ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-192-1(7) Clarke County
P. I. No. 121970

OFFICE Preconstruction

DATE October 16, 2000

FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Paul Liles
Jimmy Chambers (ATTN: Ted Cashin)
Larry Dent

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-192-1(7) Clarke County
P.I. No. 121970

OFFICE Preconstruction

DATE September 28, 2000

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

TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening of CR 600/Danielsville Road in Athens from SR 10 Loop northward to Walker Drive for a total of 1.10 miles. Danielsville Road has an existing typical section consisting of a five lane section at SR 10 Loop, transitioning to a two lane roadway at Walker Drive. This corridor has experienced a 20% increase in traffic volume in recent years. Along with this increase in traffic volumes, the number of accidents has risen to 136 during the three year period of 1996-1998, mostly of the rear-end variety. The base year traffic (2004) is 19,000 VPD and the design year traffic (2024) is 27,000 VPD. The posted speed and the design speed is 45 MPH.

The proposed construction will provide a four lane urban facility separated by a 20' raised median. A 5' sidewalk will be provided on the west side of the roadway and a 10' multi-use path, 5' from the back of the curb, will be placed on the opposite side. Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; 3 public hearings have been held; time saving procedures are not appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$5,300,000	$2,473,000	LR	LR
Right-of-Way & Utilities*	Local	Local		

*LGPA sent 3-11-99 requesting Clarke County do PE, utilities, and right-of-way.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED
SEP - 5 2000

FILE: STP-192-1(7) Clarke
P.I. Number 121970

OFFICE: Atlanta, Georgia

DATE: September 1, 2000

FROM: David Mulling, Project Review Engineer DTM

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: **CONCEPT REPORT**

We have reviewed the concept report submitted August 30, 2000 by the letter from Larry E. Dent dated August 29, 2000, and have no comment.

The costs for the project are:

Construction	$4,372,000
Inflation	$ 446,000
E&C	$ 482,000
Reimbursable Utilities	$ 0
Right of Way	$ 750,000

DTM

c: Larry Dent – Attention: Todd Long

STP-192-1(7) Clarke
September 28, 2000

I recommend this project concept be approved.

TLT:JDQ/cj

Attachment

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

APPROVE _____
J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

DANIELSVILLE ROAD
(Widening from S.R. 10 Loop to Walker Drive)

STP-192-1 (7)
ATHENS-CLARKE COUNTY
P.I. NO. 121970

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A

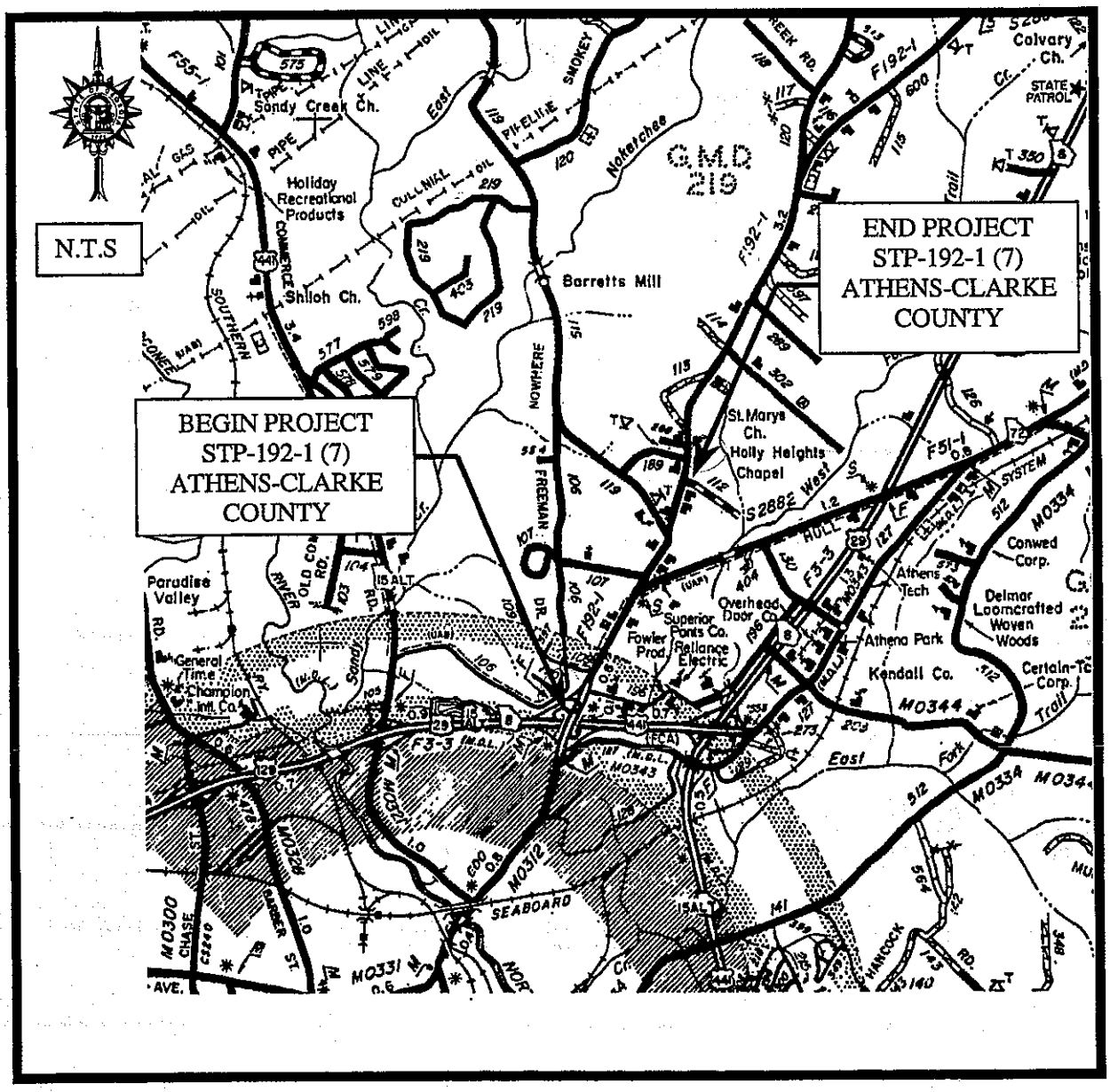
Date of Report: 8/29/00

RECOMMENDATION FOR APPROVAL

DATE	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE	State Environmental/Location Engineer
8/29/00 DATE	Larry E. Dentz District Engineer
9/1/00 DATE	C. J. Mullig Project Review Engineer
DATE	State Traffic Operations Engineer

This project is contained in the Regional Transportation Plan (RTP) 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 RTP and/or the STIP.

PROJECT MAP - Project No.: STP-192-1 (7)



PROJECT LOCATION & DESCRIPTION

This project is located in Athens-Clarke County, Georgia. The limits for the project are between the S.R. 10 Loop and Walker Drive. The stationing for the centerline will begin near the S.R.10 Loop and run north to Walker Drive.

It is proposed under the concept that the existing two-lane roadway be widened to accommodate a four-lane divided highway. The facility will have a 20 ft. wide grass median with four median openings. Curb and gutter will be located on both sides of the roadway. Sidewalks are proposed left of the roadway centerline, whereas, a separate 10 ft. multi-modal path will be implemented for bicycle transportation and recreational use along the northbound shoulder. Traffic signal installation will occur where Danielsville Road intersects: Collins Industrial Boulevard, Pine Hollow and Fowler Drive. Turn lanes and landscaping through the Danielsville Road corridor will be implemented. In addition, Hull Road will be re-aligned with Fowler Drive. Lastly, there are eligible historic residences identified in the project area. Due to the potential of historic properties, the alignment was shifted east to avoid these cultural resources.

PROJECT LENGTH: 1.1 miles

TRAFFIC

BASE YEAR		PROJECTED	
YEAR	AADT	YEAR	AADT
2004	19,000	2024	27,000

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
MAJOR PROJECT/EXISTING LOCATION	URBAN PRINCIPAL ARTERIAL

FULL OVERSIGHT ( ) **EXEMPT (X)** **SF ( )**

PROJECT NEED & PURPOSE

A. PROJECT HISTORY:

The proposed project Danielsville Road, between SR10 Loop and Walker Drive is a major north-south corridor through the northern section of Athens-Clarke County. This corridor has experienced a 20% increase in traffic volumes over the past ten years. Along with this increase in traffic volumes, the number of accidents has risen to over 130 during the three year period of 1996 – 1998 as more vehicles are turning into side streets and business driveways. Finally, the increase in traffic volumes has made it more difficult to turn onto Danielsville Road from a side street without experiencing long delays.

B. EXISTING CONDITIONS:

1) The existing roadway varies in width from a five-lane cross section with a median at the SR10 Loop ramps to a two-lane cross section at Walker Drive. Generally, the corridor does not have turn lanes and through lanes vary between one and two lanes. Athens Transit serves Danielsville Road between the SR10 Loop and Fowler Road. There are limited pedestrian facilities and no bus bays. In addition, the Danielsville Road corridor does not have any other multi-modal facilities such as sidewalks or bicycle facilities.

2) The Danielsville Corridor in north Athens-Clarke County has, over the past few years, started a transformation from a rural area to a suburban service center. It is considered a major gateway into the community by the Land Use Plan currently under development. Development is expected to continue between SR10 Loop and Hull Road. Athens-Clarke County is a major work center for the Northeast Georgia area. Many citizens of this region live outside its county boundaries but commute in for their job. Major housing developments are situated in the adjacent counties north of Athens-Clarke County and this corridor is utilized by them to access their jobs.

3) Between SR10 Loop and Walker Drive traffic volumes have increased significantly over the past few years. Traffic Counts taken in 1998, by either the GaDOT or ACC Traffic Engineering, reflect traffic volumes along this corridor as follows:

   - 16,600 VPD between SR10 Loop and Sunny Hills Drive.
   - 16,100 VPD between Sunny Hills Drive and Hull Road.
   - 13,000 VPD between Hull Road and Nowhere Road.
   - 11,600 VPD between Nowhere Road and Walker Drive.
   - 4,000 VPD a mile north of Walker Drive.
   - Year 2015 volumes are forecasted to be 21,600.
   - Year 2020 volumes are forecasted to be 25,000.

PROJECT NEED & PURPOSE
(continued)

4) **Accident problems** in this corridor are a major concern due to the lack of traffic safety measures employed. 136 accidents were recorded in this study area between 1996 and 1998. 76 of these accidents were rear end accidents involving a vehicle that has stopped in order to turn left into a side street or business driveway.

5) **Traffic congestion** in this corridor is another major concern. Vehicles Per Day traveling through this corridor are projected to climb to 21,600 by 2015 and 25,000 by 2020. The 85th percentile vehicle speed on the corridor is approximately 54 mph. 95% of all vehicles are passenger cars and pick-up trucks.

6) **Current problems** identified within this corridor are as follows:

- Public safety - high number of rear end accidents.
- Vehicles traveling at speeds in excess of 45 mph posted.
- High forecasted growth in traffic volumes. (21,600 VPD by Year 2015 & 25,000 VPD Year 2020)
- Long delays from side streets for vehicles.
- Appearance – Aesthetically, this corridor is not pleasing and needs to be addressed as a gateway into the community.
- Lack of adequate bus bays for Transit system.
- Lack of adequate pedestrian / bicycle access ways.
- Poor roadway geometrics / narrow shoulder / vertical and horizontal alignments.
- Need to realign intersection @ Fowler Drive and Hull road and consider signalization.
- Poor lighting at key locations.

C. PROJECT TERMINI:

The project termini are logical in that the northern end coincides with the location that our VPD reduces to a more manageable number. The northern terminus (Walker Drive) also provides for an appropriate location for a transition from the larger cross section to the existing two-lane roadway. The southern terminus is logical in that it is the improved interchange at SR10 Loop.

PROJECT NEED & PURPOSE
(continued)

D. ACCIDENT HISTORY

The following table shows the total number of accidents reported at the corresponding intersection with Danielsville Road from 1996 to 1998. In addition, 61 accidents were recorded at other locations throughout the corridor.

Intersection of DANIELSVILLE ROAD at:	ACCIDENTS 1996-1998
COLLINS INDUSTRIAL BOULEVARD	10
SUNNY HILLS DRIVE	9
PINE HOLLOW	8
HULL ROAD	19
FOWLER DRIVE	20
NOWHERE ROAD	8
WALKER ROAD	1
TOTAL:	75

61
136

The comparison between the accident rate for this corridor and the statewide accident rate (in parenthesis) is represented by 1125 (552). Accident rates are per 100 million vehicle-miles of travel.

?

EXISTING ROADWAYS

Danielsville Road
TYPICAL SECTION: varies from a five-lane cross section with a median at S.R. 10 Loop to a two lane facility at Walker Drive

R/W WIDTH
Varies

POSTED SPEED	MAX DEGREE OF CURVATURE	MAXIMUM GRADE
45 MPH	D=9°50'	6%

MAJOR STRUCTURES: None

PROPOSED ROADWAYS

Danielsville Road
TYPICAL SECTION: Four lanes 12 ft. in width, 20 ft. wide raised grass median, curb and gutter both sides, and sidewalk (5 ft. in width) left of roadway centerline, 10 ft. separate multi-use path facility right of roadway centerline.

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

MAJOR STRUCTURES: None

PROPOSED RIGHT OF WAY

R/W WIDTH
45 ft. left of roadway centerline
55 ft. right of roadway centerline

Possible Displacements
RES: 0 BUS: 3 M.H. : 0

NUMBER OF PARCELS: 38

TYPE OF ACCESS CONTROL: By County Permit

COORDINATION	
CONCEPT TEAM MEETING DATE:	7/10/00
CONFORMS TO TIP/STIP:	Yes
METS LOGICAL TERMINI REQUIREMENTS:	Yes
P.A.R. MEETING:	None
LOCATION INSPECTION DATE:	Project Site Visited in Preparation of report.
PERMITS REQUIRED (4f, COE, 404, ETC.):	None
LEVEL OF ENVIRONMENTAL ANALYSIS:	Categorical Exclusion
LEVEL OF PUBLIC INVOLVEMENT:	3 Public Hearings Held
TIME SAVING PROCEDURES APPROPRIATE:	No
LOCAL GOVERNMENT COMMITMENTS:	LGPA
Athens-Clarke County	Preliminary Engineering Right-of-Way 20% Construction
OTHER PROJECTS IN THE AREA:	Fowler Drive Widening (Local Government Project)

SCHEDULING CONSIDERATIONS	
TIME TO COMPLETE ENVIRONMENTAL:	4 Months
TIME TO COMPLETE PRELIMINARY RD/RW PLANS:	9 Months
TIME TO COMPLETE 404 PERMIT:	N/A
TIME TO COMPLETE FINAL CONSTRUCTION PLANS:	6 Months
TIME TO BUY RIGHT-OF-WAY:	12 Months

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Widen Under Traffic

DESIGN EXCEPTIONS REQUIRED:	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	( )	(X)	( )
SUBST ROADWAY WIDTH	( )	(X)	( )
SUBST SHOULDER WIDTH	( )	(X)	( )
SUBST VERT GRADES	( )	(X)	( )
SUBST CROSS SLOPE	( )	(X)	( )
SUBST STOPPING SIGHT DIST	( )	(X)	( )
SUBST SUPERELEV RATES	( )	(X)	( )
SUBST HORIZ CLEARANCE	( )	(X)	( )
SUBST SPEED DESIGN	( )	(X)	( )
SUBST VERTICAL CLEARANCE	( )	(X)	( )
SUBST BRIDGE WIDTH	( )	(X)	( )
SUBST BR STRUCT CAPACITY	( )	(X)	( )

UNDERGROUND STORAGE TANKS: - 7 potential locations.

HAZARDOUS WASTE SITES: - None anticipated.

DESIGN ALTERNATIVES

Preferred Candidate Alternative: *4B.2*

The preferred alternative, which is a modification of Alternate 4B, consists of a four lane travel facility with a 20 ft. raised grass median. A 10 ft. multi-use path will accompany the travel facility right of the roadway centerline. The path will be located along the northbound shoulder for bicycle utilitarian trip purposes and recreational use, in addition to pedestrian usage and bus stops. The left side of the roadway centerline will have a 5 ft. sidewalk. Curb and gutter will be placed on both sides of the roadway. Three traffic signal installations will occur at Danielsville Road and Collins Industrial Boulevard, Pine Hollow, and Fowler Drive/Hull Road. There are two additional non-signalized median openings. The first unsignalized median opening is between Sunny Hills Drive and Pine Hollow and the second is between Pine Hollow and Fowler Drive.

Other Alternatives considered for concept:

- Alternative 1 - Do nothing- maintain existing conditions;
- Alternative 2 - Three lane urban road with sidewalks and 4ft. bike lane;
- Alternative 3A - Five lane roadway with sidewalks;
- Alternative 3B - Five lane roadway with bike lanes and sidewalks;
- Alternative 4A - Four lane divided roadway with 20 ft. median and sidewalks;
- Alternative 4B - Four lane divided roadway with 20 ft. median, bike lanes, and sidewalks.
- Alternate 4B.2 – Four lane divided roadway with 20 ft. median, sidewalk on one side and ped/bike trail on other side. (chosen by County]

ESTIMATED COST			
CONSTRUCTION:	$4,372,300	RIGHT-OF-WAY:	$750,000
E & C (10%):	$437,230	ACQUIRED BY:	Athens-Clarke County
INFLATION (3%, 3yrs):	$445,973	UTILITIES:	$0
		ADJUSTED BY:	80% D.O.T. - 20% Local
	TOTAL PROJECT COST:		**$6,005,503**

COMMENTS: N/A

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

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-192-1(7) COUNTY: Athens-Clarke

DATE: 6/9/00 ESTIMATED LETTING DATE: 2003

PREPARED BY: Carlton Urban-ARCADIS PROJECT LENGTH : 1.1 miles

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

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT), 6.2 acres	$0
2. POSSIBLE DISPLACEMENTS; RES: 0, BUS: 3, M.H.: 0	$0
3. OTHER COST (DAMAGES, ADM. / COURT, INFL., ETC.)	$0
SUBTOTAL: A	$750,000
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	$0
2. TRANSMISSION LINES	$0
3. SERVICES	$0
SUBTOTAL: B	$0
C. CONSTRUCTION:	
1. MAJOR STRUCTURES:	
a. None	$0
SUBTOTAL: C-1	$0
2. GRADING AND DRAINAGE:	
a. EARTHWORK	$800,000
b. DRAINAGE	$55,000
1. Cross Drain Pipe	$15,000
2. Curb and Gutter	$185,000
3. Longitudinal System (including catch basins)	$285,000
SUBTOTAL: C-2	$1,340,000

PROJECT COST (continued)	
3. BASE AND PAVING:	
a. Graded Aggr. Base Course	$315,500
b. ASPHALT PAVING:	
1. Asph Conc, 4" superpave base	$193,700
2. Asph Conc, 2" superpave binder	$174,800
3. Asph Conc, 1 1/2" superpave surface	$297,000
SUBTOTAL: C-3.b	$665,500
c. Concrete Median	$27,900
SUBTOTAL: C-3	$1,008,900
4. LUMP ITEMS:	
a. TRAFFIC CONTROL	$500,000
b. CLEARING AND GRUBBING	$750,000
c. GRASSING	$100,000
d. EROSION CONTROL	$70,000
SUBTOTAL: C-4	$1,420,000
5. MISCELLANEOUS:	
a. SIGNING & STRIPING	$20,000
b. LIGHTING (100 poles)	$200,000
c. SIDEWALK	$78,400
d. MULTI-USE TRAIL	$110,000
SUBTOTAL: C-5	$408,400
6. SPECIAL FEATURES:	
a. SIGNAL INSTALLATIONS (3)	$195,000
SUBTOTAL: C-6	$195,000

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY:		$750,000
B. REIMBURSABLE UTILITIES:		$0
C. CONSTRUCTION:		
1. MAJOR STRUCTURES	$0	
2. GRADING AND DRAINAGE	$1,340,000	
3. BASE AND PAVING	$1,008,900	
4. LUMP ITEMS	$1,420,000	
5. MISCELLANEOUS	$408,400	
6. SPECIAL FEATURES	$195,000	
SUBTOTAL CONSTRUCTION COST	$4,372,300	
E. & C. (10%)	$437,230	
INFLATION (3% PER YEAR)	$445,973	
NUMBER OF YEARS: 3		
TOTAL CONSTRUCTION COST	**$5,255,503**	

LOCAL FUNDING (For Information Only)	
PRELIMINARY ENGINEERING (20% of Construction Estimate)	$1,051,100
RIGHT-OF-WAY	$750,000
20% OF CONSTRUCTION ESTIMATE	$1,051,100
TOTAL LOCAL FUNDING	**$2,852,200**

FEDERAL FUNDING	
80% OF CONSTRUCTION ESTIMATE	$4,204,400
TOTAL FEDERAL FUNDING	**$4,204,400**

ENVIRONMENTAL SCAN

Historic Properties

A visual field inspection was conducted in order to determine if any structures that had a potential of being listed or eligible to be listed on the National register of Historic Places were located within the project corridor. A total of six historical buildings are identified from the Archeological survey performed by Southeastern Archeological Services, Inc.

Jurisdictional Wetlands and Surface Waters

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

Residential and Business Impacts

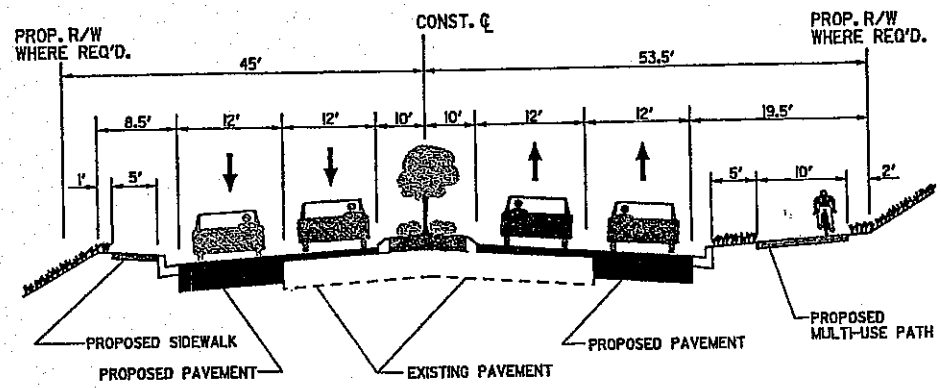
An on-site inspection was conducted to determine if there would be any residential or business impacts within the proposed corridor. Three businesses are identified as being impacted from the project.

Environmental Hazards

An on-site inspection of the proposed corridor was conducted to determine if any recognized environmental concerns were identifiable. During the inspection, it was identified that there may be underground storage tanks along the project corridor.

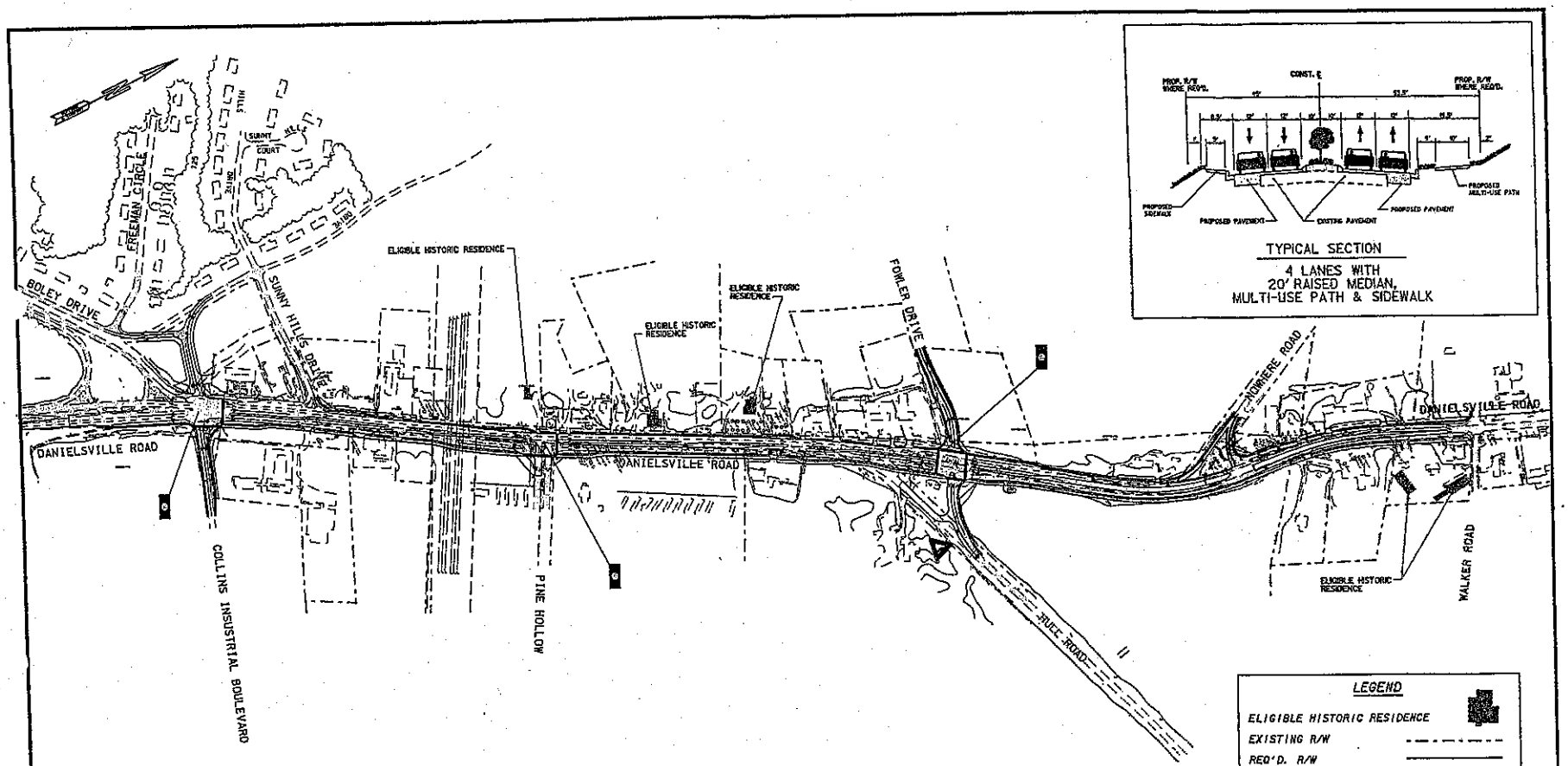
Protected Species

A list of Threatened and Endangered Species for Athens-Clarke County, Georgia was obtained from the U.S. Fish and Wildlife Service. Presently, no evidence of any listed species nor their suitable habitat were found.



TYPICAL SECTION FOR PREFERRED CANDIDATE ALTERNATE 4B.2

4 LANES WITH
20' RAISED MEDIAN,
MULTI-USE PATH & SIDEWALK



DANIELSVILLE ROAD
ALTERNATE 4B.2

ARCADIS GERAGHTY & MILLER

SCALE: 1" = 400'

ARCADIS GERAGHTY & MILLER

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

TRANSPORTATION

MEETING REPORT

Participants:
Todd Long, GDOT District Preconstruction Engineer
David Clark, Director of Athens-Clarke County Transportation and Public Works
Billy Cantrell, District 1 DOT Utilities
Jerry Wylie, Georgia Power
Dan Cogan, Heery International Project Manager
Ben Housch, Parker Fibernet
Senator Ralph Hudgens
Steve Reynolds, State Transportation Board Member
Senator Paul Broun
Elizabeth Paul, BellSouth
Sherry Moore, Athens-Clarke County Planning
Bob Moore, GDOT Planning
James Hudgins, ARCADIS Geraghty & Miller
Jenny Hill, ARCADIS Geraghty & Miller

Copies:
Participants

Place/date of meeting:
Athens-Clarke County
July 10, 2000

Minutes by:
Jenny Hill

Subject:
Danielsville Road Concept Team Meeting
Athens-Clarke County SPLOST IV Project No. 24

ARCADIS Geraghty & Miller Project No.:
GA062486.0031

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

This meeting was held as a Concept Team Meeting for the Danielsville Road project. The following is a list of items discussed:

1. Mr. Long distributed the meeting agenda and the preliminary concept report for the project.

RECEIVED
JUL 17 2000
GAINESVILLE DO
PRECONSTRUCTION

2. It was noted that the local government project agreement (LGPA) indicates that 20 percent of the costs of construction and reimbursable utilities relocation will be funded by Athens-Clarke County. In addition, all right-of-way costs will be funded locally. The remainder of the project costs will be funded by federal sources. Mr. Long suggested that the project cost estimate in the concept report differentiate between those costs that are federally funded and those that are locally funded.

3. Mr. Moore indicated that the statewide accident rates in relationship to the accident rate for this corridor should be shown within the need and purpose statement of the concept report.

4. Mr. Long suggested that the proposed right-of-way width on the right side of Danielsville Road be defined as 55 feet, rather than 53.5 feet.

5. Mr. Long recommended that the Categorical Exclusion be completed in the early phase of the project. Mr. Cogan noted that PBS&J is the consultant completing all of the environmental work on the project. He stated that he would coordinate all environmental-related work with them (including the research on the underground storage tanks and hazardous waste sites) and advise ARCADIS Geraghty & Miller on the outcome. Mr. Long added that all environmental-related correspondence to GDOT should be addressed to Mr. Harvey Kepler, Attn: Lisa Walker.

6. Mr. Long stated that the concept report cover sheet should be revised to include a brief project description and the GDOT standard STIP/TIP note. Since the project does not include a bridge, the bridge signature line on the cover sheet should be deleted. In addition, the accident history data should directly follow the Need and Purpose statement.

7. In regard to coordination issues in the concept report, the local government commitments should include Athens-Clarke County. Additionally, the level of environmental analysis should be listed under coordination. The P.A.R. Meeting should be shown as "None," provided the level of environmental analysis is a C.E.

8. Mr. Long indicated that there are seven utility companies in the project area. Mr. Cantrell indicated that he would make copies of the project layout to forward to the utility companies for their review. Based on the utility impacts, the utility companies will need to provide an estimated cost for relocations. Mr. Cantrell indicated that he would provide the final estimated cost to ARCADIS Geraghty & Miller to incorporate into the final project concept report.

9. Once the data has been received from GDOT's utility section and from the County's environmental consultant, the revisions will be made to the concept report and ARCADIS Geraghty & Miller will submit the official concept report to Mr. Long.

10. Mr. Hudgins noted that Athens-Clarke County had submitted the archaeological survey and historic structure report to GDOT on April 20, 1999 for GDOT's review or concurrence.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

DANIELSVILLE ROAD
(Widening from S.R. 10 Loop to Walker Drive)

STP-192-1 (7)
ATHENS-CLARKE COUNTY
P.I. NO. 121970

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A

Date of Report: 8/29/00

RECOMMENDATION FOR APPROVAL

DATE	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE	State Environmental/Location Engineer
8/29/00 DATE	District Engineer
DATE	Project Review Engineer
9/6/2000 DATE	State Traffic Operations Engineer

This project is contained in the Regional Transportation Plan (RTP) 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 RTP and/or the STIP.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

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(Widening from S.R. 10 Loop to Walker Drive)

STP-192-1 (7)
ATHENS-CLARKE COUNTY
P.I. NO. 121970

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A

Date of Report: 8/29/00

RECOMMENDATION FOR APPROVAL	
DATE 8/31/00	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE	State Environmental/Location Engineer
DATE 8/29/00	District Engineer
DATE	Project Review Engineer
DATE	State Traffic Operations Engineer

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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

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(Widening from S.R. 10 Loop to Walker Drive)

STP-192-1 (7)
ATHENS-CLARKE COUNTY
P.I. NO. 121970

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A

Date of Report: 8/29/00

RECOMMENDATION FOR APPROVAL	
9/20/00	Martin V. Rosen
DATE	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE	State Environmental/Location Engineer
8/29/00	Larry E. Dent
DATE	District Engineer
DATE	Project Review Engineer
DATE	State Traffic Operations Engineer

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