

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-1111(10) Catoosa County **OFFICE** Preconstruction
P. I. No. 642210
CWH **DATE** November 17, 2000
FROM C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION
SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keeper
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Paul Liles
Jimmy Chambers (ATTN: Ted Cashin)
Kent Sager
Jim Kennerly

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-1111(10) Catoosa County **OFFICE** Preconstruction
P.I. No. 642210 **DATE** November 2, 2000

FROM Thomas L. Turner, P.E., Director of Preconstruction

TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 146/Cloud Springs Road from just east of I-75 to US 41/SR 3 for a total of 0.51 mile. Currently, SR 146 is a rural two lane facility with a posted speed limit of 45 MPH. State Route 146 is a major urban arterial which connects SR 2 near the City of Rossville with SR 3/US 41 just east of I-75. The facility consists of substandard horizontal and vertical alignments with low design speeds. In the past decade, new developments have transformed this area from undeveloped to a rapidly growing mix of residential and commercial development. This development is expected to continue as the Catoosa County area expands. Accident data for this location indicates that the number of accidents is 2-1/2 times the statewide average for this type of facility. Traffic is projected to be 7,012 and 14,025 VPD in the years 2006 and 2026 respectively. The proposed design speed is 45 MPH.

The construction proposes to provide four, 12' lanes, two in each direction, separated by a 20' raised median, with curb and gutter and 5' sidewalk on both sides. Traffic will be maintained, via staging, during construction. This project ties into project NH-STP-75-3(239) Catoosa County, which consists of the I-75 at SR 146/Cloud Springs Road interchange reconstruction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing will be held; 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>
Construction (includes E&C and inflation)	\$3,449,000	\$4,619,000	2003	02-07
Right-of-Way	\$1,132,000	\$1,132,000		
Utilities*	\$ 473,000	-----		

*LGPA sent 10-13-00 requesting Catoosa County do utilities.

J. Tom Coleman, Jr.

Page 2

STP-1111(10) Catoosa

November 2, 2000

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

TLT:JDQ/cj

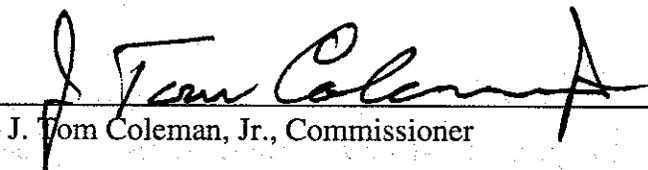
Attachment

CONCUR



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

APPROVE



J. Tom Coleman, Jr., Commissioner

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-1111(10) Catoosa
P.I. Number 642210

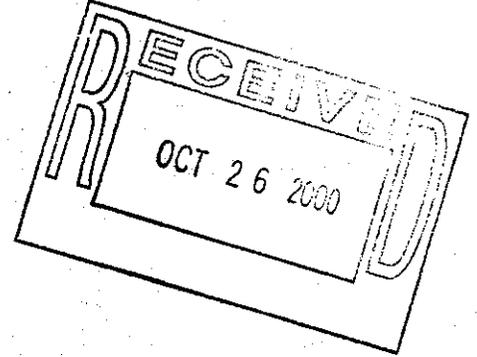
OFFICE: Atlanta, Georgia

DATE: October 25, 2000

FROM: David Mulling, Project Review Engineer *DTM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted October 17, 2000 by the letter from James A. Kennerly dated September 22, 2000, and have no comment.

The costs for the project are:

Construction	\$2,900,000
Inflation	\$ 235,000
E&C	\$ 314,000
Reimbursable Utilities	\$ 473,000
Right of Way	\$1,132,000

DTM

c: Jim Kennerly

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

PROJECT CONCEPT REPORT

**STP-1111 (10)
CATOOSA COUNTY
P.I. NO. 642210**

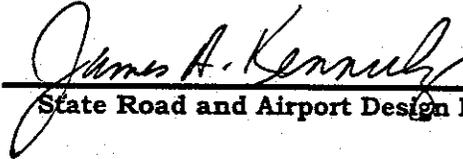
FEDERAL ROUTE NO: U.S. 41
STATE ROUTE NO: S.R. 146

Date of Report: 14 September, 2000

RECOMMENDATION FOR APPROVAL

11-05-00

DATE


State Road and Airport Design Engineer

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

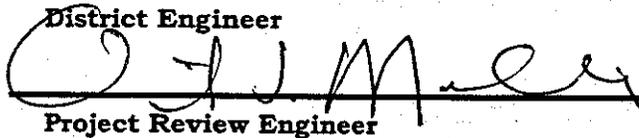
State Environmental/Location Engineer

DATE

District Engineer

10/25/00

DATE


Project Review Engineer

DATE

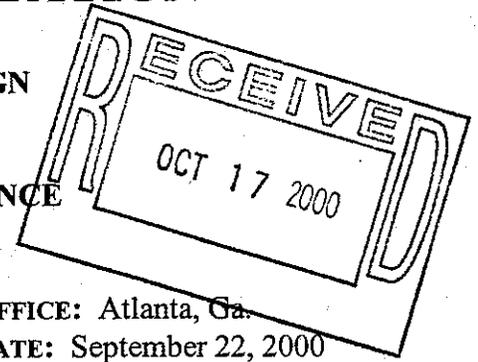
State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

