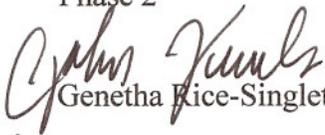


DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0000764, Cook County **OFFICE** Preconstruction
NHS-0000-00(764)
I-75 form SR 37 to CR 246/Kinard Bridge Road **DATE** January 8, 2007
Phase 2

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO *ra* SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Michael Henry
Keith Golden
Angela Alexander
Paul Liles
Joe Sheffield
Babs Abubakari
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NHS-0000-00(764), Cook County OFFICE Consultant Design
I-75 from SR 37 to CR 246/Kinard Bridge Road
Phase 2
P.I. 0000764

DATE October 11, 2006

M. Babs Abubakari

FROM: Mohammed (Babs) Abubakari, P.E., State Program Delivery & Consultant Design Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: Revised Project Concept Report

Attached is the original copy of the Revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP). The concept report for this project was approved as part of P.I. 410520; NH-75-1(205) Phase 1. In that concept report, the Phase 2 work was to consist of the interchange improvements at the following locations.

1. I-75 at CR 251- Roundtree Bridge Road (Exit 41)
2. I-75 at CR 253-Barneyville Road (Exit 45)
3. I-75 at CR 246 Kinard Bridge Road (Exit 49)

Project NHS-0000-00(764), Cook County, P.I. 0000764 and described as "I-75 from SR 37 to CR 246/Kinard Bridge Road-Phase 2" was programmed to address the interchange work at the three locations outlined above. However, because of significant environmental impacts resulting from the reconstruction work at the I-75 at CR 246 Kinard Bridge Road (Exit 49), an Environmental Assessment (EA) document will be required for the project. This is an extensive and long process and would delay the reconstruction of the two other interchange improvements at I-75 at CR 251- Roundtree Bridge Road (Exit 41) and I-75 at CR 253-Barneyville Road (Exit 45).

Therefore, it is recommended that the following revisions to project NHS-0000-00(764), Cook County, P.I. 0000764 be made:

- Remove the CR 246/ Kinard Bridge Road interchange work from this project and program a separate project with a unique project number and project identification number.
- Also, the cross road typical sections for CR246/Kinard Road should be revised from four travel lanes (two in each direction) with a raised median as indicated in the approved concept report for project NH-75-1(205) Phase 1; P. I. 410520 to two travel lanes with a flush median as a result of low volumes of the design year traffic and to lessen right of way costs.

Revised Concept Report
NHS-0000-00(764), Cook County
I-75 from SR 37 to CR 246/Kinard Bridge Road-Phase 2
P.I. 0000764
Page 2 of 2

- The CR 246/ Kinard Bridge Road interchange be revised from having a partial cloverleaf ramp and a partial diamond ramp in the northwest and southwest quadrants, respectfully, to two partial diamond ramps in conjunction. The EA is required because of the adverse affects caused by the bisection of a property and displacement of a house in the northwest quadrant that the State Historic Preservation Officer (SHPO) has determined to be eligible property for the Historic Register as well as the Lenox Historic District in the northeast quadrant which would be impacted by the proposed location of the northbound entrance ramp.

The work to be performed under project NHS-0000-00(764); P.I. 0000764 would consist of the interchange improvements at I-75 at CR 251- Roundtree Bridge Road (Exit 41) and I-75 at CR 253- Barneyville Road (Exit 45).

Also, the typical sections for these cross roads would be revised from four travel lanes (two in each direction) with a raised median as indicated in the approved concept report for project NH-75-1(205) Phase 1; P. I. 410520 to two travel lanes with a flush median as a result of low volumes of the design year traffic and to lessen right of way costs.

The existing I-75 railroad overpass bridge located within the proposed reconstruction of the CR 251/Rountree Bridge Road interchange will be widened to accommodate the future fourth travel lane on I-75 as well as the NB entrance and SB exit ramp tapers.

Finally, the project description for P.I. 0000764 should be revised from "I-75 from SR 37 to CR 246/Kinard Bridge Road-Phase2" to "I-75 from CR 251/Rountree Bridge Road to CR 253/Barneyville Road - Phase 2".

The revised 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 (STIP).

DATE 11/2/06

Angela L. Alexander
State Transportation Planning Administrator

*IMR to include all three interchanges.

MBA: RLR : MT

Distribution:

Brian Summers, P.E., State Project Review Engineer
Harvey Keepler, State Environmental/Location Engineer
Keith Golden, P.E., State Traffic Safety and Design Engineer
Angela Alexander, State Transportation Planning Administrator
Jamie Simpson, State Transportation Financial Management Administrator
Brent Story, P.E., State Road and Airport Design Engineer
Joe Sheffield, P.E., District Engineer
Paul Liles, P.E., State Bridge Design Engineer

REVISED PROJECT CONCEPT REPORT

Need and Purpose: See Attachment

Project location: The project is along I-75 and located in Cook County, beginning just north of the SR 37 interchange (MP 7.9) within the City of Sparks and ending just north of CR 246 (MP 17.2) within the City of Lenox for a total project length of 9.30 miles.

Description of the approved concept: The approved concept report for NHS-0000-00(764), PI 0000764** consists of the reconstruction of the interchanges at CR 251-Rountree Bridge Road (Exit 41) with a diamond interchange, CR 253-Barneyville Road (Exit 45) with a diamond interchange, and CR 246-Kinard Bridge Road (Exit 49) with a partial cloverleaf interchange having loop ramps in the northeast and northwest quadrants. These interchanges will be designed to accommodate a future 8-lane typical section for I-75. The cross roads at each interchange will be widened to four 12' lanes with a 20' raised median and 4' rural shoulders at the interchange.

PDP Classification: Major Minor

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

Functional Classification: Rural Principal Arterial

U. S. Route Number: Interstate 75 **State Route Number:** 401

Traffic (AADT) as shown in the approved concept:

Current Year (2006): 44,700 Design Year (2026): 67,200

Proposed features to be revised:

- The proposed interchange cross road typical section in the approved concept of four 12' lanes with a 20' raised median and 4' rural shoulders is to be revised to reflect the low volumes of the design year traffic and to lessen right of way costs.
- The CR 246/ Kinard Bridge Road interchange is to be revised from having a partial cloverleaf ramp and a partial diamond ramp in the northwest and southwest quadrants, respectfully.
- At the CR 246/ Kinard Bridge Road interchange, a regular Section 4(f) Evaluation is required and the environmental document must now be considered as an Environmental Assessment. By separating the CR 246/ Kinard Bridge Road interchange apart from the other two interchanges into a separate project (to be assigned), the CR 251 and CR 253 interchanges can be evaluated with a Categorical Exclusion and project NHS-0000-00(764) ** can continue on its current schedule.

- The existing I-75 railroad overpass bridge located within the proposed reconstruction of the CR 251/Rountree Bridge Road interchange will be widened to accommodate the future fourth lane travel lane on I-75 as well as the NB entrance and SB exit ramp tapers.

Describe the revised feature(s) to be approved:

- *The proposed interchange cross road typical section in the approved concept of four 12' lanes with a 20' raised median and 4' rural shoulders is to be revised to reflect the low volumes of the design year traffic and to lessen right of way costs.* At CR 251/Rountree Bridge Road (Exit 41), CR 253/Barneyville Road (Exit 45), and CR 246/Kinard Bridge Road (Exit 49), the bridges are proposed to have two 12' travel lanes with a center 14' turn lane with the cross roads tapering back to two travel lanes outside the ramp terminals. Right turn deceleration lanes would be employed on all three cross roads as well as the exit ramps at the ramp terminals. For CR 246 and CR 251, a 10' wide rural shoulder is proposed west of the ramp terminals while a 16' wide urban shoulder with sidewalk is proposed on the east side of the ramp terminals as both roads enter the business districts of Lenox and Sparks, respectively.
- *The CR 246/ Kinard Bridge Road interchange is to be revised from having a partial cloverleaf ramp and a partial diamond ramp in the northwest and southwest quadrants, respectfully.* For southbound traffic at the CR 246/Kinard Bridge Road interchange (Exit 49), a barrier separated collector-distributor road is proposed alongside the through travel lanes from immediately north of the CR 246 overhead bridge to immediately south of the nearby rest area. Two sets of entrance and exit ramps in half diamond configurations would provide access to both CR 246 and the rest area to I-75 southbound via the collector-distributor road. The collector-distributor road will consist of a single 16' wide travel lane and 6' paved shoulders from the initial split from I-75 to the merge with the partial diamond ramp from CR 246/Kinard Bridge Road. From this location, a section of two 12' wide travel lanes with 6' wide paved shoulders will be utilized until the rest area, where the outer travel lane will diverge to create the entrance. The collector-distributor typical section will then resume with the 16' wide travel lane and 6' paved shoulders until the roadway merges back into the I-75 through travel lanes. The use of the C-D road separates the weaving movements of southbound traffic entering I-75 at the CR 246/ Kinard Bridge Road interchange and exiting I-75 at the adjacent rest area away from the I-75 travel lanes. As in the approved concept, the northbound I-75 traffic will access CR 246/ Kinard Bridge Road via a partial cloverleaf ramp for the exit and a partial diamond ramp for the entrance, both of which will be located in the northeast quadrant
- *At the CR 246/ Kinard Bridge Road interchange, a regular Section 4(f) Evaluation is required and the environmental document must now be considered as an Environmental Assessment. By separating the CR 246/ Kinard Bridge Road interchange apart from the other two interchanges into a separate project (to be*

*assigned), the CR 251 and CR 253 interchanges can be evaluated with a Categorical Exclusion and project NHS-0000-00(764) ** can continue on its current schedule.* At the CR 246/ Kinard Bridge Road interchange, the proposed southbound exit ramp to CR 246 bisects a property and displaces a house that the State Historic Preservation Office (SHPO) has determined as eligible for the National Register. Because of the adverse affect to this property in the northwest quadrant and the adverse affect to the Lenox Historic District in the northeast quadrant by the northbound entrance ramp, a regular Section 4(f) Evaluation is required and the environmental document must now be considered as an Environmental Assessment. The proposed interchanges at CR 251/Rountree Bridge Road and CR 253/Barneyville Road can be still be evaluated with a Categorical Exclusion. The revised project limits for NHS-0000-00(764) ** will begin just north of the SR 37 interchange (MP 7.9) within the City of Sparks and end north of the CR 253/Barneyville Road interchange (MP 15.2) for a total length of 7.3 miles. The new project (to be assigned) will begin north of the CR 253/Barneyville Road interchange (MP 15.2) and end just north of the CR 246/Kinard Bridge Road interchange (MP 17.2) within the City of Lenox for a total project length of 2.05 miles.

- *The existing I-75 railroad overpass bridge located within the proposed reconstruction of the CR 251/Rountree Bridge Road interchange will be widened to accommodate the future fourth lane travel lane on I-75 as well as the NB entrance and SB exit ramp tapers. For I-75 southbound, the bridge will be widened to accommodate a future 12' wide fourth travel lane and a standard taper for the exit ramp to diverge from the I-75 mainline. The northbound portion of the bridge will also be enlarged to allow for a future 12' wide fourth travel lane in addition to a standard taper for the entrance ramp to converge into the I-75 mainline.*

Updated traffic data (AADT):

Roadway	Current Year (2006)	Design Year (2032)
I-75 / SR 401	39,000	65,000
Rountree Bridge Road / CR 251	2,500	4,000
Barneyville Road / CR 253	900	1,900
Kinard Bridge Road / CR 246	2,800	5,800

Programmed/Schedule:

P.E.: 2006 R/W: 2007 Construction: 2009

Revised cost estimates:

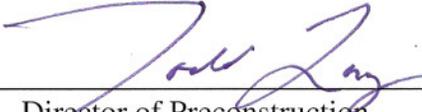
1. Construction cost including inflation and E&C,
2. Right-of-Way, and
3. Utilities

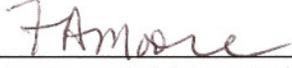
Is the project located in a Non-attainment area? No.

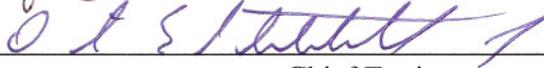
Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:

1. Need and Purpose
2. Sketch Map
3. Cost Estimate
4. Interchange Layouts

Concur: _____

Director of Preconstruction

Approve: _____

for Division Administrator, FHWA

Approve: _____

Chief Engineer

10/2/2006

NEED AND PURPOSE
Interstate 75, Cook County
NHS-0000-00(764)**
PI No. 0000764**

Need and Purpose Statement

Background

Project NH-75-1(205) is one of eight programmed projects to widen Interstate 75 (I-75) to from four to six lanes from SR 133 in Valdosta to the Crisp/Dooly county line. The southern project terminus is just north of SR 37 and the northern terminus is just north of CR 246. The project limits begin at GDOT Project NH-75-1(204) to the south and NH-75-1(206) to the north. The proposed project length is approximately 9.3 miles.

The Department's objective is to increase the number of through travel lanes on I-75 from four lanes to a minimum of six lanes throughout the state. The proposed widening of I-75 from four lanes to six lanes was constructed under Phase I of NH-75-1(205) and the proposed interchange reconstruction at CR 251/Rountree Bridge Road, CR 253/Barneyville Road, and CR 246/Kinard Bridge Road would be constructed under NHS-0000-00(764)**. The widening of I-75 in Tift County is currently under construction.

This document addresses GDOT Project NHS-0000-00(764)**, which would reconstruct the existing I-75 interchanges at CR 251/Rountree Bridge Road and CR 253/Barneyville Road with diamond interchanges. For the existing I-75 interchange at CR 246/Kinard Bridge Road, the ramps adjacent to the I-75 southbound travel lanes would be reconstructed as two partial diamond ramps in conjunction with a southbound collector-distributor roadway and the entrance and exit ramps to a rest area. The ramps adjacent to the I-75 northbound travel lanes would be rebuilt as a partial diamond for the entrance ramp and a partial cloverleaf for the exit ramp.

Traffic

For the section of I-75 between CR 252/Rountree Bridge Road and CR 246/Kinard Bridge Road, average annual daily traffic (AADT) for the current year (2006) is 39,000 vehicles. For the design year (2032), AADT is expected to increase to 65,000 vehicles.

The AADT on CR 251/Rountree Bridge Road in the vicinity of I-75 for 2004 is 2,600 vehicles, 2,700 vehicles for 2012, and 4,000 vehicles for 2032. The AADT on CR 253/Barneyville Road in the vicinity of I-75 for 2004 is 800 vehicles, 1,200 vehicles for 2012, and 1,900 vehicles for 2032. The AADT on CR 246/Kinard Bridge Road in the vicinity of I-75 for 2004 is 2,500 vehicles, 3,900 vehicles for 2012, and 5,800 vehicles for 2032.

Safety

Historical crash data for the consecutive three-year period from 2002 – 2004 was analyzed. Tables 1 - 4 present crash data for segments of I-75 between the various interchanges compared with the statewide average crash rates for Rural Interstate Highways. Tables 5 - 7 present crash data along a 0.50-mile segment of each cross road (CR 251/Rountree Bridge Road, CR 253/Barneyville Road, and CR 246/Kinard Bridge Road) near the respective I-75 interchange. All rates are per 100 million vehicle miles of travel and the numbers in parentheses are statewide average rates. Accident rates can be expected to increase as the future travel demand along I-75 and the cross roads increases.

Table 1		
Crash History		
I-75 – SR 37/West 4th St. to CR 251/Rountree Bridge Rd.		
Year	Total Crashes	Crash Rate
2002	34	119 (73)
2003	27	95 (74)
2004	19	62 (82)

Table 2		
Crash History		
I-75 – CR 251/Rountree Bridge Rd. to CR 253/Barneyville Rd.		
Year	Total Crashes	Crash Rate
2002	49	131 (73)
2003	45	101 (74)
2004	38	80 (82)

Table 3		
Crash History		
I-75 – CR 253/Barneyville Rd. to CR 246/Kinard Bridge Rd.		
Year	Total Crashes	Crash Rate
2002	39	79 (73)
2003	34	69 (74)
2004	33	63 (82)

Table 4		
Crash History		
I-75 – CR 246/Kinard Bridge Rd. to Omega El Dorado Rd.		
Year	Total Crashes	Crash Rate
2002	37	49 (73)
2003	46	57 (74)
2004	47	54 (82)

Table 5 Crash History CR 251/Rountree Bridge Road		
Year	Total Crashes	Crash Rate
2002	0	0 (195)
2003	0	0 (211)
2004	2	505 (273)

Table 6 Crash History CR 253/Barneyville Road		
Year	Total Crashes	Crash Rate
2002	0	0 (195)
2003	0	0 (211)
2004	0	0 (273)

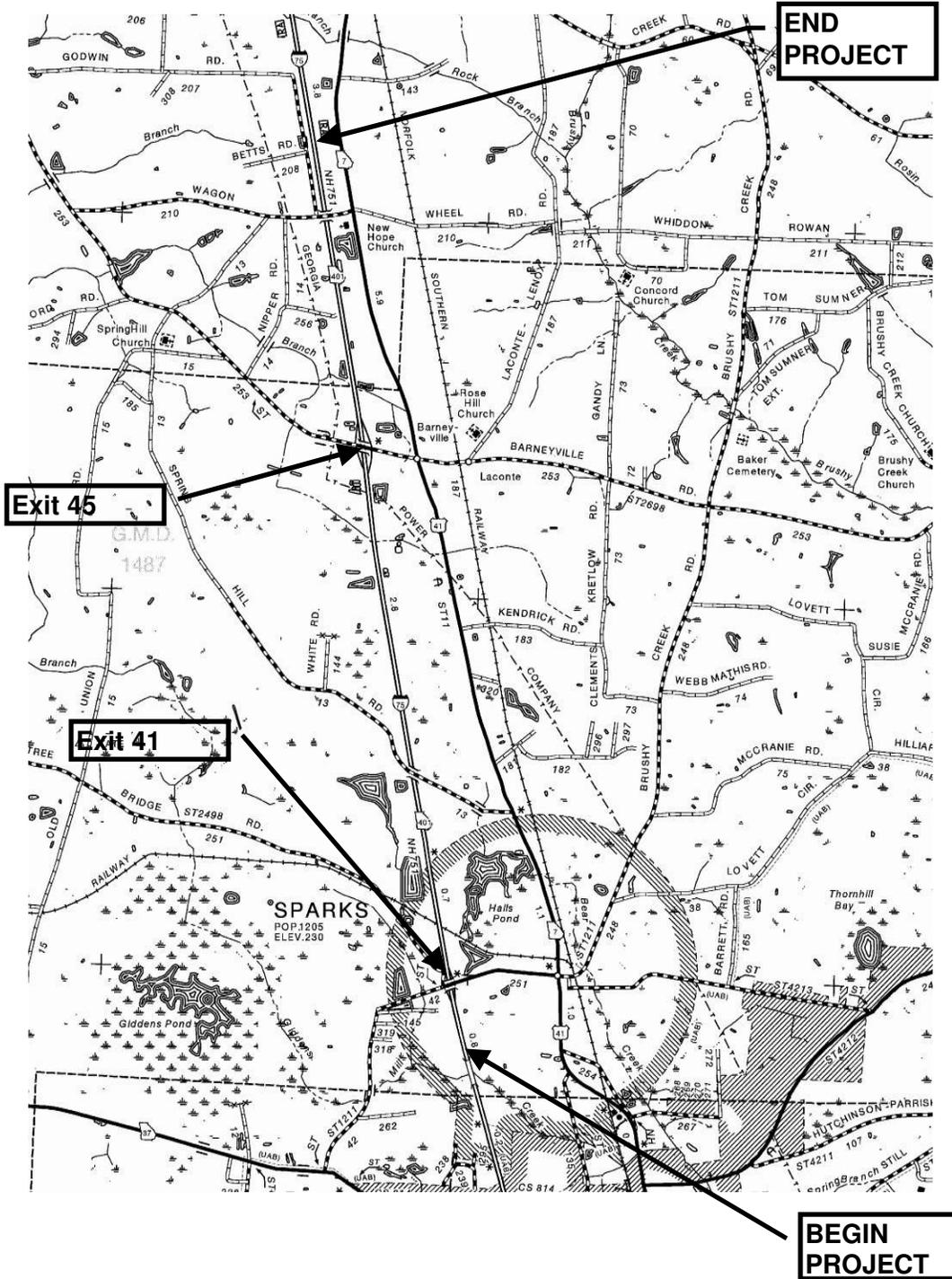
Table 7 Crash History CR 246/Kinard Bridge Road		
Year	Total Crashes	Crash Rate
2002	0	0 (195)
2003	0	0 (211)
2004	2	396 (273)

