

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-2120(4)/BHS/B-2120(5) Columbia County OFFICE Preconstruction
P. I. Nos. 245200 / 245205

DATE January 12, 2001

FROM *CWH*
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 Keeper
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Paul Liles
Jimmy Chambers (ATTN: Ted Cashin)
Mike Thomas
Joe Palladi

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-2120(4)/BHSLB-2120(5) **OFFICE** Preconstruction
Columbia County
P. I. Nos. 245200 / 245205 **DATE** December 14, 2000
Thomas L. Turner
FROM Thomas L. Turner, P.E., Director of Preconstruction
TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

These combined projects are the widening, reconstruction and realignment of North Belair Road from the SR 383 (Belair Road) - SR 104 intersection to SR 28 (Fury's Ferry Road) for a total of 2.70 miles. Traffic operations along Washington Road/SR 104 are negatively impacted by the offset intersections of Belair Road/SR 383 and North Belair Road. The offset intersections require separate signalization, thereby reducing operational efficiency of Belair Road/SR 383 and Washington Road/SR 104. In addition to improving traffic operations within the area, the proposed realignment of North Belair Road will improve route continuity for cross country traffic movement from Fort Gordon and I-20 to rapidly developing residential areas of Columbia County. Year 2006 and 2026 traffic forecasts indicate 19,000 VPD and 43,000 VPD, respectively, will utilize the improved North Belair Road corridor. Without the proposed widening, North Belair Road will operate at Level of Service (LOS) "F". With the proposed widening, the route will operate at LOS "C". The proposed design speed is 45 MPH. Columbia County has requested that the posted speed limit be reduced from 55 MPH to 45 MPH.

This project proposes realigning North Belair Road to create a continuous corridor with Belair Road. The project will extend in a northeasterly direction on Industrial Park Drive to 1,500' northeast of Evans to Lock Road. From this location, it proceeds west on new location tying into North Belair Road 200'± south of Dogwood Drive. It then continues on North Belair Road to its intersection with Fury's Ferry Road, the end of the project. North Belair Road at SR-104 will be cul-de-saced, thereby eliminating an undesirable tie-in to the project and the possibility of having to signalize two intersections 675' apart. The proposed typical section will consist of an urban four lane section with 4' bicycle lanes, 5' sidewalk on both sides separated by a 20' raised median. An existing bridge 34' in width with a sufficiency rating of 78.5, over the CSX Railroad, will be widened. Traffic will be maintained via staging during construction.

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.

J. Tom Coleman, Jr.
Page 2

STP-2120(4) / BHSLB-2120(5) Columbia
December 14, 2000

The estimated costs for these projects are:

STP-2120(4) Columbia County

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$6,856,000	\$2,200,000	2005	04-07
Right-of-Way	LGPA	----		
Utilities*	\$1,250,000	----		

*Columbia County signed LGPA for right-of-way 12-7-99; DOT utilities 2-11-00.

BHSLB-2120(5) Columbia County

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$635,000	\$2,146,000	2005	04-07
Right-of-Way & Utilities*	Local	Local		

*Columbia County signed LGPA for right-of-way, utilities, and detours.

I recommend this project concept be approved.

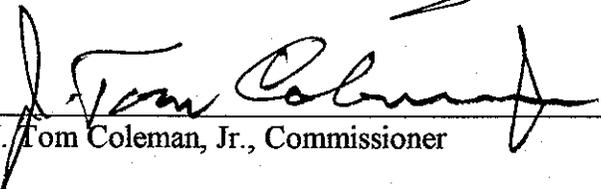
TLT:JDQ/cj

Attachment

CONCUR


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

APPROVE


J. Tom Coleman, Jr., Commissioner

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

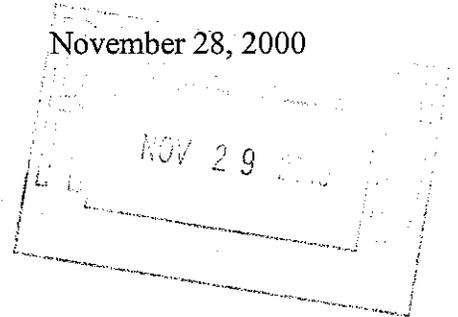
FILE: STP-2120(4) & BHSLB-2120(5) Columbia P.I. Numbers 245200- & 245205- **OFFICE:** Atlanta, Georgia

DATE: November 28, 2000

FROM: David Mulling, Project Review Engineer *DTM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted November 21, 2000 by the letter from Joe Palladi dated November 20, 2000, and have no comment.

The costs for the projects are:

	<u>Unit (4)</u>	<u>Unit (5)</u>
Construction	\$5,128,000	\$ 475,000
Inflation	\$1,105,000	\$ 102,000
E&C	\$ 623,000	\$ 58,000
Reimbursable Utilities	\$1,250,000	\$ 0
Right of Way	\$4,733,000	\$ 0

DTM

c: Joe Palladi

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

**STP-2120(4) &
BHSLB-2120(5)
COLUMBIA COUNTY
P.I. NOS. 245200 & 245205**

STATE ROUTE NO: NONE

Date of Report: November 7, 2000

RECOMMENDATION FOR APPROVAL

11/20/00
DATE

Joseph P. Palladi
State Urban Design Engineer

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

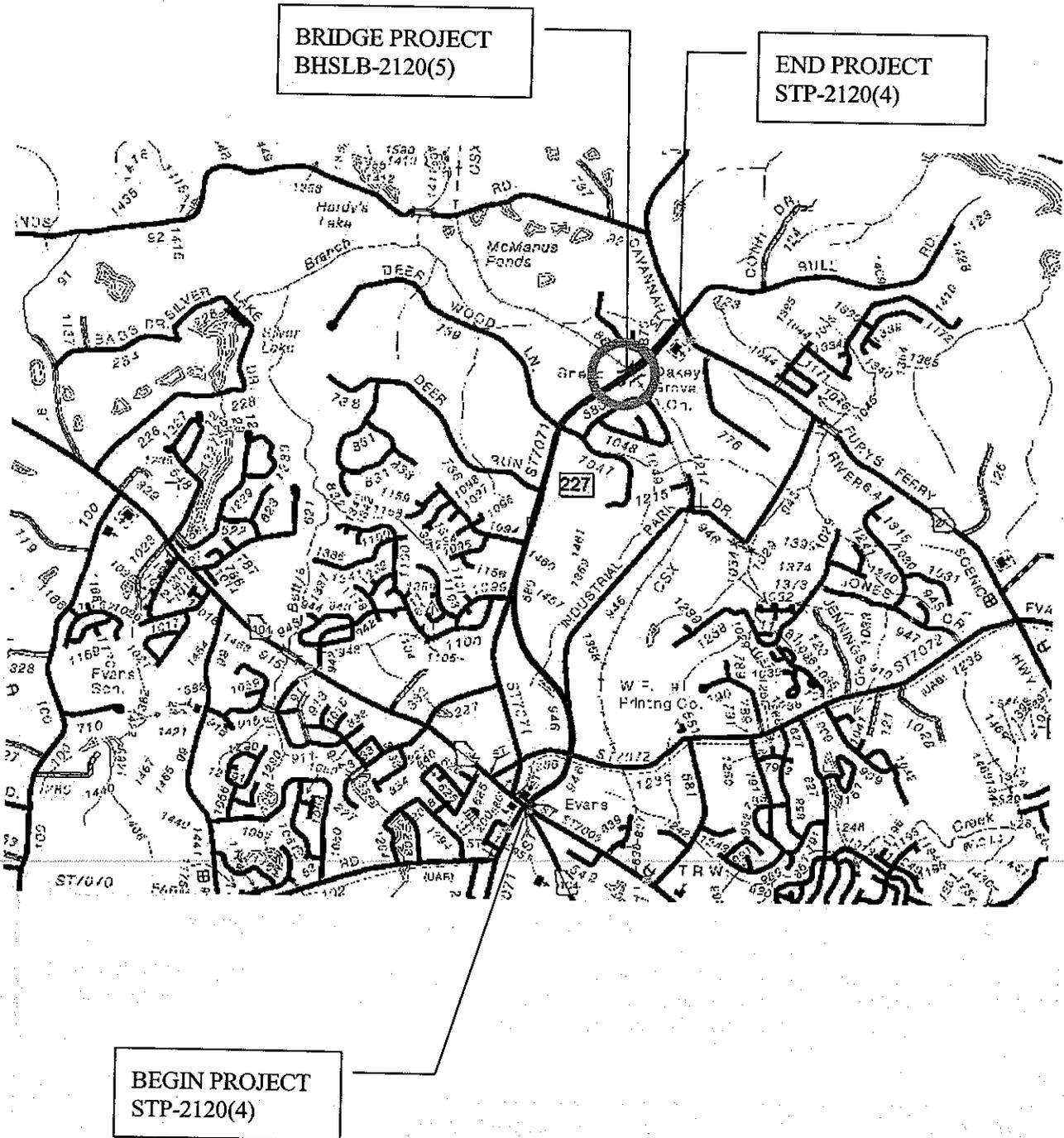
State Bridge & Structural Design Engineer

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

PROJECT LOCATION MAP: STP-2120(4) & BHSLB-2120(5)



PROJECT NUMBER: STP-2120(4) & BHSLB-2120(5)

PROJECT LOCATION & DESCRIPTION

This project consists of realigning North Belair Road to create a continuous corridor of Belair Road (SR 383), which ends at Washington Road (SR 104). Within the project limits, Industrial Park Drive and North Belair Road would be widened from two to four lanes with a 20-foot raised median. A connection of the two roads on new alignment would be constructed also.

The 2.7-mile project would begin at the intersection of SR 383 and SR 104 and extend northeasterly on Industrial Park Drive to a point approximately 1,500 feet northeast of Evans to Lock Road. From this point, the project would extend westerly on new location. The new location section would tie into North Belair Road approximately 200 feet south of the intersection with Dogwood Drive. The project would continue on North Belair Road to the intersection with Fury's Ferry Road, which is the end of the project.

