ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-003-3(53)Clarke County
P. I. No. 122890

OFFICE Preconstruction

DATE July 13, 2000

FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Paul Liles
Don Mills
Jimmy Chambers (ATTN: Ted Cashin)
Larry Dent
Jim Kennerly

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-003-3(53) Clarke County
P.I. No. 122890

OFFICE Preconstruction

DATE June 12, 2000

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

TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project consists of the improvements to the SR 10 Loop/Atlanta Highway interchange in Athens. This project also includes widening Atlanta Highway (SR 10/US 78) in the interchange vicinity for a total of 0.80 mile. This interchange is significant regionally in that it provides access to and between SR 10 Loop, which is a perimeter route around the City of Athens from Atlanta Highway/SR 10/US 78. Atlanta Highway provides access to the only major shopping complex in this region located outside metro Atlanta. It also serves a wide variety of other shopping, eating, and employment opportunities in the immediate vicinity. State Route 10 Loop is a four lane facility with a 40' depressed median and a 55 MPH posted speed limit. Atlanta Highway consists of 4 to 6 lanes urban facility with a variable width raised median, to a maximum of 40'. It carries a posted speed limit of 45 MPH. Huntington Road and Jennings Mill Road have posted speeds of 25 MPH and 35 MPH, respectively, with Huntington Road being a 2 to 4 lanes urban roadway with a raised median and Jennings Mill Road being a rural two lane roadway. Accident data within the limits of the project indicate a significant problem on Atlanta Highway within the limits of the interchange. Continuous commercial development along Atlanta Highway corridor will increase traffic volumes to 85,000 VPD by the year 2026, from year 2006 counts of 60,800 VPD. State Route 10 Loop will see in increase of nearly 15,000 VPD to 48,400 VPD by year 2026.

The construction proposes the construction of a new loop ramp from Atlanta Highway westbound to SR 10 Loop southbound, the realigning of the existing loop ramp from Atlanta Highway eastbound to SR 10 Loop northbound, the widening of Atlanta Highway by four lanes and the lengthening of several turn lanes. In addition, the project includes improvements to the Huntington Road at Atlanta Highway intersection, and the relocation of the Jennings Mill Road intersection.

Atlanta Highway will be widened to a 7 to 8 lanes urban facility with a 20' to 40' raised median, left turn lanes added or modified at various locations and 5' sidewalks. State Route 10 Loop will remain four lanes with a 40' depressed median. Huntington Road will add left and right turn lanes in both directions with a 5' sidewalk. Relocated Jennings Mill Road will consist of 2 lanes with curb and gutter and 5' sidewalks.

NH-003-3(53) Clarke
June 12, 2000

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

It is recommended that this project be completed in two phases:

Phase 1- The Jennings Mill Road intersection with Atlanta Highway will be relocated approximately 300' east of its current location. Due to the unsafe existing conditions, it is requested that this phase be completed as soon as possible. The Office of Programming is requested to assign a project number and P.I. number to Phase 1.

Phase 2 - The remainder of the proposed project.

The estimated costs for this project are:

Phase 1 - Jennings Mill Road Relocation

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$ 640,000	-----	2002(proposed)	01-07(proposed)
Right-of-Way	$2,150,000	-----		
Utilities*	-----	-----		

Phase 2 - NH-003-3(53) Clarke

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$6,198,000	$3,000,000	2003	03-05
Right-of-Way	$3,000,000	$4,425,000		
Utilities*	$5,420,000	-----		

*LGPA to be sent.

The new loop and additional lanes provided by this project will facilitate the flow of traffic to and from SR 10 Loop to Atlanta Highway as well as the through traffic on Atlanta Highway by eliminating many conflicting turning movements. This project is in the STIP. I recommend this project concept be approved.

TLT:JDQ/cj

Attachment

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

APPROVE _____
J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: NH-003-3(53) Clarke
P.I. Number 122890

OFFICE: Atlanta, Georgia

DATE: May 19, 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 May 15, 2000 by the letter from James A. Kennerly dated May 12, 2000, and have no comment.

The costs for the project are:

Construction	$4,697,000
Inflation	$ 939,000
E&C	$ 564,000
Reimbursable Utilities	$5,420,000
Right of Way	$5,150,000 — {PHASE 1 - 2,150,000 (PHASE 2 - 3,000,000} ADD.

DTM

c: Jim Kennerly

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

PROJECT CONCEPT REPORT

NH-003-3(53)
CLARKE COUNTY
P.I. NO. 122890

FEDERAL ROUTE NO: U.S. 29 / U.S. 78
STATE ROUTE NO: S.R. 10 Loop

Date of Report: 03/15/00

RECOMMENDATION FOR APPROVAL

5-12-00
DATE

James A. Kennedy GR
State Road & Airport Design Engineer

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

DATE — State Transportation Planning Administrator

DATE — State Transportation Programming Engineer

DATE — State Environmental/Location Engineer

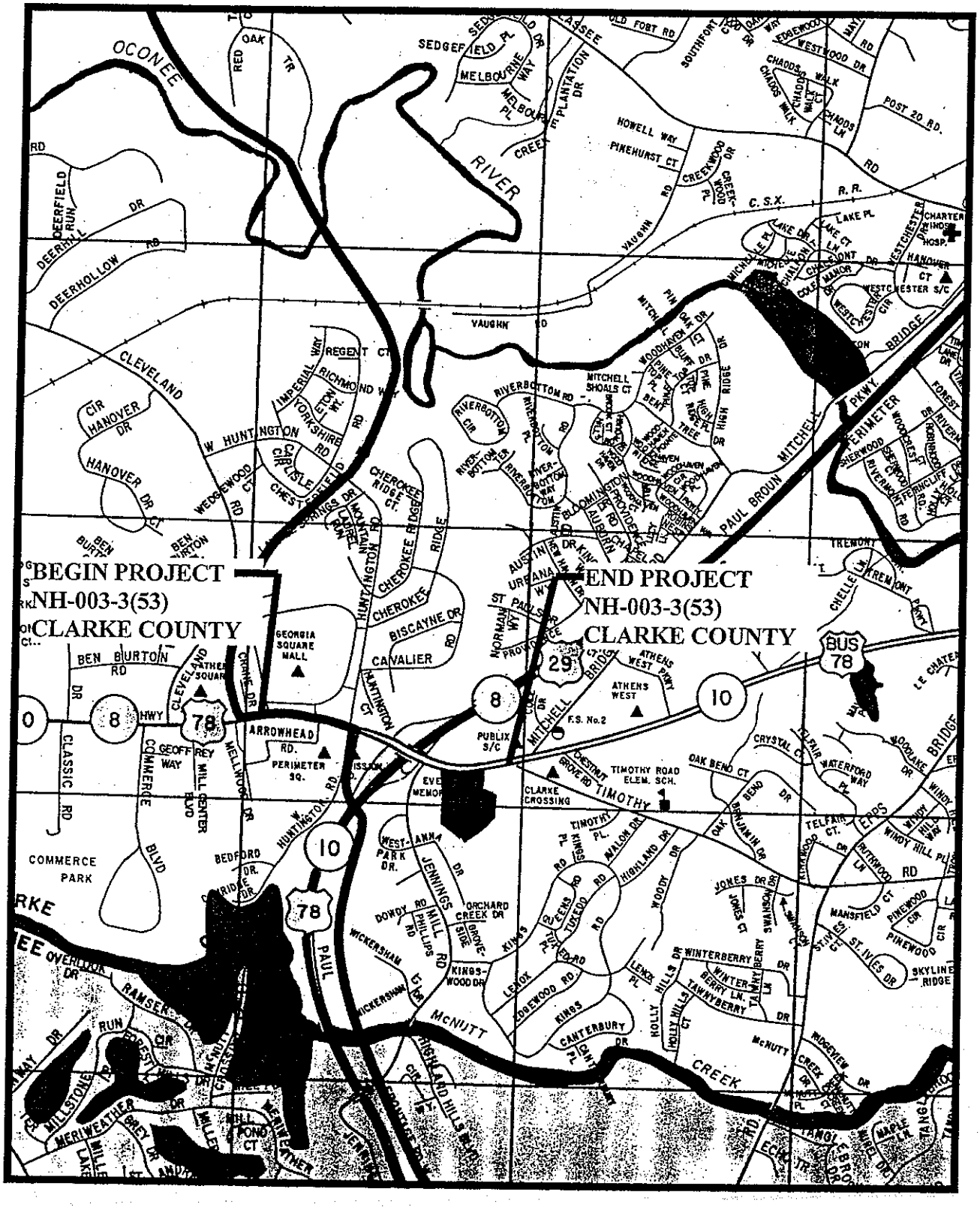
DATE — District Engineer

DATE — Project Review Engineer

DATE — State Traffic Operations Engineer

DATE — State Bridge & Structural Engineer

PROJECT MAP - Project No. : NH-003-3(53)



SCALE 1" = 2500'

PROJECT NUMBER: NH-003-3(53)

PROJECT LOCATION & DESCRIPTION

This roadway project consists of the improvement of the SR 10 Loop / Atlanta Highway Interchange in Clarke County. The project includes the construction of a new loop ramp from Atlanta Highway westbound to SR 10 Loop southbound. This will require the realignment of the existing ramp from SR 10 Loop southbound to Atlanta Highway. A deceleration lane will be added to SR 10 Loop southbound for the realigned ramp, and the ramp will be widened by two lanes (the slip ramp to Huntington Road will remain). Further improvements include the realignment of the existing loop ramp from Atlanta Highway eastbound to SR 10 Loop northbound to allow for a 25-mph design speed. The acceleration lane for this ramp will be lengthened. The project also includes the widening of Atlanta Highway by four lanes and adding or lengthening several turn lanes. In addition, the project includes improvements to the Huntington Road and Atlanta Highway intersection, and the relocation of the Jennings Mill intersection.

PROJECT LENGTH: 0.8 mile

TRAFFIC

	ON COMPLETION		PROJECTED	
	YEAR	AADT	YEAR	AADT
Atlanta Hwy	2006	60,800	2026	85,200
SR 10 Loop	2006	34,600	2026	48,400

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
MAJOR PROJECT/EXISTING LOCATION	URBAN PRINCIPAL ARTERIAL

FULL OVERSIGHT ( )	EXEMPT (X)	SF ( )

PROJECT NEED & PURPOSE

The proposed project is the improvement of the SR 10 Loop/Atlanta Highway interchange in Clarke County. This project was identified by and is a component of the Athens–Clarke-Oconee Regional Transportation Study (ACORTS) adopted in September 1997. This interchange is significant regionally in that it provides access to and between SR 10 Loop, which is a perimeter route around the city of Athens from Atlanta Highway, SR 10/US 78. Atlanta Highway provides access to the only major shopping complex in this region located outside metro Atlanta. It also serves a wide variety of other shopping, eating, and employment opportunities in the immediate vicinity.

EXISTING CONDITIONS

The SR 10 Loop/Atlanta Highway interchange represents a point of merger for traffic originating in Atlanta, North Georgia, Gainesville, and most of Northeast Georgia. The Atlanta Highway Corridor has served the shopping and employment needs in this region for many years. However, in the past decade, new developments have transformed this area to a rapidly growing commercial service center. Development is expected to continue along Atlanta Highway as Clarke and Oconee counties continue to grow. Since 1989, traffic volumes along Atlanta Highway and on SR 10 Loop have nearly doubled. 1998 ADT was approximately 50,000 vehicles per day (VPD) on SR 10 Loop. These volumes are forecasted to increase to 85,200 VPD on Atlanta Highway and 48,400 VPD on SR 10 Loop by the year 2026.

Accident data for this location indicate a significant accident problem on Atlanta Highway within limits of the interchange. The new loop ramps and additional lanes provided by this project will facilitate the flow of traffic to and from SR 10 Loop to Atlanta Highway as well as the through traffic on Atlanta Highway by eliminating many conflicting turning movements.

PROJECT TERMINI

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

OTHER PLANNED PROJECTS

There are no other planned projects in the immediate vicinity.

