

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** IM-75-3(208) Whitfield County **OFFICE** Preconstruction  
P. I. No. 610890  
*CWH* **DATE** February 24, 1998  
**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:

Walker Scott  
Bobby Mustin  
David Studstill (ATTN: Harvey Keeper)  
Jerry Hobbs  
Herman Griffin  
Marta Rosen (ATTN: Michael Henry)  
Marion Waters  
Toni Dunagan  
Paul Liles  
Jim Hitt (Traffic Ops)  
Don Mills  
Charles Law  
Jim Kennerly

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** IM-75-3(208) Whitfield County **OFFICE** Preconstruction  
P.I. No. 610890

**DATE** January 5, 1998

**FROM** *Walker W. Scott, Jr.*  
Walker W. Scott, Jr., P.E., Director of Preconstruction

**TO** Wayne Shackelford, Commissioner

**SUBJECT** PROJECT CONCEPT REPORT

This project is the reconstruction of the CR 665/Carbondale Road interchange over I-75 in Whitfield County. The project includes the widening, reconstruction and relocation of CR 665 from 1.2km west of I-75 to SR 3/US 41. The proposed project will improve the sight distance on CR 665 over SR 401/I-75. Future traffic volumes on CR 665 are projected to be 10,600 VPD to the west of the interchange, and over 13,000 VPD east of the interchange. The forecast level of service will be below an acceptable level at these traffic volumes. The proposed project will reconstruct the interchange to improve operational efficiency and safety. County Road 665 is currently two, 3.4<sup>m</sup> lanes with rural shoulders on 18.0m of existing right-of-way. Existing I-75 consists of three, 3.6m lanes in each direction with 4.2m rural shoulders. The existing ramps are one, 4.8m lane with 2.4m rural shoulders. The existing bridge over I-75 is 80.5m x 8.5m. Traffic estimates are as follows:

<u>ROUTE</u>	<u>2001 VPD</u>	<u>2021 VPD</u>
I-75	72,100	115,600
CR 665	8,250	13,800

The posted and design speeds for I-75 are 105km/h and for CR 665 are 60km/h.

The proposed project will remove and replace the existing CR 665 bridge over I-75 with a longer and wider structure to provide for increased traffic demands in the area of the proposed project. The bridge length (91.4m x 28.0m) will be designed to accommodate one future lane along I-75 in each direction. The proposed bridge will be six lanes wide; three westbound (two through and one left turn lane) and three eastbound (two through and one left turn lane). Additional work in the interchange will relocate and lengthen entrance and exit ramps and ramp tapers as required.

Construction along CR 665 will begin approximately 1.2km west of I-~~75~~<sup>7</sup>. Near the point of beginning construction, the alignment will proceed on new location north of the existing CR 665 and continue easterly and tie back into CR 665 just west of I-75. The alignment will continue east

IM-75-3(208) Whitfield

January 5, 1998

along existing CR 665 to SR 3/US 41. The proposed typical section will consist of two, 3.6m lanes in each direction with a 6.1m raised concrete median and 3.0m wide shoulders. The original portion of CR 665 remaining south of the new location will be retained and tied into the relocation at each end to serve as a local road. The relocated portion of CR 665 is required to avoid existing graves located on the north side of existing CR 665.

No design exceptions are required to implement this project. Traffic will be maintained during construction.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; a public hearing is required; four (4) UST sites identified; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>		<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
	<u>IM</u>	<u>STP</u>			
Construction (includes E&C and inflation)	\$3,381,000	\$4,132,000	\$7,271,000	1999	99-07
Right-of-Way	\$1,634,000	\$4,905,000	\$ 10,000		
Utilities*	LGPA		LGPA		

\*Whitfield County signed LGPA for utilities 12-21-95.

This project is in the STIP. I recommend this project concept be approved.

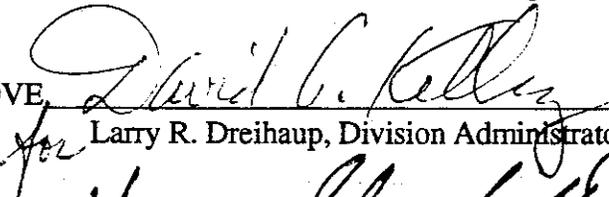
WWS:JDQ/cj

Attachment

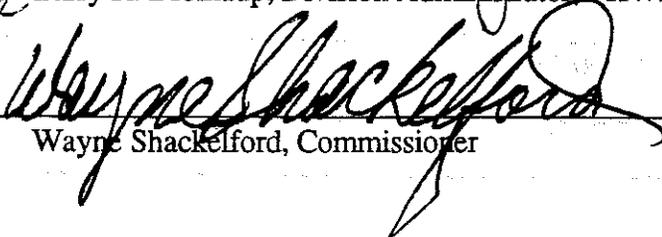
CONCUR

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

APPROVE

  
for Larry R. Dreihaup, Division Administrator, FHWA

APPROVE

  
Wayne Shackelford, Commissioner

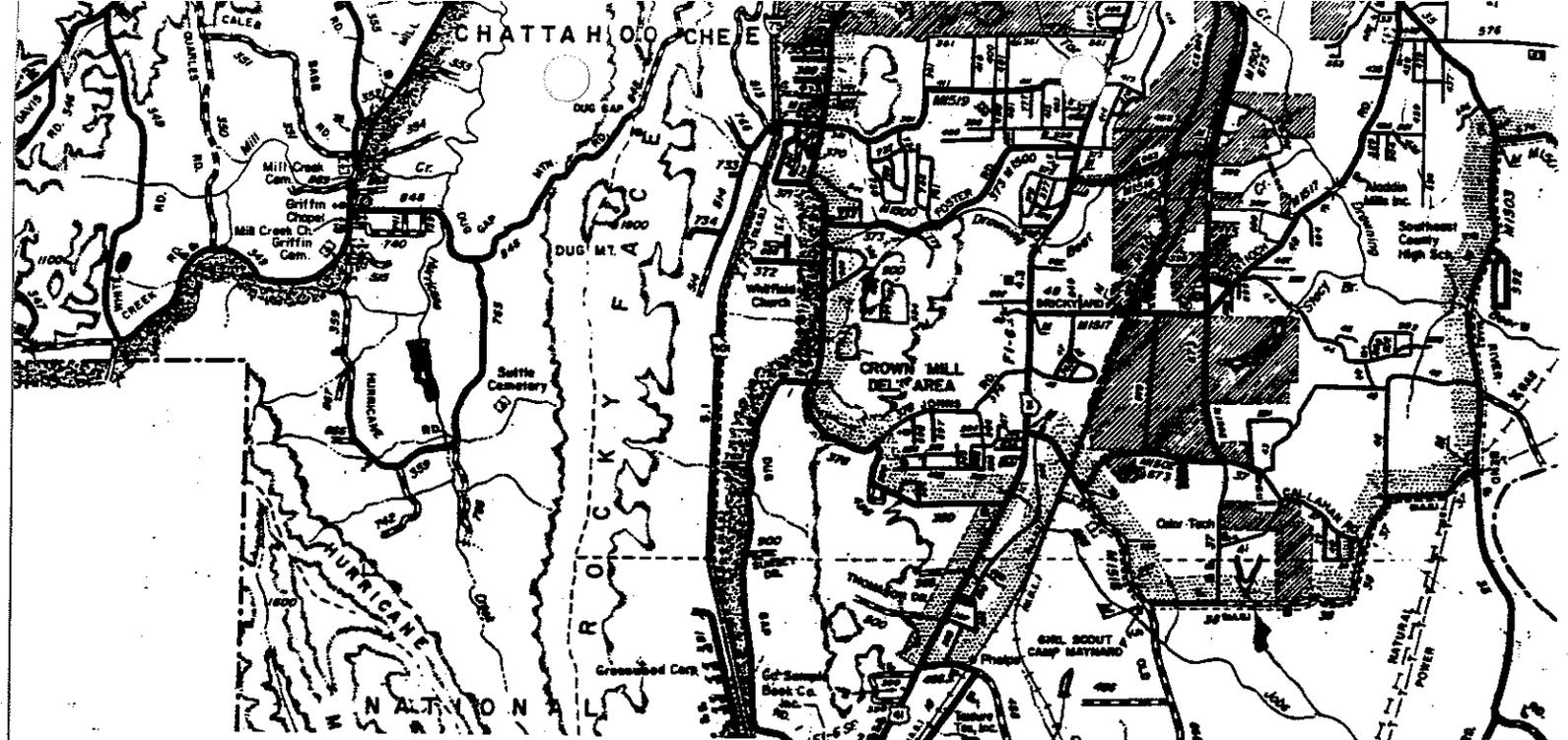
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN  
PROJECT CONCEPT REPORT**

**IM-75-3(208)  
WHITFIELD COUNTY**

FEDERAL ROUTE NO: I-75  
STATE ROUTE NO: 401  
GADOT P.I. NO: 610890

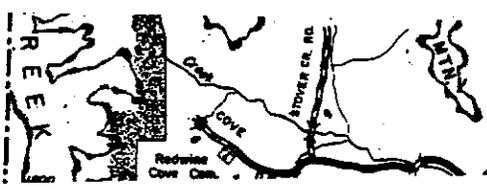
Date of Report: August 18, 1997

RECOMMENDATION FOR APPROVAL	
<u>8/22/97</u> DATE	 State Road & Airport Design Engineer
DATE	State Environmental Engineer
DATE	State Traffic Operations Engineer
DATE	District Engineer
DATE	State Bridge Engineer
DATE	Project Review Engineer

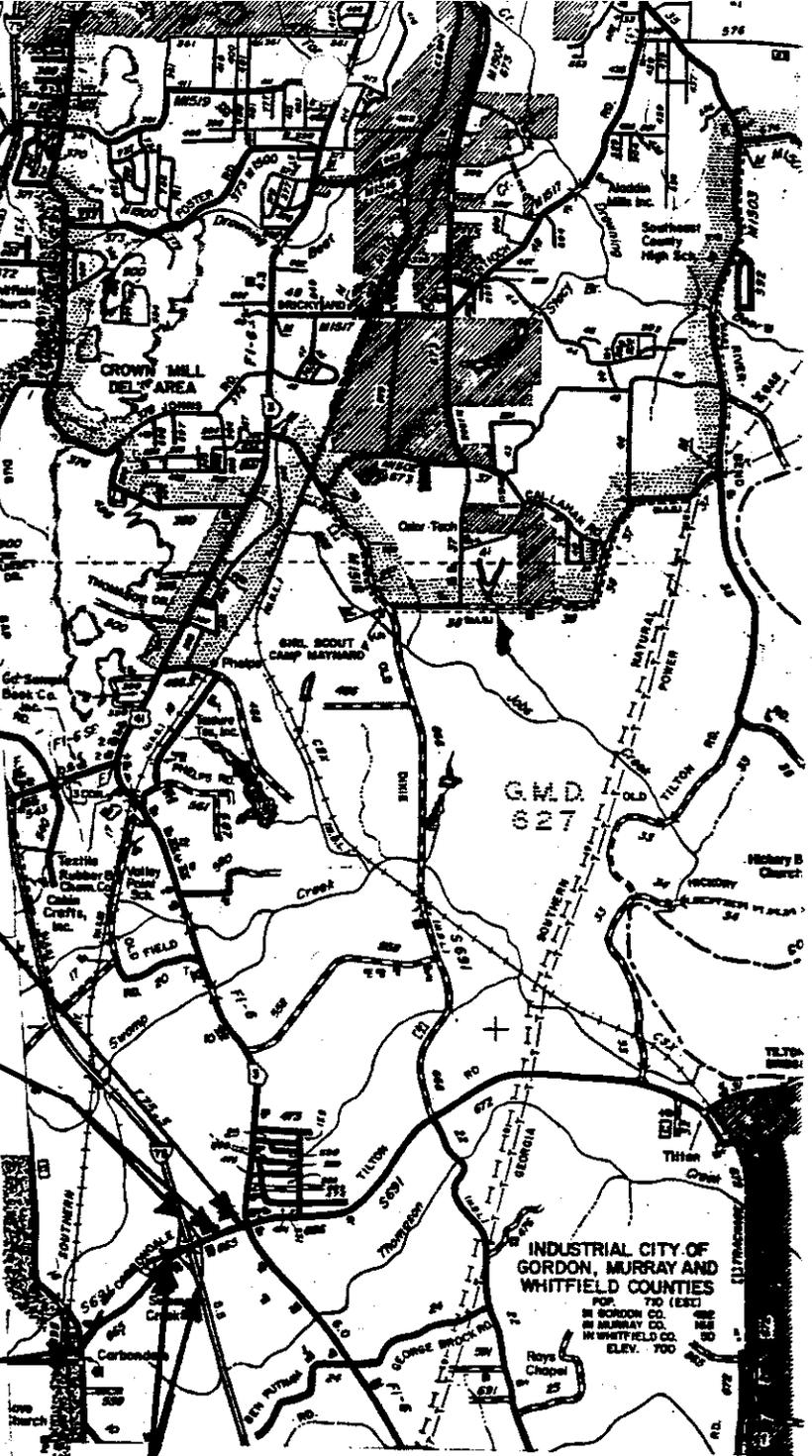


**END PROJECT IM-75-3(208)  
CONCEPT LIMITS**

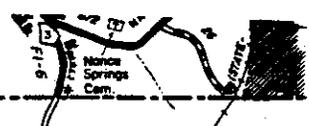
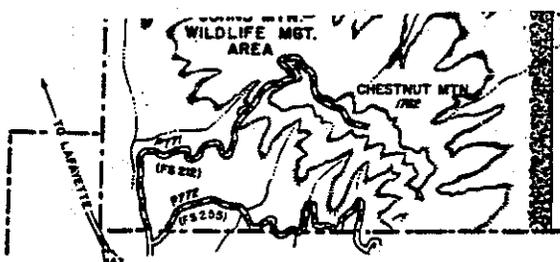
**END PROJECT IM-75-3(208)  
PROGRAM LIMITS**



**BEGIN PROJECT IM-75-3(208)  
CONCEPT LIMITS**



**BEGIN PROJECT IM-75-3(208)  
PROGRAM LIMITS**



**G O R D O N C O U N T Y**

240,000

**PROJECT LOCATION & DESCRIPTION**

Project IM-STP-75-3(208) is an interchange improvement project at I-75 (S.R.401) and C.R. 665 (Carbondale Road) in Whitfield County.

The project begins along I-75 approximately 1.0 km +/- (0.62 mi +/-) south of C.R. 665 and extends northerly approximately 1.9 km (1.18 mi) to a point north of C.R.665. Work along I-75 includes bridge related construction under the bridge and additional lane widening for the limits of ramp tapers. Reconstruction to accommodate one future lane along I-75 in each direction. Additional work in the interchange will relocate and lengthen entrance and exit ramps and ramp tapers as required.

Work along C.R. 665 will begin approximately 1.2 km +/- (0.75 mi) west of I-75. Near the point of beginning construction will go on new location north of the existing C.R. 665 and continue easterly and rejoin the existing C.R. 665 just to the west of I-75. Work will continue across I-75 and easterly 0.8 km +/- (0.50 mi +/-) to the intersection of SR 3/US 41. The project proposes a new six lane bridge with 3 m (10ft) wide shoulders accommodating two through lanes with a continuous left turn lane in each direction. Project work will also include intersection improvements as conditions require. The original portion of C.R. 665 remaining south of the new location will be retained and tied into the relocation at each end to serve as a local road. The relocated portion of C.R. 665 is required to avoid existing graves located on the north side of C.R. 665. Access roads will be relocated to provide access to Carbondale Road. Curb and Gutter may be used along C.R. 665 to minimize the impact on the right of way.

PROJECT LENGTH: I-75 1.9 Kilometers +/- (1.18 miles)  
 C.R. 665 2.0 Kilometers +/- (1.24 miles)

**TRAFFIC**

ROADWAY	CURRENT		PROJECTED	
	YEAR	AADT	YEAR	AADT
I-75	2001	72100	2021	115600
Ramps	2001	1575-2875	2021	2500-4600
C.R. 665	2001	8250	2021	13800

ROADWAY	PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
I-75	Major	Rural Major Arterial
C.R.665	Major	Rural Minor Arterial

NON-CA (X)	CA ()	EXEMPT ()	N/A ()
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**PROJECT NEED & PURPOSE**

The proposed project, IM-STP-75-3(208), would correct a sight distance deficiency and future capacity deficiencies by replacing the C.R. 665(Carbondale Road) bridge over I-75/S.R. 401 in Whitfield County. County Road 665 will also be improved by the addition of two through lanes(for a total of four) from C.R. 16 to the west and S.R. 3/U.S. 41 to the east, as well as turn lanes on the bridge at the entrance to the Interstate ramps.

The proposed project will improve the sight distance on C.R. 665 over S.R. 401/I-75, thereby reducing the potential for accidents in this location that are caused by the reduced sight distance. Due to the large number of trucks using this interchange(I-75 is approximately 33% trucks in this area), the substandard sight distances and turning radii need to be improved to current standards. Future traffic volumes on C.R. 665 are projected to be 10,600 AADT to the west of the interchange, and over 13,000 east of the interchange. The forecasted level of service will be below an acceptable level at these traffic volumes. Several alternatives were considered, and these proposed improvements are a cost-effective measure to meet the future needs of this growing area, as well as assist in providing access control for future development in the area of the interchange. This bridge project will not impede any future widening of I-75. The project termini are logical in that the western terminus is at C.R. 16, a T-intersection and the eastern terminus is at S.R. 3 /U.S. 41, where traffic volumes on C.R. 665 drop by 75%.

**EXISTING ROADWAY**

TYPICAL SECTION:(I-75) Three 3.6 m (12ft.) Lanes in each direction with 4.2 m (14 +/- ft) rural shoulders.

R/W WIDTH: Variable

RAMPS: One 4.8 m (16 ft) lane with 2.4 m (8 +/- ft) rural shoulders.

R/W WIDTH: Variable

C.R. 665: Two 3.4 m +/- (11 +/- ft) lanes with 0.9 +/- m (3 ft) rural shoulders.

R/W WIDTH:18 m +/- (60 ft+/-)

POSTED SPEED

MIN RADIUS OF CURVE

MAXIMUM GRADE

105 km/h (I-75)

1746 m (5729.578 ft)

2.0%

Ramps Unposted

145.5 m (475.7 ft)

Exit 5% Up  
Entrance 7.6%Down

60-70 km/h (C.R. 665)

230 m (754.6 ft)

2.59%

**MAJOR STRUCTURES:**

1. Two lane bridge (80.5 m (264ft)x 8.5 m (28 ft))
2. 1.5m (5 ft.) x 1.2m (4 ft.) culvert

<b>PROPOSED ROADWAY</b>		
TYPICAL SECTION: (I-75) Three 3.6 m (12 ft) wide lanes with rural shoulders (lane widening for future 4th lane in each direction adjacent to ramp taper reconstruction only).		
TYPICAL SECTION: (I-75 ramps) One 4.8m (16 ft) wide lane with rural shoulders		
TYPICAL SECTION: CR 665 (Carbondale Road) Two 3.6 m (12 ft) wide lanes in each direction with a 6.0 m wide raised concrete median with 3.0 m (10 ft) wide shoulders.		
DESIGN SPEED	MIN RADIUS OF CURVE	MAX GRADE
<u>105 km/h (70mph) (I-75)</u>	ALLOWABLE: <u>1746 m</u> (5728.3 ft)	ALLOWABLE: <u>2.00 %</u>
Ramps Unposted	PROPOSED: <u>145.5 m (477.5ft)</u>	PROPOSED: <u>Exit 5%Up</u> <u>Entrance 7.6% Down</u>
<u>60 km/h (35 mph) (C.R. 665)</u>	ALLOWABLE: <u>135 m</u> (442.9 ft)	ALLOWABLE: <u>10.00 %</u>
	PROPOSED: <u>235 m (771.0 ft)</u>	PROPOSED: <u>3.00 %</u>
MAJOR STRUCTURES:		
1. 28.0 m (92 ft.) Wide x 91.4 m (300 ft.) Length		
2. Extend Culvert-1.5 m (5 ft.) x 1.2 m (4 ft.)		

<b>PROPOSED RIGHT OF WAY</b>			
R/W WIDTH	DISPLACEMENTS		
<u>I-75 and Ramps: Variable</u>	RES: <u>7</u>	BUS: <u>4</u>	M.H.: <u>8</u>
<u>C.R. 665 42 m (140 ft.)</u>			
TYPE OF ACCESS CONTROL: <u>I-75 and Ramps limited Access. C.R. 665 by Driveway Permit</u>			
NUMBER OF PARCELS: 50			

<b>COORDINATION</b>
CONCEPT TEAM MEETING DATE: 7-10-97
LOCATION INSPECTION DATE: NONE
PERMITS REQUIRED (4f,COE,404,etc.): (404)Nationwide
LEVEL OF PUBLIC INVOLVEMENT: Public Hearing
TIME SAVING PROCEDURES APPROPRIATE: NO
OTHER PROJECT IN THE AREA: NH-STP-75-3(181)

<b>MISCELLANEOUS</b>			
TRAFFIC CONTROL DURING CONSTRUCTION: Yes, stage construction is required.			
LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment			
DESIGN VARIATIONS REQUIRED:			
SUBST HORIZ ALIGNMENT	YES	NO	UNDETERMINED
SUBST ROADWAY WIDTH	()	(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: Four possible sites			
HAZARDOUS SITES: No known sites			
<b>ALTERNATIVES CONSIDERED</b>			
1. No Build			
2. 3 lane section			

<b>ESTIMATED COST</b>			
CONSTRUCTION:	\$5,710,560	RIGHT-OF-WAY:	\$6,538,304
E & C (10%) :	\$571,056	ACQUIRED BY :	D.O.T.
INFLATION :	\$1,230,661	UTILITIES :	\$ LGPA
		ADJUSTED BY :	
<b>TOTAL CONSTRUCTION COST:</b>		<b>\$14,050,581</b>	

**COMMENTS:** Funding for this project should be divided so that the interchange and ramp work would be funded with "IM" funds and the remaining work on Carbondale Rd. to be funded with "STP" funds. The funding breakdown would be 45% "IM" funds and 55% "STP" funds.

**ATTACHMENTS:** Typical Sections, Board Approved Preprogramming Authorization Letter, Cost Estimate, L.G.P.A. and Concept Team Meeting Minutes

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: IM-STP-75-3(208)

COUNTY: WHITFIELD

DATE: June 5, 1997

ESTIMATED LETTING DATE:

PREPARED BY: Kinney Wilson

PROJECT LENGTH : 2.0 kilometers +/- (1.24 miles +/-)

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

<b>PROJECT COST</b>	
<b>A. RIGHT-TO-WAY:</b>	
1. PROPERTY (LAND & EASEMENT)	\$3,708,750
2. DISPLACEMENTS; RES:7, BUS;4, M.H.:8	\$390,500
3. OTHER COST (ADM./COST, INFLATION)	\$2,439,054
<b>SUBTOTAL:A</b>	<b>\$6,538,304</b>
<b>B. REIMBURSABLE UTILITIES:</b>	
1. RAILROAD	\$0
2. TRANSMISSION LINES	\$0
3. SERVICES	\$0
<b>SUBTOTAL:B</b>	<b>\$ L.G.P.A.</b>

<b>PROJECT COST</b>	
<b>C. CONSTRUCTION:</b>	
1. MAJOR STRUCTURES	\$0
a. RETAINING WALLS	\$0
b. BRIDGES (300' x 92' x \$50/SF)	\$1,380,000
c. DETOURS BRIDGES	\$0
d. BOX CULVERTS	\$50,000
SUBTOTAL:C-1	<u>\$1,430,000</u>
<b>2. GRADING AND DRAINAGE:</b>	
a. EARTHWORK (150,000 m3 x \$6.76)	\$1,015,000
b. DRAINAGE:	
1) Cross Drain Pipe (200 m x \$94)	\$18,800
2) Curb and Gutter (300 m x \$33.7)	\$10,000
3) Longitudinal System(include catch basins)	\$25,000
SUBTOTAL:C-2	\$1,068,800
<b>3. BASE AND PAVING:</b>	
a. AGGREGATE BASE (48,900 Mg X \$18.63)	\$911,000
b. ASPHALT PAVING: Surface (7270 Mg x \$34.4)	\$250,100
Binder (13810 Mg x \$33.5)	\$462,635
Base (23900 Mg x \$33.2)	\$793,500
SUBTOTAL:C-3.b	\$1,506,235
c. CONCRETE PAVING (Median 8000 m2 x \$42)	\$336,000
d. OTHER (concrete 1330 m2 x \$35) + (tack coat 61096 l x .18)	\$156,522
SUBTOTAL:C-3	<u>\$2,909,760</u>

PROJECT COST	
4. LUMP ITEMS:	
a. TRAFFIC CONTROL	\$75,000
b. CLEARING AND GRUBBING	\$70,000
c. LANDSCAPING	\$25,000
d. EROSION CONTROL	\$20,000
e. DETOURS	\$0
	SUBTOTAL:C-4
	\$190,000
5. MISCELLANEOUS:	
a. LIGHTING	\$0
b. SIGNING - STRIPING - SIGNAL	\$20,000
c. GUARDRAIL	\$75,000
d. SIDEWALK - MEDIAN BARRIER	\$0
	SUBTOTAL:C-5
	\$95,000
6. SPECIAL FEATURES_Field Eng. Office	SUBTOTAL:C-6
	\$17,000

<b>ESTIMATE SUMMARY</b>		
A. RIGHT-OF-WAY	<b>\$6,538,304</b>	
B. REIMBURSABLE UTILITIES	\$	L.G.P.A.
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$1,430,000	
2. GRADING AND DRAINAGE	\$1,068,800	
3. BASE AND PAVING	\$2,909,760	
4. LUMP ITEMS	\$190,000	
5. MISCELLANEOUS	\$95,000	
6. SPECIAL FEATURES	\$17,000	
SUBTOTAL CONSTRUCTION COST	\$5,710,560	
E. & C. (10%)	\$571,056	
INFLATION (5% PER YEAR)	\$1,230,661	
NUMBER OF YEARS	4	
TOTAL CONSTRUCTION COST	<b>\$7,512,277</b>	
<b>GRAND TOTAL PROJECT COST</b>	<b>\$14,050,581</b>	

# Whitfield County

1 Heron 4  
Bain 12-27

## Board Of Commissioners

### Board Members

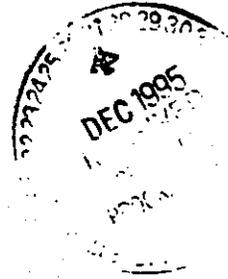
Herb Martin, Chairman

C.G. (Pat) Hicks

Ray Nealey

Debby Peppers

Jim. L. Smith



December 21, 1995

Herman T. Griffin, P.E.  
State Transportation Programming Engineer  
Georgia Department of Transportation  
#2 Capitol Square, S.W.  
Atlanta, GA 30334-1002

Dear Mr. Griffin:

Enclosed is the Local Government Project Agreement (Project No. IM-75-3 [208] for Whitfield County, PI No. 610890. This project is for the interchange at I-75 and Carbondale Road.

Should you need additional information, please contact me.

Sincerely,

Handwritten signature of Herb E. Martin, with initials "HE" written below the signature.

Herb E. Martin, Chairman  
Board of Commissioners

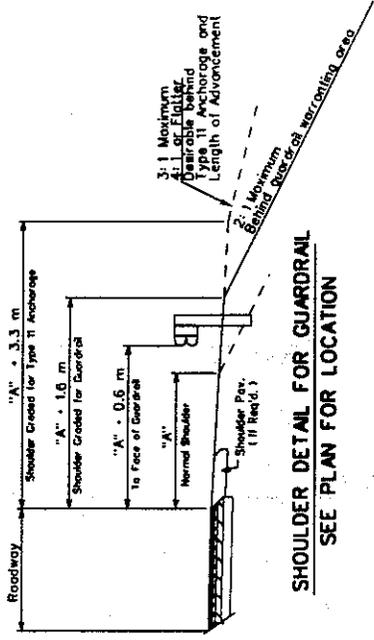
HEM/le

Enclosure





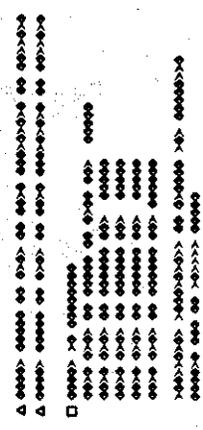
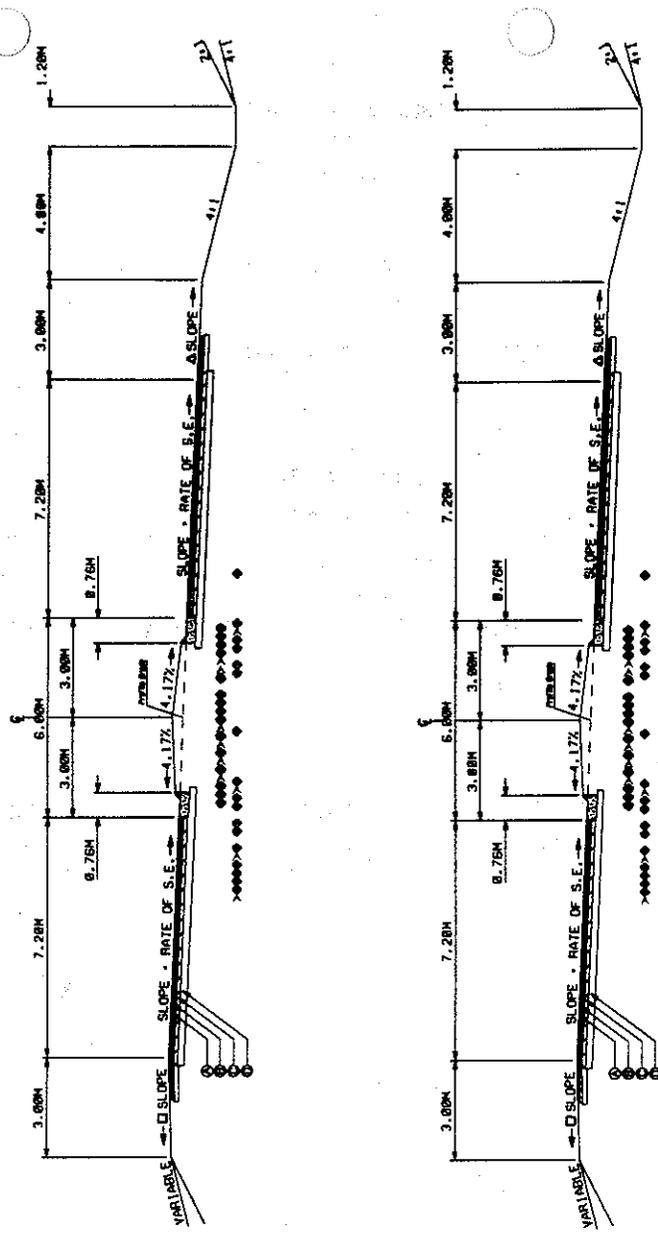
DATE	BY	CHECKED	APPROVED
G.A.			
PROJECT NUMBER		0000000000000000	
SHEET NO.		0	



**SHOULDER DETAIL FOR GUARDRAIL**  
SEE PLAN FOR LOCATION

SLOPE CONTROLS	
SLOPE	CUT
4:1	0-1.83 m
3:1	1.83 m-3.05 m
2:1	OVER 3.05 m

REQUIRES GUARDRAIL



**ALLOWABLE RANGES TABLE**

FOR THIS PROJECT, CROSS SLOPES THAT ARE ROASTER TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

A. NORMAL CROWN	B. SUPERELEVATION RATE
SECTION WITH DRADES B.CE OR GREATER	SECTION WITH DRADES LESS THAN 0.5%
1.00 X - MINIMUM	1.00 X - MINIMUM
2.00 X - DESIRABLE	2.00 X - DESIRABLE
2.50 X - MAXIMUM	3.00 X - MAXIMUM

S.E. RATE SHOWN ON PLANS OR BE RATE EXISTING IN FIELD, WHICHEVER IS GREATER.

TYPICAL SECTIONS  
1M-75-31200  
P.1. 610890  
SHEET-1  
NO SCALE  
WHITFIELD COUNTY

11-15-93  
file  
Glen

REVISION REQUEST  
for the  
LONG RANGE PROGRAM

Authorization is requested to proceed with development of a project concept on the following project:

Action Requested: ADDITION TO LONG RANGE

PROJECT DATA

County	Project No. P.I. No.	Type Work
-----	-----	-----
WHITEFIELD	IM-75-3(208) 610890	RECST. OR REHAB. INTERCHANGE
Description:	I-75 INTERCHANGE AT CARBONDALE ROAD/CR 665	

Project Length = 0.00 Miles

FUNDING INFORMATION

Estimated Cost (\$1,000's)	DOT Share	Other Share	Fiscal Year	Cong. District	Field District
-----	-----	-----	-----	-----	-----
PE	\$16		1997		
ROW	\$10		LR	9	6
CONST	\$535	\$535	\$0	LR	
Fund 1 =	04M				
Fund 2 =	04M				

REASON FOR REVISION:  
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Requested by the S.H.I.P Committee

RECOMMENDED Frank L. Durobal  
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED Wayne Shackelford  
COMMISSIONER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** IM-75-3 (208), Whitfield County  
P.I. No. 610890

**OFFICE** Road Design  
Atlanta, Georgia

**DATE** July 10, 1997

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

**TO** Distribution Below

**SUBJECT** Minutes of Concept Team Meeting

The concept team meeting was held July 10, 1997 in the Road Design conference room. Individuals present were Ron Braziel, Ray Metts, W. Paul Simmons, Steve Carter, Ken Estes, David Mulling, Andy Rikard, Tony Sack, Keith W. Sinclair / FHWA, Jim Hullett, Janet Harvey, Jason McCook, Kinney Wilson and Stan Peteet.

- The project IM-75-3 (208) was originally identified as an interchange improvement project on I-75 (S.R. 401) and C.R.665 (Carbondale Road) in Whitfield County. However, upon further evaluation and based on capacity studies, it is recommended that the additional widening along C.R. 665 be added to the initial interchange improvement.
- On I-75 the project will begin 1.0 km +/- south of C.R. 665 and continue northerly 0.9 km +/- north of C.R. 665. The project will make provisions for a future lane on I-75 (in each direction) and lengthen the entrance and exit ramps as well as the ramp tapers.
- On C.R. 665 the project will begin 1.2 km +/- west of I-75 ramps and continue easterly 0.8 km +/- east of the I-75 ramps. The project will replace the existing two lane Carbondale Road over I-75 with a four lane bridge. The four lane bridge will have two-through lanes in each direction with a six meter (20 ft.) raised median with left turn lanes provided. Access roads were shown providing alternative access to Carbondale Road, and should be justified during Right-of-Way negotiations.



July 10, 1997

General Discussion:

- Design stated the proposed alignment must be modified to avoid 6 - 8 graves or have them relocated. This will be evaluated and revised layouts will be prepared as needed.
- Traffic Operations asked if the proposed ramps could be moved out. Road Design responded, the area around the ramps is developed so if the ramps were moved out these businesses would be damaged or total takes.
- Traffic operations recommended the removal of the raised median from the bridge and widen the bridge by 1.2 meters (4 feet) to provide dual left turn lanes.
- Traffic Operations recommended traffic signals to be installed at the Intersection of C.R. 16 and C.R. 665, the median crossover at Swamp Creek Church and at the exit/entrance ramp intersection. The traffic signal at the intersection C.R. 665 and S.R. 3 will also need to be upgraded. At the intersection of C.R. 665 and S.R. 3, it was advised to look at aligning the left turn lanes.
- FHWA commented that the project was a NON-CA project instead of being a CA project.
- FHWA asked if lighting would be provided on the project.
- Lighting will be considered, if Whitfield County will accept the responsibility for the Utility and Maintenance costs associated with the lighting.
- FHWA Stated the project should be funded with "IM and STP" funds.
- Engineering Services asked if the Existing Pavement could be saved. The answer was the Existing Pavement would probably be removed because of its deficient load carrying capacity and the increase of truck traffic in the future.

Minutes of Concept Team Meeting - July 10, 1997

Page 3

July 10, 1997

- A cost estimate for utility adjustments was received from the District Utilities Office
- The District Utility Office will be asked to provide estimates for alternate routes.
- The L.G.P.A. will need to resubmitted to extend the project limits from west of CR 16 to east of the S.R. 3/C.R. 665 intersection.
- The project description will need to be revised to include the work from C.R. 16 to S.R. 3.
- The project will need to be funded with "IM" and "STP" funds.
- Carbondale Road will need to be assigned a temporary State Road Number.
- The project will have curb and gutter at spot locations to minimize impact on adjacent properties.
- A Public Information Meeting will be required.
- The Planning Office has provided a "Need Purpose Statement".
- Accident history has been received from Traffic Operations.
- UST investigation has been requested.
- Environmental will rush their studies.
- Layouts showing alternate routes will be provided.
- Location will need to enhance or survey Carbondale Road (C.R. 665) West of DugGap Road (C.R. 16).

Minutes of Concept Team Meeting - July 10, 1997

Page 4

July 10, 1997

JAK:GRM:crm

Attachments

DISTRIBUTION:

FHWA, w/attach. & plans

Frank Danchetz

Walker Scott

Marion Waters

Steve Henry

Tom Turner

Dudley Ellis

Toni Dunagan

David Studstill/Tony Sack, w/plans

David Meshberger, w/plans

Wouter Gulden

Paul Liles

Herman Griffin

Bob Mustin

Charles Law, Dist. 6 District Engineer

Charles Law/Jim Hullett, w/plans

Charles Law/Cathy Spradley, w/plans

Charles Law/Joe Fletcher, w/plans

Charles Law/David Black, w/plans

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN  
PROJECT CONCEPT REPORT**

**IM-75-3(208)  
WHITFIELD COUNTY**

FEDERAL ROUTE NO: I-75  
STATE ROUTE NO: 401  
GADOT P.I. NO: 610890

Date of Report: August 18, 1997

RECOMMENDATION FOR APPROVAL	
<u>8/22/97</u> DATE	 State Road & Airport Design Engineer
_____ DATE	_____ State Environmental Engineer
_____ DATE	_____ State Traffic Operations Engineer
_____ DATE	_____ District Engineer
<u>8/3/97</u> DATE	 State Bridge Engineer
_____ DATE	_____ Project Review Engineer

PROPOSED ROADWAY		
TYPICAL SECTION: (I-75) Three lanes(12.6m) with 4.2 m (3.0 m paved) shoulders		
TYPICAL SECTION: (I-75 ramps) One lane (4.8m) with 4.2 m (3.0 m paved) shoulders		
TYPICAL SECTION: (Carbondale Road)Four Lane with 6.0 m wide raised concrete median with rural 3.0 m wide shoulders		
DESIGN SPEED	MIN RADIUS OF CURVE	MAX GRADE
<u>105 km/h(I-75)</u>	ALLOWABLE: <u>498 m</u>	ALLOWABLE: <u>9.00 %</u>
	PROPOSED: <u>800 m</u>	PROPOSED: <u>3.00 %</u>
<u>70 km/h(C.R. 665)</u>	ALLOWABLE: <u>175 m</u>	ALLOWABLE: <u>6.00 %</u>
	PROPOSED: <u>235 m</u>	PROPOSED: <u>3.00 %</u>
<p><i>26.8 m (88 ft) MC 9/3/97</i></p> <p>MAJOR STRUCTURES:</p> <p>1. <del>20.4m(68 ft.)</del> Wide x 74m(243 ft.) Length ✓</p> <p>2. Extend Culvert-1.5m(5 ft.) x 1.2m(4 ft.)</p>		

PROPOSED RIGHT OF WAY		
R/W WIDTH	DISPLACEMENTS	
<u>variable I-75</u>	RES: 7	BUS: 4 M.H.: 8
<u>42m(140 ft.) C.R. 665</u>		
TYPE OF ACCESS CONTROL: <u>Limited Access/By Driveway Permit</u>		
NUMBER OF PARCELS: 50		

COORDINATION
CONCEPT TEAM MEETING DATE: 7-10-97
LOCATION INSPECTION DATE: NONE
PERMITS REQUIRED (4f,COE,404,etc.): (404)Nationwide
LEVEL OF PUBLIC INVOLVEMENT: Public Hearing
TIME SAVING PROCEDURES APPROPRIATE: NO
OTHER PROJECT IN THE AREA: IM-NH-75-3(181)

Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED  
SEP 13 1997  
PRECONSTRUCTION

File: IM-75-3 (208), Whitfield Co.  
P.I. No. 610890

Office: Traffic Operations  
Atlanta, Georgia  
Date: September 5, 1997

From: *M.G. Waters III*  
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 proposed widening of Carbondale Rd. from two lanes to four lanes with a 6 m raised median from CR 16 to SR 3/ US 41. This concept also calls for the replacement of the Carbondale Rd. bridge over I-75. The proposed bridge width shown in the concept report is 20.4 m (68 ft.), this needs to be revised to include the width of the shoulders that will be constructed on the bridge. While we believe this concept will improve safety and operational capacity along this section of roadway, we recommend replacing the 6 m raised median on the bridge with two 3.6 m parallel left turn lanes. The replacement of the median would provide for left turn storage for the entire length of the bridge. With this we find this report satisfactory for approval.

MGW:CKE

Attachment (signature page)

c: David Studstill  
James Kennerly  
Bob Mustin, w/ attachment  
General Files

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN  
PROJECT CONCEPT REPORT**

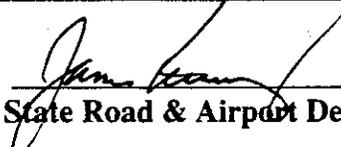
**IM-75-3(208)  
WHITFIELD COUNTY**

**FEDERAL ROUTE NO: I-75  
STATE ROUTE NO: 401  
GADOT P.I. NO: 610890**

**Date of Report: August 18, 1997**

**RECOMMENDATION FOR APPROVAL**

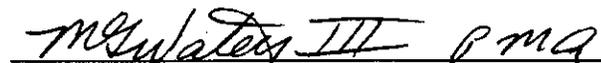
8/22/97  
DATE

  
State Road & Airport Design Engineer

DATE

State Environmental Engineer

9-15-97  
DATE

 PMA  
State Traffic Operations Engineer

DATE

District Engineer

DATE

State Bridge Engineer

DATE

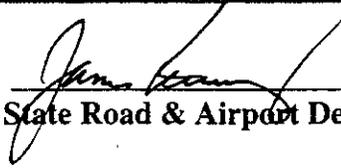
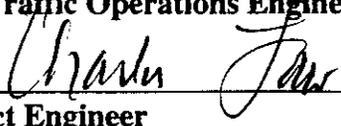
Project Review Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN  
PROJECT CONCEPT REPORT**

**IM-75-3(208)  
WHITFIELD COUNTY**

FEDERAL ROUTE NO: I-75  
STATE ROUTE NO: 401  
GADOT P.I. NO: 610890

Date of Report: August 18, 1997

RECOMMENDATION FOR APPROVAL	
<u>8/22/97</u> DATE	 State Road & Airport Design Engineer
<u>                    </u> DATE	State Environmental Engineer
<u>                    </u> DATE	State Traffic Operations Engineer
<u>10/27/97</u> DATE	 District Engineer
<u>                    </u> DATE	State Bridge Engineer
<u>                    </u> DATE	Project Review Engineer



PROJECT NO. Im-75-3(208)

COUNTY Whitfield  
 P.I. NO. 610890

**PROJECT SCHEDULE 1997**

LENGTH 0.00 mi.  
 R/W PARCELS \_\_\_\_\_

DESC Ca

**ACTIVITY/EVENT**

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38

JAN FEB MAR APR MAY JUNE JULY AUG SEP

6 13 20 27 3 10 17 24 3 10 17 24 31 7 14 21 28 5 12 19 26 2 9 16 23 30 7 14 21 28 4 11 18 25 1 8 15 22

- CONCEPT PHOTOS
- DEFINE CONCEPT/REPORT
- HOLD CONCEPT MEETING
- CONCEPT TO ENGINEERING SERVICES
- RECV ENG SERV APPROVAL
- MANAGEMENT APPROVAL
- ENVIROMENTAL
- HOLD PUBLIC HEARING
- FINAL ALTERNATE APPROVAL
- PHOTOGRAMMETRY (MAPPING)
- FIELD SURVEYS
- PREL. CONST./R.W. PLANS
- FINAL CONST. PLANS
- HOLD DESIGN FPR
- PREL. BRIDGE LAYOUT/HYDRAULICS
- BRIDGE STRUCTURAL DESIGN
- AKE R/W
- APPROVE R/W PLANS
- R/W AUTHORIZATION
- APPRAISAL OF PARCELS
- NEGOTIATIONS
- ACQ. OF R/W BY LOCALS
- CERTIFY R/W
- EARLIEST LET DATE
- SOIL SURVEY
- BFI



*Handwritten signature or initials*

MONTH: FEBRUARY 1993

REVISION REQUEST  
for the  
LONG RANGE PROGRAM

*Had*

Authorization is requested to proceed with development of a project concept on the following project:

Action Requested: ADDITION TO LONG RANGE

PROJECT DATA

County	Project No.	Type Work
WHITEFIELD	P.I. No.	
	IM-75-3(208)	RECST. OR REHAB.
Description:	610890	INTERCHANGE
Project Length = 0.00 Miles	AT CARBONDALE ROAD/CR 665	

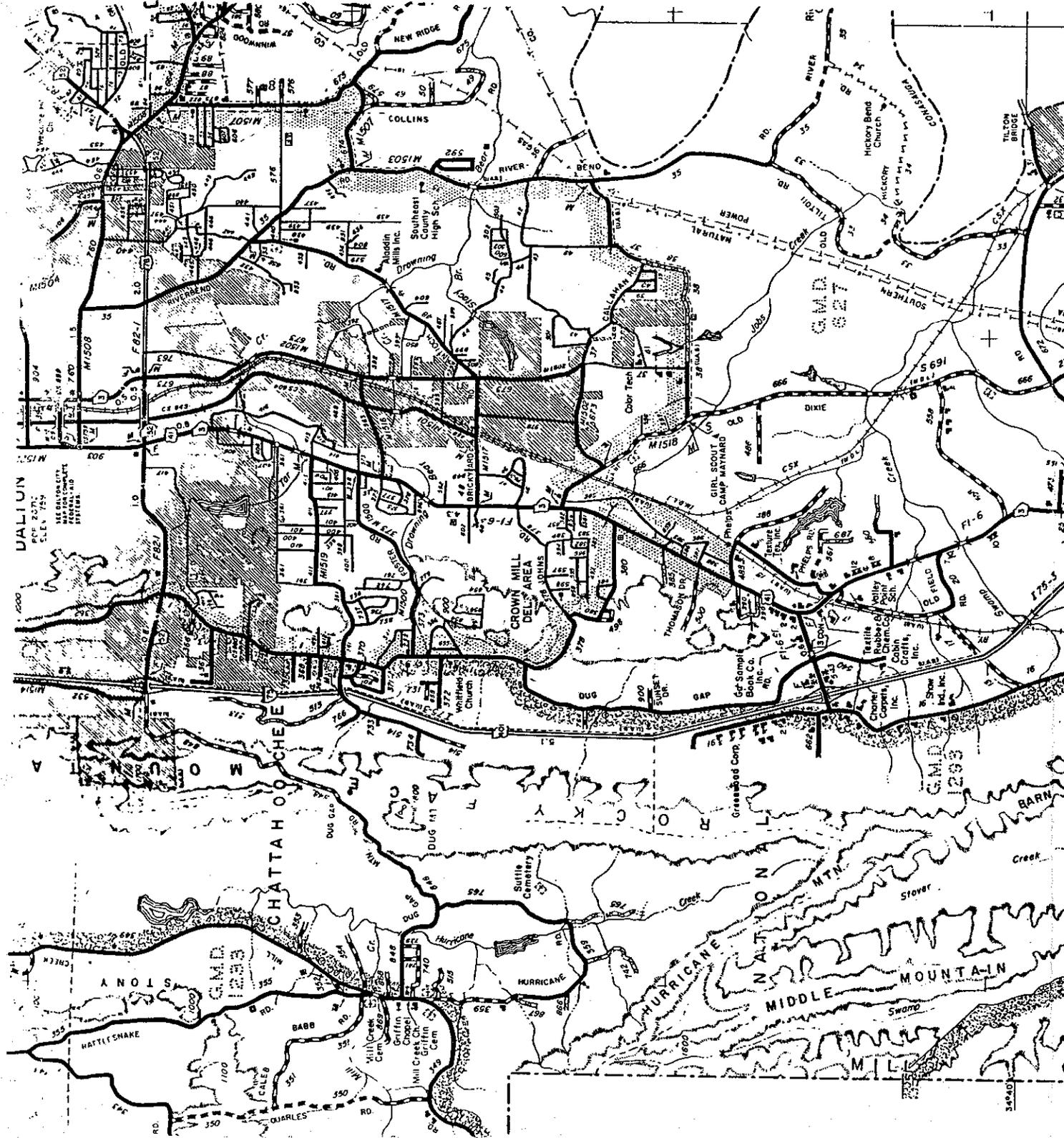
FUNDING INFORMATION

Estimated Cost (\$1,000's)	DOT Share	Other Share	Fiscal Year	Cong. District	Field District
PE \$16			1997		
ROW \$10			LR	9	
CONST \$535		\$0	LR		
Fund 1 = 04M					
Fund 2 = 04M					

*Quint* 6

REASON FOR REVISION:

Requested by the S.H.I.P. Committee



*ROAD DESIGN*  
*POSTED*

REVISION REQUEST  
for the  
LONG RANGE PROGRAM

Authorization is requested to proceed with development of a project concept on the following project:

Action Requested: ADDITION TO LONG RANGE

PROJECT DATA

County	Project No. P.I. No.	Type Work
<u>WHITEFIELD</u>	IM-75-3(208) 610890	RECST. OR REHAB. INTERCHANGE
Description: I-75 INTERCHANGE AT CARBONDALE ROAD/CR 665		

Project Length = 0.00 Miles

FUNDING INFORMATION

Estimated Cost (\$1,000's)	DOT Share	Other Share	Fiscal Year	Cong. District	Field District
PE \$16			1997		
ROW \$10			LR	9	6
CONST \$535	\$535	\$0	LR		

Fund 1 = 04M  
Fund 2 = 04M

REASON FOR REVISION:  
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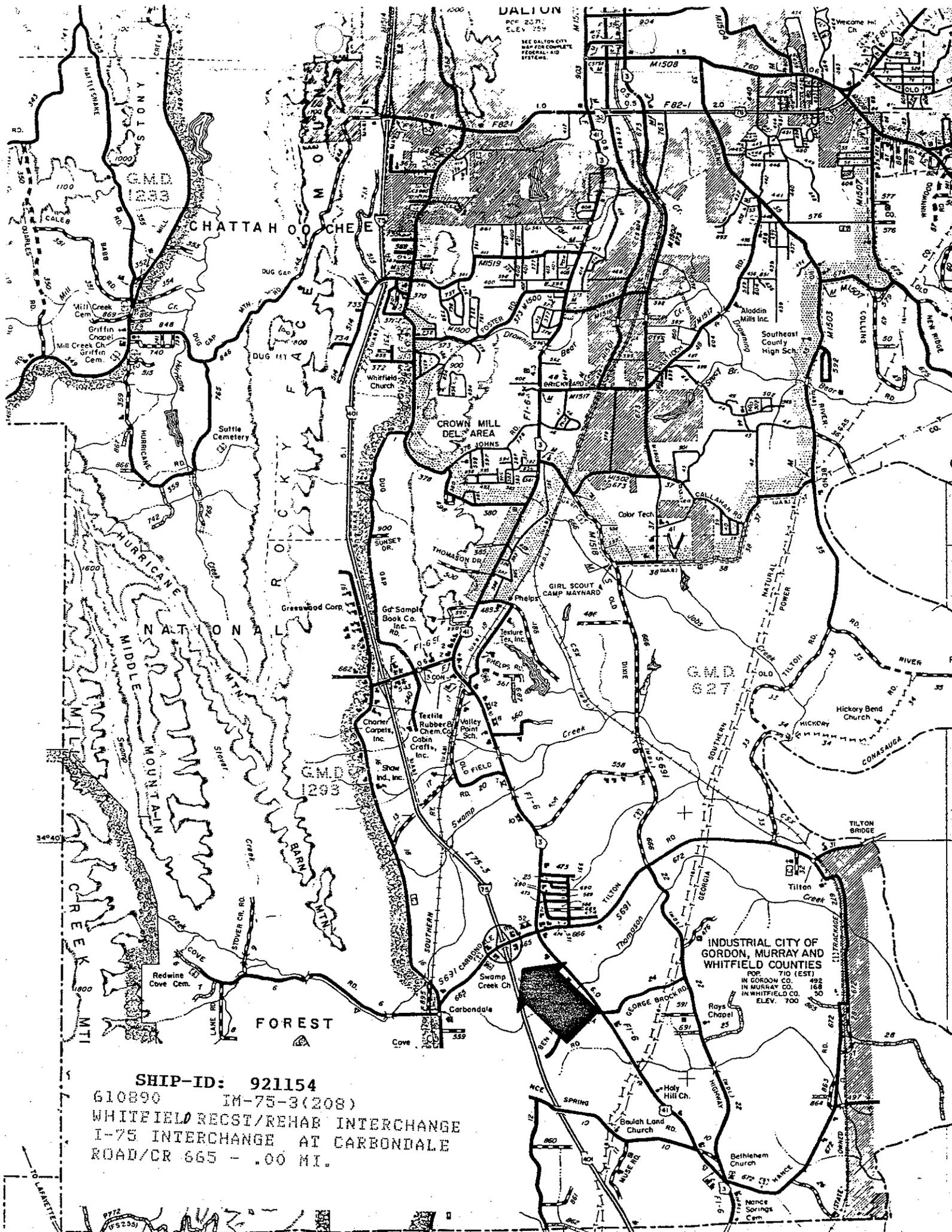
Requested by the S.H.I.P Committee

RECOMMENDED

*Frank L. D... ..*  
\_\_\_\_\_  
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED

*Wayne Shackelford*  
\_\_\_\_\_  
COMMISSIONER



DALTON  
 PCN 2071  
 ELEV 759  
 SEE DALTON CITY  
 MAP FOR COMPLETE  
 LOCAL ROAD  
 SYSTEMS

G.M.D.  
 627

G.M.D.  
 1293

INDUSTRIAL CITY OF  
 GORDON, MURRAY AND  
 WHITFIELD COUNTIES  
 POP. 710 (EST)  
 IN GORDON CO. 492  
 IN MURRAY CO. 168  
 IN WHITFIELD CO. 50  
 ELEV. 700

SHIP-ID: 921154  
 610890 IM-75-3(208)  
 WHITFIELD RECST/REHAB INTERCHANGE  
 I-75 INTERCHANGE AT CARBONDALE  
 ROAD/CR 665 - .00 MI.

TO LAURETTE



23-Nov-1992

Page 80

921154

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PROGRAMMING: WHITFIELD COUNTY -- I-75/SR 401 -- IMPROVE  
SIGHT DISTANCE ON I-75 AT CARBONDALE ROAD (CR 665).

DIST.6 - GOOD PROJECT - RECOMMENDED BY DISTRICT

ENV/LOC: HISTORIC RESOURCE, DNE SURVEY SITE #14, LOCATED ON SOUTH SIDE OF  
CR 665/CARBONDALE ROAD, EAST OF I-75 INTERCHANGE.

PLANNING - PLANNING RECOMMENDS PROJECT

921154

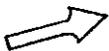
District 4

None

District 5

<u>Location</u>	<u>County</u>	<u>Cost Estimate</u>
I-516 @ U.S. 17 Median barrier needed	Chatham	100,000
I-95 @ State Route 251 Sight distance, relocate ramps	McIntosh	400,000

District 6

<u>Location</u>	<u>County</u>	<u>Cost Estimate</u>
I-575 @ Towne Lake Parkway Add lanes <i>in main</i>	Cherokee	200,000
I-59 @ State Route 136 Sight distance	Dade	400,000
<i>5/11</i> I-75 @ State Route 136 Sight distance	Gordon	400,000
 I-75 @ Carbondale Road (CR 665) Sight distance	Whitfield	400,000