

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-051-1(25) Clarke County
P. I. No. 122850
OFFICE Preconstruction
DATE July 13, 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
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Paul Liles
Don Mills
Jimmy Chambers (ATTN: Ted Cashin)
Larry Dent
Jim Kennerly

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA****INTERDEPARTMENT CORRESPONDENCE**

FILE NH-051-1(25) Clarke County **OFFICE** Preconstruction
P.I. No. 122850
DATE June 12, 2000
FROM 
Thomas L. Turner, P.E., Director of Preconstruction
TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the construction of a new interchange on SR 10 Loop and Peters Street/Olympic Drive in Athens, Georgia. This intersection is the only at grade intersection on SR 10 Loop. The proposed grade separation will complete a controlled access perimeter around the City of Athens. The SR 10 Loop/Peters Street/Olympic Drive intersection represents a point of merger for traffic originating in or destined to northeast Clarke County and points beyond. Peters Street provides a major access route into downtown Athens and to the University of Georgia parking facilities located around the perimeter of the campus. In the past decade, new developments have transformed this area from undeveloped to a rapidly growing mix of residential, multi-family and commercial development. State Route 10 Loop is a four lane facility with a 40' depressed median and a 55 MPH posted speed limit. Design year volumes, 2026 on SR 10 Loop, are expected to rise to 69,000 VPD from the current volume of 25,000 VPD. Peters Street's current volumes of 4,000 VPD and Olympic Drive's counts of 9,000 VPD will increase to 9,200 VPD and 18,000 VPD respectively.

The proposed construction will raise the mainline SR 10 Loop alignment over Peters Street/Olympic Drive. The current four-lane with a 40' depressed median will be maintained on SR 10 Loop. The interchange will consist of a southbound quarter cloverleaf while the three remaining ramps will be in a compressed diamond configuration. Peters Street/Olympic Drive will undergo improvements beginning at East Carver Drive on the west side and continuing to 1,200' east of SR 10 Loop. The typical section will consist of four lanes, two in each direction, with curb and gutter, separated by a 32' raised median. Turn lanes will be provided at the proposed park entrance and at the SR 10 Loop ramps. Sidewalks and 4' bicycle lanes will also be accommodated on Peters Street/Olympic Drive. Traffic is to be maintained on existing roadways during construction.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; a public hearing will be held; time saving procedures are appropriate.

NH-051-1(25) Clarke
June 12, 2000

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$10,316,000	\$10,500,000	2002	01-11
Right-of-Way	\$ 135,000	\$ 500,000		
Utilities*	\$ 200,000	----		

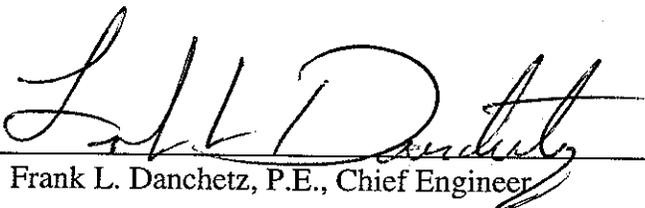
*LGPA sent 10-7-99 requesting Athens-Clarke County do utilities.

The new interchange will facilitate the flow of traffic to and from Peters Street/Olympic Drive as well as the through traffic on Peters Street/Olympic Drive by eliminating many conflicting turning movements. This project is in the STIP. I recommend this project concept be approved.

TLT:JDQ/cj

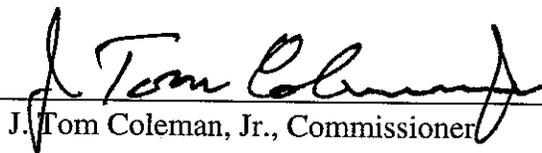
Attachment

CONCUR



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

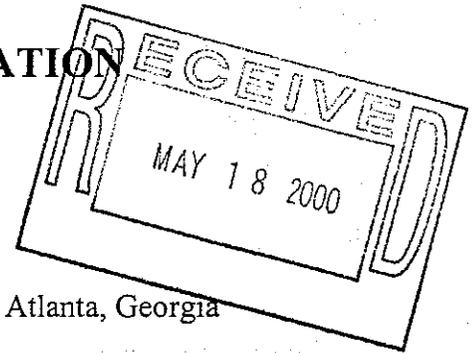
APPROVE



J. Tom Coleman, Jr., Commissioner

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE



FILE: NH-051-1(25) Clarke
P.I. Number 122850

OFFICE: Atlanta, Georgia

DATE: May 18, 2000

FROM: David Mulling, Project Review Engineer *DM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT

We have reviewed the concept report submitted May 15, 2000 by the letter from James A. Kennerly dated May 12, 2000, and have no comment.

The costs for the project are:

Construction	\$8,155,000
Inflation	\$1,223,000
E&C	\$ 938,000
Reimbursable Utilities	\$ 200,000
Right of Way	\$ 135,000

DTM

c: Jim Kennerly

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

**NH-051-1 (25)
CLARKE COUNTY
P.I. NO. 122850**

FEDERAL ROUTE NO: U.S. 441
STATE ROUTE NO: S.R. 10 Loop

Date of Report: 21 April, 2000

RECOMMENDATION FOR APPROVAL

5-12-00

DATE

James A. Kenealy
State Road and Airport Design Engineer

This project concept is contained in the Regional Transportation Improvement Program (RTIP) 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 RTIP and/or the STIP.

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

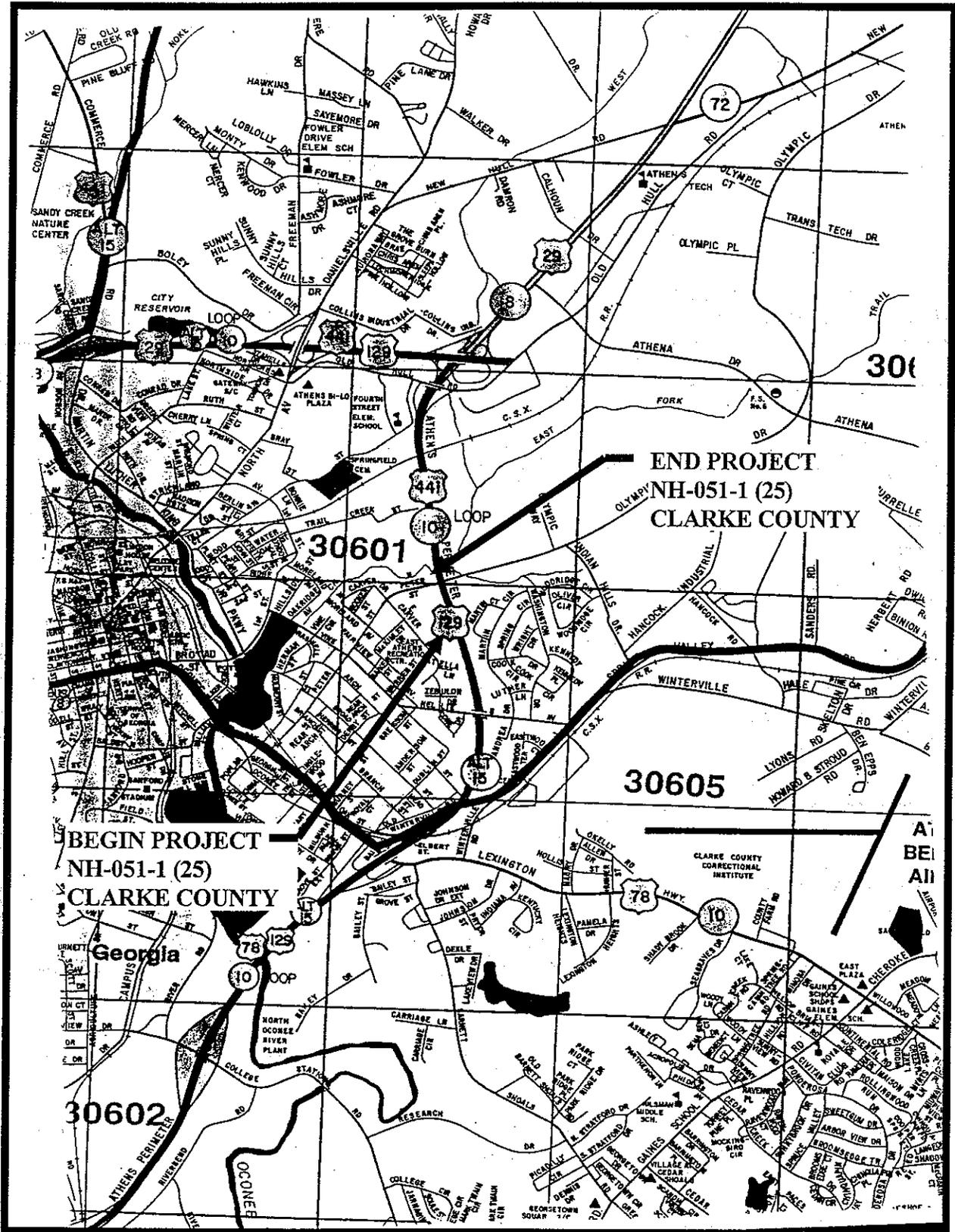
DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

PROJECT MAP - Project No. : NH-051-1 (25)



PROJECT NUMBER: NH-051-1 (25)

PROJECT LOCATION & DESCRIPTION

This project consists of the construction of a grade separated interchange of S.R. 10 Loop and Peters Street /Olympic Drive. The proposed grade separation on the east side of Athens, Ga. will complete a controlled access perimeter around the city. The proposed concepts consist of raising the mainline S.R. 10 Loop alignment over Peters Street /Olympic Drive. The current 4-lane, 2-way divided cross section with a 40-foot depressed median will be maintained on S.R. 10 Loop.

The southbound exit ramp to Peters Street /Olympic Drive will form a quarter cloverleaf while the three additional ramps will be in a compressed diamond configuration. Improvements to Peters Street /Olympic Drive will take place from East Carver Drive on the west side to 1,200 feet east of S.R. 10 Loop. The cross section of Peters Street /Olympic Drive will consist of an urban section with two east and two west bound through lanes separated by a 32-foot raised median. Left and right turn lanes will be provided at the proposed park entrance located to the west and at the northbound and southbound S.R. 10 Loop ramps. Bicycle operation will be accommodated on Peters Street /Olympic Drive by 4-foot eastbound and westbound bike lanes.

PROJECT LENGTH: 0.75 miles

TRAFFIC

	ON COMPLETION		PROJECTED	
	YEAR	AADT	YEAR	AADT
S.R. 10 Loop	2006	42,000	2026	69,000
Peters St./ Olympic Dr.	2006	12,000	2026	18,000

PDP CLASSIFICATION

FUNCTIONAL CLASSIFICATION

MAJOR PROJECT/EXISTING LOCATION

URBAN PRINCIPAL ARTERIAL

FULL OVERSIGHT ()

EXEMPT (X)

SF ()

PROJECT NEED & PURPOSE
NH-051-1(25), PI 122850, Clarke County
SR 10 Loop at Peters Street/Olympic Drive

The proposed project is the addition of a new interchange at the existing intersection of SR 10 Loop and Peters Street/Olympic Drive in Clarke County. This intersection is the only at-grade intersection on SR 10 Loop. The project will provide a continuous controlled access facility around the city of Athens. This project was identified by and is a component of the Athens-Clarke-Oconee Regional Transportation Study (ACORTS) adopted in September 1997. This interchange is significant regionally in that it provides access to and between SR 10 Loop, which is a perimeter route around the city of Athens from Peters Street/Olympic Drive. Peters Street/Olympic Drive provides direct access to downtown Athens. It also serves a wide variety of other shopping, eating and employment opportunities in the immediate vicinity.

Existing Conditions

The SR 10 Loop/Peters Street/Olympic Drive intersection represents a point of merger for traffic originating in or destined to northeast Clarke County and points beyond. Peters Street provides a major access route into downtown Athens and to the University of Georgia parking facilities located around the perimeter of the campus. In the past decade, new developments have transformed this area from undeveloped to a rapidly growing mix of residential, multi-family and commercial development. This development is expected to continue as the Athens-Clarke County area expands. Since 1989, traffic volumes along SR 10 Loop, Peters Street and Olympic Drive have nearly doubled. 1998 ADT was approximately 4,000 vehicles per day (VPD) on Peters Street, 9,000 vehicles per day (VPD) on Olympic Drive and 25,000 vehicles per day (VPD) on SR 10 Loop. These volumes are forecasted to increase by the year 2026 to 9,200 vehicles per day (VPD) on Peters Street, 18,000 vehicles per day (VPD) on Olympic Drive and 69,000 vehicles per day (VPD) on SR 10 Loop.

Accident data for this location indicates that the number of accidents is average for an intersection of this type. The new interchange will facilitate the flow of traffic to and from Peters Street/Olympic Drive as well as the through traffic on Peters Street/Olympic Drive by eliminating many conflicting turning movements.

Project Termini

The project termini are logical in that the project is the addition of an interchange between two major arterial routes.

Other Planned Projects

There are no other planned projects in the immediately vicinity.

Local Support

Construction of the SR 10 Loop/Peters Street/Olympic Drive interchange is a critical component of the Athens-Clarke-Oconee Regional Transportation Plan. The proposed improvement was originally identified in the adopted 1997 Athens-Clarke-Oconee Regional Transportation Plan. This project is contained in the fiscal year 2000-2002 Transportation Improvement Program (TIP) for the Athens-Clarke-Oconee Regional Transportation Study and in the fiscal year 2000-2002 State Transportation Improvement Program (STIP).

EXISTING ROADWAYS

S.R. 10 Loop

TYPICAL SECTION: 4 lane with 40' depressed median

R/W WIDTH
100' - 150'

POSTED SPEED
55 MPH

MAX DEGREE OF CURVATURE
0° 45' 00"

MAXIMUM GRADE
6.00%

MAJOR STRUCTURES:

1. Quadruple 10' x 10' box culvert 450' north of Peters Street /Olympic Drive
2. Two 100' transmission poles north of Peters Street /Olympic Drive

Peters Street /Olympic Drive

TYPICAL SECTION: 2 lane with 2' paved shoulder

R/W WIDTH
200' - 300'

POSTED SPEED
45 MPH

MAX DEGREE OF CURVATURE
3° 50' 00"

MAXIMUM GRADE
6.00%

MAJOR STRUCTURES:

No major structures in project limits

PROPOSED ROADWAYS

S.R. 10 Loop

TYPICAL SECTION: 4 lane with 40' depress median. 10' paved shoulder.

DESIGN SPEED
65 MPH

MAX DEGREE OF CURVATURE
ALLOWABLE: 3°30'00"
PROPOSED: 0°45'00"

MAX GRADE
ALLOWABLE: 6.00%
PROPOSED: 6.00%

MAJOR STRUCTURES:

1. 4-lane bridge over Peters Street / Olympic Drive with barrier walls.
2. Replace quadruple 10' x 10' box culverts with a new length of 300'.
3. Relocate two 100' transmission poles.

PROPOSED ROADWAYS (cont.)

SR 10 SB Exit Ramp (Loop in SW Quadrant)

TYPICAL SECTION: 1 lanes with 36' of pavement

DESIGN SPEED	MAX DEGREE OF CURVATURE	MAX GRADE
30 MPH	ALLOWABLE: 21° 0'0"	ALLOWABLE: 6.00%
	PROPOSED: 21° 0'0"	PROPOSED: 6.00%

MAJOR STRUCTURES:
No major structures in project limits

SR 10 NB Exit Ramp, NB and SB Entrance Ramp

TYPICAL SECTION: 1-2 lanes with 36' of pavement

DESIGN SPEED	MAX DEGREE OF CURVATURE	MAX GRADE
45 MPH	ALLOWABLE: 8° 45'0"	ALLOWABLE: 6.00%
	PROPOSED: 8° 45'0"	PROPOSED: 6.00%

MAJOR STRUCTURES:
No major structures in project limits

Peters Street / Olympic Drive

TYPICAL SECTION: 4 lanes with 32' raised median. Right and left turn lanes at the park entrance west of the proposed interchange and S.R. 10 Loop ramps. 4' bike lanes and curb and gutter with 5' sidewalk.

DESIGN SPEED	MAX DEGREE OF CURVATURE	MAX GRADE
45 MPH	ALLOWABLE: 8° 45'0"	ALLOWABLE: 6.00%
	PROPOSED: 3° 50'0"	PROPOSED: 6.00%

MAJOR STRUCTURES:
Bridge referenced above on S.R. 10 Loop

PROPOSED RIGHT OF WAY

R/W WIDTH	DISPLACEMENTS
S.R. 10 Loop improvements will require 75' acquisition to the west of the S.R. 10 Loop southbound ramps.	RES: <u> 0 </u> BUS: <u> 0 </u> M.H.: <u> 0 </u>

NUMBER OF PARCELS: 1

COORDINATION

CONCEPT TEAM MEETING DATE:	November 18, 1999
CONFORMS TO TIP/STIP:	Yes
METS LOGICAL TERMINI REQUIREMENTS:	Yes
P.A.R. MEETING:	To Be Determined
LOCATION INSPECTION DATE:	To Be Determined
PERMITS REQUIRED (4f, COE, 404, ETC.):	Corps of Engineers Nationwide Permit
LEVEL OF PUBLIC INVOLVEMENT:	Yes
TIME SAVING PROCEDURES APPROPRIATE:	Yes
LOCAL GOVERNMENT COMMITMENTS:	LGPA - No Report
OTHER PROJECTS IN THE AREA:	NONE

SCHEDULING CONSIDERATIONS

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

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Widen Under Traffic

LEVEL OF ENVIRONMENTAL ANALYSIS:

DESIGN EXCEPTIONS REQUIRED:	YES	NO	UNDETERMINED
SUBST HORZ 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: None

HAZARDOUS WASTE SITES: None

ALTERNATIVES CONSIDERED

1. No Build: Analysis showed that the existing at grade intersection would not operate at an acceptable level of service (LOS) in the 2026-design year.
2. Improved Existing: Analysis showed that there would be a slight improvement in the 2026 LOS, and that cost would be minimal, however an adequate LOS and operational safety would not be achieved.
3. Single Point Urban Interchange: Analysis showed that design year operation improvements would be adequate, but costs of construction would be higher than a compressed diamond alternative.
4. Compressed Diamond: This alternative provided for adequate operation and safety improvements, and the cost would be in an acceptable range, however, projected turning volumes would be more efficiently handled with a clover leaf configuration.
5. Half Clover Interchange: Analysis showed that the LOS resulting from left turn movements in the southeast quadrant cloverleaf would not be acceptable.
6. Quarter Clover Interchange (Preferred Alternative): Analysis showed that this alternative would have the largest improvement in safety and operation. Although cost was slightly higher than the compressed diamond alternative, a quarter cloverleaf in the southwest quadrant would provide the highest relief from delays.

ESTIMATED COST			
CONSTRUCTION:	\$8,155,282	RIGHT-OF-WAY:	\$ 135,000
E & C (10):	\$815,528	ACQUIRED BY:	D.O.T.
INFLATION:	\$1,414,024	UTILITIES:	\$ 200,000
		ADJUSTED BY:	
TOTAL CONSTRUCTION COST:			\$10,384,834

COMMENTS:

ATTACHMENTS: Cost Estimate, Environmental Scan, Accident Diagrams, Traffic Diagrams, Typical Sections, and Proposed Project Layout, Concept Team Meeting Minutes, Athens-Clarke County concerns, Response to Athens-Clarke County Concerns

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-051-1(25)

COUNTY: Clarke

DATE: 4/21/00

ESTIMATED LETTING DATE: 2003

PREPARED BY: Doug Tilt

PROJECT LENGTH : 0.75 miles

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

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$135,000
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0	\$0
3. OTHER COST (DAMAGES, ADM. / COURT, INFL., ETC.)	\$0
SUBTOTAL: A	\$135,000
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$0
2. TRANSMISSION LINES	\$0
3. SERVICES	\$200,000
SUBTOTAL: B	\$200,000
C. CONSTRUCTION:	
1. MAJOR STRUCTURES:	
a. 220' x 125' New Bridge (\$80 / sq. ft.)	\$2,200,000
b. Relocate 100' Transmission Poles X 2 @ \$50,000 ea.	\$100,000
c. Quadruple Box Culvert 300'	
Cu. Yds. Concrete \$313 / cu. yd. (Design 4 - 7.0494 cu. yd. / ft @ 300 ft)	\$661,939
Lbs of bar reinforcement \$0.53 / linear ft. (Design 4 - 948.7 lbs. / ft. @ 300 ft)	\$150,843
SUBTOTAL: C-1	\$3,024,782
2. GRADING AND DRAINAGE:	
a. EARTHWORK - Unclassified 146000 cu. yds. (\$5 / cu. yd)	\$730,000
b. DRAINAGE - 1.5 miles (\$45,000 / mile)	\$67,500
SUBTOTAL: C-2	\$647,500
3. BASE AND PAVING:	
a. GR AGGR BASE CRS - (100,000 SY x \$12)	\$1,200,000
b. ASPHALT PAVING:	
1. Asph Conc, 4" superpave base (23,000 tons x \$40)	\$920,000
2. Asph Conc, 2" superpave binder (11500 tons x \$40)	\$460,000
3. Asph Conc, 1 1/2" superpave surface (13800 tons x \$40)	\$552,000

	SUBTOTAL: C-3.b	\$1,680,000
c. BITUMINOUS TACK COAT - (7000 gal x \$1)		\$7,000
d. MILLING, ASPH CONC, 1 1/2" (40000 SY X \$1.5)		\$60,000
	SUBTOTAL: C-3	\$2,766,000
4. LUMP ITEMS:		
a. TRAFFIC CONTROL		\$350,000
b. CLEARING AND GRUBBING		\$250,000
c. GRASSING		\$30,000
d. EROSION CONTROL		\$300,000
e. SIGNALS		
1. SB Ramp @ Peters Street		\$60,000
2. NB Ramp @ Olympic Drive		\$60,000
3. Interconnect Cable (Fiber) (700 ft x \$10)		\$7,000
	SUBTOTAL: C-4.e	\$127,000
	SUBTOTAL: C-4	\$1,057,000
5. MISCELLANEOUS:		
a. SIGNING & STRIPING		\$250,000
b. FIELD OFFICE		\$30,000
c. CONCRETE CURB AND GUTTER - 10000 ft (\$10 / ft)		\$100,000
d. GUARDRAIL		\$80,000
e. CONCRETE MEDIAN		\$250,000
	SUBTOTAL: C-5	\$660,000
6. SPECIAL FEATURES		

ESTIMATE SUMMARY	
A. RIGHT-OF-WAY:	\$135,000
B. REIMBURSABLE UTILITIES:	\$200,000
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	\$3,024,782
2. GRADING AND DRAINAGE	\$647,500
3. BASE AND PAVING	\$2,766,000
4. LUMP ITEMS	\$1,057,000
5. MISCELLANEOUS	\$660,000
6. SPECIAL FEATURES	\$0
SUBTOTAL CONSTRUCTION COST	\$8,155,282
E. & C. (10%)	\$815,528
INFLATION (5% PER YEAR)	\$1,414,024
NUMBER OF YEARS: 3	
TOTAL CONSTRUCTION COST	\$10,384,834
GRAND TOTAL PROJECT COST	\$10,384,834

ENVIRONMENTAL SCAN:

A check of maps in the Historic Preservation Office revealed no recorded historic properties in the project area. However, there has been no official survey for Clarke County, Georgia. No structures over 50 years old were observed in the project area during site reconnaissance.

No wetlands are mapped in the project area on the Athens West National Wetlands Inventory (NWI) Map. No jurisdictional wetlands were observed during site reconnaissance.

There is one perennial stream in the project area, Trail Creek. It is approximately 20 to 25 feet wide and bisects the northern half of the project area, north of Olympic and Peters Streets. It crosses under SR 10 Loop through a 4-sectioned box culvert. An unnamed tributary to Trail Creek is located in the southwestern quarter of the project area. This is a 2 to 4 feet wide ephemeral stream. Both will be impacted by proposed new location ramps.

No residential houses or businesses will be impacted by the proposed project as currently designed. There are two minority neighborhoods in the project vicinity, one in each of the southern quarters. Any design changes will potentially impact these neighborhoods.

A county park is planned for the northwestern quarter of the project vicinity. Coordination with County officials and GADOT will be necessary if lands designated for the park will be impacted. If the lands haven't been purchased coordination regarding desired uses should be completed prior to purchase.

No hazardous materials or storage tanks were observed in the field in the new location portions of the project. No gasoline stations were observed in the project vicinity.

There are three federally protected species known from Clarke County, Georgia including the grey bat (*Myotis grisescens*) and the red-cockaded woodpecker (*Picoides borealis*) both listed as endangered, and bald eagle (*Haliaeetus leucocephalus*) listed as threatened. There is no available habitat for any of the federally protected species in the project area. There are six federal species of management concern known from Clarke County. There is habitat available for two of these species, the Appalachian Bewick's wren (*Thyromanes bewickii*) and Altamaha shiner (*Cyprinella xaenura*) (a fish). The new location ramps will impact the wren's potential woodland habitat and Trail Creek is potential habitat for the shiner. There are three state protected species known from Clarke County. No potential habitat for these three species is available in the project area.

Accident Diagram

S.R. 10 LOOP @ PETERS ST./ OLYMPIC DR.

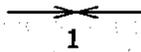
1996

Accidents: 15
 Fatalities: 0
 Injuries 6

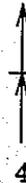
S.R. 10 Loop



Peters St.



Olympic Dr.



Vehicle Movement

- Straight
- Right
- Left
- Backing

Accident Type

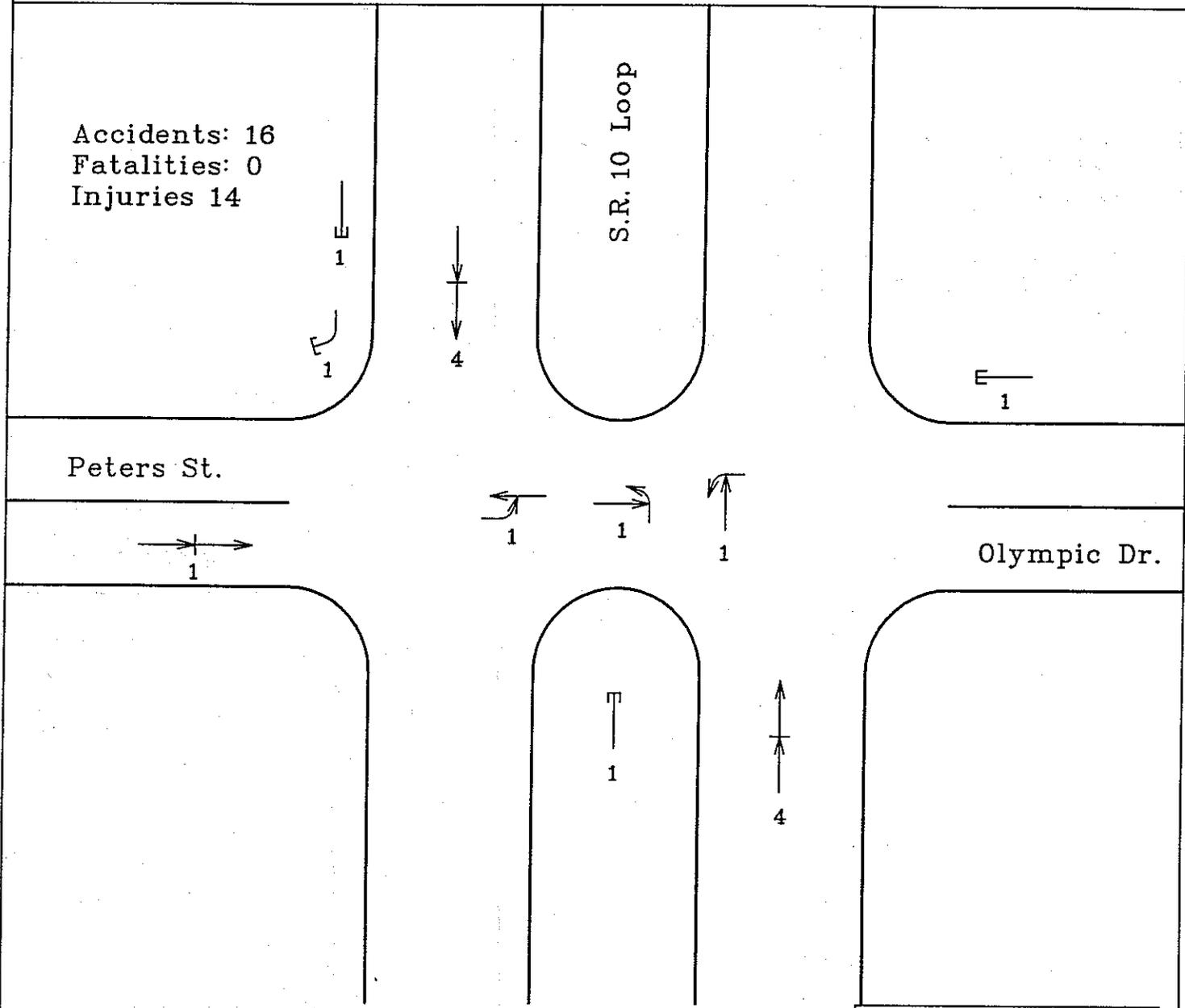
- Rear-End
- Head-On
- Angle
- Sideswipe
- Collision with Object



Accident Diagram

S.R. 10 LOOP @ PETERS ST./ OLYMPIC DR.

1997



Vehicle Movement

- Straight
- Right
- Left
- Backing

Accident Type

- Rear-End
- Head-On
- Angle
- Sideswipe
- Collision with Object

Accident Diagram

S.R. 10 LOOP @ PETERS ST./ OLYMPIC DR.

1998

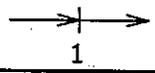
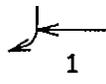
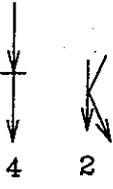
Accidents: 17*
 Fatalities: 0*
 Injuries 4*

*Numbers do not include accidents reported by Georgia State Police

S.R. 10 Loop

Peters St.

Olympic Dr.



Vehicle Movement

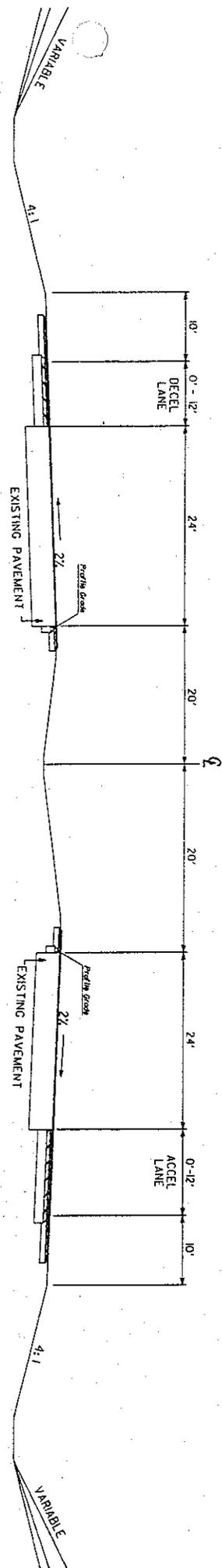
- Straight
- Right
- Left
- Backing

Accident Type

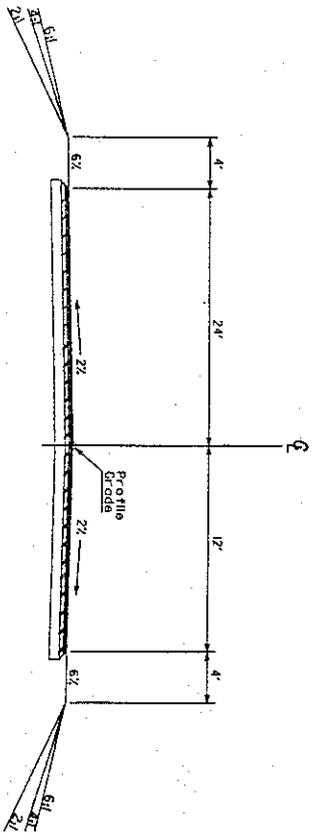
- Rear-End
- Head-On
- Angle
- Sideswipe
- Collision with Object



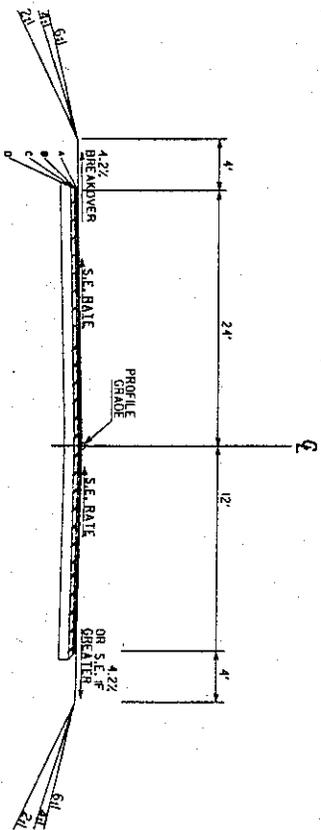
TYPICAL SECTION - S.R.10 LOOP



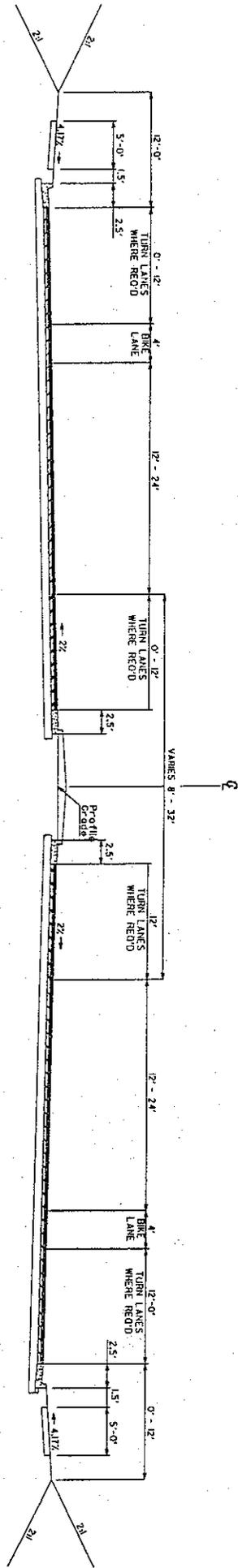
TYPICAL SECTION - ENTRANCE & EXIT RAMP
TANGENT SECTION



TYPICAL SECTION - ENTRANCE & EXIT RAMP
SUPERELEVATED SECTION



TYPICAL SECTION - PETERS ST / OLYMPIC DRIVE



MEETING REPORT

Participants:
See Attached Sign-in Sheet

Copies:
Participants

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

TRANSPORTATION

Place/date of meeting:
GDOT, November 18, 1999

Minutes by:
Matt McDow

Subject:
Concept Team Meeting for NH-051-1(25)

ARCADIS Geraghty & Miller Project No.:
GA062751.0230
GA062751.0240

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.

NH-051-1(25), PI 122850 – SR 10 Loop and Olympic Drive/Peters Street

The meeting commenced at 9:00 a.m. Stanley Hill, the GDOT project manager for this project, chaired the meeting and highlighted the main elements of the draft concept report developed by ARCADIS Geraghty & Miller. Copies of the draft concept report were made available to all team members, and a plot of the preferred concept was displayed. Following are the meeting minutes of key issues and decisions that were addressed by the various members of the team.

1. Stanley Hill said that GDOT estimated the right-of-way costs for the proposed concept to be \$135,000. Utility costs were estimated to be \$200,000, excluding Georgia Power's cost for relocating power lines. Stanley Hill said that the proposed traffic and design data need to be revised slightly.
2. Marwan Abboud, with ARCADIS Geraghty & Miller, discussed the alternates that were considered: no build, single point interchange, improved at-grade intersection, and a compressed diamond interchange.
3. Doug Tilt, with ARCADIS Geraghty & Miller, described the recommended design, which is the compressed diamond interchange.
4. Todd Long, the GDOT District 1 representative, asked whether the only required right-of-way is in

the northwest quadrant and said that this project will not build the park driveway. It was confirmed that the only required right-of-way is in the northwest quadrant, and that the park driveway is shown only as a point of reference and is not a part of this project. David Clark, of Athens-Clarke County, stated that the parcel in question is to be acquired by the County. Jim Kennerly, of GDOT Road Design, said that the Department will proceed with early acquisition of the necessary right-of-way prior to County acquisition to avoid potential 4f problems.

5. Martha Brewster, with ARCADIS Geraghty & Miller, explained her environmental scan: single stream crossing, no wetlands; no historical property. She said that if the land is owned by the County and designated for a park, then 4f will be an issue. She said the County could acquire the total parcel and designate a section to be used for roadway construction, possibly avoiding the 4f problem.
6. Dan Cogan, of Athens-Clarke County, who is acquiring the right-of-way for the County, stated that they are proceeding with acquisition and can designate the required section for future roadway construction.
7. Katie Mullins, with GDOT Programming, said that planned construction is currently set for 2002, but it may be delayed to 2004 to allow for balance across congressional districts.
8. David Clark requested that the reference to Peters Street/Olympic Drive providing direct access to downtown be removed from the Need and Purpose statement.
9. David Clark believes that more growth is expected in the area than the traffic data projected. The County will send modified traffic diagrams to GDOT for evaluation. GDOT will then forward the final revised traffic data to ARCADIS Geraghty & Miller to reanalyze the preferred concept.
10. David Clark asked why a partial cloverleaf is not being considered for the interchange. Marwan Abboud, with ARCADIS Geraghty & Miller, stated that the traffic diagrams provided by GDOT do not warrant a partial cloverleaf interchange. The future year level of service for the preferred concept was found to be B.
11. Wade Harris, the GDOT Engineering Services representative, is concerned with the relatively short left turn storage under the bridge; this could cause traffic to queue through the adjacent intersection. Marwan Abboud said that the proposed diamond phasing would prevent this from being a problem.
12. Steve Logan, the Georgia Power Distribution representative, said that their power poles could accommodate traffic signals provided that Georgia Power knows of the signals in advance. Marwan Abboud stated that this is typically handled during the design phase.
13. Todd Long, the GDOT District 1 representative, asked why the SR 10 Loop profile was raised to go over Peters Street/Olympic Drive instead of vice versa. The reply was that this profile allows for much easier maintenance of traffic, and the existing profiles appear to accommodate SR 10 Loop over Peters Street/Olympic Drive. ARCADIS Geraghty & Miller will work jointly with GDOT to review the existing roadway plans to verify the optimum profiles for the preferred concept.

14. Nick Bledsoe, the Georgia Power Transmission representative, stated that the transmission lines need to be moved during construction. The estimate for transmission line relocation is \$500,000. Steve Logan, the Georgia Power Distribution representative, estimated the distribution line relocation to be \$50,000.
15. Wade Harris, the GDOT Engineering Services representative, stated that a concrete bridge would be desired if the spans are less than 140 feet. Doug Tilt, with ARCADIS Geraghty & Miller, will verify the spans required for the concept and make the appropriate changes if the spans are less than 140 feet.
16. Stanley Hill requested that all comments be sent to GDOT by December 9.

ATTENDANCE SIGN IN SHEET FOR CONCEPT TEAM MEETING

PROJECT NO. NH-051-1(25) P.I. NO. 122850

COUNTY/COUNTIES Clarke

NOTE: Everyone attending this meeting is requested to sign below. Attendees representing agencies or companies outside DOT and desiring a copy of the minutes of this meeting are requested to print their name, mailing address, organization, and telephone number below.

NAME	ORGANIZATION	MAILING ADDRESS	ZIP CODE	PHONE NO.
Rick Reams	GDOT Road Des	Gen. Off.		604-657-9796
Stanley Hill	GDOT ROAD DES	Gen off		404-656-5130
NICK BUESSE	Ga Power	P.O. Box 1312 - Athens	30603-1302	706-357-2810
Martha Brewster	ARCADIS	Raleigh NC		919-782-5511
MARKIAN ABBOND	ARCADIS	ATL GA 3849 Peach FARM	30339	770-431-8666
MATT McDow	"	"	"	"
DOUG TILT	"	"	"	"
JESS BILMEYER	"	"	"	"
David Clark	Athen-Clarke County	P.O. Box 1868 Athens GA	30603	706-613-3440
Kip Padgett	Athen-Clarke County MPO	120 W. Dougherty St	30601	706-612-3515
Katie Mullins	GDOT Programming	Atlanta GA 30334	30334	404-651-7043
Ken Estes	DOT Operations	TMC	30316	404-635-8127
TIM SMITH	DOT TRAFFIC OPTS	TMC	30316	404-635-8126
JOE GALIANO	DIST TRAFFIC OPTS	DIST 1	30503-1517	770-532-5532
Greg Mayo	GDOT Road Design	General Office		(404)656-5388
TOPP LOWE	GDOT DIST 1	DIST 1	30503	(770)532-5520
Tia Kennedy	GDOT Districts	Region Des	30045	(404)656-5355
Bob Moore	" Planning	G.O.		7-6689
Steve Logan	Ga. Power	295 Junction Track Rd. Roswell, GA 30075	30075	770-993-2079
NH-003-3(53) Additional Attendees -SAME-				



December 7, 1999

Mr. Stanley Hill
 Georgia Department of Transportation
 Road Design Office
 #2 Capitol Square
 Atlanta, GA 30334

RE: November 18, 1999 Concept Meeting for SR 10 Loop @ Peter Street/Olympic Drive (NH-051-1(25) P.L. No. 122850)

Dear Mr. Hill:

Thank you for inviting staff from Athens-Clarke County to attend the Concept Meeting on November 18, 1999 to review the planned improvements to the intersection of SR 10 Loop @ Peter Street/Olympic Drive. Overall, Athens-Clarke County is supportive of the proposal to reconstruct this at-grade intersection as a grade separation intersection and Athens-Clarke County has worked with the Athens-Clarke-Oconee Transportation Study (ACORTS) to include this project in the 20-year Long Range Transportation Plan and FY2000-FY2003 Transportation Improvement Program (TIP).

Based on the concept presented during the meeting, Athens-Clarke County has some concerns about the currently proposed compressed diamond design and would like for the Georgia Department of Transportation to consider the following comments:

1. Utilization of the existing right-of-way
 When the Georgia Department of Transportation began building the eastern section of the SR 10 Loop in the 1970's, sufficient right-of-way was acquired on the south side of Peter Street/Olympic Drive to construct a half-cloverleaf grade separated intersection. None of the analyzed alternatives considered the feasibility of a half-cloverleaf design. Athens-Clarke County requests that the consultants conduct a complete analysis of this design before the final alternative is chosen.
2. Encourage more right-turn movements towards the Olympic Industrial Park
 The proposed compressed diamond design will require southbound SR 10 Loop vehicles, in particular large tractor trailer trucks, wishing to access the Olympic Industrial Park to turn left from the exit ramp. Use of the half-cloverleaf concept would generate a more efficient right-turning movement.
3. Signal operation of a compressed diamond
 The signal timing and operation involved with a compressed design concept require very precise signal timing parameters to avoid traffic back-ups through the closely spaced traffic signals. Further, the lack of significant storage area between the signalized intersections may be particularly problematic given the current and future large truck traffic that would be executing turning movements from the SR 10 Loop ramp. Therefore, Athens-Clarke County requests that GDOT consider alternatives that require less reliance on complex signal operations.
4. Potential noise impacts to residents adjacent to SR 10 Loop
 Under the proposed concept, SR 10 Loop will be raised to cross over Peter Street/Olympic Drive. Given the fact that the projected traffic volumes on SR 10 Loop for the year 2026 are expected to reach over 64,000 vehicles a day, Athens-Clarke County is concerned about the potential noise

**DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
 ADMINISTRATIVE DIVISION**



impacts on the surrounding residential neighborhoods that would result from raising the roadway by approximately 20 feet. Therefore, Athens-Clarke County requests that a noise wall be considered in the final alternative to alleviate the increased noise.

5. Actual schedule for construction

During the Concept Meeting, GDOT staff indicated that construction of the proposed project would likely be shifted from FY2003 to FY2004. As part of the recent development of the Transportation Improvement Program (TIP), ACORTS was instructed by GDOT to move this project up to FY2003 and Athens-Clarke County has subsequently begun planning for other local road projects in the area based on the interchange project beginning in FY2003. Therefore, Athens-Clarke County is requesting that GDOT leave the planned funding in FY2003.

6. Design of intersection vs. park land acquisition

Athens-Clarke County is currently in the process of acquiring the property in the northwestern quadrant of the referenced interchange for the development of a community park. Under the current proposal, GDOT will need to acquire a small portion of this proposed park property for the construction of an exit ramp. Under a half-cloverleaf design at the interchange, GDOT would not have to acquire any of the proposed park land. Based on conversations with Arcadis' environmental staff, once Athens-Clarke County acquires this land and designates it as park land, Federal Regulations will prohibit using the land for road purposes. Therefore, if GDOT will need to acquire any land in this quadrant, the acquisition must be completed before Athens-Clarke County closes on the purchase of property for the park.

7. Park entrance

Under a half-cloverleaf design option, the proposed main entrance point to the proposed Athens-Clarke County park could be located directly across from the ramps. Thereby creating a single traffic signal, instead of the currently proposed two traffic signals on Peter Street (one for the compressed diamond ramp and one for the park location). Therefore, Athens-Clarke County feels that a half-cloverleaf interchange design (especially on the west side of SR 10 Loop) is favorable to the compressed diamond. This design would also significantly increase the spacing between the signalized off-ramps; thus, increasing the vehicle storage area between the signals.

In summary, Athens-Clarke County staff has serious and significant reservations regarding the currently proposed design concept. If you have any questions about Athens-Clarke County's comments on the proposed concept, please feel free to contact David Clark, Director of Transportation & Public Works at (706) 613-3440. If you would like more information about the proposed park in the northwestern quadrant, please contact Dan Cogan, SPLOST Project Manager, at (706) 613-3025.

Sincerely,



David E. Clark, P.E.
Director of Transportation & Public Works

- xc: Al Crace, A-CC Manager
- Bob Snipes, A-CC Deputy Manager
- Dan Cogan, A-CC SPLOST Project Manager
- John Stockbridge, A-CC Planning Director
- Larry Dent, GDOT District 1 Engineer
- Todd Long, GDOT District 1 Preconstruction Engineer

MEETING REPORT

Participants:

Jim Kennerly, GDOT
Stanley Hill, GDOT
Rick Reasons, GDOT
Marwan Abboud, ARCADIS Geraghty & Miller
Jess Billmeyer, ARCADIS Geraghty & Miller
Doug Tilt, ARCADIS Geraghty & Miller
Matt McDow, ARCADIS Geraghty & Miller

Copies:

Participants

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

TRANSPORTATION

Place/date of meeting:

GDOT, December 17, 1999

Minutes by:

Matt McDow

Subject:

Discussion of Athens-Clarke County's
comments on project NH-003-3(53)

ARCADIS Geraghty & Miller Project No.:

GA062571.0240

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.

A meeting was held to address Athens-Clarke County's concerns with the proposed concepts presented at the November 18, 1999 Concept Team Meetings. The letter from Athens-Clarke County stating these concerns is attached. Following are the meeting minutes of key issues and decisions that were made.

NH-051-1(25), PI # 122850 – SR 10 Loop and Peters St./Olympic Dr.

1. The existing GDOT R/W in the southwest and southeast quadrants of the intersection may not accommodate a fully functioning half-cloverleaf. ARCADIS Geraghty & Miller will determine if additional R/W will be required with a half-cloverleaf alternative and the environmental implications that may result. It is possible that with a half cloverleaf design, additional R/W will be required from low-income minority housing. ARCADIS Geraghty & Miller will investigate.
2. ARCADIS Geraghty & Miller will analyze a half cloverleaf as an alternative. ARCADIS Geraghty & Miller will take Athens Clarke County's projection into consideration and account for the large truck volumes in their model. It was also decided that with the large truck volumes predicted by Athens Clarke County, the design speed on the ramps would be 35 mph.
3. GDOT will contact Athens-Clarke County to obtain their traffic projections needed for ARCADIS Geraghty & Miller's analysis.

4. It was decided that the tight diamond alternative with appropriate phasing would adequately accommodate traffic volumes. The tight diamond remains a valid alternative.
5. It was agreed that the S.R. 10 Loop alignment under the proposed alternatives will bridge Peters St. / Olympic Dr. The grade separation will be achieved by both partially raising S.R. 10 Loop and partially lowering Peters St. / Olympic Dr.
6. The planning concerns addressed in comment 5 will be discussed with GDOT Planning.
7. With the half cloverleaf alternative it is anticipated that additional right of way in the northwest quadrant will be required. Full evaluation will determine the extent. It was agreed that with the down grade and truck volumes, deceleration requirements must be met. This distance will carry over the proposed bridge resulting in further widening of the S.R. 10 Loop cross section. Additionally, during construction it is expected that temporary access will be required, further encroaching on the proposed park property.
8. GDOT will consider the possibility of aligning a public road, in this case, the park entrance with S.R. 19 Loop. However, GDOT emphasized to ARCADIS Geraghty & Miller that minimum distances from proposed ramps to adjacent intersection must be maintained. With a cloverleaf geometry, the ramp and park entrance intersection must be shifted further east along Peters St. to achieve a minimum distance from Carver Drive.
9. GDOT will investigate the paperwork required to supplement the ARCADIS Geraghty & Miller work order by a maximum of 20% to finalize the above mentioned changes.



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

WAYNE SHACKELFORD
COMMISSIONER
(404)656-5206

FRANK L. DANCHETZ
CHIEF ENGINEER
(404)656-5277

STEVEN L. PARKS
DEPUTY COMMISSIONER
(404)656-5212

BILLY F. SHARP
TREASURER
(404)656-5224

December 13, 1999

Mr. John Stockbridge
ACORTS Project Director
Athens-Clarke County Planning Department
120 W. Dougherty Street
Athens, Georgia 30601

Dear Mr. Stockbridge:

Mr. Stanley Hill of this Department asked this Office to reply to your letters to him dated December 1, 1999, as they related to project schedules in the current Transportation Improvement Program (TIP) for the ACORTS Metropolitan Planning area.

- SR 10 Loop @ Peter Street/Olympic Drive (PI #122850)

This project is currently scheduled in the FY 2000-2002 TIP for construction in FY 2002. This remains the official schedule, and will remain the official schedule until the TIP is amended or updated. However, during this time of the year, GA DOT must be working on congressional district balancing for the next State TIP as required by the Georgia General Assembly. The information you heard was preliminary and subject to adjustment. But, it will sometimes be required to move project phases to later dates to satisfy balancing requirements. This Department will try to minimize this, but it will inevitably occur because all scheduling efforts are estimates. To reiterate, the TIP is the official schedule.

- SR 10 Loop @ Atlanta (PI #122890)

The construction phase of this project is not in the current FY 2000-2002 TIP and therefore, does not carry the same commitment as the previously discussed project. There have been only preliminary discussions on moving this phase to a later date.

We are looking forward to completing the required balancing by the end of this month. When this work is accomplished, we will furnish the Metropolitan Planning Organization with the information so that a new FY 2001-2003 TIP can be developed.

If you have any questions you may contact Bob Bowling at (404) 657-6916 or Cora Cook at (404) 657-6687.

Sincerely,



Marta V. Rosen

State Transportation Planning Administrator

REB:ddt

cc: Herman Griffin
Stanley Hill
Cora Cook
Bob Moore

Department of Transportation State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: NH-051-1(25)/Clarke County
P.I. No. 122850

Office: Traffic Operations
Atlanta, Georgia
Date: May 16, 2000

M.G. Waters
From: M.G. Waters, III, P.E., State Traffic Operations Engineer
To: Wayne Hutto, Assistant Director of Preconstruction

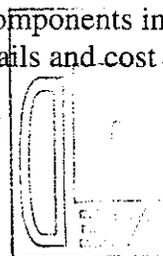
Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the construction of a new interchange on SR 10 Loop at Peters Street/Olympic Drive. This is currently the only at-grade intersection on SR 10 Loop and this project will provide a continuous controlled access facility around the city of Athens.

SR 10 Loop is a four lane facility with a 40 foot depressed median and a 55mph posted speed limit. Traffic volumes are expected to continue to rise as this areas growth of residential and commercial use expands. Design year volumes, 2026, on SR 10 Loop, are expected to rise to 69,000vpd from the current counts of 25,000vpd. Peters Street's current volumes of 4,000vpd and Olympic Drive's counts of 9,000vpd will increase to 9,200vpd and 18,000vpd, respectively.

This project will maintain the four lanes, the 40 foot depressed median with 10 foot paved shoulders, on SR 10 Loop. The interchange will consist of a southbound quarter cloverleaf while the three remaining ramps will be in a compressed diamond configuration. Peters Street/Olympic Drive will undergo improvements beginning at East Carver Drive, on the west side, and continuing to 1200 feet east of SR 10 Loop. The typical section will consist of four lanes, two in each direction, with curb and gutter, separated by a 32 foot raised median. Turn lanes will be provided at the proposed park entrance and at the SR 10 Loop ramps. Sidewalks and 4 foot bicycle lanes will also be accommodated on Peters Street/Olympic Drive. Traffic is to be maintained on existing roadways during construction.

We request conduit be installed within the limits of this project as part of this project. The conduit would be used for the future interconnection of the Advanced Transportation Management System components in this area. Our Traffic Operations Design Office can provide details and cost estimates for inclusion in the project.



We believe this concept will improve safety and traffic operations along this section of roadway.

With the recommended statement, we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: David Studstill

James A. Kennerly, State Road and Airport Design Engineer

Attention: Stanley Hill or Rick Reasons

David Mulling, w/ attachment

Marta Rosen

Chuck Hasty, TMC

Mark Demidovich, TMC

Paul Liles, State Bridge Design Engineer

General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

NH-051-1 (25)
CLARKE COUNTY
P.I. NO. 122850

FEDERAL ROUTE NO: U.S. 441
STATE ROUTE NO: S.R. 10 Loop

Date of Report: 21 April, 2000

RECOMMENDATION FOR APPROVAL

5-12-00
DATE

Joan A. Kennedy
State Road and Airport Design Engineer

This project concept is contained in the Regional Transportation Improvement Program (RTIP) 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 RTIP and/or the STIP.

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

5/19/2000
DATE

Maria H. Waters
State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

NH-051-1 (25)
CLARKE COUNTY
P.I. NO. 122850

FEDERAL ROUTE NO: U.S. 441
STATE ROUTE NO: S.R. 10 Loop

Date of Report: 21 April, 2000

RECOMMENDATION FOR APPROVAL

DATE

State Road and Airport Design Engineer

This project concept is contained in the Regional Transportation Improvement Program (RTIP) 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 RTIP and/or the STIP.

5/25/00

Marta V. Rosenz

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

NH-051-1 (25)
CLARKE COUNTY
P.I. NO. 122850

FEDERAL ROUTE NO: U.S. 441
STATE ROUTE NO: S.R. 10 Loop

Date of Report: 21 April, 2000

RECOMMENDATION FOR APPROVAL

5-12-00
DATE

Joan A. Kennedy
State Road and Airport Design Engineer

This project concept is contained in the Regional Transportation Improvement Program (RTIP) 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 RTIP and/or the STIP.

DATE
5-16-00

State Transportation Planning Administrator
Herbert J. Suffer
State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

NH-051-1 (25)
CLARKE COUNTY
P.I. NO. 122850

FEDERAL ROUTE NO: U.S. 441
STATE ROUTE NO: S.R. 10 Loop

Date of Report: 21 April, 2000

RECOMMENDATION FOR APPROVAL

5-12-00
DATE

Joseph A. Kennedy
State Road and Airport Design Engineer

This project concept is contained in the Regional Transportation Improvement Program (RTIP) 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 RTIP and/or the STIP.

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

5-31-00
DATE

Larry Dent
District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

NH-051-1 (25)
CLARKE COUNTY
P.I. NO. 122850

FEDERAL ROUTE NO: U.S. 441
STATE ROUTE NO: S.R. 10 Loop

Date of Report: 21 April, 2000

RECOMMENDATION FOR APPROVAL

5-12-00

DATE

James A. Kennedy
State Road and Airport Design Engineer

This project concept is contained in the Regional Transportation Improvement Program (RTIP) 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 RTIP and/or the STIP.

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

5/18/00
DATE

OTJ Maly
Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer