

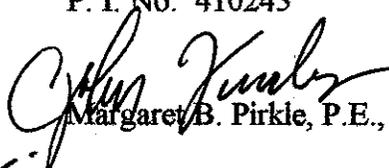
D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-75-1(215) Turner County **OFFICE** Preconstruction
P. I. No. 410245

DATE March 4, 2004

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO *for* SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keeper
Jerry Hobbs
Percy Middlebrooks
Michael Henry
Phillip Allen
Joe Palladi (file copy)
Brent Story
David Crim
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

JAN 20 2004
OFFICE OF PLANNING

FILE NH-IM-75-1 (215) Turner County
P. I. Number 410245

OFFICE Road Design

DATE January 20, 2004

FROM *Gerald M. Ross*
Gerald M. Ross, P.E., State Road & Airport Design Engineer

TO Meg Pirkle, P.E., 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 approved concept is to be revised to show new project termini. The original project was divided into two separate projects. The scope of work has increased on each project. The new projects are as follows:

NH-IM-75-1(215), P.I. # 410245

Project NH-IM-75-1(215) consists of widening and reconstruction of I-75 from two lanes in each direction to three lanes in each direction from the Tift/Turner County line to a point south of the SR 32. In addition to the widening and reconstruction of I-75 this project proposes to replace the overpass bridges at Carter Rd. & Robert Davis Rd.

CSNHS-006-00(016) P.I. #0006016

Project CSNHS-006-00(016) consists of the widening and reconstruction of I-75 from two lanes in each direction to three lanes in each direction from just south of SR 32 to SR 159. In addition to the widening and reconstruction of I-75 this project proposes to replace the overpass bridges at Denham Rd. & Airport Rd.

By this letter, this office requests a certification letter of air quality compliance from the Office of Planning for both of the above listed projects. *(not applicable)*

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

GMR:JLM:ss

CONCUR *Joseph P. Palladi* *1/22/04*
 State Transportation Planning Engineer Date

- cc: David Mulling
- Carla Holmes
- Joe Palladi
- David C. Crim
- Harvey Keeper
- Phillip Allen
- Percy Middlebrooks
- Paul Liles

ROUTING

<input checked="" type="checkbox"/>	<i>Chamice</i>	<input type="checkbox"/>	<i>JOE</i>
<input checked="" type="checkbox"/>	<i>Tom</i>	<input type="checkbox"/>	<i>Chamice</i>
<input checked="" type="checkbox"/>	<i>Tim K.</i>	<input type="checkbox"/>	<i>Meg</i>
		<input type="checkbox"/>	

REVISED PROJECT CONCEPT REPORT

Need and Purpose: See Attachment.

Project location: The project is located in Turner County, beginning at the Tift County Line (MP 72.59) and ending just north of SR 159 (MP 83.95) for a total project length of 11.3 miles.

Description of the approved concept:

The project will be constructed in two phases.

Phase 1: Consists of widening the existing four lane mainline of I-75 to six lanes.

Phase 2: Consists of the reconstruction of the interchange at CR 252-Inaha Rd. with a diamond interchange, SR 32 with a diamond interchange, CR 33-Bussey Rd. with a diamond interchange, SR 112-East Washington Ave. with a diamond interchange and SR 159 with a partial cloverleaf interchange with a loop ramp in the northeast quadrant. These interchanges will be designed to accommodate a future 8 lane typical section of I-75. These overpasses will be widened to four lanes at the interchanges.

PDP Classification – Phase 1: Major Minor X

PDP Classification – Phase 2: Major X Minor

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

Functional Classification: Rural Principal Arterial

U. S. Route Number(s): I-75 **State Route Number(s):** 401

Traffic (AADT) as shown in the approved concept:

Current Year: 2002 - 41,300 Design Year: 2022 - 63,000

Proposed features to be revised:

The approved concept is to be revised to show new project termini. The original project, NH-IM-75-1(215), has been divided into two separate projects. The scope of work has increased on each project. The new projects are as follows:

Describe the revised feature(s) to be approved:

The proposed revised concept projects are listed below:

NH-IM-75-1(215), P.I. # 410245

Project NH-IM-75-1(215) consists of widening and reconstruction of I-75 from two lanes in each direction to three lanes in each direction from the Tift/Turner County line to a point south of the SR 32. In addition to the widening and reconstruction of I-75 this project proposes to replace the overpass bridges at Carter Rd. & Robert Davis Rd. The addition of the overpass bridge has required the need to acquire R/W for this project.

CSNHS-006-00(016) P.I. #0006016

Project CSNHS-006-00(016) consists of the widening and reconstruction of I-75 from two lanes in each direction to three lanes in each direction from just south of SR 32 to SR 159. In addition to the widening and reconstruction of I-75 this project proposes to replace the overpass bridges at Denham Rd. & Airport Rd. The addition of the two overpass bridges has required the need to acquire R/W for this project.

Updated traffic data (AADT):

Current Year: 2002 - 41,300

Design Year: 2022 - 63,000

Programmed/Schedule:

P.E. Aug. 94 R/W: N/A Construction: July 04

Revised cost estimates:

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

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

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

Attachments:

1. Sketch Maps,
2. Cost Estimates

• **Full Oversight projects**

If the project has full Federal oversight, the signature blocks should include the following:

Concur: *Thomas L. Irvine*
Director of Preconstruction

Approve: *Floyd Moore*
for Division Administrator, FHWA

Approve: *Paul W. Walsh*
Chief Engineer

NEED AND PURPOSE

Interstate 75, Crisp County

NH-IM-75-1(215)

P.I. 410245

Project NH-IM-75-1(215) is one of eight programmed projects to widen Interstate 75 to six lanes. The northern terminus is State Route 159, and the southern terminus is the Turner/Tift county line. This project is bound by two interstate widening projects, project NH-IM-75-1(157) to the north and project NH-IM-75-1(158) to the south.

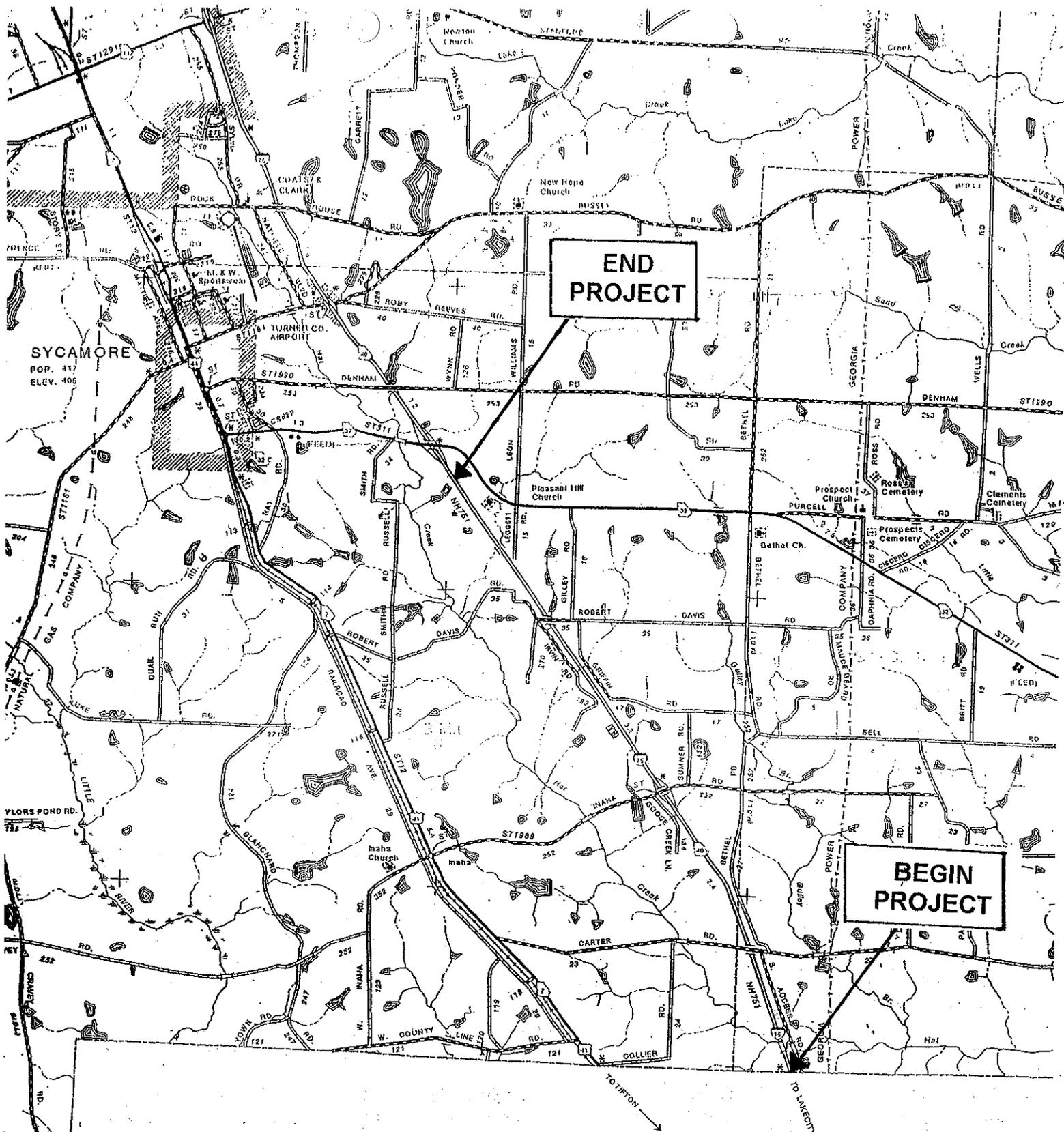
The Department's objective is to increase the number of through travel lanes on Interstate 75 from four lanes to a minimum of six lanes throughout the state. Interstate 75 from State Route 133 in Lowndes County north approximately 87 miles to the Crisp - Dooly county line is the only section of Interstate 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 1997 AADT for this section of Interstate 75 is 18,380 vehicles (each direction) with a 24 hour truck percentage of 30%. The AADT is estimated to increase 12% by the year 2002 and another 53% by the year 2022. During 1996 there were 26.05 accidents per 100 million vehicle miles traveled along this stretch of interstate compared to 50 accidents per 100 million vehicle miles statewide.

The 1997 level of service along this section of Interstate 75 is at a level "C". With a projected 71% increase in traffic by the year 2022, the level of service will decrease to a level "D" if the additional lanes are not constructed. A third lane in each direction will improve the level of service to "B", but the 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.

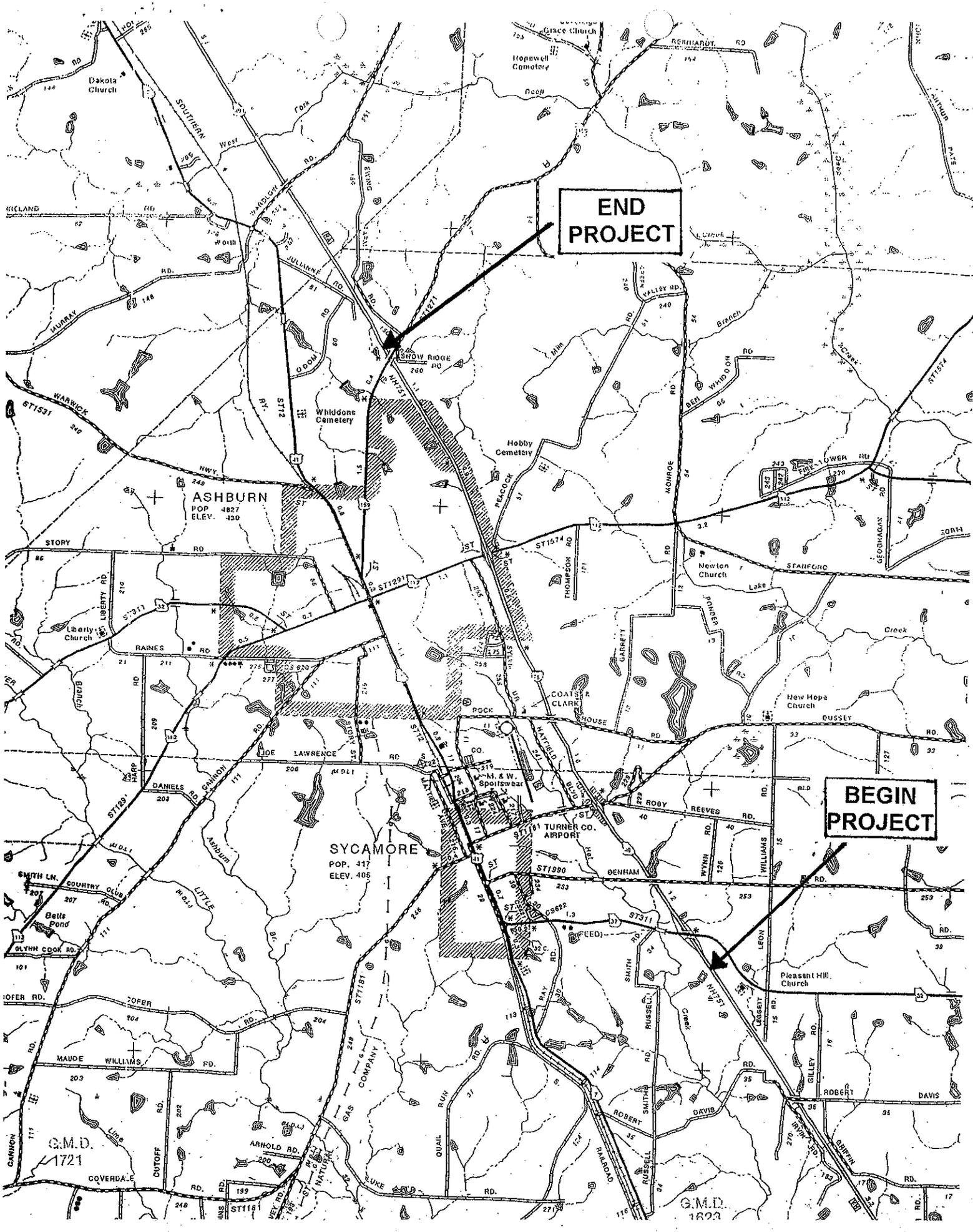
This project will provide continuity along Interstate 75 by adding a third lane in each direction. The proposed widening will also allow increased vehicle spacing thus providing more time to maneuver and react to potentially dangerous situations.



END PROJECT

BEGIN PROJECT

+ T I F T + C O U N T Y +



END PROJECT

BEGIN PROJECT

ASHBURN
POP. 4827
ELEV. 430

SYCAMORE
POP. 417
ELEV. 406

G.M.D.
1721

G.M.D.
1623

PROJECT NUMBER: NH-IM-75-1(215) Turner County
PRELIMINARY COST ESTIMATE

1

PROJECT NUMBER: NH-IM-75-1(215)

COUNTY: Turner

DATE: January 15, 2004

ESTIMATED LET DATE: July 2004

PREPARED BY: C. Andy Casey

PROJECT LENGTH: 5.11 MILES

PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEV.

PROJECT COST	
A. RIGHT OF WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ -0-
2. DISPLACEMENTS: RESIDENTS: 0, BUSINESSES: 0, MOBILE HOMES: 0	\$ -0-
3. OTHER COST (ADMINISTRATION COST & INFLATION)	\$ -0-
SUBTOTAL: A	\$ -0-
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ -0-
2. TRANSMISSION LINES	\$ -0-
3. SERVICES	\$ -0-
SUBTOTAL: B	\$ -0-
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. RETAINING WALLS	\$ -0-
b. BRIDGES	\$ 2,000,000
c. BRIDGES (JACKING)	\$ 105,000
d. BOX CULVERTS	\$ 135,000
SUBTOTAL: C-1	\$2,240,000

2. GRADING AND DRAINAGE		
a. EARTHWORK	155,000 cy @ \$2.27 + 125,000 cy @ \$5.48=	\$1,037,000
b. DRAINAGE		
1) Cross Drain pipe(include median drop inlets)		\$326,000
2) Curb and Gutter(CONCRETE V GUTTER)		\$ 15,000
3) Jack or Bore Pipe		\$ 27,000
SUBTOTAL: C-2		\$1,405,000
3. BASE AND PAVING		
a. AGGREGATE BASE	162,900 tons @ \$16	\$2,606,000
b. ASPHALT PAVING:		
Surface (Superpave)	14,000 tons @ \$39	\$ 546,000
Surface(SMA)	17,900 tons @ \$56	\$1,002,000
Surface(PEM)	15,600 tons @ \$58	\$ 905,000
Binder	26,500 tons @ \$37	\$ 981,000
Base	53,100 tons @ \$36	\$1,912,000
SUBTOTAL: C-3.b		\$ 5,346,000
c. OTHER PAVING (Concrete Ramp Paving 29,800 sy @ \$58)		\$ 1,728,400
d. OTHER (Bituminous Tack Coat & Pavement Reinf. Strips)		\$ 581,000
SUBTOTAL: C-3		\$ 10,261,000
4. LUMP ITEMS:		
a. TRAFFIC CONTROL		\$500,000
b. CLEARING AND GRUBBING		\$1,000,000
c. LANDSCAPING		\$ -0-
d. EROSION CONTROL		\$500,000
e. DETOURS		\$ -0-
SUBTOTAL: C-4		\$2,000,000

PROJECT COST	
5. MISCELLANEOUS:	
a. LIGHTING	\$ -0-
b. SIGNING -- STRIPING -- SIGNAL	\$ 800,000
c. GUARDRAIL	\$ 215,000
d. FENCING	\$ 375,000
e. MEDIAN BARRIER	\$ 1,500,000
f. MOVABLE BARRIER SECTION	\$ 75,000
g. APPROACH SLABS	\$ 250,000
h. ATMS CONDUIT	\$ -0-
i. RUMBLE STRIPS	\$ 23,000
	SUBTOTAL: C-5
	\$ 3,238,000
6. SPECIAL FEATURES	
	SUBTOTAL: C-6
	\$ - 0-

ESTIMATE SUMMARY		
A. RIGHT OF WAY		\$ -0-
B. REIMBURSABLE UTILITIES		\$ -0-
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 2,240,000	
2. GRADING AND DRAINAGE	\$1,405,000	
3. BASE AND PAVING	\$10,261,000	
4. LUMP ITEMS	\$2,000,000	
5. MISCELLANEOUS	\$3,238,000	
6. SPECIAL FEATURES	\$ -0-	
SUBTOTAL CONSTRUCTION COST	\$19,144,000	
E. & C. (10%)	\$1,914,400	
ROUND UP & INFLATION (5% PER YEAR)	\$ 600	
NUMBER OF YEARS	0	
TOTAL CONSTRUCTION COST		\$ 21,059,000
GRAND TOTAL PROJECT COST		\$ 21,059,000

PROJECT NUMBER: CSNHS-0006-00(016) Turner County
PRELIMINARY COST ESTIMATE

1

PROJECT NUMBER: CSNHS-0006-00(016)

COUNTY: Turner

DATE: January 15, 2004

ESTIMATED LET DATE: June 2004

PREPARED BY: C. Andy Casey

PROJECT LENGTH: 6.15 MILES

PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEV.

PROJECT COST	
A. RIGHT OF WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ -0-
2. DISPLACEMENTS: RESIDENTS: 0, BUSINESSES: 0, MOBILE HOMES: 0	\$ -0-
3. OTHER COST (ADMINISTRATION COST & INFLATION)	\$ -0-
SUBTOTAL: A	\$ -0-
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ -0-
2. TRANSMISSION LINES	\$ -0-
3. SERVICES	\$ -0-
SUBTOTAL: B	\$ -0-
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. RETAINING WALLS	\$ 100,000
b. BRIDGES	\$ 2,325,000
c. BRIDGES (JACKING)	\$ 210,000
d. BOX CULVERTS	\$ 126,000
SUBTOTAL: C-1	\$2,761,000

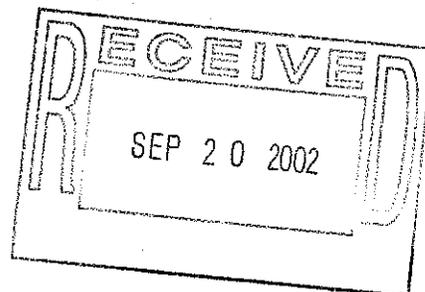
2. GRADING AND DRAINAGE		
a. EARTHWORK	395,000 cy @ \$2.27 + 175,000 cy @ \$5.48 =	\$1,856,000
b. DRAINAGE		
1) Cross Drain pipe(include median drop inlets)		\$425,000
2) Curb and Gutter(CONCRETE V GUTTER)		\$ 15,000
3) Jack or Bore Pipe		\$ 90,000
SUBTOTAL: C-2		\$2,386,000
3. BASE AND PAVING		
a. AGGREGATE BASE	256,000 tons @ \$16	\$4,096,000
b. ASPHALT PAVING:		
Surface (Superpave)	15,900 tons @ \$39	\$ 620,000
Surface(SMA)	21,500 tons @ \$56	\$1,204,000
Surface(PEM)	18,800 tons @ \$58	\$1,090,000
Binder	30,700 tons @ \$37	\$1,136,000
Base	86,700 tons @ \$36	\$3,121,000
SUBTOTAL: C-3.b		\$ 7,171,000
c. OTHER PAVING (Concrete Ramp Paving 126,500 sy @ \$58)		\$ 7,337,000
d. OTHER (Bituminous Tack Coat & Pavement Reinf. Strips)		\$ 814,000
SUBTOTAL: C-3		\$ 19,418,000
4. LUMP ITEMS:		
a. TRAFFIC CONTROL		\$500,000
b. CLEARING AND GRUBBING		\$1,000,000
c. LANDSCAPING		\$ -0-
d. EROSION CONTROL		\$500,000
e. DETOURS		\$ -0-
SUBTOTAL: C-4		\$2,000,000

ESTIMATE SUMMARY		
A. RIGHT OF WAY		\$ -0-
B. REIMBURSABLE UTILITIES		\$ -0-
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 2,761,000	
2. GRADING AND DRAINAGE	\$2,386,000	
3. BASE AND PAVING	\$19,419,000	
4. LUMP ITEMS	\$2,000,000	
5. MISCELLANEOUS	\$3,163,000	
6. SPECIAL FEATURES	\$ -0-	
SUBTOTAL CONSTRUCTION COST	\$29,728,000	
E. & C. (10%)	\$ 2,972,800	
ROUND UP & INFLATION (5% PER YEAR)	\$ 200	
NUMBER OF YEARS	0	
TOTAL CONSTRUCTION COST		\$ 32,701,000
GRAND TOTAL PROJECT COST		\$ 32,701,000



Department of Transportation
OFFICE OF DISTRICT ENGINEER
TIFTON, GEORGIA 31794

September 18, 2002



The Wiregrass Farmer
ATTN Legal Advertising Department
109 Gordon Street
Ashburn, Georgia 31714

Gentlemen:

SUBJECT: NOTICE OF LOCATION AND DESIGN APPROVAL

The Department of Transportation wishes to publish the attached legal notice for Project NH-IM-75-1(215), Turner County. We would like for this notice to appear in the **September 26, October 3, October 10, and October 17, 2002** editions of your newspaper so that we will comply with the requirements for advance advertising as set forth by the Department of Transportation.

Please send the bill and two (2) tear sheets for this printing to the Department of Transportation, District No. 4, 710 West Second Street, P.O. Box 7510, Tifton, GA 31793-7510 (ATTENTION: DON R. GASKINS).

Yours very truly,

A handwritten signature in cursive script that reads "Don R. Gaskins".

Don R. Gaskins

District Planning/Programming Engineer

DRG:bt

Attachment

Cc: Tom Turner
Ben Buchan
Harvey D. Keeper (Attn: Jim Schell)
Harvey Booker
Robert M. Callan (Attn: Michele Hart)
David Mulling
Meg Pirkle
General Files - Atlanta
David Crim
Joe Sheffield
Jerry Bruce (Attn: Emory Giddens)
Brent Thomas
Cindy Lane
Ronnie Hall

NOTICE OF LOCATION AND DESIGN APPROVAL

**Project No. NH-IM-75-1(215) TURNER COUNTY
P.I. No. 410245**

Notice is hereby given in compliance with Georgia code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

Date of Location and Design Approval: September 9, 2002

This project is the widening of I-75. The project is located entirely in Turner County. The project falls within Land Lots 7,8,18,29,36,37,51,52,74,75,93,110,111,131,142,143 and in Land Districts 2 & 6.

The proposed project will widen I-75 to six lanes (three in each direction) separated by a 28-foot median with a median barrier wall.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for inspection at the Georgia Department of Transportation:

Scott Chambers, Area Engineer
scott.chambers@dot.state.ga.us
97 Brighton Road
Tifton, GA 31794

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Jason McCook, Project Manager
Office of Airport and Road Design
jason.mccook@dot.state.ga.us
Georgia Department of Transportation
No. 2 Capitol Square, SW
Atlanta, Georgia 30334

Any written request or communication in reference to this project or notice SHOULD include the Project and P.I. Numbers as noted at the top of this notice.

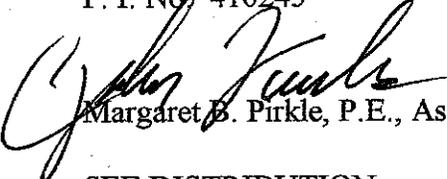
LH2

Meg Pirkle
Prescription

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-75-1(215) Turner County **OFFICE** Preconstruction
P. I. No. 410245
DATE September 10, 2002
FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT NOTICE OF LOCATION AND DESIGN APPROVAL

Attached for your further handling is the approved Location and Design Report on the above subject project.

Also attached is the Notice of Location and Design Approval. This is authorization for the District to proceed with advertisement.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Herman Griffin
Paul Liles
Phillip Allen
Jerry Hobbs
Marta Rosen
Ben Buchan
Gerald Ross
David Crim
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

FILE NH-IM-75-1(215) Turner County
P.I. No. 410245

OFFICE Atlanta, Georgia

DATE August 27, 2002

FROM *MR Ross*
Gerald M. Ross, P.E., State Road & Airport Design Engineer

TO Meg Pirkle, Assistant Director of Preconstruction

SUBJECT LOCATION AND DESIGN REPORT

DESCRIPTION AND PROJECT PROPOSAL: This project is the widening of the existing four lanes of I-75 to six lanes. The project is located in Turner County. The project begins at the Tift/Turner County line and ends just north of SR 159. The total project length is 11.10 miles.

CONCEPT APPROVAL DATE: January 9, 2000.

ENVIRONMENTAL ASSESSMENT APPROVAL DATE: June 30, 2000.

PUBLIC INVOLVEMENT: No involvement with public.

CONSISTENCY WITH APPROVED PLANNING: The design description as presented herein and submitted for approval is consistent with the approved Concept Report.

RECOMMENDATIONS: Recommend that the location and design for the project be approved and that the attached Notice be approved for advertising.

Recommended: *Thomas L. Jurnum*
Director of Preconstruction

Approve: *H. L. Dandridge*
Chief Engineer

7/9/02
Date of Approval

ATTACHMENTS: Sketch Map, Cost Estimate, Notice of Location and Design Approval

NOTICE OF LOCATION AND DESIGN APPROVAL

**PROJECT NUMBER: NH-IM-75-1(215)
P.I. NUMBER 410245**

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

DATE OF LOCATION AND DESIGN APPROVAL: SEPTEMBER 9, 2002

This project is the widening of I-75. The project is located entirely in Turner County. The project falls within Land Lots 7,8,18,29,36,37,51,52,74,75,93,110, 111,131,142,143 and in Land Districts 2 & 6.

The proposed project will widen I-75 to six lanes (three in each direction) separated by a 28-foot paved median with a median barrier wall.

Drawings or maps or plats of the proposed project as approved are on file and are available for inspection at the Georgia Department of Transportation:

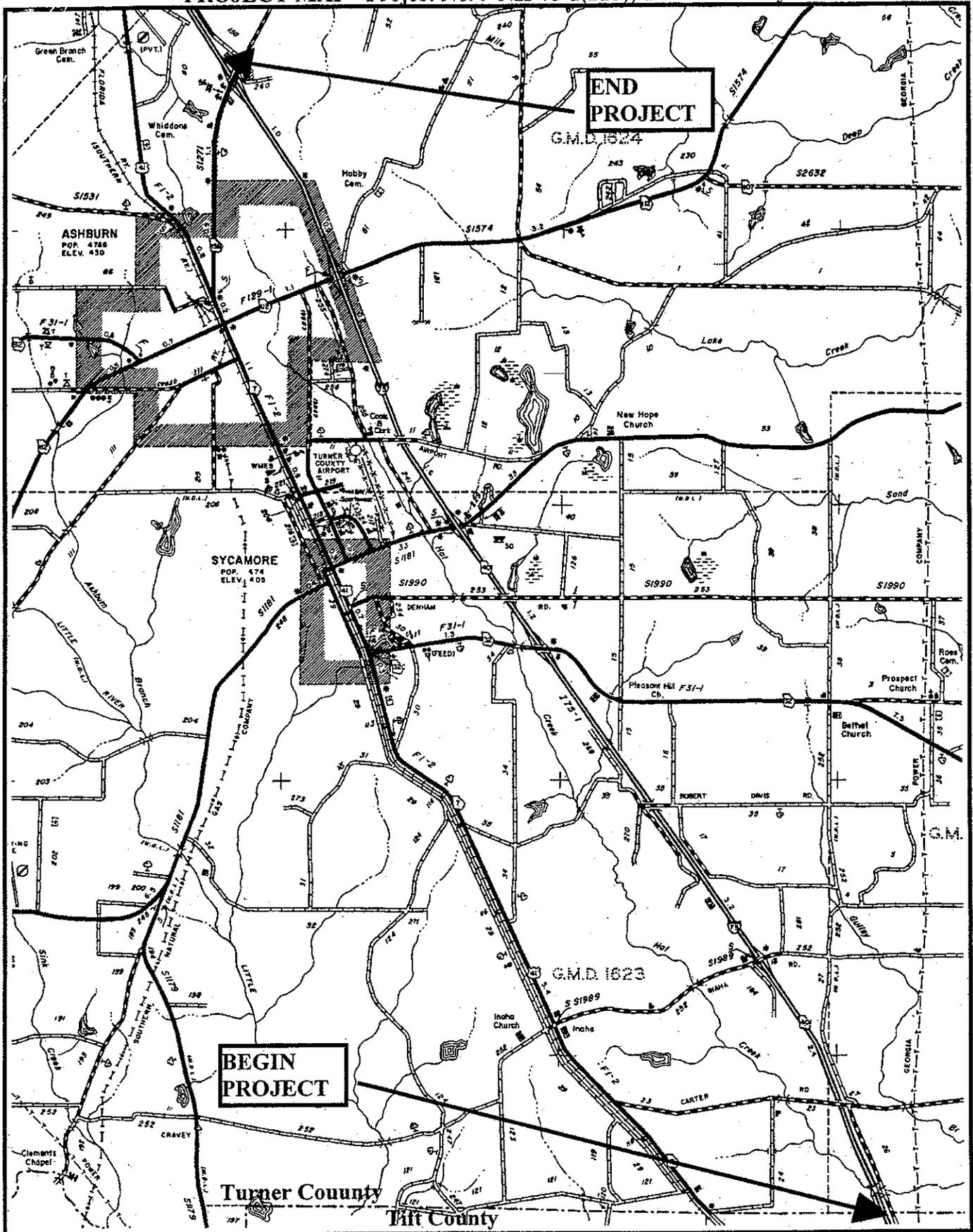
Scott Chambers, Area Engineer
scott.chambers@dot.state.ga.us
97 Brighton Road
Tifton, GA 31794

Any interested party may obtain a copy of the drawings or maps or plats by paying a nominal fee and requesting in writing to:

Jason McCook, Project Manager
Office of Airport and Road Design
jason.mccook@dot.state.ga.us
Georgia Department of Transportation
No. 2 Capitol Square, S.W.
Atlanta, Georgia 30334

Any written request or communication in reference to this project or notice SHOULD include the Project and P.I. Numbers as noted at the top of this notice.

PROJECT MAP - Project No. : NH-75-1(215), Turner County



PROJECT NUMBER: NH-IM-75-1(215) Turner County
PRELIMINARY COST ESTIMATE

1

PROJECT NUMBER: NH-IM-75-1(215)

COUNTY: Turner

DATE: June 26, 2002

ESTIMATED LET DATE: Nov. 2002

PREPARED BY: C. Andy Casey

PROJECT LENGTH: 11.10 MILES

PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEV.

PROJECT COST	
A. RIGHT OF WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ -0-
2. DISPLACEMENTS: RESIDENTS: 0, BUSINESSES: 0, MOBILE HOMES: 0	\$ -0-
3. OTHER COST (ADMINISTRATION COST & INFLATION)	\$ -0-
SUBTOTAL: A	\$ -0-
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ -0-
2. TRANSMISSION LINES	\$ -0-
3. SERVICES	\$ -0-
SUBTOTAL: B	\$ -0-
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. RETAINING WALLS	\$ 285,000
b. BRIDGES	\$ 400,000
c. BRIDGES (JACKING)	\$1,050,000
d. BOX CULVERTS	\$ 232,000
SUBTOTAL: C-1	\$1,967,000

2. GRADING AND DRAINAGE			
a. EARTHWORK			\$855,000
b. DRAINAGE			
1) Cross Drain pipe(include median drop inlets)			\$758,000
2) Curb and Gutter(CONCRETE V GUTTER)			\$ 21,000
3) Jack or Bore Pipe			\$158,000
		SUBTOTAL: C-2	\$1,792,000
3. BASE AND PAVING			
a. AGGREGATE BASE	322,283 tons @ \$16.50		\$5,325,000
b. ASPHALT PAVING:			
Surface(Superpave)	29,513 tons @ \$38.75	\$1,150,000	
Surface(SMA)	41,740 tons @ \$55.53	\$2,620,000	
Surface(PEM)	33,672 tons @ \$57.29	\$1,930,000	
Binder	94,345 tons @ \$37.07	\$3,500,000	
Base	119,776 tons @ \$35.50	\$4,250,000	
		SUBTOTAL: C-3.b	\$13,450,000
c. OTHER PAVING (Leveling/Ramps/Sideroads)			\$ 1,500,000
d. OTHER(Bituminous Tack Coat & Pavement Reinf. Strips)			\$ 581,000
		SUBTOTAL: C-3	\$20,856,000
4. LUMP ITEMS:			
a. TRAFFIC CONTROL			\$500,000
b. CLEARING AND GRUBBING			\$850,000
c. LANDSCAPING			\$ -0-
d. EROSION CONTROL			\$1,000,000
e. DETOURS			\$ -0-
		SUBTOTAL: C-4	\$2,350,000

PROJECT COST	
5. MISCELLANEOUS:	
a. LIGHTING	\$ -0-
b. SIGNING - STRIPING - SIGNAL	\$ 1,625,000
c. GUARDRAIL	\$ 365,000
d. FENCING	\$ 275,000
e. MEDIAN BARRIER	\$ 2,910,000
f. MOVABLE BARRIER SECTION	\$ 75,000
g. APPROACH SLABS	\$ 250,000
h. ATMS CONDUIT	\$ 2,250,000
i. RUMBLE STRIPS	\$ 25,000
	SUBTOTAL: C-5
	\$7,775,000
6. SPECIAL FEATURES	
	SUBTOTAL: C-6
	\$ - 0-

ESTIMATE SUMMARY		
A. RIGHT OF WAY		\$ -0-
B. REIMBURSABLE UTILITIES		\$ -0-
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 1,967,000	
2. GRADING AND DRAINAGE	\$1,792,000	
3. BASE AND PAVING	\$20,856,000	
4. LUMP ITEMS	\$2,350,000	
5. MISCELLANEOUS	\$7,775,000	
6. SPECIAL FEATURES	\$ -0-	
SUBTOTAL CONSTRUCTION COST	\$34,740,000	
E.& C. (10%)	\$3,474,000	
INFLATION (5% PER YEAR)	\$1,910,000	
NUMBER OF YEARS	1	
TOTAL CONSTRUCTION COST		\$ 40,124,000
GRAND TOTAL PROJECT COST		\$ 40,124,000

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-75-1(215) Turner County **OFFICE** Preconstruction
P. I. No. 410245 **DATE** February 17, 2000
CWH
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 Keeper)
Jerry Hobbs
Herman Griffin
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Paul Liles
Don Mills
David Crim
Jim Kennerly
FHWA

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-75-1(215) Turner County **OFFICE** Preconstruction
P.I. No. 410245

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 the Tift County line to SR 159 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>
I-75 over Hat Creek	96' x 51.3' bridge	85.1
Carter Road (CR 23) Overpass	239' x 30.3' bridge	87.2
Inaha Road (CR 252) Overpass	221' x 34.3' bridge	77.3
Robert Davis Road (CR 35) Overpass	263' x 30.3' bridge	61.1
SR 32 Overpass	296' x 34.3' bridge	91.8
I-75 over unnamed creek	Double 6' x 4' culvert	----
Denham Road (CR 253) Overpass	223' x 30.3' bridge	67.1
I-75 over Bussey Road	163' x 98.3' bridge	94.0
Airport Road (CR 11) Overpass	239' x 3.3' bridge	72.3
I-75 over SR 112	152' x 112.0' bridge	95.3
SR 159 Overpass	251' x 34.3' bridge	90.4

Level of Service (LOS) for this section of I-75 is presently at a LOS "C". With a projected 71% increase in traffic by year 2022, the LOS will decrease to "D" if the additional lanes are not constructed. The base year traffic (2002) is 41,300 VPD and the design year traffic (2022) is 63,000 VPD. The posted and the design speeds are 70 MPH.

Project NH-75-1(215) Turner 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 Tift County line to SR 159 for a total of 11.30 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

Wayne Shackelford

Page 2

NH-75-1(215) Turner

December 6, 1999

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 Hat Creek - widen existing bridge
2. I-75 over unnamed creek - extend existing culvert
3. I-75 over Bussey Road - widen existing bridge
4. I-75 over SR 112 - widen existing bridge

The existing bridges on Carter Road (CR 23), Denham Road (CR 253), and Airport Road (CR 11) over I-75 will be jacked 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 Carter Road (CR 23), Inaha Road (CR 252), Robert Davis Road (CR 35), SR 32, Denham Road (CR 253), Airport Road (CR 11), and SR 159. The required horizontal clearance is 14'. The proposed minimum horizontal clearances at the locations will be 7.1', 8.7', 5.2', 4.9', 7.4', and 4.8' respectively.

Project NH-75-1(215) Turner County - Phase II consists of interchange modifications for the CR 252-Inaha Road interchange with a diamond, SR 32 with a diamond, CR 33-Bussey Road with a diamond, SR 112-East Washington Avenue with a diamond, and SR 159 with a partial cloverleaf with a loop in the northeast quadrant. Due to substandard lateral clearances from the edge of the existing I-75 lanes to the face of the bridge columns, the CR 252, SR 32, and SR 159 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.

Wayne Shackelford
Page 3

NH-75-1(215) Turner
December 6, 1999

The estimated costs for this project are:

Project NH-75-1(215) Turner County - Phase I

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$47,210,000	\$23,000,000	2001	03-07
Right-of-Way	----	\$ 3,000,000		
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) Turner County - Phase II

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$32,082,000	----		LR(proposed)
Right-of-Way	\$ 8,905,000	----		
Utilities*	\$ 304,000	----		

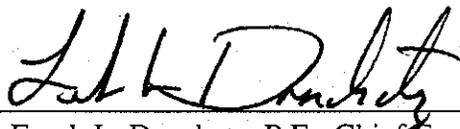
*LGPA sent 2-2-98 requesting Turner County be responsible for utilities; City of Ashburn refused LGPA for public utilities 2-13-98.

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

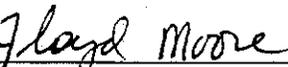
Attachment

CONCUR



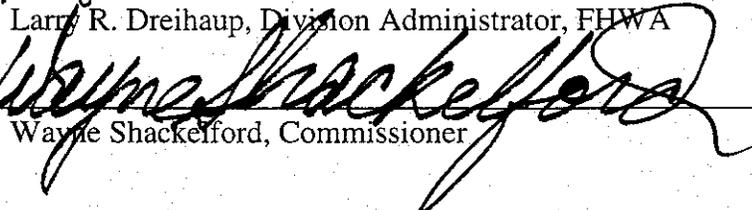
Frank L. Danchetz, P.E., Chief Engineer

APPROVE



Larry R. Dreihaupt, Division Administrator, FHWA

APPROVE



Wayne Shackelford, Commissioner



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Georgia Division

61 Forsyth Street, S.W., Suite 17T100

Atlanta, Georgia 30303

February 4, 2000

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(215), Turner 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.
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.

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

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. R. Dreihaupt

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

Enclosures



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(215) Turner
P.I. Number 410245

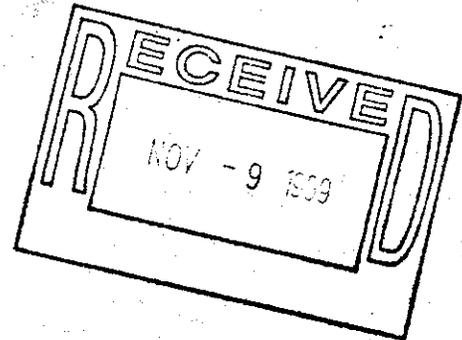
OFFICE: Atlanta, Georgia

DATE: November 5, 1999

FROM: David Mulling, Project Review Engineer *DTM*

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	\$37,320,000	\$25,352,000
Inflation	\$ 5,598,000	\$ 3,804,000
E&C	\$ 4,292,000	\$ 2,926,000
Reimbursable Utilities	\$ 0	\$ 304,000
Right of Way	\$ 0	\$ 8,905,000

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 Turner County Line to SR 159

Project Number NH-75-1(215)
P.I. No. 410245
Turner County

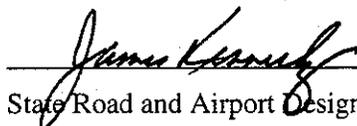
FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401

Date of Report: June 1999

RECOMMENDATION FOR APPROVAL

10-26-99

DATE

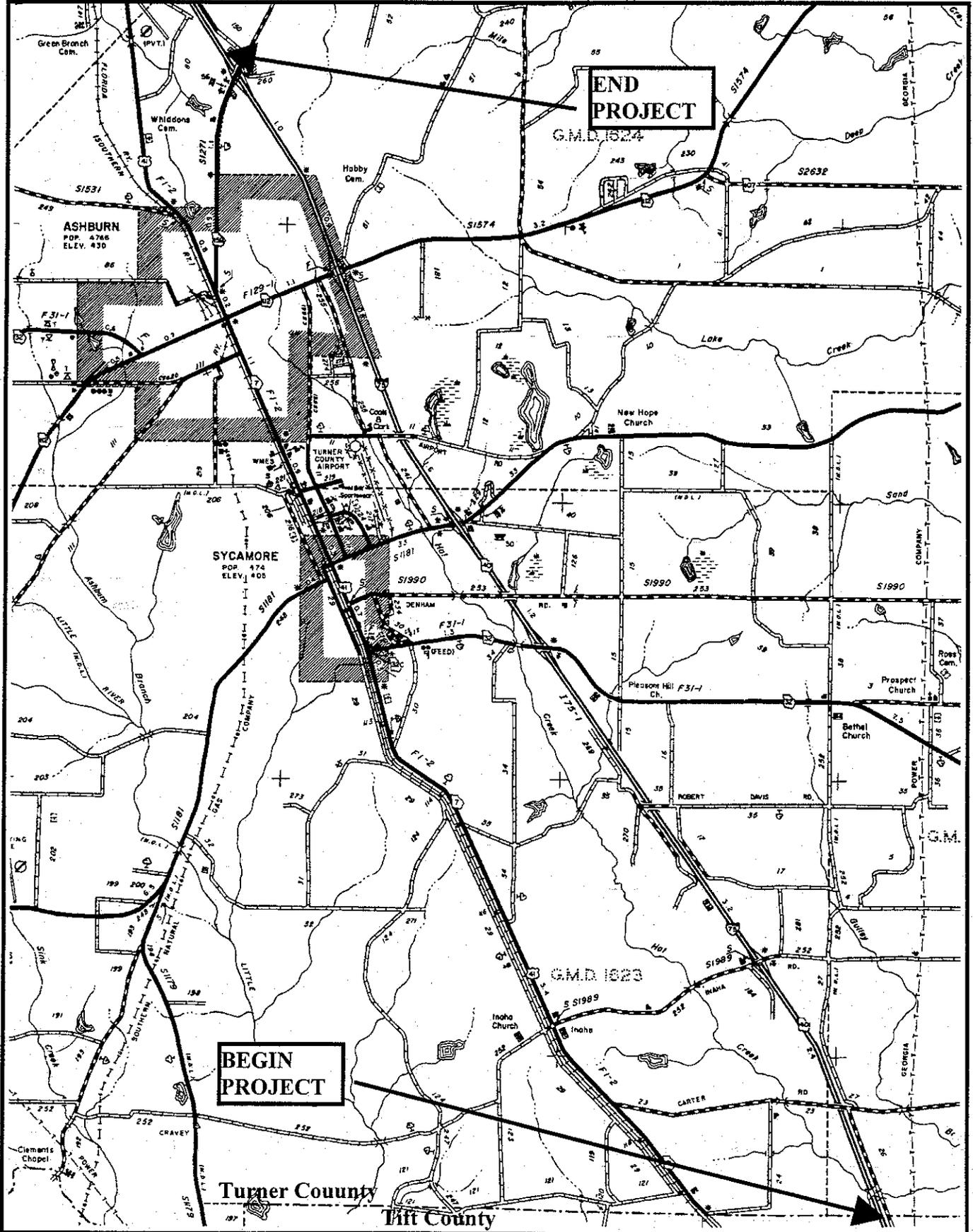


State Road and Airport Design Engineer

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.

_____ 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(215), Turner County



PROJECT NUMBER: NH-75-1(215)

PROJECT LOCATION & DESCRIPTION
<p>This project is located in Turner County, beginning at the Tift County Line and ending just north of SR 159. 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 252-Inaha Road (Exit 25) with a diamond interchange, SR 32 (Exit 26) with a diamond interchange, CR 33-Busey Road (Exit 27) with a diamond interchange, SR 112-East Washington Avenue (Exit 28) with a diamond interchange, and SR 159 (Exit 29) with a partial cloverleaf interchange with a loop ramp in the northeast quadrant. 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: 11.3 miles</p> <p>MILE POINT REFERENCE: BEGIN 0.0 (Turner Co.) END 11.3 (Turner Co.)</p>

TRAFFIC				
CURRENT		PROJECTED		
<u>YEAR</u>	<u>AADT</u>	<u>YEAR</u>	<u>AADT</u>	
2002	41,300	2022	63,000	

ACCIDENT HISTORY			
<u>YEAR</u>	<u>Accident Rate</u>	<u>Injury Rate</u>	<u>Fatality Rate</u>
1995	42 (47)	36 (28)	5.97 (0.73)
1996	41 (50)	35 (29)	8.75 (1.32)
1997	45 (49)	51 (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.

There was only one reported accident on CR 252. This was a non-injury accident over a mile away from I-75.

SR 32 experienced 8 accidents consisting of 6 injures. Only 2 accidents and two injuries occurred at the ramp terminals.

CR 33 experienced only two accidents and one injury. There were no accidents reported at6 the ramp

terminals.

SR 112 experienced 17 accidents consisting of 8 injuries. Almost half of the accidents and two injuries occurred at the ramp terminals.

SR 159 experienced 9 accidents consisting of 7 injury accidents. Almost half of the accidents and four injuries occurred at the ramp terminals.

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

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	
70 mph	1° 00'		1.93 %	
MAJOR STRUCTURES:	Length	Width	Struct. ID	Suff. Rating
1. Four lane bridge on I-75 over Hat Creek [includes 40' median on structure]	96'	51.3'	287-0028-0	85.1
2. Two lane bridge on Carter Road (CR 23) over I-75	239'	30.3'	287-0005-0	87.2
3. Two lane bridge on Inaha Road (CR 252) over I-75	221'	34.3'	287-0045-0	77.3
4. Two lane bridge on Robert Davis Road (CR 35) over I-75	263'	30.3'	287-0011-0	61.1

5. Two lane bridge on State Route 32 over I-75	296'	34.3'	287-0009-0	91.8
6. Reinforced Concrete Box Culvert – Double 6'x 4'	198'	12'	-	-
7. Two lane bridge on Denham Road (CR 253) over I-75	223'	30.3'	287-0047-0	67.1
8. Four lane bridge on I-75 over Bussey Road (CR 33) [includes 40' median on structure]	163'	98.3'	287-0030-0	94.0
9. Two lane bridge on Airport Road (CR 11) over I-75	239'	30.3'	287-0004-0	72.3
10. Four lane bridge on I-75 over State Route 112 [includes 40' median on structure]	152'	112.0'	287-0032-0	95.3
11. Two lane bridge on State Route 159 over I-75	251'	34.3'		90.4

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

State Route 32 also has 4' bike lanes

DESIGN SPEED	MAX DEGREE OF CURVE	MAX GRADE
70 mph	1° 00'	1.93 %
MAJOR STRUCTURES:	Length	Width
<u>Phase I</u>		
1. Widen four lane bridge on I-75 over Hat Creek to six lanes	96'	127.8'
2. Extend Reinforced Concrete Box Culvert-double 6'x 4'	217'	12'
3. Widen four lane bridge on I-75 over Bussey Road (CR 33) to six lanes	162'	127.8'

4. Widen four lane bridge on I-75 over State Route 112 to six lanes	152'	127.8'
Phase II		
1. Replace existing two lane bridge on Inaha Road (CR 252) over I-75 with four lane bridge with a 4' flush median	326'	74.1'
2. Replace existing two lane bridge on Robert Davis Road (CR 35) with two lane bridge	364'	30.8'
3. Replace existing two lane bridge on State Route 32 over I-75 with four lane bridge with a 20' raised median and bike lanes	409'	89.9'
4. Replace existing two lane bridge on Denham Road (CR 253) over I-75 with two lane bridge	395'	30.8'
5. Replace existing two lane bridge on State Route 159 over I-75 with four lane bridge with a 20' raised median	350'	89.9'
6. Retaining walls along southbound exit and entrance ramps – State Route 112	1010'	-

PROPOSED RIGHT OF WAY				
R/W WIDTH: 300' Minimum	DISPLACEMENTS			
	Phase I	RES: 0	BUS: 0	M.H.: 0
	Phase II	RES: 5	BUS: 11	M.H.: 0
TYPE OF ACCESS CONTROL: Limited				
NUMBER OF PARCELS: Phase I - 0; Phase II- 64				

COORDINATION

CONCEPT TEAM MEETING DATE: March 2, 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(158), Tift County - I-75 Widening from North of Tifton City Limits to Turner County Line, and NH-75-1(157), Turner/Crisp Counties - I-75 Widening from SR 159 to SR 300.

LOCAL GOVERNMENT COMMITMENTS: Require Turner County to relocate utilities - No response as of yet, City of Ashburn refused.

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: Carter Road (CR 23), Inaha Road (CR 252), Robert Davis Road (CR 35), State Route 32, Denham Road (CR 253), Airport Road (CR 11), and State Route 159. The required horizontal clearance is 14'. The proposed minimum horizontal clearances at these locations will respectively be 7.1', 8.7', 5.2', 7.2', 4.9', 7.4', and 4.8'. **PHASE II:** The Design Exceptions at Inaha Road (CR 252), Robert Davis Road (CR 35), State Route 32, Denham Road (CR 253), and State Route 159 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 northeast quadrant at State Route 32. This alternative was not selected because of additional cost and the operational characteristics of the diamond interchange are preferred.

A diamond interchange at State Route 159. This alternative was not selected because the costs were significantly higher than the partial cloverleaf interchange.

ESTIMATED COST - PHASE I

CONSTRUCTION:	\$37,320,149	RIGHT-OF-WAY:	\$0
E & C (10%) :	\$3,732,015	ACQUIRED BY :	GDOT
INFLATION :	\$5,882,588	UTILITIES :	\$0
		ADJUSTED BY :	GDOT
TOTAL CONSTRUCTION COST:		\$46,934,752	

ESTIMATED COST - PHASE II

CONSTRUCTION:	\$25,352,185	RIGHT-OF-WAY:	\$8,904,730
E & C (10) :	\$2,535,218	ACQUIRED BY :	GDOT
INFLATION :	\$3,996,138	UTILITIES :	\$303,580
		ADJUSTED BY :	GDOT
TOTAL CONSTRUCTION COST:		\$41,091,851	

COMMENTS:

1. The existing two lane bridge on Carter Road (CR 23) over I-75 will have a vertical clearance of 15.94' during Phase I and should be jacked to provide a minimum clearance of 16.0'. This bridge will not be replaced during Phase II.
2. The existing two lane bridge on Inaha Road (CR 252) over I-75 will have a vertical clearance of 15.99' during Phase I. This bridge will be replaced during Phase II with a four lane bridge with adequate vertical clearance.
3. The existing two lane bridge on Robert Davis Road (CR 35) over I-75 would have a vertical clearance of 15.56' during Phase I. This bridge will be replaced during Phase II with a two lane bridge with adequate vertical clearance.
4. The existing two lane bridge on State Route 32 over I-75 will have a vertical clearance of 15.93' during Phase I. This bridge will be replaced during Phase II with a four lane bridge with adequate vertical clearance.
5. The existing two lane bridge on Denham Road (CR 253) over I-75 would have a vertical clearance of 15.97' during Phase I and should be jacked to provide a minimum clearance of 16.0'. This bridge will be replaced during Phase II with a two lane bridge with adequate vertical clearance.
6. The existing two lane bridge on Airport Road (CR 11) over I-75 would have a vertical clearance of 15.63' during Phase I and should be jacked to provide a minimum clearance of 16.0'. This bridge will not be replaced during Phase II.
7. The existing two lane bridge on State Route 159 over I-75 will have a vertical clearance of 15.41' 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, Crisp County

NH-IM-75-1(215)

P.I. 410245

Project NH-IM-75-1(215) is one of eight programmed projects to widen Interstate 75 to six lanes. The northern terminus is State Route 159, and the southern terminus is the Turner/Tift county line. This project is bound by two interstate widening projects, project NH-IM-75-1(157) to the north and project NH-IM-75-1(158) to the south.

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 1997 AADT for this section of Interstate 75 is 18,380 vehicles (each direction) with a 24 hour truck percentage of 30%. The AADT is estimated to increase 12% by the year 2002 and another 53% by the year 2022. During 1996 there were 26.05 accidents per 100 million vehicle miles traveled along this stretch of interstate compared to 50 accidents per 100 million vehicle miles statewide.

The 1997 level of service along this section of Interstate 75 is at a level "C". With a projected 71% increase in traffic by the year 2022, the level of service will decrease to a level "D" if the additional lanes are not constructed. A third lane in each direction will improve the level of service to "B", but the 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 also allow increased vehicle spacing thus providing more time to maneuver and react to potentially dangerous situations.

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-IM-75-1(215)

COUNTY: Turner

DATE: June 15, 1999

ESTIMATED LETTING DATE: June 2001

PREPARED BY: J. Hodges

PROJECT LENGTH: 11.3 Miles

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

PROJECT COST		
	Phase I	Phase II
A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT)	\$ -	1,580,647
2. DISPLACEMENTS; RES: 5, BUS: 11, M.H.: 0	\$ -	924,303
3. OTHER COST (ADM./COST, INFLATION)	\$ -	6,399,780
SUBTOTAL: A	\$ -	8,904,730
B. REIMBURSABLE UTILITIES:		
1. RAILROAD	\$ -	-
2. TRANSMISSION LINES	\$ -	-
3. SERVICES	\$ -	303,580
SUBTOTAL: B	\$ -	303,580
C. CONSTRUCTION:		
1. MAJOR STRUCTURES		
a. BRIDGES		
Grade Separations (6)	\$ 300,300	6,979,700
Stream Crossings (2)	\$ 80,300	378,950
SUBTOTAL: C-1.a	\$ 380,600	7,358,650
b. OTHER		
Walls	\$ -	1,877,400
Box Culverts (1) (2-6'x4')	\$ 191,195	-
Bridge Culverts	\$ -	-
SUBTOTAL: C-1.b	\$ 191,195	1,877,400
SUBTOTAL: C-1	\$ 571,795	9,236,050
2. GRADING AND DRAINAGE:		
a. EARTHWORK		
In Place Embankment	\$ -	-
b. DRAINAGE		
1) Cross Drain Pipe	\$ 1,641,420	462,559
2) Curb and Gutter	\$ -	296,362
3) Longitudinal System (include catch basins)	\$ -	-
SUBTOTAL: C-2.b	\$ 1,641,420	758,921
SUBTOTAL: C-2	\$ 1,641,420	758,921

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-IM-75-1(215)

COUNTY: Turner

DATE: June 15, 1999

ESTIMATED LETTING DATE: June 2001

PREPARED BY: J. Hodges

PROJECT LENGTH: 11.3 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	340,928	135,603 Tons @ \$18.4		\$ 6,273,079	2,495,092
b. ASPHALT PAVING (Mainline & Cross-Roads):					
Drainage - Type D	26,240	292 Tons @ \$49.4		\$ 1,296,233	14,425
Surface - SMA	52,486	584 Tons @ \$46.2		\$ 2,424,872	26,986
Surface - Superpave	13,029	8,710 Tons @ \$38.75		\$ 504,875	337,530
Binder - SMA	-	- Tons @ \$44.77		\$ -	-
Binder - Superpave	191,584	12,392 Tons @ \$37.69		\$ 7,220,805	467,068
Base - Superpave	140,965	47,900 Tons @ \$35.93		\$ 5,064,887	1,721,064
Pavement Reinf. Fabric Strips	239,736	- Lane Ft @ \$2.83		\$ 678,454	-
	SUBTOTAL: C-3.b			\$ 17,190,126	2,567,072
c. CONCRETE PAVING (Ramps)		133,161 SY @ \$36.41		\$ -	4,848,392
d. OTHER (Leveling, Tack Coat, Milling)				\$ 2,055,316	7,516
	SUBTOTAL: C-3			\$ 25,518,521	9,918,073
4. LUMP ITEMS					
a. GRASSING				\$ 1,050,877	1,180,427
b. CLEARING AND GRUBBING				\$ 833,842	795,484
c. LANDSCAPING				\$ -	-
d. EROSION CONTROL				\$ 1,318,129	1,319,774
e. TRAFFIC CONTROL				\$ 455,950	356,262
	SUBTOTAL: C-4			\$ 3,658,797	3,651,946
5. MISCELLANEOUS:					
a. LIGHTING (Interchanges at SR 32 & SR 112)				\$ -	400,000
b. SIGNING - MARKING - SIGNALIZATION				\$ 541,808	185,877
c. GUARDRAIL					
Single-Faced				\$ 141,924	46,803
Double-Faced				\$ -	-
Anchors				\$ 110,670	42,840
	SUBTOTAL: C-5.c			\$ 252,594	89,643
d. SIDEWALK				\$ -	-
e. MEDIAN / SIDE BARRIER	59,840	217 LF @ \$32.02		\$ 1,916,084	6,934
f. MOVABLE BARRIER SECTION				\$ -	-
g. ACCESS FENCE				\$ 272,585	-
h. BRIDGE JACKING				\$ 210,681	-
i. APPROACH SLABS				\$ 230,156	242,105
j. REMOVAL					
Concrete Paving				\$ 7,832	500,130
Bridges				\$ -	308,228
	SUBTOTAL: C-5.j			\$ 7,832	808,358
k. ATMS Conduit	59,841	- LF @ \$37.78		\$ 2,260,782	-
l. OTHER				\$ 237,094	54,279
	SUBTOTAL: C-5			\$ 5,929,616	1,787,195
6. SPECIAL FEATURES					
	SUBTOTAL: C-6			\$ -	-

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-IM-75-1(215)

COUNTY: Turner

DATE: June 15, 1999

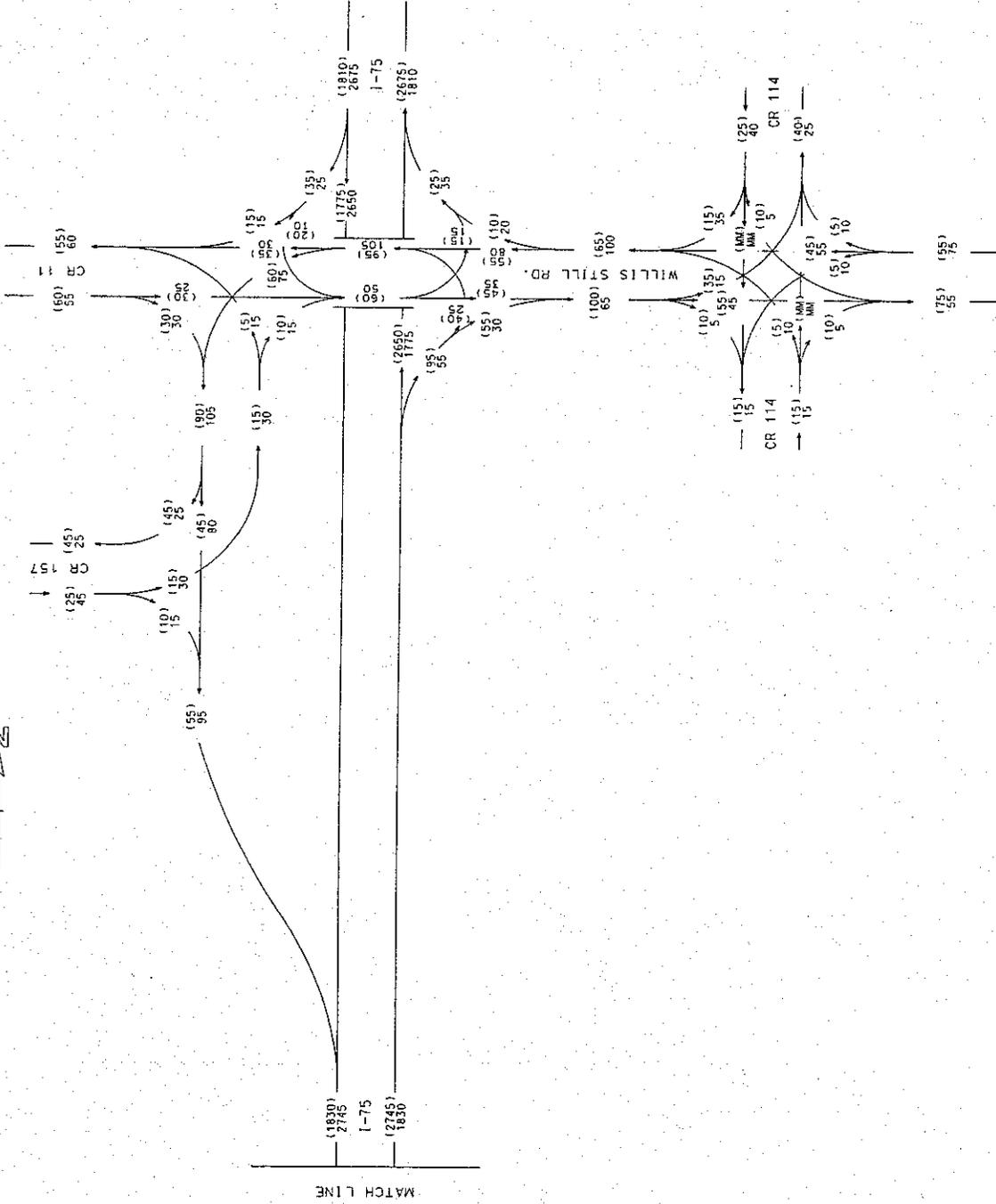
ESTIMATED LETTING DATE: June 2001

PREPARED BY: J. Hodges

PROJECT LENGTH: 11.3 Miles

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

PROJECT COST		
	Phase I	Phase II
SUMMARY		
A. RIGHT-OF-WAY	\$ -	8,904,730
B. REIMBURSABLE UTILITIES	\$ -	303,580
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 571,795	9,236,050
2. GRADING AND DRAINAGE	\$ 1,641,420	758,921
3. BASE AND PAVING	\$ 25,518,521	9,918,073
4. LUMP ITEMS	\$ 3,658,797	3,651,946
5. MISCELLANEOUS	\$ 5,929,616	1,787,195
6. SPECIAL FEATURES	\$ -	-
SUBTOTAL CONSTRUCTION COST	\$ 37,320,149	25,352,185
E. & C. (10%)	\$ 3,732,015	2,535,218
INFLATION (5% PER YEAR)	\$ 5,882,588	3,996,138
NUMBER OF YEARS	3	
TOTAL CONSTRUCTION COST	\$ 46,934,752	31,883,541
GRAND TOTAL PROJECT COST	\$ 46,934,752	41,091,851

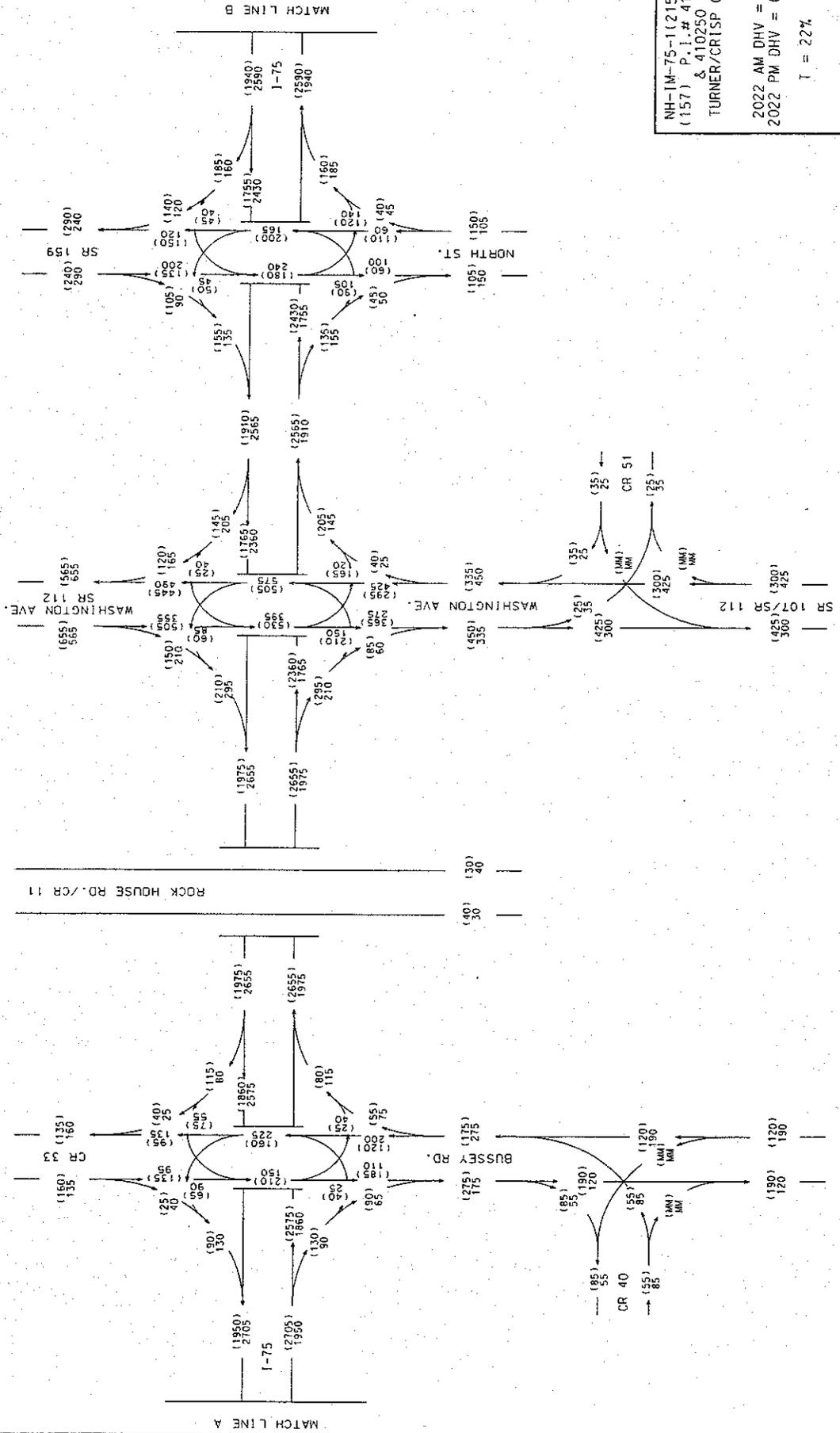


NH-1M-75-1(158)
P. I. # 410240
TIFT COUNTY

2022 AM DHV = 000
2022 PM DHV = 1000

T = 22%

R/L
479E

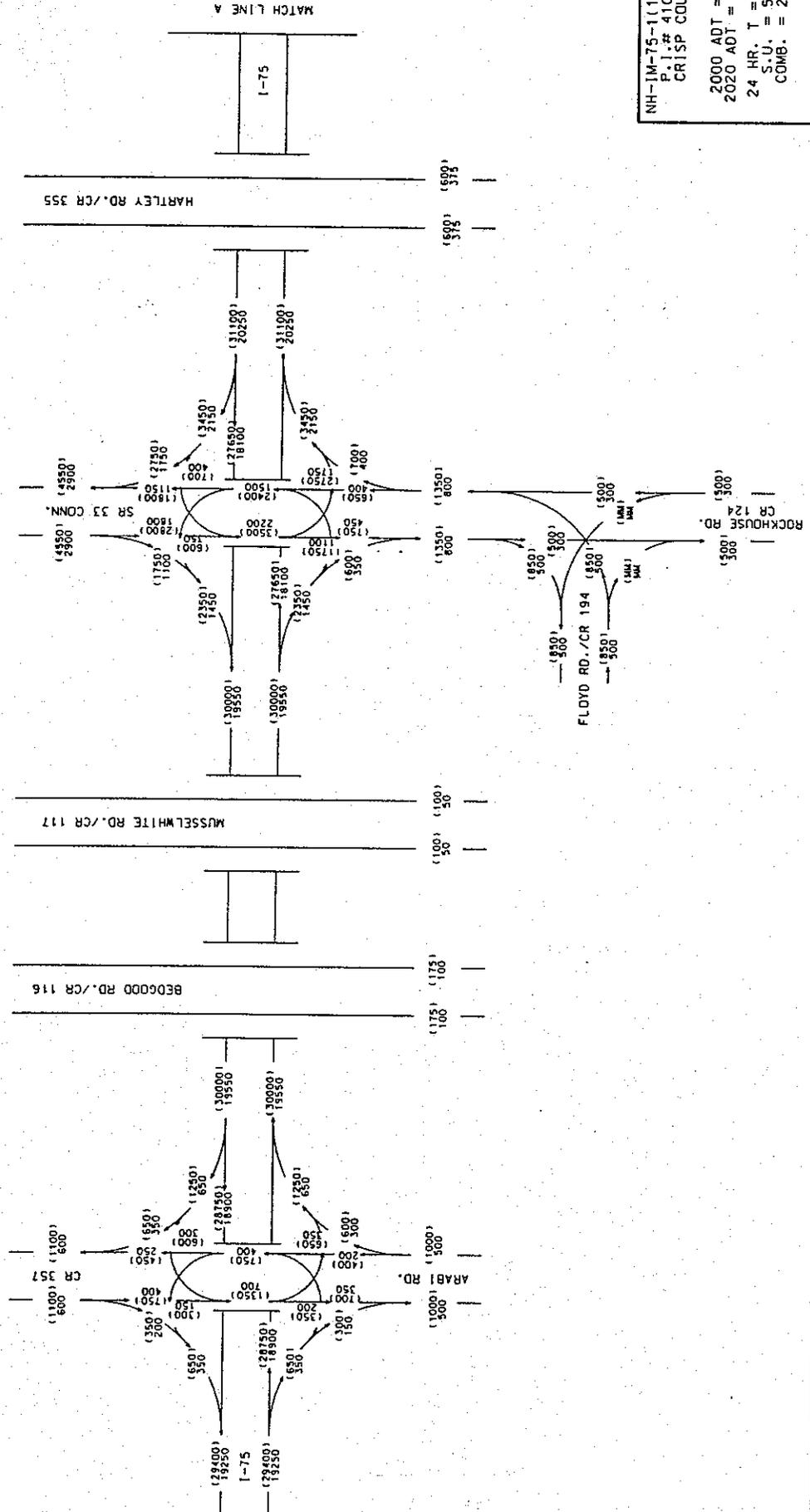


NH-1M-75-1(215) &
(157) P.I.# 410245
& 410250
TURNER/CRISP COS.

2022 AM DHV = 000
2022 PM DHV = (000)

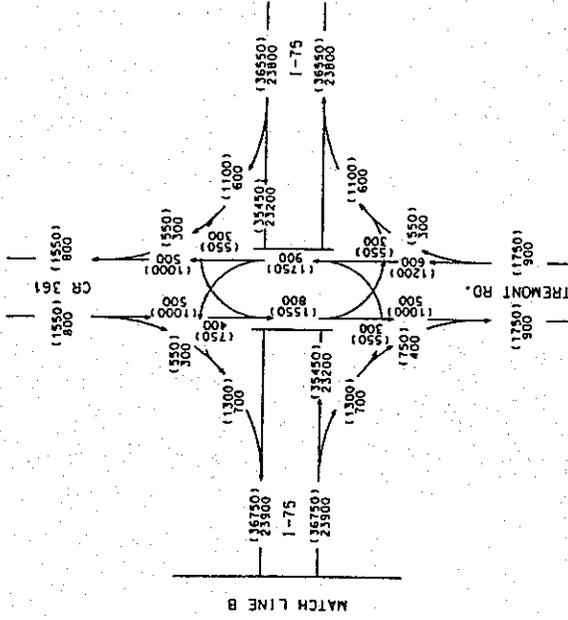
T = 22%

REL
4/756

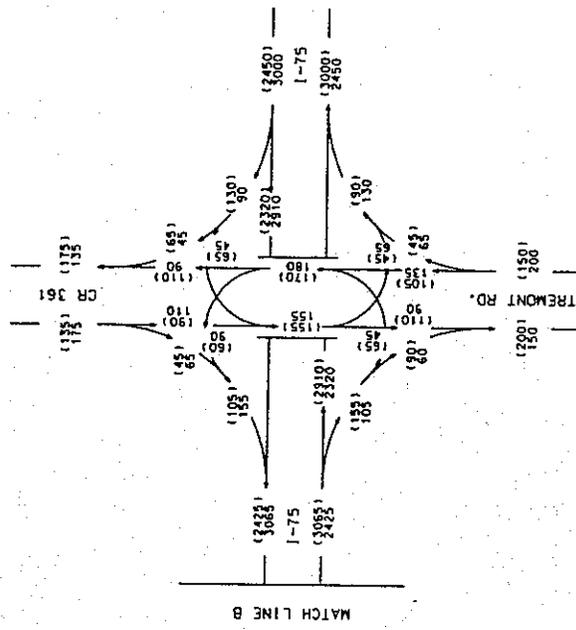


NH-1M-75-1(156)CT 1
P.I.# 410260
CRISP COUNTY
2000 ADT = 000
2020 ADT = (000)
24 HR. T = 30%
S.U. = 5%
COMB. = 25%
RCL
3/96

2000 ADT = 000
2020 ADT = (000)



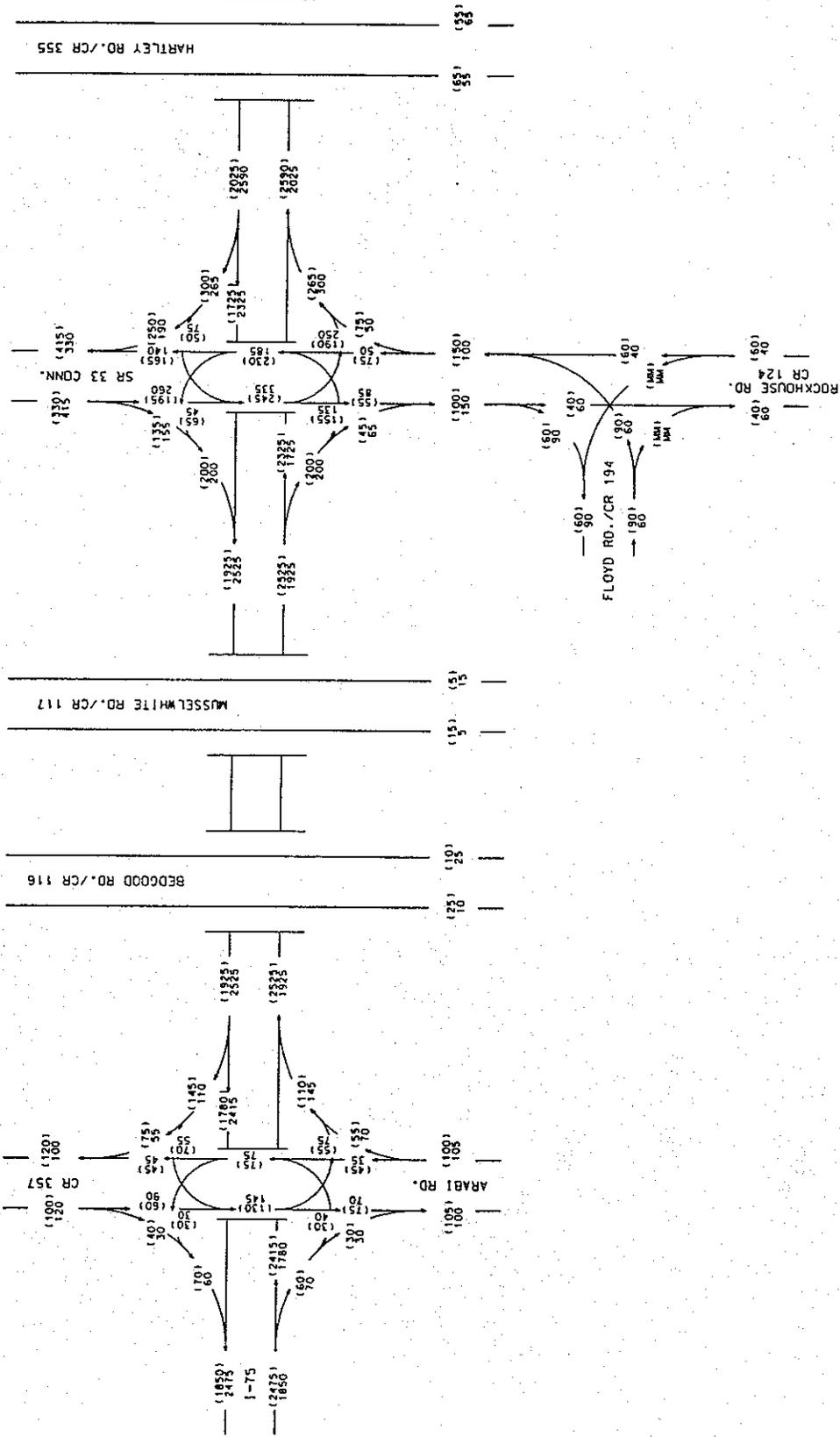
2020 AM DHV = 000
2020 PM DHV = (000)



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

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

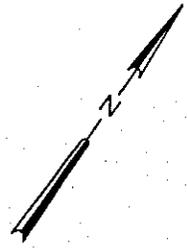
RDL
3/98



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

PROPOSED I-75/CR 252 INTERCHANGE
PHASE II

DIAMOND INTERCHANGE



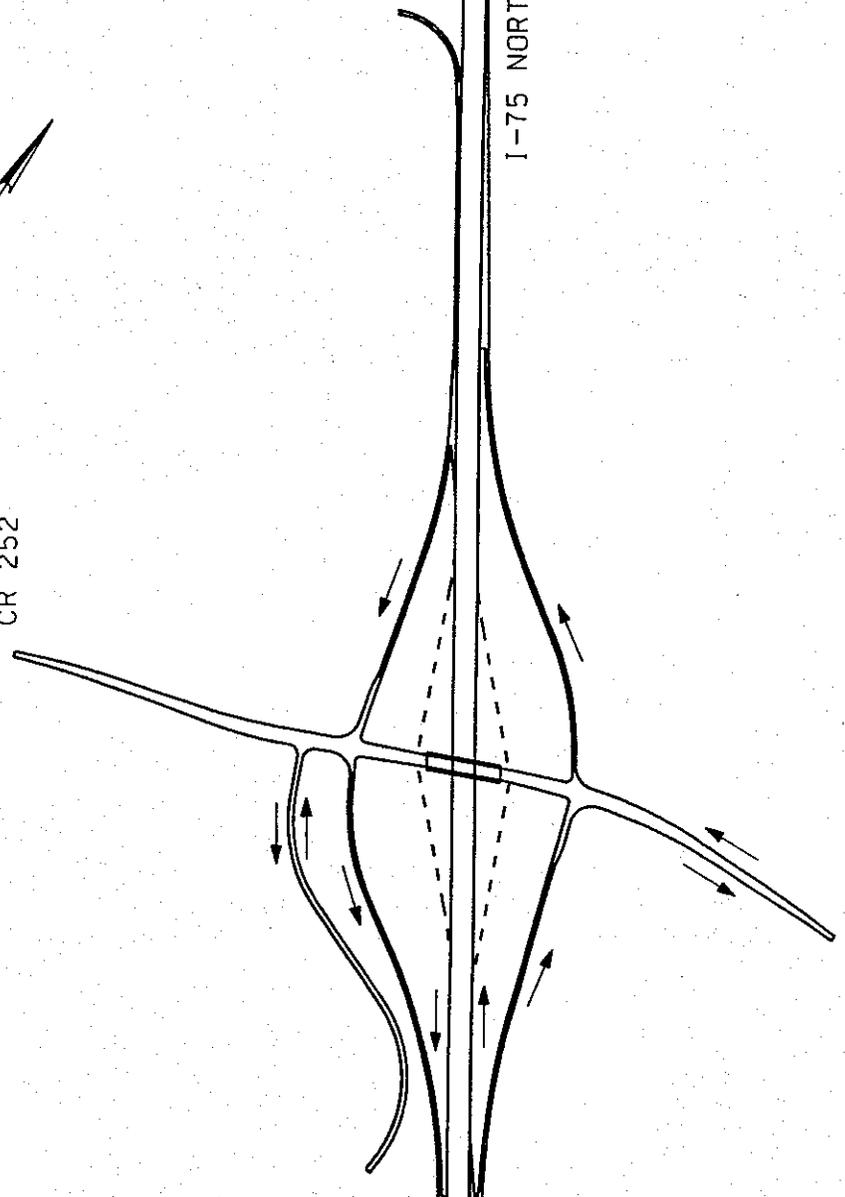
CR 252

I-75
SOUTH
BOUND

I-75 NORTH BOUND

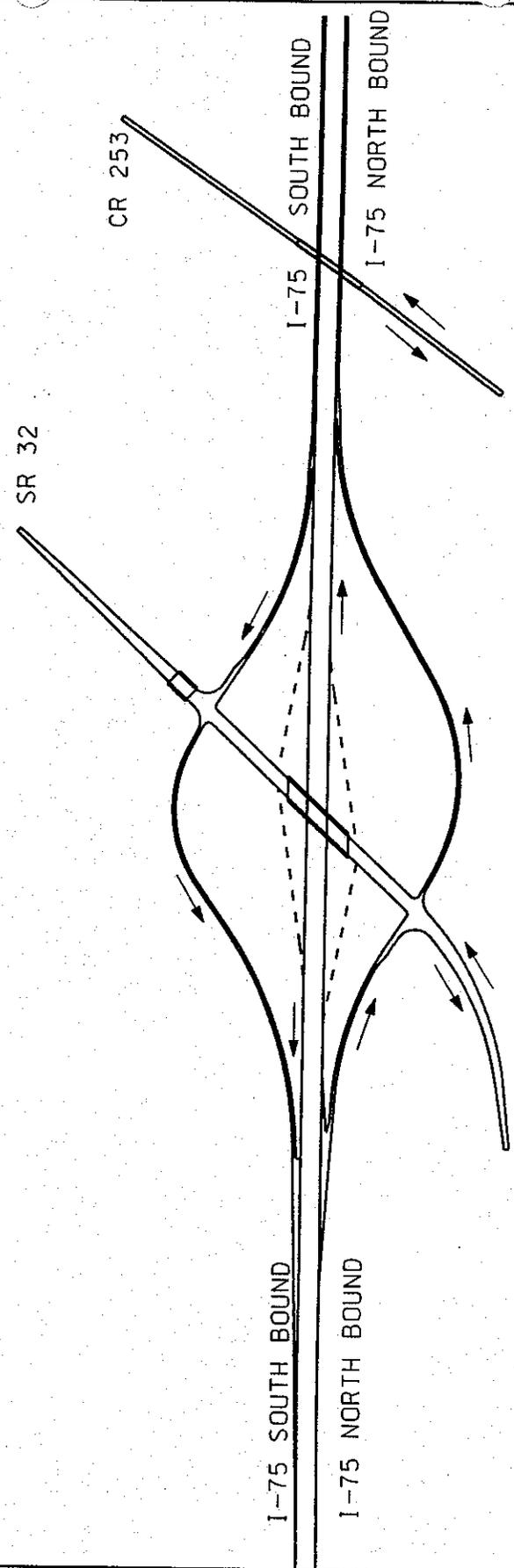
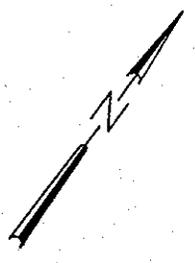
I-75 SOUTH BOUND

I-75 NORTH BOUND

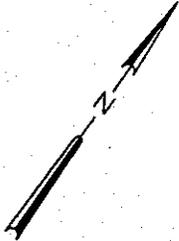


PROPOSED I-75/SR 32 INTERCHANGE
PHASE II

ALTERNATE A
PREFERRED/RECOMMENDED
DIAMOND INTERCHANGE



PROPOSED I-75/SR 32 INTERCHANGE
PHASE II
ALTERNATE B
PARTIAL CLOVERLEAF INTERCHANGE



SR 32

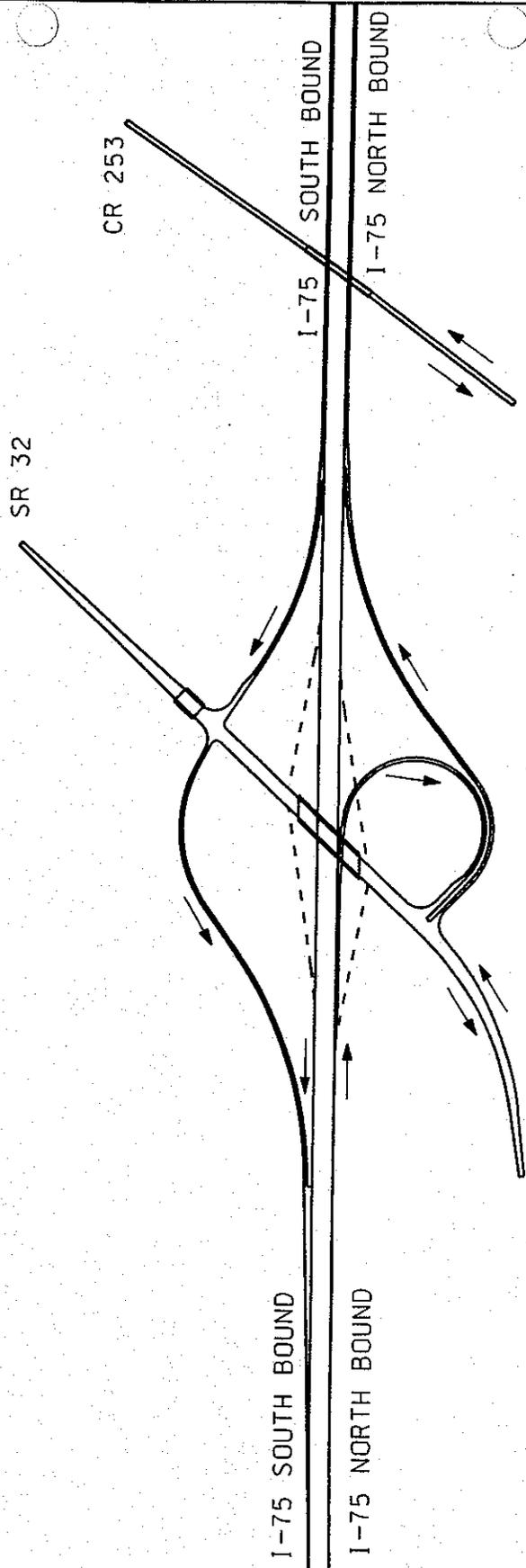
CR 253

I-75 SOUTH BOUND

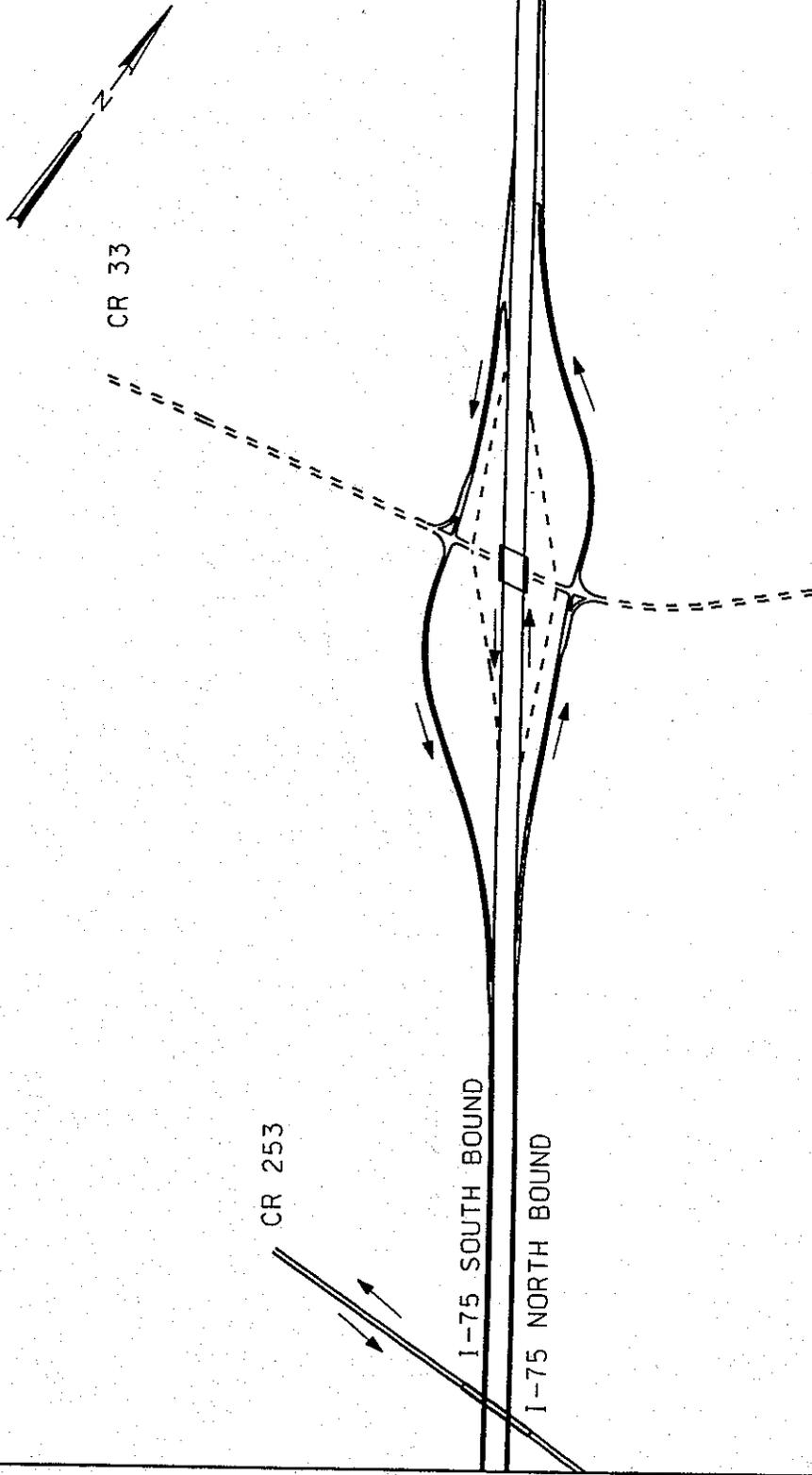
I-75 NORTH BOUND

I-75 SOUTH BOUND

I-75 NORTH BOUND



PROPOSED I-75/CR 33 INTERCHANGE
PHASE II
DIAMOND INTERCHANGE



PROPOSED I-75/SR 112 INTERCHANGE
PHASE II

DIAMOND INTERCHANGE



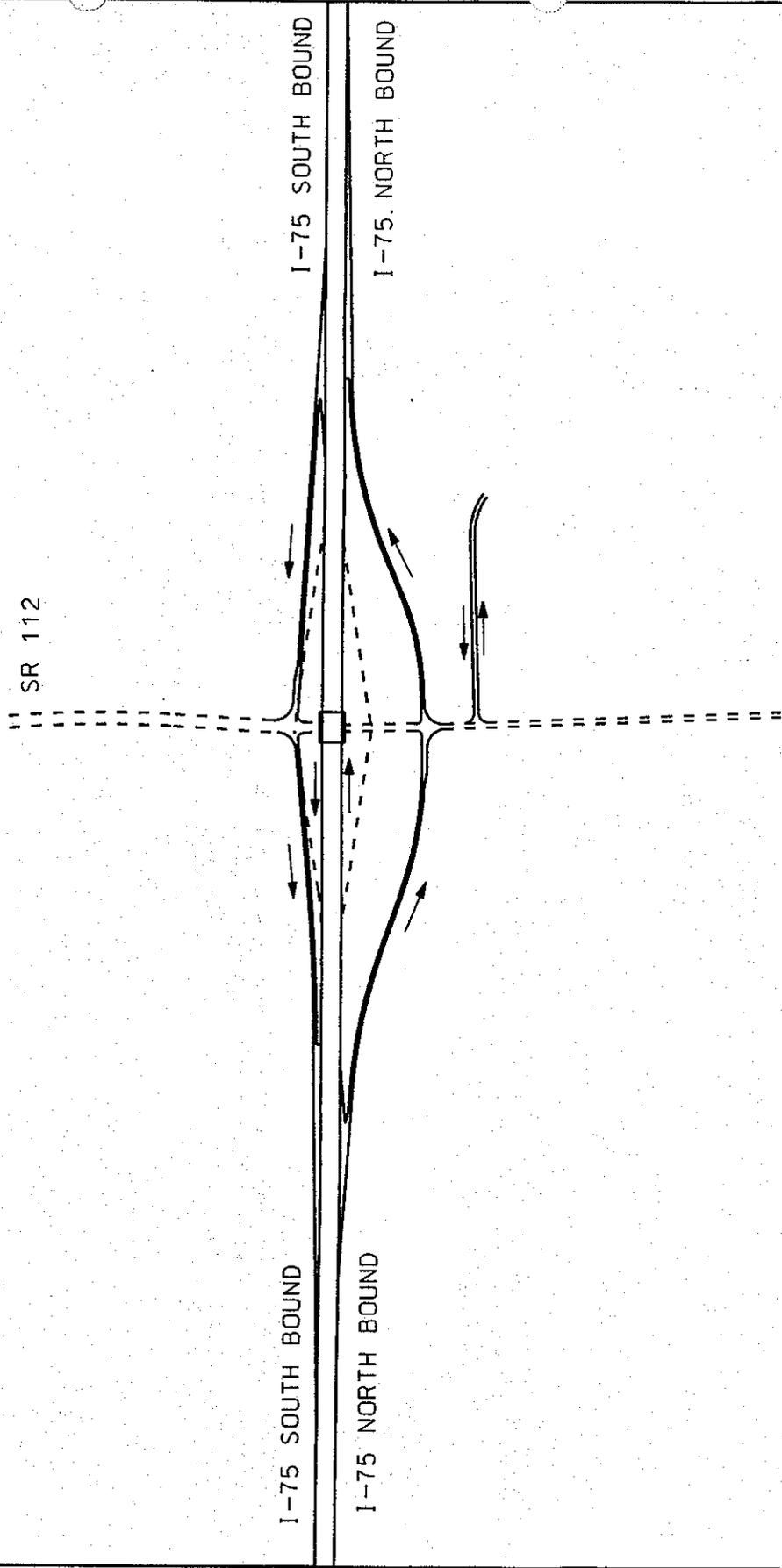
SR 112

I-75 SOUTH BOUND

I-75 NORTH BOUND

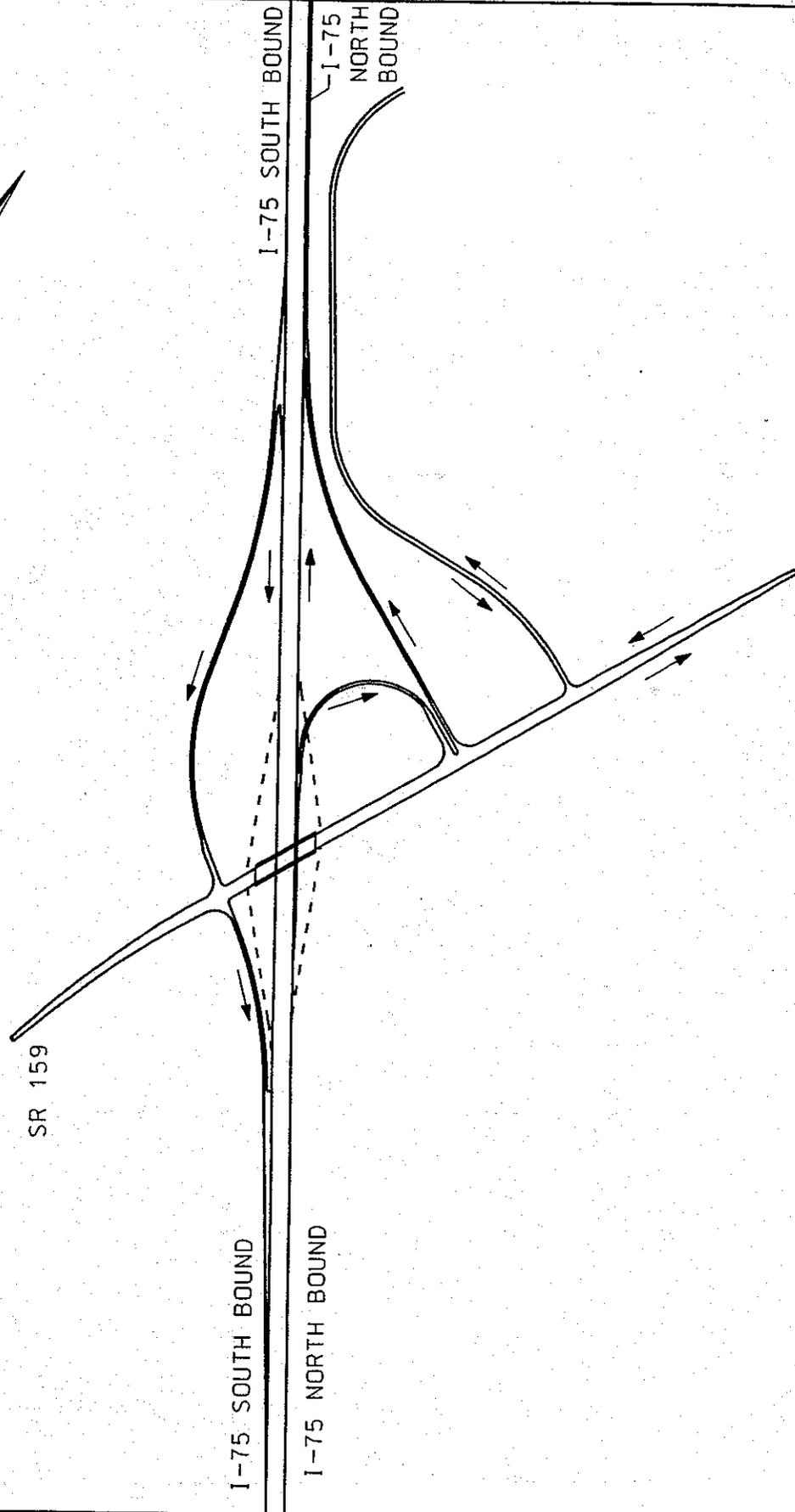
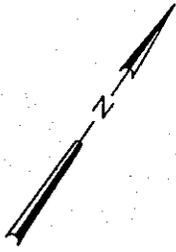
I-75 SOUTH BOUND

I-75 NORTH BOUND



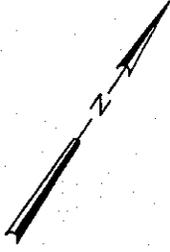
PROPOSED I-75/SR 159 INTERCHANGE
PHASE II

ALTERNATE A
PREFERRED/RECOMMENDED
PARTIAL CLOVERLEAF INTERCHANGE



PROPOSED I-75/SR 159 INTERCHANGE
PHASE II

ALTERNATE B
PARTIAL CLOVERLEAF INTERCHANGE



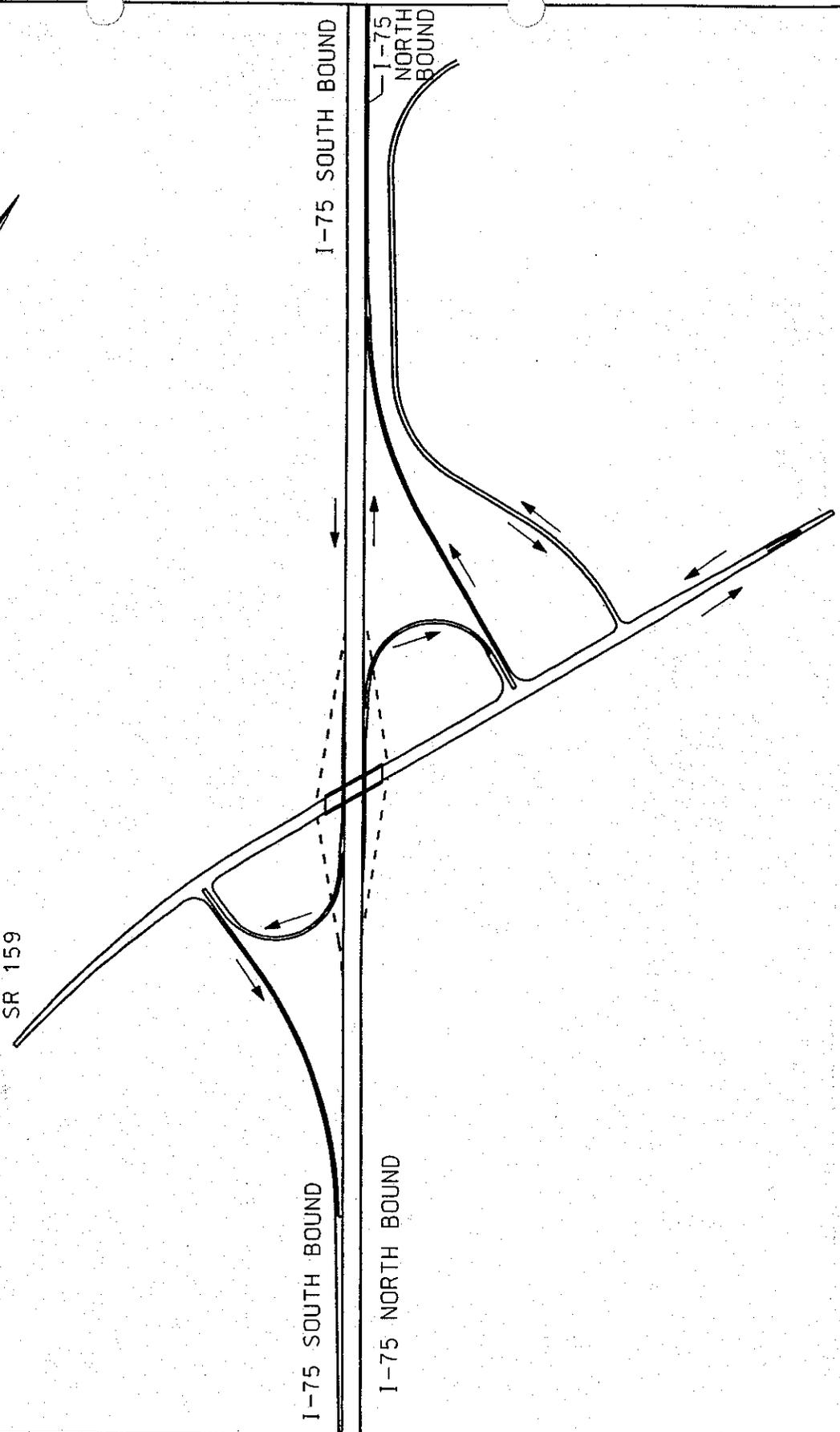
SR 159

I-75 SOUTH BOUND

I-75 NORTH BOUND

I-75 SOUTH BOUND

I-75 NORTH BOUND



**CONCEPT MEETING MINUTES
I-75 WIDENING AND IMPROVEMENTS
FROM TURNER COUNTY LINE TO SR 159**

Project Number NH-IM-75-1(215)

P.I. No. 410245

Turner County

March 2, 1999, 10:00 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. Crochet expressed concern with sight distance at the proposed ramp intersections. He said that the proposed ramps were set to meet stopping sight distance requirements for a multilane road. JJG will need to reevaluate the ramp location and determine if the proposed ramps will need to be moved due to intersection sight distance.
- 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.
- Mr. Mustin expressed concern with only jacking bridges to 16'-0". He stated that this area has a high truck volume and he recommended jacking the bridges to 16'-6". Mr. Crochet stated that the 16'-0" met AASHTO requirements and Mr. Leoni said he would review this with the bridge department.
- Mr. Gaskins said the District Utilities office is waiting on plots to prepare cost estimates.
- Mr. McMillan stated that there were power lines located in the area between Exit 26 through Exit 29. He asked if EMC would be reimbursed for moving the poles. Mr. Leoni stated that EMC would be only reimbursed for poles moved off the EMC's easement, not for poles moved off of the state's right-of-way. He also stated that preliminary plans should take

around a year. Mr. McMillan indicated that EMC had some projects scheduled for the next six months to a year in these areas. Mr. Sheffield recommended that the EMC contact Emory Giddens-District Utilities or Donny Murphy to coordinate the projects.

- Mr. Gay expressed concern with the vertical and horizontal clearance, especially at SR159 since problems could arise due to wide load truck, due to the very narrow horizontal clearances. Mr. Mayo mentioned that the FHWA had looked at this problem and while it is more narrow than normal, it is within acceptable limits.
- Ms. Scott indicated the project is scheduled for 2001. She indicated that funding is low and could affect the scheduling of the project. She also stated that the approved concept report would need to indicate the two phases of the project, any interchanges that would be broken up into their own project and the timeframe between Phase I and Phase II.
- Mr. Mustin stated that the accident histories were needed for the areas where there are horizontal clearance design exceptions.
- Mr. Mustin inquired about the environmental impacts. Mr. Gaskins stated that in Phase I the only foreseeable environmental impacts would be wetland impacts and Phase II there would be additional wetland impact. Mr. Crochet stated these impacts will be in the concept report. Mr. Mustin expressed concern that the FHWA would not see Phase I as a categorical exclusion.
- Mr. Mustin inquired about the use of overlay in the area and if the pavement section shown was thick enough. Mr. Watson stated that a pavement analysis has not been performed yet. He indicated that a thicker section might be needed, similar to the pavement section on I-475. Mr. Crochet stated that a life cycle analysis had been done using a 4" section and the overlay option appeared to be the best. Mr. Crochet stated that if the overlay depth is changed, that JIG would re-examine the vertical clearances. Mr. Mustin also expressed concern about the condition of the existing sub-grade and base. He said that GDOT has been having problems with the paving in other areas of interstate. He recommended looking into removing the existing two lanes and replacing all the lanes. Mr. Watson is currently looking at this option.
- Mr. Mustin stated that a value-engineering study might be needed since the total cost is over \$25 million. Ms. Scott asked about breaking the project down into smaller projects. Mr. Mustin stated FHWA does not usually allow that, and they like to look at the entire corridor as one group.
- Mr. Peteet stated that right-of-way cost has been estimated based on the old layouts. He will provide JIG with the updated right-of way cost after he receives the new layouts. Mr. Crochet requested that the right-of way cost be separated out into the east side and west side of the interchange for ease of cost estimating and breaking out of the alternatives.
- Mr. Estes recommended that conduit for ATMS system be extended the length of the project.
- Mr. Sheffield asked about the need for walls at Exit 28 – East Washington Avenue SR112. Mr. Crochet stated that JIG would look into the need for walls. Mr. Mustin stated that the value engineering study would also consider this.
- Mr. Sheffield expressed concern with the northbound exit ramp at Exit 28 – East Washington Avenue SR112. He asked if it would be possible to avoid the house in the southeast quadrant. There is a well on that property which irrigates the field next to the house and would be hard to replace. Mr. Mustin replied that the Right-of-Way office will consider this.

- Mr. Sheffield stated that the most impacted property owner, China Family Properties, preferred the diamond ramp configuration on Exit 29 - SR159. Mr. Mayo stated that Turner County also preferred the diamond ramp. Mr. Sheffield also stated that one of the impacted ponds was used for sewage.
- Mr. Reason asked about the phasing of the auxiliary lanes. Ms. Hodges stated that the auxiliary lanes between the interchanges would occur in Phase II, and the construction of the auxiliary lanes for the rest areas would occur in Phase I.
- Mr. Crochet asked if the shoulder on I-75 would be full depth. Mr. Leoni assumed that it would be but he would have to verify it.
- Mr. Gay recommended that the crossroads be two lanes with flare out for the left turn lanes instead of the section with two lanes hatched out. He said that he is concerned with the maintenance of the striped out areas. Mr. Crochet stated that the median was needed to establish the limit of access.
- Mr. Leoni concluded the meeting.

In Attendance:

<u>Name</u>	<u>Organization</u>	<u>Phone No.</u>
Joe Leoni	GDOT-Road Design	404-656-5390
Greg Mayo	GDOT-Road Design	404-656-5180
Rick Reasons	GDOT-Road Design	404-657-9756
Angel Haskins	GDOT-Road Design	404-657-9756
Ulysses Mitchell	GDOT-Planning	404-656-5560
Reba Scott	GDOT-Programming	404-651-7043
Ken Estes	GDOT-Traffic Operations	404-635-8125
Stan Peteet	GDOT-Right of Way	770-986-1009
Donald E. Watson	GDOT-Materials & Research	404-363-7521
Bobby Mustin	GDOT-Engineering Services	
Joe W. Sheffield	GDOT-Tifton-Preconstruction	912-386-3200
Danny P. Gay	GDOT-Tifton-Traffic Operations	912-386-3435
Don Gaskins	GDOT-Tifton	912-386-3043
Michael McMillan	Irwin EMC Ocilla	912-468-7415
Allen Green	Irwin EMC Ocilla	912-468-7415
Tommy Crochet	Jordan Jones & Goulding	770-455-8555
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(215)/Turner County
P.I. No. 410245

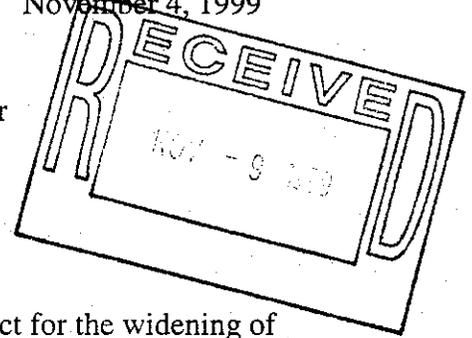
Office: Traffic Operations
Atlanta, Georgia

Date: November 4, 1999

From: *M. G. Waters, III*
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 Tift County line, proceeding 11.3 miles in a northern direction to just north of SR 159. 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 70mph. There are five interchanges to be reconstructed, Inaha Road(Exit 25), SR 32(Exit 26), Busey Road(Exit 27), SR 112/Washington Avenue(Exit 28) and SR 159(Exit 29). These will be designed to accommodate a future eight lane typical section for I-75.

The crossroads within this corridor has experienced a number of accidents during the study years of 1995, 1996 and 1997. While the accident rate is slightly lower than the statewide average for rural interstates, the injury rate is higher, and the fatality rate for study years 1995 and 1996 is as much as eight times higher than the statewide average.

During the construction of Phase I a design exception will be required for sub-standard horizontal clearance at Carter Road, Inaha Road, Robert Davis Road, SR 32, Denham Road, Airport Road and SR 159. However, the exception will not be needed for Inaha Road, Robert Davis Road, SR 32, Denham Road and SR 159, 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. The interchange crossroads will provide, at least, four lanes, state routes with a 20 foot raised median and 4 foot paved outside shoulders. SR 32 will have 4 foot bike lanes. 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 statement, 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 Turner County Line to SR 159

Project Number NH-75-1(215)
P.I. No. 410245
Turner County

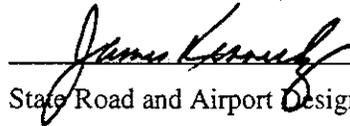
FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401

Date of Report: June 1999

RECOMMENDATION FOR APPROVAL

10-26-99

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.

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

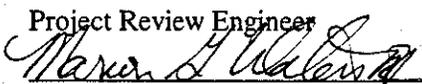
District Engineer

DATE

Project Review Engineer

11-5-99

DATE



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 Turner County Line to SR 159

Project Number NH-75-1(215)
P.I. No. 410245
Turner County

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

Date of Report: June 1999

RECOMMENDATION FOR APPROVAL

10-26-99

DATE

James 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

11/14/99
DATE

State Traffic Operations Engineer

Paul V. Hiles 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 Turner County Line to SR 159

Project Number NH-75-1(215)
P.I. No. 410245
Turner County

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

Date of Report: June 1999

RECOMMENDATION FOR APPROVAL

10-26-99

DATE

James 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.

12-1-99

DATE

Marta P. Rosen
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 Turner County Line to SR 159

Project Number NH-75-1(215)
P.I. No. 410245
Turner County

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

Date of Report: June 1999

RECOMMENDATION FOR APPROVAL

10-26-99
DATE

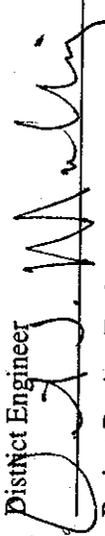
State Road and Airport Design Engineer

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.

DATE
State Transportation Planning Administrator

DATE
State Transportation Programming Engineer

DATE
State Environmental/Location Engineer

11/4/99
DATE

District Engineer
Project Review Engineer

DATE
State Traffic Operations Engineer

DATE
State Bridge & Structural Engineer

REVISION REQUEST
for the
CONSTRUCTION WORK PROGRAM

VDP

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 TURNER Project No. Type Work
P.I. No.

NH-IM-75-1 (215) WIDENING
410245

Description: I-75 FM THE TIPT COUNTY LINE TO SR 159

Project Length = 11.07 Miles

FUNDING INFORMATION

Estimated Cost (\$1,000's)	DOT Share	Other Share	Fiscal Year	Cong. District	Field District
PE	\$0				
ROW	\$3,000		1997	8	4
CONST	\$23,000	\$0	1999	0	
Fund 1	= 315				
Fund 2	= 315				

REASON FOR REVISION:

Requested by the State Road Design Engineer

F. L. D.
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED

APPROVED BY
Director of

JAN 2 1993

Planning and
Programming

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 Turner Project No. P.I. No.

NH-IM-75-1 (215)
410245

WIDENING

Description: I-75 FM THE TIFT COUNTY LINE TO SR 159

Project Length = 11.07 Miles

FUNDING INFORMATION

Estimated Cost (\$1,000's)	DOT Share	Other Share	Fiscal Year	Cong. District	Field District
PE	\$0				
ROW	\$3,000		1997	8	4
CONST	\$23,000	\$0	1999	0	

Fund 1 = 315
Fund 2 = 315

REASON FOR REVISION:

Requested by the State Road Design Engineer

F. L. D.
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED

APPROVED BY
Director of

JAN 9 1993

Planning and
Programming

DISTRICT FOUR
TRANSMITTAL

TO: Roland Hinners
State Road & Airport Design Engineer

DATE: 12-14-92
PROJECT: NH IM-25-1 (215)
COUNTY: TURNER

P.I. NO.: 410245
DESCRIPTION: I-75 FM THE TIFT
CO LINK TO SR 159 @ ASHQUEN

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

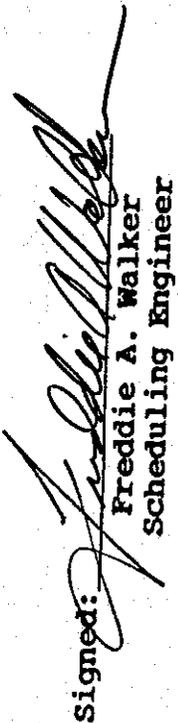
These are transmitted as check below:

- As requested For your use For approval For review & comment
- For revision

REMARKS: NEW SCHEDULE - SPLIT FROM 410240

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
Scheduling Engineer

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: ADDITION TO THE PROGRAM

PROJECT DATA

County Turner
Project No. P.I. No. Type Work
NH-IM-75-1 (215) 410245 WIDENING

Description: I-75 FM THE TIFT COUNTY LINE TO SR 159

Project Length = 11.07 Miles

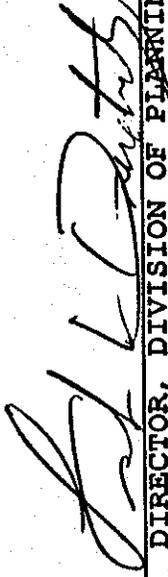
FUNDING INFORMATION

Estimated Cost (\$1,000's)	DOT Share	Other Share	Fiscal Year	Cong. District	Field District
PE \$183			1995		
ROW \$5,700			1997	2	4
CONST \$12,200	\$12,200	\$0	1999		

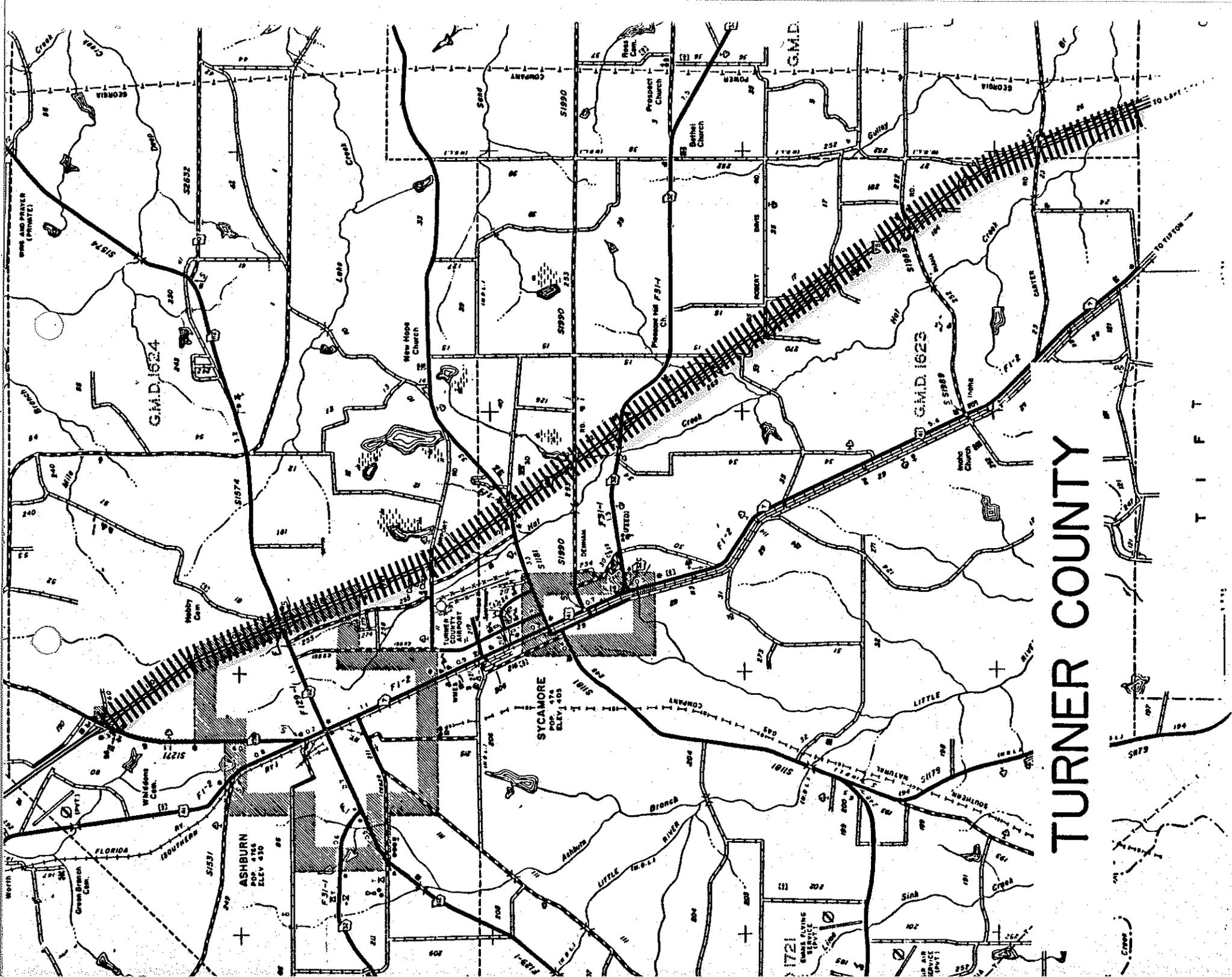
Fund 1 = 315
Fund 2 = 315

REASON FOR REVISION:

This project is split from NH-75-1(158), PI # 410240 as requested by the State Road Design Engineer.



APPROVED _____
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING



TURNER COUNTY

T I F T

11-15-1(25) P.I. NO. 410245

1996

LENGTH 11.01 MI
R/W PARCELS 30 ±

DESCRIPTION: I-75 FM

S.R. 159 @ AS

ACTIVITY/EVENT	1996																																							
	January					February					March					April					May					June					July					August				
	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		
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																																								

NR

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

PROJECT NO. NHMA-75-(215)

COUNTY TURNER
P.I. NO. 410245

PROJECT SCHEDULE
1998

LENGTH _____
R/W PARCELS _____

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				
	JAN.					FEB.					MARCH					APRIL					MAY					JUNE					JULY					AUG.				
	5	12	19	26	2	9	16	23	2	9	16	23	30	6	13	20	27	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	31	7				
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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

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: ADDITION TO THE PROGRAM

PROJECT DATA

County TURNER Project No. _____ Type Work _____
P.I. No. _____ WIDENING

NH-IM-75-1 (215)
410245

Description: I-75 FM THE TIFT COUNTY LINE TO SR 159

Project Length = 11.07 Miles

FUNDING INFORMATION

Estimated Cost (\$1,000's)	DOT Share	Other Share	Fiscal Year	Cong. District	Field District
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ROW \$5,700			1997	2	4
CONST \$12,200	\$12,200	\$0	1999		

Fund 1 = 315
Fund 2 = 315

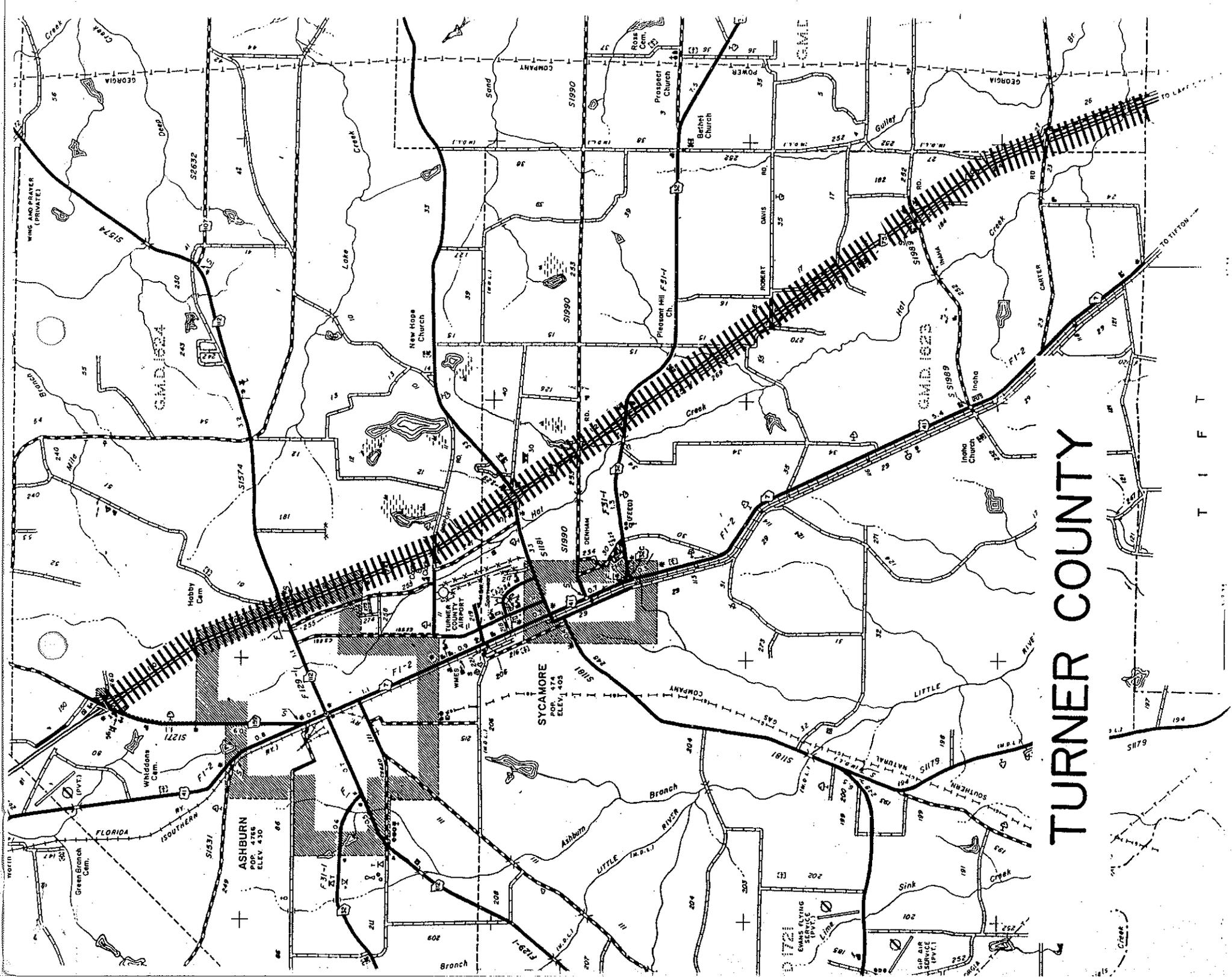
REASON FOR REVISION:

This project is split from NH-75-1 (158), PI # 410240 as requested by the State Road Design Engineer.

[Handwritten Signature]

APPROVED _____
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

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TURNER COUNTY

T I F T