

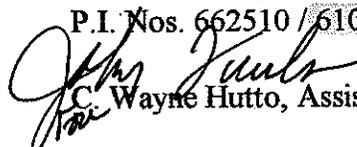
ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-OOMS(7)/NH-STP-75-3(203) **OFFICE** Preconstruction
Gordon County
P.I. Nos. 662510 / 610870 **DATE** June 28, 2001

FROM  Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Paul Liles
Jimmy Chambers
David Crim
Jim Kennerly
FHWA
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-OOMS(7)/NH-STP-75-3(203) **OFFICE** Preconstruction
 Gordon County
 P. I. Nos. 662510/610870 **DATE** June 6, 2001

FROM *C. Wayne Hutto*
 C. Wayne Hutto, P.E., Assistant Director of Preconstruction

TO Frank L. Danchetz, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

These projects comprise the South Calhoun Bypass from SR 53 near CR 13 southwest of Calhoun, east on new and existing location to interchange with I-75, then east on new alignment to SR 53 on the east side of Calhoun. The project proposes the construction of a 6.72 miles connector route and the construction of a full diamond interchange at I-75.

STP-OOMS(7) Gordon County

The project will begin at SR 53 just south of CR 113. The proposed typical section is a four lane divided with a 44' grassed median. The alignment will proceed southeastward and cross over a tributary to the Oostanaula River. It will then intersect CR 99/Oak Grove Road at-grade approximately 0.22 mile north of CR 109/Webb Road. The alignment will then continue eastward and bridge CR 98/Brays Road approximately 0.6 mil north of CR 454/Country Side Drive. It will then proceed eastward and bridge both CR 5 and the CSX Railroad as well as Oothkalooga Creek. Continuing eastward, the proposed alignment will intersect US 41/SR 3 at-grade approximately 0.2 mile south of CR 65/Union Grove Road. The proposed alignment will then turn northeastward and tie into CR 65/Union Grove Road approximately 0.5 mile east of US 41/SR 3. From this point, the alignment will widen CR 65/Union Grove Road and bridge I-75. Just east of I-75, the alignment will taper into a two lane typical section. After the taper, the alignment will continue eastward and cross CR 62/Union Grove Church Road at-grade. Just past the intersection, the alignment will turn northeastward and continue to CR 53 on the east side of Calhoun west of CR 64/Mason Road.

The base year traffic (2005) varies from 4,750 VPD to 14,000 VPD and the design year traffic (2025) varies from 9,500 VPD to 26,000 VPD. Access will be partially controlled on new location and by permit along the existing roadway. The proposed speed design is 55 MPH and traffic will be maintained on existing roads during construction.

NH-STP-75-3(203) Gordon

This project is the construction of a full diamond interchange at the intersection of I-75 and CR 65/Union Grove Road. This project will include all ramps and associated drainage structures as well as the two parallel (400' x 38') bridges over I-75. The proposed speed design is 55 MPH and access will be fully controlled.

Environmental concerns for both projects include requiring a COE 404 Permit; 5.07 acres of wetlands impacted; an Environmental Assessment will be prepared; a public hearing will be held; time saving procedures are not appropriate.

Frank L. Danchetz

Page 2

STP-OOMS(7)/NH-STP-75-3(203) Gordon

June 6, 2001

The estimated costs for these projects are:

STP-OOMS(7) Gordon

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$20,768,000	\$8,400,000	LR	05-07
Right-of-Way	\$ 2,391,000	\$2,000,000		
Utilities*	-----	-----		

*LGPA to be sent.

NH-STP-75-3(203) Gordon

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$6,925,000	\$4,950,000	LR	05-07
Right-of-Way	\$2,568,000	\$2,000,000		
Utilities*	-----	-----		

*LGPA to be sent

This project is currently programmed to begin at SR 3 and end at SR 53 on the east side of Calhoun for a total of 3.20 miles. This office recommends that the project be extended to SR 53 on the west side of Calhoun. This extension will eliminate logical termini issues and provide a southern bypass of Calhoun. The total project length is 6.72 miles. I recommend this project concept be approved.

CWH:JDQ/cj

Attachment

CONCUR Thomas L. Turner
Thomas L. Turner, P.E., Director of Preconstruction

* APPROVE Larry R. Dreihaupt
for Larry R. Dreihaupt, Division Administrator, FHWA

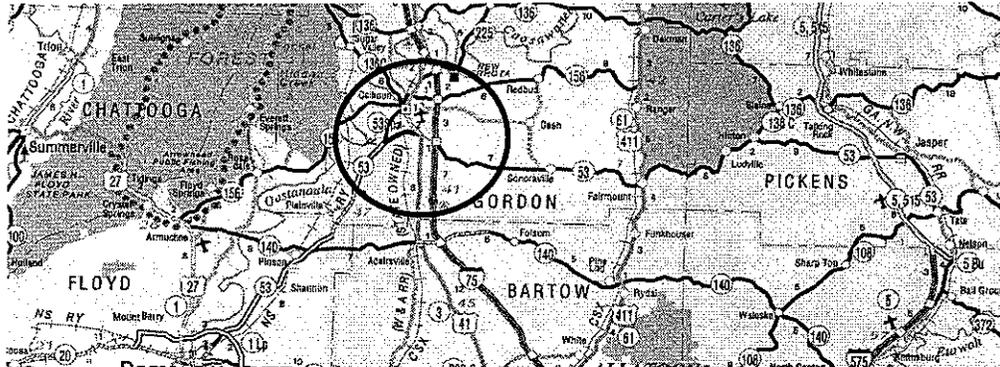
APPROVE Frank L. Danchetz
Frank L. Danchetz, P.E., Chief Engineer

* FHWA APPROVAL PERTAINS TO FULL-OVERSIGHT PROJECT NH-STP-75-3(203)

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

Project Number: STP-00MS(7)
 County: Gordon
 P. I. Number: 662510

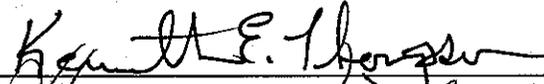
Federal Route Number: N/A
 State Route Number: N/A

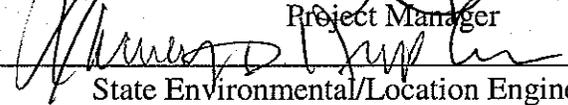


Recommendation for approval:

DATE 5/23/01

DATE 05/23/01



 Project Manager


 State Environmental/Location Engineer

The concept as presented herein and submitted for approval is not included in the State Transportation Improvement Program (STIP) and Gordon County is not included in a Regional Transportation Improvement Program (RTP). This project is scheduled for Right of way in 2006 and Construction in 2008 in the Department's Construction Work Program.

DATE _____

_____ State Transportation Planning Administrator

DATE _____

_____ State Transportation Programming Engineer

DATE _____

_____ State Road and Airport Design Engineer

DATE _____

_____ State Traffic Operations Engineer

DATE _____

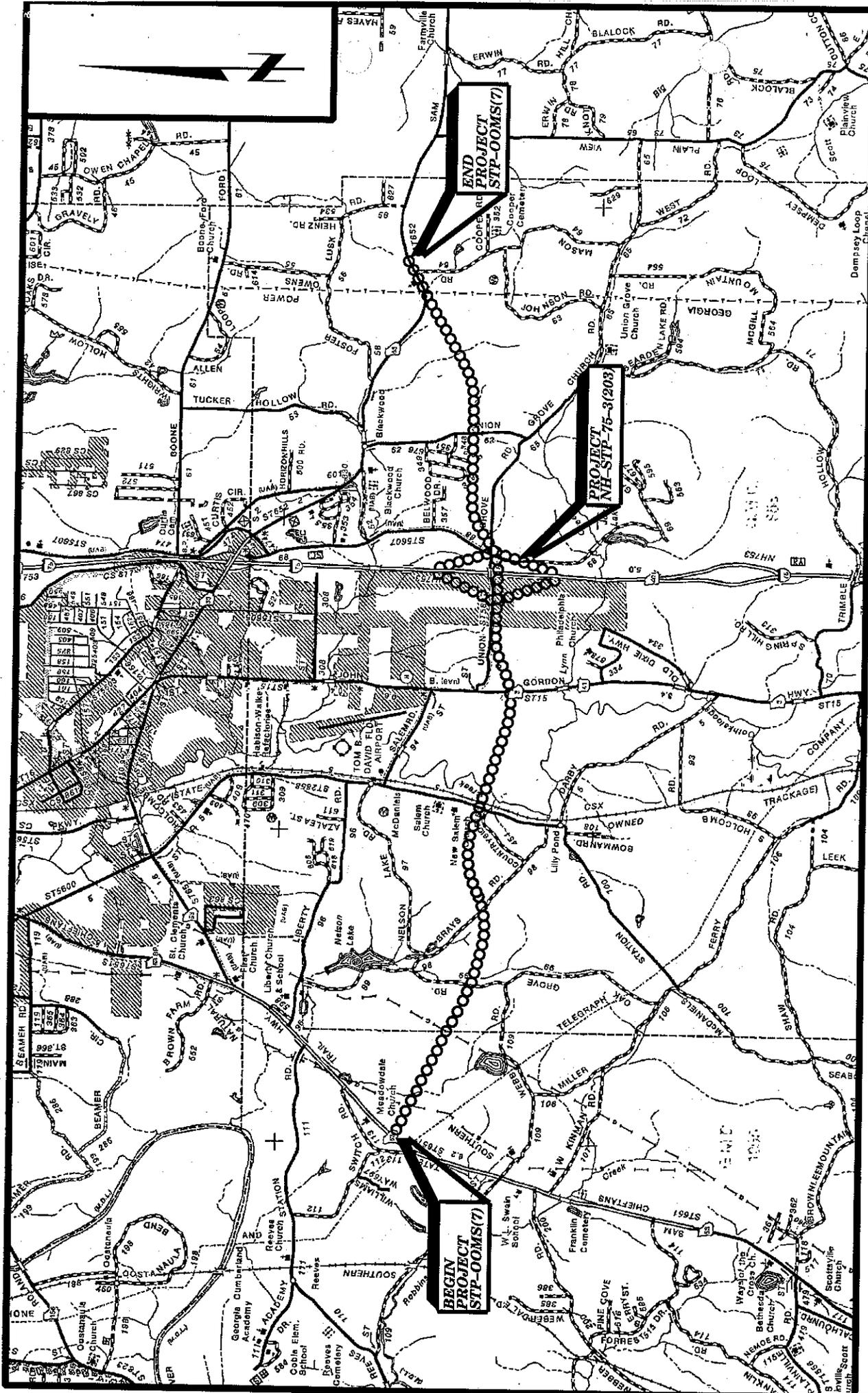
_____ District Engineer

DATE _____

_____ Project Review Engineer

DATE _____

_____ State Bridge and Structural Design Engineer



SCALE IN MILES



GEORGIA

LOCATION

STRIP MAP

STP-OOMS(7), NH-STP-75-3(203)
 SOUTH CALHOUN BYPASS
 GORDON COUNTY
 P.I.# 662510 & 610870

SOURCE: GENERAL HIGHWAY MAP, GORDON CO., GEORGIA
 PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1977

LOCATION CONCEPT REPORT

Need and Purpose: The primary purpose of the proposed interchange addition is to provide direct access to Interstate 75 from the Tom B. David Field airport and the industrial park area. As proposed, the interchange, in conjunction with the proposed improvements to Union Grove Road, would provide an alternate routing for SR 53, acting as a bypass for through vehicles traveling through the south Calhoun area.

In 1992, transportation planning studies were conducted for both Gordon County and the City of Calhoun. The studies indicate that SR 53 in the vicinity of I-75 will become extremely congested in the future. The development along SR 53 in the area of I-75 is mostly retail and restaurants, which generate many turning movements, causing delays to through vehicles. Both the county and city plans recommend the implementation of the interchange. The bypass and interchange are identified in the Short Term Work Program of the City of Calhoun's Comprehensive Plan.

Union Grove Road is the center of over 3,000 acres of zoned industrial land uses. It is also adjacent to the Tom B. David Field airport, which is also scheduled for expansion. The proposed roadway improvements and interchange will serve these areas and divert truck traffic from using the SR 53 interchange. The closest access south of the industrial area on I-75 is approximately two miles south of Gordon County in Bartow County. Daily vehicular and truck trips generated by the industrial area is projected to be as much as 25,000 additional vehicles per day in the area in 2010.

Currently, east-west traffic movements from I-75 in the southern portion of the City of Calhoun occur on State Route 53. These east-west movements are hampered by the number of driveways and turning movements from vehicles.

Traffic analysis of SR 53 indicates that additional widening would be needed before 2025 if relief is not given to the corridor. Traffic volumes on the existing four-lanes of SR 53 without construction the south bypass and additional interstate access would exceed 40,000 vpd in 2005 and 76,000 vpd in 2025. The levels-of-service would be "C" in 2005 and "F" in 2025, indicating a need to widen SR 53 by 2015. Widening SR 53 to six-lanes would be very detrimental to the area, as many businesses would be severely impacted due to their proximity to the existing roadway.

If a south bypass and new interchange on Union Grove Road are built, traffic would be diverted from the existing SR 53 corridor. Volumes on SR 53 would exceed 34,000 in 2005 and 57,000 in 2025. This will allow an acceptable level-of-service to be maintained along SR 53 until 2025, and widening would not be required. The level-of-service will be "C" in 2005 and "D" in 2025.

In 1990, Gordon County, which includes the city of Calhoun, had a population of 35,067. To the south of Gordon County, Bartow County (including the city of Cartersville) had a 1990 population of 55,915. North of Gordon County, Whitfield County, which includes the city of Dalton, had a 1990 population of 72,462.

County	1970	1980	1990	1998 (est)*	2010 (proj)**	% Change '80-'90	% Change '90-'98
Gordon	23,570	30,070	35,067	41,052	50,483	16.62	17.07
Bartow	32,663	40,760	55,915	71,929	79,747	37.18	28.64
Whitfield	55,108	65,789	72,462	82,039	97,680	10.14	13.22
Georgia	4,589,575	5,463,105	6,478,149	7642207	8,663,057	18.58	17.97

* U.S. Bureau of the Census, March 1999

** Governor's Office of Planning and Budget, 1992

The table shows the strong growth of the area. All three counties are experiencing fairly rapid residential development. The area adjacent to the proposed interchange and west of I-75 is changing from agricultural to industrial and manufacturing. The proposed new interchange will divert truck traffic from using the SR 53 interchange.

Description of the proposed concept: STP-00MS(7), known as the South Calhoun Bypass, begins at SR 53 southwest of Calhoun near CR 113 in Gordon County. The proposed concept would travel east/southeastward to the intersection of I-75, then veer northeastward and tie back into SR 53 on the east side of Calhoun. The proposed typical section for the South Calhoun Bypass from SR 53 west of Calhoun, to approximately 0.3 mile east of CR 68/Johnson Lake/Belwood Road is two lanes in each direction divided by a 44 ft. grassed median most of which is on new location. The right-of-way would vary from 250'-350'. The alignment would follow a short section of CR 65/Union Grove Road from just east of US 41/SR 3 to the interchange at I-75. Due to the horizontal alignment of the proposed concept and unacceptable load capacity and cost effectiveness of the existing bridge over I-75, two new parallel structures would be constructed. In order to avoid impacting the proposed interchange ramps at I-75, CR 68/Johnson Lake/Belwood Road would be relocated approximately 800' further east from its existing location. The proposed right-of-way would be 100'. Approximately 700' east of this new intersection, the typical section would taper down to a two-lane rural section and continue on new location to SR 53 west of Calhoun. The right-of-way would vary from 250' - 350' through this section to allow for the addition of two more lanes and a 44' grassed median in the future.

At the beginning, the concept would extend eastward onto new location from SR 53 approximately 0.3 mile north of CR 113. The concept would proceed southeastward and cross over a tributary to the Oostanaula River. It would then intersect CR 99/Oak Grove Road at-grade approximately 0.2 mile north of CR 109/Webb Road. The alignment would then continue eastward and bridge CR 98/Brays Road approximately 0.6 mile north of CR 454/Country Side Drive. It would then proceed eastward and bridge both CR 5 and the CSX Railroad as well as Oothkalooga Creek. Continuing eastward, the proposed alignment would intersect US 41/SR 3 at-grade approximately 0.3 mile south of CR 65/Union Grove Rd. The proposed concept would then turn northeastward. It would tie into CR 65/Union Grove Road approximately 0.5 mile east of US 41/SR 3. From this point, the concept would follow along CR 65/Union Grove Road for approximately 0.5 mile, then bridge I-75 on new location. Once the concept clears the interchange, it would turn northeastward and proceed on new location to a point approximately 0.3 mile east of CR 68. At that point, the concept would taper into a two lane typical section. After the taper, the alignment would continue eastward and bridge over

- Proposed Maximum grade Mainline: 5.0%
 Maximum grade allowable: 5.0% @ 55 mph & 6.0% @ 45 mph.
- Proposed Maximum Grade Side Street: 0.9% Maximum grade allowable: 5.0%
- Proposed maximum grade driveway: Not known at this time.
- Proposed Maximum degree of curve: 2°15'
 Maximum degree allowable: 6°00' @ 55mph & 9°45' @ 45 mph

Proposed design features: From just east of relocated CR 68/Johnson Lake/Belwood Road to end of project.

- Proposed typical section: Two-twelve foot lanes on four lane right-of-way.
- Proposed Design Speed Mainline: 55 mph.
- Proposed Maximum grade Mainline: 3.1% Maximum grade allowable: 5.0%
- Proposed Maximum Grade Side Street: 6.0% Maximum grade allowable: 7.0%
- Proposed maximum grade driveway: Not known at this time.
- Proposed Maximum degree of curve: 2°30' Maximum degree allowable: 6°00'

Proposed design features: CR 68 relocation and side road/tie-in relocations.

- Proposed typical section: Two-lanes with open ditch drainage.
- Proposed Design Speed Mainline: 45 mph.
- Proposed Maximum grade Mainline: 4.7% Maximum grade allowable: 7.0%
- Proposed Maximum Grade Side Street: N/A Maximum grade allowable: N/A
- Proposed maximum grade driveway: N/A
- Proposed Maximum degree of curve: 6°15' Maximum degree allowable: 9°45'

PROPOSED RIGHT-OF-WAY

RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS
Varies 250' to 350' on 4 Lane Varies 250' to 350' on 2 Lanes w/4 Lane R/W Varies 100' to 200' on 2 Lane NL and Tie ins	Approx. 50	Residence: 7 Business: 0 Mobile Homes: 0 Other: 0

TYPE OF ACCESS CONTROL: Partially Controlled on New Location and By Permit Along Existing Roadway.

- Structures:

PROPOSED MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
1. Over Brays Road – Bridges: Construct two parallel structures.	282'	38'
2. Over CR 5/CSX Railroad - Bridges: Construct two parallel structures.	220'	38'
3. Over Oothkalooga Creek - Bridges: Construct two parallel structures.	170'	38'
4. Over CR 62/Union Grove Church Road - Bridge: Construct one Bridge.	260'	44'

- Major interchanges or intersections along the project: SR 53, US 41/SR 3, I-75, & SR 53
- Traffic control during construction: Traffic to be maintained on existing roads.
- Hazard Index: CSX Railroad – 2025 - 17.27 w/signs only, 5.63 w/gates, lights, & bells.
 CSX Railroad is proposed to be bridged on this project.

- Design exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
Horizontal Alignment:	()	()	(X)
Roadway Width:	()	()	(X)
Shoulder Width:	()	()	(X)
Vertical Grades:	()	()	(X)
Cross Slopes:	()	()	(X)
Stopping Sight Distance:	()	()	(X)
Superelevation Rates:	()	()	(X)
Horizontal Clearance:	()	()	(X)
Speed Design:	()	()	(X)
Vertical Clearance:	()	()	(X)
Bridge Width:	()	()	(X)
Bridge Structural Capacity:	()	()	(X)

- Design Variances: None at this time.
- Environmental concerns:
 - o USACOE 404 Permit required. Approximately 2.04 acres of Wetlands affected. USACOE Permit will include NH-STP-75-3(203) Gordon County.
 - o Environmental Document will include NH-STP-75-3(203) Gordon County.
 - o Three eligible historic resources identified. None impacted; 106 required; No 4(f) required.
 - o Skull Caps identified but not impacted.
 - o No known eligible archaeology sites known at this time.
 - o No parks within project limits.
 - o No known cemeteries within project limits.
 - o No stream channel changes proposed.
 - o Underground Storage Tanks: Investigation requested 7/16/99.
 - o Hazardous Waste Sites: Investigation requested 7/16/99.
- Level of environmental analysis:
 - o Are time saving Procedures Appropriate? Yes (), No (X)
 - o Categorical Exclusion ()
 - o Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - o Environmental Impact Statement (EIS) ().
- Utility involvement: LGPA to be requested at a later date.

Project responsibilities:

- o Design - GA Department of Transportation
- o Right of Way Acquisition - GA Department of Transportation
- o Relocation of Utilities – LGPA to be requested from Gordon County and/or the City of Calhoun
- o Letting to contract - GA Department of Transportation
- o Supervision of construction - GA Department of Transportation
- o Providing material pits - GA Department of Transportation
- o Providing detours - GA Department of Transportation

Coordination:

- Concept Meeting Date and brief summary: July 16, 1999. Minutes attached.
- P.A.R. meetings, dates and results: A P.A.R. meeting will be held.
- FEMA, USCG, and/or TVA: Not available at this time.
- Public Involvement: A Public Hearing will be held.
- Local Government comments: Minutes from Concept Team Meeting attached.
- Other projects in the area: NH-STP-75-3(203) Gordon County & STP-001-6(35) Gordon County.
- Other Coordination to date: None known at this time.

Scheduling – Responsible Parties' Estimate:

- Time to complete the environmental process: 12 Months
- Time to complete preliminary construction plans: 6-8 Months
- Time to complete right of way plans: 2 Months
- Time to complete the section 404 permit: 12 Months
- Time to complete final construction plans: 6 Months
- Time to complete purchase right of way: 18 Months
- List other major items that will affect the project schedule: N/A Months

Other alternatives considered: No build.

Comments:

1. This project is currently programmed to begin at SR 3 and end at SR 53 on the east side of Calhoun for a length of 3.2 miles. It is recommended by this office that the project be extended to SR 53 on the west side of Calhoun. This extension would help eliminate logical termini issues and provide a southern bypass of the city of Calhoun.
2. A Utility estimate has been requested.
3. The 404-b(1) review process has not been completed for this project. This alignment could shift.
4. The crossover located on SR 53 approximately 0.28 mile north of CR 113 would be shifted northward approximately 300 feet to accommodate left turn access to and from the proposed South Calhoun Bypass. This would not compromise the Department's policy for median crossover spacing.
5. CR 68/Johnson Lake Road would be shifted onto new location for approximately 0.9 mile to avoid being impacted by the new Interchange. CR 68/Belwood Road would be realigned with CR 68/Johnson Lake Road to provide a new crossover.
6. The speed design through the section between where the concept ties into CR 65/Union Grove Road and relocated CR 68/Johnson Lake Road would be 45 mph. to enhance safety and allow for adequate distance between median crossovers.

Attachments:

1. Cost Estimate
 - a. Construction including E & C
 - b. Right of way
2. Typical sections
3. Minutes of Concept Team Meeting

Approvals,

Concur: _____
Director of Preconstruction

Approve: _____
Chief Engineer

sdp
==

PRELIMINARY COST ESTIMATE

DATE May 23, 2001
PROJECT NAME South Calhoun Bypass
PROJECT NO. STP-OOMS(7)
P.I. NO. 662510

PROJECT DESCRIPTION: South Calhoun Bypass from SR 53 west of Calhoun near CR 113 eastward to SR 53 near CR 64 on the east side of Calhoun.

