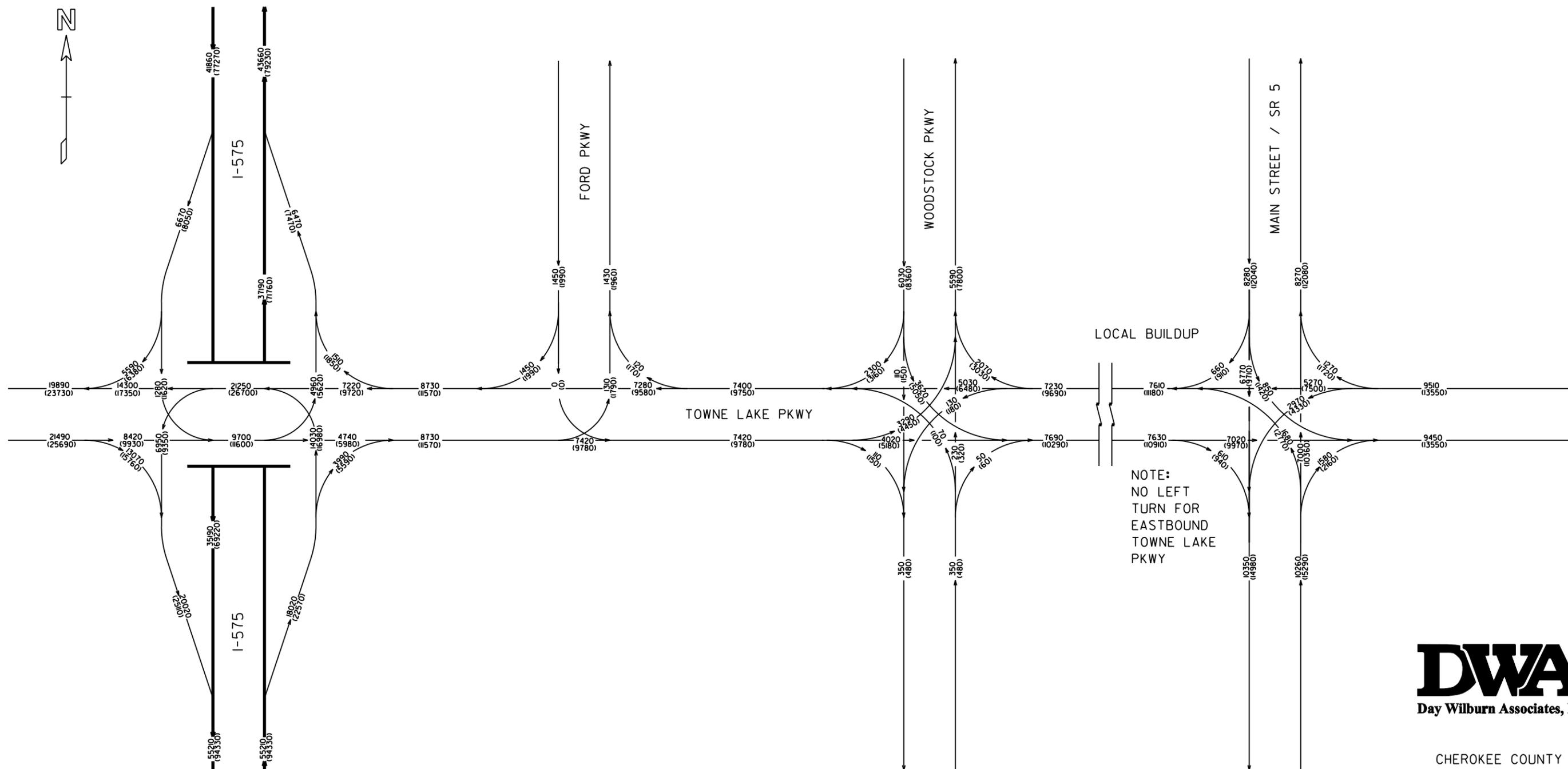
2005 EXISTING
PEAK HOUR VOLUMES

FIGURE A-2B

SCALE: N.T.S.

JUNE/2006

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$



NOTE:
NO LEFT
TURN FOR
EASTBOUND
TOWNE LAKE
PKWY



CHEROKEE COUNTY

I-575 AT WOODSTOCK
INTERCHANGE CONCEPT

2010/2030
ADT TRAFFIC - BUILD

FIGURE A-3A

SCALE: N.T.S.

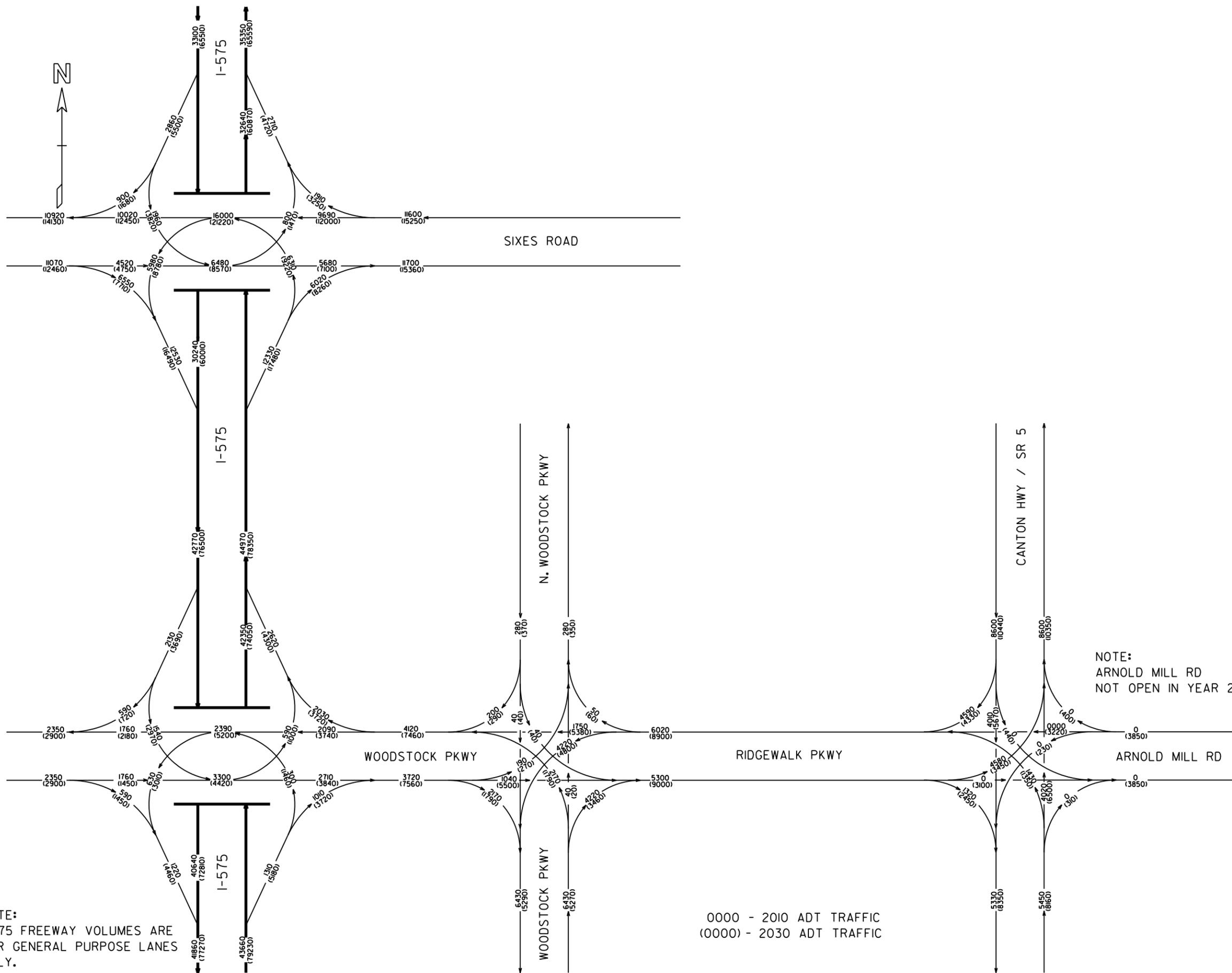
JUNE/2006

NOTE:
I-575 FREEWAY VOLUMES ARE FOR
GENERAL PURPOSE LANES ONLY.

0000 - 2010 ADT TRAFFIC
(0000) - 2030 ADT TRAFFIC

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006043		



NOTE:
ARNOLD MILL RD
NOT OPEN IN YEAR 2010



CHEROKEE COUNTY

I-575 AT WOODSTOCK
INTERCHANGE CONCEPT

2010/2030
ADT TRAFFIC - BUILD

FIGURE A-3B

SCALE: N.T.S.

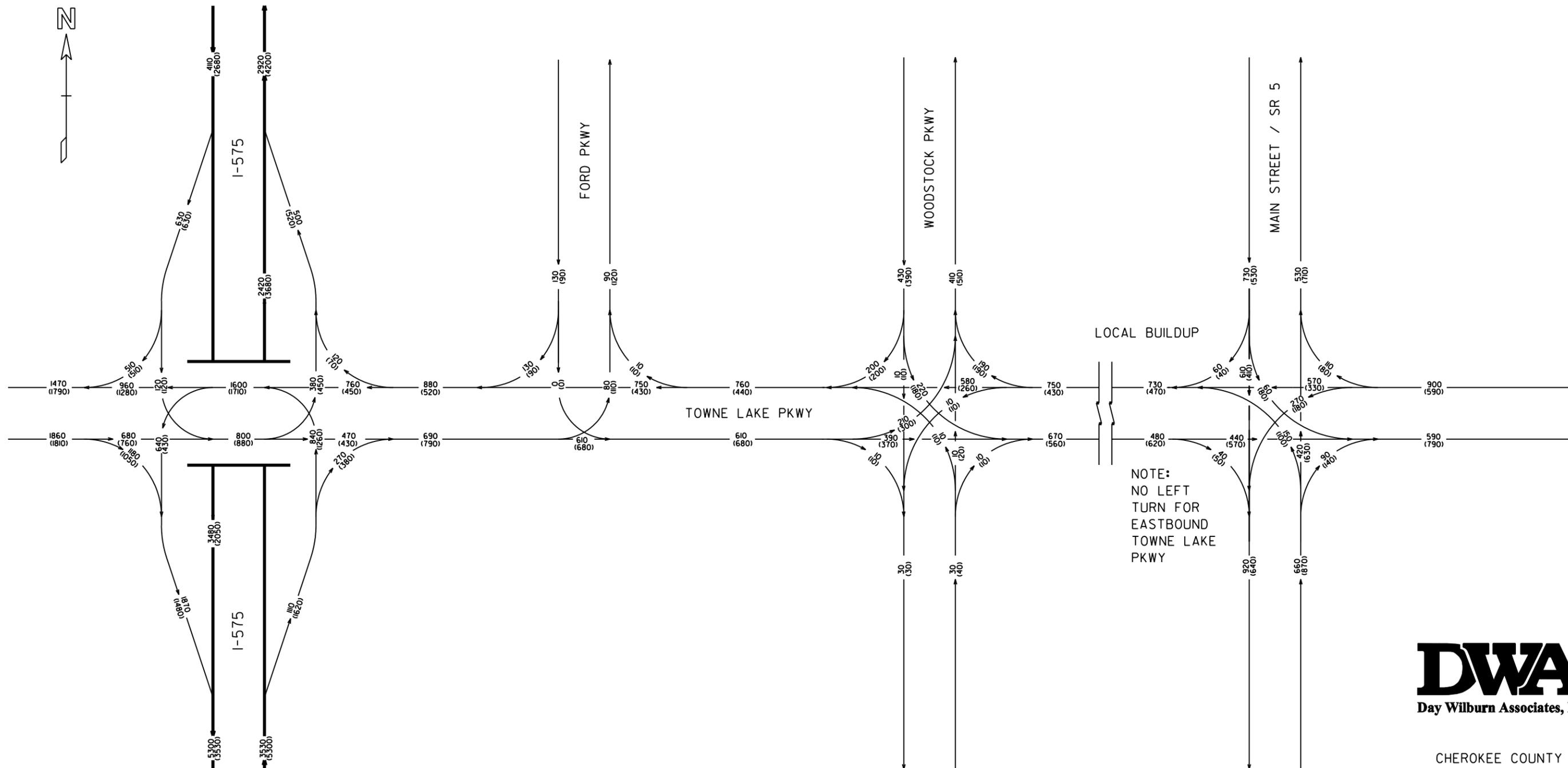
JUNE/2006

NOTE:
I-575 FREEWAY VOLUMES ARE
FOR GENERAL PURPOSE LANES
ONLY.

0000 - 2010 ADT TRAFFIC
(0000) - 2030 ADT TRAFFIC

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006043		



NOTE:
NO LEFT
TURN FOR
EASTBOUND
TOWNE LAKE
PKWY



CHEROKEE COUNTY

I-575 AT WOODSTOCK
INTERCHANGE CONCEPT

2010 DESIGN
HOURLY VOLUME - BUILD

FIGURE A-4A

SCALE: N.T.S.

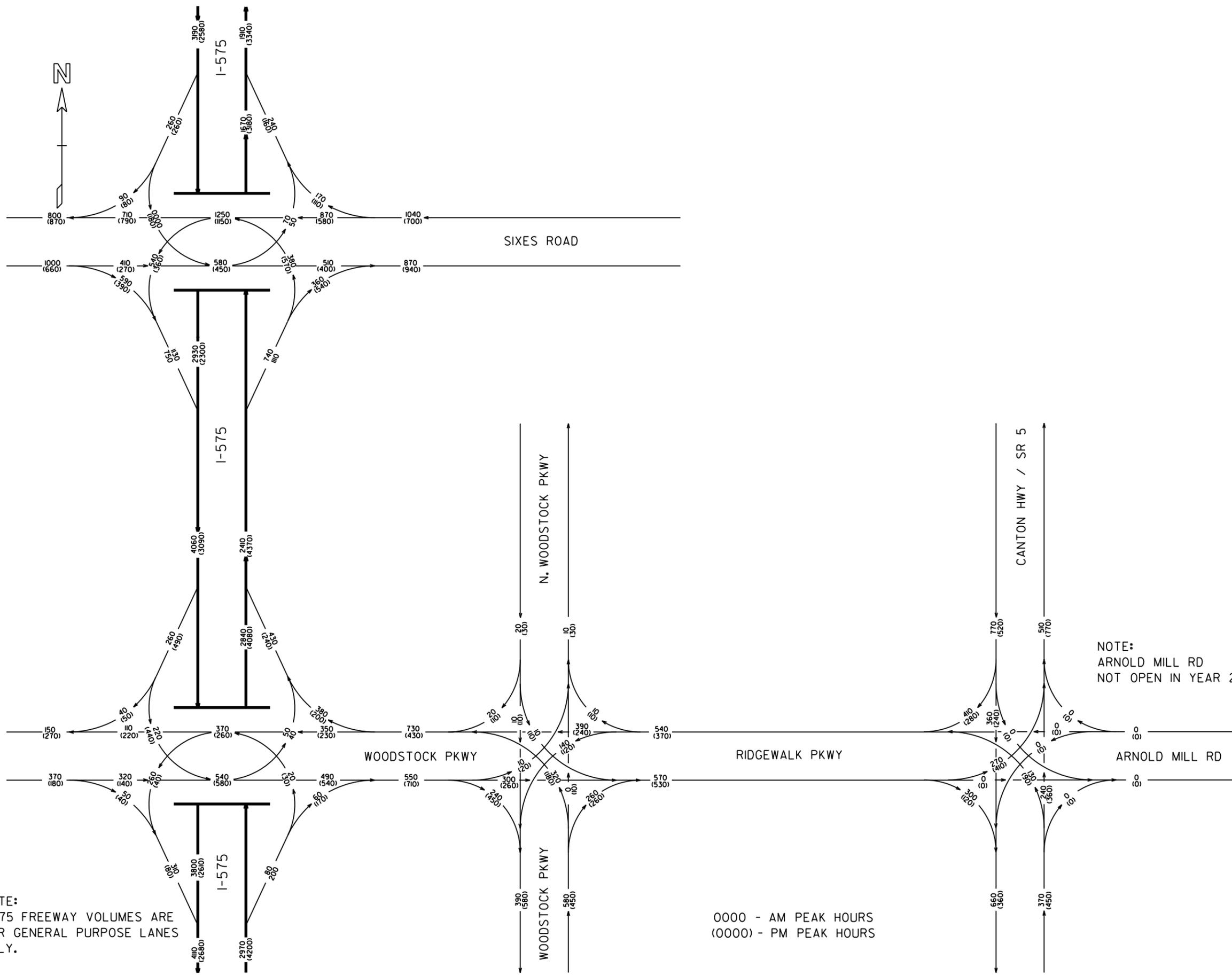
JUNE/2006

NOTE:
I-575 FREEWAY VOLUMES ARE FOR
GENERAL PURPOSE LANES ONLY.

0000 - AM PEAK HOURS
(0000) - PM PEAK HOURS

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006043		



NOTE:
I-575 FREEWAY VOLUMES ARE FOR GENERAL PURPOSE LANES ONLY.

NOTE:
ARNOLD MILL RD NOT OPEN IN YEAR 2010

0000 - AM PEAK HOURS
(0000) - PM PEAK HOURS



CHEROKEE COUNTY

I-575 AT WOODSTOCK INTERCHANGE CONCEPT

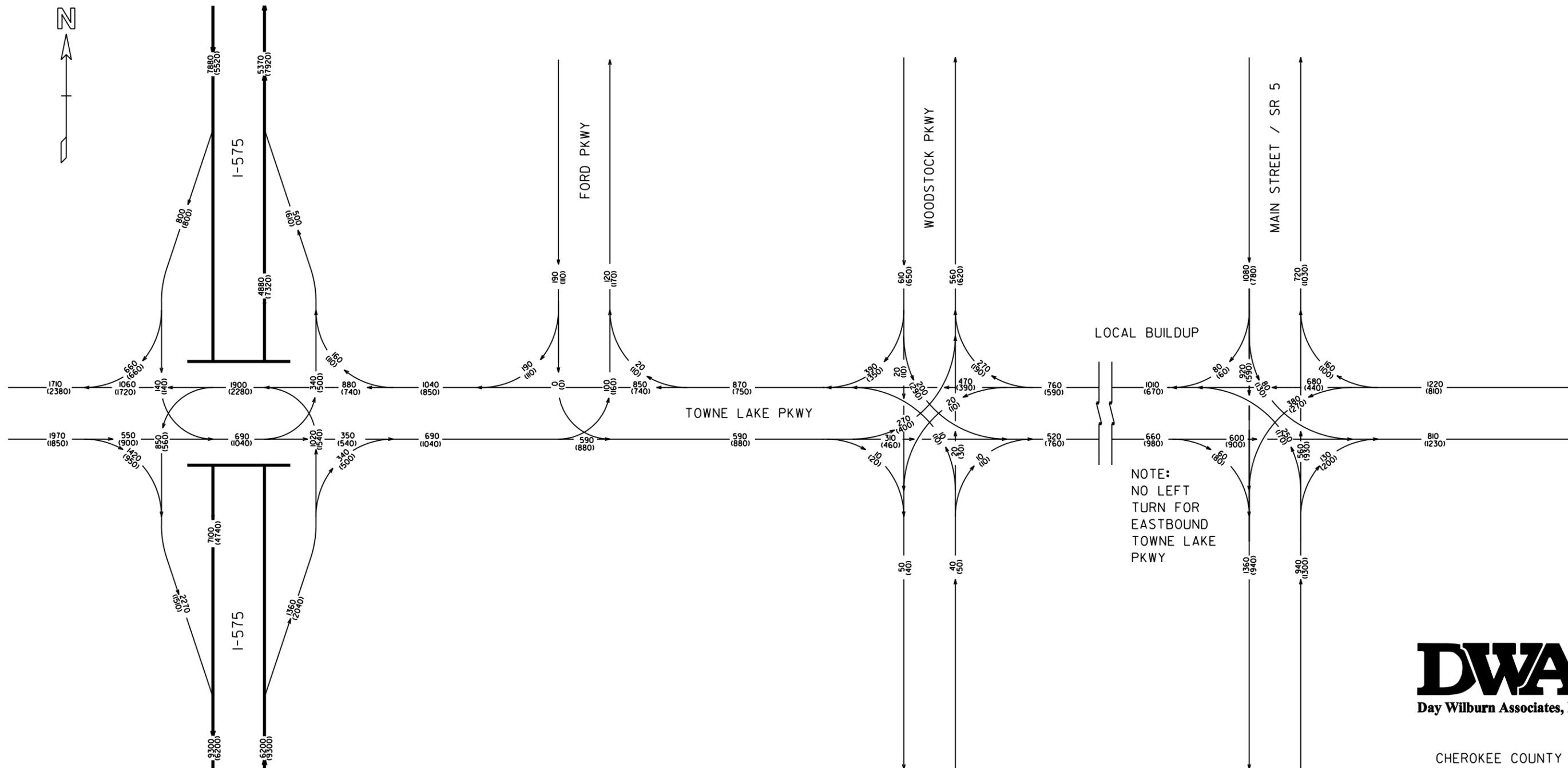
2010 DESIGN HOURLY VOLUME - BUILD

FIGURE A-4B

SCALE: N.T.S.

JUNE/2006

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$



NOTE:
NO LEFT
TURN FOR
EASTBOUND
TOWNE LAKE
PKWY



CHEROKEE COUNTY

NOTE:
I-575 FREEWAY VOLUMES ARE FOR
GENERAL PURPOSE LANES ONLY.

0000 - AM PEAK HOURS
(0000) - PM PEAK HOURS

I-575 AT WOODSTOCK
INTERCHANGE CONCEPT

2030 DESIGN
HOURLY VOLUME - BUILD

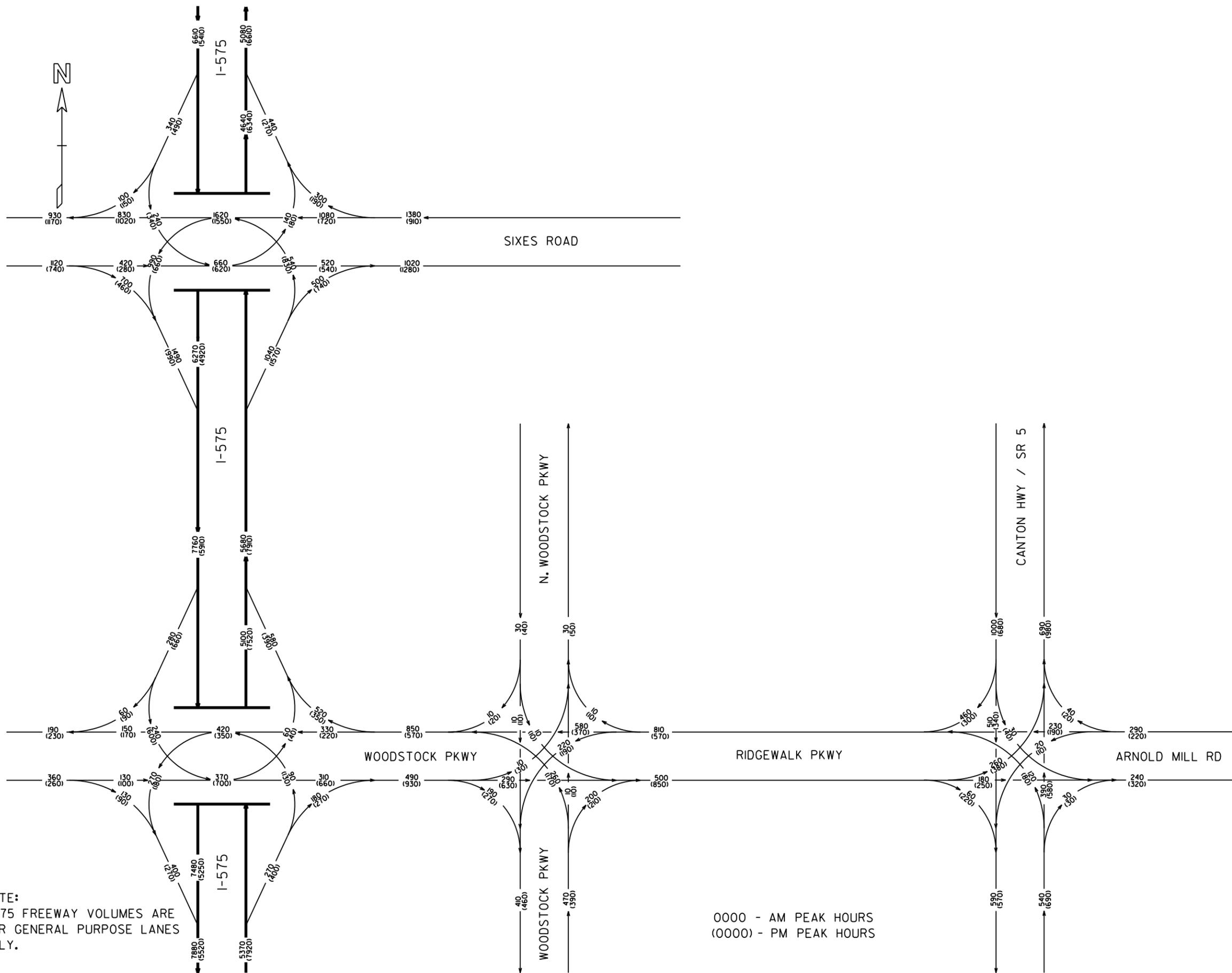
FIGURE A-5A

SCALE: N.T.S.

JUNE/2006

DATE\$ TIME\$ USER\$ FILE\$

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006043		



NOTE:
I-575 FREEWAY VOLUMES ARE FOR GENERAL PURPOSE LANES ONLY.

0000 - AM PEAK HOURS
(0000) - PM PEAK HOURS



CHEROKEE COUNTY

I-575 AT WOODSTOCK INTERCHANGE CONCEPT

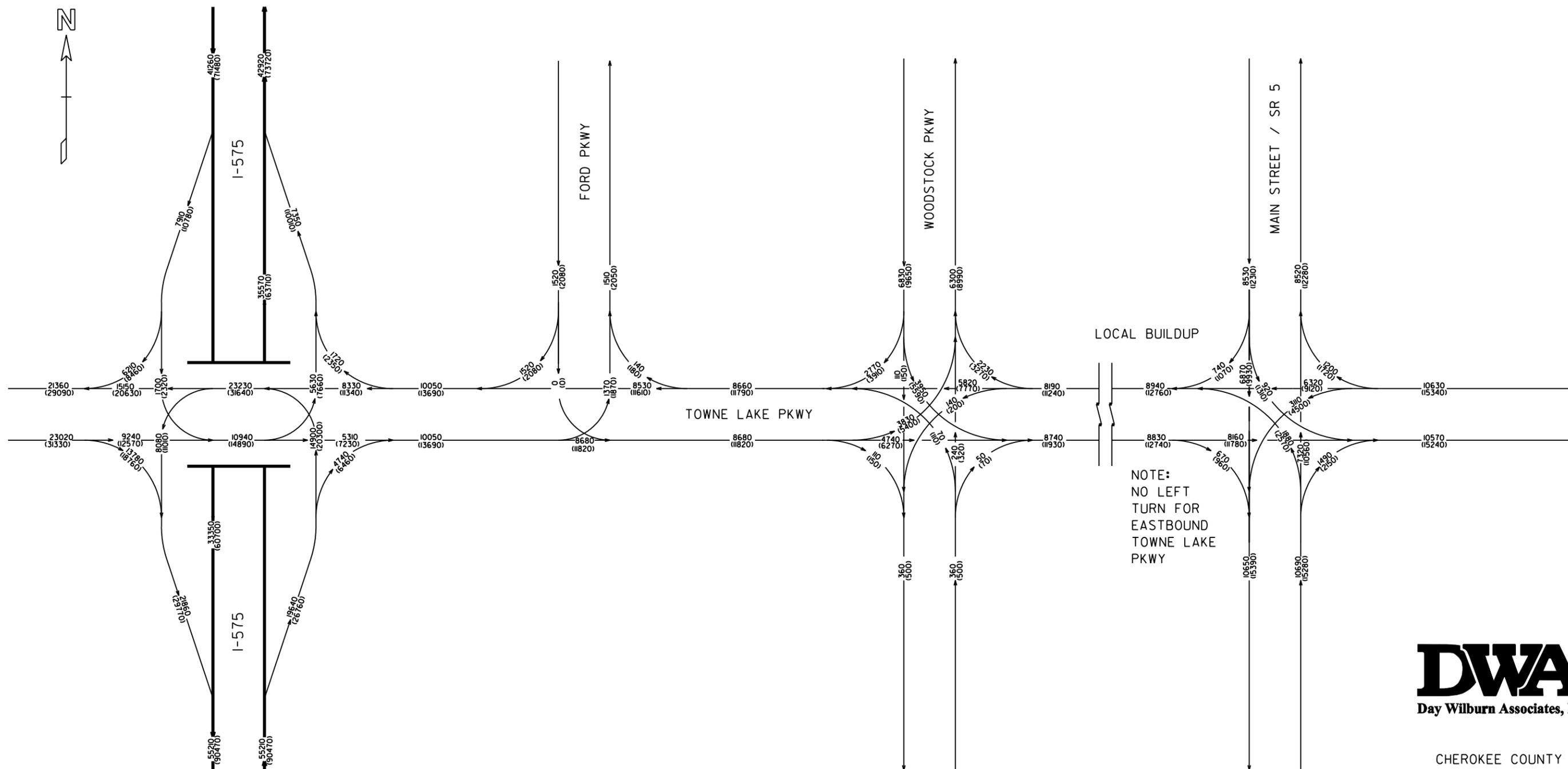
2030 DESIGN HOURLY VOLUME - BUILD

FIGURE A-5B

SCALE: N.T.S.

JUNE/2006

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$



NOTE:
NO LEFT
TURN FOR
EASTBOUND
TOWNE LAKE
PKWY



CHEROKEE COUNTY

I-575 AT WOODSTOCK
INTERCHANGE CONCEPT

2010/2030
ADT TRAFFIC NO-BUILD

FIGURE A-6A

SCALE: N.T.S.

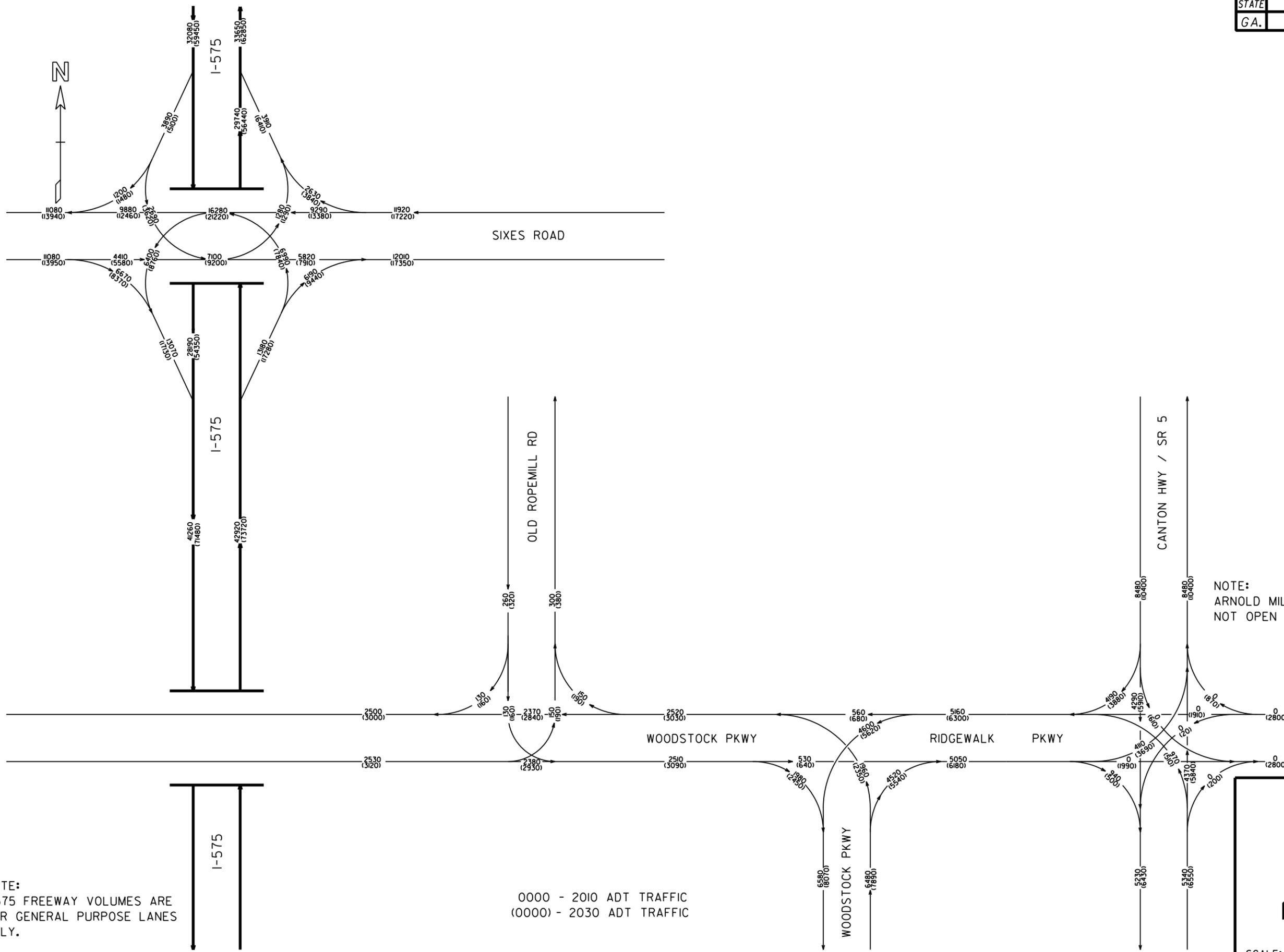
JUNE/2006

NOTE:
I-575 FREEWAY VOLUMES ARE FOR
GENERAL PURPOSE LANES ONLY.

0000 - 2010 ADT TRAFFIC
(0000) - 2030 ADT TRAFFIC

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006043		



NOTE:
ARNOLD MILL RD
NOT OPEN IN YEAR 2010



CHEROKEE COUNTY

I-575 AT WOODSTOCK
INTERCHANGE CONCEPT

2010/2030
ADT TRAFFIC NO-BUILD

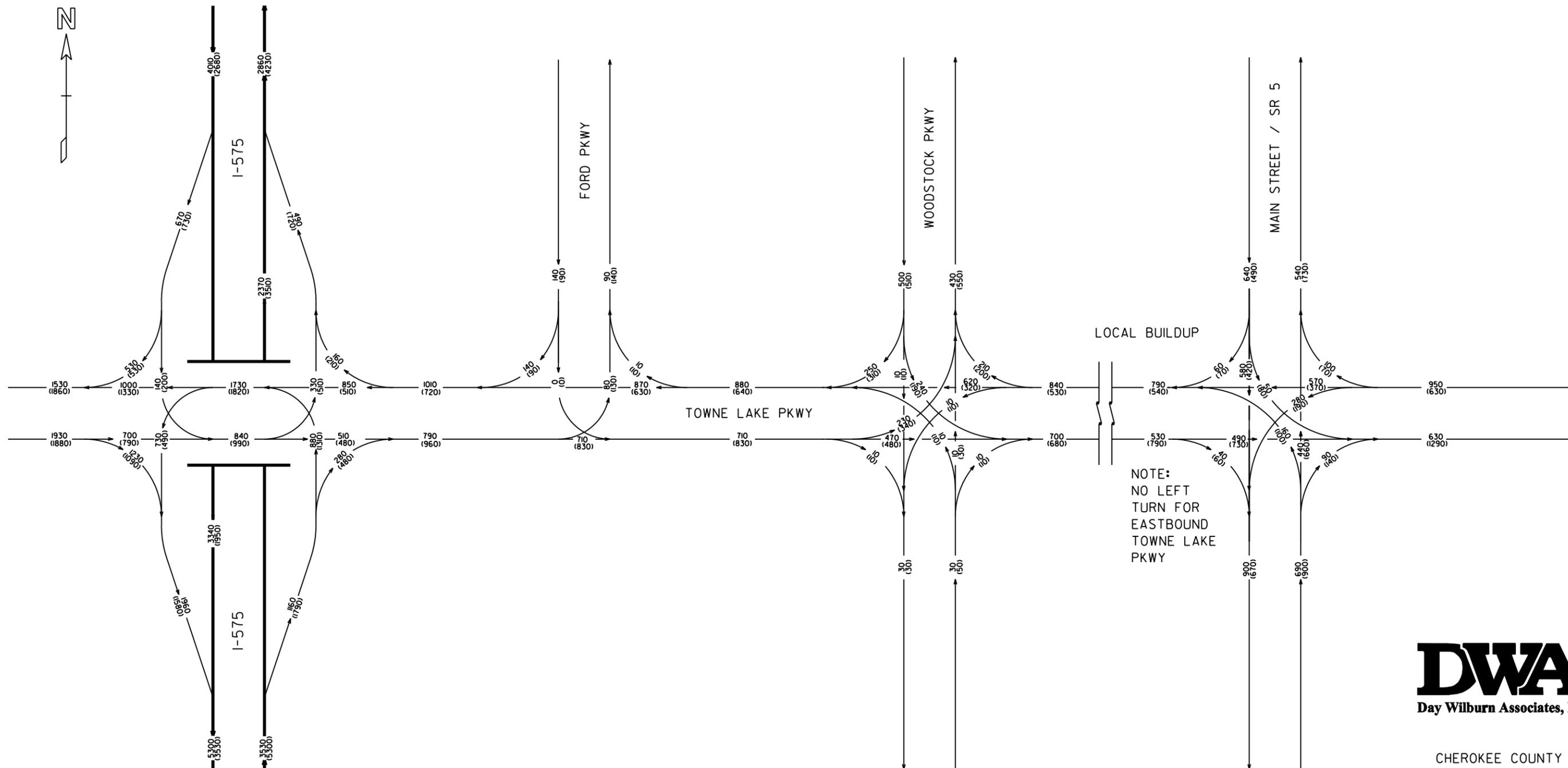
FIGURE A-6B

SCALE: N.T.S. JUNE/2006

NOTE:
I-575 FREEWAY VOLUMES ARE
FOR GENERAL PURPOSE LANES
ONLY.

0000 - 2010 ADT TRAFFIC
(0000) - 2030 ADT TRAFFIC

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$



NOTE:
I-575 FREEWAY VOLUMES ARE FOR
GENERAL PURPOSE LANES ONLY.

0000 - AM PEAK HOURS
(0000) - PM PEAK HOURS



CHEROKEE COUNTY

I-575 AT WOODSTOCK
INTERCHANGE CONCEPT

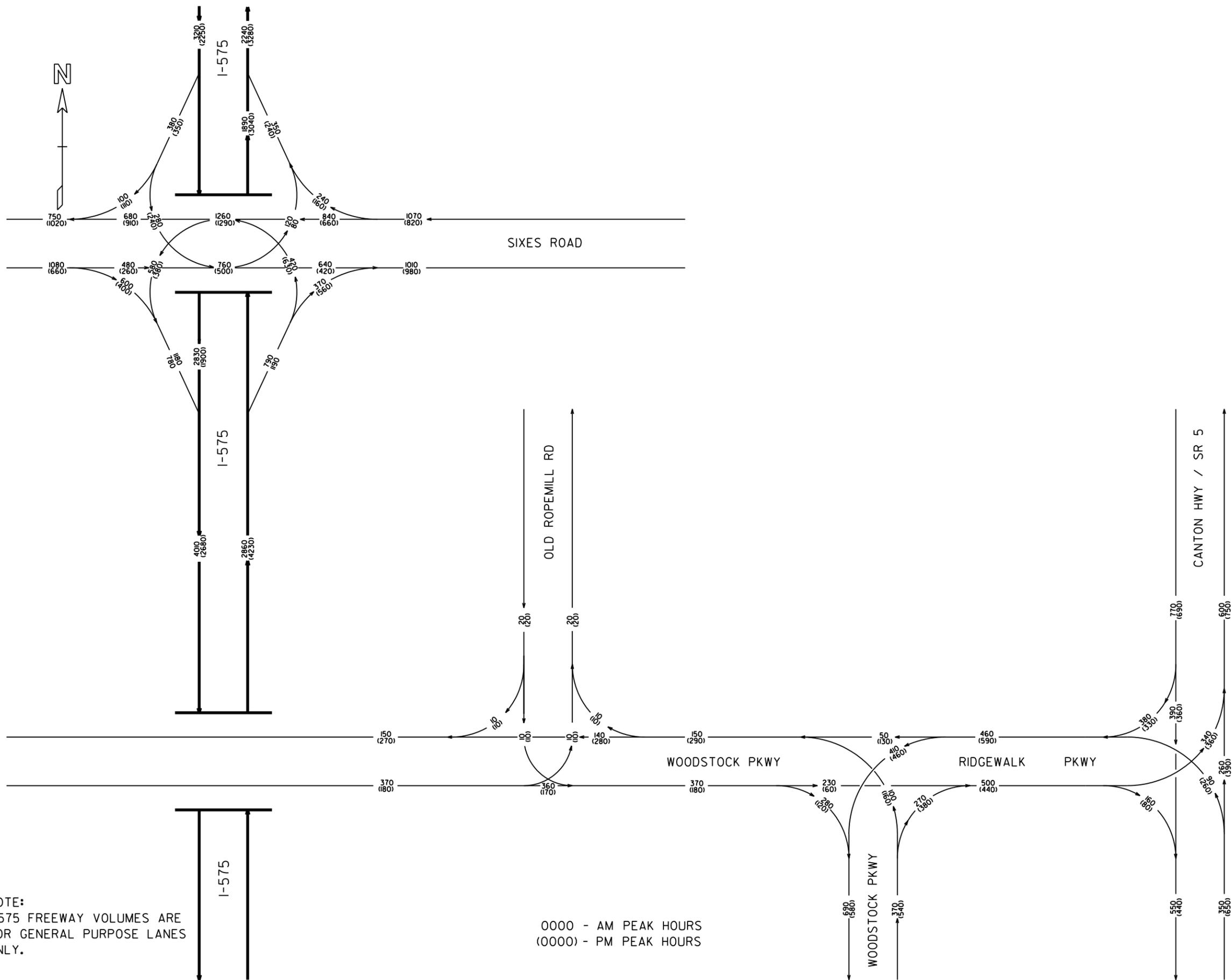
2010 NO-BUILD
DESIGN HOURLY VOLUMES

FIGURE A-7A

SCALE: N.T.S. JUNE/2006

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006043		



NOTE:
I-575 FREEWAY VOLUMES ARE
FOR GENERAL PURPOSE LANES
ONLY.

0000 - AM PEAK HOURS
(0000) - PM PEAK HOURS



CHEROKEE COUNTY

I-575 AT WOODSTOCK
INTERCHANGE CONCEPT

2010 NO-BUILD
DESIGN HOURLY VOLUMES

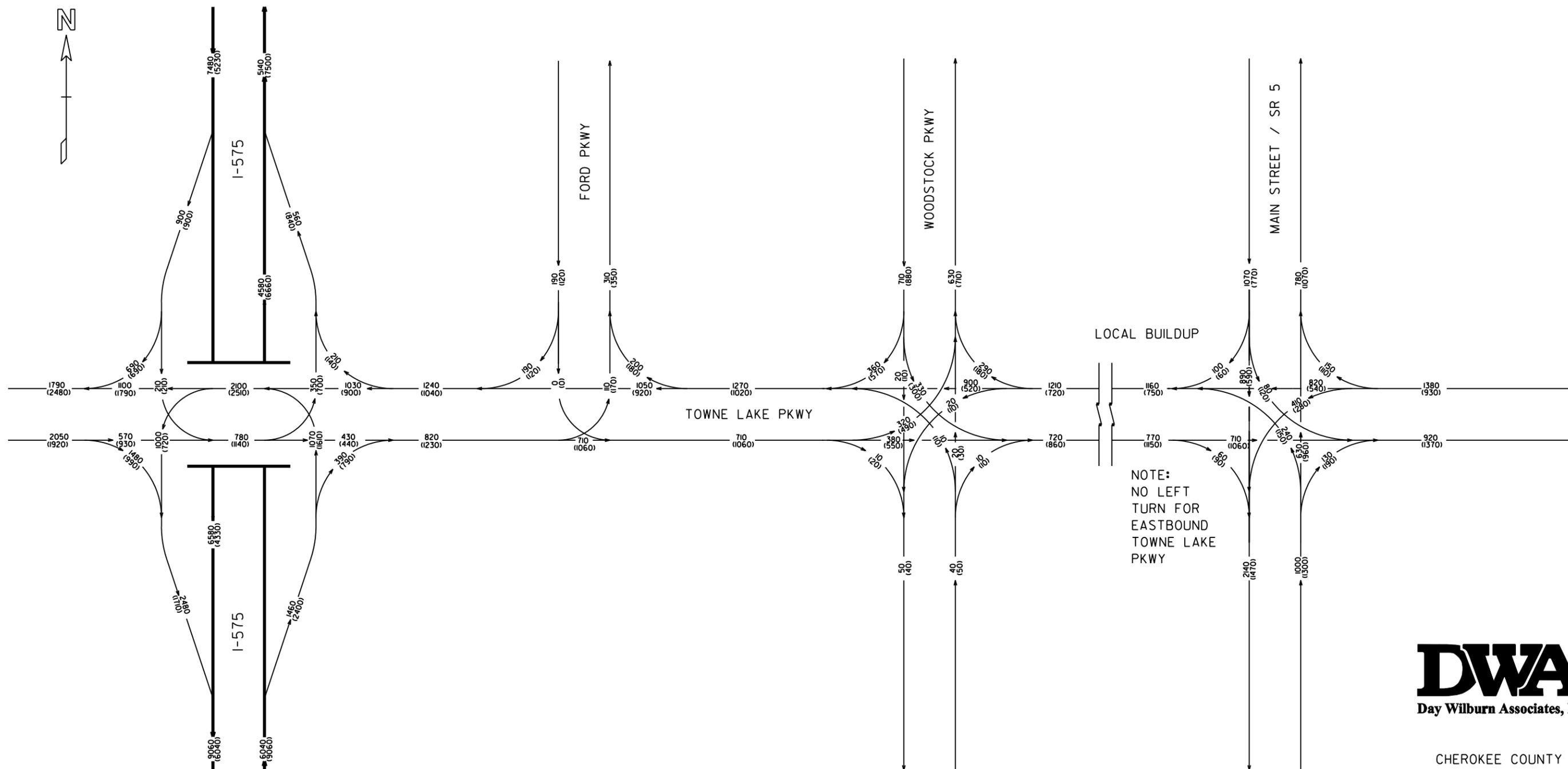
FIGURE A-7B

SCALE: N.T.S.

JUNE/2006

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006043		



NOTE:
I-575 FREEWAY VOLUMES ARE FOR
GENERAL PURPOSE LANES ONLY.

0000 - AM PEAK HOURS
(0000) - PM PEAK HOURS



CHEROKEE COUNTY

I-575 AT WOODSTOCK
INTERCHANGE CONCEPT

2030 NO-BUILD
DESIGN HOURLY VOLUMES

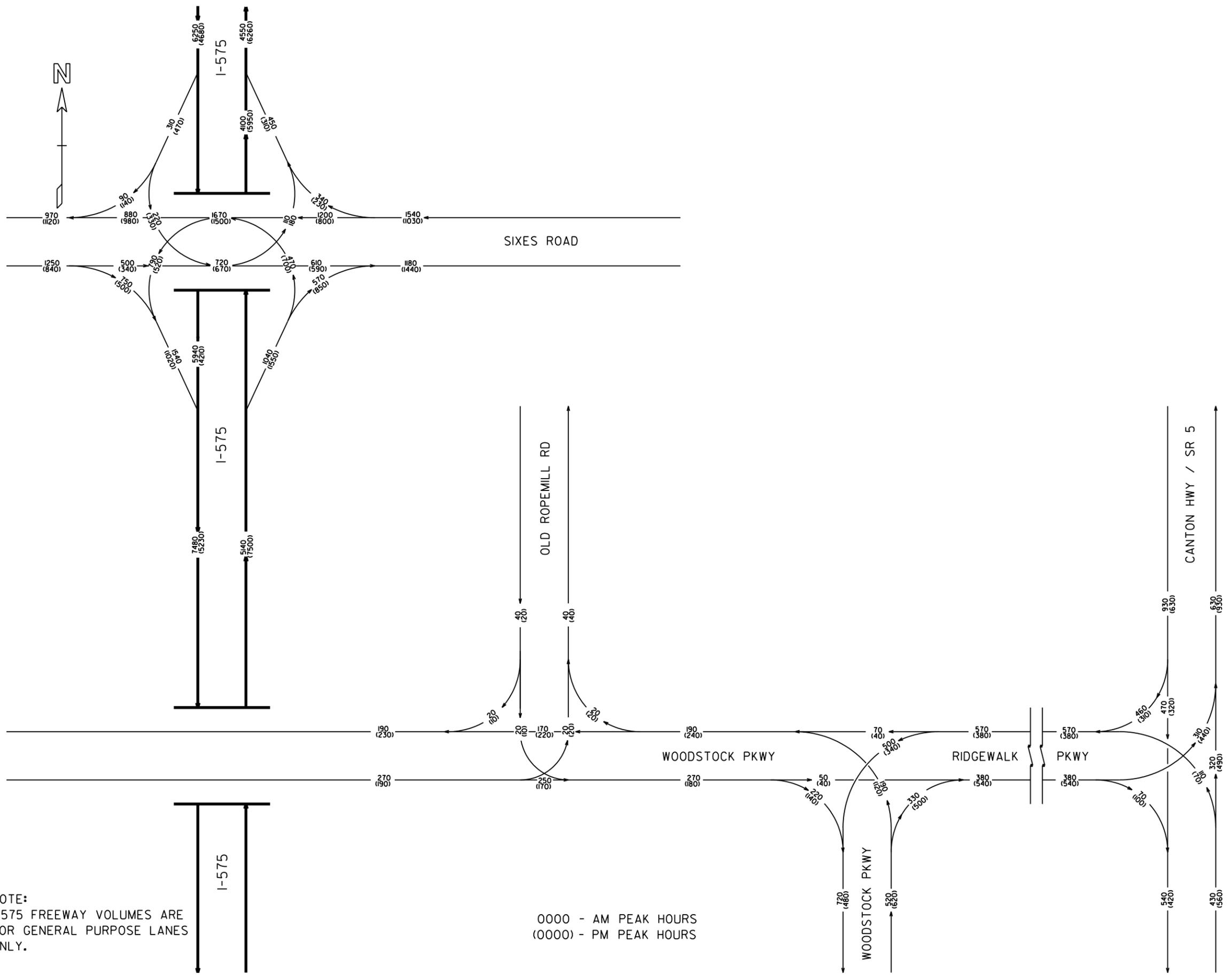
FIGURE A-8A

SCALE: N.T.S.

JUNE/2006

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	0006043		



NOTE:
I-575 FREEWAY VOLUMES ARE
FOR GENERAL PURPOSE LANES
ONLY.

0000 - AM PEAK HOURS
(0000) - PM PEAK HOURS



CHEROKEE COUNTY

I-575 AT WOODSTOCK
INTERCHANGE CONCEPT

2030 NO-BUILD
DESIGN HOURLY VOLUMES

FIGURE A-8B

SCALE: N.T.S.

JUNE/2006

\$DATE\$ \$TIME\$ \$USER\$ \$FILE\$

Attachment 11
Project Framework Agreement

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
THE CITY OF WOODSTOCK
FOR
TRANSPORTATION FACILITY IMPROVEMENTS

This Framework Agreement is made and entered into this ____ day of _____, 200__, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the CITY OF WOODSTOCK, acting by and through its Mayor and City Council hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another “for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide.” Ga. Constitution Article IX, §III, ¶1(a).

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for all reimburseable utility relocation costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT and eligible for reimbursement by the DEPARTMENT shall not be considered reimbursible to the LOCAL GOVERNMENT until the LOCAL GOVERNMENT receives a written notice to proceed for each phase of the PROJECT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for (Right of Way and or Construction) activities, right of way acquisitions or construction as specified in Attachment A.

3. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement applies to the Right of Way and Construction funding estimate levels are provided herein for planning purposes. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for applicable Right of Way and Construction.

4. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks and the grass strip between the curb and gutter and the sidewalk within the PROJECT limits.

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP). Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT

shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction or right of way, as applicable.

6. The LOCAL GOVERNMENT shall certify that they have read and understands the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, AND FEDERAL AUDIT REQUIREMENTS" and will comply in full with said provisions.

7. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

8. The DEPARTMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The DEPARTMENT shall perform all necessary survey efforts in order to complete the design of the bridge(s) and prepare any required hydraulic and hydrological studies.

The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

9. The LOCAL GOVERNMENT, unless shown otherwise on Attachment A, shall acquire the Right of way in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT. If the right of way phase is 100% local funding with no Federal or State reimbursement, upon the DEPARTMENT's approval of the project right of way plans, verification that the approved environmental document is current, and a written notice to proceed by the DEPARTMENT, the LOCAL GOVERNMENT shall stake the right of way and may proceed with the acquisition of the necessary right of way for the PROJECT. If the right of way phase involves federal and/or state funding reimbursement, upon the DEPARTMENT's approval of the project right of way plans, the LOCAL GOVERNMENT shall stake the right of way and may proceed with all pre-acquisition right of way activities, however, property negotiation and acquisition cannot commence until the "Contract for the Acquisition of Right of Way" to be prepared by the Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. In the event the LOCAL GOVERNMENT is to receive reimbursement of all or part of the acquisition funding, reimbursable right of way costs are to include land and improvement costs,

property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 2 months prior to advertising the PROJECT for bids.

10. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the LOCAL GOVERNMENT the PROJECT shall be let for construction. The DEPARTMENT, unless shown otherwise on Attachment A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

State Urban Design Engineer

Director of Preconstruction

Chief Engineer

DEPARTMENT OF
TRANSPORTATION

BY: _____
Commissioner

ATTEST:

Treasurer

REVIEWED AS TO LEGAL FORM:

Office of Legal Services

LOCAL GOVERNMENT NAME

BY:

Mayor

Signed, sealed and delivered this
_____ day of _____,
200_, in the presence of:

Witness

Notary Public

This Agreement approved on this
_____ day of _____, 200_.

City/County Clerk (as appropriate)

FEIN: _____

ATTACHMENT “A”

Project Number: CSNHS-0006-00(043) – City of Woodstock, Cherokee County

Project	Work	Preliminary Engineering		Right of Way		Construction		Utilities
(PI#, Project #Description)	Type	Funding	Design	Funding of Real Property	Acquisition & Administrative Cost by	Funding	Letting by	Relocation Costs by
PI# 0006043, CSNHS-0006-00(043) New Interchange at I-575 and Rope Mill Connector.	Interchange Project	(\$3,500,000 Fed) (\$309,000 State)	GDOT	(\$3,100,000 Local) City of Woodstock	LOCAL	80% DOT/Fed 20% State	GDOT	\$180,000.00 GDOT

ATTACHMENT “B”

Project Number: CSNHS-0006-00(043) – City of Woodstock, Cherokee County

Proposed Project Schedule

Environmental Phase				
Concept Phase				
Preliminary Plan Phase				
Right of Way Phase				

Deadlines for Responsible Parties	Execute Agreement	December 2007 (Approve Concept)	March 2008 (Approve Env. Document)	June 2008 (Authorize Right of Way funds)	March 2009 (Authorize Const. funds)
--	--------------------------	---	--	--	---

Annual Reporting Requirements The Local Government shall provide a written status report to the Department’s Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

Training Certification Requirement The Local Government shall provide a written certification that all appropriate staff (employees and consultants) involved in the Project have attended or are scheduled to attend the Department’s Plan Development Process Training Course. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.