ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 610930-, Gordon County
STP-IM-0075-03(210)
I-75 @ SR 136 Interchange Reconstruction

OFFICE: Program Control

DATE August 12, 2009

FROM Genetha Rice-Singleton, Program Control Administrator

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Rachel Brown
Paul Liles
Kent Sager
Bobby Hilliard
Robert Murphy
BOARD MEMBER

Federal Highway Administration
Georgia Division

Route Slip

Date: 08/11/2009

Routing Symbol: **GDOT**
Johnny Quarles

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

Remarks:

STPIM-0075-03(210), Gordon County

Please let me know if you have any questions or comments.

From: Telephone: (404) 562-3654

Routing Symbol: **Aric Mance - FHWA**

RECEIVED
AUG 11 2009

U.S. Department of Transportation
Federal Highway Administration

Georgia Division

61 Forsyth Street S.W.
Atlanta, Georgia 30303
404-562-3630
404-562-2703
GA.fhwa@dot.gov

August 11, 2009

In Reply Refer To:
HPE-GA

Mr. Vance Smith
Commissioner
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW
Atlanta, Georgia 30308

Dear Mr. Smith:

We have received your June 23, 2009 re-submittal of the Concept Report for project, STPIM-0075-03(210), Gordon County. The revisions and responses to our previous comments are acceptable and the concept report for this project is approved. Please take note that approval of this concept report does not indicate approval of the design variance associated with this project.

If you any questions or comments, please contact Mr. Aric Mance, P.E. at 404.562.3654.

Sincerely,

Richard Wayne Fedora

for Rodney N. Barry P.E.
Division Administrator

Enclosure

cc: Johnny Quarles

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 610930-, Gordon County
STP-IM-0075-03(210)
I-75 @ SR 136 Interchange Reconstruction

OFFICE: Preconstruction

DATE: February 22, 2008

FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT: ***PROJECT CONCEPT REPORT***

This project is the reconstruction of the SR 136 interchange over I-75 and the widening of SR 136 from 1500' west of the bridge over Camp Creek east to SR 3/US 41 for a total of 1.10 miles. Existing SR 136 consists of a two lane rural roadway. The existing right-of-way varies from 100' to 200'. The existing bridge over Camp Creek is 141'x 32.26' with a sufficiency rating of 58. The existing bridge over I-75 is 267'x 34.25' with a sufficiency rating of 83. The bridge over I-75 has insufficient lateral clearance to allow for future widening. Base year and design year traffic on SR 136 is 10,180 VPD (2010) and 15,590 VPD (2030), and the proposed speed design is 45 MPH.

The proposed project will widen SR 136 to four lanes (two in each direction) divided by a 20' raised median. A rural typical section is proposed from the beginning of the project to just west of the interchange and an urban section is proposed for the remainder of the project. The rural section will provide bike shoulders and the urban section will contain sidewalks. The existing bridge over Camp Creek will be replaced to accommodate a future forth lane section. The bridge over I-75 will be replaced to accommodate the eventual fourth lane in each direction on I-75 and correct substandard sight distance for the exit ramps. The northbound and southbound ramps will be reconstructed in their existing locations. Traffic on SR 136 will be maintained during construction; however, ramp construction will require a temporary detour exit ramp and short term closing to construct the grade tie-ins.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; a public hearing will be held; Time saving procedures is not appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C)	$14,575,000	$15,575,000	L010/L240	2009
Right-of-way	$4,300,000	$1,515,000	L240	2008
Utilities (reimbursable)	-0-			

*Gordon County refused utilities 2-28-95/ Rescission letter sent to Gordon 7-22-05.

This project will improve capacity, sight distance, and provide for future widening of I-75. I recommend this project concept be approved.

GRS: JDQ
Attachment

CONCUR _____
Todd I. Long, P.E., Director of Preconstruction

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

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

RECEIVED
DEC 20 2007
PRECONSTRUCTION

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-IM-75-3(210) Gordon
P.I. No. ~~310930~~ 610930 -
I-75/S.R. 136 Interchange Reconstruction

OFFICE: Engineering Services

DATE: December 20, 2007

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

TO: Genetha Rice Singleton, Assistant Director of Preconstruction

SUBJECT: **CONCEPT REPORT**

We have reviewed the Concept Report dated December 19 2007 and have no comments:

The costs for this project are:

Construction	$13,250,800
E & C	$1,325,080
Reimbursable Utilities	Not provided
Right of Way	~~$1,000,000~~ $ 4,300,000.00

REW

c: Babs Abubakari, Attn.: Mike Haithcock

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **P.I. No. 610930** **OFFICE:** Environment/Location

DATE: January 10, 2008

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

TO: Genetha-Rice Singleton, State Transportation Planning Administrator

SUBJECT: **PROJECT CONCEPT REPORT**
STP-IM-75-3(210) / Gordon County
I-75 Interchange Reconstruction and Widening of SR 136,
From west of Camp Creek to SR 3 / US 41

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

1. Known historic resources are discussed under "Environmental concerns," page 7. This project is in the middle of the Resaca Civil War Battlefield.

2. Page 8 – We are anticipating a CE, not an EA / Fonsi as indicated. If it is elevated to an EA, the current March '08 ROW authorization schedule will not be met.

3. More current accident data will be needed for the Environmental document (2006 or 2007) if it is available.

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

GB/lc

cc: Brian Summers
Jamie Simpson
Angela Alexander
Keith Golden
Babes Abubakari
Paul Liles
Kent Sager

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN
AND PROGRAM DELIVERY
PROJECT CONCEPT REPORT

Project Number: STP- IM-75-3(210)
Gordon County
P.I. Number: 610930-

Federal Route Number: I-75
State Route Number: 401

I-75 Interchange Reconstruction and Widening of SR 136,
From west of Camp Creek to SR 3 US 41

Recommendation for approval:

DATE 12-19-07 Omar U. Zaman, P.E.
Project Manager Wilbur Smith Associates

DATE 12-19-07
State Consultant Design and Program Delivery Engineer

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

DATE_____
State Transportation Planning Administrator

DATE_____
State Transportation Financial Management Administrator

DATE 1/9/08
State Environmental / Location Administrator

DATE_____
State Traffic Safety and Design Engineer

DATE_____
District Engineer

DATE_____
Project Review Engineer

DATE_____
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN AND PROGRAM DELIVERY
PROJECT CONCEPT REPORT

RECEIVED

AUG 27 2007

Project Number: STP- IM-75-3(210)
Gordon County
P.I. Number: 610930-

Federal Route Number: I-75
State Route Number: 401

I-75 Interchange Reconstruction and Widening of SR 136, From west of Camp Creek to SR 3 US 41

Recommendation for approval:

DATE 8-23-07 Omar U. Zaman, P.E.
Project Manager Wilbur Smith Associates

DATE 8-24-07
State Consultant Design and Program Delivery Engineer

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

DATE 9/18/07
State Transportation Planning Administrator

DATE_____
State Transportation Financial Management Administrator

DATE_____
State Environmental / Location Administrator

DATE_____
State Traffic Safety and Design Engineer

DATE_____
District Engineer

DATE_____
Project Review Engineer

DATE_____
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN
AND PROGRAM DELIVERY
PROJECT CONCEPT REPORT

Project Number: STP- IM-75-3(210)
Gordon County
P.I. Number: 610930-

Federal Route Number: I-75
State Route Number: 401

I-75 Interchange Reconstruction and Widening of SR 136,
From west of Camp Creek to SR 3 US 41

Recommendation for approval:

DATE 12-19-07 Omar U. Zaman, P.E.
Project Manager Wilbur Smith Associates

DATE 12-19-07
State Consultant Design and Program Delivery Engineer

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

DATE_____
State Transportation Planning Administrator

DATE_____
State Transportation Financial Management Administrator

DATE_____
State Environmental / Location Administrator

DATE_____
State Traffic Safety and Design Engineer

DATE_____
District Engineer

DATE 12-20-07 Brian K. Summers RCW
Project Review Engineer

DATE_____
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN
AND PROGRAM DELIVERY
PROJECT CONCEPT REPORT

Project Number: STP- IM-75-3(210)
Gordon County
P.I. Number: 610930-

Federal Route Number: I-75
State Route Number: 401

I-75 Interchange Reconstruction and Widening of SR 136,
From west of Camp Creek to SR 3 US 41

Recommendation for approval:

DATE 12-19-07 Omar U. Zaman, P.E.
Project Manager Wilbur Smith Associates

DATE 12-19-07
State Consultant Design and Program Delivery Engineer

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

DATE_____
State Transportation Planning Administrator

DATE_____
State Transportation Financial Management Administrator

DATE_____
State Environmental / Location Administrator

DATE 12-20-07
State Traffic Safety and Design Engineer

DATE_____
District Engineer

DATE_____
Project Review Engineer

DATE_____
State Bridge and Structural Design Engineer

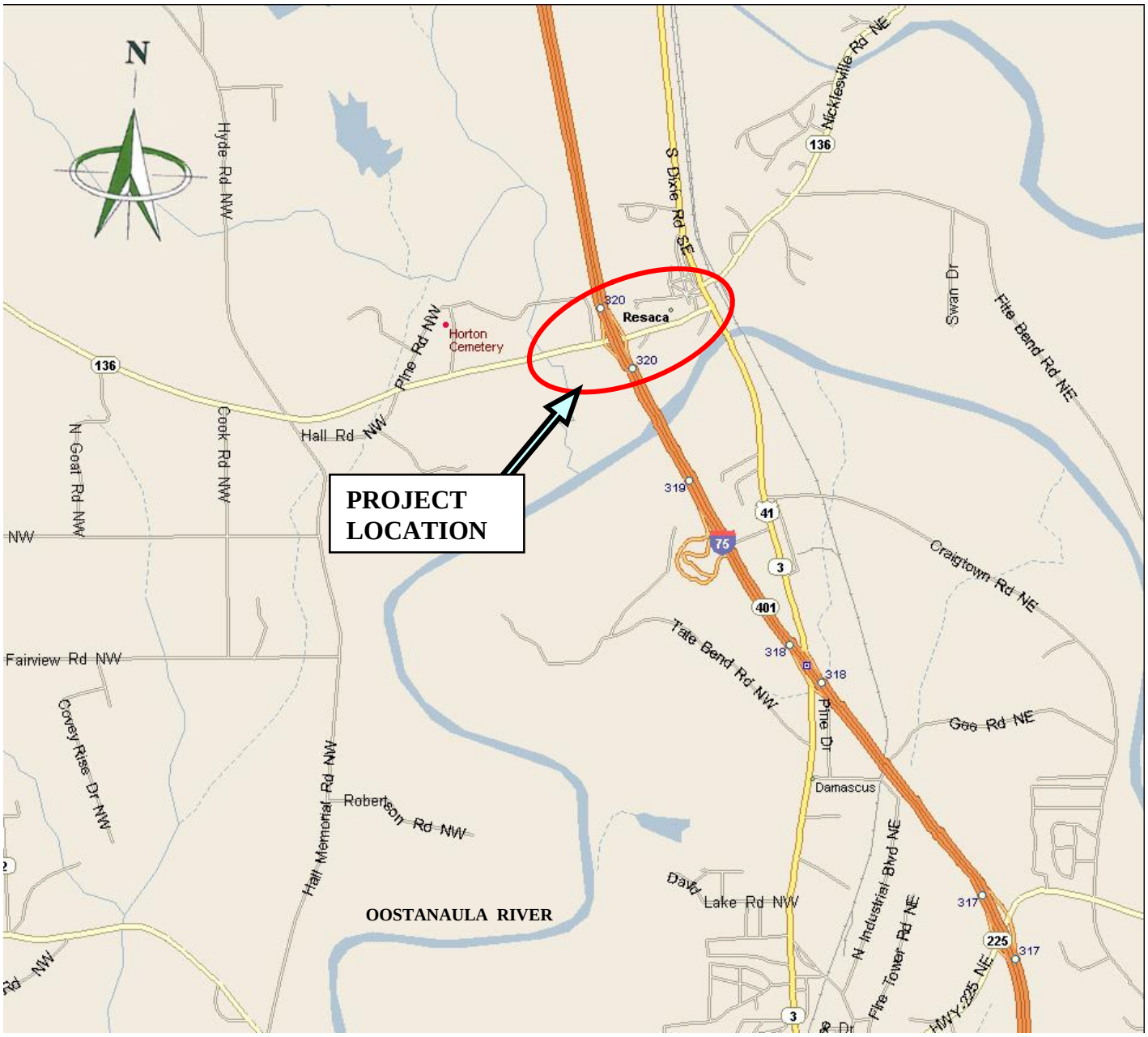
SCORING RESULTS AS PER MOG 2440-2

Project Number:	County:	PI No.:
STP-IM-75-3(210)	Gordon	610930

Report Date:	Concept By:
December 20, 2007	DOT Office: Consultant Design
☒ Concept Stage	Consultant: Wilbur Smith

Project Type: Choose One From Each Column			
	☒ Major	☒ Urban	☐ ATMS
	☐ Minor	☐ Rural	☐ Bridge Replacement
			☐ Building
			☒ Interchange Reconstruction
			☐ Intersection Improvement
			☐ Interstate
			☐ New Location
			☐ Widening & Reconstruction
			☐ Miscellaneous

FOCUS AREAS	SCORE	RESULTS
Presentation	100	
Judgement	100	
Environmental	100	
Right of Way	100	
Utility	100	
Constructability	100	
Schedule	100	



Location Map
Project No.: STP- IM-75-3(210)

NEED AND PURPOSE:

Purpose

In order to improve the operational capacity of SR 136, the roadway is proposed to be widened under Project 610930 from a point west of the I-75 interchange easterly along existing location to the intersection of SR 136 with US41/SR 3. Although the bridge on SR 136 over I-75 has a sufficiency rating of 83, it is proposed to be replaced due to substandard sight distance and insufficient lateral clearance to allow for future widening of the interstate.

Traffic Information

The current (2005) Annual Average Daily Traffic (AADT) volume along SR 136 ranges from 3,230 to 8,950 and it is expected to range from 8,240 to 15,590 by 2030. The current Level of Service (LOS) is C and it is expected to be D by 2030. Acceptable LOS is C for this project. Widening the roadway to four lanes will improve the roadway to LOS A in 2030.

There were a total of 56 crashes reported in project area between 2004 and 2006. The number of injuries in the project area showed increase from 2004 to 2006 while the number of crushes was lowest in 2006. There was one fatality crash in both 2005 and 2006. However, the injury and fatality rates were higher than the Georgia statewide rates for an urban minor arterial route in 2006 (see table below). Most of the crashes were rear end (11), angle (11), and non-vehicular (26) type crashes. All the crashes along SR 136 were east of the intersection with I-75 southbound on and off ramps.

Crash Analysis: SR 136 from MP 7.3 to 8.10				
Year	**Roadway**	**No. Crash**	**No. Injuries**	**No. Fatalities**
2004	I-75	6	2	-
	Ramps	3	3	-
	SR 136	5	-	-
	SR 3 / US 41	4	2	-
	TOTAL	***18***	***7***	***-***
2005	I-75	14	5	1
	Ramps	3	1	-
	SR 136	4	1	-
	SR 3 / US 41	1	-	-
	TOTAL	***22***	***7***	***1***
2006	I-75	7	7	-
	Ramps	6	3	-
	SR 136	2	-	-
	SR 3 / US 41	1	-	1
	TOTAL	***16***	***10***	***1***
All Year(s)Total		**56**	**24**	**2**

Note: ***The crash analysis tables will be updated when the 2007 Crash Data is available.***

Rates	2004 SR 136 Urban Minor Arterial	2004 Statewide	2005 SR 136 Urban Minor Arterial	2005 Statewide	2006 SR 136 Urban Minor Arterial	2006 Statewide
Crash Rate	**338**	509	**214**	554	**511**	531
Injury Rate	**0.00**	194	**0.00**	213	**153**	132
Fatality Rate	**0.00**	1.44	**0.00**	1.63	**51.06**	1.51

(Note: Rates are per 100 Million Vehicle Miles of Travel.)

Crash Analysis						
Year	**Roadway**	**Rear End**	**Angle**	**Non-Vehicle Collision**	**Sideswipe**	**Head On**
2004	I-75	1	-	4	1	-
	Ramps	-	-	1	2	-
	SR 136*	1	2	2	-	-
	SR 3 / US 41	3	1	-	-	-
	TOTAL	***5***	***3***	***7***	***3***	-
2005	I-75	3	1	9	1	-
	Ramps	1	1	1	-	-
	SR 136*	-	3	1	-	-
	SR 3 / US 41	1	-	-	-	-
	TOTAL	***5***	***5***	***11***	***1***	-
2006	I-75	-	-	5	2	-
	Ramps	-	2	3	1	-
	SR 136*	1	1	-	-	-
	SR 3 / US 41	-	-	-	1	-
	TOTAL	***1***	***3***	***8***	***4***	-
All Year(s)Total		**11**	**11**	**26**	**8**	-

* All accidents along SR136 occurred east of intersection with I-75 southbound on and off ramps.

Logical Termini

Projects are identified and planned at the western and eastern termini of the project. At the western terminus, Project 632810 is programmed to widen SR 136 from SR 1 in Walker County to a point near I-75 in Gordon County. At the eastern terminus, Project 0006667 is programmed to realign SR 136 at its intersection with SR 3/US 41. Project 0006667 can be constructed independently of Project 610930.

Project ID	632810-
STIP Code	No
Construction Status Code	Long Range Program
Project Accounting Number	STP-184-1(8)
Primary Work Type	Widening
Description	SR 136 FM SR 1/LAFAYETTE TO I-75 NEAR RESACA/GORDON & RELOC

Project ID	0006667
STIP Code	No
Construction Status Code	Long Range Program
Project Accounting Number	CSSTP-0006-00(667)
Primary Work Type	Realignment
Description	SR 3/US 41 @ SR 136 IN RESACA

Environmental Justice

The project lies within the boundaries of Census Tract 9702. Based on 2000 Census information, about 2.1% of the 6,613 people that lived in this Census Tract were Black and 4 % of the people were Hispanic. About 9.3% of the 1,893 families in this census tract lived below the poverty level.

Other Transportation Systems

Local and State bike plans were reviewed to determine their involvement with SR 136. The route is not a part of these plans.

Description of the proposed project:

Project IM-75-3(210) is the proposed reconstruction of the I-75 and SR 136 interchange and the bridge reconstruction over Camp Creek. The project widens an existing two lane mostly rural section with some curb and gutter to a divided four lane facility with a 20 foot raised median. West of the interchange, beyond the ramps, a rural section is proposed, while through the interchange east to SR 3/ US 41 an urban section is proposed. The rural section will provide bikeable shoulders while the urban shoulders will contain sidewalks.

The project along SR 136 begins approximately 500 feet west of the bridge over Camp Creek, approximately 900 feet west of the I-75 interchange, proceeding easterly along the existing alignment, to the intersection with SR 3 / US 41, within the City of Resaca, for a total length of approximately 0.9 mile. The existing bridge over Camp Creek will be replaced to accommodate the four lane section with a 20 foot raised median and rural shoulders. The existing SR 136 bridge over I-75 will be replaced to accommodate the eventual fourth travel lane in each direction on I-75 and correct substandard sight distance for the exit ramps. The existing SR 136 bridge over I-75 will be replaced to accommodate the

eventual fourth travel lane in each direction on I-75 and correct substandard sight distance for the exit ramps. Minimum clearance under the proposed bridge will be 17'-2" at the edge of existing travel lane of I-75 and this clearance will be enough to accommodate the future I-75 widening. The bridge replacements and roadway improvements will be staged to allow continued use of the interchange during construction. The exit ramps from I-75 will be widened to provide left and right turn lanes at SR 136. Turn lanes are proposed to be added to US 41 at SR 136. Although the project will be stage constructed, the interchange will need to be closed for one weekend to construct the grade tie-ins due to the change in vertical alignments.

Capacity (Synchro) analyses showed that the intersections will operate at a LOS "B" or better, with the individual movements at a LOS "D" or better for both peak hours, as unsignalized intersections to accommodate the projected 2010 traffic. The capacity analyses for the 2030 conditions determined that some movements at the I-75 ramps and the US 41 intersection will operate at LOS "F" as unsignalized intersections and should therefore be signalized , resulting in LOS of "B" and "C"; these movements are summarized and included in the attached Traffic Analysis.

The project will improve safety by providing adequate intersection sight distance at the ramps; provide a median to separate opposing traffic, provide adequate lane tapers to transition from a divided four lane highway to the existing two lane highway west of I-75 and provide turn lanes on SR 3 at SR 136 to improve capacity and safety. This is particularly important due to the large number of trucks using the interchange due to the presence of the Flying "J" Truck stop located in the southeast quadrant of the interchange next to the northbound exit ramp. The 24 hour truck percent in front of the Flying "J" Truck Stop is 37%, while the peak hour trucks are at 18%.

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

PDP Classification: Major X Minor _____

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

Functional Classification: Urban Minor Arterial on SR 136

U.S. Route Number(s): I-75 & US 41 **State Route Number(s):** 401, 136, 3

Traffic on SR 136 (AADT):
Current Year: (2010) 10,180 Design Year: (2030) 15,590

Existing design features:

- Typical Section: *Two lane rural section consisting of two travel lanes and shoulders with deceleration lanes at various locations*
- Posted speed: 45 mph east of Camp Creek to US 41
- Maximum degree of curvature: 3° 00'
- Maximum grade: *4.75* %
- Width of right of way: *100 to 200 ft*

- Major structures: *SR 136 over Camp Creek 32.26' x 141', sufficiency rating of 58.3%; SR 136 over I-75, 34.25' x 267', sufficiency rating of 83.0 with 16'-7" existing vertical clearance and approximately 12-14' lateral clearance from existing EOP of I-75 to the bridge column.*
- Major interchanges or intersections along the project: *I-75 / SR 136 and SR 136 / US 41*
- Existing length of roadway segment: *0.9 mi.*

Proposed Design Features:

- Proposed typical section(s): *Four 12' travel lanes, 20' raised median, rural 10' shoulder with bike lanes, west of the I-75 interchange and four 12' travel lanes, 20' raised median, 30" curb & gutter with 5' sidewalks, on 12' shoulders between I-75 and US 41.*
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: 4.1% Maximum grade allowable 7.0 %.
- Proposed Maximum grade Side Street 4.8% Maximum grade allowable 8.0%.
- Proposed Maximum Ramp degree of curvature: 10° 30' South Bound Ramp E .
- Proposed Maximum Ramp grade: 5.0% .
- Proposed Maximum grade driveway 11% commercial
- Proposed Maximum degree of curve 2° 20'. Maximum degree allowable 8° 11'.
- Right of way
  - Width *140' and variable.*
  - Easements: Temporary ( ), Permanent (X), Utility ( ), Other ( ).
  - Type of access control: Full (X), Partial ( ), By Permit (X), Other ( ).
  - Number of parcels: 9
  - Number of displacements:
    - Business: 0.
    - Residences: 0.
    - Mobile homes: NA .
    - Other: Detached garage/storage building .
- Structures:
  - Bridges:
    - *Camp Creek - New bridge on SR 136 over Camp Creek, 91.25 feet wide and 214.0 feet long.*
    - *I-75 Interchange - New bridge on SR 136 over I-75*
      - *86.42 feet wide and 232 feet long*
      - *proposed 17'-2" vertical clearance at existing EOP of I-75*
      - *minimum of 51'-0" lateral clearance from existing EOP of I-75 to the retaining walls of bridge abutments*
  - Retaining walls: Total of 4 proposed retaining walls; An MSE *wall east of I-75 along westbound SR136 to minimize impacts to truck repair shop and its sign, two I-75 bridge abutment walls and an MSE wall along southbound Access Road to minimize impact to truck repair shop located east of Flying J.*
- Major intersections and interchanges: *I-75/SR 136 Interchange and SR 136/US 41 intersection*
- Traffic control during construction: *Stage construction; SR136 alignment was shifted about 6 feet north to facilitate stage construction for bridges and roadway widening while maintain the traffic on the existing roadway. The ramps will be widen to the left to facilitate stage construction and minimize R/W impacts.*

- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: The Department's Design Guidance dated Jan. 7, 2003, specifies uses of Raised/Depressed/Flush Medians. For Rural Interstates a raised median is required of a distance of 1000 feet from the ramp terminal or the first major intersection. Just west and south of the interchange there is an existing frontage road serving 2 non commercial parcels. When the interchange was reconstructed in the late 1970s, this frontage road was relocated and a frontage road was provided on the north side of SR 136. This northern frontage road was not constructed within the acquired right of way. DNR has acquired the Resaca Battlefield, north and west of I-75 as well as the property adjacent to SR 136 at the interstate ramp in the northwest quadrant and is planning a parking lot / welcome center there. The parking lot will contain approximately 100 spaces for cars and 3 buses, with attendance expected during the off peak hours on weekdays and on weekends. A design variance will be requested for the length of the median west of the interchange. The length of the proposed median is 340 feet from the ramp to frontage road. Camp Creek is located 560 feet west of the frontage road. The request for design variance letter dated May 20, 2008 was submitted to GDOT.
- Environmental concerns: *Department of Natural Resources is looking to acquire surplus property from GDOT for the Resaca Battlefield State Historic Site in the Northwest quadrant of the Interchange adjacent to SR 136. SR136 west of Camp Creek bisected Bald Hill, resource of the Battle of Resaca. Impacts to the William Taylor Home, aka Resaca Town Hall listed in the National Register of Historic Places on November 27, 2000 will be determined once the historic boundary is identified.*
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( ), No (X)
  - Categorical exclusion: Yes (X), No ( )
  - Environmental Assessment/Finding of No Significant Impact(FONSI) Yes ( ), No (X)
  - Environmental Impact Statement (EIS) Yes ( ), No (X)
- Utility Involvements:

Utility Type	Involvement	Utility Owner	Contact Numbers
Telephone	Yes	AT&T (BellSouth)	706-236-3913
Power	Yes	North Georgia EMC	706-259-3394 ext. 1271
Gas	Yes	Atlanta Gas Light	404-584-3897
Cable TV	Yes	Comcast Communications	706-232-0997
Water	Yes	City of Calhoun	706-602-6078
Sewer	*Unknown*	City of Calhoun	706-602-6078

Project responsibilities:

- Design, *Wilbur Smith Associates*
- Environmental, *GDOT*
- Right of Way Acquisition, *GDOT.*
- Relocation of Utilities, *Gordon County (refused 2-28-95). All necessary relocation will be handled by GDOT.*
- Letting to contract, *GDOT*
- Supervision of construction, *GDOT*
- Providing material pits, *Contractor*
- Providing detours, *Contractor*

Coordination

- Concept meeting date and brief summary. Attach minutes.
- P. A. R. meetings, dates and results:*(None anticipated).*
- FEMA: *FEMA involvement anticipated.*
- Public involvement: *PIOH.*
- Local government comments: *None.*
- Other projects in the area: *STP-184-1(8) Walker and Gordon Counties, PI 632810- SR 136 widening from SR 1 in Lafayette to I-75 in Long Range and CSSTP-0006-00(667) Gordon Co, PI 0006667 SR 3/US4 Realignment in Resaca, in Long Range*
- Other coordination to date: The Georgia Department of Natural Resources (G*DNR) for Resaca Battlefield.*

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: CE currently being drafted based on December 07 PIOH, expected late summer or early fall 08
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 1 Months.
- Time to complete the Section 404 Permit: N/A Months
- Time to complete final construction plans: 6 Months.
- Time to complete to purchase right of way: 6 Months.
- List other major items that will affect the project schedule: *None Known* - 0 Months.

Alternates considered: *No Build*

Recommendations: *NA*

Attachments:

1. Cost Estimates:
   a. Construction including E&C,
   b. Right of Way,
   c. Utilities.
2. Typical Sections,

3. Capacity Analysis,
4. Minutes of Initial Concept and Concept Meetings,
5. Resaca Battlefield State Historic Site Map

Preliminary Cost Estimate

Date: 2/4/2007 Prepared by: Wilbur Smith Associates

Project: STP-IM-75-3(210) Filename: Concept Cost Estimate

P.I. No. 610930 Project Length: 1.1 miles

Project Description: I-75 at SR 136 Interchange Reconstruction Widening of SR 136 Fm I-75-US 41

Traffic (ADT)	10180	2010
Design	15,590	2030

Existing Roadway: 2 la ne w/ rural& urban section
Proposed Roadway: 4 lane w/ 20' raised median, rural and urbar section

A. Right Of Way	6.0	ACRE	@		ACRE	$4,300,000.00
					Subtotal	**$4,300,000.00**
B. Utilities				Lump Sum By Locals		$0.00
					Subtotal	**$0.00**
C. Clearing and Grubbing	55	ACRES	@	$5,000.00	ACRES	$275,000.00
					Subtotal	**$275,000.00**
D. Earthwork						
Unclassified Excavation	110,000	CU YD	@	$7.25	CU YD	$797,500.00
Barrow Excavation	170000	CU YD	@	$6.07	CU YD	$1,031,900.00
					Subtotal	**$1,829,400.00**
E. Base and Paving						
Conc Approach Slab	1227	SQ YD	@	$170.00	SQ YD	$208,590.00
G.A.B.	37,000	TONS	@	$24.32	TON	$899,840.00
9.5 mm Superpave	1,293	TONS	@	$84.50	TON	$109,258.50
19 mm Superpave	9,457	TONS	@	$62.68	TON	$592,764.76
25 mm Superpave	1,899	TONS	@	$56.65	TON	$107,578.35
Leveling	500	TONS	@	$53.66	TON	$26,830.00
Tack Coat	565	GAL	@	$1.57	GAL	$887.05
Aggr Surf Course	1,000	TONS	@	$17.25	TON	$17,250.00
Plain PC Concrete Pvmt	46858	SQ YD	@	$65.00	SQ YD	$3,045,770.00
					Subtotal	**$5,008,768.66**

F. Drainage						
18" Storm Drain Pipe	3,780	LF	@	$40.00	FT	$151,200.00
18" Storm Drain Pipe	697	LF	@	$52.00	FT	$36,244.00
18" Storm Drain Pipe	479	LF	@	$75.00		$35,925.00
18" Storm Drain Pipe	59	LF	@	$96.00		$5,664.00
24" Storm Drain Pipe	382	LF	@	$52.00	FT	$19,864.00
24" Storm Drain Pipe	172	LF	@	$78.00		$13,416.00
42" Storm Drain Pipe	17	LF	@	$110.00	FT	$1,870.00
42" Storm Drain Pipe	143	LF	@	$161.00		$23,023.00
48" Storm Drain Pipe	16	LF	@	$120.00	FT	$1,920.00
18" FES	9	EA	@	$650.00	EA	$5,850.00
24" FES	6	EA	@	$780.00	EA	$4,680.00
42" FES	4	EA	@	$1,560.00	EA	$6,240.00
48" Concrete Hdwall	2	EA	@	$1,500.00	EA	$3,000.00
Drainage Structures						
Catch Basins I	51	EA	@	$2,800.00	EA	$142,800.00
Addl Depth	53	LF	@	$300.00		$15,900.00
Drop Inlets 1	10	EA	@	$2,500.00	EA	$25,000.00
Addl Depth	38	LF	@	$350.00		$13,300.00
Manholes 1	2	EA	@	$2,500.00	EA	$5,000.00
Addl Depth	5	LF	@	$300.00		$1,500.00
					Subtotal	**$492,596.00**
G. Concrete Work						
Curb & Gutter TP 2	6,800	LF	@	$17.00	LF	$115,600.00
Valley Gutter, 8 in	75	SQ YD	@	$50.00	SQ YD	$3,750.00
Class B Pvmt Widen	10	CU YD	@	$570.00	CU YD	$5,700.00
Conc Sidewalk, 4 in	4,350	SQ YD	@	$34.00	SQ YD	$147,900.00
Curb & Gutter TP 7	6000	LF	@	$16.00		$96,000.00
					Subtotal	**$368,950.00**
H. Traffic Control	1	LS	@	$500,000	LS	$500,000.00
					Subtotal	**$500,000.00**
I. Erosion Control						
Temp Silt Fence, TYP C	24000	LF	@	4.00	LF	$96,000.00
Maint.of Silt Fence	12000	LF	@	2.00	LF	$24,000.00
Mulch	247	TONS	@	206.00	TONS	$50,882.00
Temp Grassing	13	ACRES	@	525.00	ACRES	$6,825.00
Down Drains	2900	LF	@	15.00	LF	$43,500.00
Inlet Sediment Traps	20	EA	@	354.00	EA	$7,080.00
Sediment Basins	8	EA	@	8652	EA	$69,216.00
					Subtotal	**$297,503.00**
J. Signs, Striping, Signals & Lighting						
Signing & Marking	1.2	MI	@	$40,000	MI	$48,000.00
Traffic Signals	4	EA	@	$50,000	EA	$200,000.00
					Subtotal	**$248,000.00**
K. Grassing/Landscaping						
Grassing	15	ACRES	@	$1,000	ACRES	$15,000.00
					Subtotal	**$15,000.00**

L. Miscellaneous						
Field Engineers Office	1	EA	@	$76,000.00	EA	$76,000.00
Fencing		LF	@	$18.00	LF	$0.00
Guardrail Tp W	6175	LF	@	$17.00	LF	$104,975.00
Guardrail Anch Tp 12	26	EA	@	$1,700.00	EA	$44,200.00
Right of Way Markers	45	EA	@	$90.00	EA	$4,050.00
Guardrail Tp T	84	LF	@	$55.00	LF	$4,620.00
					Subtotal	**$233,845.00**
M. Major Structures						
Bridge over I-75						
	28160	SF	@	$100.00	SF	$2,816,000.00
Bridge over Camp Creek						
	14812	SF	@	$100.00	SF	$1,481,200.00
Box Culverts						
Concrete		CU YD	@	$487.20	CU YD	$0.00
Bar Reinf Steel		LB	@	$0.79	LB	$0.00
Remove Existing Bridges over I-75 and Camp Creek	2	LS	@	$50,000.00	LS	$100,000.00
Retaining Walls	600	SF	@	$45.00	SF	$27,000.00
					Subtotal	$4,424,200.00

ESTIMATE SUMMARY

A. Right of Way	$4,300,000.00
B. Reimbursable Utilities	$0.00
Construction Cost Summary	
C. Clearing and Grubbing	275,000.00
D. Earthwork	1,829,400.00
E. Base & Paving	5,008,768.66
F. Drainage	$492,596.00
G. Concrete Work	368,950.00
H. Traffic Control	500,000.00
I. Erosion Control	297,503.00
J. Sign, Striping, Signals & Lighting	248,000.00
K. Grassing/Landscaping	15,000.00
L. Miscellaneous	233,845.00
M. Major Structures	4,424,200.00
Total Construction Estimate	**13,693,262.66**
10% E & C	**1,369,326.27**
Total Construction Estimate	**15,062,588.93**

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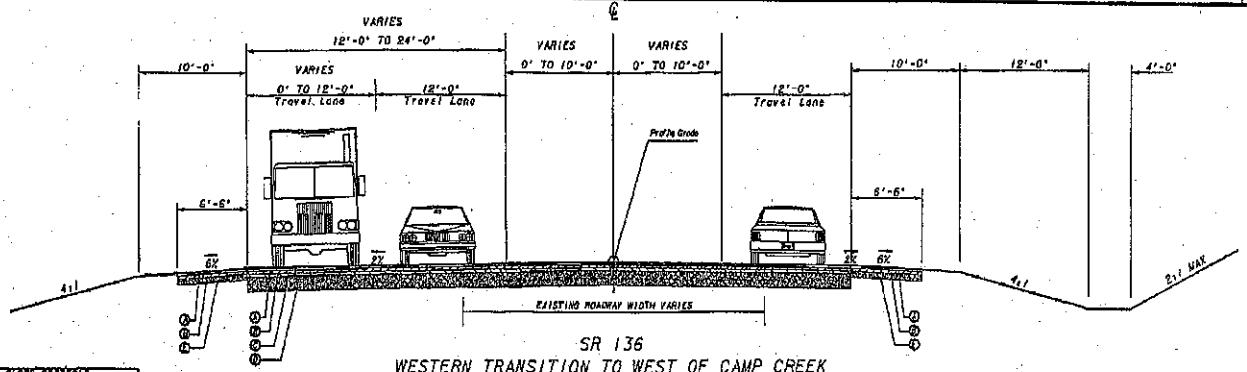
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	STP-IM-75-3(210)		



SR 136
WESTERN TRANSITION TO WEST OF CAMP CREEK

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0'-6"	0'-6"
*2:1	OVER 6'	OVER 10'

*NOTE:
ALL SLOPES STEEPER THAN 2:1 REQUIRE GUARDRAIL.
SEE PLANS FOR LOCATIONS

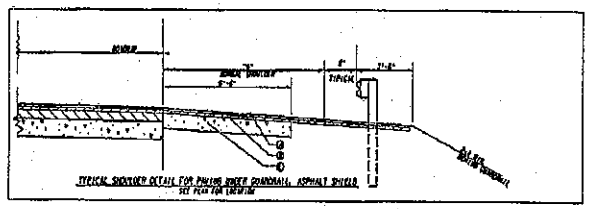
REQUIRED PAVEMENT:

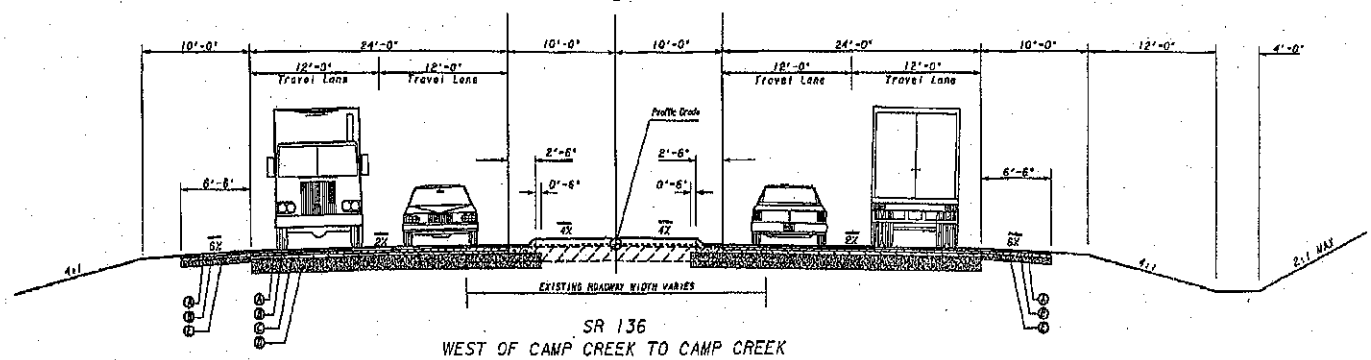
MAINLINE TRAVEL WAY

- (A) 9.5mm SUPERPAVE, 135 lb/SY ASPHALTIC CONCRETE
- (B) 19mm SUPERPAVE, 220 lb/SY ASPHALTIC CONCRETE
- (C) 25mm SUPERPAVE, 770 lb/SY ASPHALTIC CONCRETE BASE
- (D) 12" GRADED AGGREGATE BASE

PAVED SHOULDER

- (A) 9.5mm SUPERPAVE, 135 lb/SY ASPHALTIC CONCRETE
- (B) 19mm SUPERPAVE, 220 lb/SY ASPHALTIC CONCRETE
- (E) 6" GRADED AGGREGATE BASE





SR 136
WEST OF CAMP CREEK TO CAMP CREEK

WilburSmith ASSOCIATES
ENGINEERS PLANNERS ECONOMISTS
2835 BRANDYWINE ROAD, SUITE 400
ATLANTA, GEORGIA 30341 (770) 936-8650

SCALE IN FEET
0 5 10 20

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TYPICAL SECTIONS
PROJECT- STP-IM-75-3(210)
COUNTY - GORDON
DRAWING NO. 5-01

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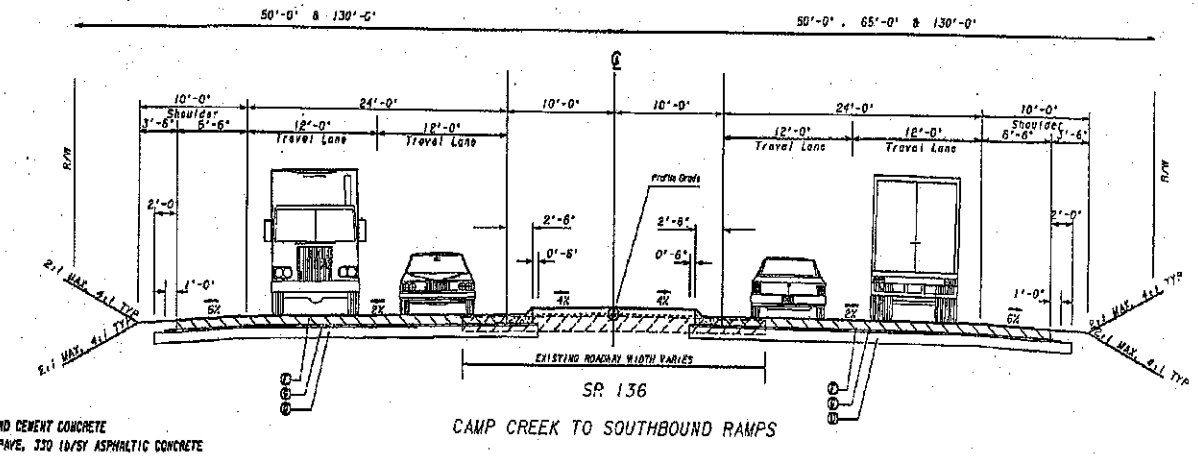
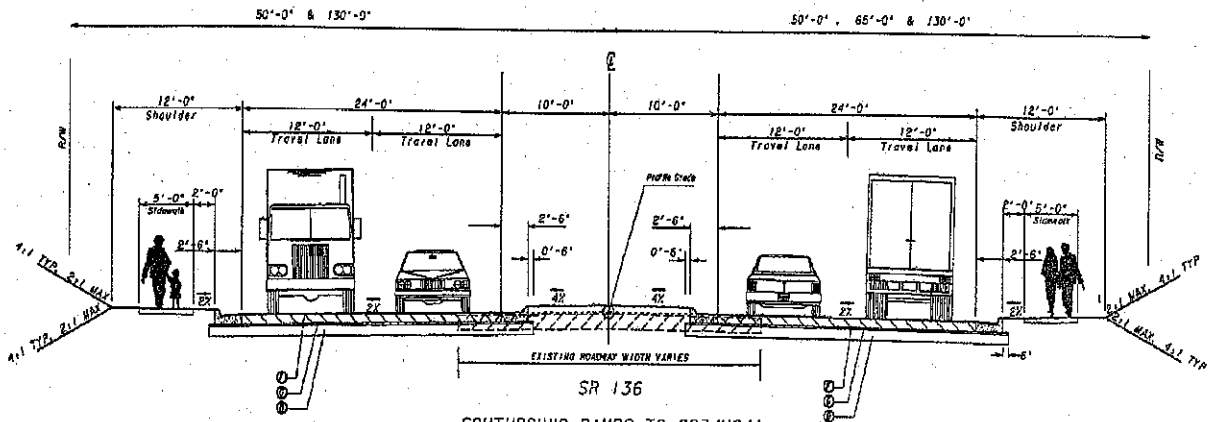
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	STP-IM-75-3(210)		



CAMP CREEK TO SOUTHBOUND RAMPS

(7) 12" PORTLAND CEMENT CONCRETE
(6) 19mm SUPERPAVE, 330 lb/SY ASPHALTIC CONCRETE
(1) 12" GRADED AGGREGATE BASE



SOUTHBOUND RAMPS TO SR3/US41

WilburSmith ASSOCIATES
ENGINEERS PLANNERS ECONOMISTS
2635 BRANDYWINE ROAD, SUITE 400
ATLANTA, GEORGIA 30341 (770) 936-8650

SCALE IN FEET
0 5 10 20

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:

TYPICAL SECTIONS

PROJECT- STP-IM-75-3(210)
COUNTY - GORDON

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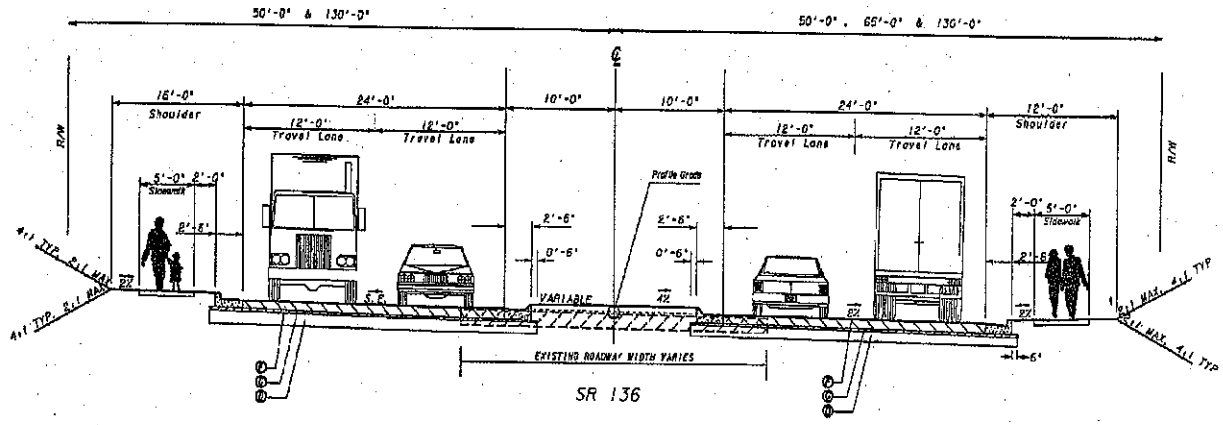
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	STP-1M-75-3(210)		

(F) 12" PORTLAND CEMENT CONCRETE
(G) 19mm SUPERPAVE, 330 lb/SY ASPHALTIC CONCRETE
(D) 12" GRADED AGGREGATE BASE



SR 136

SOUTHBOUND RAMPS TO SR3/US41

WilburSmith ASSOCIATES
ENGINEERS PLANNERS ECONOMISTS
2835 BRANDYWINE ROAD, SUITE 400
ATLANTA, GEORGIA 30341 (770) 936-8650

SCALE IN FEET
0 5 10 20

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:

TYPICAL SECTIONS

PROJECT- STP-1M-75-3(210)
COUNTY - GORDON

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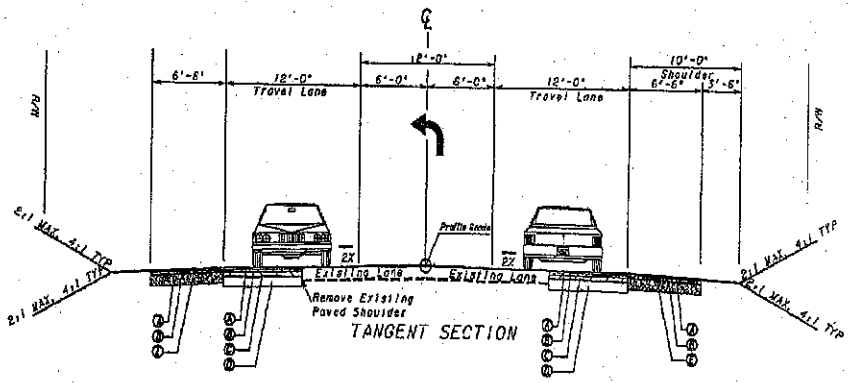
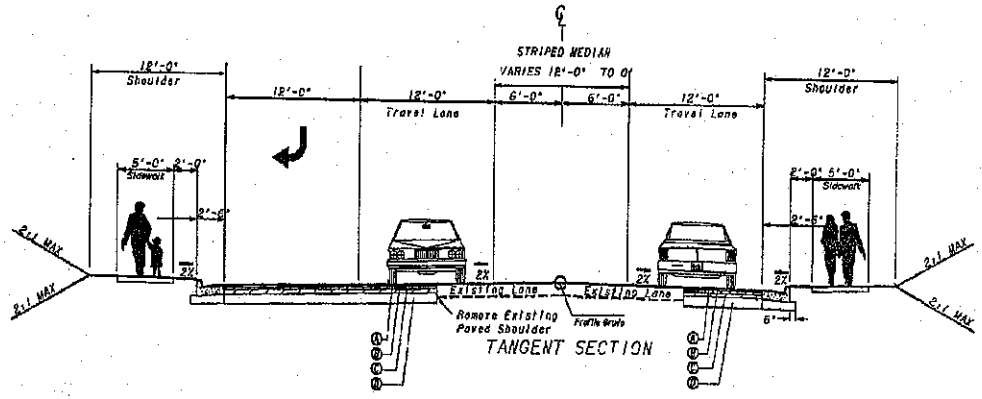
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	STP-IM-75-3(210)		



SR3/US 41 - SOUTH OF INTERSECTION

REQUIRED PAVEMENT:

- (A) 5.5mm SUPERPAVE, 135 lb/SY ASPHALTIC CONCRETE
- (B) 19mm SUPERPAVE, 220 lb/SY ASPHALTIC CONCRETE
- (C) 25mm SUPERPAVE, 770 lb/SY ASPHALTIC CONCRETE BASE
- (D) 12" GRADED AGGREGATE BASE
- (E) 6" GRADED AGGREGATE BASE



SR3/US 41 - NORTH OF INTERSECTION

WilburSmith ASSOCIATES
ENGINEERS PLANNERS ECONOMISTS
2835 BRANDYWINE ROAD, SUITE 400
ATLANTA, GEORGIA 30341 (770) 936-8650

SCALE IN FEET
0 5 10 20

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TYPICAL SECTIONS

PROJECT- STP-IM-75-3(210)
COUNTY - GORDON

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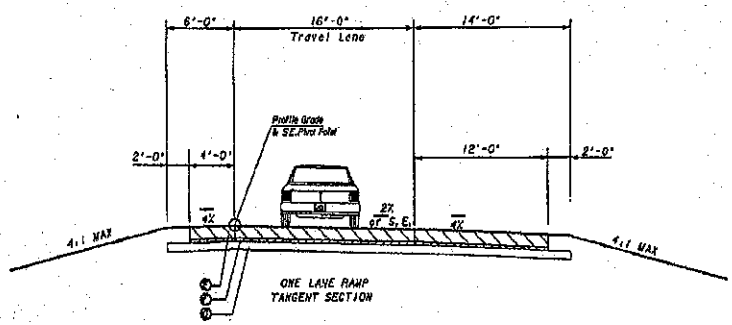
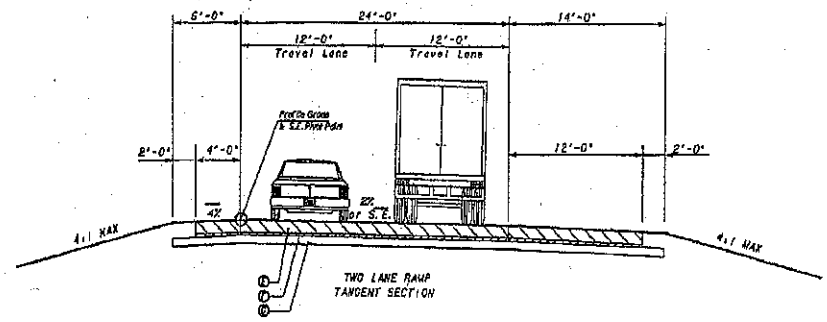
Ⓕ 12" PORTLAND CEMENT CONCRETE
Ⓖ 19mm SUPERPAVE, 330 lb/SY ASPHALTIC CONCRETE
Ⓓ 12" GRADED AGGREGATE BASE



ONE LANE RAMP
TANGENT SECTION



TWO LANE RAMP
TANGENT SECTION

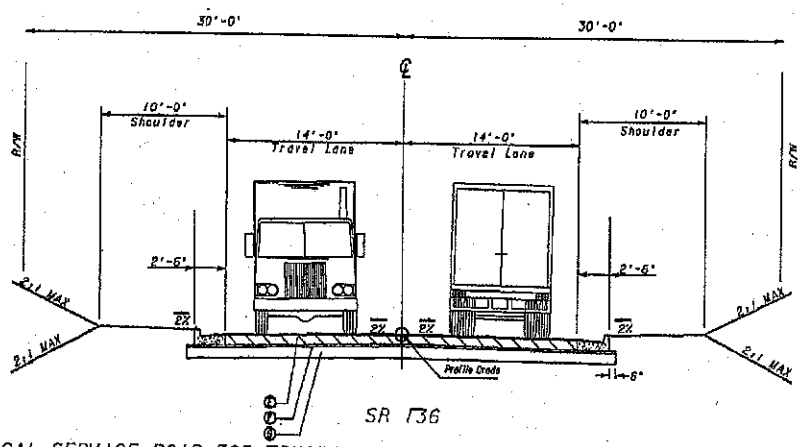
ENGINEERS PLANNERS ECONOMISTS
WilburSmith ASSOCIATES
2835 BRANDYWINE ROAD, SUITE 400
ATLANTA, GEORGIA 30341 (770) 936-8650

SCALE IN FEET
0 5 10 20

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TYPICAL SECTIONS
PROJECT- STP-1M-75-3(210)
COUNTY - GORDON
DRAWING No. 5-05

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	STP-IM-75-3(210)		



LOCAL SERVICE ROAD FOR TRUCK REPAIR, READY MIX CONC. AND FLYING "J"

WilburSmith ASSOCIATES
ENGINEERS PLANNERS ECONOMISTS
2835 BRANDYWINE ROAD, SUITE 400
ATLANTA, GEORGIA 30341 (770) 936-8650

SCALE IN FEET
0 5 10 20

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:

TYPICAL SECTIONS

PROJECT- STP-IM-75-3(210)
COUNTY - GORDON

DRAWING No. 5-06

GORDON COUNTY SR 136 TRAFFIC ANALYSIS

August 4, 2008

A traffic analysis was conducted using the latest version of the Synchro/SimTraffic software to evaluate existing traffic conditions on SR 136 from I-75 east to US 41. Four existing unsignalized intersections with SR 136 were evaluated for both AM and PM peak hours:

- I-75 SB On/Off Ramps
- I-75 NB On/Off Ramps
- Flying J Truck Entrance
- US 41

EXISTING 2005 PEAK HOUR TRAFFIC

Based on the existing volumes and lane configurations, it was determined that under existing conditions, all intersections are operating at overall Level of Service (LOS) "B" or better with all individual movements operating at LOS "C" or better for both peak hours.

PROJECTED 2010 PEAK HOUR TRAFFIC

For the 2010 peak hour analysis, the following assumptions were made:

- SR 136 would be a four-lane divided roadway between the I-75 southbound on/off ramps and US 41;
- Eastbound and westbound left turn lanes would be provided on SR 136 at the new "jug handle" intersection east of the Flying J truck entrance;
- The merging of the jug handle roadway onto SR 136 would be controlled by a yield sign;
- The northbound and southbound I-75 off-ramps would be widened to two lanes at SR 136;
- Georgia Department of Natural Resources (DNR) is planning a welcome center for the Resaca Battlefield at the northwest quadrant of I-75 and SR136 interchange. Mr. David Freedman, Director of Engineering and Construction Department at Georgia DNR has informed that the visitor center will attract up to 150 vehicles a day when it is opened. However, traffic for Resaca Battle Field visitor center was not included in the traffic analysis since this daily traffic volume will only correspond to a very small amount of vehicles (approximately 15 vehicles) during the peak hours and the traffic distribution percentages to and from visitor center were not provided by DNR. However, it can be assumed that even though the majority of the traffic will reach to the welcome center from I-75 through westbound SR136, some of the traffic will access to the site from eastbound SR136. Since minimum 150 right turn volumes from westbound SR 136 into the welcome center is needed to warrant a right turn deceleration lane based on the requirements in Table 4-6 in *Chapter 4I-1-1 Minimum Requirements for Right Turn Deceleration Lanes* of *GDOT Regulations for Driveway and Encroachment Control* for the section west of I-775 with 45 MPH posted speed and 9,540 AADT, the right turn

deceleration lane for the Resaca Battlefield welcome center was not provided. This also helps to maximize the parking spaces in DNR's property.

Since SR 136 will be divided with the raised median, the proposed Flying J car entrance will operate as right-in/right-out only and Flying J truck entrance will operate as right-in only. The Flying J driveway left turning traffic was reassigned to the jug handle intersection through a proposed Access Road located east of Flying J parking. It was assumed that all of the existing outbound left turns from Flying J truck stop section would use a proposed Access Road south of SR 136 to access the jug handle, while the outbound left turns from the passenger vehicle side would turn right onto SR 136 to access it.

Based on these assumptions, it was determined that under 2010 conditions, all intersections will operate at overall Level of Service (LOS) "A" with all individual movements operating at LOS "D" or better for both peak hours. No traffic signals will be needed at any intersection to accommodate the projected 2010 traffic.

PROJECTED 2030 PEAK HOUR TRAFFIC

The capacity analyses for the 2030 conditions determined that some movements at the unsignalized I-75 ramps and the US 41 intersection will operate at LOS "F"; these movements are discussed below and summarized in Table 1:

I-75 Southbound Ramps

All movements operate acceptably except for the southbound off-ramp left turn movement which operates at LOS "F" during both the A.M. and P.M. peak hours. No widening of SR 136 will mitigate this failing level of service, therefore, a traffic signal was assumed. With a two-phase traffic signal, the intersection will operate at acceptable levels of service for both peak hours in 2030 and the southbound off-ramp left turn movement will operate at LOS "C". To provide adequate storage for vehicles on the ramp, the left turn lane should be about 170 feet in length.

I-75 Northbound Ramps

All movements operate acceptably except for the northbound off-ramp left turn movement which operates at LOS "F" during both A.M. and P.M. peak hours. No widening of SR 136 will mitigate this failing level of service, therefore, a traffic signal was assumed. With a two-phase traffic signal, the intersection will operate at acceptable levels of service for both peak hours in 2030 and the northbound off-ramp left turn movement will operate at LOS "B". To provide adequate storage for vehicles on the ramp, the left turn lane should be about 170 feet in length.

New Jug Handle Intersection

The intersection will operate at Level of Service (LOS) "A" during both A.M. and P.M. peak hours. The northbound through movement from the service drive to the jug handle will operate

at LOS "D" during the AM peak and at LOS "C" during the PM peak hour. All other movements at the intersection operate at acceptable levels of service.

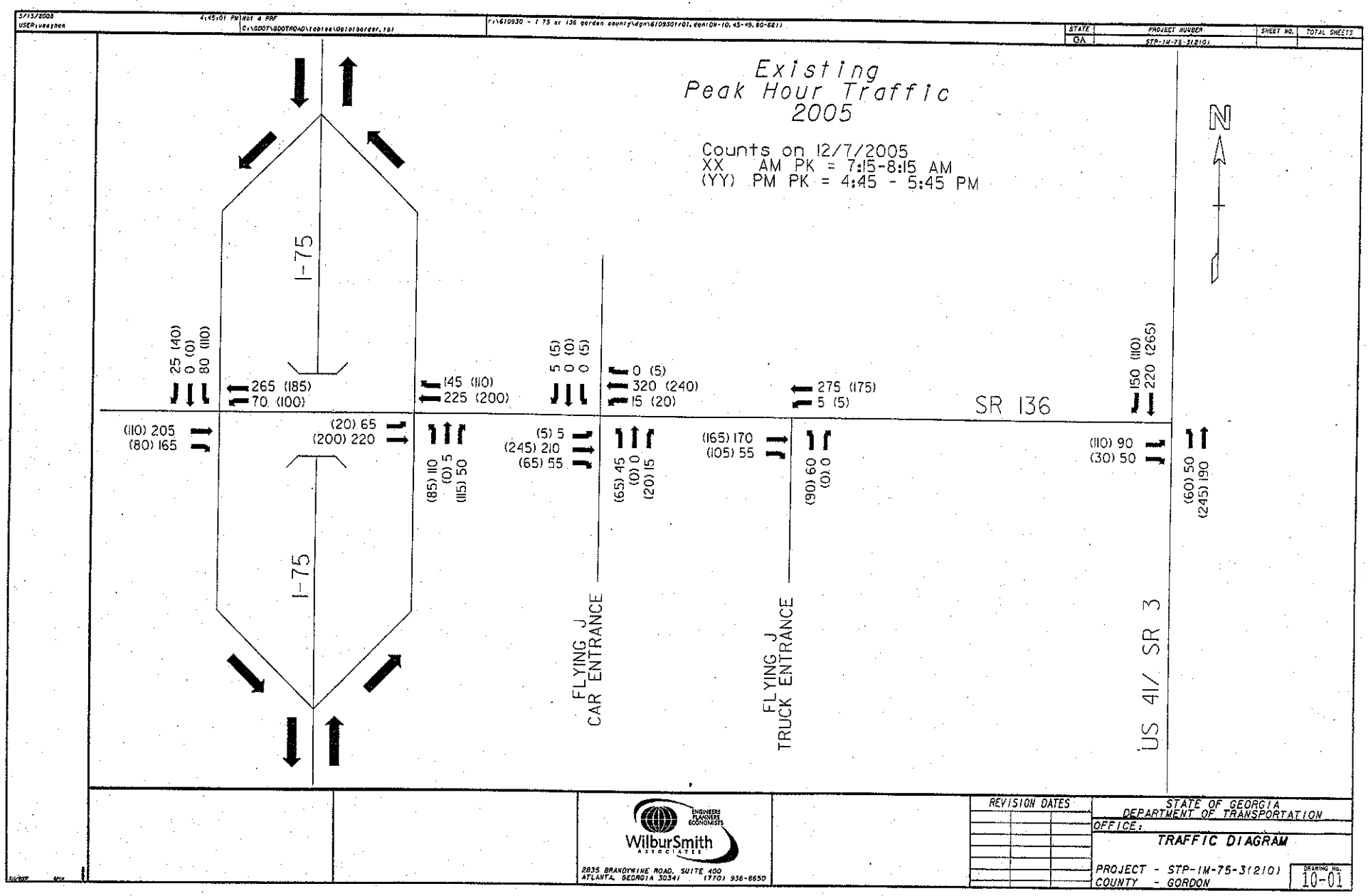
Based on the above analysis, this intersection will still operate at acceptable levels of service in 2030 and this intersection should be monitored for the need of a traffic signal since at this point, the traffic signal is not definitively warranted at this location.

US 41

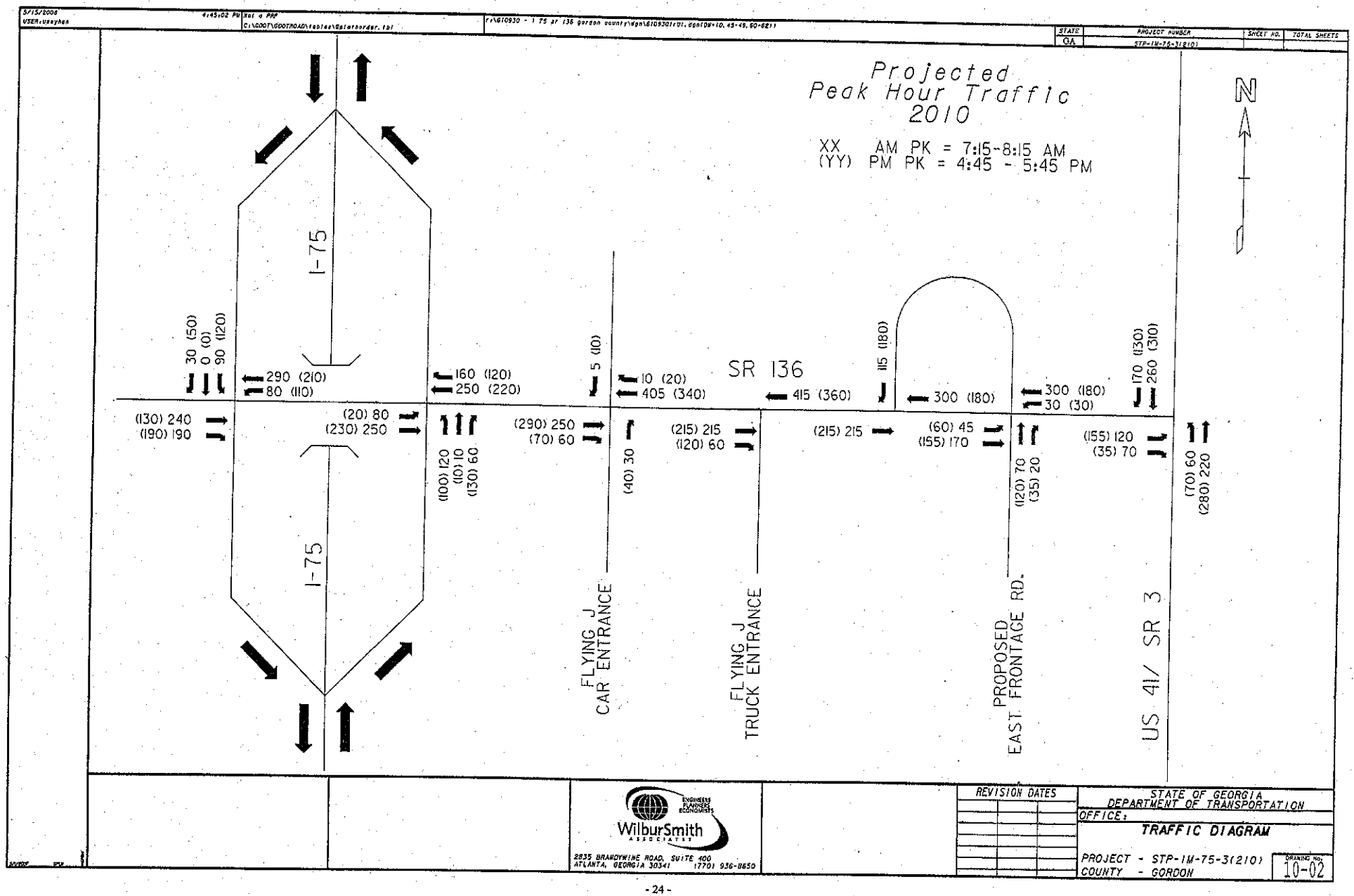
All movements operate acceptable at this intersection during both peak hours except for the eastbound left turn movement which will operate at LOS "F" during both peak hours. If a two-phase traffic signal were installed at the intersection, all movements would operate at acceptable levels of service.

TABLE 1
SUMMARY OF 2010 AND 2030 PROJECTED TRAFFIC CONDITIONS

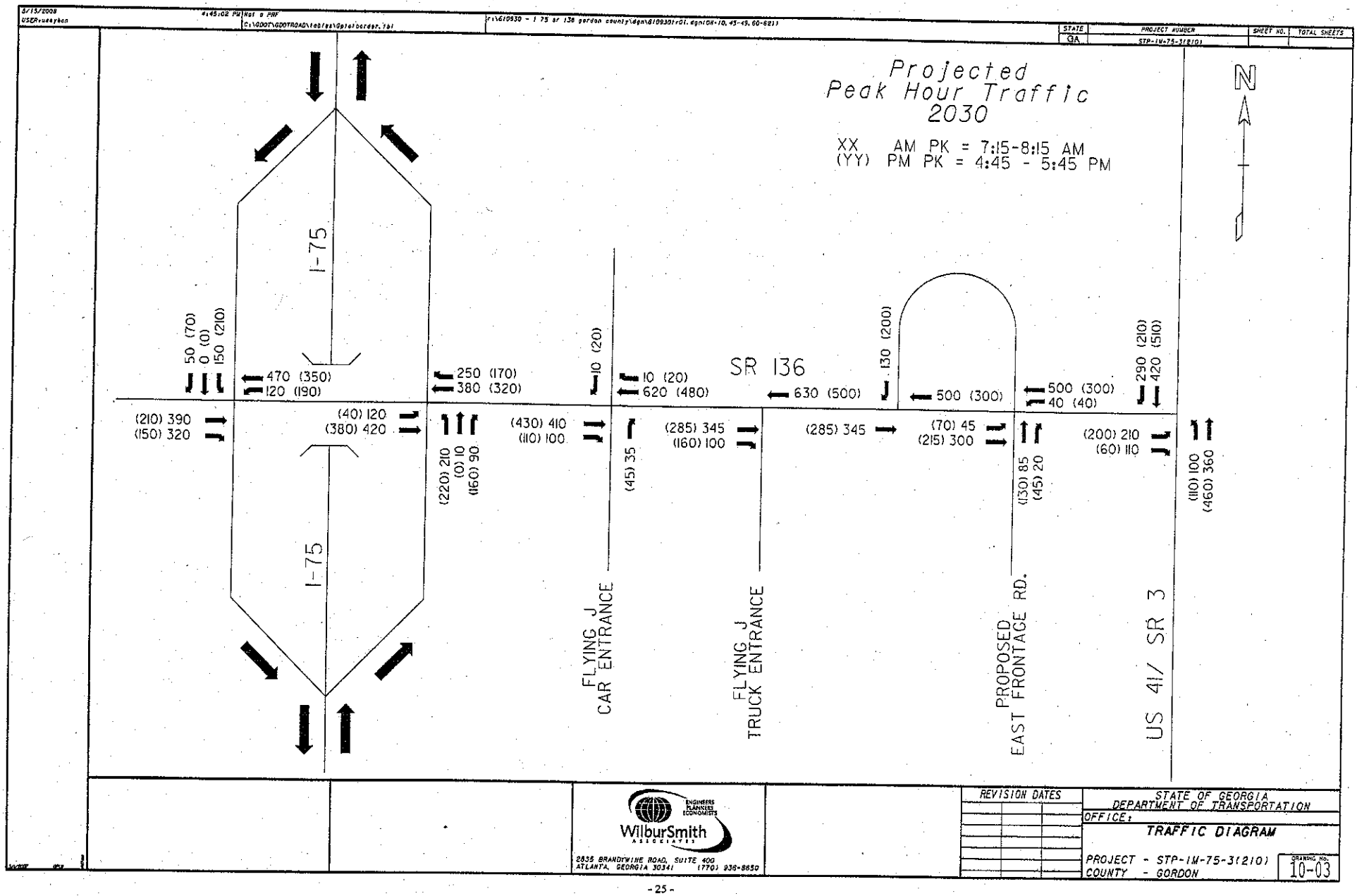
APPROACH	2010 TRAFFIC CONDITIONS - UNSIGNALIZED		2030 TRAFFIC CONDITIONS - UNSIGNALIZED		2030 TRAFFIC CONDITIONS - MITIGATED WITH SIGNALS	
	A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour
	DELAY/LOS	DELAY/LOS	DELAY/LOS	DELAY/LOS	DELAY/LOS	DELAY/LOS
SB I-75 On/Off Ramps						
Overall	**4.0/A**	**5.6/A**	**47.0/E**	**64.9/F**	**9.5/A**	**11.6/B**
West	0.0/A	0.0/A	0.0/A	0.0/A	8.0/A	8.7/A
East	1.9/A	2.9/A	2.0/A	3.1/A	6.7/A	8.6/A
North	25.2/D	21.4/C	>200.0/F	>200.0/F	23.2/C	21.0/C
NB I-75 On/Off Ramps						
Overall	**5.0/A**	**3.9/A**	**53.6/F**	**17.4/C**	**11.6/B**	**13.5/B**
West	2.1/A	0.6/A	2.1/A	0.8/A	8.9/A	12.1/B
East	0.0/A	0.0/A	0.0/A	0.0/A	9.8/A	12.8/B
South	20.7/C	12.9/B	>200.0/F	58.3/F	19.9/B	16.0/B
Jug Handle Intersection						
Overall	**3.2/A**	**5.5/A**	**4.0/A**	**6.3/A**		
West	1.7/A	2.2/A	1.1/A	2.0/A		
East	0.7/A	1.1/A	0.6/A	0.9/A		
South	16.0/C	16.0/C	30.9/D	23.9/C		
US 41 Intersection						
Overall	**4.3/A**	**6.1/A**	**34.8/C**	**51.7/F**	**11.7/B**	**12.2/B**
West	17.1/C	27.3/D	157.0/F	>200.0/F	23.4/C	26.8/C
South	2.3/A	2.3/A	3.4/A	3.6/A	8.6/A	10.9/B
North	0.0/A	0.0/A	0.0/A	0.0/A	8.5/A	7.9/A



Existing
Peak Hour Traffic
2005
Counts on 12/7/2005
XX AM PK = 7:15-8:15 AM
(YY) PM PK = 4:45 - 5:45 PM
N
I-75
I-75
SR 136
FLYING J
CAR ENTRANCE
FLYING J
TRUCK ENTRANCE
US 41/ SR 3
25 (40)
0 (0)
80 (110)
265 (185)
70 (100)
145 (110)
225 (200)
5 (5)
0 (0)
0 (5)
0 (5)
320 (240)
15 (20)
275 (175)
5 (5)
150 (110)
220 (265)
(110) 205
(80) 165
(20) 65
(200) 220
(85) 110
(0) 5
(115) 50
(5) 5
(245) 210
(65) 55
(65) 45
(0) 0
(20) 15
(165) 170
(105) 55
(90) 60
(0) 0
(110) 90
(30) 50
(60) 50
(245) 190
WilburSmith
ENGINEERS PLANNERS ECONOMISTS
ASSOCIATES
2835 BRANDYWINE ROAD, SUITE 400
ATLANTA, GEORGIA 30341 (770) 936-8650
REVISION DATES
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TRAFFIC DIAGRAM
PROJECT - STP-IM-75-3(210)
COUNTY - GORDON
DRAWING No.
10-01



Projected
Peak Hour Traffic
2010
XX AM PK = 7:15-8:15 AM
(YY) PM PK = 4:45 - 5:45 PM
N
I-75
I-75
SR 136
30 (50)
0 (0)
90 (120)
290 (210)
80 (110)
160 (120)
250 (220)
5 (10)
10 (20)
405 (340)
415 (360)
115 (180)
300 (180)
300 (180)
30 (30)
170 (130)
260 (310)
(130) 240
(190) 190
(20) 80
(230) 250
(100) 120
(10) 10
(130) 60
(290) 250
(70) 60
(40) 30
(215) 215
(120) 60
(215) 215
(60) 45
(155) 170
(120) 70
(35) 20
(155) 120
(35) 70
(70) 60
(280) 220
FLYING J
CAR ENTRANCE
FLYING J
TRUCK ENTRANCE
PROPOSED
EAST FRONTAGE RD.
US 41/ SR 3
WilburSmith
ENGINEERS PLANNERS ECONOMISTS
ASSOCIATES
2835 BRANDYWINE ROAD, SUITE 400
ATLANTA, GEORGIA 30341 (770) 936-8650
REVISION DATES
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TRAFFIC DIAGRAM
PROJECT - STP-IM-75-3(210)
COUNTY - GORDON
DRAWING No.
10-02



Projected
Peak Hour Traffic
2030
XX AM PK = 7:15-8:15 AM
(YY) PM PK = 4:45 - 5:45 PM
N
I-75
I-75
SR 136
50 (70)
0 (0)
150 (210)
470 (350)
120 (190)
250 (170)
380 (320)
10 (20)
10 (20)
620 (480)
630 (500)
130 (200)
500 (300)
500 (300)
40 (40)
290 (210)
420 (510)
(210) 390
(150) 320
(40) 120
(380) 420
(220) 210
(0) 10
(160) 90
(430) 410
(110) 100
(45) 35
(285) 345
(160) 100
(285) 345
(70) 45
(215) 300
(130) 85
(45) 20
(200) 210
(60) 110
(110) 100
(460) 360
FLYING J
CAR ENTRANCE
FLYING J
TRUCK ENTRANCE
PROPOSED
EAST FRONTAGE RD.
US 41/ SR 3
WilburSmith
ENGINEERS PLANNERS ECONOMISTS
ASSOCIATES
2835 BRANDYWINE ROAD, SUITE 400
ATLANTA, GEORGIA 30341 (770) 936-8650
REVISION DATES
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TRAFFIC DIAGRAM
PROJECT - STP-IM-75-3(210)
COUNTY - GORDON
DRAWING No.
10-03

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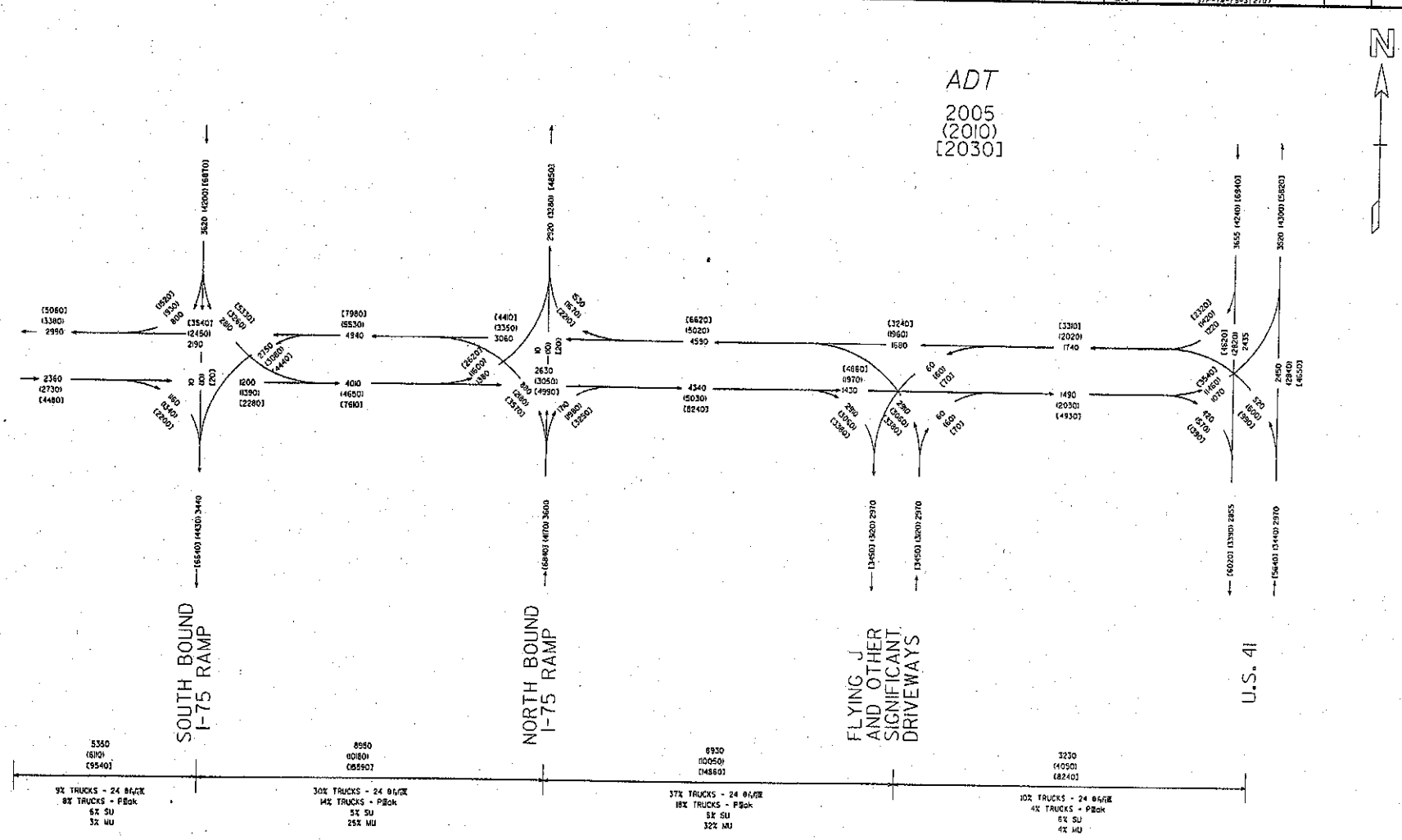
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	STP-1M-75-3(210)		



WilburSmith ASSOCIATES
ENGINEERS PLANNERS ECONOMISTS
2835 BRANDYWINE ROAD, SUITE 400
ATLANTA, GEORGIA 30341 (770) 936-8650

24-HOUR
TRAFFIC PROJECTIONS
= 2005
(####) = 2010
[####] = 2030

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TRAFFIC DIAGRAM
PROJECT - STP-1M-75-3(210)
COUNTY - GORDON
DRAWING No. 10-04

Project: I-75/ SR136 Interchange
Project Number: STP- IM-75-3(210) Gordon Co. GDOT PI 610930

Subject: Project Concept Discussion
Meeting Place: Georgia Department of Transportation Office of Consultant Design
Date and Time: May 2, 2006 9:00 am

Attendance: Mike Haithcock, Asst. State Consultant Design Administrator
Chuck Hasty, Asst. State Consultant Design Administrator
Umit Seyhan, Project Designer, WSA
Bill Moskal, QC/QA Manager, WSA

Purpose: WSA Requested a meeting to discuss the west bound SR136 lane drop and signage from 4 lane divided to the existing 2 lane.

1. Perform CORSIM analysis at the interstate ramp intersection to determine queue length on the southbound off-ramps considering the high truck percentages.

NOTE: The traffic analysis was prepared using "SYNCRO" and queue lengths are part of the output data. Please advise if a CORSIM analysis is still necessary?

2. Check the traffic analysis to see if traffic signal might be warrant for the ramp intersections due to high truck volume.

3. Add temporary traffic signals on the south bound ramp intersection during the construction since the grade at this intersection will be raised about 8 feet, and will block/limit sight distance at the intersection.

4. Use 12-foot lanes versus 11-foot lanes at staging during construction of the bridge over I-75 due to high truck volume.

5. Use concrete pavement from west of southbound ramp intersection to, at least, east of proposed local service road, serving Flying "J" Truck Stop, truck repairs and concrete batch plant or even up to US41 and including the proposed local service road.

6. Obtain the bridge condition survey for the bridge on SR136 over Camp Creek.

7. Consider the following 3 options for the concept design for the west bound transition from 4 lane divided to the existing 2 lane section:

A. Use dual left turn lanes to I-75 southbound on-ramp due to heavy truck percentage.

B1. Use desirable signage along SR136 from west of southbound ramp intersection carrying two through lanes based on Figure A-1, transition to/from divided highway, in Non-Interstate Signing and Marking Design Guidelines. Required transition length will be about 2260 feet and determine R/W impact west of Camp Creek

B2. Consider reduced signage with omitting the W9-2 sign (Note 2 in aforementioned figure) to see the impact on the two properties located west of bridge on Camp Creek to possibly reduce R/W impact.

We cold not discussed the following points (8 & 9) in the meeting, but a note including these points was passed to Mike Haithcock by Chuck Hasty after the meeting:

8. WSA requested that the Department consider using WSA Right-of-Way personnel to acquire the R/W for the project.

9. The proposed concept includes work on SR3/US41. A parcel on SR3/US41 has been added to National Register of Historic Places in 2002. DNR has acquired property in the northwest quadrant of the interchange as part of the Resaca Battlefield and the concept extends the project across Camp Creek. These items were not included in the original environmental evaluation. We request that WSA prepare the revised environmental document as well,, resulting in a supplemental agreement for environmental and R/W services not included in the original concept.

Please advise us if any points were missed or misstated as soon as possible, so we can correct these notes.

Thank you,

Project: I-75/SR136 Interchange
Project Number: STP- IM-75-3(210) Gordon Co. GDOT PI 610930-

Subject: Monthly Meeting
Meeting Place: GDOT Consult Design
Date and Time: May 11, 2007 11:30 am

Attendance: Mike Haithcock, GDOT Office of Consultant Design
Amber Perkins, GDOT Office of Environment and Location
David Peters, GDOT Office of Environment and Location
Bobby Adams, GDOT Office of Consultant Design
Lee Peterson, GDOT Office of Right of Way
Omar Zaman, Wilbur Smith Associates
Bill Moskal, Wilbur Smith Associates

Purpose: To discuss issues on the project.

Wilbur Smith Associates (Bill Moskal) presented the initial concept plan to the group and explained the alternate which provided full truck access at the median opening east of I-75 to the properties located on the north side of SR 136, specifically to the truck repair shop. There are five properties located on the north side of SR 136 between I-75 and the proposed median opening to the east. Most of the properties are undeveloped, and the property owned by Edna Lucille Davis Barton has had a "For Sale" sign on it since we visited the site in early 2005. The initial concept plan had proposed to acquire the Barton property for the jug handle turn around.

Bill asked Lee Peterson if the courts had changed their position on compensation due to circuitous access? Lee responded that they have not. The alternate plan to provide full truck access to the truck repair shop would require substantial additional right of way from the property owned by Worth L. Thompson, tight radii, wide lanes to accommodate semi-trucks and possibly a retaining wall to not impact the baseball fields located north of the Barton property. Lee Peterson inquired about the location of the property lines and we left the copies of the layouts for his further study. Omar Zaman restated that the design should focus on safety and that WSA does not support the full truck access on the north side.

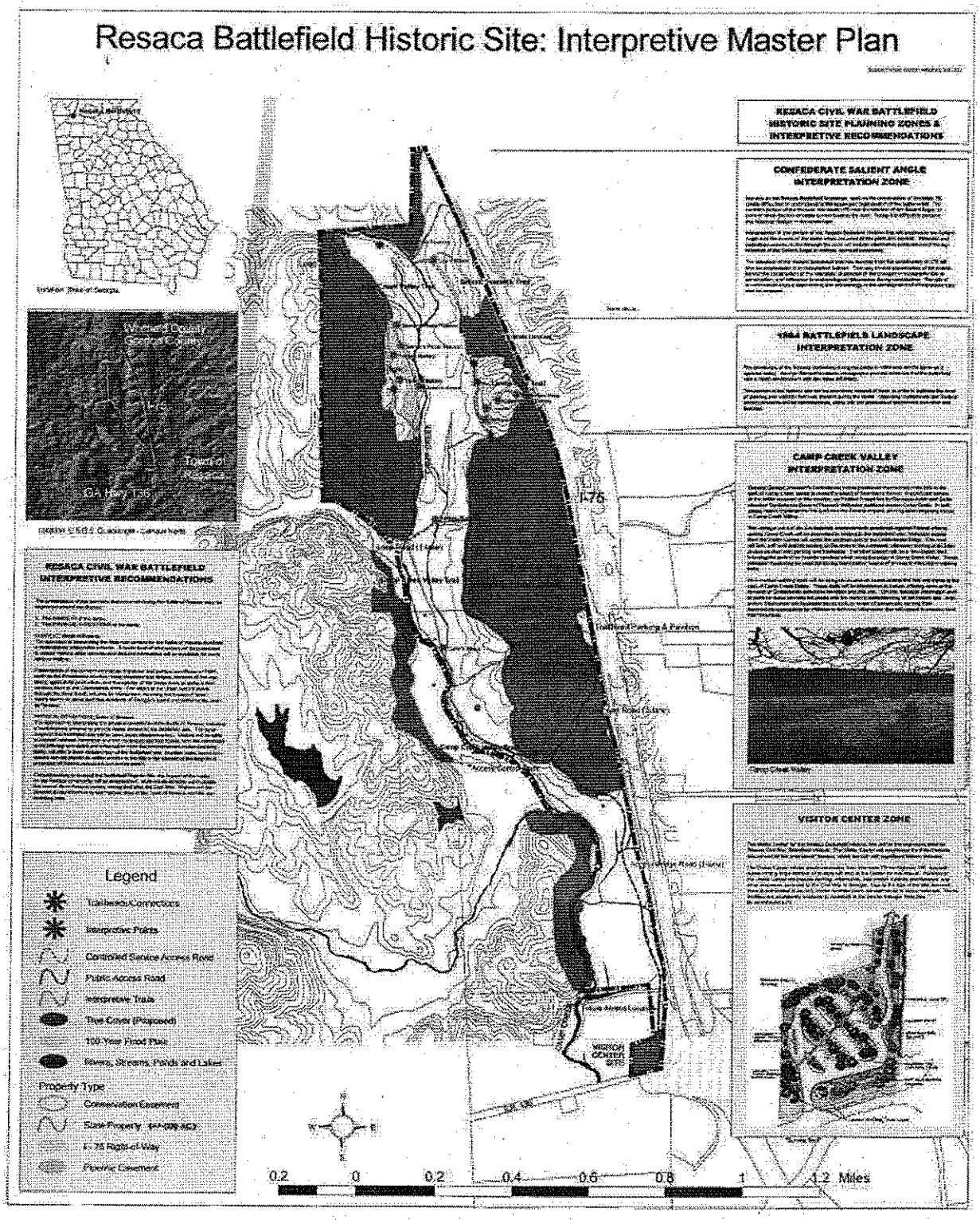
Mike asked about the proposed traffic. The 2010 ADT is 10050 and the 2030 ADT is 14860. These ADT would allow for a five lane, flush median section. One thing that is not covered or addressed in the median guidelines is the percent of trucks in the traffic. This interchange has the last truck stop before Tennessee. The truck percent for the ADT is 37% and during the peak hour the truck percent is 18%. WSA realizes that the traffic by itself would allow a five lane section however, with the extremely high truck percentage and most of them being semi-trailers, a median section would provide for a safer and more efficient highway.

There is a residential property located on the south side at the SR 136 / SR3, US 41 intersection. The driveway to this property intersects the intersection. The concept proposes to close this driveway and relocate it back to the west approximately 300 feet.

Ms. Amber Perkins from OEL asked where the potential archeological sites were located based on the comments in TPro. David Peters form OEL stated that they may be located along Camp Creek and associated with Native American Indians.

Mike Haithcock instructed WSA to prepare the concept with the jug handle.

Resaca Battlefield Historic Site: Interpretive Master Plan



State Parks & Historic Sites

Robert and Company
Engineers Architects Planners