PROJECT LENGTH: 6.72 Miles & 1.14 miles of Tie-in roads

TYPICAL SECTION: Rural New Location - 4 Lanes With 44' Grassed Median(48' Pav't) & 2 Lanes on 4 Lane R/W - Rural New Location & 2 Lane Relocations

EXISTING ROADWAY (IF APPLICABLE) N/A - New Location

TRAFFIC: EXISTING 4,750 -14,000 ADT in 2005 DESIGN 9,500 -26,000 ADT in 2025

FEASIBILITY STUDY PRE-PROGRAMMING PROCESS PROGRAMMING PROCESS

PROJECT COSTS

A. RIGHT OF WAY

1. PROPERTY (LAND AND EASEMENTS)	\$	<u>809,000</u>
2. DISPLACEMENTS	\$	<u>769,000</u>
3. OTHER COSTS	\$	<u>813,000</u>

SUBTOTAL \$ 2,391,000

B. REIMBURSABLE UTILITIES

1. RAILROAD	\$	<u>0</u>
2. TRANSMISSION LINES	\$	<u>0</u>
3. SERVICES	\$	<u>0</u>

SUBTOTAL \$ 0

C. MAJOR STRUCTURES

1. WALLS	\$	<u>0</u>
2. BRIDGE STREAM CROSSINGS	\$	<u>702,000</u>
Two new parallel structures over Oothkalooga Creek.		
3. BRIDGE OVER/UNDERPASS	\$	<u>2,689,000</u>
Two new parallel structures over: Brays Rd, CR 5, & CSX Railroad. One Bridge over CR 62/Union Grove Church Rd.		
4. BOX CULVERTS	\$	<u>0</u>
	SUBTOTAL	\$ <u><u>3,391,000</u></u>

D. GRADING AND DRAINAGE

1. EARTHWORK	\$	<u>3,279,000</u>
U.E. - 1,261,200 CY; Rock - 189,000 CY		
2. DRAINAGE		
a. Cross Drain Pipes (Excl. Box Culverts)	\$	<u>0</u>
THIS ITEM IS INCLUDED IN LONGITUDINAL SYSTEM		
b. Curb and Gutter	\$	<u>0</u>
c. Longitudinal System (Incl. Catch Basins)	\$	<u>458,000</u>
	SUBTOTAL	\$ <u><u>3,737,000</u></u>

E. BASE AND PAVING

1. AGGREGATE BASE	\$	<u>1,935,000</u>
12.00" - 156,046 T @ \$12.40T		
2. ASPHALT PAVING	\$	<u>4,453,000</u>
1.5 IN."E"21,338T; 2.00 IN."B"28,450T; ACB-91,789T; TACK-31,184G		
3. CONCRETE PAVING	\$	<u>0</u>
4. OTHER	\$	<u>564,000</u>
	SUBTOTAL	\$ <u><u>6,952,000</u></u>

F. LUMP ITEMS

1. TRAFFIC CONTROL	\$	<u>50,000</u>
2. CLEARING AND GRUBBING	\$	<u>1,060,000</u>
225.4 Acres @ \$4,700/ac		
3. LANDSCAPING	\$	<u>290,000</u>
5.02 Miles @ \$51,000 & 2.84 Miles @ \$12,000		
4. EROSION CONTROL	\$	<u>284,000</u>
5.02 Miles @ \$48,000 & 2.84 Miles @ \$15,000		
5. DETOURS (INCL. TEMP. BRIDGES)	\$	<u>0</u>
SUBTOTAL	\$	<u><u>1,684,000</u></u>

G. MISCELLANEOUS

1. SIGNING/STRIPING	\$	<u>215,000</u>
5.02 Miles @ \$37,000 & 2.84 Miles @ \$10,000		
2. GUARDRAIL	\$	<u>192,000</u>
11,202 LF @ \$11.46 + 48 Anchors @ \$1,326.82		
3. OTHER	\$	<u>993,000</u>
5.02 Miles @ \$161,000 & 2.84 Miles @ \$65,100		
SUBTOTAL	\$	<u><u>1,400,000</u></u>

H. SPECIAL FEATURES	\$	<u><u>0</u></u>
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ESTIMATE SUMMARY

A. RIGHT OF WAY	\$	2,391,000
B. REIMBURSABLE UTILITIES	\$	LGPA to be requested at a later date

CONSTRUCTION COST SUMMARY

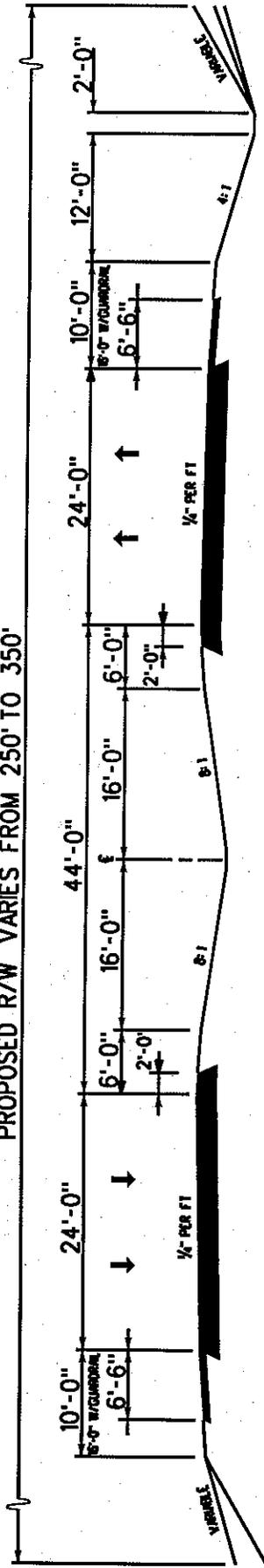
C. MAJOR STRUCTURES	\$	3,391,000
D. GRADING AND DRAINAGE	\$	3,737,000
E. BASE AND PAVING	\$	6,952,000
F. LUMP ITEMS	\$	1,684,000
G. MISCELLANEOUS	\$	1,400,000
H. SPECIAL FEATURES	\$	<u>0</u>

SUBTOTAL CONSTRUCTION COST	\$	17,164,000
E. & C. (10%)	\$	1,171,000
INFLATION (2 YRS. @ 5% PER YEAR)	\$	1,936,000
TOTAL CONSTRUCTION COST	\$	<u><u>20,817,000</u></u>

GRAND TOTAL PROJECT COST

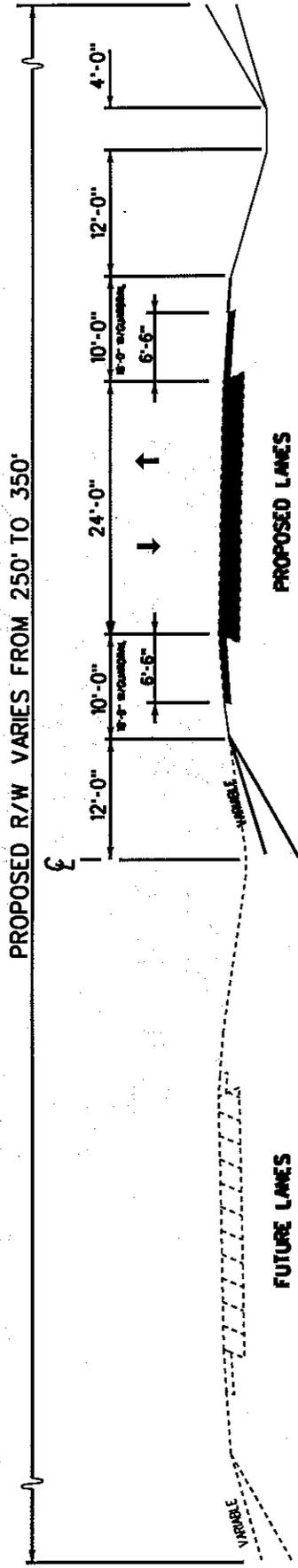
\$ 23,208,000

PROPOSED R/W VARIES FROM 250' TO 350'



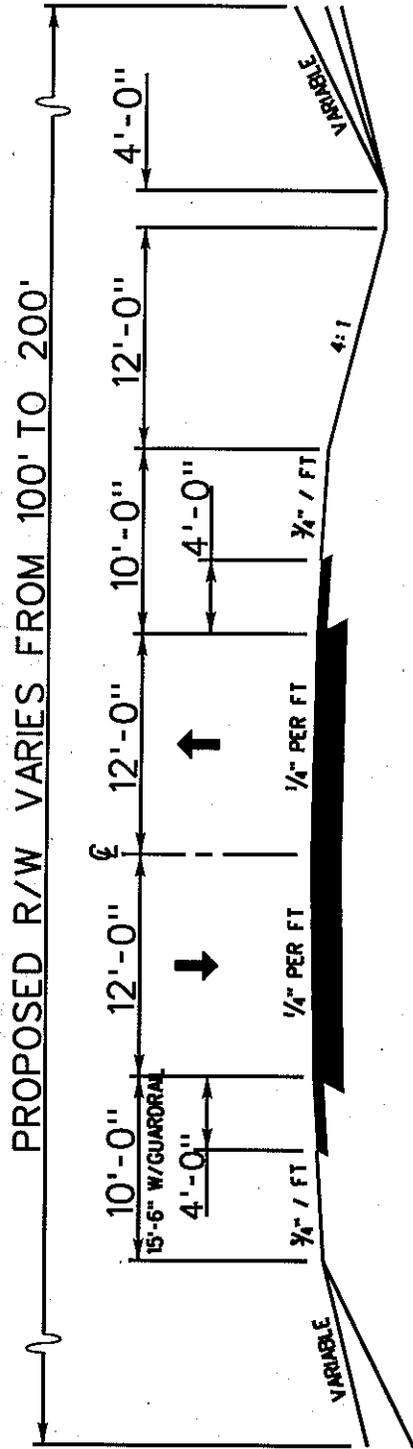
SOUTH CALHOUN BYPASS
STP-OOMS(7) GORDON COUNTY
FROM SR 53 SOUTHWEST OF CALHOUN NEAR CR 113
TO CR 68/JOHNSON LAKE/BELWOOD ROAD RELOCATION

NOT TO SCALE



TYPICAL CROSS SECTION
 SOUTH GORDON BYPASS
 STP-00MS(7) GORDON COUNTY
 FROM CR 68/JOHNSON LAKE/BELWOOD ROAD RELOCATION
 TO SR 53 ON THE EAST SIDE OF CALHOUN

NOT TO SCALE



TYPICAL CROSS SECTION
 SOUTH CALHOUN BYPASS
 STP-00MS(7) GORDON COUNTY
 LIMITS SECTION APPLIES
 AND OTHER TIE-INS

CR 68/JOHNSON LAKE/BELWOOD ROAD RELOCATION
 NOT TO SCALE

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
INTERDEPARTMENTAL CORRESPONDENCE

FILE STP-OOMS(7) & NH-STP-75-3(203) **OFFICE** Environment/Location
Gordon County
P.I. Nos.662510, 610870 **DATE** July 22, 1999

FROM ^{DS} Dalton Stevens, LE II, Location Engineer
TO Distribution Below

SUBJECT **CONCEPT TEAM MEETING MINUTES – South Calhoun Bypass & Interchange @ I-75 & CR 65/Union Grove Road**

Date/Time: Tuesday, July 16, 1999; 10:00 a.m.
Place: Conference Room of the Office of Environment/Location
Attending: David Kelly, FHWA; Ted Collins, Gordon County Commission; Jimmy Palmer, Mayor of City of Calhoun; Ron Woods, Calhoun City Councilman; Eddie Peterson, City of Calhoun; Tim Jordon, Public Works; Phil Eberly, W.K. Dickson; Jerry Wylie, Ga. Power; Butch Layson & Marvin Taylor, Calhoun Airport Authority; Jim Hullett, DOT Preconstruction District 6; Paul Simmons, DOT District 6 Utilities; Ken Estes, Traffic Operations; Jerry Hobbs, Fred Matheny, Dalton Stevens, Ron Brown, Lamar Stone, Michelle Brouillette, and Brett Moule of Environment/ Location.

The meeting was opened by Fred Matheny who gave a brief description of the project. The project was then described in detail by Dalton Stevens.

Projects STP-OOMS(7), known as the South Calhoun Bypass, would begin on SR 53 southwest of the city of Calhoun near CR 113. It would travel eastward toward the intersection of I-75 and CR 65/Union Grove Road. It would then veer northeastward and tie back into SR 53 on the east side of Calhoun. With the exception of a small section along CR 65 union Grove Road, the majority of this project would be on new location. The proposed typical section would begin with four lanes with a 44 ft. grass median. After the intersection with I-75, it would taper down to a 2-lane rural section. The proposed right-of-way would vary from 100 ft. to 350 ft. Access would be partial controlled on new location and by permit along the existing roadway. The speed design is 55 mph. Current traffic varies from 4,750 ADT – 14,000 ADT in 2005 to a projected 9,500 ADT – 26,000 ADT in 2025. The proposed maximum degree curve is 2°30'. The proposed maximum grade is estimated at 5%. Preliminary displacement count is 5 homes. There would be approximately 2.0 acres of wetlands impacted by the proposed concept. Bridges would be added as needed to accommodate both the proposed four and 2 lane typical sections. The total length of the project would be 6.72 miles.

The alternative recommended at the concept meeting would begin on SR 53 just north of CR 113 and just south of an existing crossover. This office recommends that the existing median cross over be moved southward to this proposed intersection of the Bypass and SR 53. This would reduce the distance between this cross over and the next one further south to 1300 feet.

From the beginning, the alignment would extend eastward on new location from SR 53. It would proceed southeastward and cross a tributary to the Oostanula River. It would then cross CR 99/Oak Grove Road just north of Webb Road. The concept would then continue eastward and bridge CR 98/Brays Road just north of Country Side Drive. It would then proceed eastward and bridge both CR 5 and the CSX Railroad as well as Oothkalooga creek. At this point, some more information needs to be gathered. The current proposal displayed

shows the alignment passing south of the Salem Church and a ball field. The status of the ball field is not known at this time therefore to avoid a possible 4f situation the current proposal avoids the ball field. This in turn causes an ecology problem with the creek crossing. The concept currently longitudinally encroaches the creek. This would cause extended bridge lengths and/or a possible channel change. If the ball field does not propose a 4f problem, the concept could shift slightly northward. This shift would remove the longitudinal encroachment, reduce wetland impacts, provide an adequate crossing with reduced bridge lengths and eliminate a residential displacement. The alignment would then continue eastward. Upon reaching US 41/SR 3, which it would cross at grade, the proposed roadway would turn northeastward. It would tie into CR 65/Union Grove Road east of US 41/SR 3. From here it would widen and improve CR 65 and bridge I-75. Once the concept clears the interchange it would again turn northeastward and taper into a 2-lane typical section. After the taper, the concept would continue eastward and bridge CR 62/Union Grove Church Road. Just past this intersection the alignment would turn northeastward and continue to SR 53 on the east side of Calhoun.

Project NH-STP-75-3(203) consists of the construction of a full diamond interchange at intersection of I-75 and CR 65/Union Grove Road. This project would include all bridges, ramps and drainage structures. The proposed right-of-way would vary from 50' to 500'. The interchange project currently impacts approximately 3.03 acres of wetlands. There are currently no displacements on this project, however the concept is located very close to some industrial structures.

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Comment: Mr. Collins stated that the ball field did belong to the church and that it was not a public facility.

Response: N/A

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Response: Joe Garland from the Office of Road Design.

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Response: Approximately 2 miles to the northern interchange and between 4 ½ - 5 miles to the south.

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Response: Jerry Hobbs informed him that the original plan was to do just that but recently on similar projects we were not allowed to do this for reasons of logical termini. He then questioned Mr. Kelly if there would be a problem with logical termini.

Response: David Kelley said there should not be a problem with logical termini.

Jim Hullett - District Preconstruction

Comment: Have we looked at or thought of maybe a clover leaf type interchange on the west side of I-75 especially at the Mowhawk Industrial building?

Response: We will look at the traffic as studies continue and will discuss with the Office of Road Design to

determine if loops are needed.

Comment: Will this Bypass be a State Route?

Response: Probably will be considered a State Route. Possibly an alternate of SR 53.

Eddie Peterson – City of Calhoun

Comment: What are the scheduled dates for these projects and preliminary costs?

Response: Programming called me the day before and said that both units have a Ready to Let date of July 2002. The estimated cost for STP-OOMS(7) is currently 8,400,000. This cost is for the original concept which began at US 41/SR 3 and proceeded eastward to SR53. This cost will increase once calculations are completed for the revision to extend this unit from US 41/SR 3 to SR 53 on the west. NH-STP-75-3(203) is split funded. The total cost right now is approximately 5,000,000. Of course this one will be adjusted too when the concept report is prepared.

EAB

Comment: The environmental document will probably be an Environmental Assessment.

Traffic Operations

Comment: Questioned the access at various cross roads.

Response: Many of the cross roads will not have access due to the terrain. Each individual cross road will need to be looked at further as the concept develops and Road Design will be consulted.

Calhoun Airport Authority

Comment: Stated that there are projects currently in place to extend the runways from the airport. Doesn't appear to be a problem but would like to coordinate the relocation of US 41/SR 3 and the possible relocation of Salem Road as an Access road.

Assignments/Miscellaneous

- A Utilities cost estimate was requested from the District office.
- UST/HAZ. Waste surveys were requested from the District office.

ADS/as

Distribution:

Wayne Hutto
 Wouter Gulden/Attn: Warren Bailey
 Herman Griffin/Attn:
 Jim Kennerly
 Paul Liles
 Marta Rosen/Attn: Janet Harvey
 Marion Waters
 Bobby Mustin
 Dudley Ellis
 David Meshberger
 Steve Henry
 Bascomde Hughes
 Harvey Keepler
 Charles Law/Cartersville District
 Luke Cousins
 Ron Brown
 Roe Bowen/Attn: Bob Entorf/Attn: Andrea Emanuele

CONCEPT TEAM MEETING

OFFICE: Environment/Location

DATE: 7/16/99

PROJECT NO.: STP-DOONS(7) + NH-STP-75-3(203)

COUNTY: Gordon

P.I. NO.: 662510 + 610870

PROJECT NAME: S. Calhoun Bypass + Interchange I-75/Union G

	NAME	OFFICE	PHONE NO.
1.	Ted Collins	Gordon Co. Commissioner	706-629-8222
2.	Tim Jordan	Public Works	706-629-2785
3.	JIM HULLETT	DOT - DISTRICT 6	770-387-3619
4.	W. Paul Simmons	DOT - Utilities Office	770-387-3615
5.	David Kelley	FHWA	(404) 562-3637
6.	JERRY WYLIE	GA. POWER CO.	404-506-2680
7.	Ken Estes	DOT Traffic Operations	404-638-8127
8.	RON WOODS	Calhoun City Councilman	706-629-4701
9.	Eddie Paterson	City of Calhoun	706 602-6025
10.	Jimmy Palmer	MAYOR City of Calhoun	706 629-2288
11.	RON BROWN	ENVIRONMENT/LOCATION	404 699-4438
12.	Jerry Hobbs	" "	404-699-4457
13.	PHIL EBERLY	W.K. Dickson	770-955-5574
14.	BUTCH LAYSON	CALHOUN AIRPORT AUTHORITY	(706)-629-4120
15.	Michelle Brouillette	GDOT - permitting	404 699-4433
16.	Brett M. Moule	ENVIRONMENT / LOCATION	(404) 699-6866
17.	Lamar Stone	GDOT DEL	404-699-4442
18.	MARVIE TAYLOR	AIRPORT AUTHORITY	706-629-4281
19.	Fred Matheny	GDOT Location	404-699-4463
20.	Dalton Stevens	O.E.L.	404-699-4465

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

Project Number: NH-STP-75-3(203)

County: Gordon

P. I. Number: 610870

Federal Route Number: N/A

State Route Number: N/A

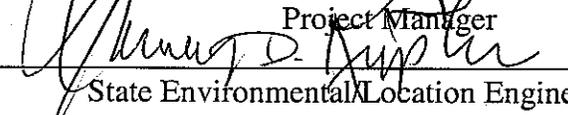


Recommendation for approval:

DATE 5/23/01

DATE 05/23/01



 Project Manager


 State Environmental/Location Engineer

The concept as presented herein and submitted for approval is not included in the State Transportation Improvement Program (STIP) and Gordon County is not included in a Regional Transportation Improvement Program (RTP). This project is scheduled for Right of way in 2006 and Construction in 2008 in the Department's Construction Work Program.

DATE _____

 State Transportation Planning Administrator

DATE _____

 State Transportation Programming Engineer

DATE _____

 State Road and Airport Design Engineer

DATE _____

 State Traffic Operations Engineer

DATE _____

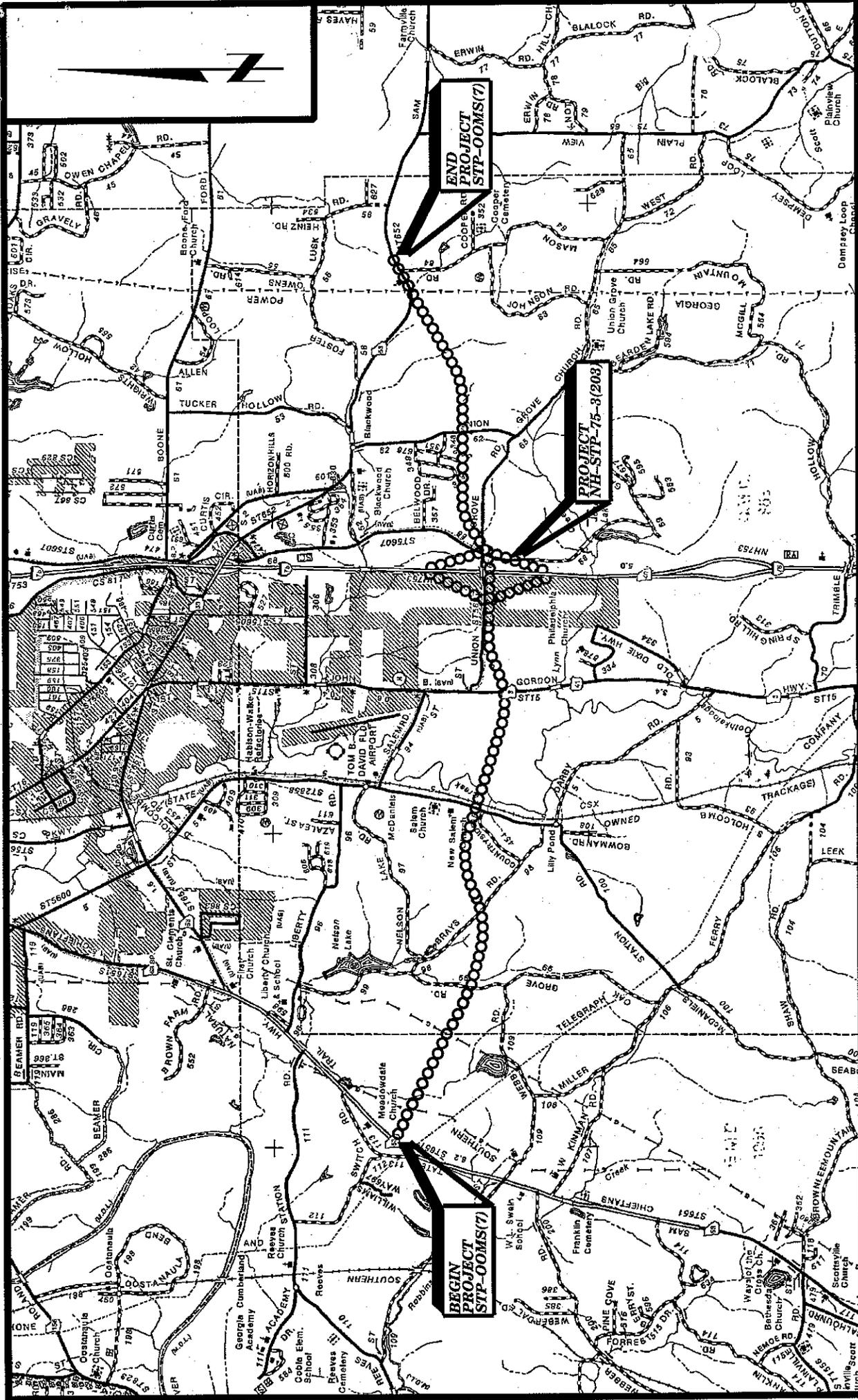
 District Engineer

DATE _____

 Project Review Engineer

DATE _____

 State Bridge and Structural Design Engineer



STRIP MAP

STP-OOMS(7), NH-STP-75-3(203)
SOUTH CALHOUN BYPASS
GORDON COUNTY
 P.I.# 662510 & 610870

GEORGIA

LOCATION

SCALE IN MILES

SOURCE: GENERAL HIGHWAY MAP, GORDON CO., GEORGIA
 PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1987

04/18/01

LOCATION CONCEPT REPORT

Need and Purpose: The primary purpose of the proposed interchange addition is to provide direct access to Interstate 75 from the Tom B. David Field airport and the industrial park area. As proposed, the interchange, in conjunction with the proposed improvements to Union Grove Road, would provide an alternate routing for SR 53, acting as a bypass for through vehicles traveling through the south Calhoun area.

