

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  
SR 171 Improvements **DATE** August 16, 2004  
**FROM** *Cyber* Margaret B. Pirkle, P.E., Assistant Director of Preconstruction  
**TO** *to* SEE DISTRIBUTION

**SUBJECT** REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

**DISTRIBUTION:**

David Mulling  
Harvey Keepler  
Jerry Hobbs  
Jamie Simpson  
Michael Henry  
Phillip Allen  
Joe Palladi (file copy)  
Brent Story  
Kent Sager  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-IM-180-1 (6) Catoosa County OFFICE: Atlanta, Georgia  
**SR 151 IMPROVEMENTS**  
P.I. No. 621530 DATE: July 26, 2004

FROM: Brent A. Story, <sup>BK</sup> State Consultant Design Engineer

TO: Meg Pirkle, Assist. Director of Preconstruction

SUBJECT: Revised Project Concept Report

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

Upon review of the original plan development, it was necessary to modify the northern terminus of the S.R.151 roadway project based on traffic safety concerns outlined in the attached report. These modifications have resulted in additional design modifications to the roadway and originally planned structures.

The revised concept as presented herein and submitted for approval is consistent with that which is included in the Chattanooga Urban Area Transportation Study and/or the State Transportation Improvement Program (STIP).

DATE 8-4/04

  
\_\_\_\_\_  
State Transportation Planning Administrator

Distribution:

David Mulling - State Project Review Engineer  
Harvey Keeper - State Environmental/Location Engineer  
Carla Holmes - State Traffic Operations Engineer  
Joe Palladi - State Transportation Planning Administrator  
Jamie Simpson - State Financial Management Administrator  
Kent L. Sager - District 6 Engineer  
Paul Liles - State Bridge Design Engineer

## REVISED PROJECT CONCEPT REPORT

Need and Purpose: This route will provide local and through traffic with a facility that will adequately serve current and future travel demands and will also provide the public with a safer driving environment. The S.R. 151 Improvements are part of the Chattanooga Urban Area Transportation Study (C.U.A.T.S.) and involve the multi-lanes of this primary north-south corridor in North Georgia, serving as a catalyst for the development of this region. The improvements will aid in the continued development of the private industrial park and commercial properties that border the project. Traffic carrying capacity will be increased and both safety and operational characteristics along this segment will be improved.

Project Location: Current project STP-IM-180-1(6), Catoosa County has an approximate total length of 1.75 miles. The project begins south of CR 170 (Holcomb Road/Rollins Industrial Boulevard) and extends through the I-75 Interchange to C.R.382 (Boynton Road/Lafayette Street). Currently, S.R. 151 consists of 2-12 ft lanes with 5 ft rural shoulders from the beginning of the project up to the I-75 Interchange. The remainder of the project consists of 4-12 ft lanes with a variable width grassed median which continues through the interchange I-75 and ends at C.R. 382 (Boynton Road/Lafayette Road). The existing major structures consist of parallel bridges over I-75.

Description of the approved project: The approved concept for STP-IM-180-1 (6) – S.R. 151 in Catoosa County is proposed to construct a new 4-lane roadway on existing location from south of C.R. 170 (Holcomb Road/Rollins Industrial Boulevard) through the I-75 Interchange to C.R. 382 (Boynton Road/Lafayette Street). The proposed typical section would consist of 4-12 ft. lanes with a 20 ft raised concrete median on right-of-way that varies from 100 ft. to 200 ft.

