

Jim

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-IM-180-1(6) Catoosa County **OFFICE** Preconstruction
P. I. No. 621530
DATE September 15, 1998
FROM *CWH*
C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

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



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

WAYNE SHACKELFORD
COMMISSIONER
(404)656-5206

FRANK L. DANCHETZ
CHIEF ENGINEER
(404)656-5277

STEVEN L. PARKS
DEPUTY COMMISSIONER
(404)656-5212

BILLY F. SHARP
TREASURER
(404)656-5224

August 28, 1998

Mr. Larry R. Dreihaup, P.E.
Division Administrator
Federal Highway Administration
61 Forsyth Street, SW, Suite 17T100
Atlanta, Georgia 30303

ATTENTION: David Kelley

RE: Project STP-IM-180-1(76) Catoosa County
P.I. No. 621530

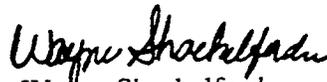
Dear Mr. Dreihaup:

The proposed widening of SR 151 will provide a level of service (LOS) of "C" or better in the design year.

The Project Concept Report is being returned for your further consideration and approval.

Please contact Johnny Quarles at 404-657-0771 if further information is needed.

Sincerely,


Wayne Shackelford
Commissioner

WS:JDQ/cj

Enclosure





U.S. DEPARTMENT OF TRANSPORTATION

Route Slip

Distribution:

GDOT - Roadway Design

STP-IM-180-1(6) CATOOSA COUNTY

To: Name
Mr. James Kennerly, GDOT - Roadway Design

Date
8/24/98

Org/Rtg Symbol

Remarks:

- Per Your Request
- For Your Information
- Per Our Conservation Note and Return
- Discuss With Me
- For Your Approval
- For Your Signature
- Comment
- Take Appropriate Action
- Please Answer
- Prepare Reply For Signature Of

In reviewing the concept report for project STP-IM-180-1(6), we would like one additional bit of information for consideration for our concurrence. It is:

Predicted level-of-service the completed facility will provide in the design year.

This is needed to support approval of the proposed design. Please call if you have any questions...

(Report attached)

From: Name
David A. Kelley

Telephone
404-562-3637

Org/Rtg Symbol
FHWA

Form DOT F1320.9 (Rev 5-81) Supersedes All Previous Editions

*U.S. Government Printing Office: 1991 -525-056/40223

*PLEASE PROVIDE THE ABOVE REQUESTED INFORMATION TO
JOHNNY QUARLES RM #249*

THANKS

LOS

RECEIVED

AUG 24 1998

PRECONSTRUCTION

EB - C

PBM 8 AM

WB - B

PM 8 AM

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-IM-180-1(6) Catoosa County **OFFICE** Preconstruction
P.I. No. 621530 **DATE** August 4, 1998

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

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 151 from 1,000m south of CR 170 through the I-75 interchange, to CR 382 (Lafayette Road) for a total of 3.10km. Presently, SR 151 consists of two, 3.6m lanes with 1.5m rural shoulders from the beginning of the project to just east of CR 171. The remainder of the project consists of four, 3.6m lanes with variable width grassed median. The existing major structures consist of parallel bridges (73.15m x 82.30m) over I-75. Currently, the land use in the area is heavily industrialized with textile manufacturing facilities, and additional development is expected in the future. In its year 2010 Catoosa Comprehensive Plan, the Coosa Valley Regional Development Center forecasts continued development in an existing private industrial park that borders the project on the east. Traffic volumes on SR 151 in the project area are expected to increase from the current (1997) traffic of 11,450 VPD to a projected (2017) VPD of 18,475. The level of service (LOS) along this corridor is almost at capacity with a level of service "D" and should reach LOS "F" before the design year 2017. Design traffic will be updated to the current design year of 2020. Accident rates along SR 151 in the project area exceed the statewide averages for this type of roadway. The proposed widening of SR 151 should increase safety and operational efficiency along this route. The proposed design speed is 70km/h.

The proposed construction will widen SR 151 to two, 3.6m lanes in each direction with a raised concrete or grassed median for the entire project length. The median width will vary from 6.1m from the beginning of the project to CR 171, and a variable width median for the remainder of the project. The proposed right of way will vary from 30.0m to 60.0m. The existing SR 151 bridges over I-75 will be completely replaced with a single bridge 92.0m x 33.6m to provide sufficient lateral clearance underneath to eventually widen I-75 to four lanes in each direction. Two culverts will be lengthened to accommodate the proposed widening. The on-off ramps on the west side of the interchange will be reconstructed/relocated to achieve separation and greater sight distance. An additional lane will be added to the northbound exit ramp and southbound entrance ramp and exit ramps to accommodate left/right turns, thus increasing the capacity. The frontage road (259) will be relocated to tie into SR 151 at the proposed industrial park. Traffic will be maintained on existing roads and ramps during construction.

STP-IM-180-1(6) Catoosa
August 4, 1998

Environmental concerns include requiring an Environmental Assessment be prepared; one (1) residence displaced; potential UST impacts; a public hearing is required; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>		<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
	<u>IM</u>	<u>STP</u>			
Construction (includes E&C and inflation)	\$3,438,000	\$1,864,000	\$5,205,000	2000	99-12
Right-of-Way	\$1,237,000	\$1,576,000	\$2,813,000		
Utilities*	\$ 31,000	\$ 211,000	\$1,138,000		

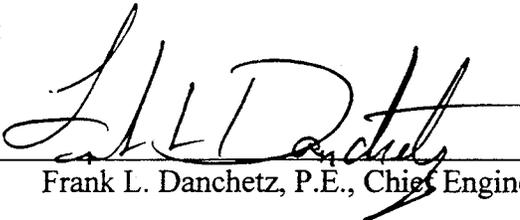
*Cattosa County refused LGPA for utilities 7-8-97; no city owned utilities 3-18-96.

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

WWS:JDQ/cj

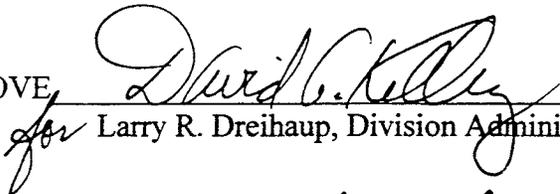
Attachment

CONCUR



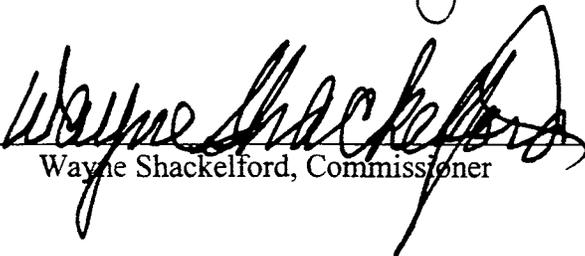
Frank L. Danchetz, P.E., Chief Engineer

APPROVE



for Larry R. Dreihaup, Division Administrator, FHWA

APPROVE



Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED

JUN 15 1998

PRECONSTRUCTION

FILE: STP-IM-180-1(6) Catoosa
P.I. Number 621530

OFFICE: Atlanta, Georgia

DATE: June 12, 1998

FROM: Bob Mustin, Project Review Engineer DTM

TO: C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT

We have reviewed the concept report submitted May 26, 1998 by the letter from James A. Kennerly dated May 13, 1998 and have the following comment:

1. In order to provide horizontal clearance for the future widening of I75 from 6 lanes to 8 lanes, the existing bridges over I75 are being replaced instead of widened. I75 capacity analysis justifies 8 lanes under the bridges, and concepts have been approved to widen I75 from 6 lanes to 8 lanes from just north of this project to the Tennessee State Line. Also, the approved concept for project IM-75-3(187) Catoosa located just to the south of this project used the future widening of I75 to justify replacing existing bridges over I75. For these reasons we concur that the existing bridges over I75 in this project should be replaced.

The estimated costs for the project are as follows:

	<u>STP</u>	<u>IM</u>
Construction	\$ 1,417,000	\$ 2,615,000
Inflation	\$ 213,000	\$ 392,000
E & C	\$ 163,000	\$ 300,000
Preliminary Engineering	\$ 71,000	\$ 131,000
Right of Way	\$ 1,576,000	\$ 1,237,000
Reimbursable Utilities	\$ 211,000 (LGPA)	\$ 31,000 (LGPA)

DTM

c: Jim Kennerly - Attention: Kim Fulbright

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

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-IM 180-1(6) Catoosa County
P.I. No. 621530

OFFICE: Atlanta, Ga.

DATE: May 13, 1998

FROM:  James Kennerly, State Road & Airport Design Engineer *PLA*

TO: Wayne Hutto, Assistant Director of Preconstruction

SUBJECT: Project Concept Report Approval

RECEIVED
MAY 26 1998
PRECONSTRUCTION

As directed in the "Plan Development Process - General Guidelines" dated December 15, 1995, attached is a copy of the concept report for the above-mentioned project for your review and further handling. Please call Kim Fulbright or Chris Edmondson at (404) 656-5407, if you have any questions.

JAK:KDF

Attachments

Cc: Walker Scott
Bob Mustin, w/attach.
David Studstill, w/attach.
Marion Waters, w/attach.
Charles Law, w/attach.
Paul Liles, w/attach.
Tony Dunnigan, w/attach.

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

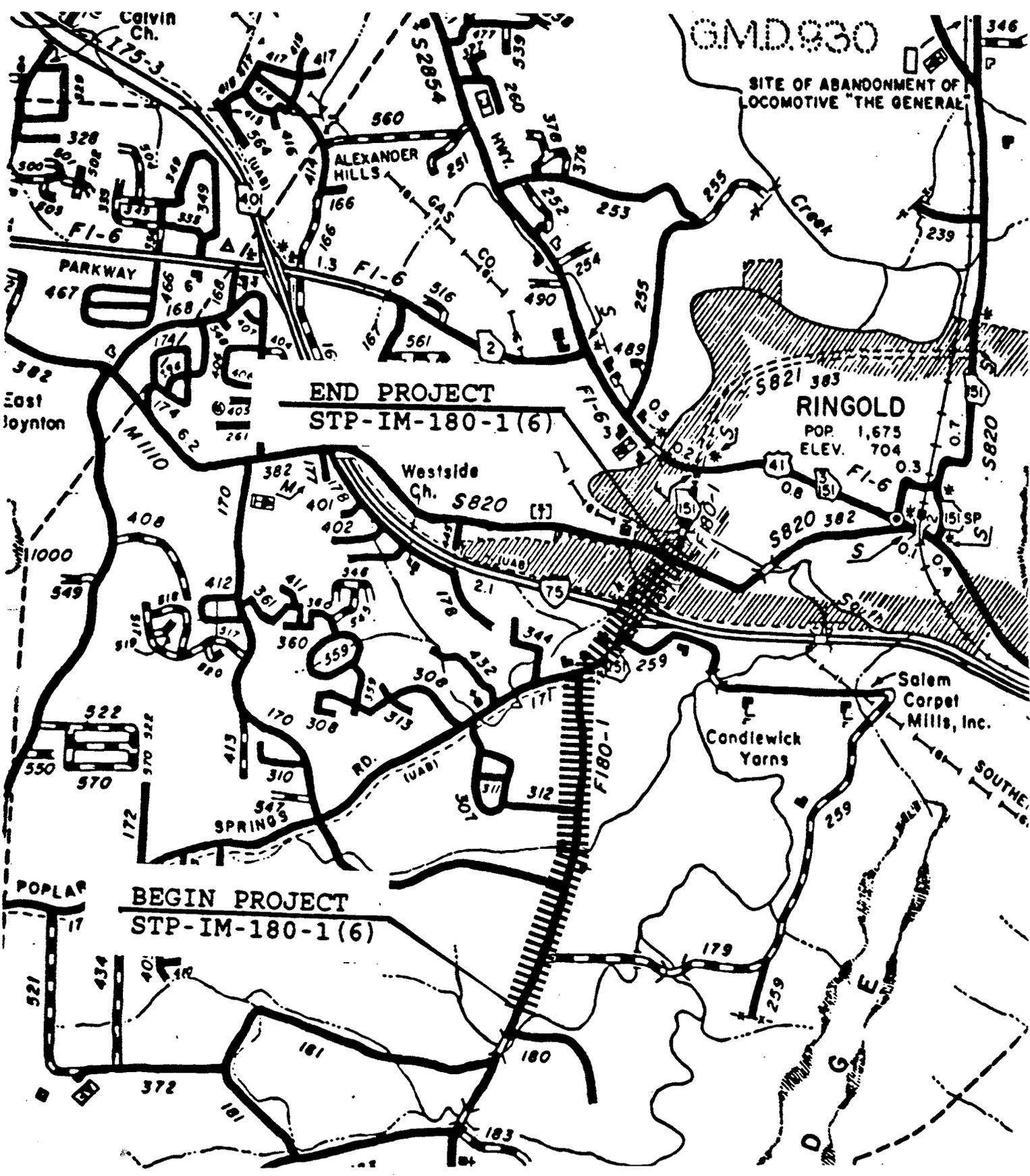
PROJECT CONCEPT REPORT
CATOOSA COUNTY
STP-IM-180-1(6)

FEDERAL ROUTE NO:F-180-1
STATE ROUTE NO: NONE
STATE ROUTE NO: 151
GADOT P.I. NO: 621530

Date of Report:
FEB. 9, 1998

RECOMMENDATION FOR APPROVAL	
<u>5-22-98</u> DATE	<u>James A. Kennedy</u> State Road & Airport Design Engineer
DATE	State Environmental Engineer
DATE	State Traffic Operations Engineer
DATE	District Engineer
DATE	State Bridge Engineer
DATE	Project Review Engineer
DATE	State Transportation Planning Administrator

PROJECT MAP - Project No. : STP-IM-180-1(6)



PROJECT NUMBER: 621530

PROJECT LOCATION & DESCRIPTION
WIDENING OF SR 151, FROM APPROXIMATELY 1000 METERS SOUTH OF CR 170 THROUGH THE I-75 INTERCHANGE, FROM 2 LANES TO 4 LANES WITH A 6 METER WIDE RAISED CONCRETE MEDIAN; THE RAISED CONCRETE MEDIAN WILL WIDEN THROUGH THE INTERCHANGE TO ACCOMMODATE DUAL LEFT TURN LANES; IMPROVE THE INTERCHANGE AT I-75; REPLACE THE 2 EXISTING BRIDGES OVER I-75 WITH 1 BRIDGE; AND RELOCATE CR 259 FROM PRESENT LOCATION TO TIE-IN WITH AN UNNAMED SIDE ROAD APPROXIMATELY 140 METERS WEST.

TRAFFIC				
CURRENT		PROJECTED		
YEAR	AADT	YEAR	AADT	
1997	11450	2017	18475	

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
MAJOR EXISTING	RURAL MINOR ARTERIAL URBAN MINOR ARTERIAL

NON-CA (X)	CA ()	EXEMPT (X)	N/A ()
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PROJECT NEED & PURPOSE
<p>The proposed project is the widening to four lanes of SR 151 from approximately 1000 m south of Holcombe Road through the I-75 interchange, to CR 382 (LaFayette Rd.) The project has logical termini because at I-75 (the northern terminus), SR 151 is an existing four lane section. The southern terminus at Holcombe Rd. (CR 179) is logical because daily traffic volumes decrease 50% south of Holcombe Rd.</p> <p>The existing pavement, which is 7.27 m (24 ft.) wide with 1.5 m (5 ft.) shoulders, will be widened to provide four lanes with 6.0 m (20 ft.) raised concrete median and turn lanes as needed. The existing right-of-way width is 39.4 m (130 ft.) There are two bridge structures in the proposed project limits.</p> <p>Currently, the land use in the area is heavily industrialized with textile manufacturing facilities and additional development is expected in the future. In its year 2010 Catoosa Comprehensive Plan, the Coosa Valley Regional Development Center forecasts continued development in an existing private industrial park that borders the project on the east. The same report forecasts continued commercial development (fast food restaurants, motels, etc.) on the western</p>

PROJECT NEED & PURPOSE

border of the project.

In addition to land use development, traffic volumes on SR 151 in the project area are expected to increase from the current (1996) average annual daily traffic of 11,450 AADT to a projected (2017) AADT of 18,475. The level-of-service along this corridor, which was analyzed as a two-lane facility using the 1994 Highway Capacity Software, is almost at capacity with a level-of-service "D" and should reach a level-of-service "F" before the design year of 2017.

Accident rates along SR 151 in the project area exceed the statewide averages for this type of road, which is an urban minor arterial. The calculated accident rate using 1995 data was 795 accidents per 100 million vehicle miles traveled (MVMT), which is greater than the statewide average of 549 accidents per 100 MVMT for a comparable facility. Many of the accidents occurring along this route are rear-end type accidents. Widening SR 151 and adding turn lanes should increase safety along the route by increasing capacity and removing turning vehicles from safe stream.

The proposed project is included in the Chattanooga Urban Area Transportation Study (CUATS) year 2015 Long-Range Transportation Plan. It also Identified in the CUATS FY1997-FY1999 Transportation Improvement Program (TIP) for Right-of-Way in FY 1997 and Construction in FY 1999.

This project is one of several identified in the CUATS Long Range Transportation Plan and CUATS FY1997-FY1999 TIP that propose to improve access and mobility in the area of P.I.#621530. Other proposed projects in the SR 151 vicinity include the widening of I-75 from SR 151 to the Tennessee state line (P.I.# 611010, 610800 & 610810).

EXISTING ROADWAY

TYPICAL SECTION: 2-3.68 m LANES AT THE BEGINNING OF THE PROJECT WITH A POSTED SPEED OF 55 MPH (90 KM/H). AT CR 171 THE POSTED SPEED REDUCES TO 45 MPH (70 KM/H). THE ROAD WIDENS TO 4-3.68 m LANES WITH A VARIABLE WIDTH GRASS MEDIAN AT APPROXIMATELY 180 m EAST OF CR 171, AND CONTINUES THROUGH THE INTERCHANGE WITH I-75 AND ENDS AT CR. 382 (LAFAYETTE RD.)

R/W WIDTH
VARIABLE
30m - 60m

POSTED SPEED	MIN. RADIUS OF CURVE	MAXIMUM GRADE
<u>88.51 km/h (55 mph)</u>	<u>873 METERS ON MAINLINE</u>	<u>5.44</u>
<u>72.42 km/h (45 mph)</u>	<u>349 METERS ON MAINLINE</u>	<u>4.72</u>
<u>56.33 km/h (35 mph)</u>	<u>146 METERS ON CR 259</u>	-

MAJOR STRUCTURES:

1. TWO 2-LANE BRIDGES OVER I-75 APPROXIMATELY 73.15 AND 82.30 METERS. IN LENGTH.
2. SINGLE 10' X 10' CONC. BRIDGE CULVERT.
3. TRIPLE 6' X 3' CONC. BRIDGE CULVERT.

PROPOSED ROADWAY

TYPICAL SECTION: 4-LANE WITH 3.6 METER LANE WIDTHS WITH A RAISED 6 METER WIDE CONCRETE MEDIAN; 4-LANE WITH 3.6 METER LANE WIDTHS WITH A VARIABLE WIDTH RAISED CONCRETE MEDIAN.

DESIGN SPEED	MIN. RADIUS OF CURVE	MAX GRADE
70km/h	ALLOWABLE: 175 m	ALLOWABLE: 7.0
	PROPOSED: 400 m	PROPOSED: 5.58

MAJOR STRUCTURES:

- 1) 2 EXISTING BRIDGES OVER I-75 THAT ARE TO BE REMOVED AND REPLACED BY A SINGLE BRIDGE APPROXIMATELY 92 X 33.6 METERS.
- 2) SINGLE 3000 mm X 3000 mm CONC. CULVERT (RETAIN AN EXTEND)
- 3) TRIPLE 1800 mm X 900 mm CONC. CULVERT (RETAIN AN EXTEND)

PROPOSED RIGHT OF WAY

R/W WIDTH - VARIABLE 30 TO 60 METERS	DISPLACEMENTS		
	RES: <u>1</u>	BUS:	M.H.:
TYPE OF ACCESS CONTROL: CONTROLLED BY PERMIT			
NUMBER OF PARCELS: 38			

COORDINATION

CONCEPT TEAM MEETING DATE: JULY 1, 1997

LOCATION INSPECTION DATE: NONE HELD

PERMITS REQUIRED: UNDETERMINED

LEVEL OF PUBLIC INVOLVEMENT: PUBLIC HEARING

TIME SAVING PROCEDURES APPROPRIATE: NO

OTHER PROJECTS IN THE AREA:

	<u>Type of project</u>
NH-IM 75-3(216)	WIDENING OF I-75 FROM THE NORTH END OF SR 151 INTERCHANGE TO SR 2. ONE EXISTING (3.6 m) LANE IN EACH DIRECTION. NOTE: THE BRIDGE AT SR 151 WILL NOT ALLOW FOR FUTURE WIDENING ON I-75.

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: CONSTRUCT UNDER TRAFFIC

LEVEL OF ENVIRONMENTAL ANALYSIS: BY ENVIRONMENTAL & LOCATION OFFICE

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)	()

Design Variation Required YES NO UNDETERMINED

SUBST HORIZ CLEARANCE	()	(X)	()
SUBST SPEED DESIGN	()	(X)	()
SUBST VERTICAL CLEARANCE	()	(X)	()
SUBST BRIDGE WIDTH	()	(X)	()
SUBST BR STRUCT CAPACITY	()	(X)	()

UNDERGROUND STORAGE TANKS: To be determined by survey

MISCELLANEOUS

HAZARDOUS SITES: To be determined by survey

ALTERNATIVES CONSIDERED

NO BUILD.

ESTIMATED COST

	STP-180-1(6)	IM-180-1(6)
CONSTRUCTION:	\$ 1,416,860	\$ 2,615,450
E. & C.:	\$ 141,686	\$ 261,545
INFLATION:	\$ 212,529	\$ 392,317
RIGHT-OF-WAY:	\$ 1,576,420	\$ 1,237,030
ACQUIRED BY:	D.O.T.	
UTILITIES:	\$ 210,540	\$ 30,920
ADJUSTED BY:	LGPA	
TOTAL CONSTRUCTION COST:	\$ 8,095,297	

COMMENTS: 1) AT THE CONCEPT MEETING IT WAS SUGGESTED BY DOT DISTRICT SIX REPRESENTATIVES AND CATOOSA COUNTY THAT THE PROJECT BE EXTENDED BEYOND HOLCOMBE RD. TO MT. PISGAH RD. THIS EXTENSION OF 1.98 KILOMETERS WOULD ALMOST DOUBLE THE CURRENT LENGTH OF THE PROJECT, THEREFORE WE RECOMMEND IF S.R. 151 IS TO BE WIDENED TO MT. PISGAH RD. THAT IT BE DONE UNDER A SEPARATE PROJECT.

2) THE EXISTING PROFILE GRADES OF THE ON-OFF RAMPS AT THE INTERCHANGE WITH I-75 WERE EXAMINED TO DETERMINE IF THEY EXCEEDED THE RECOMMENDED 4%. THE ON-OFF RAMPS ON THE EAST SIDE OF THE INTERCHANGE DO NOT EXCEED 4%. THE ON-OFF RAMPS ON THE WEST SIDE DO EXCEED 4% AND WILL BE RECONSTRUCTED TO ACCOMMODATE THE NEW BRIDGE.

3) ROAD DESIGN PROPOSES A DESIGN SPEED OF 70 KM/H (45 MPH) FOR THE ENTIRE PROJECT. THIS WOULD REDUCE THE POSTED SPEED LIMIT OF 90 KM/H (55 MPH) FROM C.R. 171 TO THE END OF THE PROJECT. THIS RECOMMENDATION IS BASED ON THE INCREASING DEVELOPMENT ALONG SR 151 AND THE USE OF A 6 METER RAISED MEDIAN TO MINIMIZE IMPACT TO ADJACENT PROPERTY.

4) ROAD DESIGN PROPOSED TO CLOSE AN EXISTING MEDIAN OPENING LOCATED APPROXIMATLY 150 METERS EAST OF THE NORTHBOUND RAMPS AND 150 METERS WEST OF C.R. 382 (LAFAYETTE RD.). THE MEDIAN OPENING DOES NOT MEET THE MINIMUM SPACING REQUIREMENTS OF 200 METERS AND DOES NOT SERVE ANY PUBLIC ROADS. THE INTERSECTION OF SR 151 AND CR 382 WOULD BE UPGRADED TO ACCOMMODATE LEFT-TURN AND U-TURN MOVEMENTS.

ATTACHMENTS: COST ESTIMATE
TYPICAL SECTIONS
CONCEPT MEETING MINUTES
PROGRAM DOCUMENT
LGPA

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-IM-180-1(6)

COUNTY: CATOOSA

DATE: MAY 28, 1997

ESTIMATED LETTING DATE: FY2000

PREPARED BY: CHRIS EDMONDSON

PROJECT LENGTH (KILOMETERS): 3.1

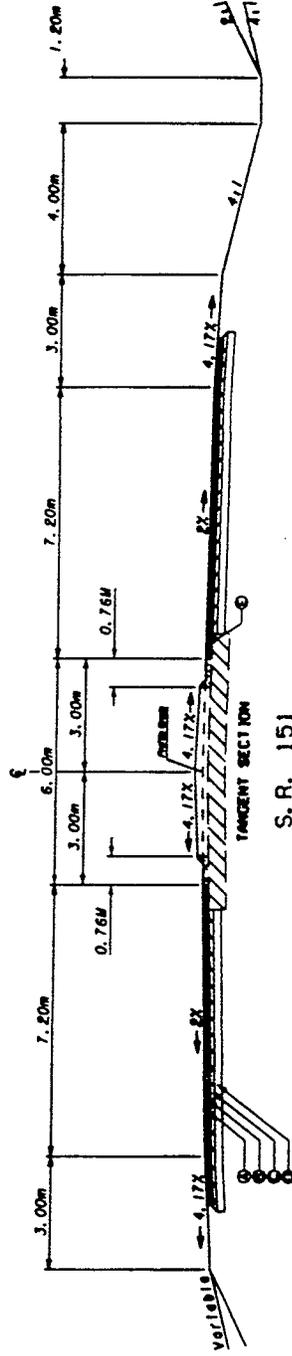
() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

PROJECT COSTS		
	STP-180-1(6)	IM-180-1(6)
A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT)	\$ 847,750	\$ 682,500
2. DISPLACEMENTS; RES 1 (STP)	\$ 22,000	\$ 0
3. OTHER COST (ADM/COST, INFLATION)	\$ 706,670	\$ 554,530
SUBTOTAL: A	\$ 1,576,420	\$ 1,237,030
B. REIMBURSABLE UTILITIES:		
1. RAILROAD (REMOVE EXIST. TRACK)	\$ 0	\$ 0
2. TRANSMISSION LINES	\$ 0	\$ 0
3. SERVICES	\$ 210,540	\$ 30,920
SUBTOTAL: B	\$ 210,540	\$ 30,920
C. CONSTRUCTION:		
1. MAJOR STRUCTURES		
a. RETAINING WALLS	\$ 0	\$ 0
b. BRIDGES	\$ 0	\$ 1,800,000
c. DETOUR BRIDGES	\$ 0	\$ 0
d. BOX CULVERTS	\$ 31,700	\$ 65,290
SUBTOTAL: C-1	\$ 31,700	\$ 1,865,290
2. GRADING AND DRAINAGE:		
a. EARTHWORK	\$ 55,700	\$ 267,000
b. DRAINAGE:		
1) CROSS DRAIN PIPE (no box culverts)	\$ 56,160	\$ 14,040
2) CURB & GUTTER	\$ 0	\$ 0
3) LONGITUDINAL SYS. (+ catch basins)	\$ 0	\$ 0
SUBTOTAL: C-2	\$ 111,860	\$ 281,040
3. BASE AND PAVING:	STP-180-1(6)	IM-180-1(6)
a. AGGREGATE BASE	\$ 335,550	\$ 54,450
b. ASPHALT PAVING: SURFACE	\$ 130,350	\$ 64,650
BINDER	\$ 141,150	\$ 31,350
BASE	\$ 279,900	\$ 62,100
SUBTOTAL: C-3.b	\$ 551,400	\$ 158,100
c. LEVELING	\$ 94,200	\$ 31,400
d. OTHER (TACK)	\$ 3,750	\$ 1,370
SUBTOTAL: C-3	\$ 984,900	\$ 245,320

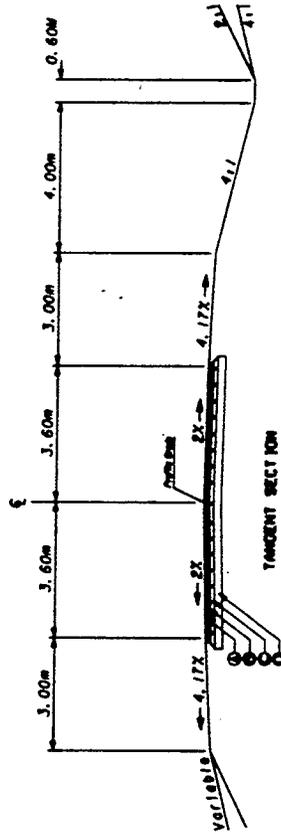
4. LUMP ITEMS:		
a. TRAFFIC CONTROL	\$ 30,800	\$ 8,500
b. CLEARING AND GRUBBING	\$ 66,300	\$ 22,100
c. LANDSCAPING	\$ 27,500	\$ 14,600
d. EROSION CONTROL	\$ 41,400	\$ 22,200
e. DETOURS	\$ 0	\$ 0
SUBTOTAL: C-4	\$ 166,000	\$ 67,400
5. MISCELLANEOUS:		
a. LIGHTING	\$ 0	\$ 0
b. SIGNAGE	\$ 122,400	\$ 99,600
c. GUARDRAIL	\$ 0	\$ 56,800
d. SIDEWALK - MEDIAN BARRIER	\$ 0	\$ 0
SUBTOTAL: C-5	\$ 122,400	\$ 156,400
6. SPECIAL FEATURES	SUBTOTAL: C-6	\$ 0

ESTIMATE SUMMARY		
	STP-180-1(6)	IM-180-1(6)
A. RIGHT-OF-WAY	\$ 1,576,420	\$ 1,237,030
SUBTOTAL (STP + IM)	\$ 2,813,450	
B. REIMBURSABLE UTILITIES	\$ 210,540	\$ 30,920
SUBTOTAL (STP + IM)	\$ 241,460	
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 31,700	\$ 1,865,290
2. GRADING AND DRAINAGE	\$ 111,860	\$ 281,040
3. BASE AND PAVING	\$ 984,900	\$ 245,320
4. LUMP ITEMS	\$ 166,000	\$ 67,400
5. MISCELLANEOUS	\$ 122,400	\$ 156,400
SUBTOTAL CONSTRUCTION COST	\$ 1,416,860	\$ 2,615,450
E. & C. (10%)	\$ 141,686	\$ 261,545
INFLATION (5% / YR.) 3 YR.	\$ 212,529	\$ 392,317
TOTAL CONSTRUCTION COST	\$ 1,771,075	\$ 3,269,312
GRAND TOTAL PROJECT COST	\$ 8,095,297	

DATE	BY	PROJECT
04		SIP-100-116

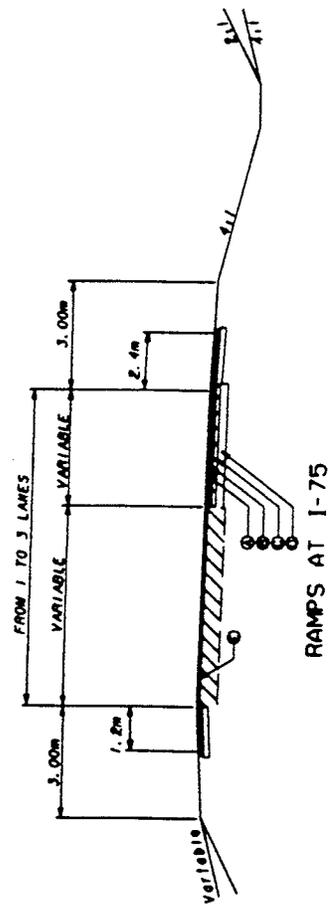


S.R. 151

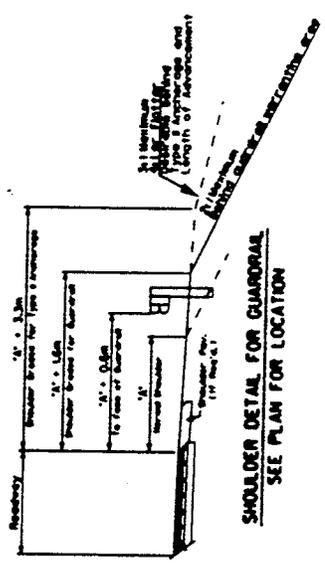


C.R. 259

- REQUIRED PAVEMENT
- (A) ASPHALTIC CONCRETE 'E', - 90 kg/m
 - (B) ASPHALTIC CONCRETE 'B', - 120 kg/m
 - (C) ASPHALTIC CONCRETE BASE, - 240 kg/m
 - (D) GRADED AGGREGATE BASE, - 205mm
 - (E) ASPHALTIC CONCRETE LEVELING, AS REQ'D



RAMP AT I-75



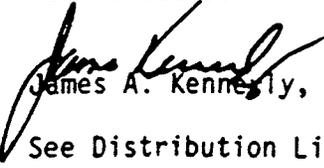
SHOULDER DETAIL FOR GUARDRAIL
SEE PLAN FOR LOCATION

- REQUIRED PAVEMENT**
- A ASPHALTIC CONCRETE 'E', - 90 kg/m
 - B ASPHALTIC CONCRETE 'B', - 120 kg/m
 - C ASPHALTIC CONCRETE BASE, - 240 kg/m
 - D GRADED AGGREGATE BASE, - 205mm
 - E ASPHALTIC CONCRETE LEVELING, AS REQ'D

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-IM-180-1(6) Catoosa County OFFICE Atlanta
PI No. 621530
DATE July 11, 1997

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

TO See Distribution List Below

SUBJECT Concept Meeting Minutes

On July 1, 1997 a concept meeting was held at the Office of Road and Airport Design's conference room for the above mentioned project. Persons in attendance included: Kim Fulbright, Road Design DOT; Willie Lewis, Road Design DOT; Pat Meyers, Dalton Area Construction; Jim Hullett, District Six Preconstruction; Millard Mackey, Ringgold Telephone Co.; W. Paul Simmons, District Six Utilities; Ken Estes, Traffic Operations; Charles Pionce, Catoosa County; Representative William Clark, Catoosa County; Lee Bridges, Catoosa County; Chris Edmondson, Road Design DOT; Tom McQueen, DOT Planning; Allen Maul, DOT Right of Way; Reba Scott, Programming; Andy Rikard, District Six DOT; Joe Fletcher, District Six DOT; Jim Kennerly, Road Design DOT; Lance Irwin, EPB of Chattanooga.

The existing roadway for the proposed project on SR 151 begins as a 2-lane 24 ft. wide road. From the beginning, the roadway moves north to just beyond CR 171 where a grass median begins. From there the roadway widens to a 4-lane section through to the interchange with I-75. Two bridges then cross over I-75. The proposed project ends just beyond the bridge where the road is still divided by a grass median.

A brief description of the project was given; followed by a discussion of the plans. The project begins from an existing 2 lane section 1000 meters south of Holcombe Rd. The road widens to a 4-lane section with a 6 meter wide raised concrete median. From there the project extends north to just before CR 171 where the median widens to a variable width. At the interchange with I-75 the two existing bridges are to be removed and replaced. CR 259 is to be relocated, along with CR 171. The ramps at the interchange will also be relocated to accommodate traffic movements. This project is being designed as a rural section with no curb and gutter. Speed design is 55 mph and 45 mph. All traffic signals will be retained. No alternates were considered.

The subject of extending the project was brought up during the discussion. It was suggested to extend the project to the south to Mt. Pisgah Road which is located approximately 1/2 mile south of the current terminus. A subdivision of 400 homes is being built in the area around Mt. Pisgah Road, along with the likelihood of future industrial development. It was mentioned

STP-IM-180-1(6) Catoosa
July 11, 1997
Page 2

Catoosa County: No comments

EPB OF CHATTANOOGA: No comments

JAK:KDF:hcc

cc: Representative William Clark
Frank Danchetz
Walker W. Scott
Toni Dunagan/Tom McQueen
David Studstill/Tom Queen
Bob Mustin
David Meshberger/Allen Maul
Dudley Ellis
Charles Law/Jim Hullett/Paul Simmons/Andy Rikard/Joe Fletcher
Herman Griffin/Reba Scott
Marion Waters/Ken Estes
Wouter Gulden
Steve Henry
Tom Turner
Paul Liles
Larry Dreihaup/Keith Sinclair
Devon Woodworth/Pat Myers
Lance Irwin
Bill Allen
Lee Bridges
Charles Pierce
Millard Mackey

that this was a MPO area and would need MPO approval. Representative Clark mentioned the idea of extending the project to the north by closing an existing median opening, and opening a new one that will allow for access to future commercial development. A request for a median opening in front of Tapestron Industries was brought up. It is yet undetermined where additional median openings may be located to meet local needs and design guidelines. A possible right-in right-out might be provided at the intersection of existing CR 259 and SR 151 to maintain access to the gas station and motel on CR 259. It was also suggested to tie-in an existing section of CR 259 that is located in front of the motel with CR relocation.

A breakdown of comments from various offices in attendance are as follows:

Utilities: A TVA line will be added past Holcombe Road. The City of Ringgold has said that they have no utilities in the area. District Six informed us that the City does have a 12" water line in the project limits. Catoosa County has a 20" water line in the project limits. The telephone company has a manhole in the middle of Poplar Springs Road that they would like to maintain under pavement. This would depend on the feasibility of a tunnel access. The remaining poles and cable lines are located on private right of way. Catoosa County has not signed LGPA. All possible future conflicts with utilities will be worked out in the plan development stage. Utilities has supplied a preliminary cost estimate.

Traffic Operations: All roads that are to be relocated should tie-in at 90 degrees. All median openings should be sufficient width for turning movements. A construction detail of median openings at intersections will be provided.

Programming: Reba Scott requested a bridge cost update (1.8 million). The project let date was changed to FY 2000 and right of way to FY 1999.

Road Design: Ramp grades should be checked to see if they are greater than 4%. The FEDS prefer 4%. Limits of access must be verified with the FHWA for areas adjacent to the I-75 interchange. Since the project is proposed for a 20 ft. raised median, and because of the development along SR 151 it was suggested to consider reducing the speed limit to 45 mph thru the length of the project.

Right of Way: A preliminary cost estimate has been provided. No other comments.

Environment and Location: Road Design will provide 5 copies of the concept layout for environmental investigations.

Planning: A need and purpose statement has been provided. No other comments.

District Six: No comments

Department of Transportation

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

WAYNE SHACKELFORD
COMMISSIONER
(404)656-5206

FRANK L. DANCHETZ
CHIEF ENGINEER
(404)656-5277

STEVEN L. PARKS
DEPUTY COMMISSIONER
(404)656-5212

BILLY F. SHARP
TREASURER
(404)656-5224

July 2, 1997

LOCAL GOVERNMENT PROJECT AGREEMENT

In consideration of the proposed improvements, the County of CATOOSA agrees to provide or perform the following at no cost to the Georgia D.O.T. for project STP-IM-180-1(6), PI # 621530, CATOOSA County:

RECST/REHAB/WIDENING
SR 151 FM RELOC HACKETT RD/CR 179 N TO I-75 @RINGGOLD-62Y530

- Provide all rights-of-way and/or easements needed for the construction of the project and remove existing structures or obstructions within the rights-of-way.
- Make all utility relocations, adjustments or betterments of publicly owned utilities that are in conflict with construction of this project. Reimburse Georgia D.O.T. for any damages paid to the contractor for delay of construction caused by a delay in relocating the publicly owned utilities.
- Relocate or adjust all privately owned utilities to clear construction of this project, including adjustments at railroad crossings if required.
- Furnish detours, local borrow & waste pits as needed.

We support this project but choose not to commit any funding, realizing this may delay the project until additional funding can be found.

This 8th day of July, 19 97

APPROVED Jim Callaway
City/County Official



for the
LONG RANGE PROGRAM

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

Action Requested: CHANGE IN DESCRIPTION AND COST ESTIMATE

PROJECT DATA

County	Project No. P.I. No.	Type Work
CATOOSA	STP-IM-180-1(6) 621530	RECST. OR REHAB. WIDENING
Description: SR 151 FM RELOC. HACKETT RD/CR 179 N TO I-75 @ RINGGOLD		
Project Length = 1.30 Miles		

FUNDING INFORMATION

Estimated Cost (\$1,000's)	DOT Share	Other Share	Fiscal Year	Cong. District	Field District
PE \$44			AUTHORIZED 3/05/92		
ROW \$0			NONE	9	6
CONST \$1,671	\$1,671	\$0	LR		

Fund 1 = 33E
Fund 2 = MLP

REASON FOR REVISION:

Recommended by the S. H. I. P. Committee
This project is expanded to include widening at I-75 and safety improvements on the ramps (see 62Y530).

RECOMMENDED

John W. Driscoll

DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED

Wayne Shackelford

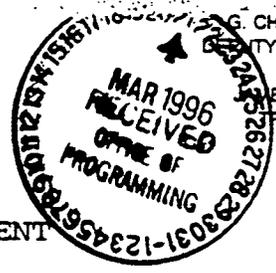
COMMISSIONER



GENERAL FILES

COMMISSIONER
FRANK DANCHETZ
CHIEF ENGINEER

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002
March 11, 1996



G. CHARLES LEWIS
CITY COMMISSIONER
JES R. MARTIN
TREASURER

LOCAL GOVERNMENT PROJECT AGREEMENT

In consideration of the proposed improvements, the City of RINGGOLD agrees to provide or perform the following at no cost to the Georgia D.O.T. for project STP-IM-180-1(6), PI # 621530, CATOOSA County:

RECST/REHAB / WIDENING
SR 151 FM RELOC. HACKETT RD/CR 179 N TO I-75 @ RINGGOLD

- Provide all rights-of-way and/or easements needed for the construction of the project and remove existing structures or obstructions within the rights-of-way.
- Make all utility relocations, adjustments or betterments of publicly owned utilities that are in conflict with construction of this project. Reimburse Georgia D.O.T. for any damages paid to the contractor for delay of construction caused by a delay in relocating the publicly owned utilities.
- Relocate or adjust all privately owned utilities to clear construction of this project, including adjustments at railroad crossings if required.
- Furnish detours, local borrow & waste pits as needed.

We support this project but choose not to commit any funding, realizing this may delay the project until additional funding can be found.

NOTE: A similar agreement has been sent to County of Catoosa.

This 18th day of March, 19 96

APPROVED Joe Berger
City/County Official

* THERE ARE NO CITY OWNED UTILITIES IN THIS AREA.



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

PROJECT CONCEPT REPORT
CATOOSA COUNTY
STP-IM-180-1(6)

FEDERAL ROUTE NO: F-180-1
US ROUTE NO: NONE
STATE ROUTE NO: 151
GADOT P.I. NO: 621530

Date of Report:
FEB. 9, 1998

RECOMMENDATION FOR APPROVAL	
<u>5-22-98</u> DATE	<u>James A. Kennedy</u> State Road & Airport Design Engineer
DATE	State Environmental Engineer
DATE	State Traffic Operations Engineer
DATE	District Engineer
DATE	State Bridge Engineer
<u>6/12/98</u> DATE	<u>Bob Mustin JMW</u> Project Review Engineer
DATE	State Transportation Planning Administrator

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

PROJECT CONCEPT REPORT
CATOOSA COUNTY
STP-IM-180-1(6)

FEDERAL ROUTE NO:F-180-1
US ROUTE NO: NONE
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GADOT P.I. NO: 621530

Date of Report:
FEB. 9, 1998

RECOMMENDATION FOR APPROVAL	
<u>5-22-98</u> DATE	<u>James A. Kennedy</u> State Road & Airport Design Engineer
DATE	State Environmental Engineer
DATE	State Traffic Operations Engineer
<u>6/3/98</u> DATE	<u>Charles Jew</u> District Engineer
DATE	State Bridge Engineer
DATE	Project Review Engineer
DATE	State Transportation Planning Administrator

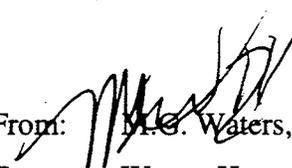
Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED
JUN 6 4 1998
PRECONSTRUCTION

File: STP-IM-180-1 (6), Catoosa Co.
P.I. No. 621530

Office: Traffic Operations
Atlanta, Georgia
Date: June 1, 1998

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

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the proposed widening of SR 151 from just south of CR 170 through the I-75 interchange. The existing two lane roadway will be widened to a four lane section with a 6 m raised median. While we believe this concept will improve safety and operational capacity along this section of roadway, we recommend increasing the median width to 8.4 m (28 ft.) at median openings. This will allow the left turn lanes to be offset or aligned directly across from each other and increase sight distance for permissive left turn movements. Where no possibility of median openings exist the median could remain the proposed width. We also request that conduit with innerduct be installed in the shoulder as part of this project. This conduit would be used for the future interconnection of the Advanced Traffic Management System components in this area. Our Traffic Operations Design Office can provide design details and cost estimates for inclusion in the project. With these recommendations we would find this report satisfactory for approval.

MGW: CKE

Attachment (signature page)

c: David Studstill
James Kennerly
Bob Mustin, w/ attachment
Toni Dunagan
Karl Alff
Sam Zeigler
General Files

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

PROJECT CONCEPT REPORT
CATOOSA COUNTY
STP-IM-180-1(6)

FEDERAL ROUTE NO: F-180-1
US ROUTE NO: NONE
STATE ROUTE NO: 151
GADOT P.I. NO: 621530

Date of Report:
FEB. 9, 1998

RECOMMENDATION FOR APPROVAL	
DATE <u>5-22-98</u>	<u>James A. Kennedy</u> State Road & Airport Design Engineer
DATE	State Environmental Engineer
DATE <u>6/2/98</u>	<u>Maria H. Waters</u> State Traffic Operations Engineer
DATE	District Engineer
DATE	State Bridge Engineer
DATE	Project Review Engineer
DATE	State Transportation Planning Administrator

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

PROJECT CONCEPT REPORT
CATOOSA COUNTY
STP-IM-180-1(6)

FEDERAL ROUTE NO:F-180-1
US ROUTE NO: NONE
STATE ROUTE NO: 151
GADOT P.I. NO: 621530

Date of Report:
FEB. 9, 1998

RECOMMENDATION FOR APPROVAL

5-22-98
DATE

James A. Kennedy
State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

State Traffic Operations Engineer

DATE

District Engineer

7/6/98
DATE

Paul V. Tills Jr.
State Bridge Engineer

DATE

Project Review Engineer

VF
DATE

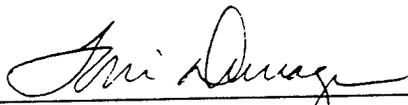
State Transportation Planning Administrator

PROJECT NUMBER/COUNTY: STP-1M 180-1(6) CATOOSA

P. I. NUMBER: 621530

This project concept is contained in the Transportation Improvement Program (TIP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the TIP and/or the STIP.

PE is in TIP/STIP ROW/CONST in LR



STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE: 7/21/98