

ORIGINAL TO GENERAL FILE
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-75-3(198) Catoosa County OFFICE Preconstruction
P.I. No. 610810 DATE April 5, 1995
CW Hutto
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/se

Attachment

DISTRIBUTION:

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

H

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-75-3(198) Catoosa County OFFICE Preconstruction
P.I. No. 610810 DATE February 27, 1995

FROM Hoyt J. Lively, Jr, P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of I-75 from 3 lanes in each direction to 4 lanes in each direction from SR 146 to the Tennessee State Line for a total of 2.19 km. The existing roadway consists of 3-3.6 m lanes in each direction separated by a 12.1 m depressed grassed median. The existing major structures are: (1) I-75 over SR 146 - 48.2 m x 40.5 m bridge with a sufficiency rating of 91.7; (2) I-75 over Scruggs Road - 53.6 m x 40.5 m bridge with a sufficiency rating of 96.0; (3) I-75 over West Chickamauga Creek - 76.8 m x 40.5 m bridge with a sufficiency rating of 98. The Tennessee Department of Transportation will design the portion of this project from Scruggs Road to the Tennessee State Line. This project in conjunction with project NH-IM-75-3(199), Catoosa County, the construction of a collector-distributor ramp northbound to service US 41 and the Welcome Center, will be let for construction in December 1996. All design activities will be coordinated with the Georgia DOT. This project will only fund the construction and right-of-way acquisition in Georgia. The base year traffic (1998) is 92,700 VPD and the design year traffic (2018) is 133,700 VPD. The posted speed is 90 km/h and the design speed is 105 km/h.

The widening consists of adding a 3.6 m lane and a 4.2 m shoulder (3.6 m paved) to the outside travel lanes, northbound and southbound. Interchange modifications are proposed for the SR 146 interchange. A 4.2 m lane will be constructed along with a retaining wall at the north end of the I-75 bridge over SR 146. The entrance and exit ramps at SR 146 will be reconstructed. I-75 bridges over SR 146, Scruggs Road and West Chickamauga Creek will be widened an additional 7.2 m to accommodate the new lane. This roadway will remain open to traffic during construction.

Wayne Shackelford
Page 2
February 27, 1995

NH-IM-75-3(198) Catoosa County

Environmental concerns include requiring a COE 404 permit; a Categorical Exclusion will be prepared; TVA approval is required; possible impacts to threatened and endangered species; 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)	\$3,382,000	\$3,739,000	1998
Rights-of-way	\$446,000	\$500,000	96-12
Utilities	---	---	

*Bi-state agreement under review

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

HJL/JDQ/se

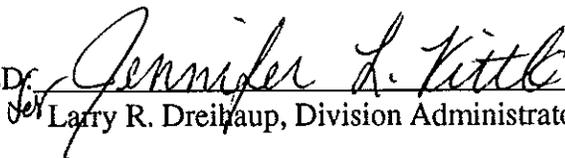
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CONCUR:



Frank Danchetz, P.E., Chief Engineer

APPROVED:



Larry R. Dreihaupt, 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(198) CATOOSA OFFICE Atlanta, Georgia
P.I. NO. 610810 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

INTERDEPARTMENTAL CORRESPONDENCE

FILE NH-IM-75-3(198) Catoosa Co. OFFICE Atlanta
P.I. No.610810 DATE Oct. 18, 1994

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

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 comments 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



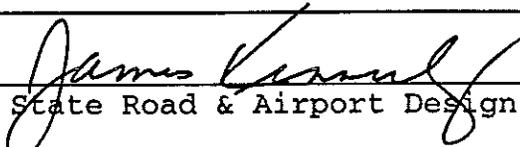
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

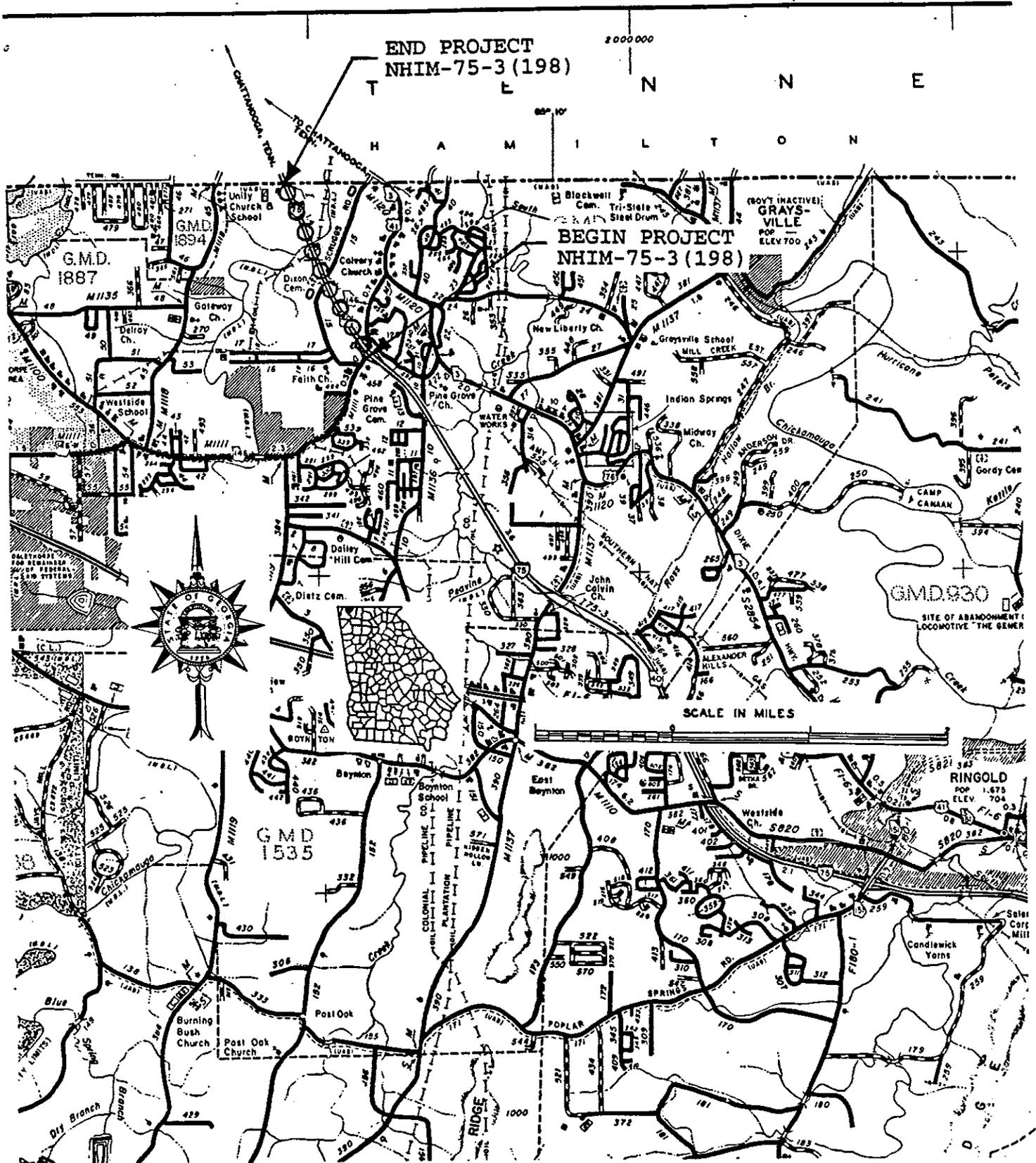
CATOOSA COUNTY
NH-IM-75-3 (198)
P.I. NO. 610810

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
GADOT P.I. NO: 610810

Date of Report: OCT-17-1994

RECOMMENDATION FOR APPROVAL	
<u>10/25/94</u> DATE	<u></u> State Road & Airport Design Engineer
_____ DATE	_____ State Environmental Engineer
_____ DATE	_____ State Traffic Operations Engineer
_____ DATE	_____ District Engineer
_____ DATE	_____ State Bridge Engineer

PROJECT NHIM-75-3 (198)
PI NO. 610810 CATOOSA COUNTY
INTERSTATE I-75
LOCATION MAP



PROJECT CONCEPT REPORT

PROJECT NUMBER: NH-IM-75-3(198)

PROJECT LOCATION & DESCRIPTION

THIS PROJECT IS TO WIDEN I-75/SR 401 BEGINNING SOUTH OF SR 146 AND EXTENDING NORTH TO THE GEORGIA\TENNESSEE STATE LINE. THE WIDENING CONSISTS OF ADDING A 12' (3.6 m) TRAVEL LANE AND A 14' (4.2 m) SHOULDER, 12' (3.6 m) PAVED, TO THE OUTSIDE OF THE NORTHBOUND AND SOUTHBOUND ROADWAYS. THE PROJECT INCLUDES RECONSTRUCTION OF SR 146 THROUGH THE INTERCHANGE, CONSTRUCTION OF A RETAINING WALL AND A 16' TRAVEL LANE AT THE NORTH END BENT OF THE I-75 BRIDGE OVER SR 146, RECONSTRUCTION OF THE EXIT AND ENTRANCE RAMP AT SR 146, AND WIDENING OF THE I-75 BRIDGES OVER SR 146 AND SCRUGGS RD. FUNDING UNDER THIS PROJECT WILL COMPLETE WORK PROPOSED BY THE TENNESSEE DOT WHICH INCLUDES ADDING AN ADDITIONAL LANE NORTHBOUND AND SOUTHBOUND AND WILL WIDEN THE I-75 BRIDGE AT CHICKAMAUGA CREEK.

PROJECT LENGTH: 1.36(2.19 Km)

2470 Trucks

TRAFFIC

CURRENT

PROJECTED

YEAR	AADT	YEAR	AADT
1998	92,700	2018	133,700

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 146 TO THE STATE LINE. THIS PROJECT TIES INTO THE PROPOSED WIDENING AND RECONSTRUCTION OF I-75 AND I-24 IN TENNESSEE. THE PROJECT WOULD IMPROVE I-75 FROM 6 TO 8 LANES FROM SR 146 TO THE STATE LINE.

THE ADDITIONAL LANES FOR I-75 ARE PROPOSED TO BE ADDED TO THE OUTSIDE OF THE ROADWAY. 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. THE SECTION OF I-75 FROM SR 146 TO THE STATE LINE IS PROJECTED TO CARRY A YEAR 2018 AVERAGE DAILY TRAFFIC (ADT) VOLUME OF 133,700. 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 146 TO THE STATE LINE 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.

LOGICAL TERMINI FOR THE NORTH PORTION OF THE PROJECT IS A POINT IN TENNESSEE. AS THE IMPROVEMENT OF I-75 CONTINUES SOUTH INTO GEORGIA, THE STATE LINE WAS CHOSEN AS THE TERMINUS FOR THE GEORGIA PORTION OF THE IMPROVEMENT BECAUSE THE STATE LINE IS A JURISDICTIONAL BOUNDARY.

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 INCLUDES WETLANDS AND UNDERGROUND STORAGE TANK SITES. WETLANDS EXIST IN THE VICINITY OF WEST CHICKAMAUGA CREEK AND AN INVESTIGATION OF POSSIBLE UST SITES IS SCHEDULED FOR THE AREA NEAR THE SR 146 SOUTH-BOUND ON RAMP TO I-75.

WHILE THE STATE OF TENNESSEE INITIALLY PROPOSED THE I-75 WIDENING PROJECT, THE OFFICE OF PLANNING INITIATED PROJECTS TO CONTINUE THESE IMPROVEMENTS SOUTH INTO GEORGIA. 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 12' (3.6 m) SHOULDERS, 10' (3.0 m) PAVED, AND A 40' (12.1 m) 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 146. [158' X 133' (48.2m X 40.5m)] (SUFF. RATING 91.7)
2. SINGLE 6' X 6' (1.8 m x 1.8 m) BOX CULVERT SOUTH OF SCRUGGS RD.
3. BRIDGE ON I-75 OVER SCRUGGS RD. [176' X 133' (53.6m X 40.5m)] (SUFF. RATING 96.0)
4. BRIDGE ON I-75 OVER WEST CHICKAMAUGA CREEK. [252' x 133' (76.8m X 40.5m)] (SUFF. RATING 98.0)

PROPOSED ROADWAY

TYPICAL SECTION: FOUR 12' (3.6m) LANES IN EACH DIRECTION WITH 14' (4.2m) SHOULDERS, 12' (3.6m) PAVED, AND A 40' (12 m) DEPRESSED MEDIAN.

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 146 24'.
2. EXTEND SINGLE 6' X 6' (1.8 m x 1.8 m) BOX CULVERT LOCATED SOUTH OF SCRUGGS RD.
3. WIDEN I-75 BRIDGE OVER SCRUGGS RD 24'.
4. WIDEN I-75 BRIDGE OVER WEST CHICKAMAUGA CREEK 24'.

PROPOSED RIGHT OF WAY

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

PARCEL COUNT: 9 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.): 404

LEVEL OF PUBLIC INVOLVEMENT: NO PUBLIC INVOLVEMENT

TIME SAVING PROCEDURES APPROPRIATE: NO

OTHER PROJECT IN THE AREA: NH-IM-75-3(196), NH-IM-75-3(199),
NH-75-3(216), AND TDOT PROJECT
IR-75-1(89)1

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

OTHER ALTERNATIVES CONSIDERED

1. NO BUILD.
2. WIDENING TO THE MEDIAN SIDE OF THE EXISTING PAVING. THIS ALTERNATIVE WOULD REQUIRE THE CONSTRUCTION OF A MEDIAN BARRIER WALL THROUGHOUT THE PROJECT WHICH WOULD BE TOO COSTLY. ALSO, THE TYPICAL SECTION WOULD NOT MATCH THE TYPICAL SECTION PROPOSED BY TENNESSEE D.O.T, CREATING DIFFICULTIES WITH A TIE-IN.
3. RECONSTRUCTING THE I-75 BRIDGE OVER SR 146 AND RECONSTRUCTING SR 146 FROM A THREE LANE ROADWAY TO A FIVE LANE ROADWAY. THIS ALTERNATIVE WOULD SOLVE THE SIGHT DISTANCE PROBLEM AND THE CAPACITY PROBLEM THAT EXIST ON SR 146. HOWEVER, THE PROPOSED PROJECT IS A MORE COST EFFECTIVE ALTERNATIVE.

ESTIMATED COST
PHASE I

CONSTRUCTION: \$	2,528,900	RIGHT-OF-WAY: \$	446,000
E & C (10) :	\$ 252,900	ACQUIRED BY:	DISTRICT
INFLATION :	\$ 599,500	UTILITIES :	LGPA
		ADJUSTED BY:	DISTRICT
TOTAL CONSTRUCTION COST: \$ 3,381,300			

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 \$107,625. AN LGPA HAS NOT BEEN SIGNED.

THE TENNESSEE DEPARTMENT OF TRANSPORTATION WILL DESIGN THE PORTION OF THE PROJECT FROM SCRUGGS RD TO THE STATE LINE IN COORDINATION WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION. THE STATE LINE IS THE JURISDICTIONAL BOUNDARY, THEREFORE THE GDOT WILL FUND THAT PORTION OF THE RIGHT OF WAY ACQUISITION AND THAT PORTION OF THE CONSTRUCTION LYING WITHIN THE STATE OF GEORGIA. A BI-STATE AGREEMENT IS REQUIRED TO ADDRESS ALL REQUIREMENTS IMPOSED BY THE TWO STATES. TDOT WILL BE THE LEAD AGENCY WITH THE GDOT AS THE SECONDARY AGENCY. (SEE TDOT PROJECT IR-75-1(189) CATOOSA COUNTY, GEORGIA AND HAMILTON COUNTY, TENNESSEE)

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: NH-IM-75-3(198) COUNTY: CATOOSA
DATE: AUGUST 17, 1994 ESTIMATED LETTING DATE: FY98
PREPARED BY: ROBERT BARFIELD PROJECT LENGTH (MILES): 1.36
() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJ DEV.

PROJECT COST

A. RIGHT-OF-WAY:

1. PROPERTY (land & easement)	_____	\$	218,000
2. DISPLACEMENTS: Res.0 Bus.0 M.H.0		\$	0
3. OTHER COST (adm./court, inflation)	_____	\$	228,000
	SUBTOTAL:A	\$	446,000

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 WALL (2175SQFT x 45\$/SQFT)		\$	97,900
b. BRIDGES (14257SQ FT x 45\$/SQ FT)	_____	\$	642,600
c. DETOUR BRIDGES	_____	\$	0
d. BOX CULVERTS	_____	\$	13,300
	SUBTOTAL:C-1	\$	753,800

2. GRADING AND DRAINAGE:

a. EARTHWORK (99,541 CY x \$1.90)	\$ 189,100
b. DRAINAGE:	
1) Cross Drain Pipe (exc.box culverts)	\$ 19,400
2) Curb and Gutter (910'x 7.62\$/LF)	\$ 6,900
3) Longitudinal System(incl.catch basins)	\$ 0
	SUBTOTAL:C-2 \$ 215,400

3. BASE AND PAVING:

a. AGGREGATE BASE (26,386 TONS x \$10.57)	\$ 278,900
(specify type of base)	
b. ASPHALT PAVING:	
Surface (11867 TONS x 24.89\$/TON)	\$ 295,400
Binder (4773 TONS x 26.62\$/TON)	\$ 149,400
Base (17320 TONS x 26.82\$/TON)	\$ 464,500
	SUBTOTAL:C-3.b \$ 909,300
c. CONCRETE PAVING(1570SQYD x 23.33\$/SQYD)	\$ 36,600
d. OTHER (TACK COAT 15290GAL x 0.73\$/GAL)	\$ 11,200
	SUBTOTAL:C-3 \$ 1,236,000

4. LUMP ITEMS:

a. TRAFFIC CONTROL (1.36 MI x 35000 \$/MI)	\$ 47,600
b. CLEARING AND GRUBBING(37.3AC x 1297.28\$/AC)	\$ 48,400
c. LANDSCAPING	\$ 0
d. EROSION CONTROL (1.36 MI x 40000 \$/MI)	\$ 54,400
e. DETOURS	\$ 0
	SUBTOTAL:C-4 \$ 150,400

5. MISCELLANEOUS:

a. LIGHTING	\$ 0
b. SIGNING-STRIPING-SIGNAL(1.36MI x 2000\$/MI)	\$ 2,700
c. GUARDRAIL	\$ 75,700
d. SIDEWALK-MEDIAN BARRIER (200' x 74.29 \$/LF)	\$ 14,900
	SUBTOTAL:C-5 \$ 93,300

6. SPECIAL FEATURES	SUBTOTAL:C-6 \$ 80,000
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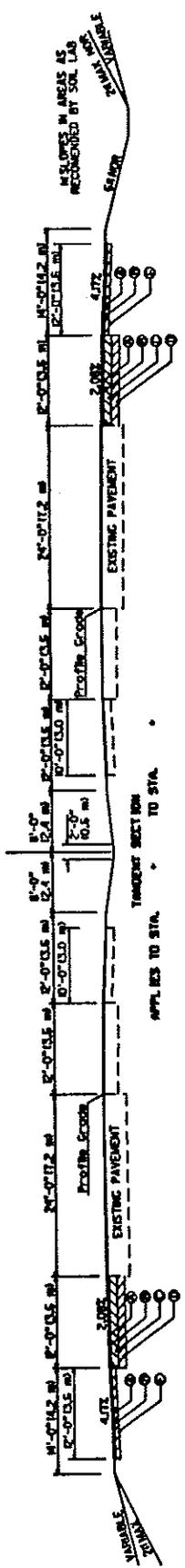
PHASE I
ESTIMATE SUMMARY

A. RIGHT-OF-WAY	\$ 446,000
B. REIMBURSABLE UTILITIES	\$ LGPA
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 753,800
2. GRADING AND DRAINAGE	\$ 215,400
3. BASE AND PAVING	\$ 1,236,000
4. LUMP ITEMS	\$ 150,400
5. MISCELLANEOUS	\$ 93,300
6. SPECIAL FEATURES	\$ 80,000
SUBTOTAL CONSTRUCTION COST	\$ 2,528,900
E. & C. (10%)	\$ 252,900
INFLATION (5% PER YEAR)FY98	\$ 599,500
TOTAL CONSTRUCTION COST	\$ 3,381,300
GRAND TOTAL PROJECT COST	\$ 3,827,300

DATE	NO.
04.1	1

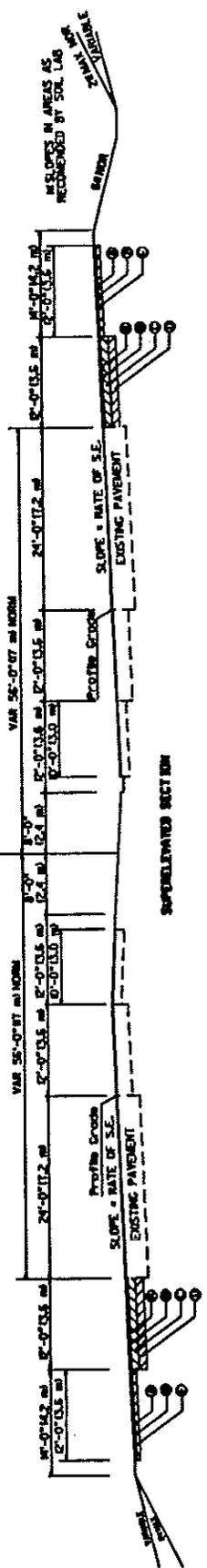
TYPICAL GRADING AND PAVING SECTION

NO SCALE
Construction



- REQUIRED PAVEMENT
- ① ASPHALTIC CONCRETE 4"
 - ② ASPHALTIC CONCRETE 2"
 - ③ ASPHALTIC CONCRETE BASE
 - ④ GRADED AGGREGATE BASE
 - ⑤ ASPHALTIC CONCRETE LEVELING, AS REQ'D

Construction



**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

DATE Oct. 4, 1993

FROM 
James Kennerly, State Road & Airport Design Engineer

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

FROM *JL* John T. Lord, Right of Way Specialist, III **DATE** October 25, 1993

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	NH-IR-75-3(198) 610810	Widen & Reconstruct (8-Lanes)	I-75/S.R. 401: From S.R. 146 (ML 12.02) to the Tennessee State Line.(ML 13.44) Length = 1.42 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.
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ROW CONST. \$3,739	1996 1999	D.O.T.	7	6
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NEEDS RATING:
SUFFICIENCY RATING:

COMMENTS:

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

RECOMMENDED John L. Dunbar
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED Wayne Shackelford
COMMISSIONER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-75-3 (196), (198), (199), OFFICE Cartersville
(216), Catoosa County
Widening of I-75
P.I. 610820, 611010, 610800,
610810 DATE August 17, 1994

FROM (1)(u) 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
Catoosa 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 1994
Page two

A letter requesting cost estimates was sent to North Georgia
ENC, 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.

HE/WPS/na
Attachment
To: Herman Griffin
Dudley Ellis
William H. McVey

GEORGIA DEPARTMENT OF TRANSPORTATION
WORK AUTHORIZATION

REF: A. 23 CFR 630 (FHEM 6-3-2-2).
B. Ga. DOT Construction Work Program P.I.#: 610810
C. Sec 105 Annual Work Program Fed Item #: 020668

SYMBOL NO SEC UNIT COUNTY CD FY PHASE
NH-75-3 (198) CATOOSA 7 92 P/E

- * 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.

SINGLE ROUTE: 401 MILEAGE: 1.42
 I-75 FM SR 146 TO TENNESSEE STATE LINE
 REQUEST: Federal State Other Fund/Appn Code
 \$112,000 \$89,600 \$22,400 -0- NH(315)

* 4R Classification:

Advance Project by CA Procedures: Yes No

* TRAFFIC: Present: _____ Future: _____

Authorization requested for amount of federal funds shown above.

* Railroad crossing name and location

Signed: Henry J. Duff Date: 4-20-92
State Transportation Programming Engineer

* Air-Highway Clearance Involved: Yes No

Authorization granted to proceed.

* Items marked below with [XX] are applicable to this phase of work.

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

* Urban Transportation planning actions per 23 CFR 450., Sub B, Annual Element/TIP Identifying # _____

* 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.

* Categorical Exclusion per 23 CFR 771.

* Public Involvement/Hearings Not Required

* Work to be accomplished by Ga. DOT Maintenance Forces.

Signed: Wayne H. [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

RECEIVED

NOV 14 1994

FILE NH-IM-75-3(198) Catoosa County
P.I.NO. 610810
I-75 @ SR 146

OFFICE Environmental/Location

DATE November 11, 1994

RECONSTRUCTION

FROM David E. Studstill, 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

CATOOSA COUNTY
NH-IM-75-3 (198)
P.I. NO. 610810

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
GADOT P.I. NO: 610810

Date of Report: OCT-17-1994

RECOMMENDATION FOR APPROVAL

DATE

10/25/94

James Kennel
State Road & Airport Design Engineer

DATE

11/7/94

Paul E. [Signature]
State Environmental Engineer

DATE

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

CATOOSA COUNTY
NH-IM-75-3(198)
P.I. NO. 610810

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
GADOT P.I. NO: 610810

Date of Report: OCT-17-1994

RECOMMENDATION FOR APPROVAL

DATE

10/25/94

James Kennedy
State Road & Airport Design Engineer

DATE

11/1/94

State Environmental Engineer

DATE

M. C. Waters, Dep
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

CATOOSA COUNTY
NH-IM-75-3 (198)
P.I. NO. 610810

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
GADOT P.I. NO: 610810

Date of Report: OCT-17-1994

RECOMMENDATION FOR APPROVAL

10/25/94
DATE

James Kennel
State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

State Traffic Operations Engineer

DATE

District Engineer

10/31/94
DATE

Paul V. Tiller Jr.
State Bridge Engineer

D.O.T. 65

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-75-3(198) Catoosa County
P.I.NO. 610810
I-75 @ SR 146

OFFICE Environment/Location

DATE November 11, 1994

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TO Bobby Mustin, Project Review Engineer

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DES/JSS/jaf

cc: James Kennerly



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

PROJECT CONCEPT REPORT

CATOOSA COUNTY
NH-IM-75-3 (198)
P.I. NO. 610810

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
GADOT P.I. NO: 610810

Date of Report: OCT-17-1994

RECOMMENDATION FOR APPROVAL

10/25/94
DATE

James Carroll
State Road & Airport Design Engineer

11/7/94
DATE

Paul E. Hester
State Environmental Engineer

DATE

State Traffic Operations Engineer

DATE

District Engineer

DATE

State Bridge Engineer