

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** NH-IM-75-1(205) Cook County **OFFICE** Preconstruction  
P. I. No. 410520  
*CWH* **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(205), 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,

*L. R. Dreihaupt*

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

Enclosure

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** NH-75-1(205) Cook County **OFFICE** Preconstruction  
P.I. No. 410520

**DATE** October 19, 1999

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

**TO** Wayne Shackelford, Commissioner

**SUBJECT** PROJECT CONCEPT REPORT

This project is the widening and reconstruction of I-75 from just north of the SR 37 interchange to CR 246 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>
West Mitchell Street Overpass	192' x 34' bridge	59.5
I-75 over Mill Creek	Double Triple 7' x 5' culvert	71.3
Roundtree Bridge Overpass	188' x 36.5' bridge	91.7
I-75 over Norfolk Southern Railroad	168' x 115.7' bridge	95.7
Springhill Road Overpass	238' x 29.4' bridge	89.0
Barneyville Road Overpass	196' x 30.5' bridge	82.4
Guy Henry Road Overpass	188' x 30' bridge	93.7
Kinard Bridge Road Overpass	220' x 36.5' bridge	82.7

Level of Service (LOS) for this section of I-75 is presently at a LOS "B". With a projected 63% 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(205) 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 just north of the SR 37 interchange to CR 246, for a total of 9.30 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 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(205) Cook  
October 19, 1999

Bridge construction will be as follows:

1. I-75 over Giddens Mill Creek - extend existing culvert
2. I-75 over Norfolk Southern Railroad - 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 Mitchell Street (CS 814), Roundtree Bridge Road (CR 251), Springhill Road (CR 13), Barneyville Road (CR 253), Guy Henry Road (CR 210), and Kinard Bridge Road (CR 246).

**NH-75-1(205) 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 9.30 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 at CR 251-Roundtree Bridge Road (Exit 11) with a diamond interchange, CR 253-Barneyville Road (Exit 12) with a diamond interchange, and CR 246-Kinard Bridge Road (Exit 13) with a partial cloverleaf interchange having loops in the northeast and northwest quadrants. Due to substandard lateral clearances from the edge of the existing I-75 lanes to the face of the bridge columns, the CR 251, CR 253, and CR 246 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 will be held; time saving procedures are appropriate for Phase I.

The estimated costs for this project are:

**NH-75-1(205) Cook County, Phase I**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$40,621,000	\$28,748,000	2004	03-07
Right-of-Way	-----	-----		
Utilities*	-----	-----		

Wayne Shackelford  
Page 3

NH-75-1(205) Cook  
October 19, 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)	\$19,877,000	----	----	LR(Proposed)
Right-of-Way	\$ 7,421,000	----		
Utilities*	\$ 756,000			

\*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

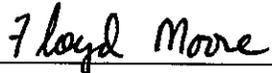
Attachment

CONCUR

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

\*

APPROVE



for Larry R. Dreihaup, Division Administrator, FHWA

APPROVE

  
\_\_\_\_\_  
Wayne Shackelford, Commissioner

\* SUBJECT TO COMMENTS IN ATTACHED LETTER.

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

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**INTERDEPARTMENT CORRESPONDENCE**

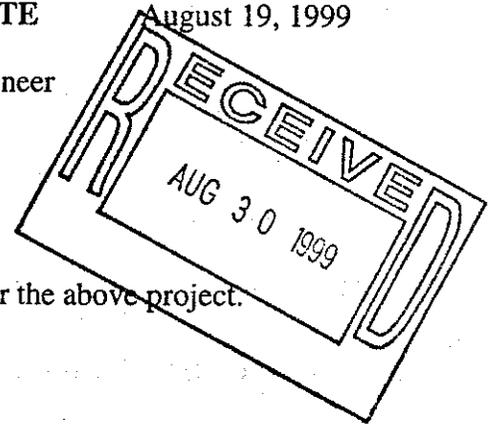
**FILE** NH-75-1(205) Cook County **OFFICE** Atlanta, Georgia  
PI No. 410520  
I-75 widening, from SR 37 to CR 246

**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 SR 37 to CR 246

Project Number NH-75-1(205)

P.I. No. 410520

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

\_\_\_\_\_  
DATE

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

\_\_\_\_\_  
DATE

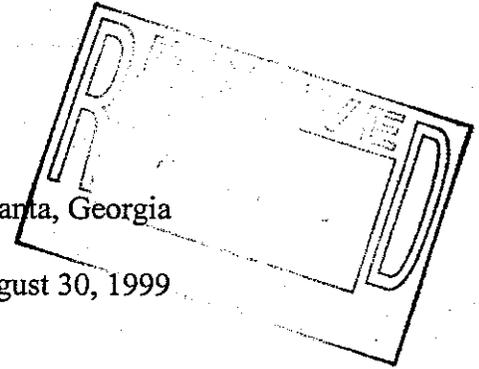
\_\_\_\_\_  
State Traffic Operations Engineer

\_\_\_\_\_  
DATE

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

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE



**FILE:** NH-75-1(205) Cook  
P.I. Number 410520

**OFFICE:** Atlanta, Georgia

**DATE:** August 30, 1999

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

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

**SUBJECT:** CONCEPT REPORT

We have reviewed the concept report submitted August 27, 1999 by the letter from James A. Kennerly dated August 19, 1999, and have no comment.

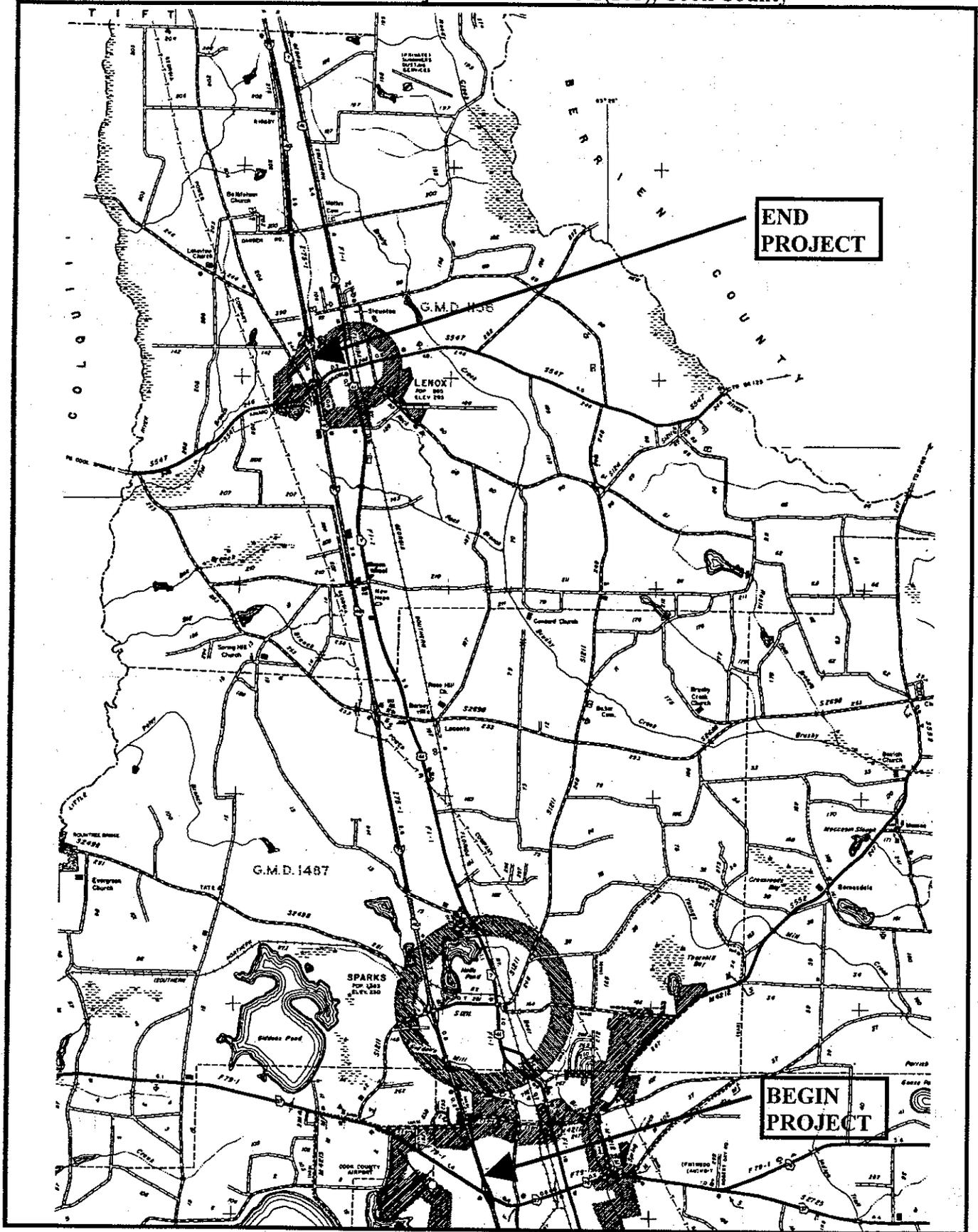
The costs for the project are:

	<u>Phase I</u>	<u>Phase II</u>
Construction	\$30,890,000	\$15,116,000
Inflation	\$ 4,634,000	\$ 2,267,000
E&C	\$ 3,552,000	\$ 1,738,000
Preliminary Engineering	\$ 1,545,000	\$ 756,000
Reimbursable Utilities	\$ 0	\$ 963,000
Right of Way	\$ 0	\$ 7,421,000

DTM

c: Jim Kennerly

PROJECT MAP - Project No. : NH-75-1(205), Cook County





<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	0° 30'	3.0 %

MAJOR STRUCTURES:	Length	Width	Struct. ID	Suff. Rating
1. Two lane bridge on West Mitchell Street (CS 814) over I-75	192'	34'	075-0036-0	59.5
2. Double Triple 7' x 5' Bridge Culvert over Giddens Mill Creek	121'	42'	075-0023-0	71.3
3. Two lane bridge on Roundtree Bridge Road (CR 251) over I-75	188'	36.5'	075-0029-0	91.7
4. Four lane bridge on I-75 over Norfolk Southern Railroad in Sparks [includes 40' (12.2 m) median on structure]	168'	115.7'	075-0024-0	95.7
5. Two lane bridge on Springhill Road (CR 13) over I-75	238'	29.4'	075-0003-0	89.0
6. Two lane bridge on Barneyville Road (CR 253) over I-75	196'	30.5'	075-0015-0	82.4
7. Two lane bridge on Guy Henry Road (CR 210) over I-75	188'	30.0'	075-0017-0	93.7
8. Two lane bridge on Kinard Bridge Road (CR246) over I-75	220'	36.5'	075-0026-0	82.7

**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

3493 m (0° 30')

3.0 %

**MAJOR STRUCTURES:**

Length

Width

Phase I

1. Extend Double Triple 7' x 5' Bridge Culvert over Giddens Mill Creek

136'

42'

2. Widen four lane bridge on I-75 over Norfolk Southern Railroad in Sparks to six lanes

168'

127.8'

Phase II

1. Replace existing two lane bridge on Roundtree Bridge Road (CR 251) over I-75 with four lane bridge with a 4' flush median

305'

74.1'

2. Replace existing two lane bridge on Barneyville Road (CR 253) over I-75 with four lane bridge with a 4' flush median

314'

74.1'

3. Replace existing two lane bridge on Kinard Bridge Road (CR246) over I-75 with four lane bridge with a 4' flush median

397'

74.1'

PROPOSED RIGHT OF WAY				
R/W WIDTH: 91.4 m (300') Minimum	DISPLACEMENTS			
	Phase I	RES: 0	BUS: 0	M.H.: 0
	Phase II	RES: 8	BUS: 9	M.H.: 10
TYPE OF ACCESS CONTROL: Limited				
NUMBER OF PARCELS: Phase I - 0; Phase II- 81				

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 – Require Cook County and City of Lenox to relocate utilities – No reply, City of Sparks signed.
OTHER PROJECT IN THE AREA: NH-75-1(204), Cook County - I-75 Widening from Lowndes County Line to SR 37; NH-75-1(206), Cook/Tift Counties - I-75 Widening from CR 246 to CR 204

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: West Mitchell Street (CS 814), Roundtree Bridge Road (CR 251), Springhill Road (CR 13), Barneyville Road (CR 253), Guy Henry Road (CR 210), and Kinard Bridge Road (CR246). The required horizontal clearance is 14'. The proposed minimum horizontal clearances at these locations will respectively be 7.5', 8.8', 9.8', 7.2', 9.5' and 7.2'. **PHASE II:** The Design Exceptions will no longer be required on Roundtree Bridge Road (CR 251), Barneyville Road (CR 253), and Kinard Bridge Road (CR246), 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 - Kinard Bridge Road (CR 246) - an alternative to widen CR 246 to four lanes to its intersection with US 41. This alternative was not selected because of higher right-of-way costs and greater impacts along CR 246.

**ESTIMATED COST - PHASE I**

CONSTRUCTION:	\$30,890,146	RIGHT-OF-WAY:	\$0
E & C (10) :	\$3,089,015	ACQUIRED BY :	GDOT
INFLATION :	\$4,869,059	UTILITIES :	\$0
		ADJUSTED BY :	GDOT
<b>TOTAL CONSTRUCTION COST:</b>		\$38,848,220	

**ESTIMATED COST - PHASE II**

CONSTRUCTION:	\$15,116,295	RIGHT-OF-WAY:	\$7,421,039
E & C (10) :	\$1,511,630	ACQUIRED BY :	GDOT
INFLATION :	\$2,382,706	UTILITIES :	\$962,784
		ADJUSTED BY :	GDOT
<b>TOTAL CONSTRUCTION COST:</b>		\$27,394,454	

**COMMENTS:**

**ATTACHMENTS:**

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

# **NEED AND PURPOSE**

**Interstate 75, Cook County**

**NH-75-1(205)**

**P.I. 410520**

Project NH-75-1(205) is one of eight programmed projects to widen Interstate 75 to six lanes. The project's termini are widening projects NH-75-1(204) to the south and NH-75-1(206) to the north. The project length is 9.3 miles. Projects NH-75-1(204) and NH-75-1(206) will both 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 32,300 vehicles with a 24-hour truck percentage of 24%. The AADT is projected to increase to 57,200 vehicles by the year 2017. During 1997, there were 39 accidents per 100 Million Vehicle Miles Traveled (MVMT) 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 maintain the current level of service until approximately 2012.

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.

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: NH-75-1(205)

COUNTY: Cook

DATE: June 15, 1999

ESTIMATED LETTING DATE: July 2001

PREPARED BY: J. Hodges

PROJECT LENGTH: 9.3 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)	\$ -	1,435,314
2. DISPLACEMENTS; RES: 8, BUS: 9, M.H.: 10	\$ -	975,200
3. OTHER COST (ADM./COST, INFLATION)	\$ -	5,010,525
SUBTOTAL: A	\$ -	7,421,039
<b>B. REIMBURSABLE UTILITIES:</b>		
1. RAILROAD	\$ -	-
2. TRANSMISSION LINES	\$ -	-
3. SERVICES	\$ -	962,784
SUBTOTAL: B	\$ -	962,784
<b>C. CONSTRUCTION:</b>		
1. MAJOR STRUCTURES		
a. BRIDGES		
Grade Separations ( 4 )	\$ 624,000	4,553,900
Stream Crossings	\$ -	-
SUBTOTAL: C-1.a	\$ 624,000	4,553,900
b. OTHER		
Walls	\$ -	-
Box Culverts	\$ 27,510	-
Bridge Culverts ( 1 ) (2-3-7'x5')	\$ 56,396	-
SUBTOTAL: C-1.b	\$ 83,906	-
SUBTOTAL: C-1	\$ 707,906	4,553,900
2. GRADING AND DRAINAGE:		
a. EARTHWORK		
In Place Embankment	\$ -	-
b. DRAINAGE		
1) Cross Drain Pipe	\$ 1,354,525	347,523
2) Curb and Gutter	\$ -	298,959
3) Longitudinal System (include catch basins)	\$ -	59,702
SUBTOTAL: C-2.b	\$ 1,354,525	706,183
SUBTOTAL: C-2	\$ 1,354,525	706,183

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: NH-75-1(205)

COUNTY: Cook

DATE: June 15, 1999

ESTIMATED LETTING DATE: July 2001

PREPARED BY: J. Hodges

PROJECT LENGTH: 9.3 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	286,509	85,004 Tons @ \$18.4	\$ 5,271,773		1,564,082
b. ASPHALT PAVING (Mainline & Cross-Roads):					
Drainage - Type D	21,891	57 Tons @ \$49.4	\$ 1,081,400		2,823
Surface - SMA	43,787	114 Tons @ \$46.2	\$ 2,022,982		5,280
Surface - Superpave	10,752	6,782 Tons @ \$38.75	\$ 416,630		262,801
Binder - SMA	-	- Tons @ \$44.77	\$ -		-
Binder - Superpave	158,731	9,195 Tons @ \$37.69	\$ 5,982,584		346,549
Base - Superpave	118,860	30,766 Tons @ \$35.93	\$ 4,270,631		1,105,439
Pavement Reinf. Fabric Strips	197,834	- Lane Ft @ \$2.83	\$ 559,870		-
	SUBTOTAL: C-3.b		\$ 14,334,097		1,722,892
c. CONCRETE PAVING (Ramps)		83,203 SY @ \$33.56	\$ -		2,792,278
d. OTHER (Leveling, Tack Coat, Milling)			\$ 1,696,698		5,381
	SUBTOTAL: C-3		\$ 21,302,569		6,084,634
4. LUMP ITEMS					
a. GRASSING			\$ 860,801		672,765
b. CLEARING AND GRUBBING			\$ 685,800		458,842
c. LANDSCAPING			\$ -		-
d. EROSION CONTROL			\$ 1,082,766		796,980
e. TRAFFIC CONTROL			\$ 376,257		224,057
	SUBTOTAL: C-4		\$ 3,005,624		2,152,643
5. MISCELLANEOUS:					
a. LIGHTING (Interchanges at CR 251 & CR 246)			\$ -		400,000
b. SIGNING - MARKING - SIGNALIZATION			\$ 390,804		84,472
c. GUARDRAIL					
Single-Faced			\$ 89,057		23,461
Double-Faced			\$ -		-
Anchors			\$ 42,840		21,420
	SUBTOTAL: C-5.c		\$ 131,897		44,881
d. SIDEWALK			\$ -		-
e. MEDIAN / SIDE BARRIER	48,133	935 LF @ \$32.02	\$ 1,541,230		29,942
f. MOVABLE BARRIER SECTION			\$ 90,000		-
g. ACCESS FENCE			\$ 224,941		-
h. BRIDGE JACKING			\$ -		-
i. APPROACH SLABS			\$ 76,754		133,055
j. REMOVAL					
Concrete Paving			\$ 2,611		643,785
Bridges			\$ -		240,750
	SUBTOTAL: C-5.j		\$ 2,611		884,535
k. ATMS Conduit	49,381	- LF @ \$37.78	\$ 1,865,632		-
l. OTHER			\$ 195,654		42,049
	SUBTOTAL: C-5		\$ 4,519,523		1,618,935

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: NH-75-1(205)

COUNTY: Cook

DATE: June 15, 1999

ESTIMATED LETTING DATE: July 2001

PREPARED BY: J. Hodges

PROJECT LENGTH: 9.3 Miles

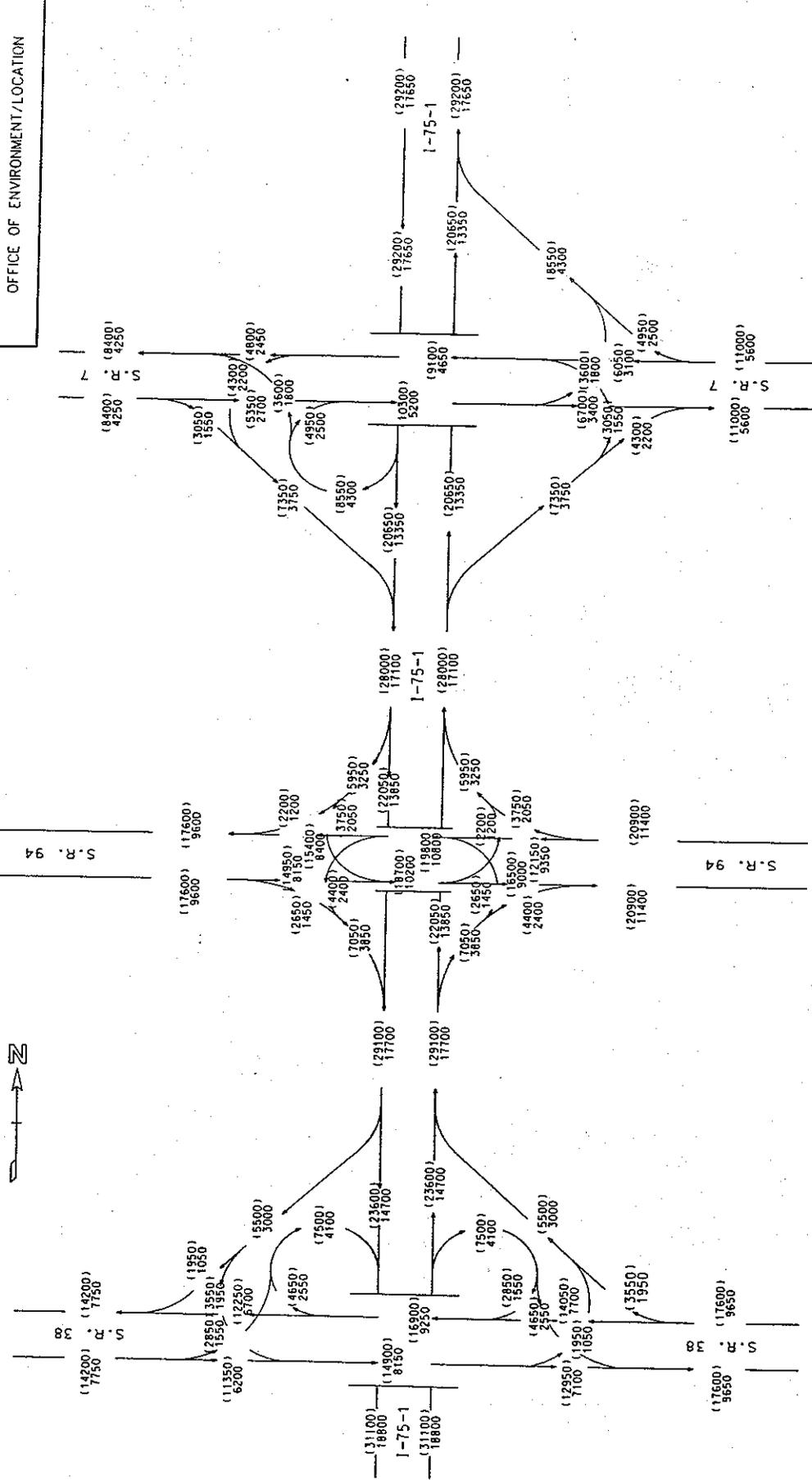
( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEV.

PROJECT COST		
	Phase I	Phase II
6. SPECIAL FEATURES		
SUBTOTAL: C-6	\$ -	-
<b>SUMMARY</b>		
A. RIGHT-OF-WAY	\$ -	7,421,039
B. REIMBURSABLE UTILITIES	\$ -	962,784
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 707,906	4,553,900
2. GRADING AND DRAINAGE	\$ 1,354,525	706,183
3. BASE AND PAVING	\$ 21,302,569	6,084,634
4. LUMP ITEMS	\$ 3,005,624	2,152,643
5. MISCELLANEOUS	\$ 4,519,523	1,618,935
6. SPECIAL FEATURES	\$ -	-
SUBTOTAL CONSTRUCTION COST	\$ 30,890,146	15,116,295
E. & C. (10%)	\$ 3,089,015	1,511,630
INFLATION (5% PER YEAR)	\$ 4,869,059	2,382,706
NUMBER OF YEARS	3	
TOTAL CONSTRUCTION COST	\$ 38,848,220	19,010,631
<b>GRAND TOTAL PROJECT COST</b>	\$ 38,848,220	27,394,454



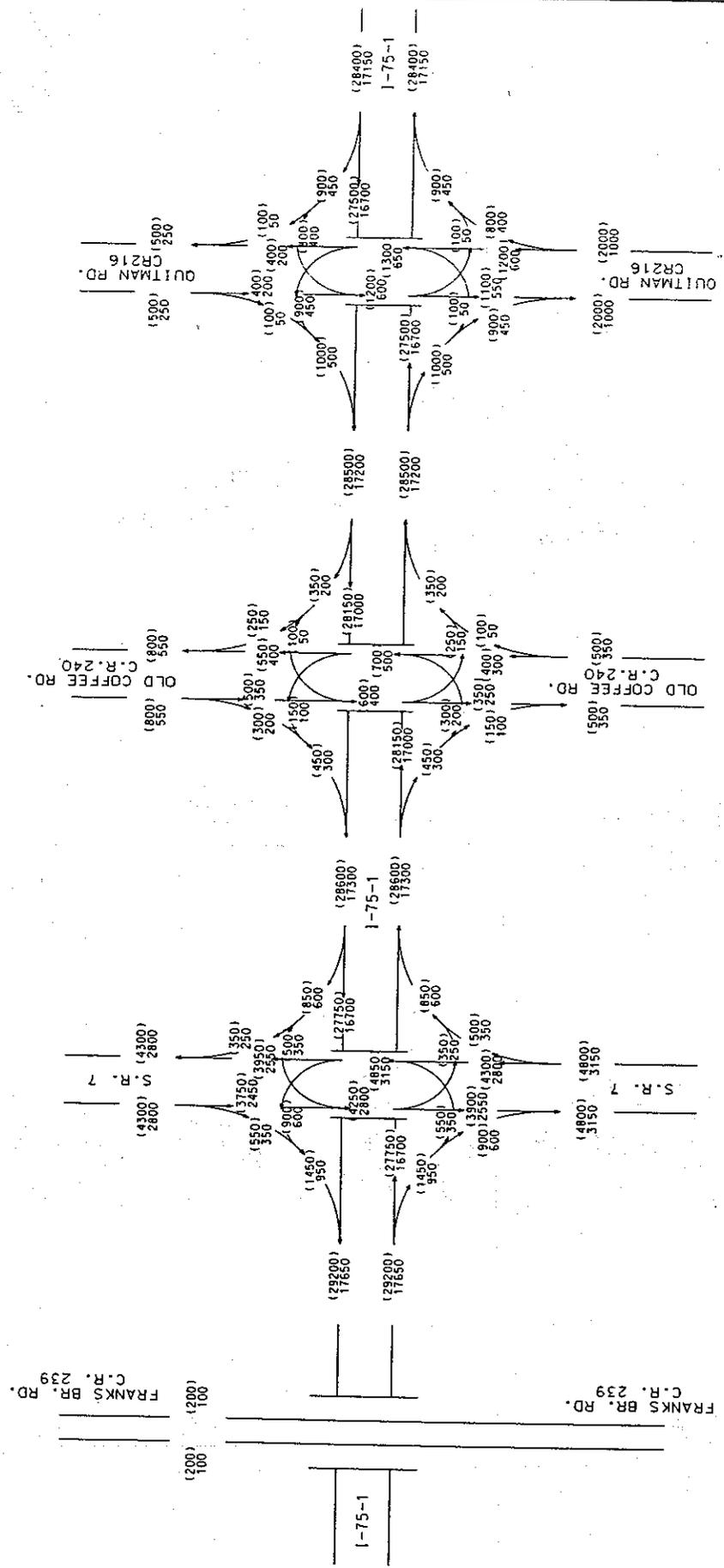


GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION



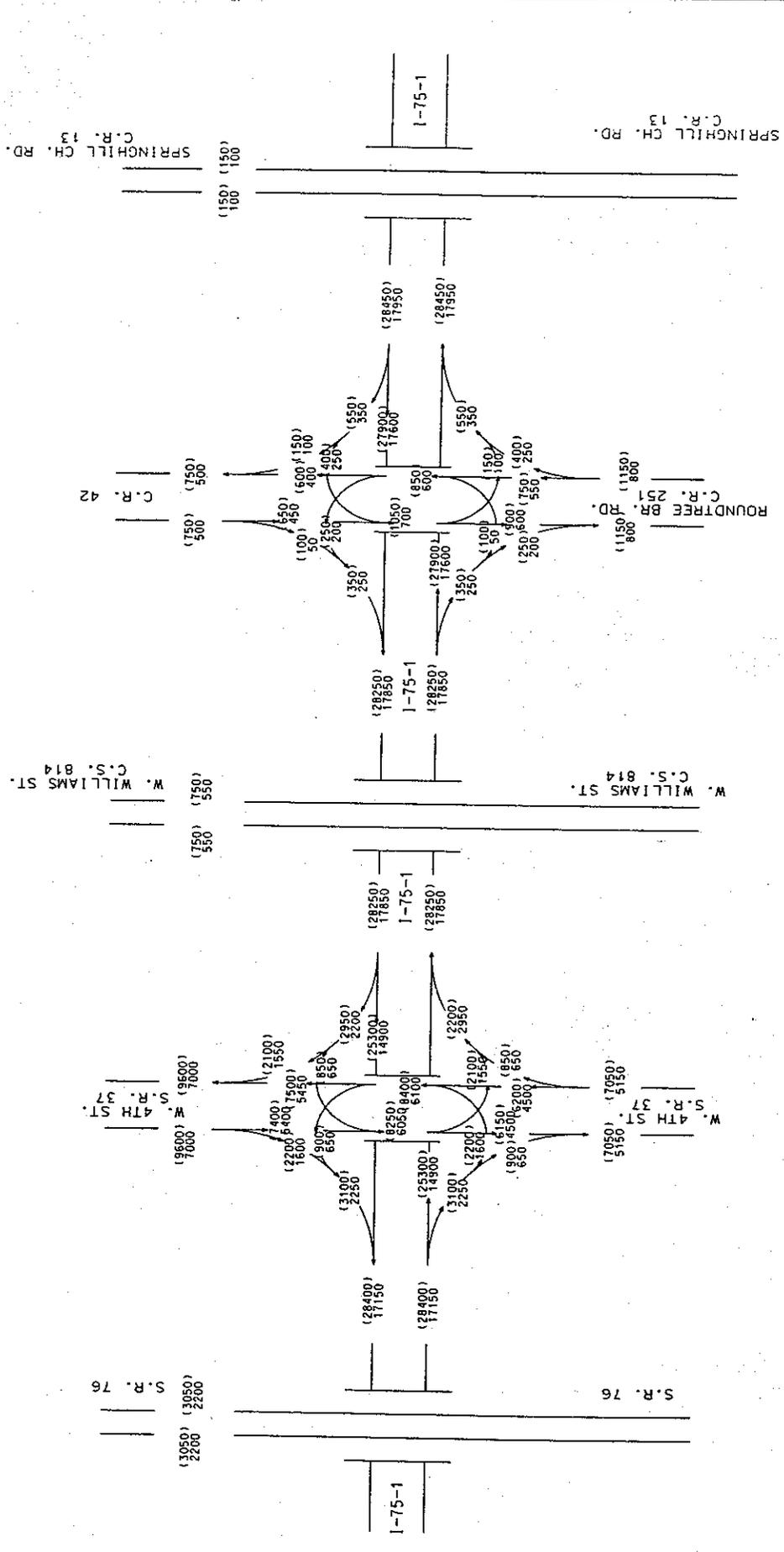
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I-75-1(205)(206)  
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410510, 410520  
410530  
LOWNES, COOK, TIFT  
COUNTIES  
1996 ADT=000  
2016 ADT=(000)  
24 HR, I=19%  
S.U.=5%  
COMB.=14%  
WCS 2-92

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION



I-75-1(1184)(203)  
 (204)(205)(206)  
 P.I.# 410380, 410500  
 410510, 410520  
 410530  
 LOWNDES, GOOK, TIFT.  
 COUNTIES  
 1986 ADI=000  
 2016 ADI=1000  
 24 HR. T=19%  
 S.U.=5%  
 COMB.=14%  
 KFS 2-97

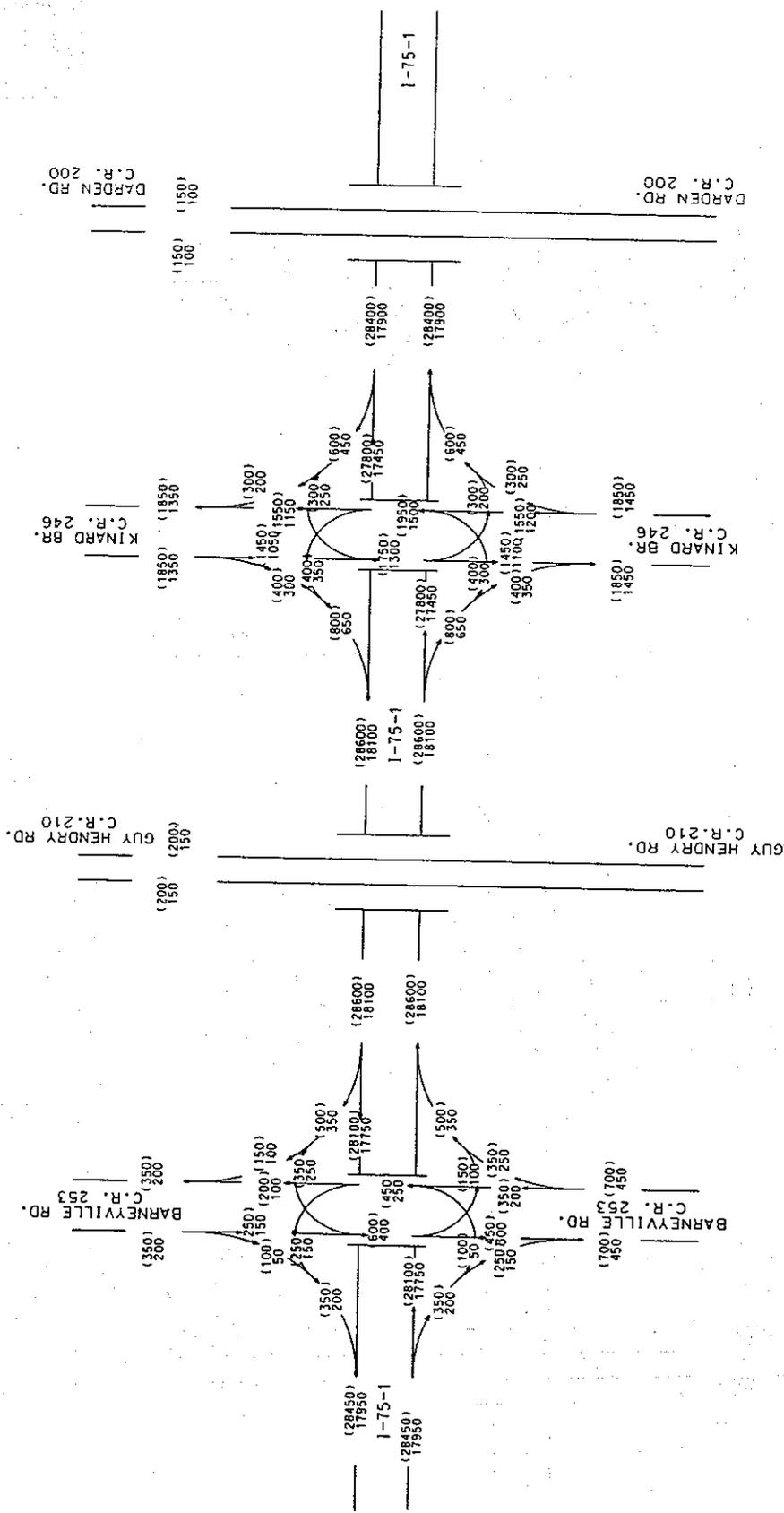
GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION



I-75-1(1184)(203)  
 (204)(205)(206)  
 P. I. # 410380, 410500  
 410510, 410520  
 410530  
 LOWNOES, COOK, TIFT  
 COUNTIES  
 1996 ADT=000  
 2016 ADT=(000)  
 24 HR. T=19%  
 S.U.=5%  
 COMB.=14%

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION

5 OF 12



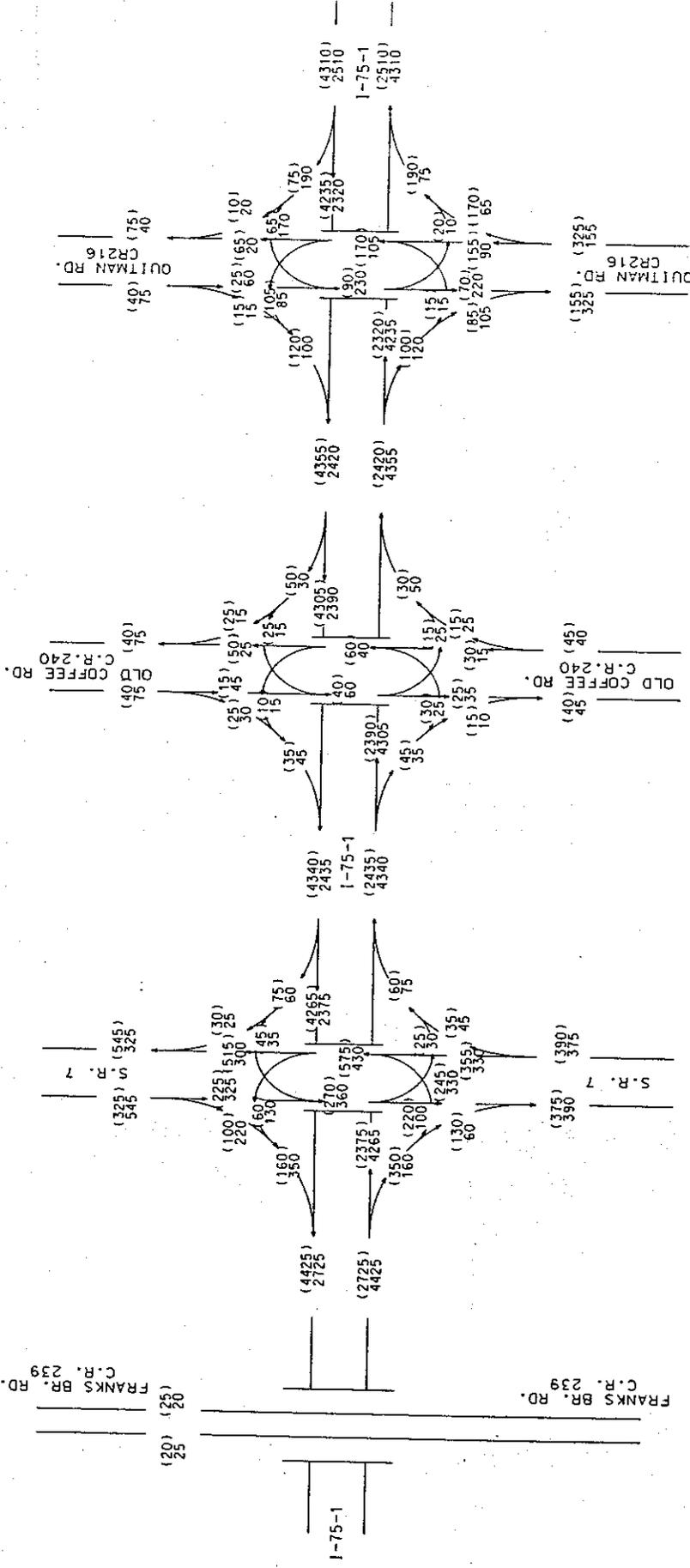
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COUNTIES  
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S.U.=5%  
COMB.=14%

MS 2-92



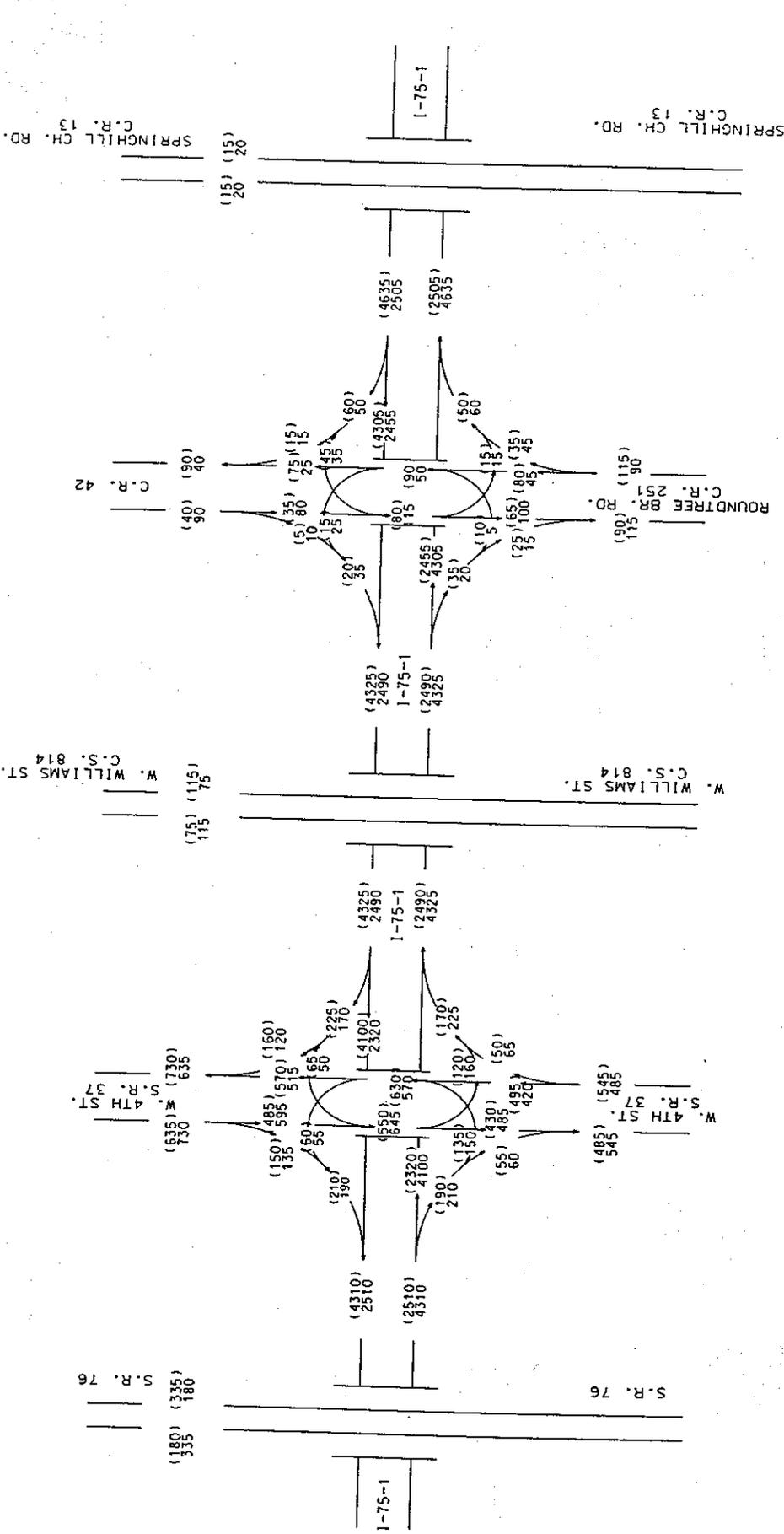
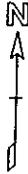






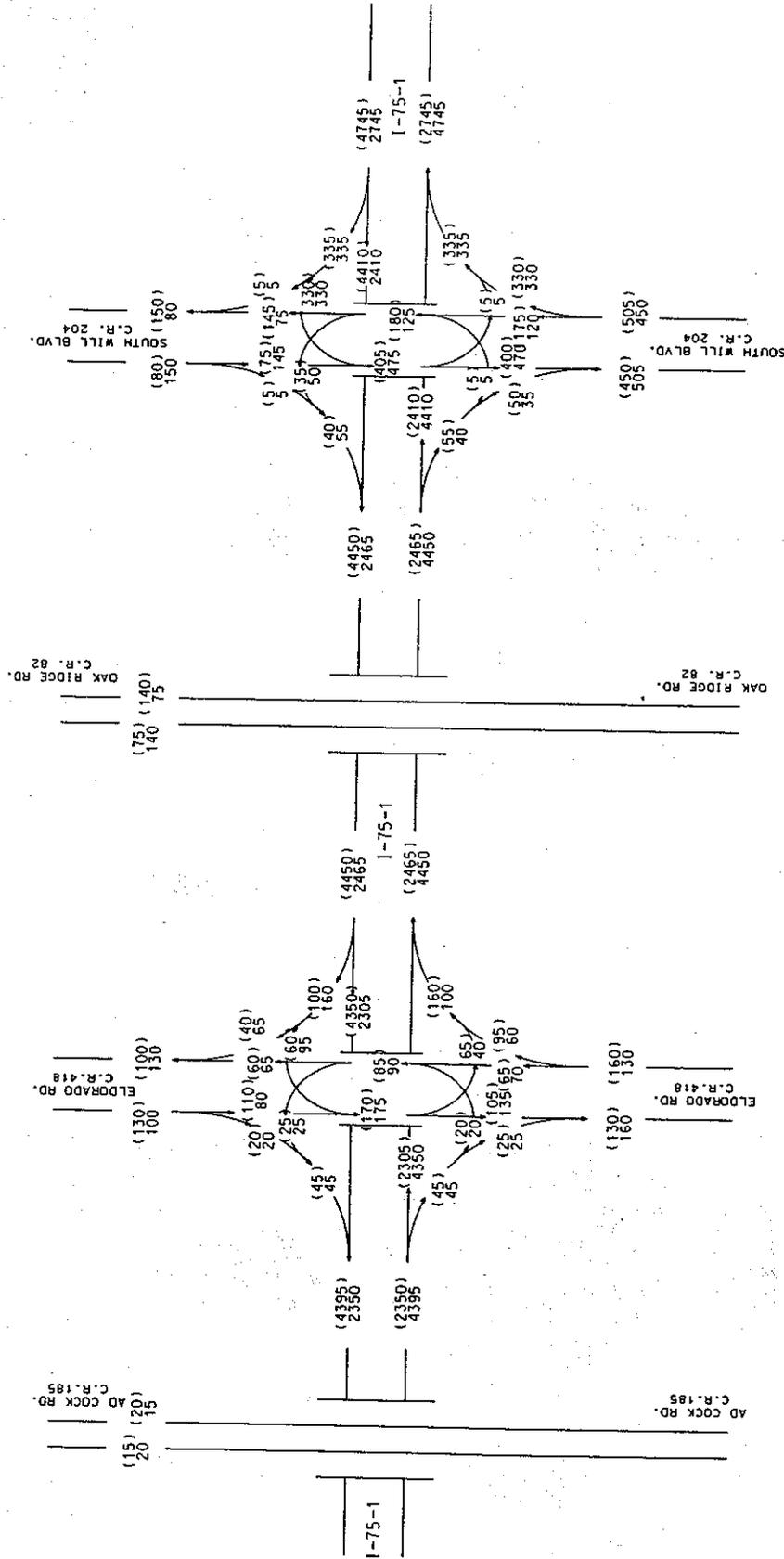
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P. I. # 410380, 410500  
410510, 410520  
410530  
LOWMEDES, COOK, TIFT  
COUNTIES  
2016 A.M. DHV=000  
T=15%

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION



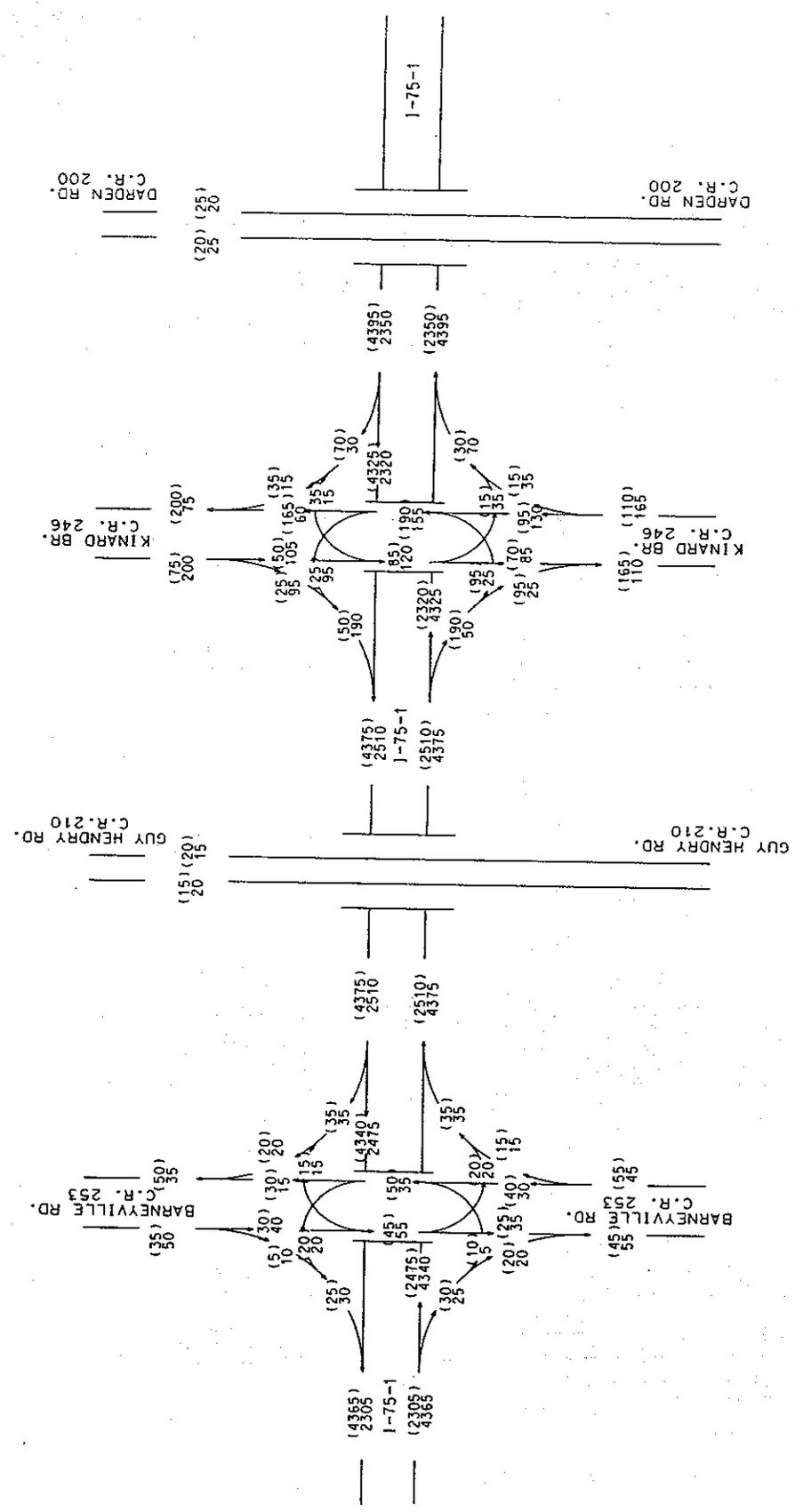
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410510, 410520  
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LOWNDES, COOK, TIFT  
COUNTIES  
2016 A.M. DHV=000  
2016 P.M. DHV=1000  
I=15%

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION



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

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION



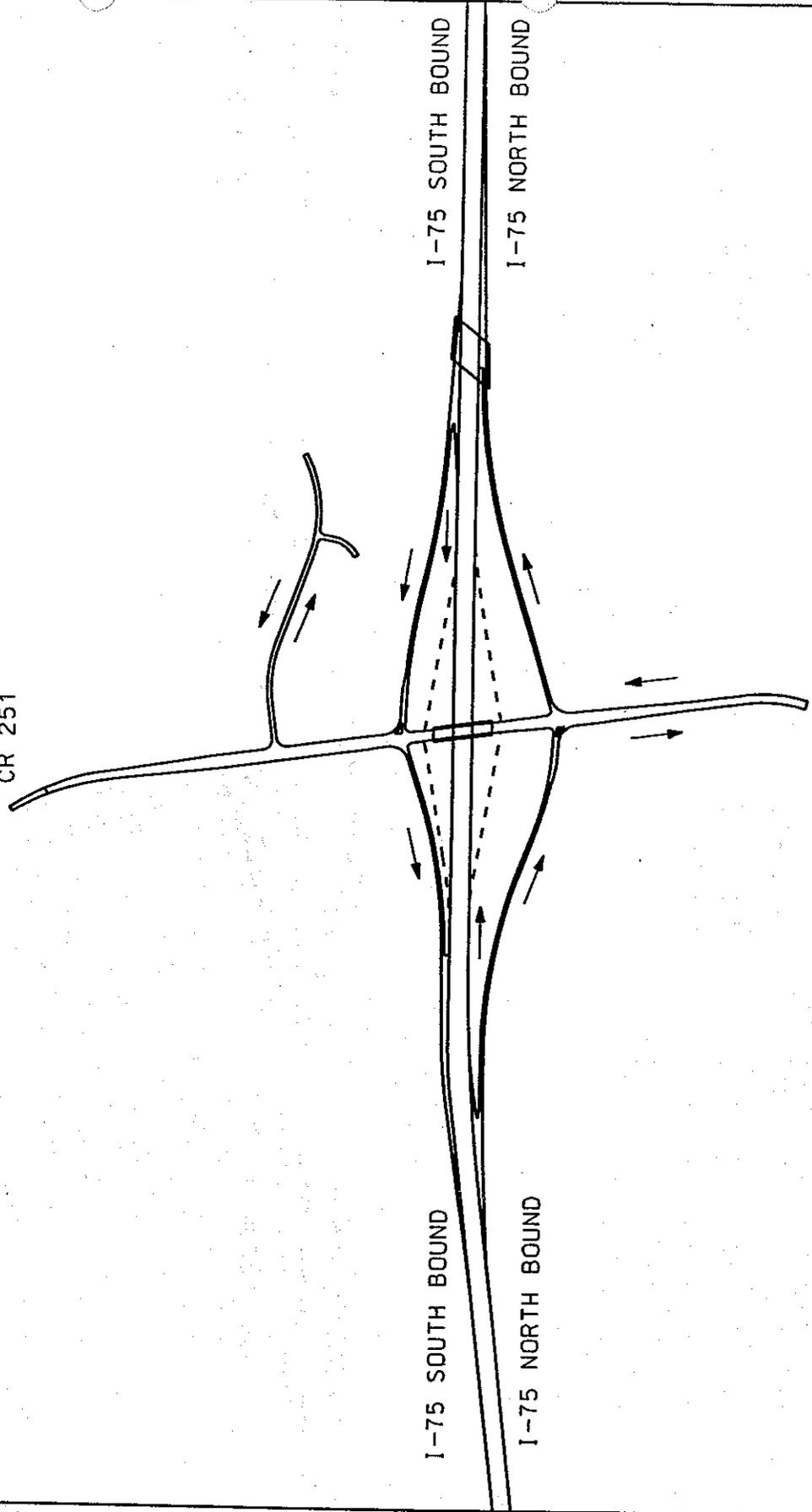
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 COUNTY ES  
 2016 A.M. DHV=000  
 2016 P.M. DHV=(000)  
 T=15%

PROPOSED I-75/CR 251 INTERCHANGE  
PHASE II

DIAMOND INTERCHANGE



CR 251



PROPOSED I-75/CR 253 INTERCHANGE  
PHASE II  
DIAMOND INTERCHANGE



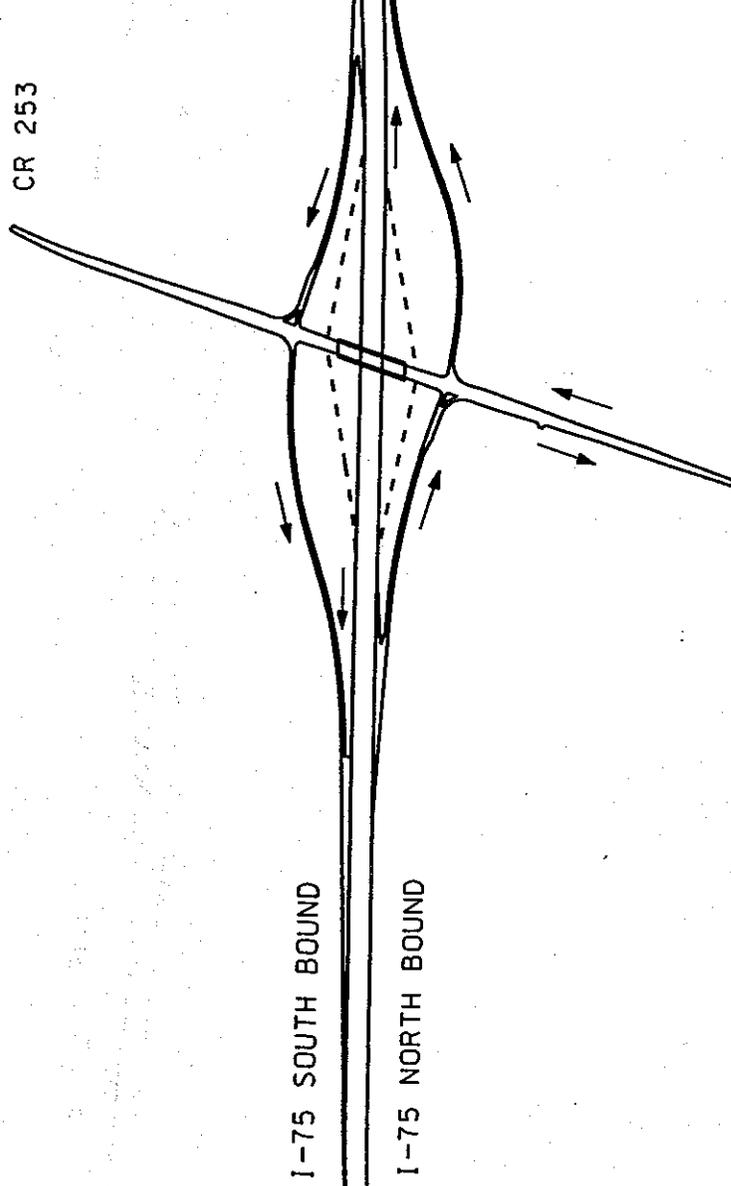
CR 253

I-75 SOUTH BOUND

I-75 NORTH BOUND

I-75 SOUTH BOUND

I-75 NORTH BOUND



PROPOSED I-75/CR 246 INTERCHANGE  
PHASE II

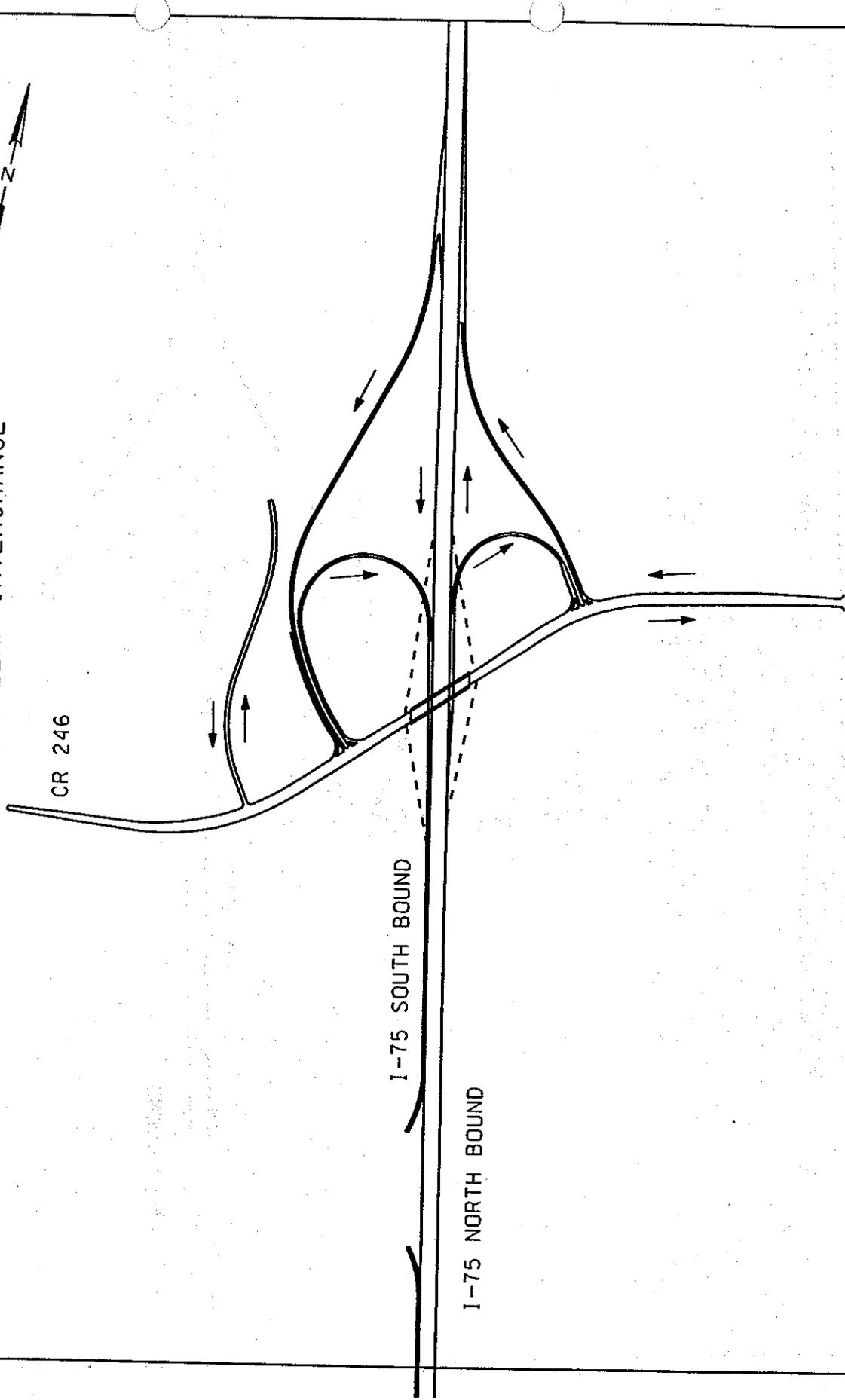
ALTERNATE A  
PARTIAL CLOVERLEAF INTERCHANGE



CR 246

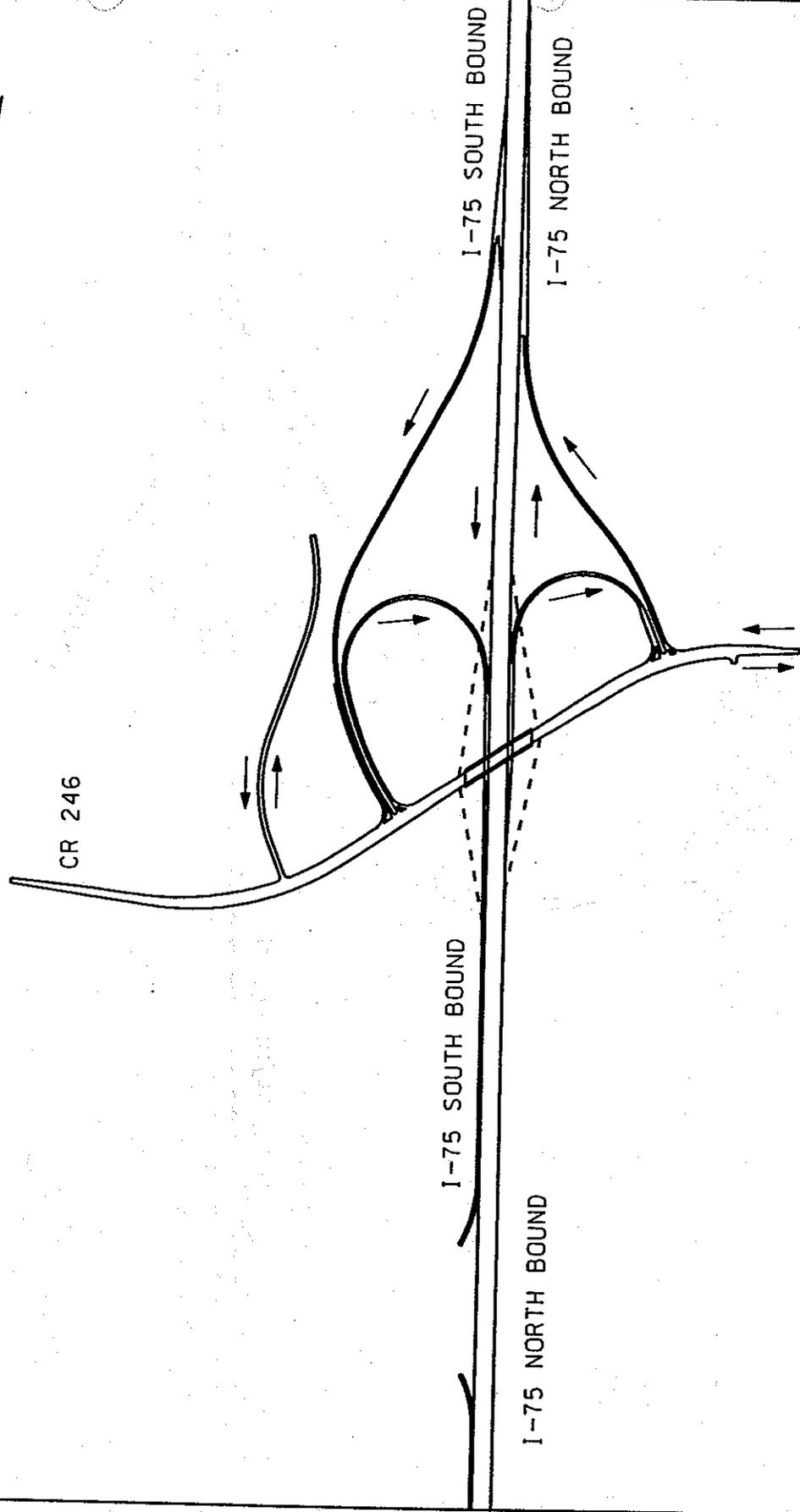
I-75 SOUTH BOUND

I-75 NORTH BOUND



PROPOSED I-75/CR 246 INTERCHANGE  
PHASE II

ALTERNATE B  
PREFERRED/RECOMMENDED  
PARTIAL CLOVERLEAF INTERCHANGE



**CONCEPT MEETING MINUTES  
I-75 WIDENING AND IMPROVEMENTS  
FROM SR 37 TO CR 246**

Project Number NH-75-1(205)

P. I. Number 410520

Cook County

January 27, 1999, 1:00 p.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.
- 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.
- 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. Burch asked how much of the project would be graded for 8 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 his desire to avoid using guardrail if 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. Werho stated there were 11 fatalities in the last four years in this area. Traffic Operations would like to suggest using double face guardrail if this project does not proceed quickly.
- Mr. Burch asked what cross slopes were used on the bridges. Mr. Crochet was unsure about the bridges, but stated that the current 1% on the mainline will be corrected to 2%. FHWA will want to correct the cross slopes up to 2% on the bridges.

- Mr. Duke asked if generally all area inside loop ramps would be unusable. Mr. Crochet stated that this land would not be available after the ramps were built.
- Mr. Breeden inquired if a cloverleaf ramp was considered in the northwest quadrant at Exit 11 – Roundtree Bridge Road CR251 in order to avoid relocating Roundtree Bridge Road around the bed and breakfast to tie back into Sparks Cutoff Road. Mr. Crochet stated this was considered and the diamond interchange appeared to be the best alternative and would result in fewer impacts.
- Mr. Young stated there was a project to upgrade the existing water and sewer facilities. This project is taking the water across at the bridge over the railroad near Exit 11 - Roundtree Bridge Road CR251. GDOT will determine information on the location of the right-of-way and keep Mr. Young up to date on the new location.
- Mr. Estes recommended that conduit for ATMS system be extended the length of the project.
- 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. He also inquired about the length of the auxiliary lanes at the rest area south of Exit 13 – Kinard Bridge Road CR246. Mr. Crochet stated that instead of an entrance ramp at CR246 followed by an exit ramp to the rest area, an auxiliary lane would be constructed and that its length would be more than sufficient to accommodate the weaving movements.
- Mr. Gay stated his concern over median crossing, storage and sight distance. Mr. Gay asked about adjusting the vertical alignment of the mainline at the railroad. Currently, the vertical curve might be too short and there have been numerous accidents there. Mr. Crochet stated that JYG would analyze the curve.
- 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. Moore asked why expanding the crossroads to four lanes was considered since the traffic volumes were so low. Mr. Kennerly stated this would help in construction phasing and provide for potential future development. Mr. Burch suggested building parallel bridges instead of building the four-lane bridge now to ease the construction phasing problems. Mr. Leoni stated how difficult it is to place medians after development has occurred. Ms. Scott cited projects in the north where intersections with the four-lane roadway and a raised median were being built even where the traffic volumes did not warrant. Mr. Permenter stated that inserting medians after the side road has been developed causes numerous problems. He suggested placing them now before development occurs.
- 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
Stan Peteet	GDOT - Right-of-Way	770-986-1009
Floyd Moore	FHWA	404-562-3654
Ted Burch	FHWA	404-562-3654
Don R. 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 Commissioner	912-816-2266
Faye Hughes	Cook County Manager	912-896-2266
Dr. William Bozeman	City of Adel-Mayor	912-896-3031
Buddy Duke	City of Adel	912-896-4504
Wayne Giddens	City of Adel	912-896-2780
Gary Permenter	City of Adel	912-896-4504
John L. Williams	Citizen of Adel	912-896-4511
Kevin Breeden	City of Sparks	912-549-6236
Jimmy Young	City of Sparks-Mayor	912-549-8211
Pat Holt	City of Lenox	912-546-4114
Sam Bowyer	Jordan Jones & Goulding	770-455-8555
Jill Hodges	Jordan Jones & Goulding	770-455-8555
Cindy Lee	Jordan Jones & Goulding	770-455-8555
Tommy Crochet	Jordan Jones & Goulding	770-455-8555

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

# PROJECT CONCEPT REPORT

## I-75 Widening and Improvements from SR 37 to CR 246

Project Number NH-75-1(205)  
P.I. No. 410520  
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. Keenerly, Gen  
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. Mallig  
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 SR 37 to CR 246

Project Number NH-75-1(205)  
P.I. No. 410520  
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

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

\_\_\_\_\_  
DATE

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

\_\_\_\_\_  
DATE

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

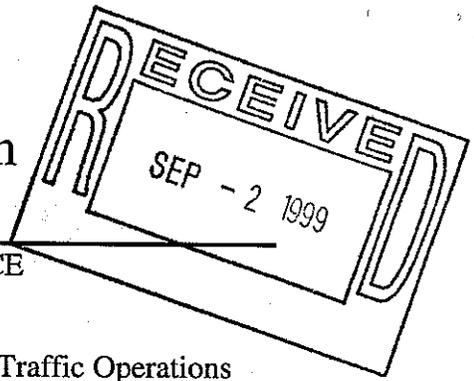
9/2/99

DATE

Paul V. Tello  
State Bridge & Structural Engineer

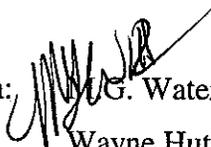
Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: NH-75-1(205)/Cook County  
P.I. No. 410520

Office: Traffic Operations  
Atlanta, Georgia  
Date: September 1, 1999

From:  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 just north of SR 37 and ending just north of CR 246, a distance of 9.3 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 Roundtree Bridge Road(CR 251), Barneyville Road(CR 253) and Kinard Bridge Road(CR 246). The 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.

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 Mitchell Street, Roundtree Bridge Road, Springhill Road, Barneyville Road, Gus Henry Road and Kinard Bridge Road bridges. Phase II will eliminate the need for the exceptions at all but the crossroad overpasses as these bridges will not be widened.

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 SR 37 to CR 246

Project Number NH-75-1(205)  
P.I. No. 410520  
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 Gen  
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

\_\_\_\_\_  
DATE

Marion Shalton  
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 SR 37 to CR 246

Project Number NH-75-1(205)  
P.I. No. 410520  
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.

9-8-99

DATE

Meredith L. ...  
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

○ 1914年10月10日 ○

1914年10月10日

1914年10月10日