ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

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

OFFICE Preconstruction

DATE February 17, 2000

FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
David Studstill (ATTN: Harvey Keepler)
Jerry Hobbs
Herman Griffin
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Paul Liles
Don Mills
David Crim
Jim Kennerly
FHWA

D.O.T. 66

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:

LOCATION	DIMENSIONS	SUFF RATING
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.

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, ans 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

	PROPOSED	APPROVED	PROG DATE	LET DATE
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

	PROPOSED	APPROVED	PROG DATE	LET DATE
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. Dreihaup, 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

RECEIVED
FEB - 8
IN REPLY REFER TO
HTM-GA

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. ~~CORRECT~~ DESCRIPTION

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,

FAMoore

for Larry R. Dreihaup, P.E.
Division Administrator

Enclosures

✱THE DESCRIPTION HAS BEEN REVISED TO REFLECT THE RECONSTRUCTION OF INTERCHANGES IN PHASE II - LDD.

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

Subject: ACTION: Vertical Clearance, Interstate System — Date: September 17, 1999

Henry H. Rentz

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:_____

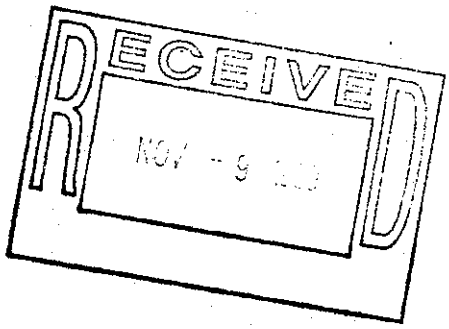
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

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

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:

	PHASE 1	PHASE 2
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

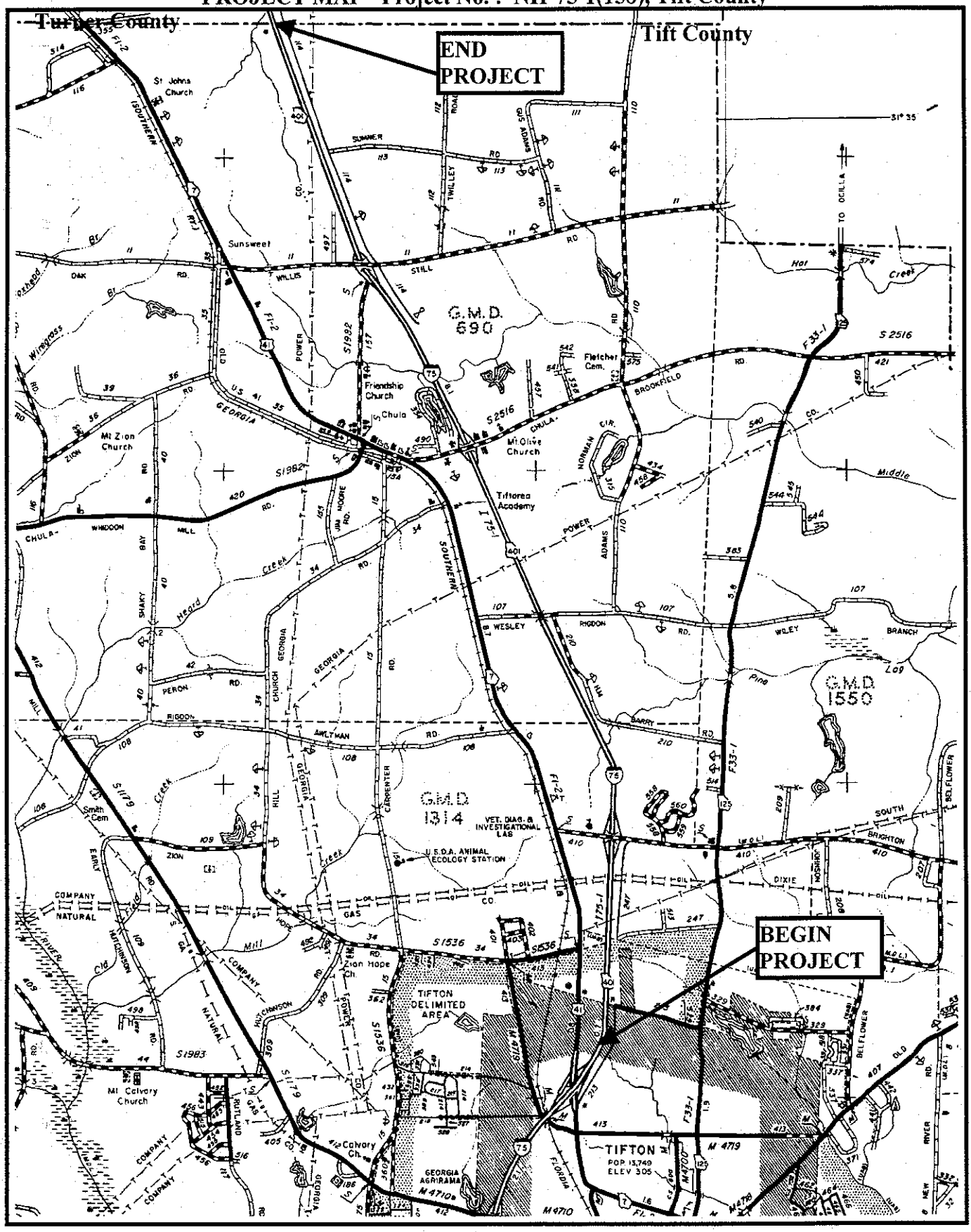
10-22-99 — DATE

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	State Transportation Planning Administrator
DATE	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
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. Phase I: Consists of widening the existing four lane mainline of I-75 to six lanes. Phase II: 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. PROJECT LENGTH: 8.0 miles MILE POINT REFERENCE: BEGIN 11.9 (Tift Co.) END 19.9 (Tift Co.)

TRAFFIC			
CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
2002	42,300	2022	64,800

ACCIDENT HISTORY			
YEAR	Accident Rate	Injury Rate	Fatality Rate
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.

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
MINOR, EXISTING LOCATION – PHASE I MAJOR, EXISTING LOCATION – PHASE II	RURAL PRINCIPAL ARTERIAL

FULL OVERSIGHT (X)	EXEMPT ( )	SF ( )

PROJECT NEED & PURPOSE

See Attachments

EXISTING ROADWAY

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 %

MAJOR STRUCTURES:	Length	Width	Struct. ID	Suff. Rating
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

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

ESTIMATED COST - PHASE I			
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
TOTAL CONSTRUCTION COST:		$33,066,464	

ESTIMATED COST - PHASE II			
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
TOTAL CONSTRUCTION COST:		$28,627,485	

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.

P. I. NO.: 410240

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**
A. RIGHT-OF-WAY:		
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. REIMBURSABLE UTILITIES:		
1. RAILROAD	$ -	-
2. TRANSMISSION LINES	$ -	-
3. SERVICES	$ -	1,680,000
SUBTOTAL: B	$ -	1,680,000
C. CONSTRUCTION:		
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
3. BASE AND PAVING:	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
4. LUMP ITEMS						
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
5. MISCELLANEOUS:						
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
6. SPECIAL FEATURES						
SUBTOTAL: C-6				$	-	-

P. I. NO.: 410240

PRELIMINARY COST ESTIMATE

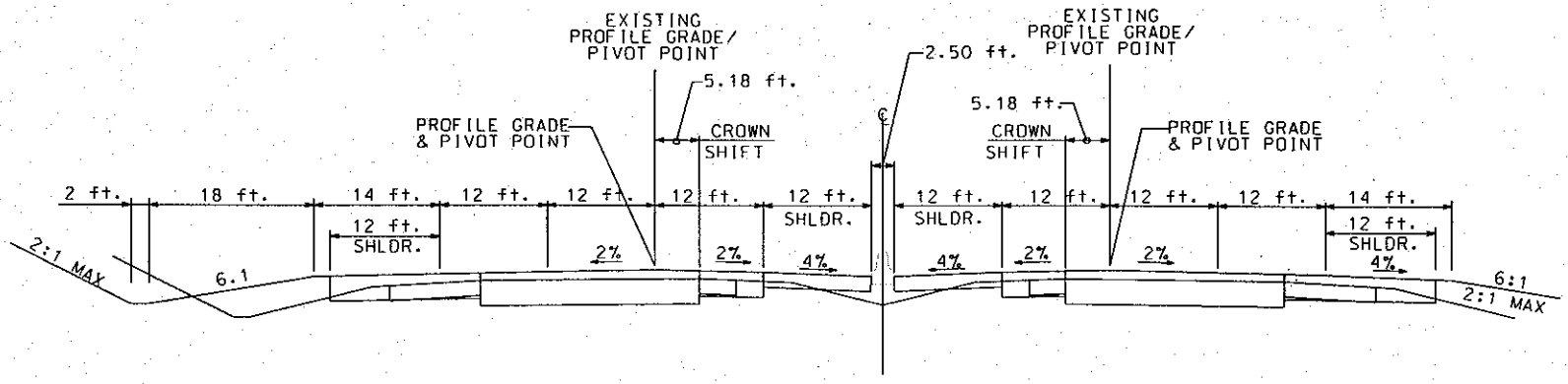
PROJECT NUMBER: NH-IM-75-1(158) COUNTY: TIFT

DATE: June 15, 1999 ESTIMATED LETTING DATE: April 2002

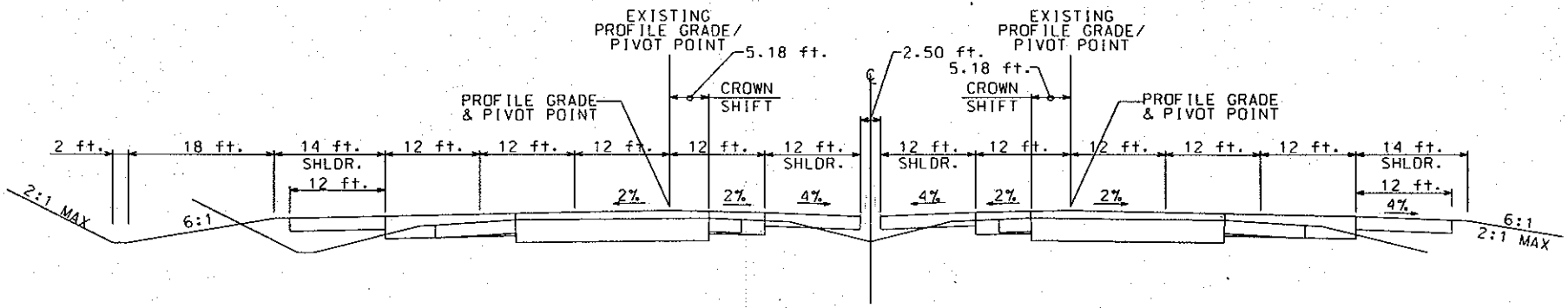
PREPARED BY: J. Hodges PROJECT LENGTH: 8.2 Miles

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

PROJECT COST		
	Phase I	Phase II
SUMMARY		
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
GRAND TOTAL PROJECT COST	$ 33,066,064	28,627,485

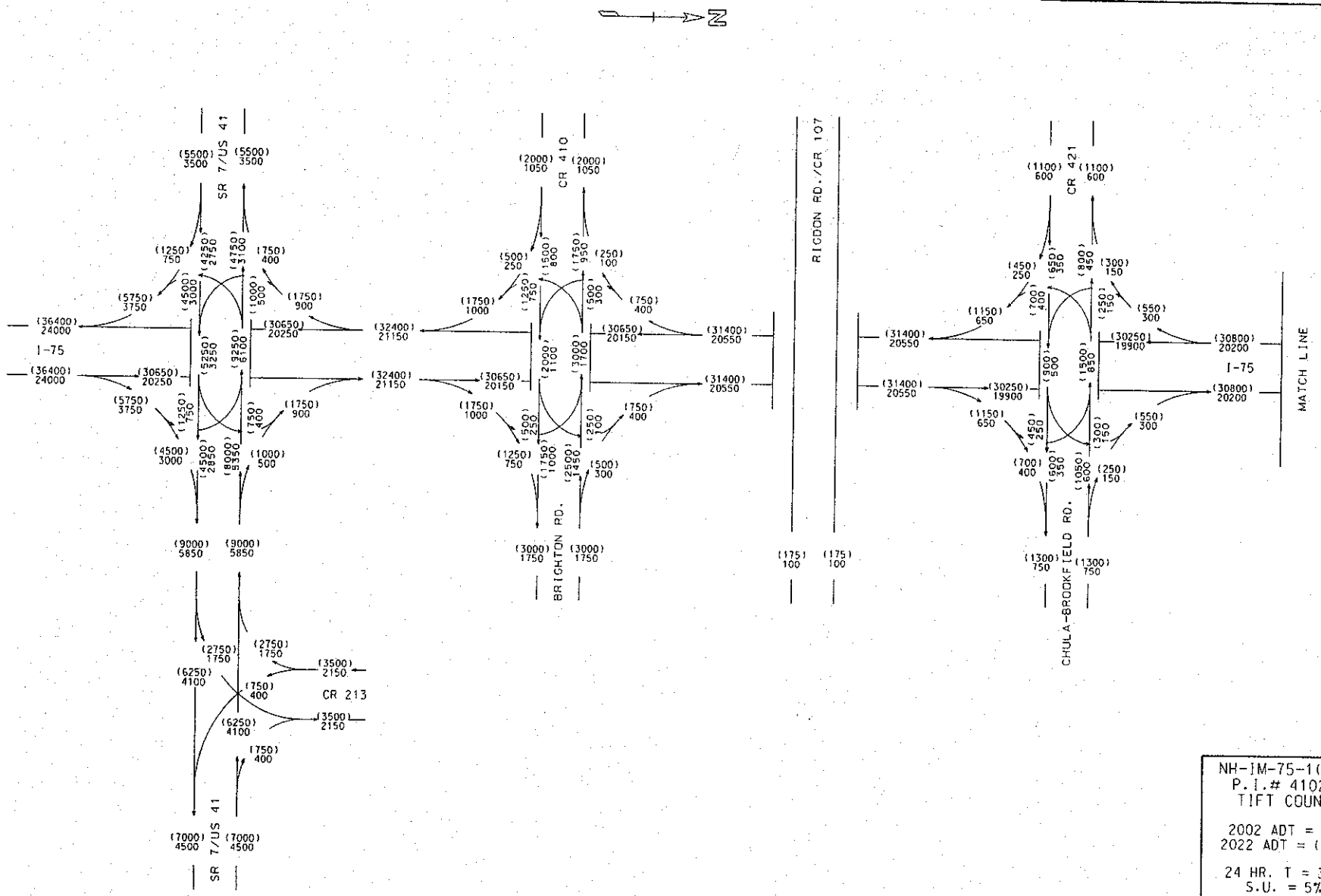


TANGENT SECTION
I-75
PHASE I
6 LANES TOTAL



TANGENT SECTION
I-75
PHASE II
8 LANES TOTAL
*WITHIN INTERCHANGE LIMITS ONLY

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



NH-IM-75-1(158)
P.I.# 410240
TIFT COUNTY

2002 ADT = 000
2022 ADT = (000)

24 HR. T = 30%
S.U. = 5%
COMB. = 25%

RGL
4/96

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SHEET 2 OF 4

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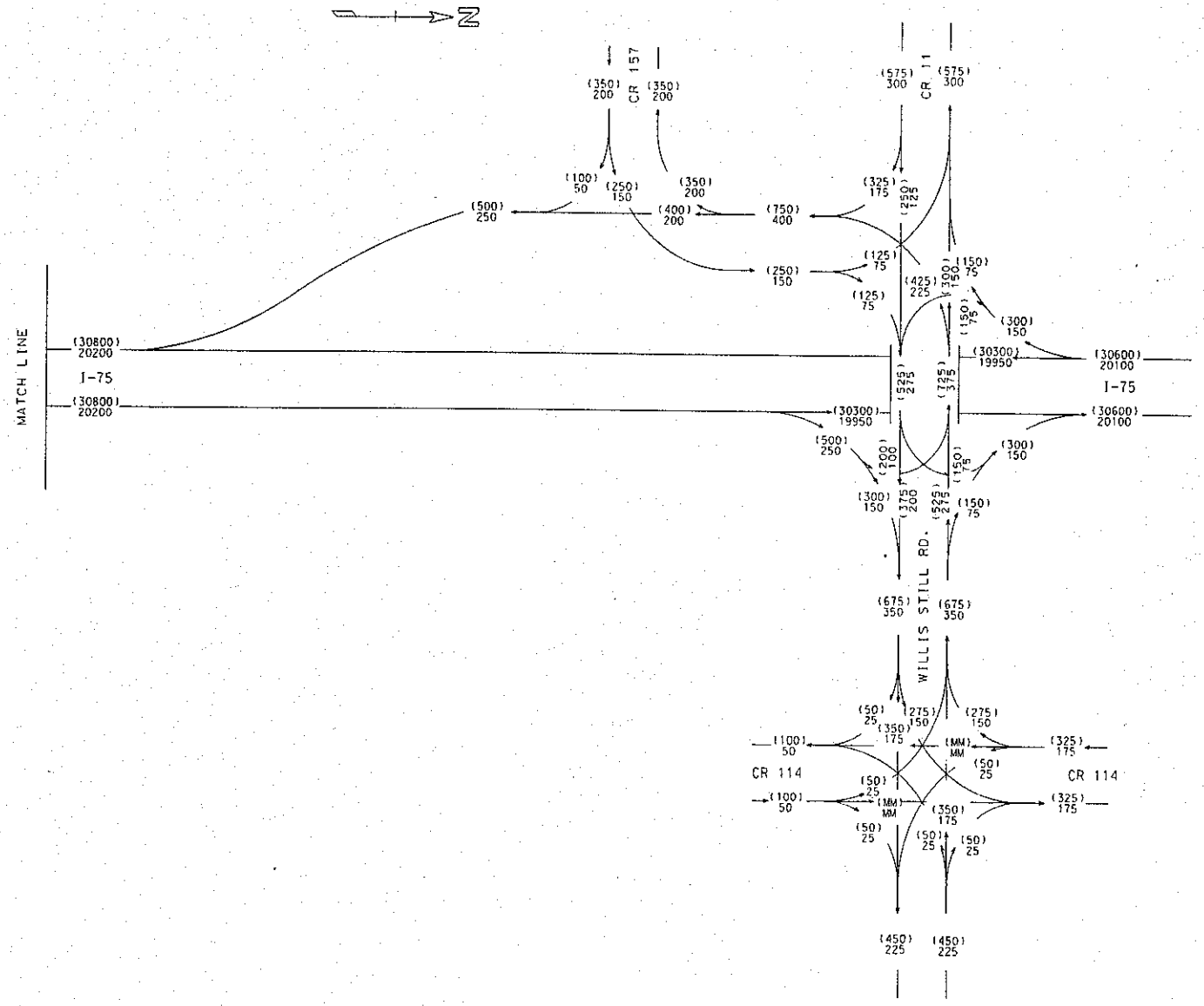

NH-IM-75-1(158)
P.I.# 410240
TIFT COUNTY

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COMB. = 25%

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4/96

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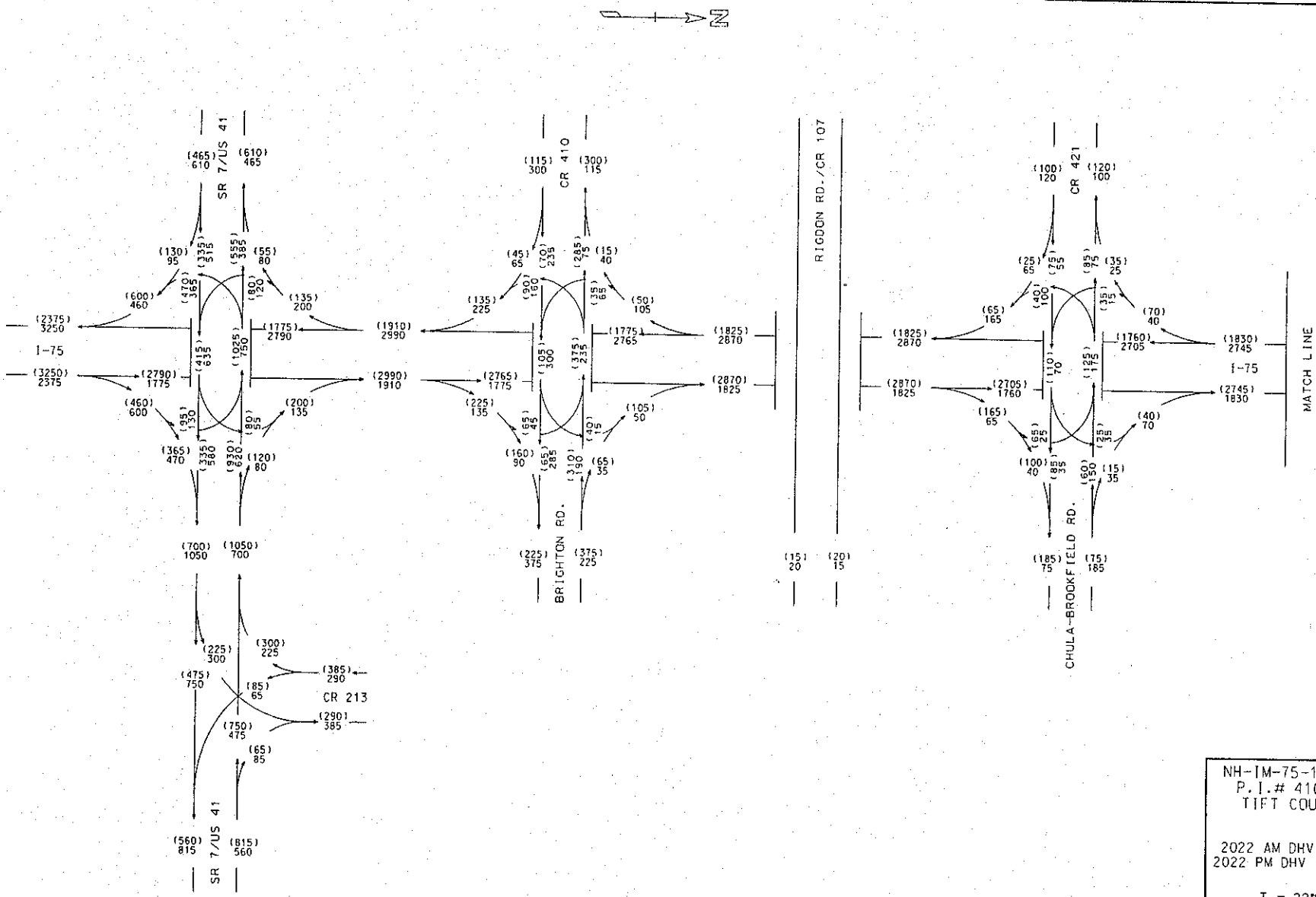

NH-IM-75-1(158)
P.I.# 410240
TIFT COUNTY

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T = 22%

RGL
4/96

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SHEET 4 OF 4

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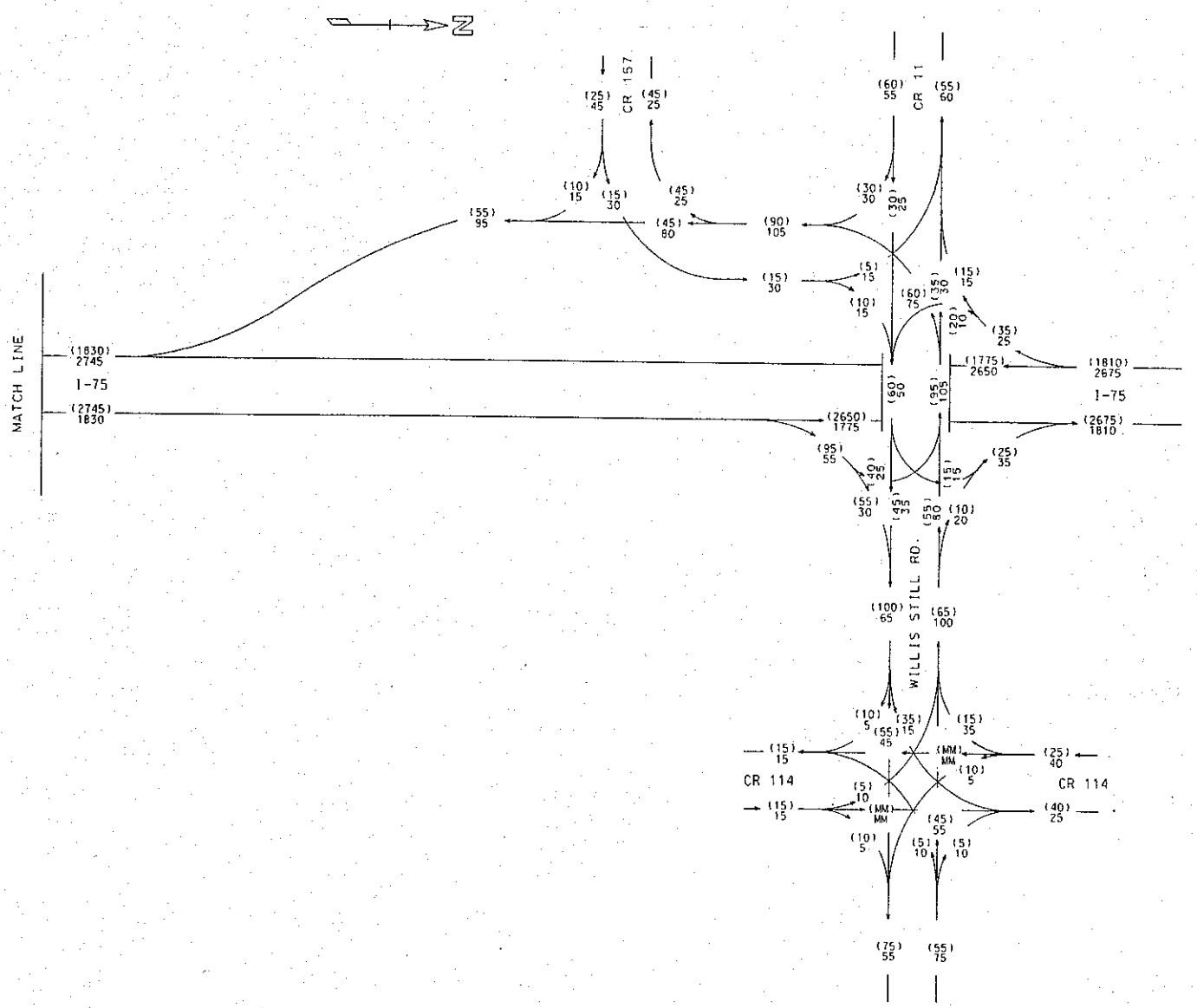
OFFICE OF ENVIRONMENT/LOCATION



NH-IM-75-1(158)
P.I.# 410240
TIFT COUNTY

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T = 22%

RGL
4/96

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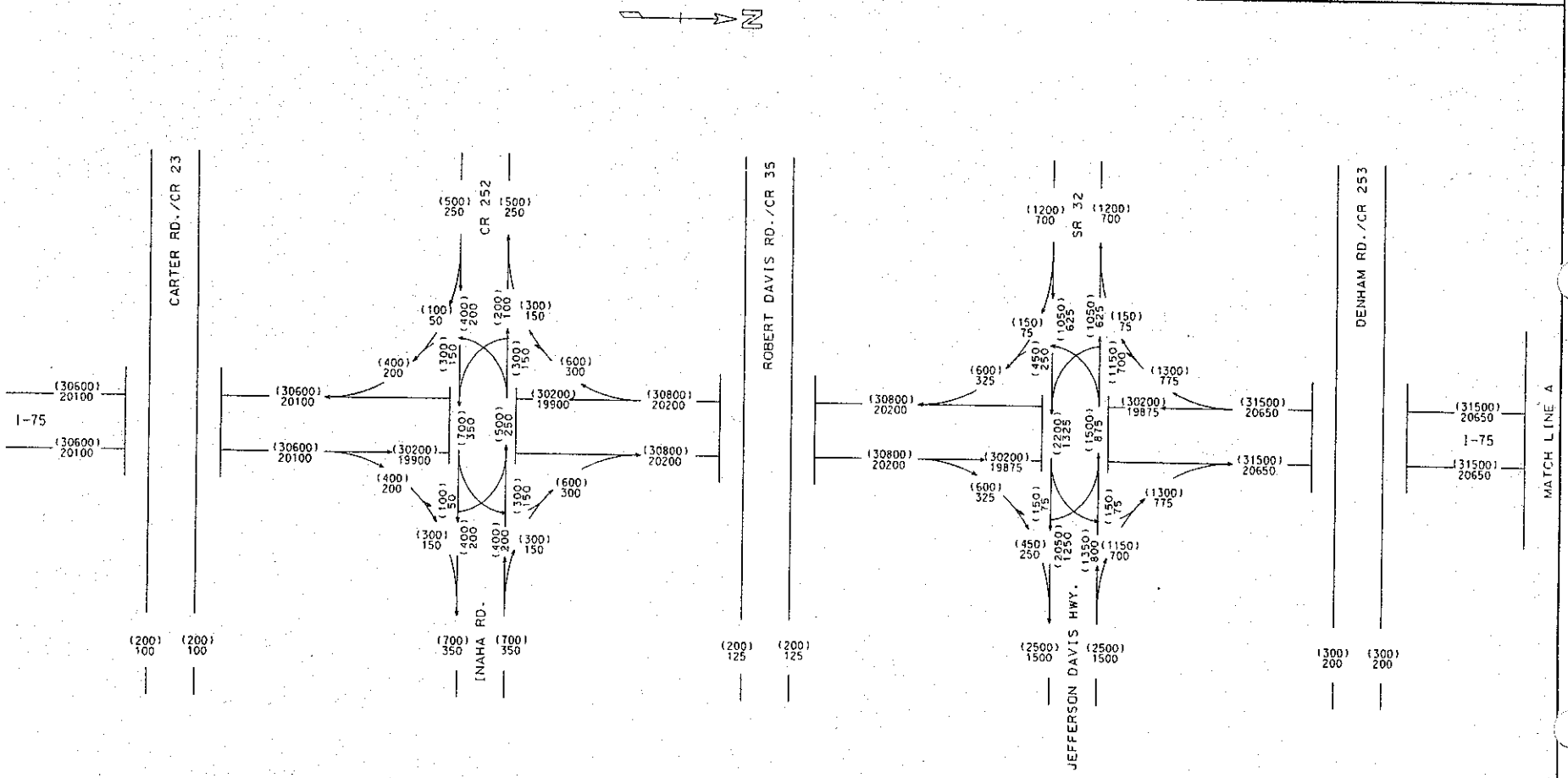
OFFICE OF ENVIRONMENT/LOCATION



NH-IM-75-1(215) & (157) P.I.# 410245 & 410250
TURNER/CRISP COS.

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S.U. = 5%
COMB. = 25%

RGL
4/96

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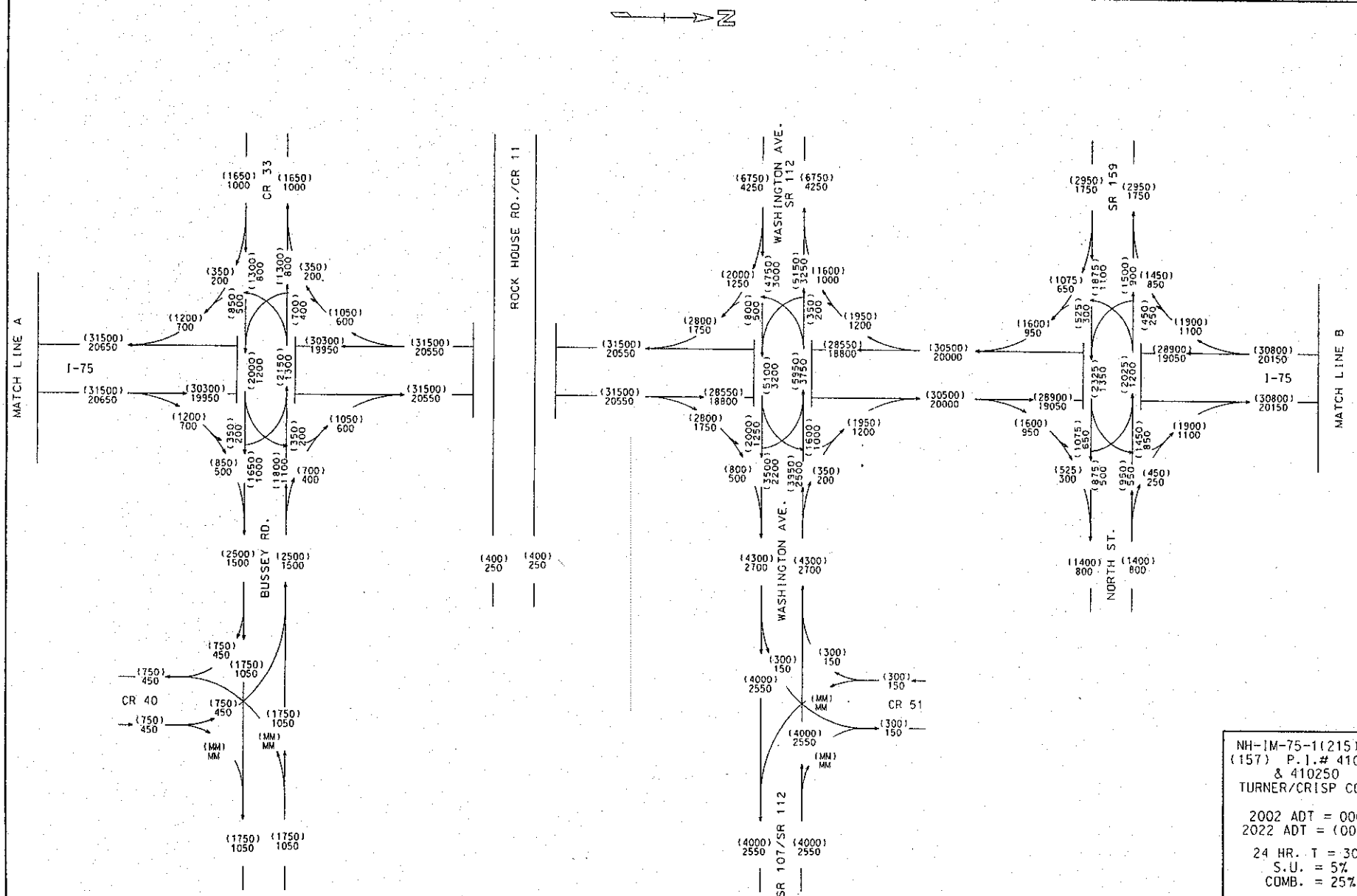

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TURNER/CRISP COS.

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S.U. = 5%
COMB. = 25%

RGL
4/96

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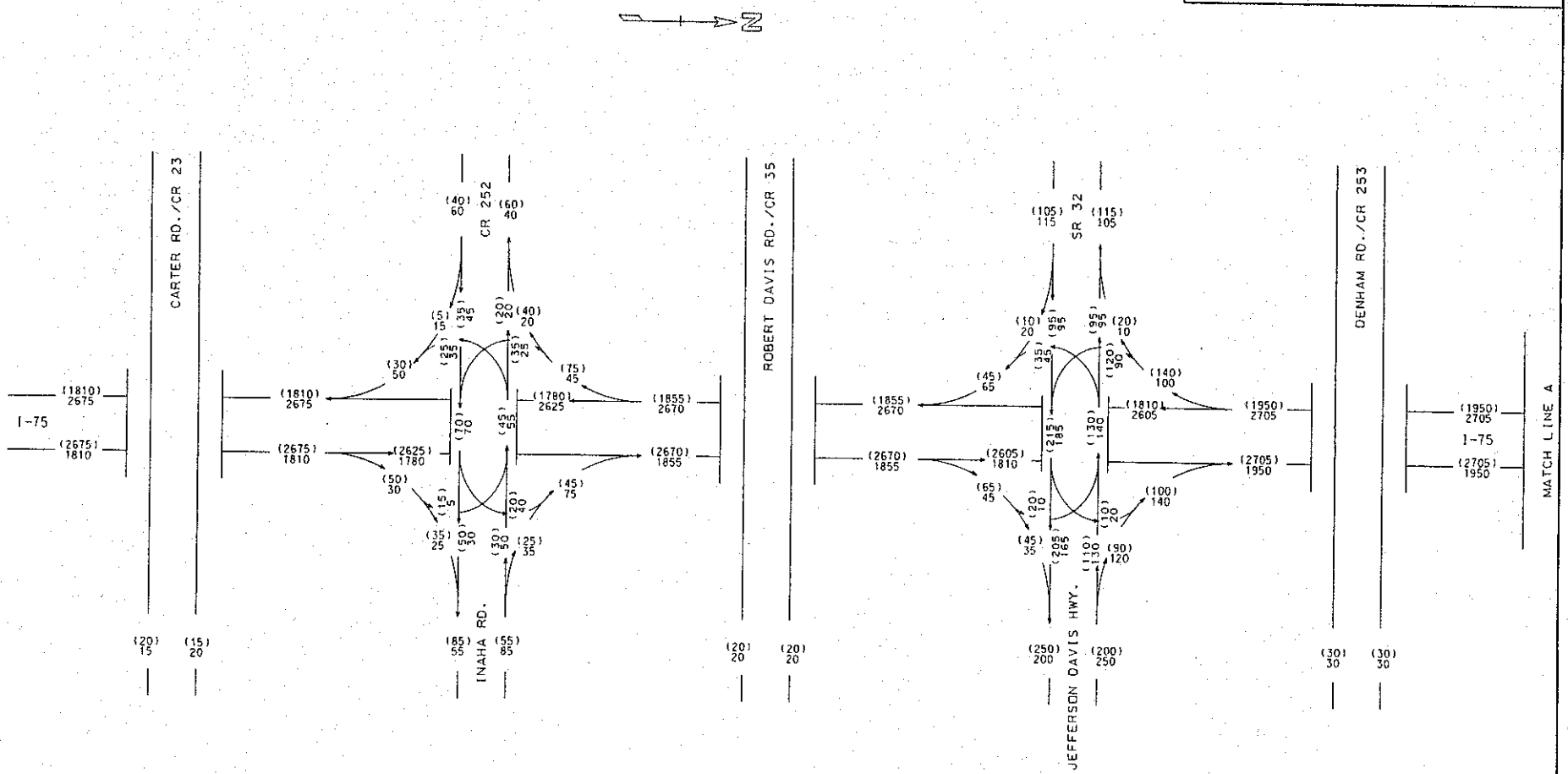

NH-1M-75-1(215) & (157) P.I.# 410245 & 410250
TURNER/CRISP COS.

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T = 22%

RGL
4/96

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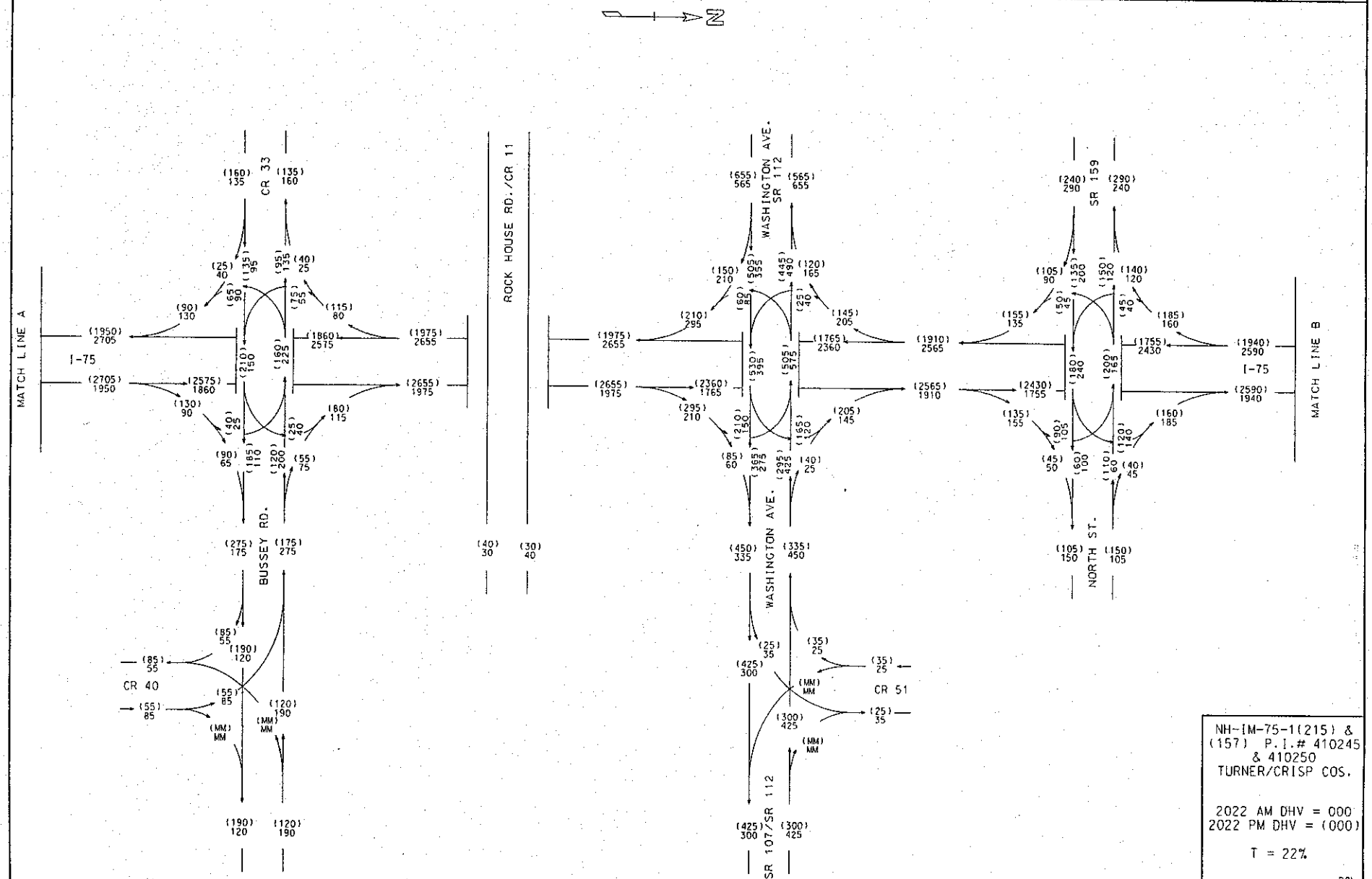

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T = 22%

RGL
4/96

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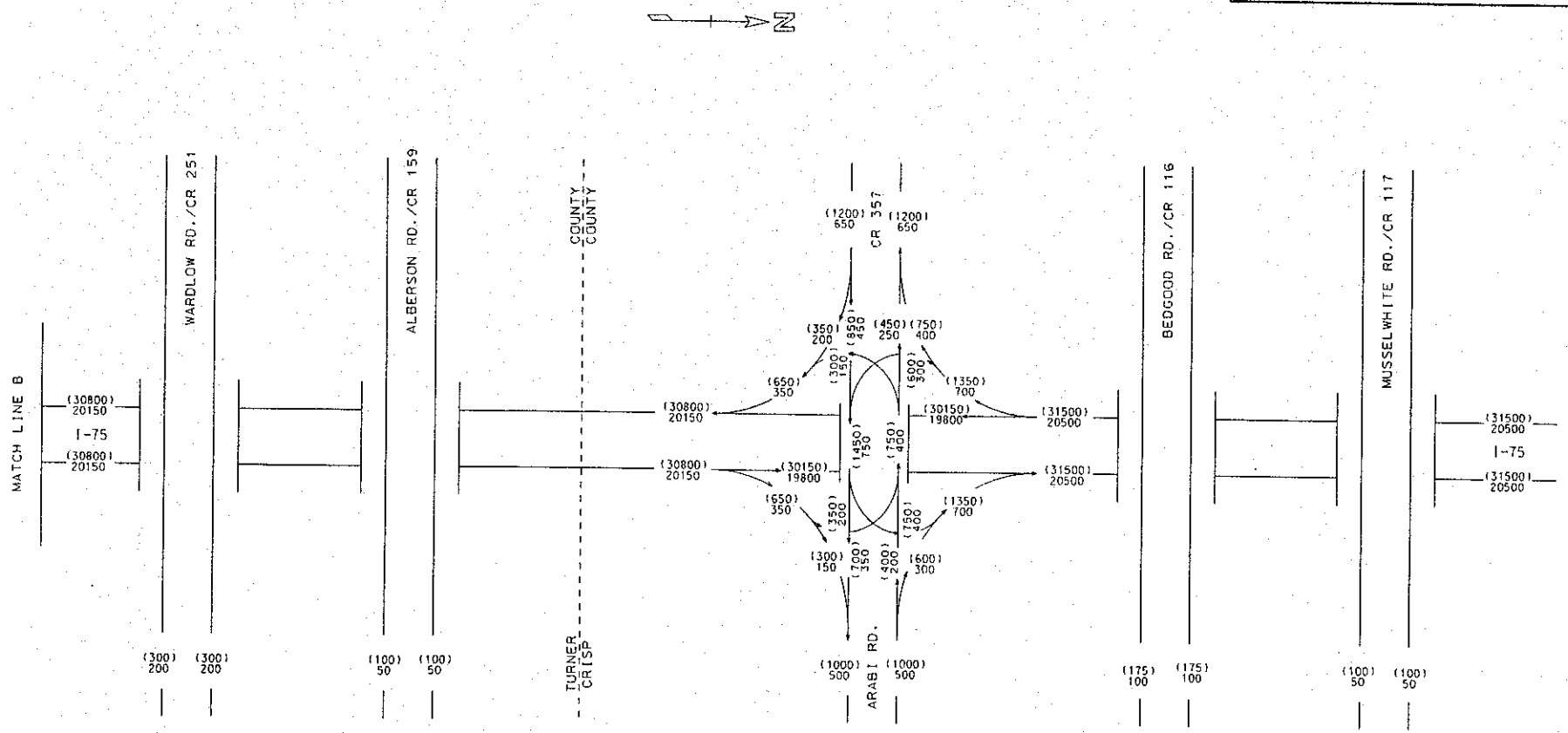

NH-IM-75-1(215) & (157) P.I.# 410245 & 410250
TURNER/CRISP COS.

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24 HR. T = 30%
S.U. = 5%
COMB. = 25%

RGL
4/96

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SHEET 6 OF 6

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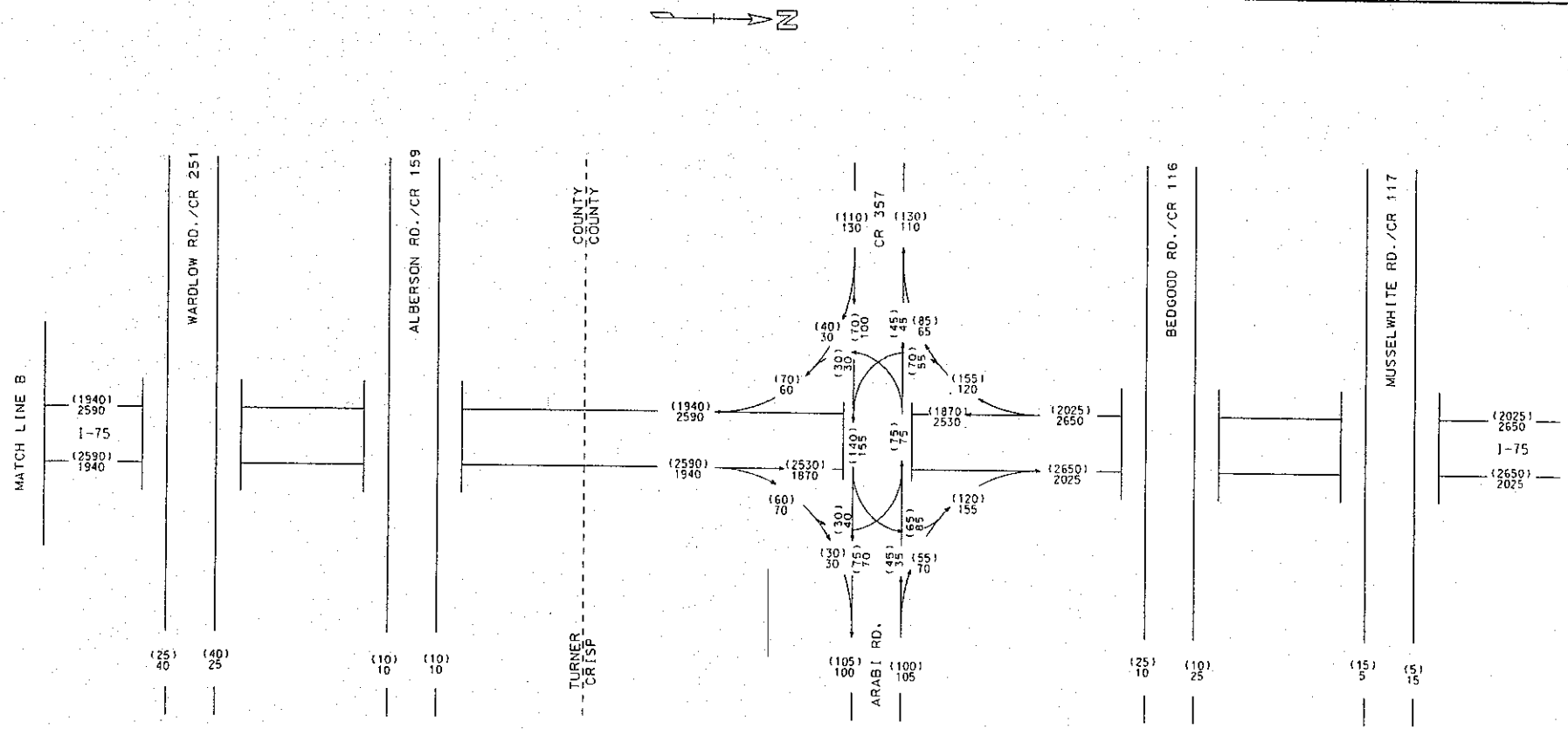

NH-IM-75-1(215) & (157) P.I.# 410245 & 410250
TURNER/CRISP COS.

2022 AM DHV = 000
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T = 22%

RGL
4/96

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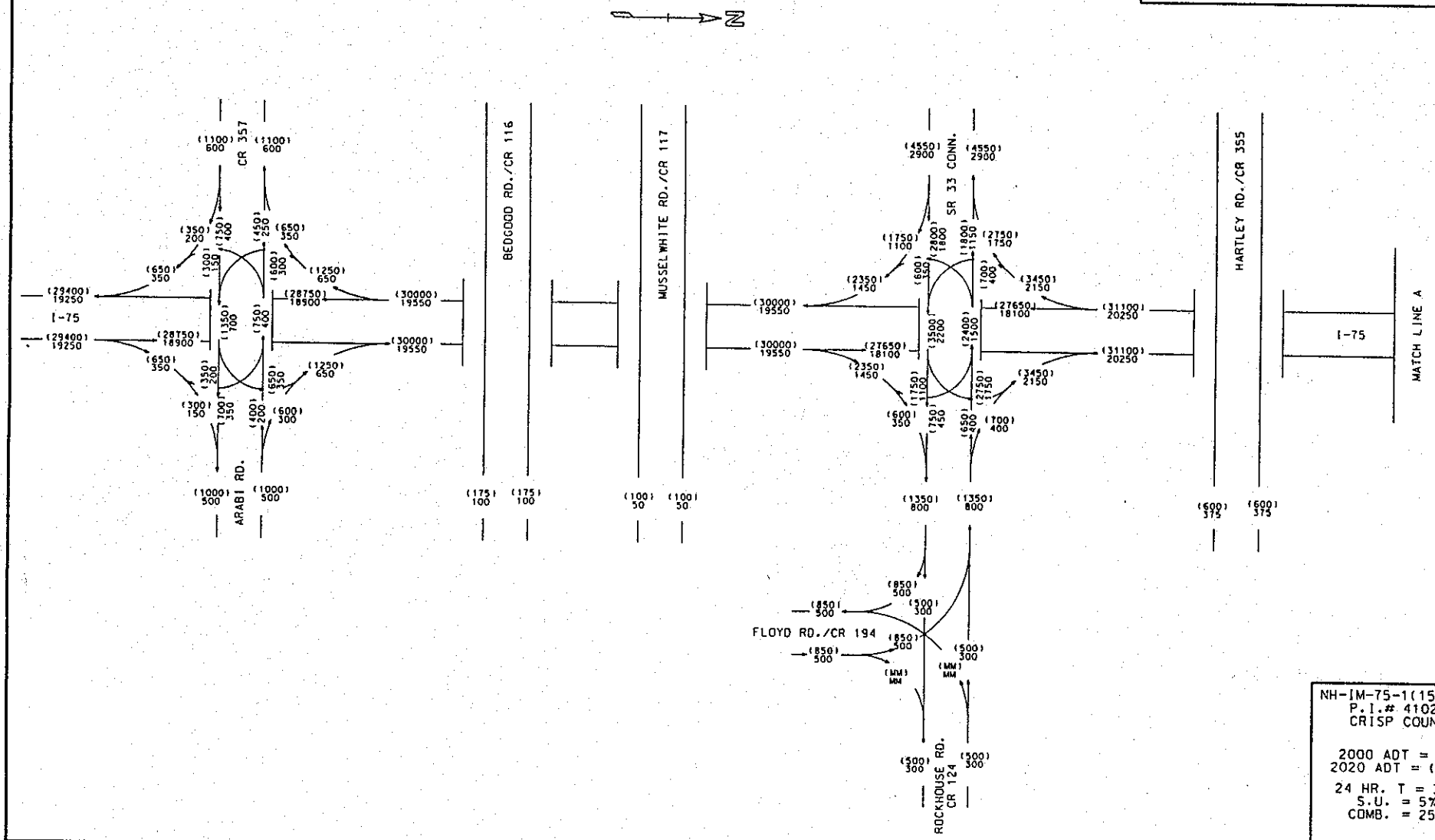

NH-IM-75-1(156)CT 1
P.I.# 410260
CRISP COUNTY

2000 ADT = 000
2020 ADT = (000)

24 HR. T = 30%
S.U. = 5%
COMB. = 25%

RGL
3/96

SHEET 2 OF 5

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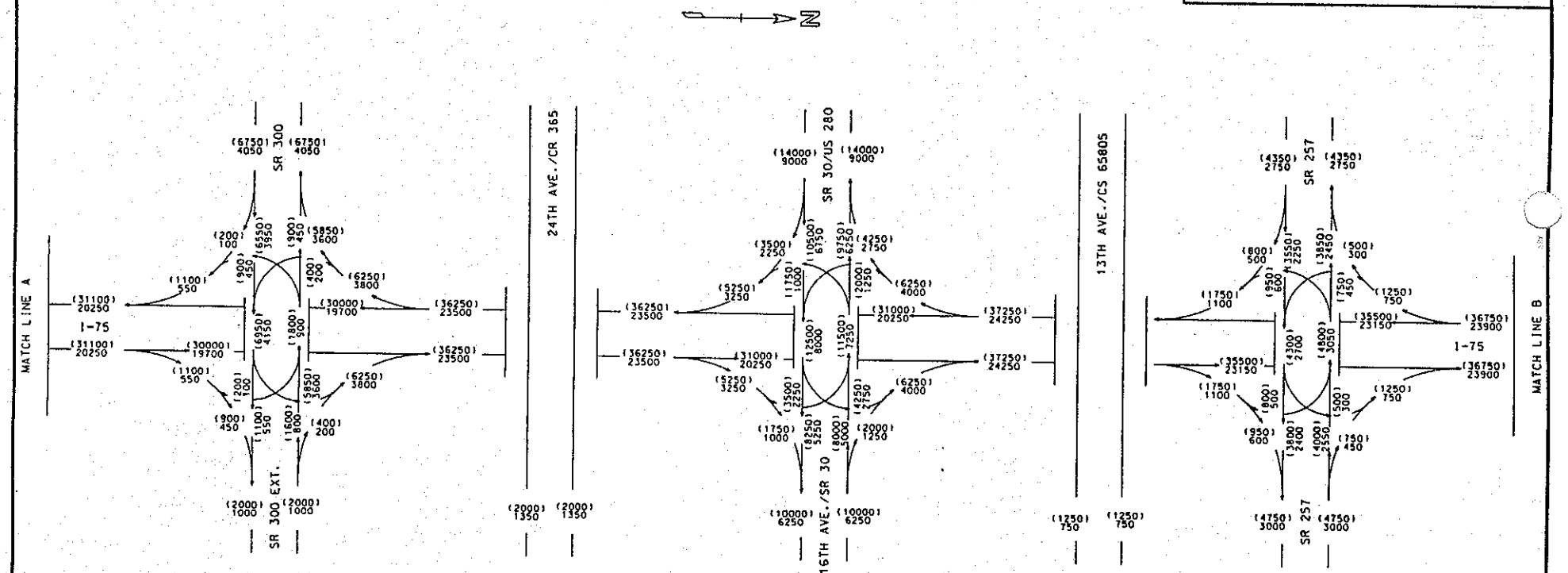
OFFICE OF ENVIRONMENT/LOCATION



NH-1M-75-1(156)CT 1
P.I.# 410260
CRISP COUNTY

2000 ADT = 000
2020 ADT = (000)
24 HR. T = 30%
S.U. = 5%
COMB. = 25%

RGL
3/96

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

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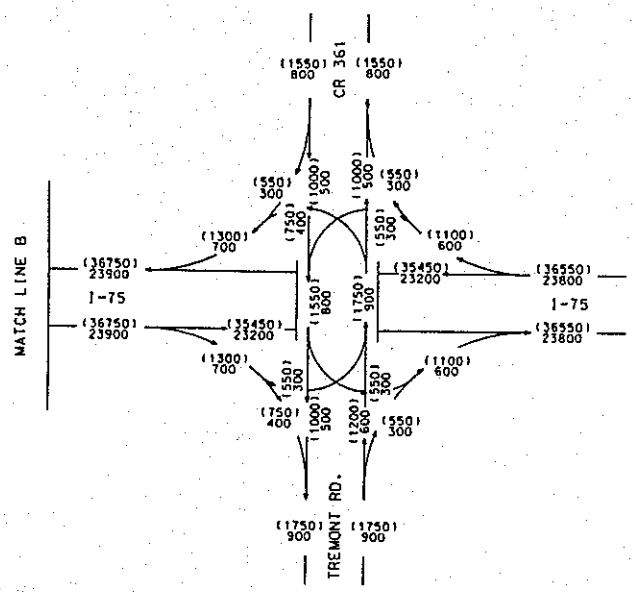

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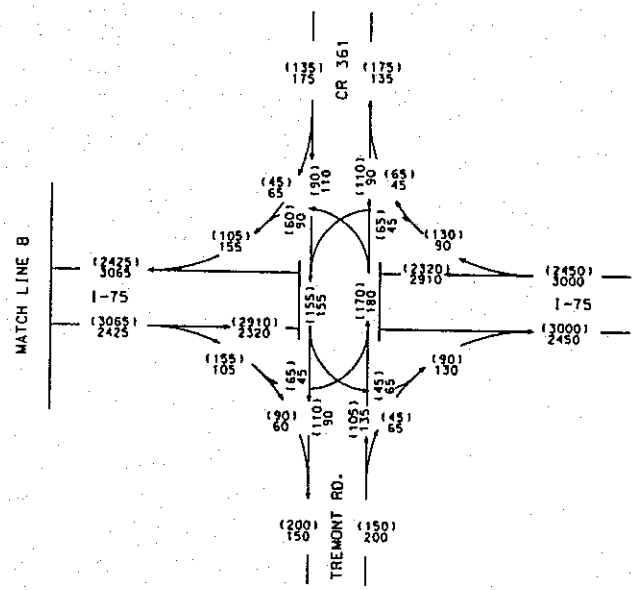
2020 PM DHV = (000)



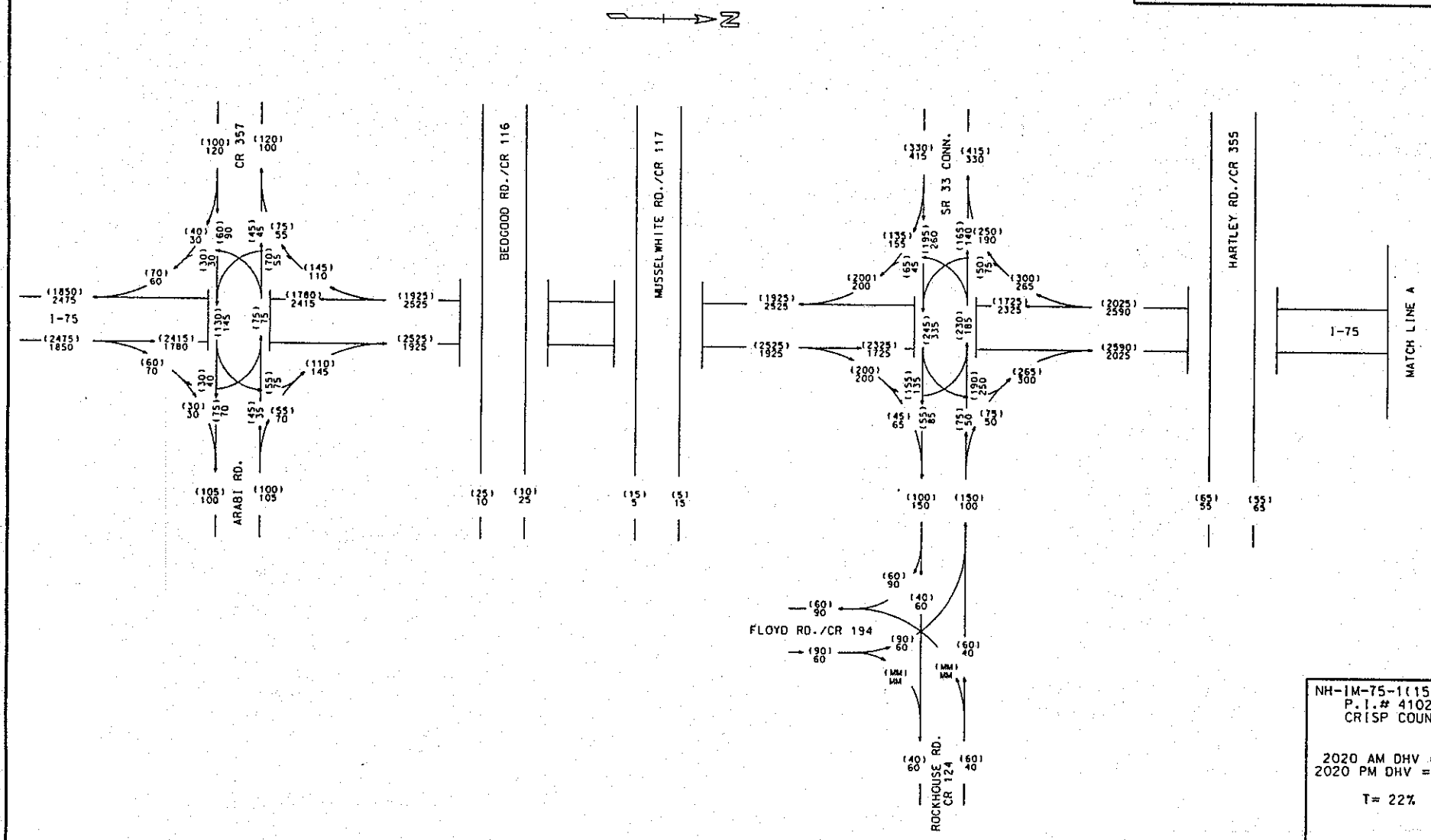
NH-IM-75-1(156)CT 1
P.I.# 410260
CRISP COUNTY

T = 22%
24 HR. T = 30%
S.U. = 5%
COMB. = 25%

RGL
3/96

SHEET 4 OF 5

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



NH-IM-75-1(156)CT 1
P.I.# 410260
CRISP COUNTY

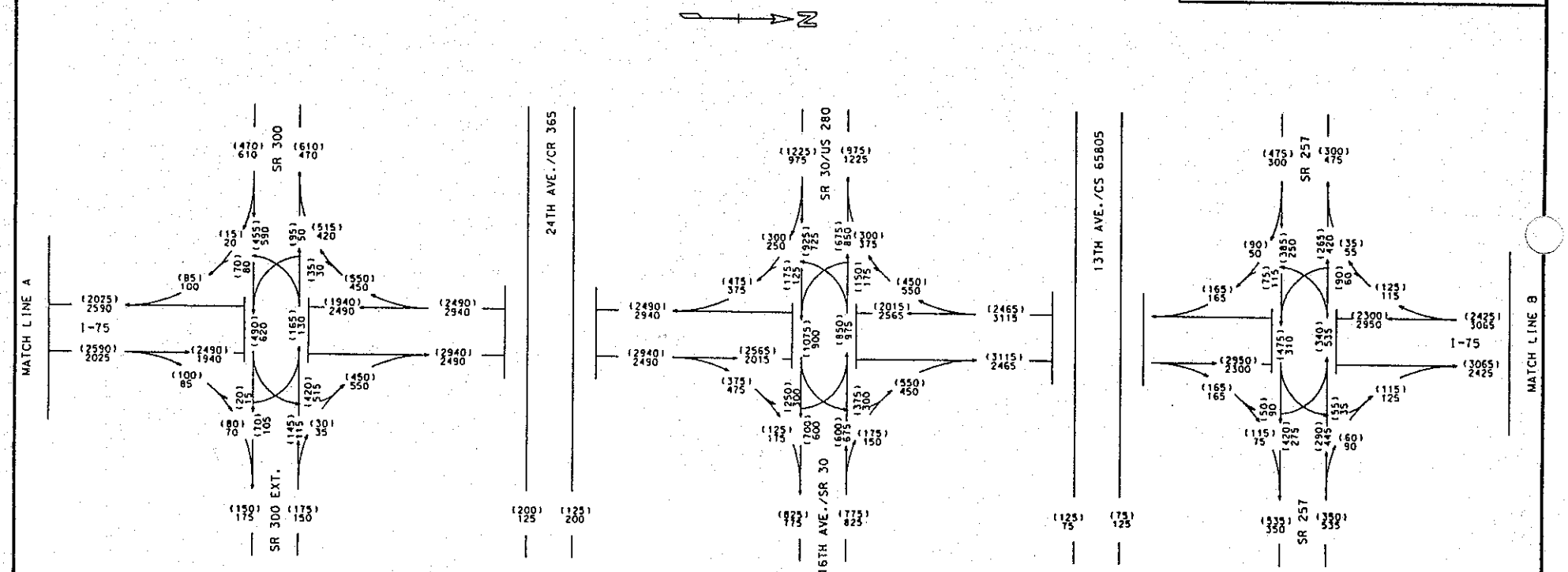
2020 AM DHV = 000
2020 PM DHV = (000)

T= 22%

RGL
3/96

SHEET 5 OF 5

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

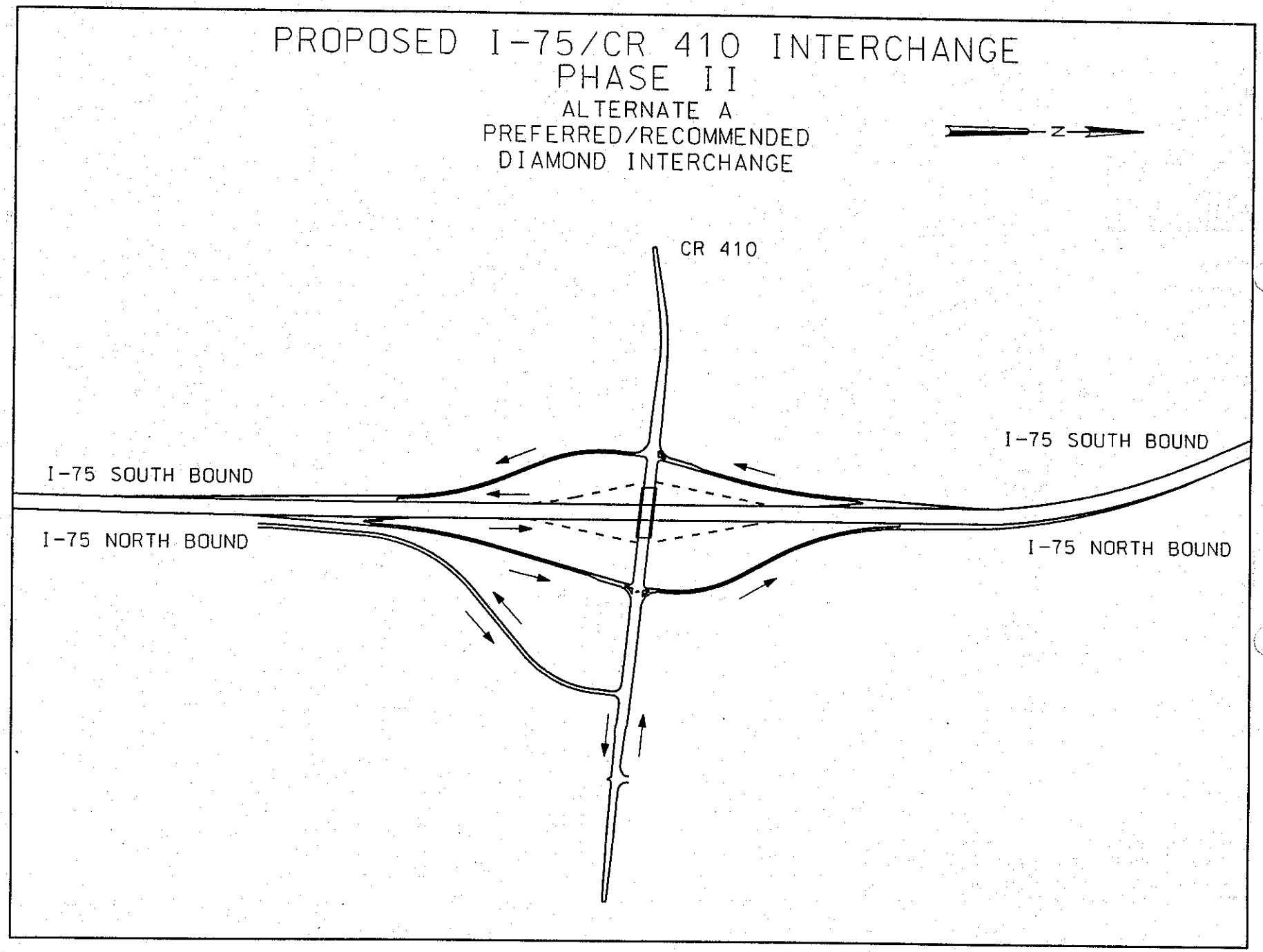


NH-IM-75-1(156)CT 1
P.I.# 410260
CRISP COUNTY

2020 AM DHV = 000
2020 PM DHV = (000)

T= 22%

RGL
3/96



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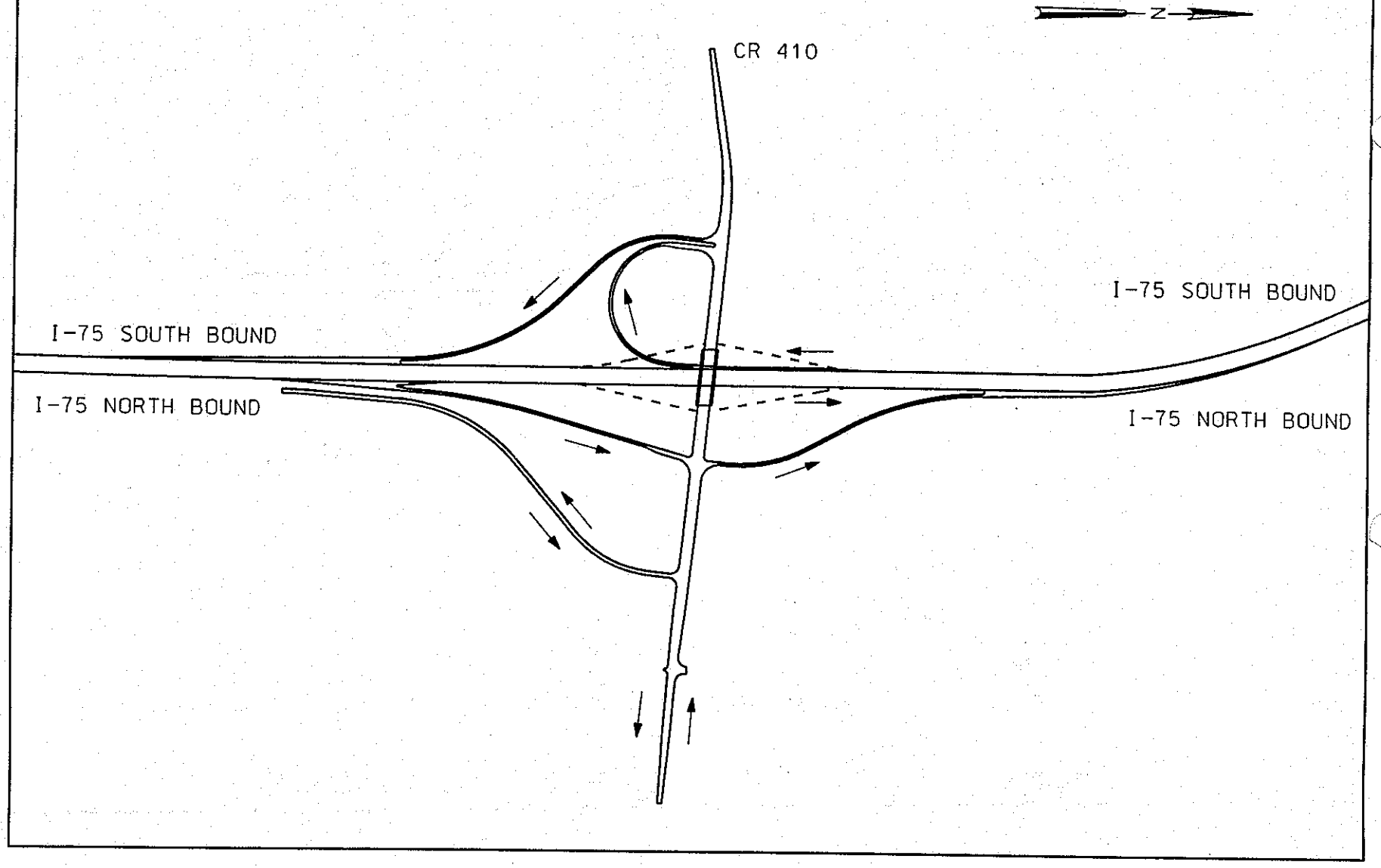
PROPOSED I-75/CR 410 INTERCHANGE
PHASE II
ALTERNATE B
PARTIAL CLOVERLEAF INTERCHANGE



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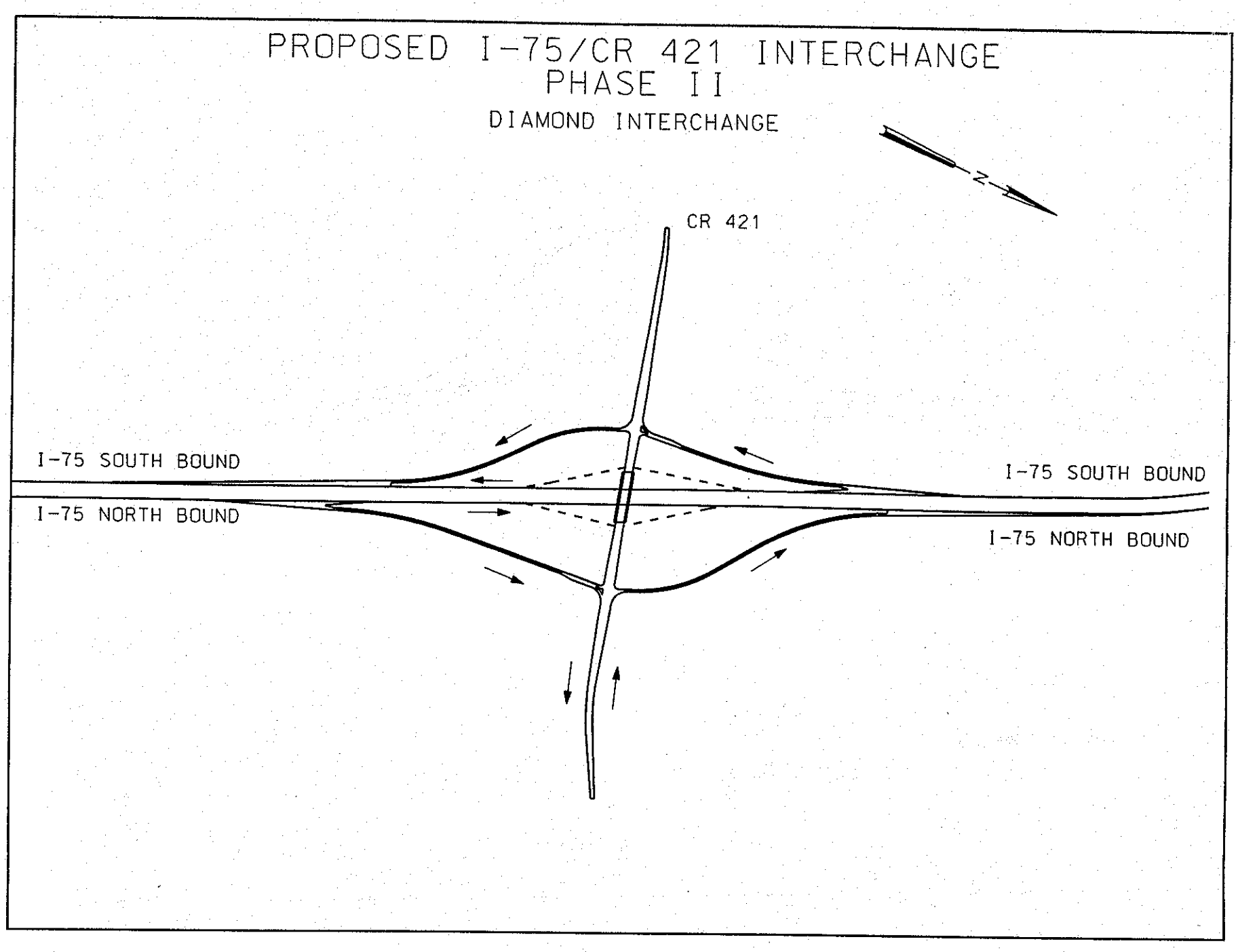
PROPOSED I-75/CR 421 INTERCHANGE
PHASE II
DIAMOND INTERCHANGE



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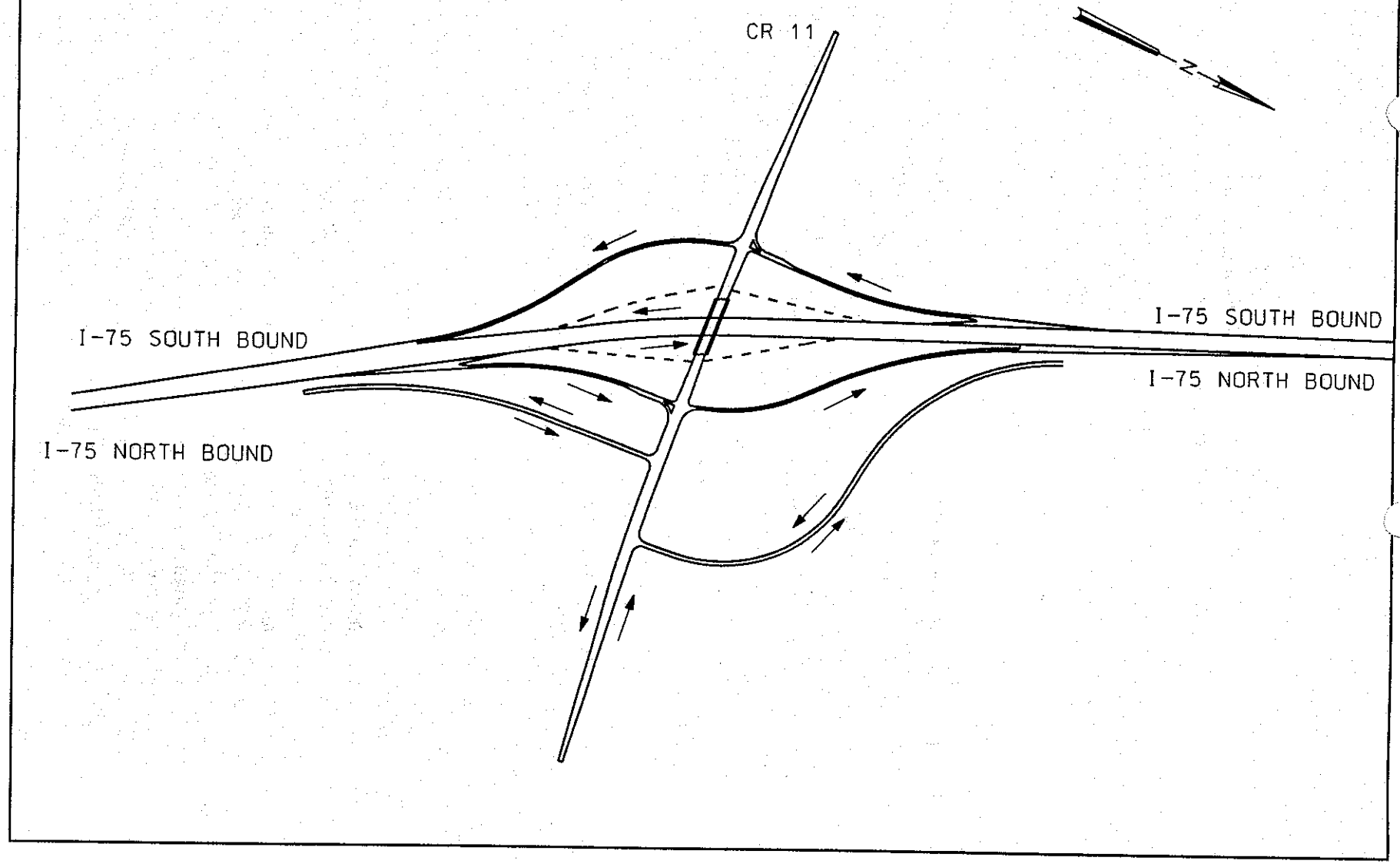
PROPOSED I-75/CR 11 INTERCHANGE
PHASE II
DIAMOND INTERCHANGE



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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 required 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.

- 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:

Name	Organization	Phone No.
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

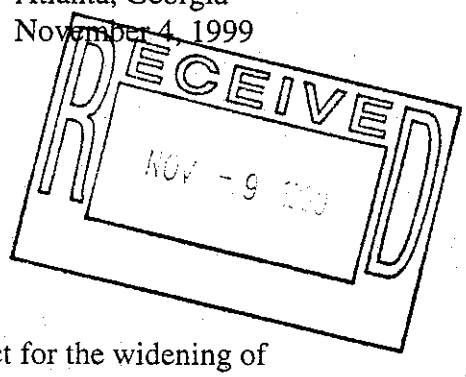
Adolpho Guzman	GDOT-Consultant Mgmt Group	
Joe W. Sheffield	GDOT-Tifton-Preconstruction	912-386-3200
Danny P. Gay	GDOT-Tifton-Traffic Operations	912-386-3435
Don R. Gaskins	GDOT-Tifton	912-386-3043
Kurt E. Seigler	GDOT-Tifton	912-382-5248
Jill Hodges	Jordan Jones & Goulding	770-455-8555
Sam Bowyer	Jordan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

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 D. Walters III — State Traffic Operations Engineer
DATE	State Bridge & Structural Engineer

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)
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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	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE	State Environmental/Location Engineer
DATE	District Engineer
DATE	Project Review Engineer
DATE	State Traffic Operations Engineer
11/14/99 — DATE	Paul V. Liles Jr. — State Bridge & Structural Engineer

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	James A. Kennedy
DATE	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.

12-1-99	Marta V. Rosen
DATE	State Transportation Planning Administrator
DATE	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

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	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE	State Environmental/Location Engineer
DATE	District Engineer
11/5/99 DATE	Project Review Engineer
DATE	State Traffic Operations Engineer
DATE	State Bridge & Structural Engineer

MONTH: JANUARY 1993

Road Design

REVISION REQUEST
for the
CONSTRUCTION WORK PROGRAM

In accordance with the Board Resolution dated August 16, 1973, Board approval is requested to revise the Construction Work Program for the project and activity outlined below:

Action Requested: COST ESTIMATE CHANGE

PROJECT DATA

County	Project No. P.I. No.	Type Work
TIFT	NH-IM-75-1(158) 410240	WIDENING

Description: I-75 FM N CITY LIMITS OF TIFTON TO TURNER COUNTY LINE

Project Length = 8.10 Miles

FUNDING INFORMATION

	Estimated Cost ($1,000's)	DOT Share	Other Share	Fiscal Year	Cong. District	Field District
PE	$22	AUTHORIZED 1/29/86				
ROW	$10,000			1998	8	4
CONST	$21,500	$21,500	$0	2000	0	

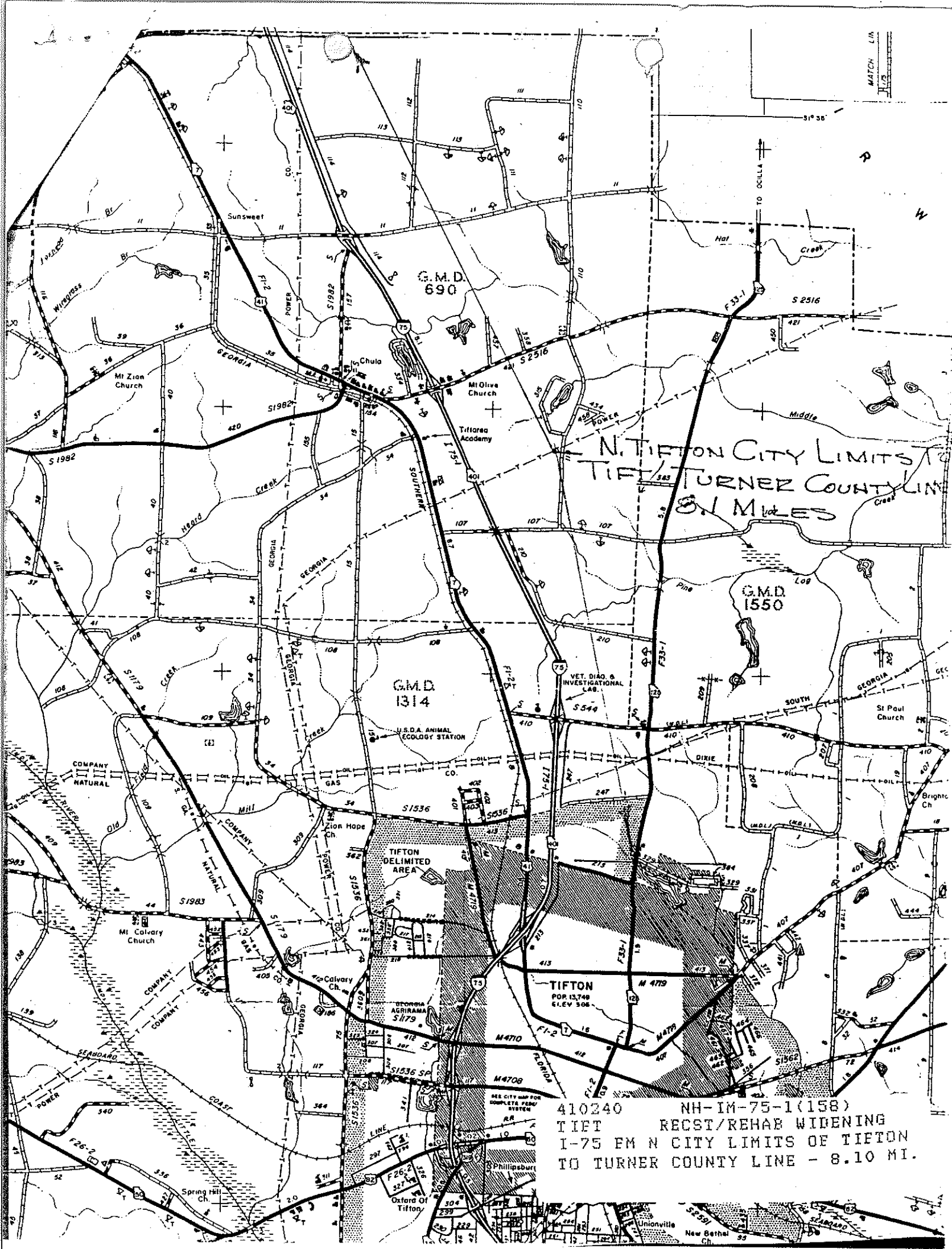
Fund 1 = 315
Fund 2 = 315

REASON FOR REVISION:

Requested by the State Road Design Engineer

APPROVED _____
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED BY
Director of
JAN 1 1993
Planning and
Programming


N. TIFTON CITY LIMITS TO
TIFT/TURNER COUNTY LINE
8.1 MILES
G.M.D. 690
G.M.D. 1550
G.M.D. 1314
TIFTON DELIMITED AREA
TIFTON
POP. 13,749
ELEV. 506
Chula
Mt Zion Church
Mt Olive Church
Tiftarea Academy
Sunsweet
Zion Hope Ch
Mt Calvary Church
Calvary Ch.
St Phillipsburg
Oxford Of Tifton
Spring Hill Ch.
Unionville
New Bethel Ch.
St Paul Church
U.S.D.A. ANIMAL ECOLOGY STATION
VET. DIAG. & INVESTIGATIONAL LAB.
GEORGIA AGRIRAMA
TO OCILLA
410240 NH-IM-75-1(158)
TIFT RECST/REHAB WIDENING
I-75 FM N CITY LIMITS OF TIFTON
TO TURNER COUNTY LINE - 8.10 MI.

MONTH: DECEMBER 1992

ROAD DESIGN

REVISION REQUEST
for the
CONSTRUCTION WORK PROGRAM

In accordance with the Board Resolution dated August 16, 1973, Board approval is requested to revise the Construction Work Program for the project and activity outlined below:

Action Requested: CHANGE IN DESCRIPTION AND COST ESTIMATE

PROJECT DATA

County	Project No. P.I. No.	Type Work
TIFT	NH-IM-75-1(158) 410240	WIDENING

Description: I-75 FM NORTH CITY LIMITS OF TIFTON TO TURNER COUNTY LINE

Project Length = 8.47 Miles

FUNDING INFORMATION

	Estimated Cost ($1,000's)	DOT Share	Other Share	Fiscal Year	Cong. District	Field District
PE	$22		AUTHORIZED	1/29/86		
ROW	$5,000			1998	2	4
CONST	$9,300	$9,300	$0	2000		

Fund 1 = 315
Fund 2 = 315

REASON FOR REVISION:

This project is split into two projects as requested by the State Road Design Engineer. The new project is NH-IM-75-1(215), PI # 410245.

APPROVED _____
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

38 39

DISTRICT FOUR
TRANSMITTAL

TO: Roland Hinners
State Road & Airport Design Engineer

ATTENTION:

DATE: 11-12-92
PROJECT: N.H. 75-1(158) CT 18
COUNTY: TIFT IM-75-1(158) CT2
P.I. NO.: 410240 & 410241
DESCRIPTION: I-75 FM. TIFTON TO S.R. 159 NEAR ASHBURN IN TURNER CO AND RAISE 5 BRIDGES

GENTLEMEN:

We are sending you ☑ Attached ☐ Under separate cover the following items.

☑ Preliminary Schedule

☐ Correspondence	☐ Plan Sheets	☐ Utility Plans
☐ Special Provisions	☐ Profile Sheets	☐ Geometric Layout
☐ Typical Sections	☐ Preliminary Plans	☐ Revisions(s)
☐ Summary of Quantities	☐ Right of Way Plans	☐ Prints
☐ Detailed Estimate	☐ Construction Plans	☐ Original Tracings

COPIES	DESCRIPTION

These are transmitted as check below:

☐ As requested ☐ For your use ☑ For approval ☐ For review & comment
☐ For revision ☐

REMARKS: REVISED SCHEDULE – F.Y. 2000

Copies to:
Hoyt J. Lively, Dir. of Pre-Construction
Frank Golder (Programming)
David Studstill (Location
Don Welch (R/W)
Paul Liles (Bridge)
Wayne Hutto (Asst. Pre-Cst. Engr.)
Melvin Collins
Jerry Lindsey
Gaskins/Carr

Signed: Freddie A. Walker
Freddie A. Walker
Scheduling Engineer

MONTH May 1983

REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973, BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

[xx] ADDITION TO THE PROGRAM

[ ] DELETION FROM THE PROGRAM [ ] PE [ ] ROW [ ] CONST.

[ ] SHIFT IN THE PROGRAM FROM FY _____ TO FY _____

[ ] CHANGE IN COST ESTIMATE

[ ] OTHER

PROJECT DATA

COUNTY	PROJECT NO. P.I. NO.	TYPE WORK	DESCRIPTION
Tift-Turner	IR-75-1(158) 410240	Roadway Widening (from 4 to 6/D lanes)	I-75/S.R. 401: From the north city limits of Tifton north to S.R. 159 near Ashburn. Length = 19.1 Miles

ESTIMATED COST ($1,000's)	LOW -ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE $150	X		1985		
ROW					
CONST $13,575	X		1990	2	4

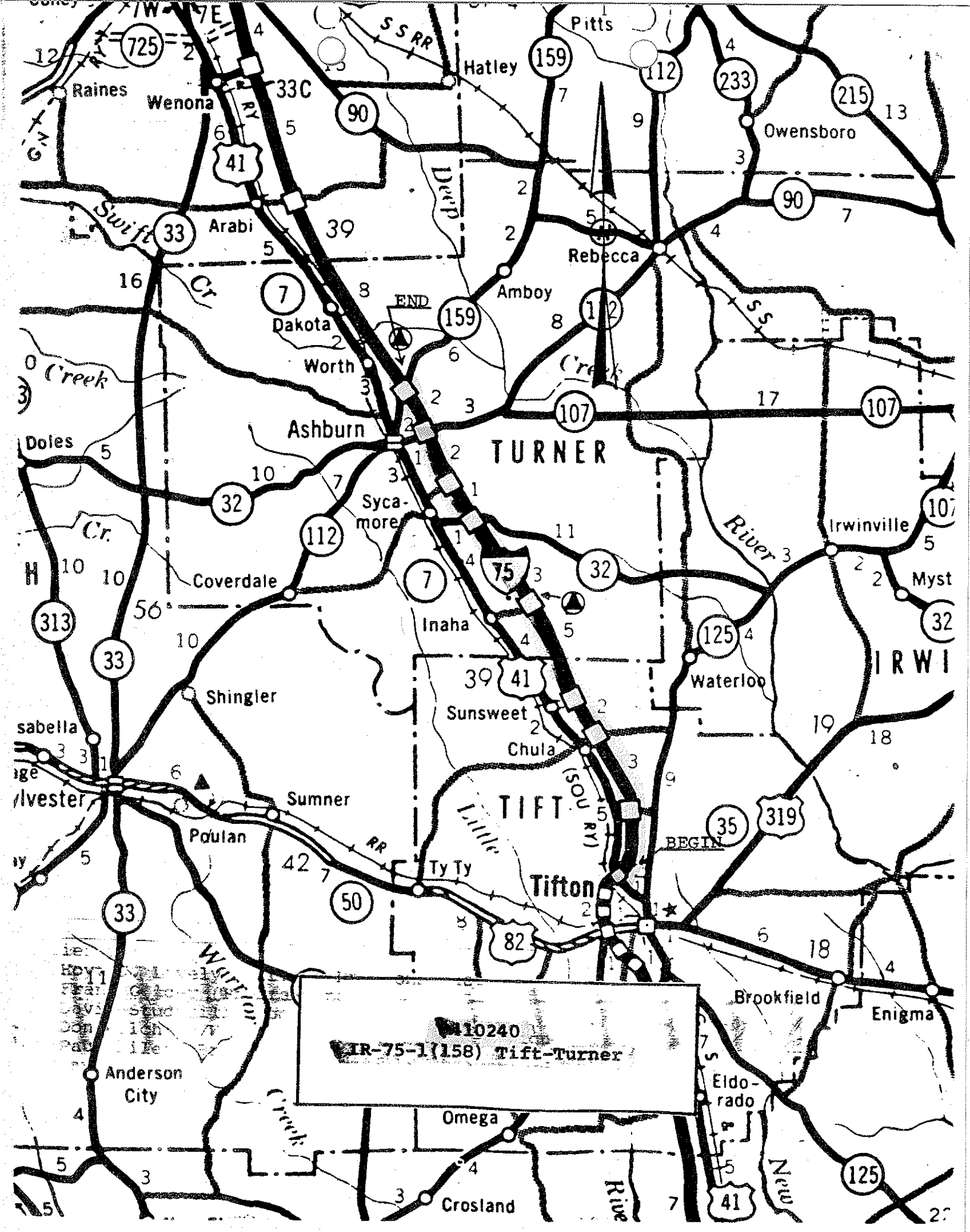
REASON FOR REVISIONS:

To add this project to the Construction Work Program as recommended by the Director of Planning and Programming.

STATE BOARD
MAY 18 1983
RECEIVED

RECOMMENDED _____
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED _____
COMMISSIONER


10240
IR-75-1(158) Tift-Turner

MONTH June 1985

REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973, BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

[ ] ADDITION TO THE PROGRAM

[ ] DELETION FROM THE PROGRAM [ ] PE [ ] ROW [ ] CONST.

[ ] SHIFT IN THE PROGRAM FROM FY _____ TO FY _____

[ ] CHANGE IN COST ESTIMATE

[xx] OTHER

PROJECT DATA

COUNTY	PROJECT NO. P.I. NO.	TYPE WORK	DESCRIPTION
Swift-Turner	IR-75-1(158) Ct.2 410241	Bridge Raising (4 existing arch bridges with inadequate vertical clearance for additional lanes on I-75)	I-75/S.R. 401: Raise the bridges over I-75 at Brighton Road, Rigdon Road, Chula-Brookfield Road and Willis Still Road. (including roadway and interchange modifications)

ESTIMATED COST ($1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE $50	X		1986		
ROW					
CONST $4,680	X		1990	2	4

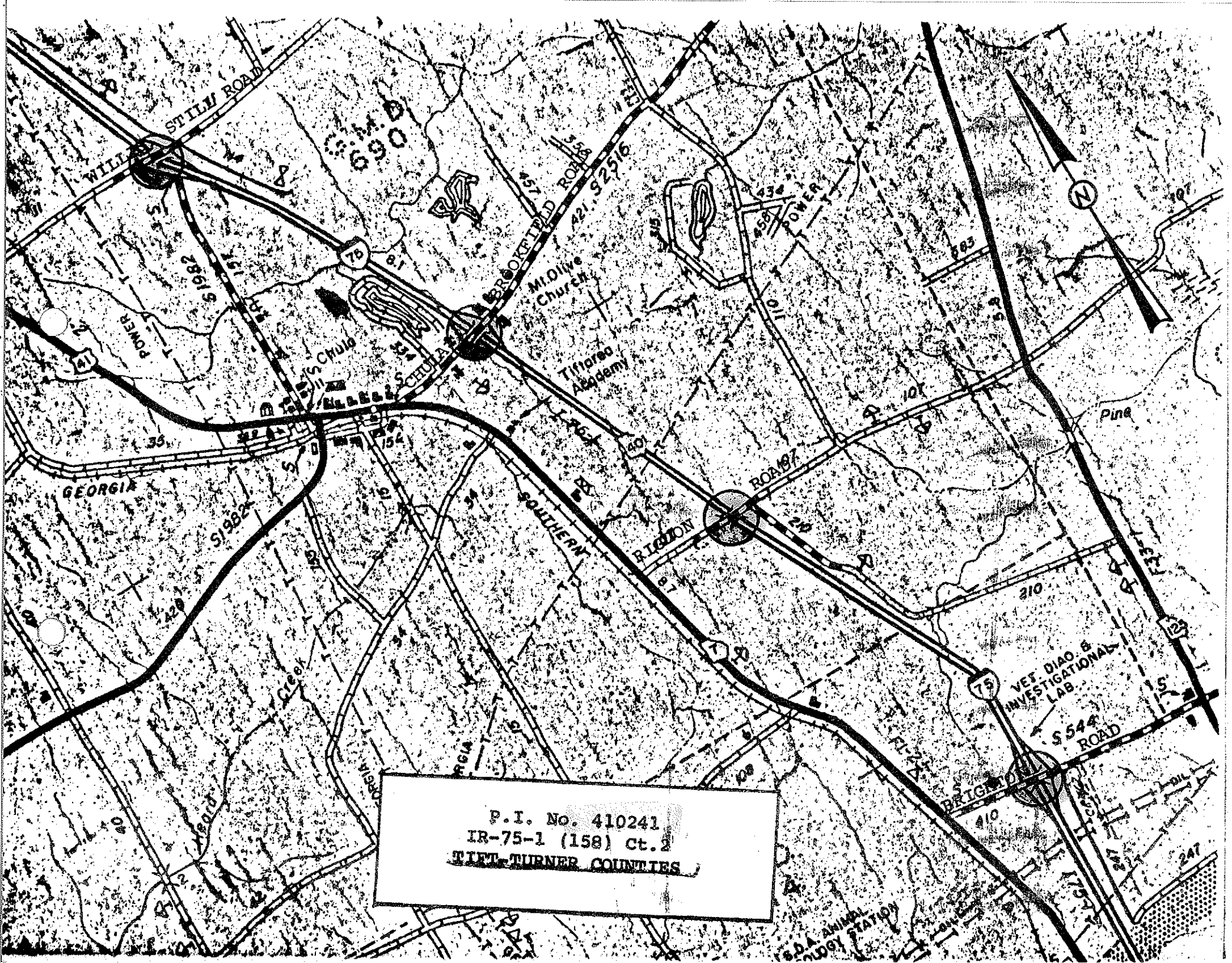
REASON FOR REVISIONS:

To add funding to the Construction Work Program for the raising of the arch bridges over I-75 at the above four (4) locations to improve the inadequate vertical clearances for the additional lanes programmed under Contract 1.

GDOT BOARD
JUN 20 1985
APPROVED

RECOMMENDED _____
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED _____
COMMISSIONER



P.I. No. 410241
IR-75-1 (158) Ct.2
TIFT-TURNER COUNTIES

PROJECT NO. N-H-75-1(158)61 / IM-75-1(158)62 COUNTY TIFT-TURNER P.I. NO. 410240 / 410241

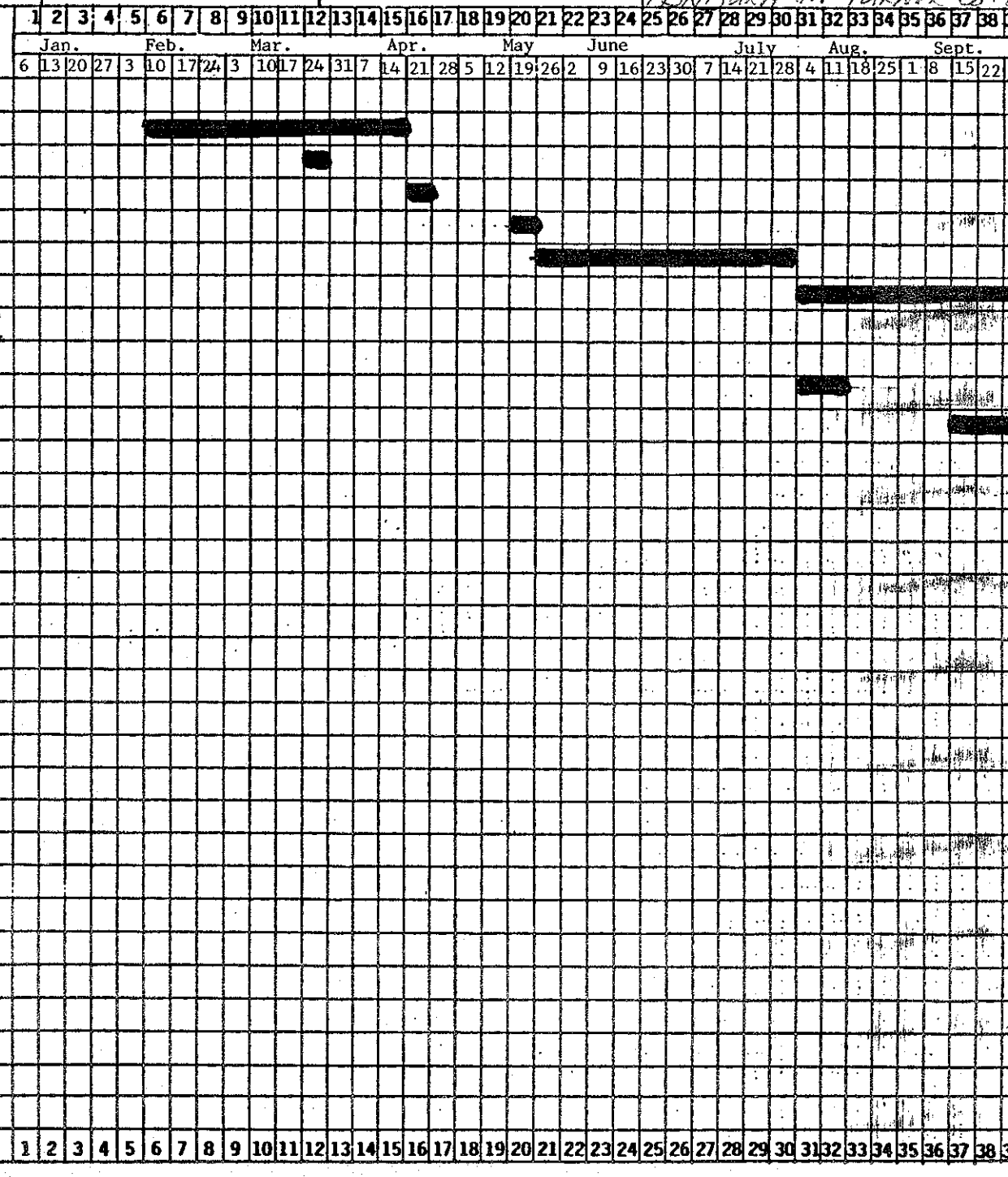
PROJECT SCHEDULE 1997

LENGTH 19.20 R/W PARCELS 40±

DESCRIPTION: I-75 FM TI... ABBURN IN TURNER C...

FY. 2000

ACTIVITY/EVENT	
CONCEPT PHOTOS	
DEFINE CONCEPT/REPORT	
HOLD CONCEPT MEETING	
CONCEPT TO ENG. SERV.	
RECV ENG SERV CONCEPT APPROVAL	
MANAGEMENT APPROVAL	
ENVIRONMENTAL	
HOLD PUBLIC HEARING	NR
FINAL ALT APPROVAL	
PHOTOGRAMMETRY (MAPPING)	
FIELD SURVEYS	
PREL. CONST./R/W PLANS	
FINAL CONST PLANS	
HOLD DESIGN FPR	
PREL. BR. LAYOUT/HYDRAULICS	
BRIDGE STRUCTURAL DESIGN	
STAKE R/W	
APPR R/W PLANS	
R/W AUTH	
APPRAISAL OF PARCELS	
NEGOTIATIONS	
ACQ. OF R/W BY LOCALS	
CERTIFY R/W	
EARLIEST LET DATE	
Bridge Foundation Investigation	
Soil Investigation	
L & D Approval	

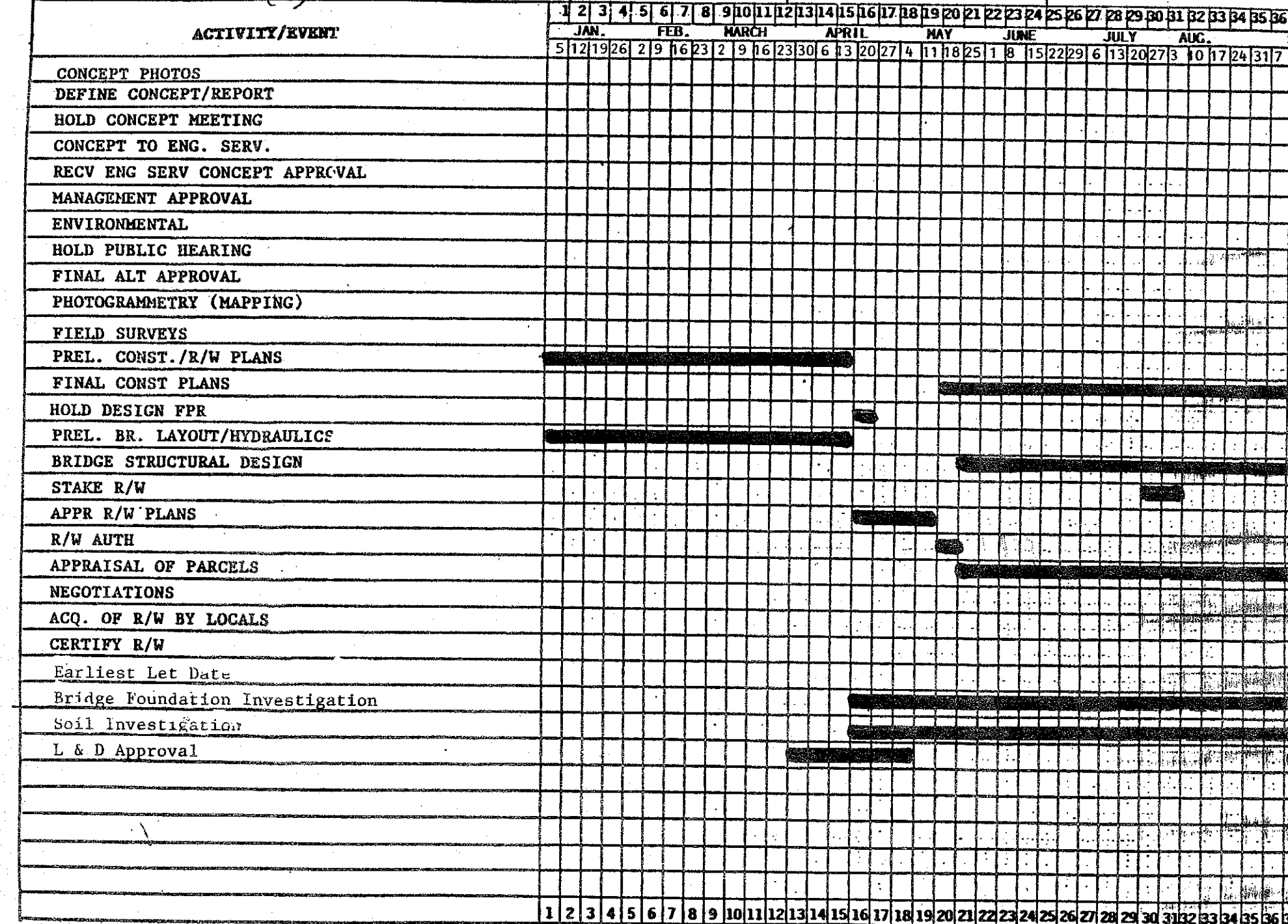


PROJECT NO. NH-75-1(158)CT1 / IM-75-1(158)CT2 COUNTY TIET-TURNER P.I. NO. 410240 / 410241

PROJECT SCHEDULE 1998

LENGTH 19.20 R/W PARCELS 407

DESCRIPTION:



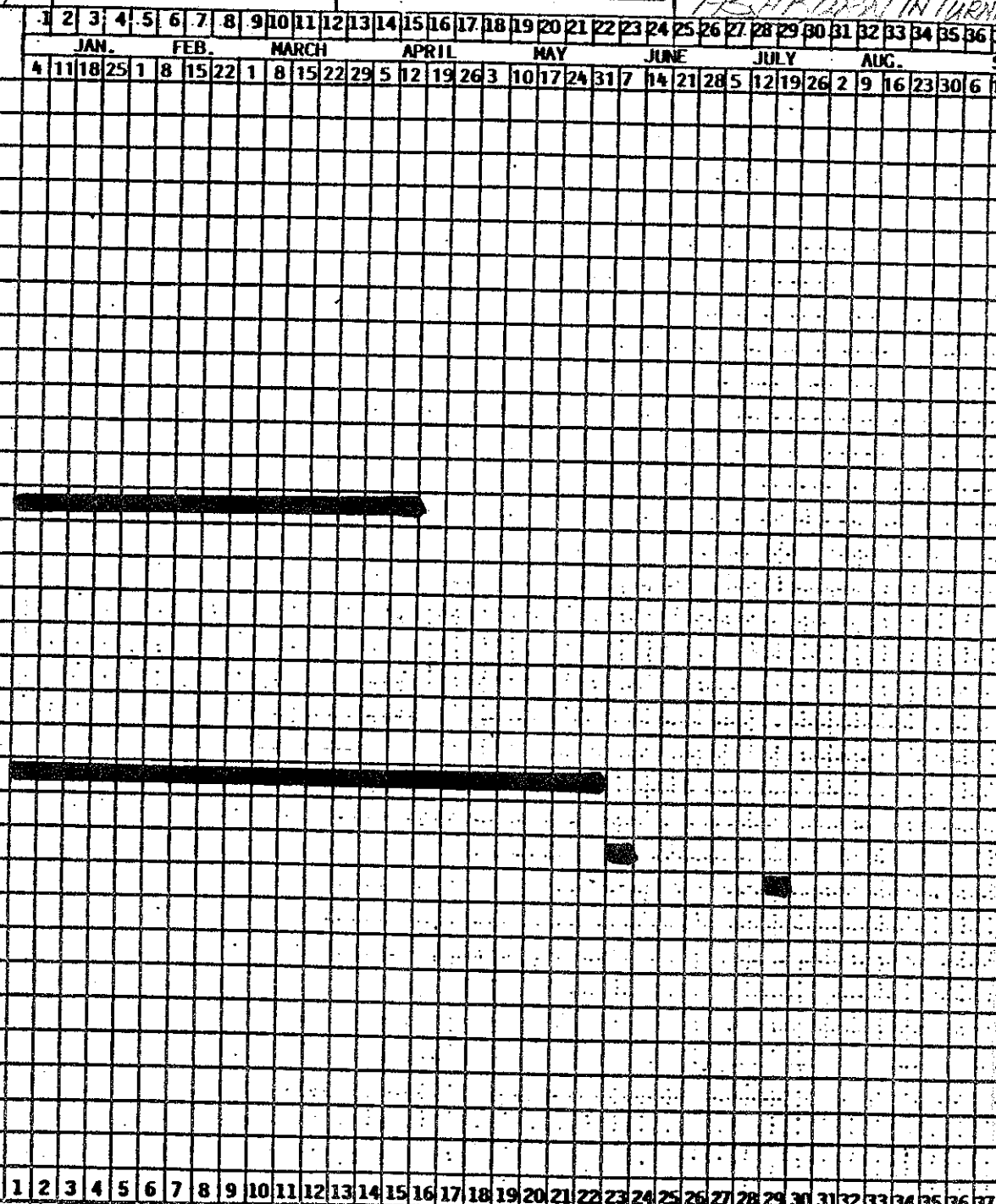
PROJECT NO. NH-75-1(158)CT1 IM-75-1(158 CT.2 COUNTY TIFT P.I. NO. 410240 & 410241

PROJECT SCHEDULE
1999

LENGTH 19.20
R/W PARCELS 40±

DESCRIPTION: I-75 F[illegible] ASHBURN IN TURN[illegible]

ACTIVITY/EVENT
CONCEPT PHOTOS
DEFINE CONCEPT/REPORT
HOLD CONCEPT MEETING
CONCEPT TO ENG. SERV.
RECV ENG SERV CONCEPT APPROVAL
MANAGEMENT APPROVAL
ENVIRONMENTAL
HOLD PUBLIC HEARING
FINAL ALT APPROVAL
PHOTOGRAMMETRY (MAPPING)
FIELD SURVEYS
PREL. CONST./R/W PLANS
FINAL CONST PLANS
HOLD DESIGN FPR
PREL. BR. LAYOUT/HYDRAULICS
BRIDGE STRUCTURAL DESIGN
STAKE R/W
APPR R/W PLANS
R/W AUTH
APPRAISAL OF PARCELS
NEGOTIATIONS
ACQ. OF R/W BY LOCALS
CERTIFY R/W
Earliest Let Date
Bridge Foundation Investigation
Soil Investigation
L & D Approval



54

DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
TRANSMITTAL

TO: Roland Hinners
State Road & Airport Design Engineer

DATE: 9-23-91
PROJECT: I.R. 75-1(158) CT1
COUNTY: TIFT TURNER
P.I. NO.: 410240
DESCRIPTION: I.R. 75/SR401 FM. TIFTON TO S.R. 159 NEAR ASHBURN

ATTENTION:

GENTLEMEN:

We are sending you ☑ Attached ☐ Under separate cover the following items.

☑ Preliminary Schedule

☐ Correspondence	☐ Plan Sheets	☐ Utility Plans
☐ Special Provisions	☐ Profile Sheets	☐ Geometric Layout
☐ Typical Sections	☐ Preliminary Plans	☐ Revisions(s)
☐ Summary of Quantities	☐ Right of Way Plans	☐ Prints
☐ Detailed Estimate	☐ Construction Plans	☐ Original Tracings

COPIES	DESCRIPTION
	11-94

These are transmitted as check below:

☐ As requested ☐ For your use ☑ For approval ☐ For review & comment
☐ For revision ☐

REMARKS: REVISED SCHEDULE

Copies to:
Hoyt J. Lively, Dir. of Pre-Construction
Frank Golder (Programming)
David Studstill (Location
Don Welch (R/W)
Paul Liles (Bridge)
Wayne Hutto (Asst. Pre-Cst. Engr.)
Melvin Collins
Jerry Lindsey
Gaskins/Carr

Signed: Freddie A. Walker
Freddie A. Walker
Scheduling Engineer

MONTH May 1985

REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973, BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

[XX] ADDITION TO THE PROGRAM

[ ] DELETION FROM THE PROGRAM [ ] PE [ ] ROW [ ] CONST.

[ ] SHIFT IN THE PROGRAM FROM FY _____ TO FY _____

[ ] CHANGE IN COST ESTIMATE

[ ] OTHER

PROJECT DATA

COUNTY	PROJECT NO. P.I. NO.	TYPE WORK	DESCRIPTION
Tift-Turner	IR-75-1(158) 410240	Roadway Widening (from 4 to 6/D lanes)	I-75/S.R. 401: From the north city limits of Tifton north to S.R. 159 near Ashburn. Length = 19.1 Miles

	ESTIMATED COST ($1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE	$150	X		1985		
ROW						
CONST	$13,575	X		1990	2	4

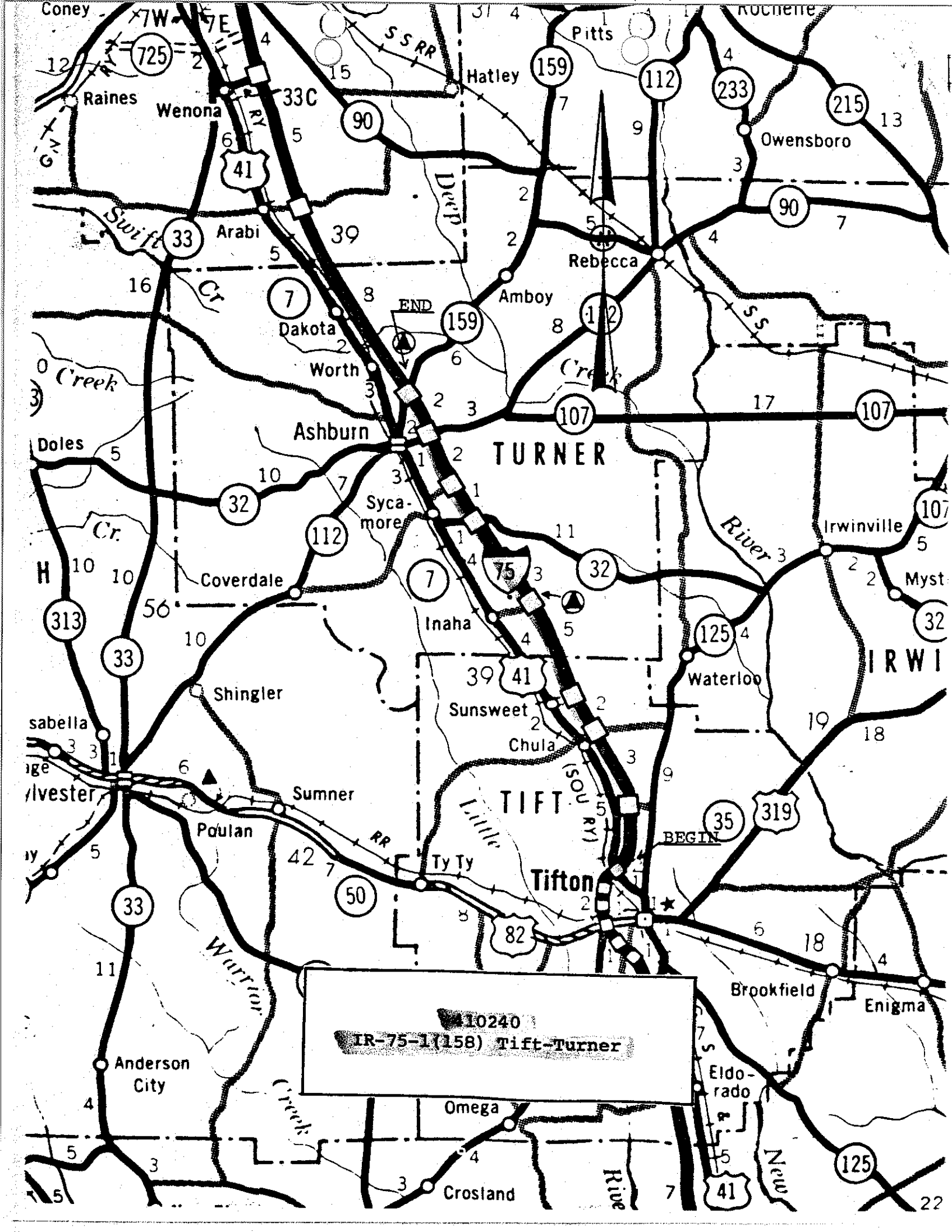
REASON FOR REVISIONS:

To add this project to the Construction Work Program as recommended by the Director of Planning and Programming.

GDOT BOARD
MAY 1[illegible] 1985
APPROVED

RECOMMENDED James D Mayo
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED _____
COMMISSIONER


Coney
Raines
Wenona
Hatley
Pitts
Rochelle
Owensboro
Arabi
Swift Cr.
Deep
Rebecca
Amboy
Dakota
Worth
END
Creek
Ashburn
TURNER
Doles
Sycamore
Irwinville
Coverdale
Inaha
Waterloo
Shingler
Sunsweet
Chula
Sumner
Poulan
Ty Ty
Tifton
BEGIN
Little (SOU RY)
Warrior
Brookfield
Enigma
Anderson City
Omega
Crosland
Eldorado
New River
10240
IR-75-1(158) Tift-Turner

PROJECT NO. IR 75-1(158)CT1 COUNTY TIFT - TURNER P.I. NO. 410240

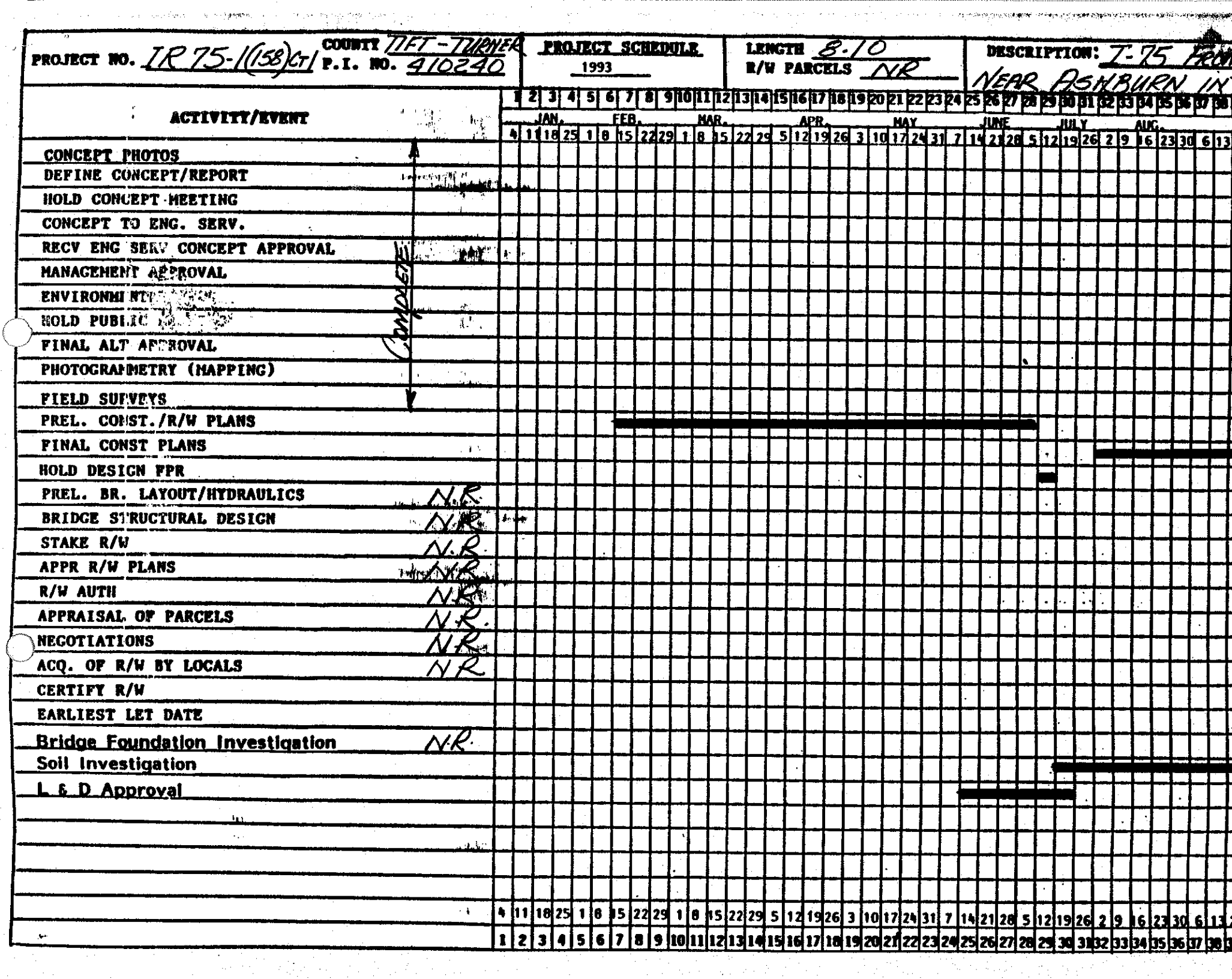
PROJECT SCHEDULE 1993

LENGTH 8.10 R/W PARCELS NR

DESCRIPTION: I-75 FROM NEAR ASHBURN IN

ACTIVITY/EVENT	
CONCEPT PHOTOS	
DEFINE CONCEPT/REPORT	
HOLD CONCEPT MEETING	
CONCEPT TO ENG. SERV.	
RECV ENG SERV CONCEPT APPROVAL	
MANAGEMENT APPROVAL	
ENVIRONMENTAL	
HOLD PUBLIC	
FINAL ALT APPROVAL	
PHOTOGRAMMETRY (MAPPING)	
FIELD SURVEYS	
PREL. CONST./R/W PLANS	
FINAL CONST PLANS	
HOLD DESIGN FPR	
PREL. BR. LAYOUT/HYDRAULICS	N.R.
BRIDGE STRUCTURAL DESIGN	N.R.
STAKE R/W	N.R.
APPR R/W PLANS	N.R.
R/W AUTH	N.R.
APPRAISAL OF PARCELS	N.R.
NEGOTIATIONS	N.R.
ACQ. OF R/W BY LOCALS	N.R.
CERTIFY R/W	
EARLIEST LET DATE	
Bridge Foundation Investigation	N.R.
Soil Investigation	
L & D Approval	

Complete



PROJECT NO. IR 75-1(158)XT/ COUNTY TIFT-TURNER P.I. NO. 410240

PROJECT SCHEDULE 1994

LENGTH 8.10 R/W PARCELS NR

DESCRIPTION:

ACTIVITY/EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
	JAN.						FEB.						MAR.			APR.				MAY					JUNE				JULY				AUG.						SEPT.			
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G.D.O.T. 661

ORIGINAL COPY - FOR GENERAL FILE

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE IR-75-1(151)(155)(156)(157) & (158) Tift-Turner-Crisp-Dooly-Houston-Peach-Crawford-Bibb Counties P.I. Nos. 410240, 410241, 410250, 410260, 410265, 310950, 310955, 311100, & 311101

OFFICE Preconstruction

DATE June 10, 1987

FROM R. L. Alston, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL - I-75 Widening

Attached for your files is the approval for subject project.

RLA/cj

Attachment

DISTRIBUTION:

Alton L. Dowd, Jr.
Robert E. Humphrey
Peter Malphurs
Gene Skeen
Walker Scott
Charles Lewis
Archie Burnham, Jr.
Don Senkbeil
Bobby Melton
FHWA

U.S. Department
of Transportation

**Federal Highway
Administration**

Georgia Division Office

1720 Peachtree Rd, N.W.
Suite 300
Atlanta, Georgia 30367

IN REPLY REFER TO:

HB-GA

June 5, 1987

Mr. Hal Rives, Commissioner
Department of Transportation
No. 2 Capitol Square
Atlanta, Georgia 30334

Subject: Georgia Projects IR-75-1(151), (155), (156), (157) & (158
Tift-Turner-Crisp-Dooly-Houston-Peach-Crawford-Bibb Counties
P.I. #410240, 410241, 410250, 410260, 410265, 310950, 310955,
311100, & 311101
Project Concept Report

Dear Mr. Rives:

We have reviewed the project concept report for widening I-75 from 4 to 6 lanes from Tifton to I-475 south of Macon (a distance of 90.8 miles).

The signed original copy of this report is enclosed. Our approval is given with the understanding that the following items will be further addressed as design progresses.

- Interior widening should be considered on an individual project basis. Some segments appear to be appropriate for interior widening; others, such as existing 40' median sections, may not be appropriate. Options, including outside widening in one direction and interior widening at specific locations such as crossroads or interchanges, should be pursued.

- The use of barrier protection at existing outside bridge columns is recommended where there is insufficient guardrail impact deflection width available on the paved shoulder.

- Raising existing "humpback" crossroad bridges could create/aggravate sight distance deficiencies on the crossroads, particularly at interchanges. Any proposed jacking of these structures should be supported by an analysis of the crossroad impacts and applicable correction/mitigation measures.

Sincerely yours,

for Louis M. Papet
Division Administrator

Enclosure

D.O.T. 68

DIV. ADMR.	
ASST. DIV. ADMR.	
DIST. A	
DIST. 5	
FRL MGR.	
P & R ENGR.	
BR. ENGR.	
REALTY OFF.	
BMCS	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE IR-75-1(151),(155),(156),(157) & (158) **OFFICE** Preconstruction
Tift-Turner-Crisp-Dooly-Houston-Peach-Crawford-Bibb Counties
P.I. Nos. 410240, 410241, 410250, 410260, 410265, 310950, 310955, 311100 & 311101 **DATE** May 22, 1986

FROM Alton L. Bowd, Jr., Director of Preconstruction

TO Thomas D. Moreland, Commissioner

SUBJECT WIDENING OF I-75 TO 6 LANES - PROJECT CONCEPT REPORT

This project consists of widening I-75 to increase the capacity between the north city limits of Tifton Ga. northward to I-475 interchange south of Macon, a distance of 90.8 miles. The existing level of service is C & D in most areas. The roadway should be widened to 6 lanes to provide for future capacity. The existing typical section is 2-12' travel lanes in each direction with 10' wide paved shoulders outside and 4' wide inside. The median width varies from a 40' minimum to a normal of 64'. A wider median with split grades exist in some areas. There are existing 19 sites with double bridges (I-75 over) that requires widening. Also there are four overhead bridge sites (I-75 under) that will require raising to get required clearance. The estimated traffic along this corridor is: current high of 43,200 low of 21,900 ADT in (1986), projected high 67,700, low 35,200 ADT (2006).

It is proposed to widen the existing roadway to 3-12' travel lanes in each direction to be widened in the median. A 10' paved shoulder is to be provided on the inside using that typical section where 64' wide median exist. A median barrier will be necessary with paved shoulders on the 40 ft. existing median section and some split grade areas. (See typical section). It is further proposed that the 19 bridges be widened and 4 overhead bridges be raised. This is a full limited access project.

The estimated cost of this project proposal is:

	PROPOSED	APPROVED
IR-75-1(158) Ct. 1 Tift-Turner Counties P.I. No. 410240 (from Tifton & Ashburn - 19.2 mi.)		
Const. (includes E&C and inflation)	$15,094,000	$13,575,000 FY 90

WIDENING OF I-75 TO 6 LANES - PROJECT CONCEPT REPORT

	PROPOSED	APPROVED
IR-75-1(158) Ct. 2 Tift-Turner Counties P.I. No. 410241 (raise bridges at Rigdon, Brighton, Chula-Brookfield & Willis)		
Const. (Includes E&C and inflation)	$ 1,365,000	$ 4,680,000 FY 90
IR-75-1(157) Turner-Crisp Counties P.I. No. 410250 (from SR 159 near Ashburn to US 280 Cordele 16.5 mi.)		
Const. (Includes E&C and inflation)	$15,107,000	$11,220,000 FY 90
IR-75-1(156) Ct. 1 Crisp-Dooly Counties P.I. No. 410260 (from US 280 @ Cordele to US 41 at Unadilla 20.1 mi.)		
Const. (Includes E&C and inflation)	$15,505,000	$13,690,000 FY 89
IR-75-1(156) Ct. 2 Crisp-Dooly Counties P.I. No. 410265 (bridge between Cordele & Unadille) (Gum & Sady Mount Crk) 8.9 mi.		
Const. (Includes E&C and inflation)	$ 1,400,000	$ 840,000 FY 89
IR-75-1(155) Ct. 1 Dooly-Houston-Peach Counties P.I. No. 311100 (21.2 mi. lane addition from US 41 @ Unadilla to SR 96 in Peach County)		
Const. (Includes E&C and inflation)	$16,471,000	$12,021,000 FY 89
IR-75-1(155) Ct. 2 Dooly-Houston-Peach Counties P.I. No. 311101 (bridge widening - Unadilla to SR 96 2 R.R., 2 Rds., 4 Crks.) 20.6 mi.		
Const. (Includes E&C and inflation)	$ 5,792,000	$ 5,707,000 FY 89
IR-75-1(151) Bibb County P.I. No. 310950 (13.9 mi. lane addition from SR 96 to Hatley Br. Rd.)		
Const. (Includes E&C and inflation)	$11,239,000	$13,370,000 FY 88

WIDENING OF I-75 TO 6 LANES - PROJECT CONCEPT REPORT

	PROPOSED	APPROVED
IR-75-1(151) Ct. 2 Peach-Crawford-Bibb P.I. No. 310955 (0.4 mi. bridge widens at Echeconnee Creek between SR 96 and Hatley Br. Rd.)		
Const. (Includes E&C and inflation)	$ 1,279,000	$ 1,355,000 FY 88

There is no right-of-way or utilities costs on these projects.

These several projects are cleared environmentally and no public hearing is required.

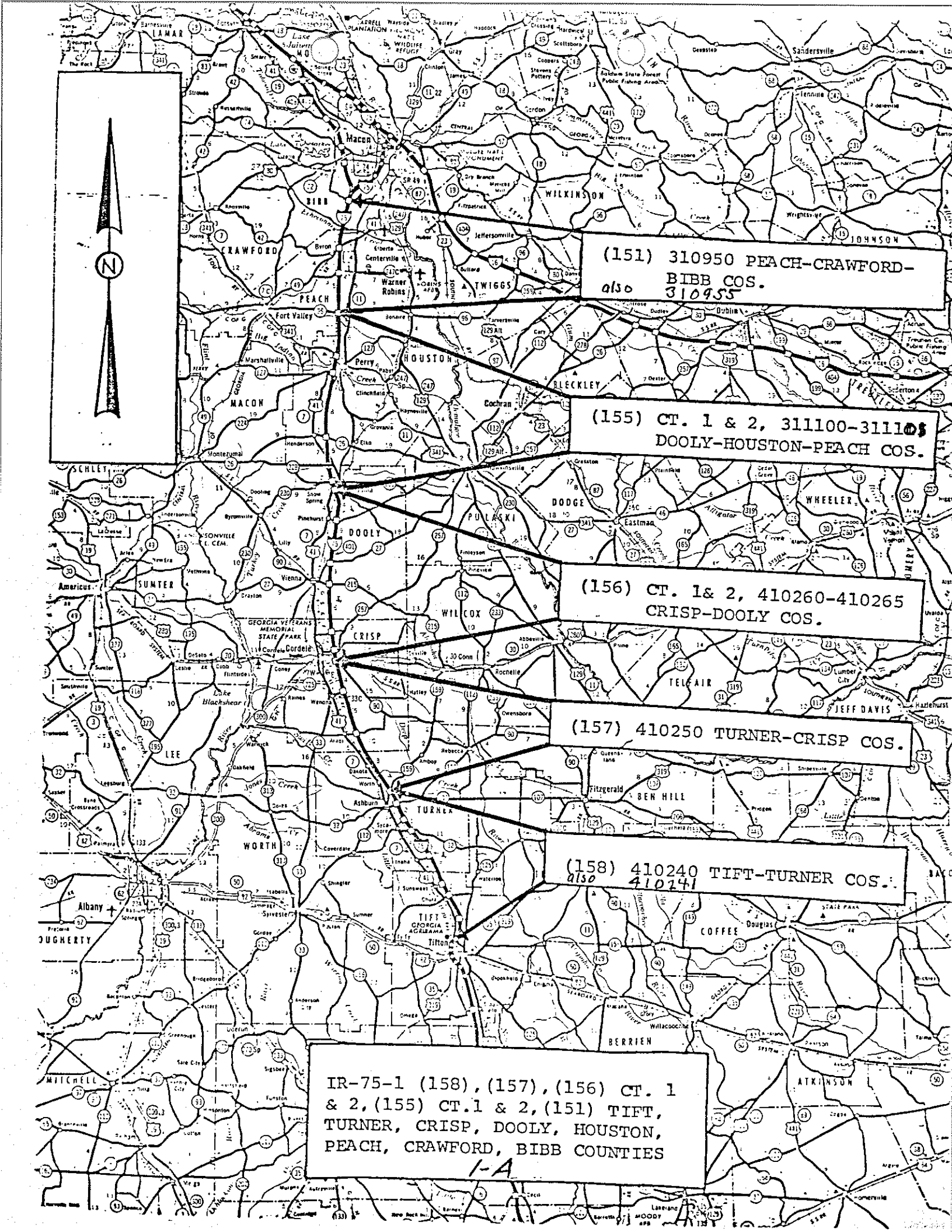
It is recommended that this concept be approved.

ALD:RLA/se

APPROVED: Thomas D. Myers for See letter dated 6/5/87
Louis M. Papet, Division Administrator, FHWA

Approved
~~CONCUR:~~ A R Byron 6/9/87
Hal Rives, ~~State Highway Engineer~~ Comm.

~~APPROVED:~~
~~Thomas D. Moreland, Commissioner~~


(151) 310950 PEACH-CRAWFORD-
BIBB COS.
also 310955
(155) CT. 1 & 2, 311100-311105
DOOLY-HOUSTON-PEACH COS.
(156) CT. 1& 2, 410260-410265
CRISP-DOOLY COS.
(157) 410250 TURNER-CRISP COS.
(158) 410240 TIFT-TURNER COS.
also 410241
IR-75-1 (158),(157),(156) CT. 1
& 2,(155) CT.1 & 2,(151) TIFT,
TURNER, CRISP, DOOLY, HOUSTON,
PEACH, CRAWFORD, BIBB COUNTIES
1-A

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE IR-75-1(151),(155),(156),(157),(158)
Tift, Turner, Crisp, Dooly, Houston, Peach, Crawford, Bibb Counties
P.I.No.410240,410241,410250,410260,410265,310950 310955,311100,311101 Widening of I-75 to Six Lanes

OFFICE Atlanta, Georgia

DATE April 21, 1986

FROM Robert E. Humphrey, P.E., Project Review Engineer

TO Alton, L. Dowd, Jr., P.E., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report dated January 30, 1986 for this Major project.

We have received signed cover sheets from the following offices:

1. Bridge Design
2. Environment

This report is satisfactory for approval.

The estimated costs of this project are as follows:

	IR-75-1(158)Ct.1 P.I.No.410240	IR-75-1(158)Ct.2 P.I.No.410241	IR-75-1(157) P.I.No.410250
Construction	$11,931,902	$1,078,997	$11,942,675
Inflation (5% per year)	1,789,785	161,849	1,791,401
E & C (10%)	1,372,168	124,084	1,373,407
Preliminary Engineering(5%)	596,595	53,949	597,133
Right of Way	0	0	0
Utilities	0	0	0
	$15,690,450	$1,418,879	$15,704,616

	IR-75-1(156)Ct.1 P.I.No.410260	IR-75-1(156)Ct.2 P.I.No.410265	IR-75-1(151)Ct. P.I.No.310950
Construction	$12,814,347	$ 829,880	$ 9,730,722
Inflation(5% per year)	1,281,435	82,988	486,536
E & C (10%)	1,409,578	91,286	1,021,725
Preliminary Engineering(5%)	640,717	41,494	486,536
Right of Way	0	0	0
Utilities	0	0	0
	$16,146,077	$ 1,045,648	$11,725,519

Preliminary Engineering (5%) for P.I.No. 310955 55,370

$11,780,888

	IR-75-1(151)Ct.2 P.I. No.310955	IR-75-1(155)Ct.1 P.I.No.311100	IR-75-1(155)Ct.2 P.I.No.311101
Construction	$ 1,107,390	$13,612,661	$ 4,786,456
Inflation(5% per year)	55,369	1,361,266	478,645
E & C (10%)	116,275	1,497,393	526,510
Preliminary Engineering(5%)	0	680,633	239,322
Right of Way	0	0	0
Utilities	0	0	0
	$ 1,279,034	$17,151,953	$ 6,030,933

DSW/jmf

Attachment

cc: Floyd E. Hardy

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

4

PROJECT CONCEPT REPORT

IR-75-1(151) (155) (156) (157) (158)

Tift-Turner-Crisp-Dooly-Houston-Peach-Crawford-Bibb

FEDERAL ROUTE NO.: I-75
STATE ROUTE NO.: 401
GADOT P.I. NO.:
410240
410241
410250
410260
410265
310950
310955
311100
311101

Widening of I-75 to Six Lanes (See sheet 1-A for location sketch)

DATE OF REPORT: 1-30-86

RECOMMENDATION FOR APPROVAL

Jan 31, 1986 — Floyd E. Davis
DATE — STATE ROAD AND AIRPORT DESIGN ENGINEER

DATE — STATE LOCATION/ENVIRONMENTAL ENGINEER

DATE — STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DATE — STATE TRAFFIC AND SAFETY ENGINEER

DATE — STATE MAINTENANCE ENGINEER

DATE — DISTRICT ENGINEER-THOMASTON

DATE — DISTRICT ENGINEER_TIFTON

G.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

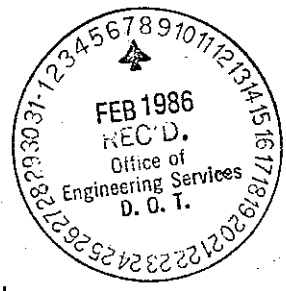
FILE IR-75-1 (151)&(155 - 158) Tift-Turner
Crisp-Dooly-Houston-Peach-Crawford-Bibb
P. I. Nos. 410240, 410241, 410250, 410260,
410265, 310950, 310955, 311100, 311101

OFFICE Environment/Location

DATE February 6, 1986

FROM Peter Malphurs, State Environmental/Location Engineer

TO Bob Humphrey, Project Review Engineer



SUBJECT CONCEPT REPORT

The concept report for the above listed project has been reviewed. This project was cleared with a EA/FONSI on December 12, 1985.

If you have any questions, please let me know.

PM/GAS/bjm

cc: Floyd E. Hardy

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

4

PROJECT CONCEPT REPORT

IR-75-1(151) (155) (156) (157) (158)

Tift-Turner-Crisp-Dooly-Houston-Peach-Crawford-Bibb

FEDERAL ROUTE NO.: I-75
STATE ROUTE NO.: 401
GADOT P.I. NO.:
410240
410241
410250
410260
410265
310950
310955
311100
311101

Widening of I-75 to Six Lanes (See sheet 1-A for location sketch)

DATE OF REPORT: 1-30-86

RECOMMENDATION FOR APPROVAL

Jan 31, 1986 — Floyd E. Davis
DATE — STATE ROAD AND AIRPORT DESIGN ENGINEER

DATE — STATE LOCATION/ENVIRONMENTAL ENGINEER

DATE — STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DATE — STATE TRAFFIC AND SAFETY ENGINEER

DATE — STATE MAINTENANCE ENGINEER

DATE — DISTRICT ENGINEER-THOMASTON

DATE — DISTRICT ENGINEER_TIFTON

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

FED 1986
RECD
Office of
Engineering Services
D. O. T.

PROJECT CONCEPT REPORT

IR-75-1(151) (155) (156) (157) (158)

Tift-Turner-Crisp-Dooly-Houston-Peach-Crawford-Bibb

FEDERAL ROUTE NO.: I-75
STATE ROUTE NO.: 401
GADOT P.I. NO.:
410240
410241
410250
410260
410265
310950
310955
311100
311101

Widening of I-75 to Six Lanes (See sheet 1-A for location sketch)

DATE OF REPORT: 1-30-86

RECOMMENDATION FOR APPROVAL

Jan 31, 1986 — DATE — STATE ROAD AND AIRPORT DESIGN ENGINEER

Feb 5, 1986 — DATE — STATE LOCATION/ENVIRONMENTAL ENGINEER

DATE — STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DATE — STATE TRAFFIC AND SAFETY ENGINEER

DATE — STATE MAINTENANCE ENGINEER

DATE — DISTRICT ENGINEER -THOMASTON

DATE — DISTRICT ENGINEER _TIFTON

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Rec. 2-10-86 JTM

IR-75-1(151) (155) (156) (157) (158)

Tift-Turner-Crisp-Dooly-Houston-Peach-Crawford-Bibb

FEDERAL ROUTE NO.: I-75
STATE ROUTE NO.: 401
GADOT P.I. NO.:
410240
410241
410250
410260
410265
310950
310955
311100
311101

Widening of I-75 to Six Lanes (See sheet 1-A for location sketch)

DATE OF REPORT: 1-30-86

RECOMMENDATION FOR APPROVAL

Jan 31, 1986 — DATE — STATE ROAD AND AIRPORT DESIGN ENGINEER

DATE — STATE LOCATION/ENVIRONMENTAL ENGINEER

2/7/86 — DATE — G. C. Lewis — STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DATE — STATE TRAFFIC AND SAFETY ENGINEER

DATE — STATE MAINTENANCE ENGINEER

DATE — DISTRICT ENGINEER - THOMASTON

DATE — DISTRICT ENGINEER - TIFTON

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

IR-75-1(151) (155) (156) (157) (158)

Tift-Turner-Crisp-Dooly-Houston-Peach-Crawford-Bibb

FEDERAL ROUTE NO.: I-75
STATE ROUTE NO.: 401
GADOT P.I. NO.:
410240
410241
410250
410260
410265
310950
310955
311100
311101

Widening of I-75 to Six Lanes (See sheet 1-A for location sketch)

DATE OF REPORT: 1-30-86

RECOMMENDATION FOR APPROVAL

Jan 31, 1986 — DATE — STATE ROAD AND AIRPORT DESIGN ENGINEER

DATE — STATE LOCATION/ENVIRONMENTAL ENGINEER

DATE — STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

2-10-86 — DATE — STATE TRAFFIC AND SAFETY ENGINEER

DATE — STATE MAINTENANCE ENGINEER

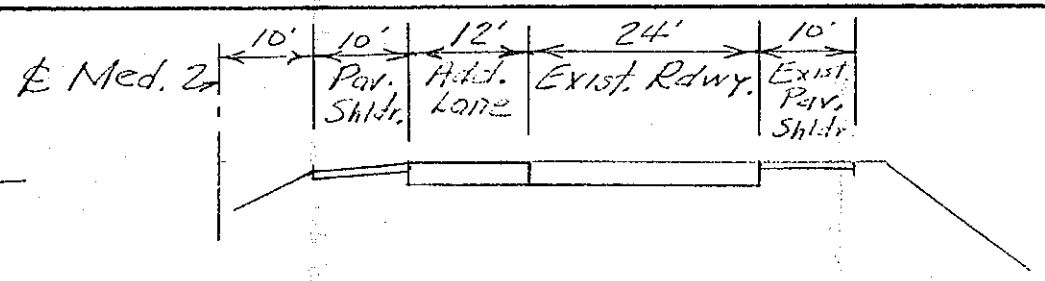
DATE — DISTRICT ENGINEER -THOMASTON

DATE — DISTRICT ENGINEER _TIFTON

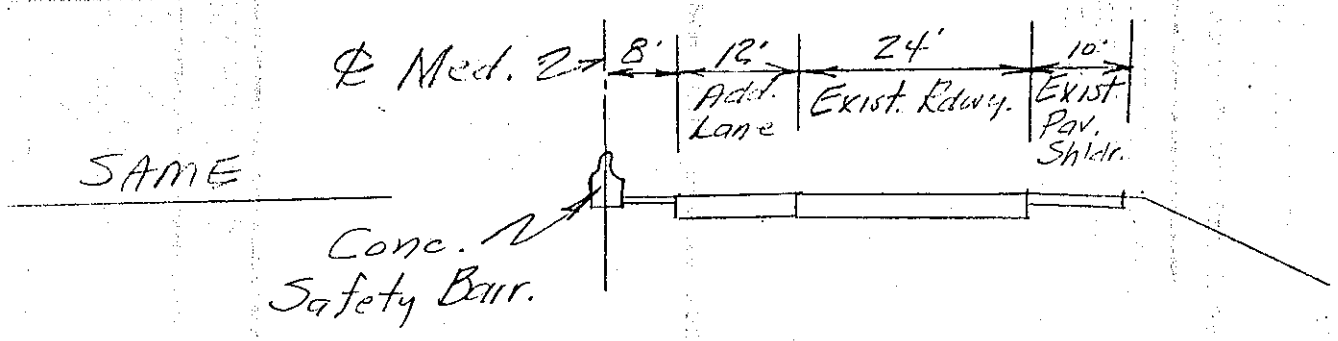
Project No: IR-75-1(151)&(155-158)

County:

TYPICAL SECTION



64' Wide Median or Wider



40' Wide Median

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE IR-75-1(158),(157),(156),(155),(151)
Tift, Turner, Crisp, Dooly, Houston, Peach, Crawford, and Bibb Counties
P.I. Nos. 410240, 410250, 410260, 311100, 310950

OFFICE Preconstruction

DATE July 29, 1986

FROM R. L. Alston, P.E., Assistant Director of Preconstruction

TO Alton L. Dowd, Jr., Director of Preconstruction

SUBJECT REQUEST FOR LOCATION AND DESIGN APPROVAL

The attached Request for Location and Design Approval will be held in this office pending approval of Project Concept Report. The Project Concept Report is being held by FHWA until the problem is resolved with the existing median area. FHWA does not agree with the substandard shoulder proposed.

If you desire further information, please advise.

RLA/cj

Attachment

cc: Bobby Melton #3
District #4

Memo from

ALTON L. DOWD, JR.

Bob Alston

Where is count report on this project?

Tony

According to my records: Sent to FHWA 6-4-86. Have not returned to us as ~~of~~ today - 7-28-86.

C.J.

Floyd Hardy

Where are with the Feds on this one we ready to advertise Design approval?

Tony

This advertisement notice is from the Dist. they have cleared environ. with Feds. Eng. Services holding Concept Ppt waiting on Cost break down.

[illegible]

G.D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

I do not have this project listed anywhere in my records. CJ 4-2-86

INTERDEPARTMENT CORRESPONDENCE

FILE IR-75-1 (158), (157), (156), (155), (151)
Tift, Turner, Crisp, Dooly, Houston, Peach, Crawford, and Bibb Counties
PI # 410240, 410250, 410260, 311100, 310950

OFFICE Tifton, Georgia

DATE March 24, 1986

FROM Alton L. Dowd, Jr., Director of Pre-Construction

TO Hal Rives, P. E. State Highway Engineer

SUBJECT REQUEST FOR LOCATION AND DESIGN APPROVAL
PROJECT IR-75-1 (158), (157), (156), (155), TIFT THROUGH BIBB COUNTIES

It is requested that the location and design of Projects IR-75-1 (158), (157), (156), (155), (151) Tift through Bibb Counties be approved. A copy of the Notice of Highway Location and Design Approval is attached for your use.

The Environmental Assessment Addendum/FONSI was approved on this project on December 12, 1985.

RECOMMENDED:

_____ _____
Director of Pre-Construction Date

APPROVED:

_____ _____
State Highway Engineer Date

WRW:RKC:bs
Attachment
cc: Floyd E. Hardy
Robert E. Humphrey

NOTICE OF HIGHWAY LOCATION AND DESIGN APPROVAL

PROJECT: IR-75-1 (158), (157), (156), (155), (151) TIFT, TURNER, CRISP, DOOLY, HOUSTON, PEACH, CRAWFORD, BIBB COUNTIES

Notice is hereby given that the location and design of project IR-75-1 (158), (157), (156), (155), (151) Tift through Bibb Counties has been approved by the Georgia Department of Transportation.

The proposed projects call for the addition of one 12-foot northbound lane and one 12-foot southbound lane to be constructed within the median of I-75. The projects extend from the north city limit of Tifton, Georgia north to Hartley Bridge Road in Bibb County.

The purpose of these projects is to relieve the traffic congestion on this route and provide a safer and more efficient transportation facility for the travelling public.

Any inquiries in reference to this notice may be referred to:

Floyd E. Hardy
State Road and Airport Design Engineer
Georgia Department of Transportation
No. 2 Capitol Square
Atlanta, Georgia 30334-1002

Preliminary plans and other pertinent information covering these projects will be available for public inspection for a period of ten days, during normal business hours at the Georgia Department of Transportation, 710 West Second Street, Tifton, Georgia and at the Georgia Department of Transportation, 715 Andrews Drive, Thomaston, Georgia.

D.O.T. 66

Bobbie Co

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE IR-75-1(151),(155),(156),(157) & (158) **OFFICE** Preconstruction
Tift-Turner-Crisp-Dooly-Houston-Peach-Crawford-Bibb Counties
P.I. Nos. 410240, 410241, 410250, 410260, **DATE** May 22, 1986
410265, 310950, 310955, 311100 & 311101

FROM Alton L. Dowd, Jr., Director of Preconstruction

TO Thomas D. Moreland, Commissioner

SUBJECT WIDENING OF I-75 TO 6 LANES - PROJECT CONCEPT REPORT

This project consists of widening I-75 to increase the capacity between the north city limits of Tifton Ga. northward to I-475 interchange south of Macon, a distance of 90.8 miles. The existing level of service is C & D in most areas. The roadway should be widened to 6 lanes to provide for future capacity. The existing typical section is 2-12' travel lanes in each direction with 10' wide paved shoulders outside and 4' wide inside. The median width varies from a 40' minimum to a normal of 64'. A wider median with split grades exist in some areas. There are existing 19 sites with double bridges (I-75 over) that requires widening. Also there are four overhead bridge sites (I-75 under) that will require raising to get required clearance. The estimated traffic along this corridor is: current high of 43,200 low of 21,900 ADT in (1986), projected high 67,700, low 35,200 ADT (2006).

It is proposed to widen the existing roadway to 3-12' travel lanes in each direction to be widened in the median. A 10' paved shoulder is to be provided on the inside using that typical section where 64' wide median exist. A median barrier will be necessary with paved shoulders on the 40 ft. existing median section and some split grade areas. (See typical section). It is further proposed that the 19 bridges be widened and 4 overhead bridges be raised. This is a full limited access project.

The estimated cost of this project proposal is:

	PROPOSED	APPROVED
IR-75-1(158) Ct. 1 Tift-Turner Counties P.I. No. 410240 (from Tifton & Ashburn - 19.2 mi.)		
Const. (includes E&C and inflation)	$15,094,000	$13,575,000 FY 90

WIDENING OF I-75 TO 6 LANES - PROJECT CONCEPT REPORT

	PROPOSED	APPROVED
IR-75-1(158) Ct. 2 Tift-Turner Counties P.I. No. 410241 (raise bridges at Rigdon, Brighton, Chula-Brookfield & Willis)		
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IR-75-1(157) Turner-Crisp Counties P.I. No. 410250 (from SR 159 near Ashburn to US 280 Cordele 16.5 mi.)		
Const. (Includes E&C and inflation)	$15,107,000	$11,220,000 FY 90
IR-75-1(156) Ct. 1 Crisp-Dooly Counties P.I. No. 410260 (from US 280 @ Cordele to US 41 at Unadilla 20.1 mi.)		
Const. (Includes E&C and inflation)	$15,505,000	$13,690,000 FY 89
IR-75-1(156) Ct. 2 Crisp-Dooly Counties P.I. No. 410265 (bridge between Cordele & Unadille) (Gum & Sady Mount Crk) 8.9 mi.		
Const. (Includes E&C and inflation)	$ 1,400,000	$ 840,000 FY 89
IR-75-1(155) Ct. 1 Dooly-Houston-Peach Counties P.I. No. 311100 (21.2 mi. lane addition from US 41 @ Unadilla to SR 96 in Peach County)		
Const. (Includes E&C and inflation)	$16,471,000	$12,021,000 FY 89
IR-75-1(155) Ct. 2 Dooly-Houston-Peach Counties P.I. No. 311101 (bridge widening - Unadilla to SR 96 2 R.R., 2 Rds., 4 Crks.) 20.6 mi.		
Const. (Includes E&C and inflation)	$ 5,792,000	$ 5,707,000 FY 89
IR-75-1(151) Bibb County P.I. No. 310950 (13.9 mi. lane addition from SR 96 to Hatley Br. Rd.)		
Const. (Includes E&C and inflation)	$11,239,000	$13,370,000 FY 88

WIDENING OF I-75 TO 6 LANES - PROJECT CONCEPT REPORT

	PROPOSED	APPROVED
IR-75-1(151) Ct. 2 Peach-Crawford-Bibb P.I. No. 310955 (0.4 mi. bridge widens at Echeconnee Creek between SR 96 and Hatley Br. Rd.)		
Const. (Includes E&C and inflation)	$ 1,279,000	$ 1,355,000 FY 88

There is no right-of-way or utilities costs on these projects.

These several projects are cleared environmentally and no public hearing is required.

It is recommended that this concept be approved.

ALD:RLA/se

APPROVED: _____
Louis M. Papet, Division Administrator, FHWA

CONCUR: _____
Hal Rives, State Highway Engineer

APPROVED: _____
Thomas D. Moreland, Commissioner

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE IR-75-1(151),(155),(156),(157),(158)
Tift, Turner, Crisp, Dooly, Houston, Peach, Crawford, Bibb Counties
P.I.No.410240,410241,410250,410260,410265,310950 310955,311100,311101 Widening of I-75 to Six Lanes

OFFICE Atlanta, Georgia

DATE April 21, 1986

FROM Robert E. Humphrey, P.E., Project Review Engineer

TO Alton, L. Dowd, Jr., P.E., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

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1. Bridge Design
2. Environment

This report is satisfactory for approval.

The estimated costs of this project are as follows:

	IR-75-1(158)Ct.1 P.I.No.410246	IR-75-1(158)Ct.2 P.I.No.410241	IR-75-1(157) P.I.No.410250
Construction	$11,931,902	$1,078,997	$11,942,675
Inflation (5% per year)	1,789,785	161,849	1,791,401
E & C (10%)	1,372,168	124,084	1,373,407
Preliminary Engineering(5%)	596,595	53,949	597,133
Right of Way	0	0	0
Utilities	0	0	0
	$15,690,450	$1,418,879	$15,704,616

	IR-75-1(156)Ct.1 P.I.No.410260	IR-75-1(156)Ct.2 P.I.No.410265	IR-75-1(151)Ct. P.I.No.310950
Construction	$12,814,347	$ 829,880	$ 9,730,722
Inflation(5% per year)	1,281,435	82,988	486,536
E & C (10%)	1,409,578	91,286	1,021,725
Preliminary Engineering(5%)	640,717	41,494	486,536
Right of Way	0	0	0
Utilities	0	0	0
	$16,146,077	$ 1,045,648	$11,725,519

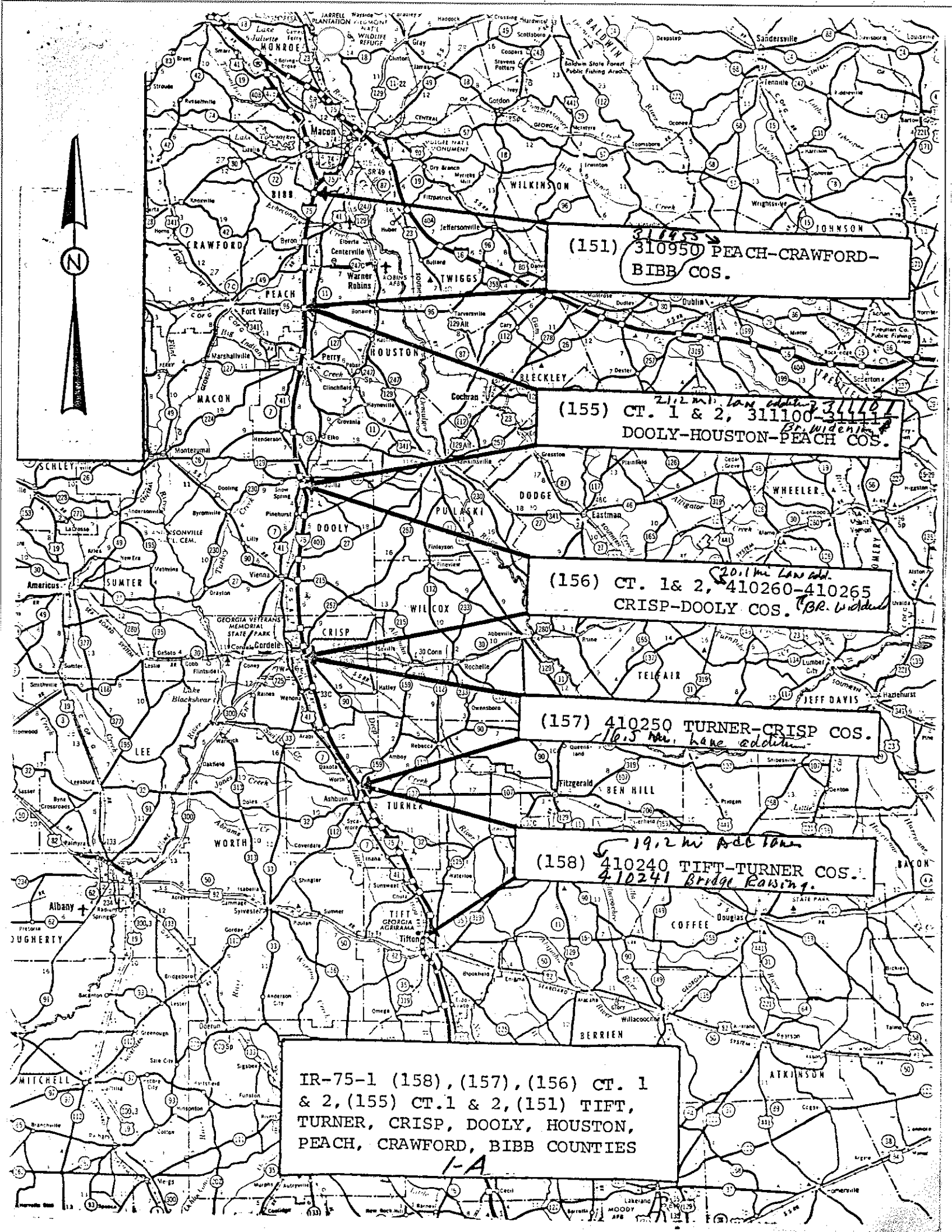
Preliminary Engineering (5%) for P.I.No. 310955	55,370
	$11,780,888

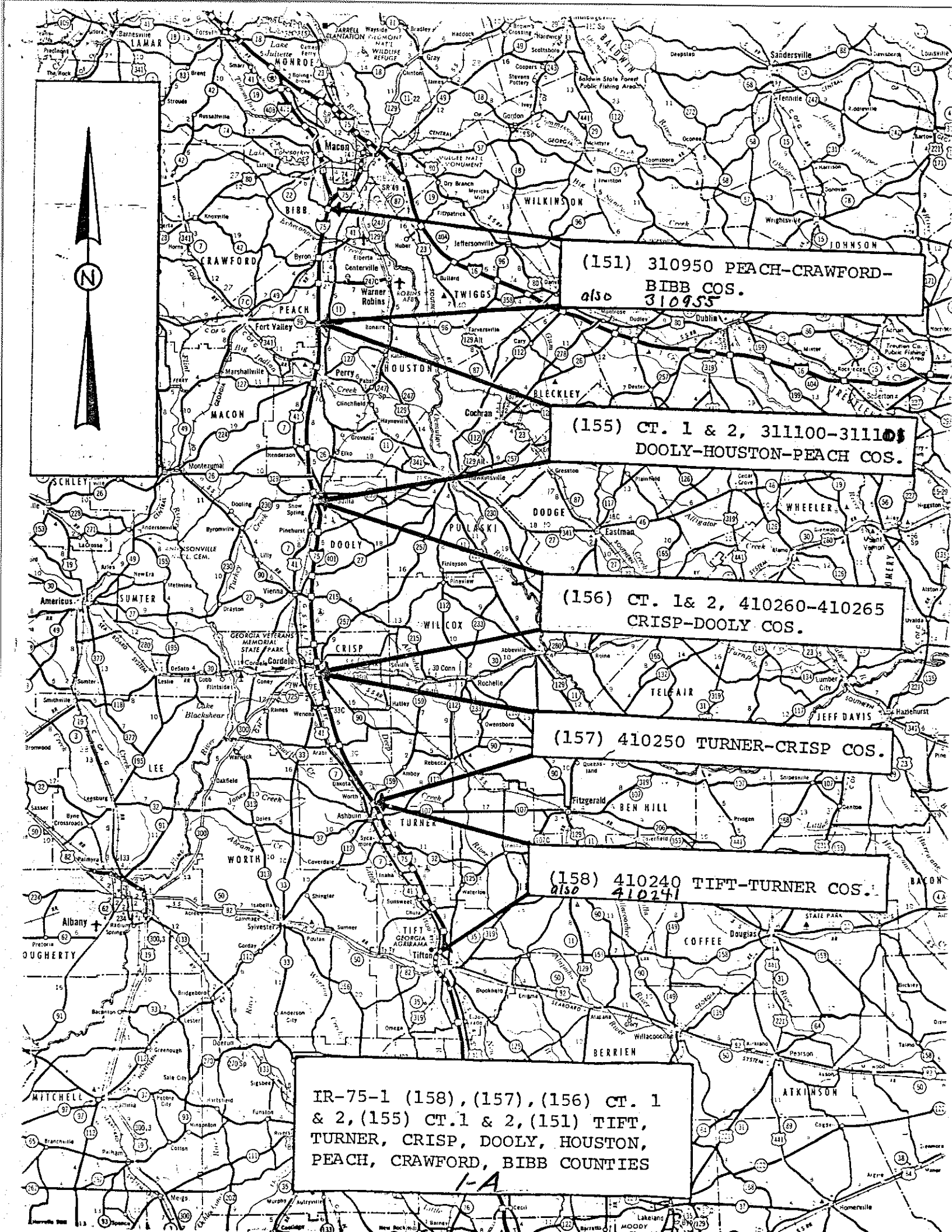
	IR-75-1(151)Ct.2 P.I. No.310955	IR-75-1(155)Ct.1 P.I.No.311100	IR-75-1(155)Ct. P.I.No.311101
Construction	$ 1,107,390	$13,612,661	$ 4,786,456
Inflation(5% per year)	55,369	1,361,266	478,645
E & C (10%)	116,275	1,497,393	526,510
Preliminary Engineering(5%)	0	680,633	239,322
Right of Way	0	0	0
Utilities	0	0	0
	$ 1,279,034	$17,151,953	$ 6,030,933

DSW/jmf

Attachment

cc: Floyd E. Hardy


(151) 310950 PEACH-CRAWFORD-BIBB COS.
(155) CT. 1 & 2, 311100-311101 DOOLY-HOUSTON-PEACH COS.
(156) CT. 1& 2, 410260-410265 CRISP-DOOLY COS.
(157) 410250 TURNER-CRISP COS.
(158) 410240 TIFT-TURNER COS.
IR-75-1 (158),(157),(156) CT. 1 & 2,(155) CT.1 & 2,(151) TIFT, TURNER, CRISP, DOOLY, HOUSTON, PEACH, CRAWFORD, BIBB COUNTIES
I-A


(151) 310950 PEACH-CRAWFORD-
BIBB COS.
also 310955
(155) CT. 1 & 2, 311100-311105
DOOLY-HOUSTON-PEACH COS.
(156) CT. 1& 2, 410260-410265
CRISP-DOOLY COS.
(157) 410250 TURNER-CRISP COS.
(158) 410240 TIFT-TURNER COS.
also 410241
IR-75-1 (158),(157),(156) CT. 1
& 2,(155) CT.1 & 2,(151) TIFT,
TURNER, CRISP, DOOLY, HOUSTON,
PEACH, CRAWFORD, BIBB COUNTIES
1-A