

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

---

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

**FILE** P.I. # 0009900

**OFFICE** Design Policy & Support

Whitfield County  
GDOT District 6 - Cartersville  
I-75 @ SR 201 - NB & SB Ramps

**DATE** 7/2/2013

**FROM**  for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

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

Attachment

**DISTRIBUTION:**

Bobby Hilliard, Program Control Administrator  
Genetha Rice-Singleton, State Program Delivery Engineer  
Glenn Bowman, State Environmental Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Kathy Zahul, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Mike Bolden, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
Andy Casey, State Roadway Design Engineer  
Attn: Jan Hilliard, Design Group Manager  
Dewayne Comer, District Engineer  
Mike Haithcock, District Preconstruction Engineer  
Kerry Bonner, District Utilities Engineer  
Ryan Fernandez, Project Manager  
BOARD MEMBER - 14th Congressional District

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type: <u>Safety</u>	P.I. Number: <u>0009900</u>
GDOT District: <u>6</u>	County: <u>Whitfield</u>
Federal Route Number: <u>I-75</u>	State Route Number: <u>SR 401, SR 201</u>

I-75 @ SR 201 Intersection Improvement Project – SB & NB Ramps

**Submitted for approval:**

<u>C. Andy Cunniff</u> State Roadway Design Engineer	<u>3/19/13</u> DATE
<u>Ryan F. [Signature]</u> GDOT Project Manager	<u>3/20/13</u> DATE
<u>Bonnie [Signature]</u> State Program Delivery Engineer	<u>3/22/2013</u> DATE

**Recommendation for approval:**

<u>GLENN BOWMAN*/EKP</u> State Environmental Administrator	<u>4/3/2013</u> DATE
<u>KATHY ZAHUL*/EKP</u> State Traffic Engineer	<u>4/2/2013</u> DATE

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

<u>CINDY VANDYKE*/EKP</u> State Transportation Planning Administrator	<u>3/28/2013</u> DATE
--------------------------------------------------------------------------	--------------------------

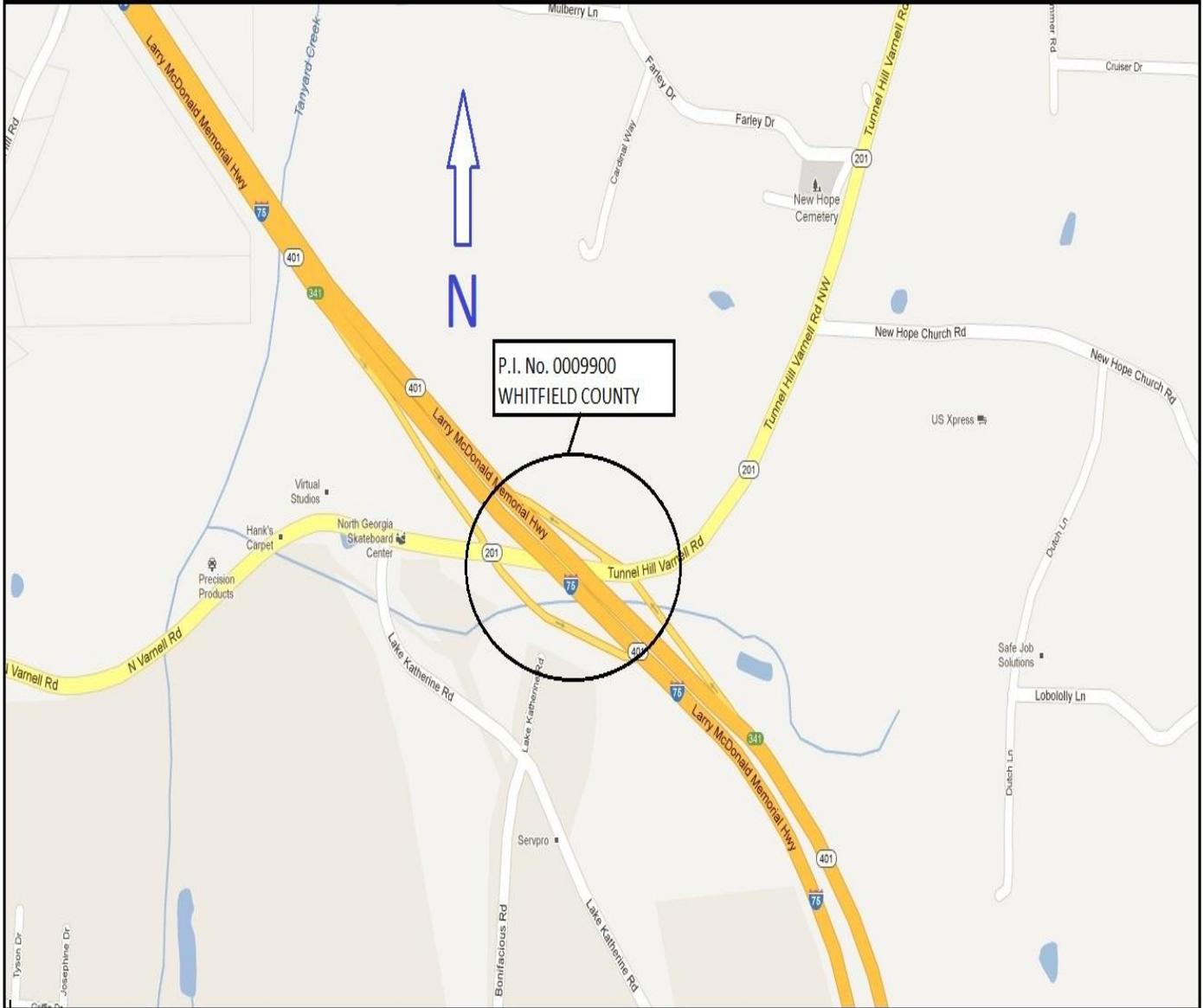
**Approval:**

Concur: <u>[Signature]</u> GDOT Director of Engineering	<u>6-19-13</u> DATE
Approve: <u>[Signature]</u> GDOT Chief Engineer	<u>7/1/13</u> DATE

\* - RECOMMENDATION ON FILE

County: Whitfield

### PROJECT LOCATION



County: Whitfield

## PLANNING & BACKGROUND DATA

**Project Justification Statement:** The proposed project will enhance safety and improve operational efficiency at both intersections of the I-75/SR 401 at SR 201 interchange in Whitfield County, GA. In Georgia, nearly a third of fatal crashes occur at intersections making intersection safety a focus area for the Georgia Department of Transportation. Nationally intersection crashes account for 40% of all reported crashes and approximately 20% of traffic fatalities. Of those fatalities, nearly 50% are the result of angle collisions. Angle collisions are often high speed, high impact crashes which often result in serious injuries or fatalities.

Roundabouts have been identified as one of nine proven countermeasures by the Federal Highway Administration (FHWA). The installation of roundabouts in comparison to traditional safety countermeasures such as traffic signals have resulted in a greater reduction in crash frequency and in many instances better operational efficiency. Roundabouts are generally navigated at slower speeds which correlate with lower impact, less severe crashes. A roundabout also presents fewer conflict points than a traditional intersections resulting in fewer collisions.

I-75/SR 401 is a 6 lane rural interstate principal arterial with a posted speed limit of 70 mph and an AADT of 80,605 vehicles per day. SR 201 is a 2 lane rural major collector with a posted speed limit of 45 mph and an AADT of 8,860 vehicles per day. Currently, both intersections at the interchange are stop controlled.

Crash data from 2004-2008 indicated that 29 crashes occurred at this intersection resulting in 2 fatalities and 15 injuries. Of those crashes 24% were angle collisions accounting for 100% of the fatalities and 47% of the injuries. Studies have shown that the installation of a roundabout results in nearly 80% reduction in fatal and serious injury crashes and nearly 40% reduction in property damage crashes.

**Description of the proposed project:** The project is located at the I-75/SR 401 interchange at Tunnel Hill Varnell Road/North Varnell Road/SR 201 interchange. The current intersection is a diamond interchange and the project length is approximately 0.25 miles along Tunnel Hill Varnell Road/North Varnell Road/SR 201. The proposed project is at the intersections with I-75/SR 401 at the northbound and southbound exit and entrance ramps. It is proposed to retain the interchange in its current configuration; therefore, a No-Build alternative is preferred.

**Federal Oversight:**  Exempt  State Funded  Other

**MPO:** Greater Dalton MPO

MPO Project ID: N/A

**Regional Commission:** Northwest Georgia RC

RC Project ID: RC01-000171

**Congressional District(s):** 14

**Projected Traffic:** ADT  
Northbound Ramp

County: Whitfield

Current Year (2010): 7,900 Open Year (2016): 8,875 Design Year (2036): 12,725  
 Traffic Projections Performed by: Rhonda Niles, GDOT Office of Planning

Southbound Ramp

Current Year (2010): 6,500 Open Year (2016): 7,300 Design Year (2036): 10,375  
 Traffic Projections Performed by: Rhonda Niles, GDOT Office of Planning

**Functional Classification (Mainline):** Rural Major Collector (SR 201)  
 Rural Interstate Principal Arterial (I-75/SR 401)

**Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project?**  No  Yes

**Will Context Sensitive Solutions procedures be utilized?**  No  Yes

**DESIGN AND STRUCTURAL DATA**

Mainline Design Features: N/A

**Major Structures:**

Structure ID	Existing	Proposed
313-0050-0	230-ft long concrete bridge; three 12-ft lanes in each direction with 10-ft shoulders and concrete retaining wall in the median; 112-ft overall approach roadway width; 75.68 Sufficiency Rating	Existing bridge will not be affected
313-0049-0	55-ft long 7'X6' 4-Barrel Box Bridge Culvert; 98.00 Sufficiency Rating	Existing culvert will not be affected
313-0052-0	54-ft long 7'X6' 4-Barrel Box Bridge Culvert; 100.00 Sufficiency Rating	Existing culvert will not be affected
313-0053-0	54-ft long 7'X6' 4-Barrel Box Bridge Culvert; 100.00 Sufficiency Rating	Existing culvert will not be affected

**Major Interchanges/Intersections:** Interstate 75/SR 401 NB and SB Exit and Entrance Ramps

**Utility Involvements:** There will be no impacts to the utilities.

**Public Interest Determination Policy and Procedure recommended (Utilities)?**  No  Yes

**SUE Required:**  No  Yes

**Railroad Involvement:** There will not be any railroad involvement.

**Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:**

Warrants met:  None  Bicycle  Pedestrian  Transit

County: Whitfield

**Right-of-Way:**

Required Right-of-Way anticipated:  No  Yes  Undetermined  
 Easements anticipated:  None  Temporary  Permanent  Utility  Other

Anticipated number of impacted parcels: TBD  
 Displacements anticipated: Total: 0  
 Businesses: 0  
 Residences: 0  
 Other: 0

**Transportation Management Plan [TMP] Required:**  No  Yes

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:** N/A

**Design Variances to GDOT Standard Criteria anticipated:** N/A

**ENVIRONMENTAL DATA**

**Anticipated Environmental Document:** N/A

**Project Air Quality:**

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

**MS4 Compliance – Is the project located in an MS4 area?**  No  Yes

**Environmental Permits/Variations/Commitments/Coordination anticipated:** There are no permits, variations, commitments or coordination anticipated for this project.

**NEPA/GEPA Comments & Information:** There will be no affects to ecology, history, archeology, and air & noise anticipated for this project. No studies have been conducted. Currently, there has not been any public outreach for this project.

**PROJECT RESPONSIBILITIES**

**Project Activities:**

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT Office of Roadway Design

**Lighting required:**  No  Yes

County: Whitfield

**Other projects in the area:**

STP00-1247-00(011), Whitfield County, P.I. No. 631250, SR 201 @ SR 2 Passing Lane Project

**Other coordination to date:** N/A**Project Cost Estimate and Funding Responsibilities:**

	<b>Breakdown of PE</b>	<b>ROW</b>	<b>Reimbursable Utility</b>	<b>CST*</b>	<b>Environmental Mitigation</b>	<b>Total Cost</b>
By Whom	GDOT	GDOT				
Authorized \$ Amount	\$250,000	\$0				\$250,000
\$ Amount Spent	\$22,000					\$22,000
Date of Estimate	2/26/2010			2/26/2010		

\*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

**ALTERNATIVES****Preferred Alternative:** No-Build Two-Way Stop-controlled intersections at I-75/SR 401 and SR 201 NB and SB ramps

<b>Estimated Property Impacts:</b>	<b>N/A</b>	<b>Estimated Total Cost:</b>	<b>N/A</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>N/A</b>

**Rationale:** The installation of traffic signals or roundabouts would either decrease or have no effect on the level of service of the majority of movements. The only movement that improved for the year 2036 was the WB left turn movement for the I-75 and SR 201 SB intersection with a roundabout and the SB exit ramp left turn movement with a signal.**Alternative 1:** Roundabouts at I-75/SR 401 and SR201 NB and SB ramps

<b>Estimated Property Impacts:</b>	<b>N/A</b>	<b>Estimated Total Cost:</b>	<b>\$2.40 million</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>24 Months</b>

**Rationale:** This alternative was not selected because the installation of roundabouts would negatively impact the operation of the intersections. Approximately 60 percent of traffic from the SB ramp is making left turns and 10 percent of that volume is trucks accessing the US Xpress Inc. Trucking Company terminal, which is located approximately one mile away from the intersection. A roundabout would cause increased delay on the SB exit ramp, thus lowering the level of service for the left turn movement. Also, a roundabout could increase the amount of rear-end and side swipe crashes which is currently 76% of the crashes for the years 2004-2008.**Alternative 2:** Signalized intersections at I-75/SR 401 and SR201 NB and SB ramps

<b>Estimated Property Impacts:</b>	<b>N/A</b>	<b>Estimated Total Cost:</b>	<b>\$160,000</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>6 Months</b>

**Rationale:** This alternative was not selected because the project funding is not programmed for a signal improvement. According to the Office of Traffic Operations, the two intersections do not currently meet signal warrants.

County: Whitfield

**Comments/additional information:** The Office of Roadway Design recommends a No-Build alternative and this project not move forward currently programmed as a roundabout. If it is determined that traffic increases due to future development warrant signals, then an interchange reconfiguration, or other alternatives, a project should be programmed.

**Attachments:**

1. Crash summaries
2. Traffic diagrams
3. Capacity analysis summary
4. Meeting Minutes
5. Signed Agreements

ACCIDENT RATE CALCULATION for year(s) 2004,2005,2006,2007,2008

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2004	Whitfield	1	020100	13.00	13.14	3,740	0.14	524
2004	Whitfield	1	020100	13.14	13.50	7,700	0.36	2,772

Total Vehicle Miles: 3,296	Total Accidents: 3	Accident Rate: 249
Average ADT: 6,591	Total Injuries: 0	Injury Rate: 0
Length in Miles: 0.50	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2005	Whitfield	1	020100	13.00	13.14	3,950	0.14	553
2005	Whitfield	1	020100	13.14	13.50	9,260	0.36	3,334

Total Vehicle Miles: 3,887	Total Accidents: 7	Accident Rate: 493
Average ADT: 7,773	Total Injuries: 2	Injury Rate: 141
Length in Miles: 0.50	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2006	Whitfield	1	020100	13.00	13.14	3,780	0.14	529
2006	Whitfield	1	020100	13.14	13.50	8,320	0.36	2,995

Total Vehicle Miles: 3,524	Total Accidents: 4	Accident Rate: 311
Average ADT: 7,049	Total Injuries: 7	Injury Rate: 544
Length in Miles: 0.50	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2007	Whitfield	1	020100	13.00	13.14	3,300	0.14	462

2007	Whitfield	1	020100	13.14	13.50	9,400	0.36	3,384
------	-----------	---	--------	-------	-------	-------	------	-------

Total Vehicle Miles: 3,846	Total Accidents: 2	Accident Rate: 142
Average ADT: 7,692	Total Injuries: 0	Injury Rate: 0
Length in Miles: 0.50	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

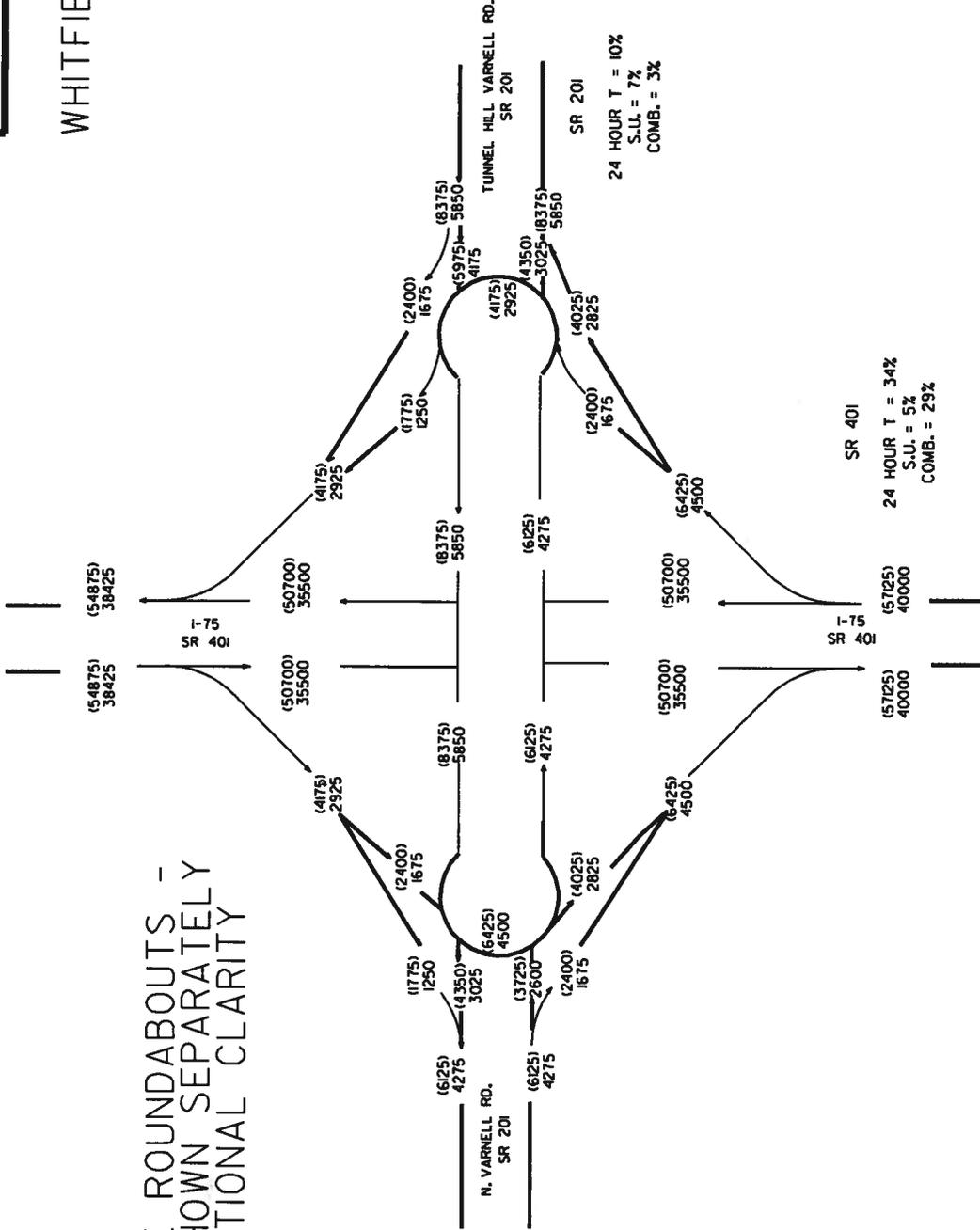
Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2008	Whitfield	1	020100	13.00	13.14	3,300	0.14	462
2008	Whitfield	1	020100	13.14	13.50	9,400	0.36	3,384

Total Vehicle Miles: 3,846	Total Accidents: 4	Accident Rate: 285
Average ADT: 7,692	Total Injuries: 1	Injury Rate: 71
Length in Miles: 0.50	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

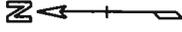
WHITFIELD COUNTY

SINGLE LANE ROUNDABOUTS -  
VOLUMES SHOWN SEPARATELY  
FOR DIRECTIONAL CLARITY



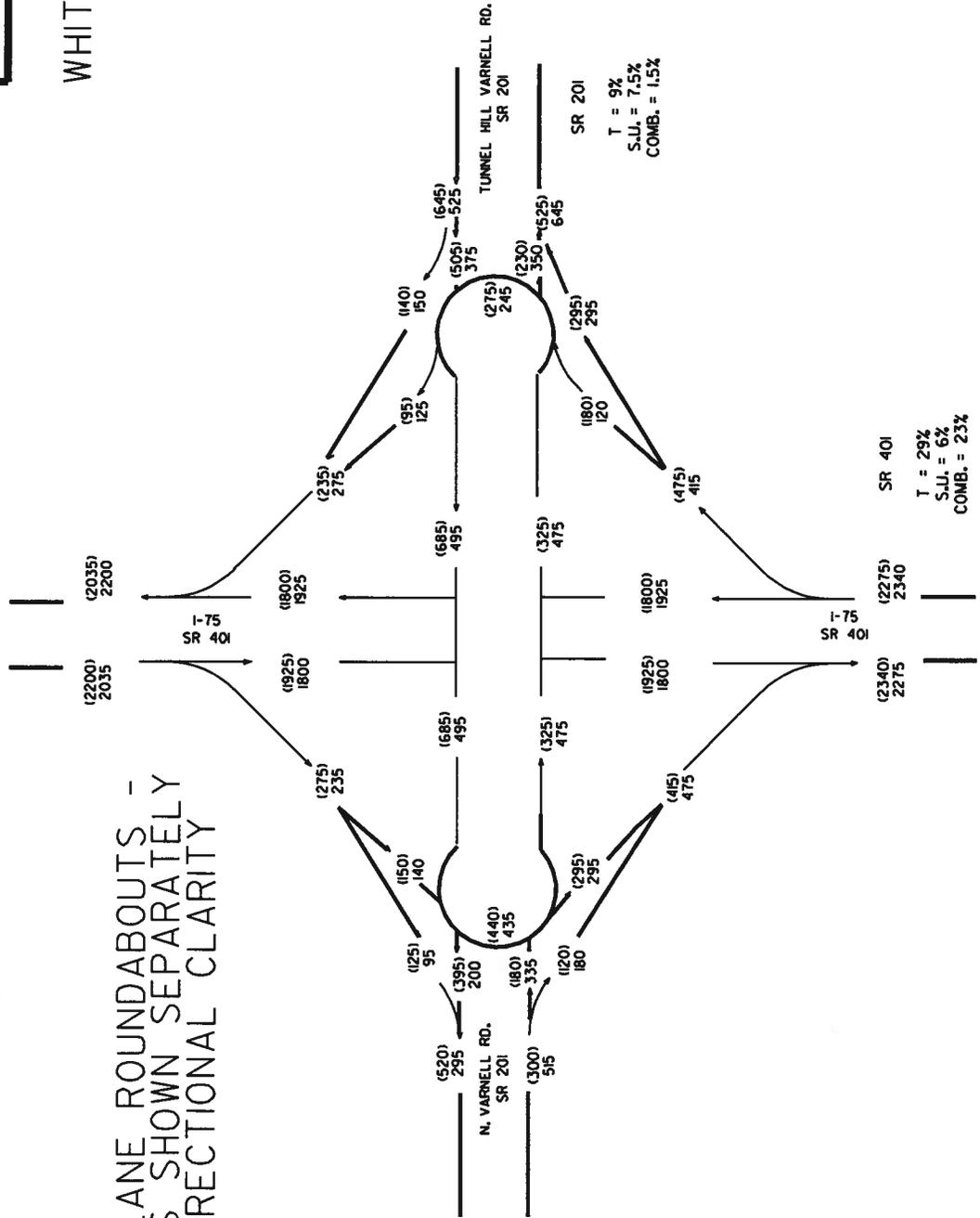
P.L.# 0009900  
WHITFIELD COUNTY  
I-75 @ SR 201 -  
SB & NB RAMP  
BUILD  
2036 ADT = 1000  
2016 ADT = 000  
RFN  
04/12

WHITFIELD COUNTY



P.I.# 0009900  
WHITFIELD COUNTY  
I-75 @ SR 201 -  
SB & NB RAMP  
BUILD  
2016 PM DHV = (000)  
2016 AM DHV = 000  
RFN  
04/2

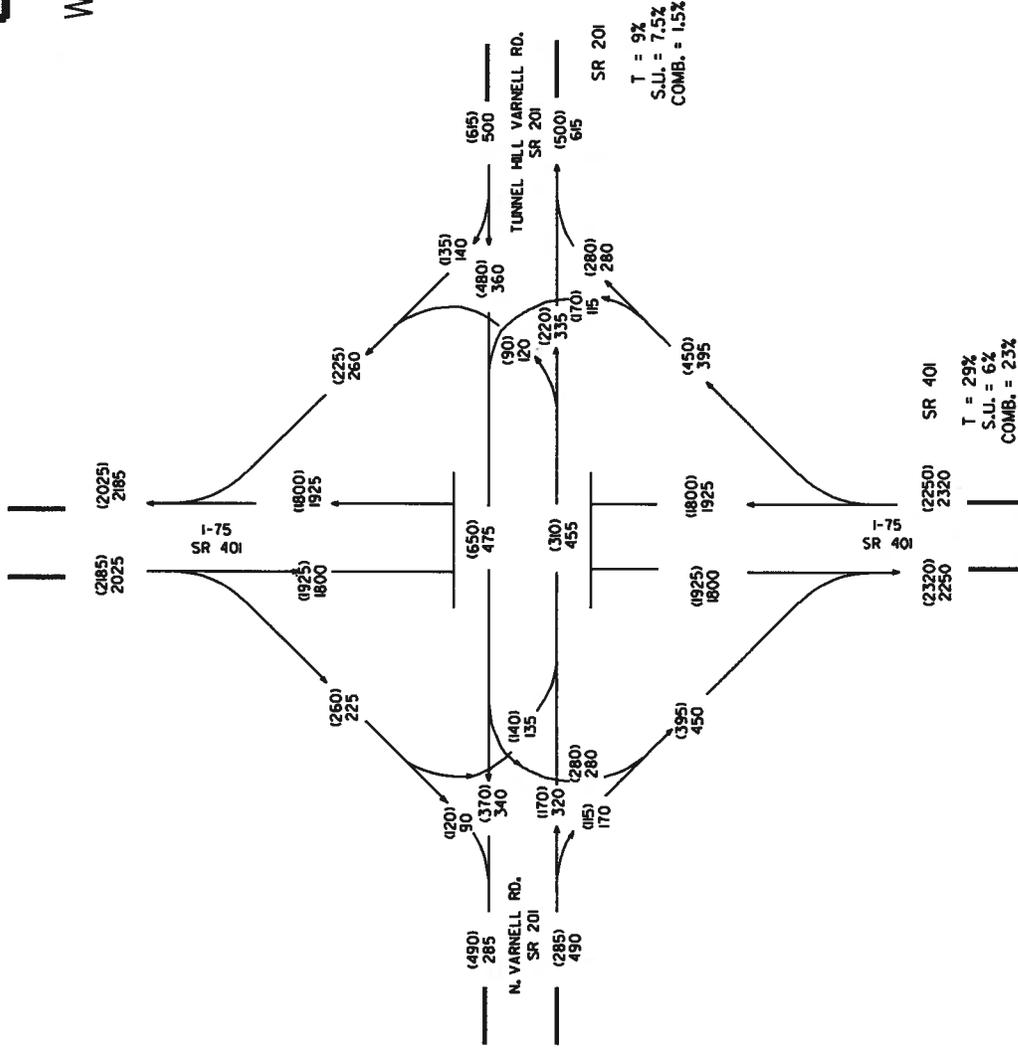
SINGLE LANE ROUNDABOUTS -  
VOLUMES SHOWN SEPARATELY  
FOR DIRECTIONAL CLARITY





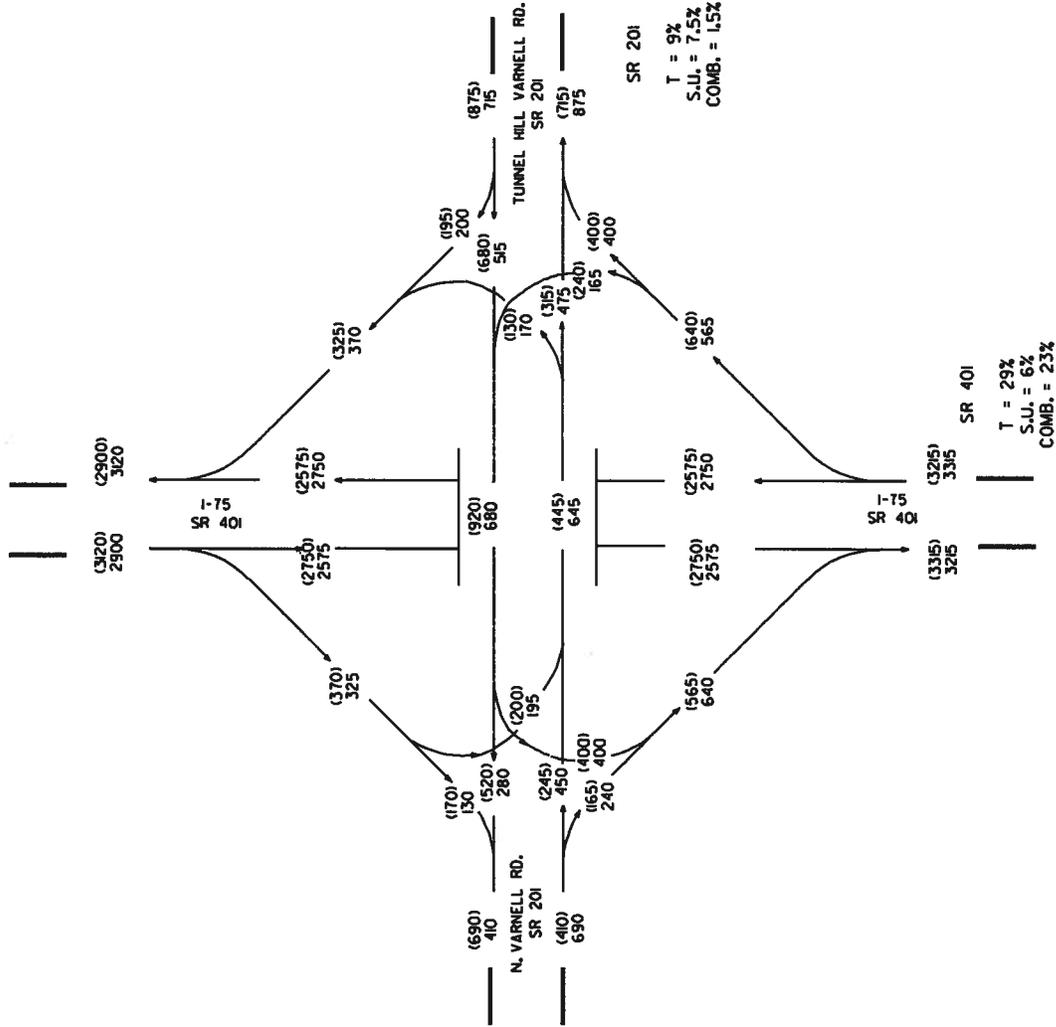


WHITFIELD COUNTY



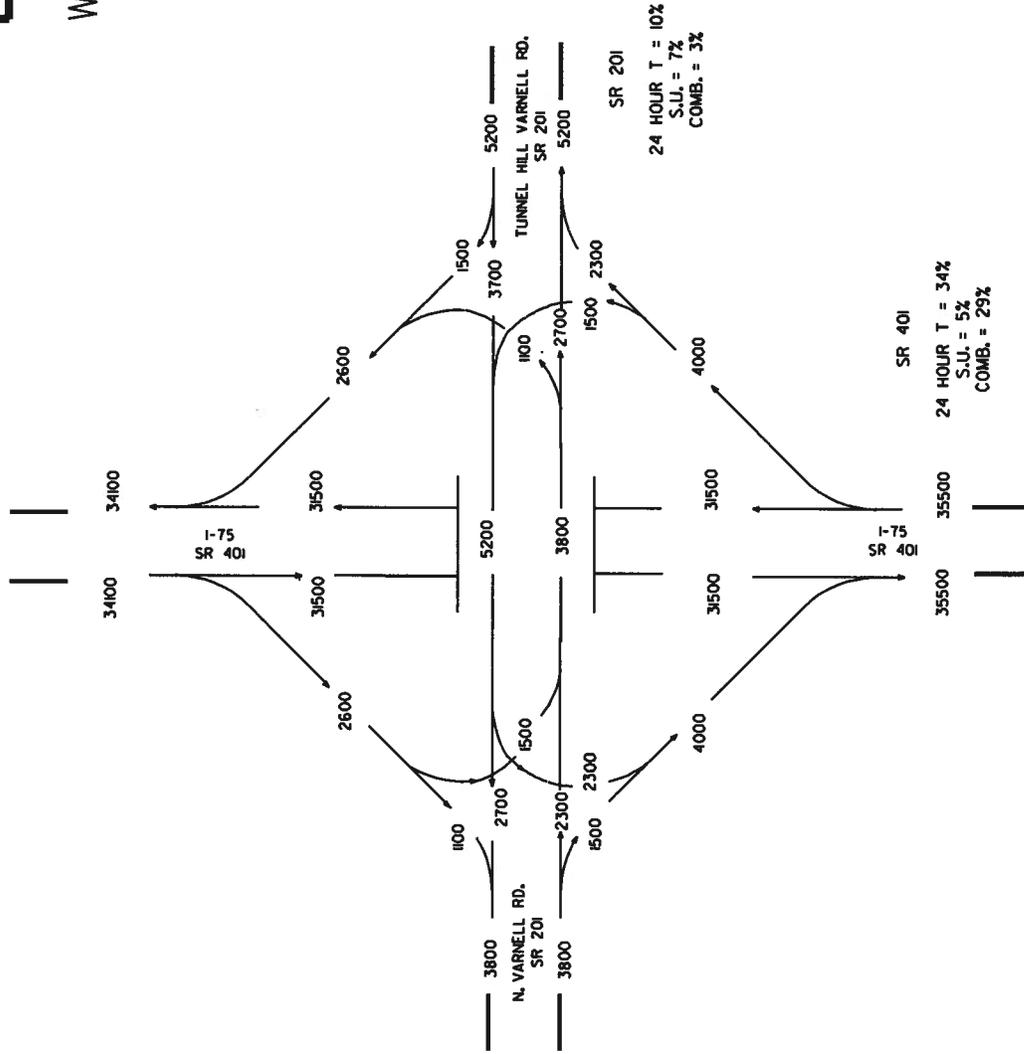
P.I.# 0009900  
WHITFIELD COUNTY  
I-75 @ SR 20I -  
SB & NB RAMPS  
NO BUILD  
2016 PM DHV = 1000  
2016 AM DHV = 000  
RFN  
04/2

# WHITFIELD COUNTY



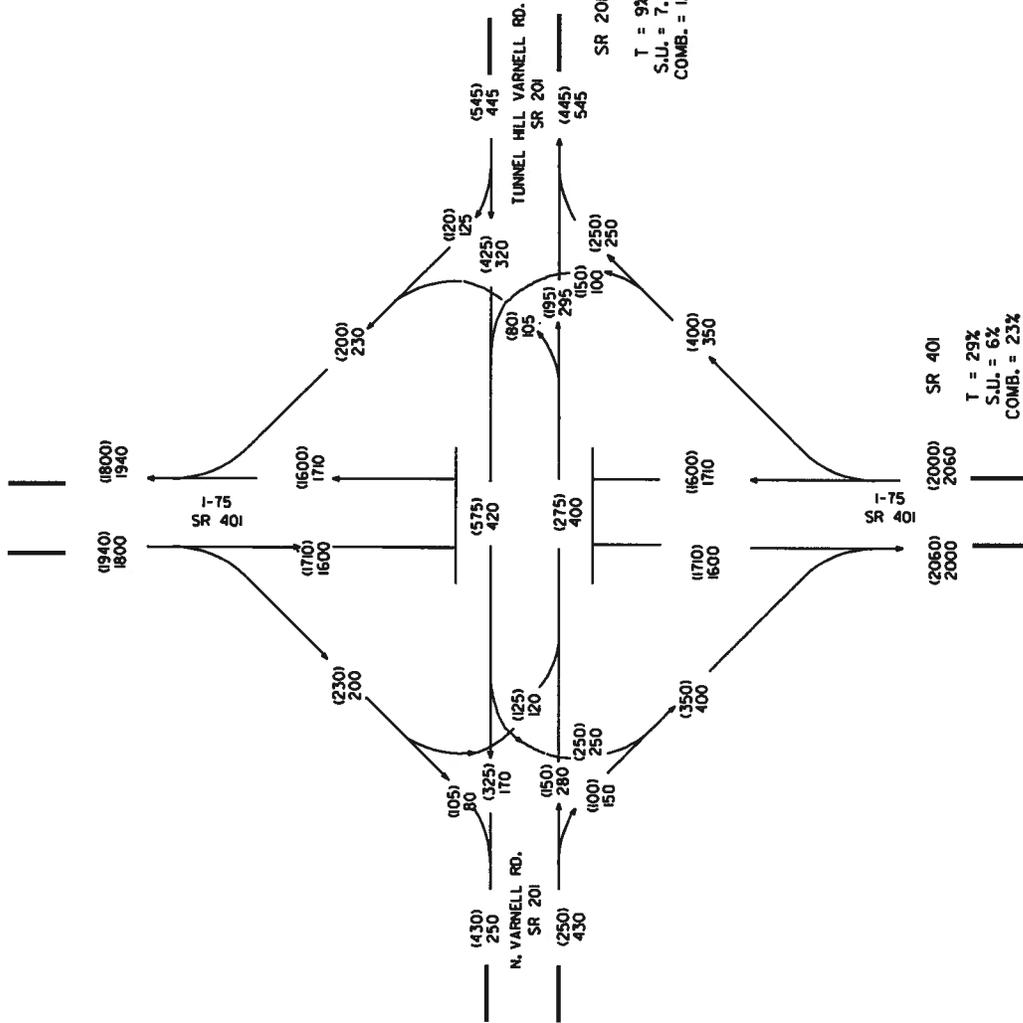
P.J.# 0009900  
 WHITFIELD COUNTY  
 I-75 @ SR 201 -  
 SB & NB RAMP  
 NO BUILD  
 2036 PM DHV = 1000  
 2036 AM DHV = 000  
 RFA  
 04/72

WHITFIELD COUNTY



P.I.# 0009900  
WHITFIELD COUNTY  
I-75 @ SR 201 -  
SB & NB RAMPS  
2010 COVERAGE ADT  
8/27/12  
04/12

WHITFIELD COUNTY



T = 9%  
S.U. = 7.5%  
COMB. = 1.5%

SR 401  
T = 29%  
S.U. = 6%  
COMB. = 23%

P.L.# 0009900  
WHITFIELD COUNTY  
I-75 @ SR 201 -  
SB & NB RAMPS  
2010 COVERAGE DHV  
REV  
04/12

**GDOT Roundabout Analysis Tool Summary**

2016 AM

HCM 2010 Model	I-75 @ SR 201 NB Ramp		
	E	S	W
V/C Ratio	0.75	0.90	0.50
Delay (s)	22	48	9
LOS	C	E	A
Queue (ft)	191	330	78

Calibrated Model			
V/C Ratio	0.65	0.88	0.46
Delay (s)	14	37	8
LOS	B	E	A
Queue (ft)	137	342	68

HCM 2010 Model	I-75 @ SR 201 SB Ramp		
	N	E	W
V/C Ratio	0.60	0.68	0.92
Delay (s)	24	14	45
LOS	C	B	E
Queue (ft)	123	153	318

Calibrated Model			
V/C Ratio	0.56	0.63	0.76
Delay (s)	17	11	21
LOS	C	B	C
Queue (ft)	112	127	200

2016 PM

HCM 2010 Model	I-75 @ SR 201 NB Ramp		
	E	S	W
V/C Ratio	0.97	0.86	0.34
Delay (s)	50	36	7
LOS	E	E	A
Queue (ft)	402	307	41

Calibrated Model			
V/C Ratio	0.83	0.87	0.31
Delay (s)	24	32	6
LOS	C	D	A
Queue (ft)	267	344	37

HCM 2010 Model	I-75 @ SR 201 SB Ramp		
	N	E	W
V/C Ratio	0.72	0.71	0.54
Delay (s)	33	15	15
LOS	D	C	C
Queue (ft)	178	173	87

Calibrated Model			
V/C Ratio	0.67	0.66	0.45
Delay (s)	23	12	10
LOS	C	B	B
Queue (ft)	162	143	63

**GDOT Roundabout Analysis Tool Summary**

2036 AM

HCM 2010 Model	I-75 @ SR 201 NB Ramp		
	E	S	W
V/C Ratio	1.23	1.63	0.71
Delay (s)	139	319	15
LOS	F	F	B
Queue (ft)	803	1207	170

Calibrated Model			
V/C Ratio	1.04	0.15	0.65
Delay (s)	64	263	12
LOS	F	F	B
Queue (ft)	558	1375	140

HCM 2010 Model	I-75 @ SR 201 SB Ramp		
	N	E	W
V/C Ratio	0.73	0.52	1.27
Delay (s)	28	10	154
LOS	D	A	F
Queue (ft)	190	85	825

Calibrated Model			
V/C Ratio	0.71	0.48	1.06
Delay (s)	21	8	69
LOS	C	A	F
Queue (ft)	187	73	570

2036 PM

HCM 2010 Model	I-75 @ SR 201 NB Ramp		
	E	S	W
V/C Ratio	1.60	1.44	0.49
Delay (s)	296	232	9
LOS	F	F	A
Queue (ft)	1462	1145	75

Calibrated Model			
V/C Ratio	1.34	1.41	0.45
Delay (s)	176	212	8
LOS	F	F	A
Queue (ft)	1183	1369	65

HCM 2010 Model	I-75 @ SR 201 SB Ramp		
	N	E	W
V/C Ratio	1.12	0.79	0.76
Delay (s)	118	19	26
LOS	F	C	D
Queue (ft)	492	233	189

Calibrated Model			
V/C Ratio	1.02	0.73	0.63
Delay (s)	75	14	15
LOS	F	B	C
Queue (ft)	476	189	126

**Sidra Analysis Summary****Southbound Ramps**

2016 AM

	Westbound	Eastbound	Southbound
V/C Ratio	0.467	0.872	0.243
Delay	7.1	15.6	27.9
LOS	A	B	C
Queue (veh)	0.0	1.3	14.2
Queue (ft)	0.0	40.8	381.6

2016 AM

	Westbound	Eastbound	Southbound
V/C Ratio	0.489	0.511	0.259
Delay	6.9	13.6	15.5
LOS	A	B	C
Queue (veh)	0.0	3.8	1.4
Queue (ft)	0.0	101.4	44.1

2036 AM

	Westbound	Eastbound	Southbound
V/C Ratio	0.515	1.561	0.374
Delay	8.4	280.7	16.7
LOS	A	F	B
Queue (veh)	0.0	101.4	2.3
Queue (ft)	0.0	2717.5	70.3

2036 PM

	Westbound	Eastbound	Southbound
V/C Ratio	0.692	0.948	0.511
Delay	6.9	49.6	23.6
LOS	A	D	C
Queue (veh)	0.0	17.8	4.1
Queue (ft)	0.0	477.7	126.3

**Sidra Analysis Summary****Northbound Ramps**

2016 AM

	Westbound	Eastbound	Northbound
V/C Ratio	0.702	0.333	0.384
Delay	11.2	6.7	13.0
LOS	B	A	B
Queue (veh)	7.9	0.0	2.3
Queue (ft)	212.3	0.0	69.6

2016 AM

	Westbound	Eastbound	Northbound
V/C Ratio	0.897	0.227	0.343
Delay	21.8	6.9	12.0
LOS	C	A	B
Queue (veh)	18.0	0.0	2.0
Queue (ft)	483.0	0.0	61.6

2036 AM

	Westbound	Eastbound	Northbound
V/C Ratio	1.152	0.472	0.622
Delay	94.4	6.7	18.9
LOS	F	A	B
Queue (veh)	54.1	0.0	5.7
Queue (ft)	1449.9	0.0	179.1

2036 PM

	Westbound	Eastbound	Northbound
V/C Ratio	1.502	0.326	0.538
Delay	244.7	6.9	14.9
LOS	F	A	B
Queue (veh)	119.4	0.0	4.1
Queue (ft)	3200.0	0.0	126.5

## Project Team Meetings

### 01/09/12

- Chad White (project manager)
- Get a conceptual layout for environmental
- Look at various alternatives
  - Roundabout
  - Turn lanes
  - Signal
  - Lighting
- Survey could begin in October '12; would take approximately three months to complete
- ROW – approximately 12 months

### 12/18/12

- Ryan Fernandez (new project manager)
- Project will no longer be a roundabout
  - New choices
    - No build
    - Possibility new project programmed
- Since federal money has already been spent, a concept report must be completed

**Graham, Robert Lewis.**

---

**From:** White, Chad  
**Sent:** Friday, September 07, 2012 10:22 AM  
**To:** Hilliard, Jan; Casey, Andy  
**Cc:** Zahul, Kathy; Corson, Dee; Turpeau Jr, Michael; Richardson, Darrell; Graham, Robert Lewis.  
**Subject:** RE: P.I. no. 0009900

Greetings,

I will set up a meeting in the next week or so to discuss courses of action concerning the project.

Chad White, PM

---

**From:** Hilliard, Jan  
**Sent:** Friday, September 07, 2012 10:21 AM  
**To:** Casey, Andy  
**Cc:** Zahul, Kathy; Corson, Dee; White, Chad; Turpeau Jr, Michael; Richardson, Darrell; Graham, Robert Lewis.  
**Subject:** RE: P.I. no. 0009900

Andy,

We certainly will.

Thank you,

*Jan Chandler Hilliard*  
*Design Engineer Group Manager*  
*404-631-1679 Direct Line (Voice)*  
[jhilliard@dot.ga.gov](mailto:jhilliard@dot.ga.gov)

---

**From:** Casey, Andy  
**Sent:** Friday, September 07, 2012 7:26 AM  
**To:** Richardson, Darrell; Hilliard, Jan  
**Cc:** Zahul, Kathy; Corson, Dee; White, Chad; Turpeau Jr, Michael  
**Subject:** FW: P.I. no. 0009900

Please see below. Please work with Traffic Ops and District to develop some viable alternatives that address the actual problems of the intersections.

Thanks,

C. Andy Casey, P.E.  
State Roadway Design Engineer  
Georgia Department of Transportation  
600 West Peachtree Street - 27<sup>th</sup> Floor  
Atlanta, GA 30308  
Phone: 404-631-1700  
Mobile: 404-895-4997

---

**From:** McMurry, Russell  
**Sent:** Thursday, September 06, 2012 6:06 PM  
**To:** Casey, Andy  
**Subject:** Fwd: P.I. no. 0009900

FYI.

Russell McMurry  
Georgia Department of Transportation  
Sent from my mobile

Begin forwarded message:

**From:** "Zahul, Kathy" <[kzahul@dot.ga.gov](mailto:kzahul@dot.ga.gov)>  
**Date:** September 6, 2012 4:49:35 PM EDT  
**To:** "White, Chad" <[cwhite@dot.ga.gov](mailto:cwhite@dot.ga.gov)>, "Zehngraff, Scott E." <[szehngraff@dot.ga.gov](mailto:szehngraff@dot.ga.gov)>, "Corson, Dee" <[dcorson@dot.ga.gov](mailto:dcorson@dot.ga.gov)>, "Maddox, Harry" <[hmaddox@dot.ga.gov](mailto:hmaddox@dot.ga.gov)>, "DeNard, Paul" <[pdenard@dot.ga.gov](mailto:pdenard@dot.ga.gov)>, "Turpeau Jr, Michael" <[MTurpeau@dot.ga.gov](mailto:MTurpeau@dot.ga.gov)>  
**Cc:** "McMurry, Russell" <[rmmcmurry@dot.ga.gov](mailto:rmmcmurry@dot.ga.gov)>, "Ross, Gerald" <[gross@dot.ga.gov](mailto:gross@dot.ga.gov)>  
**Subject:** RE: P.I. no. 0009900



We will stop pursuing a roundabout for this location. We probably need to revisit the need and purpose of this project. If memory serves, this is not a location that met signal warrants. I'm not sure whether the b:c ratio will hold up with other countermeasures.

Michael,

Please work with Dee Corson and Chad White to evaluate other alternatives.

Thank you all,

Kathy

Thanks,  
Kathy

---

**From:** Ross, Gerald  
**Sent:** Thursday, September 06, 2012 7:02 AM  
**To:** Zahul, Kathy; Zehngraff, Scott E.  
**Cc:** McMurry, Russell  
**Subject:** P.I. no. 0009900

I am little concerned with the geometric layout of this kind of roundabout. It appears somewhat confusing for a state just beginning to construct and operate roundabouts.

**Gerald M. Ross, P.E.**

**Chief Engineer**

**Georgia Department of Transportation**

**600 W. Peachtree St.**

**Atlanta, GA 30308**

**404-631-1004**

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

**INDICATION OF ROUNDABOUT SUPPORT**

To the Georgia Department of Transportation:

Attn: State Traffic Engineer  
935 E. Confederate Ave, Building 24  
Atlanta, GA 30316

**Location**

The Commissioner of Whitfield County supports the consideration of a roundabout at the location specified below.

State/County Route Numbers: **State Route 401 (I-75) @ State Route 201 Southbound and Northbound Ramps**

**Associated Conditions**

The undersigned agrees to participate in the following maintenance of the intersection in the event that the roundabout is selected as the preferred concept alternative:

- The full and entire cost of the electric energy used for any lighting installed and the maintenance thereof (if needed)
- Any maintenance costs associated with the landscaping as approved by the local government and the Georgia Department of Transportation (after construction is complete)

We agree to participate in a formal Local Government Lighting Project Agreement during the preliminary design phase. This indication of support is submitted and all of the conditions are hereby agreed to. The undersigned are duly authorized to execute this agreement.

Attest:

  
Clerk

This is the 1<sup>st</sup> day of October, 2010

By:



Title:

Chairman