LOCAL SUPPORT

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

EXISTING ROADWAYS

Atlanta Highway

TYPICAL SECTION: 4-6 lane urban with 0'- 40' raised median

R/W WIDTH
85' - 200'

POSTED SPEED	MAX DEGREE OF CURVE	MAXIMUM GRADE
45 MPH	4° 00'	6.00%

MAJOR STRUCTURES:
1. 2-lane westbound bridge over SR 10 Loop
2. 3-lane eastbound bridge over SR 10 Loop

SR 10 Loop

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

R/W WIDTH
200' - 300'

POSTED SPEED	MAX DEGREE OF CURVE	MAXIMUM GRADE
55 MPH	2° 30'	6.00%

MAJOR STRUCTURES:
No major structures on roadway

Huntington Road

TYPICAL SECTION: 2-4 lane urban with 0' - 8' raised median

R/W WIDTH
75' - 100'

POSTED SPEED	MAX DEGREE OF CURVE	MAXIMUM GRADE
25 MPH	14° 00'	6.00%

MAJOR STRUCTURES:
No major structures on roadway

Jennings Mill Road

TYPICAL SECTION: 2 lane rural section

R/W WIDTH
50' - 75'

POSTED SPEED	MAX DEGREE OF CURVE	MAXIMUM GRADE
35 MPH	22° 00'	8.00%

MAJOR STRUCTURES:
No major structures on roadway

PROPOSED ROADWAYS

Atlanta Highway
TYPICAL SECTION: 7-8 lane urban with 20' - 40' raised median (added or modified right and left turn lanes at various locations). Curb and Gutter with 5' sidewalk.

DESIGN SPEED	MAX DEGREE OF CURVE	MAX GRADE
45 MPH	ALLOWABLE: D=8° 00'	ALLOWABLE: 6.00%
	PROPOSED: D=4° 00'	PROPOSED: 6.00%

MAJOR STRUCTURES:
1. Widen 2-lane westbound bridge by 42' to the north
2. Widen 3-lane eastbound bridge by 36' to the north

SR 10 Loop
TYPICAL SECTION: 4 lane with 40' depressed median (added acceleration lane to northbound on-ramp, deceleration lane to southbound off-ramp). 10' paved shoulder

DESIGN SPEED	MAX DEGREE OF CURVE	MAX GRADE
65 MPH	ALLOWABLE: D=3° 45'	ALLOWABLE: 6.00%
	PROPOSED: D=2° 30'	PROPOSED: 6.00%

MAJOR STRUCTURES:
No major structures on roadway

Huntington Road
TYPICAL SECTION: 2-4 lane with 8' raised median (added left and right turn lanes to northbound and southbound). Curb and gutter with 5' sidewalk.

DESIGN SPEED	MAX DEGREE OF CURVE	MAX GRADE
35 MPH	ALLOWABLE: D=14° 00'	ALLOWABLE: 6.00%
	PROPOSED: D=14° 00'	PROPOSED: 6.00%

MAJOR STRUCTURES:
No major structures on roadway

Jennings Mill Road
TYPICAL SECTION: 2 lane with curb and gutter and 5' sidewalk.

DESIGN SPEED	MAX DEGREE OF CURVE	MAX GRADE
40 MPH	ALLOWABLE: D=11° 15'	ALLOWABLE: 6.00%
	PROPOSED: D=11° 15'	PROPOSED: 6.00%

MAJOR STRUCTURES:
No major structures on roadway

PROPOSED RIGHT OF WAY

R/W WIDTH

Atlanta Hwy:	120' - 200'
Huntington Rd:	100' – 125'
Jennings Mill Rd:	75'

DISPLACEMENTS

RES: 0 BUS: 2 M.H.: 0

NUMBER OF PARCELS: 19

COORDINATION

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

SCHEDULING CONSIDERATIONS

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

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Widen Under Traffic

LEVEL OF ENVIRONMENTAL ANALYSIS:

DESIGN EXCEPTIONS REQUIRED:	YES	NO	UNDETERMINED
SUBST HORZ ALIGNMENT	( )	(X)	( )
SUBST ROADWAY WIDTH	( )	(X)	( )
SUBST SHOULDER WIDTH	( )	(X)	( )
SUBST VERT GRADES	( )	(X)	( )
SUBST CROSS SLOPE	( )	(X)	( )
SUBST STOPPING SIGHT DIST	( )	(X)	( )
SUBST SUPERELEV RATES	( )	(X)	( )
SUBST HORIZ CLEARANCE	( )	(X)	( )
SUBST SPEED DESIGN	( )	(X)	( )
SUBST VERTICAL CLEARANCE	( )	(X)	( )
SUBST BRIDGE WIDTH	( )	(X)	( )
SUBST BR STRUCT CAPACITY	( )	(X)	( )

UNDERGROUND STORAGE TANKS: NONE

HAZARDOUS WASTE SITES: NONE

ALTERNATIVES CONSIDERED

No Build
Analysis showed that the existing interchange will not operate at an acceptable level of service (LOS) in the 2026 design year.

A. Improved Existing
Analysis showed improved LOS in the 2026 design year with minimal right-of-way impact and cost. However, the Atlanta Hwy./Huntington Rd. and Atlanta Hwy./SR 10 Southbound Ramp intersections operate at LOS F.

B. Compressed Diamond
Analysis showed similar LOS improvements as Alternative A, with much higher construction costs.

C. Single Point Urban Interchange
Analysis showed similar LOS improvements as Alternative A, with much higher construction costs.

D. Improved Existing with on/off Ramp to Huntington Road
Analysis showed the best LOS improvements of all alternatives. However, the improvements were not great enough to justify the required right-of-way and high construction cost.

E. Improved Existing with off-Ramp to Huntington Road
Analysis showed the second best LOS improvements of all alternatives. However, the improvements were not great enough to justify the required right-of-way.

F. Improved Existing with Northwest Quadrant Loop Ramp
Analysis showed the third best LOS improvements of all alternatives, with minimal right-of-way impact and cost. **This is the recommended alternative.**

G. Improved Existing with Northwest and Northeast Quadrant Loop Ramp and SR 10 Loop on-Ramp Aligned with Jennings Mill Road
Analysis showed similar LOS improvements as Alternative F, but required more right-of-way and had higher construction costs.

H. Improved Existing with Northwest Quadrant Loop Ramp and SR 10 Loop on-Ramp Aligned with Jennings Mill Road
Analysis showed similar LOS improvements as Alternative F, but required more right-of-way and had higher construction costs.

ESTIMATED COST			
CONSTRUCTION:	$4,696,680	RIGHT-OF-WAY:	$5,150,000
E & C (10%):	$469,668	ACQUIRED BY:	
INFLATION (5%, 4yrs):	$1,113,380	UTILITIES:	$5,420,000
		ADJUSTED BY:	
TOTAL CONSTRUCTION COST:	**$6,279,728**		

COMMENTS:

- Alternative D was the recommended alternative presented at the Concept Team Meeting. However, due to concerns raised at the meeting, this alternative was deemed unacceptable and other alternatives were analyzed.

- It is recommended that this project be completed in two phases.
  Phase 1
  The Jennings Mill Road intersection with Atlanta Highway is to be relocated approximately 300 feet east of its current location. Due to unsafe existing conditions, it is recommended that this phase be completed as soon as possible. The estimated construction cost for this phase is $640,000. The estimated right-of-way cost for this phase is $2,150,000. These costs are included in the total cost estimate contained in this report.

  Phase 2
  The remainder of the project described herein.

- It is recommended that right on red be prohibited from the SR 10 Loop southbound exit ramp to Atlanta Highway westbound. This prevents the unsafe weave from the SR 10 Loop southbound exit ramp to the Atlanta Highway left turn lane to Huntington Road southbound.

ATTACHMENTS:

1) Cost Estimate
2) Environmental Scan
3) Typical Sections
4) Existing Accident Diagrams
5) Traffic Diagrams
6) Existing Bridge Data sheet
7) Proposed Project Layout
8) Traffic Analysis
9) Concept Team Meeting Minutes
10) Athens-Clarke County concerns
11) Response to Athens-Clarke County Concerns

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-003-3(53) COUNTY: Clarke

DATE: 3/15/00 ESTIMATED LETTING DATE: 2003

PREPARED BY: Matt McDow PROJECT LENGTH : 0.8 miles

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

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	$1,940,500
2. DISPLACEMENTS; RES: 0, BUS: 3, M.H.: 0	$161,250
2. OTHER COST (DAMAGES, ADM. / COURT, INFL., ETC.)	$3,048,250
SUBTOTAL: A	$5,150,000
B. REIMBURSABLE UTILITIES:	
1. TRANSMISSION LINES	$4,000,000
2. DISTRIBUTION LINES	$450,000
3. OTHER UTILITIES	$970,000
SUBTOTAL: B	$5,420,000
C. CONSTRUCTION:	
1. MAJOR STRUCTURES:	
a. 252' x 36' Addition to Eastbound Bridge ($80 / sq. ft.)	$725,760
b. 252' x 42' Addition to Westbound Bridge ($80 / sq. ft.)	$846,720
SUBTOTAL: C-1	$1,572,480
2. GRADING AND DRAINAGE:	
a. EARTHWORK - Unclassified 40000 cu. yds. ($5 / cu. yd)	$200,000
b. DRAINAGE - 2.0 miles ($125,000 / mile)	$250,000
SUBTOTAL: C-2	$450,000
3. BASE AND PAVING:	
a. 12" GR AGGR BASE CRS - (30,000 SY @ $12 / SY)	$360,000
b. ASPHALT PAVING:	
1. Asph Conc, 4" superpave base (7000 tons x $40)	$280,000
2. Asph Conc, 2" superpave binder (3500 tons x $40)	$140,000

3. Asph Conc, 1 1/2" superpave surface (7500 tons x $40)	$300,000
SUBTOTAL: C-3.b	$720,000
c. BITUMINOUS TACK COAT - (3000 gal x $1)	$3,000
d. Milling, Asph Conc, 1 1/2" (52,000 SY x $1.50)	$78,000
SUBTOTAL: C-3	$1,161,000
4. LUMP ITEMS:	
a. TRAFFIC CONTROL	$200,000
b. CLEARING AND GRUBBING	$250,000
c. GRASSING	$15,000
d. EROSION CONTROL	$200,000
e. SIGNALS	
1. Atlanta Highway & Huntington Road	$60,000
2. Atlanta Highway & SR 10 Southbound Ramps	$60,000
3. Atlanta Highway & SR 10 Northbound Ramps	$60,000
4. Atlanta Highway & Jennings Mill Road	$60,000
5. Interconnect Cable (Fiber) (2500 ft x $10)	$25,000
SUBTOTAL: C-4.e	$265,000
SUBTOTAL: C-4	$930,000
5. MISCELLANEOUS:	
a. SIGNING & STRIPING	$150,000
b. FIELD OFFICE	$30,000
c. CONCRETE CURB AND GUTTER - 27000 ft ($10 / ft)	$270,000
d. CONCRETE SIDEWALK - 3200 SY ($26 / SY)	$83,200
e. GUARDRAIL	$50,000
SUBTOTAL: C-5	$583,200
6. SPECIAL FEATURES	

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY:		$5,150,000
B. REIMBURSABLE UTILITIES:		$5,420,000
C. CONSTRUCTION:		
1. MAJOR STRUCTURES	$1,572,480	
2. GRADING AND DRAINAGE	$450,000	
3. BASE AND PAVING	$1,161,000	
4. LUMP ITEMS	$930,000	
5. MISCELLANEOUS	$583,200	
6. SPECIAL FEATURES	$0	
SUBTOTAL CONSTRUCTION COST	$4,696,680	
E. & C. (10%)	$469,668	
INFLATION (5% PER YEAR)	$1,113,380	
NUMBER OF YEARS: 4		
TOTAL CONSTRUCTION COST	**$6,279,728**	
GRAND TOTAL PROJECT COST		**$16,849,728**

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

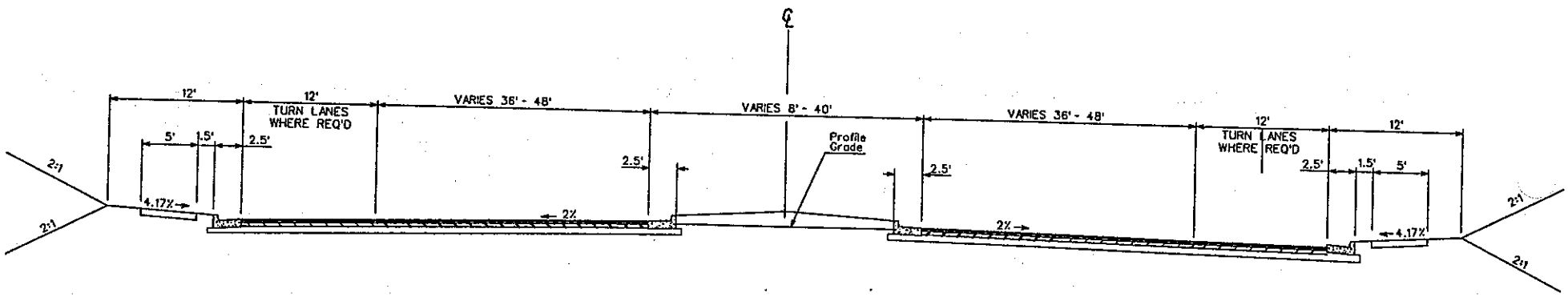
No wetlands are mapped in the project area on the Athens West National Wetlands Inventory (NWI) Map. No jurisdictional wetlands were observed during site reconnaissance.

