

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 0000803, Tift County **OFFICE** Preconstruction  
NHS-0000-00(803)  
I-75 Improvements from North of Tifton City Limits to  
Turner County Line, Phase II **DATE** February 22, 2007

**FROM** *Cyber Kauls*  
Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO** *GRS* SEE DISTRIBUTION

**SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

Brian Summers  
Harvey Keepler  
Ken Thompson  
Jamie Simpson  
Michael Henry  
Keith Golden  
Angela Alexander (file copy)  
Babs Abubakari  
Joe Sheffield  
BOARD MEMBER  
FHWA

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE NHS-0000-00(803)\*, Tift County OFFICE Office of Consultant Design  
P.I. No. 0000803  
I-75 Improvements from North of Tifton  
City Limits to Turner County Line, Phase II DATE January 4, 2007

FROM *M. Babs Abubakari*  
Mohammed (Babs) Abubakari, State Consultant Design and Program Delivery 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 existing diamond interchange at CR 410 – Brighton Road will be redesigned as a partial cloverleaf interchange with a loop ramp in the southwest quadrant to avoid impacts to the University of Georgia campus in the northwest quadrant. The proposed typical section for each of the interchange crossing roads has been revised to provide one lane in each direction along with a flush median turn lane on the bridges. This typical section is consistent with design year traffic projections and will also reduce project impacts. Offsite detours will be used for maintaining traffic during bridge construction at all locations to ensure that proposed bridges are constructed on existing alignment with minimum additional impacts.

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 1-18-07

*Angela S. Alexander*  
State Transportation Planning Administrator

### Distribution:

Brian Summers, Project Review Engineer  
Harvey Keepler, State Environmental/Location Engineer  
Keith Golden, State Traffic and Safety Design Engineer  
Angela Alexander, State Transportation Planning Administrator  
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Joe Sheffield, District 4 Engineer  
Paul V. Liles, Jr., State Bridge Design Engineer

\* Project Number Assigned To Phase 2 of Project NH-IM-75-1(158), PI 410240

# REVISED PROJECT CONCEPT REPORT

## I-75 Improvements from North of Tifton City Limits To Turner County Line, Phase II

Project Number: NHS-0000-00(803)\*

P.I. No. 0000803

**Need & Purpose:** See attachment no. 1 for updated need and purpose statement.

**Project Location:**

This project is located in northern Tift County, beginning north of the Tifton City Limits and ending at the Turner County Line. The proposed length of the project is 8 miles, beginning at mile point 11.9 (Tift County) and ending at mile point 19.9 (Tift County)

**Description of the approved concept:**

The original concept report dated June 1999 for project NH-IM-75-1(158), PI 410240 was approved on February 17, 2000 and included the Phase 2 reconstruction of the interchanges at CR 410 – Brighton Road with a diamond interchange, CR 421 – Chula Brookfield Road with a diamond interchange, and CR 11 – Willis Still Road with a diamond interchange. Under the approved concept report, these interchanges would be designed to accommodate a future 8-lane typical section for I-75. For safety and construction staging purposes, cross roads and bridges over I-75 would be widened to four lanes with a median separation and four feet paved outside shoulders would be provided on all cross roads over I-75. As per the approved concept report, interchange ramps would be 16 feet wide with 6 feet paved outside shoulders and 4 feet paved inside shoulders.

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

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

**Functional Classification:**

I-75: Rural Principal Arterial Interstate  
CR 410 – Brighton Road: Rural Major Collector  
CR 421 – Chula Brookfield Road: Rural Major Collector  
CR 11 – Willis Still Road: Rural Local

**US Route Number(s):** N/A **State Route Number(s):** N/A

**Traffic (AADT) as shown in the approved concept:**

Current Year: (2002) 42,300 Design Year: (2022) 64,800

\* Project Number Assigned To Phase 2 of Project NH-IM-75-1(158), PI 410240

**Proposed features to be revised:**

The following features from the approved concept report are recommended to be revised:

- **Typical Section for Interchange Cross Roads and Bridges:** Under the approved concept report, typical section at interchange cross-roads comprises of four 12 feet lanes, 20 feet raised median and 4 feet paved outside shoulders. Bridge typical sections comprise of four 12 feet lanes and a 20 feet raised median on CR 410 and 4 feet flush median on CR 421 and CR 11. Typical sections are proposed to be revised because design year traffic projections do not warrant four lanes.
- **Typical Section for Ramps:** Under the approved concept report, typical section at interchange ramps comprises of one 16 feet lane, 6 feet paved outside shoulders and 4 feet paved inside shoulders. Ramp typical section is proposed to be revised because it is not consistent with adjacent projects on I-75.
- **Project Terminal on CR 410 – Brighton Road:** Under the approved concept report, improvements along CR 410 – Brighton Road, on the west side of I-75, are terminated at a point 205 feet east of its intersection with US 41. Project limit along Brighton Road is proposed to be revised because US 41 is a logical termination point for improvements at this interchange.
- **Revised Alignment of Southbound Exit Ramp at CR 410 – Brighton Road Interchange:** Under the approved concept report, the southbound exit ramp at CR 410 – Brighton Road interchange is designed as a diamond ramp. This ramp alignment is proposed to be revised to avoid impacts to the University of Georgia facility in the northwest quadrant.
- **Revised Alignment CR 107 – Wesley Rigdon Road:** The approved concept report does not include the reconstruction of CR 107 overpass bridge over I-75. The approved concept report acknowledges that horizontal clearance from I-75 mainline to side barriers in front of the bridge is inadequate at 12 feet and a design exception for this substandard clearance was acquired during Phase I. This bridge is proposed to be reconstructed so that the design exception may no longer be required.
- **Revised Alignment of Southbound Entrance Ramp at CR 11 – Willis Still Road Interchange:** Ramp alignment under the approved concept report results in displacement of a Church in the southwest quadrant of the interchange. A large number of comments against this alignment were received at the Public Information Open House held on April 11, 2006. Ramp alignment is proposed to be revised to minimize impacts to Church property.

- Controlling Criteria: Under the approved concept report, bridge construction over I-75 is proposed in stages to facilitate maintenance of traffic during construction. Stage construction is not preferred due to safety concerns for construction personnel and vehicular traffic.

**Describe the revised feature(s) to be approved:**

- This Revised Concept Report proposes that typical section for all interchange cross roads consist of two 12 feet lanes and 6'-6" paved outside shoulders. Typical section on bridges will consist of two 12 feet lanes, 14 feet median turn lane and 10 feet shoulders. As per design year (year 2032) traffic projections, CR 410 – Brighton Road, CR 421 – Chula Brookfield Road and CR 11 – Willis Still Road will experience two-way peak hour volumes of 550, 250 and 140 vehicles respectively. For the revised typical section, year 2032 peak hour level of service for these roads will be 'C', 'B' & 'A' respectively.
- This Revised Concept Report proposes that typical section on interchange ramps consist of 16 feet travel lane, 10 feet paved inside shoulders and 4 feet paved outside shoulders.
- This Revised Concept Report proposes that improvements on CR 410 – Brighton Road be extended up to its intersection with US 41. On the west side of I-75, the existing profile of CR 410 – Brighton Road will be raised by as much as 8 feet in order to bring the alignment in to compliance with current AASHTO standards. In order to tie the proposed profile back in to existing pavement, it is necessary to extend the project limits approximately 200 feet west from the existing project limit as recommended by the approved concept report. The intersection with US 41 is 50 feet west of this point. Therefore, US 41 becomes a logical termination point for improvements on CR 410 – Brighton Road.
- This Revised Concept Report proposes a partial cloverleaf interchange at CR 410 – Brighton Road with a loop in the southwest quadrant for the I-75 southbound exit movement. A full-diamond interchange at this location will have direct impacts on the University of Georgia Veterinary Diagnostics and Investigational Laboratory (UGATDL) in the northwest quadrant. This facility is one of five laboratories of this type in the United States and performs agricultural research and disease surveillance for the entire state. University of Georgia has recently invested over two million dollars in renovations to the site. A loop ramp in the southwest quadrant will avoid impacts to this unique state facility. It is proposed to construct the loop ramp for a design speed of 45 mph. It will be comfortable and safe for trucks to maneuver this loop. The large radius of the loop will offer drivers taking this exit an opportunity to slow down inside the loop. Constructing the loop ramp will also avoid impacts to a 9 acre wetland in the southwest quadrant of the interchange.

- This Revised Concept Report proposes that the overpass bridge at CR 107 – Wesley Rigdon Road be reconstructed to bring it up to present day standards. The existing bridge will be replaced with a new two-lane bridge that provides standard horizontal and vertical clearance on I-75. Bridge approaches will be reconstructed to conform to a design speed of 45 mph. The bridge will remain closed to traffic during construction. Traffic will be maintained on an offsite detour comprising of SR 125, CR 410 – Brighton Road and US 41 for a net detour length of approximately 4 miles.
- This Revised Concept Report proposes that the southbound entrance ramp at CR 11 – Willis Still Road Interchange be realigned to avoid a newly constructed church. It is proposed to construct the ramp realignment at 50 mph, using the minimum curve radius and super elevation runoffs. The intersection angle of the proposed ramp with CR 11 – Willis Still Road, is proposed to be 75 degrees and the ramp will be located closer to I-75. A design exception is anticipated due to the transition length available to transition to full super elevation on the ramp from CR 11 – Willis Still Road.
- This Revised Concept Report proposes utilizing an off-site detour in lieu of stage construction for bridge replacement on CR 410 – Brighton Road, CR 421 – Chula Brookfield Road and CR 11 – Willis Still Road. In order to bring alignments on all interchange crossing roads in compliance with AASHTO standards, their vertical profiles will need to be raised by several feet. CR 410 – Brighton Road will be raised by as much as 8 feet, CR 421 – Chula Brookfield Road will be raised 12 feet and CR 11 – Willis Still Road will be raised up to 13 feet at certain locations. These high grade differences will require that all interchanges be closed for a period of time to complete construction. Maintaining traffic during bridge construction will involve safety concerns for both construction personnel and vehicular traffic. Based on the low volume of traffic projected for these corridors during the construction year and the availability of reasonable detour routes, the Department has determined that all interchange bridges will be closed to traffic during construction and traffic will be maintained using offsite detours. The duration of closures will be minimized by maximizing construction that can be completed before the closures.

During reconstruction of CR 410 – Brighton Road interchange, traffic will be maintained on an offsite detour comprising of US 41 on the west, 20<sup>th</sup> Street on the south and SR 125 on the east. The net detour length will be approximately 5.8 miles.

During reconstruction of CR 421 – Chula Brookfield Road interchange, traffic will be maintained on an offsite detour comprising of US 41 on the west, CR 11 – Willis Still Road on the north and Adams Road on the east. The net detour length will be approximately 6.4 miles.

During reconstruction of CR 11 -Willis Still Road interchange, traffic will be maintained on an offsite detour comprising of US 41 on the west, CR 421 - Chula Brookfield Road on the south and Adams Road on the east. The net detour length will be approximately 2 miles.

**Updated traffic data (AADT):**

Current Year: (2012) 47,950      Design Year: (2032) 71,200

**Programmed Schedule:**

P.E.: 2005      R/W: FY 2008      Construction: FY 2009

**Revised Cost Estimates:**

1. Construction cost including E&C: \$23,423,871
2. Right-of-way: \$8,780,000
3. Reimbursable Utilities: \$2,500,000

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

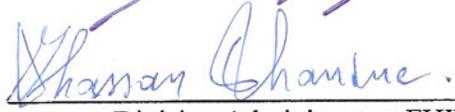
**Recommendation:**

We recommend that the proposed revisions to the concept be approved for implementation.

**Attachments:**

1. Updated need & purpose statement
2. Typical sections
3. Updated traffic volumes
4. Capacity analysis summary
5. Interchange sketches
6. Offsite detour plan for bridge construction
7. Detailed cost estimate
8. Approved concept report (dated June 1999)

Concur:   
\_\_\_\_\_  
Director of Preconstruction

Approve:   
For \_\_\_\_\_  
Division Administrator, FHWA

Approve:   
\_\_\_\_\_  
Chief Engineer

**UPDATED NEED AND PURPOSE**  
**I-75 Improvements from North of Tifton City Limits to**  
**Turner County Line, Phase II, Tift County**  
**NSH-0000-00(803), P.I. 0000803**

Phase I of Project NH-IM-75-1(158) [now NHS-0000-00(803)] was the widening and reconstruction of I-75 from two lanes in each direction to three lanes in each direction. The project started from the northern city limits of Tifton and ended at the Turner County line, for a total of 8 miles. Approximately one-half lane (6.82') and a 12' shoulder were constructed to the inside in both directions and one and a half lanes (17.18') were added to the outside northbound and southbound to achieve the ultimate 48' section in each direction.

Phase II of Project NHS-0000-00(803) consists of interchange improvements at Brighton Road (CR 410), Chula Brookfield Road (CR 421) and Willis Still Road (CR 11) and overpass improvements at Wesley Rigdon Road (CR 107), all within the limits of Phase I widening.

The 2006 ADT for CR 410 is 3,276 vehicles per day. The 2012 level of service will be 'B' with a projected ADT of 3,800. By year 2032, the ADT is expected to increase 46% and the level of service will decrease to a level 'C'. In the three year period from 2002 through 2004 there were a total of 20 accidents along this stretch of CR 410. During 2002, there were 365 accidents per 100 million vehicles miles (MVM) traveled along this stretch compared to 195 accidents per 100 MVM statewide. During 2003 and 2004, there were 453 and 195 accidents per 100 MVM respectively in comparison to 211 and 273 accidents per 100 MVM statewide.

The 2006 AADT for CR 107 is 206 vehicles per day. The 2012 level of service will be 'A' with a projected ADT of 250. By year 2032, the ADT is expected to increase 60% without any change in the level of service. In the three year period from 2002 through 2004 there were a total of 2 accidents along this stretch of CR 107. During 2002, there were 2740 accidents per 100 MVM traveled along this stretch compared to 181 accidents per 100 MVM statewide. During 2003, there were 2634 accidents per 100 MVM along this stretch compared to 178 accidents per 100 MVM statewide. No accidents were reported along this stretch in year 2004 compared to 189 accidents per 100 MVM.

The 2006 ADT for CR 421 is 1,396 vehicles per day. The 2012 level of service will be 'B' with a projected ADT of 1,650. By year 2032, the ADT is expected to increase 51% without any change in the level of service. In the three year period from 2002 through 2004 there were a total of 6 accidents along this stretch of CR 421. During 2002, there were 365 accidents per 100 MVM traveled along this stretch compared to 195 accidents per 100 MVM statewide. During 2003 and 2004, there were 235 and 113 accidents per 100 MVM respectively in comparison to 211 and 273 accidents per 100 MVM statewide.

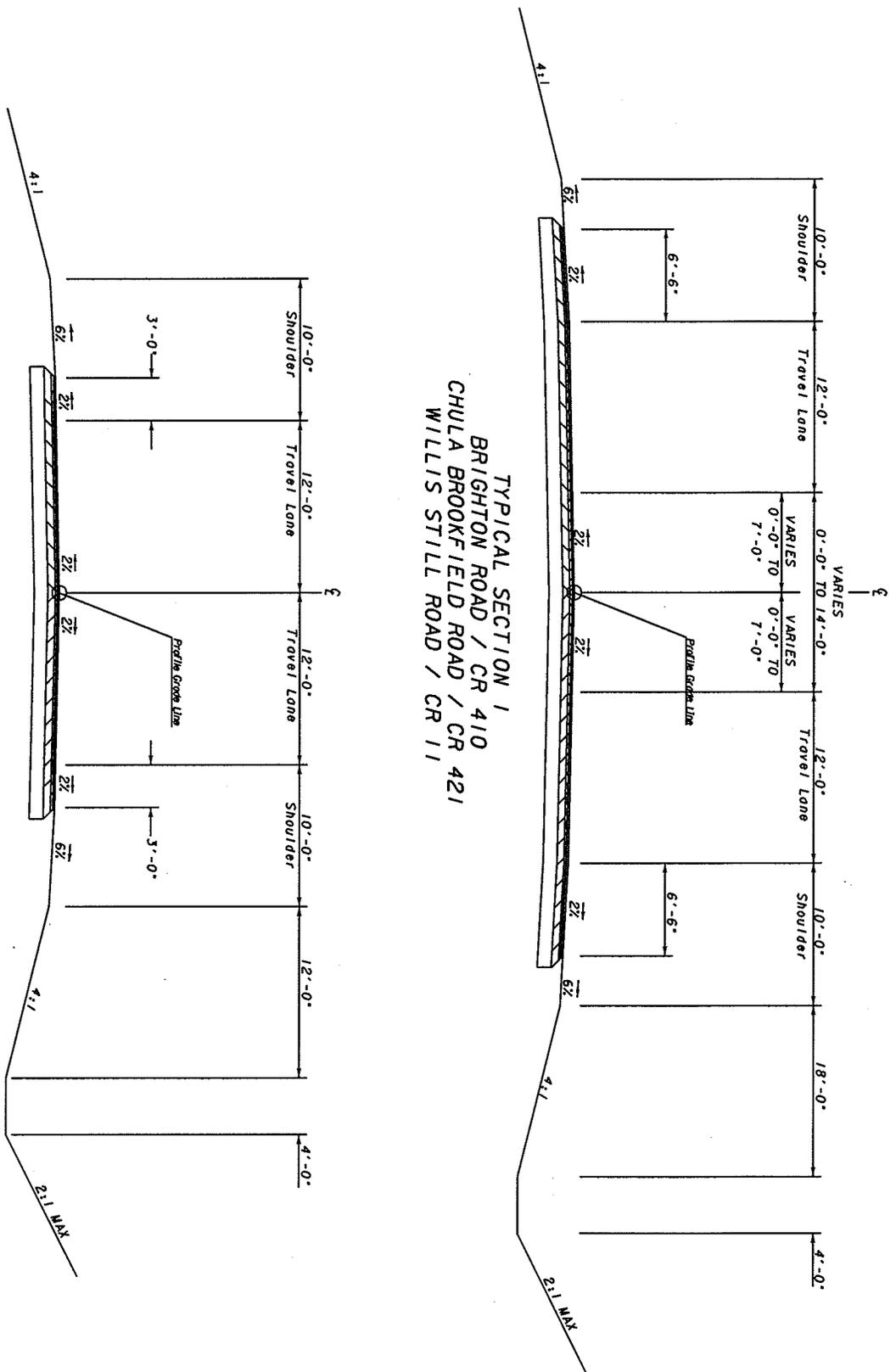
The 2006 ADT for CR 11 is 780 vehicles per day. The 2012 level of service for will be 'A' with a projected ADT of 900. By year 2032, the AADT is expected to increase 44% without any change on the level of service. In the three year period from 2002 through 2004 a total of 1 accident occurred along this stretch of CR 11. No accidents were reported along this stretch in year 2002 and 2003 compared to 89 and 90 accidents per 100 MVM recorded statewide. During 2004, there were 239 accidents per 100 MVM traveled along this stretch compared to 94 accidents per 100 MVM statewide.

After Phase I widening, horizontal clearance from the I-75 mainline outside lane line to side barriers in front of bridge columns at CR 410, CR 107, CR 421 and CR 11 are 11.0 feet, 12.0 feet, 11.7 feet and 10.7 feet respectively. The required horizontal clearance is 14 feet. A design exception has been acquired for these substandard lateral clearances in Phase I. Bridges at all locations were jacked during Phase I to provide adequate vertical clearance over I-75. This has resulted in a substandard profile for all the crossing roads and has lowered sight distance for cars on ramps exiting I-75.