Existing Industrial Park Drive and North Belair Road consist of two 12-foot travel lanes. The proposed project is to construct four 12-foot lanes, with a 4-foot bike lane in each direction, and a 20-foot raised median for the entire length of the project. The improvements along Industrial Park Drive would be centered on the existing alignment to lessen impacts. The improvements to North Belair Road would be constructed to the west of the existing roadway for easier staging and to lessen property impacts. The existing bridge over the CSX Railroad would be widened to accommodate the proposed southbound lanes, bike lanes and sidewalk. (The bridge project is BHSLB-2120[5]). Existing right-of-way on North Belair Road is approximately 120 feet. Additional right-of-way would be required to accommodate the proposed southbound lanes along North Belair Road. Proposed right-of-way for improvements along Industrial Park Drive and the new location section would be a minimum of 100 feet.

TRAFFIC				
ROADWAY	ON COMPLETION		PROJECTED	
	YEAR	AADT	YEAR	AADT
North Belair Rd.	2006	19,000	2026	43,400

ACCIDENT HISTORY			
YEAR	Accident Rate	Injury Rate	Fatality Rate
1995	335 (549)	80 (263)	0 (1.39)
1996	296 (525)	59 (246)	0 (1.56)
1997	237 (549)	89 (249)	0 (1.41)

Note: All rates are per million vehicle miles of travel. Numbers in parenthesis are statewide average rates for urban minor arterials.

CLASSIFICATIONS	
PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
MAJOR/NEW & EXISTING LOCATION	URBAN MINOR ARTERIAL

FULL OVERSIGHT ()	EXEMPT (X)	SF ()
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PROJECT NEED & PURPOSE

The proposed improvements would realign North Belair Road with the intersection of Belair Road (SR 383) at Washington Road (SR 104), using the existing intersection of Industrial Park Drive, and widen from two to four lanes with a raised median from Washington Road (SR 104) to Fury's Ferry Road (SR 28).

Rapid development of Columbia County has increased travel demand between Columbia County and other sections of the Augusta area. The U.S. Census Bureau estimates that between 1990 and 1999, Columbia County's population increased 41.3 percent from 66,031 in 1990 to 93,312 in 1999. Columbia County's rapid growth is expected to continue and will exacerbate travel conditions throughout the county. Year 2006 and 2026 traffic forecasts indicate 19,000 and 43,400 vehicles per day, respectively, will utilize the improved North Belair Road corridor.

Belair Road (SR 383) and North Belair Road serve as an inter-radial connector to multiple major radial transportation corridors. Belair Road (SR 383) begins at the intersection of US 278 and Fort Gordon's Gate 1, proceeds northward intersecting Columbia Road (SR 232), and terminates at Washington Road (SR 104). North Belair Road begins at Washington Road (SR 104), offset to the west of the Belair Road (SR 383) intersection, continues northward crossing the CSX Railroad at a grade separation, and terminates at Fury's Ferry Road (SR 28). Land use in the vicinity of the proposed North Belair Road realignment is predominantly light industrial. Land use along existing North Belair Road is primarily residential.

Traffic operations along Washington Road (SR 104) are negatively impacted by the offset intersections of Belair Road (SR 383) and North Belair Road. The offset intersections require separate signalization, thereby reducing operational efficiency of Belair Road (SR 383) and Washington Road (SR 104). In addition to improving traffic operations within the area, the proposed realignment of North Belair Road would improve route continuity for cross-county traffic movement from Fort Gordon and I-20 to rapidly developing residential areas of Columbia County. Rapid development and intense development pressures are threatening Columbia County's efforts to protect the corridor needed for the North Belair Road realignment and widening. Realignment of the offset intersection is critical to managing traffic operations for Belair Road (SR 383) and Washington Road (SR 104), and for improving route continuity for cross-county travel demand.

Without the proposed widening, North Belair Road will operate at level of service (LOS) F. With the proposed widening, the route will operate at LOS C.

REGIONAL PLAN

The proposed project is a recommendation of the Augusta Regional Transportation Study's (ARTS) Year 2020 Adopted Transportation Plan. The transportation study is a comprehensive, cooperative, and continuing transportation planning process conducted by the local governments and the Georgia Department of Transportation in cooperation with the U.S. Department of Transportation.

EXISTING ROADWAYS			
North Belair Road			
<u>TYPICAL SECTION:</u> 2-12' lanes with 6' grass shoulders			
<u>POSTED SPEED</u> 55 MPH*	<u>MAX. DEGREE OF CURVE</u> 6°-00'	<u>MAX. GRADE</u> 3.00%	<u>R/W WIDTH</u> 120'
* See comment on page 10			
<u>MAJOR STRUCTURES:</u>			
Bridge No. 073-0036-0 over CSX Railroad		Constructed in 1962	
Sufficiency Rating: 78.5		Bridge Deck Width: 34'	Bridge Length: 118'
Industrial Park Drive			
<u>TYPICAL SECTION:</u> 2-12' lanes with 6' grass shoulders			
<u>POSTED SPEED</u> 45 MPH	<u>MAX. DEGREE OF CURVE</u> 4°-22'	<u>MAXIMUM GRADE</u> 2.00%	
<u>R/W WIDTH</u> 80'		<u>MAJOR STRUCTURES</u> None	

PROPOSED ROADWAY		
<u>TYPICAL SECTION:</u> 4-lane urban with 4-foot bike lanes and a 20-foot raised median (turn lanes at various locations). Curb and gutter with 5-foot sidewalks on both sides. Right-of-way width is a minimum of 100'.		
<u>DESIGN SPEED</u> 45 MPH*	<u>MAX. DEGREE OF CURVE</u> ALLOWABLE: 8°-00' PROPOSED: 7°-00'	<u>MAXIMUM GRADE</u> ALLOWABLE: 7.00% PROPOSED: 3.00%
* See comment on page 10		
<u>MAJOR STRUCTURES:</u>		
Widen 2-lane bridge over CSX Railroad.		

PROPOSED RIGHT OF WAY		
<u>R/W WIDTH</u> 100' min.	<u>DISPLACEMENTS</u> RES: 0 BUS: 1 M.H.: 0	<u>NUMBER OF IMPACTED PARCELS</u> 48

COORDINATION

CONCEPT TEAM MEETING DATE: August 24, 2000
CONFORMS TO TIP/STIP: Yes
MEETS LOGICAL TERMINI REQUIREMENTS: Yes
P.A.R. MEETING: To Be Determined
LOCATION INSPECTION DATE: 2-1-00 & 8-16-00 by ARCADIS
PERMITS REQUIRED (4f, COE, 404, ETC.): COE 404 Permit
LEVEL OF PUBLIC INVOLVEMENT: Public Hearing and/or PIM (to be scheduled later)
TIME SAVING PROCEDURES APPROPRIATE: No
LOCAL GOVERNMENT COMMITMENTS: LGPA signed on 12-7-99. Columbia County agreed to purchase right-of-way.
OTHER PROJECTS IN THE AREA:
STP-7063(1): Widen Old Petersburg Rd. from near Baston Rd. to Old Evans Rd. and extend on new location to Washington Rd. (SR 104)
STP-7063(2): Widen Old Petersburg Rd. from Baston Rd. to River Watch; and Baston Rd. from Washington Rd. (SR 104) to near Lakeshore Drive
STP-7062(1): Widen Flowing Wells Rd. from Wheeler Rd. to Washington Rd. (SR 104)
STP-048-1(33): Widen Fury's Ferry Rd. (SR 28) from River Watch to Evans-to-Lock Rd.
STP-076-1(32): Widen and reconstruct with raised median Washington Rd. (SR 104) from Flowing Wells Rd. to Halali Farm Rd.

SCHEDULING CONSIDERATIONS

TIME TO COMPLETE ENVIRONMENTAL: 12 Months
TIME TO COMPLETE PRELIMINARY RD / RW PLANS: 12 Months
TIME TO COMPLETE 404 PERMIT: 12 Months
TIME TO COMPLETE FINAL CONSTRUCTION PLANS: 10 Months
TIME TO BUY RIGHT OF WAY: 30 Months

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Widen Industrial Park Dr. under traffic
Maintain traffic on exist. North Belair Rd.

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment

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)	()

ACCESS CONTROL: Access control is controlled by permit from Columbia County

UNDERGROUND STORAGE TANKS: Underground storage tanks are possibly located
in the northeast quadrant of the North Belair
Road/Fury's Ferry Road intersection

HAZARDOUS WASTE SITES: None known within the project limits

UTILITIES

Standard distribution utilities within project limits. Georgia Power transmission line
crosses North Belair road near Deer Run.

ALTERNATIVES CONSIDERED

1. Widen Industrial Park Drive symmetrical with 20' raised median, urban section. Widen North Belair Road to the west with 20' raised median, urban section.
2. Widen Industrial Park Drive symmetrical with 20' raised median, urban section. Widen North Belair Road to the east with 20' raised median, urban section.
3. Widen Industrial Park Drive and North Belair Road symmetrical with 20' raised median, urban section.
4. Widen Industrial Park Drive symmetrical with 20' raised median, urban section from Washington Road to just south of the CSX railroad crossing. At this point, the alternate would go on new location to Fury's Ferry Road.
5. Widen Industrial Park Drive symmetrical with 20' raised median, urban section from Washington Road to south of the CSX railroad crossing. At this point, the alternate would go on new location in a southeasterly direction and would tie to Columbia Industrial Drive prior to Fury's Ferry Road.
6. No Build.

Note:

The extension of Washington West Drive to create a four-legged intersection at the proposed tie-in of Industrial Park was also studied. With the extension of Washington West Drive, North Belair Road would be cul-de-saced, thereby eliminating an undesirable tie-in to the project and the possibility of having to signalize two intersections approximately 675 feet apart.