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

INTERDEPARTMENT OF CORRESPONDENCE



FILE: STP-1111(10) Catoosa Co.
P.I. No. 642210

OFFICE: Atlanta, Ga.
DATE: September 22, 2000

FROM: James A. Kennerly, State Road & Airport Design Engineer

TO: C. Wayne Hutto, Assistant Director of Preconstruction

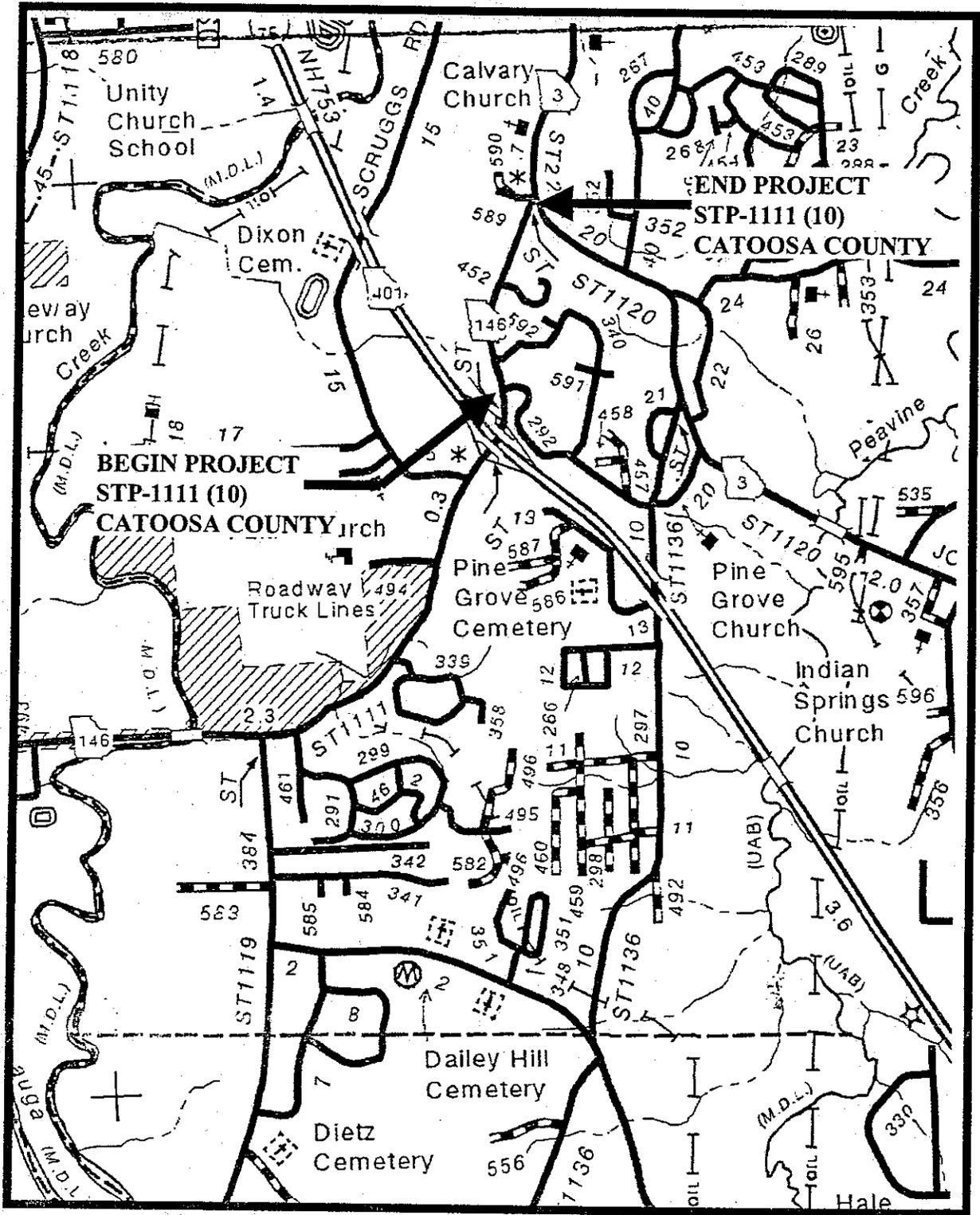
SUBJECT: Project Concept Report Approval

As directed in the "Plan Development Process - General Guidelines" dated December 15, 1995, attached is a copy of the project concept report for the above project for your review and further handling.

If you have any questions, please contact Brent Story at (404) 656-5383.