All four bridges need to be replaced to provide adequate horizontal clearances. The proposed bridges will be designed to accommodate a future fourth general-use lane and an additional 36 feet for a future tuck-only lane on each side on I-75. Bridges on all interchanges will be replaced to provide two through lanes and a 14' median turn lane. All interchange crossing roads will be tapered down to tie in to the existing two lane typical section. Improvements to CR 410 will be carried out up till its intersection with US 41 on the west side of I-75 and for a distance of 1,000 feet on the east side of I-75. CR 421 will be improved for a distance of approximately 1,400 feet and 1,000 feet on the west and east side of I-75 respectively. CR 11 will be improved for approximately 1,000 feet on either side of I-75. Vertical profiles will be corrected to conform to minimum sight distance requirements. CR 421 and CR 11 will be designed for a speed of 55 mph. CR 107 will be designed for a speed of 45 mph. CR 410 will be designed for a speed of 55 mph and 45 mph on the east and west side of I-75 respectively.

Interchange ramps will be improved to bring them up to present day standards. Adequate acceleration and deceleration lengths will be provided for vehicles entering and exiting I-75. The ramps will be designed to accommodate a future fourth lane on I-75. Ramp intersections will be spaced at a minimum 1,000 feet apart on all crossing roads.

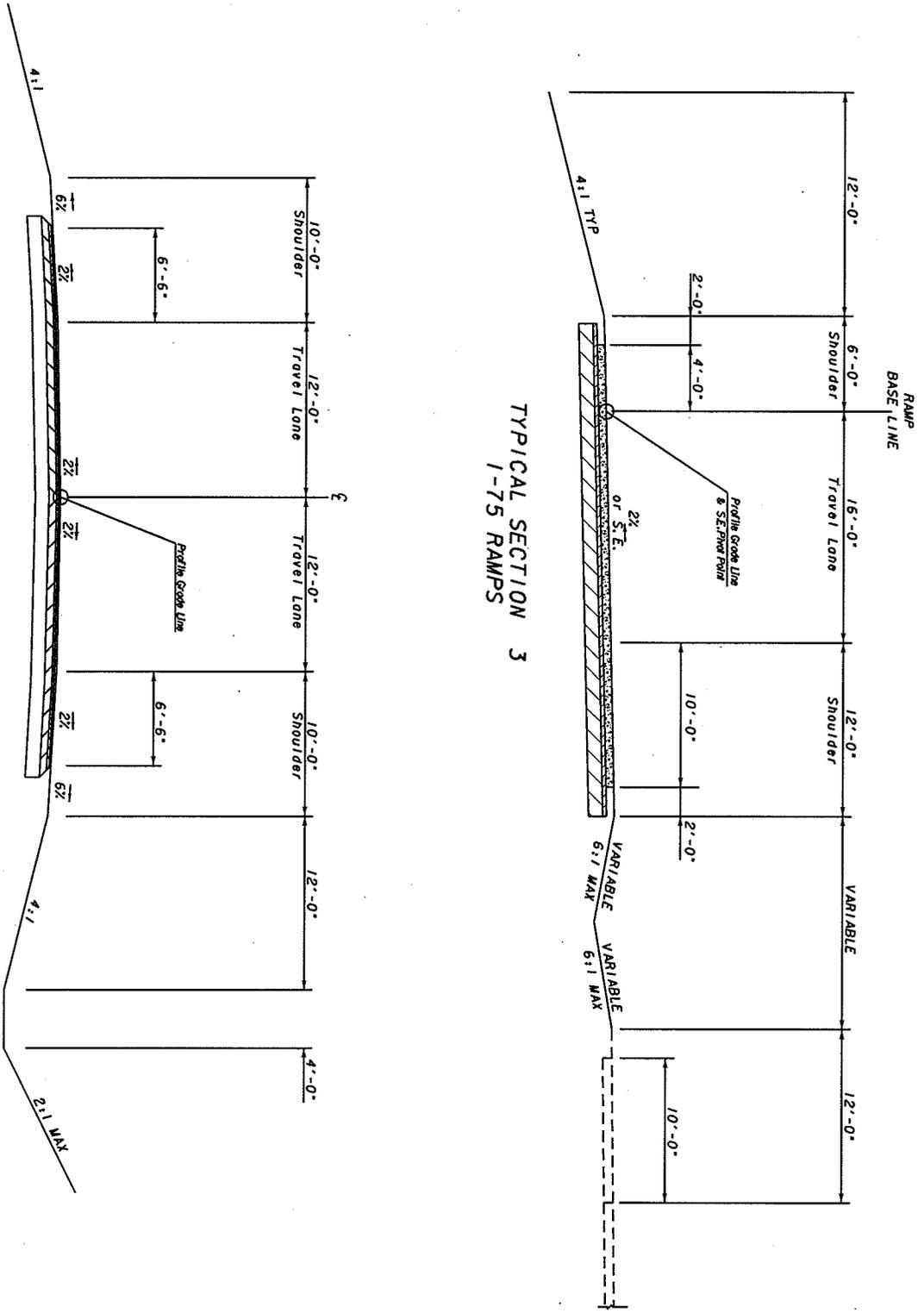
This project will provide increased safety by bringing interchanges and overpass up to present day standards.



TYPICAL SECTION 1  
 BRIGHTON ROAD / CR 410  
 CHULA BROOKFIELD ROAD / CR 421  
 WILLIS STILL ROAD / CR 111

TYPICAL SECTION 2  
 WESLEY RIGDON ROAD / CR 107

NOT TO SCALE



TYPICAL SECTION 3  
I-75 RAMPS

TYPICAL SECTION 4  
FRONTAGE ROAD

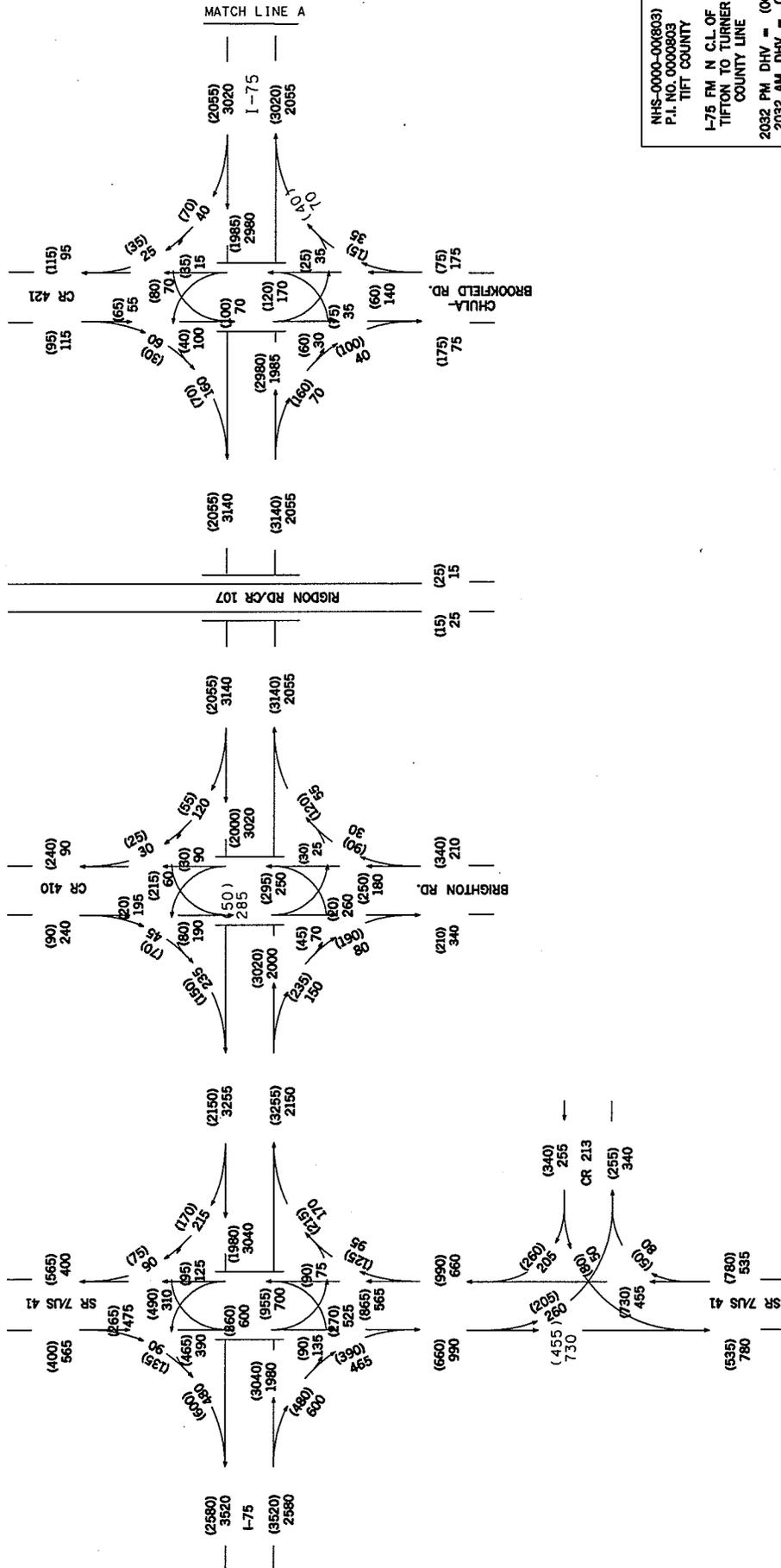
NOT TO SCALE





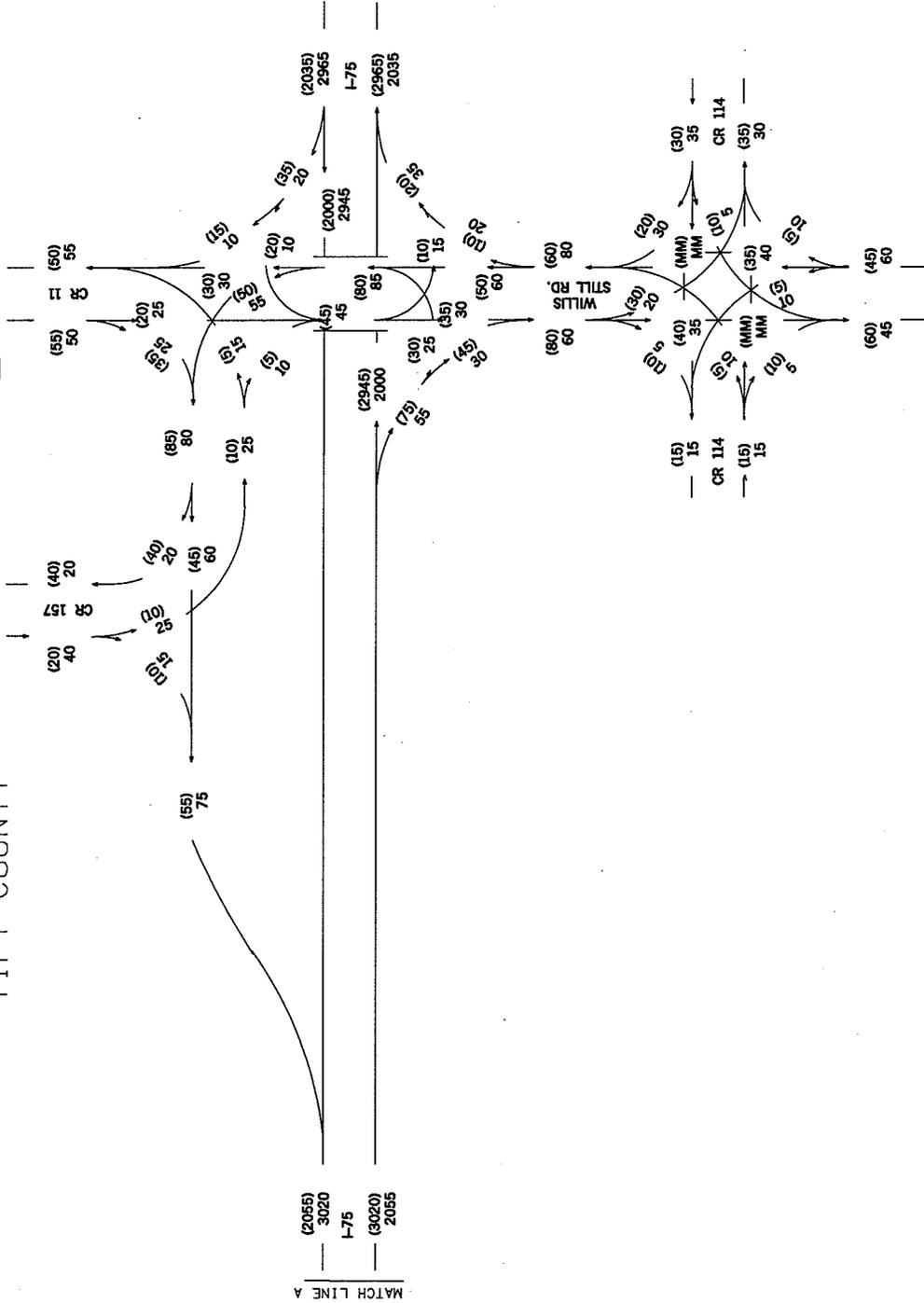
TIFT COUNTY

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION



NHS-0000-00(803)  
 P.I. NO. 0000803  
 TIFT COUNTY  
 I-75 FM N.C.L. OF  
 TIFTON TO TURNER  
 COUNTY LINE  
 2032 PM DHV = (000)  
 2032 AM DHV = 000  
 T = 22% T.J.W  
 0604

TIFT COUNTY



## Year 2012 Highway Capacity Analysis Summary

Basic Freeway Segments Analysis					
Freeway Segment Limits	Dir	No Build		Build	
		LOS (AM)	LOS (PM)	LOS (AM)	LOS (PM)
BEGIN Project Limit to CR 410 NB off-ramp	NB	A	B	A	B
CR 410 NB off-ramp to CR 410 NB on-ramp	NB	A	B	A	B
CR 410 NB on-ramp to CR 421 NB off-ramp	NB	A	B	A	B
CR 421 NB off-ramp to CR 421 NB on-ramp	NB	A	B	A	B
CR 421 NB on-ramp to CR 11 NB off-ramp	NB	A	B	A	B
CR 11 NB off-ramp to CR 11 NB on-ramp	NB	A	B	A	B
CR 11 NB on-ramp to END Project Limit	NB	A	B	A	B
END Project Limit to CR 11 SB off-ramp	SB	B	A	B	A
CR 11 SB off-ramp to CR 11 SB on-ramp	SB	B	A	B	A
CR 11 SB on-ramp to CR 421 SB off-ramp	SB	B	A	B	A
CR 421 SB off-ramp to CR 421 SB on-ramp	SB	B	A	B	A
CR 421 SB on-ramp to CR 410 SB off-ramp	SB	B	A	B	A
CR 410 SB off-ramp to CR 410 SB on-ramp	SB	B	A	B	A
CR 410 SB on-ramp to BEGIN Project Limit	SB	B	A	B	A

Ramp Merge/Diverge Analysis					
Merge/Diverge Segment Limits	Dir	No Build		Build	
		LOS (AM)	LOS (PM)	LOS (AM)	LOS (PM)
<b>Brighton Road (CR 410)</b>					
Off-ramp diverge to CR 410	NB	B	B	B	B
On-ramp merge from CR 410	NB	A	B	A	B
Off-ramp diverge to CR 410	SB	B	B	B	B
On-ramp merge from CR 410	SB	B	B	B	B
<b>Chula Brookfield Road (CR 421)</b>					
Off-ramp diverge to CR 421	NB	B	B	B	B
On-ramp merge from CR 421	NB	A	B	A	B
Off-ramp diverge to CR 421	SB	B	B	B	B
On-ramp merge from CR 421	SB	B	A	B	A
<b>Willis Still Road (CR 11)</b>					
Off-ramp diverge to CR 11	NB	B	B	B	B
On-ramp merge from CR 11	NB	A	B	A	B
Off-ramp diverge to CR 11	SB	B	B	B	B
On-ramp merge from CR 11	SB	B	A	B	A

<b>Two-Lane Highway Segment Analysis</b>				
<b>Street</b>	<b>No Build</b>		<b>Build</b>	
	<b>LOS (AM)</b>	<b>LOS (PM)</b>	<b>LOS (AM)</b>	<b>LOS (PM)</b>
Brighton Road (CR 410)	B	B	B	B
Wesley Rigdon Road (CR 107)	A	A	A	A
Chula Brookfield Road (CR 421)	B	B	B	B
Willis Still Road (CR 11)	A	A	A	A

<b>Unsignalized Intersection Analysis</b>					
<b>Intersection</b>	<b>Minor Street</b>	<b>No-Build</b>		<b>Build</b>	
		<b>LOS (AM)</b>	<b>LOS (PM)</b>	<b>LOS (AM)</b>	<b>LOS (PM)</b>
Brighton Road (CR 410) / NB Ramps	NB Ramp	B	A	A	A
Brighton Road (CR 410) / SB Ramps	SB Ramp	B	B	B	A
Chula Brookfield Road (CR 421) / NB Ramps	NB Ramp	A	A	A	A
Chula Brookfield Road (CR 421) / SB Ramps	SB Ramp	A	A	A	A
Willis Still Road (CR 11) / NB Ramps	NB Ramp	A	A	A	A
Willis Still Road (CR 11) / SB Ramps	SB Ramp	A	A	A	A

## Year 2032 Highway Capacity Analysis Summary

Basic Freeway Segments Analysis					
Freeway Segment Limits	Dir	No Build		Build	
		LOS (AM)	LOS (PM)	LOS (AM)	LOS (PM)
Begin Project Limit to CR 410 NB off-ramp	NB	B	C	B	C
CR 410 NB off-ramp to CR 410 NB on-ramp	NB	B	C	B	C
CR 410 NB on-ramp to CR 421 NB off-ramp	NB	B	C	B	C
CR 421 NB off-ramp to CR 421 NB on-ramp	NB	B	C	B	C
CR 421 NB on-ramp to CR 11 NB off-ramp	NB	B	C	B	C
CR 11 NB off-ramp to CR 11 NB on-ramp	NB	B	C	B	C
CR 11 NB on-ramp to END Project Limit	NB	B	C	B	C
END Project Limit to CR 11 SB off-ramp	SB	C	B	C	B
CR 11 SB off-ramp to CR 11 SB on-ramp	SB	C	B	C	B
CR 11 SB on-ramp to CR 421 SB off-ramp	SB	C	B	C	B
CR 421 SB off-ramp to CR 421 SB on-ramp	SB	C	B	C	B
CR 421 SB on-ramp to CR 410 SB off-ramp	SB	C	B	C	B
CR 410 SB off-ramp to CR 410 SB on-ramp	SB	C	B	C	B
CR 410 SB on-ramp to BEGIN Project Limit	SB	C	B	C	B

Ramp Merge/Diverge Analysis					
Merge/Diverge Segment Limits	Dir	No Build		Build	
		LOS (AM)	LOS (PM)	LOS (AM)	LOS (PM)
<b>Brighton Road (CR 410)</b>					
Off-ramp diverge to CR 410	NB	B	C	B	C
On-ramp merge from CR 410	NB	B	C	B	B
Off-ramp diverge to CR 410	SB	C	B	C	B
On-ramp merge from CR 410	SB	C	B	C	B
<b>Chula Brookfield Road (CR 421)</b>					
Off-ramp diverge to CR 421	NB	B	C	B	C
On-ramp merge from CR 421	NB	B	B	B	B
Off-ramp diverge to CR 421	SB	C	B	C	B
On-ramp merge from CR 421	SB	C	B	C	B
<b>Willis Still Road (CR 11)</b>					
Off-ramp diverge to CR 11	NB	B	C	B	C
On-ramp merge from CR 11	NB	B	B	B	B
Off-ramp diverge to CR 11	SB	C	B	C	B
On-ramp merge from CR 11	SB	B	B	B	B