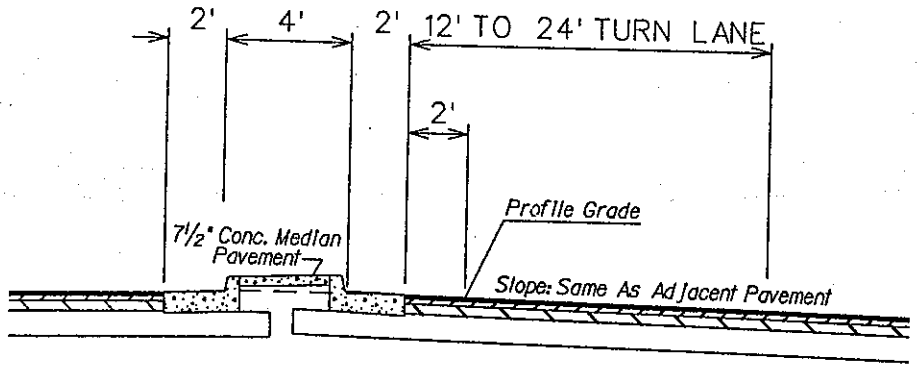
There are two ephemeral streams in the project area, one south of SR 10 Loop behind a large shopping complex on the east side of the project area, and one north of the SR 10 Loop east of Huntington Road.

No hazardous materials or storage tanks were observed in the field in the new location portions of the project. Existing potential environmental hazard sites include the Texaco gasoline station on Atlanta Highway east of the project area, Pep Boys auto-repair center at the northwest corner of Huntington Road and Atlanta Highway, Jiffy Lube auto-repair center on Atlanta Highway south of the Mall, and Race-Trac gasoline station on Atlanta Highway just west of the project area.

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

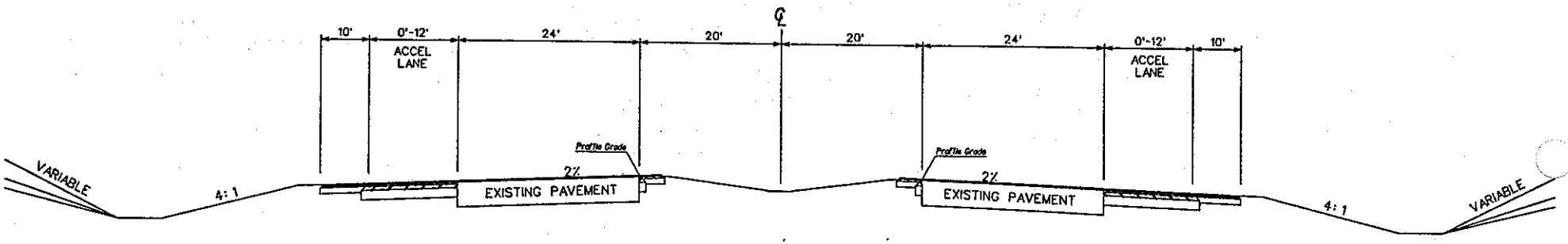
TYPICAL SECTION - ATLANTA HIGHWAY



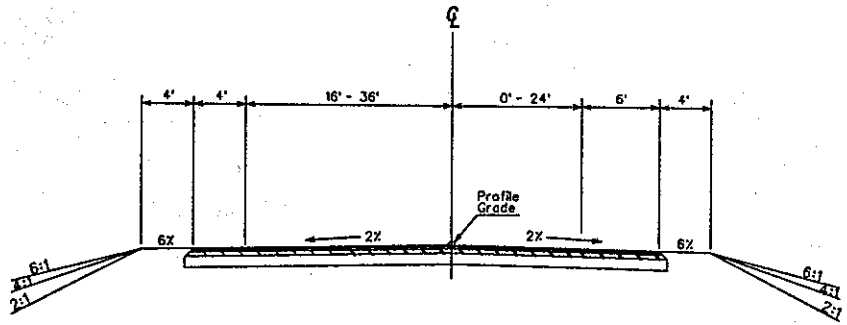


DETAIL FOR LEFT TURN LANE

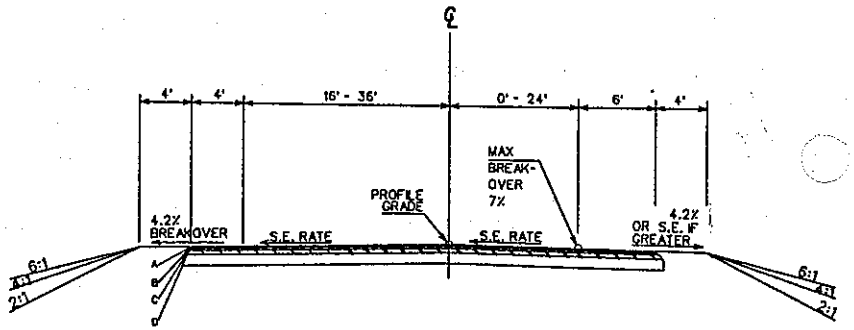
TYPICAL SECTION - S.R.10 LOOP



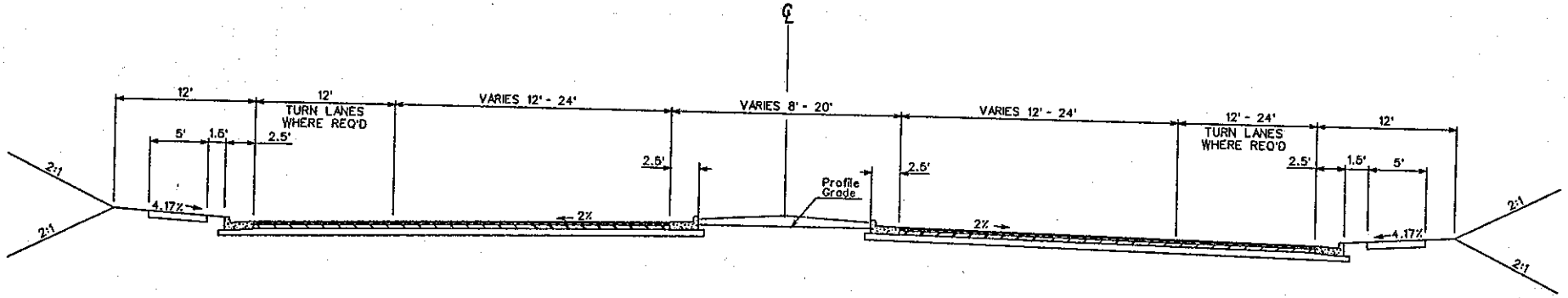
TYPICAL SECTION - EXTRANCE & EXIT RAMP TANGENT SECTION

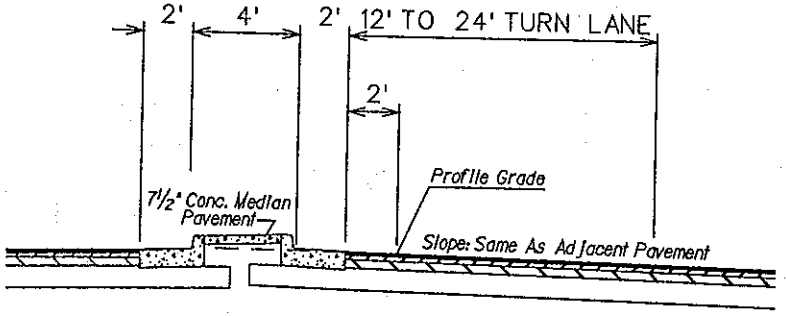


TYPICAL SECTION - EXTRANCE & EXIT RAMP SUPERELEVATED SECTION



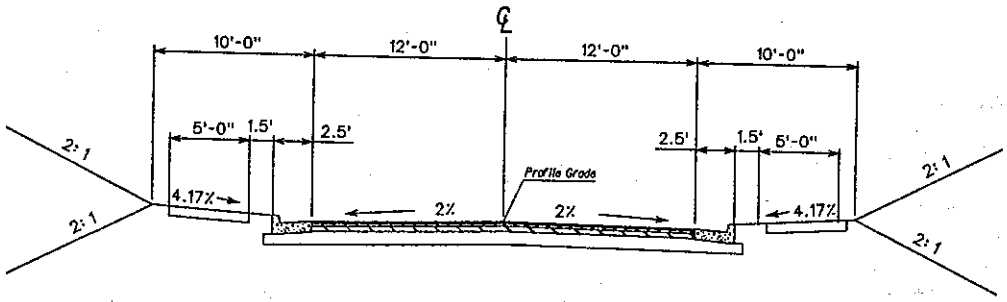
TYPICAL SECTION - HUNTINGTON ROAD



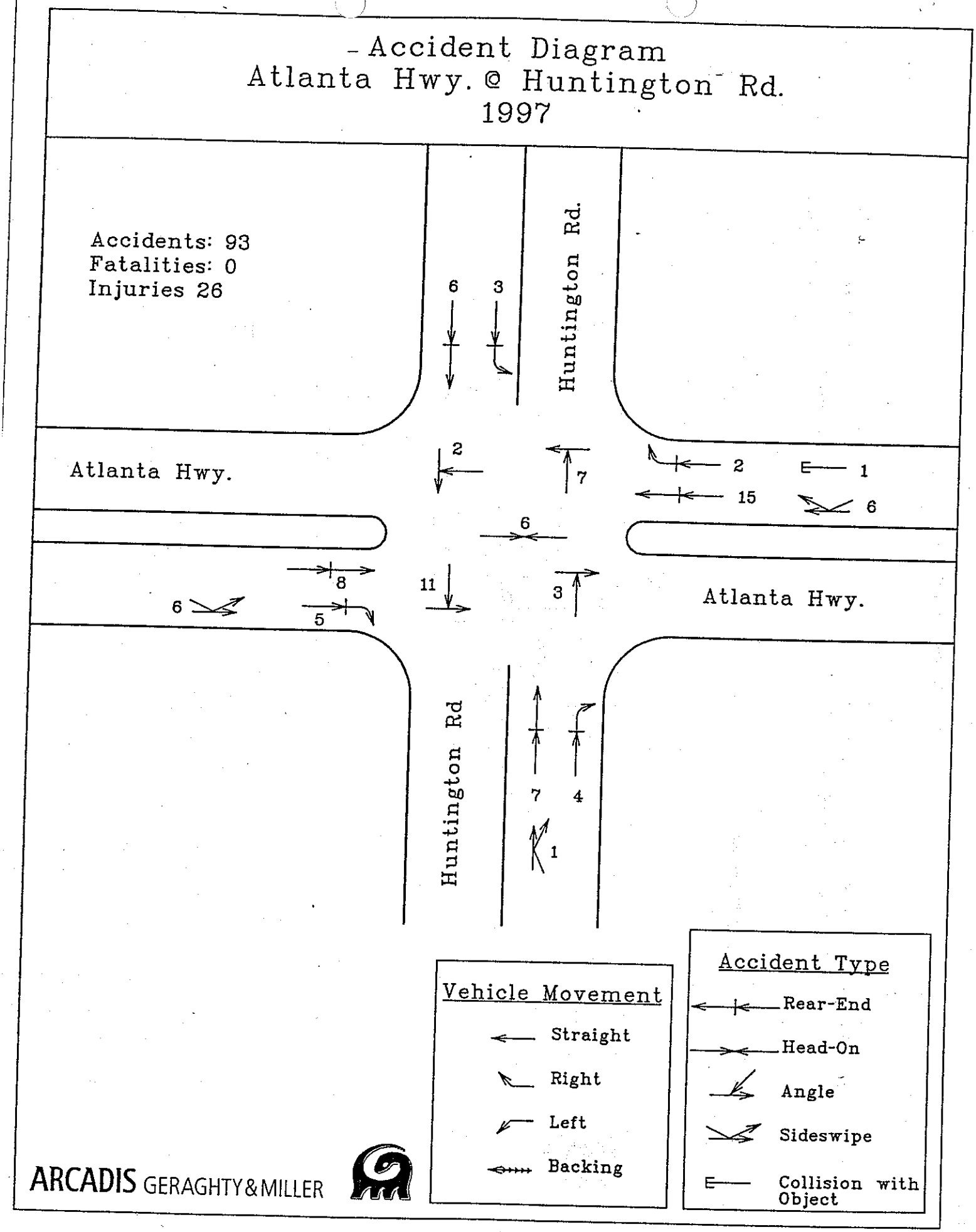


DETAIL FOR LEFT TURN LANE

TYPICAL SECTION - JENNINGS MILL ROAD

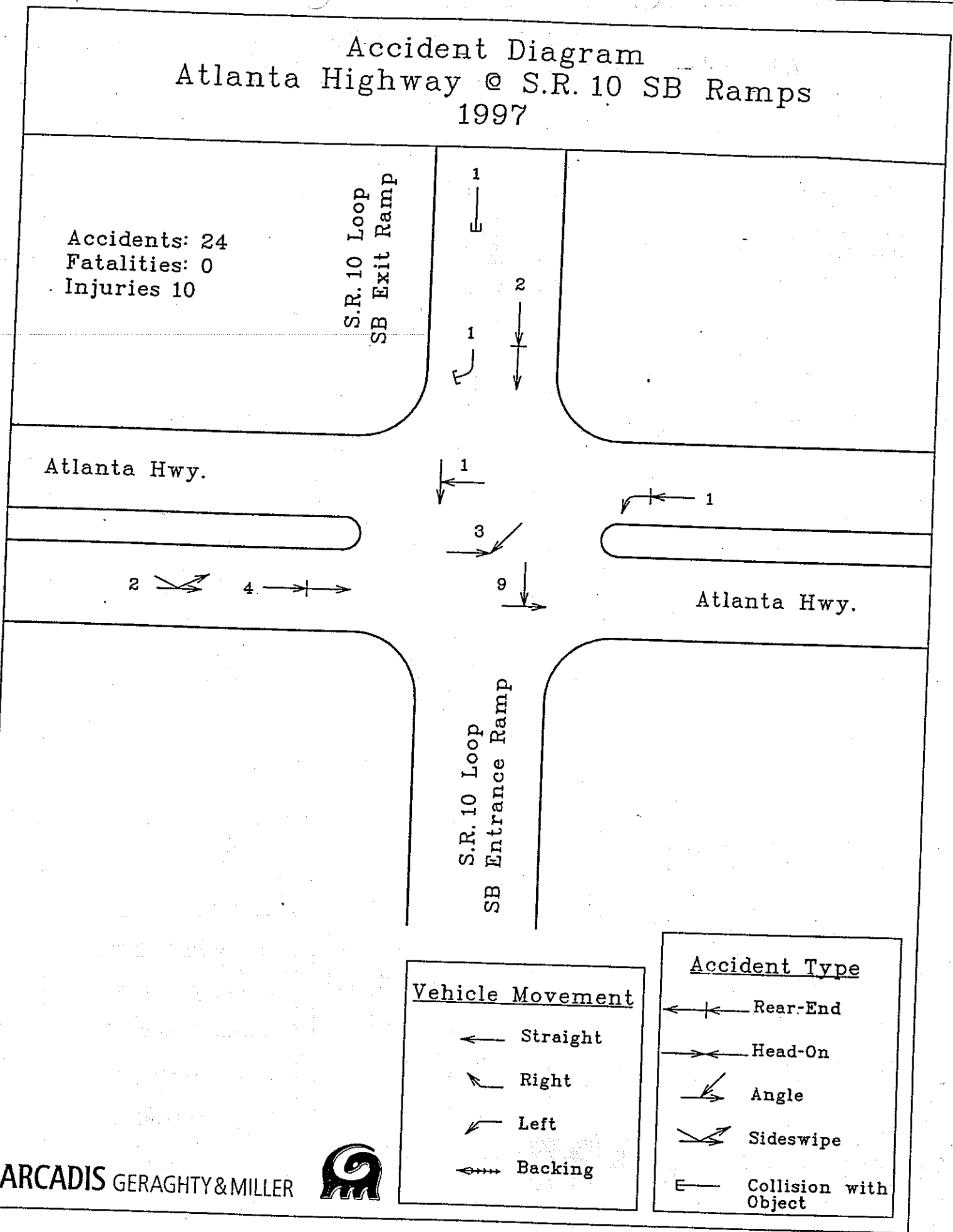


Accident Diagram
Atlanta Hwy. @ Huntington Rd.
1997



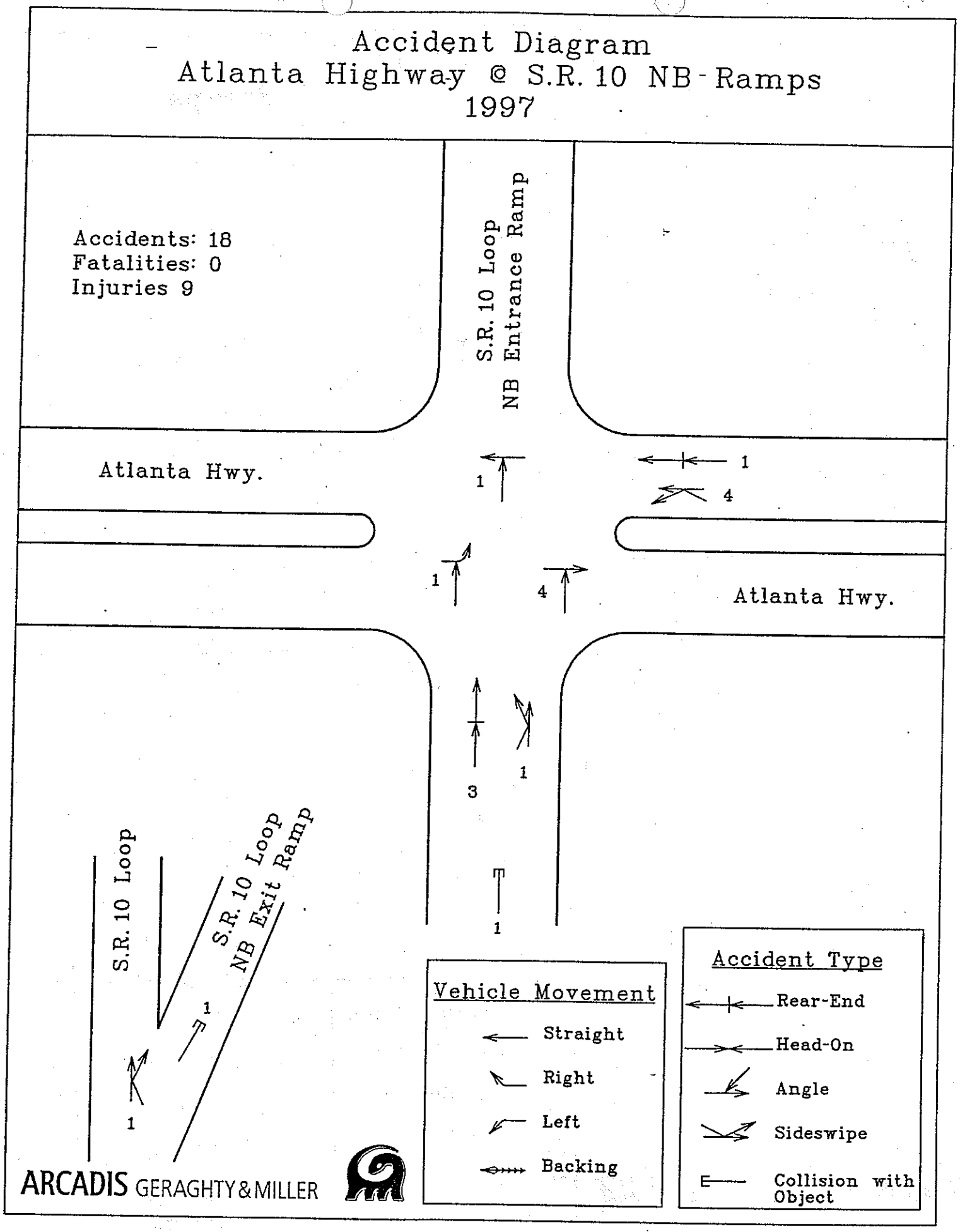
ARCADIS GERAGHTY & MILLER

Accident Diagram
Atlanta Highway @ S.R. 10 SB Ramps
1997



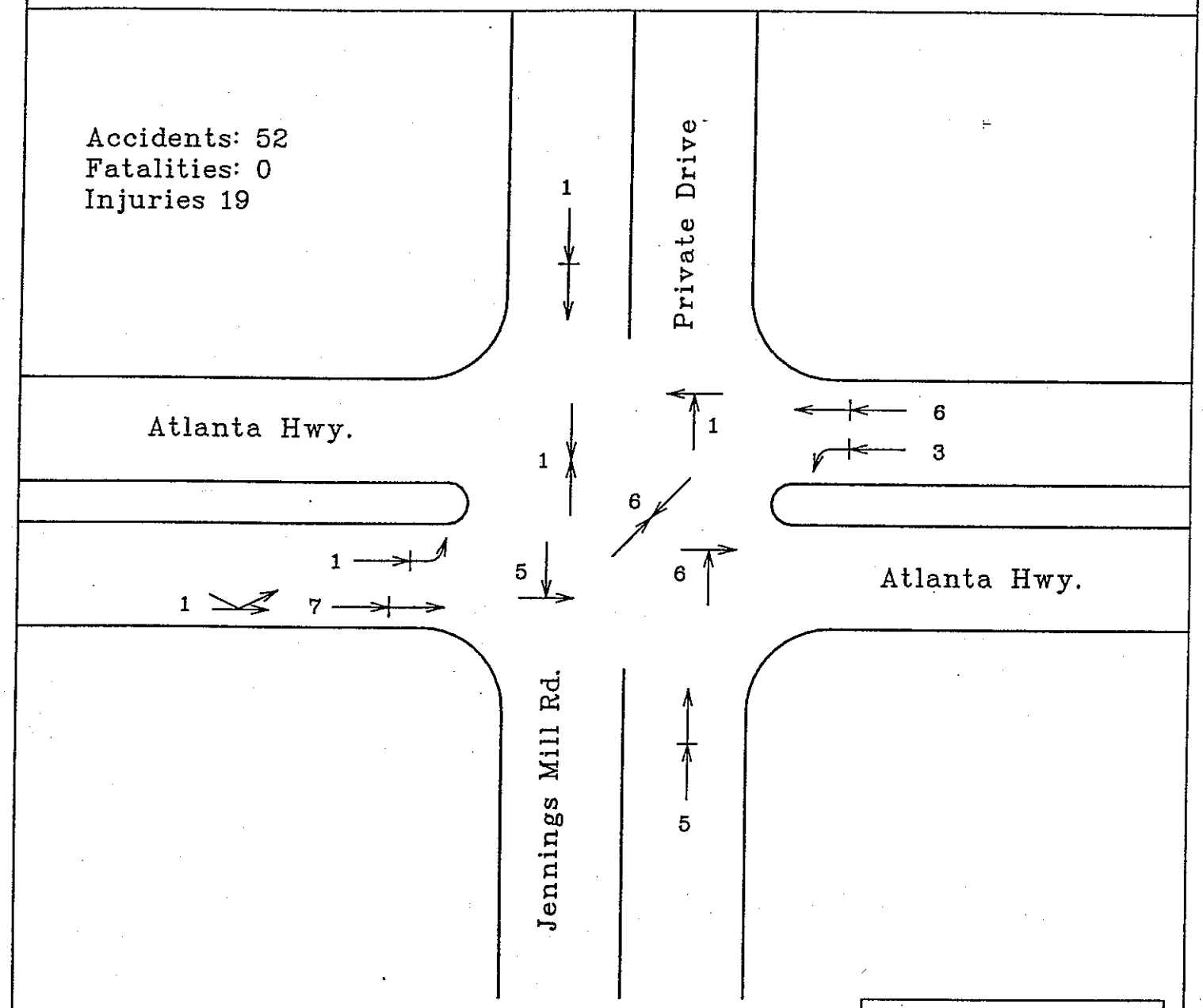
ARCADIS GERAGHTY & MILLER

Accident Diagram
Atlanta Highway @ S.R. 10 NB Ramps
1997



ARCADIS GERAGHTY & MILLER

Accident Diagram
Atlanta Hwy. @ Jennings Mill Rd.
1997



ARCADIS GERAGHTY & MILLER

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 059-0020-0

Clarke County

SUFF. RATING: 76.1

Programming Data

201	Project No:	F-003-3 (15)
202	Plans Available:	1
249	Prop. Proj No:	
250	Approval Status:	0 0
251	P.I. No:	000000
252	Contract Date:	0000
260	Seismic No:	00000
75	Type Work:	
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:	044700 Year: 2014

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:	4
221	Spur Dikes Rear:	0 Fwrd: 0
219	Fender System:	0
220	Dolphin:	0
223	Culvert Cover:	000
	Type:	
	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: 059-00010D-003.13E

* XReferen I.D. No: 000-000000-000.000

Measurements

* 29	ADT:	029800 Year: 1994
109	% Trucks:	9
* 28	Lanes On:	03 Under: 05
210	No. Tracks On:	00 Under: 00
* 48	Max. Span Length:	0069
* 49	Structure Length:	252
51	Br. Rdwy. Width:	48.0
52	Deck Width:	51.2
* 47	Tot. Horz. Cl:	48.0
50	Curb/Sdewlk Width:	0.0/0.0
32	Approach Rdwy Width:	036
* 229	Shlder Width:	
	Rear Lt: 7.0	Type: 8 Rt: 9.0
	Fwrd Lt: 8.0	Type: 8 Rt: 5.0
	Pvment Width:	
	Rear: 36.3	Type: 2
	Fwrd: 24.0	Type: 2
	Intersection Rear: 1	Fwrd: 1
36	Safety Features Br. Rail:	1
	Transition:	2
	App. G. Rail:	2
	App. Rail End:	2
53	Minimum Cl. Over:	99' 99"
	Under: H	16' 08"
* 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:	H 14.6
56	Lateral Undercl. Lt:	5.8
* 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:	7.5
	Deck Thick Approach:	0.0
246	Overlay Thickness:	0.0
211	Tons Structural Steel:	99.0
212	Year Last Painted:	Sup: 1964 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:	28 0
	Type 3s2:	40 0
	Timber:	36 0
	Piggyback:	40 0
261	H Inventory Rating:	23
262	H Operating Rating:	40
67	Structural Evaluation:	5
58	Deck Condition:	6
59	Superstructure Condition:	6
* 227	Collision Damage:	0
60A	Substructure Condition:	5
60B	Scour Condition:	N
60C	Underwater Condition:	N
71	Waterway Adequacy:	N
61	Channel Protection Cond:	N
68	Deck Geometry:	2
69	UnderClr. Horz/Vert:	3
72	Appr. Alignment:	8
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:	0000
253	Fed Notify Date:	0000 0

Report Date: 08/30/1999

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 059-0021-0

Clarke County

SUFF. RATING: 60.2

Location & Geography

* Structure I.D. No.: 059-0021-0
200 Bridge Information: 06

* 6A Freature Int.: SR 10 LOOP
* 6B Critical Bridge: 0
* 7A Route Number Carried: SR00010
* 7B Facility Carried: US 78 BUS WBL
* 9 Location: .5 MI E OF GA SQ MALL BP
2 DOT District: 1
207 Year Photo: 1997

* 91 Inspection Frequency: 24 Date: 05/19/1997
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: 2
Designator: 6
Number: 00078
Direction: 0

* 16 Latitude: 33-56.4
* 17 Longitude: 83 -27.8

98 Border Bridge: 000 %Shared: 00
99 ID Number: 000000000000000

* 100 Defense Highway: 1
* 101 Parallel Structure: L
* 102 Direction of Traffic: 1
264 Road Inventory Mile Post: 003.14

* 208 Inspection Area: 02 Initials: SGM

* Location I.D. No: 059-00010D-003.14E
* XReferen I.D. No: 000-000000-000.000

* 104 Highway System: 0
* 26 Functional Classification: 14
* 204 Federal Route Type: F No: 014-1
* 110 Truck Route: 1
206 School Bus Route: 1
217 Benchmark Elevation: 0.00
218 Datum:
* 19 Bypass Length: 1
* 20 Toll: 3
* 21 Maintenance: 01
* 22 Owner: 01
* 31 Design Load: 6
37 Historical Significance: 5
205 Congressional District: 11
* 27 Year Constructed: 1964
106 Year Reconstructed: 0000
33 Bridge Median: 1
34 Skew: 31
35 Structure Flared: 0
38 Navigation Control: N
213 Special Steel Design: 0
267 Type of Paint: 1

* 42 Type Service On: 1
Under: 1
214 Movable Bridge: 00
203 Type Bridge: E-O-M-O
259 Pile Encasement: 3
* 43 Structure Type Main: 4 02
45 No. Spans Main: 004
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: 1

108 Wearing Surface Type: 1
Membrane: 0
Protection: 8

Signs & Attachments

223 Expansion Joint Type: 01
242 Deck Drains: 0

243 Parapet Location: 0
Height: 0
Width: 0

238 Curb: 1.2 1
239 Handrail: 1 1
* 240 Median Barrier Rail: 0

241 Bridge Median Height: 0
Width: 0

* 230 Guardrail Loc Dir Rear: 3
Fwrd: 3
Oppo Dir Rear: 0
Fwrd: 0

244 Approach Slab: 3
224 Retaining Wall: 0

233 Posted Speed Limit: 55
236 Warning Sign: 0
234 Delineator: 1
235 Hazard Boards: 0

237 Utilities Gas: 22
Water: 21
Electric:
Telephone:
Sewer:

247 Lighting Street: 0
Navigation: 0
Aerial: 0

* 248 County Continuity No: 05

2026 Weekday Peak Hour Analyses Summary

(Recommended Alternate is Highlighted)

Intersection	Level of Service / Delay (sec/veh)																	
	No-build		Alt. A		Alt. B		Alt. C		Alt. D		Alt. E		Alt. F		Alt. G		Alt. H	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Atlanta Hwy. & Huntington Rd.	F 325	F 296	F 107	F 127	F 104	F 123	F 103	F 92	E 68	F 84	F 101	F 90	F 116	F 112	F 118	F 111	F 116	F 112
Atlanta Hwy. & SR 10 Loop SB Ramps	F 230	F 240	F 126	F 109	F 109	F 109	N/A N/A	N/A N/A	C 24	B 19	D 45	C 31	D 45	C 22	D 43	C 21	D 42	C 22
Atlanta Hwy. & SR 10 Loop NB Off-Ramp	F 171	F 172	B 20	A 6	E 63	F 83	N/A N/A	N/A N/A	C 32	A 7	C 25	B 14	A 10	B 11	N/A N/A	N/A N/A	B 11	B 11
Atlanta Hwy. & Jennings Mill Rd.	F 124	E 74	B 14	B 12	B 15	B 12	B 15	B 14	B 14	B 14	B 16	B 16	A 6	A 4	F 90	C 30	A 7	A 5
SPUI Interchange	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	F 98	F 101	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A. N/A	N/A N/A	N/A N/A
Huntington Rd. & SR 10 Loop Ramp to Huntington	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	C 26	D 37	B 20	B 20	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A

Data based on Syncro 4 Results

Lanes, Volumes, Timings

Lane Group	EBT	EBR	WBT	SWL2	SWR
Lane Group Flow (vph)	4278	722	2889	444	1000
Act Effct Green (s)	62.0	62.0	62.0	32.0	32.0
Actuated g/C Ratio	0.62	0.62	0.62	0.32	0.32
v/c Ratio	1.10	0.61	0.63	0.41	1.14
Uniform Delay, d1	19.0	1.3	11.8	26.6	34.0
Platoon Factor	0.95	1.22	0.61	1.00	1.00
Incr. Delay, d2	44.6	0.2	0.5	0.3	78.4
Webster Delay	62.7	1.8	7.8	26.9	112.4
Webster LOS	E	A	A	C	F
Queue Length 50th (ft)	~878	28	162	113	~426
Queue Length 95th (ft)	m375	m16	165	157	#563
Link Length (ft)	429		198		
50th Up Block Time (%)	5%				22%
95th Up Block Time (%)					41%
Turn Bay Length (ft)					
50th Bay Block Time %					
95th Bay Block Time %					
Queuing Penalty (veh)	109				314

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 49 (49%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Total Lost Time: 6
Sum of Critical v/s Ratios: 1.05
Intersection v/c Ratio: 1.11
Intersection Webster Signal Delay: 44.6
Intersection LOS: D
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	306	3028	1194	2694	333	222	1556	722	278	333
Act Effct Green (s)	17.0	34.4	21.0	38.4	15.5	14.6	38.6	18.0	17.1	37.1
Actuated g/C Ratio	0.17	0.34	0.21	0.38	0.16	0.15	0.39	0.18	0.17	0.37
v/c Ratio	1.04	1.20	1.69	1.12	0.64	0.83	0.85	1.19	0.89	0.56
Uniform Delay, d1	41.5	32.4	39.5	30.4	39.6	41.5	4.5	41.0	40.5	22.5
Platoon Factor	1.00	1.01	1.00	0.83	0.94	0.99	0.99	1.00	1.00	1.00
Incr. Delay, d2	62.4	93.3	313.8	59.9	2.6	19.7	4.0	101.8	25.6	1.1
Webster Delay	103.9	125.9	353.3	85.3	39.9	60.8	8.4	142.7	66.0	23.5
Webster LOS	F	F	F	F	D	E	A	F	E	C
Queue Length 50th (ft)	~211	~585	~569	~473	103	139	80	~288	175	151
Queue Length 95th (ft)	#378	#648	m#644	m#527	145	#260	213	#402	#350	250
Link Length (ft)		440		429		326			413	
50th Up Block Time (%)		14%	37%	3%						
95th Up Block Time (%)		25%	56%	17%						
Turn Bay Length (ft)	500		450		400					400
50th Bay Block Time %			31%							
95th Bay Block Time %		12%	53%							
Queuing Penalty (veh)		17	811	229						

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 70 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.11
Intersection v/c Ratio: 1.22
Intersection Webster Signal Delay: 115.7
Intersection LOS: F

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	3222	2278	389	778	222
Act Effct Green (s)	65.2	65.2	65.2	28.8	28.8
Actuated g/C Ratio	0.65	0.65	0.65	0.29	0.29
v/c Ratio	0.79	0.56	0.34	0.80	0.50
Uniform Delay, d1	12.4	9.5	0.0	32.9	29.4
Platoon Factor	0.28	0.82	99.00	0.91	0.91
Incr. Delay, d2	0.6	0.5	0.7	4.9	0.9
Webster Delay	4.0	8.3	0.7	34.9	27.7
Webster LOS	A	A	A	C	C
Queue Length 50th (ft)	77	140	28	231	115
Queue Length 95th (ft)	m73	152	89	292	181
Link Length (ft)	71	169			
50th Up Block Time (%)	4%	1%		2%	
95th Up Block Time (%)	6%	4%		16%	
Turn Bay Length (ft)					
50th Bay Block Time %					
95th Bay Block Time %					
Queuing Penalty (veh)	153	45		61	

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 69 (69%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.74
Intersection v/c Ratio: 0.79
Intersection Webster Signal Delay: 9.5
Intersection LOS: A
m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	3306	194	28	2417	250	83
Act Effct Green (s)	75.4	75.4	81.8	81.8	12.2	12.2
Actuated g/C Ratio	0.75	0.75	0.82	0.82	0.12	0.12
v/c Ratio	0.88	0.16	0.22	0.47	0.61	0.34
Uniform Delay, d1	9.0	0.0	1.7	2.7	41.6	11.3
Platoon Factor	0.28	1.00	1.09	1.09	0.98	0.98
Incr. Delay, d2	2.1	0.2	0.8	0.3	2.6	0.9
Webster Delay	4.7	0.2	2.7	3.2	43.4	12.0
Webster LOS	A	A	A	A	D	B
Queue Length 50th (ft)	46	0	3	103	78	13
Queue Length 95th (ft)	57	m0	7	117	118	58
Link Length (ft)	226			995	430	
50th Up Block Time (%)	3%					
95th Up Block Time (%)	3%					
Turn Bay Length (ft)			300			500
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)	56					

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 76 (76%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Control Type: Actuated-Coordinated
Total Lost Time: 9
Sum of Critical v/s Ratios: 0.76
Intersection v/c Ratio: 0.83
Intersection Webster Signal Delay: 5.6
Intersection LOS: A
m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings

Lane Group	EBT	EBR	WBT	SWL2	SWR
Lane Group Flow (vph)	3444	778	3500	389	1111
Act Effct Green (s)	72.0	72.0	72.0	52.0	52.0
Actuated g/C Ratio	0.55	0.55	0.55	0.40	0.40
v/c Ratio	0.99	0.71	0.85	0.29	1.02
Uniform Delay, d1	28.6	5.4	24.5	26.4	39.0
Platoon Factor	0.42	0.03	0.68	1.00	1.00
Incr. Delay, d2	2.8	0.4	1.8	0.1	31.4
Webster Delay	14.8	0.5	18.5	26.5	70.4
Webster LOS	B	A	B	C	E
Queue Length 50th (ft)	361	6	412	113	~561
Queue Length 95th (ft)	m300	m4	361	152	#709
Link Length (ft)	429		198		
50th Up Block Time (%)			19%		24%
95th Up Block Time (%)			24%		37%
Turn Bay Length (ft)					
50th Bay Block Time %					
95th Bay Block Time %					
Queuing Penalty (veh)			749		336

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 67 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.95
Intersection v/c Ratio: 1.00
Intersection Webster Signal Delay: 22.2
Intersection LOS: C

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	333	2777	1556	3055	306	278	1194	583	222	306
Act Effct Green (s)	24.0	41.0	44.0	61.0	12.0	16.0	60.0	17.0	21.0	45.0
Actuated g/C Ratio	0.18	0.32	0.34	0.47	0.09	0.12	0.46	0.13	0.16	0.35
v/c Ratio	1.04	1.20	1.37	1.05	0.99	1.24	0.95	1.32	0.75	0.57
Uniform Delay, d1	53.0	43.9	43.0	34.1	58.9	57.0	20.2	56.5	52.0	22.9
Platoon Factor	1.00	1.00	1.07	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Incr. Delay, d2	61.3	95.4	167.2	25.9	47.1	140.4	14.4	161.4	10.4	1.4
Webster Delay	114.2	139.3	213.1	50.6	106.0	197.4	34.5	217.8	62.3	24.2
Webster LOS	F	F	F	D	F	F	C	F	E	C
Queue Length 50th (ft)	~302	~700	~905	~661	135	~290	342	~327	181	161
Queue Length 95th (ft)	#493	#75[illegible]m	#1005	m#634	#230	#468	#537	#444	#295	236
Link Length (ft)		440		429		326			413	
50th Up Block Time (%)		30%	57%	7%			2%			
95th Up Block Time (%)	15%	37%	62%	8%		34%	18%	9%		
Turn Bay Length (ft)	500		450		400					400
50th Bay Block Time %		18%	57%							
95th Bay Block Time %	3%	26%	61%			19%				
Queuing Penalty (veh)	9	74	1389	228		28				

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 86 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Total Lost Time: 12
Sum of Critical v/s Ratios: 1.17
Intersection v/c Ratio: 1.29
Intersection Webster Signal Delay: 112.0
Intersection LOS: F

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	2500	3000	444	722	167
Act Effct Green (s)	89.9	89.9	89.9	34.1	34.1
Actuated g/C Ratio	0.69	0.69	0.69	0.26	0.26
v/c Ratio	0.58	0.69	0.37	0.82	0.41
Uniform Delay, d1	10.3	11.8	0.7	45.0	38.6
Platoon Factor	0.32	0.79	0.61	0.79	0.79
Incr. Delay, d2	0.3	0.7	0.7	5.9	0.7
Webster Delay	3.6	10.1	1.2	41.3	30.9
Webster LOS	A	B	A	D	C
Queue Length 50th (ft)	74	227	0	295	114
Queue Length 95th (ft)	m83	426	75	339	168
Link Length (ft)	71	169			
50th Up Block Time (%)		17%		16%	
95th Up Block Time (%)	5%	24%		22%	
Turn Bay Length (ft)					
50th Bay Block Time %					
95th Bay Block Time %					
Queuing Penalty (veh)	68	617		137	

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 81 (62%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.69
Intersection v/c Ratio: 0.73
Intersection Webster Signal Delay: 11.0
Intersection LOS: B
m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2417	250	83	3306	194	83
Act Effct Green (s)	98.4	98.4	110.4	110.4	13.6	13.6
Actuated g/C Ratio	0.76	0.76	0.85	0.85	0.10	0.10
v/c Ratio	0.64	0.20	0.47	0.62	0.55	0.35
Uniform Delay, d1	7.5	0.3	9.6	3.1	55.3	0.0
Platoon Factor	0.13	0.41	0.88	1.00	0.88	1.00
Incr. Delay, d2	0.7	0.3	2.0	0.5	1.9	0.9
Webster Delay	1.7	0.4	10.5	3.7	50.3	0.9
Webster LOS	A	A	B	A	D	A
Queue Length 50th (ft)	12	0	17	192	81	0
Queue Length 95th (ft)	149	0	72	258	119	48
Link Length (ft)	226			995	430	
50th Up Block Time (%)						
95th Up Block Time (%)	3%					
Turn Bay Length (ft)			300			500
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)	30					

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 104 (80%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
Control Type: Actuated-Coordinated
Total Lost Time: 9
Sum of Critical v/s Ratios: 0.59
Intersection v/c Ratio: 0.63
Intersection Webster Signal Delay: 4.3
Intersection LOS: A

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

MEETING REPORT

TRANSPORTATION

Participants:
See Attached Sign-in Sheet

Copies:
Participants

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

Minutes by:
Matt McDow

Subject:
Concept Team Meeting for NH-003-3(53)

ARCADIS Geraghty & Miller Project No.:
GA062751.0240

This document should be reviewed by all recipients. Any additions, revisions, or deletions should be called to the attention of the writer within ten (10) days.

NH-003-3(53), PI 122890 – SR 10 Loop and Atlanta Highway Interchange

The meeting commenced at 10:15 a.m. Stanley Hill, the GDOT project manager for this project, chaired the meeting and highlighted the main elements of the draft concept report developed by ARCADIS Geraghty & Miller. Copies of the draft concept report were made available to all team members, and a plot of the preferred concept was displayed. Following are the meeting minutes of key issues and decisions that were addressed by the various members of the team.

1. Stanley Hill stated that GDOT estimated the right-of-way costs for the proposed concept to be $8,750,000. Utility costs were estimated to be $970,000, excluding Georgia Power's cost for relocating power lines.

2. Martha Brewster, with ARCADIS Geraghty & Miller, said that she did only a simple environmental scan, but there do not appear to be any jurisdictional waterways, wetlands, or environmentally sensitive areas relative to this project.

3. Katie Mullins, with GDOT Programming, stated that the planned let date for the project is May 2003, with construction to begin in 2004.

4. It was pointed out that the new exit/entrance ramps appear to service the mall. Marwan Abboud,

with ARCADIS Geraghty & Miller, emphasized that the ramp is needed to improve the level of service on Atlanta Highway and to eliminate a dangerous weave from the SR 10 Loop southbound off ramp to south on Huntington Road. The addition of the new ramps reduced the overall network delay by half.

5. David Clark, with Athens-Clarke County, displayed an alternate concept. The concept includes a split diamond interchange with a relocated Huntington Road that aligns with the SR 10 Loop southbound off ramp. The concept also includes a new Jennings Mill Parkway that would run parallel to Atlanta Highway. The south half of the split diamond would connect to the new Jennings Mill Parkway. The Athens-Clarke County concept was reviewed by the team and the following comments were made:

   a) The split diamond interchange with more than ½ mile of separation will result in circuitous routes and may result in motorist confusion.

   b) Direct access to the SR 10 Loop will be removed and will not be desirable.

   c) The Athens-Clarke County proposal needs to be part of a larger study to evaluate the traffic needs in the area. The preferred concept could still go forward independently since it is geared toward operational improvements at the interchange of Atlanta Highway and the SR 10 Loop.

6. David Clark asked why a loop ramp was not considered for the northeast quadrant to replace the SR 10 Loop northbound off ramp. Marwan Abboud said that the volumes could not justify a cloverleaf and the existing right-of-way would not be sufficient to accommodate it.

7. David Clark is concerned with the negative impact the new exit/entrance ramp will have on local neighborhood traffic on Huntington Road north of Atlanta Highway. He is also concerned with the poor land use by the new ramp.

8. Todd Long, the GDOT District 1 representative, stated that the preferred concept provides key needed operational improvements. The preferred concept:

   a) Addresses the short left turn bay on Atlanta Highway westbound to the SR 10 southbound on ramp

   b) Lengthens the distance between the SR 10 northbound off ramp and Jennings Mill Road

   c) Reduces significantly the weave between the SR 10 Loop southbound off ramp and Huntington Road south

   d) Removes the mid-block safety problem by providing a median on Atlanta Highway

9. All present agreed that without the additional ramps to Huntington Road, the proposed concept

still addresses all items except for item 8c in the list above. Marwan Abboud stated that without the new exit/entrance ramp, the overall network delay would double.

10. Nick Bledsoe, the Georgia Power Transmission representative, said that the transmission lines need to be relocated. The estimate for this relocation is $3 to $5 million. Steve Logan, the Georgia Power Distribution representative, estimated the distribution line relocation to be $450,000.

11. Stanley Hill requested that all comments be sent to GDOT by December 9.

12. The meeting adjourned at 11:40 a.m.

ATTENDANC[illegible] IGN IN SHEET FOR CONCEPT TEAM MEETING

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

COUNTY/COUNTIES Clarke

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

NAME	ORGANIZATION	MAILING ADDRESS	ZIP CODE	PHONE NO.
Rick Reasons	GDOT Road Des	Gen. Off.		4046579796
Stanley Hill	GDOT Road Des	Gen off		404656-5130
Nick Bledsoe	Ga Power	P.O. Box 1312 - Athens	30603-1312	706-357-6810
Martha Brewster	ARCADIS	Raleigh NC		919782-5511
Markian Abboud	ARCADIS	ATL, GA 2849 Paces Fy	30339	770-431-8666
Matt McDow	"	"		
Doug Tilt	"	"	"	"
Jess Bilmeyer	"	"	"	"
David Clark	Athens-Clarke County	P.O. Box 1868 Athens GA	"	"
Kip Padgett	Athens-Clarke County MPO	120 W. Dougherty St	30603	706-613-3490
Katie Mullins	GDOT Programming	Atlanta, Ga	30601	706-613-3515
Ken Estes	DOT Operations	TMC	30334	404-651-7043
Tim Smith	DOT Traffic Opts	TMC	30316	404-635-8127
Joe Garland	Dist Traffic Ops	Dist 1	30316	4046358126
Greg Mayo	GDOT Road Design	General Office	30503-1057	770)532-5532
Todd Long	GDOT Dist 1	Dist 1		(404)656-5388
Tim Kennedy	GDOT Ops Rd Des	Urban Des	30503	(770)532-5520
Bob Moore	" Planning	G.O.	30045	(404)656-5336
Steve Logan	Ga. Power	295 Junction Track Rd. Roswell, GA 30075		7-6689
			30075	770 993-2079

NH-003-3(53) Additional Attendees
-SAME-

M:/RRR/CHARTS.DGN Jan. 26, 1999 17:40:30

ATHENS CLARKE COUNTY

December 7, 1999

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

RE: November 18, 1999 Concept Meeting for SR 10 Loop @ Atlanta Highway (NH-0003-3(53) P.I. No. 122890)

Dear Mr. Hill:

Thank you for inviting staff from Athens-Clarke County to attend the Concept Meeting on November 18, 1999 to review the planned improvements to the intersection of the SR 10 Loop @ Atlanta Highway. Overall, Athens-Clarke County is supportive of the concept of improving this interchange area and Athens-Clarke County has worked with the Athens-Clarke-Oconee Transportation Study (ACORTS) to include this project in the 20-year Long Range Transportation Plan and FY2000-FY2002 Transportation Improvement Program (TIP).

Based on the concept presented during the meeting, Athens-Clarke County has some concerns about the proposed SR 10 Loop ramp onto Huntington Road immediately adjacent to an established residential neighborhood and would ask that the Georgia Department of Transportation consider the following comments during the design of this project:

1. Neighborhood Impacts
The proposed ramps connecting Huntington Road to the SR 10 Loop will have significant impacts to the residential neighborhood immediately north of the proposed ramp locations. In particular, increased noise and traffic in the immediate area is of concern to Athens-Clarke County. Furthermore, the proposed ramp concept will dramatically increase the amount of traffic on Huntington Road north of Atlanta Highway. Huntington Road is the only access road into this residential neighborhood and the proposed ramp configuration will increase the congestion experienced by the residential traffic. Athens-Clarke County requests that a new ramp not be constructed adjacent to this neighborhood.

2. Consistency with project identified in the TIP
The current Long Range Transportation Plan and TIP contains a project that would improve the area; however, the concepts presented in these documents differ greatly from the concept reviewed during the November 18, 1999 meeting. The TIP project involves constructing a cloverleaf ramp on the north side of Atlanta Highway to eliminate the need for vehicles to make left-turns to and from points south along the SR 10 Loop. In addition, the concept was to be accomplished using the existing right-of-way. Based on conversations during the November 18th Concept Meeting, the current concept will require a large right-of-way acquisition, estimate at over $8 million dollars. Athens-Clarke County requests that the currently adopted proposal in the Long Range Transportation Plan and the TIP be evaluated by GDOT.

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
ADMINISTRATIVE DIVISION
P. O. Box 1868 • Athens, Georgia 30603 • (706) 613-3440 • FAX (706) 613-3444

3. Desire to eliminate left-turns
The current proposal does not significantly reduce the problems in the corridor associated with left-turns. In fact, there is concern that the current concept may actually increase the number of left-turns in the area. Athens-Clarke County agrees that there is a current problem associated with vehicles exiting southbound SR 10 Loop and trying to access Huntington Road South. The amount of weaving that occurs between the exit ramp and Huntington Road contributes to the high accident rate at these two intersections. The proposed concept does suggest a solution to this problem by having vehicles access onto Huntington Road directly opposite the Georgia Square Mall.

The concept does not eliminate any of the left-turn problems along Atlanta Highway. In addition, GDOT staff indicated that they expect the number of left-turns at the Atlanta Highway/Huntington Road intersection to increase as eastbound Atlanta Highway traffic turns left onto Huntington Road to access the new northbound SR 10 Loop ramp. Athens-Clarke County staff suggests that a better design may be the direct alignment of the SR 10 Loop southbound exit ramp with Huntington Road as a way to improve the weaving conflicts without increasing the number of left-turns in the area. For your review, a copy of the concept is attached to this letter.

4. Access to businesses at Huntington Road/Atlanta Highway Intersection
A very healthy shopping center currently exists in the northeast corner of the Atlanta Highway/Huntington Road intersection. The only access to this shopping center today is through two full-access driveways located along Huntington Road. The proposed concept will close one of these driveways completely and restrict access as right-in/right-out at the other driveway. All vehicles patronizing this shopping center will be required to travel through two closely spaced traffic signals on Huntington Road and be likely required to execute U-turns through these intersections. This access configuration will not only impact the viability of the shopping center, but will result in a decrease in effective operation of the traffic signals by introducing the U-turn aspect. Athens-Clarke County requests that the access to this shopping center be re-evaluated.

5. George Square Mall impacts
Athens-Clarke County recently completed a new roadway (Mall Access Road) connecting Cleveland Road to the Georgia Square Mall. The Mall's perimeter roadway is a private road that is maintained by Georgia Square Mall. As a result of the proposed concept, it is likely that the amount of traffic using the new Mall Access Road to travel through the Georgia Square Mall property would dramatically increase. Residents in the area will likely use this access to cut through Mall property to access the SR 10 Loop. Athens-Clarke County requests that improvements in the area be designed to decrease the impacts of cut through traffic.

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

7. Increased use of frontage roads in the area
Athens-Clarke County is currently in the process of developing a Master Transportation Plan with Oconee County for the design and construction of Jennings Mill Parkway, connecting Epps Bridge Parkway to Jimmie Daniels Road. The new roadway will cross over the SR 10 Loop just south of

the Atlanta Highway interchange and run parallel to the Atlanta Highway. The main purpose of this roadway will be to create a grid system of roads to serve the entire area while eliminating exclusive reliance on the Atlanta Highway. As part of the Jennings Mill Parkway concept the construction of frontage roads would connect Jennings Mill Parkway with the Atlanta Highway near the SR 10 Loop. Athens-Clarke County is interested in pursuing the Jennings Mill Parkway Concept utilizing a split diamond interchange with the Atlanta Highway. At the November 18, 1999 concept meeting, Athens-Clarke County staff presented GDOT and Arcadis with a rough concept illustrating how such a roadway configuration might be accomplished. Athens-Clarke County requests that GDOT evaluate the possibility of a split diamond interchange.

In summary, Athens-Clarke County staff has serious and significant reservations regarding the currently proposed concept. If you have any questions about the Athens-Clarke County's comments on the proposed concept, please feel free to contact David Clark, Director of Transportation & Public Works at (706) 613-3440.

Sincerely,

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

Attachment

xc: Al Crace, Athens-Clarke County Manager (w/o attachment)
Bob Snipes, A-CC Deputy Manager (w/o attachment)
John Stockbridge, A-CC Planning Director (w/o attachment)
Larry Dent, GDOT District 1 Engineer (w/o attachment)
Todd Long, GDOT District 1 Preconstruction Engineer (w/o attachment)

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

TRANSPORTATION

MEETING REPORT

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

Copies:
Participants

Place/date of meeting:
GDOT, December 17, 1999

Minutes by:
Matt McDow

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

ARCADIS Geraghty & Miller Project No.:
GA062571.0240

This document should be reviewed by all recipients. Any additions, revisions, or deletions should be called to the attention of the writer within ten (10) days.

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

NH-003-3(53), PI # 122890 – SR 10 Loop and Atlanta Highway Interchange

1. It was agreed that comments 1, 4, and 5 are no longer an issue due to the removal of the new exit/entrance ramps from the preferred concept.

2. In response to comment 2, ARCADIS Geraghty & Miller will investigate the possibility of replacing the SR 10 Loop northbound exit ramp with a loop in the northeast quadrant. This loop ramp and the relocated SR 10 Loop northbound entrance ramp will align with the relocated Jennings Mill Road. GDOT will provide ARCADIS Geraghty & Miller with the modified right-of-way data, including the additional right-of-way that has been acquired in this quadrant. It was agreed that this new loop ramp will require a collector/distributor system to prevent a weaving problem with the existing SR 10 Loop entrance loop ramp.

3. In response to the weaving issue addressed in comment 3, ARCADIS Geraghty & Miller will modify the intersection of Atlanta Highway and SR 10 Loop southbound exit ramp. The modified concept

will maintain the existing free right turn lane from the SR 10 Loop southbound exit ramp to northbound Huntington Road. This lane will be separated from Atlanta Highway by an 8-foot raised median to prevent weaving. Additionally, channelization will be used to eliminate the weave created by right-turners from the SR 10 Loop southbound exit ramp attempting to turn left on Huntington Road.

4. GDOT determined that the direct alignment of Huntington Road with the SR 10 Loop southbound exit ramp, mentioned in the second half of comment 3 and comment 7, will most probably require a collector/distributor system with the Jennings Mill interchange included in Athens-Clarke County's Long Range Transportation Plan. It was agreed that this was not in the scope of this project and will need to be addressed separately.

5. The planning concerns addressed in comment 6 will be discussed with GDOT Planning.

6. GDOT will investigate the paperwork required to supplement the ARCADIS Geraghty & Miller work order by a maximum of 20% to finalize the above mentioned changes.

WAYNE SHACKELFORD
COMMISSIONER
(404)656-5206

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

Department of Transportation

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

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

BILLY F. SHARP
TREASURER
(404)656-5224

December 13, 1999

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

Dear Mr. Stockbridge:

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

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

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

- SR 10 Loop @ Atlanta (PI #122890)

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

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

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

Sincerely,

Marta V. Rosen
State Transportation Planning Administrator

REB:ddt

cc: Herman Griffin
Stanley Hill
Cora Cook
Bob Moore

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: NH-003-3(53)/Clarke County
P.I. No. 122890

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

From: M.G. Waters, III, P.E., State Traffic Operations Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the improvements of the SR 10 Loop interchange at Atlanta Highway. The project includes the construction of a new loop ramp from Atlanta Highway westbound to SR 10 Loop southbound, the realigning of the existing loop ramp from Atlanta Highway eastbound to SR 10 Loop northbound, the widening of Atlanta Highway by four lanes and the lengthening of several turn lanes. Improvements to Huntington Road at Atlanta Highway and the relocation of Jennings Mill will also be accomplished by this project.

SR 10 Loop is a four lane facility with a 40 foot depressed median and a 55mph posted speed limit. Atlanta Highway consists of a 4 to 6 lane urban facility with a variable width raised median, to a maximum of 40 feet. It carries a posted speed limit of 45mph. Huntington Road and Jennings Mill Road have posted speeds of 25 and 35mph, respectively, with Huntington Road being a 2 to 4 lane urban roadway with a raised median, and Jennings Mill Road a rural two-lane roadway. Continuous commercial development along the Atlanta Highway corridor will increase traffic volumes to 85,200vpd by the design year of 2026, from year 2006 counts of 60,800. SR 10 Loop will see an increase of nearly 15,000vpd to 48,400vpd by year 2026.

SR 10 Loop will maintain four lanes with the 40 foot median. An acceleration lane on the northbound on-ramp, and deceleration lane to the southbound off-ramp will be added. Huntington Road will add left and right turn lanes in both directions with a 5 foot sidewalk. Jennings Mill Road will include curb and gutter with a 5 foot sidewalk.

Atlanta Highway is to be widened to a 7 to 8 lane urban facility, with a 20 to 40 foot raised median, and left turn lanes added or modified at various locations. In accordance with MOG 6638-1, we recommend including right turn

deceleration lanes at paved public streets and direct entrances to major traffic generators. Five foot sidewalks are also to be included.

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

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

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

MGW:TWS

Attachment (signature page)

c: David Studstill
James A. Kennerly, State Road and Airport Design Engineer
Attention: Stanley Hill or Rick Reasons
David Mulling, w/ attachment
Marta Rosen
Chuck Hasty, TMC
Mark Demidovich, TMC
Paul Liles, State Bridge Design Engineer
General Files

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

PROJECT CONCEPT REPORT

NH-003-3(53)
CLARKE COUNTY
P.I. NO. 122890

FEDERAL ROUTE NO: U.S. 29 / U.S. 78
STATE ROUTE NO: S.R. 10 Loop

Date of Report: 03/15/00

RECOMMENDATION FOR APPROVAL

5-12-00
DATE

James A. Kennedy GE
State Road & Airport Design Engineer

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

DATE — State Transportation Planning Administrator

DATE — State Transportation Programming Engineer

DATE — State Environmental/Location Engineer

DATE — District Engineer

DATE — Project Review Engineer

5/19/2000
DATE

Marvin Hilsman Jr.
State Traffic Operations Engineer

DATE — State Bridge & Structural Engineer

Wayne Sutton

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

PROJECT CONCEPT REPORT

NH-003-3(53)
CLARKE COUNTY
P.I. NO. 122890

FEDERAL ROUTE NO: U.S. 29 / U.S. 78
STATE ROUTE NO: S.R. 10 Loop

Date of Report: 03/15/00

RECOMMENDATION FOR APPROVAL

5-12-00	James A. Kennedy GR
DATE	State Road & Airport Design Engineer

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

DATE	State Transportation Planning Administrator
5-16-00	Wayne J Sutton
DATE	State Transportation Programming Engineer
DATE	State Environmental/Location Engineer
DATE	District Engineer
DATE	Project Review Engineer
DATE	State Traffic Operations Engineer
DATE	State Bridge & Structural Engineer

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

PROJECT CONCEPT REPORT

NH-003-3(53)
CLARKE COUNTY
P.I. NO. 122890

FEDERAL ROUTE NO: U.S. 29 / U.S. 78
STATE ROUTE NO: S.R. 10 Loop

Date of Report: 03/15/00

RECOMMENDATION FOR APPROVAL

5-12-00
DATE

James A. Kennedy GE
State Road & Airport Design Engineer

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

DATE — State Transportation Planning Administrator

DATE — State Transportation Programming Engineer

DATE — State Environmental/Location Engineer

5-31-00
DATE

Larry Beatty
District Engineer

DATE — Project Review Engineer

DATE — State Traffic Operations Engineer

DATE — State Bridge & Structural Engineer

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

PROJECT CONCEPT REPORT

NH-003-3(53)
CLARKE COUNTY
P.I. NO. 122890

FEDERAL ROUTE NO: U.S. 29 / U.S. 78
STATE ROUTE NO: S.R. 10 Loop

Date of Report: 03/15/00

RECOMMENDATION FOR APPROVAL

5-12-00 — DATE — James A. Kennedy GR — State Road & Airport Design Engineer

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

DATE — State Transportation Planning Administrator

DATE — State Transportation Programming Engineer

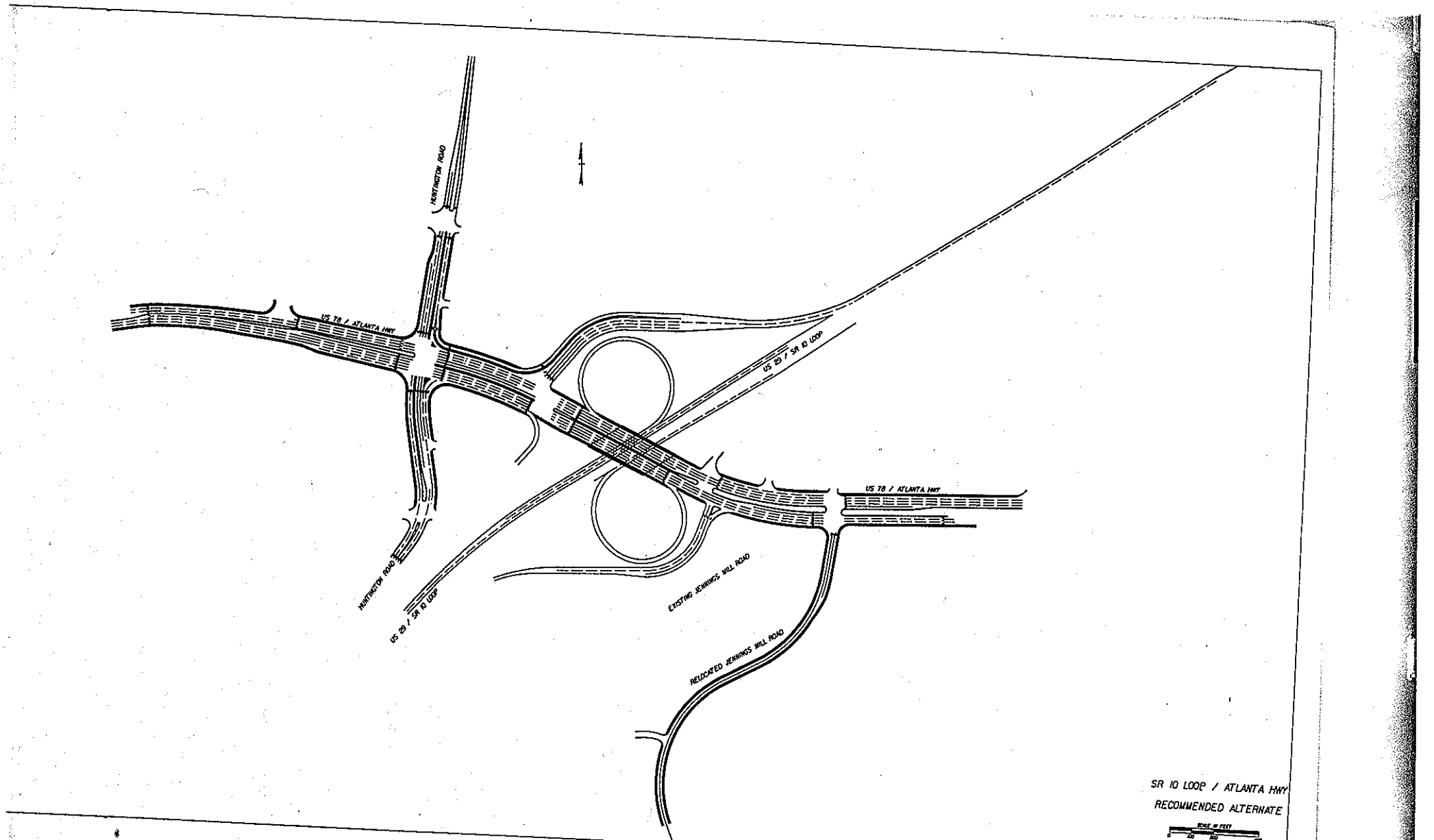
DATE — State Environmental/Location Engineer

DATE — District Engineer

5/19/00 — DATE — D. J. Mc... — Project Review Engineer

DATE — State Traffic Operations Engineer

DATE — State Bridge & Structural Engineer

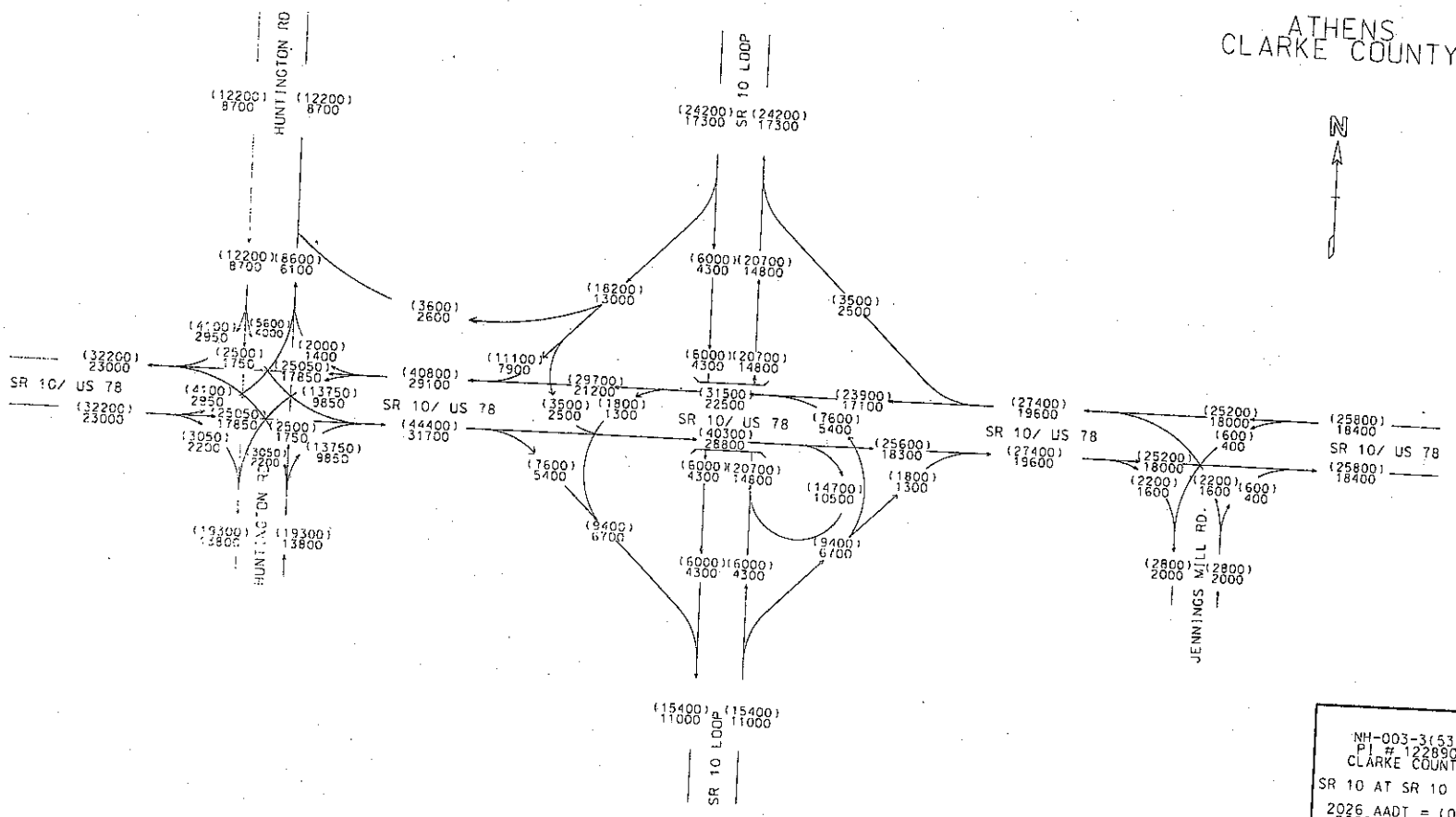


SR 10 LOOP / ATLANTA HWY

RECOMMENDED ALTERNATE

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

ATHENS
CLARKE COUNTY



NH-003-3(53)
PI #-122890
CLARKE COUNTY

SR 10 AT SR 10 LOOP

2026 AADT = (000)
2006 AADT = 000

24 HRT = 6%
SU = 3.5%
COMB = 2.5%

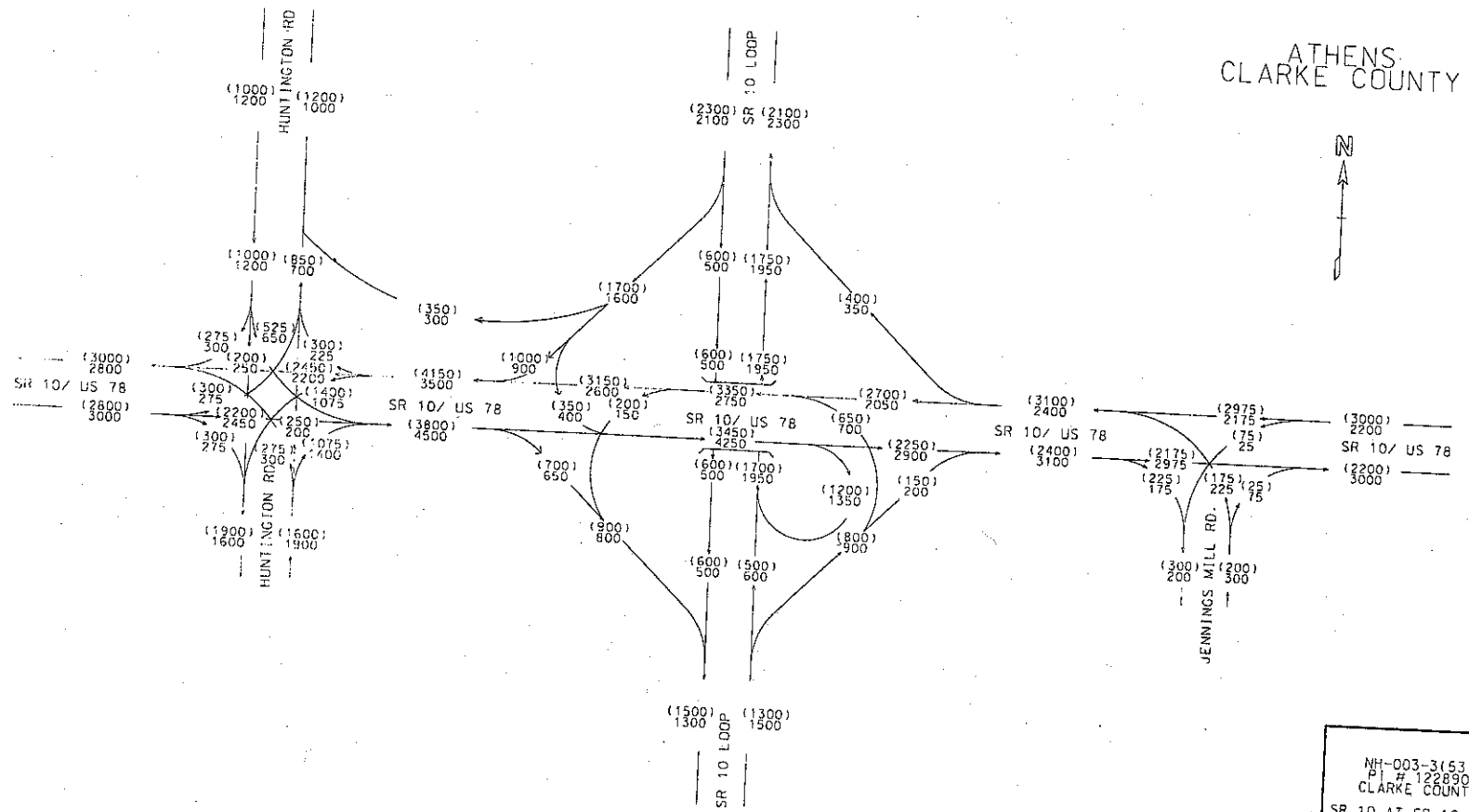
DRF
1/99

SHEET 2 OF 2

2026 PM DHV = (0000)
2026 AM DHV = 0000

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

ATHENS
CLARKE COUNTY



NH-003-3(53)
P.I. # 122890
CLARKE COUNTY
SR 10 AT SR 10 LOOP
2026 PM DHV = (000)
2026 AM DHV = 000
T = 4%

DRF
1/99