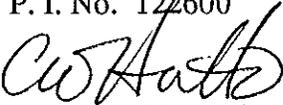


ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** STP-014-1(70) Clarke County **OFFICE** Preconstruction  
P. I. No. 122600  
 **DATE** August 4, 1997  
**FROM** C. Wayne Hutto, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

**SUBJECT** REVISED 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  
Marta Rosen (ATTN: Michael Henry)  
Marion Waters  
Toni Dunagan  
Paul Liles  
Jim Hitt (Traffic Ops)  
Hugh Tyner



Shoals into the new northbound entry ramp. Operations could best be served by installation of a raised median along Barnett Shoals from SR 10 to the new T intersection which we propose.

The original concept and six additional ones have been considered. For clarity these are attached.

The original concept dated August 1, 1995 was rejected by management as not meeting needs and not being cost effect. The concept report was never approved.

Concept #1 was approved by the department on May 20, 1996 but rejected by Athens-Clarke County Unified Government due to citizens objections. Today's revision seeks to modify the May 20, 1996 approved concept as outlined above and upon the recommendation of the Technical Coordinating Committee and Athens-Clarke County.

Concept #2 was rejected by the State Road Design Engineer by letter dated December 30, 1996 as it would violate driver expectancy and not meeting level of service requirements for the design year.

Concept #3 was rejected because it proposed to cross a railroad at grade with the entry ramp. Suitable grades could not be achieved to bridge the railroad.

Concept #4 was rejected because of increased right-of-way displacements compared to Concept 1 and additional construction cost.

Concept #5 was proposed by the office of Road Design but unacceptable to the community at the public information meeting.

Concept #6 anticipated abandonment of the railroad and the ability to construct design standard ramps. Strong support emerged for this concept, however, the railroad was sold to a private company and not abandoned.

The proposed concept revision is in reality the eighth concept considered.

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

Because of the amount of citizen involvement Athens-Clarke County has already encouraged, a public hearing will probably be necessary and time saving procedures therefore not appropriate, although a categorical exclusion will suffice as the environmental document.

The estimated costs for this project are:

|  | <u>PROPOSED</u>     | <u>APPROVED</u> | <u>PROG. DATE</u> | <u>LET DATE</u> |
|--|---------------------|-----------------|-------------------|-----------------|
| Construction<br>(includes E&C&inflation) | \$1,105,000         | \$498,000       | 1998              | 1999            |
| Right-of-Way                             | \$ 715,000          | 483,000         |                   |                 |
| Utilities                                | LGPA signed 3-04-94 |                 |                   |                 |

\*New TIP ROW 1999 Construction 2000

I recommend the revised project concept be approved for implementation.

CONCUR

*Walker W. Scott, Jr.*

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

*R/W cost are low. Need to show limit of Access 100 m in each direction from the new ramp intersection on Barnett Shoals including the east side.*

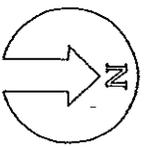
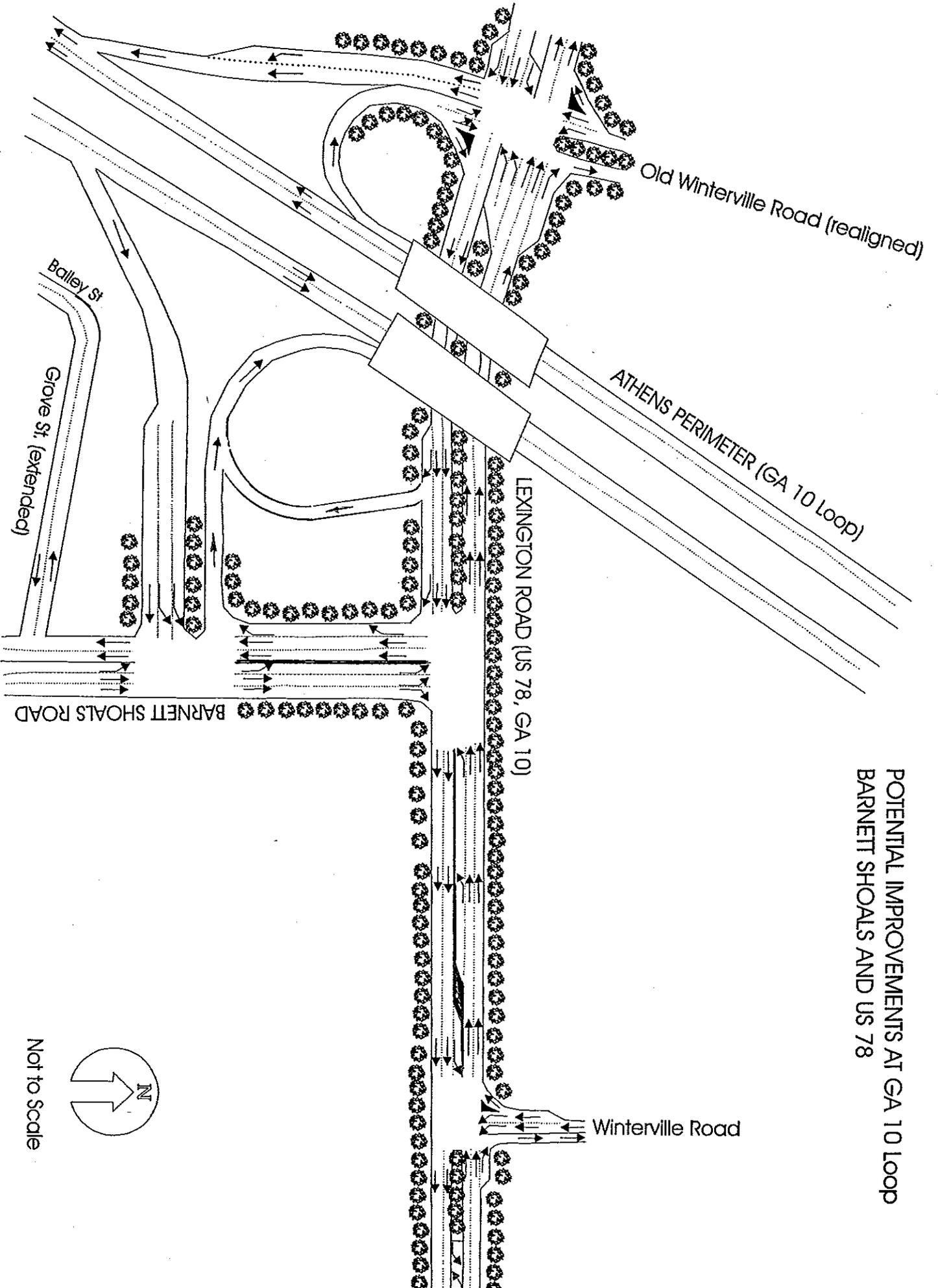
APPROVE

*Frank L. Danchetz*

Frank L. Danchetz, Chief Engineer

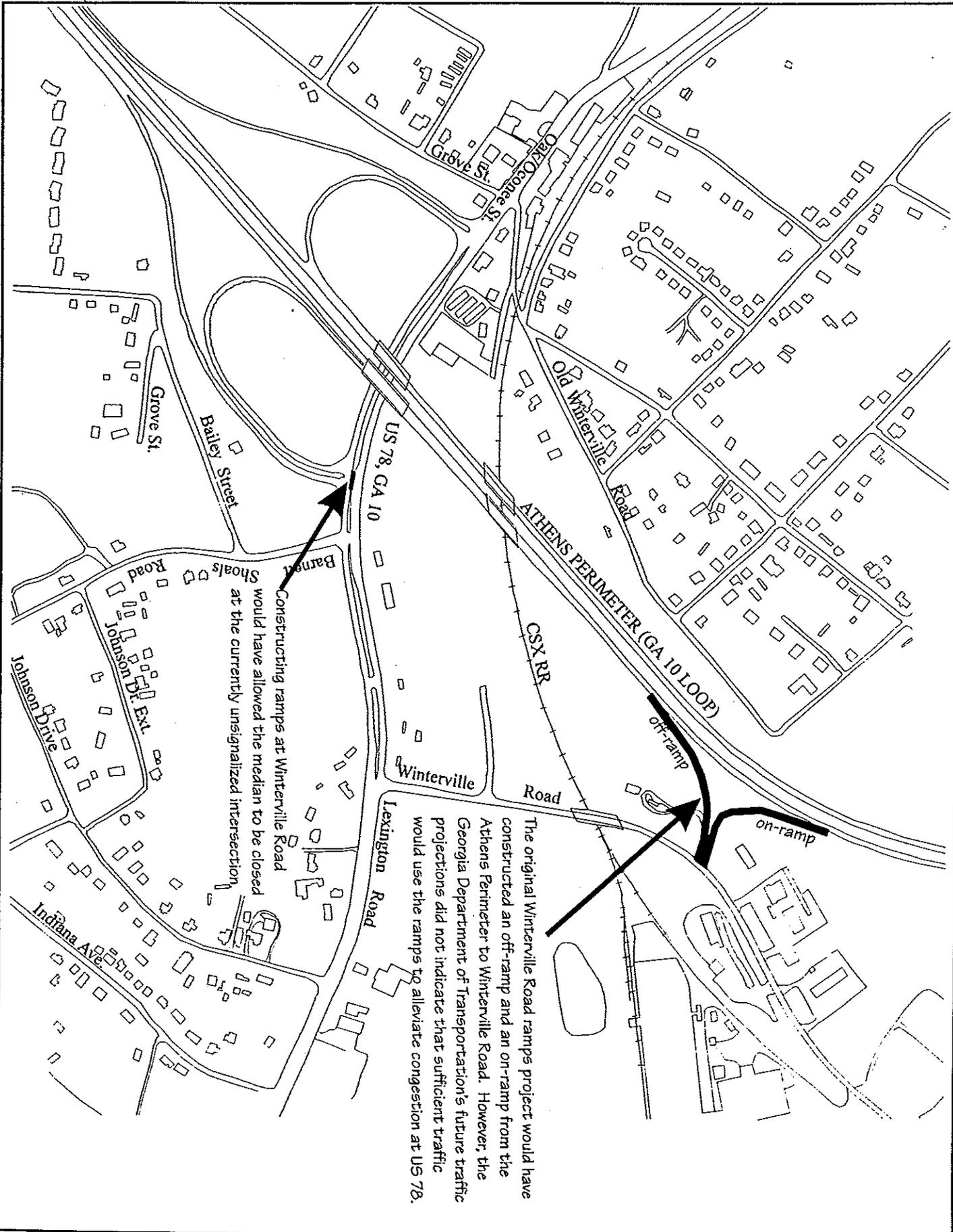


POTENTIAL IMPROVEMENTS AT GA 10 Loop  
BARNETT SHOALS AND US 78



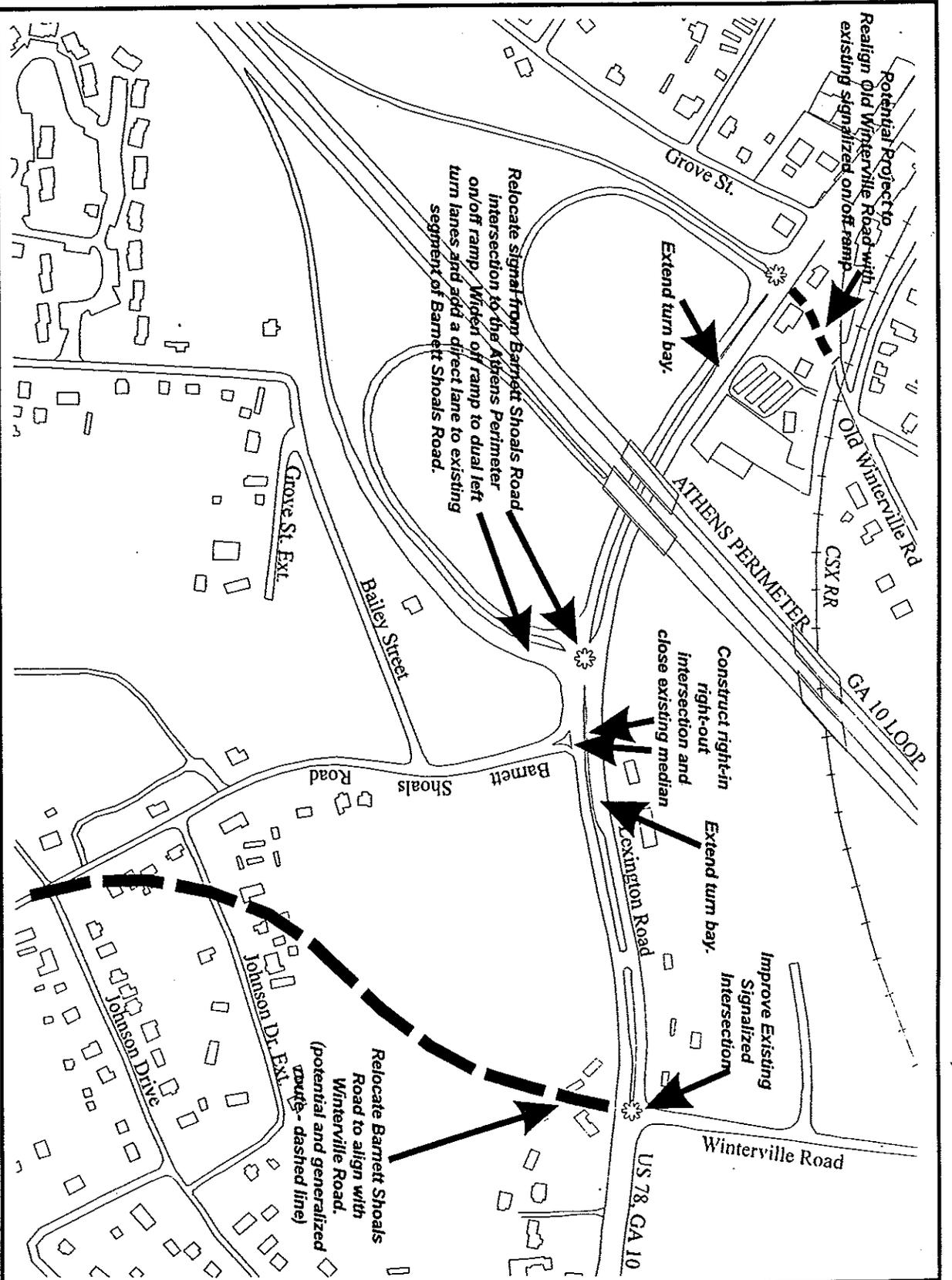
Not to Scale

ORIGINAL WINTERVILLE ROAD RAMP PROJECT  
 THAT WAS IN THE FY 1997-1999 TRANSPORTATION IMPROVEMENT PROGRAM



NOTE: This base map was originally created from aerial photography in 1990. This information is subject to error, and is suitable for preliminary planning purposes only. Athens-Clarke County Planning Department, 3/97.

**CONCEPT #1 - ORIGINAL ALTERNATIVES DEVELOPED BY STAFF, 8/96**



NOTE: This base map was originally created from aerial photography in 1990. This information is subject to error, and is suitable only for preliminary planning purposes. Athens-Clarke County Planning Department, 3/97.

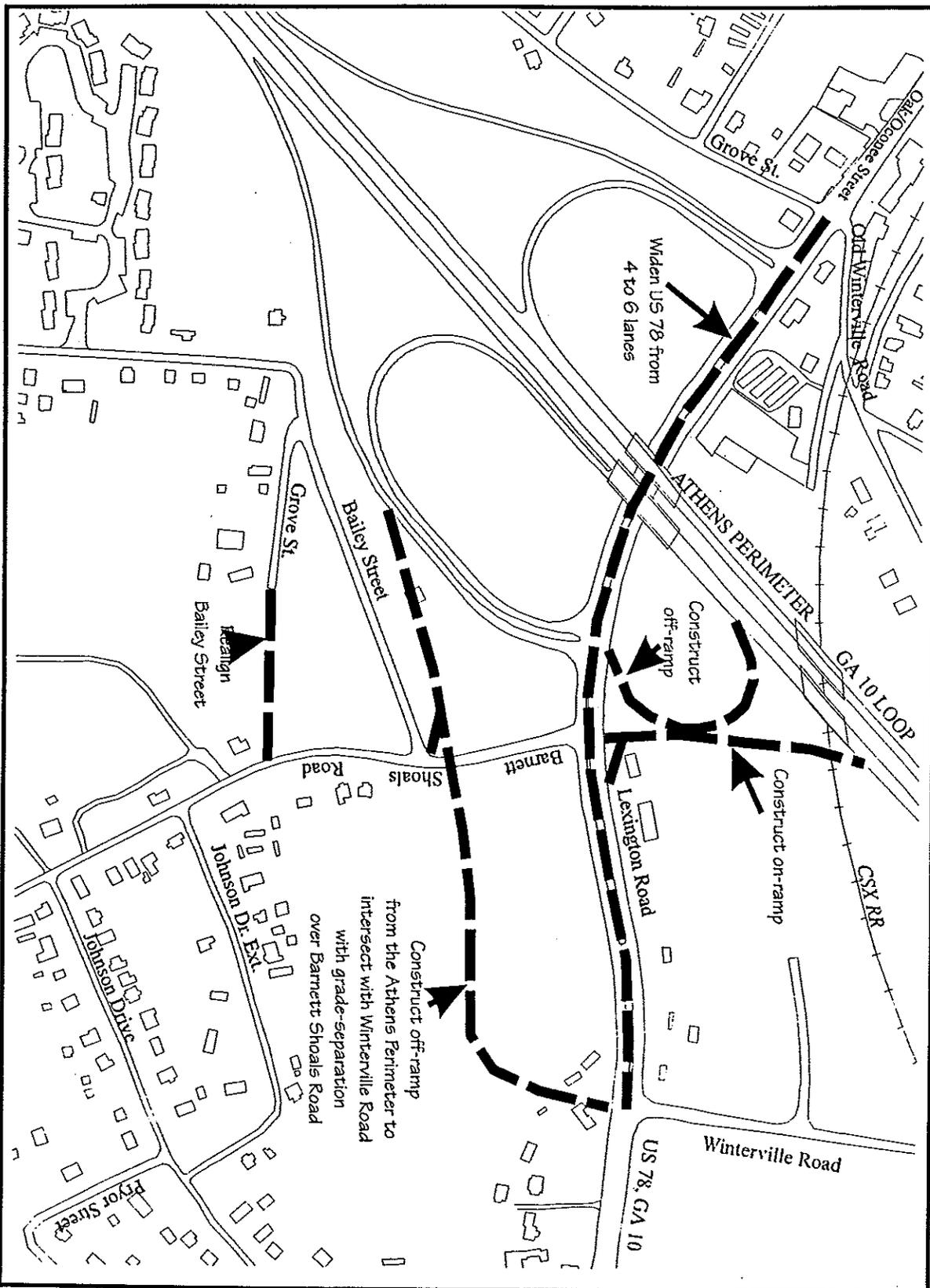
**PROS**

1. Would allow a signal to be placed at the existing unsignalized intersection of the Athens Perimeter on/off ramps with US 78.
2. Would give a relatively straight alignment of Barnett Shoals Road with Winterville Road.
3. Would address other accident problem areas such as at the Old Winterville Road intersection (realignment).

**CONS**

1. Would have a 4 lane road dividing a residential area.
2. Would involve substantial cost in relocating Barnett Shoals Road.

**CONCEPT #2 - ADDITIONAL PROJECT ALTERNATIVES IDENTIFIED BY STAFF, 9/96**



*NOTE: This base map was originally created from aerial photography in 1990. This information is subject to error and is only suitable for preliminary planning purposes. Athens-Fortke County Planning Department, 3/97.*

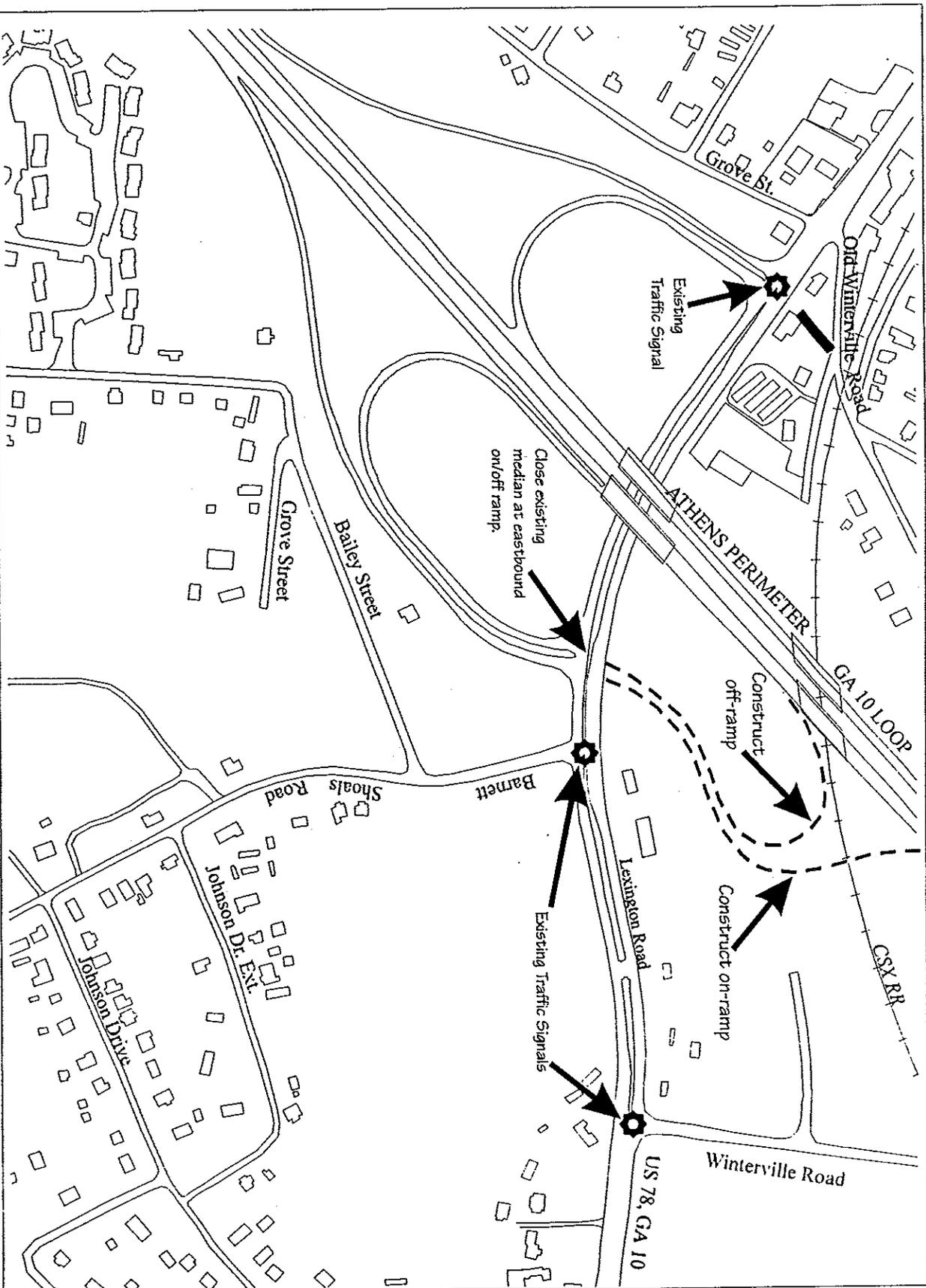
**PROS**

1. Would allow existing unsignalized intersection at the Athens Perimeter on/off ramps with US 78 to be closed.
2. Would not affect any residences.

**CONS**

1. The off-ramp from the Athens Perimeter to Barnett Shoals Road would violate what is called "Drive Expectancy" according to a review of the plan by the Georgia DOT.
2. Building an overpass across Barnett Shoals Road would be very expensive.

**CONCEPT #3 - ALTERNATIVE TO ADD ON/OFF RAMP AT THE GA 10 LOOP - (Concept Submitted by Public, 12/96)**

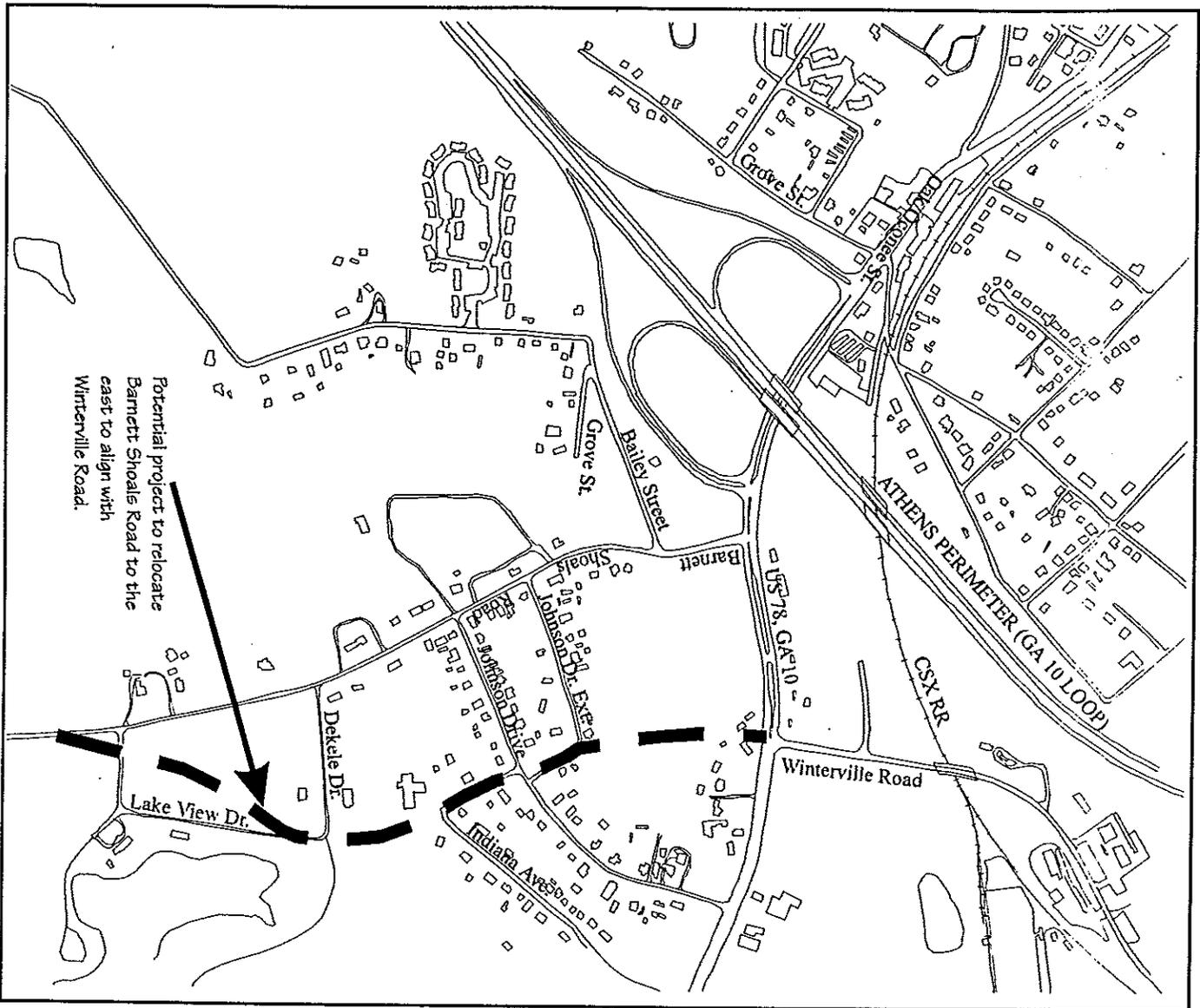


*NOTE: This base map was originally created from aerial photography in 1990. This information is subject to error, and is suitable for preliminary planning purposes only.  
Athens-Clarke County Planning Department, 1997.*

- PROS**
1. Would eliminate the currently unsignalized intersection of the Athens Perimeter ramps at US 78.
  2. Would improve traffic circulation by adding an on/off ramp in the northeast quadrant of the intersection.
  3. Would not directly impact any residences or businesses.

- CONS**
1. Based on a preliminary review by the Georgia DOT, it appears as if the radius' for the curves for the on/off ramps are too tight and would not meet Federal Highway Administration requirements.
  2. The Georgia DOT has indicated that they can not permit an on/off ramp to cross a railroad track at grade - it must be bridged.

**CONCEPT #4 - POTENTIAL RELOCATION OF BARNETT SHOALS ROAD TO THE EAST**  
 (Concept submitted by Public, 12/96)



NOTE: This base map was originally created from aerial photography in 1990. This information is subject to error, and is suitable for preliminary planning purposes only. Athens-Tucker County Planning Department, 3/97.

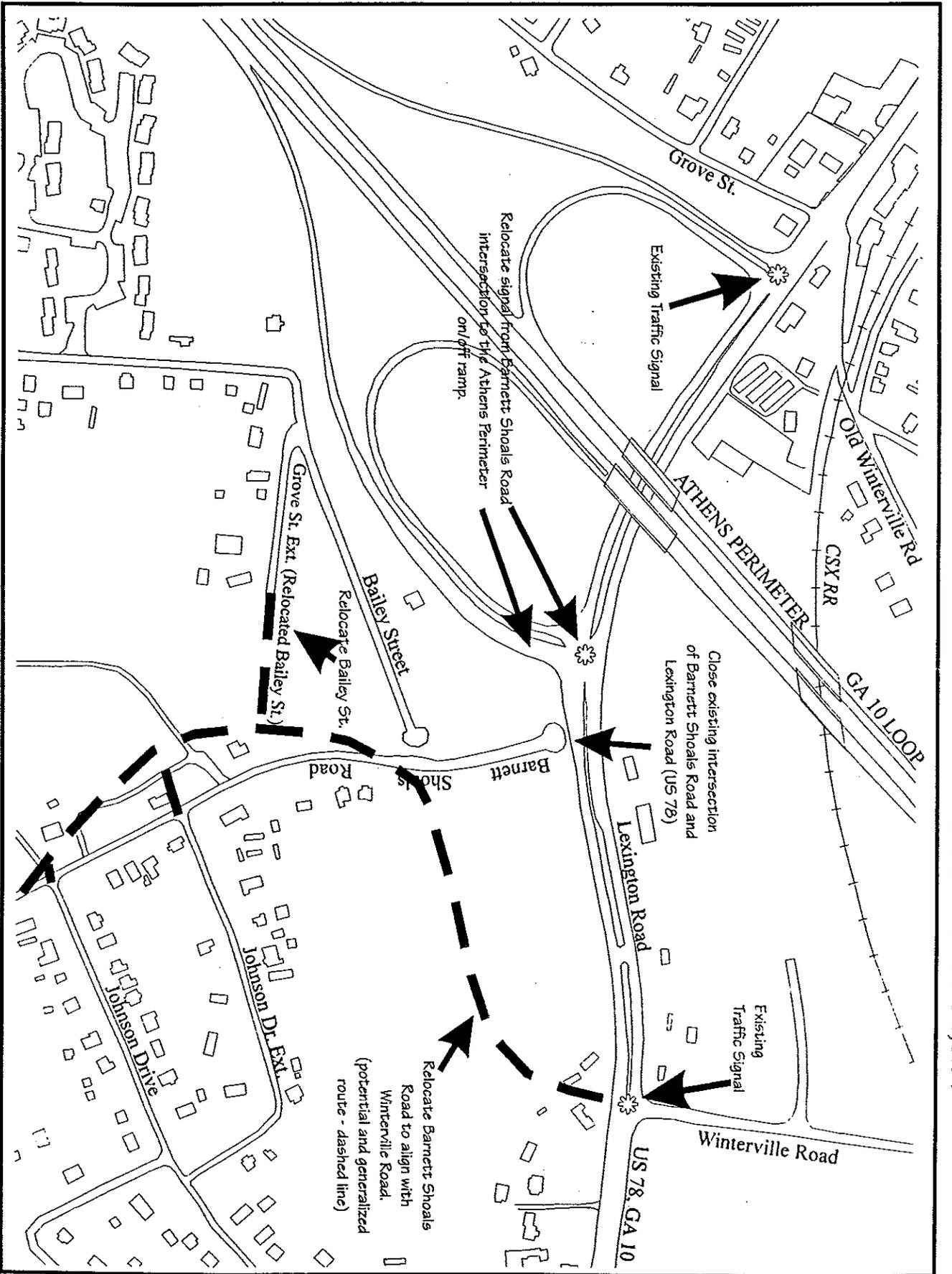
**PROS:**

1. By moving Barnett Shoals Road to the east, a traffic light could be placed at the currently unsignalized intersection of US 78 and the Athens Perimeter on/off ramps.
2. Provides for a relatively straight alignment with Winterville Road.

**CONS:**

1. Would involve a substantial relocation of Barnett Shoals Road (3,200' +/-).
2. Project would divide a residential neighborhood with a 4 lane road.
3. Based on a preliminary review by the GADOT, the right-of-way costs for the project would be high.

**CONCEPT #5 - ALTERNATIVE IDENTIFIED BY THE GEORGIA DOT, 2/97**



*NOTE: This base map was originally created from aerial photography in 1990. This information is subject to error and is suitable only for preliminary planning purposes. Athens-Clarke County Planning Department, 3/97.*

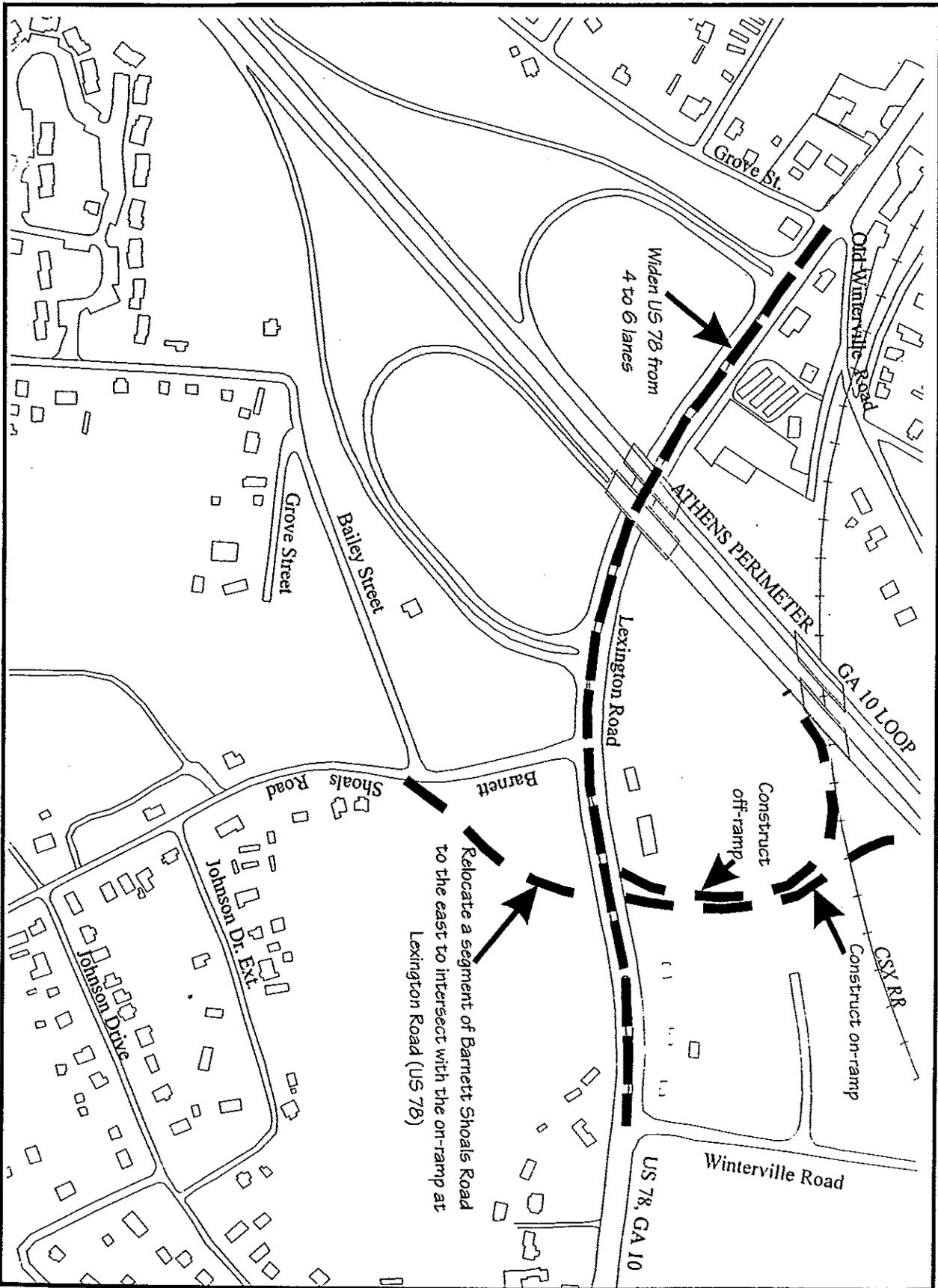
**PROS**

1. Would enable a signal to be placed at the existing unsignalized on/off ramps at US 78.
2. Would not divide the residential area off Johnson Drive and Johnson Drive Extension.

**CONS**

1. Would impact some residences along Barnett Shoals Road.
2. Would have a relatively tight curve.

**CONCEPT #6 - ADDITIONAL PROJECT ALTERNATIVES IF RAILROAD LINE IS EVENTUALLY CLOSED (3/97)**



*NOTE: This base map was originally created from aerial photography in 1990. This information is subject to error and is suitable only for preliminary planning purposes. Athens-Clarke County Planning Department, 3/97.*

**PROS**

1. Project would take away the need to place a signal at the currently unorganized on/off ramp at US 78.
2. Over the long-run, provides the most capacity for the area.
3. Initial concept would not displace residences.

**CONS**

1. Would be the most expensive of all alternatives and would likely take several years for funding to become available.

# Concept B

5-30-97

R/W

\* oil dist. \$ 250,000

house & reloc 100,000

land 50,000

land 125,000

land 125,000

land 65,000

\$1,115,000

250 x 450 = 2.5 ac

Const.

|                                  |                |
|----------------------------------|----------------|
| (Conv) 2 lane @ 700' + structure | \$100,000      |
| off-ramp @ 1200' + structure     | 150,000        |
| on-ramp @ 800' + structure       | 125,000        |
| Remove old-ramp                  | 15,000         |
| Remove Bailey St                 | 15,000         |
| Old Whitewille Rd                | 100,000        |
| extend left turn lane            | 100,000        |
| Close median                     | 10,000         |
| median B. Shoals                 | 20,000         |
| Signal                           | 70,000         |
| decel & rt turn lane             | 100,000        |
| Sign bridges                     | <u>300,000</u> |
|                                  | \$1,105,000    |