<b>Two-Lane Highway Segment Analysis</b>				
<b>Street</b>	<b>No Build</b>		<b>Build</b>	
	<b>LOS (AM)</b>	<b>LOS (PM)</b>	<b>LOS (AM)</b>	<b>LOS (PM)</b>
Brighton Road (CR 410)	C	C	C	C
Wesley Rigdon Road (CR 107)	A	A	A	A
Chula Brookfield Road (CR 421)	B	B	B	B
Willis Still Road (CR 11)	A	A	A	A

<b>Unsignalized Intersection Analysis</b>					
<b>Intersection</b>	<b>Minor Street</b>	<b>No-Build</b>		<b>Build</b>	
		<b>LOS (AM)</b>	<b>LOS (PM)</b>	<b>LOS (AM)</b>	<b>LOS (PM)</b>
Brighton Road (CR 410) / NB Ramps	NB Ramp	B	B	B	B
Brighton Road (CR 410) / SB Ramps	SB Ramp	C	B	C	B
Chula Brookfield Road (CR 421) / NB Ramps	NB Ramp	A	B	A	A
Chula Brookfield Road (CR 421) / SB Ramps	SB Ramp	B	B	B	A
Willis Still Road (CR 11) / NB Ramps	NB Ramp	A	A	A	A
Willis Still Road (CR 11) / SB Ramps	SB Ramp	A	A	A	A

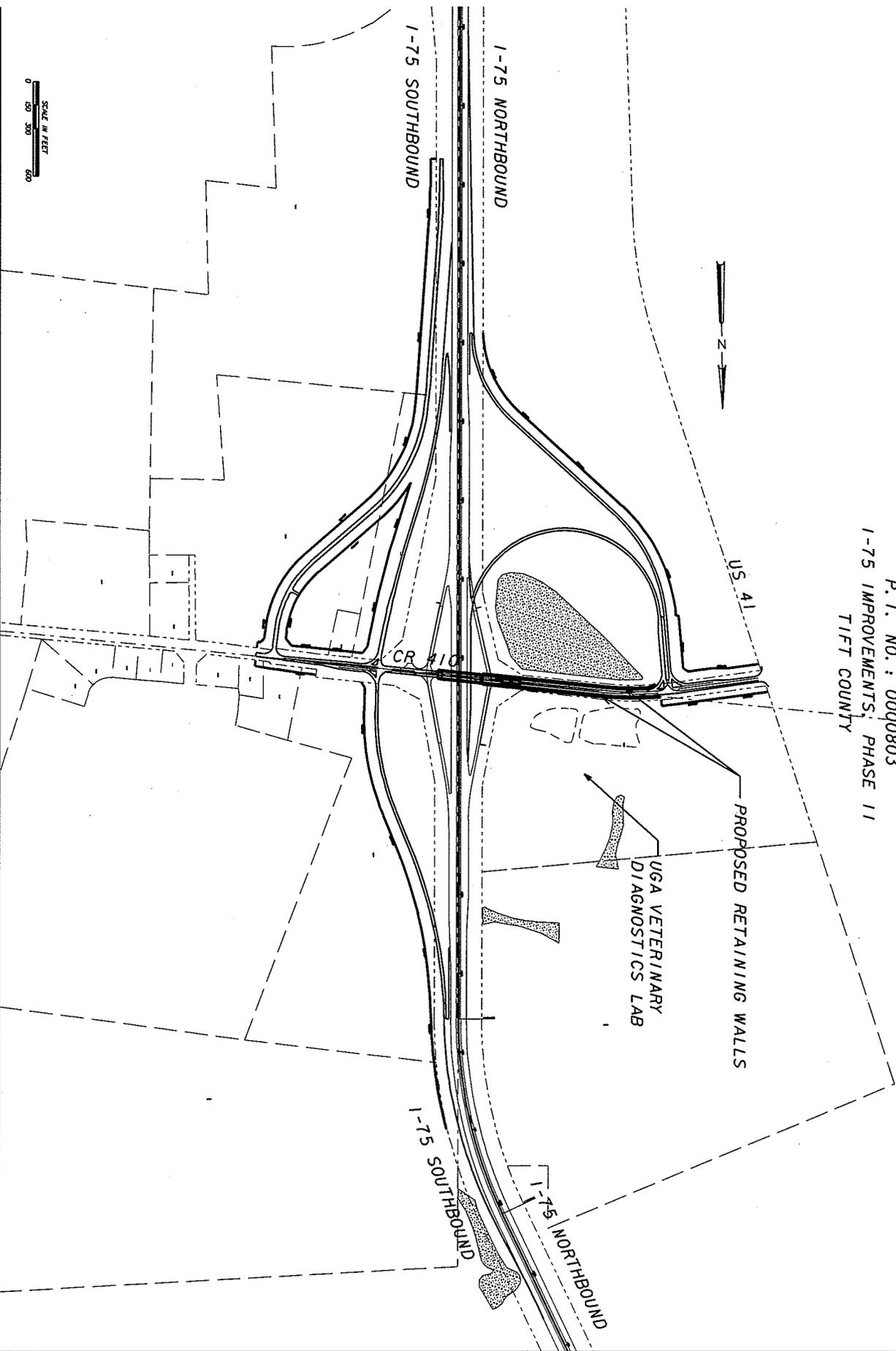
PROPOSED I-75/CR 410 INTERCHANGE

PROJECT: NHS-0000-00(803)

P.I. NO.: 0000803

I-75 IMPROVEMENTS, PHASE II

TIFT COUNTY



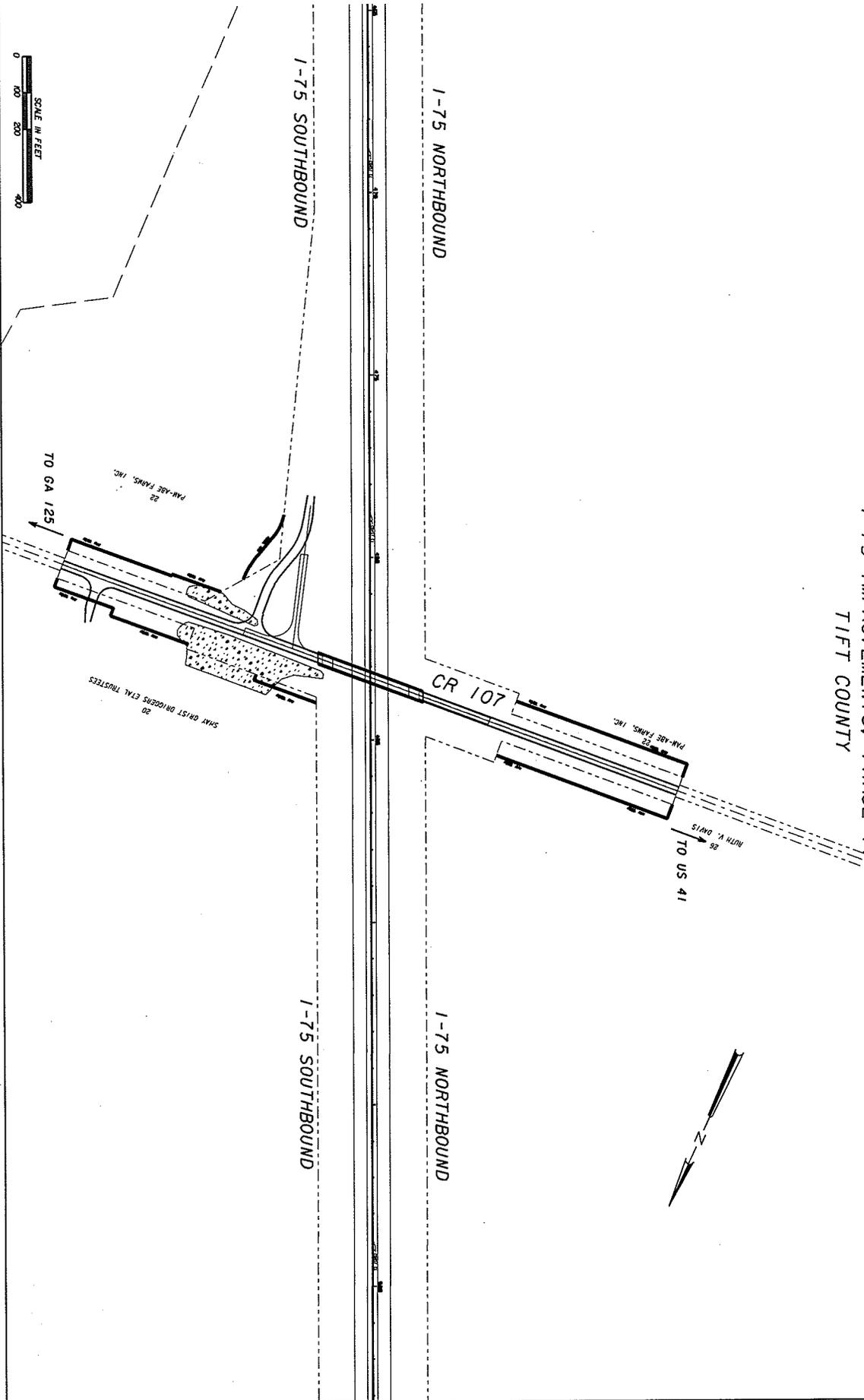
SCALE IN FEET  
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PROPOSED CR 107 OVERPASS

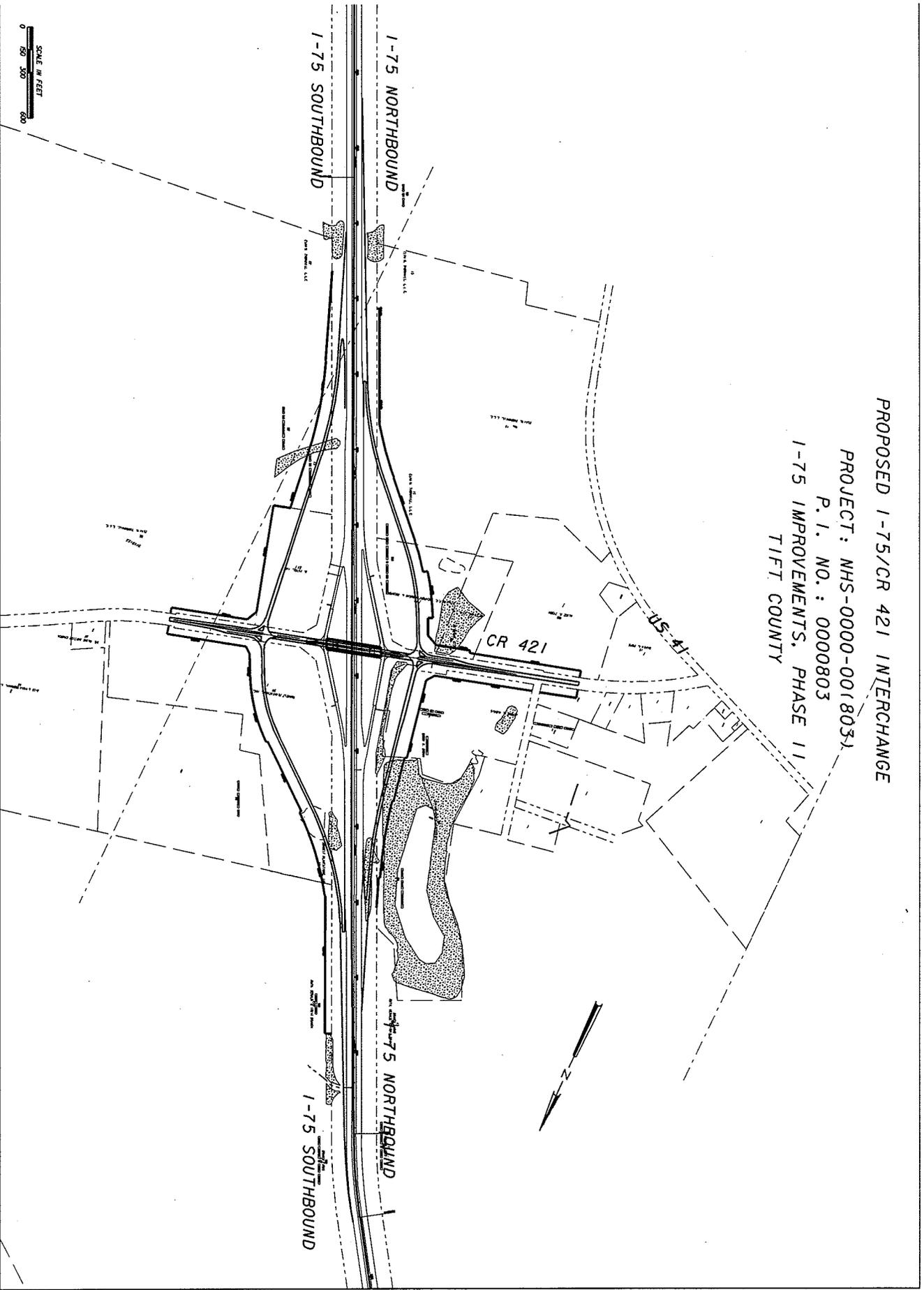
PROJECT: NHS-0000-00(803)

P. I. NO.: 0000803

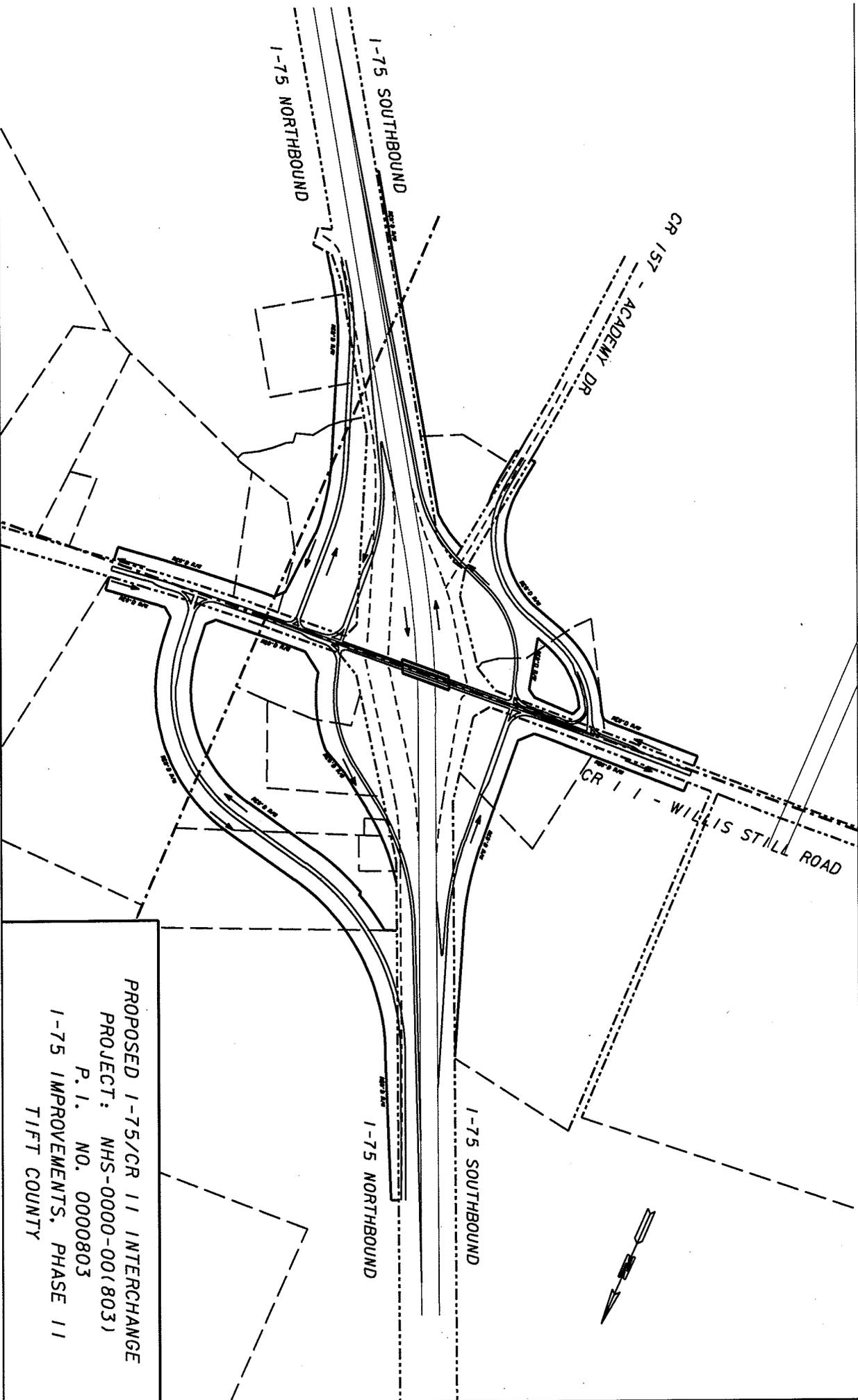
I-75 IMPROVEMENTS, PHASE I  
TIFT COUNTY



PROPOSED I-75/CR 421 INTERCHANGE  
PROJECT: NHS-0000-001803-1  
P.I. NO.: 0000803  
I-75 IMPROVEMENTS, PHASE 11  
TIFF COUNTY

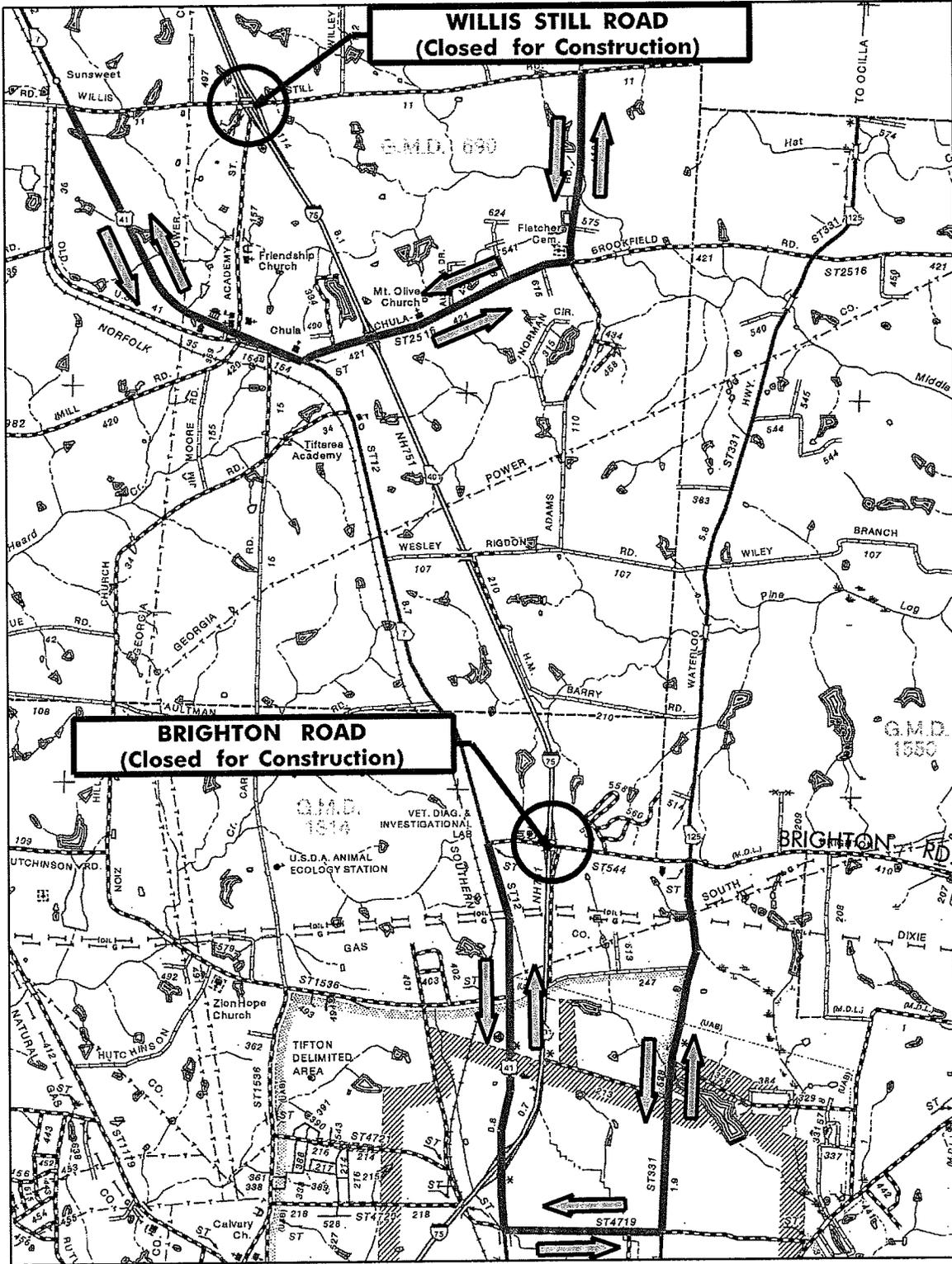


SCALE IN FEET  
0 150 300 600



PROPOSED I-75/CR 11 INTERCHANGE  
PROJECT: NHS-0000-00(803)  
P.I. NO. 0000803  
I-75 IMPROVEMENTS, PHASE 11  
TIFT COUNTY



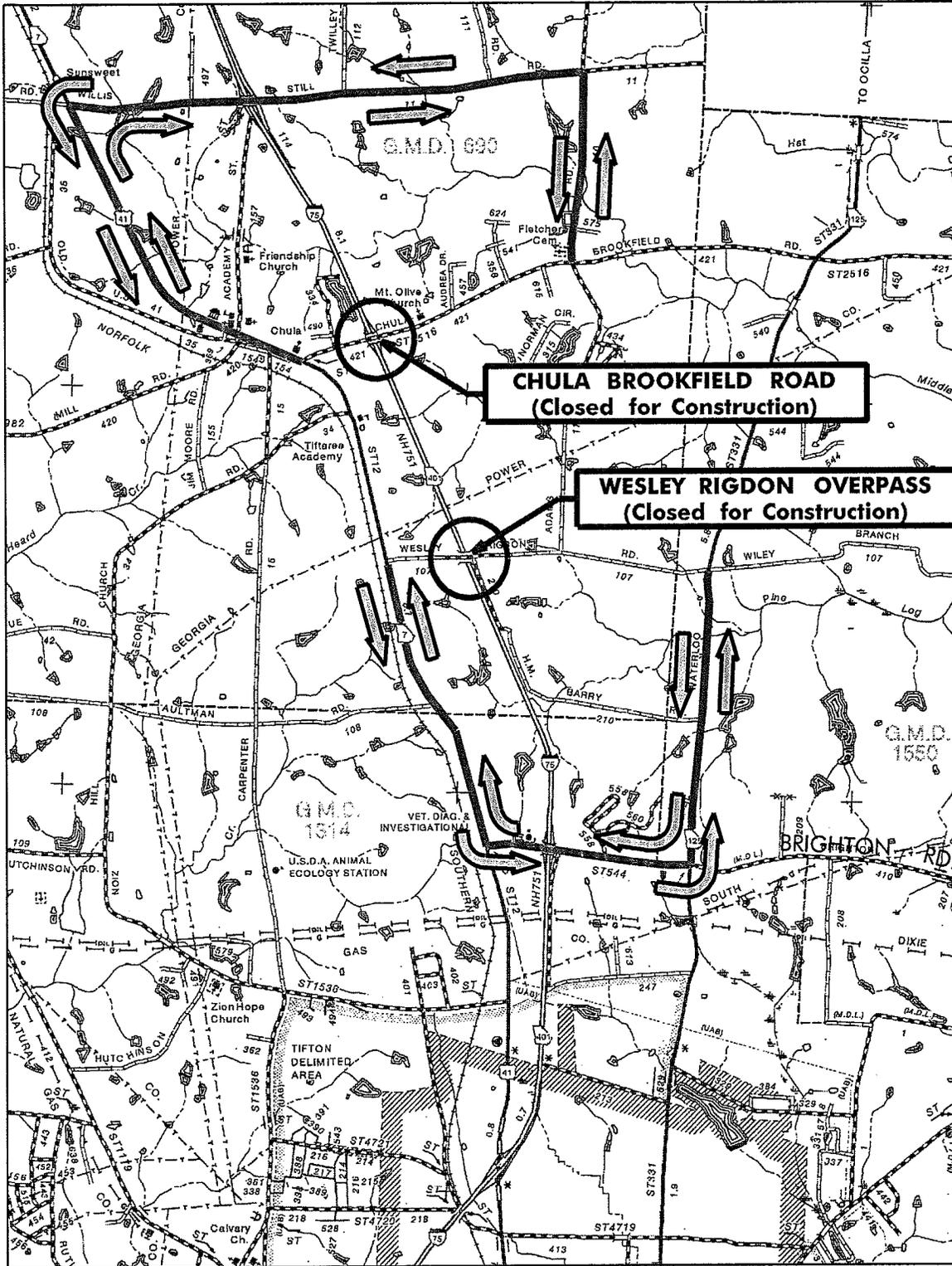


**OFFSITE DETOUR PLAN FOR BRIDGE CONSTRUCTION**

STAGE 1:  
 CONSTRUCT BRIDGES AT  
 WILLIS STILL ROAD  
 & BRIGHTON ROAD

WILLIS STILL ROAD  
 GROSS DETOUR LENGTH: 5.5 MI  
 NET DETOUR LENGTH: 2.0 MI

BRIGHTON ROAD  
 GROSS DETOUR LENGTH: 6.7 MI  
 NET DETOUR LENGTH: 5.8 MI



**OFFSITE DETOUR PLAN FOR BRIDGE CONSTRUCTION**



STAGE 2:  
 CONSTRUCT BRIDGES AT  
 CHULA BROOKFIELD RD. &  
 WESLEY RIGDON RD.

CHULA BROOKFIELD ROAD  
 GROSS DETOUR LENGTH: 7.7 MI  
 NET DETOUR LENGTH: 6.4 MI

WESLEY RIGDON ROAD  
 GROSS DETOUR LENGTH: 5.3 MI  
 NET DETOUR LENGTH: 3.9 MI

**Estimate Report for file "NHS-0000-00(803)"**

<b>Section Roadway Items</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
150-1000	1	LS	500000.00	TRAFFIC CONTROL - NHS-0000-00(803)	500000.00
153-1300	1	EA	56175.17	FIELD ENGINEERS OFFICE TP 3	56175.17
210-0100	1	LS	2255934.00	GRADING COMPLETE - NHS-0000-00(803)	2255934.00
310-1101	97917	TN	18.00	GR AGGR BASE CRS, INCL MATL	1762506.00
402-1812	2778	TN	85.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	236130.00
402-3121	19610	TN	75.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1470750.00
402-3147	17499	TN	75.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, BLEND 1, INCL BITUM MATL & H LIME	1312425.00
402-3190	20616	TN	75.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1546200.00
439-0026	68575	SY	65.00	PLAIN PC CONC PVMT, CL 3 CONC, 12 INCH THK	4457375.00
641-1100	385	LF	31.10	GUARDRAIL, TP T	11973.50
641-1200	5000	LF	13.66	GUARDRAIL, TP W	68300.00
641-5001	18	EA	478.68	GUARDRAIL ANCHORAGE, TP 1	8616.24
641-5012	18	EA	1552.39	GUARDRAIL ANCHORAGE, TP 12	27943.02
<b>Section Sub Total:</b>					<b>\$13,714,327.93</b>

<b>Section Grading &amp; Drainage</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
550-1180	960	LF	32.66	STORM DRAIN PIPE, 18 IN, H 1-10	31353.60
550-1240	360	LF	39.48	STORM DRAIN PIPE, 24 IN, H 1-10	14212.80
550-2180	530	LF	24.43	SIDE DRAIN PIPE, 18 IN, H 1-10	12947.90
550-2240	530	LF	29.67	SIDE DRAIN PIPE, 24 IN, H 1-10	15725.10
550-3318	12	EA	688.89	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	8266.68
550-3324	6	EA	933.84	SAFETY END SECTION 24 IN, STORM DRAIN, 4:1 SLOPE	5603.04
550-3618	18	EA	537.13	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	9668.34
550-3624	18	EA	872.95	SAFETY END SECTION 24 IN, SIDE DRAIN, 6:1 SLOPE	15713.10
550-4118	8	EA	270.63	FLARED END SECTION 18 IN, SIDE DRAIN	2165.04
550-4124	8	EA	344.83	FLARED END SECTION 24 IN, SIDE DRAIN	2758.64
576-1018	232	LF	26.31	SLOPE DRAIN PIPE, 18 IN	6103.92
<b>Section Sub Total:</b>					<b>\$124,518.16</b>

<b>Section Erosion Control</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
163-0521	500	EA	164.74	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	82370.00
165-0010	20000	LF	1.07	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	21400.00
171-0010	20000	LF	1.84	TEMPORARY SILT FENCE, TYPE A	36800.00
603-2181	736	SY	36.88	STN DUMPED RIP RAP, TP 3, 18 IN	27143.68
603-7000	736	SY	4.04	PLASTIC FILTER FABRIC	2973.44
700-6910	22	AC	782.78	PERMANENT GRASSING	17221.16
700-7000	44	TN	58.01	AGRICULTURAL LIME	2552.44
700-7010	50	GL	18.80	LIQUID LIME	940.00
700-8000	18	TN	264.44	FERTILIZER MIXED GRADE	4759.92
700-8100	2191	LB	1.52	FERTILIZER NITROGEN CONTENT	3330.32
715-2100	14770	SY	1.74	BITUMINOUS TREATED ROVING, SLOPES	25699.80
716-2000	6028	SY	1.06	EROSION CONTROL MATS, SLOPES	6389.68
<b>Section Sub Total:</b>					<b>\$231,580.44</b>

<b>Section Bridge Items</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
500-0100	8000	SY	4.44	GROOVED CONCRETE	35520.00
500-1006	1	LS	4000000.00	SUPERSTR CONCRETE, CL AA, BR NO -	4000000.00
500-2100	2015	LF	42.58	CONCRETE BARRIER	85798.70
500-3001	1000	CY	450.00	CLASS AA CONCRETE, HES	450000.00
511-1000	72168	LB	0.73	BAR REINF STEEL	52682.64
511-3000	1	LS	2000000.00	SUPERSTR REINF STEEL, BR NO - 1	2000000.00
540-1101	1	LS	600000.00	REMOVAL OF EXISTING BR, STA NO -	600000.00

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**Section Sub Total: \$7,224,001.34****Total Estimated Cost: \$21,294,427.87**

<b>Subtotal Construction Cost</b>	<b>\$21,294,427.87</b>
E&C Rate 10.0 %	\$2,129,442.79
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
<hr/>	
<b>Total Construction Cost</b>	<b>\$23,423,870.66</b>
Right Of Way	\$8,780,000.00
ReImb. Utilities	\$2,500,000.00
<hr/>	
<b>Grand Total Project Cost</b>	<b>\$34,703,870.66</b>



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-75-1(158) Tift County  
P.I. No. 410240

OFFICE Preconstruction

DATE December 6, 1999

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

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of I-75 from just north of Tifton at the Tifton city limits to the Turner County line in two phases. The existing I-75 consists of two lanes in each direction separated by a 40' median for the entire project length. The existing major structures are:

<u>LOCATION</u>	<u>DIMENSIONS</u>	<u>SUFF RATING</u>
Brighton Road (CR 410) Overpass	210' x 34.3' bridge	81.5
Wesley Rigdon Road (CR 107) Overpass	225' x 33.0' bridge	98.8
Chula-Brookfield Road (CR 421) Overpass	215' x 34.3' bridge	90.1
I-75 over unnamed creek	Single 9' x 10' culvert	-----
Willis Still Road (CR 11) Overpass	225' x 34.3' culvert	98.9

Level of Service (LOS) for this section of I-75 is presently at a LOS "C". With a projected 63% increase in traffic by year 2022, the LOS will decrease to "F" if the additional lanes are not constructed. The base year traffic (2002) is 42,300 VPD and the design year traffic (2022) is 64,800 VPD. The posted and the design speeds are 70 MPH.

Project NH-75-1(158) Tift County - Phase I, consists of the widening and reconstruction of I-75 from two lanes in each direction to three lanes in each direction from the north city limits of Tifton to the Turner County line for a total of 8.0 miles.

The widening is proposed as follows: Construct approximately one-half lane (6.82') and a 12' shoulder to the inside in both directions; add approximately one and a half lanes (17.18') to the outside northbound and southbound. A total of 24' of full depth new pavement will be added to the existing 24' to achieve the ultimate 48' section in each direction, separated by a concrete barrier. However, I-75 will first function as a six lane interstate by utilizing the three inside lanes and the newly paved outside 12' (full depth) will function as the Phase I outside shoulder.

NH-75-1(158) Tift  
December 6, 1999

Bridge construction will be as follows:

1. I-75 over unnamed creek - extend existing culvert
2. Wesley Rigdon Road (CR 107) overpass - jack bridge to obtain standard vertical clearance

A design exception will be required for substandard horizontal clearances from the I-75 mainline to side barriers in front of bridge columns at Brighton Road (CR 410), Wesley Rigdon Road (CR 107), Chula-Brookfield Road (CR 421), and Willis Still Road (CR 11). The required horizontal clearance is 14'. The proposed minimum horizontal clearances at the locations will be 11.0', 12.0', 11.7', and 10.7' respectively.

**Project NH-75-1(158) Tift County - Phase II** consists of interchange modifications for the CR 410 - Brighton Road (CR 421) - Chula-Brookfield Road, and Willis Still Road (CR 11) interchanges. Due to substandard lateral clearances from the edge of the existing I-75 lanes to the face of the bridge columns, the CR 410, CR 421, and CR 11 overpasses will be replaced. The new bridges will provide for four, 12' lanes with a 20' raised median. Exit and entrance ramps will be relocated to achieve separation and greater sight distance. The new bridges will correct sight distance deficiencies and allow for future widening of I-75.

Additional right-of-way will be required to implement this project. This roadway will remain open to traffic during construction.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; a public hearing is not required; time saving procedures are appropriate for Phase I.

The estimated costs for this project are:

**Project NH-75-1(158) Tift County - Phase I**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$33,260,000	\$29,000,000	2002	00-09
Right-of-Way & Utilities*	-----	-----		

The Office of Programming is requested to program a separate project for the Phase II construction. The estimated costs for this project are:

Project NH-75-1(xxx) Tift County - Phase II 0000803

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$19,852,000	-----		LR(proposed)
Right-of-Way	\$ 7,211,000	-----		
Utilities*	\$ 1,680,000	-----		

\*LGPA sent 4-8-92 requesting Tift County be responsible for utilities: City of Tifton signed LGPA on 5-5-92 for public utilities.

This project will increase capacity, enhance safety, and reduce congestion along this portion of I-75. I recommend this project concept be approved.

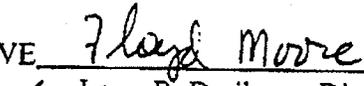
TLT:JDQ/cj

Attachment

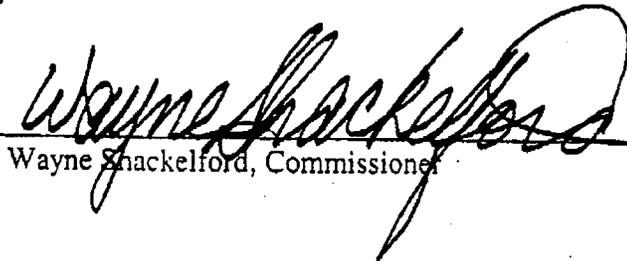
CONCUR

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

\* APPROVE

  
for Larry R. Dreihaupt, Division Administrator, FHWA

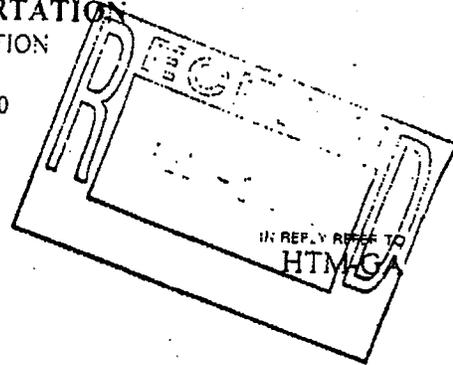
APPROVE

  
Wayne Shackelford, Commissioner

\* SUBJECT TO COMMENTS IN ATTACHED LETTER



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
Georgia Division  
61 Forsyth Street, S.W., Suite 17T100  
Atlanta, Georgia 30303  
February 4, 2000



Mr. Wayne Shackelford  
Commissioner  
Georgia Department of Transportation  
No. 2 Capitol Square, S.W.  
Atlanta, Georgia 30334-1002

Attn: Mr. Wayne Hutto, Office of Preconstruction

Subject: Project No. NH-75-1(158), Tift County - Project Concept Report

Dear Mr. Shackelford:

We have completed review of the subject report and offer the following comments for your consideration:

1. \* During prior meetings with your staff regarding improvements along the I-75 corridor, at least two alternatives were discussed with respect to phasing of the improvements. Phase I will include the addition of a third lane in each direction. One alternative considered for phase II was the addition of a fourth lane in each direction. The other alternative considered for phase II was reconstruction of the interchanges. It is our understanding that a decision has been made to reconstruct the interchanges as phase II. If this is correct, the description of phase II on the third page of the transmittal memorandum should be revised. ~~DESCRIPTION~~ *PHASE II*
2. The concept report indicates that the interchange bridges will have substandard vertical clearances after the completion of phase I. As discussed with your staff in a meeting on February 3, 2000, the FHWA is required to coordinate all substandard vertical clearances on the Interstate system with the Military Traffic Management Command, Transportation Engineering Agency. To facilitate in the coordination, please complete and return the attached questionnaire to this office as soon as possible.
3. The concept report indicates that a Categorical Exclusion will be prepared for the project. Since it has not been determined what impacts will result from the project, we cannot make a final determination regarding the appropriate type of environmental document at this time. In addition, the GDOT and FHWA environmental staffs are considering development of one environmental document for several of the I-75 phase I widening projects. This could also affect the decision regarding the appropriate type of document.

Sincerely,

*L. Amore*

*for* Larry R. Dreihaupt, P.E.  
Division Administrator

Enclosures

\* THE DESCRIPTION HAS BEEN REVISED TO REFLECT THE RECONSTRUCTION OF INTERCHANGES IN PHASE II - IDOL.



U.S. Department  
of Transportation

Federal Highway  
Administration

# Memorandum

Subject: ACTION: Vertical Clearance, Interstate System

Date: September 17, 1999

Coordination of Design Exceptions

From: Henry H. Rentz  
Director of Program Administration

Reply to  
Attn. of: HIPA

To: Resource Center Directors  
Division Administrators  
Program Manager, Federal Lands Highway

On August 15, 1997, the Associate Administrator for Program Development (now Program Manager, Infrastructure CBU) sent to the Regional Administrators and the Federal Lands Highway Program Administrator a memorandum concerning the policy and procedures for coordination of design exceptions to the vertical clearance standard on the Interstate system. The vertical clearance requirement for the Interstate System is contained in *A Policy on Design Standards - Interstate System*, AASHTO, 1991. The FHWA vertical clearance policy and coordination procedure are incorporated into the *Federal-Aid Policy Guide, Non-regulatory Supplement*, 23 CFR 625, paragraph 7. Briefly, all exceptions to the 4.9-meter vertical clearance standard for the rural Interstate and the single routing in urban areas are to be coordinated with the Military Traffic Management Command, Transportation Engineering Agency (MTMCTEA). The purpose of this memorandum is to remind all offices that the above policy and coordination requirements remain in effect.

Since August 1997, several inquiries have been received from field offices as to the status of this requirement and whether or not MTMCTEA is still interested in obtaining the 4.9-meter vertical clearance. The MTMCTEA has concurred with design exceptions at a number of locations where the structure fails to provide the required vertical clearance. The MTMCTEA evaluates each case individually, and concurrence is generally based on the following: a bypass or parallel route (with standard clearances) is available; the vertical clearance standard will be met with a future project; the increased costs associated with meeting the requirement are not practical; or the route in question currently does not have a direct impact on defense deployment.

We have confirmed that MTMCTEA still desires to continue the established procedures to

ensure their awareness of these nonstandard clearances in the event a defense emergency arises. The military continues to have a need for the 4.9-meter clearance. The size of future equipment is unknown and there is a desire to retain options for any equipment developed in the future.

National security is one of FHWA's five Strategic Goals. As part of the implementation of this goal, FHWA is committed to improving the Nation's defense mobility by promoting the improvement of the condition, capacity, and operation of the highway system. Accordingly, FHWA should continue to coordinate with MTMCTEA and the State Departments of Transportation to achieve the vertical clearance requirements necessary to satisfy all agencies. The attached format or anything similar may be used for providing coordination information.

Attachment

**Interstate Vertical Clearance Exception Coordination**

1. Structure Location: State: \_\_\_\_\_ County: \_\_\_\_\_  
 Route: \_\_\_\_\_ Direction: \_\_\_\_\_ Milepost: \_\_\_\_\_  
 Route Name: \_\_\_\_\_  
 Overpass Route: \_\_\_\_\_  
 Structure NBI Number: \_\_\_\_\_  
 \_\_\_ Rural \_\_\_ Urban Single Routing

Include a map showing the general vicinity

2. Project Description:

Estimated Total Project Cost: \$ \_\_\_\_\_

3. Description and Location of the substandard clearance (e.g., through lane(s), shoulder(s), ramp, C-D road, etc.):

	Through lane(s)	Shoulder(s)	Aux. Lane/Ramp
Existing:	_____ m	_____ m	_____ m
Proposed:	_____ m	_____ m	_____ m

4. Description of work required to achieve the 4.9 m clearance:

Estimated additional cost to obtain 4.9 m clearance: \$ \_\_\_\_\_

5. Reason why 4.9 m vertical clearance cannot be attained:

6. Alternate route with 4.9 m vertical clearance:

7. Anticipated schedule for future project(s) which will correct or improve the substandard clearance:

8. Remarks:

9. Date to MTMCTEA: \_\_\_\_\_ Response requested by: \_\_\_\_\_  
Contact Person: \_\_\_\_\_ Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

**FILE:** NH-75-1(158) Tift  
P.I. Number 410240

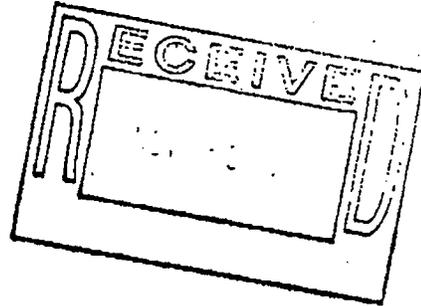
**OFFICE:** Atlanta, Georgia

**DATE:** November 5, 1999

**FROM:** David Mulling, Project Review Engineer *DM*

**TO:** Wayne Hutto, Assistant Director of Pre-construction

**SUBJECT:** CONCEPT REPORT



We have reviewed the concept report submitted November 4, 1999 by the letter from James A. Kennerly dated November 2, 1999, and have no comment.

The costs for the project are:

	<u>PHASE 1</u>	<u>PHASE 2</u>
Construction	\$26,292,000	\$15,693,000
Inflation	\$ 3,944,000	\$ 2,354,000
E&C	\$ 3,024,000	\$ 1,805,000
Reimbursable Utilities	\$ 0	\$ 1,680,000
Right of Way	\$ 0	\$ 7,211,000

DTM

c: Jim Kennerly

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN

# PROJECT CONCEPT REPORT

## I-75 Widening and Improvements from North of Tifton City Limits to Turner County Line

Project Number NH-75-1(158)

P.I. No. 410240

Tift County

FEDERAL ROUTE NO: I-75  
STATE ROUTE NO: SR 401

Date of Report: June 1999

### RECOMMENDATION FOR APPROVAL

10-22-99

DATE

James A. Kennedy

State Road and Airport Design Engineer

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

\_\_\_\_\_  
DATE

2/24/00

DATE

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

Sherrill Duff

State Transportation Programming Engineer

\_\_\_\_\_  
DATE

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

\_\_\_\_\_  
DATE

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

\_\_\_\_\_  
DATE

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

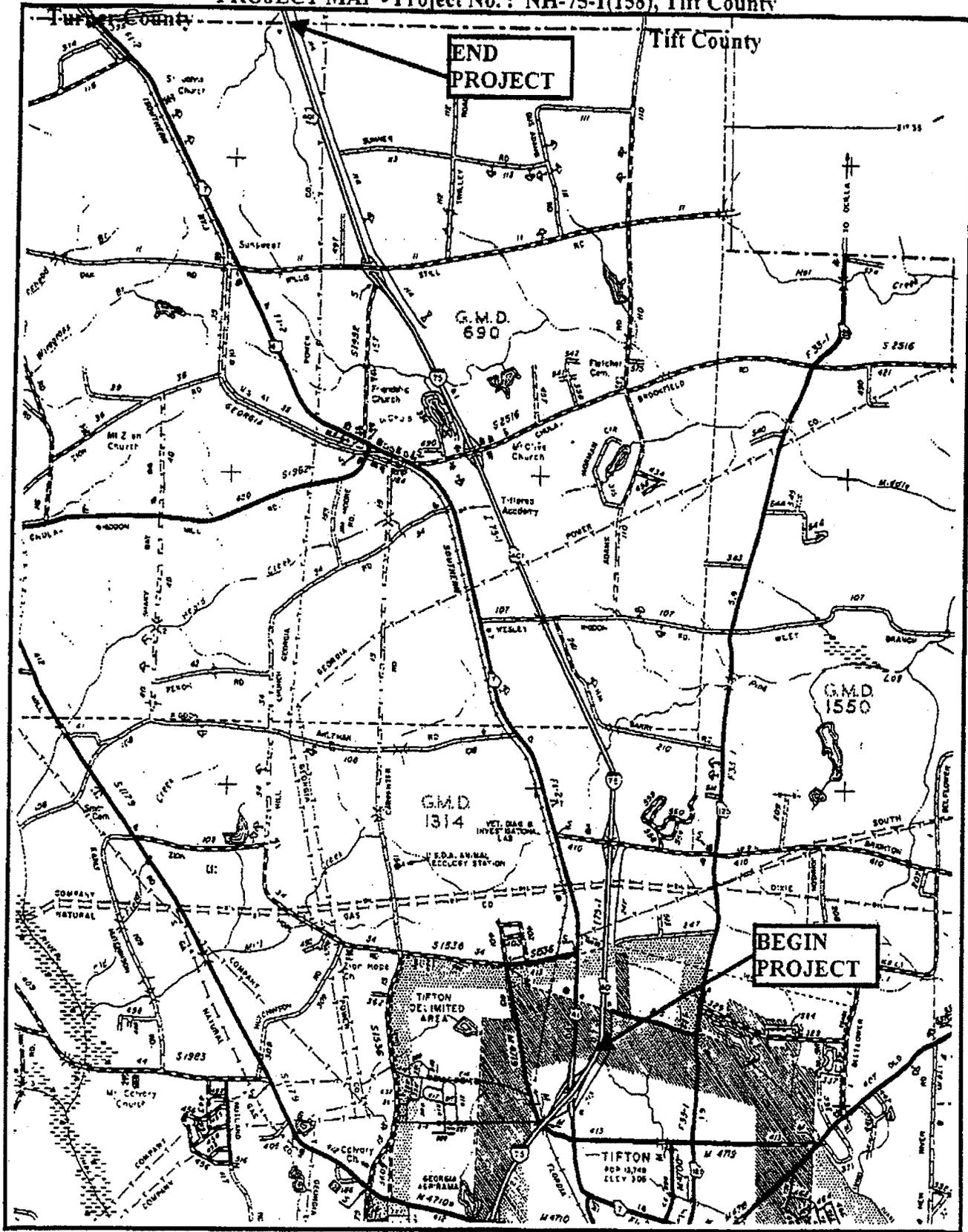
\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Traffic Operations Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Bridge & Structural Engineer

PROJECT MAP - Project No. : NH-75-1(158), Tift County



PROJECT NUMBER: NH-75-1(158)

PROJECT LOCATION & DESCRIPTION	
<p>This project is located in northern Tift County, beginning north of Tifton at the Tifton City Limits and ending at the Turner County Line. The project will be constructed in two phases.</p> <p><u>Phase I:</u> Consists of widening the existing four lane mainline of I-75 to six lanes.</p> <p><u>Phase II:</u> Consists of the reconstruction of the interchange at CR 410-Brighton Road (Exit 22) with a diamond interchange, CR 421-Chula-Brookfield Road (Exit 23) with a diamond interchange, and CR 11-Willis Still Road (Exit 24) with a diamond interchange. These interchanges will be designed to accommodate a future 8 lane typical section for I-75. These cross roads will be widened to four lanes at the interchange.</p> <p>PROJECT LENGTH: 8.0 miles</p> <p>MILE POINT REFERENCE: BEGIN 11.9 (Tift Co.) END 19.9 (Tift Co.)</p>	

TRAFFIC			
CURRENT		PROJECTED	
<u>YEAR</u>	<u>AADT</u>	<u>YEAR</u>	<u>AADT</u>
2002	42,300	2022	64,800

ACCIDENT HISTORY			
<u>YEAR</u>	<u>Accident Rate</u>	<u>Injury Rate</u>	<u>Fatality Rate</u>
1995	34 (47)	18 (28)	0.00 (0.73)
1996	37 (50)	26 (29)	0.00 (1.32)
1997	39 (49)	17 (28)	0.00 (1.03)

Note: All rates are per 100 million vehicle miles of travel. Numbers in parentheses are statewide average rates for rural interstates.

CR 410 experienced 9 accidents consisting of 8 injuries. The majority of accidents and 6 injuries occurred at the ramp terminals.

CR 421 experienced 7 accidents consisting of 8 injuries. The majority of the accidents and all of the injuries occurred at the ramp terminals.

CR 11 experienced 2 accidents with no reported injuries. One of the accidents occurred at the ramp terminal.

<b>PDP CLASSIFICATION</b>	<b>FUNCTIONAL CLASSIFICATION</b>
MINOR, EXISTING LOCATION - PHASE I	RURAL PRINCIPAL ARTERIAL
MAJOR, EXISTING LOCATION - PHASE II	

<b>FULL OVERSIGHT ( X )</b>	<b>EXEMPT ( )</b>	<b>SF ( )</b>
-----------------------------	-------------------	---------------

<b>PROJECT NEED &amp; PURPOSE</b>
See Attachments

<b>EXISTING ROADWAY</b>				
TYPICAL SECTION: Four 12' lanes, 40' depressed median, 10' paved outside shoulders, 4' paved inside shoulders				
R/W WIDTH: 300'				
POSTED SPEED	MAX DEGREE OF CURVE	MAX GRADE		
65 mph / 70 mph	2° 00'	1.53 %		
<b>MAJOR STRUCTURES:</b>	<b>Length</b>	<b>Width</b>	<b>Struct. ID</b>	<b>Suff. Rating</b>
1. Two lane bridge on Brighton Road (CR 410) over I-75	210'	34.3'	277-0038-0	81.5
2. Two lane bridge on Wesley Rigdon Road (CR 107) over I-75	225'	33.0'	277-0021-0	98.8
3. Two lane bridge on Chula-Brookfield Road (CR 421) over I-75	215'	34.3'	277-0062-0	90.1
4. Reinforced Concrete Box Culvert - 9'x10'	142'	9'	-	-
5. Two lane bridge on Willis Still Road (CR 11) over I-75	225'	34.3'	277-0002-0	98.9

**PROPOSED ROADWAY**

**TYPICAL SECTION:**

Phase I

Mainline: Six 12' Lanes, Median Barrier, 12' Paved Inside Shoulders, 12' Paved Outside Shoulders.

Phase II

Ramps: One 16' Lane, 6' Paved Outside Shoulders, 4' Paved Inside Shoulders

Interchange Cross Roads: Four 12' Lanes, 20' Raised Median, 4' Paved Outside Shoulders

DESIGN SPEED

MAX DEGREE OF CURVE

MAX GRADE

70 mph

2° 00'

1.53 %

**MAJOR STRUCTURES:**

Length

Width

Phase I

1. Extend Reinforced Concrete Box Culvert-9'x10'

162'

9'

Phase II

1. Replace existing two lane bridge on Brighton Road (CR 410) over I-75 with four lane bridge with a 20' raised median

320'

89.9'

2. Replace existing two lane bridge on Chula-Brookfield Road (CR 421) over I-75 with four lane bridge with a 4' flush median

323'

74.1'

3. Replace existing two lane bridge on Willis Still Road (CR 11) over I-75 with four lane bridge with a 4' flush median

334'

74.1'

PROPOSED RIGHT OF WAY				
R/W WIDTH: 300' Minimum	DISPLACEMENTS			
	Phase I	RES: 0	BUS: 0	M.H.: 0
	Phase II	RES: 9	BUS: 6	M.H.: 0
TYPE OF ACCESS CONTROL: Limited				
NUMBER OF PARCELS: Phase I - 0; Phase II- 67				

COORDINATION
CONCEPT TEAM MEETING DATE: March 3, 1999
CONFORMS TO TIP/STIP: Yes
TIME SAVING PROCEDURES APPROPRIATE: Phase I - Yes; Phase II - No
P.A.R. MEETING: To be determined
LOCATION INSPECTION DATE: March 1999
PERMITS REQUIRED (COE,404,etc.): 404, Corps of Engineers Nationwide Permit
LEVEL OF PUBLIC INVOLVEMENT: Public Hearing Scheduled Later
OTHER PROJECT IN THE AREA: NH-75-1(215), Turner County - I-75 Widening from Tift County Line to SR 159
LOCAL GOVERNMENT COMMITMENTS: LGPA - Require Tift County to relocate utilities - No reply, City of Tifton signed.

SCHEDULING CONSIDERATIONS	Phase I	Phase II	
TIME TO COMPLETE ENVIRONMENTAL:	6	12	Months
TIME TO COMPLETE PRELIMINARY RD/RW PLANS:	6	12	Months
TIME TO COMPLETE 404 PERMIT:	6	6	Months
TIME TO COMPLETE FINAL CONSTRUCTION PLANS:	3	6	Months
TIME TO BUY RIGHTS-OF-WAY:	N/A	12	Months

**MISCELLANEOUS**

**TRAFFIC CONTROL DURING CONSTRUCTION:** Traffic to be maintained on existing roadways during construction.

**LEVEL OF ENVIRONMENTAL ANALYSIS:** Categorical Exclusion

**DESIGN EXCEPTIONS REQUIRED:**

	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	( )	(X)	( )
SUBST ROADWAY WIDTH	( )	(X)	( )
SUBST SHOULDER WIDTH	( )	(X)	( )
SUBST VERT GRADES	( )	(X)	( )
SUBST CROSS SLOPES	( )	(X)	( )
SUBST STOPPING SIGHT DIST	( )	(X)	( )
SUBST SUPERELEV RATES	( )	(X)	( )
SUBST HORIZ CLEARANCE	(X)	( )	( ) *
SUBST SPEED DESIGN	( )	(X)	( )
SUBST VERTICAL CLEARANCE	( )	(X)	( )
SUBST BRIDGE WIDTH	( )	(X)	( )
SUBST BR STRUCT CAPACITY	( )	(X)	( )

\* **PHASE I:** A Design Exception will be required for substandard horizontal clearances from the I-75 mainline to side barriers in front of bridge columns at the following bridges over I-75: Brighton Road (CR 410), Wesley Rigdon Road (CR 107), Chula-Brookfield Road (CR 421), and Willis Still Road (CR 11). The required horizontal clearance is 14'. The proposed minimum horizontal clearances at these locations will respectively be 11.0', 12.0', 11.7', and 10.7'. **PHASE II:** The Design Exceptions at Brighton Road (CR 410), Chula-Brookfield Road (CR 421), and Willis Still Road (CR 11) will no longer be required as these bridges will be reconstructed.

**UNDERGROUND STORAGE TANKS:** Phase I - None; Phase II - Not determined

**HAZARDOUS SITES:** Phase I - None; Phase II - Not determined

<b>ALTERNATIVES CONSIDERED</b>	
1.	<b>NO BUILD.</b> This alternative does not meet the capacity and operational needs of the project.
2.	<b>Phase I - Widen I-75 to six lanes while maintaining the existing 40' depressed median.</b> This alternative would have met the required capacity, but would have not allowed the phased construction of the project.
3.	<b>Phase II - A partial cloverleaf interchange with a loop ramp in the southwest quadrant at Brighton Road (CR 410).</b> This alternative was not selected because of additional cost and the operational characteristics of the diamond interchange are preferred.

<b>ESTIMATED COST - PHASE I</b>			
CONSTRUCTION:	\$26,292,467	RIGHT-OF-WAY:	\$400
E & C (10%) :	\$2,629,247	ACQUIRED BY :	GDOT
INFLATION :	\$4,144,350	UTILITIES :	\$0
		ADJUSTED BY :	GDOT
<b>TOTAL CONSTRUCTION COST:</b>		<b>\$33,066,464</b>	

<b>ESTIMATED COST - PHASE II</b>			
CONSTRUCTION:	\$15,693,145	RIGHT-OF-WAY:	\$7,211,393
E & C (10) :	\$1,569,315	ACQUIRED BY :	GDOT
INFLATION :	\$2,473,632	UTILITIES :	\$1,680,000
		ADJUSTED BY :	GDOT
<b>TOTAL CONSTRUCTION COST:</b>		<b>\$28,627,485</b>	

**COMMENTS:**

1. The existing two lane bridge on Brighton Road (CR 410) over I-75 will have a vertical clearance of 15.30' during Phase I. This bridge will be replaced during Phase II with a four lane bridge with adequate vertical clearance.
2. The existing two lane bridge on Wesley Rigdon Road (CR 107) over I-75 would have a vertical clearance of 15.23' during Phase I and should be jacked to provide a minimum clearance of 16.0'. This bridge will not be replaced during Phase II.

3. The existing two lane bridge on Chula-Brookfield Road (CR 421) over I-75 will have a vertical clearance of 15.91' during Phase I. This bridge will be replaced during Phase II with a four lane bridge with adequate vertical clearance.
4. The existing two lane bridge on Willis Still Road (CR 11) over I-75 will have a vertical clearance of 14.75' during Phase I. This bridge will be replaced during Phase II with a four lane bridge with adequate vertical clearance.

**ATTACHMENTS:**

- Need and Purpose Statement
- Detailed Cost Estimate
- Typical Sections
- Traffic Volumes
- Interchange Sketches
- Concept Team Meeting Minutes

# NEED AND PURPOSE

## Interstate 75, Tift County

NH-IM-75-1(158)

P.I. 410240

Project NH-IM-75-1(158) is one of eight programmed projects to widen Interstate 75 to six lanes. The southern terminus is the northern Tifton city limits where the existing six-lane section of Interstate 75 ends. The project's northern terminus is the beginning of interstate widening project NH-IM-75-1(215) at the Tift-Turner county line.

The Department's objective is to increase the number of through travel lanes on Interstate 75 from four lanes to a minimum of six lanes throughout the state. Interstate 75 from State Route 133 in Lowndes County north approximately 87 miles to the Crisp-Dooly county line is the only section of Interstate 75 that has not been widened to six lanes or more in Georgia. In the Tifton area, 17 miles of the 87 miles have already been widened to six lanes.

The 1996 AADT for this section of Interstate 75 is 38,525 with a 24 hour truck percentage of 30%. The AADT is estimated to increase 7% by the year 2002 and another 53% by the year 2022. During 1996 there were 33.8 accidents per 100 million vehicle miles traveled along this stretch of interstate compared to 50 accidents per 100 million vehicle miles statewide. Rear end collisions and sideswipe accidents account for 34% of all accidents on Interstate 75 between the Tifton city limits and the Tift-Turner county line.

The 1996 level of service is at a level "C". With a projected 63% increase in traffic by the year 2022, the level of service will decrease to a level "F" if the additional lanes are not constructed. A third lane in each direction will improve the level of service to "B", however this improvement in service will decrease to "C" by 2022.

For safety and construction staging purposes, crossroads and bridges over I-75 will be widened to four lanes with a median separation. The roadway and shoulder widening will improve sight distance for cars on the ramps exiting I-75, and the existing crossroad vertical curve will be reconstructed to meet design speed. The four lane widening will aid in the maintenance of traffic during construction.

This project will provide continuity along Interstate 75 by adding a third lane in each direction. The proposed widening will allow increased vehicle spacing thus providing more time to maneuver and react to potentially dangerous situations. The increased vehicle spacing will also reduce the number of rear end collisions and sideswipe accidents.

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: NH-1M-75-1(158)

COUNTY: TIFT

DATE: June 15, 1999

ESTIMATED LETTING DATE: April 2002

PREPARED BY: J. Hodges

PROJECT LENGTH: 8.2 Miles

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

PROJECT COST		
	Phase I	Phase II
<b>A. RIGHT-OF-WAY:</b>		
1. PROPERTY (LAND & EASEMENT)	\$ -	1,429,517
2. DISPLACEMENTS: RES: 9, BUS: 6, M.H.: 0	\$ -	844,553
3. OTHER COST (ADM./COST. INFLATION)	\$ -	4,937,323
SUBTOTAL: A	\$ -	7,211,393
<b>B. REIMBURSABLE UTILITIES:</b>		
1. RAILROAD	\$ -	-
2. TRANSMISSION LINES	\$ -	-
3. SERVICES	\$ -	1,680,000
SUBTOTAL: B	\$ -	1,680,000
<b>C. CONSTRUCTION:</b>		
1. MAJOR STRUCTURES:		
a. BRIDGES		
Grade Separations ( 3 )	\$ -	4,711,200
Stream Crossings	\$ -	-
SUBTOTAL: C-1.a	\$ -	4,711,200
b. OTHER		
Walls	\$ -	-
Box Culverts ( 1 ) (9'x10')	\$ 60,522	-
Bridge Culverts	\$ -	-
SUBTOTAL: C-1.b	\$ 60,522	-
SUBTOTAL: C-1	\$ 60,522	4,711,200
2. GRADING AND DRAINAGE:		
a. EARTHWORK		
In Place Embankment	\$ -	-
b. DRAINAGE		
1) Cross Drain Pipe	\$ 1,192,503	413,199
2) Curb and Gutter	\$ -	273,994
3) Longitudinal System (include catch basins)	\$ -	-
SUBTOTAL: C-2.b	\$ 1,192,503	687,192
SUBTOTAL: C-2	\$ 1,192,503	687,192

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: NH-IM-75-1(158)

COUNTY: TIFT

DATE: June 15, 1999

ESTIMATED LETTING DATE: April 2002

PREPARED BY: J. Hodges

PROJECT LENGTH: 8.2 Miles

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

PROJECT COST					
				Phase I	Phase II
<b>3. BASE AND PAVING:</b>	Phase I	Phase II			
a. AGGREGATE BASE	244,318	93,495 Tons @ \$18.4	\$	4,495,448	1,720,306
b. ASPHALT PAVING (Mainline & Cross-Roads):					
Drainage - Type D	18,876	- Tons @ \$49.4	\$	932,475	-
Surface - SMA	37,757	- Tons @ \$46.2	\$	1,744,388	-
Surface - Superpave	9,486	7,847 Tons @ \$38.75	\$	367,593	304,055
Binder - SMA	-	- Tons @ \$44.77	\$	-	-
Binder - Superpave	138,509	10,462 Tons @ \$37.69	\$	5,220,421	394,304
Base - Superpave	100,783	33,377 Tons @ \$35.93	\$	3,621,116	1,199,234
Pavement Reinf. Fabric Strips	173,696	- Lane Ft @ \$2.83	\$	491,561	-
	SUBTOTAL: C-3.b		\$	12,377,552	1,897,593
c. CONCRETE PAVING (Ramps)		83,310 SY @ \$36.41	\$	-	3,033,300
d. OTHER (Leveling, Tack Coat, Milling)			\$	1,488,827	6,064
		SUBTOTAL: C-3	\$	18,361,828	6,657,263
<b>4. LUMP ITEMS</b>					
a. GRASSING			\$	761,871	759,993
b. CLEARING AND GRUBBING			\$	603,716	516,920
c. LANDSCAPING			\$	-	-
d. EROSION CONTROL			\$	957,391	900,933
e. TRAFFIC CONTROL			\$	331,323	255,348
		SUBTOTAL: C-4	\$	2,654,301	2,433,193
<b>5. MISCELLANEOUS:</b>					
a. LIGHTING (Interchange at CR410)			\$	-	200,000
b. SIGNING - MARKING - SIGNALIZATION			\$	361,813	96,657
c. GUARDRAIL					
Single-Faced			\$	94,683	23,461
Double-Faced			\$	-	-
Anchors			\$	46,410	21,420
		SUBTOTAL: C-5.c	\$	141,093	44,881
d. SIDEWALK			\$	-	-
e. MEDIAN / SIDE BARRIER	43,356	- LF @ \$32.02	\$	1,388,263	-
f. MOVABLE BARRIER SECTION			\$	-	-
g. ACCESS FENCE			\$	197,496	-
h. BRIDGE JACKING			\$	108,166	-
i. APPROACH SLABS			\$	-	142,313
j. REMOVAL					
Concrete Paving			\$	16,368	407,115
Bridges			\$	-	264,593
		SUBTOTAL: C-5.j	\$	16,368	671,708
k. ATMS Conduit	43,356	- LF @ \$37.78	\$	1,638,007	-
l. OTHER			\$	172,106	48,737
		SUBTOTAL: C-5	\$	4,023,313	1,204,297
<b>6. SPECIAL FEATURES</b>					
		SUBTOTAL: C-6	\$	-	-

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: NH-IM-75-1(158)

COUNTY: TIFT

DATE: June 15, 1999

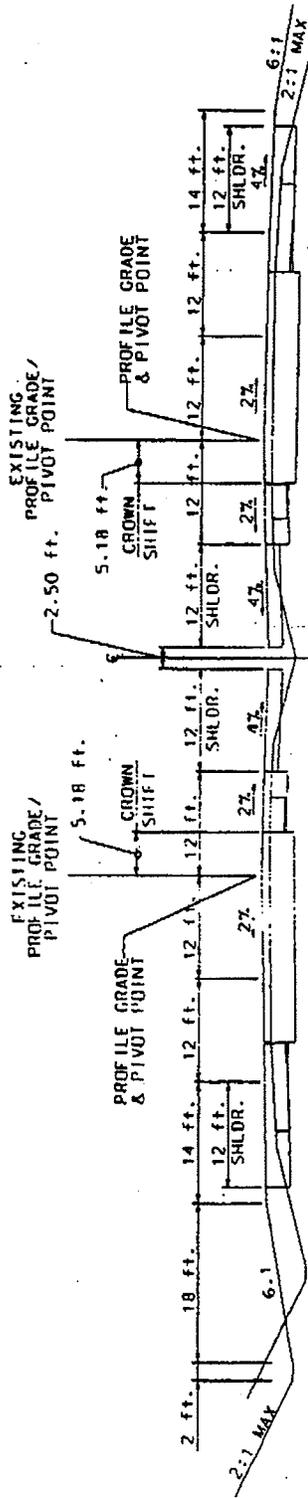
ESTIMATED LETTING DATE: April 2002

PREPARED BY: J. Hodges

PROJECT LENGTH: 8.2 Miles

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

PROJECT COST		
	Phase I	Phase II
<b>SUMMARY</b>		
A. RIGHT-OF-WAY	\$ -	7,211,393
B. REIMBURSABLE UTILITIES	\$ -	1,680,000
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 60,522	4,711,200
2. GRADING AND DRAINAGE	\$ 1,192,503	687,192
3. BASE AND PAVING	\$ 18,361,828	6,657,263
4. LUMP ITEMS	\$ 2,654,301	2,433,193
5. MISCELLANEOUS	\$ 4,023,313	1,204,297
6. SPECIAL FEATURES	\$ -	-
SUBTOTAL CONSTRUCTION COST	\$ 26,292,467	15,693,145
E. & C. (10%)	\$ 2,629,247	1,569,315
INFLATION (5% PER YEAR)	\$ 4,144,350	2,473,632
NUMBER OF YEARS	3	
TOTAL CONSTRUCTION COST	\$ 33,066,064	19,736,092
<b>GRAND TOTAL PROJECT COST</b>	\$ 33,066,064	28,627,485

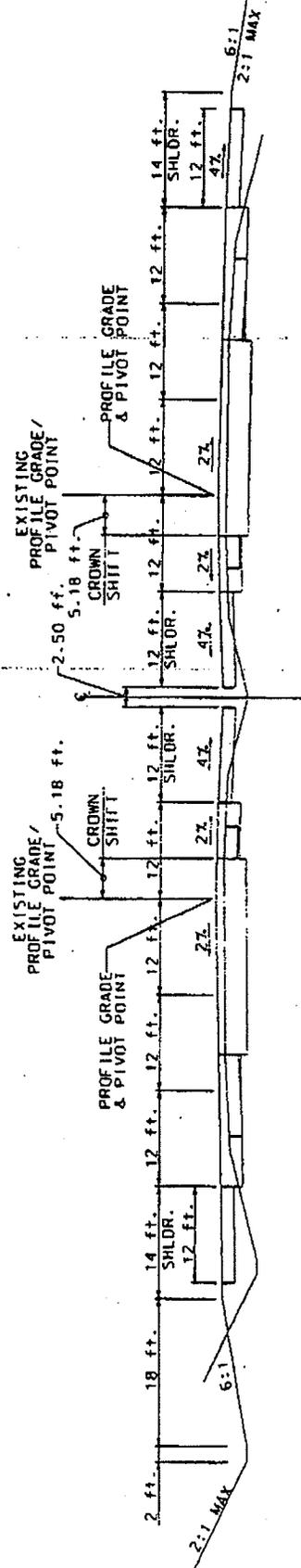


TANGENT SECTION

1-75

PHASE I

6 LANES TOTAL



TANGENT SECTION

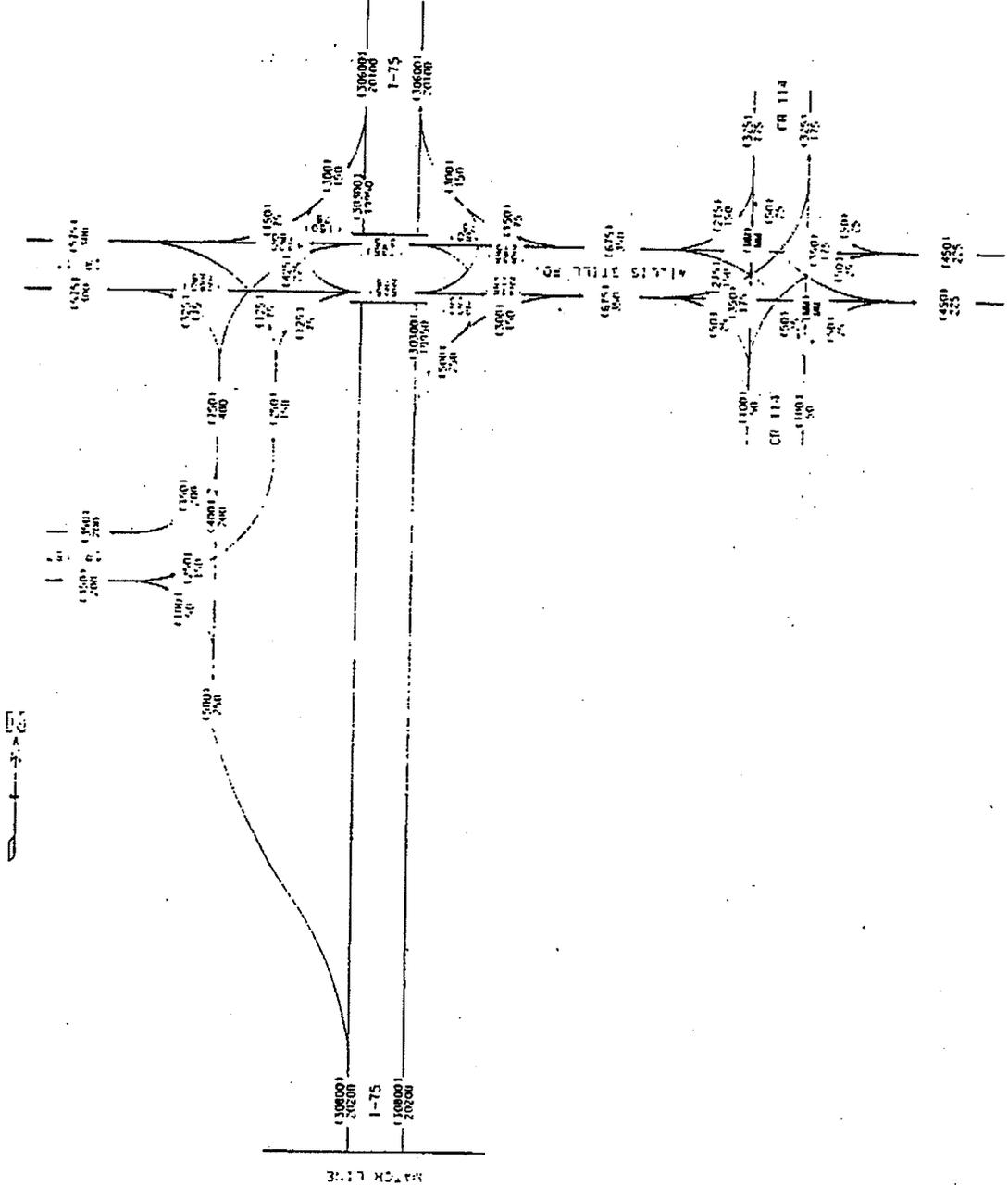
1-75

PHASE II

8 LANES TOTAL

\* WITHIN INTERCHANGE LIMITS ONLY

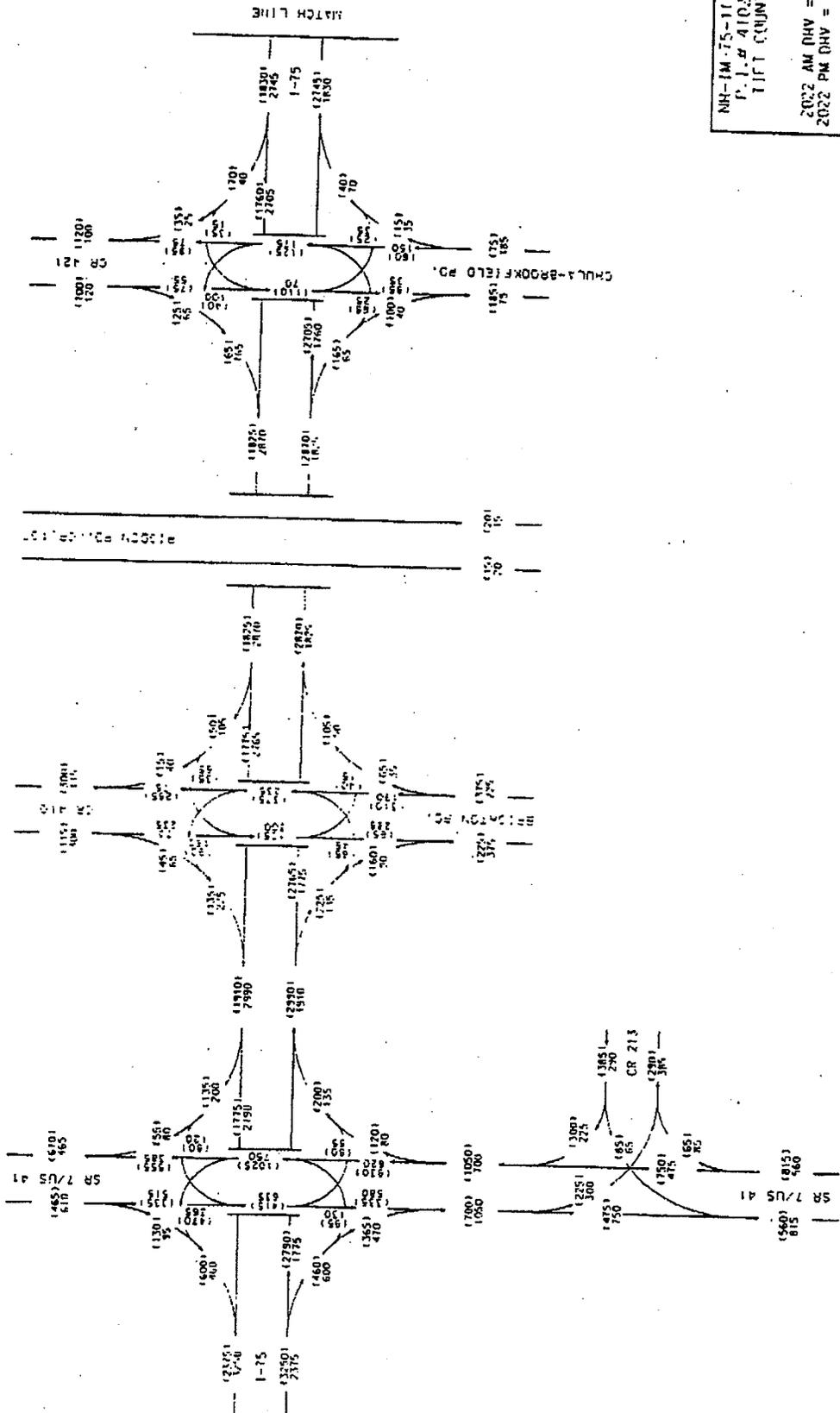




NH-IM-75-1(158)  
P. I. # 410240  
TIFT COUNTY  
2002 ADT = 000  
2022 ADT = 1000  
24 HR. T = 30%  
S.U. = 5%  
COMB. = 25%  
RCL  
47/36

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION

SHEET 3 OF 4



NH-1M-75-1115R1  
P.L.# 410,40  
TIFT COUNTY  
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2022 PM DHV = (000)  
1 = 2.2%  
RD.  
4796

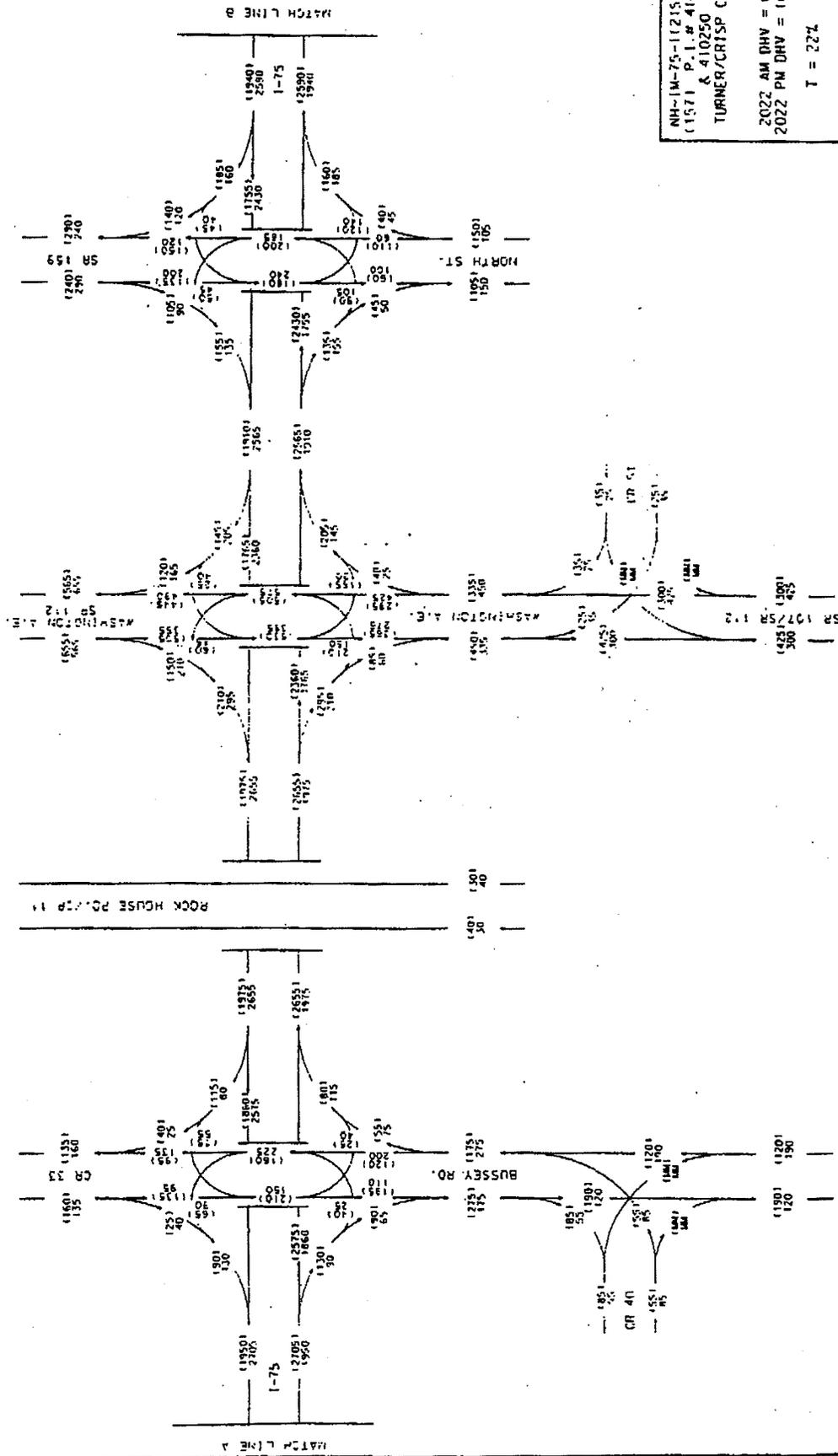








DATE: 1-13-83

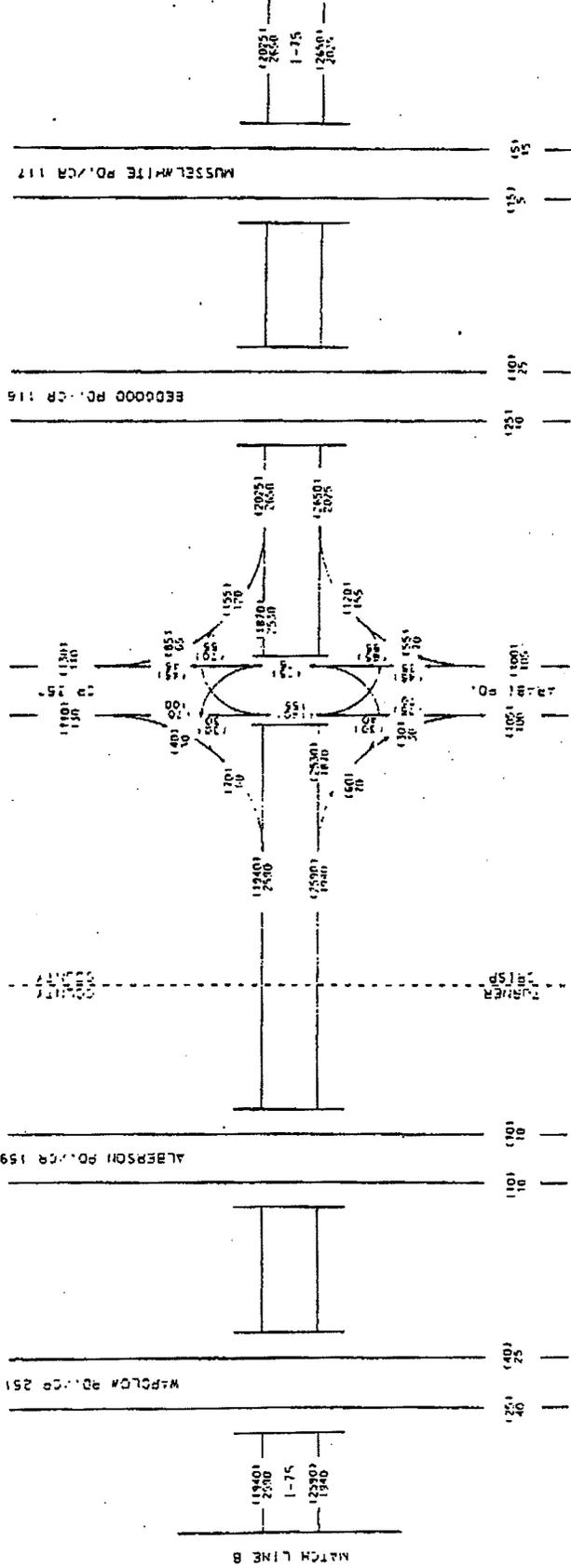


NH-1M-75-11215) &  
(157) P.L.# 410245  
& 410250  
TURNER/CRISP COS.  
2022 AM DHV = 000  
2022 PM DHV = 1000  
T = 227  
REL  
4/96



SHEET 6 OF 4

1:250

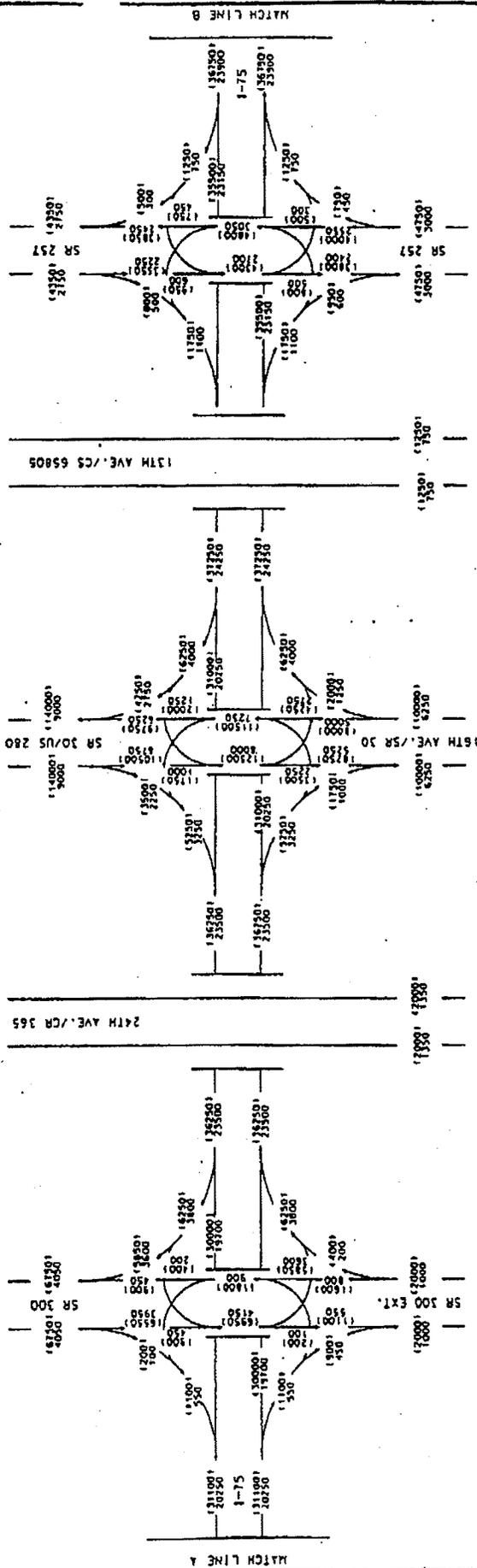


NH-14-75-112151 &  
(157) P.L.# 410245  
TURNER/CRTSP COS.  
2022 AM DHV = 000  
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T = 237  
REL  
4/96



GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION

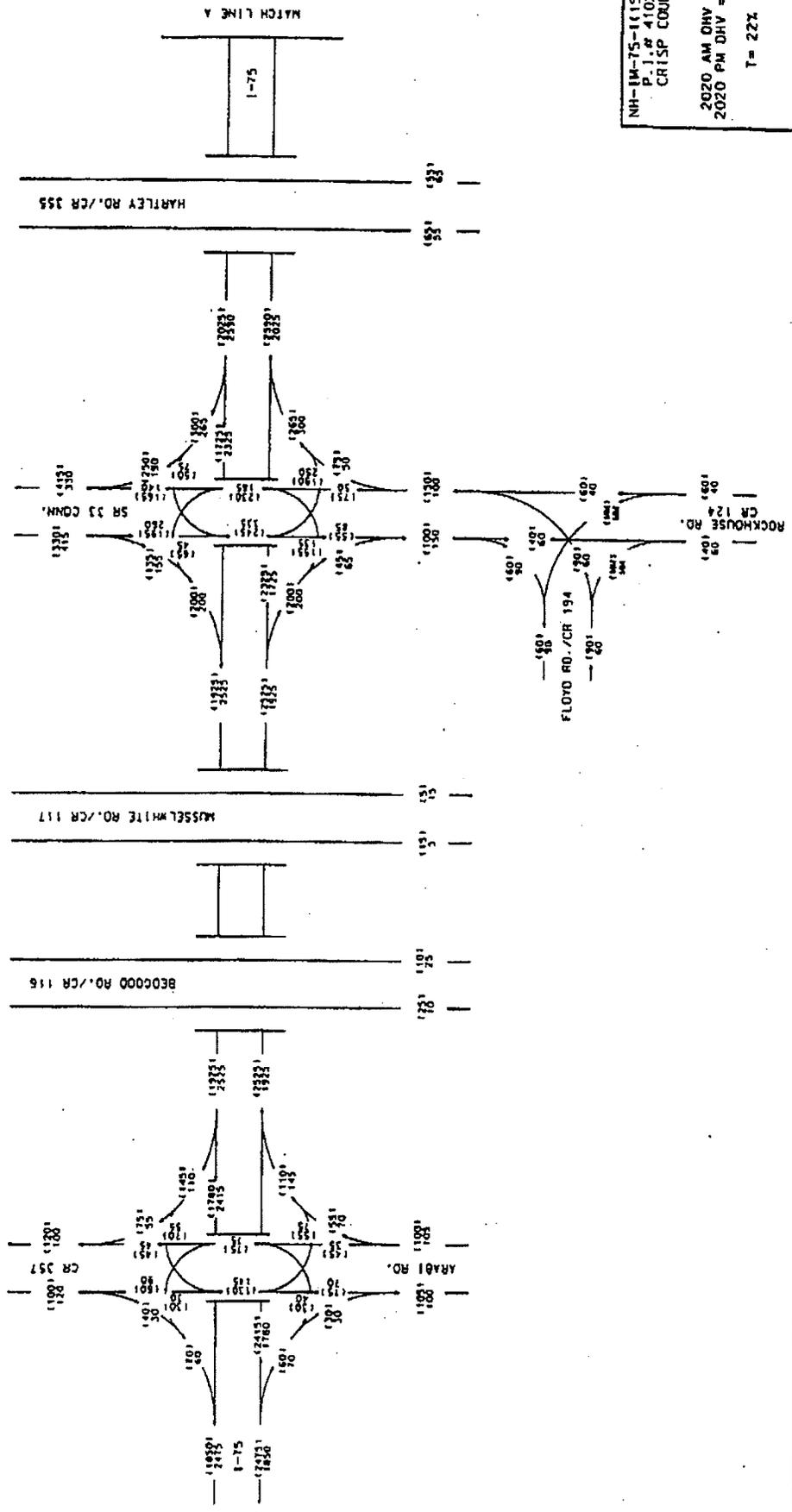
SHEET 2 OF 5



NH-1M-75-11156.1CT 1  
P.I.# 410260  
CRISP COUNTY  
2000 ADT = 0000  
2020 ADT = 10000  
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S.U. = 5%  
COMB. = 25%  
R.R.  
3/96

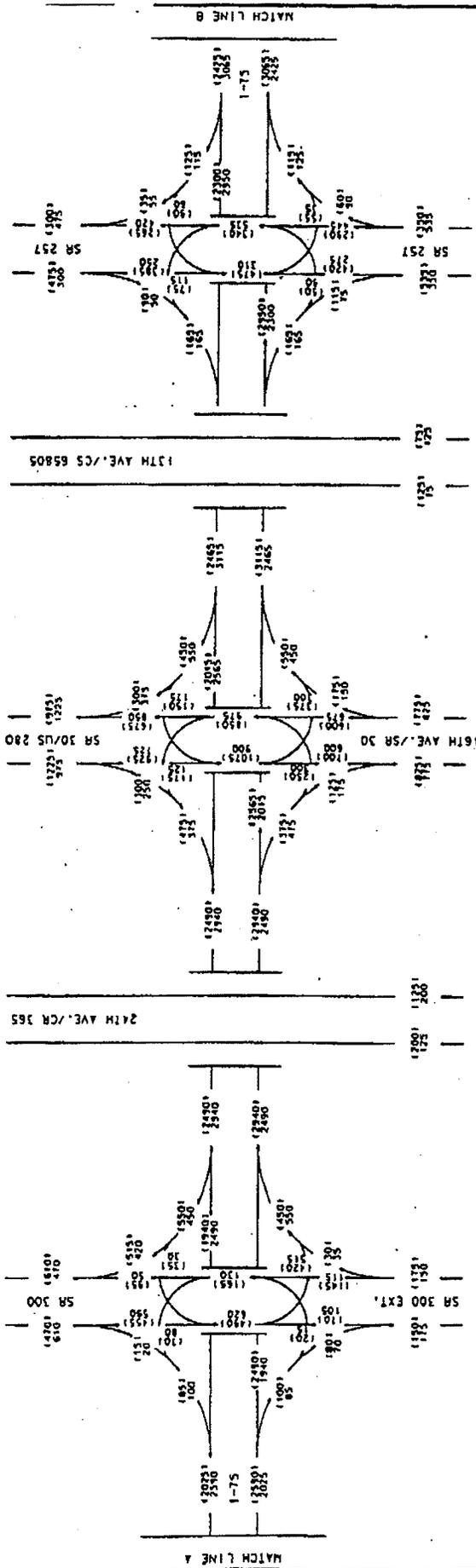


NH-1M-75-1(156)CT 1  
P.J.# 410260  
CRISP COUNTY  
2020 AM DHV = 000  
2020 PM DHV = 1000  
T = 22%



GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION

SHEET 5 OF 5



NH-14-75-1(156) JCT 1  
P. I. # 410260  
CRISP COUNTY

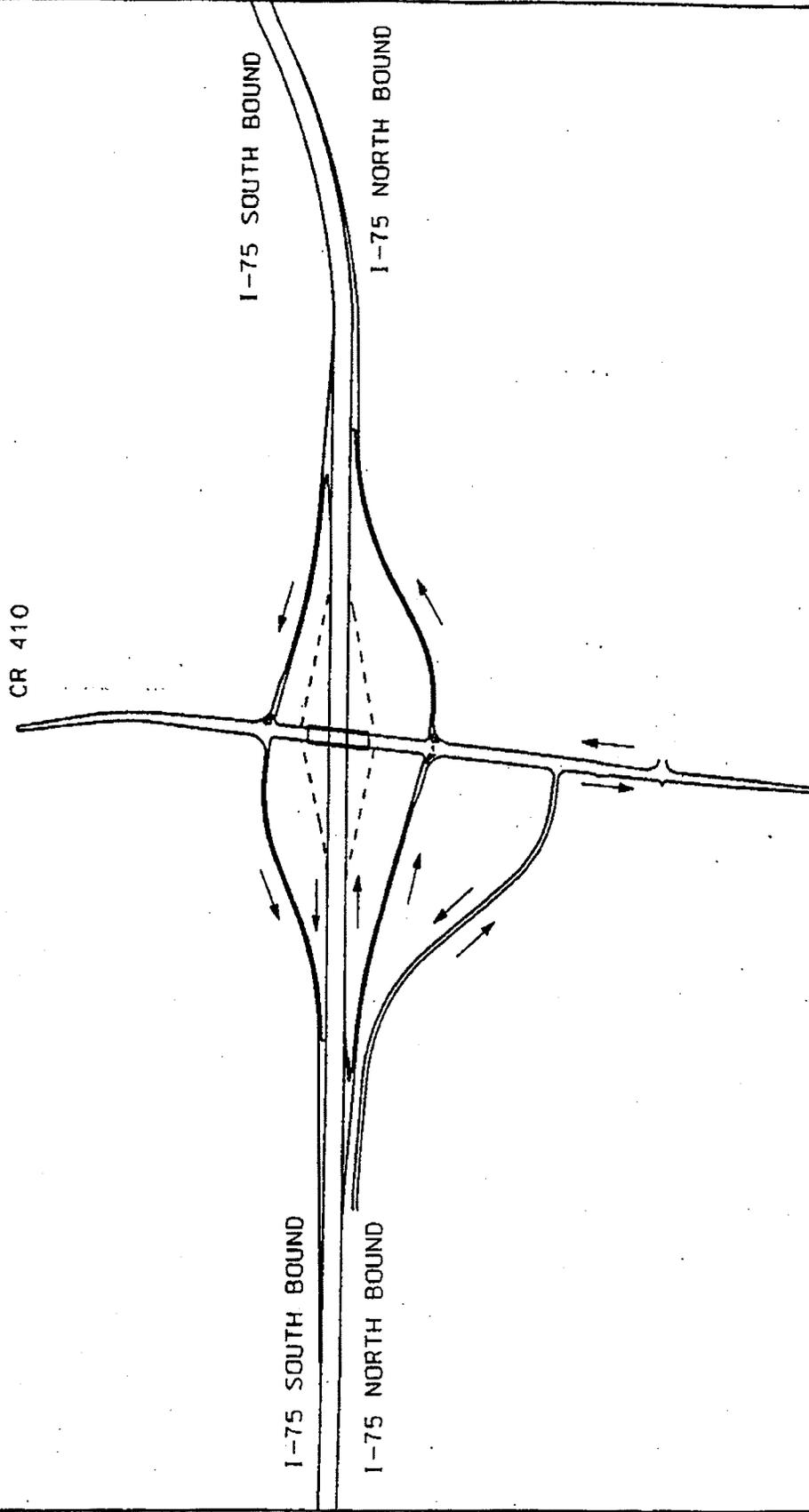
2020 AM DRY = 000  
2020 PM DRY = (000)

T = 22Z

REV.  
3/96

PROPOSED I-75/CR 410 INTERCHANGE  
PHASE II

ALTERNATE A  
PREFERRED/RECOMMENDED  
DIAMOND INTERCHANGE



PROPOSED I-75/CR 410 INTERCHANGE  
PHASE II

ALTERNATE B  
PARTIAL CLOVERLEAF INTERCHANGE



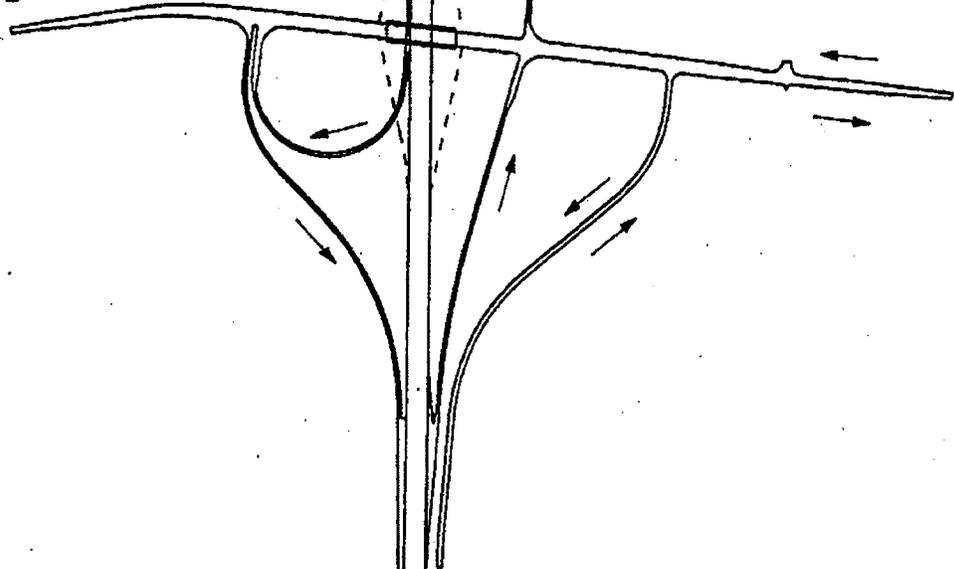
CR 410

I-75 SOUTH BOUND

I-75 NORTH BOUND

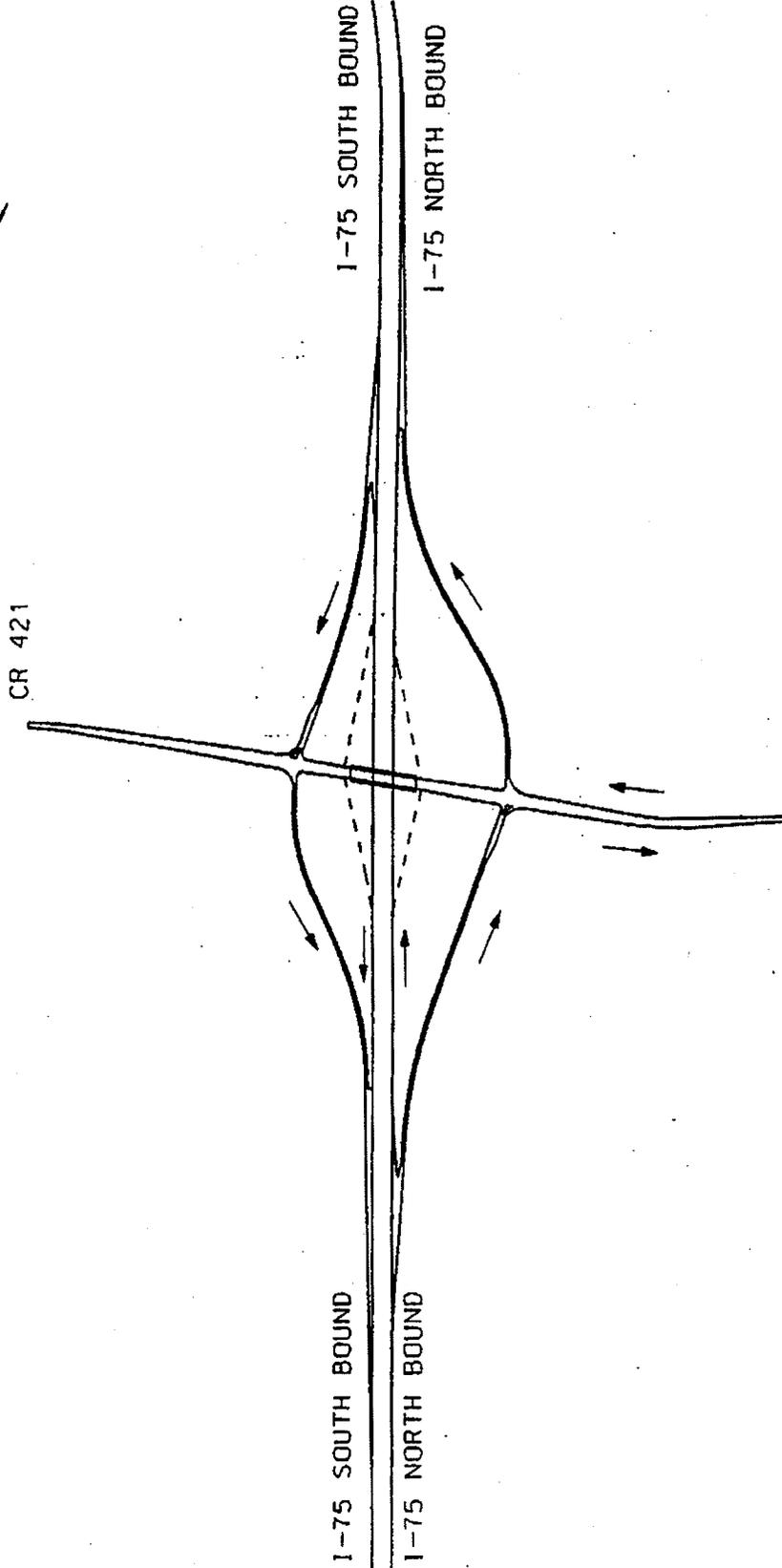
I-75 SOUTH BOUND

I-75 NORTH BOUND



PROPOSED I-75/CR 421 INTERCHANGE  
PHASE II

DIAMOND INTERCHANGE



**CONCEPT MEETING MINUTES**  
**I-75 Widening and Improvements**  
**from North of Tifton City Limits to Turner County Line**

Project Number NH-IM-75-1(158)

P.I. No. 410240

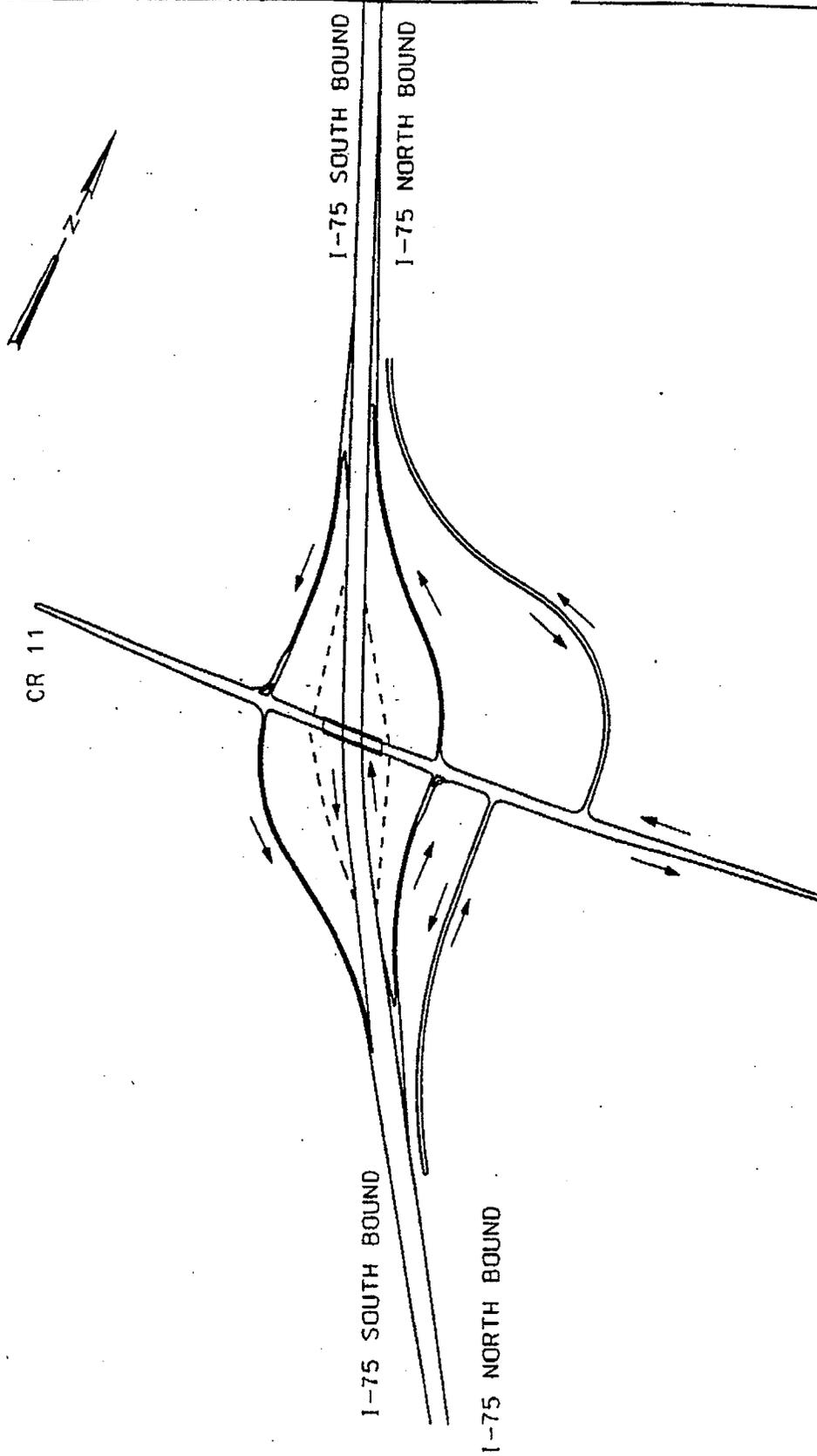
Tift County

March 3, 1999, 11:15 a.m.

Meeting at GDOT Office of Road Design

- Mr. Leoni began the meeting and gave a brief overview of the project. He indicated that there have been some changes since the last concept team meetings per recommendations from the FHWA. He indicated that the FHWA does not want grading for the fourth future lane to be included in Phase I of the project. He did state that the ramps would still tie into the mainline as if there were four lanes in each direction. He also discussed the changes to the typical section of the bridges at the intersections. Generally, the state routes will have the same four-lane section with a twenty-foot raised median, but the county roads would have a four-lane section with a four-foot striped out median. The FHWA has given the GDOT a list of which crossroad bridges will have a twenty-foot raised median and which will have a four-foot striped out median.
- Ms. Hodges further elaborated on the changes made by the FHWA. She explained that Phase I would consist of widening the mainline to three lanes in each direction. All mainline bridges, bridge culverts and box culverts would be widened for six lanes. During Phase II, the interchanges will be reconstructed and the bridges will be rebuilt long enough to accommodate the future eight lane mainline section. Ms. Hodges then reviewed the concept report.
- Mr. Gaskins stated that Phase I would require a categorical exclusion and a 404 permit.
- Mr. Leoni clarified the new cross section. He said that on crossroad bridges without the raised median there will be one lane in each direction and then one turn lane in each direction. Outside the ramps will remain four-lane with a twenty foot raised median.
- Ms. Hodges stated that the height used for bridge jacking was yet to be determined.
- Mr. Leoni stated that layouts would be given to the District Utilities office and the Right-of-way office to update the cost estimates.
- Mr. Mulling asked if any recommendations were going to be placed in the concept report regarding Exit 22 - Brighton Road CR410. Mr. Leoni stated that they recommended the loop ramp. Mr. Mayo clarified that this interchange would have the 20' raised median across the bridge, even though it is a county road and not a state route.
- Mr. Seigler asked who would maintain the area between US41 and ramp terminals on Exit 22 - Brighton Road CR410. Mr. Sheffield assumed the GDOT would since the area was so small. Mr. Seigler and Mr. Sheffield recommended that the median break at Exit 22 - Brighton Road CR410 be placed at the sub-division instead of the frontage road. The frontage road would have a right in - right out access.

PROPOSED I-75/CR 11 INTERCHANGE  
PHASE II  
DIAMOND INTERCHANGE



- Mr. Sheffield stated that most of these bridges were cast in place. Mr. Mulling did not recommend jacking these bridges. Mr. Mayo stated that they would have to revisit the entire bridge situation with the FHWA.
- Mr. Gaskins stated there was a potential historic site at Exit 24 -Willis Still Road CR11. The house will not be affected during Phase I and currently the house is not affected during Phase II.
- Mr. Gay expressed concern with the southbound entrance ramp at Exit 22 - Brighton Road CR410. He recommended installing an acceleration ramp during Phase I. Mr. Mayo stated this would be done in all cases.
- Mr. Gay stated there is not a limit of access fence along the southbound side of the interstate just south of Exit 22 - Brighton Road CR410. He indicated that the fence would have to be replaced and Mr. Mayo indicated that it would be replaced in Phase I.
- Mr. Gay and Mr. Sheffield stated the desire to keep the lighting at Exit 22 - Brighton Road CR410. Mr. Gay stated there is two way traffic currently on the southbound entrance ramp at Exit 24 -Willis Still Road CR11. He suggested correcting this during Phase I. Mr. Mayo stated the GDOT is considering making Academy Road a cul-de-sac. Mr. Sheffield agreed with this decision.
- Mr. Gay asked about realigning Chula-Brookfield Road CR421 into US41. Mr. Mayo said that would not be a part of this project.
- Ms. Hines stated that Don Watson wanted the bridges jacked to 16'6". She stated that the 19 mm mix proposed may not be the best pavement for this area. Mr. Leoni stated that a request for pavement analysis has been issued and should be completed soon.
- Mr. Estes recommended that conduit for ATMS system be extended the length of the project.
- Ms. Scott stated that this project was scheduled for 2002. This project was first authorized under PE in 1986. This project needs to be let to construction within 20 years of this date, or the GDOT will have to pay fines. She indicated that funding is low and could affect the scheduling of the project. She stated that the approved concept report would need to indicate the two phases of the project, any interchanges that would be broken out as their own project and the timeframe between Phase I and Phase II. Ms. Scott stated that anything that was going to be on the program in the next ten years needs to be in the concept report.
- Mr. Leoni concluded the meeting.

In Attendance:

<u>Name</u>	<u>Organization</u>	<u>Phone No.</u>
Joe Leoni	GDOT-Road Design	404-656-5386
Greg Mayo	GDOT-Road Design	404-656-5180
Rick Reasons	GDOT-Road Design	404-657-9756
Reba Scott	GDOT-Programming	404-651-7043
Ken Estes	GDOT-Traffic Operations	404-635-8125
Stan Peteet	GDOT-Right of Way	770-986-1009
Shelia Hines	GDOT-Materials & Research	404-363-7501
David Mulling	GDOT-Engineering Services	404-651-7470

Adolpho Guzman	GDOT-Consultant Mgmt Group	
Joe W. Sheffield	GDOT-Tifton-Preconstruction	912-386-3200
Danny P. Gay	GDOT-Tifton-Traffic Operations	912-386-3435
Don R. Gaskins	GDOT-Tifton	912-386-3043
Kurt E. Seigler	GDOT-Tifton	912-382-5248
Jill Hodges	Jordan Jones & Goulding	770-455-8555
Sam Bowyer	Jordan Jones & Goulding	770-455-8555
Cindy Lee	Jordan Jones & Goulding	770-455-8555

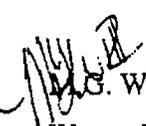
Department of Transportation  
State of Georgia

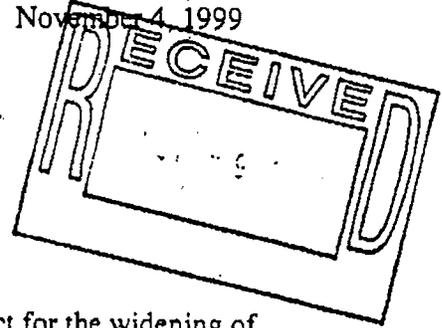
INTERDEPARTMENTAL CORRESPONDENCE

File: NH-75-1(158)/Tift County  
P.I. No. 410240

Office: Traffic Operations  
Atlanta, Georgia

Date: November 4, 1999

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 concept report on the above project for the widening of I-75, beginning at the Tifton city limit, proceeding 8.0 miles north to the Turner County line. This project will be constructed in "phases". Phase I will consist of widening the I-75 mainline from four to six lanes. Phase II is the reconstruction of several interchanges and replacement of overpass bridges at those same locations.

Currently, I-75 is a four lane highway with a 40 foot depressed median and a posted speed limit of 65 to 70mph. There are three interchanges to be reconstructed, Brighton Road(Exit 22), Chula-Brookfield Road(Exit 23) and Willis Still Road(Exit 24). These will be reconstructed as diamond interchanges and be designed to accommodate a future eight lane typical section for I-75. Brighton Road is a two lane roadway and will be widened at the interchange to four lanes with a 20 foot raised median. Chula-Brookfield and Willis Still Road are both two lane roads and both will be widened to four lane roadways with a 4 foot flush median.

During the construction of Phase I a design exception will be required for sub-standard horizontal clearance at Brighton Road, Wesley Rigdon Road, Chula-Brookfield Road and Willis Still Road. However, the exception will not be needed for Brighton Road, Chula-Brookfield Road and Willis Still Road, after completion of the Phase II construction:

I-75 will be widened to six lanes, three in each direction, with a median barrier, 12 foot inside and outside shoulders and based on a design speed of 70mph. This is one of several projects to provide at least six lanes on I-75 throughout the state. Traffic is to be maintained on existing roadways, via staging, during construction.

We request that conduit be installed within the limits of this project as part of this project. The conduit would be used for the future interconnection of the

Advanced Transportation Management System components in this area. Our Traffic Operations Design Office can provide details and cost estimates for inclusion in the project.

We believe this concept will improve safety and operational capacity along this section of roadway.

With the recommended statements, we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: David Studstill  
James A. Kennerly, State Road and Airport Design Engineer  
David Mulling, w/ attachment  
Marta Rosen  
Chuck Hasty, TMC  
Keith Golden, P.E., TMC  
Paul Liles, State Bridge Design Engineer  
General Files

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN

# PROJECT CONCEPT REPORT

## I-75 Widening and Improvements from North of Tifton City Limits to Turner County Line

Project Number NH-75-1(158)

P.I. No. 410240

Tift County

FEDERAL ROUTE NO: I-75  
STATE ROUTE NO: SR 401

Date of Report: June 1999

### RECOMMENDATION FOR APPROVAL

10-22-99

DATE

James A. Kennedy

State Road and Airport Design Engineer

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

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DATE

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

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Transportation Programming Engineer

\_\_\_\_\_  
DATE

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

\_\_\_\_\_  
DATE

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

\_\_\_\_\_  
DATE

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

11-5-99

\_\_\_\_\_  
DATE

Marion A. Waters  
\_\_\_\_\_  
State Traffic Operations Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Bridge & Structural Engineer