

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** NH-IM-75-1(204) Cook County **OFFICE** Preconstruction  
P. I. No. 410510  
*CW Hutto* **DATE** January 5, 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 Keeper)  
Jerry Hobbs  
Herman Griffin  
Georgene Geary (ATTN: Michael Henry)  
Marion Waters  
Marta Rosen  
Paul Liles  
Don Mills  
Jim Kennerly  
David Crim  
FHWA



**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL HIGHWAY ADMINISTRATION**  
Georgia Division  
61 Forsyth Street, S.W., Suite 17T100  
Atlanta, Georgia 30303  
November 30, 1999

IN REPLY REFER TO  
**HTM-GA**

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

**Attention: Thomas L. Turner, Director of Preconstruction**

Subject: Project No. NH-IM-75-1(204), Cook County  
Concept Report

Dear Mr. Shackelford:

We have completed review of the subject report and offer one comment for your consideration. The concept report states 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 the combined four (4) I-75 phase I widening projects in Lowndes, Cook and Tift Counties, which could also affect the decision regarding the appropriate type of document.

Sincerely,

*Larry R. Dreihaupt*

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

Enclosure

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** NH-75-1(204) Cook County **OFFICE** Preconstruction  
P.I. No. 410510

**DATE** October 14, 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 Lowndes County line to just north of the SR 37 interchange 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>
Old Coffee Road Overpass	230' x 36.5' bridge	92.3
I-75 over Beaver Creek	Triple 7' x 4' culvert	76.0
Adel Quitman Road Overpass	190' x 32' bridge	91.3
I-75 over Unnamed Creek	Triple 5' x 4' culvert	----
I-75 over Unnamed Creek	Double 6' x 3' culvert	----
I-75 over Norfolk Southern Railroad	343' x 115.5' bridge	71.5
SR 37 Overpass	272' x 36.5'	59.9

Level of Service (LOS) for this section of I-75 is presently at a LOS "B". With a projected 60% increase in traffic by year 2016, the LOS will decrease to "D" if the additional lanes are not constructed. The base year traffic (1996) is 34,400 VPD and the design year traffic (2016) is 57,000 VPD. The posted and the design speed are 70 MPH.

**Project NH-75-1(204) Cook 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 Lowndes County line to just north of the SR 37 interchange, for a total of 7.90 miles.

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

NH-75-1(204) Cook

October 14, 1999

Bridge construction will be as follows:

1. I-75 over Beaver Creek      Extend existing culvert.
2. I-75 over Unnamed Creek    Extend existing culvert.
3. I-75 over Unnamed Creek    Extend existing culvert.
4. I-75 over Norfolk Southern    Widen existing bridge.

A design exception will be required for substandard horizontal clearances from the I-75 mainline to side barriers in front of bridge columns at Old Coffee Road, Adel Quitman Road, and SR 37. A design exception will also be required for substandard stopping sight distance at the South Georgia Railroad Overpass.

**NH-75-1(204) Cook County - Phase II** consists of widening I-75 from three lanes in each direction to four lanes in each direction for the entire project length of 7.90 miles.

The widening is proposed as follows: Construct a 14' outside shoulder (12' paved) northbound and southbound. Overlay the Phase I outside shoulders with a riding surface and open as the fourth lane, both northbound and southbound.

Interchange modifications are proposed for the CR 240/Old Coffee Road and CR 216/Quitman Road interchanges. Due to substandard lateral clearances from the edge of the existing I-75 lanes to the face of the bridge columns, the CR 240 and CR 216 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. The SR 37 interchange will be reconstructed as a separate project.

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 will be held; time saving procedures are appropriate for Phase I.

The estimated costs for this project are:

**NH-75-1(204) Cook County, Phase I**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$31,888,000	\$23,659,000	2004	03-07
Right-of-Way	----	\$ 6,600,000		
Utilities*	----	\$ 583,000		

Wayne Shackelford  
Page 3

NH-75-1(204) Cook  
October 14, 1999

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

NH-75-1(xxx) Cook County - Phase II

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$13,254,000	----	-----	LR(Proposed)
Right-of-Way	\$ 5,772,000	----		
Utilities*	\$ 571,000			

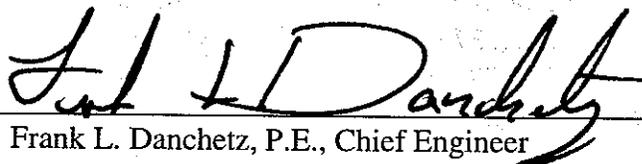
\*Cook County refused LGPA for utilities.

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

TLT:JDQ/cj

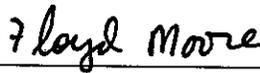
Attachment

CONCUR

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

\*

APPROVE

  
for Larry R. Dreihaupt, Division Administrator, FHWA

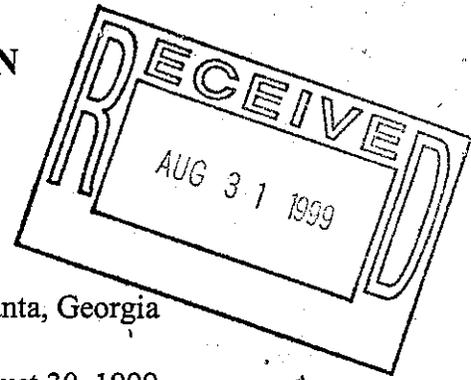
APPROVE

  
Wayne Shackelford, Commissioner

\* SUBJECT TO COMMENTS IN ATTACHED LETTER

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE



**FILE:** NH-75-1(204) Cook  
P.I. Number 410510

**OFFICE:** Atlanta, Georgia

**DATE:** August 30, 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 August 27, 1999 by the letter from James A. Kennerly dated August 19, 1999, and have no comment.

The costs for the project are:

	<u>Phase I</u>	<u>Phase II</u>
Construction	\$24,249,000	\$10,079,000
Inflation	\$ 3,637,000	\$ 1,512,000
E&C	\$ 2,789,000	\$ 1,159,000
Preliminary Engineering	\$ 1,213,000	\$ 504,000
Reimbursable Utilities	\$ 0	\$ 571,000
Right of Way	\$ 0	\$ 5,772,000

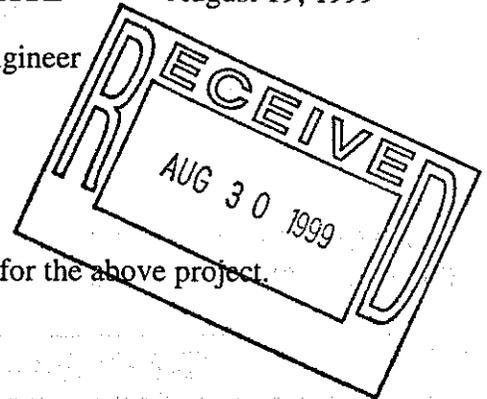
DTM

c: Jim Kennerly

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** NH-75-1(204) Cook County **OFFICE** Atlanta, Georgia  
PI No. 410510  
I-75 widening, from Lowndes Co. Line to just north of SR 37  
**DATE** August 19, 1999  
**FROM** *James A. Kennerly*  
James A. Kennerly, State Road and Airport Design Engineer  
**TO** Wayne Hutto, Assistant Director of Preconstruction  
**SUBJECT** Project Concept Report



Attached for your review and approval is the Project Concept Report for the above project.

If you have any questions, please contact this office.

JAK:GTM

Attachment

cc: Bob Mustin, w/attach.  
David Studstill, w/attach.  
Marion Waters, w/attach.  
Joe Sheffield, District Engineer, w/attach.  
Paul Liles, w/attach.

