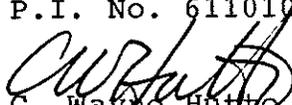


ORIGINAL TO GENERAL FILES
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-75-3(216) Catoosa County OFFICE Preconstruction
P.I. No. 611010 DATE April 5, 1995

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-75-3(216) Catoosa County OFFICE Preconstruction
P.I. No. 611010 DATE February 27, 1995

FROM Hoyt J. Lively, 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 151 to SR 2 for a total of 3.0 km. The existing roadway consist of 3-3.6 m lanes in each direction separated by a 12.1 m depressed median. The existing major structure consists of a 78.3 m x 7.9 m bridge on CR 382 over I-75 with a sufficiency rating of 65.3. The base year traffic (1998) is 81,300 VPD and the design year traffic (2018) is 116,200 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. The project includes relocating a small portion of CR 166 between SR 151 and CR 382, and reconstruction of the entrance and exit ramps north of SR 151. CR 382 will be relocated and the bridge over I-75 will be replaced with a new 123.4 m x 13.4 structure. The existing 1.2 m x 1.2 m box culvert north of SR 151 will be extended to accommodate the widen section. Additional rights-of-way is required for the relocation of CR 166 and CR 382. This roadway will remain open to traffic during construction.

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 costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$4,508,000	\$5,250,000	LR
Right-of-way	\$273,000	\$2,000,000	LR
Utilities	---	---	

Wayne Shackelford
Page 2
February 27, 1995

NH-75-3(216) Catoosa County

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

HJL/JDQ/se

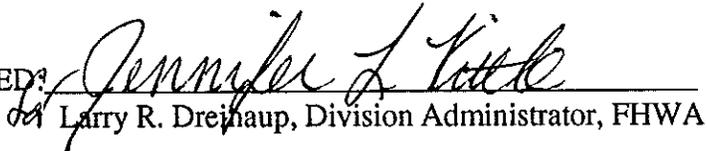
Attachment

CONCUR:

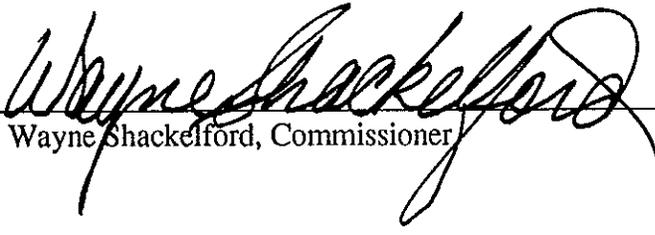


Frank Danchetz, P.E., Chief Engineer

APPROVED:


Larry R. Dreihaupt, Division Administrator, FHWA

APPROVED:


Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
FEB 03 1995
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE NH-75-3(216) CATOOSA OFFICE Atlanta, Georgia
P.I. NO. 611010 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-75-3(216) Catoosa Co. OFFICE Atlanta
P.I. No. 611010 DATE Oct. 6, 1994

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

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



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

PROJECT CONCEPT REPORT

NH-75-3(216)
P.I. NO. 611010
CATOOSA

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
GADOT P.I. NO: 611010

Date of Report: OCT-17-1994

RECOMMENDATION FOR APPROVAL

DATE

10-19-94


State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

State Traffic Operations Engineer

DATE

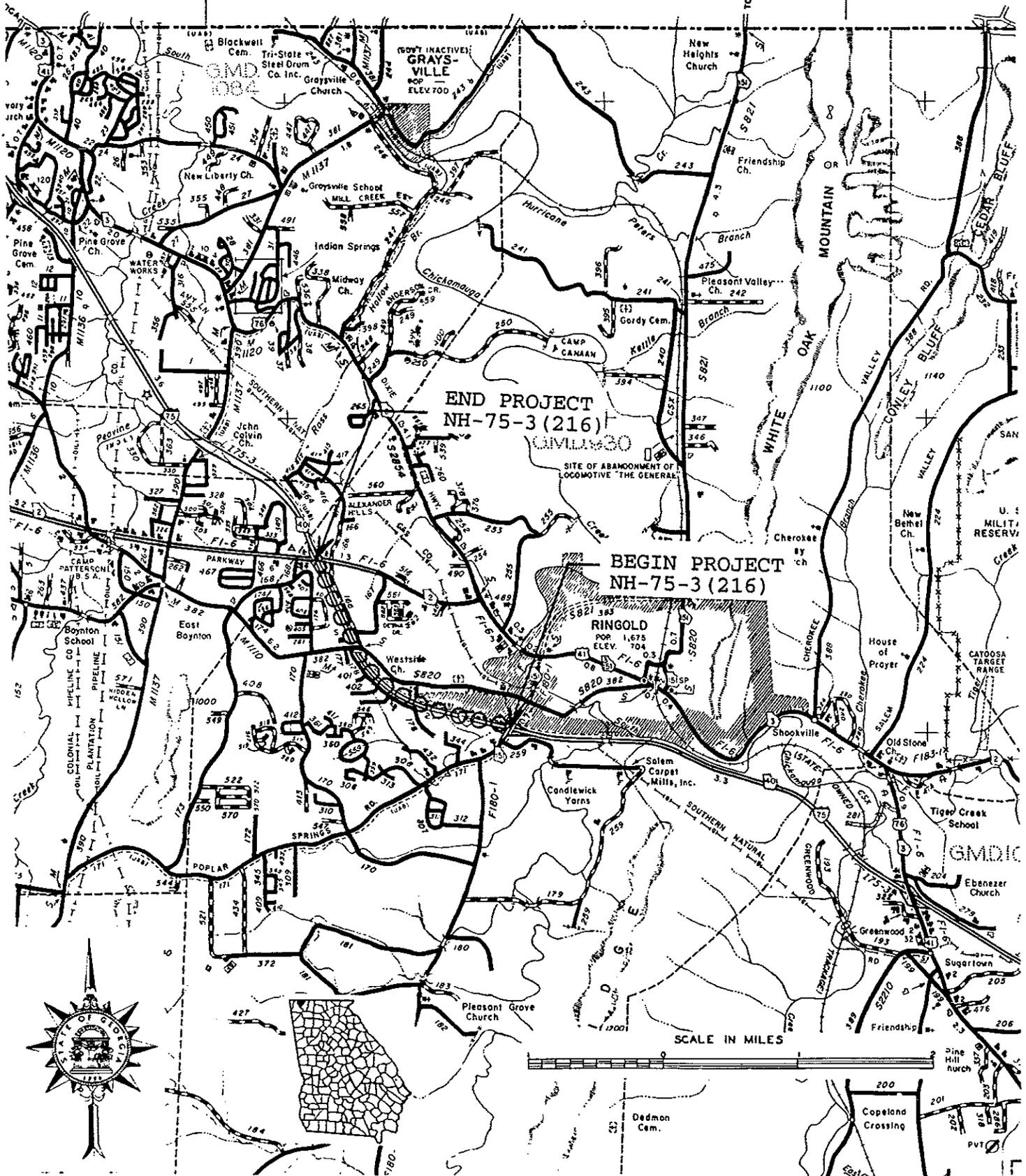
District Engineer

DATE

State Bridge Engineer

PROJECT NH-75-3 (216)
I NO. 611010 CATOOSA COUN
INTERSTATE I-75
LOCATION MAP

T E N N E S S E E
H A M I L T O N C O U N
85° 10' 85° 05'



PROJECT CONCEPT REPORT

PROJECT NUMBER: NH-75-3(216)

PROJECT LOCATION & DESCRIPTION

THIS PROJECT IS TO WIDEN I-75/SR 401 BEGINNING AT SR 151 AND EXTENDING NORTH TO SR 2. 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 NORTHBOUND AND SOUTHBOUND ROADWAYS. THE PROJECT INCLUDES RELOCATING A SMALL PORTION OF CR 166 LOCATED BETWEEN SR 151 AND CR 382, THE RELOCATION OF CR 382 INCLUDING BRIDGE REPLACEMENT OVER I-75, AND RECONSTRUCTION OF THE ENTRANCE AND EXIT RAMP NORTH OF SR 151.

PROJECT LENGTH: 1.90 MILES (3.0 Km)

CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
1998	81,300	2018	116,200

24% Trucks TRAFFIC

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 151 NORTH TO SR 2. UNDER THIS PROJECT, I-75 WOULD BE WIDENED FROM 6-LANES TO 8-LANES. THE ADDITIONAL THROUGH LANES FOR I-75 FROM SR 151 TO SR 2 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 151 TO SR 2 IS PROJECTED TO CARRY A DESIGN YEAR, 2018, AVERAGE DAILY TRAFFIC (ADT) VOLUME OF 116,200. YEAR 2018 WAS USED AS THIS REPRESENTS A 20-YEAR TIME FRAME BEGINNING IN 1998, THE EARLIEST TIME AT WHICH THE PROJECT COULD BE COMPLETED. THE LENGTH OF I-75 FROM SR 151 NORTH TO SR 2 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.

SR 151 WAS CHOSEN AS THE SOUTHERLY ENDPOINT OF THE I-75 WIDENING AS

VOLUMES SOUTH OF SR 151 DECREASE SIGNIFICANTLY. SOUTH OF SR 151, I-75 WILL STILL OPERATE AT LOS B IN THE YEAR 2018.

REGARDING ACCIDENT HISTORY, THE 7.1-MILE 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.

THIS PROJECT IS PART OF THE INTERSTATE IMPROVEMENT PROJECTS FROM SR 151 TO THE TENNESSEE STATE LINE.

EXISTING ROADWAY

TYPICAL SECTION: THREE 12' (3.6 m) TRAVEL 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 (88.2 kph)	1.5 DEG.	3 %

MAJOR STRUCTURES:

1. BRIDGE ON CR 382 OVER I-75. [257' X 26' (78.3m X 7.9m)]
(SUFF. RATING 65.3)
2. SINGLE 4' X 4' (1.2 m x 1.2 m) BOX CULVERT NORTH OF SR 151.

PROPOSED ROADWAY

TYPICAL SECTION: FOUR 12' (3.6 m) TRAVEL LANES IN EACH DIRECTION WITH 14' (4.2 m) SHOULDERS, 12' (3.6 m) PAVED, AND A 40' (12.1 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. REPLACE EXIST CR 382 BRIDGE OVER I-75 WITH 44' X 405' (13.4m X 123.4m) BRIDGE.
2. EXTEND SINGLE 4' X 4' (1.2 m x 1.2 m) BOX CULVERT NORTH OF SR 151.

PROPOSED RIGHT OF WAY

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

PARCEL COUNT: 8 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.): TO BE DETERMINED

LEVEL OF PUBLIC INVOLVEMENT: NO PUBLIC INVOLVEMENT

TIME SAVING PROCEDURES APPROPRIATE: ~~NO~~ YES

OTHER PROJECT IN THE AREA: NH-IM-75-3(196), NH-IM-75-3(198),
NH-IM-75-3(199), AND STP-MR-1111(7)

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: \$	3,057,900	RIGHT-OF-WAY: \$	273,000
E & C (10) :	\$ 305,800	ACQUIRED BY:	DISTRICT
INFLATION :	\$ 1,144,000	UTILITIES :	LGPA
		ADJUSTED BY:	DISTRICT
TOTAL CONSTRUCTION COST: \$ 4,507,700			

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 \$82,700. NO LGPA HAS BEEN SIGNED.

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

PHASE I

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-75-3(216) COUNTY: CATOOSA
DATE: AUGUST 17, 1994 ESTIMATED LETTING DATE: FYLR
PREPARED BY: ROBERT BARFIELD PROJECT LENGTH (MILES): 1.90
() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJ DEV.

PROJECT COST

A. RIGHT-OF-WAY:

1. PROPERTY (land & easement)_____	\$	171,000
2. DISPLACEMENTS:Res.0 Bus.0 M.H.0	\$	0
3. OTHER COST (adm./court,inflation)_____	\$	102,000
SUBTOTAL:A		\$ 273,000

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 (17820 SQ FT x 45 \$/SQ FT)_____	\$	801,900
c. DETOUR BRIDGES_____	\$	0
d. BOX CULVERTS_____	\$	9,500
SUBTOTAL:C-1		\$ 811,400

2. GRADING AND DRAINAGE:	
a. EARTHWORK(8718CY X \$1.90 + 3133CY X \$2.89)_	\$ 243,900
b. DRAINAGE:	
1) Cross Drain Pipe (exc.box culverts)_____	\$ 25,500
2) Curb and Gutter_____	\$ 0
3) Longitudinal System(incl.catch basins)___	\$ 0
SUBTOTAL:C-2 \$ 269,400	
3. BASE AND PAVING:	
a. AGGREGATE BASE (36,663 TONS X \$10.57)_____	\$ 387,500 (specify type of base)
b. ASPHALT PAVING:	
Surface(15031 TONS x 24.89 \$/TON)_	\$ 374,100
Binder(7683 TONS x 26.62 \$/TON)___	\$ 204,500
Base(23470 TONS x 26.82 \$/TON)_____	\$ 629,500
SUBTOTAL:C-3.b \$ 1,598,400	
c. CONCRETE PAVING_____	\$ 0
d. OTHER (TACK COAT 3834 GAL x 0.73 \$/GAL)_____	\$ 2,800
SUBTOTAL:C-3 \$ 1,598,400	
4. LUMP ITEMS:	
a. TRAFFIC CONTROL (1.9 MI x 35000 \$/MI)_____	\$ 66,500
b. CLEARING AND GRUBBING(115.3ACx1297.28\$/AC)_	\$ 149,600
c. LANDSCAPING_____	\$ 0
d. EROSION CONTROL (1.9 MI x 40000 \$/MI)_____	\$ 76,000
e. DETOURS_____	\$ 0
SUBTOTAL:C-4 \$ 292,100	
5. MISCELLANEOUS:	
a. LIGHTING_____	\$ 0
b. SIGNING-STRIPING-SIGNAL(1.9 MI x 2000 \$/MI)	\$ 3,800
c. GUARDRAIL_____	\$ 82,800
d. SIDEWALK - MEDIAN BARRIER_____	\$ 0
SUBTOTAL:C-5 \$ 86,600	
6. SPECIAL FEATURES_____	SUBTOTAL:C-6 \$ 101,900

PHASE I
ESTIMATE SUMMARY

A. RIGHT-OF-WAY	\$ 273,000
B. REIMBURSABLE UTILITIES	\$ LGPA
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 811,400
2. GRADING AND DRAINAGE	\$ 269,400
3. BASE AND PAVING	\$ 1,598,400
4. LUMP ITEMS	\$ 292,100
5. MISCELLANEOUS	\$ 86,600
6. SPECIAL FEATURES	\$ 0
SUBTOTAL CONSTRUCTION COST	\$ 3,057,900
E. & C. (10%)	\$ 305,800
INFLATION (5% PER YEAR) FYLR	\$ 1,144,000
TOTAL CONSTRUCTION COST	\$ 4,507,700
 GRAND TOTAL PROJECT COST	 \$ 4,780,700

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE R/W OFFICE Metro/Chamblee
DATE October 25, 1993
FROM 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	NH-IM-75-3(196)
Section 2	-	\$ 304,000.00	NH-IM-75-3(196)
NH-IM-75-3(198)&(199)	-	\$1,063,000.00	

JTL:sry

Attachment (s)

c: File

Section #1

Donald E. Welch

DATE OF ESTIMATE 10-25-93

BY: John Lord

TYPE ESTIMATE: Preliminary Right of Way Cost

PROJECT: NH-IM-75-3⁽²¹⁶⁾~~(196)~~ Catoosa

P.I. 610800

EXISTING R/W N/A

REQUIRED R/W Varying

ESTIMATED NUMBER OF PARCELS: 16±

PROJECT TERMINI: I-75 from State Route 151 north to State Route 2

PROJECT DESCRIPTION: Widening along I-75 with some reconstruction at interchanges

TYPE OF LAND USE: Rural Mixed

VALUE APPLIED S.F. BASIS: \$0.41

TOTAL LAND COST: \$ 76,000.00

IMPROVEMENTS IMPACTED AND COST: (IF APPLICABLE): \$ 75,000.00

Signs

RELOCATION COST: (IF APPLICABLE) N/A

CONSEQUENTIAL DAMAGES: (IF APPLICABLE) \$ 20,000.00

Proximity

NET COST \$ 171,000.00

ADM./COURT COST FACTOR 45 % 77,000.00

INFLATION FACTOR 10 % 25,000.00

TOTAL COST \$ 273,000.00

**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

R0D2W

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
CATOOSA	NH-75-3(216) 611010	RECST. OR REHAB. WIDENING
Description: I-75/SR 401 FROM SR 151 TO JUST SOUTH OF SR 2		
Project Length = 2.10 Miles		

FUNDING INFORMATION

Estimated Cost (\$1,000's)	DOT Share	Other Share	Fiscal Year	Cong. District	Field District
PE \$250			LR		
ROW \$2,000			LR	9	6
CONST \$5,250	\$5,250	\$0	LR		
Fund 1 = 315					
Fund 2 = 315					

REASON FOR REVISION:

Requested by the local Metropolitan Planning Organization

RECOMMENDED

Mary Pauline

DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED

Wayne Shackelford

COMMISSIONER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-75-3 (198), (198), (199), OFFICE Cartersville
(216), Catoosa County
Widening of I-75
P.I. 610820, 611010, 610600,
610810 DATE August 17, 1994

FROM *(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			\$383,275.00
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			\$389,429.00

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-75-3(216)
P.I. NO. 611010
CATOOSA

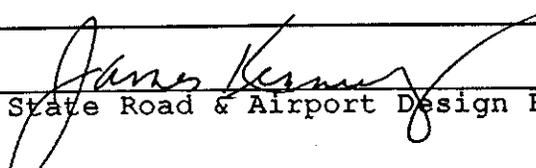
FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
GADOT P.I. NO: 611010

Date of Report: OCT-17-1994

RECOMMENDATION FOR APPROVAL

DATE

10-19-94


State Road & Airport Design Engineer

DATE

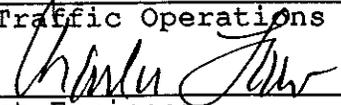
State Environmental Engineer

DATE

State Traffic Operations Engineer

DATE

10/24/94


District Engineer

DATE

State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED
NOV 14 1994
PRECONSTRUCTION

FILE NH-75-3(216) Catoosa County
P.I.NO. 611010
I-75 fm SR 151 to SR 2
OFFICE Environment/Location
DATE November 11, 1994
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

NH-75-3 (216)
P.I. NO. 611010
CATOOSA

FEDERAL ROUTE NO: I-75
STATE ROUTE NO: SR 401
GADOT P.I. NO: 611010

Date of Report: OCT-17-1994

RECOMMENDATION FOR APPROVAL

DATE	<u>10-19-94</u>	<u>James Kennedy</u> State Road & Airport Design Engineer
DATE	<u>11/7/94</u>	<u>Paul E. Hildt</u> 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

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Date of Report: OCT-17-1994

RECOMMENDATION FOR APPROVAL

DATE

10-19-94

James Kennedy
State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

10-26-94

M. C. Waters, III
State Traffic Operations Engineer

DATE

District Engineer

DATE

State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
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PROJECT CONCEPT REPORT

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DATE

10-19-94

James Kennedy
State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

State Traffic Operations Engineer

DATE

District Engineer

DATE

10/31/94

Paul V. Hill Jr.
State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-75-3(216) Catoosa County OFFICE Environment/Location
 P.I.NO. 611010
 I-75 fm SR 151 to SR 2 DATE November 11, 1994

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

TO Bobby Mustin, Project Review Engineer

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STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

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RECOMMENDATION FOR APPROVAL

DATE

10-19-94

James Kennedy
State Road & Airport Design Engineer

DATE

11/7/94

Vol E. Stoltz
State Environmental Engineer

DATE

State Traffic Operations Engineer

DATE

District Engineer

DATE

State Bridge Engineer