Columbia County presented the extension of Washington West Road to the three developers/property owners whose land would be impacted by this option. Two of the three developers were opposed to this option. Due to limited funding for the acquisition of right-of-way, Columbia County recommended that GDOT not pursue the development of this option. GDOT concurred.

Preferred Alternate: The preferred alternate, Alternative 1, consists of symmetrical widening along Industrial Park Drive; constructing a 4-lane urban section with a 20' raised median on new location; widening to the west along North Belair Road; and constructing a bridge over the CSX Railroad to accommodate the southbound lanes. The existing bridge over CSX Railroad will need to be widened to allow for sidewalk.

Alternative 2 was not selected as the preferred alternate because this alternative would have adverse impacts on seven structures and a cemetery and require the acquisition of right-of-way from four churches.

Alternative 3 was not selected as the preferred alternate due to the high cost associated with maintenance of traffic.

Alternative 4 was not selected as the preferred alternate because this alternate would require moving an existing CSX Railroad crossing. In order to open another crossing over the railroad, the County would have to close three (3) other crossings in the county. Also, this alternate would have to intersect Fury's Ferry Road at the current intersection of Bridlewood Trail and Fury's Ferry Road. This section of Industrial Park Drive would be on new location and would dissect the Creekview Acres subdivision resulting in numerous displacements. This alternate would also cross two wetland areas.

Alternative 5 was not selected as the preferred alternate because this alternate would require moving an existing CSX Railroad crossing. In order to open another crossing over the railroad, the County would have to close three (3) other crossings in the county. This alternate would also displace several industrial firms around the railroad crossing and impact two wetland areas.

Alternative 6 was not selected as the preferred alternate because a no-build alternate does not address the concerns generated by future traffic and population projections in the vicinity of the project.

ESTIMATED COST				
	STP-2120(4)	BHSLB-2120(5)		
CONSTRUCTION	\$5,508,300	\$475,000	RIGHT-OF-WAY:	\$4,733,000
INFLATION (5%, 4 yrs):	\$1,105,200	\$102,400	ACQUIRED BY:	Columbia Co.
E & C (10%):	\$623,400	\$57,800	UTILITIES:	\$1,250,000
			ADJUSTED BY:	GDOT
TOTAL CONSTRUCTION COST:	\$6,856,900	\$635,200		

COMMENTS: Columbia County has requested that the posted speed limit be reduced from 55 mph to 45 mph. The District 2 Traffic Operations office is currently in the process of revising Columbia County's radar permit and will address the speed limit reduction as a part of the permit process.

ATTACHMENTS: Cost Estimate, Environmental Scan, Typical Sections, Level of Service Summary, Bridge Inventory Data, Posted Speed Reduction Request, Minutes of Industrial Park Drive Extension Evaluation Meeting and Concept Team Meeting Minutes

ARCADIS GERAGHTY & MILLER



PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-2120(4) &
BHSLB-2120(5)

COUNTY: Columbia

DATE: 9/8/00

ESTIMATED LETTING DATE: Long Range

PROJECT LENGTH : 2.7 miles

PREPARED BY: K. Chapman

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

A. RIGHT-OF-WAY:		
	1. PROPERTY (LAND & EASEMENT)	
	2. DISPLACEMENTS; RES: 0, BUS: 1, M.H.: 0	
	3. OTHER COST (DAMAGES, ADM. / COURT, INFL., ETC.)	
	SUBTOTAL: A	\$4,733,000
B. REIMBURSABLE UTILITIES:		
	1. TRANSMISSION LINES	\$500,000
	2. OTHER UTILITIES	\$750,000
	SUBTOTAL: B	\$1,250,000
C. CONSTRUCTION		
	1. MAJOR STRUCTURES: Widen 2-lane bridge (BHSLB-2120(5))	\$475,000
	SUBTOTAL: C-1	\$475,000
	2. GRADING AND DRAINAGE:	
	a. EARTHWORK - Unclassified (\$5 / cu. yd)	\$387,000
	b. DRAINAGE - 2.7 miles	\$270,000
	SUBTOTAL: C-2	\$657,000
	3. BASE AND PAVING:	
	a. 10" GR AGGR BASE CRS - (\$10 / SY)	\$773,100
	b. ASPHALT PAVING:	
	1. Asph Conc, 4" superpave base (\$40/ton)	\$717,400
	2. Asph Conc, 2" superpave binder (\$40 / ton)	\$437,900
	3. Asph Conc, 1 1/2" superpave surface (\$40 / ton)	\$364,800
	SUBTOTAL: C-3.b	\$1,520,100
	c. BITUMINOUS TACK COAT - (\$1/ gal)	\$11,500
	4. LUMP ITEMS:	

ARCADIS GERAGHTY & MILLER



	a. TRAFFIC CONTROL	\$300,000
	b. CLEARING AND GRUBBING	\$200,000
	c. GRASSING	\$50,000
	d. EROSION CONTROL	\$250,000
	SUBTOTAL: C-4	\$800,000
5. MISCELLANEOUS:		
	a. FIELD OFFICE	\$30,000
	b. SIGNING AND STRIPING	\$100,000
	c. CONCRETE CURB AND GUTTER (\$10/ lf)	\$570,100
	d. CONCRETE SIDEWALK (\$25/sy)	\$396,500
	e. SIGNALS	
	1. Washington Rd. & Project	\$70,000
	2. Evans-To-Lock Rd. & Project	\$50,000
	3. Industrial Park Dr. & Project	\$70,000
	4. Fury's Ferry Rd. & Project	\$70,000
	SUBTOTAL: C-5.e	\$260,000
	SUBTOTAL: C-5	\$1,356,600
6. SPECIAL FEATURES		
	a. RETAINING WALL (adjacent to lake along North Belair Rd.)	\$10,000
	SUBTOTAL: C-6	\$10,000

ESTIMATE SUMMARY		STP-2120(4)	BHSLB-2120(5)
A.	RIGHT-OF-WAY:	\$4,733,000	
B.	REIMBURSABLE UTILITIES:	\$1,250,000	
C.	CONSTRUCTION:		
	1. MAJOR STRUCTURES		\$475,000
	2. GRADING AND DRAINAGE	\$657,000	
	3. BASE AND PAVING	\$2,304,700	
	4. LUMP ITEMS	\$800,000	
	5. MISCELLANEOUS	\$1,356,600	
	6. SPECIAL FEATURES	\$10,000	
	SUBTOTAL CONSTRUCTION COST	\$5,128,300	\$475,000
	INFLATION (5% PER YEAR)	\$1,105,200	\$102,400
	NUMBER OF YEARS: 4		
	E. & C. (10%)	\$623,400	\$57,800
	TOTAL CONSTRUCTION COST	\$6,856,900	\$635,200



ENVIRONMENTAL SCAN FOR PREFERRED ALTERNATE:

Cultural Resources

During a survey conducted along the corridor, it was noted that there are four churches along the northbound lane of North Belair Road within the project corridor. The northernmost church, located approximately 1100 feet from the Fury's Ferry Road intersection, has an adjacent cemetery. The preferred alternate will not impact the cemetery or the property owned by the churches.

Jurisdictional Wetlands and Surface Waters

An on-site inspection of the proposed corridor was conducted to determine if any jurisdictional wetlands or surface waters were present within the corridor. During the investigation, one area of concern was identified. The area of concern is a small stream that flows from a lake approximately 100 to 150 feet from the project corridor in a northeastern fashion near Industrial Park Drive. The stream is approximately 2 to 3 feet wide and steeply incised 1 to 2 feet. Stream banks are heavily vegetated with *Salix nigra* (Black willow) and *Acer rubrum* var. *rubrum* (Red maple). No wetlands are associated with this stream within the project corridor.

Environmental Concerns

An on-site inspection of the proposed corridor was conducted to determine if any environmental concerns were present within the corridor. During the investigation, no environmental concerns were identified within the project corridor.

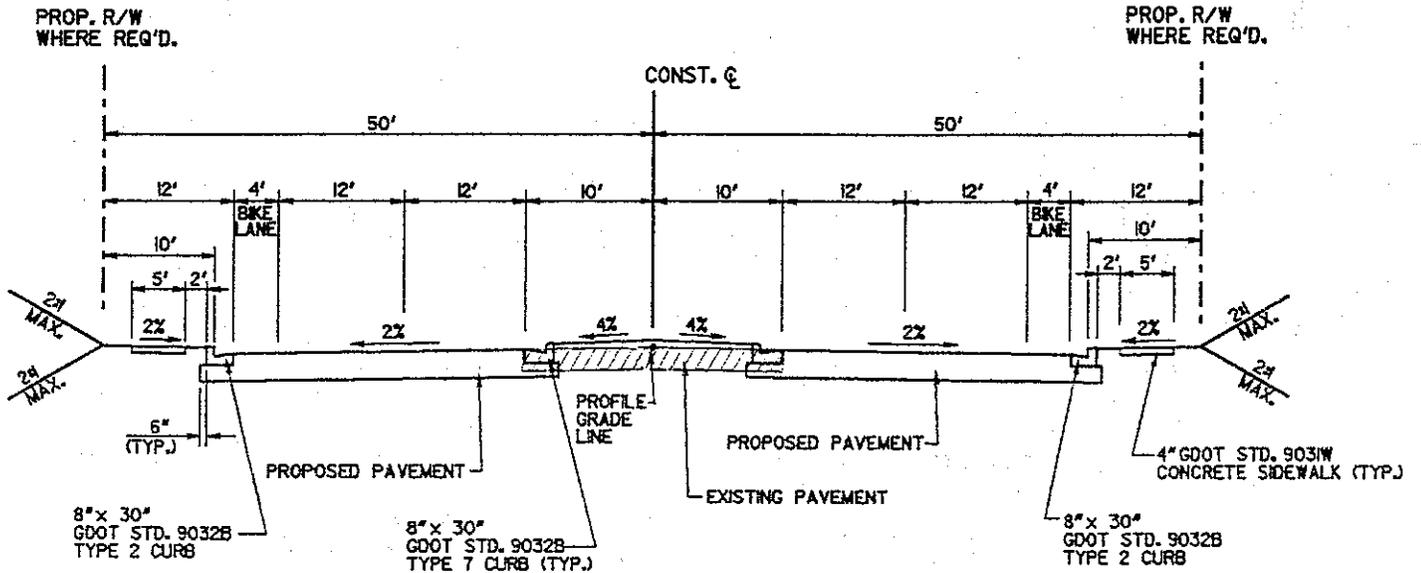
Residential and Business Impacts

An on-site inspection of the proposed corridor was conducted to determine if any residential or business areas would be impacted by improvements along S.R. 104, Industrial Park Drive, and S.R. 28. During the investigation, no areas of concern were identified within the project corridor.

Protected Species

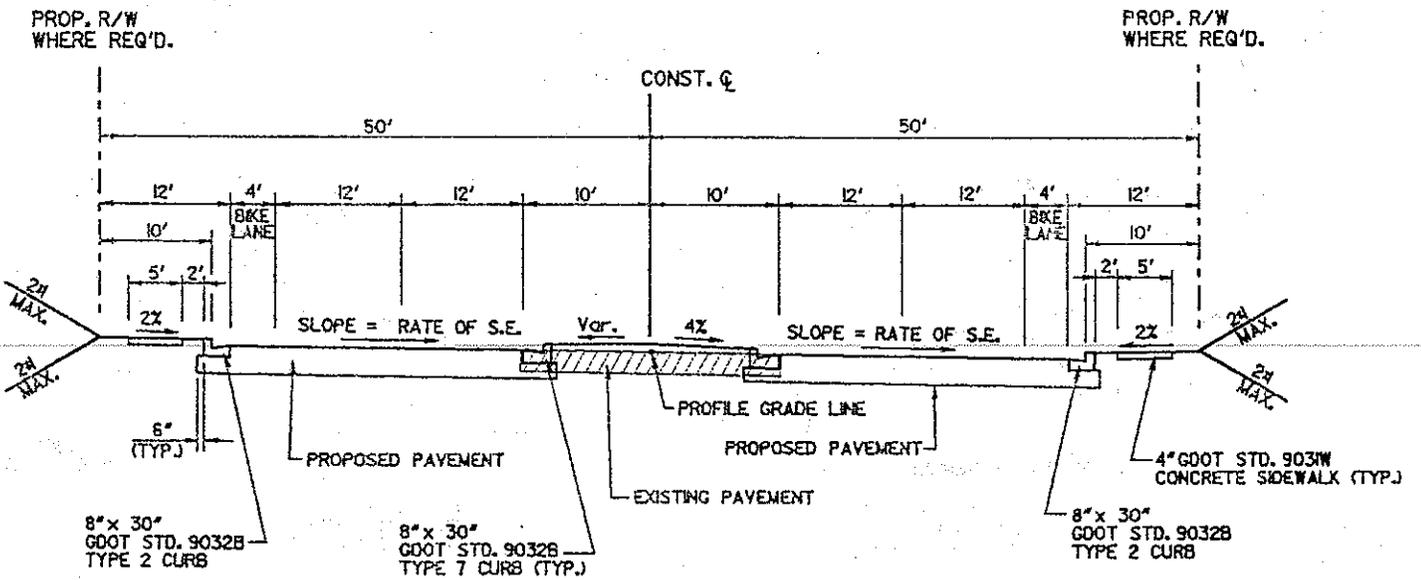
A list of threatened and endangered species for Columbia County, Georgia was obtained from the U.S. Fish and Wildlife Service. After reviewing the literature, seven federally listed species, four state listed species, and four species of concern were found to be of potential occurrence in Columbia County. During the investigation, no evidence of any listed species or their suitable habitat was found.

ST-2120(4) AND BHSLB-2120(5)
P.I. NO. 245200 AND 245205



INDUSTRIAL PARK DRIVE
TANGENT SECTION
4 LANE DIVIDED WITH 20' RAISED MEDIAN

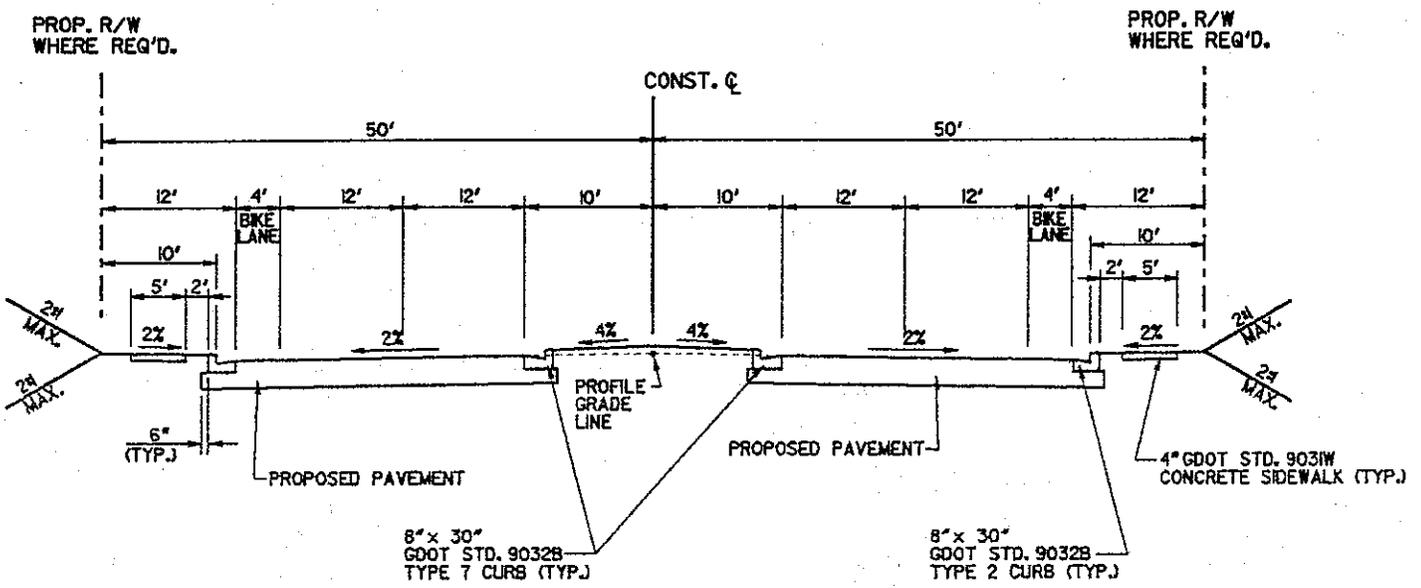
NTS



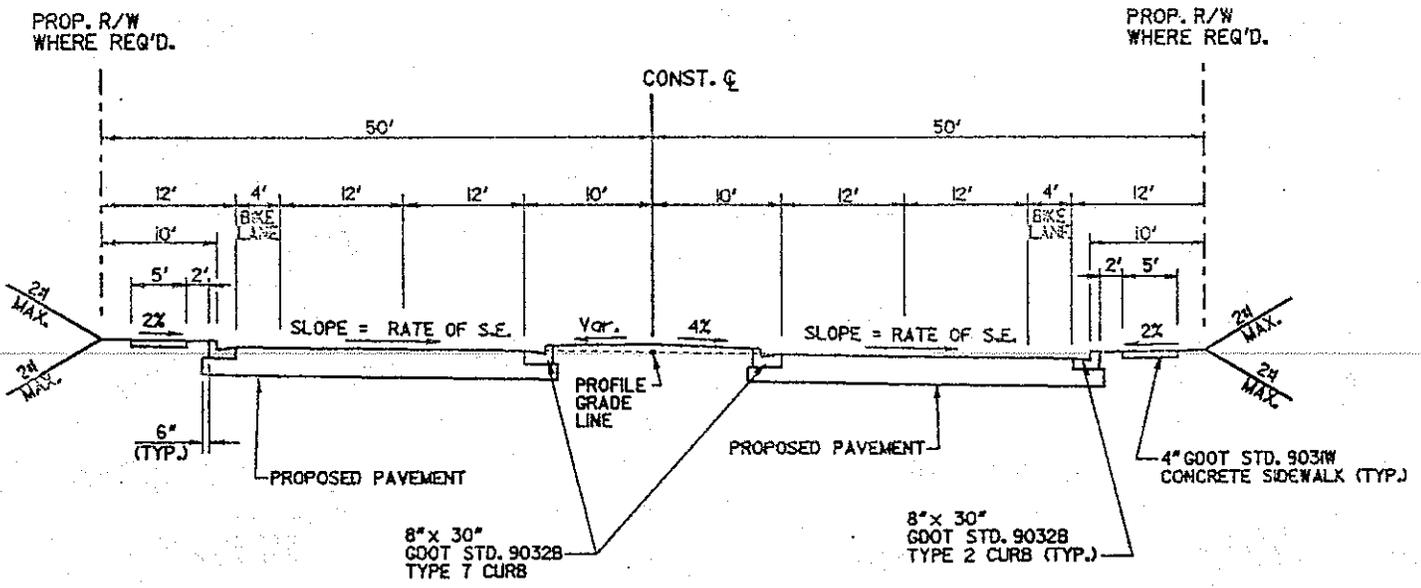
INDUSTRIAL PARK DRIVE
SUPERELEVATED SECTION
4 LANE DIVIDED WITH 20' RAISED MEDIAN

NTS

STP 120(4) AND BHSLB-212 (5)
P.I. NO. 245200 AND 245205

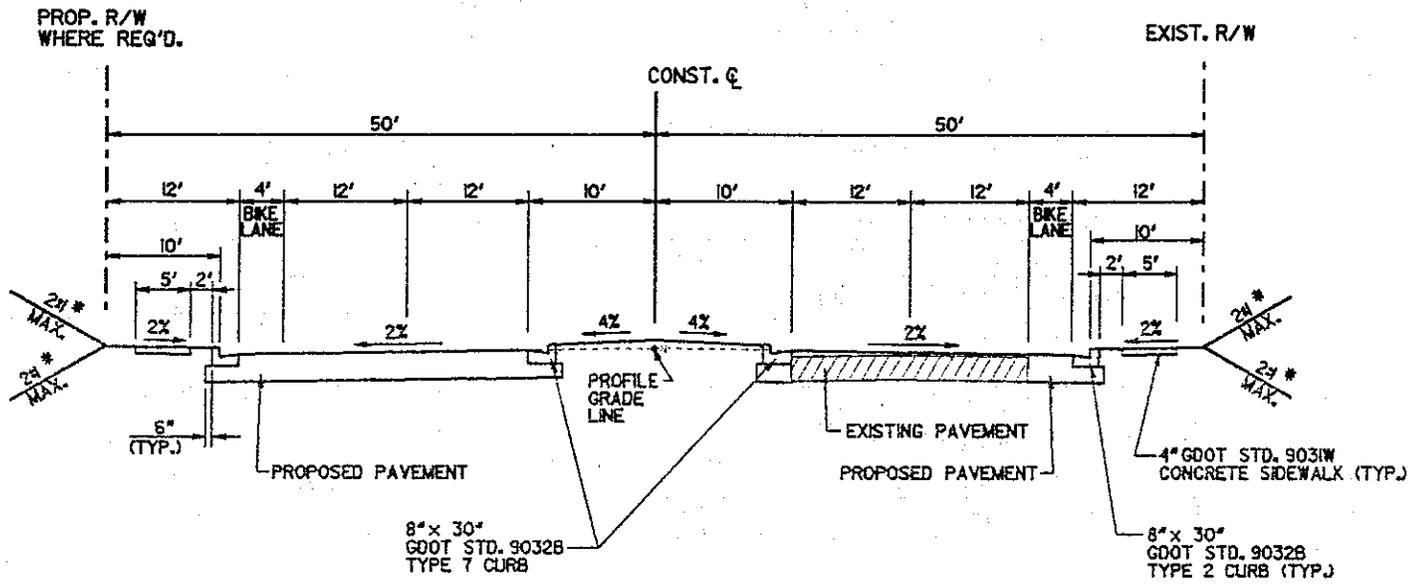


NEW LOCATION
 TANGENT SECTION
 4 LANE DIVIDED WITH 20' RAISED MEDIAN
 NTS



NEW LOCATION
 SUPERELEVATED SECTION
 4 LANE DIVIDED WITH 20' RAISED MEDIAN
 NTS

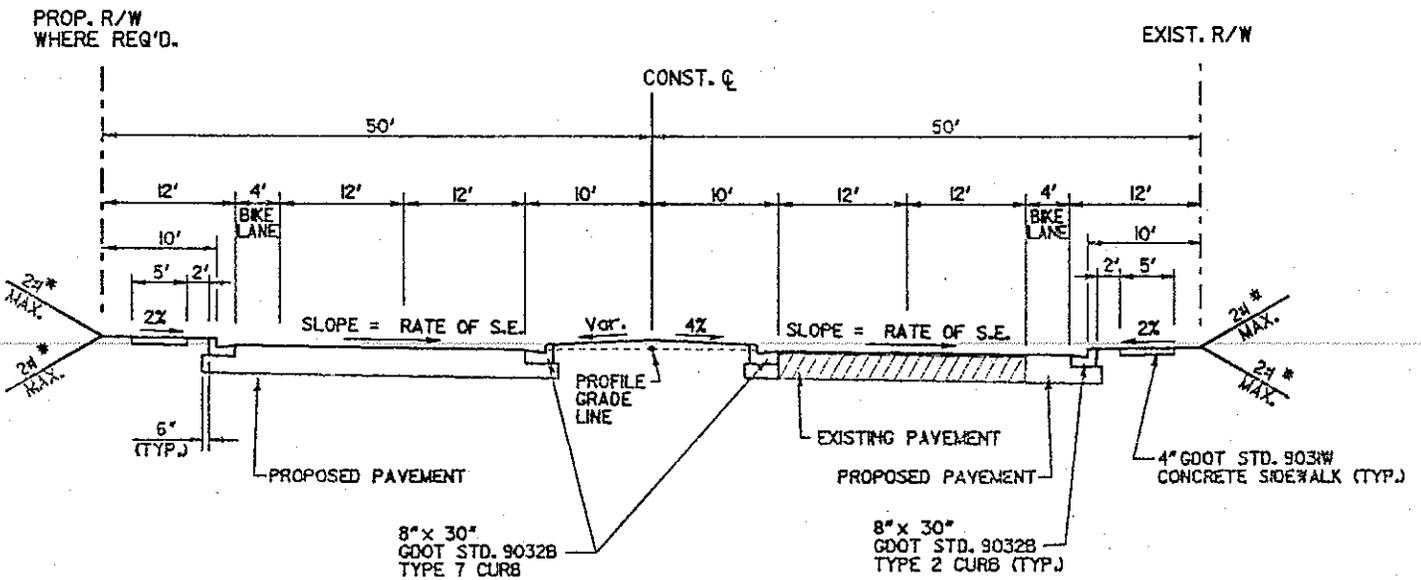
**TP-2120(4) AND BHS LB-2120(5)
P.I. NO. 245200 AND 245205**



**NORTH BELAIR ROAD
TANGENT SECTION
4 LANE DIVIDED WITH 20' RAISED MEDIAN**

NTS

*4% MAX. SLOPE ALONG
RESIDENTIAL PROPERTY



**NORTH BELAIR ROAD
SUPERELEVATED SECTION
4 LANE DIVIDED WITH 20' RAISED MEDIAN**

NTS



LEVEL OF SERVICE SUMMARY FOR PREFERRED ALTERNATE

Intersection of North Belair Road and:	AM Peak Hour	PM Peak Hour
Washington Road (Signal)	F	F
Evans to Locks Road (Signal)	C	D
Industrial Park Drive (Signal)	A	A
Old North Belair Road	A	A
Dogwood Way	A	A
Marshall Way	A	A
Deerwood Lane	A	A
Deer Run	A	A
Furry's Ferry Road (Signal)	D	B

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Columbia County SUFF. RATING: 78.5

Structure ID: 073-0036-0
 Location & Geography

Signs & Attachments

<p>* Structure I.D. No.: 073-0036-0</p> <p>200 Bridge Information: 06</p> <p>* 6A Feature Int.: CSX RAILROAD</p> <p>* 6B Critical Bridge: 0</p> <p>* 7A Route Number Carried: CR00580</p> <p>* 7B Facility Carried: NORTH BELAIR ROAD</p> <p>* 9 Location: 9.1 MILE OF GROVETOWN</p> <p>2 DOT District: 2</p> <p>207 Year Photo: 1997</p> <p>* 91 Inspection Frequency: 24 Date: 07/29/1999</p> <p>92A Fracl Crit Insp Freq: 0 00 Date: 0000</p> <p>92B Underwater Insp Freq: 0 00 Date: 0000</p> <p>92C Other Spc. Insp Freq: 0 00 Date: 0000</p> <p>* 4 Place Code: 00000</p> <p>* 5 Inventory Route (O/U): 1</p> <p style="padding-left: 20px;">Type: 4</p> <p style="padding-left: 20px;">Designator: 1</p> <p style="padding-left: 20px;">Number: 02120</p> <p style="padding-left: 20px;">Direction: 0</p> <p>* 16 Latitude: 33-34.0</p> <p>* 17 Longitude: 82-07.2</p> <p>98 Border Bridge: 000 %Shared: 00</p> <p>99 ID Number: 0000000000000000</p> <p>* 100 Defense Highway: 0</p> <p>* 101 Parallel Structure: N</p> <p>* 102 Direction of Traffic: 2</p> <p>264 Road Inventory Mile Post: 002.12</p> <p>* 208 Inspection Area: 02 Initials: JTB</p> <p>* Location I.D. No.: 073-02120F-002.12N</p> <p>* XReferen I.D. No.: 000-000000-000.000</p>	<p>* 104 Highway System: 0</p> <p>* 26 Functional Classification: 16</p> <p>* 204 Federal Route Type: S No: 02120</p> <p>* 110 Truck Route: 0</p> <p>206 School Bus Route: 1</p> <p>217 Benchmark Elevation: 0.00</p> <p>218 Datum: 0</p> <p>* 19 Bypass Length: 2</p> <p>* 20 Toll: 3</p> <p>* 21 Maintenance: 02</p> <p>* 22 Owner: 02</p> <p>* 31 Design Load: 6</p> <p>37 Historical Significance: 5</p> <p>205 Congressional District: 10</p> <p>* 27 Year Constructed: 1962</p> <p>106 Year Reconstructed: 0000</p> <p>33 Bridge Median: 0</p> <p>34 Skew: 21</p> <p>35 Structure Flared: 0</p> <p>38 Navigation Control: N</p> <p>213 Special Steel Design: 0</p> <p>267 Type of Paint: 0</p> <p>* 42 Type Service On: 1 Under: 2</p> <p>214 Movable Bridge: 00</p> <p>203 Type Bridge: A-O-O-O</p> <p>259 Pile Encasement: 3</p> <p>* 43 Structure Type Main: 1 04</p> <p>45 No. Spans Main: 003</p> <p>44 Structure Type Appr: 0 0</p> <p>46 No. Spans Appr: 0000</p> <p>226 Bridge Curve Horz: 0 Vert: 0</p> <p>111 Pier Protection: 0</p> <p>107 Deck Structure Type: 1</p> <p>108 Wearing Surface Type: 1</p> <p style="padding-left: 20px;">Membrane: 8</p> <p style="padding-left: 20px;">Protection: 8</p>	<p>223 Expansion Joint Type: 02</p> <p>242 Deck Drains: 1</p> <p>243 Parapet Location: 0</p> <p style="padding-left: 20px;">Height: 0</p> <p style="padding-left: 20px;">Width: 0</p> <p>238 Curb: 12.1</p> <p>239 Handrail: 1 1</p> <p>* 240 Median Barrier Rail: 0</p> <p>241 Bridge Median Height: 0</p> <p style="padding-left: 20px;">Width: 0</p> <p>* 230 Guardrail Loc Dir Rear: 3</p> <p style="padding-left: 20px;">Fwd: 3</p> <p style="padding-left: 20px;">Oppo Dir Rear: 0</p> <p style="padding-left: 20px;">Fwd: 0</p> <p>244 Approach Slab: 3</p> <p>224 Retaining Wall: 0</p> <p>233 Posted Speed Limit: 45</p> <p>236 Warning Sign: 0</p> <p>234 Delineator: 1</p> <p>235 Hazard Boards: 1</p> <p>237 Utilities Gas: 00</p> <p style="padding-left: 20px;">Water: 00</p> <p style="padding-left: 20px;">Electric: 00</p> <p style="padding-left: 20px;">Telephone: 31</p> <p style="padding-left: 20px;">Sewer: 00</p> <p>247 Lighting Street: 0</p> <p style="padding-left: 20px;">Navigation: 0</p> <p style="padding-left: 20px;">Aerial: 0</p> <p>* 248 County Continuity No: 00</p>
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Report Date: 05/11/2000

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Columbia County

SUFF. RATING: 78.5

Structure ID: 073-0036-0
 Programming Data

201 Project No: S-2120 (1)
 202 Plans Available: 0
 249 Prop. Proj No: BHSLB-2120 (5)
 250 Approval Status: 0000
 251 P.I. No: 245205
 252 Contract Date: 02/01/2004
 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: 011700 Year: 2018

Hydraulic Data

215 Waterway Data
 Highwater 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: 073-02120F-002.12N
 * XReferen I.D. No: 000-0000000-000.000

Report Date: 05/11/2000

Measurements

* 29 ADT: 007800 Year: 1998
 109 % Trucks: 9
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 01
 * 48 Max. Span Length: 0040
 * 49 Structure Length: 118
 51 Br. Rdwy. Width: 28.0
 52 Deck Width: 34.0
 * 47 Tol. Horiz. Cl: 28.0
 50 Curb/Sdewlk Width: 2.0/2.0
 32 Approach Rdwy Width: 024
 * 229 Shlder Width:

Rear Lt: 6.0 Type: 8 Rt: 6.0
 Fwrd Lt: 6.0 Type: 8 Rt: 6.0
 Pavment Width:
 Rear: 24.0 Type: 2
 Fwrd: 24.0 Type: 2
 Intersection Rear: 0 Fwrd: 0
 36 Safety Features Dr. Rail: 2
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl. Over: 99' 99"
 Under: R 23' 05"

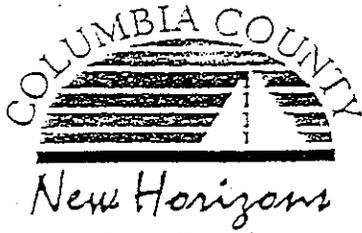
* 228 Min. Vert. Cl
 Acl. Odln. Dir: 99' 99"
 Oppo. Dir: 99' 99"
 Posted Odln. Dir: 00' 00"
 Oppo. Dir: 00' 00"
 55 Lateral Undercl. Rt: R 11.0
 56 Lateral Undercl. Lt: 0.0
 * 10 Max Min Vert Cl: 99' 99" Dir: 0
 39 Nav Vert Cl: 000 Horiz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.0
 Deck Thick Approach: 0.0
 246 Overlay Thickness: 0.0
 211 Trns Structural Steel: 0.0
 212 Year Last Painted: Sup: 0000 Sub: 0000

Ratings

66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 59
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 27 0
 Type 3S2: 40 0
 Timber: 36 0
 Piggyback: 00 0
 261 H Inventory Rating: 22
 262 H Operating Rating: 37
 67 Structural Evaluation: 6
 58 Deck Condition: 6
 59 Superstructure Condition: 6
 * 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: 2
 69 UnderClr. Horiz/Vert: 5
 72 Appr. Alignment: 7
 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: 00
 253 Notification Date: 10/16/1995
 253 Fed Notify Date: 0000 0



CAPITAL PROJECTS

August 25, 2000

Mr. Joe Palladi
Georgia Department of Transportation
2 Capitol Square
Atlanta, Georgia 30334

ATTENTION: JOE WHEELER

RE: STP 2120 (4) & BHSLB 2120 (5) Columbia County
P.I. Number 245200 and 245205
Design Speed Limit - N. Belair Future Project

Dear Sir:

The concept meeting held August 24, 2000 revealed a discrepancy in the existing roadway speed limit (55 mph) on N. Belair Road and the proposed design speed (45 mph).

Columbia County investigated the current roadway system and found as follows:

1. BELAIR ROAD - Existing 5 lane that runs from I-20 to Washington Road (SR104) is posted 45 mph.
2. INDUSTRIAL DRIVE - 2 lane section from Washington Road (SR 104) to Columbia Industrial Blvd. is posted 45 mph.
3. N. BELAIR ROAD - 2 lane section from Evans to Locks Road to Fury's Ferry Road is posted 55 mph.

Based upon the above data the design for the new location was 45 mph. Columbia County desires to continue the existing speed limit on Belair Road (SR 388) throughout this project.

Columbia County will take any necessary action required by the Georgia DOT to adjust the existing speed limit on N. Belair Road to comply with the above. Columbia County is currently addressing our radar permit and will request the speed limit on N. Belair Road be reduced to 45 mph to meet design requirements.

Should you require additional information, contact me at 706-541-3944.

Yours truly,

A handwritten signature in cursive script, appearing to read "R. Hurto", followed by a stylized flourish.

Ronald D. Hurto
Preconstruction Engineer

RDH:em

cc: Nick Crawford
Bobby Cato
Jim Leiper
Keith Franklin ARCADIS, Geraghty and Miller
David Griffith/Deborah Pennington



Meeting to discuss the alternative of widening North Belair Rd.

August 21, 2000

Augusta, MPO Office

Attendees:

Jeff Carroll	GDOT - Planning – Transportation Planner
Debbie Pennington	GDOT- District Planning and Programming Eng.
George Patty	Augusta MPO – Executive Director
Paul DeCamp	Augusta MPO – Director of Planning
Ronnie Hutto	Columbia County – Preconstruction Eng.

Alternatives Discussed:

Alternative 1 would widen Industrial Park Drive from Washington Road to Furys Ferry Road. The existing roadway would be followed until just south of the CSX Railroad crossing. At this point this alternative would go on new location to Furys Ferry Road. A cut through road would be constructed on new location connecting North Belair Road and Industrial Drive.

Alternative 2 would widen Industrial Park Drive from Washington Road to Furys Ferry Road. The existing roadway would be followed until south of the CSX Railroad crossing. At this point this alternative would go on new location in a southeasterly direction and would connect back into Columbia Industrial Drive prior to Furys Ferry Road. A cut through road would be constructed on new location connecting North Belair Road and Industrial Drive.

Model Traffic:

The Augusta Regional Transportation Study model projected the traffic for all alternatives.

Alternative 1: Vehicles per Day (VPD), year 2020.

- With Alternative 1, the traffic volume on North Belair Road is projected to range between 8,000 VPD to 23,400 VPD
 - The traffic volume on North Belair Road from Furys Ferry Road to approximately Washington West Drive is projected to be 8,000 VPD
 - The traffic volume on North Belair Road from Washington West Drive to the cut through road is projected to be 32,600 VPD
- The traffic volume on North Belair Road, south of the cut through road to Evans to Lock Road is projected to be 11,000 VPD
- The traffic volume on Industrial Drive is projected to range between 7,900 VPD to 32,600 VPD
 - The traffic volume on Industrial Drive between the cut through road and Furys Ferry Road is projected to be 7,900 VPD.
 - The traffic volume on Industrial Drive between the cut through road and Evans to Lock Road is projected to be 25,900 VPD
 - The traffic volume on the cut through road is projected to be 12,300 VPD



- The traffic volume on Industrial Drive between the Evans to Lock Road and Washington Road is projected to be 32,800 VPD

Alternative 2:

- With Alternative 2, the traffic volume on North Belair Road is projected to range between 7,400 VPD to 24,000 VPD
 - The traffic volume on North Belair Road from Furys Ferry Road to approximately Washington West Drive is projected to be 7,400 VPD
 - The traffic volume on North Belair Road from Washington West Drive to the cut through road is projected to be 24,000 VPD
 - The traffic volume North Belair Road, south of the cut through road (between Evans to Lock Road) is projected to be 9,700 VPD
- The traffic volume on the cut through road is projected to be 14,300 VPD
- The traffic volume on Industrial Drive is projected to range between 7,000 VPD to 34,100 VPD
 - The traffic volume on Industrial Drive between the cut through road and Furys Ferry Road is projected to be 7,000 VPD.
 - The traffic volume on Industrial Drive between the cut through road and Evans to Lock Road is projected to be 27,300 VPD
 - The traffic volume on Industrial Drive between the Evans to Lock Road and Washington Road is projected to be 34,100 VPD

Impacts:

Alternative 1:

- This alternative would require moving an existing CSX Railroad crossing. In order to open another crossing over the railroad, the County would have to close three (3) other crossings in the county.
- This alternative would have to intersect Furys Ferry Road at the point where Bridlewood Trail intersects. This section of Industrial Drive would be on new location and the alignment with Bridlewood Trail would impact upon Creekview Acres subdivision. The new location roadway would dissect this subdivision and there would be numerous displacements.
- This alternative would cross two wetland area

Alternative 2:

- This alternative would require moving an existing CSX Railroad crossing. In order to open another crossing over the railroad, the County would have to close three (3) other crossings in the county.
- This alternative would displace several industrial firms around the railroad crossing.
- This alternative would cross two wetland areas.

Conclusion:

- Widening Industrial Drive does provide adequate diversion traffic from North Belair Road to be considered for an alternative

ARCADIS GERAGHTY & MILLER



- Widening Industrial Drive using the alignment of alternative 1 would require dissecting an existing subdivision and there would be displacements.
- Widening Industrial Drive using the alignment of alternative 2 would require displacing several companies.
- There are two wetlands in the area.
- Moving the railroad crossing will have a major impact on the county if they have to close 3 other crossings.

The attendees discussed the above information and came to the conclusion that both alternative 1 and alternative 2 create more negative impacts upon the area than widening North Belair Road.

Everyone agreed that due to the negative impacts of widening Industrial Road (Alternative 1 and 2) it was more prudent to widen North Belair Road.



Concept Team Meeting Minutes

Project: GDOT Project Work Order No. 35
STP-2120(4) & BHSLB-2120(5)
P.I. No. 245200 & 245205
North Belair Road Extension
Project Limits: Intersection of Industrial Park Dr. and Washington Road (SR 104) to
Intersection of North Belair Rd. (CR 580) and Fury's Ferry Rd. (SR 28)
Columbia County

Date: September 7, 2000

Attendance:

Joe Wheeler	GDOT/Urban Design
Albert Shelby	GDOT/Urban Design
Ron Wishon	GDOT – Environmental Services
Deborah Pennington	GDOT/Tennille
Nick Crawford	Columbia County
Jeff Carroll	GDOT - Planning
Katie Mullins	GDOT - Programming
Tim Smith	GDOT-Traffic Opts
Brook Martin	GDOT-Traffic Opts
Paul DeCamp	Augusta MPO
Tom Udell	ARCADIS Geraghty & Miller
Keith Franklin	ARCADIS Geraghty & Miller
Rusty Merritt	GDOT
Ronnie Hutto	Columbia County
Ben Buchan	GDOT – Urban Design
Jan Hilliard	GDOT - Urban Design
Joe Palladi	GDOT - Urban Design
Kim Chapman	ARCADIS Geraghty & Miller

The Concept Team Meeting was held on August 24, 2000 to elicit comments from interested parties on the proposed North Belair Road extension. The meeting was held in the GDOT Urban Design conference room.

GDOT began the meeting by introducing the project and then asking attendees to introduce themselves and identify whom they represent.

The meeting was then turned over to Arcadis to discuss the specifics of the project. The items highlighted by Arcadis include:

- Project length: 2.7 miles
- Functional classification: Urban minor arterial
- Projected 2006 ADT: 17,600
- Projected 2026 ADT: 28,700

- Existing typical section: 2-lane rural section with 6' grassed shoulders (both roadways)
- Proposed typical section: 4-lane urban section with 4' bike lanes, a 20' raised median and sidewalk on both sides of the roadway
- Estimated construction cost: \$7.36 million
- Design speed: 45 mph
- Maximum proposed Dc: 7-degrees (max. existing Dc = 6-degrees on Industrial Park Dr.)
- No control of access
- Maximum grade: approximately 3%
- Major structures: widen existing 118' x 34' bridge over CSX railroad (sufficiency rating – 78.5)
Proposed 118' x 40' parallel bridge over CSX railroad
- Design variances: North Belair Rd. is currently posted 55 mph; design speed is 45 mph
- Right-of-way: No displacements. R/W will be required from 48 parcels at a cost of approx. \$4.73 million.
- Utilities: Standard distribution lines along Industrial Park Dr. and North Belair Road. A Georgia Power transmission lines crosses North Belair Rd. near Deer Run. Georgia Power will handle the relocation of their poles and underground cable at a cost of approximately \$500,000.
- Alternates considered:
 - ◊ No Build: This alternate consists of no improvements to the roadway and was not selected as the preferred alternate because it does not address the concerns generated by future traffic and population projections in the vicinity of the project.
 - ◊ Symmetrical widening of both Industrial Park Dr. and North Belair Rd. with a 20' raised median, urban section. This alternate was not selected as the preferred alternate due to the high cost associated with maintenance of traffic and construction of dual structures over the CSX railroad.
 - ◊ Symmetrical widening of Industrial Park Drive and widen North Belair Road to the east, 20' raised median, urban section. This alternate was not selected as the preferred because it would have adverse impacts on seven structures and a cemetery and require the acquisition of right-of-way from four churches.
 - ◊ Widening and extending Industrial Park Drive, with a 20' raised median, urban section, from Washington Road to Fury's Ferry Road. This alternate would cross the CSX railroad and two streams and tie into Fury's Ferry Road with a tangent alignment. This alternate was not selected as the preferred because it bisected a neighborhood and impacted wetlands.
 - ◊ Widening and extending Industrial Park Drive, with a 20' raised median, urban section, from Washington Road to Columbia Industrial Drive. Columbia Industrial Drive would be widened from this point to Fury's Ferry Road. This alternate would require a structure across the CSX railroad, cross three streams and impact two wetland areas. This alternate was not selected as the preferred because it would have extensive impacts.

The two alternates that include the widening and extending of Industrial Park Drive to Fury's Ferry Road resulted from input from a citizen's group. The alternates were reviewed by GDOT and representatives from Columbia County in the field on August 21, 2000 and presented to the meeting attendees by Jeff Carroll and Ronnie Hutto.

- During construction traffic will be maintained on existing North Belair Rd. and Industrial Park Drive will be widened to accommodate traffic during construction.
- Erosion control will be designed in accordance with new regulations.
- Environmental assessment and a 404 permit are required.

- Environmental concerns: Underground storage tanks may be located in the northwest quadrant of the North Belair Road / Fury's Ferry Road intersection.
- Other projects in the area:
 - STP-7063(1): Widen Old Petersburg Road from near Baston Road to Old Evan Road and extend on new location to Washington Road (SR 104)
 - STP-7063(2): Widen Old Petersburg Road from Baston Road to River Watch; and Baston Road from Washington Road (SR 104) to near Lakeshore Drive
 - STP-7062(1): Widen Flowing Wells Road from Wheeler Road to Washington Road (SR 104)
 - STP- 048-1(33): Widen Fury's Ferry Road. (SR 28) from River Watch to Evans-to-Lock Rd.
 - STP-076-1(32): Widen and reconstruct with raised median Washington Road (SR 104) from Flowing Wells Road to Halali Farm Road
- Commitments: Columbia County to purchase right-of-way. GDOT to fund preliminary engineering and utility relocations. Authorization for use of consultant services has been requested.

Comments were then solicited from those in attendance

A. Local Officials: City, County

Ronnie Hutto, Columbia County - *Comment:* Explained Columbia County's opposition to the Industrial Park Drive extension alternates and support for the alternate that includes the symmetrical widening of both roadways. The County did not realize that GDOT prefers the alignment that requires the acquisition of property along North Belair Road for right-of-way. Inquired about the cons of constructing the alternate preferred by the County.

Reply: He was informed that the preferred alignment was selected based on maintenance of traffic issues and overall fewer impacts. More right-of-way is required by the preferred alternate, but concentrated on the less developed west side. Construction cost will be lower with the preferred alternate.

Ronnie Hutto - *Comment:* Requested the inclusion of a signal at the tie-in of existing North Belair Road to the extension near Dogwood Dr.

Reply: The need for a signal at this intersection will be studied during final design.

B. Urban Design

Ben Buchan - *Comment:* Roadway classification needs to be verified. Based on traffic counts, it appears it should have a higher classification.

Reply: Noted. Classification as shown in concept report reflects the current classification of North Belair Rd.

Ben Buchan - *Comment:* In the concept report, there is a discrepancy between the projected ADT noted in the project need and purpose statement and that shown in the traffic section.

Reply: The incongruency will be investigated and corrected.

Ben Buchan - *Comment:* The existing bridge over the CSX railroad should be widened to accommodate both north and southbound traffic. Dual structures, as shown on the concept, are not appropriate.

Reply: The concept will be revised accordingly.

Ben Buchan - *Comment:* Why was the concept designed for 45mph since North Belair Road is currently posted 55mph? How was the typical section determined?

Reply: In order to protect the project corridor, Columbia County designed the portion of the project on new location so that they could begin acquiring right-of-way. They developed the typical section and an

alignment based on a 45mph design speed, which was approved by GDOT. This typical section and design speed was applied to the remainder of the project.

Ben Buchan – *Comment*: The issue of not designing North Belair Road in accordance with its current posted speed should be addressed in the concept report.

Reply: Columbia County will provide GDOT with a written request to reduce the posted speed on North Belair Road to 45mph which will be attached to the concept report as an addendum.

Joe Wheeler – *Comment*: Considering the new median guidelines recently released by GDOT, the median needs to comply.

Reply: Ron Hutto with Columbia County stated that he agrees that the median will be needed in the future and should be included in the project now.

Reply: Ben Buchan stated that the base year traffic was just below what was required to mandate a 20-foot raised median on a 45mph design speed project.

Reply: Keith Franklin stated that resolving the traffic volume issue should settle the median issue.

Joe Wheeler – *Comment*: Authorization for use of consultant services has been requested and approved.

Reply: Noted.

C. District Office

Deborah Pennington, GDOT, Tennille - *Comment*: Provide documentation of all alternates, including those studied by GDOT and Columbia County, in the concept report. Correspondence from property owners should also be included.

Reply: Jeff and/or Ron will provide Arcadis with a written description of the Industrial Park Drive alternates for inclusion in the concept report.

Deborah Pennington - *Comment*: The environmental document, which is due March 2002, is complete for the new location part of the project. The document will have to be expanded to include the entire project.

Reply: Noted.

Deborah Pennington - *Comment*: Of the five projects listed in the vicinity, two have already been let and another will be let in a couple of months.

Reply: Noted.

D. Planning

Jeff Carroll - *Comment*: He will look into the rectifying the discrepancy in the traffic projections shown in the report.

Reply: Notify Arcadis of your findings.

E. Traffic Operations

Brook Martin - *Comment*: Since the ADT is near the required median threshold, he supports this project including a median.

Reply: Noted.

F. Programming

Katie Mullins - *Comment*: Requests separate cost estimates for the roadway and bridge projects. The scheduled letting and construction dates for this project are January 2004 and 2005, respectively.

Reply: Noted.

G. Engineering Services

Ron Wishon - *Comment*: Will Evans-To-Lock Road between North Belair Road and Washington Road be left in place?

Reply: Yes.

Comment: Can this section be removed?

Reply: No, several businesses are located along this stretch. It may be an option to make both entrances into this section right-in, right-out only. The County may address this issue in the near future; otherwise it will be addressed during final design.

Comment: Are there any plans to improve the skew of the North Belair Rd. / Fury's Ferry Rd. intersection?

Reply: No, the skew angle of this intersection is greater than 70-degrees.

H. Traffic Operations

Tim Smith - *Comment* (after meeting was adjourned): The proposed thru-left at the intersection of the North Belair Road extension and Washington Road is undesirable.

Reply: The thru-left was used in order to avoid a business relocation and to avoid the possibility of impacting underground storage tanks.

Scheduling Dates

The concept report is scheduled to be resubmitted September 8, 2000.

The report should be approved approximately one month later.

A public information meeting will be scheduled at a later date.

The meeting was adjourned.

August 24, 2000

CONCEPT TEAM MEETING AGENDA

I. INTRODUCTION TO MEETING

- A. Welcome
- B. Recommendations will be heard later during the meeting

II. EVERYONE INTRODUCES THEMSELVES

III. PROJECT DESCRIPTION

- A. Project Number
- B. County / city
- C. Project ID No.
- D. Location
- E. Functional Classification
- F. Need and Purpose statement
- G. Accident history
- H. Traffic Counts
- I. Typical sections
- J. Project description
- K. Design Criteria
- L. Major structures
- M. Design Variances
- N. Right-of-way displacements
- O. Utilities
- P. Alternates considered
- Q. Traffic handling during construction
- R. Erosion control / Drainage design
- S. Level of environmental analysis
- T. Environmental concerns
- U. Proj. development schedule
- V. Public hearing:
- W. Permits required:
- X. Other projects in the area

IV. COMMENTS BY EACH OFFICE

- A. Local Officials: City, County, State Senators, State Representatives
- B. Design
- C. District Office
- D. Environmental Analysis Bureau (EAB)
- E. Planning
- F. R/W
- G. GDOT Utilities
- H. Local Utilities
- I. Railroads
- J. Traffic Operations
- K. Engineering Services
- L. Pre-Construction
- M. Materials and Research
- N. Maintenance
- O. Programming
- P. Engineering Management Group (EMG)
- Q. FHWA

V. OTHER COMMENTS AND CONCERNS, OPEN DISCUSSION

VI. CONCEPT REPORT SCHEDULED TO BE SENT TO ENGINEERING SERVICES

A. Date

VII. CONCEPT REPORT SCHEDULED TO BE APPROVED

A. Date

VIII. ADJOURN MEETING

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Concept Team Meeting - STA-2120(4) + BH5LB-220(5) Columbia
 LOCATION: Urban Design conference room
 DATE: August 24, 2000 HOUR: 10:00
 MODERATOR: Joe Wheeler

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE NO.</u>
1.	Joe Wheeler	GDOT-Urban Design	404-656-5445
2.	Albert Shelby	GDOT-Urban Design	404-656-5445
3.	Row W/STON	GDOT-ENG. SERVICES	404-651-7469
4.	DEBORAH PENNINGTON	GDOT/TENNILLE	912 552 4631
5.	Nick Crawford	CUMBER CO.	706 541-3949
6.	JEFF CARROLL	GDOT-PLANNING	404-657-6911
7.	Katie Mullins	GDOT-Programming	404-651-7043
8.	Tim Smith	GDOT-TRAFFIC OPS	404-635-8126
9.	BROOK MARTIN	IDOT-TRAFFIC OPS	404 635-8127
10.	Paul DeCamp	Augusta MPO	706-821-1796
11.	Tom Udell	ARCADIS	
12.	Kim Chapman	Arcadis	7/431-8666
13.	Keth Franklin	Arcadis	7/431-8666
14.	RUSTY MERRITT	GDOT	706 855 3466
15.	Bonnie Huth	Col. Co.	706-541-3944
16.	Ben Buchan	GDOT/Urban Design	404-656-5454
17.	JAN C. HILLIARD	GDOT/URBAN DESIGN	4-656-5445
18.	Joe Palladi	GDOT/URBAN DESIGN	4-656-5436
19.			
20.			

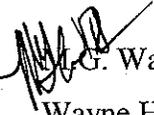
REMARKS: _____

Department of Transportation State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-2120(4)/Columbia County
BHSLB-2120(5)/Columbia County
P.I.No.: 245200 & 245205

Office: Traffic Operations
Atlanta, Georgia
Date: November 27, 2000

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

Subject: Project Concept Report Review

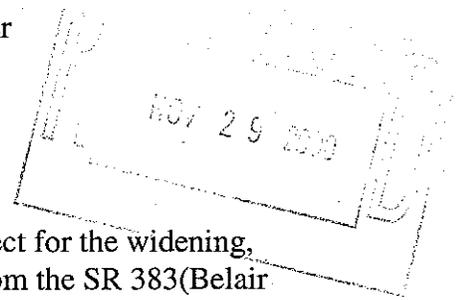
We have reviewed the concept report on the above project for the widening, reconstruction and realignment of North Belair Road from the SR 383(Belair Road) - SR 104 intersection to SR 28(Fury's Ferry Road), a distance of 2.7 miles. The project would extend in a northeasterly direction on Industrial Park Drive to 1500 feet northeast of Evans to Lock Road. From this location it proceeds west on new location tying into North Belair Road, approximately 200 feet south of Dogwood Drive. It then continues on North Belair Road to its intersection with Fury's Ferry Road, the end of the project.

North Belair Road and Industrial Park Drive, both are two lane rural roadway's with 6 foot grass shoulders and posted speed limits of 55mph and 45mph, respectively. An existing bridge 34 feet in width and with a sufficiency rating of 78.5, over the CSX Railroad, will be widened.

This project proposes realigning North Belair Road to create a continuous corridor with Belair Road. The proposed typical design will consist of an urban four lane section with 4 foot bicycle lanes, 5 foot sidewalk on both sides separated by a 20 foot raised median. The speed design is 45mph. Traffic will be maintained, via staging, during construction.

We recommend increasing the median width to 28 feet at median openings to allow the left turn lanes to be offset or aligned directly across from each other and increase sight distance for permissive left turn movements. Where no possibility of median openings exist the median could remain the proposed width.

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: Harvey Keeper
Joseph P. Palladi, P.E., State Urban Design Engineer
Attention: Joe Wheeler
David Mulling, w/ attachment
Marta Rosen
Chuck Hasty, TMC
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

**STP-2120(4) &
BHSLB-2120(5)
COLUMBIA COUNTY
P.I. NOS. 245200 & 245205**

STATE ROUTE NO: NONE

Date of Report: November 7, 2000

RECOMMENDATION FOR APPROVAL

11/20/00
DATE

Joseph P. Palladi
State Urban Design Engineer

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

11/28/2000
DATE

Marion Fulatowski
State Traffic Operations Engineer

DATE

State Bridge & Structural 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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

**STP-2120(4) &
BHSLB-2120(5)
COLUMBIA COUNTY
P.I. NOS. 245200 & 245205**

STATE ROUTE NO: NONE

Date of Report: November 7, 2000

RECOMMENDATION FOR APPROVAL

11/20/00
DATE

Joseph P. Palladi
State Urban Design Engineer

11/24/00
DATE

Steven J. Sutt
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 Design Engineer

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DATE

State Transportation Planning Administrator

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

**STP-2120(4) &
BHSLB-2120(5)
COLUMBIA COUNTY
P.I. NOS. 245200 & 245205**

STATE ROUTE NO: NONE

Date of Report: November 7, 2000

RECOMMENDATION FOR APPROVAL

11/20/00
DATE

Joseph P. Palladi
State Urban Design Engineer

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 Design Engineer

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12/4/00
DATE

Marta V. Fox
State Transportation Planning Administrator

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

**STP-2120(4) &
BHSLB-2120(5)
COLUMBIA COUNTY
P.I. NOS. 245200 & 245205**

STATE ROUTE NO: NONE

Date of Report: November 7, 2000

RECOMMENDATION FOR APPROVAL

11/20/00
DATE

Joseph P. Palladi
State Urban Design Engineer

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

11/28/00
DATE

O. J. M. Lee
Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Design Engineer

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DATE

State Transportation Planning Administrator

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

**STP-2120(4) &
BHSLB-2120(5)
COLUMBIA COUNTY
P.I. NOS. 245200 & 245205**

STATE ROUTE NO: NONE

Date of Report: November 7, 2000

RECOMMENDATION FOR APPROVAL

11/20/00
DATE

Joseph P. Palladi
State Urban Design Engineer

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

12-8-00
DATE

Michael L. Stone
District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Design Engineer

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DATE

State Transportation Planning Administrator

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

**STP-2120(4) &
BHSLB-2120(5)
COLUMBIA COUNTY
P.I. NOS. 245200 & 245205**

STATE ROUTE NO: NONE

Date of Report: November 7, 2000

RECOMMENDATION FOR APPROVAL

11/20/00
DATE

Joseph P. Palladi
State Urban Design Engineer

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

11/28/00
DATE

Paul V. Tills Jr.
State Bridge & Structural Design Engineer

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DATE

State Transportation Planning Administrator