Deficiencies in the System

The existing diamond interchanges at I-75 and CR 251/Rountree Bridge Road, CR 253/Barneyville Road, and CR 246/Kinard Bridge Road do not meet the American Association of State Highway Transportation (AASHTO) standards for sight distance, acceleration/deceleration distance, and diverging/merging maneuver requirements.

The proposed interchange reconstruction project would correct sight distance deficiencies for vehicles on the ramps exiting I-75 and replace the bridge overpasses in order to accommodate the future widening of I-75 from six lanes to eight lanes. The existing crossroad vertical curve would be reconstructed to meet current design standards.

The proposed collector-distributor system at the CR 246/Kinard Bridge Road interchange would separate the weaving movements of southbound traffic entering I-75 at this interchange and exiting I-75 at the adjacent rest area away from the I-75 travel lanes. This will provide a safe flow of traffic between the interchange and the I-75 rest area.



Location Map
NHS-0000-00(764), Cook County, PI No. 0000764
(Formerly Phase II of GDOT Project NH-75-1(205), PI 410520)
I-75 Interchange Modifications at CR 251/Rountree Bridge Road (Exit 41),
and CR 253/Barneyville Road (Exit 45)

**REVISED CONCEPT REPORT
COST ESTIMATE
NHS-0000-00 (764)**

10 of 19
PI No.0000764
Revised Concept Report

DATE: October 2, 2006

PROJECT LETTING DATE:2009

PREPARED BY: Eric J. Rickert, P.E.
Gresham, Smith and Partners

PROJECT LENGTH (MILES): 7.3

() PROGRAMMING PROCESS () CONCEPTUAL DEVELOPMENT (X) REVISED CONCEPT

PROJECT COSTS

A. RIGHT OF WAY:

1. PROPERTY (Land & Easement)

a. Commercial	51.12 AC	\$14,000.00	\$715,680.00
b. Residential	10.53 AC	\$6,250.00	\$65,812.50
c. Agricultural	22.80 AC	\$3,800.00	\$86,640.00
d. Easement	0.842 AC	\$7,000.00	\$6,000.00

2. IMPROVEMENTS:

7 businesses, 1 residence, and 2 cell towers \$1,725,600

3. RELOCATION

a. Commercial	7 Parcels	\$25,000	\$175,000.00
b. Residential	1 Parcel	\$20,000	\$20,000.00

4. OTHER COSTS (adm./court,inflation)

a. Scheduling Contingency (55%)	\$1,537,103
b. Admin/Court Cost (60%)	\$2,599,101
c. Inflation Factor (40%)	\$2,772,375

SUBTOTAL:A **\$ 9,703,311.24**

B. REIMBURSABLE UTILITIES:

1. Colquitt EMC	\$133,000.00
2. Ga Power Distribution	\$238,000.00
3. Bellsouth	\$1,750.00
4. Ga Power Transmission	\$180,000.00
5. City of Sparks	\$0.00

SUBTOTAL:B **\$ 552,750.00**

ESTIMATE SUMMARY

RIGHT OF WAY	\$	9,703,311.24
REIMBURSABLE UTILITIES	\$	552,750.00
	\$	10,256,061.24

**REVISED CONCEPT REPORT
COST ESTIMATE
NHS-0000-00 (764)**

11 of 19
PI No.0000764
Revised Concept Report

Construction Estimate Report for GDOT Project NHS-0000-00(764)

Section ROADWAY ITEMS					
Item	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	640000.00	TRAFFIC CONTROL - NHS-0000-00(764)	640000.00
201-1500	1	LS	520000.00	CLEARING & GRUBBING - NHS-0000-	520000.00
205-0001	13300	CY	4.35	UNCLASS EXCAV	57855.00
206-0002	623000	CY	5.02	BORROW EXCAV, INCL MATL	3127460.00
310-5120	110000	SY	15.29	GR AGGR BASE CRS, 12 INCH, INCL MATL	1681900.00
402-1812	200	TN	75.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	15000.00
402-3112	15100	TN	75.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	1132500.00
402-3121	10900	TN	75.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	817500.00
402-3131	4600	TN	75.00	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	345000.00
413-1000	8800	GL	2.00	BITUM TACK COAT	17600.00
430-0820	55000	SY	68.77	CONT REINF CONC PVMT, CL 1 CONC, 12 INCH THK	3782350.00
441-0104	650	SY	28.82	CONC SIDEWALK, 4 IN	18733.00
441-6222	330	LF	14.15	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	4669.50
500-3101	200	CY	499.20	CLASS A CONCRETE	99840.00
511-1000	18000	LB	0.83	BAR REINF STEEL	14940.00
550-1180	570	LF	34.45	STORM DRAIN PIPE, 18 IN, H 1-10	19636.50
550-1300	1900	LF	52.30	STORM DRAIN PIPE, 30 IN, H 1-10	99370.00
550-2180	180	LF	26.12	SIDE DRAIN PIPE, 18 IN, H 1-10	4701.60
550-4218	52	EA	532.93	FLARED END SECTION 18 IN, STORM	27712.36
620-0100	7467	LF	35.23	TEMPORARY BARRIER, METHOD NO. 1	263062.41
641-1100	168	LF	32.32	GUARDRAIL, TP T	5429.75
641-1200	950	LF	14.88	GUARDRAIL, TP W	14136.00
641-5001	4	EA	512.84	GUARDRAIL ANCHORAGE, TP 1	2051.36
641-5012	4	EA	1615.76	GUARDRAIL ANCHORAGE, TP 12	6463.04
668-1100	9	EA	1847.00	CATCH BASIN, GP 1	16623.00
					\$12,734,533.52

Section EROSION CONTROL ITEMS					
	Quantity	Units	Unit Price	Item Description	Cost
163-0232	68	AC	501.60	TEMPORARY GRASSING	34309.44
163-0240	51	TN	170.17	MULCH	8729.72
163-0300	17	EA	1092.79	CONSTRUCTION EXIT	18686.71
163-0503	14	EA	490.30	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	6986.78
163-0521	113	EA	84.58	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	9545.70
163-0530	11400	LF	2.35	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	26790.00
165-0010	5848	LF	0.98	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	5731.24
165-0030	12996	LF	1.29	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	16764.84
165-0070	3249	LF	1.40	MAINTENANCE OF BALED STRAW EROSION CHECK	4548.60
167-1000	2	EA	1,540.56	WATER QUALITY MONITORING AND SAMPLING	3081.12
167-1500	24	MO	821.42	WATER QUALITY INSPECTIONS	19714.08
171-0010	20520	LF	1.76	TEMPORARY SILT FENCE, TYPE A	36115.20
171-0030	45600	LF	3.08	TEMPORARY SILT FENCE, TYPE C	140448.00
					\$331,451.42

**REVISED CONCEPT REPORT
COST ESTIMATE
NHS-0000-00 (764)**

12 of 19
PI No.0000764
Revised Concept Report

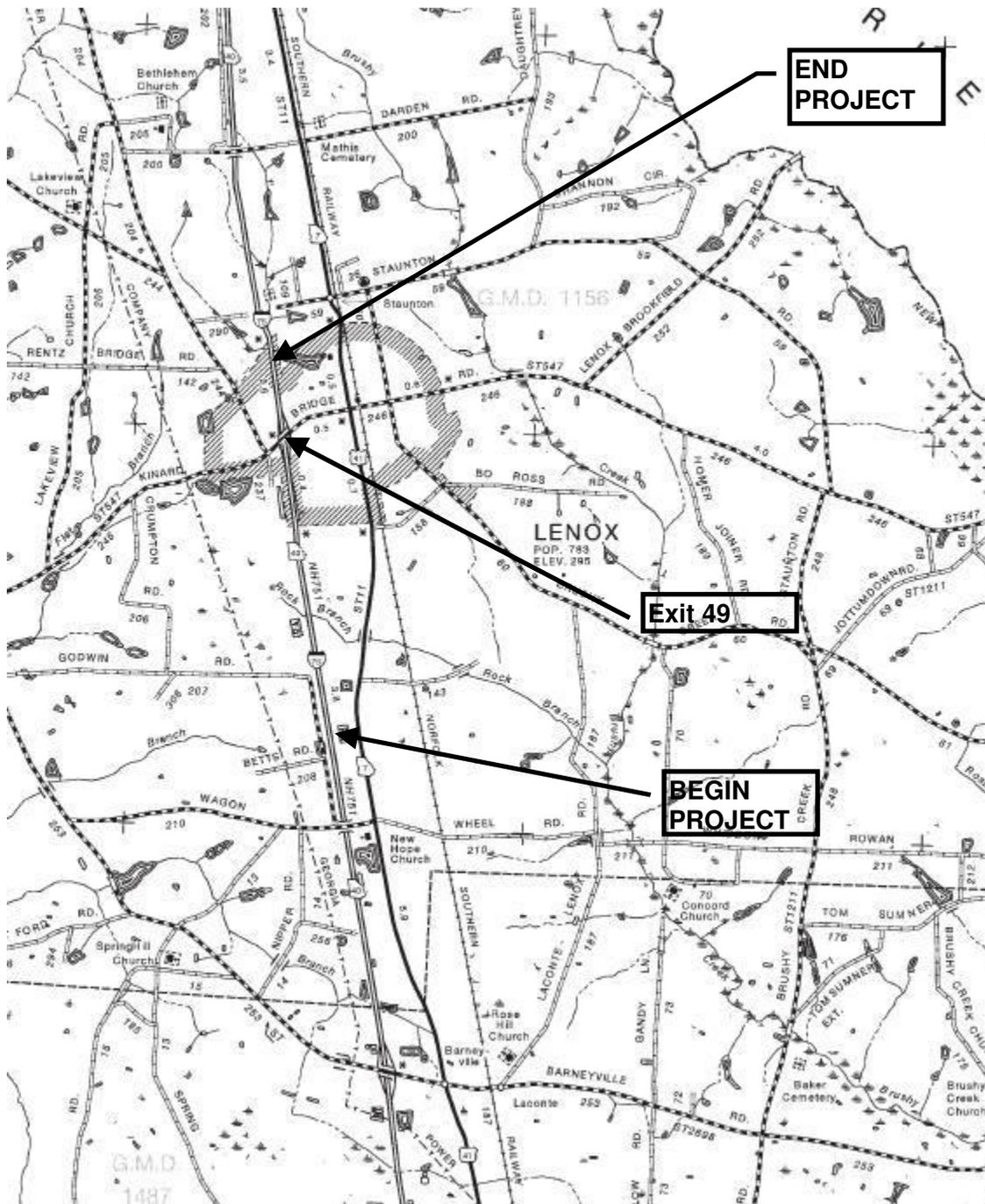
Section SIGNING AND MARKING ITEMS					
	Quantity	Units	Unit Price	Item Description	Cost
636-1014	1710	SF	\$11.54	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 1	19733.40
636-1029	285	SF	\$16.44	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	4685.40
636-1031	57	SF	\$18.58	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	1059.06
636-2070	501.6	LF	\$7.24	GALV STEEL POSTS, TP 7	3631.58
636-2080	2565	LF	\$9.71	GALV STEEL POSTS, TP 8	24906.15
636-2090	57	LF	\$7.59	GALV STEEL POSTS, TP 9	432.63
653-0120	34.2	EA	\$59.15	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	2022.93
653-1501	45600	LF	\$0.28	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	12768.00
653-1502	34200	LF	\$0.24	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	8208.00
653-1704	114	LF	\$3.12	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	355.68
653-1804	513	LF	\$1.60	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	820.80
653-1810	1767	LF	\$0.65	THERMOPLASTIC SOLID TRAF STRIPE, 10 IN, WHITE	1148.55
653-3501	15960	GL	\$0.14	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	2234.40
653-6004	627	SY	\$2.43	THERMOPLASTIC TRAF STRIPING, WHITE	1523.61
653-6006	1425	SY	\$2.44	THERMOPLASTIC TRAF STRIPING,	3477.00
638-1003	4	LS	37732.62	STR SUPPORT FOR OVERHEAD SIGN, TP	150930.48
638-1005	8	LS	35266.4	STR SUPPORT FOR OVERHEAD SIGN, TP	282131.20
683-1101	40	EA	40000	LIGHTING TOWER	1600000.00
					\$2,120,068.87