PDP Classification: Major  
Full Oversight (X), Exempt ( ), SF ( ), Other ( )

Functional Classification: Rural and Urban Minor Arterial

US Route Number(s): U.S.41 & U.S.76

State Route Number(s): S.R.151, S.R.401 & S.R.2

Traffic (ADT) as shown in the approved concept:

Current Year (1997): 11,450

Design Year (2028): 18,475

Proposed Features to be revised: For traffic safety issues and to provide improved regional mobility, the approved concept has been amended as follows:

1. With regard to the proposed typical section, the proposed project typical section has changed due to the extension of the project. The project will be extended from its current terminus at C.R. 382 (Boynton Road/Lafayette Street) eastward to U.S.41/S.R.2/U.S.76 (Dixie Hwy.) and will be built for future accommodations of a 20 ft raised concrete median but striped to accommodate 4-12' lanes and a 14' flush median with curb & gutter and sidewalks on both sides.
2. With regard to the project termini, the proposed project termini have changed based on safety concerns. The northern terminus of the approved project would be extended from C.R. 382 (Boynton Road/Lafayette Street) to U.S. 41/ S.R. 2/U.S. 76 (Dixie Hwy.). Analysis of the design year projected transportation conditions, the existing 4 lane undivided roadway section and traffic safety issues has shown the need of extending the project north to intersect U.S.41/S.R.2/U.S.76 (Dixie Hwy.). This modification will add approximately 0.28 miles to the project length and an additional bridge over South Chickamauga Creek. The new project length will be approximately 2.03 miles.
3. With regard to changes in right-of-way limits, the extension of the project will be on existing location and will require additional right-of-way to be purchased.
4. No changes are planned for the project alignment.
5. No changes are planned for access control.
6. No changes are planned for controlling criteria.

Revised Features to be approved:

Upon closer examination of the existing roadway section (4 lanes undivided) at the northern terminus of the approved project concept, it was determined, that there is a need of extending the project north to intersect U.S.41/S.R.2/U.S.76 (Dixie Hwy.) for safety and operational issues.

This project begins approximately 3200 feet south of CR 170/Holcomb Road/Rollins Industrial Boulevard (mile post 8.86) and extends northerly through the I-75 interchange to U.S.41/S.R.2/U.S.76 /Dixie Hwy. (mile post 10.89) for a distance of 2.03 miles. Due to the extension of the northern terminus to U.S.41/S.R.2/U.S.76 (Dixie Hwy.), the existing 234 ft. long by 86 ft. wide bridge over South Chickamauga Creek will be widened.

Updated traffic data (ADT):

Base Year (2008): 15,150

Design Year (2028): 22,500

Programmed Schedule:

P.E.: FY 03

R/W: FY 05

Construction: FY 08

Revised Cost Estimate:

Construction (Inc inflation & E & C)	\$12,678,169
Right-of-Way	\$13,673,209
Utilities	\$225,310
Grand Total Project Cost	\$26,576,688

This project is not located in a Non-Attainment area.

Recommendation: It is recommended that these changes be approved and that the project estimate be adjusted to reflect these changes.

Attachments:

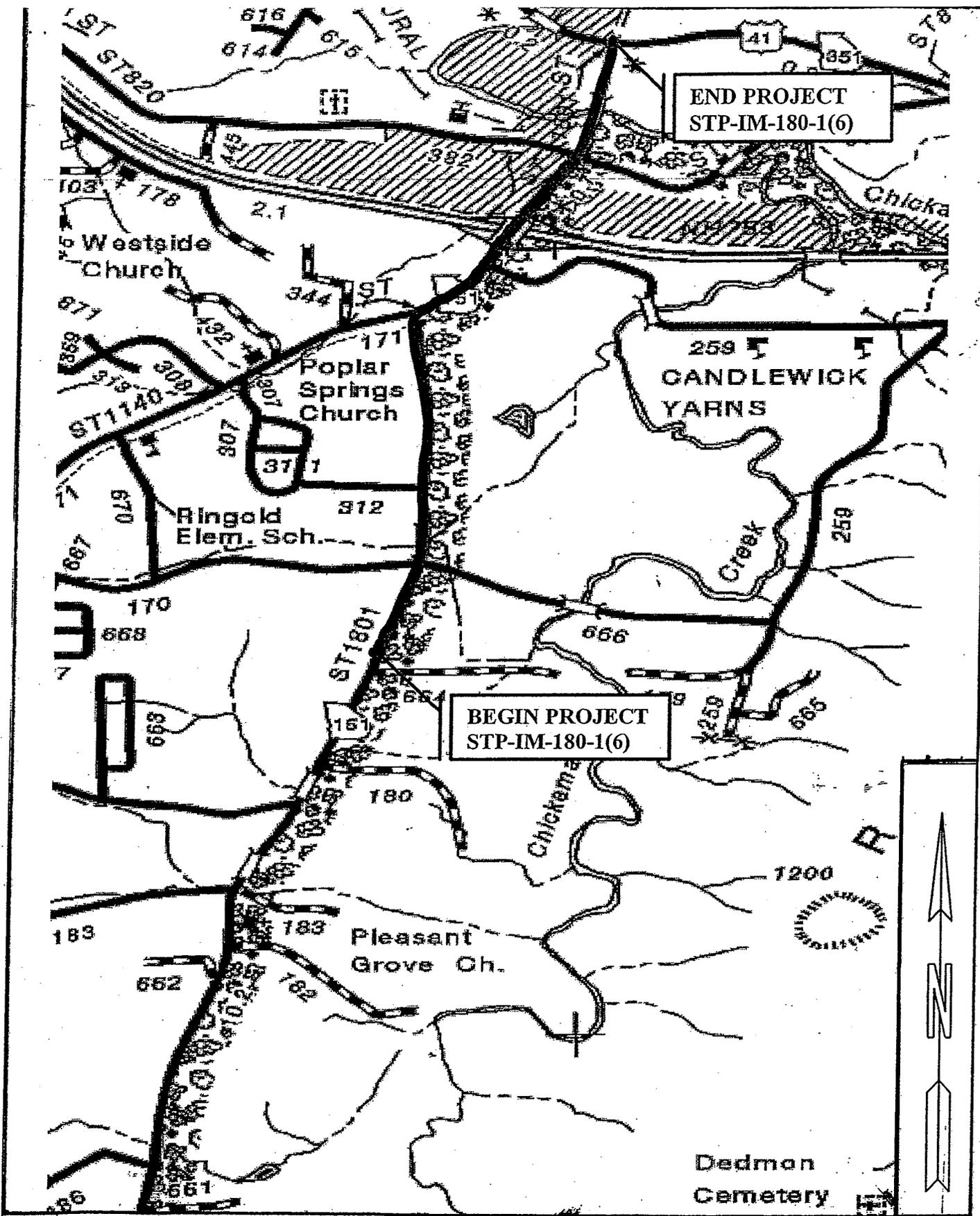
1. Sketch Map
2. Cost Estimates
3. Typical Sections

Concur:

  
\_\_\_\_\_  
Director of Preconstruction

Approve:

  
\_\_\_\_\_  
Chief Engineer



LOCATION SKETCH  
 PROJECT NO. STP-IM-180-1(6)  
 P.I. NO. 621530  
 CATOOSA COUNTY

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: STP-IM-180-1 (6) COUNTY: CATOOSA  
 DATE: July 20, 2004 ESTIMATED LETTING DATE: July 2006  
 PREPARED BY: Clark Patterson Associates PROJECT LENGTH: 2.03 miles

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

PROJECT COST	
<b>A. RIGHT-TO-WAY:</b>	
1. PROPERTY (LAND & EASEMENT)	\$ 2,809,136
2. DISPLACEMENTS; RES: 1, BUS: 0, M.H.: 0	\$ 1,129,000
3. OTHER COST (ADM./COST, INFLATION)	\$ 9,735,073
SUBTOTAL:	\$ 13,673,209
<b>B. REIMBURSABLE UTILITIES: (ONLY IF NOT LGPA)</b>	
1. RAILROAD	\$ N/A
2. TRANSMISSION LINES	\$ 0
3. SERVICES	\$ 225,310
SUBTOTAL:	\$ 225,310
<b>C. CONSTRUCTION:</b>	
1. MAJOR STRUCTURES	\$ 0
a. RETAINING WALLS	\$ 0
b. BRIDGES	\$ 2,340,585
c. DETOUR BRIDGES	\$ 0
d. BOX CULVERTS	\$ 126,087
SUBTOTAL:C-1	\$ 2,466,672
<b>2. GRADING AND DRAINAGE:</b>	
a. EARTHWORK	
1) Unclassificated Excavation – 105,336 cu. yds (\$2.12/cu. yd.)	\$ 223,313
2) Borrow – 140,448 cu. yds (\$5.68/cu. yd.)	\$ 797,775

PROJECT COST		
<b>b. DRAINAGE:</b>		
1) Cross Drain Pipe (exclude box culvert)	\$	91,260
2) Curb and Gutter and Sidewalk	\$	1,365,584
3) Longitudinal System	\$	0
SUBTOTAL:C-2	\$	2,477,932
<b>3. BASE AND PAVING:</b>		
<b>a. AGGREGATE BASE</b>		
1) Graded Aggregate Base (66,301 Ton)	\$ 13.80	\$ 914,954
<b>b. ASPHALT PAVING:</b>		
1) Recycle Asph. Concrete 12.5mm Superpave (3,438 Ton)	\$ 38.71	\$ 133,085
2) Recycle Asph. Concrete 19mm Superpave (4,586 Ton)	\$ 38.08	\$ 174,635
3) Recycle Asph. Concrete 25mm Superpave (21,946 Ton)	\$ 35.72	\$ 783,911
4) Bituminous Tack Coat (6,984 Gallon)	\$ 1.20	\$ 8,381
<b>c. CONCRETE RAMPS:</b>		
1) Plain PC Conc. Pavement CL 3 Conc. 12 IN THK (49,992 sq. yd.)	\$48.00/sq. yd.	\$ 2,399,616
<b>d. LEVELING</b>		\$ 125,600
SUBTOTAL:C-3		\$ 4,540,182
<b>4. LUMP ITEMS:</b>		
<b>a. TRAFFIC CONTROL</b>		\$ 51,090
<b>b. CLEARING AND GRUBBING</b>		\$ 114,920
<b>c. LANDSCAPING</b>		\$ 54,730
<b>d. EROSION CONTROL</b>		\$ 82,680
SUBTOTAL:C-4		\$ 606,840
<b>5. MISCELLANEOUS:</b>		
<b>a. SIGNING – STRIPING – SIGNAL</b>		\$ 288,600
<b>b. GUARDRAIL</b>		\$ 73,840
SUBTOTAL:C-5		\$ 362,440

**ESTIMATE SUMMARY**

<b>ESTIMATE SUMMARY</b>		
<b>A. RIGHT-OF-WAY</b>	<b>\$</b>	<b>13,673,209</b>
<b>B. REIMBURSABLE UTILITIES</b>	<b>\$</b>	<b>225,310</b>
<b>C. CONSTRUCTION</b>		
<b>1. MAJOR STRUCTURES</b>	<b>\$</b>	<b>2,466,672</b>
<b>2. GRADING AND DRAINAGE</b>	<b>\$</b>	<b>2,477,932</b>
<b>3. BASE AND PAVING</b>	<b>\$</b>	<b>4,540,182</b>
<b>4. LUMP ITEMS</b>	<b>\$</b>	<b>606,840</b>
<b>5. MISCELLANEOUS</b>	<b>\$</b>	<b>362,440</b>
<b>SUBTOTAL CONSTRUCTION COST</b>	<b>\$</b>	<b>10,454,066</b>
<b>E. &amp; C. (10%)</b>	<b>\$</b>	<b>1,045,407</b>
<b>INFLATION (5% PER YEAR)</b>	<b>\$</b>	<b>1,178,696</b>
<b>TOTAL CONSTRUCTION COST</b>	<b>\$</b>	<b>12,678,169</b>
<b>GRAND TOTAL PROJECT COST</b>	<b>\$</b>	<b>26,576,688</b>

# Department of Transportation State of Georgia

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Interdepartmental Correspondence

**FILE** R/W Cost Estimate **OFFICE** Atlanta  
*TM/GAM* **DATE** April 13, 2004  
**FROM** Terry McCollister, Right of Way Administrator  
**TO** To: Brent Story, P.E. State Consultant Design Engineer  
**Attention : Robert Reid**

**SUBJECT** **Preliminary Right of Way Cost Estimate**  
**Project: STP-IM-180-1(6)Catoosa P.I. No.: 621530**  
**Description: SR 151 @ I-75 Widening Improvements**

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

Please note the area of Required R/W was furnished with your request.  
**Please include total Required R/W areas for the entire corridor in all future requests.**

If you have any questions, please contact Jerry Milligan at the West Annex Right of Way Office at (404) 463-2575.

TM:RCF:GAM:jm

Attachments

c: David Mulling, Engineering Services  
Phil Copeland, R/W  
Windy Bickers, Financial Management  
File

# Preliminary Right of Way Cost Estimate

Date:	March 29, 2004	P.I. Number:	621530
Project:	STP-IM-180-1(6) Catoosa Co.	No. Parcels:	52
Existing/Required R/W:	Varies/Varies		
Project Termini:	SR.151 west of Hazel Dr. to US. 41		
Project Description:	SR. 151@ I-75 Widening Improvements		

**Land:**

Commercial	284,447 sf @	8.00/sf =	\$	2,275,576	
Industrial	17.27 ac @	28,000/ac	\$	483,560	
Residential	1 ac @	50,000/ac	\$	50,000	
Agricultural	n/a				
			\$		2,809,136

**Improvements:**

1 businesses, 2 houses, curbing, paving, signs, fencing and site improvements	\$	523,000
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**Relocation:**

1 Commercial @ \$ 25,000 / parcel	=	\$	25,000	
2 Residential @ \$ 20,000 / parcel	=	\$	40,000	
		\$		65,000

**Damages:**

Proximity - 0 Parcels	\$	0
Consequential - 2 Parcels	\$	50,000
Cost To Cure - 11 Parcels	\$	491,000
	\$	541,000

\$ 3,938,136

Net Cost		\$	3,938,136
Scheduling Contingency 55 %		\$	2,165,975
Adm/Court Cost 60 %		\$	3,662,467
Inflation Factor 40 %		\$	3,906,631
		\$	13,673,209

**Total Cost \$ 13,673,209**

Prepared By : Ronnie F. Branton  
Ronnie F. Branton

Approved : *[Signature]*  
GDOT R/W

# Catoosa County Land Sales

<u>Highest &amp; Best Use</u>	<u>Size (acres)</u>	<u>Value/ac</u>	<u>Sales price</u>
Small Tract Residential	.25	\$ 70,000	\$ 17,500
	1.51	\$ 19,205	\$ 29,000
	.53	\$ 32,075	\$ 17,000
Commercial	1.06	\$ 9.75/sf	\$ 450,000
	1.15	\$ 7.49/sf	\$ 375,000
	1.04	\$ 5.85/sf	\$ 265,000
Industrial	5.11	\$ 29,452	\$ 150,500
	9.52	\$ 14,705	\$ 140,000
	49.80	\$ 20,080	\$ 1,000,000

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

**FILE** STP-IM-180-1 (6), Catoosa OFFICE Cartersville  
SR 151 Fr. Rollins Ind. Pk. /  
Holcomb Rd. To US 41 @ Ringgold DATE July 20, 2004  
P.I. 621530

**FROM** Kent Sager, P.E., District Engineer

**TO** Brent Story, State Consultant Design Engineer  
Attn: Robert Reid

**SUBJECT** REVISED PRELIMINARY UTILITY COST ESTIMATE

As requested, we are furnishing you with a Revised Preliminary Utility Cost Estimate for each utility with facilities located within the project limits on the above file project.

	REIMBURSABLE	NON-REIMBURSABLE	LGPA COST
Charter Communications		\$ 33,800.00	
Catoosa Utility Dist.			\$ 663,550.00
Ringgold Tele.	\$ 56,600.00	\$ 125,600.00	
North GA EMC	\$ 144,100.00	\$ 21,900.00	
City of Ringgold			\$ 288,900.00
Atlanta Gas Light	\$ 24,610.00	\$ 404,440.00	
<b>Total Reimbursable Cost:</b>	<b>\$ 225,310.00</b>	<b>\$ 585,740.00</b>	<b>\$ 952,450.00</b>

**TOTAL PRELIMINARY UTILITY COST ESTIMATE: \$ 1,763,500.00**

**BY: Kerry Bonner**  
District Utilities Engineer

KDB/ret

Attachments

C: Jeff Baker, State Utilities Engineer  
Herman Griffin, Office of Programming  
Devon Brooks, Area Engineer  
File  
Book

# TYPICAL SECTIONS

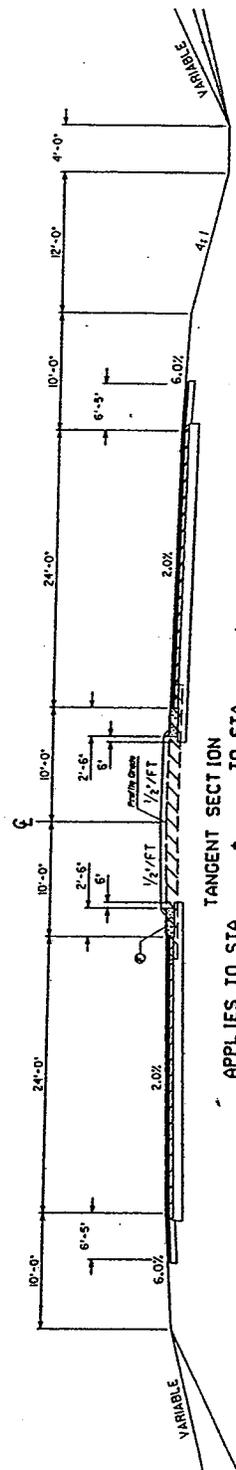
TS-1

4 LANE WITH 20 FT CONC. RAISED MEDIAN, OVERLAY EXIST PAVEMENT

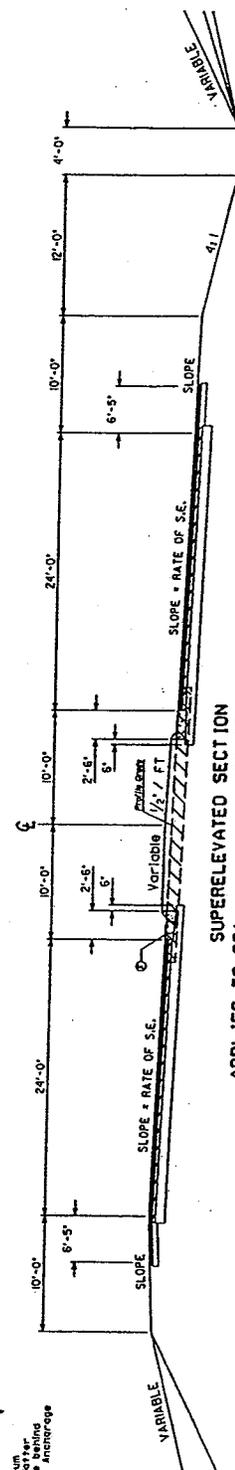
SLOPE CONTROLS	
SLOPE	CUT FILL
4:1	0-10'
2:1	OVER 10' OVER 10'

NOTE: An additional 5'-6" to the shoulder will be required on all 2:1 fill slopes to facilitate the installation of guard-rail.

STATE	PROJECT NUMBER	DATE	SCALE
GA.	STP-18-180-1 (D)		

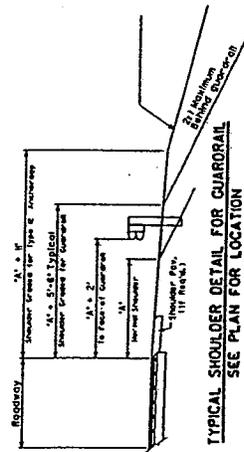


TANGENT SECTION  
APPLIES TO STA.



SUPERELEVATED SECTION  
APPLIES TO STA.

3d Maximum  
4d Or Greater  
5d Or Greater  
Type G Archetype



TYPICAL SHOULDER DETAIL FOR GUARDRAIL  
SEE PLAN FOR LOCATION

**GIRA**  
GEOGRAPHIC INFORMATION SYSTEMS  
4200 Peachtree Road  
Atlanta, Georgia 30328  
(770) 451-8000 FAX (770) 451-8005

GEORGIA  
DEPARTMENT OF TRANSPORTATION  
TYPICAL SECTIONS  
PROJECT STP-18-180-1(16)  
COUNTY CATOOSA

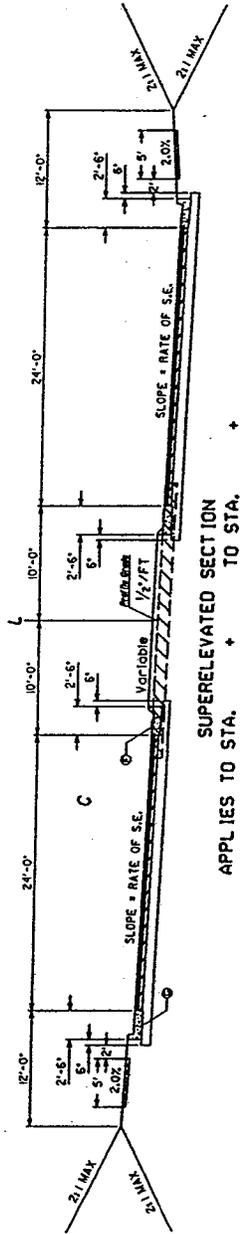
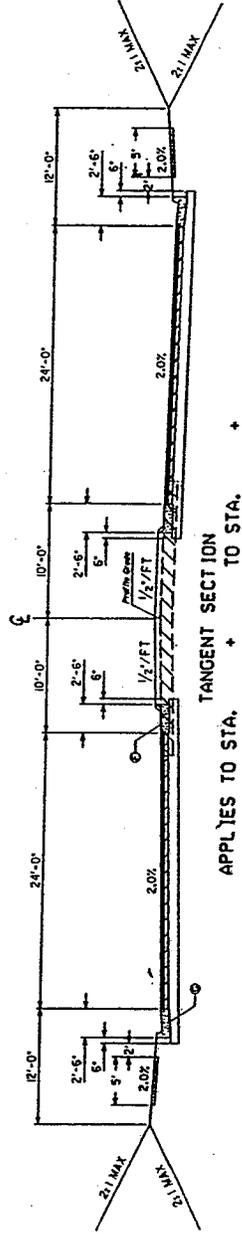
DATE	REVISION	DATE	REVISION

# TYPICAL SECTIONS

TS-2

4 LANE WITH 20 FT CONC. RAISED MEDIAN, OVERLAY EXIST PAVEMENT

STATE	PROJECT NUMBER	PROJECT TITLE
GA	STP-M-180-1 (0)	



SLOPE	CONTROLS
4:1	CUT
2:1	FILL
	OVER 6' OVER 6'

**GIDA**  
 GEORGIA INFRASTRUCTURE DESIGN ASSOCIATES  
 4000 Buford Road  
 Suite 200  
 Cumming, GA 30041  
 770-881-8800 FAX 770-881-8803

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
**TYPICAL SECTIONS**  
 PROJECT STP-M-180-1(6)  
 COUNTY CATOOSA

DATE	REVISION	DATE	REVISION