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

# PROJECT CONCEPT REPORT

## I-75 Widening and Improvements from Lowndes County Line to SR 37

Project Number NH-75-1(204)  
P.I. No. 410510  
Cook County

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

Date of Report: June 1999

### RECOMMENDATION FOR APPROVAL

6-27-99

DATE

James A. Kennedy  
Project Manager

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

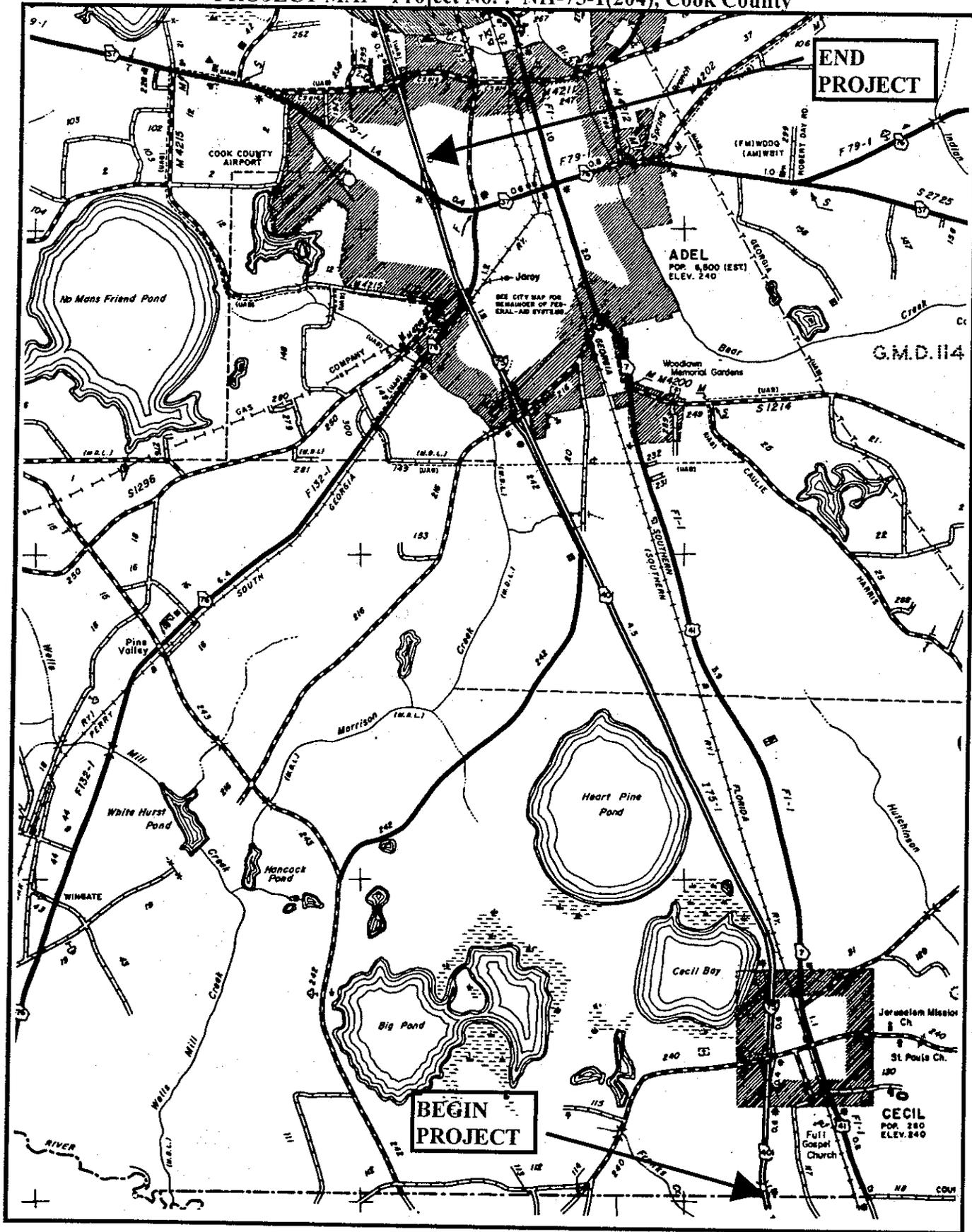
\_\_\_\_\_  
DATE

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

\_\_\_\_\_  
DATE

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

PROJECT MAP - Project No. : NH-75-1(204), Cook County



**PROJECT NUMBER: NH-75-1(204)**

**PROJECT LOCATION & DESCRIPTION**

This project is located in southern Cook County, beginning at the Lowndes County Line and just north of SR 37. 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 interchanges at CR 240-Old Coffee Road (Exit 8) with a diamond interchange and CR 216-Quitman Road (Exit 9) with a partial cloverleaf interchange having 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. [The SR 37 (Exit 10) interchange will be reconstructed as a separate project.]

PROJECT LENGTH: 7.9 miles

MILE POINT REFERENCE: BEGIN 0.0                      END 7.9

**TRAFFIC**

<b>CURRENT</b>		<b>PROJECTED</b>	
<u>YEAR</u>	<u>AADT</u>	<u>YEAR</u>	<u>AADT</u>
1996	34,400	2016	57,000

**ACCIDENT HISTORY**

<u>YEAR</u>	<u>Accident Rate</u>	<u>Injury Rate</u>	<u>Fatality Rate</u>
1994	N/A (108)	N/A (54)	N/A (0.67)
1995	57 (111)	40 (53)	0.75 (0.72)
1996	74 (116)	29 (55)	0.86 (1.01)

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

No accidents were recorded for Old Coffee Road (CR 240) in the vicinity of I-75 for the years 1994 through 1996.

Adel Quitman Road (CR 216) in the vicinity of I-75 experienced 2 accidents consisting of 1 injury and 0 fatalities for the years 1995 and 1996. No data was available for 1994 at this location. Accidents occurred at the I-75 NB ramp intersection.

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

NON-CA ( X )	EXEMPT ( )	SF ( )
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<b>PROJECT NEED &amp; PURPOSE</b>
See Attachments

<b>EXISTING ROADWAY</b>
TYPICAL SECTION: Four 12' lanes, 40' depressed median, 10' paved outside shoulders, 4' paved inside shoulders
R/W WIDTH: 300'

POSTED SPEED	MAX DEGREE OF CURVE	MAX GRADE
70 mph	2° 00'	3.0 %

MAJOR STRUCTURES:	Length	Width	Struct. ID	Suff. Rating
1. Two lane bridge on Old Coffee Road (CR 240) over I-75	230'	36.5'	075-0019-0	92.3
2. Triple 7' x 4' bridge culvert over Beaver Creek	123'	21'	075-0020-0	76.0
3. Two lane bridge on Adel Quitman Road (CR 216) over I-75	190'	32.0'	075-0018-0	91.3
4. Triple 5' x 4' reinforced concrete box culvert	214'	15'		
5. Double 6' x 3' reinforced concrete box culvert	121'	12'		
6. Four lane bridge on I-75 over Norfolk Southern Railroad and SR 76 [includes 40' (12.2 m) median on structure]	343'	115.5'	075-0021-0	71.5
7. Two lane bridge on SR 37 over I-75	272'	36.5'	075-0004-0	59.9

**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')

3.0 %

**MAJOR STRUCTURES:**

Length

Width

Phase I

1. Extend Triple 7' x 4' bridge culvert over Beaver Creek

137'

21'

2. Extend Triple 5' x 8' reinforced concrete box culvert

206'

15'

3. Extend Double 6' x 3' reinforced concrete box culvert

138'

12'

4. Widen four lane bridge on I-75 over Norfolk Southern Railroad and SR 76 to six lanes

343'

127.8'

Phase II

1. Replace existing two lane bridge on Old Coffee Road (CR 240) over I-75 with four lane bridge with a 4' flush median

316'

74.1'

2. Replace existing two lane bridge on Adel Quitman Road (CR 216) over I-75 with four lane bridge with a 4' flush median

304'

74.1'

**PROPOSED RIGHT OF WAY**

R/W WIDTH: 300' Minimum

**DISPLACEMENTS**

Phase I	RES: 0	BUS: 0	M.H.: 0
Phase II	RES: 2	BUS: 6	M.H.: 25

TYPE OF ACCESS CONTROL: Limited

NUMBER OF PARCELS: Phase I - 0; Phase II- 45

**COORDINATION**

CONCEPT TEAM MEETING DATE: January 27, 1999

CONFORMS TO TIP/STIP: Yes

MEETS LOGICAL TERMINI REQUIREMENTS: Yes

P.A.R. MEETING: To be determined

LOCATION INSPECTION DATE: March 1999

PERMITS REQUIRED (4f,COE,404,etc.): 404, Corps of Engineers Nationwide Permit

LEVEL OF PUBLIC INVOLVEMENT: Public Hearing Scheduled Later

TIME SAVING PROCEDURES APPROPRIATE: Phase I - Yes; Phase II - No

LOCAL GOVERNMENT COMMITMENTS: LGPA – Cook County Refused

OTHER PROJECTS IN THE AREA: NH-75-1(203), Lowndes County - I-75 Widening from SR 133 to the Cook County Line; NH-75-1(205), Cook County - I-75 Widening from SR 37 to CR 246; IM-STP-75-1(193), Cook County, Reconstruction of I-75 Interchange at SR 37 in Adel

**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: Old Coffee Road (CR 240), Adel Quitman Road (CR 216), and SR 37. The required horizontal clearance is 14'. The proposed minimum horizontal clearances at these locations will respectively be 8.5', 7.5', and 7.2'. A Design Exception will be required for substandard stopping sight distance at the South Georgia Railroad overpass between the Adel Quitman Road (CR 216) and SR 37 interchanges.  
**PHASE II:** The Design Exceptions at: Old Coffee Road (CR 240) and Adel Quitman Road (CR 216) will no longer be required as these bridges will be reconstructed. (The Design Exception at SR 37 will no longer be required when Project IM-STP-75-1(193) is constructed.)

UNDERGROUND STORAGE TANKS: Phase I - None; Phase II - Not Determined

HAZARDOUS SITES: Phase I - None; Phase II - Not Determined

# **NEED AND PURPOSE**

## **Interstate 75, Cook County**

**NH-75-1(204)**

**P.I. 410510**

Project NH-75-1(204) is one of eight programmed projects to widen Interstate 75 to six lanes. The project begins at the Lowndes/Cook County Line. The project's north terminus is widening project NH-75-1(203), and it extends 7.9 miles to just north of State Route 37, which is the south terminus of widening project NH-75-1(205). Projects NH-75-1(203) and (205) will also be widened to six lanes.

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

The 1997 AADT for this section of I-75 is 34,300 vehicles with a 24-hour truck percentage of 24%. The AADT is projected to increase to 57,000 vehicles by the year 2017. During 1997, there were 37 accidents per 100 Million Vehicle Miles (MVMT) traveled along this stretch of interstate compared to a statewide average of 49 accidents per 100 MVMT.

The level of service along this section of I-75 is presently at a level "B". Without the addition of a third lane in each direction, the level of service will decrease to a level "D" before 2017. A third lane in each direction will help to maintain a "B" level of service, which will decrease to a level "C" by 2017.

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 site 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.

**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.

**ESTIMATED COST - PHASE I**

CONSTRUCTION:	\$24,248,656	RIGHT-OF-WAY:	\$0
E & C (10%) :	\$2,424,866	ACQUIRED BY :	GDOT
INFLATION :	\$3,822,194	UTILITIES :	\$0
		ADJUSTED BY :	GDOT
<b>TOTAL CONSTRUCTION COST:</b>		\$30,495,716	

**ESTIMATED COST - PHASE II**

CONSTRUCTION:	\$10,078,760	RIGHT-OF-WAY:	\$5,771,747
E & C (10) :	\$1,007,876	ACQUIRED BY :	GDOT
INFLATION :	\$1,588,665	UTILITIES :	\$570,710
		ADJUSTED BY :	GDOT
<b>TOTAL CONSTRUCTION COST:</b>		\$19,017,757	

**COMMENTS:**

1. The existing two lane bridge on Old Coffee Road (CR 240) over I-75 will have a vertical clearance of 15.61' 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
- Concept Team Meeting Minutes

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: NH-75-1(204)

COUNTY: Cook

DATE: June 15, 1999

ESTIMATED LETTING DATE: July 2001

PREPARED BY: J. Hodges

PROJECT LENGTH: 7.5 Miles

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

PROJECT COST		
	Phase I	Phase II
<b>A. RIGHT-OF-WAY:</b>		
1. PROPERTY (LAND & EASEMENT)	\$ -	1,582,028
2. DISPLACEMENTS: RES: 2, BUS: 6, M.H.: 25	\$ -	1,379,675
3. OTHER COST (ADM./COST, INFLATION)	\$ -	2,810,044
SUBTOTAL: A	\$ -	5,771,747
<b>B. REIMBURSABLE UTILITIES:</b>		
1. RAILROAD	\$ -	-
2. TRANSMISSION LINES	\$ -	-
3. SERVICES	\$ -	570,710
SUBTOTAL: B	\$ -	570,710
<b>C. CONSTRUCTION:</b>		
1. MAJOR STRUCTURES		
a. BRIDGES		
Grade Separations ( 3 )	\$ 255,450	2,774,200
Stream Crossings ( 1 )	\$ -	149,600
SUBTOTAL: C-1.a	\$ 255,450	2,923,800
b. OTHER		
Walls	\$ -	-
Box Culverts ( 2 ) (3-5'x4',2-6'x3')	\$ 46,767	-
Bridge Culverts ( 1 ) (3-7'x4')	\$ 27,510	-
SUBTOTAL: C-1.b	\$ 74,277	-
SUBTOTAL: C-1	\$ 329,727	2,923,800
2. GRADING AND DRAINAGE:		
a. EARTHWORK		
In Place Embankment	\$ -	-
b. DRAINAGE		
1) Cross Drain Pipe	\$ 1,085,316	260,117
2) Curb and Gutter	\$ -	231,622
3) Longitudinal System (include catch basins)	\$ -	54,126
SUBTOTAL: C-2.b	\$ 1,085,316	545,865
SUBTOTAL: C-2	\$ 1,085,316	545,865

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: NH-75-1(204)

COUNTY: Cook

DATE: June 15, 1999

ESTIMATED LETTING DATE: July 2001

PREPARED BY: J. Hodges

PROJECT LENGTH: 7.5 Miles

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

PROJECT COST					
				Phase I	Phase II
<b>3. BASE AND PAVING:</b>					
	Phase I	Phase II			
a. AGGREGATE BASE	222,734	59,372 Tons @ \$18.4		\$ 4,098,302	1,092,444
b. ASPHALT PAVING (Mainline & Cross-Roads):					
Drainage - Type D	17,226	- Tons @ \$49.4		\$ 850,975	-
Surface - SMA	34,457	- Tons @ \$46.2		\$ 1,591,925	-
Surface - Superpave	8,615	5,084 Tons @ \$38.75		\$ 333,826	197,004
Binder - SMA	-	- Tons @ \$44.77		\$ -	-
Binder - Superpave	126,347	6,778 Tons @ \$37.69		\$ 4,762,021	255,478
Base - Superpave	91,889	21,606 Tons @ \$35.93		\$ 3,301,584	776,315
Pavement Reinf. Fabric Strips	158,515	- Lane Ft @ \$2.83		\$ 448,597	-
SUBTOTAL: C-3.b				\$ 11,288,928	1,228,796
c. CONCRETE PAVING (Ramps)				\$ -	1,893,889
d. OTHER (Leveling, Tack Coat, Milling)				\$ 1,358,678	3,927
SUBTOTAL: C-3				\$ 16,745,907	4,219,055
<b>4. LUMP ITEMS</b>					
a. GRASSING				\$ 691,628	472,571
b. CLEARING AND GRUBBING				\$ 548,640	322,184
c. LANDSCAPING				\$ -	-
d. EROSION CONTROL				\$ 870,011	563,172
e. TRAFFIC CONTROL				\$ 301,477	158,123
SUBTOTAL: C-4				\$ 2,411,756	1,516,050
<b>5. MISCELLANEOUS:</b>					
a. LIGHTING				\$ -	-
b. SIGNING - MARKING - SIGNALIZATION				\$ 292,945	59,956
c. GUARDRAIL					
Single-Faced				\$ 79,162	15,641
Double-Faced				\$ -	-
Anchors				\$ 35,700	14,280
SUBTOTAL: C-5.c				\$ 114,862	29,921
d. SIDEWALK					
e. MEDIAN / SIDE BARRIER				\$ 1,266,919	7,774
f. MOVABLE BARRIER SECTION				\$ 90,000	-
g. ACCESS FENCE				\$ 180,249	-
h. BRIDGE JACKING				\$ -	-
i. APPROACH SLABS				\$ 76,754	142,529
j. REMOVAL					
Concrete Paving				\$ 2,611	435,200
Bridges				\$ -	167,050
SUBTOTAL: C-5.j				\$ 2,611	602,250
k. ATMS Conduit				\$ 1,494,842	-
l. OTHER				\$ 156,768	31,560
SUBTOTAL: C-5				\$ 3,675,949	873,990

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: NH-75-1(204)

COUNTY: Cook

DATE: June 15, 1999

ESTIMATED LETTING DATE: July 2001

PREPARED BY: J. Hodges

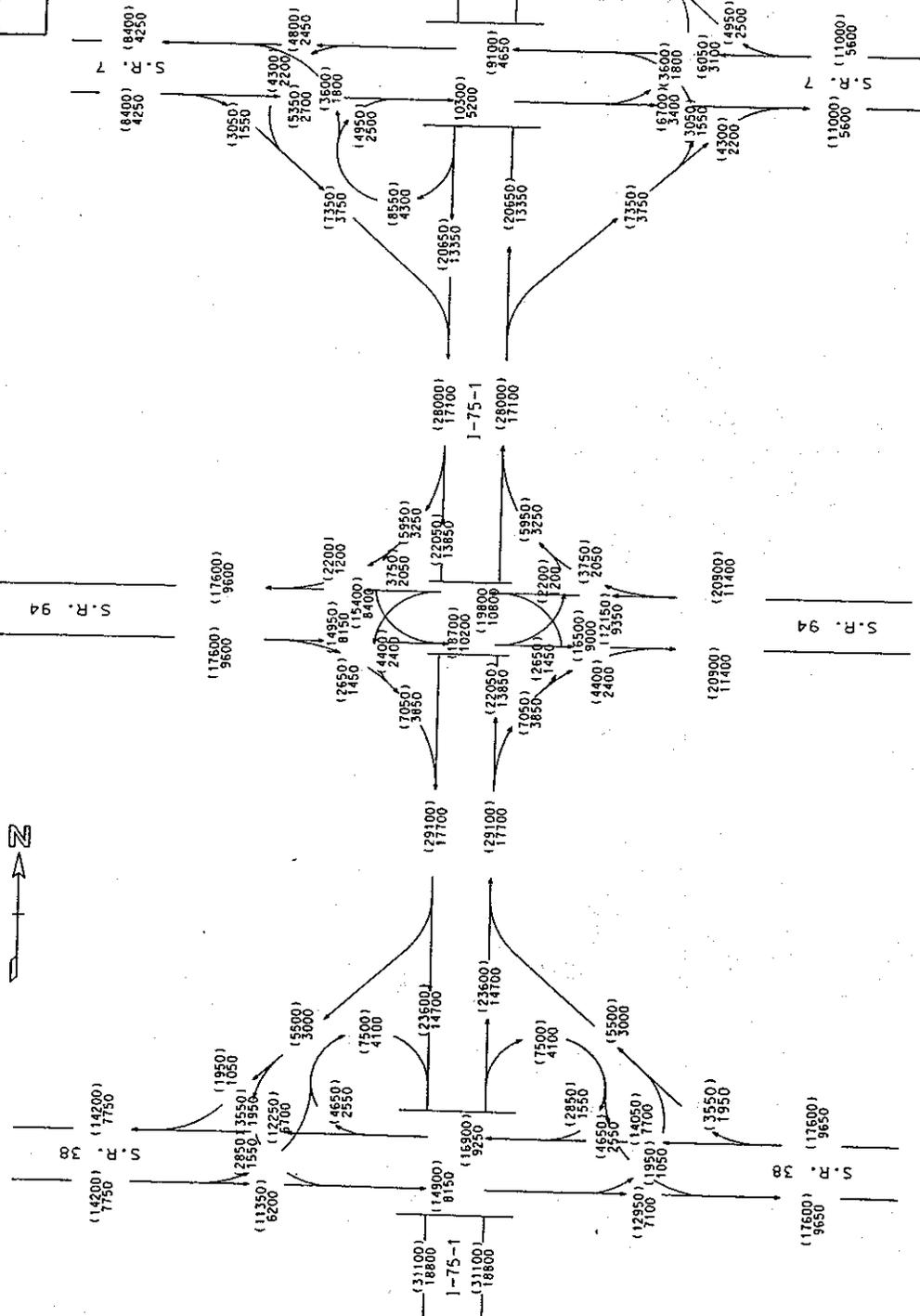
PROJECT LENGTH: 7.5 Miles

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

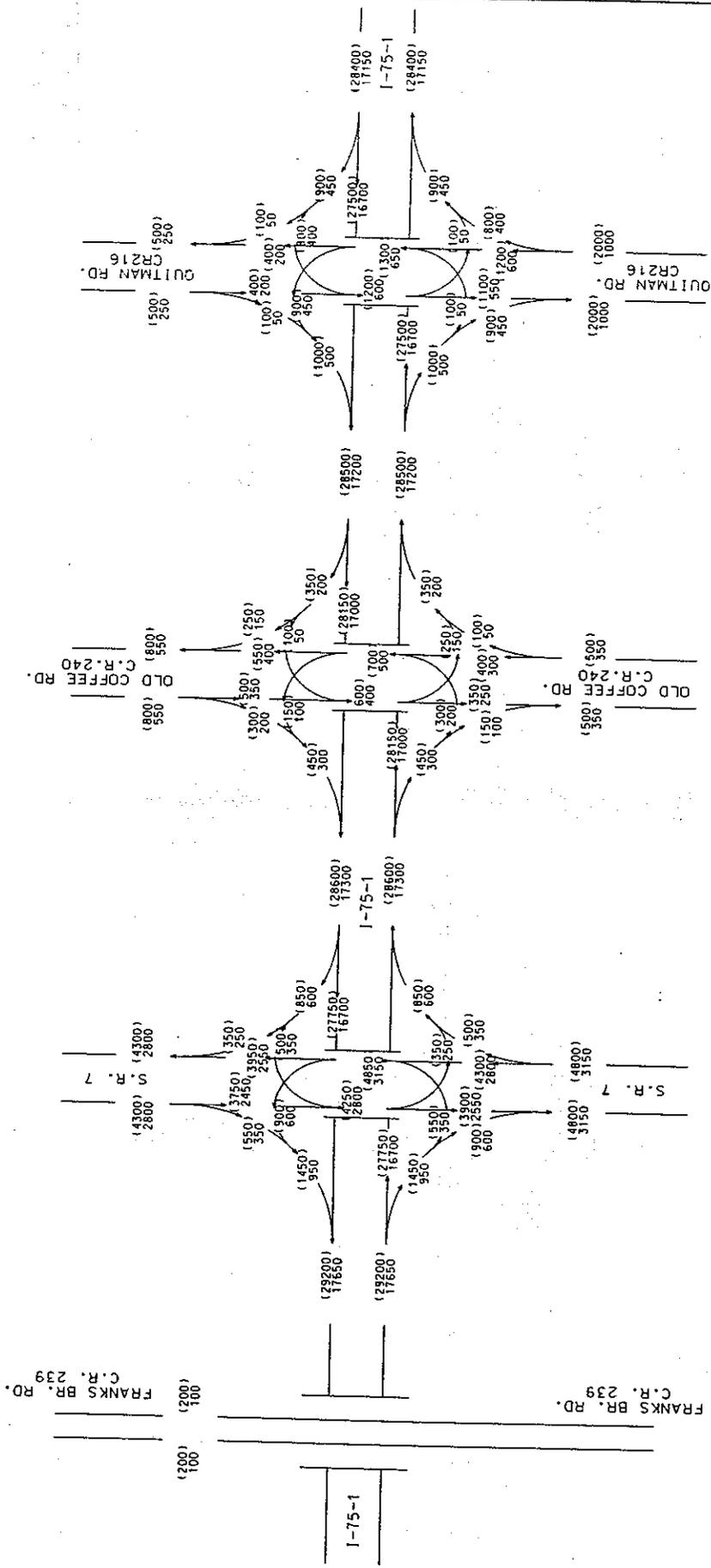
PROJECT COST		
	Phase I	Phase II
6. SPECIAL FEATURES		
SUBTOTAL: C-6	\$ -	-
<b>SUMMARY</b>		
A. RIGHT-OF-WAY	\$ -	5,771,747
B. REIMBURSABLE UTILITIES	\$ -	570,710
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 329,727	2,923,800
2. GRADING AND DRAINAGE	\$ 1,085,316	545,865
3. BASE AND PAVING	\$ 16,745,907	4,219,055
4. LUMP ITEMS	\$ 2,411,756	1,516,050
5. MISCELLANEOUS	\$ 3,675,949	873,990
6. SPECIAL FEATURES	\$ -	-
SUBTOTAL CONSTRUCTION COST	\$ 24,248,656	10,078,760
E. & C. (10%)	\$ 2,424,866	1,007,876
INFLATION (5% PER YEAR)	\$ 3,822,194	1,588,665
NUMBER OF YEARS	3	
TOTAL CONSTRUCTION COST	\$ 30,495,716	12,675,300
<b>GRAND TOTAL PROJECT COST</b>	\$ 30,495,716	19,017,757



GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION

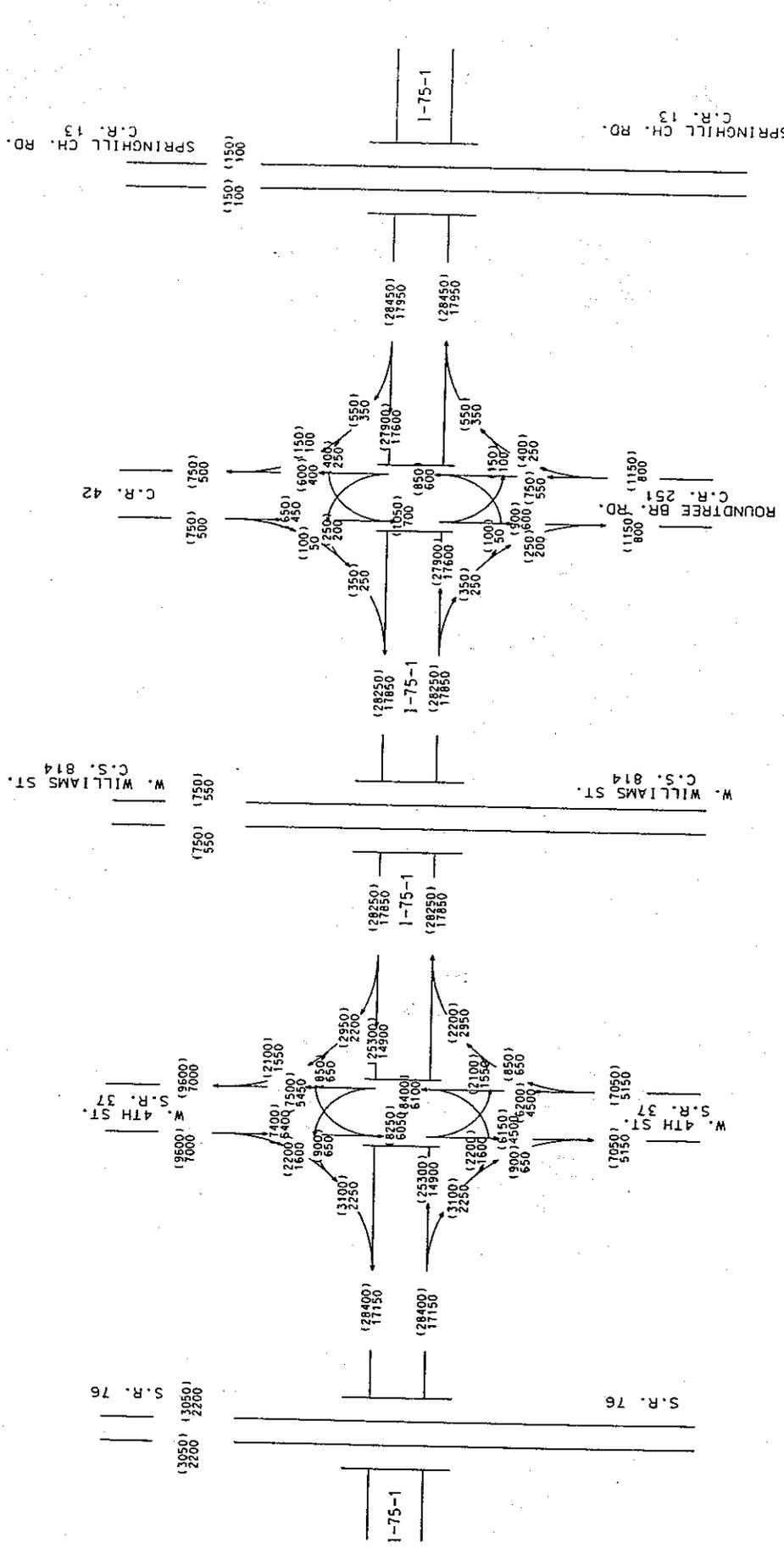


I-75-(184)(203)  
 (204)(205)(206)  
 P. I. # 410380, 410500  
 410510, 410520  
 410530  
 COUNTIES  
 LOWMEDES, COOK, TIFT  
 1996 ADI=000  
 2016 ADI=1000  
 24 HR. T=19%  
 S.U.=5%  
 COMB.=14%  
 MGS 2-92



I-75-1(184)(203)  
(204)(205)(206)  
P.I.# 410380, 410500  
410510, 410520  
410530  
LOWMEDES, COOK, TIFT  
COUNTIES  
1996 ADT=000  
2016 ADT=1000  
24 HR. I=19%  
S.U.=5%  
COMB.=14%

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION



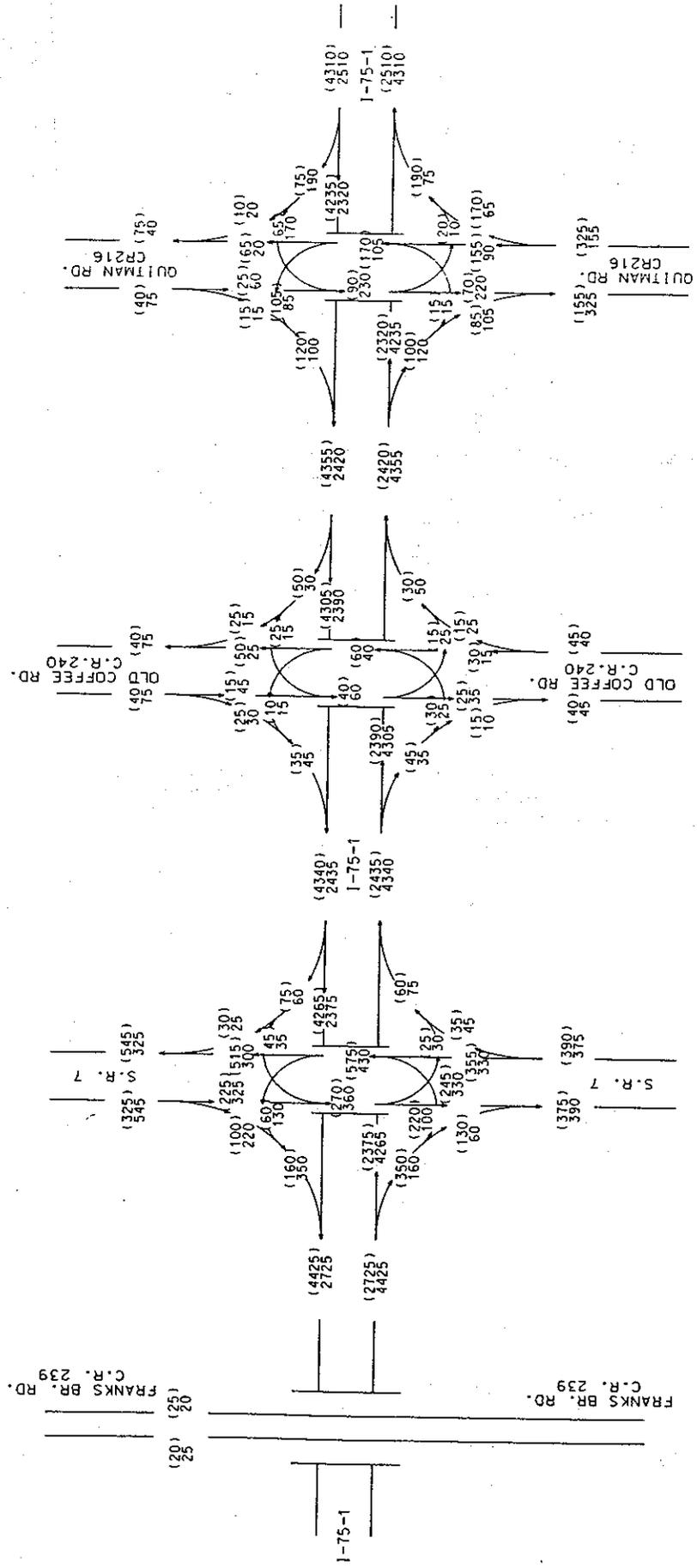
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 (204)(205)(206)  
 P.I.# 410380, 410500  
 410510, 410520  
 410530  
 LOWMEDE, CURR, TIFT  
 COUNTIES  
 1996 ADT=000  
 2016 ADT=6,000  
 24 HR. T=19%  
 S.U.=5%  
 COMB.=14%





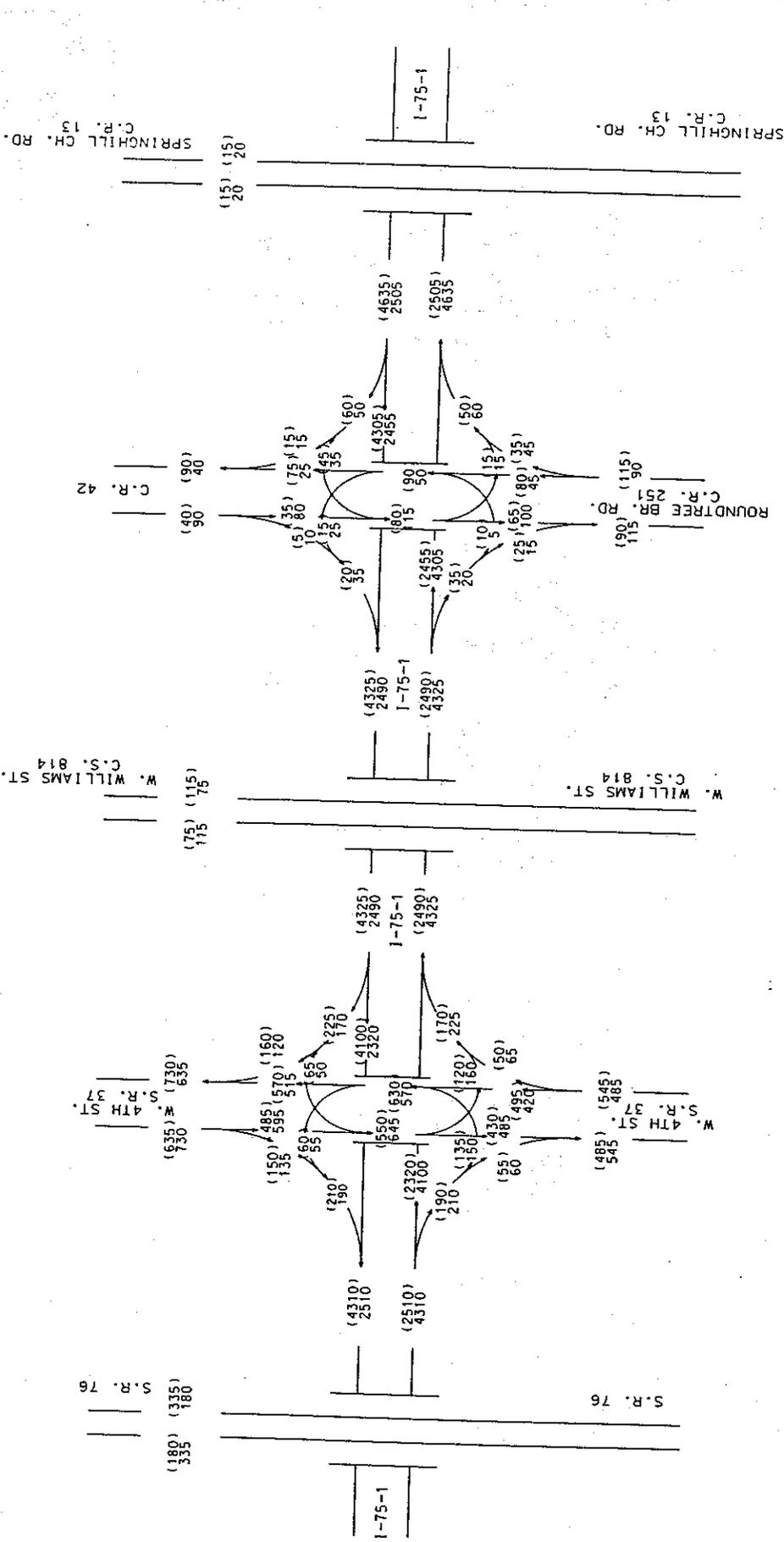






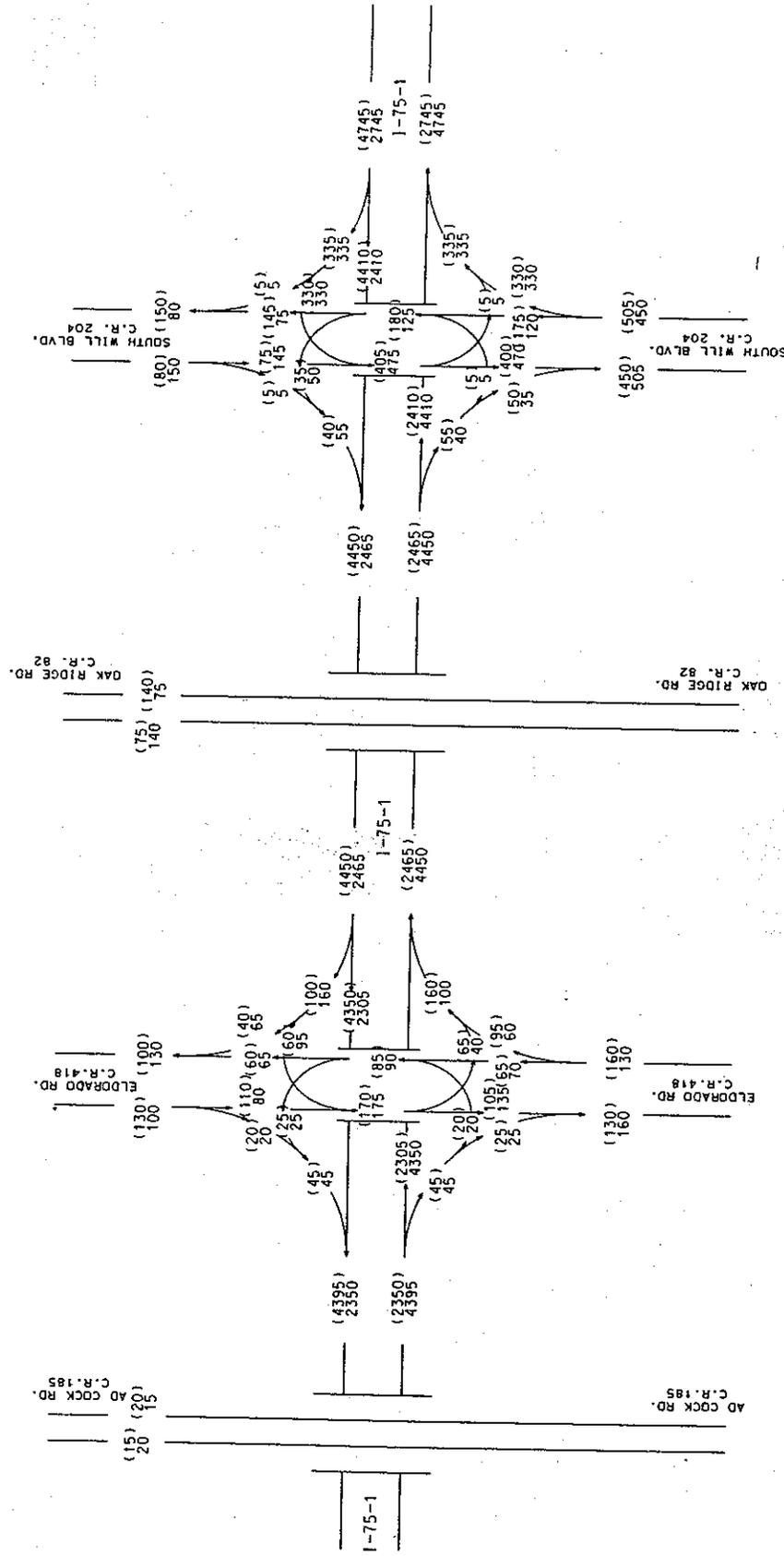
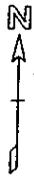
1-75-1(184)(203)  
(204)(205)(206)  
P. I.# 410380, 410500  
410510, 410520  
410530  
LOWNDES, COOK, TIFT  
COUNTIES  
2016 A.M. DHV=000  
2016 P.M. DHV=1000  
T=15%

GEORGIA DEPARTMENT OF TRANSPORTATION,  
OFFICE OF ENVIRONMENT/LOCATION



I-75-1(1184)(203)  
 (204)(205)(206)  
 P.I.# 410380, 410500  
 410510, 410520  
 LOWMEDES, COOK, TIFT  
 COUNTIES  
 2016 A.M. DHV=000  
 2016 P.M. DHV=(000)  
 T=15%

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION



1-75-1(184)(203)  
(204)(205)(206)  
P.I.# 410380-410500  
410510,410520  
410530  
LOWNDES, COOK, TIFT  
COUNTIES  
2016 A.M. DHV=000  
2016 P.M. DHV=(000)  
I=15%