Section BRIDGE ITEMS					
	Quantity	Units	Unit Price	Item Description	Cost
501-1000	6000	SY	1000	BRIDGE COMPLETE - NHS-0000-00(764)	6000000.00
					\$6,000,000.00

Subtotal Construction Cost	\$21,186,053.82
E&C Rate 10.0 %	\$2,118,605.38
Inflation Rate 3.0 % @ 1.0 Years	\$699,139.78

Total Construction Cost	\$24,003,798.97
Right Of Way	\$9,703,311.24
ReImb. Utilities	\$552,750.00

Grand Total Project Cost	\$34,259,860.21
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Location Map
Project Number to be Assigned, Cook County, PI No. to be Assigned
(Formerly Phase II of GDOT Project NH-75-1(205), PI 410520)
I-75 Interchange Modifications at CR 246/Kinard Bridge Road (Exit 49)

**REVISED CONCEPT REPORT
COST ESTIMATE
PROJECT NO. TO BE ASSIGNED**

14 of 19
PI No.0000764
Revised Concept Report

DATE: October 2, 2006

PROJECT LETTING DATE:2009

PREPARED BY: Eric J. Rickert, P.E.
Gresham, Smith and Partners

PROJECT LENGTH (MILES): 2.05

() PROGRAMMING PROCESS () CONCEPTUAL DEVELOPMENT (X) REVISED CONCEPT

PROJECT COSTS

A. RIGHT OF WAY:

1. PROPERTY (Land & Easement)

a. Commercial	17.70 AC	\$14,000.00	\$247,800.00
b. Residential	8.80 AC	\$6,250.00	\$55,000.00
c. Agricultural	8.88 AC	\$3,800.00	\$33,725.00
d. Easement	0.000 AC	\$7,000.00	\$0.00

2. IMPROVEMENTS:

4 businesses and 3 residences \$711,900

3. RELOCATION

a. Commercial	4 Parcels	\$25,000	\$100,000.00
b. Residential	3 Parcels	\$20,000	\$60,000.00

4. OTHER COSTS (adm./court,inflation)

a. Scheduling Contingency (55%)	\$664,634
b. Admin/Court Cost (60%)	\$1,123,835
c. Inflation Factor (40%)	\$1,198,758

SUBTOTAL:A \$ 4,195,651.60

B. REIMBURSABLE UTILITIES:

1. Colquitt EMC	\$133,000.00
2. Ga Power Distribution	\$175,000.00
3. Plant Telephone	\$1,750.00
4. Mediacom	\$1,050.00
5. City of Lenox	\$22,000.00
6. Georgia DOT	\$0.00

SUBTOTAL:B \$ 332,800.00

ESTIMATE SUMMARY

RIGHT OF WAY	\$	4,195,651.60
REIMBURSABLE UTILITIES	\$	332,800.00
	\$	4,528,451.60

**REVISED CONCEPT REPORT
COST ESTIMATE
PROJECT NO. TO BE ASSIGNED**

15 of 19
PI No.0000764
Revised Concept Report

Construction Estimate Report for GDOT Project No. to be Assigned

Section ROADWAY ITEMS					
Item	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	320000.00	TRAFFIC CONTROL - PROJECT NO. TO BE ASSIGNED	320000.00
201-1500	1	LS	260000.00	CLEARING & GRUBBING - PROJECT NO. TO BE ASSIGNED	260000.00
205-0001	111000	CY	4.35	UNCLASS EXCAV	482850.00
206-0002	800	CY	5.02	BORROW EXCAV, INCL MATL	4016.00
310-5120	91000	SY	15.29	GR AGGR BASE CRS, 12 INCH, INCL	1391390.00
402-1812	100	TN	75.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	7500.00
402-3112	12500	TN	75.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	937500.00
402-3121	6500	TN	75.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	487500.00
402-3131	4100	TN	75.00	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	307500.00
413-1000	7800	GL	2.00	BITUM TACK COAT	15600.00
430-0820	42000	SY	68.77	CONT REINF CONC PVMT, CL 1 CONC, 12 INCH THK	2888340.00
441-0104	410	SY	28.82	CONC SIDEWALK, 4 IN	11816.20
441-6222	210	LF	14.15	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	2971.50
550-1180	480	LF	34.45	STORM DRAIN PIPE, 18 IN, H 1-10	16536.00
550-1300	790	LF	52.30	STORM DRAIN PIPE, 30 IN, H 1-10	41317.00
550-2180	320	LF	26.12	SIDE DRAIN PIPE, 18 IN, H 1-10	8358.40
550-4218	24	EA	532.93	FLARED END SECTION 18 IN, STORM	12790.32
620-0100	3730	LF	35.23	TEMPORARY BARRIER, METHOD NO. 1	131407.90
621-3020	7600	LF	63.38	CONCRETE BARRIER, TYPE 20	481688.00
641-1100	84	LF	32.32	GUARDRAIL, TP T	2714.88
641-1200	475	LF	14.88	GUARDRAIL, TP W	7068.00
641-5001	2	EA	512.84	GUARDRAIL ANCHORAGE, TP 1	1025.68
641-5012	2	EA	1615.76	GUARDRAIL ANCHORAGE, TP 12	3231.52
668-1100	5	EA	1847.00	CATCH BASIN, GP 1	9235.00
					\$7,832,356.40

