

HERSHEL DICK
Vice Mayor
ANNETTE ALLEN
Councilmember
BILL LUSK
Councilmember
SUSAN ROBERTSON
Councilmember

Town of Signal Mountain

1111 RIDGEWAY AVENUE
SIGNAL MOUNTAIN, TENNESSEE 37377
423-886-2177



PAUL M. HENDRICKS
Mayor
PHILIP A. NOBLETT
Town Attorney
DIANA CAMPBELL
Town Manager

February 21, 2007

Mr. Mike Tugwell
Director of Traffic Engineering
Tennessee Department of Transportation
Suite 400
James K. Polk Building
505 Deaderick Street
Nashville, TN 37243
Mike.Tugwell@state.tn.us

Re: Commercial Vehicle Restriction U.S. Hwy 127, SR 8-Signal Mountain & Walden

Dear Mr. Tugwell,

I was referred to you by Ken Anderson subsequent to our recent meeting with Mr. Ralph Comer concerning the state of repair of the above-referenced highway. As you will see from the supporting information attached, this section of SR 8 on Signal Mountain is deteriorating due to significant drainage and erosion issues and deficiencies in the original construction of the roadbed. These problems result in fairly frequent slides and settling of the roadbed accompanied by a disruption of traffic during repairs. This occurs in spite of the on-going efforts of TDOT Region II to closely monitor the highway and to conduct the short-term repairs necessary to ensure our safety. If we lose this section of road due to a collapse as we await long-range solutions, our town will be crippled.

We are concerned that heavy commercial vehicle traffic (80,000 pound GVW) serves to exacerbate the problems referenced above. Further, TDOT records should reflect the frequent guardrail repairs made necessary by combination vehicles striking the guardrail in a number of tight radius turns. This occurs almost on a monthly basis. As a thirty year veteran of the transportation industry, I can comfortably say that this road is inadequate and unsafe for today's commercial vehicles.

Accordingly, we ask TDOT to remove U.S. Highway 127/ SR 8 from the STAA approved network and to post commercial vehicle restrictions from SR 28 on the south end of Signal Mountain to SR 28 in the Dunlap area.

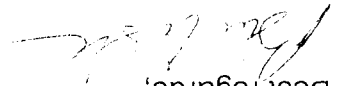
Also, we ask that this restriction be posted at exits on Corridor J (U.S. Hwy 27) and at the foot of Signal Mountain on the south and north ends of SR 8. Please note that U.S. Highway 127/SR 8 is presently not approved for commercial vehicle traffic from the Fairmount community on Signal Mountain to SR 28 in the Dunlap area. Unfortunately this restriction is not posted at the present time.

Please consider the following information in support of our request:

- Many similarly situated communities in Tennessee and elsewhere post commercial vehicle restrictions with an exemption for local pickups and deliveries. Please see the listing attached.
- Generally, restrictions of this nature are common practice when safer and more practical routes are available.
 - The safest and most practical route from Chattanooga to Dunlap is via U.S. Highway 27 (Corridor J) and SR 111. This route is approximately ten miles longer than traveling by SR 8/U.S. 127, however, the travel time is far less (by truck) and much safer over the four lane limited access route.
 - At a minimum, we request a reduced GVW and a reduction in the number of axles allowed from five to either three or four.
- The towns of Signal Mountain and Walden, by resolution, fully support this measure as do our residents.
 - Our MPO/PO also and by resolution, support our efforts.
 - Our concerns are shared by TDOT as is, I believe, our request for a commercial vehicle restriction.
 - This matter was discussed in a series of meetings with TDOT's Ralph Comer, Robert Brown and Ray Rucker.
 - This request is supported by our 27th District State Representative, The Honorable Richard Floyd and by our District 11 State Senator, The Honorable Bo Watson.

In an effort to expedite discussion of this matter, I am providing this initial summary by email with a hard copy to follow by regular mail. We would appreciate your consideration of our request and ask for your favorable determination in the near future. If you have questions, or if I may be of assistance, please feel free to contact me at your convenience.

Best regards,



Bill Lusk

Councilmember

Town of Signal Mountain

RESOLUTION NO. R 2007-2

A RESOLUTION URGING THE TENNESSEE DEPARTMENT OF TRANSPORTATION ("TDOT") TO RESTRICT ACCESS OF ALL COMMERCIAL VEHICLES ALONG U.S. HIGHWAY 127 AND STATE ROUTE 8 WITHIN THE CORPORATE LIMITS OF THE TOWN OF SIGNAL MOUNTAIN, TENNESSEE TO LOCAL PICKUPS AND DELIVERIES WITHIN THE TOWNS OF WALDEN AND SIGNAL MOUNTAIN ONLY.

WHEREAS, the Town of Signal Mountain, Tennessee has limited access along

U.S. Highway 127 and State Route 8 which was originally built in 1910; and

WHEREAS, the access road for the Town of Signal Mountain along U.S.

Highway 127 and State Route 8 within the Town of Signal Mountain has recently developed

structural cracks and defects due to the extensive daily use of that roadway; and

WHEREAS, the Transportation Planning Organization ("TPO") has

recommended immediate review of the condition of the roadway due to the recent appearance of

structural cracks and defects;

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of

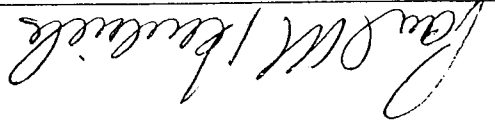
Signal Mountain, Tennessee that the Tennessee Department of Transportation ("TDOT") is

urged to restrict access of all commercial vehicles along U.S. Highway 127 and State Route 8

within the corporate limits of the Town of Signal Mountain, Tennessee to local pickups and

deliveries within the Towns of Signal Mountain and Walden only.

MAYOR



RECORDER



PAN/kac

DATE

January 22, 2007

DATE

January 22, 2007

011975

RESOLUTION NO. 2007-405

A RESOLUTION IN SUPPORT OF THE TOWN OF SIGNAL MOUNTAIN, TENNESSEE'S REQUEST TO THE TENNESSEE DEPARTMENT OF TRANSPORTATION TO RESTRICT THE USE BY COMMERCIAL VEHICLES ON PORTIONS OF U.S. HIGHWAY 127 AND STATE ROUTE 8

WHEREAS, on January 22, 2007, the Town Council for Signal Mountain, Tennessee

("Signal Mountain") adopted Resolution No. 2007-2 which requested that the Tennessee

Department of Transportation take action to restrict access of commercial vehicles along those

portions of U.S. Highway 127 and State Route 8 within Signal Mountain and the Town of

Walden, Tennessee ("Walden"); and

WHEREAS, the Signal Mountain Town Council's request was due to the fact that

portions of U.S. Highway 127 and State Route 8 located within Signal Mountain have recently

developed structural cracks and defects due to the extensive daily use; and

WHEREAS, the Board of Mayor and Aldermen for Walden acknowledge and understand

that the citizens of Walden rely heavily on the use of U.S. Highway 127 and State Route 8 for

ingress and egress to and from Walden and the Board of Mayor and Aldermen for Walden are

likewise concerned with the condition of the portion of U.S. Highway 127 and State Route 8

located within Signal Mountain; and

WHEREAS, the Board of Mayor and Aldermen desire to support the request by the

Signal Mountain Town Council to the Tennessee Department of Transportation to restrict the

access of commercial vehicles along those portions of U.S. Highway 127 and State Route 8

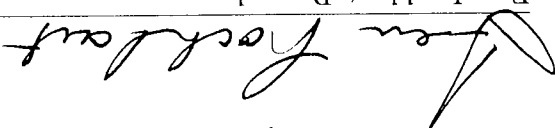
within Signal Mountain and Walden; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Mayor and Aldermen for

Walden, that the Board of Mayor and Aldermen for Walden hereby supports Resolution No.

Passed: 02/13/07
Yeas $\frac{3}{0}$
Nays $\frac{0}{0}$
Absent $\frac{0}{0}$

2007-2 adopted by the Signal Mountain Town Council requesting the Tennessee Department of Transportation to restrict access of commercial vehicles along portions of U.S. Highway 127 and State Route 8 within Signal Mountain and Walden to commercial vehicles that are making local deliveries and pick-ups.

J. Peter Hetzler, Mayor

Fern Lockhart, Recorder

PHIL BREIDEN
GOVERNOR

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUITE 700, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0349
(615) 741-2848

July 12, 2007

GERALD E. NICELY
COMMISSIONER



The Honorable Paul M. Hendricks
Mayor, Town of Signal Mountain
1111 Ridgeway Avenue
Signal Mountain, TN 37377

Dear Mayor Hendricks:

As indicated in my letter to you dated May 14, 2007, the Project Planning Division of the Department of Transportation has prepared a planning estimate to provide a three (3) lane section on State Route 8 (U.S. 127-Signal Mountain Blvd.) from near the "Space House" to near Shoals Creek Road. A copy of this report is attached.

As you can see from this report, this will be a very costly project. It is our opinion that the existing route will require closing for most of the construction period of approximately two (2) years. The project area is within the Chattanooga MPO area and will need to be approved and entered into the Transportation Improvement Plan (TIP) by that organization.

Please feel free to call on me at 615-741-0791, if I can be of further assistance.

Sincerely,

Paul D. Degges, P.E.

Chief Engineer

PDD/CTG/jc

Attachment

MEMORANDUM

TO: Mr. Paul Degges

Chief Engineer

FROM: Mr. Charles T. Graves, Manager II
Conceptual & NEPA Planning Office

DATE: June 20, 2007

SUBJECT: State Route 8 (U.S. 127)
From near Palisades Road
To near Shoal Creek Road
Signal Mountain, Hamilton County

By memo to Mayor Paul M. Hendricks of Signal Mountain dated May 14, 2007, you requested our office to prepare a planning cost estimate on the subject project. We have performed this function. As a prerequisite, we discussed the project with the Department's Geotechnical Office and made a field review to get acquainted with the on-site conditions.

As stated in your letter to Mayor Hendricks, the project will be very costly and we do not anticipate being able to maintain traffic during construction. Our Geotechnical Office recommends cutting out the bad material and back-filling with shot rock. A catchment area of 30' or greater is required with a catchment fence along side the roadway. The roadway width is proposed to be 3 @ 12' traffic lanes, 2 @ 8' shoulders (includes curbs and gutters) and 10' utility strip on the down hill side. The down hill edge of the proposed typical section will be placed on the centerline of the present road.

Maintenance of traffic for automobile and small trucks will be by way of the "W" Road or Roberts Creek Road. There are no other adequate roads off the mountain toward Chattanooga. Commercial traffic or semi-trucks will need to detour across State Route 111 to U.S. 27 or State Route 28 to I-24.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING DIVISION
SUITE 1000, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0344



Paul Degges
June 20, 2007
Page Two

Our estimated costs to construct this 1.5± mile project are:

\$22,755,000	Construction Cost
\$ 2,100,000	Preliminary Eng. Cost
\$ 6,710,000	Right-Of-Way Cost
\$ 750,000	Utility Adjustment Cost
\$32,315,000	Total Cost

Please find attached one copy each of the Preliminary Geotechnical assessment, project location map, detour location map and cost breakdown. If you have any questions, please advise.

CTG/cw

Attachments

CC: Mr. Ed Cole
Ms. Judy Steele
Mr. Steve Allen
Ms. Jeanne Stevens
Mr. Bill Hart
File

Planning Cost Estimate

**Town of Signal Mountain,
Hamilton County**

U.S. 127- State Route 8

Signal Mountain Blvd

**From near Palisades Road
To near Shoal Creek Road**

June 20, 2007

**Prepared by
Conceptual & NEPA Planning Office**

**RIGHT-OF-WAY ESTIMATE
FEASIBILITY STUDY**

ROUTE State Route 8 (U.S. 127) **COUNTY** Signal Mountain, Hamilton

ALTERNATE N/A **SECTION** N/A

LOCATION FROM: near Palisades Road

TO: near Shoal Creek Road

LAND REQUIRED	\$	1,250,000
ACRES		20± Acres
IMPROVEMENTS	\$	2,500,000
NUMBER		8
DAMAGES	\$	500,000
INCIDENTALS (15 Tracts)	\$	40,000
RESIDENTIAL RELOCATION	\$	40,000
NUMBER		8
BUSINESS & FARM RELOCATION		N/A
NUMBER		N/A
155% CONTINGENCY ITEMS	\$	2,380,000
TOTAL ESTIMATED COST	\$	6,710,000

Prepared by Conceptual & NEPA Planning Office

Date 6/20/2007

Route: State Route 8 (U.S. 127)
Description: From near Palisades Road
To near Shoals Creek Road
County: Signal Mountain, Hamilton County
Length: 1.5± miles
Date: 6/20/2007

CLEAR AND GRUBBING	\$	50,000
EARTHWORK	\$	10,000,000
PAVEMENT REMOVAL	\$	75,000
DRAINAGE	\$	600,000
STRUCTURES	\$	N/A
RAILROAD CROSSING OR SEPARATION	\$	N/A
PAVING	\$	1,250,000
RETAINING WALLS	\$	1,500,000
MAINTENANCE OF TRAFFIC	\$	1,250,000
TOPSOIL	\$	20,000
SEEDING	\$	10,000
SODDING	\$	15,000
SIGNING	\$	5,000
LIGHTING	\$	N/A
SIGNALIZATION	\$	N/A
FENCE	\$	1,500,000
GUARDRAIL (Includes Barrier Rail)	\$	240,000
RIP RAP OR SLOPE PROTECTION	\$	750,000
OTHER CONST. ITEMS (15%)	\$	2,590,000
MOBILIZATION	\$	800,000
CONSTRUCTION COST	\$	20,655,000
10% ENG. & CONT.	\$	2,100,000
TOTAL CONSTRUCTION COST	\$	22,755,000
10% PRELIMINARY ENGINEERING	\$	2,100,000
TOTAL COST	\$	24,855,000