JAK:bas
Attachments

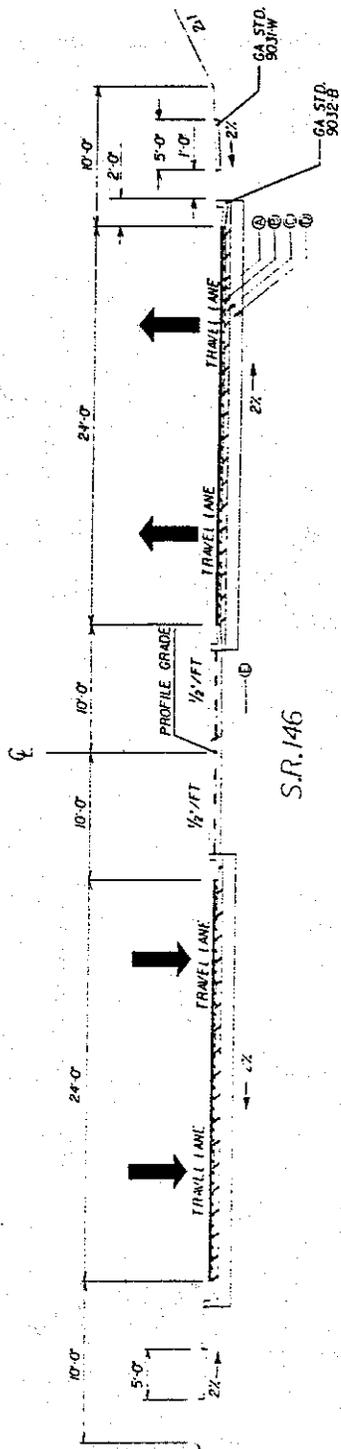
cc: Thomas L. Turner
David Mulling, w/attach
Harvey Keepler, w/attach
Marion Waters, w/attach
Kent Sager, w/attach
Herman Griffin, w/attach
Marta Rosen, w/attach



PROJECT NUMBER: STP- 1111(10)

STATE	PROJECT NUMBER	SHEET TOTAL
GA.	STP-111(10)	200 SHEETS

TYPICAL SECTION



A1

PROJECT NUMBER: STP- 1111(10)

PROJECT LOCATION & DESCRIPTION

This project is located in Catoosa County, Georgia. The project limits consist of the S.R. 146 roadway segment just east of the I-75 northbound on-ramp to U.S. 41/S.R.146.

It is proposed under the concept that the existing roadway configuration be realigned to improve sight distance, and the facility become a 4-lane roadway with turn lanes. The facility will have a 20 ft. wide median for the entire section with 3 median openings. Curb and gutter with sidewalks are proposed for the entire length of the project. A traffic signal installation at the intersection of U.S. 41 and S.R. 146 is incorporated in the project. In addition, a retaining wall structure is proposed along the eastbound travel lane of S.R. 146.

Note: See page 6 for Exception to Median Usage Guideline.

PROJECT LENGTH: 0.51 miles

TRAFFIC

	ON COMPLETION		PROJECTED	
	YEAR	AA DT	YEAR	AA DT
S.R.146 Eastbound	2006	2,968	2026	5,937
S.R.146 Westbound	2006	4,044	2026	8,088
U.S. 41 South of S.R.146	2006	11,392	2026	22,782

PDP CLASSIFICATION

MAJOR PROJECT/EXISTING LOCATION

FUNCTIONAL CLASSIFICATION

URBAN PRINCIPAL ARTERIAL

FULL OVERSIGHT ()

EXEMPT (X)

SF ()

NEED & PURPOSE STATEMENT

N&P - STP-1111 (10) CATOOSA COUNTY

P.I. NO. 642210

SR 146 – I-75 TO SR 3/US 41

The proposed project is the widening of SR 146/Cloud Springs Road from I-75 to SR 3/US 41 in Catoosa County. The project length is 0.51 miles and will widen the existing two-lane facility to a four-lane facility with a 20 foot median with turn lanes. This project is significant regionally in that it provides access to and between the SR 146/I-75 interchange and SR 3/US 41, which is a major north-south arterial route leading into Chattanooga from the Georgia part of the Chattanooga urbanized area.

EXISTING CONDITIONS

SR 146 is a Major Urban Arterial which connects SR 2 near the City of Rossville with SR 3/US 41 just east of I-75. The existing facility consists of substandard horizontal and vertical alignments with low design speeds. In the past decade, new developments have transformed this area from undeveloped to a rapidly growing mix of residential and commercial development. This development is expected to continue as the Catoosa County area expands.

1998 ADT was approximately 3,700 vehicles per day (VPD) on SR 146 between I-75 and SR 3/US 41. These volumes are forecasted to increase to by the Year 2026 to 14,000 VPD. Accident data for this location indicates that the number of accidents is 2 1/2 times the statewide average for this type of facility. The widening will improve safety for SR 146 traffic traveling between I-75 and SR 3/US 41.

The proposed improvements will provide a safer and more efficient route along this corridor.

PROJECT TERMINI

The project termini are logical in that the project connects Interstate 75 with a major arterial route (SR 3/US 41).

OTHER PLANNED PROJECTS

Other projects that relate to this are: 1) widening SR 146 at I-75 including the I-75 bridges over SR 146; 2) widening SR 146 from Lakeview Drive east to I-75; and, 3) widening I-75 to 8 lanes from SR2 north to the Tennessee line.. Once completed, this network will serve the transportation and mobility needs for the I-75 and SR 146 corridors.

