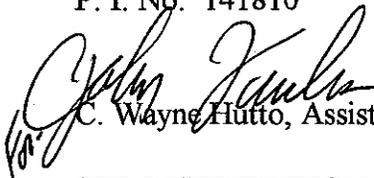


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-OOMS(15) Hall County **OFFICE** Preconstruction
P. I. No. 141810
DATE October 23, 2001
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:

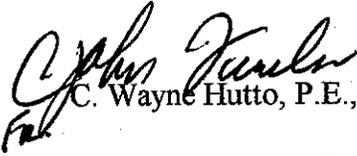
Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Phillip Allen
Marta Rosen
Paul Liles
Jimmy Chambers
Larry Dent
Jim Kennerly
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-OOMS(15) Hall County **OFFICE** Preconstruction
P.I. No. 141810

DATE October 4, 2001

FROM  C. Wayne Hutto, P.E., Assistant Director of Preconstruction

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

SUBJECT PROJECT CONCEPT REPORT

This project is the widening of portions of SR 13/Atlanta Highway, Memorial Park Drive/CR 451 and Skelton Road/CR 301, as well as the construction of a connector on new location, to provide a continuous roadway from I-985 to SR 53 bypassing the city of Gainesville. The total project length is 5.82 miles. State Route 13/Atlanta Highway, is an urban minor arterial, currently carries 19,400 VPD and operates at a Level of Service (LOS) "C"/"D" at its intersections with Frontage Road and Memorial Park Drive. By 2023, it is projected to carry 42,100 VPD and operate at LOS "F" if no improvements are made. Memorial Park Drive, an urban collector street, currently carries 22,400 VPD and operates at LOS B/C at its intersections with Centennial Drive and SR 369. By 2023, it is projected to carry 47,100 VPD and operate at LOS "F" with no improvements. Skelton Road, also an urban collector street, carries 11,400 VPD and operates a LOS B/C at its intersections with Spring Road and Shallowford Road. By 2023, it is projected to carry 24,600 VPD and operate at LOS "E" for the Spring Road intersection, and LOS C at the Shallowford Road intersection. All three roadways provide direct access to residential, industrial and commercial developments, and serve as collectors for I-985 to the south and SR 269 to the north.

The proposed construction would begin with the widening of SR 13 at the Frontage Road which is a part of the proposed I-985/SR 13 interchange project and continue on SR 13 to Memorial Park Drive and then turn north on Memorial Park Drive to SR 369 (Brown Bridge Road) and then on new location to SR 53 (McEver Road) and on new location also to Skelton Road, continue the widening on Skelton Road and end the project at the intersection with Shallowford Road. The proposed typical sections are as follows:

- SR 13 - four, 12' urban lanes, 20' grass median, 5' sidewalks on both sides
- Memorial Park Drive - four, 12' urban lanes, 20' grass median, 5' sidewalks on both sides
- Skelton Road - four, 12' urban lanes, 14' grass median, 5' sidewalks on both sides

The existing intersections will be reconfigured to provide adequate turn lanes and storage capacity for the design year traffic (2023). Traffic will be maintained during construction.

STP-OOMS(15) Hall
October 4, 2001

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; a public hearing will be held; time saving procedures are not appropriate.

The proposed concept is recommended to be constructed as two separate projects. The first project would be to construct the Memorial Park Drive Extension from SR 369/Browns Bridge Road to SR 53/McEver Road, and the Skelton Road Connector/Skelton Road from the Memorial Park Drive Extension to Shallowford Road. It is recommended that this project be STP-OOMS(15) Hall County, P.I. No. 141810. The project length is 2.55 miles.

The second project would widen SR 13/Atlanta Highway from Frontage Road to Memorial Park Drive, and widen and realign Memorial Park Drive from SR 13 to SR 369. This project would be 4.35 miles. The project number and P.I. #. Would be determined by the Office of Programming.

The estimated costs for these projects are:

STP-OOMS(15) Hall

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$10,521,000	\$18,297,000	LR	LR
Right-of-Way	\$ 5,800,000	\$ 8,100,000		
Utilities*	\$ 400,000	----		

Proposed New Project

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$15,565,000	----	LR	LR
Right-of-Way	\$ 4,100,000	----		
Utilities*	\$ 400,000	----		

*Hall County signed LGPA on 1-01 for PE, and 10% of right-of-way and construction costs; DOT will pay for utilities 5-00.

Frank L. Danchetz

Page 3

STP-OOMS(15) Hall

October 4, 2001

I recommend this project concept be approved.

CWH:JDQ/cj

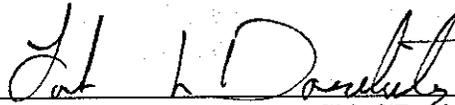
Attachment

CONCUR



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

APPROVE



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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

SEP 21 2001
Engineering Services
September 20, 2001

FILE: STP-00MS(15) Hall
P.I. Number 141810-

OFFICE: Engineering Services

DATE: September 20, 2001

FROM: David Mulling, *DTM* Project Review Engineer

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT

We have reviewed the concept report submitted September 7, 2001 by the letter from James A. Kennerly dated August 31, 2001, and have the following comments:

1. The concept report is not consistent with the format specified by the Plan Development Process. A Project Responsibilities Section and a Scheduling Section were not provided. Other areas such as utility involvement, PAR requirements, non-attainment area, public involvement and future passenger rail corridor were not addressed or not addressed adequately.

The costs for the project are:

	<u>Project 1</u>	<u>Project 2</u>
Construction	\$8,317,000	\$12,304,000
Inflation	\$1,248,000	\$ 1,846,000
E&C	\$ 956,000	\$ 1,415,000
Reimbursable Utilities	\$ 400,000	\$ 400,000
Right of Way	\$5,800,000	\$ 4,100,000

DTM

c: Jim Kennerly

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-00MS(15)		County: HALL		PI No.: 141810-	
Report Date: 8/31/01		Concept By: DOT Office: ROAD DESIGN			
<input checked="" type="checkbox"/> CONCEPT		Consultant: Moreland Altobelli Associates			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	80%	PDP format not followed, Utility involvement, PAR requirements, public information, etc. not addressed adequately.			
Judgement	100%				
Environmental	100%				
Right of Way	100%				
Utility	100%				
Constructability	100%				
Schedule	100%				

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

PROJECT CONCEPT REPORT

Improvements to Skelton Road/Memorial Park Drive/
Atlanta Highway (S.R. 13)

Project Number: STP-00MS (15)

P.I. No. 141810

Hall County

FEDERAL ROUTE NO: None

STATE ROUTE NO: S.R. 13

Date of Report: August 29, 2001

RECOMMENDATION FOR APPROVAL

9-05-2001
DATE

James A. Kennedy
State Road and Airport Design Engineer

This project is contained in the Transportation Improvement Program (TIP) and/or in the State Transportation Improvement Plan (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the TIP and/or the STIP.

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer / Gainesville

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

PROJECT NUMBER: STP-00MS (15)

PROJECT LOCATION & DESCRIPTION	
<p>The proposed project is located within Districts 8 and 9 and a section borders the Headright District of Hall County, Georgia. The project would widen portions of S.R. 13 (Atlanta Hwy.), Memorial Park Drive (C.R. 451), and Skelton Road (C.R. 301), as well as construct a connection on new location, to provide a four-lane divided highway for approximately 5.82 miles. The proposed project would begin with the widening of S.R. 13 at the frontage road which is a part of the Proposed I-985/S.R. 13 Interchange project and continue north on S.R. 13 to Memorial Park Drive and then turn on Memorial Park Drive to S.R. 369 (Browns Bridge Road) and then on new location connect to S.R. 53 (McEver Road) and also on new location connecting to Skelton Road, then continuing the widening along Skelton Road to end the project at its intersection with Shallowford Road.</p>	
<p>A number of existing intersections will be reconfigured to provide adequate turn-lanes and storage capacity for the design year traffic (2023). See the attached project layout for a graphical description of the project.</p>	
PROJECT LENGTH:	5.82 miles
MILE POINT REFERENCE: Project Southern Terminus - MP 10.52 (S.R. 13)

TRAFFIC		
<u>ROADWAY</u>	<u>2003 ADT</u>	<u>2023 ADT</u>
S.R. 13 (Atlanta Hwy.)	23,400	42,100
C.R. 451 (Memorial Park Drive)	26,700	47,100
C.R. 301 (Skelton Road)	13,700	24,600

ACCIDENT HISTORY			
S.R. 13; MP 10.52 to MP 12.46 (Urban Minor Arterial)			
<u>YEAR</u>	<u>Accident Rate</u>	<u>Injury Rate</u>	<u>Fatality Rate</u>
1995	388 (549)	231 (263)	0.00 (1.39)
1996	396 (525)	155 (246)	0.00 (1.56)
1997	284 (549)	151 (249)	0.00 (1.41)

* All rates are per 100 million vehicle miles of travel. Numbers in parentheses are statewide average rates for Urban Minor Arterials.

ACCIDENT HISTORY			
Memorial Park Drive; MP 0.00 to MP 1.44 (Urban Collector Street)*			
<u>YEAR</u>	<u>Accident Rate</u>	<u>Injury Rate</u>	<u>Fatality Rate</u>
1995	635 (467)	138 (218)	0.00 (1.20)
1996	976 (461)	334 (204)	0.00 (1.31)
1997	807 (479)	237 (205)	47.48 (1.35)

* Numbers in parentheses are statewide average rates for Urban Collector Streets.

ACCIDENT HISTORY			
Skelton Road; MP 0.31 to MP1.11*			
<u>YEAR</u>	<u>No. of Accidents</u>	<u>No. of Injuries</u>	<u>No. of Fatalities</u>
1995	22	5	0
1996	30	25	0
1997	26	3	0

* Accident rates cannot be calculated because actual ADT counts are not available for this route.

ROAD NAME	PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
S.R. 13 (Atlanta Highway) Memorial Park Drive Skelton Road	Major, Existing and New Location	Urban Minor Arterial Urban Collector Street Urban Collector Street
FULL OVERSIGHT ()	EXEMPT (X)	STATE FUNDED ()

PROJECT NEED & PURPOSE
See Attachments

EXISTING ROADWAY				
TYPICAL SECTION:				
S.R. 13:	Two 12' rural lanes (urban segments), variable grass shoulders.			
Memorial Park Drive:	Two 12' rural lanes (urban segments), variable grass shoulders.			
Skelton Road:	Two 12' rural lanes (urban segments), variable grass shoulders.			
R/W WIDTH: 60-150 ft.			
Posted Speed	Maximum Degree of Curve	Max Grade		
S.R. 13:	45 mph	6°	3%	
Memorial Park Drive:	35 mph	6°	2%	
Skelton Road:	35 mph	6°	2%	
Major Structures:	ID No.	Suff. Rating	Length	Width
S.R. 13 Bridge over Southern Railway	139-5088-0	97.8	285	47.3
Culvert on Memorial Park Drive	139-5018-0	97.8	32	42.1
EXISTING TRAFFIC CONTROL AT MAJOR INTERSECTIONS:				
S.R. 13 at Frontage Road				Traffic Signal
S.R. 13 at Memorial Park Drive				Traffic Signal
Memorial Park Drive at Centennial Drive				Stop-Sign Controlled
Memorial Park Drive at S.R. 369 (Browns Bridge Rd.)				Traffic Signal
Skelton Road at Spring Road				Stop-Sign Controlled
Skelton Road at Shallowford Road				Traffic Signal

PROPOSED ROADWAY	
TYPICAL SECTION:	
S.R. 13:	Four 12' urban lanes, 20' grass median, 5' sidewalks on both sides.
Memorial Park Drive:	Four 12' urban lanes, 20' grass median, 5' sidewalks on both sides.
Skelton Road:	Four 12' urban lanes, 14' flush median, 5' sidewalks on both sides.
R/W WIDTH: 100-150 ft.

Design Speed	Max Degree of Curve	Max Grade	
45 mph	Allowable 8° Proposed 6°	Allowable 8%	Proposed 3%

PROPOSED ROADWAY - Continued			
Major Structures:	ID No.	Length	Width
S.R. 13 Bridge over Southern Railway	139-5088-0	285	74.5
Culvert on Memorial Park Drive	139-5018-0	84	42.1
Culverts on Memorial Park Drive Extension		84	42.1

PROPOSED RIGHT-OF-WAY			
R/W WIDTH:	DISPLACEMENTS		
100'-150'	RES: 10	BUS: 9	M.H.: 20
TYPE OF ACCESS CONTROL: State and County Permits			
NUMBER OF PARCELS IMPACTED: 128			

ALTERNATIVES CONSIDERED
1. NO BUILD - Does not meet the capacity and operational needs of the project
2. PROPOSED PROJECT - As discussed in the attached Need & Purpose Statement

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Traffic to be maintained on existing road.

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment

DESIGN EXCEPTIONS REQUIRED:

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT	()	()	(X)
ROADWAY WIDTH	()	()	(X)
SHOULDER WIDTH	()	()	(X)
VERTICAL GRADES	()	()	(X)
CROSS SLOPES	()	()	(X)
STOPPING SIGHT DISTANCE	()	()	(X)
SUPERELEVATION RATES	()	()	(X)
HORIZONTAL CLEARANCE	()	()	(X)
SPEED DESIGN	()	()	(X)
VERTICAL CLEARANCE	()	()	(X)
BRIDGE WIDTH	()	()	(X)
BRIDGE STRUCTURAL CAPACITY	()	()	(X)

UNDERGROUND STORAGE TANKS None known at this time.

HAZARDOUS WASTE SITES None known at this time.

COORDINATION

CONCEPT TEAM MEETING DATE: Pending

TIME SAVING PROCEDURES APPROPRIATE: No

LOCATION INSPECTION DATE: Pending

PERMITS REQUIRED: 404 Permit Required

LEVEL OF PUBLIC INVOLVEMENT: Public Hearing Required

OTHER PROJECTS IN THE AREA: The construction of a new split diamond interchange on S.R. 13 at I-985; GDOT Project No. NH-985 (322) and the widening of S.R. 53 from Browns Bridge Road to S.R. 53 Connector; GDOT Project No. STP-2412 (2)

LOCAL GOVERNMENT COMMITMENTS: LGPA - Hall County is responsible for engineering design.

RECOMMENDATIONS:

This proposed concept is recommended to be constructed as two separate projects. The first project would be to construct the Memorial Park Drive Extension from S.R. 369 / Browns Bridge Road to S.R. 53 / McEver Road, and the Skelton Road Connector/Skelton Road from the Memorial Park Drive Extension to Shallowford Road. This project would put into place the entire future road network. By constructing the Memorial Park Drive Extension to McEver Road and the Skelton Road Connector, the logical termini as described in the need and purpose will be met.

The second project would widen S.R. 13 / Atlanta Highway from Frontage Road to Memorial Park Drive, and widen and realign Memorial Park Drive from S.R. 13 to S.R. 369. This project will satisfy the capacity requirements of the future design year.

The local project agreement states that the Georgia Department of Transportation will purchase 90% of the right-of-way for both projects and fund the relocation of utilities. Consequently, it is recommended that Memorial Park Drive and Skelton Road be designated as temporary state routes for the duration of the construction.

Cost Estimate - Project 1			
Memorial Park Drive Extension and Skelton Road Connector/Skelton Road			
CONSTRUCTION:	\$8,316,643	RIGHT-OF-WAY:	\$5,800,000
E & C (10%):	\$831,664	ACQUIRED BY:	GDOT
INFLATION (3 yr. @ 5%/yr.):	\$1,310,911	UTILITIES:	\$400,000
TOTAL CONSTRUCTION COST:	\$10,459,218	ADJUSTED BY:	GDOT
TOTAL PROJECT COST ESTIMATE:			\$16,659,218

Cost Estimate - Project 2			
Memorial Park Drive and S.R. 13/Atlanta Highway			
CONSTRUCTION:	\$12,303,782	RIGHT-OF-WAY:	\$4,100,000
E & C (10%):	\$1,230,378	ACQUIRED BY:	GDOT
INFLATION (3 yr. @ 5%/yr.):	\$1,939,384	UTILITIES:	\$400,000
TOTAL CONSTRUCTION COST:	\$15,473,544	ADJUSTED BY:	GDOT
TOTAL PROJECT COST ESTIMATE:			\$19,973,544

ATTACHMENTS:

- * Need & Purpose Statement
- * Detailed Cost Estimate
- * Typical Section Diagram
- * Traffic Analysis & Traffic Flow Diagrams
- * GDOT Bridge Inventory Data
- * Concept Team Meeting Minutes
- * Programming Documents
- * Local Government Project Agreements

NEED AND PURPOSE STATEMENT

The proposed improvements contained in this concept serve two primary purposes. The first purpose of this project is to provide additional traffic capacity and improved access to accommodate existing and future traffic volumes in the project corridor through the 2023 design year. The second purpose of this project is to improve traffic flow by establishing a continuous roadway from I-985 to S.R. 53 bypassing the City of Gainesville. This will improve traffic safety and promote the orderly flow of traffic by providing a continuous roadway with median breaks and designated left-turn lanes at major intersections.

S.R. 13 (Atlanta Hwy), an urban minor arterial, currently carries approximately 19,400 vehicles per day (vpd) and operates at level of service (LOS) C/D at its intersections with Frontage Road and Memorial Park Drive. By 2023, it is projected to carry approximately 42,100 vpd and operate at LOS F if no action is taken. Memorial Park Drive, an urban collector street, currently carries 22,400 vpd and operates at LOS B/C at its intersections with Centennial Drive and S.R. 369. By 2023, it is projected to carry 47,100 vpd and also operate at LOS F if no action is taken. Skelton Road, also an urban collector street, currently carries 11,400 vpd and operates at LOS B/C at its intersections with Spring Road and Shallowford Road. By 2023, it is projected to carry 24,600 vpd and operate at LOS E for the Spring Road intersection, and LOS C at the Shallowford Road intersection. These projected increases in traffic and the resulting level of service results in part, from the travel demand forecasted for this area, and the project's vicinity and to adjacent roadway facilities and developments. All three roadways provide direct access to residential, industrial and commercial developments, and serve as collectors for I-985 to the south and S.R. 269 to the north.

