

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 0008232, Troup County **OFFICE** Preconstruction  
CSNHS-0008-00(232)  
Construction of New Interchange and Associated  
Frontage Road on I-85 at M.P. 6.0 **DATE** February 21, 2007

**FROM** *Genetha Rice-Singleton*  
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.

GRS/cj

Attachment

DISTRIBUTION:

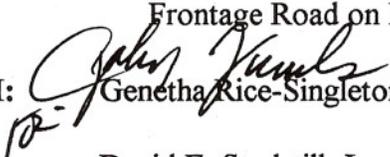
Brian Summers  
Harvey Keeper  
Ken Thompson  
Jamie Simpson  
Michael Henry  
Keith Golden  
Angela Alexander (file copy)  
Paul Liles  
Babs Abubakari  
Ben Buchan  
Thomas Howell  
BOARD MEMBER  
FHWA

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** P. I. No. 0008232, Troup County **OFFICE:** Preconstruction  
CSNHS-0008-00(232)  
Construction of New Interchange and Associated  
Frontage Road on I-85 at M.P. 6.0 **DATE:** January 10, 2007

**FROM:**  Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO:** David E. Studstill, Jr., P.E., Chief Engineer

**SUBJECT: PROJECT CONCEPT REPORT**

This project is the construction of a new interchange over I-85 near M.P. 6 in Troup County. This project includes the relocation of Gabbettville Road and the construction of the frontage/connector road to SR 18 which will be part of the West Point Economic Development Site (WPEDS). The Georgia Department of Economic Development (GDED) recently purchased more than 2,200 acres of property near the City of West Point along the west side of I-85, north of SR 18 extending up to Gabbettville Road in Troup County to be developed as a large industrial site. This site is known as the West Point Economic Development Site, and will be the location of a 1.2 billion dollar Kia automobile manufacturing facility which is expected to produce 300,000 to 400,000 vehicles annually. Safe, convenient and efficient access to/from I-85 is critical for the site as it will generate thousands of daily auto and truck trips, most of which will use I-85 enroute to/from the site vicinity. Existing site access to/from I-85 is provided by SR 18/I-85, a full diamond interchange at SR 18 located at M.P. 2 (identified as Exit 2). The next interchange to the north of Exit 2 is Exit 13, which is 11 miles to the north and the first of three exits that provide access to the City of LaGrange. The purpose of the proposed project is to provide safe, convenient and efficient access to/from I-85 for the proposed economic development site adjacent to I-85 between SR 18 and Gabbettville Road.

The proposed project will construct a full diamond interchange with relocated Gabbettville Road. On I-85 at Gabbettville Road, a two lane exit ramp will be constructed in the northbound and southbound direction and a two lane entrance ramp will be constructed in the northbound direction. One lane will be dropped just past the nose of the northbound entrance ramp and the parallel lane along I-85 will be dropped 2000' beyond the end of the taper of the first lane drop. All ramp noses will be constructed to allow for one future lane to be added to the outside of I-85. The end of the construction of this northbound lane will be approximately 4340' from the ramp nose due to the 70:1 tapers for the lane drops and the extra width to provide for the future widening of I-85. The entrance ramp southbound to I-85 will be two lanes on the ramp proper but will taper down to a single lane entrance ramp just before the nose.

Relocated Gabbettville Road will start at the intersection of Sandtown Road and existing Gabbettville Road and widen to a four lane facility with a 32' raised median. Gabbettville Road

P. I. No. 0008232, Troup  
January 10, 2007

will be carried over I-85 with three lanes eastbound (including one added lane for through traffic), two lanes westbound, and a closed 32' wide median on the bridge. Gabbettville Road will end at a T-intersection with CR 94/Warner Road. Warner Road will be upgraded at this intersection to provide turn lanes and intersection sight distance.

This project includes a four lane frontage road with a 20' raised median along the west side of I-85 between SR 18 and relocated Gabbettville Road. A truck entrance will also be constructed from relocated Gabbettville Road to the economic development site.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; public hearing open houses were held July 25 and December 14, 2006; time saving procedures are not appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	\$79,671,000	\$79,730,000	L050	2007
Right-of-Way	\$ 8,800,000	\$11,700,000	LICO	2007
Utilities	\$ 500,000	-----		

I recommend this project concept be approved.

GRS:JDQ/cj

Attachment

CONCUR

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

APPROVE

  
\_\_\_\_\_  
For: Robert M. Callan, Administrator, FHWA

APPROVE

  
\_\_\_\_\_  
David E. Studstill, Jr., P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** CSNHS-0008-00(232) Troup      **OFFICE:** Engineering Services  
P.I. No. 0008232  
I-85 widening/reconstruction  
*NEW INTERCHANGE @ CR 98*

**DATE:** December 20, 2006

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

**TO:** Genetha Rice Singleton, Assistant Director of Preconstruction

**SUBJECT: REVISED CONCEPT REPORT**

We have reviewed the ~~Revised~~ Concept Report submitted December 7, 2006 from Ben Buchan and have no comments:

The costs for this project are:

Construction	\$72,428,000
Inflation	\$0.00
E & C	\$7,243,000
Reimbursable Utilities	\$500,000
Right of Way	\$8,800,000

REW

c: Ben Buchan, attn.: Mike Dover

## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> CSNHS-0008-00(232)		<b>County:</b> Troup		<b>PI No.:</b> 0008232		
<b>Report Date:</b> December 7, 2006		<b>Concept By:</b> DOT Office: Urban Design				
<input checked="" type="checkbox"/> Concept Stage		Consultant: JJ & G, Inc.				
<b>Project Type:</b> Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous		
<b>FOCUS AREAS</b>	<b>SCORE</b>	<b>RESULTS</b>				
Presentation	100					
Judgement	100					
Environmental	100					
Right of Way	100					
Utility	100					
Constructability	100					
Schedule	100					

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

I-85 Interchange at CR 98/Gabbettville Road  
Project Number: CSNHS-0008-00(232)  
County: Troup  
P. I. Number: 0008232

Federal Route Number: I-85  
State Route Number: SR 403



Recommendation for approval:

DATE 12/5/06

Michael D. Dora  
Project Manager

DATE 12/7/06

James B. Beck  
State Urban Design Engineer

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

DATE 12/13/06

Angela S. Alexander  
State Transportation Planning Administrator

DATE \_\_\_\_\_

State Financial Management Administrator

DATE \_\_\_\_\_

State Environmental/Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

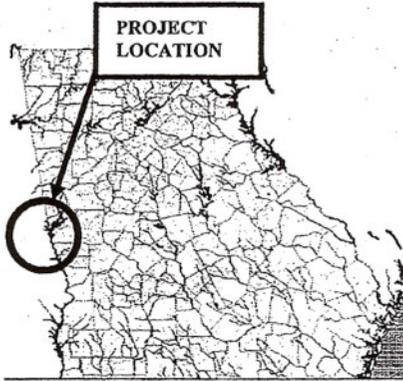
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Page 1

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

I-85 Interchange at CR 98/Gabbettville Road  
Project Number: CSNHS-0008-00(232)  
County: Troup  
P. I. Number: 0008232

Federal Route Number: I-85  
State Route Number: SR 403



Recommendation for approval:

DATE 12/5/06

Michael D. Down  
Project Manager

DATE 12/7/06

James B. Buch  
State Urban Design Engineer

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DATE \_\_\_\_\_

DATE 12/7/06

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator  
James T. Simpson  
State Financial Management Administrator

\_\_\_\_\_  
State Environmental/Location Engineer

\_\_\_\_\_  
State Traffic Safety and Design Engineer

\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
Project Review Engineer

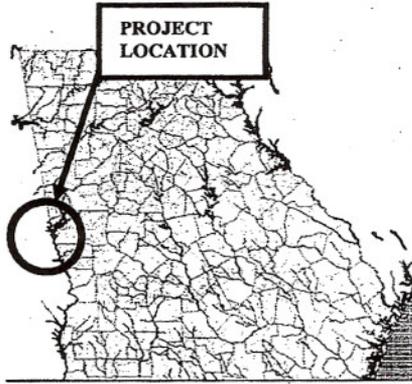
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STATE OF GEORGIA  
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PROJECT CONCEPT REPORT

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Recommendation for approval:

DATE 12/5/06

Michael D. Dora  
Project Manager

DATE 12/7/06

James B. Bush  
State Urban Design Engineer

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DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Financial Management Administrator

DATE \_\_\_\_\_

Mark Smith  
State Environmental/Location Engineer

DATE 12-7-06

\_\_\_\_\_  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

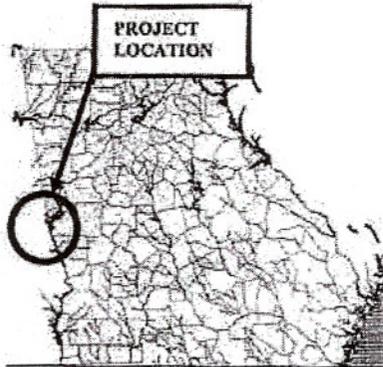
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Page 1

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
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PROJECT CONCEPT REPORT

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Project Number: CSNHS-0008-00(232)  
County: Troup  
P. I. Number: 0008232

Federal Route Number: I-85  
State Route Number: SR 403



Recommendation for approval:

DATE 12/15/06

Michael D. Dover  
Project Manager

DATE 12/7/06

James B. Buch  
State Urban Design Engineer

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DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety and Design Engineer

DATE 12-13-06

C. B. [Signature]  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

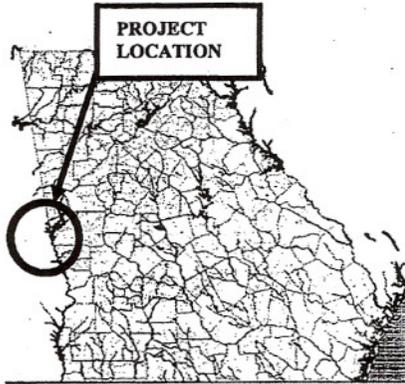
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DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

I-85 Interchange at CR 98/Gabbettville Road  
Project Number: CSNHS-0008-00(232)  
County: Troup  
P. I. Number: 0008232

Federal Route Number: I-85  
State Route Number: SR 403



Recommendation for approval:

DATE 12/5/06

Michael D. Dora  
Project Manager

DATE 12/7/06

James B. Bucher  
State Urban Design Engineer

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DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

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\_\_\_\_\_  
State Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DATE 1/5/07

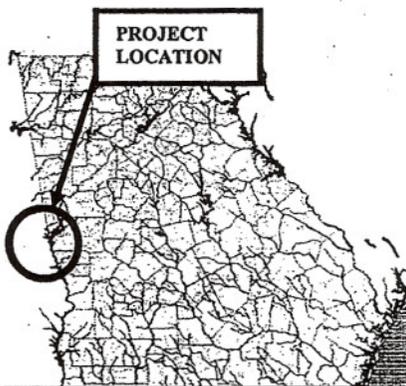
Paul V. Kilian Jr.  
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Page 1

**DEPARTMENT OF TRANSPORTATION  
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I-85 Interchange at CR 98/Gabbettville Road  
Project Number: CSNHS-0008-00(232)  
County: Troup  
P. I. Number: 0008232

Federal Route Number: I-85  
State Route Number: SR 403



Recommendation for approval:

DATE 12/5/06

Michael D. Dora  
Project Manager

DATE 12/7/06

James B. Bueh  
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State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE 12/20/06

Bruce K. Summer *REW*  
Project Review Engineer

DATE \_\_\_\_\_

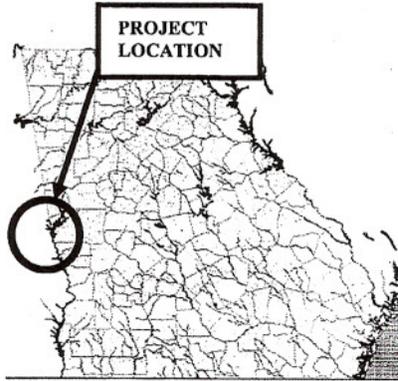
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Page 1

DEPARTMENT OF TRANSPORTATION  
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Recommendation for approval:

DATE 12/5/06

Michael T. Down  
Project Manager

DATE 12/7/06

Gannon B. Becher  
State Urban Design Engineer

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District Engineer

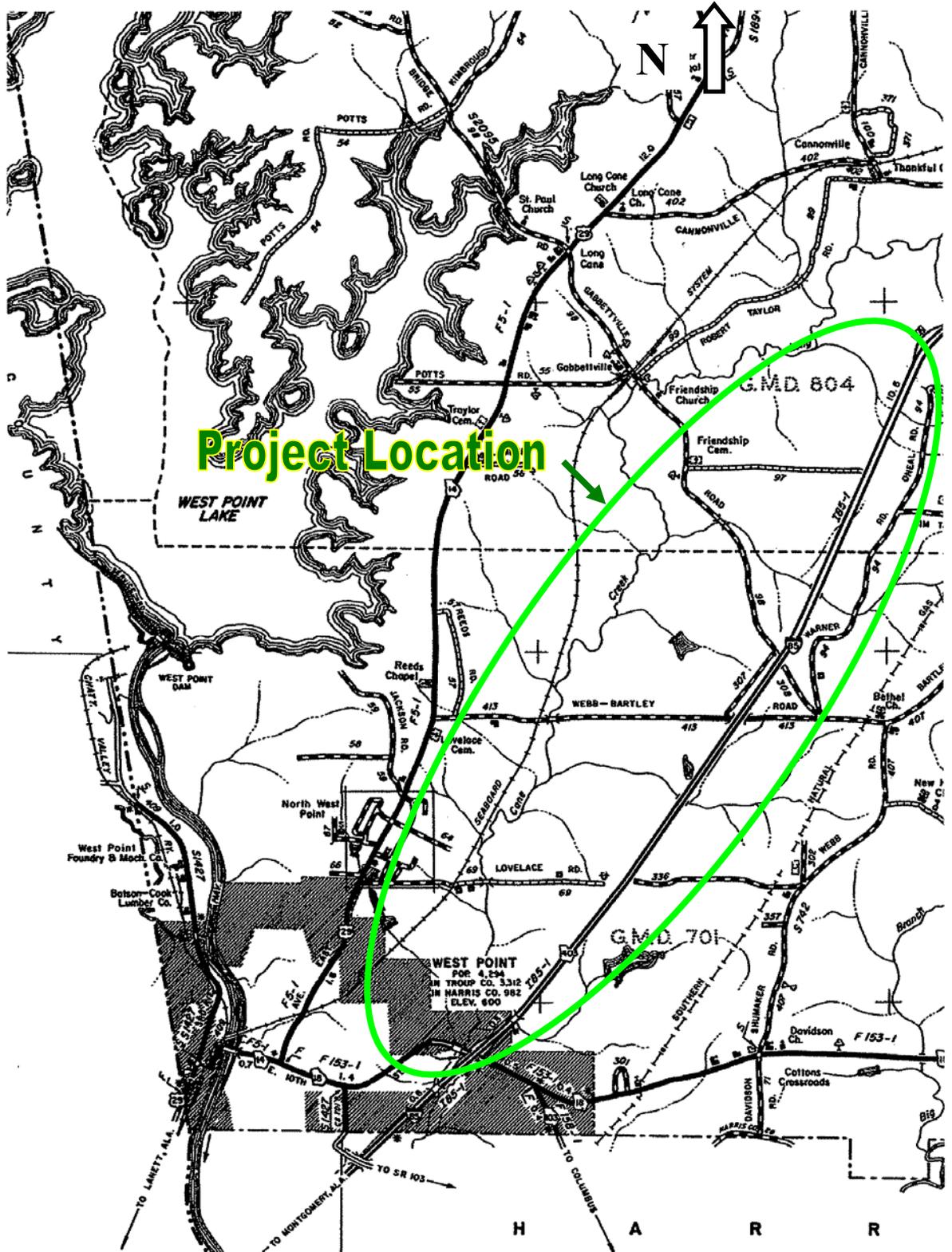
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\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Office of Bridge and Structural Design

PROJECT MAP-Project No. : CSNHS-0008-00(232), Troup County



**Need and Purpose:** *See attached Need & Purpose Statement*

**Description of the proposed project:**

The project is located in Troup County, near M.P. 6 on I-85. The proposed project consists of constructing a diamond interchange with relocated Gabbettville Road. Gabbettville Road will be relocated and upgraded to a 4-lane divided roadway and cross I-85 at approximately 86 degrees. On I-85 at Gabbettville Road, a two-lane exit ramp will be constructed in the northbound and southbound direction and a two-lane entrance ramp will be constructed in the northbound direction. One lane will be dropped just past the nose of the northbound entrance ramp and the parallel lane along I-85 will be dropped 2000' beyond the end of the taper of the first lane drop. All ramp noses will be constructed to allow for one future lane to be added to the outside of I-85. The end of the construction of this northbound lane will be approximately 4340' from the ramp nose due to the 70:1 tapers for the lane drops and the extra width to provide for the future widening of I-85. The entrance ramp southbound to I-85 will be two lanes on the ramp proper but will taper down to a single lane entrance ramp just before the nose.

Relocated Gabbettville Road will start at the intersection of Sandtown Road and existing Gabbettville Road and widen to a 4-lane facility with a 32' raised median. Gabbettville Road will be carried over I-85 with 3 lanes eastbound (including one added lane for through traffic), 2 lanes westbound, and a closed 32' wide median on the bridge. Gabbettville Road will end at a T-intersection with CR 94/Warner Road. Warner Road will be upgraded at this intersection to provide turn lanes and intersection sight distance.

This project includes a 4-lane divided frontage road with a 20' raised median along the west side of I-85 between SR 18 and Relocated Gabbettville Road. A truck entrance will also be constructed from relocated Gabbettville Road to the economic development site.

*The total gross length of the project CSNHS-0008-00(232) along the relocated Gabbettville Road centerline is 1.56 miles.*

*The total gross length of the frontage road is approximately 4.60 miles.*

**Is the project located in a Non-attainment area?** \_\_\_\_\_ Yes **X** No

**PDP Classification:** Major **X** Minor \_\_\_\_\_

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

**Functional Classification:** *I-85 - Interstate Principal Arterial; Gabbettville Road, Warner Road & Frontage Road – Local Roads*

**U. S. Route Number(s):** *I-85*

**State Route Number(s):** *403*

**Traffic (AADT): I-85**

**I:85**

Current Year (2006): 25,000	Design Year (2029): 45,300 w/o interchange
(2009): 29,000 w/o interchange	(2029): 59,000 w/interchange
(2009): 33,000 w/interchange	

**Gabbettville Road:**

Current Year (2006): 500	Design Year (2029): 10,500 w/o interchange
(2009): 4,000 w/o interchange	(2029): 24,000 w/interchange
(2009): 8,600 w/interchange	

**Existing design features:**

- Typical Sections:

**I-85**

- Four 12' lanes, two in each direction
- 64'-120' depressed median
- 6' inside shoulder (4' paved)
- 12' outside shoulder (10' paved) - approximate

**SR-18**

- Four 12' lanes, two in each direction
- 16'+/- depressed median at Frontage Road intersection
- 8' graded shoulder - approximate

**CR 98/Gabbettville Road**

- Two 12' lanes, one in each direction

**CR 94/Warner Road**

- Two 12' lanes, one in each direction

- Major interchanges or intersections along the project: Interchange - I-85 and SR 18 (Exit 2)

**Proposed Design Features:**

**CR 98/Gabbettville Road:**

- Five 12' lanes
- 32' Raised Median
- 12' outside shoulders (10' paved)
- Proposed Design Speed: 45 mph
- Proposed Maximum grade: 3.5% Maximum grade allowable: 7.0%
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: Comm: 11.0% Res: 16.0%
- Proposed Minimum radius of curve: 1200' Minimum radius allowable: 643'
- Proposed Maximum super-elevation rate for curve: 6%
- Right of way
  - Width: 250' minimum

- Easements: Temporary ( ), Permanent ( X ), Utility ( ), Other ( ).
- Type of access control: Full ( X ), Partial ( X ), By Permit ( ), Other ( ).
- Structures:
  - Five-lane bridge(3 lanes eastbound, 2 lanes westbound) over I-85 with a closed 32' median.

**Typical Ramp:**

- One Lane entrance ramp (24' to 16' lane prior to entrance) Gabbettville Road to I-85 southbound.
- 2 Lane entrance ramp (24' width) Gabbettville Road to I-85 northbound.
- 2 Lane exit ramps (24') I-85 southbound to Gabbettville Road and I-85 northbound to Gabbettville Road.
- 6' inside shoulder (4' paved)
- 12' outside shoulder (10' paved)
- Proposed Design Speed: 60 mph
- Proposed Maximum grade: 5.0% Maximum grade allowable: 7.0%
- Proposed Maximum grade Side Street: N/A
- Maximum grade allowable Side Street: N/A
- Proposed Maximum grade driveway: N/A
- Proposed Minimum radius of curve: 1500' Minimum radius allowable: 1200'
- Proposed Maximum super-elevation rate for curve: 8%
- Right of way
  - Width: Variable
  - Easements: Temporary ( X ), Permanent ( ), Utility ( ), Other ( ).
  - Type of access control: Full ( X ), Partial ( ), By Permit ( ), Other ( ).
- Structures: N/A

**Frontage Road:**

- Four 12' lanes
- 20' Raised Median
- 12' outside shoulders (10' paved)
- Proposed Design Speed: 45 mph
- Proposed Maximum grade: 3.5% Maximum grade allowable: 7.0%
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: Comm: 11.0% Res: 16.0%
- Proposed Minimum radius of curve: 900' Minimum radius allowable: 643'
- Proposed Maximum super-elevation rate for curve: 6%
- Right of way
  - Width: 200' minimum
  - Easements: Temporary ( ), Permanent ( X ), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit ( X ), Other ( ).
- Structures: Retaining walls between Frontage Road and I-85  
One four-lane with median bridge with 20' closed median over Long Cane Creek (approximate 500' length)

**CR 94/Warner Rd @ relocated CR 98/Gabbettville intersection:**

- Two 12' lanes with 14' left turn lane
- 10' shoulders (2' paved)
- Proposed Design Speed: 45 mph
- Proposed Maximum grade: 6.4%                      Maximum grade allowable: 7.0%
- Proposed Maximum grade Side Street: N/A                      Maximum grade allowable: N/A
- Proposed Maximum grade driveway: Comm: 11.0%    Res: 16.0%
- Proposed Minimum radius of curve: 750'    Minimum radius allowable: 643'
- Proposed Maximum super-elevation rate for curve: 6%
- Right of way
  - Width: 100' minimum
  - Easements: Temporary ( ), Permanent ( X ), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit ( X ), Other ( ).
- Structures: None

**Additional Design Features**

- Right of way for entire project:
  - Number of parcels: 25                      Number of displacements:
    - Business: 0
    - Residences: 1(possible)
    - Mobile homes: 0
    - Other: 0
- Major intersections and interchanges: I-85 and SR 18.
- Traffic control during construction: Traffic to be maintained on existing roadways during construction
- Design Exceptions to controlling criteria anticipated:

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

*Note:*

- Design Variances: N/A
- Environmental concerns: A 404 permit and stream buffer variance application covering all impacts to jurisdictional waters has been approved. There are no USTs known at this time. Eligible cultural resources have been delineated on the plans to ensure avoidance.

- 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) ( ).
- Utility involvements: Utility involvements: *Georgia Power, Diverse Power, Georgia Transmission, Gas, Water, Sewer, Electric, Telecommunications*

**Project responsibilities:**

- Design (concept and costing plans) : Jordan, Jones and Goulding for GDOT
- Right of Way Acquisition: Georgia DOT
- Relocation of Utilities: Georgia DOT
- Letting to contract: Georgia DOT
- Supervision of construction: Georgia DOT
- Providing material pits: Contractor will provide
- Providing detours: N/A

**Coordination:**

- Initial Concept meeting date: May 31, 2006
- Concept meeting date: October 17, 2006
- P. A. R. meetings, dates and results: N/A
- FEMA, USCG, and/or TVA: FEMA - a portion of the project lies within a floodplain
- Public involvement: July 25, 2006 PIOH, December 14, 2006 PHOH
- Local government comments: See attached concept meeting minutes
- Other projects in the area:
  - SR 18 - STP-0003-00(787) - Ramp Improvements
  - CSTE-0006-00(629) - West Point Pedestrian Improvement Project
  - CSBRG-0007-00(391) - CR 415 / Salem @ Flat Shoals
  - CSSTP-0008-00(292) - South Lagrange Loop Phase I
  - STP-00501(20) - Upper Glass Bridge to Old Vernon Road
  - STP-005-1(121) - SR 109 from I-85 to Calloway Church Road
  - NH-017-1(20) - SR 1 / US 27 from Auburn Road to Morgan Street
  - STP-2921(4) - South Lagrange Loop Phase 2
  - CSNHS-M002-00(929) - I-285 Williams Rd (Muscogee) to SR 1 (Troup)
- Railroads: N/A
- Other coordination to date: Multi-agency, stakeholder coordination going on for last 4 months. FHWA, DEcD, Locals.
- Future Passenger Rail Corridor: Yes \_\_\_\_\_ No X

**Scheduling – Responsible Parties’ Estimate:**

- Time to complete the environmental process: 3 Months
- Time to complete “costing” plans for design-build procurement: 3 Months
- Time to complete right of way plans: 3 Months
- Time to complete the Section 404 Permit: Completed
- Time to complete final construction plans: n/a

- Time to complete purchase of right of way: 3 Months

**Other alternates considered (see notes below):**

- **No Build:** *This alternative does not meet the capacity and operational needs of the project.*
- **Construct three quarter diamond with loop interchange at I-85 and CR 98/Gabbettville Road:** *This alternate was not recommended due to extensive right of way required and additional relocations of property owners.*
- **Construct full diamond with loop interchange at I-85 and CR 98/Gabbettville Road:** *This alternate was not recommended due to extensive right of way required and additional relocations of property owners.*
- **Construct half diamond with directional ramp and loop interchange at I-85 and CR 98/Gabbettville Road:** *This alternate was not recommended due to extensive right of way required and additional relocations of property owners.*

**Other projects discussed and to be considered for further study outside of this concept:**

- Widening/improvement Gabbettville Road from I-85/Sandtown Rd. to U.S.29 OR new connector road from I-85 interchange to U.S.29
- Widening/improvement U.S.29 from LaGrange to West Point
- Intersection improvement Gabbettville Road @ U.S.29
- Intersection improvement Gabbettville Circle @ U.S.29
- Realignment/improvement Warner Road OR new connector road from I-85 interchange to Shoemaker/Webb/Bartley roads
- Realignment/improvement Gray Hill School Road
- Intersection improvement Warner Road @ Webb/Bartley Road
- Intersection improvement Gray Hill School Road @ Bartley Road
- Intersection improvement Webb-Bartley Road @ Shoemaker Road @ Bartley Road
- Capacity and Traffic Control improvements to I-95/SR 18 interchange
- Improvements to SR 18 east and west of I-95/SR 18 interchange
- Area Access Program

**Notes:**

**Attachments:**

1. Need and Purpose Statement
2. Cost Estimates:
  - a. Construction including E&C (10%): \$79,671,000
  - b. Right of Way: \$8,800,000
  - c. Utilities: \$500,000
3. Typical sections
4. Accident summaries
5. Capacity analysis
6. Minutes of Initial Concept and Concept meetings
7. Bridge Inventory
8. Conceptual Layout

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**Proposed I-85 Interchange at CR 98/Gabbettville Road  
Project CSNHS-0008-00(232), PI No. 0008232  
Troup County, Georgia**

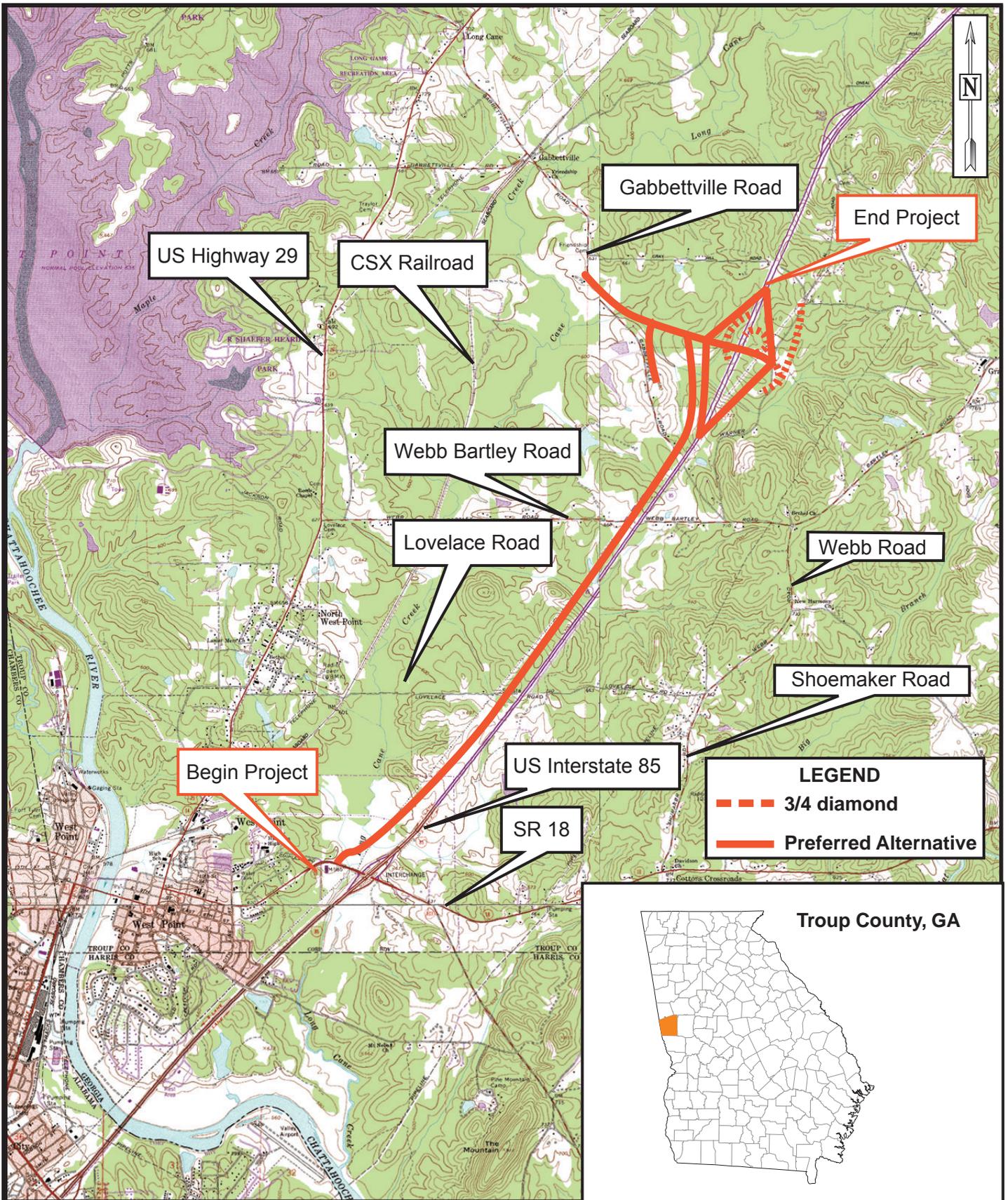
**I. NEED AND PURPOSE**

***A. Introduction***

The Georgia Department of Economic Development (GDED) recently purchased more than 2,200 acres of property near the City of West Point along the west side of I-85, north of SR 18 extending up to Gabbettville Road in Troup County to be developed as a large industrial site. This site is known as the West Point Economic Development Site (WPEDS), and will be the location of a 1.2 billion dollar Kia automobile manufacturing facility that is expected to produce 300,000 to 400,000 vehicles annually. Safe, convenient and efficient access to/from I-85 is critical for the site, as it will generate thousands of daily auto and truck trips, most of which will use I-85 enroute to/from the site vicinity. Existing site access to/from I-85 is provided by SR 18/I-85, a full diamond interchange at SR 18 located at milepost 2 (identified as Exit 2). The next interchange to the north of Exit 2 is Exit 13, which is 11 miles to the north and is the first of three exits that provide access to the City of LaGrange. The proposed project would identify and construct the interchange improvements necessary to provide safe, convenient and efficient I-85 access for site-generated traffic. The proposed project includes the construction of a new interchange at approximately milepost 6 on I-85 as well as construction of a frontage road connecting the proposed new interchange with SR 18. See Figure 1, Project Location Map for the location of the proposed interchange and frontage road.

***B. Planning Basis for the Action***

The purpose of the proposed project is to provide safe, convenient and efficient access to/from I-85 for the proposed economic development site adjacent to I-85 between SR 18 and Gabbettville Road. I-85 is a major interstate route that crosses the state of Georgia from southwest to northeast, linking Montgomery, Alabama, Atlanta, Georgia and Greenville, South Carolina. The Town of West Point is located directly on the Alabama/Georgia State line with access to I-85 at SR 18 in Georgia and at US 29 in Alabama. Although the economic development site is directly adjacent to I-85 and approximately three miles north of SR 18, the site has no direct connection to I-85 or SR 18. Currently site-area traffic en route to I-85 (at Exit 2) can use one of two routes: (1) Gabbettville Road to US 29 to SR 18, or (2) I-85/Gabbettville Road to Webb Road to Shoemaker Road to SR 18/I-85. The distance from the economic development site to the existing I-85 access at Exit 2 ranges from 6-8 miles, much of which is through rural residential areas. These existing roads and circuitous connections to the interstate would not provide efficient access to the economic development site, and the large volume of truck and vehicle traffic generated by the large industrial facilities anticipated to locate at the economic development site would have significant impacts on the existing road network and adjacent land uses. The provision of efficient site access is critical, as large industries and other major



Proposed New I-85 Interchange  
 and Service/Frontage Road  
 GDOT Project CSNHS-0008-00(232), P.I. No. 0008232

Date: September 2006  
 Scale: 1" = 2,000'  
 Job No.: 2077904

Project Location Map

Figure 1

employers would not choose to establish in this area without such access. Efficient access for freight/goods movement and for employees is clearly an important factor for the successful establishment of the planned industrial and commercial uses in this region of the County. Figure 1a illustrates the proposed project location and the existing road network.

Troup County has grown at a moderate pace over the last twenty five years. In 1980 the County had a population of 50,000 people. According to Census data, county population increased by 11% to 55,500 between 1980 and 1990 and by an additional 6% to 58,779 between 1990 and 2000. The County is on track to add approximately 5,125 more residents (9% growth) by 2010.

Table 1- Population Growth in Troup County: 1980 – 2010

<b>Year</b>	<b>Population</b>	<b>Percent Increase</b>
1980	50,000	
1990	55,500	11%
2000	58,779	6%
2005	*62,015	6%
2010	*63,904	3%

*\* Estimates from U.S. Census Bureau*

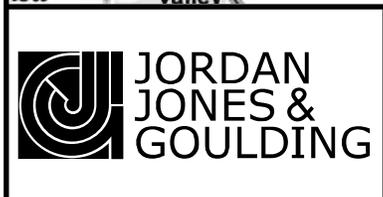
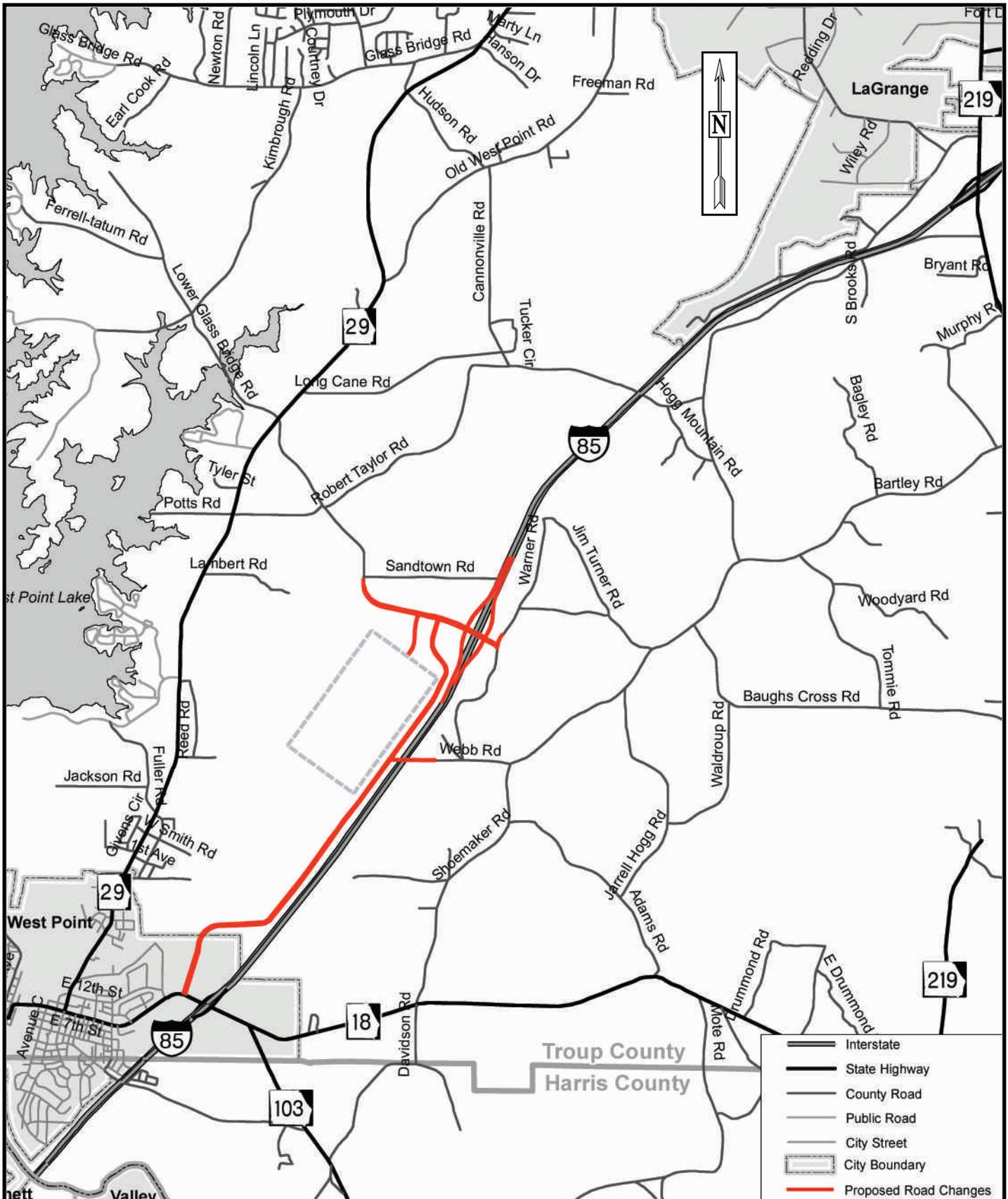
*Source: Georgia Department of Labor, Area Labor Profile*

The County has a land area of 446 square miles and is the 45<sup>th</sup> largest of the 159 counties in the state. The County is home to several Fortune 500 companies. It has established a large industrial base offering a number of site options that include industrial parks, office parks, central city existing storefronts, commercial strip settings, regional malls, and lease and build to suit options. With the regional and interstate accessibility provided by I-85, I-185 (which connects I-85 south to Columbus, Georgia), and the Chesapeake System Express (CSX) Railway (which operates rail lines to/from the west and the south), Troup County is an ideal location for an economic development site such as the one currently under development.

The proposed project is intended to improve access between I-85 and the WPEDS. Also, the project would improve I-85 access from rural West Point-area communities on both sides of I-85, as well as improving connectivity across I-85. Presently the I-85 interchange with SR 18 is the only I-85 interchange access located in Troup County south of LaGrange.

The proposed project would identify and construct the interchange improvements necessary to provide safe, convenient and efficient I-85 access for site-generated traffic. The Preferred Alternative includes the construction of a new interchange at approximately milepost 6 on I-85. Four interchange configuration options were considered that consist of a full diamond with loop, a three quarter diamond with a loop, a ½ diamond with direct access ramp and loop, and a full diamond interchange. Of these, the full diamond is preferred. A frontage road along the west side of I-85 connecting to SR 18 to the south would be included for either of these alternatives. See Figure 2, Alternatives Location Map and Figure 2a, Interchange Configuration Options.

Other transportation improvement projects in the area include a local project to add turning lanes on SR 18 at I-85. According to GDOT’s six-year and long range work program, a number of roadway improvement projects are planned or programmed by GDOT for Troup County affecting



Proposed New I-85 Interchange  
and Service/Frontage Road  
GDOT Project CSNHS-008-00(232), P.I. No. 0008232

**Project Location and Road Network Map**

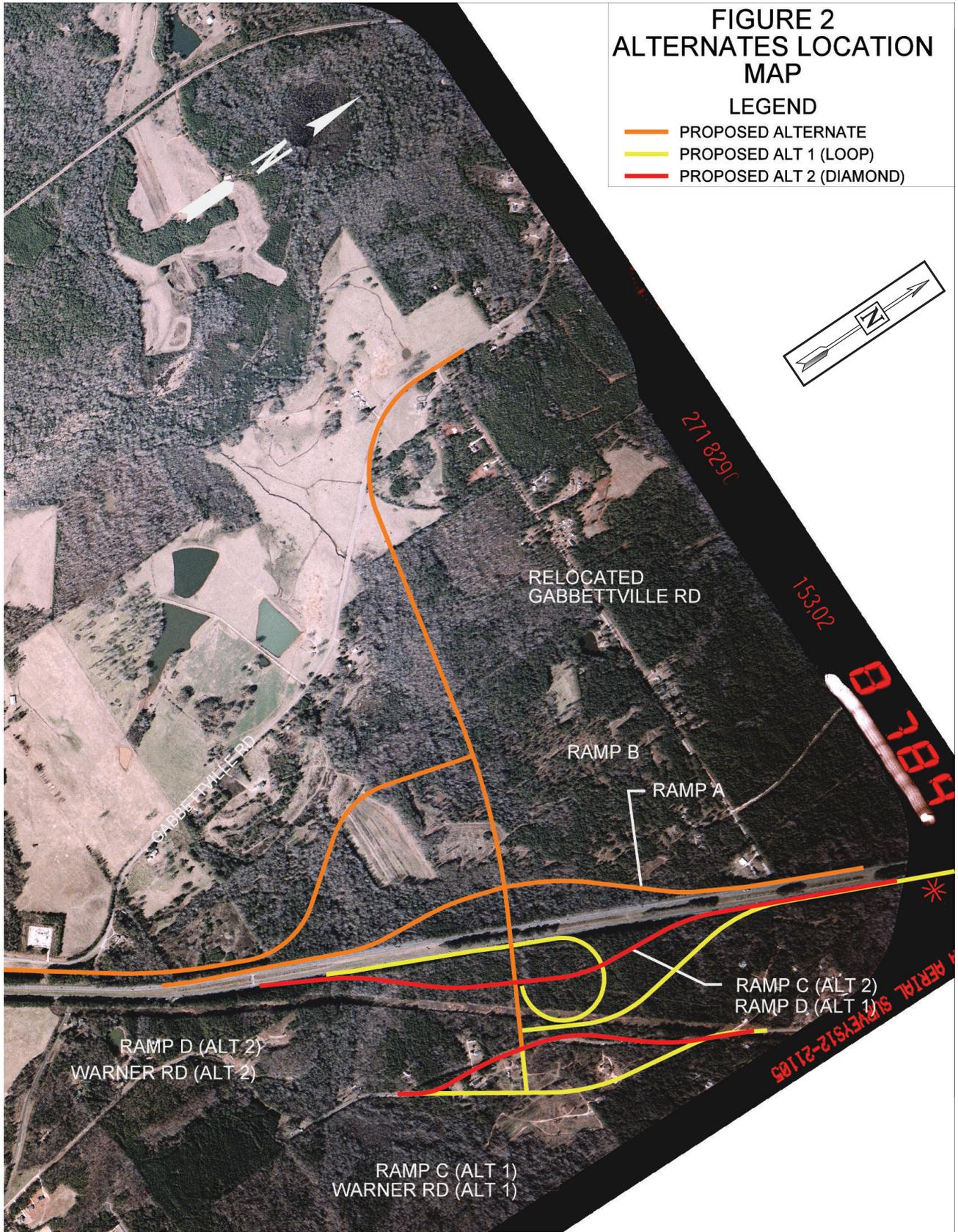
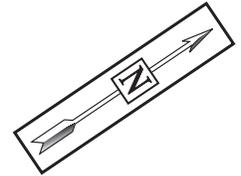
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**Figure 1a**

# FIGURE 2 ALTERNATES LOCATION MAP

## LEGEND

- PROPOSED ALTERNATE
- PROPOSED ALT 1 (LOOP)
- PROPOSED ALT 2 (DIAMOND)



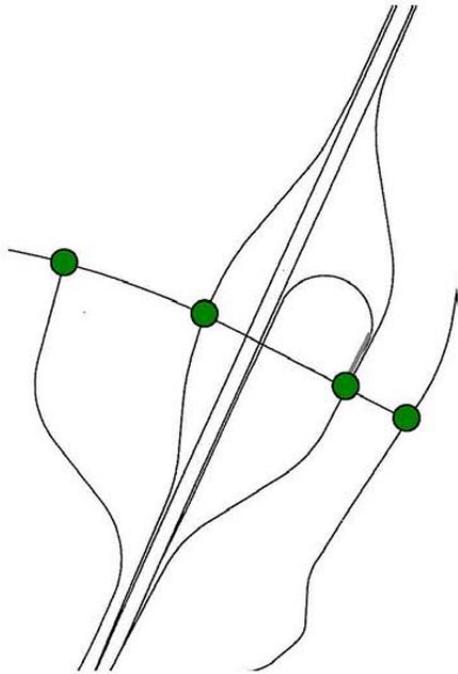
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GDOT Project CSNHS-0008-00(232), P.I. No. 0008232

Date: September 2006  
Scale: 1" = 2000  
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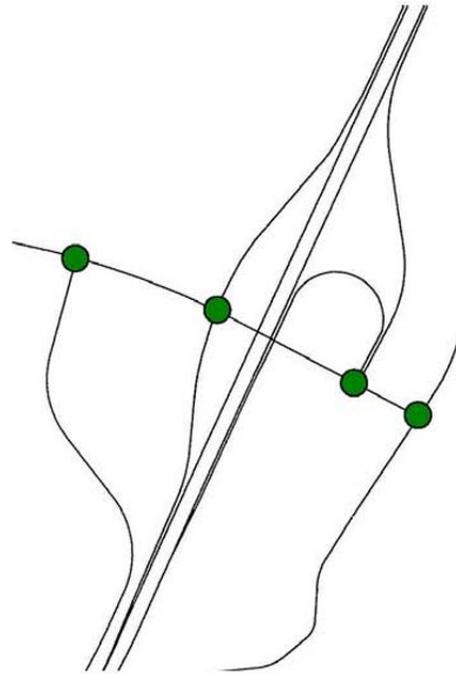
Alternative Location Map

Figure 2

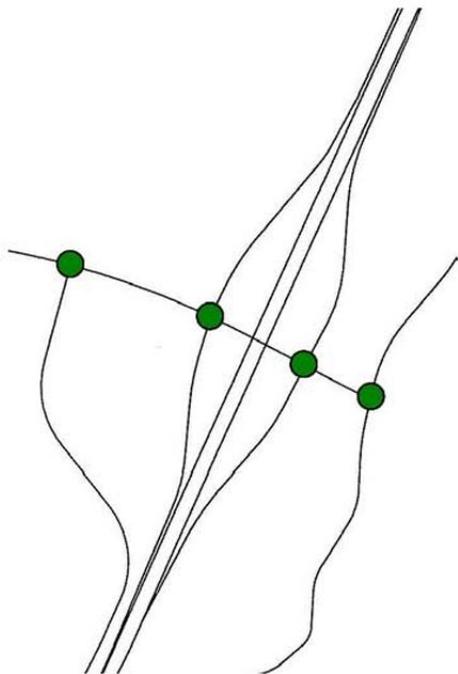
**Full Diamond + Loop**



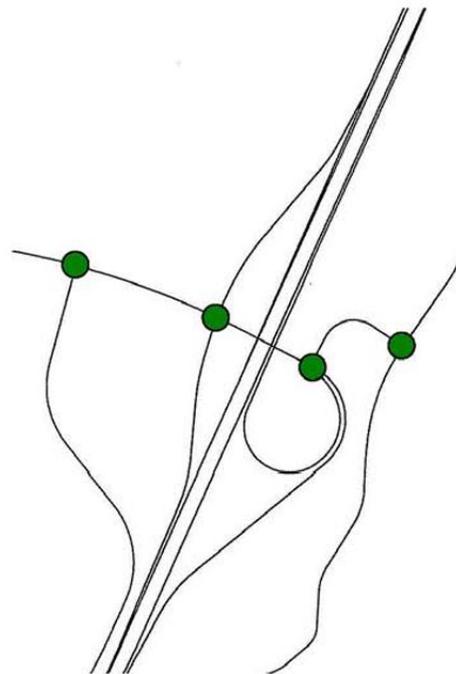
**3/4 Diamond + Loop**



**Full Diamond**



**1/2 Diamond + Direct Ramp and Loop**



Proposed New I-85 Interchange  
and Service/Frontage Road  
GDOT Project CSNHS-0008-00(232), P.I. No. 0008232

Date: September 2006  
Scale: 1" = 2000  
Job No.: 2077904

**Interchange Configuration Options**

**Figure 2a**

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both the major and minor roadway networks. Projects include construction of a connection from I-185 and I-85 to SR 1/US 27, widening along SR 1, SR 14, and SR 109, roadway and railway bridge construction and rehabilitation projects, and intersection and safety improvements. See Figure 3, Other Projects in the Vicinity for other GDOT transportation projects in the area.

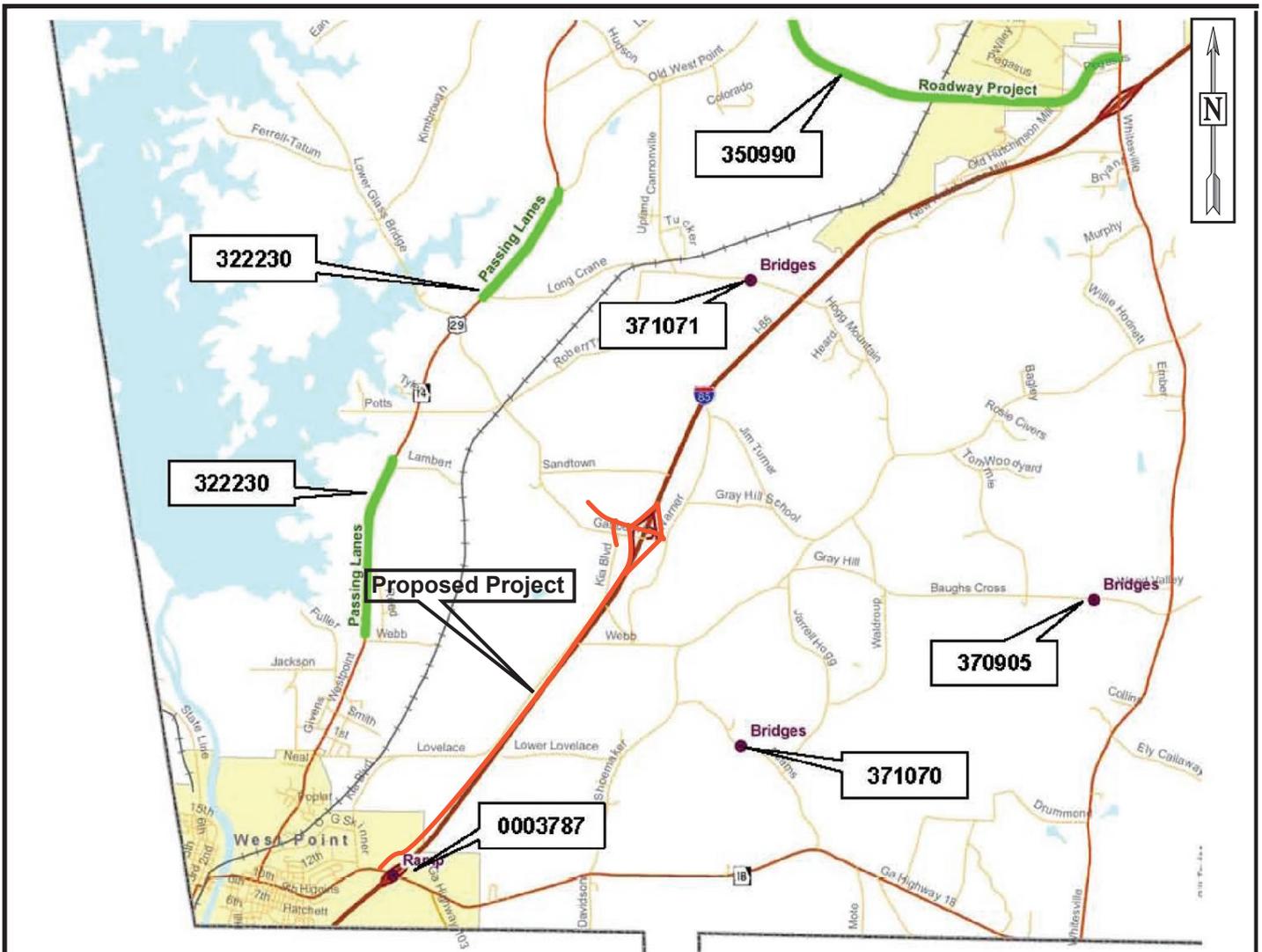
### **C. Deficiencies in the System**

On the existing road network the proposed economic development site can be accessed via routes that use SR 18, US 29, Gabbettville Road, Shoemaker Road, and/or Webb Road. SR 18 begins in the City of West Point at its intersection with Third Avenue, where it is combined with US 29 and SR 14. After crossing the Chattahoochee River heading east, US 29/SR 14 breaks off to the north towards the City of LaGrange while SR 18 continues to the east crossing I-85 with a full diamond interchange. Major cross streets of SR 18 in Troup County include SR 103, and SR 219. SR 18 also has access to I-185 at an interchange that is approximately 3.5 miles southeast of the Troup County line. In the proposed project area, west of I-85, SR 18 is a four-lane (two lanes in each direction) undivided facility, which transitions to a four lane divided facility with a 20-foot raised median for approximately 1,500 feet west of the I-85 interchange and approximately 500 feet east of the interchange. On the east side of I-85, the divided typical section of SR 18 transitions to an undivided two lane roadway. The other roads that would be affected by the proposed project – Shoemaker Road, Webb Road, Gabbettville Road, and Warner Road – all are two lane undivided rural roads.

Currently, the only I-85 connection to West Point in Georgia is the SR 18 interchange (Exit 2). Due to the relatively large size of the anticipated industrial development locating in West Point as part of the economic development program, it was not feasible to locate the site with direct frontage on SR 18. In addition, the predicted volume of trucks and cars generated by the proposed industrial development would have significant impacts on traffic capacity and operations on SR 18 and its I-85 interchange (Exit 2).

With the existing road system, traffic traveling to the proposed economic development site from I-85 would exit at SR 18, proceed east approximately two miles to Shoemaker Road, travel north for approximately 2.5 miles to Webb Road, then head back west for another mile to the intersection with Gabbettville Road, which is less than 200 feet from I-85. (The Gabbettville/Webb intersection is located near the middle of the eastern edge of the proposed economic development site.) In order to access the proposed economic development site along roadways on the west side of I-85, approximately eight miles of travel along existing roadways would be required (as compared to 5.5 miles on the east side of I-85); therefore this route has not been described.

Traffic analysis indicates the need to construct the proposed interchange and frontage road in order to avoid failing traffic conditions in the area due to traffic that would be generated by the WPEDS. The traffic operations analysis was based on the Level of Service (LOS) determined for each roadway element (freeway mainline and ramps, signalized and stop-controlled intersections, etc.). The highway Capacity Manual, published by the Transportation Research Board (TRB) and used nationwide, defines LOS as follows:



2005-2007 STIP and 2005-2010 GDOT Construction Work Program

Project ID #	Project Type	Project Location	STIP/ CWP	Program Date
0003787	Ramps	I-85/SR 18 Off-Ramps	STIP, CWP	Short Range
350990	Roadway Project	S LaGrange Loop, SR 109-SR 219	CWP	2012
322230	Passing Lanes	NB, SB SR 14, MP 3.87-5.37, 7.07-8.41	CWP	Long Range
370905	Bridge	Baugh's Cross Rd @ Mud Creek	-	Long Range
371070	Bridge	Adams Rd @ Big Branch	-	Long Range
371071	Bridge	Cannonville Rd @ Long Cane Creek	-	Long Range



Proposed New I-85 Interchange  
and Service/Frontage Road  
GDOT Project CSNHS-0008-00(232), P.I. No. 0008232

Date: September 2006  
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Other Projects in the Vicinity

Figure 3

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*...(LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.*

*Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with A representing the best operating conditions and F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions...*

In addition to traffic volumes, LOS is based on roadway characteristics (numbers and configuration of lanes, lane width, roadway grade, etc.) and the types of traffic controls. As implied in the definition above, LOS is determined differently for different types of roadways and intersections.

The analysis evaluated a no-build alternative that involved relocation of Gabbettville Road and the construction of the frontage/connector road to SR 18, which would be part of the WPEDS development project, as well as other arterial/highway improvements included in the state and local transportation improvement programs. The traffic analysis also included a build alternative, which comprised all of the above as well as the construction of the proposed new interchange with relocated Gabbettville Road and I-85. Four basic interchange configuration options have been considered to date (this was a result of several work sessions/discussions with designers, and GDOT and FHWA staff). Each of the four options comprises a 'full' interchange (i.e., with on and off connections for both northbound and southbound I-85):

1. full diamond
2. three-quarter diamond (NB on and SB) with NB loop off-ramp
3. full diamond plus NB loop off-ramp
4. SB half diamond / NB direct + loop (direct off-ramp, loop on-ramp)

While all four configurations were thoroughly investigated, the analysis clearly revealed that concepts 3 and 4 added no significant value relative to traffic operations or LOS when compared with the other interchange options (please refer to the Traffic Analysis Report on file at GDOT). However, considering the fact that this project is being developed and impacted by multiple efforts (by different Agencies) and most all tasks are taking place in parallel and not in sequence, the most prudent plan included base-lining the worst case concept. This worst case concept is No. 3 above. Table 2 summarizes the comparison of the four interchange options.

A basic diamond configuration is the most appropriate concept for the new I-85 Interchange in Troup County. This recommendation derives directly from the fact that the diamond configuration can provide adequate capacity and support smooth traffic, and it requires the least right of way. The advantages provided by other more complex interchange concepts are limited, and there appears to be no compelling reason to incur the additional cost and impact associated with them. The build alternatives described below evaluated both a  $\frac{3}{4}$  diamond interchange and a full diamond interchange, but the traffic data was the same for both of these interchange

**Table 2: Interchange Configuration Comparison**

Area	Full Diamond w/loop	¾ Diamond w/ Loop	½ Diamond w/Direct Ramp & Loop	Full Diamond
<b>Construction</b>	\$86,248,000	\$82,303,000	\$82,265,000	\$79,671,000
<b>Right of Way<sup>2</sup></b>	\$12,000,000	\$10,200,000	\$9,925,560	\$8,800,000
<b>Total Costs</b>	\$98,248,000	\$92,503,000	\$92,190,560	\$88,471,000
<b>Savings</b> (compared to Full Diamond w/Loop)	<b>n/a</b>	<b>\$5,745,000</b>	<b>\$6,057,440</b>	<b>\$9,777,000</b>
<b>Utilities</b>	1600 to 2000 ft. of relocated and reimbursable GA Power Transmission line. Estimate at \$750,000.	1600 to 2000 ft. of relocated and reimbursable GA Power Transmission line. Estimate at \$750,000.	1600 to 2000 ft. of relocated and reimbursable GA Power Transmission line. Estimate at \$750,000.	Virtually no relocation of GA Power Transmission line.
<b>Environmental</b>	n/a	Less impacts (although not significant) than Full Diamond with Loop.	Less impacts (although not significant) than Full Diamond with Loop.	Less impacts (although not significant) than Full Diamond with Loop.
<b>Property Owners and Displacements</b>	<u>34 affected properties.</u> - 4 to 5 displacements. Most will be Warner family properties. - Displacements will add “process” and time to the acquisition of right of way.	<u>31 affected properties.</u> - 3 to 4 displacements. Most will be Warner family properties. - Displacements will add “process” and time to the acquisition of right of way.	<u>31 affected properties.</u> - 1 to 2 displacements. Most will be Warner family properties. - Displacements will add “process” and time to the acquisition of right of way.	<u>25 affected properties.</u> - No displacements known at this time (one property is questionable). - This concept is the least intrusive and the one more likely to be received by the affected residents.
<b>ROW Acquisition Time</b>	Best case – 5 months	Best case – 5 months	Best case – 5 months	Best case – 3 months. Time savings of 2 months should benefit the process when unknowns are encountered.
<b>Traffic Safety</b>	Potential for roll-overs is greater with loop geometry.	Potential for roll-overs is greater with loop geometry.		Less opportunity for roll-overs than loop geometry.
<b>Construction Time</b>	18 month deadline applies to all alternates.	18 month deadline applies to all alternates. Shear volume of work is less than full diamond with loop.	18 month deadline applies to all alternates. Shear volume of work is less than full diamond with loop.	18 month deadline applies to all alternates. Shear volume of work is less than full diamond with loop.

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options. The No-build Alternative traffic operations analysis focused on SR 14/US29, SR 18, the SR 18/I-85 and SR 219/I-85 interchanges, Gabbettville Road, and the frontage/connector road that would be constructed for the WPEDS. The Build Alternative traffic operations analysis focused on SR 14/US 29, SR 18, the SR 18/I-85 and SR 219/I-85 interchanges, existing and relocated Gabbettville Road, the frontage/connector road that would be constructed for the WPEDS, and the proposed new I-85 interchange. As the proposed project is scheduled for completion at the end of year 2008, years 2009 and 2029 were analyzed as the opening year and design year, respectively.

Baseline traffic (year 2006) indicated that all existing roadway elements operate at LOS C or better under peak hour traffic volumes. As shown in Table 3 and 3a, there would be significant congestion on the study area road system during 2029 AM and PM peak hours under the No-build Alternative traffic volumes. LOS F conditions would prevail during both the AM and PM peaks at the signalized I-85 ramp terminal intersections at SR 219 and the unsignalized I-85 ramp terminal intersections at SR 18. In addition, the ramp junction for the northbound I-85 off-ramp to SR 18 would operate at LOS F in the AM peak hour. LOS F conditions would also exist during one or both peaks at seven of the eight study intersections, including the unsignalized Gabbettville/US 29 intersection, the unsignalized WPEDS truck access on Gabbettville Road, the signalized frontage/connector road intersections at Webb Road and SR 18, the signalized SR 18/US 29 intersection, and the unsignalized SR 18 intersections at SR 103 and at Shoemaker-Davidson Road. Most elements of the roadway system would operate at LOS C or better under 2009 peak hours. However, there would be significant congestion at the I-85/SR 18 interchange, which would operate at LOS F during peak hours. In addition, the Gabbettville Road/US 29 intersection would operate at LOS F under peak hours.

Table 3: 2009 and 2029 Peak Hour Traffic Operations, No-build Alternative

P.M. Peak

FREEWAY SEGMENTS					
Level of Service (LOS), traffic density (cars per mile per lane)					
ramp jct, mainline segment	Southbound I-85		Northbound I-85		ramp jct, mainline segment
	LOS 2009/2029	Density 2009/2029	LOS 2009/2029	Density 2009/2029	
SR 219 off ↙	B / B	11.6 / 19.3	B / D	17.4 / 29.8	↖ SR 219 on
SR 219 on ↘	B / B	13.4 / 18.9	B / C	15.6 / 25.8	↗ SR 219 off
mainline, SR 219–SR 18 ↓	A / B	10.3 / 15.5	B / C	13.2 / 21.7	↑ mainline, SR 18–SR 219
SR 18 off ↙	B / B	12.2 / 18.4	B / C	16.3 / 25.1	↖ SR 18 on
SR 18 on ↘	C / D	22.0 / 31.1	B / C	14.6 / 23.5	↗ SR 18 off

RAMP TERMINAL INTERSECTIONS					
Level of Service (LOS), average delay (seconds per vehicle)					
intersection	LOS 2009/2029	Delay 2009/2029	intersection	LOS 2009/2029	Delay 2009/2029
SR 219 / SB I-85 ramps	B / C	14.2 / 24.5	SR 219 / NB I-85 ramps	(B) F	(12.1) 102
<i>SR 18 / SB I-85 ramps</i>	<i>F / F</i>	<i>(169 / 509)</i>	<i>SR 18 / NB I-85 ramps</i>	<i>F / F</i>	<i>&gt;999/260</i>

OTHER STUDY AREA INTERSECTIONS					
Level of Service (LOS), average delay (seconds per vehicle)					
intersection	LOS 2009/2029	Delay 2009/2029	intersection	LOS 2009/2029	Delay 2009/2029
<i>SR 14/US 29 / Gabbettville Rd</i>	<i>F / F</i>	<i>195 / 331</i>	SR 14/US 29 / SR 18	C / F	20.3 / 88.5
<i>site truck access / Gabbettville Rd</i>	<i>E / F</i>	<i>47.6 / 139</i>	SR 18 / OG Skinner Rd	B / B	10.4 / 13.2
<b>frontage-connector / Gabbettville Rd</b>	<b>-/-</b>	<b>-/-</b>	<b>SR 18 / frontage-connector</b>	<b>B / F</b>	<b>16.4 / 170</b>
<b>Connector-Frontage / Webb Rd</b>	<b>B / D</b>	<b>16.6 / 36.3</b>	<i>SR 18 / SR 103</i>	C / F	<i>18.6 / 957</i>
			<i>SR 18 / Shoemaker–Davidson Rd</i>	<i>C / F</i>	<i>17.7 / 216</i>

Note: *italics denote unsignalized intersection*; other intersections are signalized  
**bold** indicates project intersections

Table 3a: 2009 and 2029 Peak Hour Traffic Operations, No-build Alternative

A.M. Peak

FREEWAY SEGMENTS					
Level of Service (LOS), traffic density (cars per mile per lane)					
ramp jct, mainline segment	Southbound I-85		Northbound I-85		ramp jct, mainline segment
	LOS 2009/2029	Density 2009/2029	LOS 2009/2029	Density 2009/2029	
SR 219 off ↙	B / C	14.1 / 25.4	B / C	12.9 / 22.0	↘ SR 219 on
SR 219 on ↘	B / C	13.2 / 20.9	B / B	10.4 / 16.8	↙ SR 219 off
mainline, SR 219–SR 18 ↓	A / B	10.2 / 17.4	A / B	8.8 / 14.1	↑ mainline, SR 18–SR 219
SR 18 off ↙	B / C	12.1 / 20.7	B / B	11.7 / 17.1	↘ SR 18 on
SR 18 on ↘	B / B	12.9 / 17.9	B / F	16.4 / 29.8	↙ SR 18 off

RAMP TERMINAL INTERSECTIONS					
Level of Service (LOS), average delay (seconds per vehicle)					
intersection	LOS 2009/2029	Delay 2009/2029	intersection	LOS 2009/2029	Delay 2009/2029
SR 219 / SB I-85 ramps	B / F	14.6 / 84.7	SR 219 / NB I-85 ramps	B / F	15.8 / 103.1
<i>SR 18 / SB I-85 ramps</i>	<i>F / F</i>	<i>123 / &gt;999</i>	<i>SR 18 / NB I-85 ramps</i>	<i>F / F</i>	<i>884 / 54.2</i>

OTHER STUDY AREA INTERSECTIONS					
Level of Service (LOS), average delay (seconds per vehicle)					
intersection	LOS 2009/2029	Delay 2009/2029	intersection	LOS 2009/2029	Delay 2009/2029
<i>SR 14/US 29 / Gabbettville Rd</i>	<i>F / F</i>	<i>436 / 367</i>	SR 14/US 29 / SR 18	A / C	9.1 / 27.3
<i>site truck access / Gabbettville Rd</i>	<i>D / F</i>	<i>25.9 / 112</i>	SR 18 / OG Skinner Rd	A / A	8.3 / 9.4
<b>frontage-connector / Gabbettville Rd</b>	<b>- / -</b>	<b>- / -</b>	<b>SR 18 / frontage-connector</b>	<b>B / F</b>	<b>10.5 / 168</b>
<b>Connector-Frontage / Webb Rd</b>	<b>B / F</b>	<b>15.6 / 85</b>	<i>SR 18 / SR 103</i>	C / F	<i>15.3 / 546</i>
			<i>SR 18 / Shoemaker–Davidson Rd</i>	<i>B / C</i>	<i>10.9 / 15.3</i>

Note: *italics denote unsignalized intersection*; other intersections are signalized  
**bold** indicates project intersections

Under the Build Alternative (either the ¾ or full diamond interchange), there would be significant congestion on the study area road system during the 2029 peak hours, though these levels of congestion would be significantly reduced compared to the No-build Alternative. All freeway elements (mainline and ramp junctions) would operate at LOS C or better during peak hours, as would the ramp terminal intersections of the proposed new I-85 interchange and the proposed new Gabbettville/Warner Road intersection. The proposed frontage/connector road/Gabbettville Road intersection would operate at LOS C during 2029 AM peak hour, but at LOS E during the 2029 PM peak hour. However, the unsignalized I-85 ramp terminal intersections at SR 18 would be severely congested, operating at LOS F with extremely high delays during peak hours. LOS F conditions would also exist during one or both 2029 peaks at several other study intersections, including the unsignalized Gabbettville/US 29 intersection, the unsignalized economic development site truck access on Gabbettville Road, the signalized SR 18/US 29 intersection, and the unsignalized SR 18/SR 103 intersection. Most elements of the roadway system operate at LOS C or better in the 2009 peak hours under the Build Alternative.

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However, there would be significant congestion at the I-85/SR 18 interchange, where the unsignalized ramp terminal intersections both would operate at LOS F during peak hours. In addition, the unsignalized Gabbettville Road/US 29 intersection would also operate at LOS F during the AM peak hour. See Tables 4 and 4a for PM and AM peak hour traffic data for the Build Alternative.

**Table 4: 2009 and 2029 Peak Hour Traffic Operations, Build Alternative P.M. Peak**

FREEWAY SEGMENTS					
Level of Service (LOS), traffic density (cars per mile per lane)					
ramp jct, mainline segment	Southbound I-85		Northbound I-85		ramp jct, mainline segment
	LOS 2009/2029	Density 2009/2029	LOS 2009/2029	Density 2009/2029	
SR 219 off ↙	B / C	11.8 / 20.7	B / D	17.1 / 28.3	↖ SR 219 on
SR 219 on ↘	B / C	14.5 / 22.7	B / D	16.8 / 29.7	↗ SR 219 off
mainline, SR 219–New IC ↓	B / C	11.3 / 18.9	B / C	14.1 / 25.5	↑ mainline, New IC–SR 219
New IC off ↙ 1-lane ramp 2-lane ramp	B / C A / B	13.4 / 22.6 4.4 / 13.6	B / D B / C	17.2 / 28.3 11.0 / 22.1	↖ New IC on 1-lane ramp 2-lane ramp
New IC on ↘ 1-lane ramp 2-lane ramp	B / C A / B	14.4 / 24.6 8.1 / 18.3	B / B A / A	10.2 / 15.2 1.2 / 6.2	↗ New IC off 1-lane ramp 2-lane ramp
New IC off ↙	B / C	13.4 / 22.6	B / D	17.2 / 28.3	↖ New IC on
New IC on ↘	B / C	14.4 / 24.6	B / B	10.2 / 15.2	↗ New IC off
mainline, New IC–SR 18 ↓	B / C	13.7 / 18.9	A / C	8.6 / 25.5	↑ mainline, SR 18–New IC
SR 18 off ↙	B / C	16.3 / 25.2	B / B	11.6 / 16.0	↖ SR 18 on
SR 18 on ↘	C / D	21.7 / 32.1	B / B	14.0 / 17.5	↗ SR 18 off

RAMP TERMINAL INTERSECTIONS					
Level of Service (LOS), average delay (seconds per vehicle)					
intersection	LOS 2009/2029	Delay 2009/2029	intersection	LOS 2009/2029	Delay 2009/2029
SR 219 / SB I-85 ramps	B / C	10.7 / 20.1	SR 219 / NB I-85 ramps	B / E	13.2 / 63.9
<b>Gabbettville Rd / SB I-85 ramps</b>	<b>A / C</b>	<b>6.2 / 20.0</b>	<b>Gabbettville Rd / NB I-85 ramps</b>	<b>B / C</b>	<b>14.5 / 21.9</b>
<i>SR 18 / SB I-85 ramps</i>	<i>F / F</i>	<i>551 / 881</i>	<i>SR 18 / NB I-85 ramps</i>	<i>F / F</i>	<i>841 / &gt;999</i>

OTHER STUDY AREA INTERSECTIONS					
Level of Service (LOS), average delay (seconds per vehicle)					
intersection	LOS 2009/2029	Delay 2009/2029	intersection	LOS 2009/2029	Delay 2009/2029
<i>SR 14/US 29 / Gabbettville Rd</i>	<i>D / F</i>	<i>29.3 / 212</i>	SR 14/US 29 / SR 18	C / F	20.6 / 885
<i>site truck access / Gabbettville Rd</i>	<i>D / F</i>	<i>28.7 / 129</i>	SR 18 / OG Skinner Rd	B / B	11.8 / 13.8
<b>frontage-connector / Gabbettville Rd</b>	<b>B / E</b>	<b>15.0 / 61.2</b>	<b>SR 18 / frontage-connector</b>	<b>B / D</b>	<b>10.0 / 45.1</b>
<b>Connector-Frontage / Webb Rd</b>	<b>B / D</b>	<b>13.7 / 39.4</b>	<i>SR 18 / SR 103</i>	C / D	<i>18.6 / 32.0</i>
<b>Warner Rd / Gabbettville Rd</b>	<b>A / C</b>	<b>5.4 / 20.0</b>	<i>SR 18 / Shoemaker–Davidson Rd</i>	C / B	<i>23.6 / 12.6</i>

Note: *italics denote unsignalized intersection*; other intersections are signalized  
**bold** indicates project intersections

**Table 4a: 2009 and 2029 Peak Hour Traffic Operations, Build Alternative  
A.M. Peak**

<b>FREEWAY SEGMENTS</b>					
<b>Level of Service (LOS), traffic density (cars per mile per lane)</b>					
<b>ramp jct, mainline segment</b>	<b>Southbound I-85</b>		<b>Northbound I-85</b>		<b>ramp jct, mainline segment</b>
	<b>LOS 2009/2029</b>	<b>Density 2009/2029</b>	<b>LOS 2009/2029</b>	<b>Density 2009/2029</b>	
SR 219 off ↙	B / C	12.9 / 22.7	B / C	13.1 / 21.3	↖ SR 219 on
SR 219 on ↘	B / C	14.0 / 23.4	B / C	11.5 / 20.8	↗ SR 219 off
mainline, SR 219–New IC ↓	A / C	10.9 / 19.7	A / B	9.9 / 17.5	↑ mainline, New IC–SR 219
New IC off ↙ 1-lane ramp 2-lane ramp	B / C A / B	12.9 / 23.5 3.9 / 14.5	B / C A / B	12.9 / 20.8 6.6 / 14.5	↖ New IC on 1-lane ramp 2-lane ramp
New IC on ↘ 1-lane ramp 2-lane ramp	A / B A / A	9.6 / 11.7 3.4 / 5.4	B / B A / B	12.9 / 19.7 3.9 / 10.7	↗ New IC off 1-lane ramp 2-lane ramp
New IC off ↙	B / C	12.9 / 23.5	B / C	12.9 / 20.8	↖ New IC on
New IC on ↘	A / B	9.6 / 11.7	B / B	12.9 / 19.7	↗ New IC off
mainline, New IC–SR 18 ↓	A / A	6.8 / 8.8	A / B	10.9 / 16.5	↑ mainline, SR 18–New IC
SR 18 off ↙	A / B	7.9 / 10.4	B / B	18.0 / 19.8	↖ SR 18 on
SR 18 on ↘	B / B	10.7 / 13.1	B / C	17.9 / 23.6	↗ SR 18 off

<b>RAMP TERMINAL INTERSECTIONS</b>					
<b>Level of Service (LOS), average delay (seconds per vehicle)</b>					
<b>intersection</b>	<b>LOS 2009/2029</b>	<b>Delay 2009/2029</b>	<b>intersection</b>	<b>LOS 2009/2029</b>	<b>Delay 2009/2029</b>
SR 219 / SB I-85 ramps	B / C	12.7 / 22.7	SR 219 / NB I-85 ramps	B / D	15.5 / 53.8
<b>Gabbettville Rd / SB I-85 ramps</b>	<b>A / C</b>	<b>7.3 / 21.0</b>	<b>Gabbettville Rd / NB I-85 ramps</b>	<b>B / C</b>	<b>15.1 / 21.5</b>
<i>SR 18 / SB I-85 ramps</i>	<i>D / F</i>	<i>29.4 / 399</i>	<i>SR 18 / NB I-85 ramps</i>	<i>F / F</i>	<i>513 / &gt;999</i>

<b>OTHER STUDY AREA INTERSECTIONS</b>					
<b>Level of Service (LOS), average delay (seconds per vehicle)</b>					
<b>intersection</b>	<b>LOS 2009/2029</b>	<b>Delay 2009/2029</b>	<b>intersection</b>	<b>LOS 2009/2029</b>	<b>Delay 2009/2029</b>
<i>SR 14/US 29 / Gabbettville Rd</i>	<i>F / F</i>	<i>642 / 728</i>	SR 14/US 29 / SR 18	A / C	9.1 / 27.3
<i>site truck access / Gabbettville Rd</i>	<i>C / F</i>	<i>23.6 / 117</i>	SR 18 / OG Skinner Rd	A / A	7.9 / 9.5
<b>frontage-connector / Gabbettville Rd</b>	<b>B / C</b>	<b>12.7 / 30.1</b>	<b>SR 18 / frontage-connector</b>	<b>A / C</b>	<b>9.0 / 26.6</b>
<b>Connector-Frontage / Webb Rd</b>	<b>B / D</b>	<b>10.8 / 39.9</b>	<i>SR 18 / SR 103</i>	<i>C / F</i>	<i>17.5 / 56.5</i>
<b>Warner Rd / Gabbettville Rd</b>	<b>B / B</b>	<b>11.1 / 18.6</b>	<i>SR 18 / Shoemaker–Davidson Rd</i>	<i>B / C</i>	<i>11.7 / 16.5</i>

Note: *italics denote unsignalized intersection;* other intersections are signalized  
**bold** indicates project intersections

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Design Year (2029) daily traffic volumes on the study area road system show industrial and commercial development at and around the Economic Development Site generate significant increases in daily traffic volumes, and the I-85 West Point Interchange causes significant shifts in traffic patterns on the east and west sides of I-85 extending south to the existing SR 18 Interchange. These shifts are addressed below:

I-85: 2029 baseline (No Action Alternative) daily traffic volume of 45,300 increases to 50,400 south of the new interchange and to 59,000 north of the new interchange. On I-85 south of SR 18, there is little difference between the 2029 baseline and the Build Alternative daily traffic volumes.

US 29/SR 14: 2029 baseline daily traffic volume of 16,200 north of Gabbettville Road drops to 12,800, as the new interchange attracts industrial area traffic to I-85 and away from US 29/SR 14. On US 29/SR 14 west and north of the SR 18 intersection there is little difference between the 2029 baseline and the Build Alternative daily traffic volumes.

SR 18: along the entire length of SR 18 through the study area there is little difference between the 2029 baseline and the Build Alternative daily traffic volumes.

Gabbettville Road: 2029 baseline daily traffic volume of 10,300 south of US 29/SR 14 drops to 9,000, as the new interchange attracts industrial area traffic to I-85 and away from US 29/SR 14. Daily traffic volume between the Frontage-Access Road and the new interchange is 24,000 in 2029.

Webb Road: there is little difference between the 2029 baseline and the Build Alternative daily traffic volumes on Webb Road at the I-85 undercrossing. East of Warner Road, however, the 2029 baseline daily traffic volume of 7,200 increases to 13,400 as the new interchange attracts traffic from the rural residential areas to the south and east. Most of this additional traffic is enroute to/from I-85 North via the new interchange; very little continues across I-85 on Gabbettville or travels to/from the south on I-85.

Warner Road: 2029 baseline daily traffic volume of 500 increases to 6,200, as the new interchange attracts traffic from the rural residential areas to the south and east. This additional Warner Road traffic is the same traffic that increases the volumes on Webb east of Warner; most of it is enroute to/from I-85 North via the new interchange, and very little continues across I-85 on Gabbettville or travels to/from the south on I-85.

Frontage-Access Road: there is little difference between the 2029 baseline and the Build Alternative daily traffic volumes at the north end of the Frontage-Access Road (at its intersection with Gabbettville Road). However, at the south end of the Frontage-Access Road (at its intersection with SR 18) the 2029 baseline daily traffic volume of 29,600 drops to 10,700, as the new interchange provides a heavily utilized third access to the industrial area.

As suggested in the traffic forecast results reported above, the new interchange has two specific impacts that are of particular note:

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1. The new interchange provides significant relief to the severely overloaded SR 18/I-85 Interchange; and

2. The new interchange attracts a significant volume of traffic from the rural residential areas located to the south and east, most of which is enroute to/from the north on I-85.

The construction of the WPEDS is currently proceeding under an expedited schedule. Under the alternate where an interchange is not constructed (the No-Build Alternate) portions of the local roadway network would be failing more substantially than under the Preferred Alternate. The traffic analyses prepared for the I-85 West Point Interchange Project found that no transportation-related mitigation measures are required for the project Build Alternative. However, the analyses also clearly showed that there are significant traffic congestion problems and operational deficiencies on the study area street/highway system that should be addressed if the system – including the proposed new interchange – is to operate efficiently and effectively.

Of particular concern is the I-85/SR 18 Interchange, where severe congestion will significantly degrade access to the Economic Development Site and the surrounding industrial/commercial development. Such congestion, if not addressed, can disturb and disrupt traffic access and circulation in the area, and have indirect ‘spillover’ impacts on the new interchange, US 29, and SR 18.

In the course of the I-85 West Point Interchange Project, a series of improvements outside the project area that are needed to effectively address study area access and circulation problems and deficiencies were identified and discussed. A number of these improvements were recommended for further study and development:

- Capacity and traffic control improvements at I-85/SR 18 Interchange
- Improvements to SR 18 east and west of I-85/SR 18 Interchange
- Realignment/improvement of Warner Road or new connector road from I-85 interchange to Shoemaker Road/Webb-Bartley Road intersection
- Widening/improvement of Gabbettville Road from Sandtown Road intersection to US 29, or new connector road from I-85 interchange to US 29
- Intersection improvements at Gabbettville Road/US 29 and Gabbettville Circle/US 29
- Widening/improvement of US 29 from LaGrange to West Point
- Realignment/improvement of Gray Hill School Road
- Intersection improvements at Warner Road/Webb-Bartley Road, Gray Hill School Road/Bartley Road, and Webb-Bartley Road/Shoemaker Road
- Area Access Program
- Pedestrian improvements in West Point

GDOT will consider the above projects in order to address operational problems on the secondary road network as well as at the Exit 2 interchange adjacent to the southern project terminus. However, the details of these potential projects are not known at this time and are therefore not discussed further as part of this document.

#### **D. Logical Termini**

Logical termini are defined as rational end points for a transportation improvement and rational end

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points for a review of the environmental impacts. In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall (1) connect logical termini and be of sufficient length to address environmental matters on a broad scope; (2) have independent utility or independent significance, i.e. be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and (3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. The proposed termini for the new interchange and connector road are logical for the following reasons:

The western terminus for the interchange would be at point approximately one mile west of I-85 along Gabbettville Road. In order to avoid environmentally sensitive areas it was necessary to shift the interchange to the north along I-85. Gabbettville Road would be realigned to the north to connect into the proposed interchange. The proposed realignment of Gabbettville Road would continue across I-85 and connect into Warner Road, which would be the eastern terminus for the proposed interchange.

The proposed project has logical termini because it would provide regional access to the economic development site that is presently under construction by way of the proposed interchange on I-85. In addition to regional access to the site access improvements from the local roadway network would be provided by the proposed frontage road that would extend along the west side of I-85 from Gabbettville Road to SR 18 near Exit 2. This project will not restrict alternates for other improvements and it has independent utility. The project has independent utility because it would meet the defined need even if there were no additional transportation improvements accomplished in the area. The following general benefits would result from the proposed project, especially when compared to the no-build:

- Reduced congestion along existing major routes in the area.
- Improved access to the existing land uses in this area of Troup County.
- Important linkage to the Interstate system in the area.
- Less conflict between local traffic and traffic traveling to the WPEDS.

## ***E. Conclusion***

The need for the project is to provide safe, convenient and efficient I-85 access for the new economic development site-generated traffic. The proposed project would also improve I-85 access from rural West Point-area communities on both sides of I-85, as well as improving connectivity across I-85. Such an alternate would benefit local residents as well as future employees, suppliers, and employers associated with the new economic development site. Traffic analysis supports the need for the proposed new interchange and frontage/connector road in order to maintain operating traffic conditions. Although there would be congestion under the proposed build condition in the design year (2029), conditions would be significantly better than the no-build condition.

**PRELIMINARY COST ESTIMATE (Full Diamond)**

PROJECT NUMBER: CSNHS-0008-00(232)

COUNTY: TROUP

DATE: NOVEMBER 10, 2006

ESTIMATED LETTING DATE: 2007

PREPARED BY: Jordan, Jones & Goulding, Inc.

PROJECT LENGTH: 1.65 miles

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

PROJECT COST					
	Quantity	Units	Unit Cost		Cost
<b>A. RIGHT-OF-WAY:</b>					
1. PROPERTY (LAND & EASEMENT)					
a. Commercial Land and Improvements		AC	\$		-
b. Residential Land and Improvements	174.6	AC	\$30,000.00	\$	5,238,000
2. DISPLACEMENTS; RES: -, BUS: -, M.H.: -					
3. OTHER COST (Damages)					
a. Scheduling Contingency	Net land value * Cumulative Estimated Cost Factor				
b. Adm/Court Cost	Net land value * Cumulative Estimated Cost Factor				
c. Inflation Factor	Net land value * Cumulative Estimated Cost Factor				
d. Condemnation Costs, Appraisals, etc.				\$	3,562,000
SUBTOTAL: A				\$	8,800,000
<b>B. UTILITIES:</b>					
1. REIMBURSABLE UTILITIES:					
a. RAILROAD				\$	-
b. TRANSMISSION LINES				\$	-
c. SERVICES				\$	-
TO BE DETERMINED				\$	500,000
2. NON-REIMBURSABLE UTILITIES:					
SUBTOTAL: B				\$	500,000
<b>C. CONSTRUCTION:</b>					
1. MAJOR STRUCTURES					
a. BRIDGES					
<b>New construction</b>					
Gabbettville Road over I-85					
384'x116' One six-lane bridge with median on structure	45792	SF	\$95.00	\$	4,350,000
Long Cane Creek				\$	-
500'x 90' One four-lane bridge with raised median on structure	45625	SF	\$95.00	\$	4,334,000
SUBTOTAL: C-1.a				\$	8,684,000
b. OTHER					
ADDITIONAL DRAINAGE BOX CULVERTS (Lump)	1	LS	\$2,500,000.00	\$	2,500,000
TYPE II BACKFILL	100	CY	\$50.00	\$	5,000
SUBTOTAL: C-1.b				\$	2,505,000
SUBTOTAL: C-1				\$	11,189,000
2. GRADING AND DRAINAGE:					
a. EARTHWORK					
UNCLASSIFIED EXCAVATION	1956722	CY	\$7.00	\$	13,697,000
BORROW EXCAVATION	630559	CY	\$7.00	\$	4,414,000
SUBTOTAL: C-2.a				\$	18,111,000
b. DRAINAGE					
1) Cross Drain Pipe					
STORM DRAIN PIPE, 18"	1350	LF	\$35.00	\$	47,000
STORM DRAIN PIPE, 24"	1350	LF	\$41.00	\$	55,000
STORM DRAIN PIPE, 30"	1050	LF	\$48.00	\$	50,000
STORM DRAIN PIPE, 36"	1050	LF	\$61.00	\$	64,000
STORM DRAIN PIPE, 42"	850	LF	\$82.00	\$	70,000
STORM DRAIN PIPE, 48"	525	LF	\$96.00	\$	50,000
SIDE DRAIN PIPE, 18"	525	LF	\$26.00	\$	14,000
SIDE DRAIN PIPE, 24"	100	LF	\$31.00	\$	3,000
SLOPE DRAIN, 10"	2000	LF	\$27.00	\$	54,000
FLARED END SECTION, 18" STORM DRAIN	14	EA	\$446.00	\$	6,000

**PRELIMINARY COST ESTIMATE (Full Diamond)**

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PREPARED BY: Jordan, Jones & Goulding, Inc.

PROJECT LENGTH: 1.65 miles

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

PROJECT COST					
	Quantity	Units	Unit Cost		Cost
FLARED END SECTION, 24" STORM DRAIN	14	EA	\$534.00	\$	7,000
FLARED END SECTION, 30" STORM DRAIN	11	EA	\$735.00	\$	8,000
FLARED END SECTION, 36" STORM DRAIN	11	EA	\$909.00	\$	10,000
FLARED END SECTION, 42" STORM DRAIN	9	EA	\$944.00	\$	8,000
CLASS A CONCRETE, INCL REINF STEEL	21	CY	\$850.00	\$	18,000
FLARED END SECTION, 18" SIDE DRAIN	11	EA	\$326.00	\$	4,000
FLARED END SECTION, 24" SIDE DRAIN	6	EA	\$432.00	\$	3,000
METAL DRAIN INLET, TYPE 1	70	EA	\$1,350.00	\$	95,000
SUBTOTAL: C-2.b.1				\$	566,000
2) Longitudinal System					
STORM DRAIN PIPE, 18"	1120	LF	\$35.00	\$	39,000
STORM DRAIN PIPE, 24"	280	LF	\$41.00	\$	11,000
CATCH BASIN, GP1	12	EA	\$1,815.00	\$	22,000
CATCH BASIN GP2	4	EA	\$2,000.00	\$	8,000
DROP INLET, GP1	10	EA	\$1,873.00	\$	19,000
DROP INLET, GP2	4	EA	\$2,000.00	\$	8,000
MANHOLE, TP1	2	EA	\$1,788.00	\$	4,000
MANHOLE, TP2	1	EA	\$1,913.00	\$	2,000
CATCH BASIN, ADDL DEPTH	5	LF	\$180.00	\$	1,000
DROP INLET, ADDL DEPTH	5	LF	\$220.00	\$	1,000
SUBTOTAL: C-2.b.2				\$	115,000
SUBTOTAL: C-2				\$	18,792,000
3. BASE AND PAVING:					
a. AGGREGATE BASE					
GAB - 12" - FOR PAVEMENT SECTION	252000	TON	\$25.00	\$	6,300,000
SUBTOTAL: C-3.a				\$	6,300,000
b. ASPHALT PAVING (Mainline & Cross-Roads):					
SURFACE - 12.5 mm SUPERPAVE - FOR PAVEMENT SECTION	24900	TON	\$80.00	\$	1,992,000
BINDER - 19 mm SUPERPAVE - FOR PAVEMENT SECTION	50000	TON	\$80.00	\$	4,000,000
BASE - 25 mm SUPERPAVE - FOR PAVEMENT SECTION	67100	TON	\$80.00	\$	5,368,000
OVERLAY - 12.5 mm SUPERPAVE - FOR PAVEMENT SECTION (I-85)	5000	TON	\$80.00	\$	400,000
OVERLAY - 12.5 mm OGFC POLYMER MODIFIED - FOR PAVEMENT SEC. (I-85)	2800	TON	\$85.00	\$	238,000
SUBTOTAL: C-3.b				\$	11,998,000
c. CONCRETE PAVING - 12" PCC	81892	SY	\$85.00	\$	6,961,000
d. CONCRETE MEDIAN PAVING	650	SY	\$38.00	\$	25,000
e. CONCRETE CURB & GUTTER 8" x 30"					
TYPE 7	52400	LF	\$13.00	\$	681,000
SUBTOTAL: C-3.e				\$	681,000
f. OTHER					
MILLING	65990	SY	\$4.00	\$	264,000
LEVELING	2720	TON	\$85.00	\$	231,000
TACK COAT	28350	GAL	\$1.75	\$	50,000
SUBTOTAL: C-3.e				\$	281,000
SUBTOTAL: C-3				\$	26,246,000
4. GRASSING AND EROSION CONTROL					
a. GRASSING					
PERMANENT GRASSING	285	AC	\$892.00	\$	254,000
AGRICULTURAL LIME	285	TON	\$64.00	\$	18,000
LIQUID LIME	710	GAL	\$20.00	\$	14,000
FERTILIZER MIXED GRADE	500	TON	\$275.00	\$	138,000
FERTILIZER NITROGEN CONTENT	14125	LB	\$2.00	\$	28,000
SUBTOTAL: C-4.a				\$	452,000
b. CLEARING AND GRUBBING	336	AC	\$10,000.00	\$	3,360,000

**PRELIMINARY COST ESTIMATE (Full Diamond)**

PROJECT NUMBER: CSNHS-0008-00(232)

COUNTY: TROUP

DATE: NOVEMBER 10, 2006

ESTIMATED LETTING DATE: 2007

PREPARED BY: Jordan, Jones &amp; Goulding, Inc.

PROJECT LENGTH: 1.65 miles

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

<b>PROJECT COST</b>					
	<b>Quantity</b>	<b>Units</b>	<b>Unit Cost</b>	<b>\$</b>	<b>Cost</b>
<b>c. EROSION CONTROL</b>					
TEMPORARY GRASSING	142	AC	\$510.00	\$	72,000
MULCH	1280	TON	\$244.00	\$	312,000
TYPE A SILT FENCE	27125	LF	\$2.50	\$	68,000
TYPE C SILT FENCE	108000	LF	\$3.50	\$	378,000
INLET SEDIMENT TRAP	30	EA	\$200.00	\$	6,000
SILT GATE, TP 3	62	EA	\$527.00	\$	33,000
CONSTRUCT AND REMOVE SEDIMENT BASINS	8	EA	\$7,900.00	\$	63,000
TEMP PIPE SLOPE DRAIN	3750	LF	\$14.00	\$	53,000
BALED STRAW EROSION CHECK	11250	LF	\$3.00	\$	34,000
TEMP DITCH CHECKS	265	EA	\$207.00	\$	55,000
CONSTRUCTION EXIT	8	EA	\$1,318.00	\$	11,000
CONCRETE DITCH PAVING	17500	SY	\$32.00	\$	560,000
RIP RAP	1875	SY	\$50.00	\$	94,000
PLASTIC FILTER FABRIC	1875	SY	\$5.00	\$	9,000
EROSION CONTROL MATS	28125	SY	\$1.50	\$	42,000
MAINT TYPE A SILT FENCE	13562	LF	\$1.50	\$	20,000
MAINT TYPE C SILT FENCE	54000	LF	\$1.50	\$	81,000
MAINT INLET SEDIMENT TRAP	30	EA	\$95.00	\$	3,000
MAINT SILT GATE, TP 3	62	EA	\$177.00	\$	11,000
MAINT SEDIMENT BASINS	8	EA	\$1,050.00	\$	8,000
MAINT TEMP PIPE SLOPE DRAIN	1875	LF	\$5.00	\$	9,000
MAINT BALED STRAW EROSION CHECK	5625	LF	\$1.50	\$	8,000
MAINT TEMP DITCH CHECKS	265	EA	\$105.00	\$	28,000
MAINT CONSTRUCTION EXIT	24	EA	\$425.00	\$	10,000
SUBTOTAL: C-4.c				\$	1,968,000
<b>d. TRAFFIC CONTROL</b>	<b>1</b>	<b>LS</b>	<b>\$2,000,000.00</b>	<b>\$</b>	<b>2,000,000</b>
SUBTOTAL: C-4				\$	7,780,000
<b>5. MISCELLANEOUS:</b>					
<b>a. LIGHTING</b>	<b>1</b>	<b>LS</b>	<b>\$1,250,000.00</b>	<b>\$</b>	<b>1,250,000</b>
<b>b. SIGNING - MARKING - SIGNALIZATION</b>					
SIGNING & MARKINGS	11.6	MI	\$125,000.00	\$	1,450,000
TRAFFIC SIGNAL MODIFICATIONS AND INSTALLATIONS	5	EA	\$125,000.00	\$	625,000
SUBTOTAL: C-5.b				\$	2,075,000
<b>c. GUARDRAIL</b>					
TYPE T GUARDRAIL	360	LF	\$56.00	\$	20,000
TYPE W GUARDRAIL	20000	LF	\$18.00	\$	360,000
TYPE 1 ANCHOR	20	EA	\$560.00	\$	11,000
TYPE 12 ANCHOR	20	EA	\$1,640.00	\$	33,000
TRAFFIC IMPACT ATTENUATOR		EA	\$14,500.00	\$	-
MODIFY END OF BRIDGE HANDRAIL		LS	\$75,000.00	\$	-
SUBTOTAL: C-5.c				\$	424,000
<b>d. SIDEWALK</b>	<b>0</b>	<b>SY</b>	<b>\$23.00</b>	<b>\$</b>	<b>-</b>
<b>e. MEDIAN / SIDE BARRIER</b>	<b>2585</b>	<b>LF</b>	<b>\$200.00</b>	<b>\$</b>	<b>517,000</b>
<b>f. TEMPORARY BARRIER</b>					
PRECAST CONCRETE MEDIAN BARRIER, METHOD 3	4000	LF	\$39.00	\$	156,000
SUBTOTAL: C-5.f				\$	156,000
<b>g. ACCESS FENCE</b>	<b>41560</b>	<b>LF</b>	<b>\$6.00</b>	<b>\$</b>	<b>249,000</b>
<b>h. APPROACH SLABS</b>	<b>1480</b>	<b>SY</b>	<b>\$135.00</b>	<b>\$</b>	<b>200,000</b>
<b>i. OTHER</b>					
LANDSCAPING INTERCHANGE	1	LS	\$500,000.00	\$	500,000
LANDSCAPING FRONTAGE	1	LS	\$500,000.00	\$	500,000
SR 18 - WORK TO BE DETERMINED	1	LS	\$500,000.00	\$	500,000
ENGINEERS FIELD OFFICE	1	LS	\$100,000.00	\$	100,000
DRIVEWAYS TO SITE PAD	4	LS	\$75,000.00	\$	300,000
SUBTOTAL: C-5.k				\$	1,900,000

**PRELIMINARY COST ESTIMATE (Full Diamond)**

PROJECT NUMBER: CSNHS-0008-00(232)

COUNTY: TROUP

DATE: NOVEMBER 10, 2006

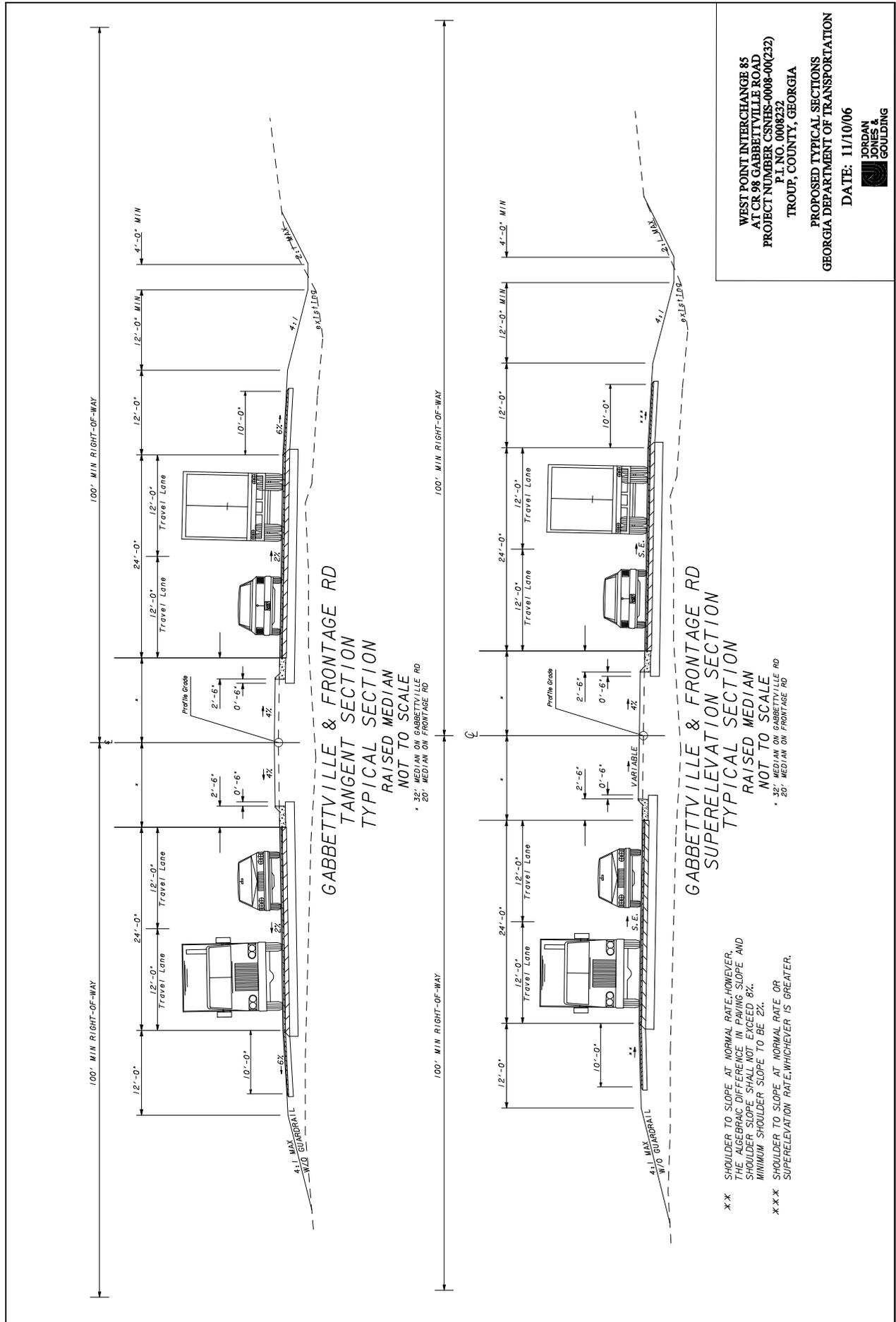
ESTIMATED LETTING DATE: 2007

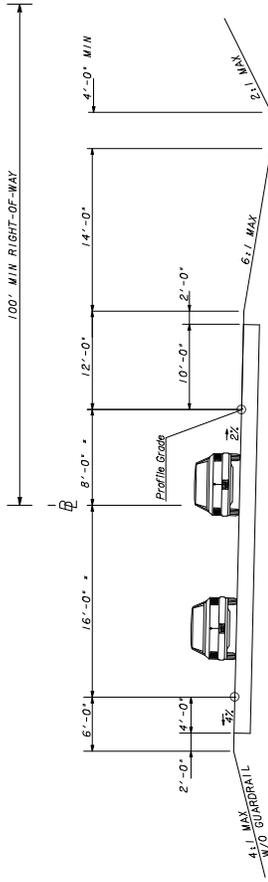
PREPARED BY: Jordan, Jones & Goulding, Inc.

PROJECT LENGTH: 1.65 miles

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

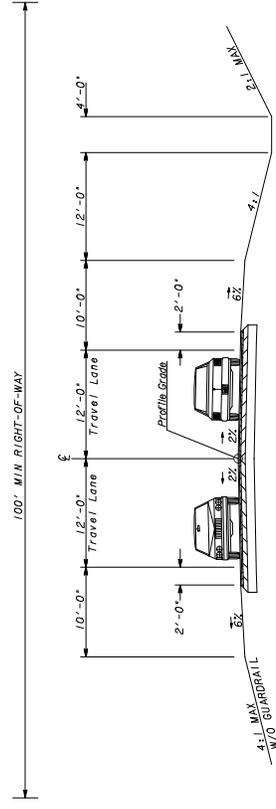
<b>PROJECT COST</b>				
	<b>Quantity</b>	<b>Units</b>	<b>Unit Cost</b>	<b>Cost</b>
SUBTOTAL: C-5			\$	6,771,000
<b>6. SPECIAL FEATURES</b>				
ON SITE SPECIAL ADJUSTMENTS FOR ACTUAL CONDITIONS	1	LS	\$330,000.00	\$ 330,000
CONCRETE CANTILEVER RETAINING WALL (1100 x 20)	22000	SF	\$60.00	\$ 1,320,000
SUBTOTAL: C-6			\$	1,650,000
<b>SUMMARY</b>				
A. RIGHT-OF-WAY				\$ 8,800,000
B. REIMBURSABLE UTILITIES				\$ 500,000
<b>C. CONSTRUCTION</b>				
1. MAJOR STRUCTURES				\$ 11,189,000
2. GRADING AND DRAINAGE				\$ 18,792,000
3. BASE AND PAVING				\$ 26,246,000
4. LUMP ITEMS				\$ 7,780,000
5. MISCELLANEOUS				\$ 6,771,000
6. SPECIAL FEATURES				\$ 1,650,000
SUBTOTAL CONSTRUCTION COST				\$ 72,428,000
INFLATION (TO BE ADDRESSED BY FINANCIAL MANAGEMENT)				\$ -
NUMBER OF YEARS				
E. & C. (10%)				\$ 7,243,000
TOTAL CONSTRUCTION COST				\$ 79,671,000
<b>GRAND TOTAL PROJECT COST</b>				<b>\$ 88,971,000</b>



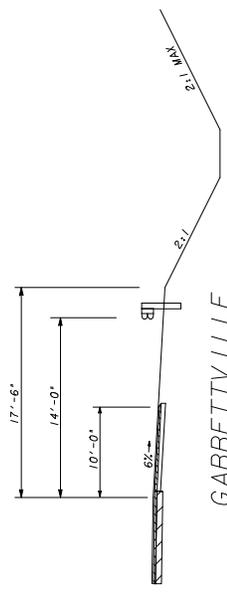


24'-0" TWO LANE RAMP  
TANGENT SECTION  
TYPICAL SECTION  
RAMP  
NOT TO SCALE

• ONE LANE RAMP WIDTH 16'-0"



WEBB RD  
TANGENT SECTION  
TYPICAL SECTION  
2 LANE  
NOT TO SCALE



GABBETTVILLE  
FRONTAGE RD  
GUARDRAIL SECTION  
RURAL SHOULDER  
NOT TO SCALE

WEST POINT INTERCHANGE 85  
AT CR 98 GABBETTVILLE ROAD  
PROJECT NUMBER CSNHS-0008-00(232)  
P.I. NO. 0008232  
TROUP, COUNTY, GEORGIA

PROPOSED TYPICAL SECTIONS  
GEORGIA DEPARTMENT OF TRANSPORTATION

DATE: 11/10/06



## ACCIDENT DATA

PROJECT NUMBER: CSNHS-0008-00(232)

P. I. NO.: 0008232

DATE: AUGUST 30, 2006

PREPARED BY: Jordan, Jones & Goulding, Inc.

COUNTY: TROUP

ESTIMATED LETTING DATE: 2007

PROJECT LENGTH: 1.65 miles

<b>I-85/SR 403</b>							
Year		Accidents		Injuries		Fatalities	
		Rate 100MVM	Statewide Average	Rate 100MVM	Statewide Average	Rate 100MVM	Statewide Average
<b>2002</b>	Number	<b>88</b>		<b>60</b>		<b>0</b>	
	Rate	<b>74</b>	<b>153</b>	<b>51</b>	<b>59</b>	<b>0</b>	<b>0.73</b>
<b>2003</b>	Number	<b>93</b>		<b>41</b>		<b>1</b>	
	Rate	<b>72</b>	<b>149</b>	<b>32</b>	<b>57</b>	<b>1</b>	<b>0.79</b>
<b>2004</b>	Number	<b>113</b>		<b>82</b>		<b>0</b>	
	Rate	<b>90</b>	<b>154</b>	<b>65</b>	<b>58</b>	<b>0</b>	<b>1.39</b>
<b>SR 18 (0.75 mile west of I-85)</b>							
<b>2002</b>	Number	4		1		0	
	Rate	154	199	38	110	0	2.50
<b>2003</b>	Number	4		3		0	
	Rate	162	212	121	113	0	2.56
<b>2004</b>	Number	8		3		0	
	Rate	338	243	127	134	0	2.77

FC:

I-85/SR 403 = Rural Interstate south of SR 219 and Urban Interstate north of SR 219

SR 18 = Rural Minor Arterial



## MEETING MINUTES

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**SUBJECT:** Interchange #5 – Initial Concept Team Meeting

**PROJECT NO:** CSNHS-0008-00(232), Troup County, P.I. No. 0008232

**MEETING DATE:** May 31, 2006

**LOCATION:** Georgia Department of Transportation  
Office of Urban Design  
No 2 Capitol Square, S.W.  
Atlanta, GA. 30334

**ATTENDEES:** See Contact List for attendees and initials

**PREPARED BY:** Brian E. Weeks

### Introductions

An initial concept team meeting was held for the subject project on May 31, 2006 in the GDOT Office of Urban Design conference room. The meeting was opened by Mike Dover who passed out the agenda for the meeting with a sign up sheet for all attendees. The meeting agenda and sign up sheet are attached. All attendees were introduced.

### Background / Activities Underway

- The project was identified and a quick overview was provided; proposed interchange is located approximately at mile marker 5 on I-85, the frontage road will run from SR 18 (Exit 2) to the proposed interchange
- Interchange 5 will be a design-build project
- Initial concept data has been received from Ga. Power and Georgia Department of Economic Development (GDEcD).
- GDEcD will be contracting the site design separately. GDOT will be involved with the interchange, frontage roads and local roads
- Proposed schedule – All work planned in relation to this project will be in support of the plant opening in December of 2008

### Need and Purpose

- Need & purpose is currently being developed by JJ&G

### Planning concept / modeling data / STIP definition

- Project is anticipated to be accelerated and other improvements in the vicinity have been discussed. GDOT is planning to keep with the original scope (design of interchange and frontage road) as its focus. Subsequent work will be identified through the development of the concept and other ongoing planning activities.
- The Troup County Engineer stated concerns about the intersection of Old Gabbettville Road and US29 having an increased traffic flow once the project is opened. At this time that intersection is skewed and has no signal. Widening Old Gabbettville Road from US 29 back to the proposed end of identified project should be considered. It was concluded that once the traffic analysis is complete, an understanding of the effects from the identified project will be clearer. An intersection improvement at US 29 and Old Gabbettville Rd. may be in need of consideration.
- A Planning Study is presently underway by GDOT.

### **Review Alternatives considered to this date**

#### **Alternates presented by JJG at the meeting**

- Several proposed alternatives have been removed within the past week. At this time, a favorable configuration is a three quarter diamond interchange with a loop ramp. Due to the loop ramp geometrics, Warner Road will have to be relocated to provide minimum distance between intersections.
- A full diamond interchange will be evaluated when the traffic analysis is complete.
- Webb Road will cut off at the railroad crossing due to the proposed site development location. Troup County is presently planning to close Webb Road on June 19, 2006. The frontage road will tie to Webb Road and that portion of Webb Road will remain open.
- The Frontage Road will have a posted speed limit of 45 mph. The proposed site will have to be modified in the northeast corner to accommodate the proposed typical section. The proposed typical section currently has a 44' depressed median, but a 20' raised median may be considered. Preliminary horizontal and vertical alignments have been laid out and the proposed speed designs can be accomplished geometrically. However, they must be tweaked for final design and will need extensive coordination with the site designers for the frontage road alignments and driveway entrances along the frontage road.

### **Preliminary Traffic Design**

- Traffic counts have been collected. The I-85 counts are being taken from the ATR located within the limits of the job.
- Turning lanes have been considered during the initial layout sketches, including a potential of two lane entrance and exit ramps.
- Four lanes are proposed from the southern most edge of the proposed site and northward to the tie-in with the relocated Old Gabbettville Road. A two-lane facility (on a four-lane right of way) is proposed from SR 18 to the beginning of the four-lane previously mentioned.
- The interchange bridge will be constructed to allow for the possibility of adding future lanes to I-85.

### **Accident Data for the previous three years**

- The accident data is currently being requested.

### **Maintenance problems, including drainage and pavement problems**

- The site has two preliminary pond locations, one at the northeast and one at the southeast corners. The site contains approximately 200 Acres (1200 CFS – discharging from ditch) which will need to be coordinated with the location of the frontage road. No maintenance issues on I-85 were identified.
- This project proposes all Bridge / Culvert crossings at perpendicular locations.
- I-85 is currently asphalt. Concrete should be used for the construction of the entrance and exit ramps. Concrete should also be considered the material of choice for Old Gabbettville Road all the way to the truck entrance to the site.

### **District information on public contacts to date**

- An initial public meeting was recently held at Grey Hill Community Center. Suggestions were made and will need to be addressed at a later date.
- Three public meetings will be held on an as needed or desired basis. The first PIOH meeting will be held in late July, the second meeting will probably be held in January 2007. The meetings will primarily be an open house format; potentially consisting of two rooms, one for GDOT to discuss the interchange and road layouts, the second room for questions involving the site. GDOT coordination of these meetings will be to go through Tom Queen or Rich Williams. The contact person for GDEcD for public issues will be Bert Brantley.

### **General Location and size of utilities**

- All utility companies have been informed of the project and are onboard.
- West Point will provide water and sewer service for the site. Location of these services has yet to be determined.
- Georgia Transmission will relocate their services and provide a substation. Hal Gibson (GSFIC) and Bill Bryant (Georgia Power) will handle relocated utilities in the project area. A potential swap in easement is being considered, presently some research is being done to see what can and can not be done. Utilities can not be placed in interstate right-of-way. Wayne Mote will set up a meeting with Kerry Gore and the GDEcD.
- Some reimbursements will probably be needed by GDOT and the utility companies involved. Coordination will need to be done quickly during the project phases.

### **Existing structures and their condition**

- There are not many existing structures on the site. Most will be new construction.

### **Environmental Concerns**

- The environmental document will be prepared for the interchange and the site as one document. It will not include the areas to improve US 29.
- Approval of the environmental document for the project will be overseen by GDEcD. Spot CE's will be provided on certain parcels for the advanced right-of-way acquisition process. The project schedule shows R/W and environmental being completed at the same time. The Corp of Engineers has been informed of the project.
- A 404 permit will be used for the site work, the interchange and the frontage road and any PAR requirements will be addressed in the permit. The projected approval date for the permit will be September 2006. GDOT will follow up with an EA in order to document the work actually under the FHWA's jurisdiction. Spot CE's will be accomplished in order to address protective buys.

### **Modal Elements to be considered and accommodated**

- Coordination with any modal elements will be considered.

### **Staging and Traffic Controls**

- Temporary access from I-85 was mentioned for the construction of the Interchange and the local county roads, but this was dismissed by the district due to potential for additional accidents. Access will likely come from Bartley Road (turns into Webb Rd) off of US 29.
- The actual site will be designed to balance the earthwork. Earthwork for the interchange of frontage roads has not been determined at this time.

### **Coordination with other DOT and local projects**

- Frontage Road will more than likely be deeded back to Troup County or the City of West Point when the new city limits are determined. Presently we are assuming the entire project will fall within the limits of the City of West Point and therefore coordination will be needed for signal designs.
- Local Proposed Projects: Turning lanes at SR 18/Exit 2

### **Desired Coordination with Citizen Groups, Local Governments, and elected officials**

- A newsletter will be created & distributed by JJ&G informing individuals about the proposed project.
- A website will also be constructed by JJ&G to inform the public. This site will be linked to GDOT's website. The site will contain project information including a drive-through that will provide the public a virtual rendering of how the site will look once it's constructed.
- Railroad crossings will be closed and will be handled by Troup County and GDEcD. Lovelace

Road has been abandoned by Troup County on the east side of the railroad. Key Phillips (GDOT) will require plans for the layout on these closings so they can be pulled out of the GDOT inventory.

- Coordination will be needed at the intersection of Old Gabbettville Rd. and Webb Rd. and at the intersection at Grey Hill Rd. (CR 95) and Warner Rd. due to potential traffic problems when design has been constructed and operational.

### **Possible Permits/Documents Required**

- NOI permit will be required.
- 404 Permit for the entire site will be required.
- Spot CE's for advanced right-of-way acquisition.
- Buffer variances

### **Existing Right-of-Way**

- The PE is believed to have been authorized today (May 31, 2006). PE may be used to accomplish pre-acquisition tasks. GDEcD will stay off interchange to adhere to federal funding protocols. Spot CE's will be used on certain parcels for the advanced right-of-way acquisition (protective buys). GDOT will provide funding for those parcels not purchased by GDEcD
- Limited Access will be needed on the west side of I-85 up to the frontage road and on the east side of I-85 up to the intersection with Warner Road.

### **Other Comments**

- GDOT meets with GDEcD every Tuesday at 1:00pm.
- Design team should meet every two weeks with GDOT to coordinate any issues that may arise.
- Spec 999 will be used for the Design/Build, the specification will be updated throughout the development of the design as needed.
- A 100' cul-de-sac may be required for a fire truck turnaround at the closing of roads (Webb Rd.). The County will take the lead at this point as the closure of Webb Road will occur in the next few months.
- The type of fence and retaining walls will be determined and evaluated for visual appearance.

### **Schedule**

- The current understanding (from questioning the industry) is that this job could be constructed in 12 to 15 months.
- The current let date is schedule for May 2007. However, the team has been instructed by the Chief Engineer to shorten the schedule.

- Operational date for site and interchange is scheduled for December 2008.

### Assignments

- See notes within.

### Attendees

Name	Company	Email
Mike Dover	GDOT – Urban Design	<a href="mailto:Mike.dover@dot.state.ga.us">Mike.dover@dot.state.ga.us</a>
Darryl VanMeter	GDOT-Urban Design	<a href="mailto:darryl.vanmeter@dot.state.ga.us">darryl.vanmeter@dot.state.ga.us</a>
Wayne Mote	JJG-Transportation	<a href="mailto:wmote@jig.com">wmote@jig.com</a>
Roxana Ene	GDOT	<a href="mailto:roxana.ene@dot.state.ga.us">roxana.ene@dot.state.ga.us</a>
Lee Peterson	GDOT-ROW	<a href="mailto:lee.peterson@dot.state.ga.us">lee.peterson@dot.state.ga.us</a>
Darrell Church	JJG-Transportation	<a href="mailto:dchurch@jig.com">dchurch@jig.com</a>
Brian Iselin	JJG-Transportation	<a href="mailto:biselin@jig.com">biselin@jig.com</a>
James Emery	Troup County	<a href="mailto:jemery@troupco.org">jemery@troupco.org</a>
Don Miller	B&E Jackson	<a href="mailto:dmiller@bejackson.com">dmiller@bejackson.com</a>
Tom Mills	JJG-Creative Media	<a href="mailto:cmills@jig.com">cmills@jig.com</a>
Todd Hill	JJG-Environmental	<a href="mailto:thill@jig.com">thill@jig.com</a>
Lamar M. Pruitt	GDOT – Dist 3 – Construction	<a href="mailto:lamar.pruitt@dot.state.ga.us">lamar.pruitt@dot.state.ga.us</a>
Ken Werho	GDOT-TS&D	<a href="mailto:ken.werho@dot.state.ga.us">ken.werho@dot.state.ga.us</a>
Michael Hester	GDOT-Environmental	<a href="mailto:michael.hester@dot.state.ga.us">michael.hester@dot.state.ga.us</a>
Ken Crabtree	GDOT-Area Engineer	<a href="mailto:ken.crabtree@dot.state.ga.us">ken.crabtree@dot.state.ga.us</a>
Mike England	GDOT-Dist. 3 – Traffic Ops	<a href="mailto:mike.england@dot.state.ga.us">mike.england@dot.state.ga.us</a>
David Millen	GDOT-Dist. 3 – Preconstruction	<a href="mailto:david.millen@dot.state.ga.us">david.millen@dot.state.ga.us</a>
David Spear	GDOT-Communications	<a href="mailto:david.spear@dot.state.ga.us">david.spear@dot.state.ga.us</a>
Kerry Gore	GDOT-Utilities	<a href="mailto:kerry.gore@dot.state.ga.us">kerry.gore@dot.state.ga.us</a>
Lillian Jackson	GDOT – Communications	<a href="mailto:lillian.jackson@dot.state.ga.us">lillian.jackson@dot.state.ga.us</a>
Thomas Howell	GDOT – District Engineer	<a href="mailto:thomas.howell@dot.state.ga.us">thomas.howell@dot.state.ga.us</a>

## MEETING MINUTES

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**SUBJECT:** Concept Team Meeting

**PROJECT NO:** CSNHS-0008-00(232), Troup County, P.I. No. 0008232

**MEETING DATE:** October 17, 2006

**LOCATION:** Georgia Department of Transportation  
Office of Urban Design  
No 2 Capitol Square, S.W.  
Atlanta, GA. 30334

**ATTENDEES:** See sign in sheet for attendees

**PREPARED BY:** JJG

### Introductions

A concept team meeting was held for the subject project on October 17, 2006 in the GDOT Office of Urban Design conference room. The meeting was opened by Mike Dover. An agenda, concept report (including alternatives for both full diamond and  $\frac{3}{4}$  diamond with loop configurations), and traffic diagrams were provided to the attendees. A sign in sheet was passed around. All of these items are attached to the minutes. All attendees were introduced.

The following were displayed on the walls for viewing by attendees and for use during discussion:

- Project layout showing two alignments for connection to SR 18 (Alternates A & B) and four interchange alternatives:
  - $\frac{3}{4}$  diamond with loop
  - Full diamond
  - Full diamond with loop
  - Half diamond with loop
- Gabbettville Road and Frontage Road profiles,
- Typical sections for Gabbettville Road, Frontage Road, and the ramps, and
- Lane layouts along Gabbettville Road for both 32 foot and 44 foot medians.

### Background / Activities Underway

- The project was identified and an overview was provided;
- This project is a joint endeavor including Troup County, City of West Point, Federal, and State agencies. A total of 21 different agencies are involved on this project.
- The project will be procured using a design-build methodology. JJG is providing design-build documents for contracting.

## Proposed Alignment

- Interchange:
  - Full diamond
  - Other alignments investigated include ¾ diamond with loop, full diamond with a loop in the NE quadrant, and a direct connection from the NB off ramp to Gabbettville Road.
- Gabbettville Road:
  - 4-lane facility
  - 32 foot depressed median
  - The relocated alignment is proposed to tie in to existing Gabbettville Road at Sandtown Road on the west and intersect Warner Road on the east
  - 12 foot rural shoulders; 10 foot paved
- Frontage Road:
  - 4-lane facility
  - 20 foot raised, grassed median (to be landscaped)
  - 12 foot rural shoulders; 10 foot paved
- Identified archaeological areas are not impacted by full diamond alternative
- Concrete pavement is proposed to be used on all ramps and on relocated Gabbettville Road from the northbound ramps to the truck entrance
- Limited access will be located along the required right of way from Frontage Road to Warner Road

## Traffic

- Design year is 2029 for the new interchange and Frontage Road. (This project will not include the SR 18 and SR 18/I-85 Interchange improvements needed to handle forecasted traffic. It was recommended that these needs be addressed as a separate project).
- Multiple projects have been identified that will require additional study. GDOT in conjunction with the local authorities will further these efforts at a later date.
- Sketch planning model prepared by GDOT and Troup County used to forecast background traffic volumes. (Economic Development Site was NOT included in this model)
- Traffic generated by the economic development site and other area industrial development was estimated and added to the background traffic forecasts; all project traffic analyses were based on this “total” traffic forecast .
- The forecasted traffic volumes on which the project traffic analyses were based are considered to be “conservative” (i.e., as high as they are likely to get).
- Based on the traffic analysis, the full diamond interchange performs at an acceptable level of service.
- Future traffic volumes require two lanes for the off ramps and dual left turns to the economic development site.
- Economic Development Site Details/Analysis Parameters:
  - Employee parking in front of economic development site,
  - Economic site to utilize both SR 18 and Gabbettville Road interchanges. Expected improvements to the SR 18 interchange will affect ratio of traffic using either interchange.
  - 1 truck / 52 seconds, or 70 trucks/hour, is forecasted for economic site. This is not a large volume of trucks in absolute terms or in terms of traffic capacity.
  - Signals are proposed for the ramp intersections at Gabbettville Road, the Frontage Road

intersection with Gabbettville Road, the Frontage Road intersection with SR 18, and the Warner Road/Gabbettville Road intersection.

### **Webb Road**

- The profile of Frontage Road at the intersection of Webb Road was raised by using grades between 1.0% and 2.0% instead of the 0.3% rolling grade as was used in front of the northern section of the pad to minimize the lowering of Webb Road between the I-85 bridge columns and the column footings. Otherwise, a lowering of Webb Road approximately 13 to 14 feet would have been required to meet the proposed Frontage Road grade. The actual grade drop is approximately 6 to 7 feet.

### **Environmental Items**

- The Corps of Engineers is the lead agency on the 404 permit. This permit covers entire project site, including the Frontage Road and Interchange.
- FHWA requires additional documentation. The EA being prepared is utilizing as much from the 404 permit documentation as possible.
- All environmental permits to be completed by February 2007.
- PIM held July 25, 2006.
- PHOH scheduled for December 14, 2006 at the Gray Hill Community Center.

### **General Items**

- To achieve schedule goals and minimize costs where possible, a conscious effort was made to control the scope of the project. Many upgrades (or add ons) were proposed to date that have not been included in concept for these reasons.
- This is the first design-build project under the new state legislation and GDOT rules.
- Estimated 600 acres of impervious area in economic site.
- Project was thought to be in a “waste” situation, but significant changes to earthwork due to site grading and better survey information (for the overall site) will affect total earthwork. It was stated that the economic development site might provide a logical location for “waste”. A borrow scenario will be explored.
- FHWA requested that access via the bridge on Gabbettville Road be addressed in the event the bridge was unusable during construction.
- Local agencies are concerned about damage to the local roads during construction. GDOT to address damage to county roads due to project construction in Special Provision 999.

### **VE Study**

- The VE Study was conducted September 27-29, 2006. Final recommendations are to be completed and distributed prior to or concurrently with the concept report.
- Examples of some of the recommendations in the report include reducing shoulder widths, relocating interchange to Sandtown Road, and reducing Frontage Road to 2 or 3 lanes undivided.
- JJG is currently reviewing and preparing responses to the VE Study recommendations.

### **Early Acquisitions**

- Utilizing mini-CEs for each parcel
- All parcels are targeted to be purchased before letting.
- Proposed Right of Way Corridors: 250 foot (Gabbettville Road), 200 foot (Frontage Road), and

100 foot (Ramps – Baseline to Req'd. R/W).

- Approximately 2200 acres annexed into the City of West Point as of Monday, October 9<sup>th</sup>.
- No annexation on east side of I-85 at this time.
- Lighting and landscaping agreements need to be addressed.
- The Georgia Department of Economic Development has purchased many parcels in the area that are not reflected on the current layout.

### **Submittal Package (Costing Plans)**

- Due December 8<sup>th</sup>.
- Special Provision 999 to be included.
- To be used for design-build bidding.
- Design-build to be awarded using low bid.

### **Major Structures**

- Approximate 400 foot bridge (4 span) across I-85,
  - Future I-85 section includes widening 1 lane (12 feet) to both inside and outside of existing section. Proposed bridge to span future widening of I-85.
- Retaining wall between I-85 and Frontage Road. Future I-85 widening of 12 feet to be factored in wall design,
- Approximate 900 foot bridge across creek along Frontage Road, and
- Several culverts.

### **Coordination with other DOT and local projects**

- Local Proposed Projects: See Concept Report
- Contractors involved with the KIA plant and any other facilities that may require construction access along the Frontage Road.

### **Comments – (offered by representative for each entity present at Concept meeting)**

- **DOT Board**
  - No representatives at meeting.
- **Georgia Department of Economic Development**
  - Most of land acquired west of I-85,
  - Economic site layout is not finalized at this time,
  - Construction completed by individual vendors to begin early 2007,
  - Balanced earthwork design,
  - Some rock located at front of site,
  - Georgia Power relocating between Frontage Road and economic development site,
  - A training center for the economic development site is currently under construction. This will transfer to state to own and operate.
  - Area reserved south of economic development site for potential future development or remote parking. State will not allow commercial development in this adjacent area.
- **Troup County**
  - Suggests relocated Gabbettville Road proceed straight to the south of the Training Center and cross over creek rather than turning north and tying into existing Gabbettville Road to minimize traffic traveling to already congested area further west on Gabbettville Road. Response from concept team stated that wetland permit does not include the area west of

creek.

- **City of West Point**

- Current traffic entering the industrial area located adjacent to SR 18 west of the proposed Frontage Road tie-in is beyond capacity.
- Signal needed at intersection of SR 18 and Frontage Road. SR 18 at I-85 is currently LOS F, so improvements are necessary with the additional traffic that this development will provide.
- A safety improvement project at SR 18 and I-85 noted in meeting. This will help address traffic capacity.
- Can SR 18 interchange reconstruction be analyzed at this time so that Frontage Road will not conflict with future reconstruction? Concept team stated that the alignment is several hundred feet away from the minimum distance needed to include a signal. Future reconfiguration of the interchange should be able to be addressed.

- **FHWA**

- A 90-foot min. turning radius was used in this project.
- Concept team stated that no pedestrian movements to be addressed since this project has rural shoulders.
- Pavement design to be processed through GDOT and FHWA for approval.
- Can pervious parking be used in economic development site? DEcD indicated they would look into this request.
- In locations where double turns are proposed, a receiving width of 18 feet should be provided for each turning lane.
- Suggest using as wide as bridge as practical. Future expansion of the bridge over I-85 has been incorporated.
- FHWA suggests adding access for future economic sites along Frontage Road. Access locations not determined at this time.

- **Bridge Office**

- No specific comments

- **Engineering Services**

- Waiting on VE Responses

- **Planning Office**

- When will IJR to be submitted? Ans. In the next few weeks.
- Submit disk w/ network analysis
- Support access management analysis
- Waste material – coordinate with DEcD

- **Traffic Safety and Design**

- Avoid any railroad crossings as this will add a minimum of 8 months to the schedule and it would be 18 months until a crossing could be put in.
- Suggest 14 foot lanes for tractor trailers.
- In locations where double turns are proposed, a receiving width of 18 feet should be provided for each turning lane.

- **Environmental**

- Is there anything in place to protect archaeological site from future development? Ans. Construction limits (and right of way) do not penetrate known sites.

- **GDOT District 3**

- Preconstruction office

§ Northbound entrance ramp right of way acquired without relocations; no noise walls proposed at this time per noise analysis.

- **Right of Way Office**
  - Preacquisition started October 16<sup>th</sup>.
- **Construction Office**
  - Requests using 10'-0" paved shoulders, not reducing to 6'-6" width per VE Study recommendation.
- **Maintenance Office**
  - Suggests milling OGFC and overlay through limits of project along I-85 (ramps to ramps).
- **Utility Office**
  - Considering that most of this project is new construction, there are not many existing utilities on site.
  - Georgia Power
    - § Frontage Road – alignment hits existing pole. Revise Frontage Road alignment to avoid pole, if possible.
    - § Conflict with Ramp D
    - § Conflict in Gabbettville Road
    - § Georgia Power can work within existing right of way
    - § Estimated relocation cost of \$50k / pole
  - Water
    - § 16" water main is proposed along Frontage Road.
  - Utilities office needs revised alignment for interchange and Frontage Road when available.
  - Conflicts anticipated along SR 18 – specifically Gas.
  - Two billboards and cell tower currently located on right of way.

### **Schedule**

- Notice of design-build will be out this Friday, October 20<sup>th</sup>.
- Draft EA to be approved by November 9<sup>th</sup>. This provides 30-35 days for advertising.
- Shortlist will begin after the 1<sup>st</sup> of January.
- Operational date for site and interchange is scheduled for December 2008.

**BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION**

Structure ID: 285-0054-0 Troup SUFF. RATING 96.12

**Location & Geography**

\* Structure I.D.No: 285-0054-0  
 \* 200 Bridge Information 07  
 \* 6A Feature Int: CR 413 WEBB ROAD  
 \* 6B Critical Bridge: 0  
 \* 7A Route Number Carried: SR00403  
 \* 7B Facility Carried: I-85 (NBL)  
 \* 9 Location: 2.5 MINE OF WEST POINT  
 \* 2 DOT District: 3  
 \* 207 Year Photo: 2005

\* 91 Inspection Frequency: 24 Date: 10/31/2005  
 \* 92A Fract Crit Insp Freq: 00 Date: 02/01/1901  
 \* 92B Underwater Insp Freq: 00 Date: 02/01/1901  
 \* 92C Other Spc. Insp Freq: 00 Date: 02/01/1901  
 \* 4 Place Code: 00000  
 \* 5 Inventory Route (O/U): 1  
 \* Type: 1  
 \* Designation: 1  
 \* Number: 00085  
 \* Direction: 0  
 \* 16 Latitude: 32-54.7 MMS Prefix: SR  
 \* 17 Longitude: 085-07.2 MMS Suffix: 00 MP: 5.17  
 \* 98 Border Bridge: 000 %Shared: 00  
 \* 99 ID Number: 0000000000000000

\* 100 STRAHNET: 1  
 \* 12 Base Highway Network: 1  
 \* 13A LRS Inventory Route: 2851040300  
 \* 13B Sub Inventory Route: 0  
 \* 101 Parallel Structure: R  
 \* 102 Direction of Traffic: 1  
 \* 264 Road Inventory Mile Post: 003.68  
 \* 208 Inspection Area: 03 Initials: WBP  
 \* Engineer's Initial: jal

\* Location I.D. No.: 285-00403D-005.17N

**Signs & Attachments**

* 104 Highway System:	1		
* 26 Functional Classification:	01		
* 204 Federal Route Type:	1	No.: 00851	
* 105 Federal Lands Highway:	0		
* 110 Truck Route:	1		
* 206 School Bus Route:	0		
* 217 Benchmark Elevation:	0000.00		
* 218 Datum:	0		
* 19 Bypass Length:	01		
* 20 Toll:	3		
* 21 Maintenance:	01		
* 22 Owner:	01		
* 31 Design Load:	6		
* 37 Historical Significance:	5		
* 205 Congressional District:	08		
* 27 Year Constructed:	1966		
* 106 Year Reconstructed:	0000		
* 33 Bridge Median:	1		
* 34 Skew:	36		
* 35 Structure Flared:	0		
* 38 Navigation Control:	N		
* 213 Special Steel Design:	0		
* 267 Type of Paint:	5		
* 42 Type of Service on:	1		
* 214 Movable Bridge:	0		
* 203 Type Bridge:	J-O-M-O		
* 259 Pile Encasement:	3		
* 43 Structure Type Main:	3	02	
* 45 No. Spans Main:	003		
* 44 Structure Type Appr:	0	00	
* 46 No. Spans Appr:	0000		
* 226 Bridge Curve Horz:	0	Vert: 0	
* 111 Pier Protection:	0		
* 107 Deck Structure Type:	1		
* 108 Wearing Surface Type:	1		
		Mt	8
		F	8

**Programming Data**

201 Project No.: I-85-1 (32) 03  
 202 Plans Available: 4  
 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: 037545 Year: 2026

**Measurements**

\* 29 ADT: 025030 Year: 2006  
 109 % Trucks: 0  
 \* 28 Lanes On: 02 Under: 02  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0071  
 \* 49 Structure Length: 185  
 51 Br. Rwdy. Width: 38.00  
 52 Deck Width: 40.40  
 \* 47 Tot. Horz. Cl: 38.00  
 50 Curb/Sdewlk Width: 0.00/0.00  
 \* 229 Shoulder Width: 038  
 Rear Lt: 4.00 Type: 2 Rt: 10.00  
 Fwrd Lt: 4.00 Type: 2 Rt: 10.00

Pavement Width:  
 Rear: 24.00 Type: 2  
 Fwrd: 24.00 Type: 2  
 Intersection Rear: 0 Fwrd: 0  
 36 Safety Features Br. Rail: 1  
 Transition: 1  
 App. G. Rail: 1  
 App. Rail End: 1  
 53 Minimum Cl. Over: 99 ' 99 "  
 Under: H 19 ' 08 "

**Hydraulic Data**

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

**Ratings**

65 Inventory Rating Method: 1  
 63 Inventory Rating Method: 1  
 66 Inventory Type: 2 Rating: 37  
 64 Operating Type: 2 Rating: 62  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 40 0

261 H Inventory Rating: 20  
 262 H Operating Rating: 33  
 67 Structural Evaluation: 7  
 58 Deck Condition: 6  
 59 Superstructure Condition: 8  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 7  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond: N  
 68 Deck Geometry: 6  
 69 UnderClr. Horz/Vert: 7  
 72 Appr. Alignment: 8  
 62 Culvert: N

**Posting Data**

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

\* Location I.D. No.: 285-00403D-005.17N Sup: 1997 Sub: 0000

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

96.12

SUFF. RATING

Troup

Structure ID: 285-0055-0

## Location & Geography

## Signs & Attachments

* Structure I.D.No: 285-0055-0		104 Highway System:	1	
* 200 Bridge Information	07	26 Functional Classification:	01	225 Expansion Joint Type: 15
* 6A Feature Int: CR 413 WEBB ROAD		204 Federal Route Type:	1	242 Deck Drains: 0
* 6B Critical Bridge: 0		105 Federal Lands Highway:	0	243 Parapet Location: 3
* 7A Route Number Carried: SR00403		110 Truck Route:	1	Height: 1.50
* 7B Facility Carried: I-85 (SBL)		206 School Bus Route:	0	Width: 1.10
* 9 Location: 2.5 MI NE OF WEST POINT		217 Benchmark Elevation:	0000.00	238 Curb: 0.00 0
2 DOT District: 3		218 Datum:	0	
207 Year Photo: 2005		19 Bypass Length:	01	239 Handrail: 7 7
* 91 Inspection Frequency: 24	Date: 10/31/2005	20 Toll:	3	* 240 Median Barrier Rail: 0
92A Fract Crit Insp Freq: 00	Date: 02/01/1901	21 Maintenance:	01	241 Bridge Median Height: 0.00
92B Underwater Insp Freq: 00	Date: 02/01/1901	22 Owner:	01	Width: 0.00
92C Other Spc. Insp Freq: 00	Date: 02/01/1901	31 Design Load:	6	
* 4 Place Code: 00000		37 Historical Significance:	5	* 230 Guardrail Loc Dir Rear: 3
* 5 Inventory Route (O/U): 1		205 Congressional District:	08	Fwrld: 2
Type: 1		27 Year Constructed:	1966	Oppo Dir Rear: 0
Designation: 1		106 Year Reconstructed:	0000	Fwrld: 0
Number: 00085		33 Bridge Median:	1	244 Approach Slab: 3
Direction: 0		34 Skew:	32	224 Retaining Wall: 0
* 16 Latitude: 32-54.7	MMS Prefix: SR	35 Structure Flared:	0	233 Posted Speed Limit: 70
* 17 Longitude: 085-07.2	MMS Suffix: 00	38 Navigation Control:	N	236 Warning Sign: 0
98 Border Bridge: 000	%Shared: 00	213 Special Steel Design:	0	234 Delineator: 1
99 ID Number: 0000000000000000		267 Type of Paint:	5	235 Hazard Boards: 0
* 100 STRAHNET: 1		42 Type of Service on:	1	237 Utilities Gas: 00
12 Base Highway Network: 1		214 Movable Bridge:	0	W 00
13A LRS Inventory Route: 2851040300		203 Type Bridge:	J-O-M-O	Ele. 00
13B Sub Inventory Route: 0		259 Pile Encasement:	3	Telephone: 00
* 101 Parallel Structure: L		43 Structure Type Main:	3	Sc 00
* 102 Direction of Traffic: 1		45 No. Spans Main:	003	
* 264 Road Inventory Mile Post: 003.69		44 Structure Type Appr:	0	247 Lighting Street: 0
* 208 Inspection Area: 03	Initials: WBP	46 No. Spans Appr:	0000	Navigation: 0
Engineer's Initial: jal		226 Bridge Curve Horz:	0	Aerial: 0
* Location I.D. No.: 285-00403D-005.18N		111 Pier Protection:	0	
		107 Deck Structure Type:	1	* 248 County Continuity No.: 00
		108 Wearing Surface Type:	Mf 8	
			F 8	

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

96.12

SUFF. RATING

Troup

Structure ID: 285-0055-0

### Programming Data

201 Project No.: I-85-1 (32) 03  
 202 Plans Available: 4  
 249 Prop. Proj. No. 000000000000000000  
 250 Approval Status: 0000  
 251 P.I. No.: 00000000  
 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: 037545 Year: 2026

### Measurements

\* 29 ADT: 025030 Year: 2006  
 109 % Trucks: 0  
 \* 28 Lanes On: 02 Under: 02  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0071  
 \* 49 Structure Length: 174  
 51 Br. Rwdy. Width: 38.00  
 52 Deck Width: 40.40  
 \* 47 Tot. Horz. Cl: 38.00  
 50 Curb/Sdewik Width: 0.00/0.00  
 32 Approach Rdwy Width: 038  
 \* 229 Shoulder Width:  
 Rear Lt: 4.00 Type: 2 Rt: 10.00  
 Fwd Lt: 4.00 Type: 2 Rt: 10.00

### Ratings

65 Inventory Rating Method: 1  
 63 Inventory Rating Method: 1  
 66 Inventory Type: 2 Rating: 37  
 64 Operating Type: 2 Rating: 62  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 40 0  
 261 H Inventory Rating: 20  
 262 H Operating Rating: 33  
 67 Structural Evaluation: 7  
 58 Deck Condition: 7  
 59 Superstructure Condition: 8  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 7  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond: N  
 68 Deck Geometry: 6  
 69 UnderClr. Horz/Vert: 6  
 72 Appr. Alignment: 8  
 62 Culvert: N

### Hydraulic Data

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

36 Safety Features Br. Rail:  
 Transition: 1 1  
 App. G. Rail: 1  
 App. Rail End: 1  
 53 Minimum Cl. Over:  
 Under: H  
 \* 228 Min. Vertical Cl  
 Act. Odm Dir: 99 ' 99 "  
 Oppo. Dir: 99 ' 99 "  
 Posted Odm. Dir: 00 ' 00 "  
 Oppo. Dir: 00 ' 00 "  
 55 Lateral Undercl. Rt: H 11.10  
 56 Lateral Undercl. Lt: 0.00  
 \* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0  
 39 Nav Vert Cl: 000 Horz: 0000  
 116 Nav Vert Cl Closed: 000  
 245 Deck Thickness Main: 8.00  
 Deck Thick Approach: 0.00  
 246 Overlay Thickness: 0.00  
 212 Year Last Painted: Sup: 1997 Sub: 0000

### Posting Data

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

\* Location I.D. No.: 285-00403D-005-18N

# GEORGIA DEPARTMENT OF TRANSPORTATION

## Bridge Inspection Report

District: 3  
 Bridge Inspector: Bryon Patterson  
 Location ID: 285-00403D-005.17N  
 Structure ID: 285-0054-0

Inspection Date: 10/31/2005  
 Over: CR 413 WEBB ROAD  
 County: Troup  
 Road Name: I-85 (NBL)

Inspection Area: 03  
 Bridge Status: 07

### EVALUATION & DEFICIENCIES

**SubStructure:**

Year Painted: 0000

Concrete abutments two intermediate bents with concrete caps and 3 columns founded on concrete pile footings.

HS20+MIL

Both back walls at the abutments have minor cracking with efflorescence.  
 Both abutment caps have minor vertical cracks.  
 Both intermediate caps have minor vertical cracking.

**SuperStructure:**

Year Painted: 1997

3 spans with 6 steel beams on 7.3' centers with concrete diaphragms.  
 Span #1 and #3 beams are W33X141  
 Span #2 beams are W33X152

HS20+MIL

Superstructure is in good condition.

**Deck:**

7" concrete deck.  
 All expansion joints are sealed with evazote and construction joints with silicone.

HS20+MIL

Minor shrinkage cracking on the top of deck.  
 Minor transverse cracking on top and bottom sides of deck.  
 Moderate scaling in all spans. (See Photo)  
 Span 1: The deck has been repaired some time in the past but, the repair is coming out. There is a hole in the deck that is 8" x 8" x 3" deep at time of inspection with some rebar exposed. ( See Photo ) Has been repaired (10/31/2005)  
 On the underside of deck there is some moderate cracking with efflorescence forming between Beams 3 and 4. ( See Photo ) Has been repaired (10/31/2005)

**General:**

Built 1966, Project # I-85-1 (32)03

Equipment used: hand tools, laser, and ladder

The deck has a moderate size hole in it. Has been repaired (10/31/2005)

**Condition Rating**

Temp Shored: No

Component	Material	Rating	Truck Type	Gross/H-Mod	HSMOD	Tand	3-S-2	Log	Piggy
Substructure	Concrete	7	Calculated Posting	20	25	28	40	36	40
Superstructure	Steel	8	Posting Required	No	No	No	No	No	No
Deck	Concrete	6	Existing Posting	00	00	00	00	00	00

Not a School Bus Route.

Structure Does Not Require Posting

# GEORGIA DEPARTMENT OF TRANSPORTATION

## Bridge Inspection Report

District: 3  
 Bridge Inspector: Bryon Patterson  
 Location ID: 285-00403D-005.18N  
 Structure ID: 285-0055-0

Inspection Date: 10/31/2005  
 Over: CR 413 WEBB ROAD  
 County: Troup  
 Road Name: I-85 (SBL)

Inspection Area: 03  
 Bridge Status: 07

### EVALUATION & DEFICIENCIES

**SubStructure:**

Year Painted: 0000

Concrete abutment caps  
 2 intermediate bents with concrete caps on 3 columns founded on concrete pile footings.

The substructure inventory capacity = HS20 design.

Both abutment back walls have minor cracking with efflorescence.  
 Both abutment caps have minor vertical cracking.  
 Both intermediate caps have minor vertical cracking.  
 Highchairs are exposed on the bottom side of both intermediate caps.

**SuperStructure:**

Year Painted: 1997

3 spans with 6 steel beams on 7.3' centers  
 Span #1 beams are W33X118  
 Span #2 beams are W33X152  
 Span #3 beams are W33X118.  
 All spans have concrete diaphragms.

The superstructure inventory capacity = HS20 design.

The superstructure is in good condition.

**Deck:**

7" concrete deck.  
 Expansion joints are sealed with evazote, and the construction joints are sealed with silicone.

The deck inventory capacity = HS20 design.

Minor shrinkage and transverse cracking on the top.  
 Minor 90 degree to joint cracking.  
 Moderate scaling in deck. See Photo  
 Bottom side of deck has minor transverse cracking with efflorescence.

**General:**

Built 1966 project # I-85-1 (32) 03

Equipment used: hand tools , laser, and ladder

This structure is in good condition with minor concrete cracking.

**Condition Rating**

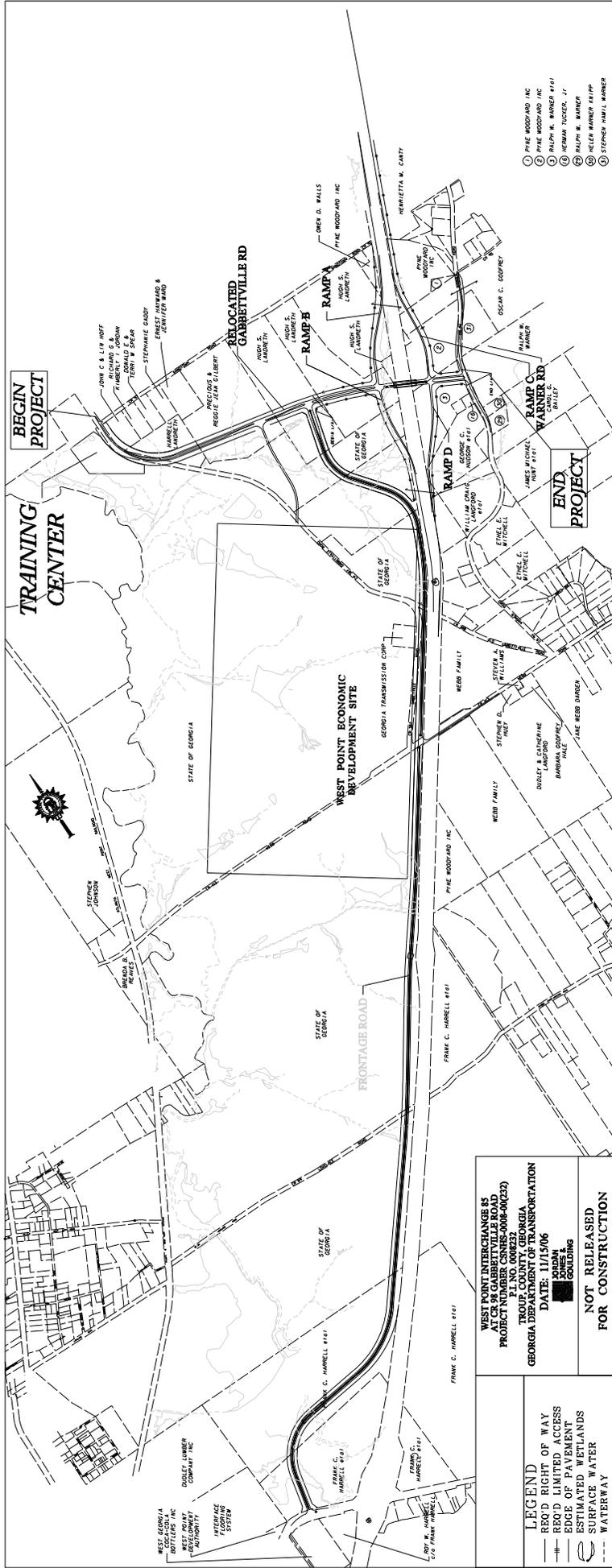
Temp Shored: No

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

Not a School Bus Route.

Structure Does Not Require Posting

# CR 98/GABBETTVILLE ROAD CONCEPTUAL LAYOUT



WEST POINT INTERCHANGE #5  
AT CR 98 GABBETTVILLE ROAD  
PROJECT NO. 98-008-00(23)  
PL. NO. 00023  
TROUP COUNTY, GEORGIA  
GEORGIA DEPARTMENT OF TRANSPORTATION  
DATE: 11/15/06  
JONES & BOULDING

LEGEND  
 — RECD RIGHT OF WAY  
 — RECD LIMITED ACCESS  
 — EDGE OF PAVEMENT  
 — EDGE OF RIGHT-OF-WAY  
 — SURFACE WATER  
 — WATERWAY

NOT RELEASED  
FOR CONSTRUCTION

- ① PIKE WOODWARD, INC.
- ② PIKE WOODWARD, INC.
- ③ RALPH W. WARNER #171
- ④ HERMAN TICKER, JR.
- ⑤ RALPH W. WARNER
- ⑥ RALPH W. WARNER #171P
- ⑦ STEPHEN JAMES J. WARNER