ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-051-1(23) Clarke County
P.I. No. 122600

OFFICE Preconstruction

DATE June 11, 1996

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:

Walker Scott
Bobby Mustin
David Studstill (ATTN: Harvey Keepler)
Jerry Hobbs
Herman Griffin
Darrell Elwell (ATTN: Michael Henry)
Marion Waters
Toni Dunagan
Paul Liles
Jim Kennerly
Hugh Tyner

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-051-1(23) Clarke County
P.I. No. 122600

OFFICE Preconstruction

DATE May 20, 1996

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

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the relocation of Barnett Shoals Road from 450.0m south of its existing intersection with SR 10, northeast on new location to SR 10 at the intersection with Winterville Road. The proposed project length is .550km. This realignment will alleviate the congestion created on SR 10 by the close proximity of the Barnett Shoals Road intersection with the northbound ramps of the Athens Bypass. Existing Barnett Shoasl Road consists of four, 3.6m lanes with a 3.6m center turn lane. There are no major structures within the project limits. The base year traffic (1999) is 2,000 VPD and the design year traffic (2019) is 4,000 VPD. The proposed design speed is 70km/h.

The construction proposes to realign Barnett Shoals Road from its present signalized "T" intersection with SR 10/US 78 approximately 300.0m eastward on SR 10 to align with the intersection of Winterville Road. The existing signal at Barnett Shoals Road will be removed and the signal at Winterville Road upgraded. The existing Barnett Shoals Road/SR 10 intersection will be right-in/right-out only as part of this project. Full egress and ingress is not feasible at this location. The proposed typical section for Barnett Shoals Road will consist of two, 3.6m lanes in each direction with curb and gutter separated by a 6.0m raised median. SR 10 west of Winterville Road has four lanes with a raised median.

Two additional alternatives for this project were considered and rejected. Alternative #1 proposed constructing new ramps directly from Lexington Highway to the Bypass; however, the minimum clearance over the railroad could not be obtained. Alternative #2 proposed a new northbound ramp to be built from Winterville Road to the Bypass. This alternative was rejected for not meeting the transportation demand.

No design variances are required to implement this project. Traffic will be maintained on existing roads during construction.

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

May 20, 1996
NH-051-1(23) Clarke

The estimated costs for this project are:

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$498,000	$393,000	1997	97-07
Right-of-Way	$483,000	$ 10,000		
Utilities*	-----	------		

*Athens-Clarke consolidated government signed LGPA on 3-4-94 to be responsible for utility relocations.

This project is in the STIP. I recommend this project concept be approved and the project description be revised to reflect the current concept.

WWS:JDQ/cj

Attachment

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

APPROVE_____
Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-051-1(23) CLARKE
P.I. NO. 122600

OFFICE Atlanta, Georgia

DATE MAY 9, 1996

FROM Bob Mustin, Project Review Engineer DTM

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT **PROJECT CONCEPT REPORT**

The concept report submitted May 2, 1996 by the letter from Hugh L. Tyner dated April 29, 1996 has been reviewed and is considered satisfactory.

The estimated costs for the project are as follows:

Construction	$	426,000
Inflation	$	27,000
E & C	$	45,000
Right of Way	$	482,500
Reimbursable Utilities	$	? (LGPA)

DTM

c: Hugh Tyner

RECEIVED
MAY 1 3 1996
PRECONSTRUCTION

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
MAY 03 1996
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE NH-051-1(23), Clarke County
P.I. No. 122600

OFFICE Gainesville

DATE April 29, 1996

FROM Hugh L. Tyner, District Engineer

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT **Submission of Project Concept Report**

Submitted for your review and further handling is the original concept report for the above listed project.

A concept report was originally distributed for approval on August 1, 1995; the report was rejected and never approved.

LTD

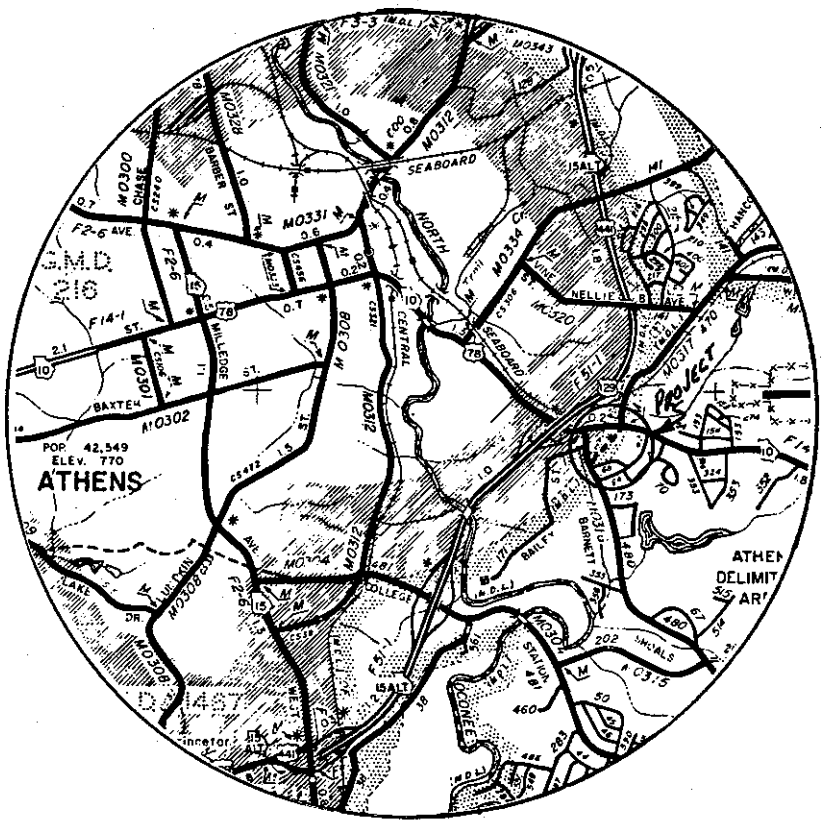
c: Bob Mustin, David Studstill, Marion Waters

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

NH-051-1(23) CLARKE COUNTY

FEDERAL ROUTE NO: N/A
COUNTY ROAD NO: 470
STATE ROUTE NO: 10 LOOP
GADOT P.I. NO: 122600



Date of Report: Apr-23-1996

RECOMMENDATION FOR APPROVAL

4-25-96	Hugh L. Tyner
DATE	Hugh L. Tyner, P.E., District Engineer
DATE	State Environmental Engineer
DATE	State Traffic & Safety Engineer
DATE	State Road and Airport Design Engineer

PROJECT CONCEPT REPORT

P.I. NO: 122600

PROJECT NO: NH-051-1(23) CLARKE COUNTY

PREVIOUS PROJECT NO.: NONE ROUTE NO: STATE ROUTE 10 LOOP
COUNTY ROAD NO: 470

LOCATION: THIS PROJECT IS LOCATED ON THE EAST SIDE OF THE CITY OF ATHENS BETWEEN WINTEVILLE ROAD AND BARNETT SHOALS ROAD.

TRAFFIC: CURRENT ADT: 2000 (1999) PROJECTED ADT: 4000 (2019)

EXISTING TYPICAL SECTION: BARNETT SHOALS ROAD CONSISTS OF FOUR 3.6 M TRAVEL LANES WITH A 3.6 M CENTER TWO WAY LEFT TURN LANE.

EXISTING MAJOR STRUCTURES: NONE

STATEMENT OF NEED AND PURPOSE OF PROJECT: THE INTERCHANGE OF U.S. 78/S.R. 10 AND THE EAST ATHENS BYPASS CURRENTLY EXPERIENCES CAPACITY PROBLEMS ON S.R. 10 DUE TO THE CLOSE PROXIMITY OF BARNETT SHOALS ROAD AND THE EXIT/ENTRANCE RAMPS OF THE NORTHBOUND LANES OF THE ATHENS BYPASS. THIS PROJECT PROPOSES TO RELOCATE BARNETT SHOALS ROAD APPROXIMATELY 300 M TO THE EAST TO ALIGN WITH THE INTERSECTION OF WINTERVILLE ROAD.

REALIGNING BARNETT SHOALS ROAD TO THE INTERSECTION OF WINTERVILLE ROAD WILL ALLEVIATE THE CONGESTION CREATED BY THE INADEQUATE DISTANCE BETWEEN THE EXISTING TRAFFIC SIGNALS OF THE BYPASS RAMPS AND BARNETT SHOALS ROAD BY SEPARATING THE ROADWAYS AND DELETING ONE TRAFFIC SIGNAL.

LENGTH: .550 KM

BEGINNING: THE PROJECT WILL BEGIN ON BARNETT SHOALS ROAD APPROXIMATELY 450 M SOUTH OF ITS INTERSECTION WITH S.R. 10.

ENDING: THE PROJECT WILL END ON S.R. 10 AT THE INTERSECTION OF WINTERVILLE ROAD.

PDP CLASS.: MINOR FUNCTIONAL CLASS.: URBAN COLLECTOR

EXIST MAX CURVE: N/A DEG. EXIST MAX GRADES: N/A % POSTED SPEED: N/A KMH

PROP. MAX CURVE: 175 M PROP. MAX GRADES: 8 % PROP. DES. SPEED: 70 KMH

PROPOSED TYPICAL SECTION: THE PROPOSED TYPICAL SECTION WILL CONSIST OF FOUR 3.6 M WIDE TRAVEL LANES , TWO IN EACH DIRECTION SEPARATED BY A 6 M WIDE RAISED MEDIAN, WITH 2.4 M SHOULDERS.

MAJOR STRUCTURES: NONE REQUIRED

TYPE ACCESS: BARNETT SHOALS ROAD CURRENTLY CONTROLLED BY COUNTY

TRAFFIC CONTROL DURING CONSTRUCTION: BARNETT SHOALS WILL BE CONSTRUCTED ON NEW LOCATION.

ESTIMATED COST:

ITEM:	TOTAL AMOUNT
R/W_____$	482,500
UTILITIES_____	LGPA
SUBTOTAL_____	482,500
CONSTRUCTION_____	426,128
INFLATION_____	26,735
E&C (10%)____	45,286
TOTAL CONSTRUCTION__$	498,149

PERMITS REQUIRED: NONE

LEVEL OF ENVIRONMENTAL ANALYSIS: CATEGORICAL EXCLUSION

LEVEL OF PUBLIC INVOLVEMENT: NO HEARING REQUIRED

TIME SAVING PROCEDURES APPROPRIATE: YES (XX) NO ( )

DESIGN VARIANCES REQUIRED:

	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	( )	(X)	( )
SUBST VERT ALIGNMENT	( )	(X)	( )
SUBST SHOULDER WIDTH	( )	(X)	( )
SUBST VERT GRADES	( )	(X)	( )
SUBST ROADWAY WIDTH	( )	(X)	( )
SUBST HORIZ CLEARANCE	( )	(X)	( )
SUBST SPEED DESIGN	( )	(X)	( )
SUBST VERT CLEARANCE	( )	(X)	( )
SUBST BRIDGE WIDTH	( )	(X)	( )

PDP CLASSIFICATION: ( ) NON-CA ( ) CA (XX) EXEMPT

ALTERNATIVES CONSIDERED:

1. STUDIES WERE MADE ON THE FEASIBILITY OF BUILDING THE NEW RAMPS DIRECTLY FROM LEXINGTON HWY. TO THE BYPASS WITH THE FINDING THAT VERTICAL ELEVATIONS SUFFICIENT TO PROVIDE THE MINIMUM CLEARANCE OVER THE RAILROAD COULD NOT BE OBTAINED IN THE HORIZONTAL DISTANCE AVAILABLE.

2. THE ORIGINAL CONCEPT FOR THIS PROJECT CALLED FOR NEW NORTHBOUND RAMPS TO BE BUILT FROM WINTERVILLE ROAD TO THE BYPASS. THIS CONCEPT WAS REJECTED BECAUSE THE PROJECT WOULD NOT PROVIDE ADDITIONAL ADDITIONAL CAPACITY ON S.R. 10.

OTHER PROJECTS IN AREA: NONE

CONCEPT TEAM MEETING HELD: FORMAL MEETING NOT HELD.
PRESENT:

FIELD REVIEW HELD: TO BE HELD AT A LATER DATE.

COMMENTS:

PRELIMINARY COST ESTIMATE

PREPARED BY: LTD

DATE: Apr-23-1996

ESTIMATED LETTING DATE: Jul-25-1997

PROJECT NO: NH-051-1(23)

COUNTY: CLARKE

P.I. NO: 122600

MILEAGE: 0.550 M

PROJECT DESCRIPTION: THIS PROJECT CALLS FOR THE RELOCATION OF APPROXIMATELY 550 M OF BARNETT SHOALS ROAD TO ALIGN BARNETT SHOALS ROAD WITH THE INTERSECTION OF WINTERVILLE ROAD AND S.R. 10. THE REQUIRED ROADWAY WILL CONSIST OF FOUR 3.6 M WIDE TRAVEL LANES SEPARATED BY A 10 M WIDE RAISED MEDIAN.

PROPOSED CONCEPT: SEE DESCRIPTION

EXISTING ROADWAY (IF APPLICABLE): N/A

TRAFFIC: EXISTING: 2000 (1999) DESIGN: 4000 (2019)

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

PROJECT COSTS

A. RIGHT-OF-WAY:		
1. PROPERTY (land & easements)	$	82,500
2. DISPLACEMENTS	$	400,000
3. OTHER COST (adm./court, inflation)	$	0
SUBTOTAL:	$	482,500
B. REIMBURSABLE UTILITIES:		
1. RAILROAD	$	0
2. TRANSMISSION LINES	$	0
3. SERVICES	$	0
SUBTOTAL:	$	LGPA

C. MAJOR STRUCTURES:

1. RETAINING WALLS	$	0
2. BRIDGES	$	0
3. DETOUR BRIDGES	$	0
4. BOX CULVERTS	$	0
SUBTOTAL:	$	0

D. GRADING AND DRAINAGE

1. EARTHWORK: (HISTORICAL ESTIMATE)	$	80,000
2. DRAINAGE:		
a. Cross Drain Pipe (exc box culverts)	$	13,000
b. Curb and Gutter 2200M C&G ($32)	$	70,400
c. Longitudinal System (incl catch basins) 8 C.B.($1300)+200M PIPE($80)	$	26,400
SUBTOTAL:	$	189,800

E. BASE AND PAVING:

1. Aggregate Base (4950 MG)($13)	$	64,350
2. Asphalt Paving (3712 MG)($35)	$	129,920
3. Concrete Paving	$	0
4. Other	$	0
SUBTOTAL:	$	194,270

F. LUMP ITEMS:

1.	TRAFFIC CONTROL	$	10,000
2.	CLEARING AND GRUBBING (1.7 HA)($7400)	$	12,580
3.	LANDSCAPING (0.92 HA)($1977)	$	1,818
4.	EROSION CONTROL (800 M)($9)	$	7,200
5.	DETOURS	$	0
	SUBTOTAL:	$	31,598

G. MISCELLANEOUS:

1.	LIGHTING	$	0
2.	SIGNING - STRIPING	$	3,000
3.	GUARDRAIL (100M)($40)+2TP11(1300)+2TP1($430)	$	7,460
4.	SIGNAL - SIDEWALK - MEDIAN BARRIER	$	0
	SUBTOTAL:	$	10,460

H. SPECIAL FEATURES: $ 0

ESTIMATE SUMMARY

A.	RIGHT-OF-WAY	$	482,500
B.	REIMBURSABLE UTILITIES	$	LGPA

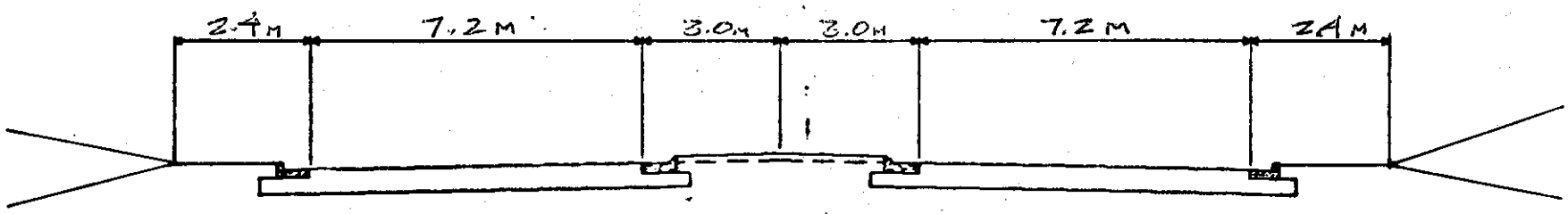
CONSTRUCTION ESTIMATE SUMMARY

C.	MAJOR STRUCTURES	$	0
D.	GRADING AND DRAINAGE	$	189,800
E.	BASE AND PAVING	$	194,270
F.	LUMP ITEMS	$	31,598
G.	MISCELLANEOUS	$	10,460
H.	SPECIAL FEATURES	$	0
	SUBTOTAL CONSTR COST	$	426,128
	E. & C. (10%)	$	45,286
	INFLATION (5% PER YEAR)	$	26,735
	TOTAL CONSTRUCTION COST	$	498,149
	GRAND TOTAL PROJECT COST	$	980,649

TYPICAL SECTION

NO SCALE

WIDE RAISED MEDIAN - NEW LOCATION



NH-051-1(23) CLARKE
P.I. 122608

D.O.T.66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-051-1(23) Clarke County
P.I. No. 122600

OFFICE Traffic Operations
Atlanta, Georgia

DATE May 8, 1996

MGW PMQ

FROM Marion G. 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 realignment of Barnett Shoals Road in the City of Athens from its present signalized "T" intersection with SR-10/US-78 approximately 300 m eastward on SR-10 to align with the intersection of Winterville Road. This will alleviate the congestion created on SR-10 by the close proximity of the Barnett Shoals Road intersection with the northbound ramps of the Athens Bypass to the west. The existing signal at Barnett Shoals Road will be removed and the signal at Winterville Road upgraded. The proposed typical section for Barnett Shoals Road will consist of two 3.6 m lanes in each direction with curb and gutter separated by a 6.0 m raised median. SR-10 west of Winterville Road has four lanes with a raised median.

The maximum curve proposed is a 175 m radius which is acceptable for a 70 km/h design speed if 8% superelevation is used. However, for an urban section approaching a major intersection, a lesser S.E. may be more appropriate which would require either a larger minimum radius curve (6% - 195 m, 4% - 215 m) or a design exception. The project would appear to consist almost entirely of a reverse curve alignment to effect the relocation of Barnett Shoals Road.

We recommend the existing Barnett Shoals Road/SR-10 intersection be made a right-in/right-out only as part of this project. The median opening could possibly remain to provide for westbound U-turns and keep that movement out of the northbound ramps intersection.

We believe this concept will improve safety and operational capacity along this section of roadway. Subject to the above comments, we find this report satisfactory for approval.

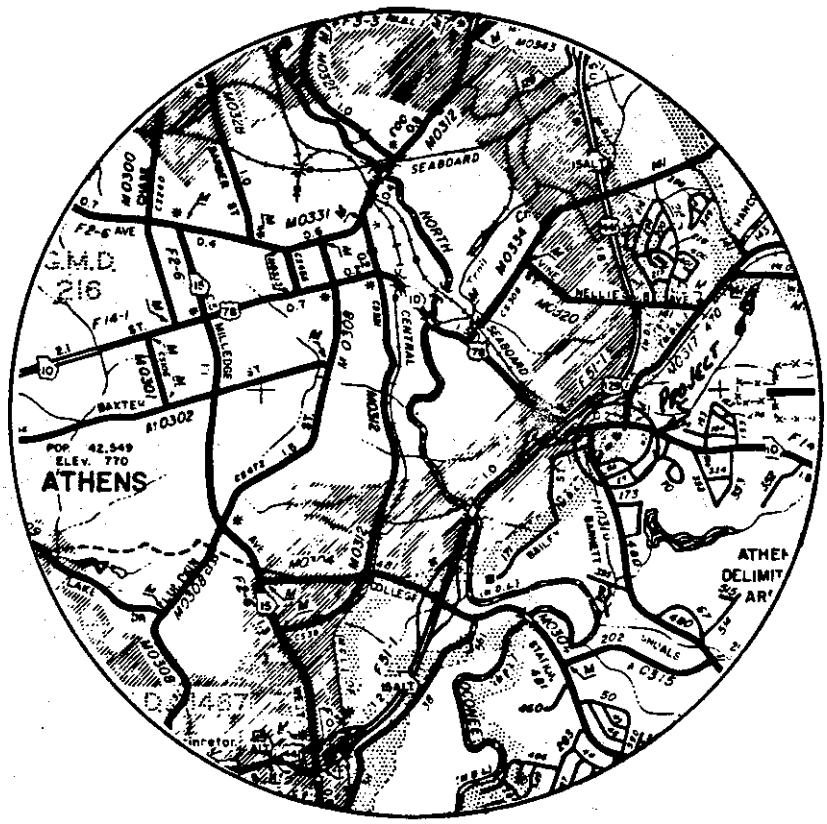
MGW:TOC:dc
Attachment (signature page)
cc: David Studstill
Hugh Tyner (Attn: Laland Owens) - Gainesville
Bob Mustin, w/attachment
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

NH-051-1(23) CLARKE COUNTY

FEDERAL ROUTE NO: N/A
COUNTY ROAD NO: 470
STATE ROUTE NO: 10 LOOP
GADOT P.I. NO: 122600



Date of Report: Apr-23-1996

RECOMMENDATION FOR APPROVAL

4-25-96	Hugh L. Tyner
DATE	Hugh L. Tyner, P.E., District Engineer
DATE	State Environmental Engineer
5-8-96	M G Waters III PMA
DATE	State Traffic ~~& Safety~~ Operations Engineer
DATE	State Road and Airport Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

RECEIVED
MAY 16 1996
PRECONSTRUCTION

NH-051-1(23) CLARKE COUNTY

FEDERAL ROUTE NO: N/A
COUNTY ROAD NO: 470
STATE ROUTE NO: 10 LOOP
GADOT P.I. NO: 122600

Date of Report: Apr-23-1996

RECOMMENDATION FOR APPROVAL

4-25-96	Hugh L. Tyner
DATE	Hugh L. Tyner, P.E., District Engineer
5/10/96	
DATE	State Environmental Engineer
DATE	State Traffic & Safety Engineer
DATE	State Road and Airport Design Engineer