In 1992, transportation planning studies were conducted for both Gordon County and the City of Calhoun. The studies indicate that SR 53 in the vicinity of I-75 will become extremely congested in the future. The development along SR 53 in the area of I-75 is mostly retail and restaurants, which generate many turning movements, causing delays to through vehicles. Both the county and city plans recommend the implementation of the interchange. The bypass and interchange are identified in the Short Term Work Program of the City of Calhoun's Comprehensive Plan.

Union Grove Road is the center of over 3,000 acres of zoned industrial land uses. It is also adjacent to the Tom B. David Field airport, which is also scheduled for expansion. The proposed roadway improvements and interchange will serve these areas and divert truck traffic from using the SR 53 interchange. The closest access south of the industrial area on I-75 is approximately two miles south of Gordon County in Bartow County. Daily vehicular and truck trips generated by the industrial area is projected to be as much as 25,000 additional vehicles per day in the area in 2010.

Currently, east-west traffic movements from I-75 in the southern portion of the City of Calhoun occur on State Route 53. These east-west movements are hampered by the number of driveways and turning movements from vehicles.

Traffic analysis of SR 53 indicates that additional widening would be needed before 2025 if relief is not given to the corridor. Traffic volumes on the existing four-lanes of SR 53 without construction the south bypass and additional interstate access would exceed 40,000 vpd in 2005 and 76,000 vpd in 2025. The levels-of-service would be "C" in 2005 and "F" in 2025, indicating a need to widen SR 53 by 2015. Widening SR 53 to six-lanes would be very detrimental to the area, as many businesses would be severely impacted due to their proximity to the existing roadway.

If a south bypass and new interchange on Union Grove Road are built, traffic would be diverted from the existing SR 53 corridor. Volumes on SR 53 would exceed 34,000 in 2005 and 57,000 in 2025. This will allow an acceptable level-of-service to be maintained along SR 53 until 2025, and widening would not be required. The level-of-service will be "C" in 2005 and "D" in 2025.

In 1990, Gordon County, which includes the city of Calhoun, had a population of 35,067. To the south of Gordon County, Bartow County (including the city of Cartersville) had a 1990 population of 55,915. North of Gordon County, Whitfield County, which includes the city of Dalton, had a 1990 population of 72,462.

Proposed design features: Interchange Ramps

- Proposed typical section: One 16-foot lane with open ditch drainage.
- Proposed Design Speed Mainline: 55 mph
- Proposed Maximum grade Mainline: 1.2% Maximum grade allowable: 5.0%
- Proposed Maximum Grade Side Street: N/A Maximum grade allowable: N/A
- Proposed maximum grade driveway: N/A
- Proposed Maximum degree of curve: 4°45' Maximum degree allowable: 6°00'
- Right of way
 - o Width: Varies 50' – 500'
 - o Easements: Temporary (), Permanent (), Utility (), Other (), Not Known at this time (X)
 - o Type of access control: Full (X), Partial (), By Permit (), Other ()
 - o Number of parcels: **Approx. 8** Number of displacements:
 - o Residence: 0
 - o Business: 0
 - o Mobile Homes: 0
 - o Other: 0

- Structures:

PROPOSED MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
1. Over I-75 – Bridges: Construct two parallel structures.	400'	38'

- Major interchanges or intersections along the project: I-75
- Traffic control during construction: Traffic to be maintained on existing roads.
- Hazard Index: N/A
- Design exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
Horizontal Alignment:	()	()	(X)
Roadway Width:	()	()	(X)
Shoulder Width:	()	()	(X)
Vertical Grades:	()	()	(X)
Cross Slopes:	()	()	(X)
Stopping Sight Distance:	()	()	(X)
Superelevation Rates:	()	()	(X)
Horizontal Clearance:	()	()	(X)
Speed Design:	()	()	(X)
Vertical Clearance:	()	()	(X)
Bridge Width:	()	()	(X)
Bridge Structural Capacity:	()	()	(X)

- Design Variances: None at this time.
- Environmental concerns:
 - o USACOE 404 Permit required. Approximately 3.03 acres of Wetlands affected. USACOE Permit will include STP-00MS(7) Gordon County.
 - o Environmental Document will include STP-00MS(7) Gordon County.
 - o No eligible historic resources impacted. 106 required; No 4(f) required.
 - o No known eligible archaeology sites known at this time.
 - o No parks within project limits.
 - o No known cemeteries within project limits.
 - o No stream channel changes proposed.
 - o Underground Storage Tanks: Investigation requested 7/16/99.
 - o Hazardous Waste Sites: Investigation requested 7/16/99.

- Level of environmental analysis:
 - o Are time saving Procedures Appropriate? Yes (), No (X)
 - o Categorical Exclusion ()
 - o Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - o Environmental Impact Statement (EIS) ().
- Utility involvement: LGPA to be requested at a later date.

Project responsibilities:

- o Design - GA Department of Transportation
- o Right of Way Acquisition - GA Department of Transportation
- o Relocation of Utilities - LGPA to be requested from Gordon County and/or the City of Calhoun
- o Letting to contract - GA Department of Transportation
- o Supervision of construction - GA Department of Transportation
- o Providing material pits - GA Department of Transportation
- o Providing detours - GA Department of Transportation

Coordination:

- Concept Meeting Date and brief summary: July 16, 1999. Minutes attached.
- P.A.R. meetings, dates and results: A P.A.R. meeting will be held.
- FEMA, USCG, and/or TVA: Not available at this time.
- Public Involvement: A Public Hearing will be held.
- Local Government comments: Minutes from Concept Team Meeting attached.
- Other projects in the area: STP-00MS(7) Gordon County
- Other Coordination to date: None known at this time.

Scheduling – Responsible Parties’ Estimate:

- Time to complete the environmental process: 12 Months
- Time to complete preliminary construction plans: 4 Months
- Time to complete right of way plans: 1 Months
- Time to complete the section 404 permit: 12 Months
- Time to complete final construction plans: 3 Months
- Time to complete purchase right of way: 6-8 Months
- List other major items that will affect the project schedule: N/A Months

Other alternatives considered: No build.

Comments:

1. A Utility estimate has been requested.
2. The 404-b(1) review process has not been completed for this project. This alignment could shift.

Attachments:

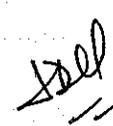
1. Cost Estimate
 - a. Construction including E & C
 - b. Right of way
2. Typical sections
3. Bridge inventory
4. Minutes of Concept Team Meeting

Approvals,

Concur: _____
Director of Preconstruction

Approve: _____
Division Administrator, FHWA

Approve: _____
Chief Engineer



PRELIMINARY COST ESTIMATE

DATE May 1, 2001
PROJECT NAME Interchange @ I-75 & CR 65/Union Grove Rd.
PROJECT NO. NH-STP-75-3(203)
P.I. NO. 610870

PROJECT DESCRIPTION: Construction of a Full Diamond Interchange at the intersection of I-75 and CR 65/Union Grove Rd.

PROJECT LENGTH: 2.6 Miles

TYPICAL SECTION: Rural New Location - 4 - 1 Lane Ramps with 16' pavement

EXISTING ROADWAY (IF APPLICABLE) N/A -New Location

TRAFFIC: EXISTING 2,200 -3,500 ADT in 2005 DESIGN 4,250 -6,500 ADT in 2025

FEASIBILITY STUDY PRE-PROGRAMMING PROCESS PROGRAMMING PROCESS

PROJECT COSTS

A. RIGHT OF WAY	
1. PROPERTY (LAND AND EASEMENTS)	\$ 1,333,000
2. DISPLACEMENTS	\$ 278,000
3. OTHER COSTS	\$ 957,000
	SUBTOTAL \$ 2,568,000
B. REIMBURSABLE UTILITIES	
1. RAILROAD	\$ 0
2. TRANSMISSION LINES	\$ 0
3. SERVICES	\$ 0
	SUBTOTAL \$ 0

F. LUMP ITEMS

1. TRAFFIC CONTROL	\$	<u>20,000</u>
2. CLEARING AND GRUBBING	\$	<u>148,000</u>
32 ACRES @ \$4,700		
3. LANDSCAPING	\$	<u>31,000</u>
2.6 MILES @ \$12,000		
4. EROSION CONTROL	\$	<u>39,000</u>
2.6 MILES @ \$15,000		
5. DETOURS (INCL. TEMP. BRIDGES)	\$	<u>0</u>
SUBTOTAL	\$	<u><u>238,000</u></u>

G. MISCELLANEOUS

1. SIGNING/STRIPING	\$	<u>26,000</u>
2.6 MILES @ \$10,000		
2. GUARDRAIL	\$	<u>81,000</u>
4,250 LF @ \$11.46 + 24 ANCHORS @ \$1,326.82		
3. OTHER	\$	<u>169,000</u>
2.6 MILES @ \$161,000		
SUBTOTAL	\$	<u><u>276,000</u></u>

H. SPECIAL FEATURES	\$	<u><u>0</u></u>
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ESTIMATE SUMMARY

A. RIGHT OF WAY	\$	2,568,000
B. REIMBURSABLE UTILITIES	\$	LGPA to be requested at a later date

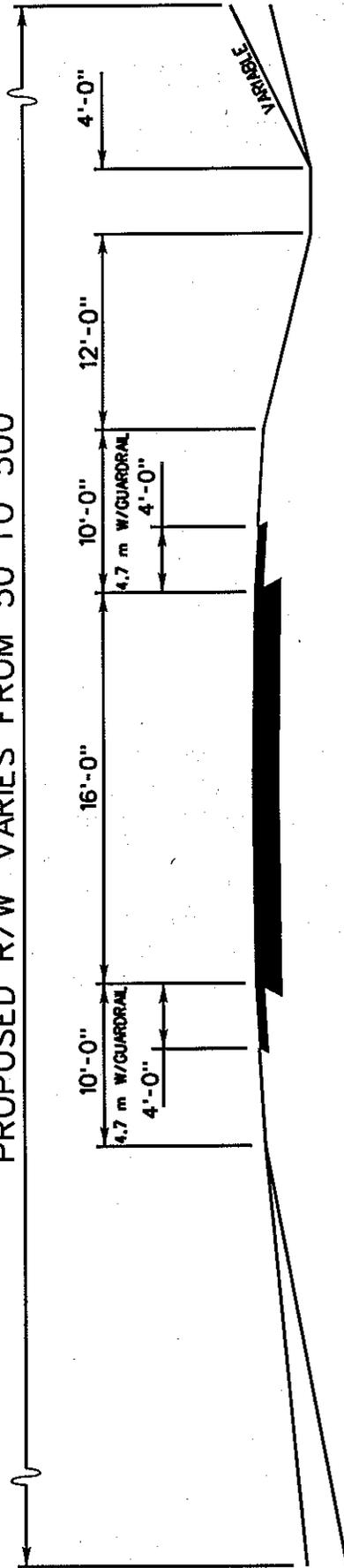
CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	\$	3,317,000
D. GRADING AND DRAINAGE	\$	1,042,000
E. BASE AND PAVING	\$	850,000
F. LUMP ITEMS	\$	238,000
G. MISCELLANEOUS	\$	276,000
H. SPECIAL FEATURES	\$	<u>0</u>

SUBTOTAL CONSTRUCTION COST	\$	5,723,000
E. & C. (10%)	\$	572,000
INFLATION (2 YRS. @ 5% PER YEAR)	\$	645,000
TOTAL CONSTRUCTION COST	\$	<u><u>6,940,000</u></u>

GRAND TOTAL PROJECT COST **\$ 9,508,000**

PROPOSED R/W VARIES FROM 50' TO 500'



TYPICAL CROSS SECTION
NH-STP-75-3(203) GORDON COUNTY
I-75 AND CR 65 UNION GROVE RD INTERCHANGE
ENTRANCE AND EXIT RAMPS

NOT TO SCALE



Department of Transportation State of Georgia

J. TOM COLEMAN, JR.
COMMISSIONER
(404) 656-5206

HAROLD E. LINNENKOHL
DEPUTY COMMISSIONER
(404) 656-5212

FRANK L. DANCHETZ
CHIEF ENGINEER
(404) 656-5277

BILLY F. SHARP
TREASURER
(404) 656-5224

INTERDEPARTMENT CORRESPONDENCE

September 14, 2000

FROM: Buddy Gratton, P.E., State Maintenance Engineer
TO: Harvey Keepler, State Environment and Location Engineer
Attn: Dalton Stevens Jr.
SUBJECT: Bridge Replacement

STP-00MS(7) Gordon
Structure ID 129-0029-0
Location ID 129-05607M-000.95E
Union Grove Road over I-75

This bridge was built in 1963 and consists of concrete bents, steel beam superstructure, and a concrete deck. The original design load capacity is H-15. The sufficiency rating on the structure is 63.9, and the bridge is classified as Functionally Obsolete. The structure is in need of widening. Furthermore the structure has a less than desirable vertical underclearance and has incurred collision damage. Since this structure is planned to be part of the Interstate interchange, we recommend that this bridge be replaced though due to unacceptable load capacity and cost effectiveness. Based on the proposed widening, it will be more cost effective to replace than to widen in kind and jack the existing structure. Since this is an STP project, qualification for funding should not be an issue.

