

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-75-1(206) Cook-Tift Counties **OFFICE** Preconstruction
P. I. No. 410530
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 Keepler)
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(206), Cook-Tift Counties
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(206) Cook-Tift Counties **OFFICE** Preconstruction
P.I. No. 410530

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 CR 246 in Cook County to just south of CR 204 in Tift County 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>
Darden Road Overpass	188' x 32.4' bridge	99.8
Adcock Road Overpass	218' x 35.4' bridge	92.5
Omega-Eldorado Road Overpass	216' x 34.0' bridge	91.2
Oak Ridge Road Overpass	216' x 30.3' bridge	73.8

Level of Service (LOS) for this section of I-75 is presently at a LOS "C". With a projected 63% increase in traffic by year 2016, the LOS will decrease to "F" if the additional lanes are not constructed. The base year traffic (1996) is 41,500 VPD and the design year traffic (2016) is 65,200 VPD. The posted and the design speed are 70 MPH.

Project NH-75-1(206) Cook -Tift Counties - 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 CR 246 in Cook County to just south of CR 204 in Tift County, for a total of 9.80 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.

The existing bridges on Adcock Road and Oak Ridge Road over I-75 will be jacked to obtain standard vertical clearance. A design exception will be required for substandard horizontal

Wayne Shackelford

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NH-75-1(206) Cook-Tift

October 19, 1999

clearances from the I-75 mainline to side barriers in front of bridge columns at Darden Road, Adcock Road, Omega-Eldorado Road, and Oak Ridge Road. The required horizontal clearance is 14'. The proposed minimum clearances at these location will be 9.8', 8.2', 10.2' and 9.5' respectively.

NH-75-1(205) Cook-Tift Counties - 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 9.80 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 418 - Omega-Eldorado Road interchange. Due to substandard lateral clearances from the edge of the existing I-75 lanes to the face of the bridge columns, the CR 418 overpass will be replaced. The new bridge 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 design exception at CR 418 will no longer be required as this bridge will be reconstructed.

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(206) Cook-Tift Counties, Phase I

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$41,233,000	\$29,544,000	2002	01-07
Right-of-Way	-----	\$ 4,800,000		
Utilities*	-----	-----		

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

Wayne Shackelford

Page 3

NH-75-1(206) Cook-Tift

October 19, 1999

NH-75-1(xxx) Cook-Tift Counties - Phase II

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$6,041,000	----	----	LR(Proposed)
Right-of-Way	\$ 4,372,000	----		
Utilities*	\$ 513,000			

*LGPA sent 10-31-91 requesting Cook County, Tift County, and the City of Lenox be responsible 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
 Frank L. Danchetz, P.E., Chief Engineer

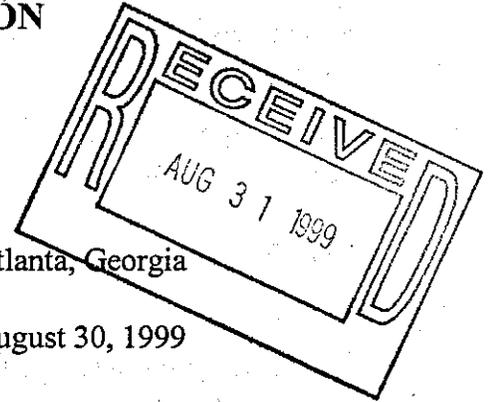
* APPROVE Floyd Moore
 for Larry R. Dreihaupt, Division Administrator, FHWA

APPROVE Wayne Shackelford
 Wayne Shackelford, Commissioner

* SUBJECT TO COMMENTS IN ATTACHED LETTER.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE



FILE: NH-75-1(206) Cook-Tift
P.I. Number 410530

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:

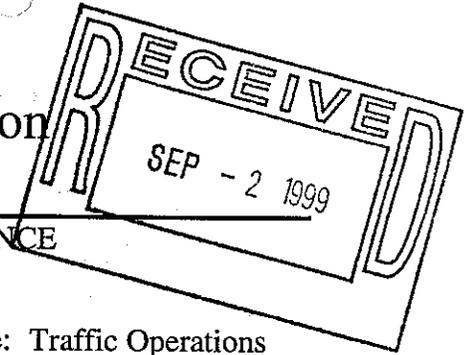
	<u>Phase I</u>	<u>Phase II</u>
Construction	\$31,352,000	\$4,594,000
Inflation	\$ 4,703,000	\$ 689,000
E&C	\$ 3,610,000	\$ 528,000
Preliminary Engineering	\$ 1,568,000	\$ 230,000
Reimbursable Utilities	\$ 0	\$ 513,000
Right of Way	\$ 0	\$4,372,000

DTM

c: Jim Kennerly

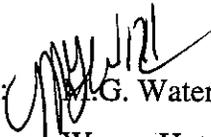
Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: NH-75-1(206)/Cook – Tift Counties
P.I. No. 410530

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 just north of CR 246 in Cook County to just south of CR 204 in Tift County, a distance of 9.8 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 interchange at Omega – Eldorado Road (CR 418). The interchange will be designed to accommodate eight lanes on the mainline in the future. The crossroad 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 a design exception for substandard horizontal clearance at the CR 418 interchange bridge. Phase II will eliminate the need for these exceptions with the widening of the bridge.

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 CR 246 to CR 204

Project Number NH-75-1(206)

P.I. No. 410530

Cook/Tift Counties

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

Paul 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 CR 246 to CR 204

Project Number NH-75-1(206)

P.I. No. 410530

Cook/Tift Counties

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 GM
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

9/2/99

DATE

Paul V. Telle 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 CR 246 to CR 204

Project Number NH-75-1(206)
P.I. No. 410530
Cook/Tift Counties

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

Date of Report: June 1999

RECOMMENDATION FOR APPROVAL

8-27-99
DATE

James A. Kennerly GM
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

9-2-99
DATE

Project Review Engineer
Marvin G. Wilton
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 CR 246 to CR 204

Project Number NH-75-1(206)

P.I. No. 410530

Cook/Tift Counties

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 GM
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

Marta V. Krueger
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 CR 246 to CR 204

Project Number NH-75-1(206)

P.I. No. 410530

Cook/Tift Counties

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

Date of Report: June 1999

RECOMMENDATION FOR APPROVAL

8-27-99

DATE

James A. Kennerly
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

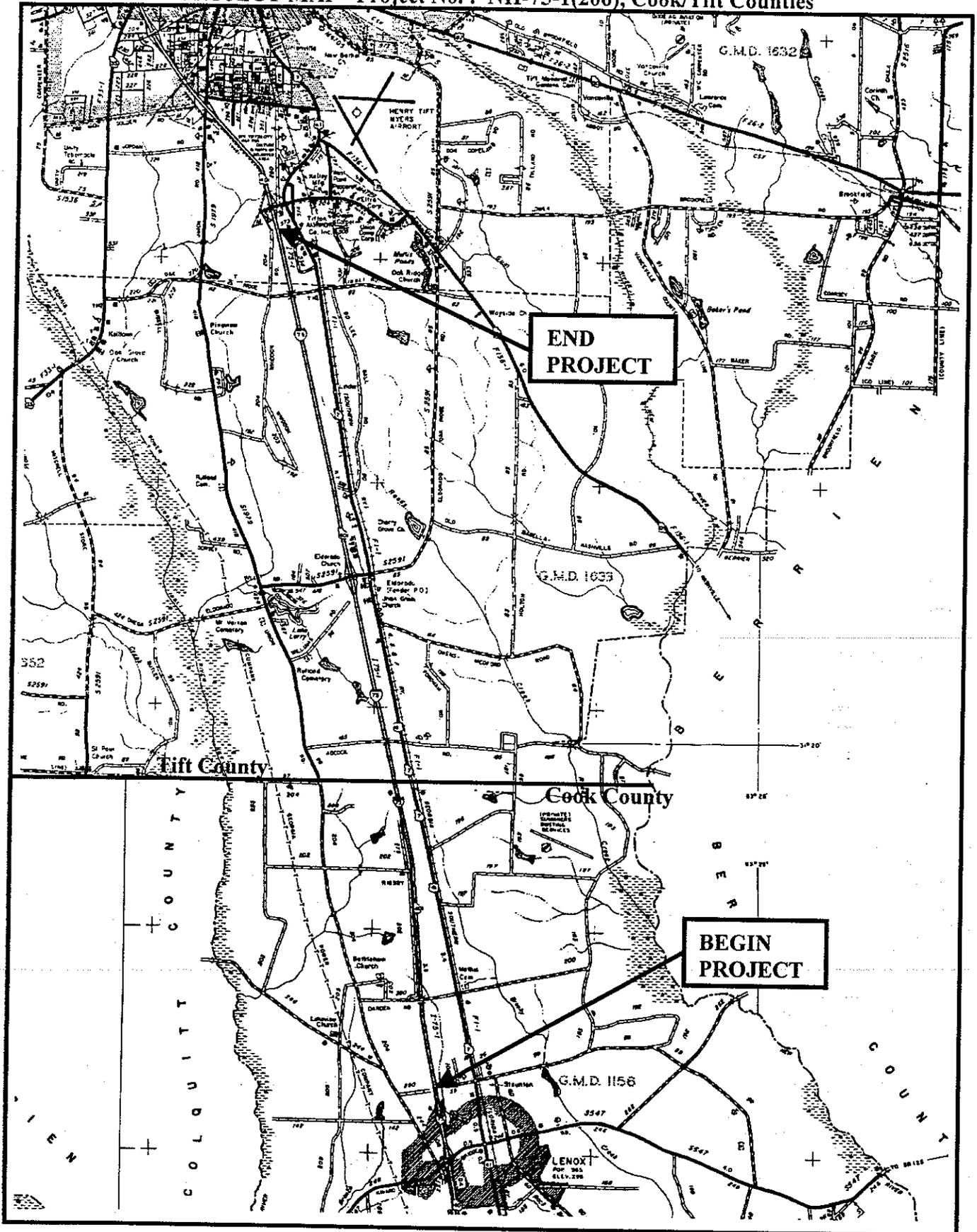
DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

PROJECT MAP - Project No. : NH-75-1(206), Cook/Tift Counties



PROJECT NUMBER: NH-75-1(206)

PROJECT LOCATION & DESCRIPTION	
<p>This project is located in northern Cook County and southern Tift County, beginning just north of CR 246 in Cook County and ending just south of CR 204 in Tift County. 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 418-Omega-Eldorado Road (Exit 14) with a diamond interchange. This interchange will be designed to accommodate a future 8 lane typical section for I-75. This crossroad will be widened to four lanes at the interchange.</p> <p>PROJECT LENGTH: 9.8 miles</p> <p>MILE POINT REFERENCE: BEGIN 17.2 (Cook Co.) END 6.0 (Tift Co.)</p>	

TRAFFIC			
CURRENT		PROJECTED	
<u>YEAR</u>	<u>AADT</u>	<u>YEAR</u>	<u>AADT</u>
1996	41,500	2016	65,200

ACCIDENT HISTORY			
<u>YEAR</u>	<u>Accident Rate</u>	<u>Injury Rate</u>	<u>Fatality Rate</u>
1994	N/A (53)	N/A (32)	N/A (0.73)
1995	41 (47)	32 (28)	4.32 (0.73)
1996	47 (50)	30 (29)	0.98 (1.32)

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

Eldorado Road (CR 418) in the vicinity of I-75 experienced 7 accidents consisting of 5 injuries and 0 fatalities for the years 1994 through 1996. The majority of the accidents occurred west of I-75. No accidents were recorded at the I-75 ramp intersections.

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

NON-CA (X)	EXEMPT ()	SF ()
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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'	1.3 %

MAJOR STRUCTURES:	Length	Width	Struct. ID	Suff. Rating
1. Two lane bridge on Darden Road (CR 200) over I-75	188'	32.4'	075-0016-0	99.8
2. Two lane bridge on Adcock Road (CR185) over I-75	218'	35.4'	277-0025-0	92.5
3. Two lane bridge on Omega-Eldorado Road (CR 418) over I-75	216'	34.0'	277-0067-0	91.2
4. Two lane bridge on Oak Ridge Road (CR 82) over I-75	216'	30.3'	277-0020-0	73.8

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

1° 00'

1.3 %

MAJOR STRUCTURES:

Length

Width

Phase I

1. No Major Structures

Phase II

1. Replace existing two lane bridge on Omega-Eldorado Road (CR 418) over I-75 with four lane bridge with a 4' flush median

314'

74.1'

PROPOSED RIGHT OF WAY				
R/W WIDTH: 300' Minimum	DISPLACEMENTS			
	Phase I	RES: 0	BUS: 0	M.H.: 0
	Phase II	RES: 3	BUS: 3	M.H.: 0
TYPE OF ACCESS CONTROL: Limited				
NUMBER OF PARCELS: Phase I - 0; Phase II- 21				

COORDINATION
CONCEPT TEAM MEETING DATE: March 3, 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: Require Cook County, City of Lenox and Tift County to relocate utilities - No reply.
OTHER PROJECT IN THE AREA: NH-75-1(205), Cook County - I-75 Widening from SR 37 to CR 246

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: Darden Road (CR 200), Adcock Road (CR185), Omega-Eldorado Road (CR 418), and Oak Ridge Road (CR 82). The required horizontal clearance is 14'. The proposed minimum horizontal clearances at these locations will respectively be 9.8', 8.2', 10.2', and 9.5'. **PHASE II:** The Design Exception at Omega-Eldorado Road (CR 418) will no longer be required as this bridge 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.

ESTIMATED COST - PHASE I

CONSTRUCTION:	\$31,352,335	RIGHT-OF-WAY:	\$0
E & C (10) :	\$3,135,234	ACQUIRED BY :	GDOT
INFLATION :	\$4,941,912	UTILITIES :	\$0
		ADJUSTED BY :	GDOT
TOTAL CONSTRUCTION COST:		\$39,429,481	

ESTIMATED COST - PHASE II

CONSTRUCTION:	\$4,594,263	RIGHT-OF-WAY:	\$4,371,895
E & C (10) :	\$459,426	ACQUIRED BY :	GDOT
INFLATION :	\$724,171	UTILITIES :	\$512,500
		ADJUSTED BY :	GDOT
TOTAL CONSTRUCTION COST:		\$10,662,255	

COMMENTS:

1. The existing two lane bridge on Adcock Road (CR185) over I-75 would have a vertical clearance of 15.76' 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 Omega-Eldorado Road (CR 418) over I-75 will have a vertical clearance of 15.72' 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 Oak Ridge Road (CR 82) over I-75 would have a vertical clearance of 15.44' during Phase I and should be jacked to provide a minimum clearance of 16.0'. This bridge will not be replaced during Phase II.

ATTACHMENTS:

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

NEED AND PURPOSE

Interstate 75, Cook/Tift Counties

NH-75-1(206)

P.I. 410530

Project NH-75-1(206) is one of eight programmed projects to widen Interstate 75 to six lanes. The project's south terminus is widening project NH-75-1(205), which will also be widened to six lanes. The north terminus is the six-lane section of I-75 in Tifton. This project is 9.8 miles in length.

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 37,200 vehicles with a 24-hour truck percentage of 24%. The AADT is projected to increase to 65,200 vehicles by the year 2017. During 1997, there were 31 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 "C". Without the addition of a third lane in each direction, the level of service will decrease to a level "F" before 2017. However, a third lane in each direction will improve the level of service on I-75 to a level "B" and the projected level of service for 2017 to a level "C".

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(206)

COUNTY: Cook/Tift

DATE: June 15, 1999

ESTIMATED LETTING DATE: July 2001

PREPARED BY: J. Hodges

PROJECT LENGTH: 9.8 Miles

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

PROJECT COST		
	Phase I	Phase II
A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT)	\$ -	689,040
2. DISPLACEMENTS; RES: 3, BUS: 3, M.H.: 0	\$ -	271,150
3. OTHER COST (ADM./COST, INFLATION)	\$ -	3,411,705
SUBTOTAL: A	\$ -	4,371,895
B. REIMBURSABLE UTILITIES:		
1. RAILROAD	\$ -	-
2. TRANSMISSION LINES	\$ -	-
3. SERVICES	\$ -	512,500
SUBTOTAL: B	\$ -	512,500
C. CONSTRUCTION:		
1. MAJOR STRUCTURES		
a. BRIDGES		
Grade Separations (1)	\$ -	1,407,900
Stream Crossings	\$ -	-
SUBTOTAL: C-1.a	\$ -	1,407,900
b. OTHER		
Walls	\$ -	-
Box Culverts	\$ 41,953	-
Bridge Culverts	\$ -	-
SUBTOTAL: C-1.b	\$ 41,953	-
SUBTOTAL: C-1	\$ 41,953	1,407,900
2. GRADING AND DRAINAGE:		
a. EARTHWORK		
In Place Embankment	\$ -	-
b. DRAINAGE		
1) Cross Drain Pipe	\$ 1,425,150	77,360
2) Curb and Gutter	\$ -	71,442
3) Longitudinal System (include catch basins)	\$ -	-
SUBTOTAL: C-2.b	\$ 1,425,150	148,802
SUBTOTAL: C-2	\$ 1,425,150	148,802

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-75-1(206)

COUNTY: Cook/Tift

DATE: June 15, 1999

ESTIMATED LETTING DATE: July 2001

PREPARED BY: J. Hodges

PROJECT LENGTH: 9.8 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	292,476	25,269 Tons @ \$18.4		\$ 5,381,560		464,948
b. ASPHALT PAVING (Mainline & Cross-Roads):						
Drainage - Type D	22,620	- Tons @ \$49.4		\$ 1,117,432		-
Surface - SMA	45,246	- Tons @ \$46.2		\$ 2,090,387		-
Surface - Superpave	11,312	1,612 Tons @ \$38.75		\$ 438,353		62,461
Binder - SMA	-	- Tons @ \$44.77		\$ -		-
Binder - Superpave	165,909	2,149 Tons @ \$37.69		\$ 6,253,102		81,001
Base - Superpave	120,662	8,831 Tons @ \$35.93		\$ 4,335,375		317,293
Pavement Reinf. Fabric Strips	208,149	- Lane Ft @ \$2.83		\$ 589,062		-
SUBTOTAL: C-3.b				\$ 14,823,711		460,755
c. CONCRETE PAVING (Ramps)		26,927 SY @ \$36.41		\$ -		980,417
d. OTHER (Leveling, Tack Coat, Milling)				\$ 1,784,088		1,203
SUBTOTAL: C-3				\$ 21,989,360		1,907,322
4. LUMP ITEMS						
a. GRASSING				\$ 911,460		244,955
b. CLEARING AND GRUBBING				\$ 722,376		163,731
c. LANDSCAPING				\$ -		-
d. EROSION CONTROL				\$ 1,144,492		263,748
e. TRAFFIC CONTROL				\$ 395,875		66,575
SUBTOTAL: C-4				\$ 3,174,203		739,008
5. MISCELLANEOUS:						
a. LIGHTING				\$ -		-
b. SIGNING - MARKING - SIGNALIZATION				\$ 303,360		24,634
c. GUARDRAIL						
Single-Faced				\$ 35,910		7,820
Double-Faced				\$ -		-
Anchors				\$ 32,130		7,140
SUBTOTAL: C-5.c				\$ 68,040		14,960
d. SIDEWALK				\$ -		-
e. MEDIAN / SIDE BARRIER	51,956	- LF @ \$32.02		\$ 1,663,625		-
f. MOVABLE BARRIER SECTION				\$ 90,000		-
g. ACCESS FENCE				\$ 236,670		-
h. BRIDGE JACKING				\$ 191,214		-
i. APPROACH SLABS				\$ -		44,567
j. REMOVAL						
Concrete Paving				\$ -		211,399
Bridges				\$ -		86,000
SUBTOTAL: C-5.g				\$ -		297,399
k. ATMS Conduit	51,956	- LF @ \$37.78		\$ 1,962,907		-
l. OTHER				\$ 205,855		9,670
SUBTOTAL: C-5				\$ 4,721,670		391,231

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-75-1(206)

COUNTY: Cook/Tift

DATE: June 15, 1999

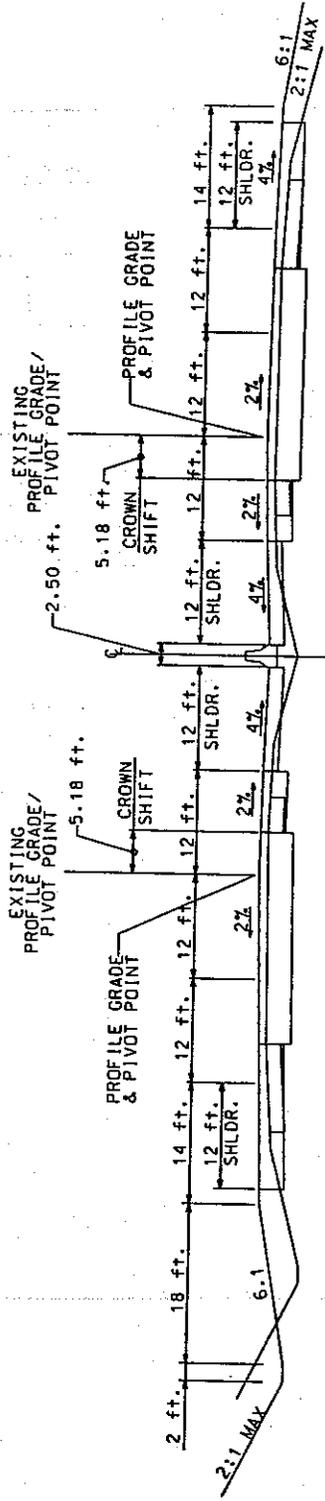
ESTIMATED LETTING DATE: July 2001

PREPARED BY: J. Hodges

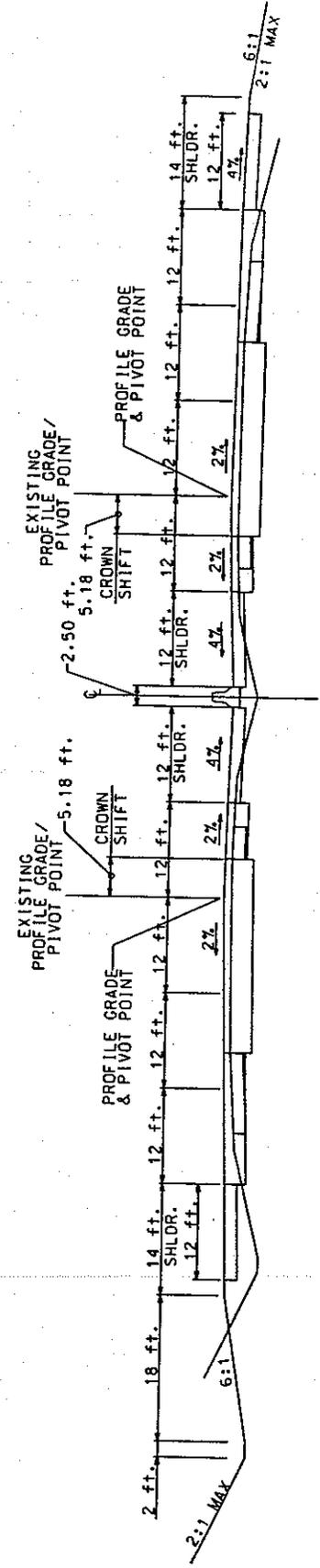
PROJECT LENGTH: 9.8 Miles

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

PROJECT COST		
	Phase I	Phase II
6. SPECIAL FEATURES		
SUBTOTAL: C-6	\$ -	-
SUMMARY		
A. RIGHT-OF-WAY	\$ -	4,371,895
B. REIMBURSABLE UTILITIES	\$ -	512,500
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 41,953	1,407,900
2. GRADING AND DRAINAGE	\$ 1,425,150	148,802
3. BASE AND PAVING	\$ 21,989,360	1,907,322
4. LUMP ITEMS	\$ 3,174,203	739,008
5. MISCELLANEOUS	\$ 4,721,670	391,231
6. SPECIAL FEATURES	\$ -	-
SUBTOTAL CONSTRUCTION COST	\$ 31,352,335	4,594,263
E. & C. (10%)	\$ 3,135,234	459,426
INFLATION (5% PER YEAR)	\$ 4,941,912	724,171
NUMBER OF YEARS	3	
TOTAL CONSTRUCTION COST	\$ 39,429,481	5,777,860
GRAND TOTAL PROJECT COST	\$ 39,429,481	10,662,255

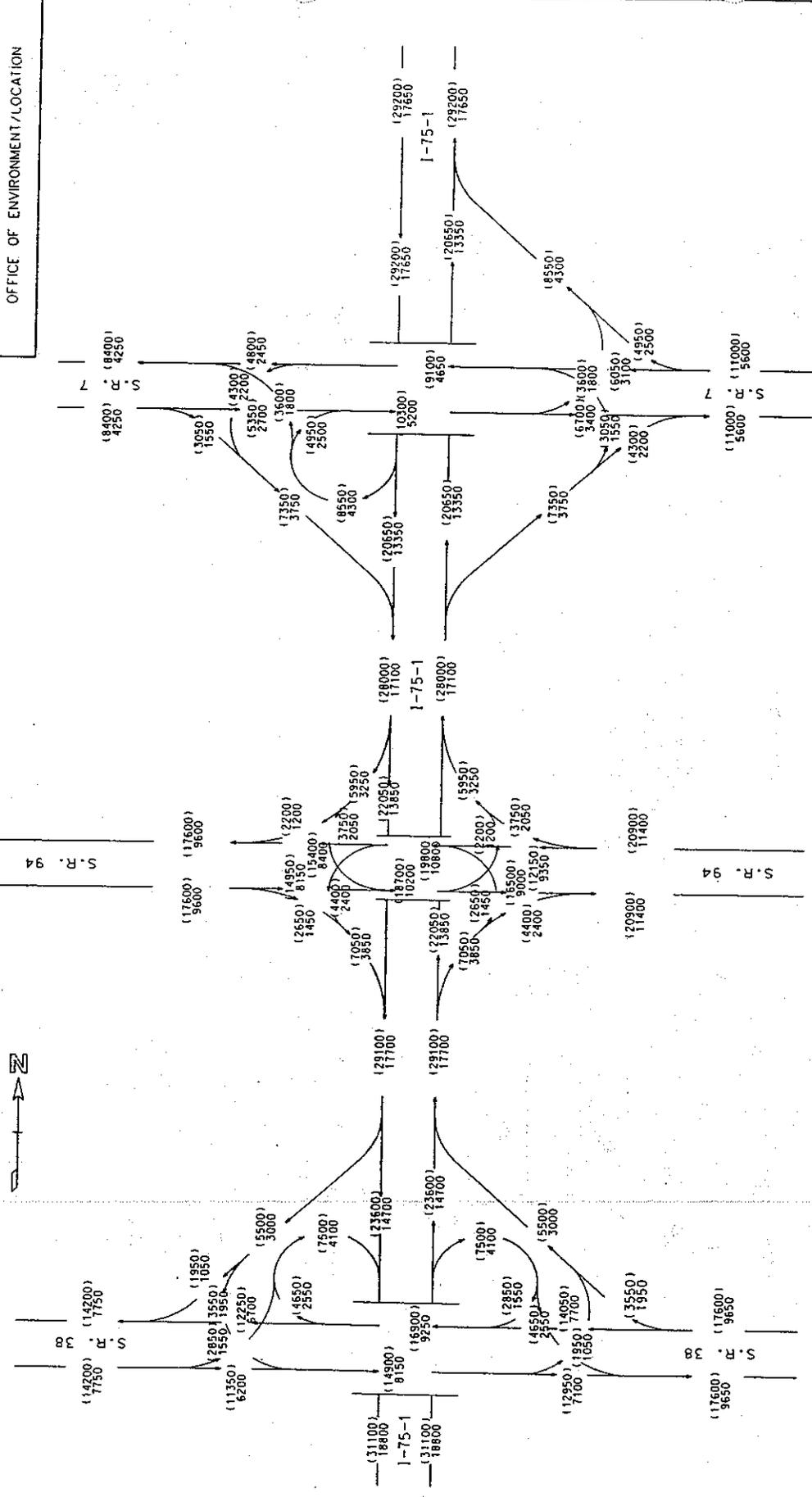


TANGENT SECTION
I-75
PHASE I
6 LANES TOTAL

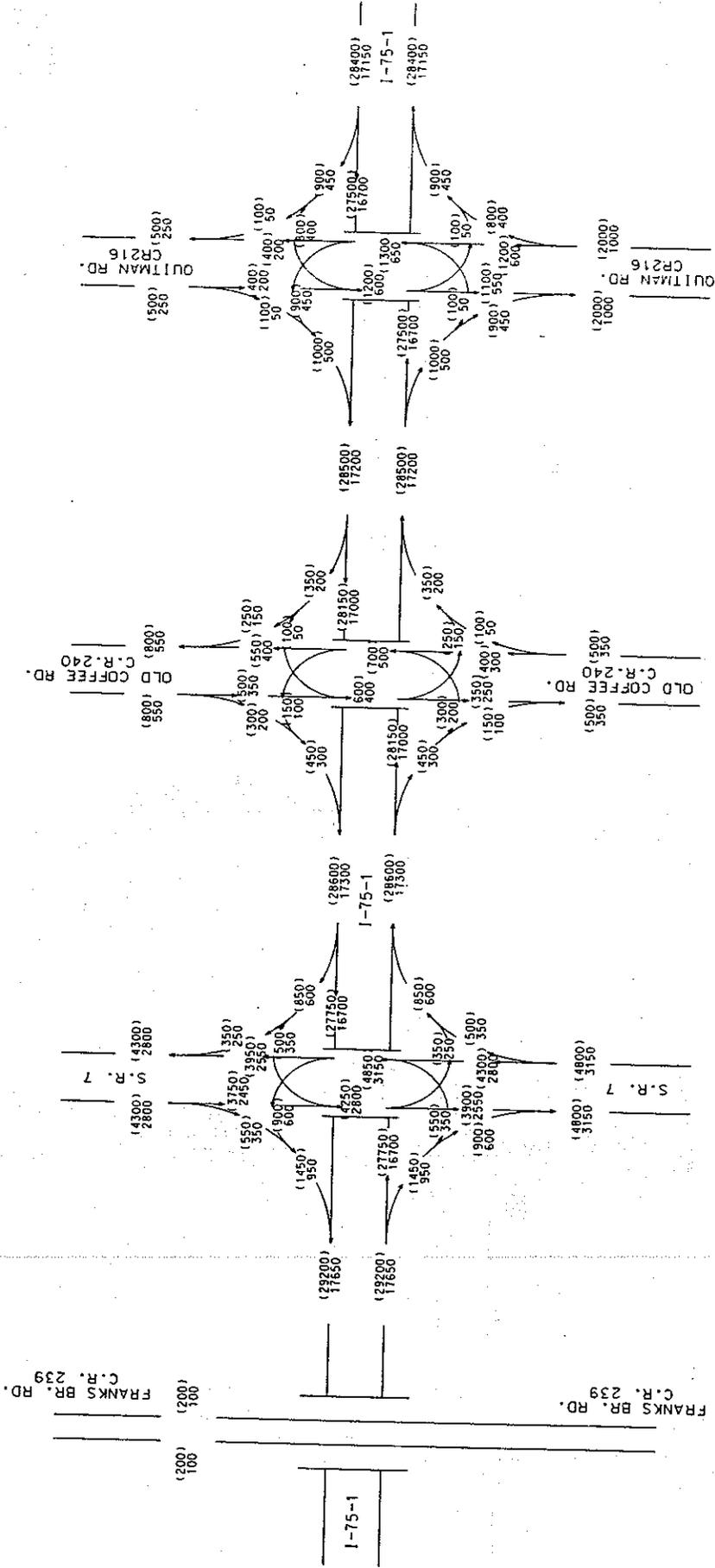


TANGENT SECTION
I-75
PHASE II
8 LANES TOTAL
WITHIN INTERCHANGE LIMITS

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

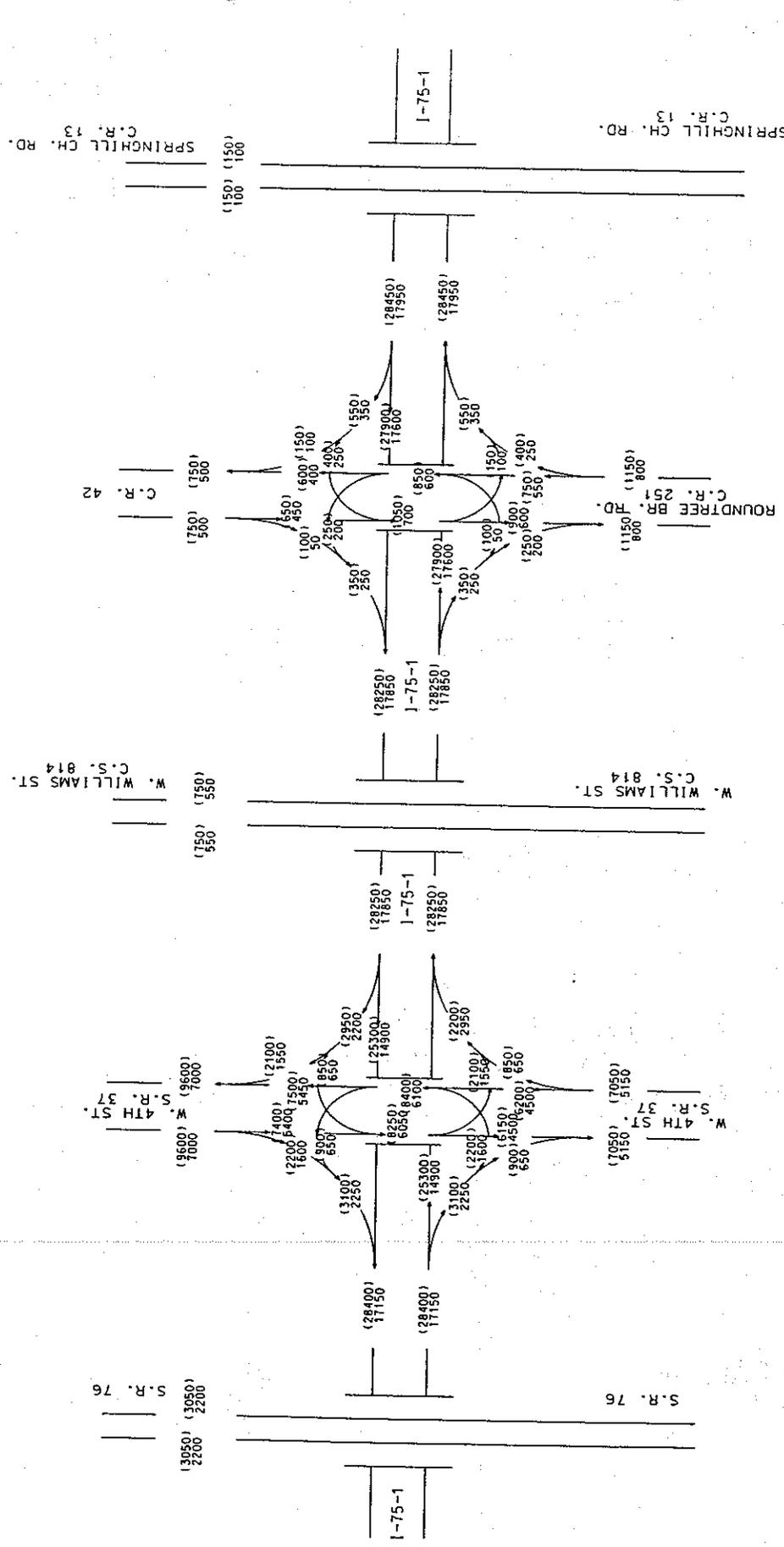


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 (204)(205)(206)
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 410510, 410520
 410530
 LOWMEDES, COOK, TIFT
 COUNTIES
 19% ADT=000
 2016 ADT=1000
 24 HR. I=19%
 S.U.=5%
 COMB.=14%
 MGS 2-92



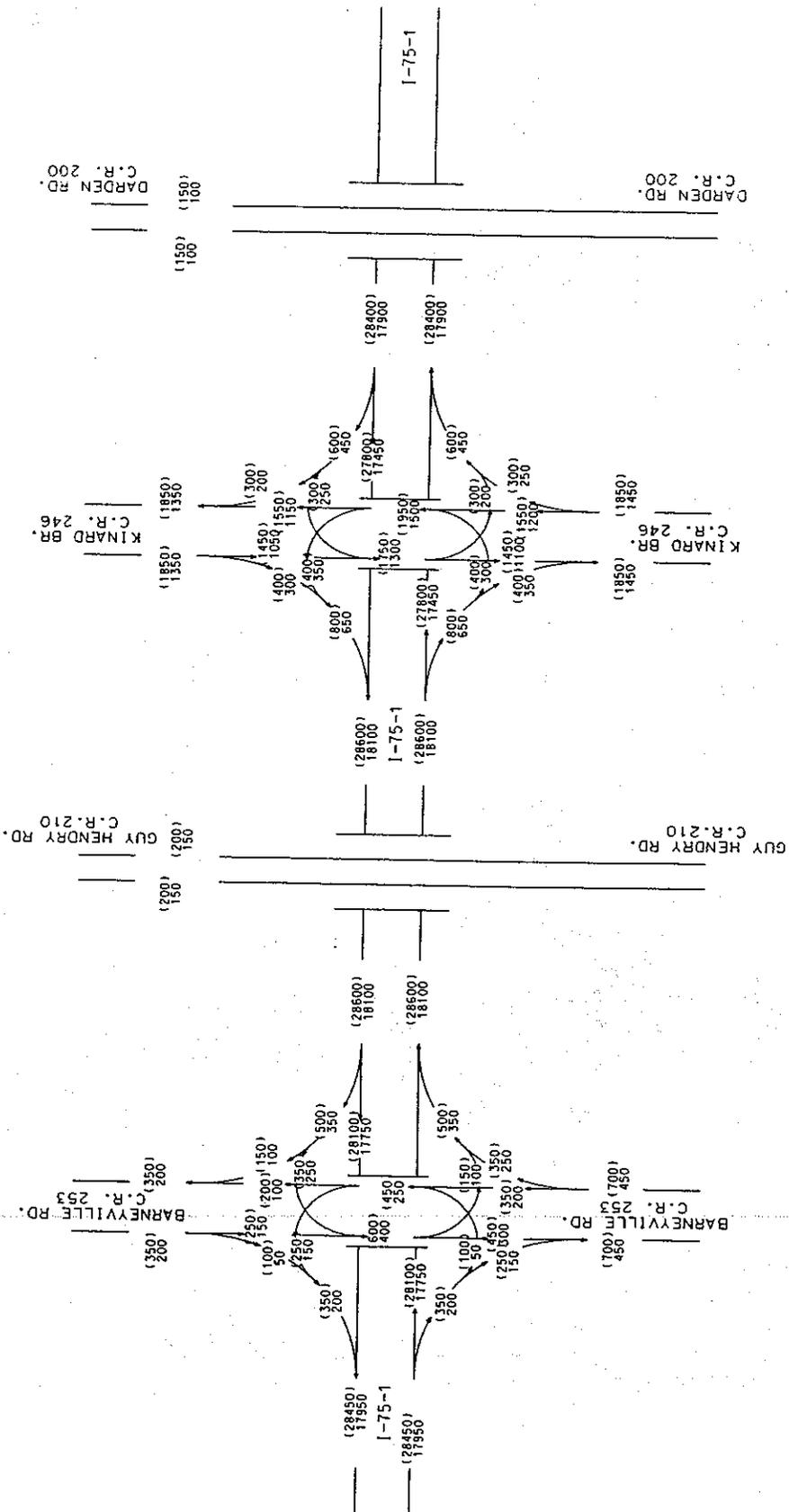
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410530
LOWMEDES, COOK, TIFT
COUNTIES
1996 ADT=000
2016 ADT=1000
24 HR. T=19%
S.U.=5%
COMB.=14%

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

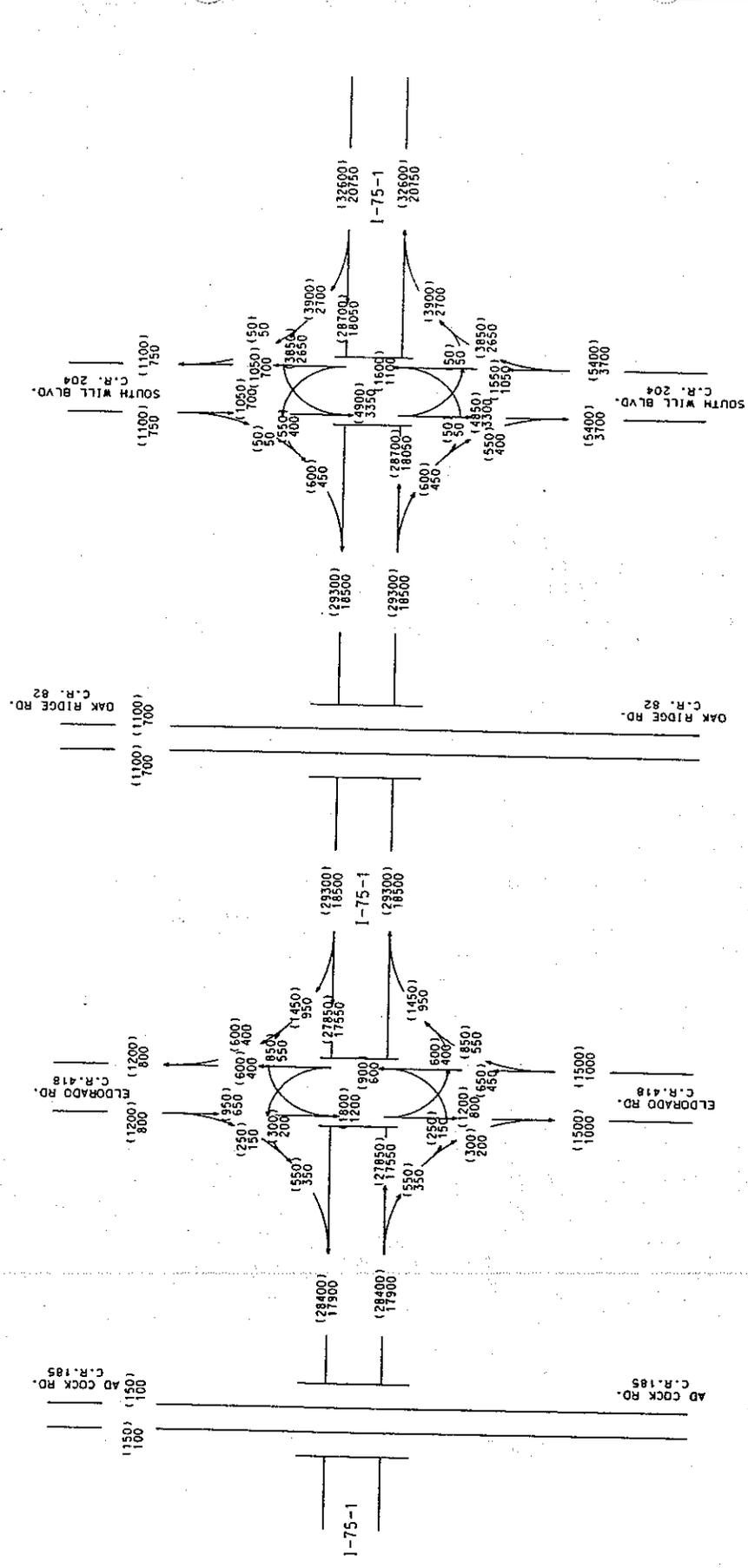


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S.U.=5%
COMB.=14%
WGS 2-93

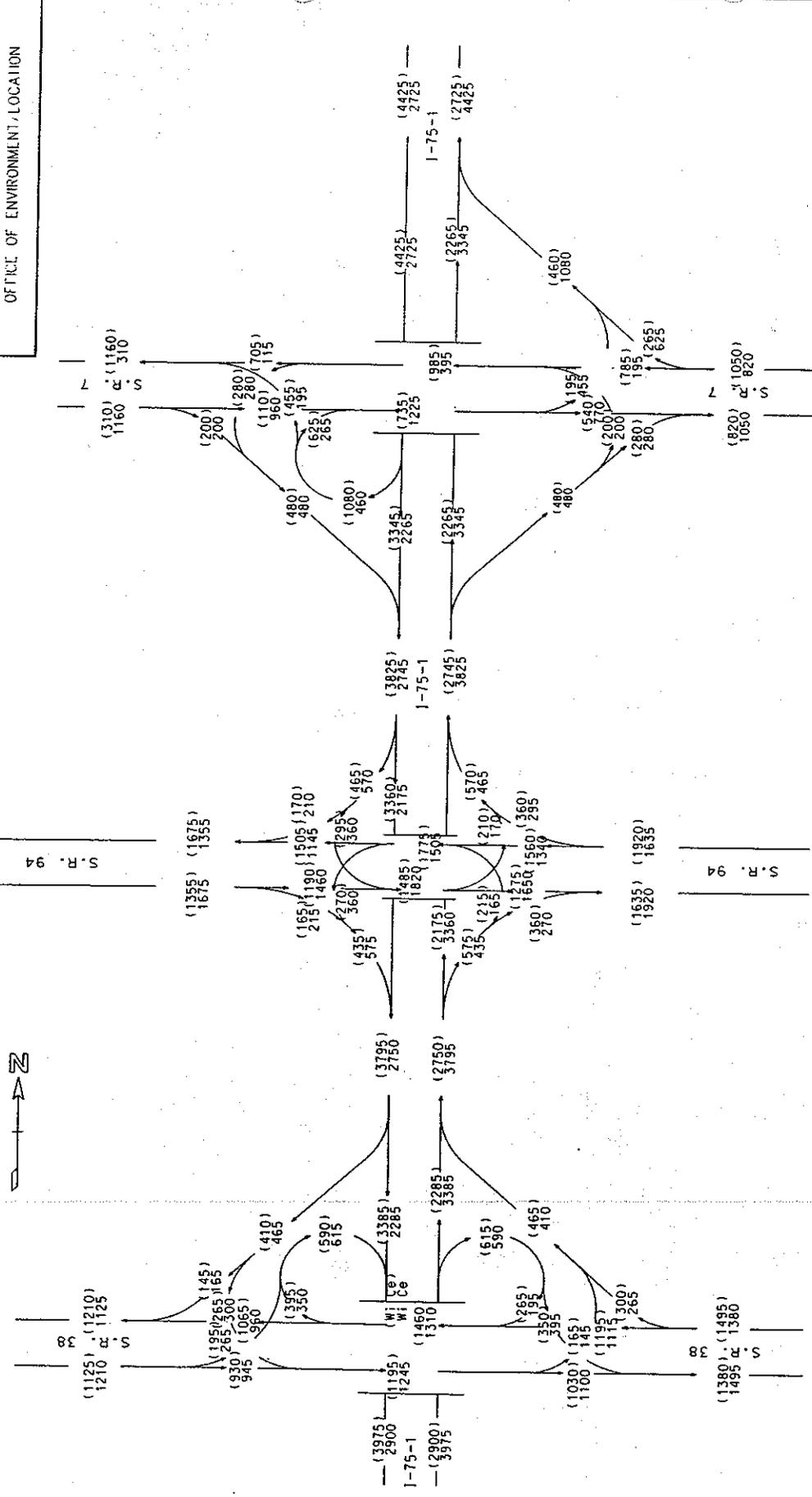
GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



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COUNTIES
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2016 ADT=(000)
24 HR.T=19%
S.U.=5%
COMB.=14%
WCS 2-92

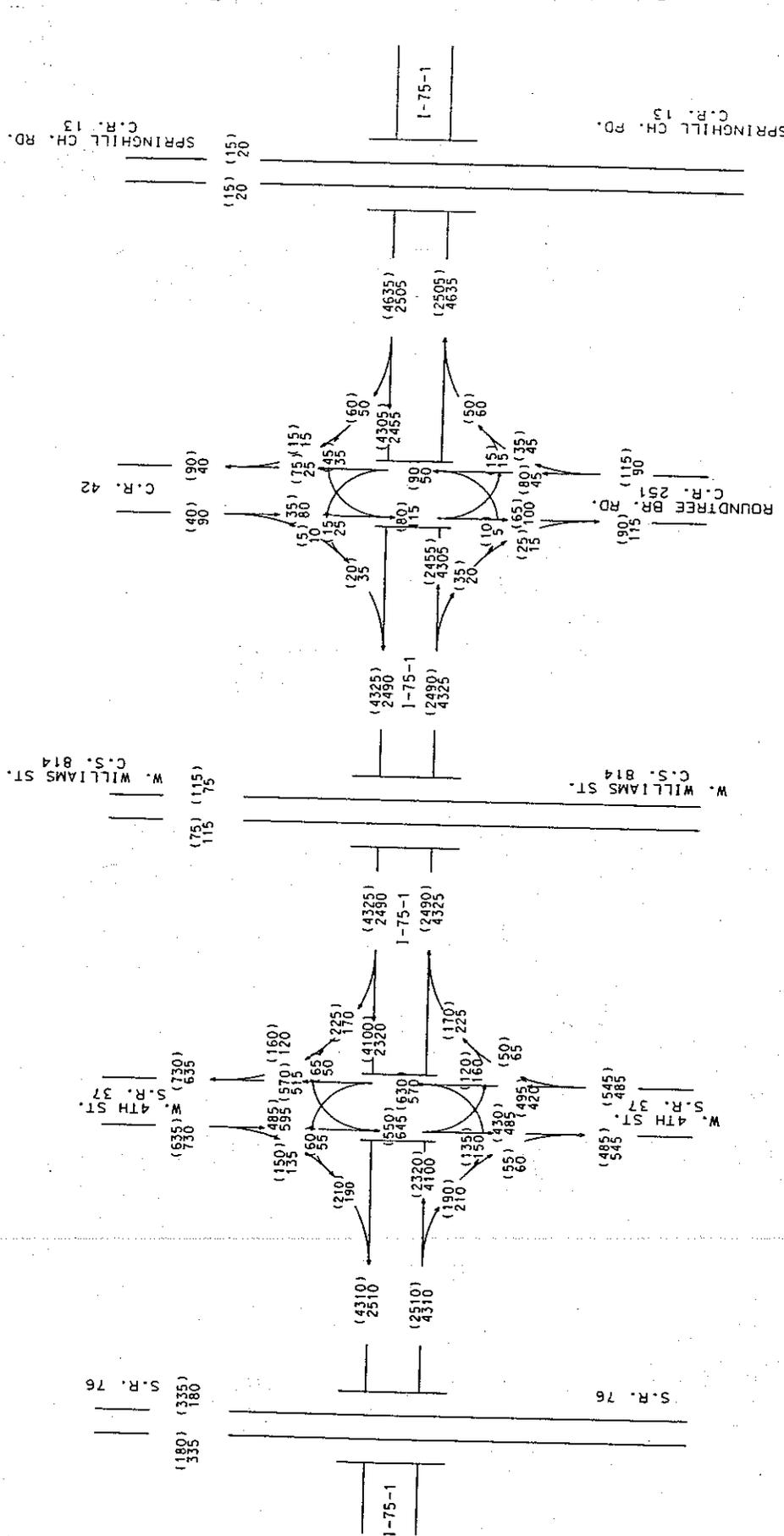


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410530
LOWNDES, COOK, TIFT
COUNTIES
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2016 ADT=(000)
24 HR. T=19%
S.U.=5%
COMB.=14%



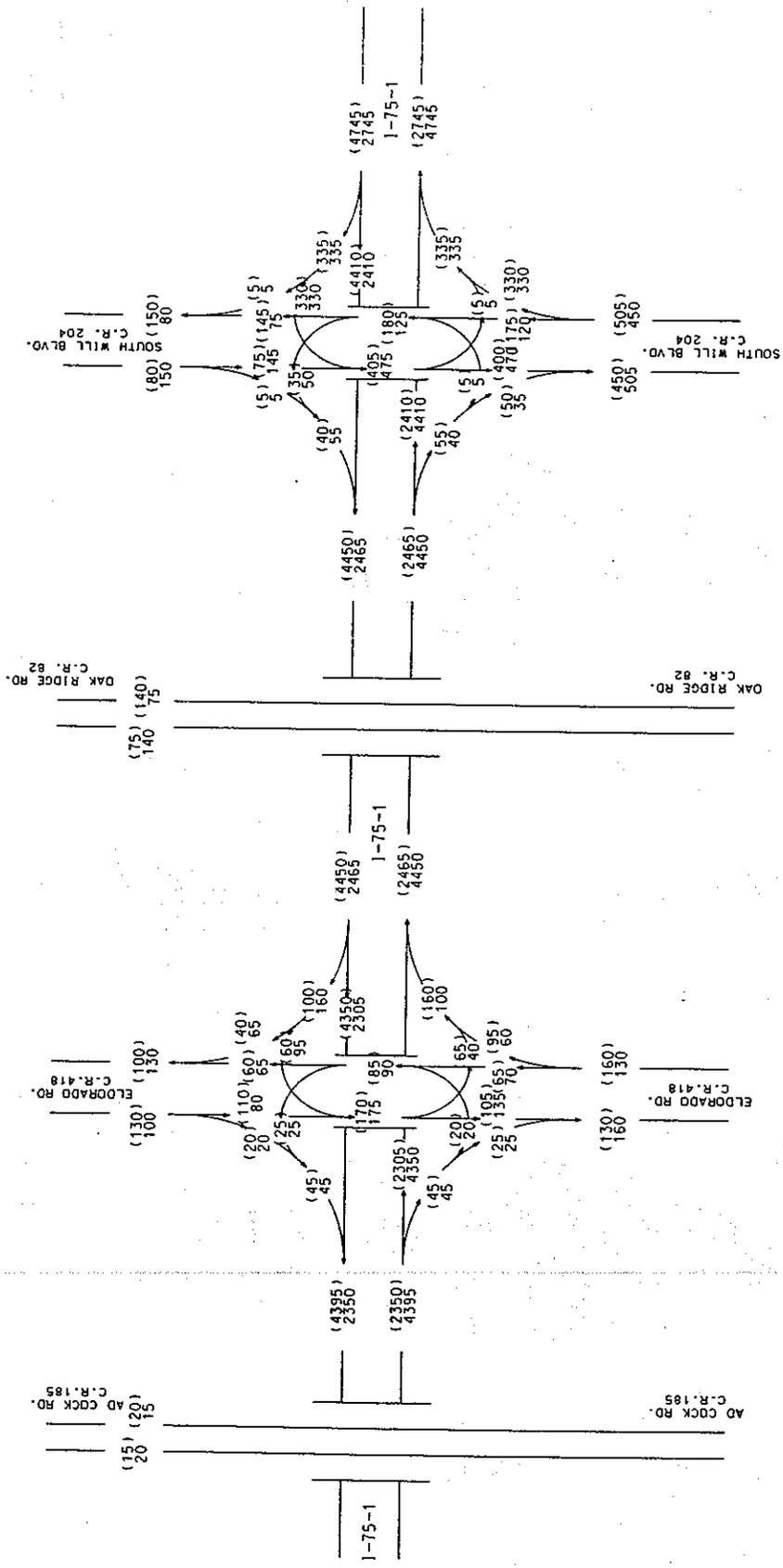
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 410530
 LOWNDES, CODK, TIFT
 COUNTIES
 2016 A.M. DHV=000
 2016 P.M. DHV=(000)
 T=15%

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



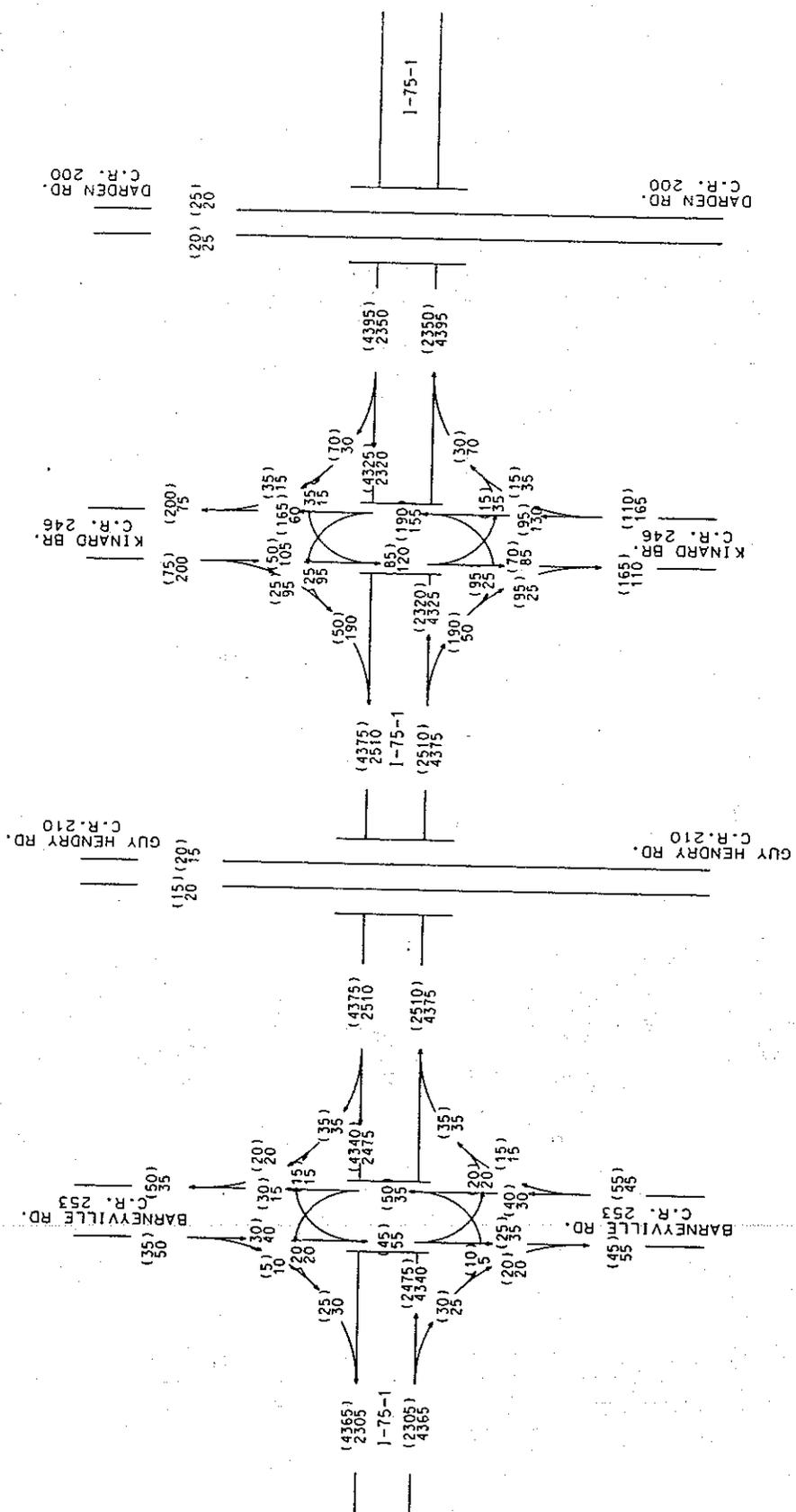
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 410510, 410520
 410530
 LOWNDES, COOK, TIFT
 COUNTIES
 2016 A.M. DHV=000
 2016 P.M. DHV=1000
 T=15%

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



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

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



I-75-1(164)(203)
 (204)(205)(206)
 P.I.# 410380, 410500
 410510, 410520
 410530
 LOWMEDES, COOK, TIFT
 COUNTIES
 2016 A.M. DHV=000
 2016 P.M. DHV=(000)
 I=15%

**CONCEPT MEETING MINUTES
I-75 WIDENING AND IMPROVEMENTS
FROM CR 246 TO CR 204**

Project Number NH-75-1(206)

P.I. No. 410530

Cook/Tift County

March 3, 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. 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. Leoni said that new layouts would be supplied to the District Utilities office and the Right-of-Way office to update estimated cost.
- Ms. Hodges stated that the height for bridge jacking was yet to be determined.
- Mr. Estes recommended placing ATMS conduit along the full length of the project. Mr. Mote recommended this cost be placed in the concept report.
- Mr. Gay commented on the fatalities due to vehicles crossing the median. This project will help to reduce the deaths. Mr. Gay expressed concern with the vertical clearance. All bridges need to maintain a vertical clearance of at least 15'-5" for permitted oversize loads.
- Ms. Scott stated that this project was scheduled for 2001. She indicated that funding is low and could affect the scheduling of the project. She stated that the approved concept report would need to indicate the two phases of the project, any interchanges that would be broken out as their own project and the timeframe between Phase I and Phase II. Ms. Scott stated

PROPOSED I-75/CR 418 INTERCHANGE
PHASE II

DIAMOND INTERCHANGE



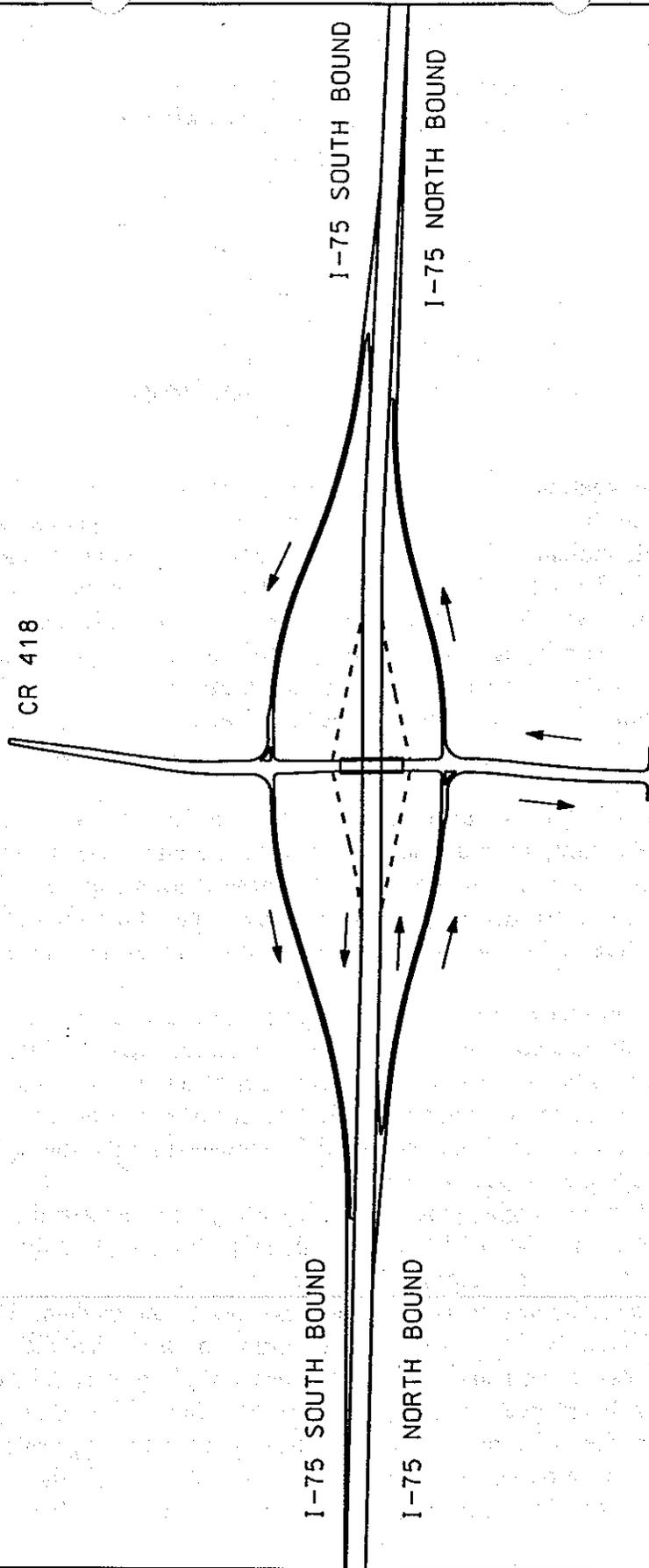
CR 418

I-75 SOUTH BOUND

I-75 NORTH BOUND

I-75 SOUTH BOUND

I-75 NORTH BOUND



that anything that was going to be on the program in the next ten years needs to be in the concept report.

- Mr. Gaskins delivered a preliminary utilities estimate from Emory Giddens to Ms. Hodges. The estimate needs to be updated based on the new layouts.
- Mr. Peteet stated that right-of-way cost has been estimated based on the old layouts. He will provide JJG with an updated cost after he receives the new layouts. Mr. Crochet requested that the right-of-way cost be separated into the east and west sides of the interchange.
- Mr. Mulling expressed concern with the horizontal clearance of the inside shoulder and bridge columns. He believes this will need a design exception due to the fact that the width needed is 10' or 12'.
- Mr. Mulling expressed concern with the vertical clearance of the bridges. The bridges that will be replaced during Phase II should be jacked to 16'-0" during Phase I construction. The other bridges should be jacked to 16'-6" since there is an undeterminable amount of time before these bridges get replaced.
- Mr. Mulling questioned the drainage of the inside median on such a flat grade. Mr. Mayo stated that south of Lenox it is very flat and all the drainage would be to the outside by having all lanes slope to the outside. North of Lenox, the inside lane would drain to the inside since the grades in the area are adequate for proper drainage. Mr. Mulling expressed concern about cars hydroplaning and said that we might want to look into increasing the cross slope in order to get proper drainage.
- Ms. Hines stated that Don Watson wanted the bridges jacked to 16'-0". Mr. Mulling said they needed to 16'-6" for future overlay. Mr. Mayo stated that any bridge replaced in Phase II would be jacked to 16'-0". The other bridges would be jacked to 16'-6".
- Mr. Estes recommended that the reverse curve be removed at Exit 14 - Omega-Eldorado Road CR418.
- Mr. Mote expressed concern over the new crown location. Ms. Hodges said that we would start with the minimum overlay on the outside and grade up to the crown point.
- Mr. Mote stated that we should include what type of concrete was used to construct the mainline on the "Existing Roadway" section of the concept report.
- Mr. Mote stated that on I-95 the bridges were all jacked to 17'-0" during the construction.
- Mr. Mulling expressed concern over the horizontal distance under the crossroads where there are no interchange ramps. He said that we should go ahead and widen them in order to solve the problem while we are already working on them. Ms. Scott said that if this is done, then we need to look into including it in this concept report with separate project numbers. Mr. Mulling indicated that he would like this to be included in the report.
- Mr. Mote stated that the Materials and Research office needs to develop a cost estimate for the sealing of the concrete joints. This cost is to be included in the concept report.
- Mr. Mulling asked if we had looked into a full replacement of the existing lanes. The cross slope and grade could then be fixed.
- Mr. Gay expressed concern over emergency access in the long areas between the exits. Mr. Mulling suggested using the mechanical movable barrier.
- Mr. Leoni concluded the meeting.

In Attendance:

<u>Name</u>	<u>Organization</u>	<u>Phone No.</u>
Joe Leoni	GDOT-Road Design	404-656-5386
Greg Mayo	GDOT-Road Design	404-656-5180
Rick Reasons	GDOT-Road Design	404-657-9756
Reba Scott	GDOT-Programming	404-651-7043
Ken Estes	GDOT-Traffic Operations	404-635-8125
Stan Peteet	GDOT-Right of Way	770-986-1009
Shelia Hines	GDOT-Materials & Research	404-363-7501
Wayne G. Mote Jr.	GDOT-Consultant Mgmt Group	404-656-5404
David Mulling	GDOT-Engineering Services	404-651-7470
Joe W. Sheffield	GDOT-Tifton-Preconstruction	912-386-3200
Danny P. Gay	GDOT-Tifton-Traffic Operations	912-386-3435
Don R. Gaskins	GDOT-Tifton	912-386-3043
Kurt E. Seigler	Tift County Engineer	912-382-5248
Jill Hodges	Jordan Jones & Goulding	770-455-8555
Sam Bowyer	Jordan Jones & Goulding	770-455-8555
Cindy Lee	Jordan Jones & Goulding	770-455-8555