LOCAL SUPPORT

The need for improvements to State Route 146/Cloud Springs Road was identified in the Chattanooga Urban Area Transportation Study (CUATS) 2025 Transportation Plan. The CUATS plan will provide increased access and mobility to the North Georgia area. The proposed project is also identified in the CUATS Transportation Improvement Program (TIP), with the construction funds having been allocated FY 2003. The TIP Number for this project is STP-98-3. The Chattanooga Urban Area covers Hamilton County in Tennessee and parts of Catoosa, Dade, and Walker Counties in Georgia. The study area covered by the CUATS in Catoosa, Walker, and Dade Counties is as follows: it extends out to Ringgold in Catoosa County; to Chickamauga in Walker County; and encompasses I-24 in Dade County.

EXISTING ROADWAYS

S.R. 146

TYPICAL SECTION: 12' travel lanes with shoulders

R/W WIDTH
VARIES

POSTED SPEED
45 MPH

MAX DEGREE OF CURVITURE
D=9°50'

MAXIMUM GRADE
6%

MINOR STRUCTURES:

1. 36" RCP and CMP along the westbound travel lane of S.R. 146

ACCIDENT HISTORY

For the years 1995, 1996, and 1997 there were a total of 108 accidents, 39 injuries, and 0 fatalities along S.R. 146 in the project area. The following chart shows the comparison between accident rates for the project area and the statewide rates for the corresponding years.

Year	ACCIDENT RATE S.R.146(Statewide)	INJURY RATE S.R.146(Statewide)	FATALITY RATE S.R.146(Statewide)
1995	1330 (549)	221 (263)	0.00 (1.39)
1996	1330 (525)	374 (246)	0.00 (1.56)
1997	1785 (549)	1190 (249)	0.00 (1.41)

PROPOSED ROADWAYS

S.R. 146

TYPICAL SECTION: 4 lanes 12' in width, with 20' wide raised concrete median, curb and gutter, and sidewalks 5' in width

DESIGN SPEED	MAX DEGREE OF CURVITURE	MAX GRADE
45 MPH	ALLOWABLE: D=9°50'	ALLOWABLE: 7.00%
	PROPOSED: D=7°09'	PROPOSED: 6.00%

MAJOR STRUCTURES:

1. Retaining Wall needed in the eastbound travel lane along S.R. 146

Exception to Median Usage Guideline

According to the Georgia DOT median policy for multi lane roadways interchanging with an interstate, a raised median should be constructed for 1000 ft. from the ramp termini or to the first major intersection. Under the proposed concept, the raised medians from the ramp termini and US 41 extend a distance along S.R. 146 that account for the majority of the studied section. In addition to the median lengths, there would be a taper associated with the transition from a 4-lane section with a raised median to a 5-lane facility. Therefore, a 5-lane section containing 4- 12 ft. lanes, 2- 3 ft. shoulders and a 14 ft. wide two-way left turn center lane, would not be practical due to the project length that would remain.

PROPOSED RIGHT OF WAY

R/W WIDTH
120' with variance

Possible Displacements
RES: 0 BUS: 2 M.H.: 0

NUMBER OF PARCELS: 22

COORDINATION

CONCEPT TEAM MEETING DATE: TBD
CONFORMS TO TIP/STIP: Yes
METS LOGICAL TERMINI REQUIREMENTS: Yes
P.A.R. MEETING: To Be Determined
LOCATION INSPECTION DATE: Project Site Visited in Preparation
of report

PERMITS REQUIRED (4f, COE, 404, ETC.): None
LEVEL OF PUBLIC INVOLVEMENT: Public Hearing
TIME SAVING PROCEDURES APPROPRIATE: No
LOCAL GOVERNMENT COMMITMENTS: LGPA - No Report
OTHER PROJECTS IN THE AREA:
1. Project NH-STP-75-3 (239): I-75/ S.R. 146 Interchange.
2. Project STP-1111 (7) : widen S.R. 146 from Lakeview Dr. to I-75
3. Project STP-1120 (7) : widen U.S. 41 from C.R.40 to Tennessee border.

SCHEDULING CONSIDERATIONS

TIME TO COMPLETE ENVIRONMENTAL: 12 Months
TIME TO COMPLETE PRELIMINARY RD/RW PLANS: 12 Months
TIME TO COMPLETE 404 PERMIT: N/A
TIME TO COMPLETE FINAL CONSTRUCTION PLANS: 9 Months
TIME TO BUY RIGHT-OF-WAY: 9-12 Months

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Widen Under Traffic

LEVEL OF ENVIRONMENTAL ANALYSIS: CE

DESIGN EXCEPTIONS REQUIRED:	YES	NO	UNDETERMINED
SUBST HORZ ALIGNMENT	()	(X)	()
SUBST ROADWAY WIDTH	()	(X)	()
SUBST SHOULDER WIDTH	()	(X)	()
SUBST VERT GRADES	()	(X)	()
SUBST CROSS SLOPE	()	(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: None

HAZARDOUS WASTE SITES: None

DESIGN ALTERNATIVES

1A. The alternative considers an access driveway that will be realigned to a 90° intersection with S.R. 146. The intersection will be approximately 240 ft. from the intersection of U.S. 41 and S.R. 146. A retaining wall structure is proposed along the eastbound travel lane of S.R. 146.

Other:

1B. No Retaining Wall. Shift the present rock embankment, which will require more Right-of-Way from business owner.

1C. Relocation of C.R. 590. C.R. 590 will be a 2-lane facility with 12' lanes, and will intersect S.R. 146 approximately 930' west of U.S. 41. There are extreme slopes, and clearing and grubbing issues. Minimal truck traffic movement to and from Acetylene plant was observed making this alternate not cost effective.

ESTIMATED COST for Alternative 1A

CONSTRUCTION:	\$2,899,624	RIGHT-OF-WAY:	\$ 1,132,400
E & C (10):	\$289,962	ACQUIRED BY:	D.O.T.
INFLATION:	\$502,758	UTILITIES:	\$473,289
		ADJUSTED BY:	
TOTAL CONSTRUCTION COST:			\$ 5,298,033

COMMENTS: N/A

ATTACHMENTS: Cost Estimate, Environmental Scan, Traffic Diagrams, Typical Sections, and Proposed Project Layout

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-1111(10)

COUNTY: Catoosa

DATE: 9/14/00

ESTIMATED LETTING DATE: 2003

PREPARED BY: Carlton Urban- ARCADIS

PROJECT LENGTH : 0.51 miles

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

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$511,775
2. POSSIBLE DISPLACEMENTS; RES: 0, BUS: 2, M.H.: 0	\$50,000
3. OTHER COST (DAMAGES, ADM. / COURT, INFL., ETC.)	\$570,625
SUBTOTAL: A	\$1,132,400
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$0
2. TRANSMISSION LINES	\$0
3. SERVICES	\$473,289
SUBTOTAL: B	\$473,289
C. CONSTRUCTION:	
1. MAJOR STRUCTURES:	
a. Retaining Wall (M.S.E.)(330 ft in length; 20 ft in height)	\$300,000
SUBTOTAL: C-1	\$300,000
2. GRADING AND DRAINAGE:	
a. EARTHWORK - Unclassified 173,000 cu. yds. (\$5 / cu. yd)	\$865,000
b. Rock Excavation for Retaining Wall, 3,760 cu. yds. (\$25 / cu. yd)	\$94,000
b. DRAINAGE - 1.1 miles (\$200,000 / mile)	\$220,000
SUBTOTAL: C-2	\$1,179,000
3. BASE AND PAVING:	
a. GR AGGR BASE CRS - 11,377 sy (\$12 / sy)	\$136,524
b. ASPHALT PAVING:	
1. Asph Conc, 4" superpave base (1,875 tons x \$40)	\$75,000
2. Asph Conc, 2" superpave binder (1,250 tons x \$40)	\$50,000
3. Asph Conc, 1 1/2" superpave surface (940 tons x \$40)	\$37,600
SUBTOTAL: C-3.a	\$162,600
c. BITUMINOUS TACK COAT - (1,000 gal x \$1)	\$1,000
d. MILLING, ASPH CONC, 1 1/2" (23,000 sy x \$1.5)	\$34,500
e. CONCRETE CURB & GUTTER, (1.02 mi) (\$6.50 per lf)	\$35,000
f. CONCRETE SIDEWALK (2500 sy) (\$30.00 per sy)	\$75,000

	SUBTOTAL: C-3	\$444,624
4. LUMP ITEMS		
a. TRAFFIC CONTROL		\$100,000
b. CLEARING AND GRUBBING		\$100,000
c. GRASSING		\$25,000
d. EROSION CONTROL		\$ 150,000
e. SIGNALS		
1. S.R. 146/ Cloud Springs Road @ U.S. 41		\$60,000
	SUBTOTAL: C-4	\$435,000
5. MISCELLANEOUS:		
a. SIGNING & STRIPING		\$90,000
b. FIELD OFFICE		\$60,000
c. CONCRETE CURB AND GUTTER - 500 ft (\$10 / ft)		\$5,000
d. GUARDRAIL - 1000 ft (\$11 / ft)		\$11,000
e. CONCRETE MEDIAN - 12500 sy (\$30 / sy)		\$375,000
	SUBTOTAL: C-5	\$541,000
6. SPECIAL FEATURES		
		N/A

ESTIMATE SUMMARY for Design Alternative	
A. RIGHT-OF-WAY:	\$1,132,400
B. REIMBURSABLE UTILITIES:	\$473,289
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	\$300,000
2. GRADING AND DRAINAGE	\$1,179,000
3. BASE AND PAVING	\$444,624
4. LUMP ITEMS	\$435,000
5. MISCELLANEOUS	\$541,000
6. SPECIAL FEATURES	\$0.00
SUBTOTAL CONSTRUCTION COST	\$2,899,624
E. & C. (10%)	\$289,962
INFLATION (5% PER YEAR)	\$502,758
NUMBER OF YEARS: 3	
TOTAL CONSTRUCTION COST	\$3,692,344
GRAND TOTAL PROJECT COST	\$5,298,033

ENVIRONMENTAL SCAN:

Historic Properties

A visual field inspection was conducted in order to determine if any structures that had a potential of being listed or eligible to be listed on the National register of Historic Places were located within the project corridor. This investigation did not reveal any such structures or sites.

Jurisdictional Wetlands and Surface Waters

An on-site inspection of the proposed corridor was conducted to determine if any jurisdictional wetlands or surface waters were present within the corridor. During the investigation, no areas of probable wetlands or jurisdictional areas were identified.

Residential and Business Impacts

An on-site inspection was conducted to determine if there would be any residential or business impacts within the proposed corridor. During the investigation, two areas of concern were identified.

A BP and a Chevron gas station front SR 146 and may be subject to minor impacts as new right-of-way for widening may eliminate parking area.

Environmental Hazards

An on-site inspection of the proposed corridor was conducted to determine if any recognized environmental concerns were identifiable. During the inspection, no evidence of recognizable environmental concerns were identified.

Protected Species

A list of Threatened and Endangered Species for Catoosa County, Georgia was obtained from the U.S. Fish and Wildlife Service. After reviewing the literature, nine federally listed species, six state listed species, and six species of concern were found to be of potential occurrence in Catoosa County. During an on-site inspection, no evidence of any listed species nor their suitable habitat were found.



ARCADIS Geraghty & Miller, Inc.
2849 Paces Ferry Road
Suite 400
Atlanta
Georgia 30339
Tel 770 431 8666
Fax 770 435 2666

MEETING REPORT

Participants:

~~Grant Story~~ GDOT Road Design
James Kennerly, GDOT Road Design
Joe Leoni, GDOT Road Design
David Powell, GDOT Road Design
Bob Moore, GDOT Planning
Rick Ford, GDOT Right-of-Way
David Mulling, GDOT Engineering Services
Harry Maddox, GDOT District 6
Traffic Engineer
Royce Turner, GDOT District 6 Utilities
Phillip Ferguson, GDOT District 6
Traffic Operations
W. Paul Simmons, GDOT
Katie Mullins, GDOT Office of Programming
Tim Smith, GDOT TMC
Keisha Jackson, GDOT Office of Env./Loc.
Michelle Brouillette, GDOT Office of
Env./Loc
Marwan Abboud, ARCADIS
Geraghty & Miller
Doug Tilt, ARCADIS Geraghty & Miller
Louis Downer, ARCADIS Geraghty & Miller
Kristin Brodeur, ARCADIS
Geraghty & Miller
Michael Cates, ARCADIS Geraghty & Miller
Carlton Urban, ARCADIS Geraghty & Miller

Copies:

Participants
Steve Callis, ARCADIS Geraghty &
Miller
Wassim Selman, ARCADIS
Geraghty & Miller

TRANSPORTATION

Place/date of meeting:
Office of Road Design
July 26, 2000

Minutes by:
Carlton Urban

Subject:
Catoosa County, Georgia
I-75 at SR 146
NH-STP-75-3(239), P.I. No. 611210
STP-1111(10), P.I. No. 642210

ARCADIS Geraghty & Miller Project No.:
GA062571-40
GA062571-41

This document should be reviewed by all recipients. Any additions, revisions, or deletions should be called to the attention of the writer within ten (10) days.

A meeting was conducted in the Office of Road Design at the Georgia Department of Transportation for review of the final concept design for the above-referenced subject. The following is a representation of the events from the meeting.

1. The meeting began at approximately 1:30 p.m. with participant introductions. Mr. Story addressed the projects to be discussed: NH-STP-75-3(239) and STP-1111(10).
2. Mr. Abboud introduced the ARCADIS Geraghty & Miller (ARCADIS) design team of Mr. Tilt, Mr. Cates, and Mr. Urban, who put together the concept design for the two projects.
3. Mr. Cates identified the locations of the two projects on a map.
4. Mr. Cates identified the roadway functional classifications of the two roadways: I-75, an urban principal arterial, and SR 146, an urban principal arterial.
5. Mr. Moore of GDOT's Office of Planning deferred providing the Need and Purpose Statement.
6. Mr. Tilt provided an updated version of the accident history of the affected roadways.
7. Mr. Tilt provided traffic counts for present day, 2006, and 2026.
8. Mr. Cates gave a brief description of the two projects. Essentially, the NH-STP-75-3(239) project would consist of replacing, widening and lengthening the I-75 overpass. Ramps would also be improved. The SR 146 segment would become a four-lane section. The STP-1111(10) project would be improved from a rural two-lane roadway to a four-lane urban section with a 20-foot raised grassed median.
9. Mr. Cates discussed design for the NH-STP-75-3(239) project. The design would include reconstruction of the I-75 bridge overpass to carry eight lanes. SR 146 would be widened from three to seven lanes, and the grade would be lowered approximately 2 feet to accommodate a single-span structure. The horizontal alignment underneath the bridge would have a proposed degree of curve of 4 degrees and 5 minutes. The proposed maximum grade would be 6 percent. The concept is proposed to help correct the existing sight distance problem.
10. Mr. Urban discussed the design criteria used in the STP-1111(10) project. He identified that the project length would be approximately .51 miles, and the existing two-lane facility would be improved to a four-lane travel facility with sidewalks and a 20-foot-wide grassed median. A discussion was held on the implications of the cut and fill required and the effects on the vertical profile. The routing and access of the trucks to the acetate facility were also discussed. It was discussed how trucks could access the facility from nearby exits on I-75.
11. Mr. Urban discussed the two alternatives for the retaining wall structure. The first alternative would be to replace the existing rock embankment with a concrete retaining wall. The second alternative would be to shift the rock embankment back from the existing location.
12. Mr. Cates described the existing bridge structure.
13. Mr. Cates explained how traffic would be maintained during construction. He described how in Stage 1 the traffic would be shifted to the middle of the bridge and the outside lanes would be

built. Stage 2 would consist of shifting the traffic to the new outside lanes and rebuilding the interior of the bridge. The existing travel way for SR 146 would be utilized while the roadway is being constructed.

14. Mr. Cates said that there are no proposed design exceptions.
15. Mr. Cates discussed effects on the local businesses and residences within the project limits. Under the proposed concept, two business buildings along with possibly two residences will be displaced.
16. Mr. Cates stated that there would be standard utility disruptions. In addition, no known transmission lines or other major utilities were identified within the project limits.
17. Mr. Cates revealed two alternatives and the reasons for rejection. He stated that a no build alternative would result in a Level of Service of F. A second alternative proposed would be to leave the existing bridge piers. The second alternative was rejected because of the intermediate bents and because a single span would assist in correcting the sight distance problem.
18. Mr. Cates discussed the project's drainage issues. He stated that the curb and gutter from the urban sections would aid the existing system. Flow of the existing system was discussed.
19. Ms. Brodeur presented the environmental scan. She said that there is a possibility that underground storage tanks exist at the gas stations. She stated that two business buildings would be taken and that the possibility of acquiring two houses exists. Lastly, she stated that no wetlands or historical homes would be affected.
20. Mr. Story stated that the project right-of-way would be acquired starting in 2001, and construction is slated for 2003.
21. Mr. Abboud asked the participants if there were any questions. The following is a list of questions, comments, and responses from meeting attendees.

a. *Comment:* Rick Ford, Right-of-Way

The right-of-way costs for the two projects are as follows: NH-STP-75-3(239): \$546,300 and STP-1111(10): \$1,132,400.

ARCADIS Response

Cost changes from the initial cost estimate provided by GDOT were noted and will be adjusted in the report.

b. *Comment:* Royce Turner, GDOT District 6 Utilities

The utility relocation cost for the NH-STP-75-3(239) project is \$286,125, and for the STP-1111(10) project the costs are \$383,900 for Catoosa Utility District, \$9,600 for Atlanta Gas Light, \$34,777.49 for NGEMC, \$6,200 for Comcast Cable, and \$38,812 for BellSouth.

ARCADIS Response

Costs were noted.

- c. *Comment:* Keisha Jackson, Environmental

Ms. Jackson inquired about the final environmental document.

ARCADIS Response

Only an environmental scan is required for a concept meeting.

- d. *Comment:* David Mulling, GDOT Engineering Services

Mr. Mulling inquired about the staging of construction for the bridge and lighting under the proposed bridge.

ARCADIS and GDOT Responses

- i) Staged construction was reiterated from earlier in the meeting.
- ii) Mr. Kennerly stated that lighting will be evaluated at a later stage.

- e. *Comment:* Harry Maddox, GDOT District 6 Traffic Engineer

Mr. Maddox asked whether any driveways would be closed during construction and requested that CR 340 be aligned with Mr. Zip's Mini-Market.

ARCADIS Response

There are no residential driveways proposed to be closed on this project. The department, under this concept, will purchase access rights for the driveways of Mr. Zip and Mr. Haun-Robertson. There will be a median opening near the existing location of CR 340 for access to both of these properties. Mr. Haun-Robertson will have access to his property via a rear driveway onto CR 340 (relocated). It is the intent of this concept for the driveway to Mr. Zip's Mini-Market to be negotiated during right-of-way negotiation. CR 340 cannot be relocated any closer to Mr. Zip than its current location due to the proposed distance to the median opening near the northbound I-75 ramps.

- f. *Comment:* Tim Smith, GDOT TMC

Extra pavement would be needed for median opening U-turns. In addition, a right turn lane would be needed into CR 590.

ARCADIS Response

Agreed to show the extra pavement. Stated that the distance between US 41 and CR 590 is too short to have a right turn deceleration lane.

g. *Comment:* Rick Ford, GDOT Right-of-Way

If access to the convenient store driveways is closed, the right-of-way costs would increase.

ARCADIS Response

The driveways are planned to be closed and these costs should be considered.

h. *Comment:* James Kennerly, Road Design

- i) Mr. Kennerly inquired about looking into the possibility of leaving the existing I-75 bridge and replacing the slope paving under the bridge with a retaining wall to accommodate the future travel lanes.
- ii) Mr. Kennerly inquired about limited access control from the interstate. He stated that the concept might have too much L/A shown.

ARCADIS Responses

- i) Agreed to look into the possibility of leaving the bridge alone. A previous project being designed by PBS&J that would have accomplished this would have resulted in a lower level of service in the year 2026. During a meeting with the Department, ARCADIS was informed that the PBS&J project was canceled and that ARCADIS should proceed with its concept based on a new interstate bridge. ARCADIS will re-evaluate the possibility of leaving the existing bridge in tact, as an alternate. It was also noted that there would not be enough room for a physical median separating the travel directions under the bridge.
- ii) Noted comment and agreed to verify that L/A be no longer than 350 feet from the radius return of the I-75 northbound off-ramp.

Mr. Abboud asked local government representatives, Engineering Services, Programming, Traffic Operations, Environmental, Planning, District Office, Right-of-Way, Utilities, and FHWA if they had any questions. These parties either responded that they did not or were not represented.

i. *Comment:* Joe Leoni and James Kennerly, Road Design

- i) There was a discussion about the median type and width for the SR 146 project. The current concept shows a 20-foot raised grass median. New department guidelines require that this project have a five-lane section with a two way left turn lane.
- ii) Mr. Tim Smith, Traffic Operations, commented that projects that do not meet the ADT for a raised median but have higher accident rates than the statewide average could be considered for a raised median.

ARCADIS Response

With the relative shortness of the section of SR 146 (0.51 miles), the fact that a median will be needed at both ends of the project (US 41 and I-75), and the high accident rates, the safest section through this area is a 20-foot raised median. This design variance will be scrutinized further by ARCADIS and noted in the concept report.

22. The team concept meeting concluded at 2:30 p.m.

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

PROJECT CONCEPT REPORT

**STP-1111 (10)
CATOOSA COUNTY
P.I. NO. 642210**

FEDERAL ROUTE NO: U.S. 41
STATE ROUTE NO: S.R. 146

Date of Report: 14 September, 2000

RECOMMENDATION FOR APPROVAL

DATE

10/29/00

DATE

State Road and Airport Design Engineer

Marta Rosen

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

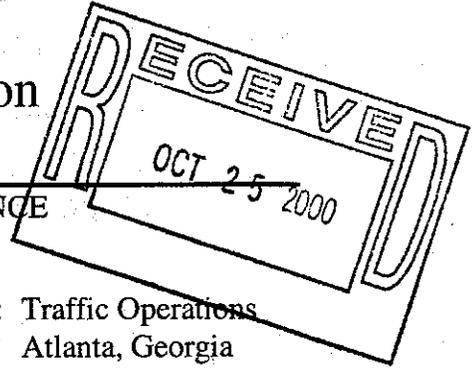
DATE

State Bridge & Structural Engineer

This Project is contained in the Regional Transportation Plan (RTP) and/or in the State Transportation Improvements Program (STIP). The Concept as presented herein and submitted for approval is consistent with that which is included in the RTP and/or the STIP.

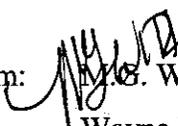
Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: STP-1111(10)/Catoosa County
P.I. No. 642210

Office: Traffic Operations
Atlanta, Georgia
Date: October 18, 2000

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer
To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the widening and reconstruction of SR 146(Cloud Springs Road) from just east of I-75 to US 41/SR 3, a distance of .51 miles. This project is needed due to the growth of residential and commercial developments in the area, and to correct substandard horizontal and vertical alignments with low speed designs.

Currently, SR 146 is a rural two lane facility with a posted speed limit of 45mph.

This project proposes to provide four 12 foot lanes, two in each direction, separated by a 20 foot raised median, with curb and gutter and 5 foot sidewalk on both sides. Traffic will be maintained, via staging, during construction,

We believe this concept will improve safety and traffic operations along this section of roadway.

We therefore find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: Harvey Keepler
James A. Kennerly, State Road and Airport Design Engineer
Attention: Brent Story
David Mulling, w/ attachment
Marta Rosen
Chuck Hasty, TMC
General Files

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

PROJECT CONCEPT REPORT

**STP-1111 (10)
CATOOSA COUNTY
P.I. NO. 642210**

FEDERAL ROUTE NO: U.S. 41
STATE ROUTE NO: S.R. 146

Date of Report: 14 September, 2000

RECOMMENDATION FOR APPROVAL

DATE

State Road and Airport Design Engineer

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

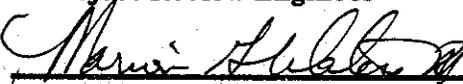
District Engineer

DATE

Project Review Engineer

DATE

10/24/2000


State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

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

PROJECT CONCEPT REPORT

STP-1111 (10) CATOOSA COUNTY P.I. NO. 642210

FEDERAL ROUTE NO: U.S. 41
STATE ROUTE NO: S.R. 146

Date of Report: 14 September, 2000

RECOMMENDATION FOR APPROVAL

DATE

State Road and Airport Design Engineer

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer