

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE CSNHS-M002-00(965) Cobb-Cherokee-Bartow **OFFICE** Preconstruction
P. I. No. M002965
I-75 Pavement Rehabilitation **DATE** February 28, 2005

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO *for* SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

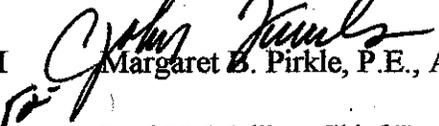
Attachment

DISTRIBUTION:

David Mulling
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BOARD MEMBER
FHWA

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA****INTERDEPARTMENT CORRESPONDENCE**

FILE CSNHS-M002-00(965) **OFFICE** Preconstruction
Cobb-Cherokee-Bartow Counties
P.I. No. M002965
I-75 Pavement Rehabilitation **DATE** January 10, 2005

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO Paul V. Mullins, Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the milling and resurfacing of I-75 beginning just north of SR 5 Connector and ending just north of SR 61/US 411, for a total project length of 25 miles. The existing I-75 within the project limits consists of three, 12' lanes in each direction, separated by a variable width median (64' - 374'). Inside shoulders are 12' wide (10' paved) and outside shoulders are 14' wide (10' paved). The project has a total of forty three (43) existing major structures with sufficiency ratings ranging from 66 to 99.

I-75/SR 401, a rural principal arterial, is a primary corridor in northwest Georgia. The primary purpose for the project is the rehabilitation of the existing roadway to preserve the integrity, serviceability, and safety of the interstate system. The majority of the pavement within the project is in poor to fair condition. This condition will continue to deteriorate as traffic grows. The base year traffic (2005) is 185,500 VPD and the design year traffic (2025) is 279,700 VPD.

The construction proposes to mill and resurface the I-75 mainline for the entire project length. The number of lanes and lane width will remain the same. Cross slopes will be improved from 3/16 in./ft. To 1/4 in./ft. The existing inside and outside shoulders will be reconstructed to full depth, 12' wide shoulders to facilitate construction staging and future HOV implementation. The pavement on the mainline and shoulders of all interchange ramps will be resurfaced up to the gore point except for the SR 92 interchange ramps which will be reconstructed under project number NH-IM-75-3(188), Cherokee County. The existing guardrail will be upgraded to current standards and vegetation will be cleared according to current guidelines.

Bridge construction will be as follows:

- The Priest Road Overpass, bridge I.D. # 057-0062-0, will be jacked to provide a minimum clearance of 17'

CSNHS-M002-00(965) Cobb-Cherokee-Bartow
January 10, 2005

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing open house is not required; time saving procedures are appropriate.

The estimated costs for this project are:

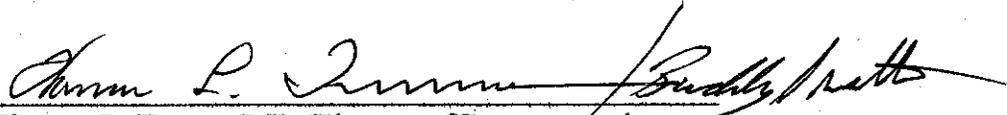
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$104,843,000	\$104,843,000	Q01	2005
Right-of-Way & Utilities*	-0-	-0-		

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

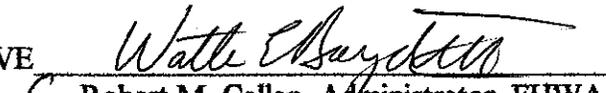
MBP:JDQ/cj

Attachment

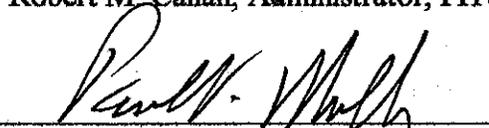
CONCUR


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

APPROVE


for: Robert M. Callan, Administrator, FHWA

APPROVE


Paul V. Mullins, P.E., Chief Engineer

* VE Study and final pavement design are still under review and have not yet been approved.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSNHS-M002-00(965)
Cobb, Cherokee, Bartow
I-75 Pavement Rehabilitation
P.I. No. M002965

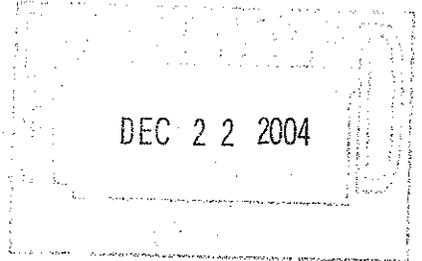
OFFICE: Engineering Services

DATE: December 21, 2004

FROM: David Mulling, Project Review Engineer *REW*

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: **CONCEPT REPORT**



We have reviewed the Concept Report submitted December 20, 2004 by the letter from Ben Buchan dated December 16, 2004 and have the following comment:

- It should be pointed out that the recommendations that came out of the VE Study have not been approved by FHWA. The recommendations were sent to FHWA in October 2004.

The costs for the project are:

Construction	\$95,312,000
Inflation	\$0.00
E&C	\$9,531,200
Reimbursable Utilities	\$0.00
Right of Way	\$0.00

REW

c: Ben Buchan, Attn.: Theresa Holder

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

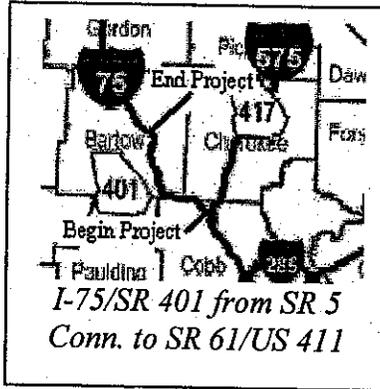
Project Number: CSNHS-M002-00(965)

County: Cobb, Cherokee, Bartow

P. I. Number: M002965

Federal Route Number: I-75

State Route Number: SR401



Recommendation for approval:

DATE 12/16/04

DATE 12/16/04

Theresa Holder
Project Manager
James B. Bush
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____
DATE _____
DATE _____
DATE _____
DATE _____
DATE 12/21/04
DATE _____
DATE _____

State Transportation Planning Administrator

State Transportation Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety & Design Engineer

District Engineer
David J. Mullins *Rev*
Project Review Engineer

State Bridge Engineer

State Maintenance Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: CSNHS-M002-00(965)		County: Cobb, Cherokee, Bartow		PI No.: M002965	
Report Date: December 16, 2004		Concept By: DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: N/A			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input checked="" type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS SCORE RESULTS					
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

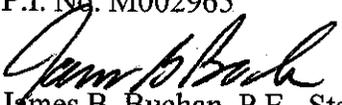
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE CSNHS-M002-00(965), Cobb, Cherokee, Bartow Counties
I-75/SR 401 from SR5 Connector to SR 61/US 411
P.I. No. M002965

OFFICE Urban Design

DATE December 16, 2004

FROM 
James B. Buchan, P.E., State Urban Design Engineer

TO Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT **Project Concept Report Submittal for Approval**

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

If you have any questions concerning this report, please contact Theresa Holder at 404-656-5447 or Teresa Lannon at 404-656-5441.

JBB:TLL 

Distribution:

David Mulling
Harvey Keepler
Phillip Allen
Joe Palladi
Jamie Simpson
Kent Sager
Buddy Gratton
Paul Liles
Bryant Poole

DEC 21 2004

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

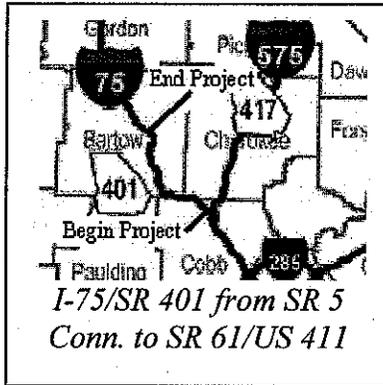
Project Number: CSNHS-M002-00(965)

County: Cobb, Cherokee, Bartow

P. I. Number: M002965

Federal Route Number: I-75

State Route Number: SR401



Recommendation for approval:

DATE 12/16/04

DATE 12/16/04

Theresa Holder
Project Manager

James B. Burk
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

State Transportation Financial Management Administrator

State Environmental/Location Engineer

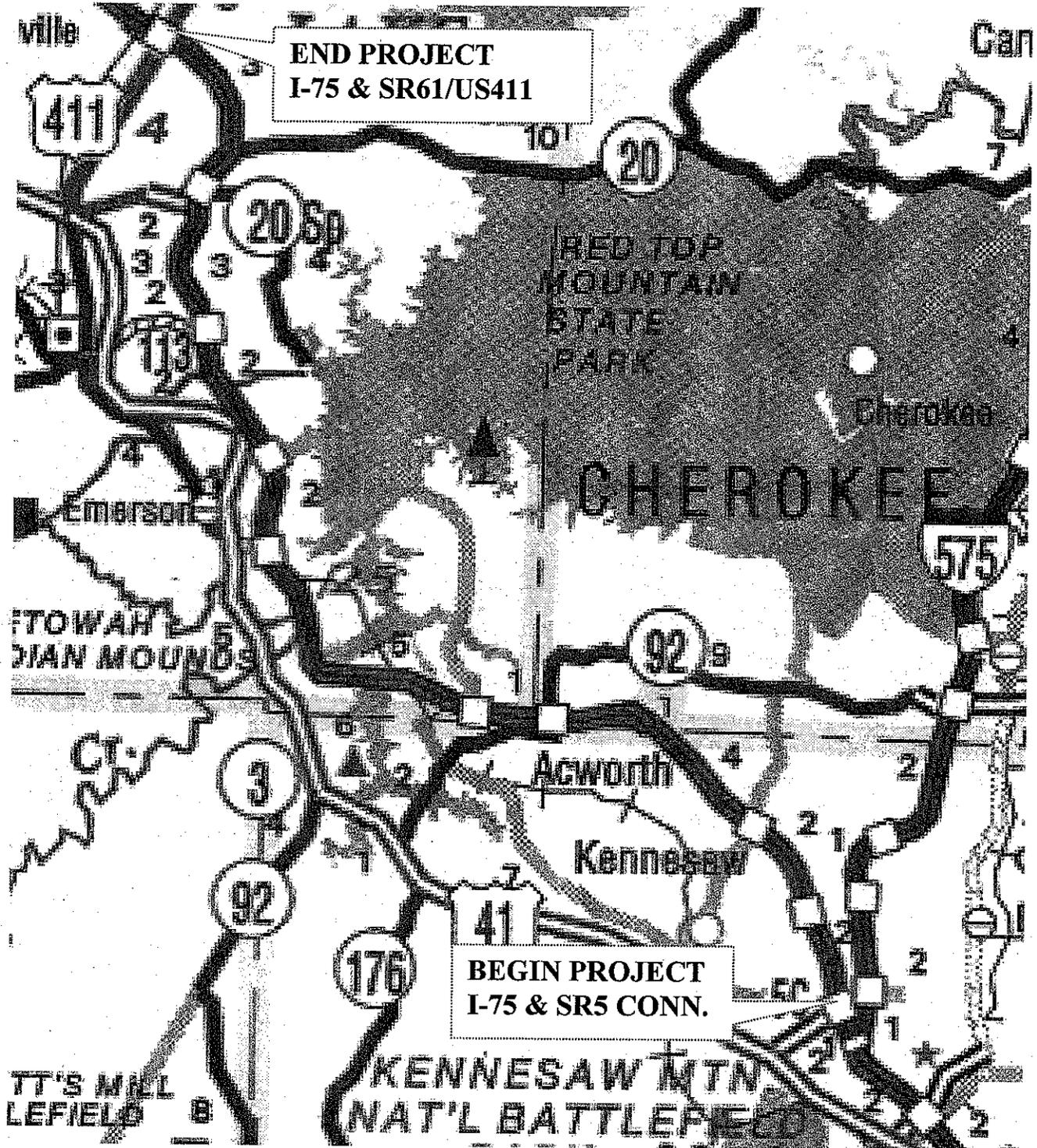
State Traffic Safety & Design Engineer

District Engineer

Project Review Engineer

State Bridge Engineer

State Maintenance Engineer



I-75/SR 401 from SR 5 Connector to SR 61/US 411

Project Concept Report page 3
Project Number: CSNHS-M002-00(965)
P. I. Number: M002965
County: Cobb, Cherokee, Bartow

Need and Purpose: The primary need for the project is the rehabilitation of the existing roadway to preserve the integrity, serviceability, and safety of the interstate system. The majority of the pavement within the project is in poor to fair condition. This condition will continue to deteriorate as traffic grows. This project is the milling and resurfacing of I-75/SR 401 from SR 5 Connector to SR 61/US 411. The existing guardrail will be upgraded to current standards and vegetation will be cleared according to current guidelines.

Description of the proposed project: This project proposes to resurface and maintain the I-75 corridor between the SR 5 Connector and SR 61/US 411. This project proposes deep milling, resurfacing, guardrail upgrades, and vegetation clearing for maintaining pavement and safety. The proposed project is approximately 25 miles long and spans Cobb, Cherokee, and Bartow Counties. The proposed project begins in Cobb County at MP 12.11 and continues to the Cobb county line at MP 17.85. The project continues through the southwest corner of Cherokee County from MP 0.00 to MP 2.1. The project ends in Bartow County spanning from MP 0.00 to MP 16.69.

Is this project located in a Non-attainment area? Yes No

This project is a resurfacing project that will not add any additional capacity to the corridor. It is exempt from Air Quality Analysis.

PDP Classification: Major Minor

Federal Oversight: Full Oversight (), Exempt (), State Funded (), or Other ()

Functional Classification: Interstate Principal Arterial

U. S. Route Number(s): I-75 **State Route Number(s):** SR 401

Traffic (AADT):

Current Year: (2005) 185500 Design Year: (2025) 279700

Existing design features:

- Typical Section: I-75 consists of 6 lanes, 3 lanes in each direction, with an average lane width of 12 feet. Inside shoulders are 12 feet wide (10 ft paved) and outside shoulders are 14 feet wide (10 feet paved). The median ranges from 64 feet to approximately 374 feet.
- Posted speed: 65 & 70 mph - 70 mph Location: Begins Bartow County MP 3.94 Joe Stella Dr
- Minimum radius for curve: 2292 ft.
- Maximum super-elevation rate for curve: 8%
- Maximum grade: 3.6%
- Width of right of way: 300-600 ft.

- Major structures: Vertical clearance concerns are noted for sections where I-75 travels under the designated structure.

	<u>Bridge ID</u>	<u>Feature Int.</u>	<u>Length</u>	<u>Width</u>	<u>Width</u>	<u>Rating</u>	<u>Type</u>	<u>Concern</u>
1	067-0082-0	BARRETT PKWY	226	52.8	56.5	92.78	Interchange	no
2	067-0081-0	BARRETT PKWY	230	52.9	56.4	91.89	Interchange	no
3	067-0083-0	NOONDAY CREEK	245	58.9	61.3	86.51	Mainline	no
4	067-0084-0	NOONDAY CREEK	232	59.3	61.7	87.08	Mainline	no
5	067-0133-0	CHASTAIN RD	313	92	94.6	88.12	Interchange	no
6	067-0086-0	FREY RD	334	60.2	63.2	61.79	Overpass	no
7	067-0085-0	FREY RD	321	60.2	63.2	73.78	Overpass	no
8	067-0130-0	SHILOH RD	404	44	46.8	97.92	Overpass	no
9	067-0122-0	WADE GREEN RD	405	92	94.4	96.04	Interchange	no
10	067-0140-0	HICKORY GROVE RD	421	44	46.6	98.53	Overpass	no
11	067-0087-0	CLARK CREEK	30	0	0	74	Mainline	no
12	057-0070-0	WOODSTOCK RD	624	44.2	46.6	93.54	Overpass	no
13	057-0037-0	CLARK CREEK	25	0	0	74	Mainline	no
14	057-0062-0	PRIEST RD	422	44	46.4	99.77	Overpass	yes
15	057-0015-0	SR 92	327	55.6	82.5	77.95	Interchange	no
16	015-0074-0	GLADE RD	184	60	62.4	90.18	Interchange	no
17	015-0075-0	GLADE RD	195	60	62.4	90.49	Interchange	no
18	015-0076-0	TANYARD CREEK	27	0	0	90.49	Mainline	no
19	015-0073-0	GROOVERS RD	380	48	50.4	99.73	Overpass	no
20	015-0128-0	CSX RR	414	0	0	0	Under Rail	no
21	015-0072-0	ALLATOONA SHORES RD	351	32	35.2	91.2	Overpass	no
22	015-0077-0	ALLATOONA LAKE	1394	60	62.4	66.76	Mainline	no
23	015-0078-0	ALLATOONA LAKE	1288	60	62.4	66.76	Overpass	no
24	015-0079-0	JOE STELLA DR.	151	60	62.4	90.18	Overpass	no
25	015-0080-0	JOE STELLA DR.	177	60	62.4	90.49	Overpass	no
26	015-0081-0	ALLATOONA RD	286	60	62.4	83.17	Interchange	no
27	015-0082-0	ALLATOONA RD	281	60	62.4	80.66	Interchange	no
28	015-0129-0	CSX RR	674	0	0	0	Under Rail	no
29	015-0124-0	RED TOP MTN RD	278	76	94.4	100	Interchange	no
30	015-0083-0	ALLATOONA DAM RD	158	60	62.4	84.34	Overpass	no
31	015-0084-0	ALLATOONA DAM RD	158	60	62.4	81.87	Overpass	no
32	015-0085-0	ETOWAH RIVER	600	60	62.4	92.33	Mainline	no
33	015-0086-0	ETOWAH RIVER	600	60	62.4	92.33	Mainline	no
34	015-0087-0	OLD RIVER ROAD	222	60	62.4	70.9	Overpass	no
35	015-0088-0	OLD RIVER ROAD	252	60	62.4	80.4	Overpass	no
36	015-0047-0	SR 113 MAIN ST.	295	42	44.6	98.49	Interchange	no
37	015-0046-0	SR 113 MAIN ST.	295	42	44.6	98.49	Interchange	no
38	015-0089-0	M-920 CENTER ROAD	207	72	74.4	92.68	Overpass	no
39	015-0090-0	M-920 CENTER ROAD	199	74	78.1	92.68	Overpass	no
40	015-0091-0	SR 20 CANTON HWY	373	60	62.4	89.07	Interchange	no
41	015-0092-0	SR 20 CANTON HWY	361	60	62.4	91.04	Interchange	no
42	015-0093-0	SR 61(US 411)	179	67.7	70	98	Interchange	no
43	015-0094-0	SR 61(US 411)	179	74.1	76.9	82.45	Interchange	no

- Major interchanges or intersections along the project:
 - Barrett Parkway
 - Chastain Road
 - Wade Green Road
 - SR 92
 - Glade Road
 - Old Allatoona Road
 - Red Top Mountain Road
 - SR 113
 - SR 20/Canton Highway
 - SR 61/US 411

- Existing length of roadway segment for Cobb County: *5.74 mile*
Beginning and End mile logs for Cobb County: *MP 12.11 to MP 17.85*
(State Mile Point: MP 269.74 to MP 275.48)

- Existing length of roadway segment for Cherokee County: *2.10 mile*
Beginning and End mile logs for Cherokee County: *MP 0.00 to MP 2.10*
(State Mile Point: MP 275.48 to MP 277.58)

- Existing length of roadway segment for Bartow County: *16.69 mile*
Beginning and End mile logs for Bartow County: *MP 0.00 to MP 16.69*
(State Mile Point: MP 277.58 to MP 294.27)

Proposed Design Features:

- Proposed typical section(s): The number of lanes and lane width will remain the same. Cross slopes will be improved from 3/16 in./ft. to 1/4 in./ft. The existing inside and outside shoulders will be reconstructed to full depth 12 ft wide shoulders to facilitate construction staging and future HOV implementation. The pavement on the mainline and shoulders of all interchange ramps will be resurfaced up to the gore point except for the SR 92 Interchange ramps which will be reconstructed under Project Number NH-IM-75-3(188), Cherokee County.

- Proposed Design Speed Mainline: 70 mph
- Proposed Maximum grade Mainline: 3.6% Maximum grade allowable: 4%.
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: 6%.
- Proposed Maximum grade driveway: N/A
- Proposed Minimum radius for curve: 2292 ft. Minimum radius allowable: 1820 ft.
- Proposed Maximum super-elevation rate for curve: 8.0%
- Right of way
 - All work to be done within existing right of way.

- Structures:
 - Bridges: The bridge on Priest Road, Bridge ID No. 057-0062-0, will be jacked due to clearance requirements.
- Major intersections and interchanges: No changes are proposed to the interchanges in the project area.
- Traffic control during construction: Traffic will be maintained through staged construction. Temporary lane closures will be required. Restricted work hours will be determined from analysis by Traffic Safety and Design Office.

• Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(x)
ROADWAY WIDTH:	()	()	(x)
SHOULDER WIDTH:	()	()	(x)
VERTICAL GRADES:	()	()	(x)
CROSS SLOPES:	()	()	(x)
STOPPING SIGHT DISTANCE:	()	()	(x)
SUPERELEVATION RATES:	()	()	(x)
HORIZONTAL CLEARANCE:	()	()	(x)
SPEED DESIGN:	()	()	(x)
VERTICAL CLEARANCE:	()	()	(x)
BRIDGE WIDTH:	()	()	(x)
BRIDGE STRUCTURAL CAPACITY:	()	()	(x)

- Design Variances: None anticipated.
- Environmental concerns: This project may require a section 7 for Bald Eagle Habitat. Tennessee Yellow Grass is located within the ramps at the SR 61 Interchange. This will be cleared environmentally under Project No. NHS-0000-00(932), Bartow County.
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes(X), No()
 - Categorical exclusion (X)
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().
- Utility involvements: Fiber optic trenching is located in the north bound outside shoulder between milepost 270 and 273 and may require relocating.

Project responsibilities:

- Design, GDOT
- Right of Way Acquisition, N/A
- Relocation of Utilities, Contractor
- Letting to contract, GDOT
- Supervision of construction, GDOT
- Providing material pits, Contractor
- Providing detours, N/A

Coordination

- Initial Concept Meeting was held on September 2, 2004. Please see attachment # 4 for minutes.
- Concept meeting, It was determined that a final concept meeting was not required.
- P. A. R. meetings, N/A
- Public involvement, None
- Local government comments, None

- Other projects in the area.

County	Proj Id	Description	CST Prop
* COBB	0006396	ATMS/ I-75 N RAMP METERS-HAR FROM I-85 TO WADE GREEN ROAD	2006
COBB	713700-	I-75 CONSTRUCT GATEWAY WELCOME CENTER @ WADE GREEN ROAD	LR
COBB	0006418	I-75 FM ALLGOOD ROAD TO I-575 HOV INTERCHANGE	2013
* COBB	0006419	I-75 FM I-575 INTERCHANGE TO WADE GREEN ROAD FOR HOV LANES	2015
COBB	0001919	I-75 NORTH AT I-575 - BUILD HOV INTERCHANGE	2013
* COBB	0002039	I-75 FROM AKERS MILL RD TO WADE GREEN-INTERIM HOV LANES PH1	blank
* CHEROKEE	0006334	ATMS/I-75 N COMMUNIC/SURVEILANCE FM WADE GREEN RD TO SR 92	2006
* CHEROKEE	610740-	I-75 @ SR 92	2005
CHEROKEE	0005128	I-75 NOISE BARRIERS FM CHASTAIN RD/COBB TO SR 92/CHEROKEE	LR
CHEROKEE	620940-	SR 92 FM I-75 TO WADE GREEN ROAD	2007
* BARTOW	M002789	I-75 @ 5 LOCATIONS IN BARTOW & GORDON - DECK REHAB	lump
* BARTOW	0006297	I-75 CABLE MEDIAN BARRIERS IN BARTOW COUNTY	lump
BARTOW	610640-	I-75 NEW INTERCHANGE AT US 411 CONNECTOR	LR
* BARTOW	0000932	I-75/SR 401 UPGRADES @ SR 61	2007
BARTOW	721690-	N.MARS HILL EXT FM SR 3/COBB PKWY/COBB TO I-75/BARTOW COUNTY	LR
BARTOW	662210-	NORTHERN ARC FM I-75/BARTOW EAST TO I-575/CHEROKEE	LR
BARTOW	0000291	OLD ALA RD/SR 113 RELOC FM EAST OF SR 293 @ CSX RR TO I-75	2009
BARTOW	621350-	SR 20 FM I-75 TO US 411/SR 61 PART RELOCATION	2006
BARTOW	661950-	US 411 RELOC FM SR 20/3/US 41 TO I-75	LR
BARTOW	611290	I-75 SAFETY UPGRADES @ GLADE;ALLATOONA;REDTOP;SR 113 & 20	2000
*		DENOTES POSSIBLE PROJECT COORDINATION	

- Railroads: Two CSX railroad bridges cross over I-75. The first railroad bridge is located between the Groovers Landing Road overpass and the Allatoona Shores Road overpass prior to crossing Allatoona Lake. The second railroad bridge is located immediately following the Old Allatoona Road Interchange.

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 4 Months.
- Time to complete preliminary construction plans: 4 Months.
- Time to complete right of way plans: N/A
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 1 Month.
- Time to complete to purchase right of way: N/A
- List other major items that will affect the project schedule: N/A
- Estimated construction time: 24 Months.

Project Concept Report page 8
Project Number: CSNHS-M002-00(965)
P. I. Number: M002965
County: Cobb, Cherokee, Bartow

Other alternates considered: A Value Engineering Study was held on September 14-16, 2004. The alternatives recommended in the VE Report are listed below.

1. Use rigid pavement throughout the length of the project. This alternative was eliminated because it increased the project costs from approximately 59 million to 138 million.
2. Use rigid pavement from Barrett Parkway to Glade Road and flexible pavement from Glade Road to S.R. 61. This is the preferred alternative.
3. Construct full-depth inside shoulders for staging. This alternative will be incorporated into the preferred alternative.
4. Limit reconstruction between Barrett Parkway and Glade Road and provide a sealing coat from Glade Road to S.R. 61. This alternative was eliminated because it did not address the rehabilitation needs of the entire corridor.

Comments: It is recommended that the project be split into three separate projects for construction due to the length of the project and the separate pavement types. The project should be separated as listed below:

1. I-75 fm SR 5 Connector to Glade Road (rigid pavement)
Project Length: 8 miles Project Cost: \$59,563,000
2. I-75 fm Glade Road to Red Top Mountain Road (flexible pavement)
Project Length: 7 miles Project Cost: \$22,590,000
3. I-75 fm Red Top Mountain Road to SR 61 (flexible pavement)
Project Length: 8 miles Project Cost: \$22,690,000

Attachments:

1. Cost Estimate
2. Typical sections
3. Accident summaries
4. Initial Concept Meeting Minutes

Estimate Report for file "PI M002965, COBB-CHEROKEE-BARTOW"

Section MISCELLANEOUS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-0009	5.00	EA	9000.00	REMOVE AND RESET EXIST SPCL GUIDE SIGNS, OVERHEAD,	45000.0
150-1000	1.00	LS	1000000.00	TRAFFIC CONTROL -	1000000.0
153-1300	1.00	EA	47493.31	FIELD ENGINEERS OFFICE TP 3	47493.31
610-6515	10.00	EA	54.99	REM HIGHWAY SIGN, STD	549.9
611-5551	5.00	EA	2738.67	RESET SIGN	13693.35
632-0003	4.00	EA	8009.96	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	32039.84
682-7061	15840.00	LF	25.00	CONDUIT DUCT BANK, TYPE 2	396000.0
Section Sub Total:					\$1,534,776.40

Section SIGNING AND MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
653-0120	164.00	EA	55.94	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	9174.16
653-1804	163363.00	LF	1.45	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	236876.35
653-1806	163363.00	LF	0.55	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, YELLOW	89849.65
653-4501	62.00	GLM	498.46	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	30904.52
653-6004	12800.00	SY	2.42	THERMOPLASTIC TRAF STRIPING, WHITE	30976.0
657-9210	18.12	LM	10675.89	WET REFLECTIVE PREFORMED SOLID PAVEMENT MARKINGS, 5 INCH	193447.12
657-9211	18.12	LM	10689.26	WET REFLECTIVE PREFORMED SOLID PAVEMENT MARKINGS, 5 INCH	193689.39
657-9410	36.00	GLM	7892.24	WET REFLECTIVE PREFORMED SKIP PAVEMENT MARKINGS, 5 INCH WIDE, WHITE	284120.64
Section Sub Total:					\$1,069,037.84

Section GRADING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
202-2100	1.00	LS	200000.00	CLEARING	200000.0
210-0100	1.00	LS	300000.00	GRADING COMPLETE -	300000.0
Section Sub Total:					\$500,000.00

Section PERMANENT EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	158.00	AC	736.02	PERMANENT GRASSING	116291.16
700-7000	200.00	TN	53.88	AGRICULTURAL LIME	10776.0
700-7010	167.00	GL	17.58	LIQUID LIME	2935.85
700-8000	13.00	TN	236.35	FERTILIZER MIXED GRADE	3072.54
700-8100	3333.00	LB	1.38	FERTILIZER NITROGEN CONTENT	4599.54
713-3011	5000.00	SY	1.38	WOOD FIBER BLANKET, TP I, SHOULDERS	6899.99
713-3012	726034.00	SY	0.55	WOOD FIBER BLANKET, TP II, SHOULDERS	399318.7
Section Sub Total:					\$543,893.81

Section GUARDRAIL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
610-1055	23163.00	LF	1.18	REM GUARDRAIL	27332.34
610-1075	33.00	EA	85.30	REM GUARDRAIL ANCH, ALL TYPES	2814.9
641-1200	26655.00	LF	10.80	GUARDRAIL, TP W	287874.0
641-2100	634.00	LF	29.06	DBL FACED GUARDRAIL, TP T	18424.04
641-2200	1915.00	LF	10.85	DBL FACED GUARDRAIL, TP W	20777.75
641-5001	27.00	EA	416.27	GUARDRAIL ANCHORAGE, TP 1	11239.28
641-5006	28.00	EA	279.78	GUARDRAIL ANCHORAGE, TP 6	7833.83
641-5012	60.00	EA	1364.51	GUARDRAIL ANCHORAGE, TP 12	81870.6
Section Sub Total:					\$458,166.76

Section BASE AND PAVING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	681960.00	TN	13.29	GR AGGR BASE CRS, INCL MATL	9063248.39
317-6000	406136.00	SY	1.65	PREPARATION OF BASE	670124.39
400-3604	198112.00	TN	54.62	ASPH CONC 12.5 MM SMA, GP 2 ONLY, INCL POLYMER-MODIFIED	1.08
400-3624	48372.00	TN	52.55	ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED	2541948.6
402-1812	91000.00	TN	38.28	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	3483480.0

				& H LIME	
402-3112	124547.00	TN	44.46	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	5537359.62
402-3121	382356.00	TN	35.08	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	1.34
413-1000	56979.00	GL	0.92	BITUM TACK COAT	52420.68
432-0214	694594.00	SY	2.02	MILL ASPH CONC PVMT, 3 1/2 IN DEPTH	1403079.88
432-5010	961827.00	SY	1.53	MILL ASPH CONC PVMT, VARIABLE DEPTH	1471595.31
439-0056	650002.00	SY	59.50	PLAIN PC CONC PVMT, CL HES CONC, 12 INCH THK	3.86
446-4000	1010310.00	SY	1.01	NON-WOVEN FILTER FABRIC FULL WIDTH	1020413.1
456-2012	100.00	GLM	838.69	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (CONTINUOUS)	83869.0
629-0230	1010310.00	SY	1.83	GEOGRID	1848867.3
Section Sub Total:					\$90,085,451.21

Section TEMPORARY EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	79.00	AC	450.77	TEMPORARY GRASSING	35610.83
163-0240	200.00	TN	212.17	MULCH	42434.0
163-0300	4.00	EA	1041.82	CONSTRUCTION EXIT	4167.28
165-0030	137069.00	LF	1.20	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	164482.8
167-1000	4.00	EA	2903.25	WATER QUALITY MONITORING AND SAMPLING	11613.0
167-1500	24.00	MO	744.65	WATER QUALITY INSPECTIONS	17871.6
171-0030	274138.00	LF	3.08	TEMPORARY SILT FENCE, TYPE C	844345.04
Section Sub Total:					\$1,120,524.55

Total Estimated Cost: \$95,311,850.57

Subtotal Construction Cost \$95,311,850.57

E&C Rate 10.0 % \$9,531,185.06

Inflation Rate 0.0 % @ 0.0 Years \$0.00

Total Construction Cost \$104,843,035.62

Right Of Way \$0.00

ReImb. Utilities \$0.00

Grand Total Project Cost \$104,843,035.62

Accident History

The following is a summary of the accident data available for S.R. 401 (I-75) from S.R.5 Connector to S.R.61/U.S.411 only not including ramp accidents:

	<u>2000</u>	<u>2001</u>	<u>2002</u>
Accident Rate:	134	119	132
Injury Rate:	53	44	48
Fatality Rate:	1.36	0.97	0.43

Statewide Average for Interstate (Rural and Urban):

	<u>2000</u>	<u>2001</u>	<u>2002</u>
Accident Rate:	142	147	152
Injury Rate:	58	61	59
Fatality Rate:	0.91	0.96	0.73

The accident rates for I-75 in the project area are lower than the statewide average for Rural and Urban Interstate combined.

Statewide Average for Interstate (Rural):

	<u>2000</u>	<u>2001</u>	<u>2002</u>
Accident Rate:	61	65	73
Injury Rate:	35	34	36
Fatality Rate:	1.15	1.20	1.02

The accident rates for I-75 in the project area are approximately 1.9 times higher than the statewide average for Rural Interstates.

Statewide Average for Interstate (Urban):

	<u>2000</u>	<u>2001</u>	<u>2002</u>
Accident Rate:	196	201	204
Injury Rate:	73	79	74
Fatality Rate:	0.75	0.81	0.54

The accident rates for I-75 in the project area are lower than the statewide average for Urban Interstate.

Note: Rates are per 100 Million Vehicle Miles

The following is a summary of the type of collision ranked in order by total percentage of occurrence:

<u>Collision</u>	<u>2000</u>	<u>2000%</u>	<u>2001</u>	<u>2001%</u>	<u>2002</u>	<u>2002%</u>	<u>Total %</u>
Rear End	517	44	503	46	616	50	46
Not A Collision With A Motor Vehicle	302	26	262	24	253	20	23
Angle	196	17	168	15	169	14	15
Sideswipe	153	13	165	15	190	15	14
Head On	<u>14</u>	<u>1</u>	<u>4</u>	<u>0</u>	<u>12</u>	<u>1</u>	<u>1</u>
Total	1182	100	1102	100	1240	100	100

3524 Total Collisions for a three year period.

INITIAL CONCEPT MEETING MINUTES
For
CSNHS-M002-00(965), PI M002965
COBB-CHEROKEE-BARTOW COUNTIES
Revised

Date of Meeting: September 2, 2004

Location: Office of Urban Design Conference Room

Time: 1:30 PM

Moderator: Theresa Holder

ATTENDEES:

Theresa Holder	GDOT-Urban	404-656-5447
Teresa Lannon	GDOT-Urban	404-656-5441
Kellee Newman	GDOT-Urban	404-656-5442
Lisa Myers	GDOT-Engineering Services	404-651-7468
Ron Wishon	GDOT-Engineering Services	404-651-7470
James Hughes	Moreland Altobelli -Cartersville	770-487-3609
Melissa Wesley	District 6 Construction	770-387-3680
Mike Thomason	GDOT-Cartersville	770-387-3680
Tajsha LaShore	GDOT-OEL	404-699-4411
John Casey Glen	GDOT-OEL	404-505-4893
Tommy Sanders	District 6 Maintenance	770-387-3605
Helga N. Torres	GDOT-OMR	404-363-7581
Brian Summers	Bridge Maintenance	404-635-8179
Kenny Beckworth	District 6	770-387-3609
Willie Webb	Maintenance TMC	404-635-8200
Patrick Bowers	District Construction Engineer	770-387-3609
Walter Boyd	FHWA	404-562-3651
Ben Buchan	GDOT-Urban	404-656-5436
Darryl VanMeter	GDOT-Urban	404-656-5447

Discussion:

Theresa Holder opened the meeting and welcomed the attendees. Self introductions were done by all attendees. Copies of the meeting agenda and draft concept report were distributed.

Purpose of Meeting:

- To gather additional information from team members about the project corridor
- To review the project schedule with team members

Project Description:

- Teresa Lannon gave a brief description of the project limits, typical sections, and pavement recommendations from the Lab. She stated that the project proposes to deep mill- 8 ½" of I-75 from SR 5 Connector to Glade Road and mill - 3 ½" from Glade Road to SR 61. Guardrail will be upgraded and vegetation will be cleared within the right of way as well. She stated that the cross slopes will be changed from 1.5% to 2.0%, and that the outside shoulders will be reconstructed to 12 ft paved to serve as a future travel lane (based on recommendations from the Lab).
- Helga Torres confirmed that the pavement evaluation was preliminary only.
- Theresa Holder commented that the VE study would give a recommendation on using either concrete or asphalt for this project.
- Lisa Myers confirmed that the VE study has been scheduled for Sept. 14th, 15th and 16th, and stated that an e-mail will be sent regarding further details.

Project Coordination with Future GDOT Projects:

Theresa Holder began discussion on future projects in the area.

- 1) *I-75 HOV from I-575 to Wade Green Road*
 - It was discussed NOT to add any of the HOV work to this project unless it is necessary to have temporary pavement for staging purposes. If that is the case, that would be the only reason to proceed with adding the HOV lanes.
- 2&3) *ATMS/I-75N Ramp Meters-I-85 to Wade Green & ATMS/I-75 from Wade Green Road to SR 92*
 - These projects are being managed by Jim Tolson and scheduled for construction in FY 2006. Coordination will be required.
 - It was also noted by District 6 that conduit is located in shallow trenches in the outside shoulder up to Wade Green Road. A cost to relocate the conduit will need to be added to the construction cost estimate.
 - Staging will be a major issue concerning the conduit.
- 4) *I-75 at SR 92*
 - This project is scheduled for construction in January 2005. Although work will only be done on the interchange and ramps, there will be issues with drainage, jacking the bridge, and working over the median. Coordination with this project will be required.

- 5) *I-75 at 5 Locations in Bartow & Gordon County- Deck Rehab*
 - This Project can be let concurrently with Project CSNHS-M002-00(965). There are two bridges located in Bartow County within the project limits. They are Bridge # 25 and # 27, as listed in the concept report under Major Structures.

- 6) *I-75/SR401 Upgrades at SR 61*
 - This project consists of ramp reconstruction only; no work on the mainline.

- 7) *I-75 Cable Median Barriers in Bartow County*
 - This project will be let within the next six months and proposes to add cable median barrier on I-75 beginning at the Bartow County Line and proceeding north for approximately 14 miles. It will also upgrade guardrail and clear vegetation. The guardrail replacement and vegetation clearing for Project CSNHS-M002-00(965) can be covered under this project for the first 14 miles in Bartow County.

Environmental Concerns

- Tennessee Yellow Eyed Grass is located in the ramps at the SR 61 interchange. The grass is located in the gore area and will not affect this project since it is not in the median. This will be cleared environmentally under Project No. NHS-0000-00(932).
- The environmental document is not anticipated to take long to complete/clear. Office of Environment and Location need construction limits for project in order to complete the document.
- Concerns were raised about clearing issues with respect to the Etowah River.

Bridge Maintenance Requirements

- The bridge at Priest Road currently has a vertical clearance of 16.5 feet. Due to the changes in the cross slope, this is the only bridge that will require jacking. Shiloh Road should already be at 17 feet.
- Bridges # 25 (Joe Stella Drive) and # 27 (Allatoona Road) in the southbound direction will be rehabilitated under Project No. CSNHS-M002-00(789). The cross slopes on those bridges will be corrected to 2.0% under that project.
- There were concerns regarding the cross slope change of 2.0% on the bridges, and it was stated that a short asphalt transition will be provided to meet the existing cross slope of 1.5% on all bridges except bridge # 25 and # 27 in the southbound direction. The District requested that this be noted on the typical sections.

Staging/ Traffic Control

- Shutting down even one lane south of Glade Road will be a huge inconvenience/massively problematic.

- It was cited that hourly counts of a representative point on the project are obtained to design the staging and work hour restrictions. The hourly counts should represent at least one week of non-summer, non-holiday volumes. Work should be completed during weekends and at night.
- Different working hours for different areas of the project should be considered.
- Consider building the inside shoulders as future travel lanes instead of the outside shoulders in the areas where the median is 40 feet. This would require a design exception for the shoulder width. Need to determine the exact areas where the median is 40 feet.
- Temporary concrete barrier will be required if the outside shoulders are going to be built full depth. This will require re-striping the travel lanes for placement of the barrier.

Survey Requirements

- The survey database will not be completed until January 11, 2005. This will affect the project schedule. Segments of the database can be delivered beginning November 2004.

Project Schedule

- The goal is to have Final Plans ready to submit to contracts by March 13, 2005 for a May 2005 Letting.
- The project must be authorized for construction no later than June 30, 2005.

Additional Comments/Items of Discussion

- District 6 Construction:
 - Drainage in the median must be considered.
 - District personnel questioned the Lab's recommendation of reconstructing the outside shoulders as 12 foot paved. It was noted that this is in line with current policy direction toward consistent permeability and structural needs on the shoulder.
 - Inside shoulders should be built up.
 - Up to two miles are allowed for lane closures.
 - Ramps will need to be considered during staging.
 - Bridges will eventually have to be widened if the outside shoulder is to be constructed as a future travel lane.
 - Cameras will need to be relocated.
- FHWA:
 - Per discussions with GDOT Maintenance, we understand the Department is committed to public involvement regarding clearing issues.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

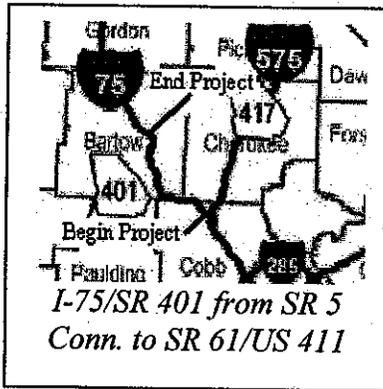
Project Number: CSNHS-M002-00(965)

County: Cobb, Cherokee, Bartow

P. I. Number: M002965

Federal Route Number: I-75

State Route Number: SR401



Recommendation for approval:

DATE 12/16/04

DATE 12/16/04

Theresa Holder
Project Manager
James B. Bush
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____
DATE _____
DATE _____
DATE _____
DATE 12/28/04
DATE _____
DATE _____
DATE _____

State Transportation Planning Administrator

State Transportation Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety & Design Engineer
Byron Howell
District Engineer

Project Review Engineer

State Bridge Engineer

State Maintenance Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

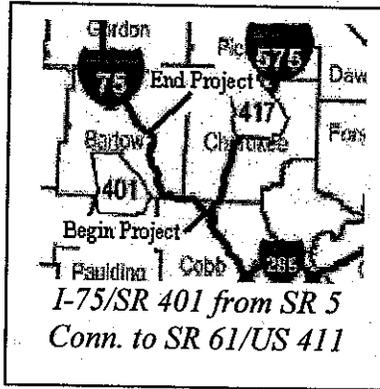
Project Number: CSNHS-M002-00(965)

County: Cobb, Cherokee, Bartow

P. I. Number: M002965

Federal Route Number: I-75

State Route Number: SR401



Recommendation for approval:

DATE 12/16/04

DATE 12/16/04

Theresa Holder
Project Manager

James B. Bush
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE 1/4/05

DATE _____

Janet P. Pledge
State Transportation Planning Administrator

State Transportation Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety & Design Engineer

District Engineer

Project Review Engineer

State Bridge Engineer

State Maintenance Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

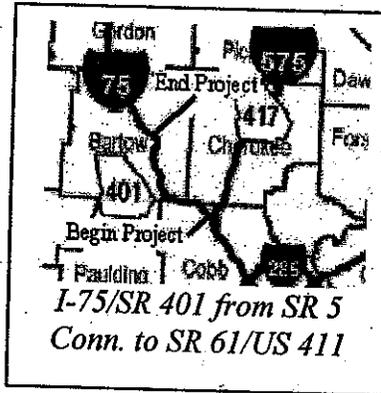
Project Number: CSNHS-M002-00(965)

County: Cobb, Cherokee, Bartow

P. I. Number: M002965

Federal Route Number: I-75

State Route Number: SR401



Recommendation for approval:

DATE 12/16/04

DATE 12/16/04

Theresa Holder
Project Manager
James B. Burk
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____
DATE 12-20-04
DATE _____
DATE _____
DATE _____
DATE _____
DATE _____
DATE _____

State Transportation Planning Administrator
James D. Dwyer
State Transportation Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety & Design Engineer

District Engineer

Project Review Engineer

State Bridge Engineer

State Maintenance Engineer

Department of Transportation State of Georgia

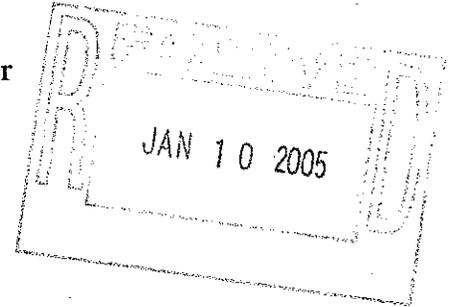
INTERDEPARTMENTAL CORRESPONDENCE

File: CSNHS-M002-00(965), Cobb, Cherokee,
Bartow Counties; P.I. No: M002965

Office: Traffic Safety & Design
Atlanta, Georgia

Date: December 31, 2004

PMAVC
From: Phillip M. Allen, State Traffic Safety and Design Engineer
To: Meg Pirkle, Assistant Director of Preconstruction
Subject: Project Concept Report Review



We have reviewed the above referenced concept report for the proposed resurfacing and maintenance of the I-75 corridor between the SR 5 connector and SR 61/US 411 in Cobb, Cherokee, and Bartow Counties.

The Office of Traffic Safety and Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area.

PMA/SZ/nr

Attachment (signature page)

Cc: Harvey Keepler, State Environment /Location Engineer
David Mulling, State Review Engineer
Joe Palladi, State Transportation Planning Administrator
Jamine Simpson, Financial Management Administrator
James Buchan, State Urban Design Engineer
Attn.: Theresa Holder
Paul Liles, State Bridge Engineer
Kent Sager, District 6 Engineer
Bryant Poole, District 7 Engineer
General Files
Office Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

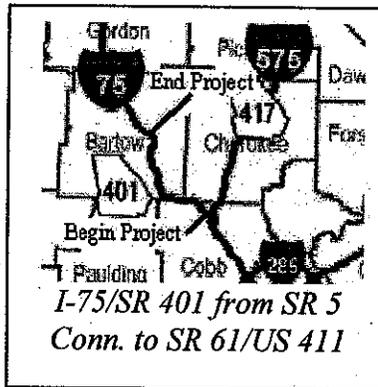
Project Number: CSNHS-M002-00(965)

County: Cobb, Cherokee, Bartow

P. I. Number: M002965

Federal Route Number: I-75

State Route Number: SR401



Recommendation for approval:

DATE 12/16/04

DATE 12/16/04

Theresa Holder
Project Manager
James B. Bush
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____

DATE _____

DATE _____

DATE 1-5-05

DATE _____

DATE _____

DATE _____

DATE _____

State Transportation Planning Administrator

State Transportation Financial Management Administrator

State Environmental/Location Engineer

Phyllis M. Allen
State Traffic Safety & Design Engineer

District Engineer

Project Review Engineer

State Bridge Engineer

State Maintenance Engineer