Existing land uses along S.R. 13 (Atlanta Highway) are recreational, residential and industrial/commercial. Traffic congestion and operational safety problems are occurring along Memorial Park Drive, S.R. 13 and Skelton Road leading into the City. The proposed bypass will remove congested traffic currently on S.R. 13 from Memorial Park Drive to S.R. 369 (Browns Bridge Road). The Skelton Road Connector will serve to reduce the congested traffic on S.R. 369 (Brown Bridge Road) from Memorial Park Drive to Pearl Nix Parkway and provide increased access to commercial areas. S.R. 13 and S.R. 369 have high peak hour traffic volumes that conflict with local traffic attempting to access driveways, side streets and cross streets. These conditions create extreme delay and unsafe traffic conditions. Accident data for both S.R. 13 and Memorial Park Drive indicate accident and injury rates within and above the statewide average, as shown below. Skelton Road does not have sufficient traffic data from which to compute accident and injury rates. Refer the main body of the report for more detailed accident data.

ACCIDENT HISTORY			
YEAR	Accident Rate	Injury Rate	Fatality Rate
S.R. 13; MP 10.52 to MP 12.46 (Urban Minor Arterial)			
1995	388 (549)	231 (263)	0.00 (1.39)
1996	396 (525)	155 (246)	0.00 (1.56)
1997	284 (549)	151 (249)	0.00 (1.41)
Memorial Park Drive; MP 0.00 to MP 1.44 (Urban Collector Street)			
1995	635 (467)	138 (218)	0.00 (1.20)
1996	976 (461)	334 (204)	0.00 (1.31)
1997	807 (479)	237 (205)	47.48 (1.35)

Notes: All rates are per 100 million vehicle miles of travel.

Numbers in parentheses are statewide rates for Urban Minor Arterials and Collector Streets as indicated.

The logical southern terminus for the proposed project is located at S.R. 13 (Atlanta Hwy.), where this project ties into the proposed new split diamond interchange at I-985. The proposed typical section will match this project and continue the widening throughout the proposed project. This new interchange will draw traffic from I-985 and route motorists around the City. This is the reason the interchange was selected as the logical southern terminus for the project. The logical northern terminus for the proposed project is located at S.R. 53 (McEver Road) to the north and Shallowford Road to the east. S.R. 53 distributes traffic east and west from the edge of the City. Skelton Road at Shallowford Road provides access to the major commercial areas around the City, i.e. shopping mall, large power centers, apartment housing, etc. This is why these locations were chosen as the logical northern and eastern termini for this project.

The subsequent traffic analysis of the 2023 design year traffic further substantiates the need and purpose of this project. The proposed improvements to S.R. 13, Memorial Park Drive and Skelton Road will accommodate design year capacity volumes and improve safety concerns throughout the length of the project.

The proposed project is planned in accordance with the Hall County Transportation Plan to upgrade the existing transportation infrastructure of Hall County. Other projects in the area include the construction of a new split diamond interchange at S.R. 13 with I-985 and the widening of S.R. 53 from Brown Bridge Road to S.R. 53 Connector.

Detailed Cost Estimate - Project 1
 Memorial Park Drive Extension & Skelton Road Connector/Skelton Road
 Project No.: STP-00MS (15)

A. Right of Way				\$5,800,000
B. Reimbursable Utilities				\$400,000
C. Grading and Earthwork				
1. Unclassified Excavation & Borrow	206,400	CY @	\$7.00	\$1,444,800
			Subtotal	\$1,444,800
D. Drainage - Longitudinal System				
1. 24" Pipe	15,650	LF @	\$50.00	\$782,500
2. Catch Basins	104	EA @	\$1,700.00	\$176,800
			Subtotal	\$959,300
E. Base & Paving				
1. Graded Aggregate Base 10"	61,543	TN @	\$12.00	\$738,516
2. Asphalt Concrete 9.5 mm Superpave 165#/SY (1-1/2")	10,926	TN @	\$34.00	\$371,484
3. Asphalt Concrete 19.0 mm Superpave 220#/SY (2")	12,500	TN @	\$34.00	\$425,000
4. Asphalt Concrete 25 mm Superpave 440#/SY (4")	24,996	TN @	\$34.00	\$849,864
5. Bitum Tack Coat	15,685	GL @	\$1.25	\$19,606
			Subtotal	\$2,404,470
F. Concrete Work				
1. Median Paving	100	SY @	\$25.00	\$2,500
2. Driveway	6,100	SY @	\$30.00	\$183,000
3. Curb & Gutter	33,300	LF @	\$12.00	\$399,600
4. Sidewalk, 4"	18,500	SY @	\$23.50	\$434,750
			Subtotal	\$1,019,850
G. Signing, Striping, and Lighting				
1. Signs			Lump Sum	\$6,800
2. Signals	5	EA @	\$80,000.00	\$400,000
3. Striping	18,650	LF @	\$2.65	\$49,423
			Subtotal	\$456,223
H. Traffic Control & Mobilization				
1. Traffic Control			Lump Sum	\$50,000
2. Mobilization			Lump Sum	\$70,000
			Subtotal	\$120,000

I. Landscaping

1. Clearing & Grubbing	31.7 ac @	\$4,000.00	\$126,800
2. Grassing	16.8 ac @	\$1,500.00	\$25,200
3. Erosion Control		Lump Sum	\$950,000
		Subtotal	\$1,102,000

J. Miscellaneous Items

1. Field Office TP3	1 ea @	\$30,000.00	\$30,000
1. Misc. Construction Items		Lump Sum	\$780,000
		Subtotal	\$810,000

SUMMARY OF PROJECT COSTS - Project 1
Memorial Park Dr Extension &
Skelton Road Connector/Skelton Road
Project No.: STP-00MS(15)

Non-Construction Costs

A.	Right of Way	\$5,800,000
B.	Reimbursable Utilities	\$400,000
	Total Non-Construction Cost	\$6,200,000

Construction Costs

C.	Grading and Earthwork	\$1,444,800
D.	Drainage	\$959,300
E.	Base and Paving	\$2,404,470
F.	Concrete Work	\$1,019,850
G.	Sign, Stripe & Light	\$456,223
H.	Traffic Control	\$120,000
I.	Landscaping	\$1,102,000
J.	Miscellaneous Construction Items	\$810,000
	Construction Cost Subtotal	\$8,316,643
	Three years of inflation @ 5%	\$1,310,911
	Engineering & Construction; 10%	\$831,664
	Total Construction Cost	\$10,459,218
	Total Project Cost	\$16,659,218

Detailed Cost Estimate - Project 2
S.R. 13/Atlanta Hwy & Memorial Park Drive
Project No.: STP-00MS (15)

A. Right of Way			\$4,100,000
B. Reimbursable Utilities			\$400,000
C. Major Structures			
1. Box Culvert (3 Barrels 10' x 10')			
Class A Concrete	163 CY @	\$425.00	\$69,275
Reinforced Steel	21,647 LB @	\$0.50	\$10,824
2. Box Culvert (4' x 4')			
Class A Concrete	65 CY @	\$425.00	\$27,625
Reinforced Steel	8,434 LB @	\$0.50	\$4,217
1. Bridge	14,546 SF @	\$55.00	\$800,030
		Subtotal	\$911,971
D. Grading and Earthwork			
1. Unclassified Excavation & Borrow	308,000 CY @	\$7.00	\$2,156,000
		Subtotal	\$2,156,000
E. Drainage - Longitudinal System			
1. 24" Pipe	20,580 LF @	\$50.00	\$1,029,000
2. Catch Basins	138 EA @	\$1,700.00	\$234,600
		Subtotal	\$1,263,600
F. Base & Paving			
1. Graded Aggregate Base 10"	94,804 TN @	\$12.00	\$1,137,648
2. Asphalt Concrete 9.5 mm Superpave 165#/SY (1-1/2")	13,058 TN @	\$34.00	\$443,972
3. Asphalt Concrete 19.0 mm Superpave 220#/SY (2")	19,478 TN @	\$34.00	\$662,252
4. Asphalt Concrete 25 mm Superpave 440#/SY (4")	38,935 TN @	\$34.00	\$1,323,790
5. Bitum Tack Coat	21,376 GL @	\$1.25	\$26,720
		Subtotal	\$3,594,382
G. Concrete Work			
1. Median Paving	864 SY @	\$25.00	\$21,600
2. Driveway	5,100 SY @	\$30.00	\$153,000
3. Curb & Gutter	65,080 LF @	\$12.00	\$780,960
4. Sidewalk, 4"	22,367 SY @	\$23.50	\$525,625
		Subtotal	\$1,481,185

H. Signing, Striping, and Lighting

1. Signs		Lump Sum	\$7,200
2. Signals	4 EA @	\$80,000.00	\$320,000
3. Striping	18,130 LF @	\$2.65	\$48,045
		Subtotal	\$375,245

I. Guardrail

1. Guardrail, Type W	600 LF @	\$12.00	\$7,200
2. Anchors TP 12	6 ea @	\$1,500.00	\$9,000
3. Anchors TP 1	6 ea @	\$400.00	\$2,400
		Subtotal	\$18,600

J. Traffic Control & Mobilization

1. Traffic Control		Lump Sum	\$80,000
2. Mobilization		Lump Sum	\$80,000
		Subtotal	\$160,000

K. Landscaping

1. Clearing & Grubbing	52.5 ac @	\$4,000.00	\$210,000
2. Grassing	15.2 ac @	\$1,500.00	\$22,800
3. Erosion Control		Lump Sum	\$1,350,000
		Subtotal	\$1,582,800

L. Miscellaneous Items

1. Field Office TP 3	2 ea @	\$30,000.00	\$60,000
2. Misc. Construction Items		Lump Sum	\$700,000
		Subtotal	\$760,000

SUMMARY OF PROJECT COSTS - Project 2
S.R. 13/Atlanta Hwy & Memorial Park Drive
Project No.: STP-00MS(15)

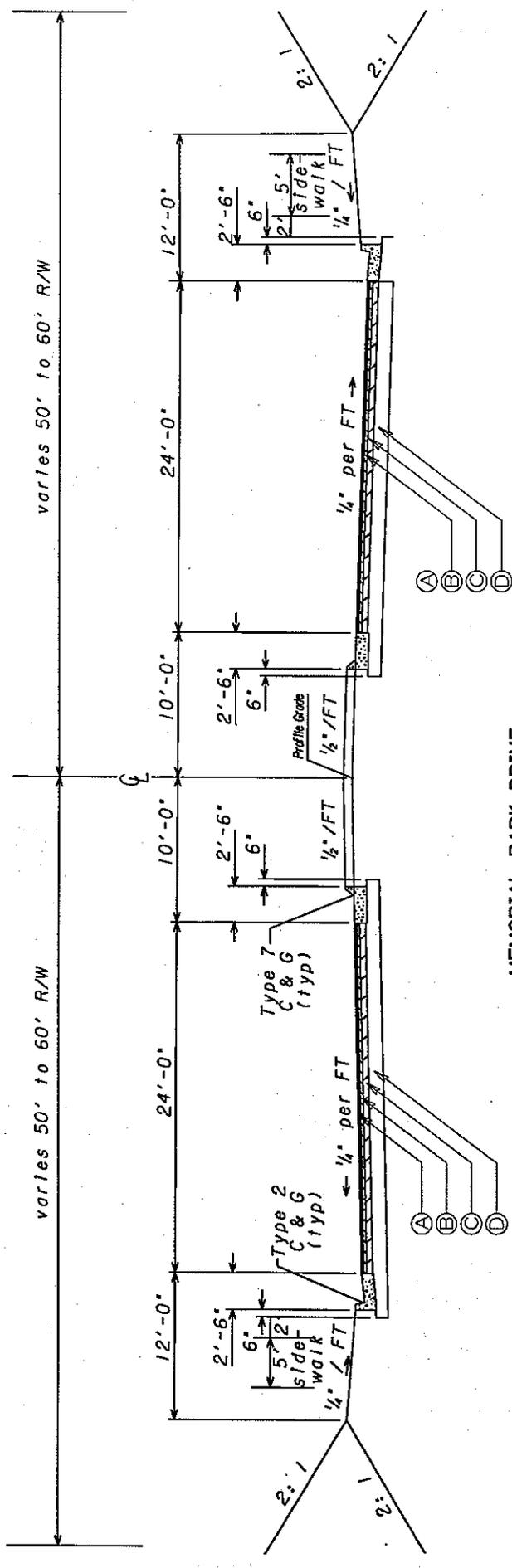
Non-Construction Costs

A.	Right of Way	\$4,100,000
B.	Reimbursable Utilities	\$400,000
	Total Non-Construction Cost	\$4,500,000

Construction Costs

C.	Major Structures	\$911,971
D.	Grading and Earthwork	\$2,156,000
E.	Drainage	\$1,263,600
F.	Base and Paving	\$3,594,382
G.	Concrete Work	\$1,481,185
H.	Sign, Stripe & Light	\$375,245
I.	Guardrail	\$18,600
J.	Traffic Control	\$160,000
K.	Landscaping	\$1,582,800
L.	Miscellaneous Construction Items	\$760,000
	Construction Cost Subtotal	\$12,303,782
	Three years of inflation @ 5%	\$1,939,384
	Engineering & Construction; 10%	\$1,230,378
	Total Construction Cost	\$15,473,543
	Total Project Cost	\$19,973,543

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS



MEMORIAL PARK DRIVE
MEMORIAL PARK DRIVE EXTENSION

TYPICAL SECTION

NOT TO SCALE

- PROPOSED PAVEMENT
- Ⓐ ASPHALTIC CONC. 9.5 mm SUPERPAVE (165 lbs/SY)
 - Ⓑ ASPHALTIC CONC. 19 mm SUPERPAVE (220 lbs/SY)
 - Ⓒ ASPHALTIC CONC. 25 mm SUPERPAVE (440 lbs/SY)
 - Ⓓ GRADED AGGREGATE BASE (10")

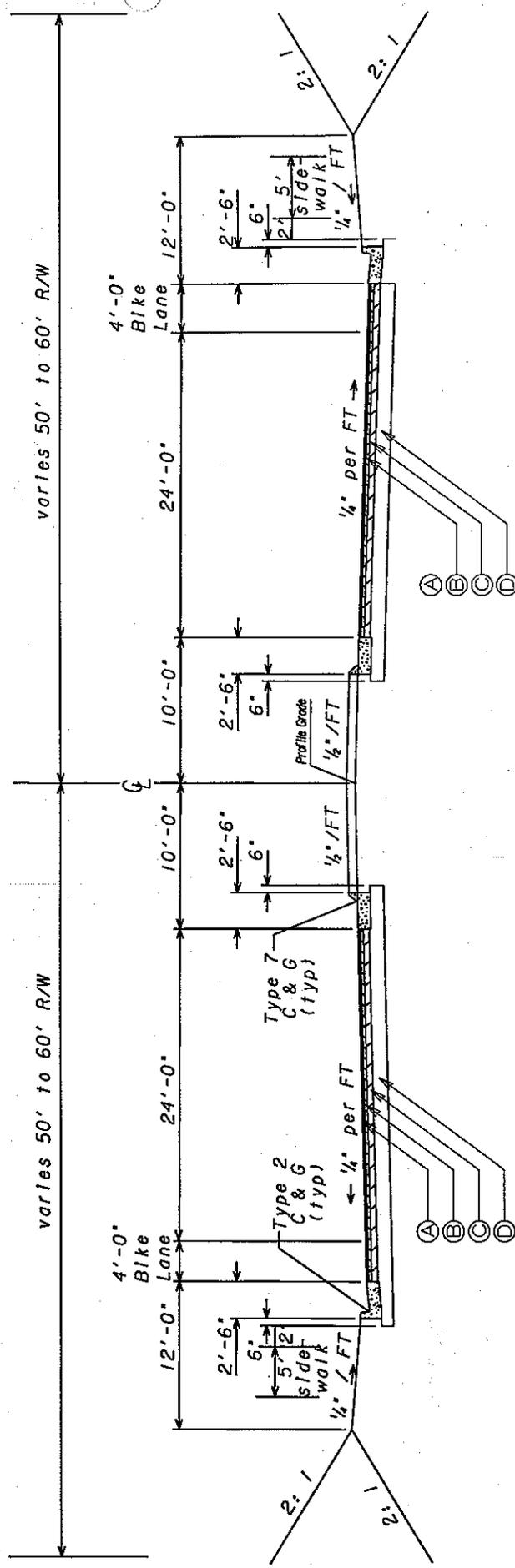
DATE	BY	REVISIONS	DESCRIPTION

MA Meriland Altobelli Associates, Inc.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

MEMORIAL PARK DRIVE
TYPICAL SECTION

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
GEORGIA			



S.R. 13 (ATLANTA HIGHWAY)

TYPICAL SECTION

NOT TO SCALE

- PROPOSED PAVEMENT
- Ⓐ ASPHALTIC CONC. 9.5 mm SUPERPAVE (165 lbs/SY)
 - Ⓑ ASPHALTIC CONC. 19 mm SUPERPAVE (220 lbs/SY)
 - Ⓒ ASPHALTIC CONC. 25 mm SUPERPAVE (440 lbs/SY)
 - Ⓓ GRADED AGGREGATE BASE (10')

DATE	REVISIONS	BY	APP'D
DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA		ATLANTA HIGHWAY/S.R. 13 TYPICAL SECTION	

TRAFFIC ANALYSIS & TRAFFIC FLOW DIAGRAMS

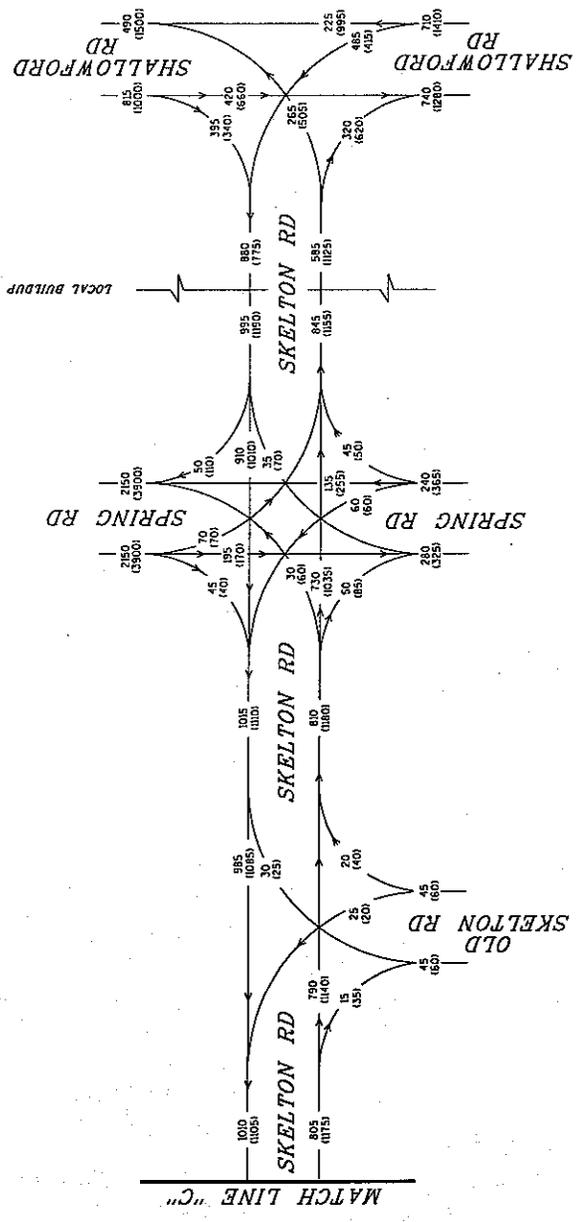
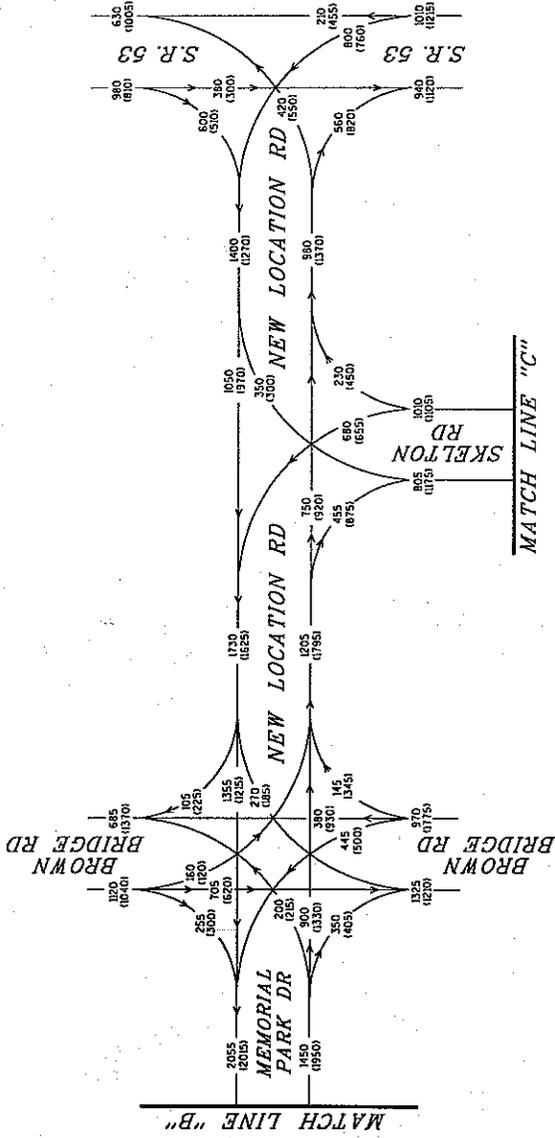
Intersection capacity analyses were performed within the study area for the AM and PM peak hours. These analyses were performed for existing conditions and the 2023 design year conditions. The methods used are those described in the 1994 Highway Capacity Manual. Intersection capacity is expressed in terms of level of service (LOS), which is a measure of the amount of delay and congestion experienced by motorists as they pass through an intersection. LOS is designated by the letters "A" through "F". LOS A represents free-flowing conditions with very little delay and LOS F indicates forced flow, extreme congestion and long delays. A summary of the results are shown in the table below.

SUMMARY OF INTERSECTION CAPACITY ANALYSIS						
INTERSECTION	NO BUILD				BUILD	
	1999		2023		2023	
	AM	PM	AM	PM	AM	PM
S.R. 13 at Frontage Road	C	C	F	F	C	C
S.R. 13 at Memorial Park Drive	C	D	F	F	C	C
Memorial Park Drive at Centennial Drive	C*	C*	F*	F*	B	B
Memorial Park Dr. at S.R. 369 (Browns Bridge Rd.)	B*	B*	F*	F*	B	B
Memorial Park Dr. Ext. at Skelton Road Conn.					C	C
Memorial Park Dr. Ext. at S.R. 53 (McEver Rd.)					C	C
Skelton Road at Spring Road	C*	C*	E*	E*	B	B
Skelton Road at Shallowford Road	B	B	C	C	B	B

* Represents side street LOS for unsignalized intersection.

The LOS values shown under the 2023 build condition, includes signalization of each intersection and the addition of a separate lane for each turning movement at each intersection in addition to the proposed widening of S.R. 13, Memorial Park Drive and Skelton Road. These proposed improvements will sustain the design year volumes and provide an adequate level of service at each intersection. All intersections are operating adequately under existing conditions; however, the installation of traffic signals at the proposed locations listed in this concept report is recommended to improve the safety and peak hour delay of the existing conditions.

STATE	PROJECT NUMBER	TOTAL SHEET NUMBER
DEPARTMENT	PROJECT	



00 2023 AM
 (00) 2023 PM

S.R. 13, MEMORIAL PARK DR. AND SKELTON RD.
 TRAFFIC FLOW DIAGRAMS
 YEAR 2023 AM (PM) PEAK HOUR

HALL COUNTY

MA
 Mykeland A. Belli
 4000 Grand University Highway
 Raleigh, NC 27606
 (919) 876-6333

DATE	BY	REVISIONS

DATE	TIME	DATE	TIME

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 139-5088-0

Hall County

SUFF. RATING: 97.8

* Structure I.D. No.: 139-5088-0
 * 200 Bridge Information: 03

* 6A Feature Int.: SOUTHERN RAILRO
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00013
 * 7B Facility Carried: SR13
 * 9 Location: IN OAKWOOD
 * 2 DOT District: 1
 * 207 Year Photo: 1999

* 91 Inspection Frequency: 24 Date: 09/28/1999
 * 92A Fract Crit Insp Freq: 0 00 Date: 0000
 * 92B Underwater Insp Freq: 0 00 Date: 0000
 * 92C Other Spec. Insp Freq: 0 00 Date: 0000

* 4 Place Code: 57260

* 5 Inventory Route (O/U): 1
 Type: 3
 Designator: 1
 Number: 00013
 Direction: 0

* 16 Latitude: 34-20.0
 * 17 Longitude: 83 -58.0

* 98 Border Bridge: 000 %Shared: 00
 * 99 ID Number: 0000000000000000

* 100 Defense Highway: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 012.33

* 208 Inspection Area: 01 Initials: GMC
 * Location I.D. No: 139-00013D-012.25N
 * XReferen I.D. No: 000-000000-000.000

Location & Geography

* 104 Highway System: 0
 * 26 Functional Classification: 16
 * 204 Federal Route Type: M No: 02401
 * 110 Truck Route: 0
 * 206 School Bus Route: 0
 * 217 Benchmark Elevation: 0.00
 * 218 Datum: 0
 * 19 Bypass Length: 1
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 * 37 Historical Significance: 5
 * 205 Congressional District: 09
 * 27 Year Constructed: 1998
 * 106 Year Reconstructed: 0000
 * 33 Bridge Median: 0
 * 34 Skew: 00
 * 35 Structure Flared: 0
 * 38 Navigation Control: N
 * 213 Special Steel Design: 0
 * 267 Type of Paint: 0

* 42 Type Service On: 1 Under: 2
 * 214 Movable Bridge: 00
 * 203 Type Bridge: Z-O-O-O
 * 259 Pile Encasement: 3
 * 43 Structure Type Main: 5 02
 * 45 No. Spans Main: 3
 * 44 Structure Type Appr: 0 0
 * 46 No. Spans Appr: 0000
 * 226 Bridge Curve Horiz: 0 Vert: 0
 * 111 Pier Protection: 0
 * 107 Deck Structure Type: 1
 * 108 Wearing Surface Type: 1
 Membrane: 0
 Protection: 8

Signs & Attachments

223 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb: 0.0 0
 239 Handrail: 9 9
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0
 Width: 0
 * 230 Guardrail Loc Dir Rear: 6
 Fwrd: 6
 Oppo Dir Rear: 0
 Fwrd: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 35
 236 Warning Sign: 0
 234 Delineator: 0
 235 Hazard Boards: 0
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 * 248 County Continuity No: 00

DOT MAINTENANCE

F: 4046577286

Jun 12 '00 12:47

P.02

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 139-5088-0

Hall County

SUFF. RATING: 97.8

DOT MAINTENANCE

F: 4046577286

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P.03

Programming Data

201 Project No: BRM-2401 (5) 01
 202 Plans Available: 2
 249 Prop. Proj No:
 250 Approval Status: 0000
 251 P.I. No: 000000
 252 Contract Date: 0000
 260 Seismic No: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp. Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 023850 Year: 2016

Measurements

* 29 ADT: 015900 Year: 1996
 109 % Trucks: 8
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 02
 * 48 Max. Span Length: 0102
 * 49 Structure Length: 285
 51 Br. Rdwy. Width: 44.1
 52 Deck Width: 47.3
 * 47 Tot. Horz. Cl: 44.1
 50 Curb/Sdewlk Width: 0.0/0.0
 32 Approach Rdwy Width: 033
 * 229 Shlder Width:

Rear Lt: 2.6 Type: 2 Rt: 2.8
 Fwrd Lt: 4.0 Type: 2 Rt: 2.0
 Pmnt Width:

Rear: 28.9 Type: 2
 Fwrd: 26.8 Type: 2
 Intersection Rear: 1 Fwrd: 1

36 Safety Features Br. Rail: 1
 Transition: 1
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99' 99"

Under: R 24' 01"
 * 228 Min. Vert. Cl

Act. Odm. Dir: 99' 99"
 Oppo. Dir: 99' 99"
 Posted Odm. Dir: 00' 00"
 Oppo. Dir: 00' 00"

55 Lateral Undercl. Rt: R 21.5
 56 Lateral Undercl. Lt: 0.0
 * 10 Max Min Vert Cl: 99' 99" Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 8.4
 Deck Thick Approach: 0.0
 246 Overlay Thickness: 0.0
 211 Tons Structural Steel: 0.0
 212 Year Last Painted: Sup: 0000 Sub: 0000

Hydraulic Data

215 Waterway Data
 Highway Elev: 0000.0 Year: 0000
 Flood Elev: 0000.0 Freq: 00
 Avg. Streambed Elev: 0000.0
 Drainage Area: 00000
 Area of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br Height: 00.0
 222 Slope Protection: 0
 221 Spur Dikes Rear: 0 Fwrd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No Barrels: 0
 Width: 0.0
 Height: 0.0
 Length: 0
 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No: 139-00013D-012.25N
 * XReferen I.D. No: 000-000000-000.000

Ratings

66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 63
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 00 0

261 H Inventory Rating: 23
 262 H Operating Rating: 43

67 Structural Evaluation: 8
 58 Deck Condition: 7
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0

60A Substructure Condition: 7
 60B Scour Condition: N
 60C Underwater Condition: N

71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 9
 69 Undercl. Horz/Vert: 9
 72 Appr. Alignment: 5
 62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0

232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type 3S2: 00
 Timber: 00
 Piggyback: 0

253 Notification Date: 0000
 253 Fed Notify Date: 0000

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 139-5018-0

Hall County

SUFF. RATING: 97.8

DOT MAINTENANCE

Fax: 4046577286

Jun 12 '00

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P.04

Location & Geography

* Structure I.D. No.: 139-5018-0
 * 200 Bridge Information: 04
 * 6A Feature Int.: FLAT CREEK
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: CR00451
 * 7B Facility Carried: MEMORIAL PARK DR.
 * 9 Location: 2.6 MI SE OF GAINESVILLE
 2 DOT District: 1
 207 Year Photo: 1997

* 91 Inspection Frequency: 24 Date: 10/13/1999
 92A Fract Crit Insp Freq: 0 00 Date: 0000
 92B Underwater Insp Freq: 0 00 Date: 0000
 92C Other Spc. Insp Freq: 0 00 Date: 0000

* 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 Type: 4
 Designator: 1
 Number: 00451
 Direction: 0

* 16 Latitude: 34-16.0
 * 17 Longitude: 83 -51.4

98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000

* 100 Defense Highway: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 264 Road Inventory Mile Post: 000.74

* 208 Inspection Area: 01 Initials: GMC

* Location I.D. No.: 139-00451X-000.74W
 * XReferen I.D. No.: 000-000000-000.000

Signs & Attachments

* 104 Highway System: 0
 * 26 Functional Classification: 17
 * 204 Federal Route Type: 0 No: 00000
 * 110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0.00
 218 Datum: 0
 * 19 Bypass Length: 4
 * 20 Toll: 3
 * 21 Maintenance: 02
 * 22 Owner: 02
 * 31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 09
 * 27 Year Constructed: 1974
 106 Year Reconstructed: 1991
 33 Bridge Median: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0

* 42 Type Service On: 1
 Under: 5
 214 Movable Bridge: 00
 203 Type Bridge: Q---
 259 Pile Encasement: 3
 * 43 Structure Type Main: 1 19
 45 No. Spans Main: 003
 44 Structure Type Appr: 0 0
 46 No. Spans Appr: 0000
 226 Bridge Curve Horz: 0 Vert: 0
 111 Pier Protection: 0
 107 Deck Structure Type: N

108 Wearing Surface Type: N
 Membrane: N
 Protection: N

* 248 County Continuity No: 00

223 Expansion Joint Type: 00
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb: 0.0 0
 239 Handrail: 0.0 0
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0
 Width: 0
 * 230 Guardrail Loc Dir Rear: 0
 Fwrd: 0
 Oppo Dir Rear: 0
 Fwrd: 0

244 Approach Slab: 0
 224 Retaining Wall: 0
 233 Posted Speed Limit: 30
 236 Warning Sign: 0
 234 Delineator: 0
 235 Hazard Boards: 0
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00

247 Lighting Street: 0
 Navigation: 0
 Aerial: 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 139-5018-0

Hall County

SUFF. RATING: 97.8

DOT MAINTENANCE

4046577286

Jun 12

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P. 05

Programming Data

201 Project No: PR 4967 (2)
 202 Plans Available: 1
 249 Prop. Proj No:
 250 Approval Status: 0000
 251 P.L. No: 000000
 252 Contract Date: 0000
 260 Seismic No: 000000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp. Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 014100 Year: 2018

Measurements

* 29 ADT: 009400 Year: 1998
 * 109 % Trucks: 7
 * 28 Lanes On: 02 Under: 00
 * 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0010
 * 49 Structure Length: 32
 51 Br. Rdwy. Width: 0.0
 52 Deck Width: 0.0
 * 47 Tot. Horz. Cl: 42.1
 50 Curb/Sdewlk Width: 0.0/0.0
 32 Approach Rdwy Width: 042
 * 229 Shlder Width:
 Rear Lt: 2.1 Type: 1 Rt: 2.1
 Fwrd Lt: 2.1 Type: 1 Rt: 2.1
 Fvment Width:
 Rear: 37.9 Type: 2
 Fwrd: 38.0 Type: 2
 Intersection Rear: 1 Fwrd: 1
 36 Safety Features Br. Rail: N
 Transition: N
 App. G. Rail: N
 App. Rail End: N
 53 Minimum Cl. Over: 99'99"
 Under: N 00'00"
 * 228 Min. Vert. Cl
 Act. Odm. Dir: 99'99"
 Oppo. Dir: 99'99"
 Posted Odm. Dir: 00'00"
 Oppo. Dir: 00'00"
 55 Lateral Undercl. Rt: N 99.9
 56 Lateral Undercl. Lt: 0.0
 * 10 Max Min Vert Cl: 99'99" Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000.
 116 Nav Vert Cl Closed:
 245 Deck Thickness Main: 0.0
 Deck Thick Approach: 0.0
 246 Overlay Thickness: 0.0
 211 Tons Structural Steel: 0.0
 212 Year Last Painted: Sup: 0000 Sub: 0000

Ratings

66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 61
 231 Calculated Loads
 H-Modified: 00 0
 HS-Modified: 00 0
 Type 3: 00 0
 Type 3s2: 00 0
 Timber: 00 0
 Piggyback: 00 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 34
 67 Structural Evaluation: 7
 58 Deck Condition: N
 59 Superstructure Condition: N
 * 227 Collision Damage: 0
 60A Substructure Condition: N
 60B Scour Condition: 6
 60C Underwater Condition: N
 71 Waterway Adequacy: 8
 61 Channel Protection Cond: 8
 68 Deck Geometry: N
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 7
 62 Culvert: 7

Hydraulic Data

215 Waterway Data
 Highwater Elev: 0000.0 Year: 0000
 Flood Elev: 0000.0 Freq: 00
 Avg. Streambed Elev: 0000.0
 Drainage Area: 00003
 Area of Opening: 000190
 113 Scour Critical: 8
 216 Water Depth: 02.8 Br Height: 09.0
 222 Slope Protection: 0
 221 Spur Dikes Rear: 0 Fwrd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 4
 Type: 1
 No Barrels: 3
 Width: 10.0
 Height: 10.0
 Length: 65
 Apron: 1
 * 265 U/W Insp. Area: 0 Diver: ZZZ

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type 3S2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 08/01/1995
 253 Fed Notify Date: 0000 0

* Location I.D. No: 139-00451X-000.74W
 * XReferen I.D. No: 000-0000000-000.000

Skelton Road Concept Team Meeting
GDOT Project Number: STP-00MS (15)
P.I. Number: 141810
Time: 10:00 AM
Date: March 1, 2001
Location: GDOT District One Conference Room

MEETING MINUTES

Attendees:

Don Watson, MAAI
Todd Hill, MAAI
Hank Collins, MAAI
Dick Workwend, Ga. Power
Jay Stubblefield, Alltel (Cornelia)
Linda Taibl, Charter
Jerry Hyden, Alltel (Dalton)
Ronnie Gallman, Alltel (Canton)
Selby Bearden, Bellsouth
Clarence Smith, Bell South
Allen Ferguson, GDOT

David Mulling, GDOT
Clay Bastian, GDOT
James Miller, Hall County
Jeff Walker, Hall County
Rob Rivers, Hall County
Brooke Anderson, City of Gainesville, GPUD
Melody Melton, City of Gainesville, GPUD
David Griscom, Gainesville Public Works
Scott Puckett, Hall County
Brent Cook, GDOT

- Don Watson noted that some additional right-of-way in the area of the Chicopee Mill might be necessary to accommodate proposed turn lanes. Todd Long noted that the right-of-way was 150 feet in some places and only 50 feet in some places. Discussions at the end of the meeting indicated that the existing right-of-way is 150 feet through the entire corridor. It was also noted that the water tower at this site might be located within the existing right-of-way.
- It was noted that the project should be split up into separate contracts due to the size of the project.
- Todd Hill noted that the biggest environmental concerns on this project are the potential impacts to historic resources and also community impacts especially along the Skelton Road corridor. In order to avoid a 4(f) Mr. Hill stressed that all historic resources must be avoided. The potential historic district on the north side of the railroad tracks and west of Memorial Drive was also noted. Potential community impacts include displacements along Skelton Road and displacements in a trailer park. It was also noted that there is a church and a cemetery along the corridor, which should be avoided.
- It was noted that wetland impacts would be minimal and that the project would probably be permitted under a Nationwide 404 type permit.
- Mr. Mullins questioned the need for a PAR and asked if Clay Bastian would verify the need from OEL.
- Todd Long noted that SR 13 is part of the State Bike Plan, and that bike lanes should be added from the southern project terminus at the proposed I-985 interchange and end at the intersection of SR 13 and Memorial Drive. Since it appears that the existing bridge over the railroad would be widened, the addition of bike lanes would be possible. It was also noted that a bike ramp and turnaround would likely be provided under the railroad bridge.
- It was noted that the project is still in long range. Todd Long noted that as soon as ROW plans are developed and approved, GDOT would program ROW year.

Skelton Road Concept Team Meeting

Date: March 1, 2001

- A representative from the schools noted that the bus entrance to the existing elementary school along Memorial Park Drive is on the west side of the school. The plans would be revised to accommodate appropriate turn lanes and median breaks to access this entrance.
- It was also noted that traffic would be handled on the existing facilities during construction.
- Concept report should include the following additions and modifications:
 1. Revise traffic diagrams to note "Hall County".
 2. List the project No.'s of the other projects in the area: NH-985 (322) & STP-2412 (2)
 3. Attach the LPGA dated 11-28-00.
 4. Note that a conduit to handle fiber for a future ATMS would be provided.
 5. Add bike paths to typical sections and proposed roadway sections.
 6. Add 106 permit to permits required.
 7. Address splitting up project in the comments section and provide a cost estimate of each section.

AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

HALL COUNTY, GEORGIA

FOR

IMPROVEMENTS TO S.R. 13/ATLANTA HWY

THIS AGREEMENT, is made and entered into this 29th day of January, 2001, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and HALL COUNTY, GEORGIA, acting by and through its Commission, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the roadway facility along S.R. 13/Atlanta Highway from the proposed I-985 CD system to Shallowford Road, Georgia Department of Transportation Project Number STP-00MS(15), P.I. Number 141810 hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in providing the preconstruction activities needed for the project, and to participate in the funding of the necessary right of way and construction and other costs as specified in the AGREEMENT, and the DEPARTMENT has relied upon such representations;

and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in the funding of the right of way, utilities relocations and construction of the PROJECT with funds of the DEPARTMENT, funds from the local government, and funds apportioned to the DEPARTMENT by the Federal Highway Administration, hereinafter referred to as the "FHWA", under Title 23, United States Code, Section 104, or a combination of funds from any of the above sources subject to those certain conditions set forth in the AGREEMENT.

THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. All Primary Consultant firms hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes.
2. The PROJECT construction and right-of-way plans shall be prepared in English units.
3. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that time is of the essence and both parties shall adhere to the priorities established in the approved State Transportation Improvement Program (STIP) or earlier. Furthermore, all parties

shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the completion of respective commitments contained herein, if a change in schedule is needed, the DEPARTMENT shall have final authority. If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables at the milestone dates defined in the STIP, or in the approved schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction or right-of-way, as applicable.

4. All drafting and design work performed on the project shall be done utilizing Microstation and CAICE software respectively, and shall be organized as per the DEPARTMENT'S guidelines on electronic file management.

5. The LOCAL GOVERNMENT shall contribute towards the PROJECT by funding all cost for the preconstruction engineering (design). The preconstruction engineering activities shall be accomplished in accordance with the DEPARTMENT'S Plan Development Process, the Plan Presentation Guide, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT'S Standard Specification for the Construction of Roads and Bridges, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The LOCAL GOVERNMENT'S responsibility for design shall include, but is not limited to the following items:

a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 5b and approved by the DEPARTMENT. It is recognized by the parties that the approved concept

may be modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and reapproved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right-of-way considerations.

b. Develop the PROJECT'S base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (pm) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.

c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practice.

f. Perform all surveys, mapping, and soil investigation studies needed for design of the PROJECT.

g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.

h. Prepare the PROJECT'S drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

i. Prepare traffic studies, preliminary construction plans, preliminary and final utility plans, preliminary and final right-of-way plans, staking of the required right-of-way, and final construction plans including erosion control, traffic handling, and construction sequence plans and specification including special provisions for the PROJECT.

j. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with acceptable industry standards.

6. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the LOCAL GOVERNMENT.

7. Upon the LOCAL GOVERNMENT'S determination of the rights-of-way required for the PROJECT and the approval of the right-of-way plans by the DEPARTMENT, the DEPARTMENT shall bear 90% of the acquisition cost and the LOCAL GOVERNMENT shall bear 10% of the acquisition cost of the necessary right of way. The LOCAL GOVERNMENT shall acquire the necessary rights of way for the PROJECT. Right-of-way acquisition shall be in

accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT. Failure to follow these requirements will result in loss of Federal funding for the PROJECT, and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. All required right-of-way shall be obtained and cleared of obstructions, including underground storage tanks, prior to the DEPARTMENT'S advertising the PROJECT for bids. The LOCAL GOVERNMENT shall further be responsible for making all changes to the approved right-of-way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right-of-way or to match actual conditions encountered.

8. The LOCAL GOVERNMENT shall be responsible for the design of any bridges which lay within the limits of this PROJECT. The LOCAL GOVERNMENT shall perform all necessary survey efforts regarding the design of the bridge and shall incorporate these plans into this PROJECT as a part of this Agreement.

9. The DEPARTMENT shall be responsible for all utility relocation costs necessary for the construction of the PROJECT.

10. The LOCAL GOVERNMENT shall be responsible for all costs for providing energy, maintenance, and operational costs of any roadway and interchange lighting within the PROJECT limits.

11. The LOCAL GOVERNMENT shall be responsible for the continual maintenance, and the continual operations of any and all sidewalks within the PROJECT limits.

12. The LOCAL GOVERNMENT shall follow the DEPARTMENT'S procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT'S Project Liaison and the District Utilities Engineer.

13. Upon completion and approval of the PROJECT plans, certification that all needed rights-of-way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the LOCAL GOVERNMENT, the DEPARTMENT shall let the PROJECT for construction. Except as provided herein and upon receipt of an acceptable bid, the DEPARTMENT shall bear 90% and the LOCAL GOVERNMENT shall bear 10% of the costs for construction, including all costs associated with inspection and materials testing during construction. The DEPARTMENT shall be solely responsible for securing and awarding the construction contract for the PROJECT.

14. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this agreement shall become the property of the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and

without compensation to the LOCAL GOVERNMENT.

15. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this AGREEMENT. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this AGREEMENT.

16. The LOCAL GOVERNMENT shall prepare all shop drawings for approval by the DEPARTMENT.

17. This AGREEMENT is made and entered into in Fulton County, Georgia, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

James A. Kennerly
James A. Kennerly
State Road & Airport Design Engineer

Thomas L. Inman
Director of Preconstruction

Frank J. Danahy
Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY: [Signature]
Commissioner

ATTEST

Billy J. Sharp
Treasurer

REVIEWED AS TO LEGAL FORM:

[Signature]
Office of Legal Services

DATE: 2-26-01

BY: [Signature]
Gary Gibbs, Hall Commission Chairman

Signed, sealed and delivered this 30
day of JANUARY, 2001 in
the presence of:

[Signature]
Witness

[Signature]
Witness

[Signature]
Notary Public

Notary Public, State of Georgia
My Commission Expires 12/31/01

This Agreement approved by the Hall County
Commission at a meeting held at:

Georgia Mountains Center, Hall

the 29th day of January, 2001

[Signature]
Michelle Smallwood, Commission Clerk

PROPOSED ROADWAY - Continued			
Major Structures:	ID No.	Length	Width
S.R. 13 Bridge over Southern Railway	139-5088-0	285	74.5 92
Culvert on Memorial Park Drive	139-5018-0	84	42.1
Culverts on Memorial Park Drive Extension		84	42.1

mu
9/11/01

PROPOSED RIGHT-OF-WAY			
R/W WIDTH:	DISPLACEMENTS		
100'-150'	RES: 10	BUS: 9	M.H.: 20
TYPE OF ACCESS CONTROL: State and County Permits			
NUMBER OF PARCELS IMPACTED: 128			

ALTERNATIVES CONSIDERED
<ol style="list-style-type: none"> 1. NO BUILD - Does not meet the capacity and operational needs of the project 2. PROPOSED PROJECT - As discussed in the attached Need & Purpose Statement

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

PROJECT CONCEPT REPORT

Improvements to Skelton Road/Memorial Park Drive/
Atlanta Highway (S.R. 13)

Project Number: STP-00MS (15)
P.I. No. 141810
Hall County

FEDERAL ROUTE NO: None
STATE ROUTE NO: S.R. 13

Date of Report: August 29, 2001

RECOMMENDATION FOR APPROVAL

9-05-2001
DATE

James A. Kennedy
State Road and Airport Design Engineer

This project is contained in the Transportation Improvement Program (TIP) and/or in the State Transportation Improvement Plan (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the TIP and/or the STIP.

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer / Gainesville

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

9-11-01
DATE

Paul V. Tiller Jr.
State Bridge & Structural Engineer

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

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9-19-01
DATE

Marta V. Rosen
State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer / Gainesville

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

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DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer / Gainesville

9/20/01
DATE

Cliff J. Mallin
Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

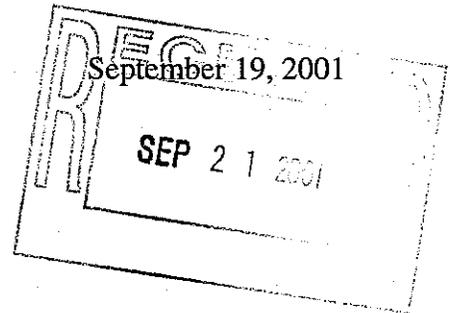
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA****INTERDEPARTMENT CORRESPONDENCE**

FILE Hall County OFFICE Gainesville
STP-00MS(15), PI # 141810

FROM ^{LED} Larry Dent, District Engineer DATE September 19, 2001

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT



This office has reviewed the subject concept and finds the report acceptable with the following comments:

1. The District agrees with the concept recommendation to split this effort into two separate projects. The priority should be on the new location section from SR 369 to SR 53 and the Skelton Road Connector. We recommend that this portion be Project STP-00MS(15) and a new project number be assigned to the section along SR 13 and Memorial Park Drive.
2. Change "Traffic Operation Engineer" to "Traffic Safety and Design Engineer".
3. Under Project Location and Description, add "Land Lot" (assumption) in front of District 8 and 9. With the new Congressional District numbers forthcoming, this could be a point of future confusion.
4. The report incorrectly states that a traffic signal currently exists at the intersection of SR 13 and Frontage Road. There is not a signal at this location.
5. The report incorrectly labels the existing intersection of Memorial Park Drive at Centennial Drive. Centennial Drive should be Old Flowery Branch Road.
6. The proposed typical section on SR 13 should include bike lanes. The sketch correctly show the bike lanes.
7. The meeting minutes state that conduit should be included in the concept for future ITS efforts. There is no mention of conduit in the report.

Attached is a signed cover page for your use. If you have any questions, please call Todd Long at 770-532-5520.

LED:TIL

CC: Joe Garland

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

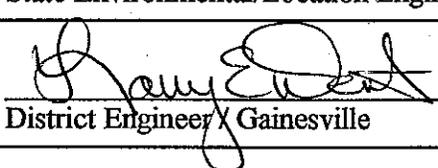
PROJECT CONCEPT REPORT

**Improvements to Skelton Road/Memorial Park Drive/
Atlanta Highway (S.R. 13)**

**Project Number: STP-00MS (15)
P.I. No. 141810
Hall County**

**FEDERAL ROUTE NO: None
STATE ROUTE NO: S.R. 13**

Date of Report: August 29, 2001

RECOMMENDATION FOR APPROVAL	
<u>9-05-2001</u> DATE	 _____ State Road and Airport Design Engineer
<p>This project is contained in the Transportation Improvement Program (TIP) and/or in the State Transportation Improvement Plan (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the TIP and/or the STIP.</p>	
_____ DATE	_____ State Transportation Planning Administrator
_____ DATE	_____ State Transportation Programming Engineer
_____ DATE	_____ State Environmental/Location Engineer
<u>9-18-01</u> DATE	 _____ District Engineer, Gainesville
_____ DATE	_____ Project Review Engineer
_____ DATE	_____ State Traffic Operations Engineer <small>Safety & Design</small>
_____ DATE	_____ State Bridge & Structural Engineer

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-00MS (15) / Hall County
P.I. No. 141810

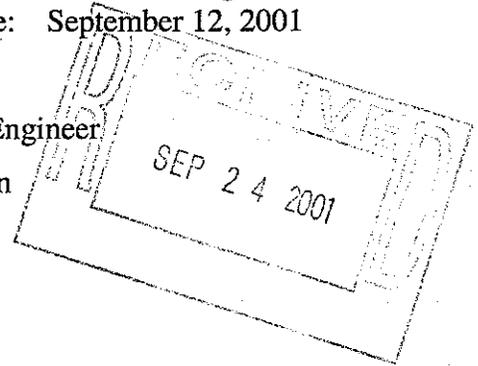
Office: Traffic Safety & Design
Atlanta, Georgia
Date: September 12, 2001

Phillip M Allen

From: Phillip M. Allen, State Traffic Safety and Design Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review



We have reviewed the above referenced concept report for the widening of SR 13, Memorial Park Drive and Skelton Road to provide a four-lane divided highway from SR 13 to Shallowford Road. A portion of this project will be on new location.

SR 13, Memorial Park Drive and Skelton Road are all 2-lane rural roadways with variable grass shoulders and posted speed limits of 35/45 mph. This concept proposes to widen SR 13 and Memorial Park Drive to four-lane urban roadways with 20-foot grass medians and sidewalks with curb and gutter. Skelton Road will be widened to a four-lane urban roadway with a 14-foot flush median and sidewalks with curb and gutter. The portion on new location will be from Memorial Park Drive to Skelton Road. The total project length is 5.82 miles.

We believe this concept will improve safety and traffic operations within this area, therefore find this report satisfactory for approval.

PMA/bm

Attachment (signature page)

Cc: Harvey Keeper, Environment/Location Engineer
James Kennerly, State Road and Airport Design Engineer
David Mulling, Engineer Services, w/ attachment
Marta Rosen, State Transportation Planning Administrator
Joe Garland, District Traffic Engineer
Chuck Hasty, TMC
General Files
Office Files

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

PROJECT CONCEPT REPORT

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Atlanta Highway (S.R. 13)**

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Hall County

FEDERAL ROUTE NO: None

STATE ROUTE NO: S.R. 13

Date of Report: August 29, 2001

RECOMMENDATION FOR APPROVAL

9-05-2001

DATE

James A. Kennedy
State Road and Airport Design Engineer

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DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer / Gainesville

DATE

Project Review Engineer

9-14-01

DATE

Phillip M. Allen
State Traffic Operations Engineer
SAFETY

DATE

State Bridge & Structural Engineer

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

PROJECT CONCEPT REPORT

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9-05-2001
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James A. Kennedy
State Road and Airport Design Engineer

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DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

9/26/01
DATE

Alvin D. Kippen
State Environmental/Location Engineer

DATE

District Engineer / Gainesville

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer