

(ORIGINAL TO GENERAL FILES)

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-75-3(196) Catoosa County OFFICE Preconstruction
 P.I. No. 610800 DATE April 5, 1995
 FROM *CW Hutto* 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/se

Attachment

DISTRIBUTION:

- John Lively
- Bob Mustin
- David Studstill
- Herman Griffin
- Toni Dunagan
- James Kennerly
- Darrell Elwell
- Marion Waters
- Charles Law
- Paul Liles
- Walker Scott
- FHWA

Wayne Shackelford
Page 2
February 23, 1995

NH-IM-75-3(196) Catoosa County

Environmental concerns include requiring a COE 404 permit; a Categorical Exclusion will be prepared; possible impacts to threatened and endangered species, TVA approval is required; a public hearing is not required; time saving procedures are appropriate.

The estimated cost for this project are:

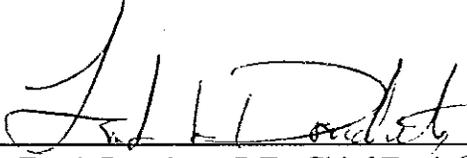
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$7,548,000	\$8,725,000	1998
Rights-of-way	\$304,000	\$1,000,000	97-02
Utilities	---	---	

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

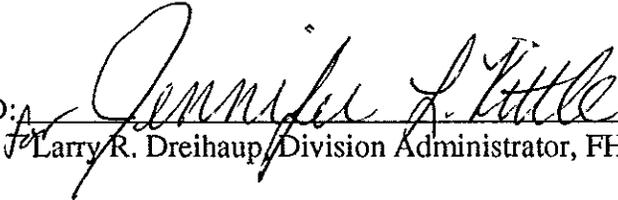
HJL/JDQ/se

Attachment

CONCUR:


Frank Danchetz, P.E., Chief Engineer

APPROVED:


Larry R. Dreihaup, Division Administrator, FHWA

APPROVED:


Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
FEB 03 1995
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-75-3(196) CATOOSA OFFICE Atlanta, Georgia
P.I. NO. 610800 DATE FEBRUARY 3, 1995

FROM Bob Mustin, P.E., Project Review Engineer *DTM*

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT COST ESTIMATE

The cost estimate submitted February 2, 1995 has been reviewed as requested. The cost estimate is satisfactory.

DTM

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-75-3(196) Catoosa Co. OFFICE Atlanta
P.I. No. 610800 DATE Oct. 6, 1994

FROM *James Kennerly*
James Kennerly, State Road & Airport Design Engineer *JK*

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Concept Report Approval

Attached for further processing is the project concept report. It is requested that each effected office return comment to you.

JK:GRM:bc
Attachments

xc: John Lively
David Studstill, w/att
Marion Waters, w/att
Paul Liles, w/att
Charles Law, w/att
Bobby Mustin, w/att



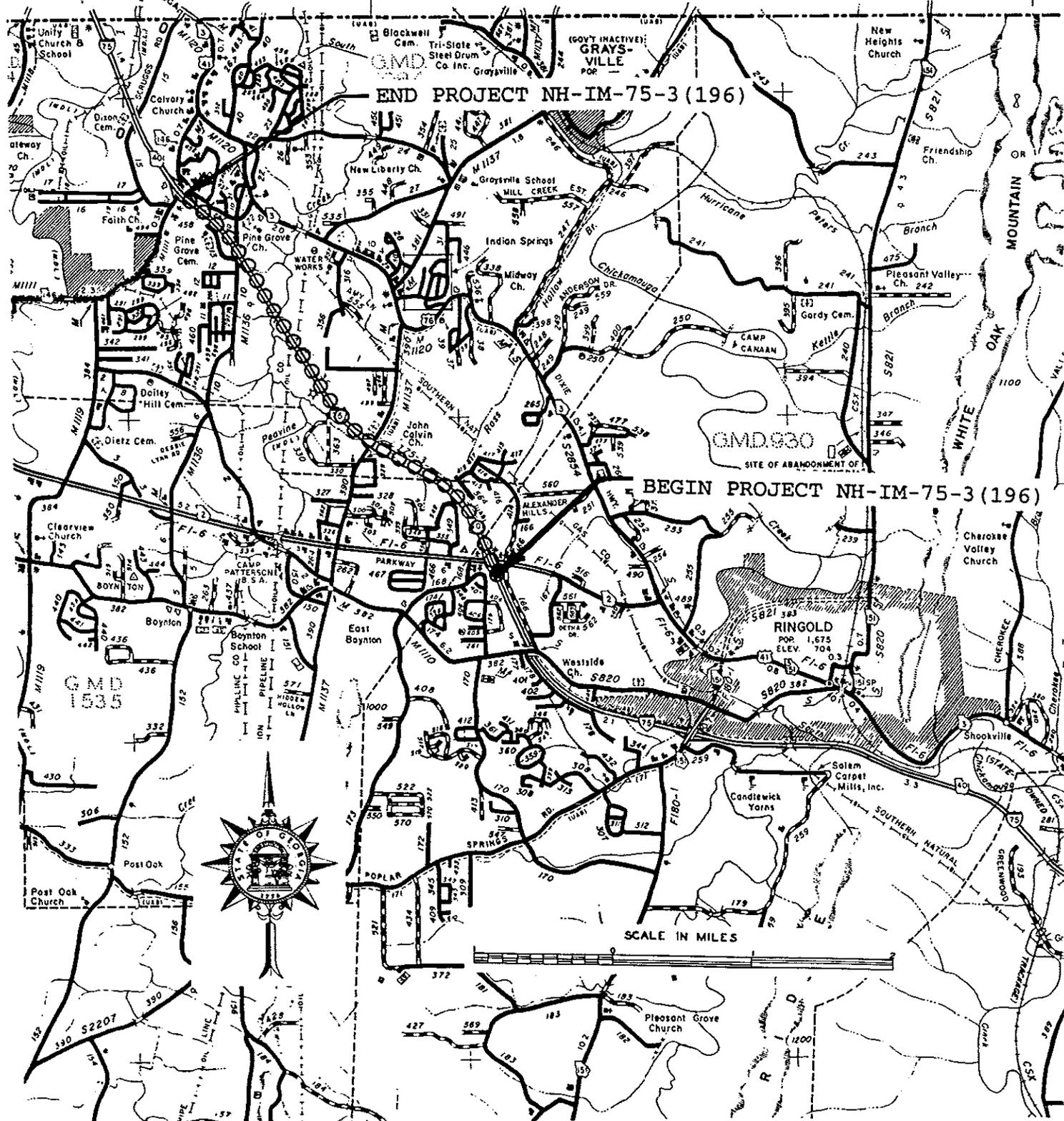
PROJECT NH-IM-75-3 (196)
P. I. NO. 610800
CATOOSA COUNTY

2000000

T E N N E S S E E
H A M I L T O N C O
TO CHATTANOOGA, TENN. TO CLEVELAND, TENN.

END PROJECT NH-IM-75-3 (196)

BEGIN PROJECT NH-IM-75-3 (196)



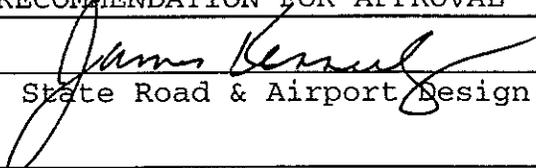
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

NH-IM-75-3 (196)
P.I. NO. 610800
CATOOSA COUNTY

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
GADOT P.I. NO: 610800

Date of Report: OCT-17-1994

RECOMMENDATION FOR APPROVAL	
<u>10-19-94</u> DATE	 State Road & Airport Design Engineer
DATE	State Environmental Engineer
DATE	State Traffic Operations Engineer
DATE	District Engineer
DATE	State Bridge Engineer

PROJECT CONCEPT REPORT

PROJECT NUMBER: NH-IM-75-3(196)

PROJECT LOCATION & DESCRIPTION

THIS PROJECT IS TO WIDEN I-75 FROM SR 2 TO SR 146. THE WIDENING CONSISTS OF ADDING A 12' (3.6 m) WIDE TRAVEL LANE AND A 14' (4.2 m) WIDE SHOULDER, 12' (3.6 m) PAVED, TO THE OUTSIDE OF THE EXISTING NORTHBOUND AND SOUTHBOUND ROADWAYS, EXCEPT IN THE SPLIT LANE SECTION. IN THE SPLIT LANE SECTION THE WIDENING CONSISTS OF ADDING TWO 12' (3.6 m) WIDE TRAVEL LANES AND A 14' (4.2 m) DESIRABLE 12' (3.6 m) MINIMUM WIDE SHOULDER, 12' (3.6 m) DESIRABLE 10' (3.0 m) MINIMUM PAVED, TO THE INSIDE OF THE EXISTING SOUTHBOUND ROADWAY AND ADDING A 12' (3.6 m) WIDE TRAVEL LANE AND A 14' (4.2 m) DESIRABLE 12' (3.6 m) MINIMUM WIDE SHOULDER, 12' (3.6 m) DESIRABLE 10' (3.0 m) MINIMUM PAVED, TO THE INSIDE OF THE EXISTING NORTHBOUND ROADWAY. THE PROJECT ALSO INCLUDES SOME RECONSTRUCTION OF SR 2, RECONSTRUCTION OF THE RAMPS SERVICING SR 2, AND WIDENING OF THE BRIDGES OVER SR 2 AND CR 390 (THREE NOTCH ROAD).

PROJECT LENGTH: 3.88 MILES (6.24 Km)

24% Trucks		TRAFFIC		
CURRENT		PROJECTED		
YEAR	AADT	YEAR	AADT	
1998	81,000	2018	115,900	

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION		
MAJOR/EXISTING	URBAN INTERSTATE PRINCIPLE ARTERIAL		
NON-CA (X)	CA ()	EXEMPT ()	

PROJECT NEED & PURPOSE

THIS PROJECT CONSISTS OF WIDENING I-75 FROM GA SR 2 NORTH TO SR 146. UNDER THIS PROJECT I-75 WOULD BE WIDENED FROM 6 TO 8 LANES FROM SR 2 TO SR 146. A TRUCK CLIMBING LANE WOULD ALSO BE ADDED FROM THE WELCOME CENTER SOUTH TO SR 2.

THE ADDITIONAL THROUGH LANES FOR I-75 FROM SR 2 TO SR 146 ARE PROPOSED TO BE ADDED TO THE OUTSIDE OF THE ROADWAY EXCEPT ALONG THE STRETCH FROM SR 2 NORTH TO THE WELCOME CENTER WHERE WIDENING WOULD TAKE PLACE IN THE MEDIAN. THE MEDIAN IS SIGNIFICANTLY WIDER ALONG THIS SEGMENT. A ONE MILE TRUCK CLIMBING LANE FROM THE WELCOME CENTER SOUTH TO THE SR 2 OFF-RAMP HAS BEEN PROPOSED. THE AASHTO DESIGN STANDARD CALLS FOR A TRUCK CLIMBING LANE WHEN THE GRADE IS STEEP ENOUGH TO CAUSE TRUCKS TO REDUCE THEIR SPEEDS IN EXCESS OF 15 MPH (24 kph); THE GRADE IS 3% FOR THE SEGMENT FROM THE

WELCOME CENTER TO SR 2. PEAK-HOUR TRUCK VOLUME IS 16% ALONG THIS SEGMENT. FOURTEEN FOOT(4.2 m) SHOULDERS (12 FEET(3.6 m) PAVED) ARE PROPOSED SINCE THE DESIGN YEAR TRUCK VOLUME EXCEEDS 250 TRUCKS PER HOUR.

THIS SECTION OF I-75 IS PROJECTED TO CARRY A DESIGN YEAR, 2018, AVERAGE DAILY TRAFFIC (ADT) VOLUME OF 115,900. YEAR 2018 WAS USED AS THIS REPRESENTS A 20-YEAR TIME FRAME BEGINNING IN 1998, THE EARLIEST TIME AT WHICH THESE PROJECTS COULD BE COMPLETED. THE LENGTH OF I-75 FROM SR 2 TO SR 146 WILL OPERATE AT LOS D IN THE YEAR 2018 IF NO IMPROVEMENT IS MADE. LOS D IS MARKED BY SIGNIFICANT CONGESTION AND SLOWER OPERATING SPEEDS.

REGARDING ACCIDENT HISTORY, THE 7.1-MILE(11.42 Km) SEGMENT OF I-75 FROM SR 151 TO THE STATE LINE EXPERIENCED AN AVERAGE OF 136 ACCIDENTS PER YEAR FOR THE FOUR YEAR PERIOD FROM 1989-1992. THIS ACCIDENT RATE IS 40% LOWER THAN THE AVERAGE 1989-1992 STATEWIDE ACCIDENT RATE FOR URBAN INTERSTATES.

ENVIRONMENTAL CONCERNS POSED BY THE PROJECT INCLUDE WETLANDS WHICH EXIST IN THE VICINITY OF THE WELCOME CENTER.

THE WIDENING OF I-75 FROM SR 2 TO THE STATE LINE IS PART OF THE FISCAL YEAR 1994-1996 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), ADOPTED IN AUGUST, 1993, FOR THE GEORGIA PORTION OF THE CHATTANOOGA URBAN AREA TRANSPORTATION STUDY (CUATS).

EXISTING ROADWAY

TYPICAL SECTION: THREE 12' (3.6 m) LANES IN EACH DIRECTION WITH A 12' (3.6 m) SHOULDER, 10' (3.0 m) PAVED, AND A 40' (12.1) DEPRESSED MEDIAN.

POSTED SPEED	MAX DEGREE OF CURVE	MAX GRADE
55 MPH (88.5 kph)	1.5 DEG.	3 %

MAJOR STRUCTURES:

1. BRIDGE ON I-75 OVER SR 2. [256'x133'0(78.0m x 40.5m)]
(SUFF. RATING 98.0)
2. 4' X 4' (1.2 m x 1.2 m) BOX CULVERT NORTH OF SR 2.
3. 6' X 6' (1.8 m x 1.8 m) BOX CULVERT NORTH OF SR 2.
4. TWIN BRIDGES ON I-75 OVER CR 390 (THREE NOTCH RD).
[SBL 168'X 60' (51.2m X 18.3m)] [NBL 157'X 60' (47.9m X 18.3m)]
(SUFF RATING 88.1)
5. 6' X 6' (1.8 m x 1.8 m) BOX CULVERT NORTH OF CR 390.
6. 6' X 6' (1.8 m x 1.8 m) BOX CULVERT NORTH OF CR 390.
7. 6' X 6' (1.8 m x 1.8 m) BOX CULVERT NORTH OF CR 390.
8. BRIDGE ON I-75 OVER PEAVINE CREEK. [196'X 133' (59.7m X 40.5m)]
(SUFF. RATING 92.7)
9. BRIDGE ON I-75 OVER CR 492 (PINE GROVE RD).
[282'X 133' (86.0m X 40.5m)] (SUFF. RATING 98.0)

PROPOSED ROADWAY

- TYPICAL SECTION: 1. 4-LANE WITH 40' (12 m) DEPRESSED MEDIAN AND 14' (4.2 m) SHOULDERS, 12' (3.6 m) PAVED.
2. SPLIT LANE:
NORTHBOUND - 4-LANE WITH 14' (4.2 m) DESIRABLE
12' (3.6 m) MINIMUM SHOULDERS, 12' (3.6 m)
DESIRABLE 10' (3.0 m) MINIMUM PAVED.
SOUTHBOUND - 5-LANE WITH 14' (4.2 m) DESIRABLE
12' (3.6 m) MINIMUM SHOULDERS, 12' (3.6 m)
DESIRABLE 10' (3.0 m) MINIMUM PAVED.

DESIGN SPEED	MAX DEGREE OF CURVE;	MAX GRADE;
65 MPH (104.6 kph)	ALLOWABLE: 1.5 DEG.	ALLOWABLE: 3 %
	PROPOSED: 1.5 DEG.	PROPOSED: 3 %

MAJOR STRUCTURES:

1. WIDEN I-75 BRIDGE OVER SR 2 24'
2. EXTEND SINGLE 4' X 4' (1.2 m x 1.2 m) BOX CULVERT NORTH OF SR 2.
3. EXTEND SINGLE 6' X 6' (1.8 m x 1.8 m) BOX CULVERT NORTH OF SR 2.
4. WIDEN TWIN BRIDGES ON I-75 OVER CR 390 (THREE NOTCH RD) 12' EACH.
5. EXTEND SINGLE 6' X 6' (1.8 m x 1.8 m) BOX CULVERT NORTH OF CR 390.
6. WIDEN I-75 BRIDGE OVER PEAVINE CREEK 24'.
7. WIDEN I-75 BRIDGE OVER CR 492 (PINE GROVE RD) 24'.

PROPOSED RIGHT OF WAY

R/W WIDTH
250-300 FT (76.2-91.4 m) FROM CENTERLINE

PARCEL COUNT: 6 DISPLACEMENTS
RES.: 0 BUS.: 0 M.H.: 0

TYPE OF ACCESS CONTROL: LIMITED ACCESS

COORDINATION

CONCEPT TEAM MEETING DATE: SEPTEMBER 7, 1993

LOCATION INSPECTION DATE: N/A

PERMITS REQUIRED (4f, COE, 404, etc.): _____

LEVEL OF PUBLIC INVOLVEMENT: NO PUBLIC INVOLVEMENT

TIME SAVING PROCEDURES APPROPRIATE: NO

OTHER PROJECTS IN THE AREA: NH-IM-75-3(198)
NH-IM-75-3(199)
NH-75-3(216)

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: YES

LEVEL OF ENVIRONMENTAL ANALYSIS: CATEGORICAL EXCLUSION

DESIGN VARIATIONS 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)	()

UNDERGROUND STORAGE TANKS: NO KNOWN SITES

HAZARDOUS WASTE SITES: NO KNOWN SITES

ALTERNATIVES CONSIDERED

1. NO BUILD.

ESTIMATED COST
PHASE I

CONSTRUCTION: \$	5,645,200	RIGHT-OF-WAY: \$	304,000
E & C (10) :	\$ 564,500	ACQUIRED BY:	DISTRICT
INFLATION :	\$ 1,338,200	UTILITIES :	LGPA
		ADJUSTED BY:	DISTRICT
TOTAL CONSTRUCTION COST: \$ 7,547,900			

COMMENTS: UTILITY COST ESTIMATE IS PENDING COMPLETION. 3 OUT OF 10 UTILITY COMPANIES SUBMITTED A RESPONSE CONCERNING COST ESTIMATES. CATOOSA UTILITY DISTRICT RELOCATION COSTS ARE ESTIMATED TO BE \$172,950. NO LGPA HAS BEEN SIGNED.

ATTACHMENTS: MINUTES OF CONCEPT TEAM MEETING, TYPICAL SECTIONS, UTILITY COST ESTIMATE, R/W COST ESTIMATE, AND BOARD APPROVED CONSTRUCTION WORK PROGRAM DOCUMENT.

PHASE I

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NHIM-75-3(196) COUNTY: CATOOSA
DATE: AUGUST 17,1994 ESTIMATED LETTING DATE: FY98
PREPARED BY: ROBERT BARFIELD PROJECT LENGTH (MILES): 3.88
() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJ DEV.

PROJECT COST

A. RIGHT-OF-WAY:

1. PROPERTY (land & easement)_____	\$	190,000
2. DISPLACEMENTS:Res.0 Bus.0 M.H.0	\$	0
3. OTHER COST (adm./court,inflation)_____	\$	114,000
SUBTOTAL:A		\$ 304,000

B. REIMBURSABLE UTILITIES:

1. RAILROAD_____	\$	0
2. TRANSMISSION LINES_____	\$	0
3. SERVICES (SEE COMMENTS)_____	\$	LGPA
SUBTOTAL:B		\$ LGPA

C. CONSTRUCTION:

1. MAJOR STRUCTURES:

a. RETAINING WALLS_____	\$	0
b. BRIDGES (23381 SQ FT X 45\$/SQ FT)___	\$	1,052,200
c. DETOUR BRIDGES_____	\$	0
d. BOX CULVERTS_____	\$	34,100
SUBTOTAL:C-1		\$ 1,086,300

2. GRADING AND DRAINAGE:

a. EARTHWORK (187,461CY x \$1.90)_____ \$ 356,200
b. DRAINAGE:
1) Cross Drain Pipe (exc.box culverts)_____ \$ 40,100
2) Curb and Gutter_____ \$ 0
3) Longitudinal System(incl.catch basins)___ \$ 0
SUBTOTAL:C-2 \$ 396,300

3. BASE AND PAVING:

a. AGGREGATE BASE (78,753 TONS x \$10.57)_____ \$ 832,400
(GRADED AGGREGATE BASE)
b. ASPHALT PAVING:
Surface (23615 TONS x 24.89\$/TON_ \$ 587,800
Binder (16773 TONS x 26.62\$/TON_ \$ 446,500
Base (50424 TONS x 26.82\$/TON_ \$1,352,300
SUBTOTAL:C-3.b \$ 2,386,600
c. CONCRETE PAVING_____ \$ 0
d. OTHER (TACK COAT 27261 GAL x 0.73\$/GAL)_____ \$ 19,900
SUBTOTAL:C-3 \$ 3,238,900

4. LUMP ITEMS:

a. TRAFFIC CONTROL (3.88 MI x 35000\$/MI)_____ \$ 135,800
b. CLEARING AND GRUBBING (173AC x 1297.28\$/AC) \$ 224,300
c. LANDSCAPING_____ \$ 0
d. EROSION CONTROL (3.88 MILE x 40000\$/MI)_____ \$ 155,200
e. DETOURS_____ \$ 0
SUBTOTAL:C-4 \$ 515,300

5. MISCELLANEOUS:

a. LIGHTING_____ \$ 0
b. SIGNING-STRIPING-SIGNAL (3.88MI x 2000\$/MI) \$ 7,800
c. GUARDRAIL_____ \$ 182,000
d. SIDEWALK - MEDIAN BARRIER_____ \$ 0
SUBTOTAL:C-5 \$ 189,800

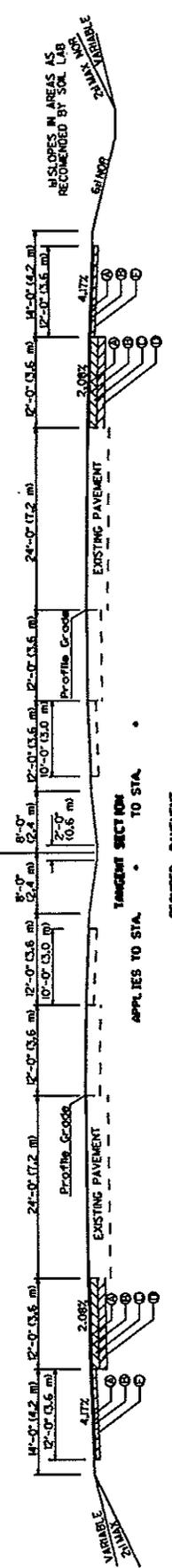
6. SPECIAL FEATURES_____ SUBTOTAL:C-6 \$ 218,600

PHASE I
ESTIMATE SUMMARY

A. RIGHT-OF-WAY	\$	304,000
B. REIMBURSABLE UTILITIES	\$	LGPA
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$	1,086,300
2. GRADING AND DRAINAGE	\$	396,300
3. BASE AND PAVING	\$	3,238,900
4. LUMP ITEMS	\$	515,300
5. MISCELLANEOUS	\$	189,800
6. SPECIAL FEATURES	\$	218,600
SUBTOTAL CONSTRUCTION COST	\$	5,645,200
E. & C. (10%)	\$	564,500
INFLATION (5% PER YEAR) FY98	\$	1,338,200
TOTAL CONSTRUCTION COST	\$	7,547,900
 GRAND TOTAL PROJECT COST	\$	7,851,900

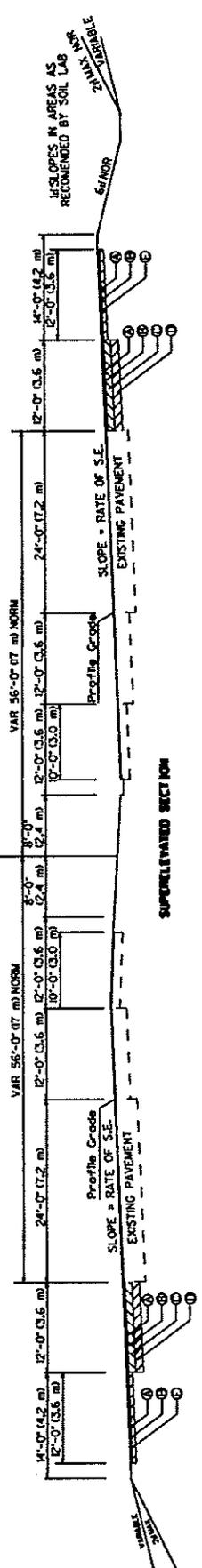
TYPICAL GRADING AND PAVING SECTION

(NO SCALE)
 Construction



- APPLIES TO STA. . . TO STA. . .
- REQUIRED PAVEMENT
- ① ASPHALTIC CONCRETE "C"
 - ② ASPHALTIC CONCRETE "B"
 - ③ ASPHALTIC CONCRETE "A"
 - ④ GRADED AGGREGATE BASE
 - ⑤ GRADED AGGREGATE BASE
 - ⑥ ASPHALTIC CONCRETE LEVELING, AS REQ'D

(NO SCALE)
 Construction



DATE	NO.	REVISION
GA.		

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE	NH-IM-75-3(196, 198, 199) Catoosa P.I. Nos. 610800, 610810, 610820	OFFICE	Atlanta
FROM	 James Kennerly, State Road & Airport Design Engineer	DATE	Oct. 4, 1993
TO	DISTRIBUTION BELOW		

SUBJECT Minutes of Concept Team Meeting

The concept team meeting was held September 7, 1993 in the Georgia Department of Transportation Road Design conference room. Individuals present were Jim Kennerly, Ray Metts, David Toler, Steve Roberts, Melvin Collins, Bill McVey, Ken Estes, Reba Scott, Ronald Wishon, J.E. Dukes, Terry Rogers, Joel North, Wren Campbell/TDOT, Perry Rains/TDOT, Jennifer Kittle/FHWA, Kevin Hill/Ringgold Telephone, and Joe Popwell/Georgia Power.

The above projects provide additional lanes to I-75 and are described below:

Project NH-IM-75-3(199) was described as a Collector/Distributor road northbound approximately 0.5 miles (0.80 km) long starting north of Chickamauga Creek tapering to a 16' (4.9 m) ramp lane with 10' (2.0 m) paved shoulders and a Jersey type barrier separating traffic from I-75 traffic northbound. The roadway will continue into the State of Tennessee. This roadway will be designed by the Tennessee Department of Transportation (TDOT). An environmental assessment will need to be made for this project. TDOT will design and construct this project. GaDOT will fund R/W and construction cost for that portion of the CD road in Georgia. TDOT is to send preliminary bridge plans to GaDOT.

Project NH-IM-3(198) was described as an approximately 1.42 mile (2.29 km) section beginning at SR 146 and extending north to the Tennessee State Line. The proposed typical section will be an additional lane on the outside in each direction with 12' (3.6 m) wide paved shoulders. TDOT will design and construct that portion from Sta. 710+00 north to the Tennessee Line. GaDOT will design and construct that portion to Sta. 710+00 and provide funding for that portion from Sta. 710+00 to the Tennessee State Line. Environmental studies are to cover the entire section to the Georgia Line. Additional widening is requested for all 4 ramps and a new bridge is proposed over SR 146. The new bridge length should accommodate four 12' (3.6 m) wide lanes with a median width of 14' (4.3 m) or 20' (6.1 m) wide median with clear zones of 30' (9.14 m) on each side. Crossroads may require some reconstruction.

Project NH-IM-75-3(196) was described as an approximately 3.63 mile (5.84 km) section from SR 2 to SR 146. There will be one additional lane on the outside in each direction except in the split lane section where the additional lanes shift to the inside.

On the southbound side between SR 2 and the Welcome Center (project NH-IM-75-3(185) there will be an additional 12' (3.6 m) wide lane to the inside. This additional lane will allow a truck climbing lane to be striped on the outside southbound from the Welcome Center to SR 2 exist ramp. Additional widening is required for all 4 ramps. Crossroads may require some reconstruction.

GENERAL DISCUSSION:

Additional R/W will be required for these projects. A design exception is not required to have 14' (4.27 m) wide shoulders 12' (3.6 m) paved.

An opportunity for a public hearing will be made.

Recommendations:

In addition to the above projects, Road Design also recommends an additional project. Based on traffic counts this project would begin at SR 151 and extend north to SR 2 adding one additional lane on the outside in each direction with 12' (3.6 m) wide paved outside shoulders. This could be an additional project or included in project NH-IM-75-3(196) by extending the limits.

Further study is recommended for the interchange at SR 146 and I-75. Effects of a new bridge upon the existing I-75 grade must be studied.

Chattanooga MPO needs to address the need for additional lanes on SR 146.

Need sufficiency ratings and exact dimensions of existing bridge.

FHWA will require upgrading typical sections to current standards. These need to be reflected in our cost estimates and design.

Send a letter to Programming to identify the need for new project from SR 151 to SR 2.

Planning and Location to resolve differences in traffic volumes.

JAK:GRM:bc

DISTRIBUTION

Jim Kennerly, Ray Metts, Reba Scott, Melvin Collins, Bill McVey, Ken Estes, Ron Wishon, Joe Popwell/Georgia Power; J.E. Dukes, Joe North, Jennifer Kittle/FHWA; Wren Campbell/TDOT; Kevin Hill/Ringgold Telephone

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE R/W OFFICE Metro/Chamblee
DATE October 25, 1993

FROM *JL*
John T. Lord, Right of Way Specialist, III

TO Donald E. Welch, State Rights of Way Engineer
Attention: Steve Crawford

SUBJECT RE: Preliminary R/W Cost Estimate
NH-IM-75-3(196) Catoosa
P.I.#: 610800
2 - Sections
NH-IM-75-3(198) + (199) Catoosa
P.I.#: 610810 & 610820

As requested by Ray Metts of State Road Design a preliminary right of way cost estimate was made on the above referenced project. The estimates were made from aerial layouts furnished to this office.

The estimates are as follows:

NH-IM-75-3(196)		
Section 1	-	\$ 273,000.00
Section 2	-	\$ 304,000.00
NH-IM-75-3(198)&(199)	-	\$1,063,000.00

JTL:sry

Attachment (s)

c: File

REQUEST
FOR
PRE-PROGRAMMING AUTHORIZATION

AUTHORIZATION IS REQUESTED TO PROCEED WITH DEVELOPMENT OF A PROJECT CONCEPT ON THE FOLLOWING PROJECT:

PROJECT DATA

COUNTY	PROJECT NO. P.I. No.	TYPE WORK	DESCRIPTION
Catoosa	IR-75-3(196) 610800	Widen & Reconstruct (8-Lanes)	I-75/S.R. 401: From S.R. 2 (ML 8.39) to S.R. 146 (ML 12.02). Length = 3.63 Miles
	Fund 1 = 044		
	Fund 2 = 044		

PRELIMINARY COST ESTIMATE (\$1,000's)	PROPOSED FISCAL YEAR	ROW TO BE PROVIDED BY	CONG. DIST.	FIELD DIST.
		D.O.T.		

ROW CONST. \$8,725 1996 7 6

NEEDS RATING:
SUFFICIENCY RATING:

COMMENTS:

To add this project as recommended by the S.H.I.P. Committee on September 26, 1991.

RECOMMENDED *Paul L. Dancy*
DIRECTOR, DIVISION OF ~~PLANNING~~ AND PROGRAMMING

APPROVED *Wayne Shackelford*
COMMISSIONER

Ray Metts

Rd. Des. G.O.

GEORGIA DEPARTMENT OF TRANSPORTATION
WORK AUTHORIZATION

REF: A. 23 CFR 630 (FHEM 6-3-2-2).
B. Ga. DOT Construction Work Program P.I.#: 610800
C. Sec 105 Annual Work Program Fed Item #: 020667

* CHARACTER OF PROPOSED WORK AND REMARKS/STIPULATIONS
*
* PRELIMINARY ENGINEERING AND ASSOCIATED INCIDENTALS FOR THE
* FUTURE WIDEN & RECONSTRUCT. ADJUSTMENT OF UTILITIES.
*
*
* ROW APPRAISALS AND ASSOCIATED INCIDENTALS. FA PARTICIPATION
* WILL BE LIMITED TO THE AREAS INCORPORATED INTO THE FINAL ROW
* FOR PROJECT.
*

SYMBOL NO SEC UNIT COUNTY CD FY PHASE
NH-75-3(196) CRTIOSA 7 92 P/E

STATE ROUTE: 401 MILEAGE: 3.63
I-75 FM SR 2 TO SR 146
REQUEST: Federal State Other Fund/Appn Code
\$262,000 \$209,600 \$52,400 -0- NH(315)

*
*
* 4R Classification:
*
*
*
*
* TRAFFIC: Present: _____ Future: _____
*

Advance Project by CA Procedures: [] Yes [X] No

Authorization requested for amount of federal funds shown above.

* Railroad crossing name and location
*
* Air-Highway Clearance Involved: [] Yes [X] No
*

Signed: Herman J. Buff Date: 4-20-92
State Transportation Programming Engineer

Authorization granted to proceed.

* Items marked below with [XX] are applicable to this phase
* of work.
*
* [] Urban Transportation planning actions per 23 CFR 450.,
* Sub B, Annual Element/TIP Identifying # _____
*

Signed: Lois A. Kennedy Date: 6-3-92
For the Division Administrator, FHWA

* [] State Clearinghouse Actions # _____
*
* [] Addition to Section 105 Program
*

Work is authorized and is to proceed as scheduled. The
Director of Administration is requested to open the necessary
accounts.

* [X] Categorical Exclusion per 23 CFR 771.
*
* [] Public Involvement/Hearings Not Required
*
* [] Work to be accomplished by Ga. DOT Maintenance Forces.

Signed: [Signature] Date: 6-3-92
Commissioner, Ga. DOT

REVIEWED AND RECORDED
BY THE
OFFICE OF PROGRAMMING
DATE 4/20/92
BY [Signature]

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-75-S (196), (198), (199), OFFICE Cartersville
(216), Catawba County
Widening of I-75
P.I. 610820, 611010, 610800,
610810 DATE August 17, 1994

FROM *(D)* David L. Black, District Utilities Engineer

TO James Kennerly, State Road and Airport Design Engineer
Attention: Ray Metts

SUBJECT Preliminary Utility Cost Estimate

As requested we are attaching a Preliminary Utility Cost Estimate on the above numbered project.

	REIMBURSABLE COST	NON- REIMBURSABLE COST	LG COST
Catawba Utility District			\$363,275.00
South Central Bell		\$6,154.51	
North Georgia EMC			
Ringgold Telephone Co.			
Atlanta Gas Light Co.			
Battlefield Cable			
Plantation Pipeline			
Colonial Pipeline			
Falcon Cable T.V.			
Tennessee Valley Auth.		No Conflict	
Total Utility Cost for Project			\$369,429.00

Utility Cost Estimate
August 17, 1994
Page two

A letter requesting cost estimates was sent to North Georgia EMC, Ringgold Telephone Company, Atlanta Gas Light Company, Battlefield Cable Company, Plantation Pipeline and Falcon Cable Television. The letters were followed up with telephone calls with no response. Therefore, their facilities are not included in this estimate.

The cost of city and county utilities are usually borne by them. It is not D.O.T. policy to reimburse city or county owned utilities.

DLE/WPS/na
Attachment
C: Herman Griffin
Dudley Ellis
William H. McVey

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

PROJECT CONCEPT REPORT

NH-IM-75-3(196)
P.I. NO. 610800
CATOOSA COUNTY

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
GADOT P.I. NO: 610800

Date of Report: OCT-17-1994

RECOMMENDATION FOR APPROVAL	
<u>10-19-94</u> DATE	<u><i>James Kennel</i></u> State Road & Airport Design Engineer
<u> </u> DATE	<u> </u> State Environmental Engineer
<u> </u> DATE	<u> </u> State Traffic Operations Engineer
<u>10/24/94</u> DATE	<u><i>Charles Shaw</i></u> District Engineer
<u> </u> DATE	<u> </u> State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED

NOV 14 1994

PRECONSTRUCTION

FILE NH-IM-75-3(196) Catoosa County
P.I.NO. 610800
I-75 fm SR 2 to SR 146

OFFICE Environment/Location
DATE November 11, 1994

FROM David E. Studstill, *DES/JS* P.E., State Environmental/Location Engineer

TO Bobby Mustin, Project Review Engineer

SUBJECT CONCEPT REPORT

The concept report for the above listed project has been reviewed. If the project is a categorical exclusion and no public involvement is necessary as indicated in the concept report, then time saving procedures should be appropriate. This project will require approval by the Tennessee Valley Authority. Threatened and endangered species are possible on this project.

If you have any questions, please let me know.

DES/JSS/jaf

cc: James Kennerly

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

PROJECT CONCEPT REPORT

NH-IM-75-3 (196)
P.I. NO. 610800
CATOOSA COUNTY

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
GADOT P.I. NO: 610800

Date of Report: OCT-17-1994

RECOMMENDATION FOR APPROVAL	
<u>10-19-94</u> DATE	<u><i>James Kennel</i></u> State Road & Airport Design Engineer
DATE	State Environmental Engineer
<u>10-26-94</u> DATE	<u><i>M. G. Waters, III</i></u> State Traffic Operations Engineer
DATE	District Engineer
DATE	State Bridge Engineer

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

PROJECT CONCEPT REPORT

NH-IM-75-3 (196)
P.I. NO. 610800
CATOOSA COUNTY

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
GADOT P.I. NO: 610800

Date of Report: OCT-17-1994

RECOMMENDATION FOR APPROVAL	
<u>10-19-94</u> DATE	<u><i>James Kennedy</i></u> State Road & Airport Design Engineer
DATE	State Environmental Engineer
DATE	State Traffic Operations Engineer
DATE	District Engineer
<u>10-31-94</u> DATE	<u><i>Paul V. Hiles Jr.</i></u> State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-75-3(196) Catoosa County OFFICE Environment/Location
P.I.NO. 610800
I-75 fm SR 2 to SR 146 DATE November 11, 1994

FROM David E. Studstill, *DES* F.E., State Environmental/Location Engineer

TO Bobby Mustin, Project Review Engineer

SUBJECT CONCEPT REPORT



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If you have any questions, please let me know.

DES/JSS/jaf

cc: James Kennerly

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

PROJECT CONCEPT REPORT

NH-IM-75-3 (196)
P.I. NO. 610800
CATOOSA COUNTY

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
GADOT P.I. NO: 610800

Date of Report: OCT-17-1994

RECOMMENDATION FOR APPROVAL	
<u>10-19-94</u> DATE	<u>James Kennel</u> State Road & Airport Design Engineer
<u>11-7-94</u> DATE	<u>W. J. & H. H. Hill</u> State Environmental Engineer
_____ DATE	_____ State Traffic Operations Engineer
_____ DATE	_____ District Engineer
_____ DATE	_____ State Bridge Engineer