If further information is required, please contact Brian Summers at (404) 651-8522.

BG/BKS

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
INTERDEPARTMENTAL CORRESPONDENCE

FILE STP-OOMS(7) & NH-STP-75-3(203)
Gordon County

OFFICE Environment/Location

P.I. Nos.662510, 610870

DATE July 22, 1999

FROM ^{DS}
Dalton Stevens, LE II, Location Engineer

TO Distribution Below

SUBJECT **CONCEPT TEAM MEETING MINUTES – South Calhoun Bypass & Interchange @ I-75 & CR 65/Union Grove Road**

Date/Time: Tuesday, July 16, 1999; 10:00 a.m.

Place: Conference Room of the Office of Environment/Location

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Response: We will look at the traffic as studies continue and will discuss with the Office of Road Design to

determine if loops are needed.

Comment: Will this Bypass be a State Route?

Response: Probably will be considered a State Route. Possibly an alternate of SR 53.

Eddie Peterson – City of Calhoun

Comment: What are the scheduled dates for these projects and preliminary costs?

Response: Programming called me the day before and said that both units have a Ready to Let date of July 2002. The estimated cost for STP-OOMS(7) is currently 8,400,000. This cost is for the original concept which began at US 41/SR 3 and proceeded eastward to SR53. This cost will increase once calculations are completed for the revision to extend this unit from US 41/SR 3 to SR 53 on the west. NH-STP-75-3(203) is split funded. The total cost right now is approximately 5,000,000. Of course this one will be adjusted too when the concept report is prepared.

EAB

Comment: The environmental document will probably be an Environmental Assessment.

Traffic Operations

Comment: Questioned the access at various cross roads.

Response: Many of the cross roads will not have access due to the terrain. Each individual cross road will need to be looked at further as the concept develops and Road Design will be consulted.

Calhoun Airport Authority

Comment: Stated that there are projects currently in place to extend the runways from the airport. Doesn't appear to be a problem but would like to coordinate the relocation of US 41/SR 3 and the possible relocation of Salem Road as an Access road.

Assignments/Miscellaneous

- A Utilities cost estimate was requested from the District office.
- UST/HAZ. Waste surveys were requested from the District office.

ADS/as

Distribution:

Wayne Hutto
 Wouter Gulden/Attn: Warren Bailey
 Herman Griffin/Attn:
 Jim Kennerly
 Paul Liles
 Marta Rosen/Attn: Janet Harvey
 Marion Waters
 Bobby Mustin
 Dudley Ellis
 David Meshberger
 Steve Henry
 Bascomde Hughes
 Harvey Keepler
 Charles Law/Cartersville District
 Luke Cousins
 Ron Brown
 Roe Bowen/Attn: Bob Entorf/Attn: Andrea Emanuele

CONCEPT TEAM MEETING

OFFICE: Environment/Location

DATE: 7/16/99

PROJECT NO.: STP-DOOMS(7) + NH-STP-753(203)

COUNTY: Gordon

P.I. NO.: 662510 + 610870

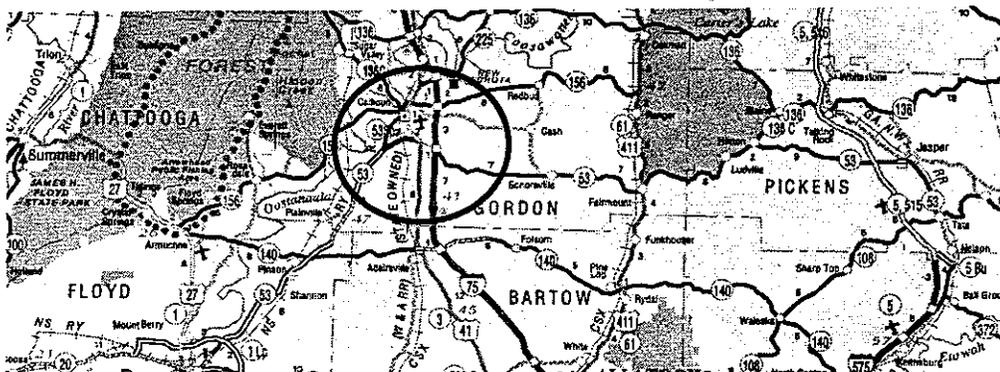
PROJECT NAME: S. Calhoun Bypass Interchange I-75 Junction

	NAME	OFFICE	PHONE NO.
1.	Ted Collins	Gordon Co. Commissioner	706-629-8222
2.	Tim Jordan	Public Works	706-629-2785
3.	JIM HULLETT	DOT - DISTRICT 6	770-387-3619
4.	W. Paul Simmons	DOT - Utilities Office	770-387-3615
5.	David Kelley	FHWA	(404) 562-3637
6.	JERRY WYLIE	GA. POWER Co.	404-506-2680
7.	Ken Estes	DOT Traffic Operations	404-635-8127
8.	RON WOODS	Calhoun City Councilman	706-629-4701
9.	Eddie Palmer	City of Calhoun	706 602-6025
10.	Jimmy Palmer	MAYOR City of Calhoun	706 629-2288
11.	Ron Brown	ENVIRONMENT/LOCATION	404 699-4438
12.	Jerry Hobbs	" "	404-699-4457
13.	PHIL EBERLY	W.K. Dickson	770-955-5574
14.	BUTCH LAYSON	CALHOUN AIRPORT AUTHORITY	(706)-629-4120
15.	Michelle Brouillette	GDOT - permitting	404 699-4433
16.	Brett M. Moule	ENVIRONMENT / LOCATION	(404) 699-6866
17.	Lamar Stone	GDOT OEL	404-699-4442
18.	MARVIE TAYLOR	AIRPORT ATRTY	706-629-4281
19.	Fred Matheny	GDOT Location	404-699-4463
20.	Dalton Stevens	O.E.L.	404-699-4465

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

Project Number: STP-00MS(7)
 County: Gordon
 P. I. Number: 662510

Federal Route Number: N/A
 State Route Number: N/A



Recommendation for approval:

DATE 5/23/01

DATE 05/23/01

Kenneth E. Thorsen
 Project Manager
William D. [Signature]
 State Environmental/Location Engineer

The concept as presented herein and submitted for approval is not included in the State Transportation Improvement Program (STIP) and Gordon County is not included in a Regional Transportation Improvement Program (RTP). This project is scheduled for Right of way in 2006 and Construction in 2008 in the Department's Construction Work Program.

DATE _____

 State Transportation Planning Administrator

DATE _____

 State Transportation Programming Engineer

DATE _____

 State Road and Airport Design Engineer

DATE _____

 State Traffic Operations Engineer

DATE _____

 District Engineer

DATE _____

 Project Review Engineer

DATE 5/31/01

Paul V. Tullis Jr.
 State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

Project Number: NH-STP-75-3(203)

County: Gordon

P. I. Number: 610870

Federal Route Number: N/A

State Route Number: N/A



Recommendation for approval:

DATE 5/23/01

Kenneth E. Thompson

 Project Manager

James D. Dupler

 State Environmental/Location Engineer

DATE 05/23/01

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DATE _____

 State Transportation Planning Administrator

DATE _____

 State Transportation Programming Engineer

DATE _____

 State Road and Airport Design Engineer

DATE _____

 State Traffic Operations Engineer

DATE _____

 District Engineer

DATE _____

 Project Review Engineer

DATE 5/31/01

Paul V. Tellez Jr

 State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-00MS(7) Gordon
P.I. Number 662510-

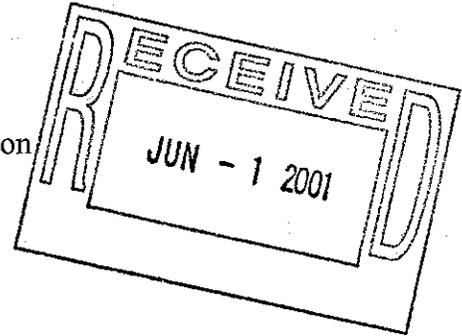
OFFICE: Engineering Services

DATE: May 30, 2001

FROM: *DM*
David Mulling, Project Review Engineer

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted May 24, 2001 by the letter from Ken Thompson dated May 23, 2001, and have the following comments:

1. Name, location, and size of utilities, and estimated reimbursable utility costs were not provided.
2. The status of the interchange justification report should be addressed in the concept report.
3. The results of the Practical Alternative Report (PAR) should be included in the concept report. See Page 36 of the PDP. At least two alternates are required for a PAR. Only one was presented in the concept report.

The costs for the project are:

Construction	\$17,164,000
Inflation	\$ 1,716,000
E&C	\$ 1,888,000
Reimbursable Utilities	\$?
Right of Way	\$ 2,391,000

DTM

c: Harvey Keeper – Attention: Ken Thompson

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-00MS(7)		County: GORDON		PI No.: 662510	
Report Date: 5/23/01		Concept By: DOT Office: ENVIRONMENTAL/LOCATION			
<input checked="" type="checkbox"/> CONCEPT		DOT Project Manager: KEN THOMPSON			
		Consultant: N/A			
Project Type: 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 <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	80%	Utilities & reimbursable costs not addressed, need status of interchange justification report, need PAR.			
Judgement	100%				
Environmental	80%	Need PAR, possible alignment change			
Right of Way	100%				
Utility	80%	Utilities & reimbursable costs not addressed			
Constructability	100%				
Schedule	100%				

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

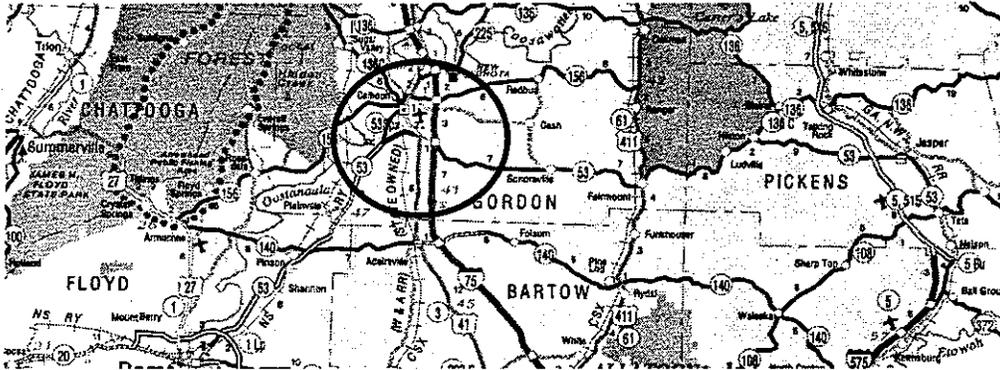
Project Number: STP-00MS(7)

County: Gordon

P. I. Number: 662510

Federal Route Number: N/A

State Route Number: N/A



Recommendation for approval:

DATE 5/23/01

DATE 05/23/01

Kenneth E. Thompson

 Project Manager

James D. [unclear]

 State Environmental/Location Engineer

The concept as presented herein and submitted for approval is not included in the State Transportation Improvement Program (STIP) and Gordon County is not included in a Regional Transportation Improvement Program (RTP). This project is scheduled for Right of way in 2006 and Construction in 2008 in the Department's Construction Work Program.

DATE _____

 State Transportation Planning Administrator

DATE _____

 State Transportation Programming Engineer

DATE _____

 State Road and Airport Design Engineer

DATE _____

 State Traffic Operations Engineer

DATE _____

 District Engineer

DATE 5/30/01

C. J. Mallory

 Project Review Engineer

DATE _____

 State Bridge and Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: NH-STP-75-3(203) Gordon
P.I. Number 610870-

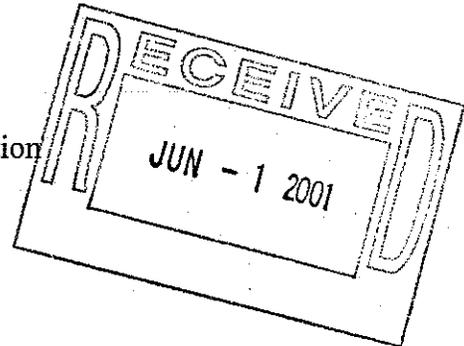
OFFICE: Engineering Services

DATE: May 30, 2001

FROM: ^{DTM} David Mulling, Project Review Engineer

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted May 24, 2001 by the letter from Ken Thompson dated May 23, 2001, and have the following comments:

1. Name, location, and size of utilities, and estimated reimbursable utility costs were not provided.
2. The status of the interchange justification report should be addressed in the concept report.
3. The results of the Practical Alternative Report (PAR) should be included in the concept report. See Page 36 of the PDP. At least two alternates are required for a PAR. Only one was presented in the concept report.

The costs for the project are:

Construction	\$5,723,000
Inflation	\$ 572,000
E&C	\$ 630,000
Reimbursable Utilities	\$?
Right of Way	\$2,568,000

DTM

c: Harvey Keeper – Attention: Ken Thompson

SCORING RESULTS AS PER MOG 2440-2

Project Number: NH-STP-75-3(203)		County: GORDON		PI No.: 610870	
Report Date: 5/23/01		Concept By: DOT Office: ENVIRONMENTAL/LOCATION			
<input checked="" type="checkbox"/> CONCEPT		DOT Project Manager: KEN THOMPSON			
Consultant: N/A					
Project Type: 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 <input type="checkbox"/> Building <input checked="" type="checkbox"/> Interchange <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	80%	Utilities & reimbursable costs not addressed, need status of interchange justification report, need PAR			
Judgement	100%				
Environmental	80%	Need PAR, possible alignment change			
Right of Way	100%				
Utility	80%	Utilities & reimbursable costs not addressed			
Constructability	100%				
Schedule	100%				

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

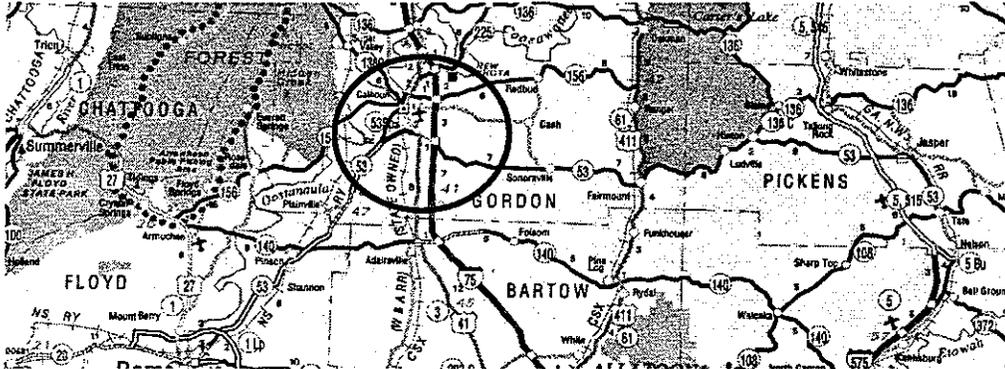
Project Number: NH-STP-75-3(203)

County: Gordon

P. I. Number: 610870

Federal Route Number: N/A

State Route Number: N/A



Recommendation for approval:

DATE 5/23/01

DATE 05/23/01

Kenneth E. Thompson
Project Manager
James D. Dupler
State Environmental Location Engineer

The concept as presented herein and submitted for approval is not included in the State Transportation Improvement Program (STIP) and Gordon County is not included in a Regional Transportation Improvement Program (RTP). This project is scheduled for Right of way in 2006 and Construction in 2008 in the Department's Construction Work Program.

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Programming Engineer

DATE _____

State Road and Airport Design Engineer

DATE _____

State Traffic Operations Engineer

DATE _____

District Engineer

DATE 5/30/01

C. J. Malin
Project Review Engineer

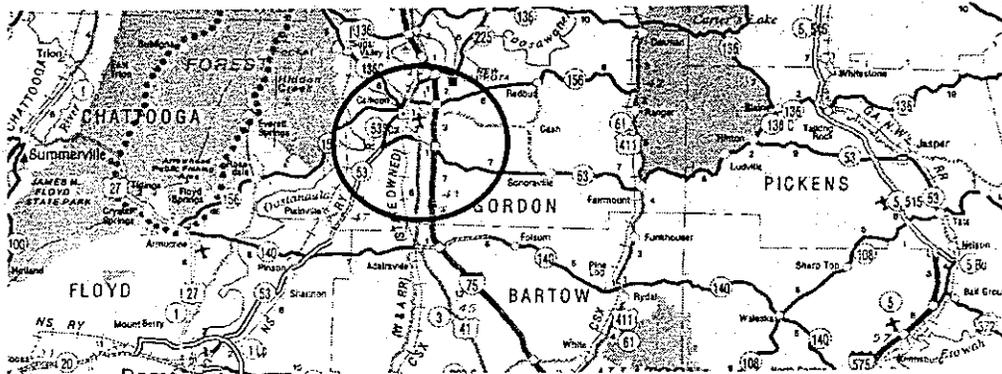
DATE _____

State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

Project Number: STP-00MS(7)
 County: Gordon
 P. I. Number: 662510

Federal Route Number: N/A
 State Route Number: N/A



Recommendation for approval:

DATE 5/23/01

DATE 05/23/01

Kenneth E. Thorsen
 Project Manager
William D. [Signature]
 State Environmental/Location Engineer

The concept as presented herein and submitted for approval is not included in the State Transportation Improvement Program (STIP) and Gordon County is not included in a Regional Transportation Improvement Program (RTP). This project is scheduled for Right of way in 2006 and Construction in 2008 in the Department's Construction Work Program.

DATE _____

 State Transportation Planning Administrator

DATE 5/27/01

[Signature]
 State Transportation Programming Engineer

DATE _____

 State Road and Airport Design Engineer

DATE _____

 State Traffic Operations Engineer

DATE _____

 District Engineer

DATE _____

 Project Review Engineer

DATE _____

 State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

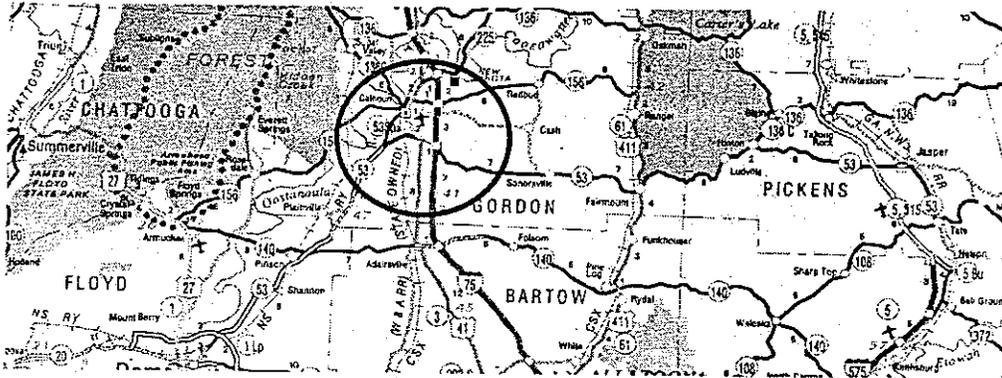
Project Number: NH-STP-75-3(203)

County: Gordon

P. I. Number: 610870

Federal Route Number: N/A

State Route Number: N/A



Recommendation for approval:

DATE 5/23/01

DATE 05/23/01

Keneth E. Thompson
 Project Manager
William D. Supler
 State Environmental Location Engineer

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DATE _____

DATE 5/27/01

DATE _____

DATE _____

DATE _____

DATE _____

DATE _____

 State Transportation Planning Administrator

Harold J. Guff
 State Transportation Programming Engineer

 State Road and Airport Design Engineer

 State Traffic Operations Engineer

 District Engineer

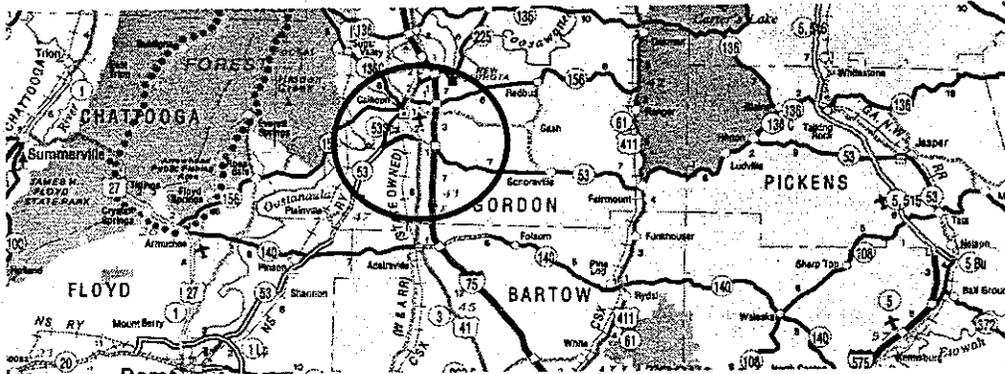
 Project Review Engineer

 State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

Project Number: STP-00MS(7)
 County: Gordon
 P. I. Number: 662510

Federal Route Number: N/A
 State Route Number: N/A



Recommendation for approval:

DATE 5/23/01

DATE 05/23/01

Kenneth E. Thompson

 Project Manager

James D. [Signature]

 State Environmental/Location Engineer

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DATE 6/3/01

Mark [Signature]

 State Transportation Planning Administrator

DATE _____

 State Transportation Programming Engineer

DATE _____

 State Road and Airport Design Engineer

DATE _____

 State Traffic Operations Engineer

DATE _____

 District Engineer

DATE _____

 Project Review Engineer

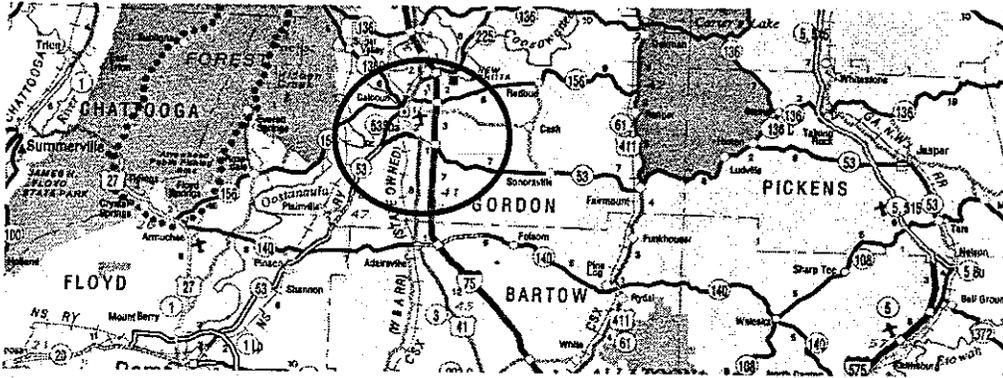
DATE _____

 State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

Project Number: NH-STP-75-3(203)
 County: Gordon
 P. I. Number: 610870

Federal Route Number: N/A
 State Route Number: N/A



Recommendation for approval:

DATE 5/23/01

Kenneth E. Thompson

 Project Manager
James D. Dupler

 State Environmental Location Engineer

DATE 05/23/01

The concept as presented herein and submitted for approval is not included in the State Transportation Improvement Program (STIP) and Gordon County is not included in a Regional Transportation Improvement Program (RTP). This project is scheduled for Right of way in 2006 and Construction in 2008 in the Department's Construction Work Program.

DATE 6/3/01

Master R. Row

 State Transportation Planning Administrator

DATE _____

 State Transportation Programming Engineer

DATE _____

 State Road and Airport Design Engineer

DATE _____

 State Traffic Operations Engineer

DATE _____

 District Engineer

DATE _____

 Project Review Engineer

DATE _____

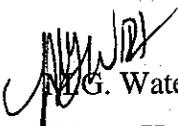
 State Bridge and Structural Design Engineer

Department of Transportation State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-00MS (7) / Gordon County
P.I. No. 662510

Office: Traffic Operations
Atlanta, Georgia
Date: May 30, 2001

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the above referenced concept report for the construction the South Calhoun Bypass in Gordon County.

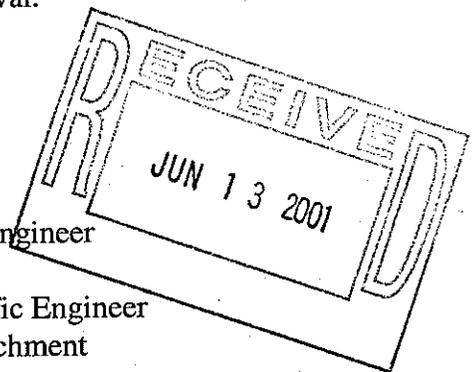
The proposed bypass will start at SR 53, near CR 113, and continue easterly crossing over I-75 and ending at SR 53 west of CR64. This project will create a new interchange on I-75 that will be built as project NH-STP-75-3 (203). The proposed 4-lane bypass will be divided by a 44-foot depressed grassed median from the beginning of the project to CR 65. From CR 65 to the end of the project the proposed typical section will be a 2-lane roadway on 4-lane right of way. The total length of this project is 6.7 miles.

We believe this concept will improve safety and traffic operations within this area, therefore find this report satisfactory for approval.

MGW/BM

Attachment (signature page)

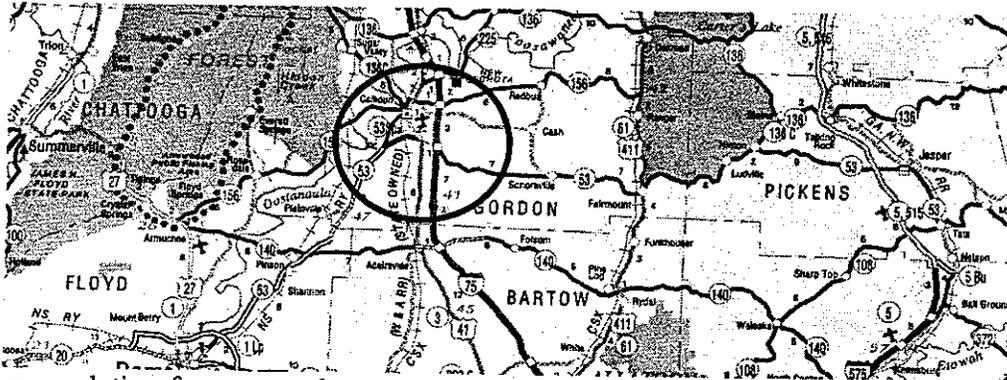
Cc: Harvey Keeper, State Environment/Location Engineer
Kent Sager, District Engineer-Cartersville
Attention: Harry Maddox, District Traffic Engineer
David Mulling, State Review Engineer, w/ attachment
Marta Rosen, State Transportation Planning Administrator
Chuck Hasty, TMC
General Files



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

Project Number: STP-00MS(7)
 County: Gordon
 P. I. Number: 662510

Federal Route Number: N/A
 State Route Number: N/A



Recommendation for approval:

DATE 5/23/01

DATE 05/23/01

Kenneth E. Thayer

 Project Manager
Shirley D. [Signature]

 State Environmental/Location Engineer

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DATE _____

 State Transportation Planning Administrator

DATE _____

 State Transportation Programming Engineer

DATE _____

 State Road and Airport Design Engineer

DATE 6/8/01

Marion [Signature]

 State Traffic Operations Engineer

DATE _____

 District Engineer

DATE _____

 Project Review Engineer

DATE _____

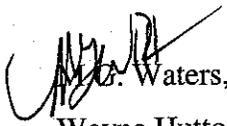
 State Bridge and Structural Design Engineer

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: NH-STP-75-3 (203) / Gordon County
P.I. No. 610870

Office: Traffic Operations
Atlanta, Georgia
Date: May 30, 2001

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the above referenced concept report for the construction of a Full Diamond Interchange on I-75 at the proposed South Calhoun Bypass in Gordon County. This project will be on new location.

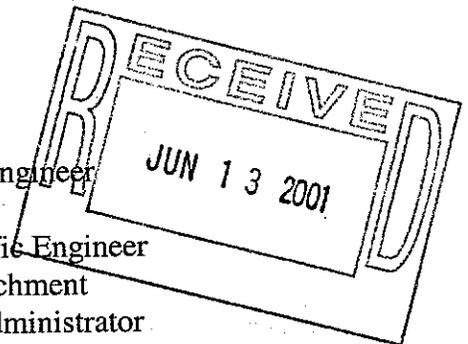
This concept proposes to build two, 38-foot wide, parallel bridges, ramps and drainage structures at the above referenced location in coordination with the proposed project STP-00MS (7). The proposed bridge widths are in accordance with MOG 4265-10.

We believe this concept will improve safety and traffic operations within this area, therefore find this report satisfactory for approval.

MGW/BM

Attachment (signature page)

Cc: Harvey Kepler, State Environment/Location Engineer
Kent Sager, District Engineer-Cartersville
Attention: Harry Maddox, District Traffic Engineer
David Mulling, State Review Engineer, w/ attachment
Marta Rosen, State Transportation Planning Administrator
Paul Liles, State Bridge Design Engineer
Chuck Hasty, TMC
General Files



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

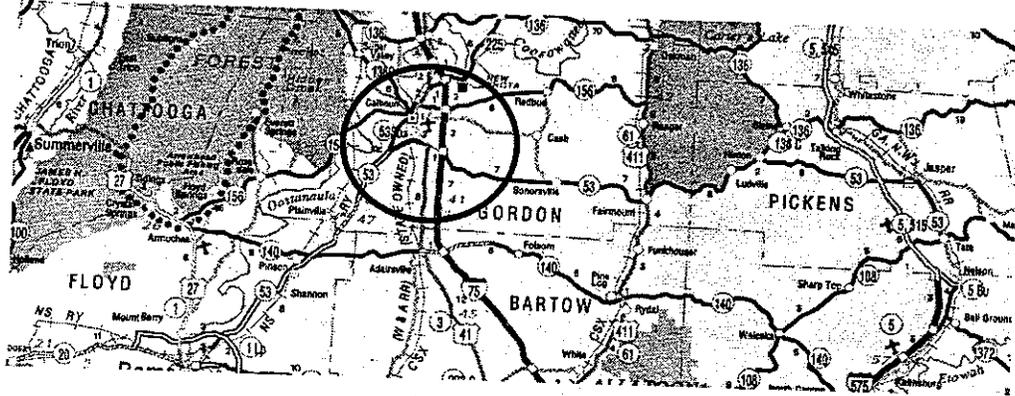
Project Number: NH-STP-75-3(203)

County: Gordon

P. I. Number: 610870

Federal Route Number: N/A

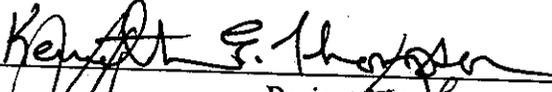
State Route Number: N/A

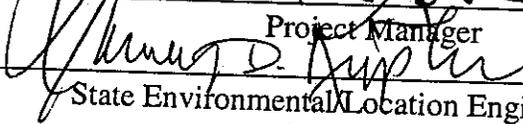


Recommendation for approval:

DATE 5/23/01

DATE 05/23/01



 Project Manager


 State Environmental/Location Engineer

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DATE _____

 State Transportation Planning Administrator

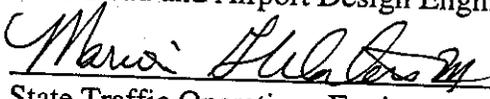
DATE _____

 State Transportation Programming Engineer

DATE _____

 State Road and Airport Design Engineer

DATE 06/08/01



 State Traffic Operations Engineer

DATE _____

 District Engineer

DATE _____

 Project Review Engineer

DATE _____

 State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

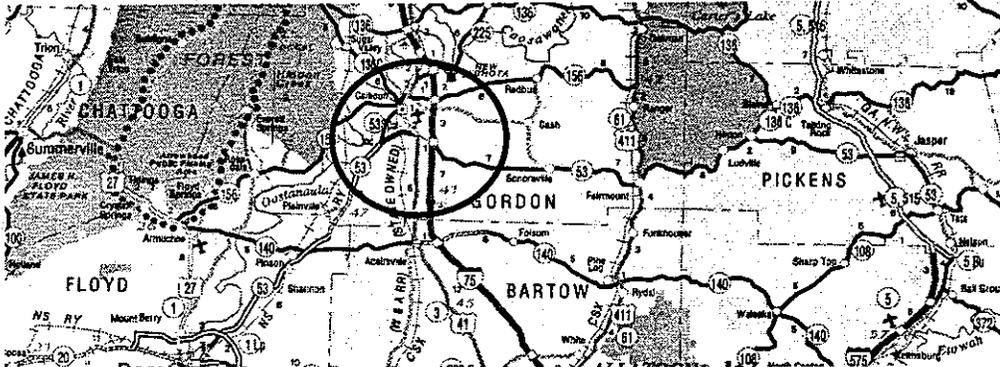
Project Number: STP-00MS(7)

County: Gordon

P. I. Number: 662510

Federal Route Number: N/A

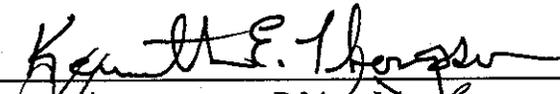
State Route Number: N/A

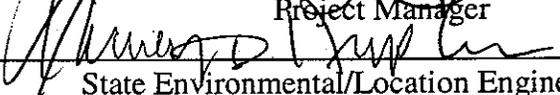


Recommendation for approval:

DATE 5/23/01

DATE 05/23/01



 Project Manager


 State Environmental/Location Engineer

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DATE _____

 State Transportation Planning Administrator

DATE _____

 State Transportation Programming Engineer

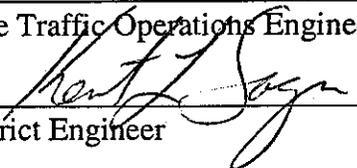
DATE _____

 State Road and Airport Design Engineer

DATE _____

 State Traffic Operations Engineer

DATE 5/24/01



 District Engineer

DATE _____

 Project Review Engineer

DATE _____

 State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

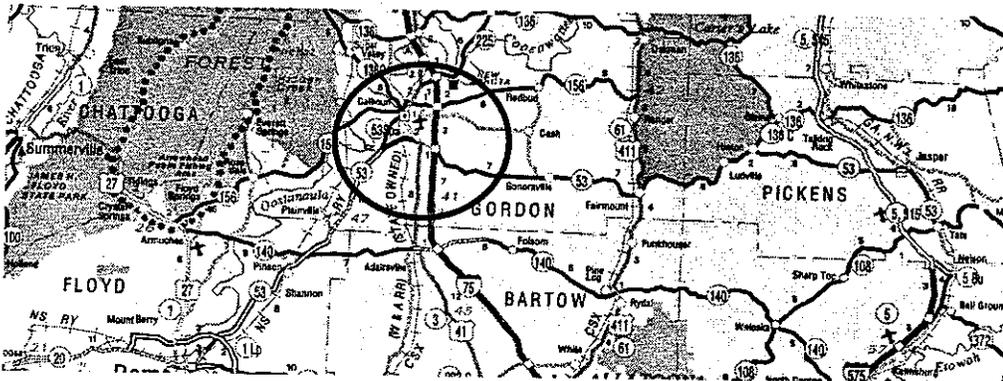
Project Number: NH-STP-75-3(203)

County: Gordon

P. I. Number: 610870

Federal Route Number: N/A

State Route Number: N/A



Recommendation for approval:

DATE 5/23/01

DATE 05/23/01

Kenneth E. Thompson

 Project Manager
James D. Gupler

 State Environmental/Location Engineer

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DATE _____

 State Transportation Planning Administrator

DATE _____

 State Transportation Programming Engineer

DATE _____

 State Road and Airport Design Engineer

DATE _____

 State Traffic Operations Engineer

DATE 5/24/01

Mark L. Sager

 District Engineer

DATE _____

 Project Review Engineer

DATE _____

 State Bridge and Structural Design Engineer