Section EROSION CONTROL ITEMS

	Quantity	Units	Unit Price	Item Description	Cost
163-0232	52	AC	501.60	TEMPORARY GRASSING	25882.56
163-0240	39	TN	170.17	MULCH	6585.58
163-0300	13	EA	1092.79	CONSTRUCTION EXIT	14096.99
163-0503	11	EA	490.30	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	5270.73
163-0521	85	EA	84.58	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	7201.14
163-0530	8600	LF	2.35	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	20210.00
165-0010	3328	LF	0.98	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	3261.64
165-0030	7396	LF	1.29	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	9540.84
165-0070	1849	LF	1.40	MAINTENANCE OF BALED STRAW EROSION CHECK	2588.60
167-1000	2	EA	1,540.56	WATER QUALITY MONITORING AND SAMPLING	3081.12
167-1500	24	MO	821.42	WATER QUALITY INSPECTIONS	19714.08
171-0010	15480	LF	1.76	TEMPORARY SILT FENCE, TYPE A	27244.80
171-0030	34400	LF	3.08	TEMPORARY SILT FENCE, TYPE C	105952.00
					\$250,630.07

**REVISED CONCEPT REPORT
COST ESTIMATE
PROJECT NO. TO BE ASSIGNED**

16 of 19
PI No.0000764
Revised Concept Report

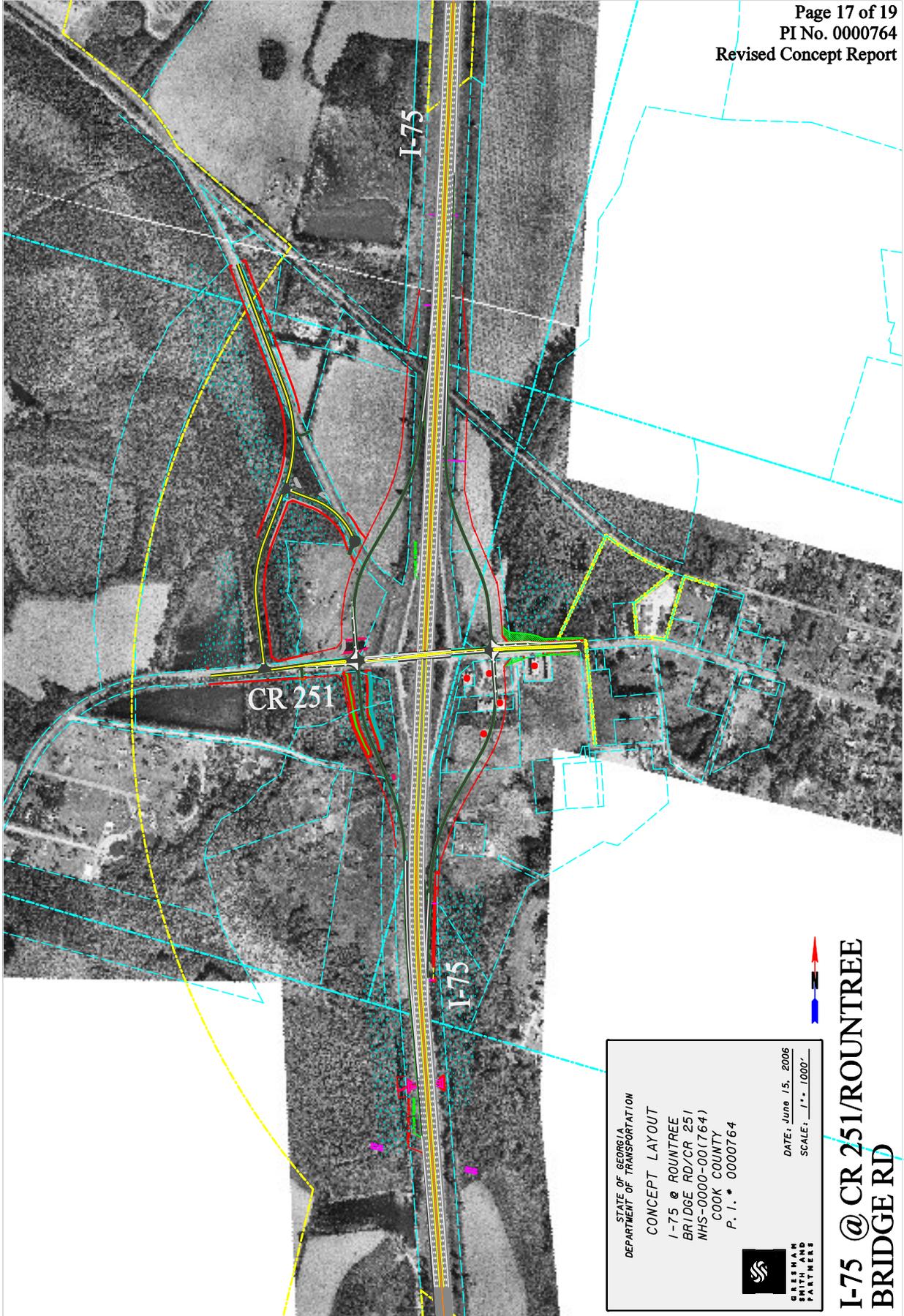
Section SIGNING AND MARKING ITEMS					
	Quantity	Units	Unit Price	Item Description	Cost
636-1014	1290	SF	\$11.54	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 1	14886.60
636-1029	215	SF	\$16.44	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	3534.60
636-1031	43	SF	\$18.58	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	798.94
636-2070	378	LF	\$7.24	GALV STEEL POSTS, TP 7	2739.62
636-2080	1935	LF	\$9.71	GALV STEEL POSTS, TP 8	18788.85
636-2090	43	LF	\$7.59	GALV STEEL POSTS, TP 9	326.37
653-0120	26	EA	\$59.15	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1526.07
653-1501	34400	LF	\$0.28	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	9632.00
653-1502	25800	LF	\$0.24	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	6192.00
653-1704	86	LF	\$3.12	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	268.32
653-1804	387	LF	\$1.60	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	619.20
653-1810	1333	LF	\$0.65	THERMOPLASTIC SOLID TRAF STRIPE, 10 IN, WHITE	866.45
653-3501	12040	GL	\$0.14	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	1685.60
653-6004	473	SY	\$2.43	THERMOPLASTIC TRAF STRIPING,	1149.39
653-6006	1075	SY	\$2.44	THERMOPLASTIC TRAF STRIPING,	2623.00
638-1003	4	LS	37732.62	STR SUPPORT FOR OVERHEAD SIGN, TP	150930.48
638-1005	4	LS	35266.4	STR SUPPORT FOR OVERHEAD SIGN, TP	141065.60
683-1101	25	EA	40000	LIGHTING TOWER	1000000.00
					\$1,357,633.09

Section BRIDGE ITEMS					
	Quantity	Units	Unit Price	Item Description	Cost
501-1000	3000	SY	1000	BRIDGE COMPLETE - PROJECT NO. TO BE ASSIGNED	3000000.00
					\$3,000,000.00

Subtotal Construction Cost	\$12,440,619.56
E&C Rate 10.0 %	\$1,244,061.96
Inflation Rate 3.0 % @ 1.0 Years	\$410,540.45

Total Construction Cost	\$14,095,221.96
Right Of Way	\$4,195,651.60
ReImb. Utilities	\$332,800.00

Grand Total Project Cost	\$18,623,673.56
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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

CONCEPT LAYOUT
I-75 @ ROUNTREE
BRIDGE RD/CR 251
NHS-0000-00(764)
COOK COUNTY
P. I. * 0000764

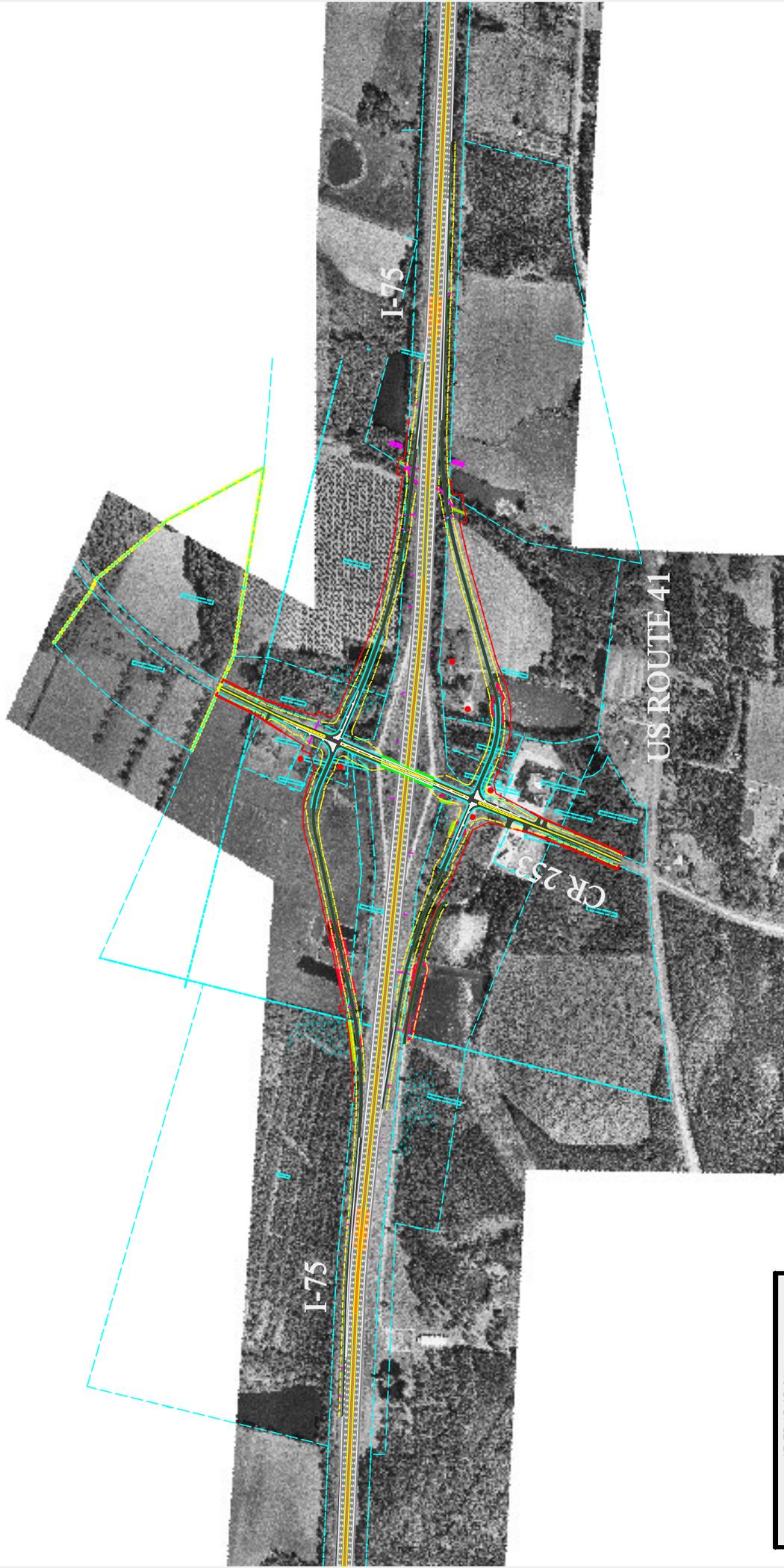
DATE: June 15, 2006
SCALE: 1" = 1000'



GSSWAM
PARTNERS



I-75 @ CR 251/ROUNTREE BRIDGE RD



STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

CONCEPT LAYOUT

I-75 @ BARNEYVILLE RD/CR 253
NHS-0000-00(764)
COOK COUNTY
P. I. # 0000764

DATE: June 15, 2006
SCALE: 1" = 1000'

I-75 @ CR253/ BARNEYVILLE RD



STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
CONCEPT LAYOUT
I-75 @ KINARD BRIDGE RD. /
WEST CENTRAL AVE/CR 246
PROJECT * TO BE ASSIGNED
COOK COUNTY
P. 1. * TO BE ASSIGNED

DATE: June /5, 2006
SCALE: 1" = 1000'

GRESHAM
SMITH AND
PARTNERS

I-75 @ CR 246/KINARD BRIDGE RD/WEST CENTRAL AVE