PROPOSED I-75/CR 240 INTERCHANGE  
PHASE II

DIAMOND INTERCHANGE



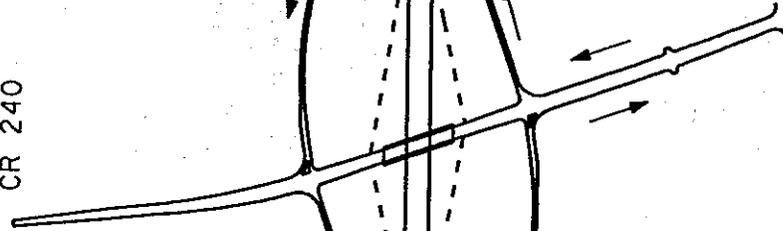
CR 240

I-75 SOUTH BOUND

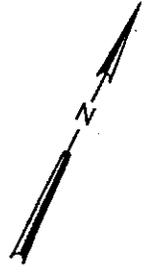
I-75 NORTH BOUND

I-75 SOUTH BOUND

I-75 NORTH BOUND



PROPOSED I-75/CR 216 INTERCHANGE  
PHASE II  
PARTIAL CLOVERLEAF INTERCHANGE



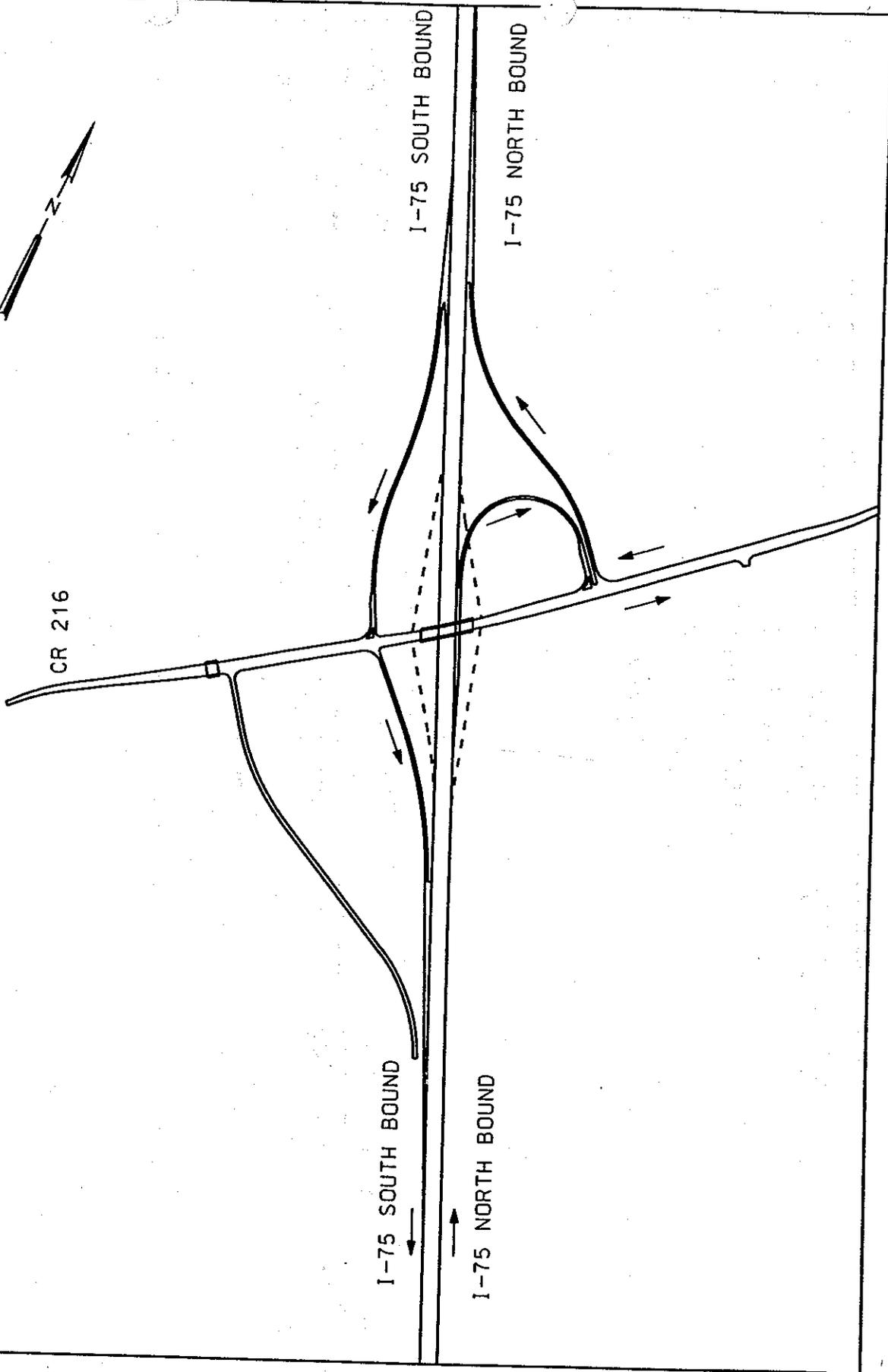
CR 216

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  
LOWNDES COUNTY LINE TO SR 37**

Project Number NH-75-1(204)

P.I. Number 410510

Cook County

January 27, 1999, 10:00 a.m.

Meeting at GDOT Office of Road Design

- Mr. Crochet began the meeting by discussing the two phases of the project and reviewing the concept report. Phase I consists of widening the mainline to six lanes with a median barrier and grading for a future fourth lane in each direction. Phase II consists of reconstructing the interchanges. He asked if truck barriers would be used instead of the Jersey barrier stated in the concept report. The reply was that this would be decided during design. He stated that the limit of access will continue along the crossroads 300' from the ramps. He also stated that the public meeting could be held in 4-8 weeks.
- Dr. William Bozeman asked if the existing ramps would remain intact for Phase I? Mr. Kennerly explained that Phase I only consisted of adding an additional lane to I-75 and the existing ramps would remain in the same place.
- Mr. Permenter inquired about the proposed let date of the project. Ms. Scott stated that the current let date for Phase I is May 2003. Mr. Kennerly replied that the let date could be as soon as 2000 for Phase I.
- Mr. Crochet began discussing the alternates for Exit 8 - Old Coffee Road CR240 and Exit 9 - Quitman Road CR216. He stated that JJG would take a closer look at the wetland impacts and tighten up any ramps in order to reduce the impact on the wetlands.
- Mr. Leoni asked if there were any utility conflicts. Mr. Giddens said the city has water and gas at every intersection but Phase I should not affect these utilities since they are not attached to the bridges.
- Mr. Sheffield asked if the lighting on the mainline would be replaced. He suggested putting lighting standards on the median barrier. The state agreed to replace the lights if the local government agrees to handle the maintenance and pay for power costs. The state also agreed to place new lighting at the interchanges during Phase II if requested by the local governments with the same agreement to provide maintenance and power. No lighting is proposed at either of these interchanges. It was also noted that the fog mitigation program will need to be upgraded.
- Ms. Hughes stated that there was a new cell phone tower at Exit 9 - Quitman Road CR216. She expressed interest in keeping the cell phone tower in its current location.
- Mr. Permenter stated his concern over the cloverleaf design and truck traffic at Exit 9 - Quitman Road CR216. Mr. Crochet stated that the deceleration lane would be long enough to allow the trucks to reduce speed before reaching the exit loop. Mr. Permenter asked about a median break into Hebel Manufacturing Company. Mr. Crochet indicated that there will be no median break at this driveway, but there will be a median break at Hebel Boulevard.

- Mr. Duke showed concern over the raised median at Exit 9 - Quitman Road CR216. He suggested stopping the raised median at the first street east of Hebel Boulevard. Mr. Duke stated that Quitman Road CR216 should be realigned into US41 at 90 degrees.
- Mr. Burch asked if the median barrier drainage was adequate. Mr. Kennerly said there was adequate fall and it will be a closed system.
- Mr. Duke asked if the existing sanitary sewer lift station inside the Northeast loop on exit 9 would need to be relocated. Mr. Crochet said that the FHWA will have to make that determination.
- Ms. Hodges discussed the impacts to Exit 8 - Old Coffee Road CR240. She stated that the road alignment was shifted in order to decrease impact on local residents.
- Mr. Burch asked how much of the project would be graded for eight lanes. Mr. Burch stated that the slopes should be flattened out to avoid using guardrails. He suggested looking into buying additional right-of-way to flatten the slopes. Mr. Crochet stated the desire to avoid using guardrail where possible by flattening slopes. Mr. Kennerly stated that it would have to be looked at on a case by case between guardrail and buying right-of-way. There were no existing cross sections available for I-75 so he is unsure where the grading for eight lanes would not be feasible.
- Mr. Burch also suggested using truck barrier in the mainline median instead of Jersey barrier.
- Mr. Burch questioned how the phasing for mainline bridges were going to be handled? Mr. Crochet stated that the current Level of Service on the mainline did not warrant widening to eight lanes but he suggested widening the mainline bridges to the full eight lanes for further growth.
- Mr. Burch was concerned with the vertical clearance on Old Coffee Road CR240. He did not support the recommendation to jack the bridge. He indicated that the FHWA would have to coordinate with the military to determine if a design exception was necessary. He suggested lowering the grade on mainline. Mr. Crochet stated that a 5.5" overlay is currently proposed.
- Mr. Werho stated there were 11 fatalities in the last four years. Traffic Operations would like to suggest using double face guardrail for safety reasons if this project does not proceed quickly.
- Mr. Estes recommended that conduit for ATMS system be extended the length of the project.
- Mr. Harris asked about the phasing for Exit 9 - Quitman Road CR216. Would there be room to build the exit loop ramp without replacing the bridge first? The reply was that there was not. Mr. Duke asked if Exit 9 - Quitman Road CR216 will have to be closed for construction. Mr. Crochet stated there may be a period during the day that one ramp might be closed.
- Mr. Burch asked what the current cross slope was on the bridges. Mr. Crochet was unsure about the bridges, but stated that the current 1% cross slope on the remainder of the mainline will be corrected to 2%. FHWA will want to correct the cross slopes up to 2% on the bridges if they are not already.
- Mr. Peteet stated that the right-of-way estimates have been done for these interchanges and the estimated cost will be about \$10 million. He stated that the underground storage tanks would be a problem.
- Ms. Scott indicated that funding is low and could affect the scheduling of the project. She stated the approved concept report would have to indicate that the project is broken into two phases.
- Mr. Sheffield stated his desire to move construction up as fast as possible.
- Mr. Giddens asked for layouts for his use in working on the utility cost estimate. Mr. Leoni indicated that the DOT will provide the district with copies of the layouts.

- Mr. Gay stated his concern over median crossing, storage and sight distance.
- Mr. Gaskins requested six sets of plans for environmental mark-ups. Mr. Leoni asked Mr. Gaskins for a need and purpose statement from the District Environmental office.
- Mr. Williams asked if there were any plots available for distribution. Mr. Kennerly stated that these designs could change depending on environmental impacts or depending on the public hearing. Copies of the layouts will be available after the concept is approved.
- Mr. Permenter suggested a bypass for the City of Adel to reroute traffic out of downtown and help alleviate traffic problems around the city. Ms. Scott stated that any ideas for other projects should be sent to Paul Mullins for plan study. Mr. Permenter suggested that the by-pass be a part of the current project.
- Mr. Leoni concluded the meeting.

In Attendance:

<u>Name</u>	<u>Organization</u>	<u>Phone No.</u>
Jim Kennerly	GDOT - Road Design	404-656-5386
Joe Leoni	GDOT - Road Design	404-656-5390
Greg Mayo	GDOT - Road Design	404-656-5180
Rick Reasons	GDOT - Road Design	404-657-9756
Michael Williams	GDOT - Road Design	404-657-9756
Ken Werho	GDOT - Traffic Operations	404-635-8125
Ken Estes	GDOT - Traffic Operations	404-635-8125
Reba Scott	GDOT - Programming	404-651-7043
Wade Harris	GDOT-Engineering Services	404-651-7462
Stan Peteet	GDOT-Right-of-Way	770-986-1009
Floyd Moore	FHWA	404-562-3654
Ted Burch	FHWA	404-562-3654
Don Gaskins	GDOT-Tifton	912-386-3043
Emory L. Giddens	GDOT-Tifton -Utility	912-386-3288
Danny P. Gay	GDOT-Tifton -Traffic Operations	912-386-3435
Joe W. Sheffield	GDOT-Tifton	912-386-3200
Michael Dinnerman	Cook County Commisisoner	912-816-2266
Faye Hughes	Cook County Manager	912-896-2266
Kelsie Mitchell	Cook Council	912-896-2757
Dr. William Bozeman	City of Adel-Mayor	912-896-3031
John L. Williams	Citizen of Adel	912-896-4511
Buddy Duke	City of Adel	912-896-4504
Wayne Giddens	City of Adel	912-896-2780
Gary Permenter	City of Adel	912-896-4504
Pat Holt	City of Lenox	912-546-4114
Kevin Breeden	City of Sparks	912-549-6236
Jimmy C. Young	City of Sparks-Mayor	912-549-8211
Sam Bowyer	Jordan Jones & Goulding	770-455-8555

Jill Hodges

Cindy Lee

Tommy Crochet

Jordan Jones & Goulding

Jordan Jones & Goulding

Jordan Jones & Goulding

770-455-8555

770-455-8555

770-455-8555

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

# PROJECT CONCEPT REPORT

## I-75 Widening and Improvements from Lowndes County Line to SR 37

Project Number NH-75-1(204)  
P.I. No. 410510  
Cook County

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

Date of Report: June 1999

### RECOMMENDATION FOR APPROVAL

8-27-99

DATE

James A. Kennedy  
Project Manager

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

8/30/99

DATE

D. J. Mully  
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 Lowndes County Line to SR 37

Project Number NH-75-1(204)  
P.I. No. 410510  
Cook County

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

Date of Report: June 1999

### RECOMMENDATION FOR APPROVAL

8-27-99

DATE

James A. Kennedy Sr.  
Project Manager

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

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DATE

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Project Review Engineer

\_\_\_\_\_  
DATE

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

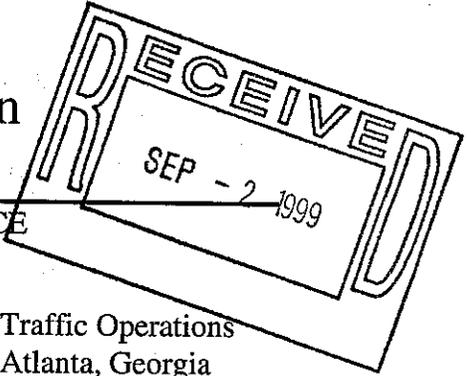
9/2/99

DATE

Paul V. Tiller Jr.  
State Bridge & Structural Engineer

Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: NH-75-1(204)/Cook County  
P.I. No. 410510

Office: Traffic Operations  
Atlanta, Georgia  
Date: September 1, 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 from the Lowndes County line north to SR 37, a distance of 7.9 miles. This project will be constructed in two phases. Phase I will widen the I-75 mainline. This widening is one of a series of projects to widen I-75 to a minimum of six lanes throughout the state. Phase II will reconstruct the existing interchanges at Old Coffee Road(CR 240) and Adel Quitman Road(CR 216). These interchanges will be designed to accommodate eight lanes on the mainline in the future. The crossroads will be widened to four 12 foot lanes, at the interchanges, with a 20 foot raised median and 4 foot paved outside shoulders.

Currently, I-75 is a four lane expressway with a 40 foot depressed median, 10 foot paved outside shoulders and 4 foot paved inside shoulders. The posted speed limit is 70mph. It will be widened to six lanes, separated by median barrier, with 12 foot paved inside and outside shoulders. The speed design will be 70mph. This phase of the project will require design exceptions for substandard horizontal clearance at the CR 240, CR 216, and SR 37 interchange bridges. Phase II will eliminate the need for these exceptions with the widening of the bridges at CR 240 and CR 216. SR 37 interchange improvements are being done under a stand alone project. A design exception for substandard stopping sight distance at the South Georgia Railroad overpass between CR 216 and SR 37.

As stated during the concept meeting 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 cost estimates for inclusion in the project.

We believe this concept will improve safety and traffic operations 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

Karl Alff, 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 Lowndes County Line to SR 37

Project Number NH-75-1(204)

P.I. No. 410510

Cook County

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

Date of Report: June 1999

### RECOMMENDATION FOR APPROVAL

8-27-99

DATE

James A. Kennedy  
Project Manager

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

9-2-99

Merin G. Galt

\_\_\_\_\_  
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 Lowndes County Line to SR 37

Project Number NH-75-1(204)

P.I. No. 410510

Cook County

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

Date of Report: June 1999

### RECOMMENDATION FOR APPROVAL

8-27-99

DATE

James A. Kennedy  
Project Manager

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9-8-99

DATE

Mark J. Rosen  
State Transportation Planning Administrator

\_\_\_\_\_

DATE

\_\_\_\_\_

State Transportation Programming Engineer

\_\_\_\_\_

DATE

\_\_\_\_\_

State Environmental/Location Engineer

\_\_\_\_\_

DATE

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District Engineer

\_\_\_\_\_

DATE

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Project Review Engineer

\_\_\_\_\_

DATE

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State Traffic Operations Engineer

\_\_\_\_\_

DATE

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State Bridge & Structural Engineer