DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 122890 **OFFICE** Environment/Location

DATE December 20, 2007

GB/jem

FROM Glenn Bowman, P.E., State Environmental/Location Engineer

TO Babs Abubakari, P.E., State Consultant Design Engineer
Attention: Mike Haithcock

SUBJECT NH-003-3(53), Clarke County - SR 10 Loop/Atlanta Highway (SR 10/US 78) Interchange Improvements

Attached is a copy of the Categorical Exclusion for the above noted project. This document is being forwarded to you for your files. Please review the document, paying particular attention to the environmental commitments table.

If you have any questions, please call Amber Perkins at (404) 699-3473.

GB/AP

Attachment

cc: Howard (Phil) Copeland, w/attachment
Brian Summers, w/attachment
Leigh Priestley, w/attachment
Russell McMurry, w/attachment
Lisa Westberry, w/attachment
General Files

ENVIRONMENTAL COMMITMENTS/REQUIREMENTS

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

County : Clarke

P.I. No. : 122890

Status: CE

Date Updated : August 14, 2007

Specialist Review

404

Air/Noise

Archaeology

Ecology

History WEB

COMMITMENT/REQUIREMENT	DOCUMENT STIPULATED IN	RESPONSIBLE OFFICE (Concurrence date; if other than OEL)	PLACE ON PLANS? (Yes or No)	REQUIRES A SPECIAL PROVISION? (Yes or No)	STATUS (Pre-Construction: Complete/ Incomplete) (During Construction: ECB Signature upon completion) (Post Construction: Complete/Incomplete)
Pre-Construction Commitments					
Obtain a Cemetery Permit	CE	OEL	No	No	Complete, April 10, 2007
Place all streams/stream buffers on plans	CE	Design	Yes	No	Incomplete
Show orange fencing around the buffer for Stream 1 to ensure no encroachment into the buffer and Label it as an ESA.	CE	Design	Yes	No	Incomplete
During Construction Commitments					
Place orange fencing around the buffer for Stream 1 to ensure no encroachment into the buffer	CE	Construction	Yes	No	ECB to sign upon completion
Post Construction Commitments					
None					

ECB – Please Return Signed Green Sheet to OEL upon completion.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Categorical Exclusion

I. General Information

Project ID	NH-003-3(53)	County	Clarke
P.I. No.	122890	STIP/TIP No.	R-38
Structure ID No.	059-0020-0 & 059-0021-0	Sufficiency Rating	83.32 & 44.66
Project Name	SR 10 Loop/Atlanta Highway (SR 10/US 78) Interchange Improvements		
Project Limits	The project consists of improvements to the SR 10 Loop/Atlanta Highway (SR 10/US 78) interchange in Athens, Georgia. This project also includes widening Atlanta Highway (SR 10/US 78) in the interchange vicinity for a total project length of approximately 0.82 mile.		

II. Need and Purpose (See Attachment 1)

III. Project Description (See Concept Report, Attachment 3)

Existing: SR 10 Loop is a four lane facility with a 40' depressed median. Existing right of way (ROW) on SR 10 Loop is 250' to 350'. Atlanta Highway consists of 4 to 6 lanes, urban shoulders and a variable width raised and depressed medians. The medians range from 8' to 40' wide. Existing ROW on Atlanta Highway is 100' to 200'. Huntington Road is a 2 to 4 lane urban roadway with a raised median; existing ROW is 80'. Jennings Mill Road is a 2 lane rural roadway; existing ROW is 80'.

Proposed: The proposed project consists of the construction of a new loop ramp from Atlanta Highway westbound to SR 10 Loop southbound, realigning the existing loop ramp from Atlanta Highway eastbound to SR 10 Loop northbound. SR 10 Loop will remain four lanes with a 40' depressed median. Improvements to SR 10 Loop include adding a deceleration/storage lane to the southbound exit ramp, adding a southbound entrance loop ramp with an acceleration lane on SR 10 Loop, realigning the northbound loop ramp and the acceleration lane on SR 10 Loop, and realigning the SR 10 Loop northbound and southbound exit ramps. Realigning the SR 10 Loop exit ramps and loop entrance ramps requires approximately 100 feet of additional ROW. No other additional ROW would be required along SR 10 Loop.

In addition, the project includes improvements to Atlanta Highway by adding four lanes, lengthening several turn lanes, improving the Huntington Road/Atlanta Highway intersection, and relocating the Jennings Mill Road/Atlanta Highway intersection approximately 300 feet east of its current location.

Atlanta Highway would be widened to a 7 to 8 lane urban facility with 4 foot bike lanes; an 8 foot to 40 foot raised median, 5 foot sidewalks, and left turn lanes added or modified at various locations. This requires up to approximately 75 feet of additional ROW to the north and south. Huntington Road would be widened to

add left and right turn lanes in both directions and 5 foot sidewalks. This requires approximately 45 feet of additional ROW to the east and west.

Jennings Mill Road/Atlanta Highway intersection would be relocated approximately 300 feet east of its current location. Relocated Jennings Mill Road would consist of 2 lanes with curb and gutter and 5 foot sidewalks. The proposed ROW for Relocated Jennings Mill Road is approximately 80 to 160 feet.

Huntington Court is a short neighborhood street giving access to five residential homes and an undeveloped property just east of Huntington Road. Huntington Court intersects Huntington Road at its north end with an unsafe substandard 25 degree skew angle. This intersection with Huntington Road also is within close proximity to a commercial driveway and within close proximity to another neighborhood street intersection, Caviler Road. Access to Huntington Court is also provided at Biscay Drive. This street intersects both Huntington Court and Huntington Road at 90 degrees and is directly across from the GA Square Mall Access Drive. It is proposed to close and cul-de-sac the north end of Huntington Court to improve safety and access on Huntington Road by eliminating an unsafe severely skewed redundant intersection. Access to Huntington Court will be provided via Biscay Drive. No improvements are proposed or necessary on the south end of Huntington Court.

For safety reasons the access driveway at Logan's Restaurant is proposed to be closed. Access to this property would be provided at the Relocated Jennings Mill Road signalized intersection through the Athens Bypass LLC Property. The median opening with left turn lanes at the Publix Shopping Center and the Academy Sporting Goods Shopping Center along Atlanta Highway is proposed to be closed. The access Driveways at these locations will be changed to right in right out. The access driveway at Diversified Development located along the slip ramp at the SR 10 Loop southbound exit ramp is proposed to be closed. Also, the exit only driveway at BDW Investments along Atlanta Hwy is proposed to be closed. Access is currently provided and will be provided from Arrow Head Road.

IV. Class of Action – Categorical Exclusion

A. Actions Requiring Concurrences	Yes	No
Section 4(f) Evaluation	☐	☒
Section 106/Assessment of Effects Required	☐	☒
Endangered Species/Section 7 Consultation	☐	☒
USFWS Coordination for Longitudinal Stream Encroachments	☐	☒

B. Public Involvement
A public hearing open house is not required. A public information open house was held on November 28, 2006. Approval of this Categorical Exclusion constitutes acceptance of the location and design concepts for this project.

V. Effects Evaluation

The effects evaluation form categories are defined as follows:

1. Involvement: A resource is affected by the proposed project (e.g. wetland impact, stream impact, etc.).
2. No Involvement: A resource is within the Area of Potential Effect, but the project would not affect the resource (e.g. historic resources along corridor but no affect to them).
3. None: The resource does not exist within the Area of Potential Effect.

***A.* Social Environment**	Involvement	No Involvement	None	See Attachment
1. Land Use Changes	☒	☐	☐	1
2. Community Cohesion	☐	☐	☒	
3. Relocation Potential	☒	☐	☐	1
4. Churches and Institutions	☐	☐	☒	
5. Parks/Recreation Areas/Wildlife Refuges	☒	☐	☐	1, 2
6. Title VI/E.O 12898	☐	☐	☒	
7. Public Controversy Potential	☐	☐	☒	1
8. Public Involvement	☒	☐	☐	1, 6
9. Economic	☐	☐	☒	
10. Other	☐	☐	☒	

***B.* Cultural Environment**	Involvement	No Involvement	None	See Attachment
1. Historic Sites	☐	☐	☒	1, 2
2. Archaeological Sites	☐	☐	☒	1, 2
3. Section 4(f) Applicability	☐	☐	☒	

***C.* Natural Environment**	Involvement	No Involvement	None	See Attachment
1. Water Quality/303(d) List	☐	☒	☐	1, 4
2. Wetlands/Open Waters	☐	☐	☒	1, 4
3. Streams	☐	☒	☐	1, 4
4. Wild or Scenic Rivers	☐	☐	☒	
5. Essential Fisheries Habitat	☐	☐	☒	
6. Floodplains	☐	☐	☒	
7. Farmlands	☐	☐	☒	
8. Endangered/Threatened Species	☒	☐	☐	1, 4
9. Invasive Species	☒	☐	☐	1, 4
10. Migratory Birds	☒	☐	☐	1, 4
11. Other	☐	☐	☒	

***D.* Physical Environment**	Involvement	No Involvement	None	See Attachment
1. Noise	☐	☐	☒	
2. Air	☒	☐	☐	1, 5
3. Energy/Mineral Resources	☐	☐	☒	
4. Construction/Utilities	☒	☐	☐	1
5. UST's	☒	☐	☐	1
6. Hazardous Waste Sites	☐	☐	☒	

E. **Permits/Variances/ Commitments Required**	Yes	No	See Attachment
1. U.S. Coast Guard Permit	☐	☒	
2. Forest Service/Corps Land	☐	☒	
3. Section 404	☒	☐	1
4. Tennessee Valley Authority	☐	☒	
5. Stream Buffer Variance	☐	☒	
6. Coastal Zone Management Coordination	☐	☒	
7. Other Commitments	☐	☒	Green Sheet

Prepared By:

Amber Perkins — 11-7-2007

GDOT Project Planner — Date

Concurred By:

Glenn Bowman — 11/7/07

Glenn S. Bowman, P.E. — Date
State Environmental /Location Engineer

Approved By:

Michelle Lindberg — 12-13-07

Rodney N. Barry, P.E. — Date
Division Administrator
Federal Highway Administration

Attachments appear in the following order:

1. Effects Evaluation
2. Correspondence
3. Concept Report
4. Ecology Report
5. Air
6. Public Involvement

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

Project NH-003-3(53)

Clarke County

PI No. 122890

CATEGORICAL EXCLUSION

ATTACHMENT 1

EFFECTS EVALUATION

CATEGORICAL EXCLUSION ATTACHMENT

PROJECT NH-003-3(53)

CLARKE COUNTY

PI No. 122890

II. NEED AND PURPOSE

The proposed project was identified by and is a component of the Madison-Athens-Clarke County-Oconee Regional Transportation Study (MACORTS) 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), which provides access to the Georgia Square Mall located west of the interchange. It also serves a wide variety of other shopping, eating, and employment opportunities in the immediate vicinity. The primary need of the project is mobility; however, a secondary need of safety would also be addressed by the proposed project.

Roadways are rated for operational effectiveness using a level-of-service (LOS). LOS is a standard means of classifying traffic conditions associated with various traffic volume levels and traffic flow conditions. There are six levels of service at which a roadway can operate, represented by the letters "A" through "F". Each level is defined by a maximum value for the ratio of traffic volume (V) to facility capacity (C). A LOS of A is when volume is well below capacity and traffic is flowing freely. LOS of "B" is when traffic flow is steady but the presence of other vehicles begins to be noticeable. A LOS of "C" allows for steady traffic flow, but speeds and maneuverability are more closely controlled by the higher volumes. LOS of "D" is approaching an unsteady flow in which speed and maneuverability are severely restricted. LOS of "E" is when traffic flow is reduced to a slow but relatively uniform speed,

and traffic volume is equal to or nearly equal to capacity and maneuverability is extremely difficult. The lowest LOS of "F" is when the volume greatly exceeds the capacity and lengthy delays occur.

The build year (2011) average daily traffic (ADT) is 56,150 along Atlanta Highway. The projected ADT for design year (2031) is 78,250. This is an increase of 22,100 vehicles per day, a 28 percent increase in traffic volume. SR 10 Loop would see an increase to 50,500 VPD by 2031, from 2011 projected counts of 36,000 VPD. The current LOS, no build LOS, and Build Loss is shown in the below table for each intersection.

Weekday Peak Hour Levels of Service

Intersection	No-Build 2011		No-Build 2031		Build 2011		Build 2031	
	AM	PM	AM	PM	AM	PM	AM	PM
Huntington Road at Atlanta Highway	B	D	C	F	E	C	D	C
Southbound Loop Ramps at Atlanta Highway	B	D	D	F	A	B	A	B
Northbound Loop Ramps at Atlanta Highway	A	C	D	F	A	A	A	A
Jennings Mill Road at Atlanta Highway	F/B*	F/E*	F*	F*	A	B	A	B

*Northbound/westbound left-turn movements for Stop sign control

Significant accident issues also exist at this interchange. In 2003, 2004, and 2005 there were 103, 63, and 67 accidents respectively. While there have been no fatalities there have been many injuries. In 2003, 2004, and 2005 there were 28, 27, and 20 injuries respectively. Below the accident

Rates per 100 Million Vehicle Miles table shows that accident rates and injury rates at SR 10 Loop and Atlanta Highway were higher than the statewide averages for similar roadways in Georgia.

Accident Rates per 100 Million Vehicle Miles

Year	SR 10/ Atlanta Highway Accident Rate	SR 10/ Atlanta Highway Injury Rate	SR 10/ Atlanta Highway Fatality Rate	Statewide Accident Rate	Statewide Injury Rate	Statewide Fatality Rate
2003	1,648	448	0.00	613	243	1.27
2004	921	395	0.00	637	247	1.31
2005	987	295	0.00	727	278	1.87

The SR 10 & US 78 (Eastbound) over SR 10 Loop (structure ID 059-0020-0) has a sufficiency rating of 83.32. This bridge should be replaced because:

1. There is shear cracking in the three intermediate bents. These bents were repaired previously and must now be replaced.

2. The deck has cracking and deterioration throughout the structure. The metal stay in place forms under the widening section have severe rust, indicating problems within the deck near these rusted areas.

3. The edge beams are shallow and need to be replaced thought the structure.

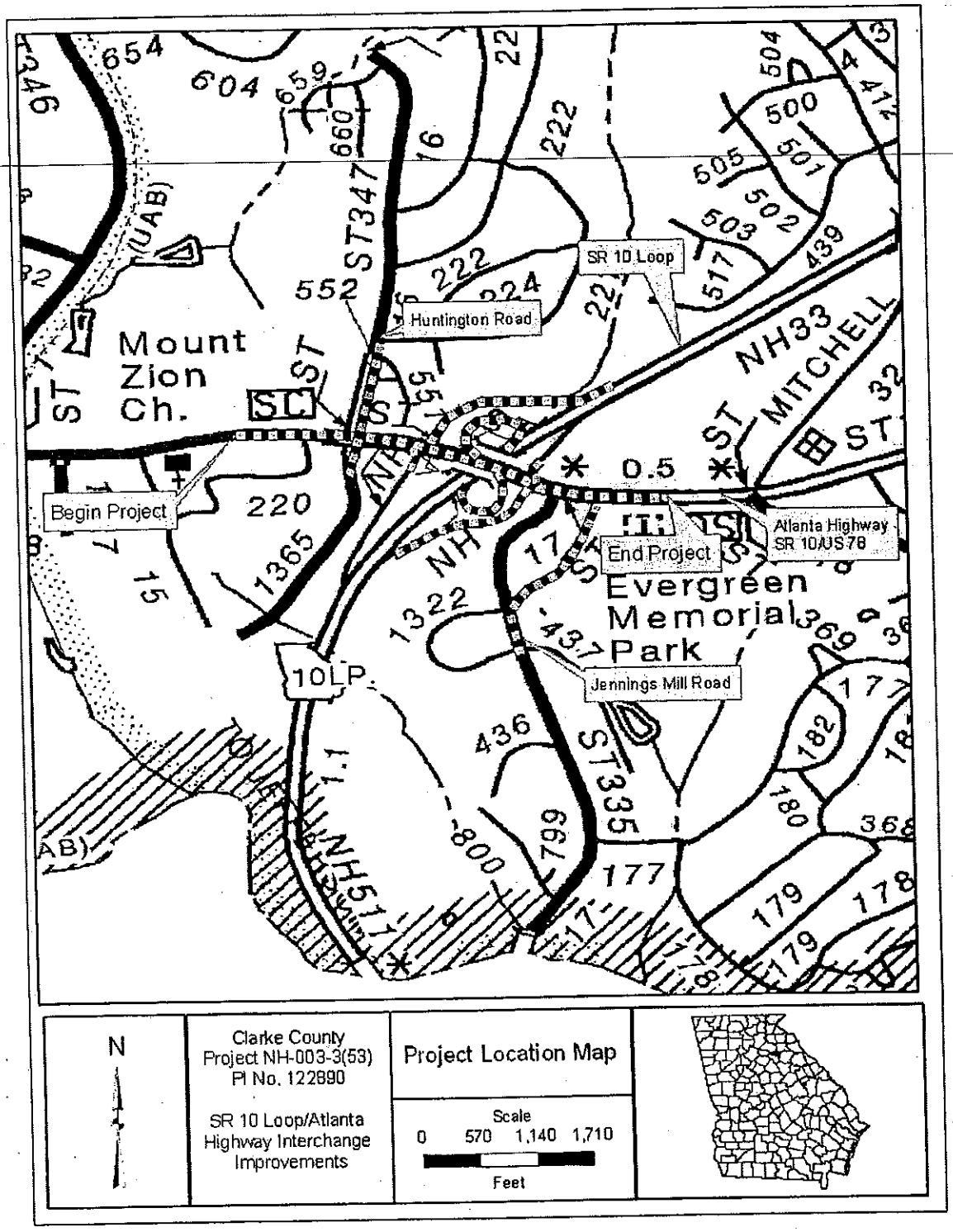
The SR 10 & US 78 (Westbound) over SR 10 Loop (structure ID 059-0021-0) has a sufficiency rating of 44.66. This bridge should be replaced because:

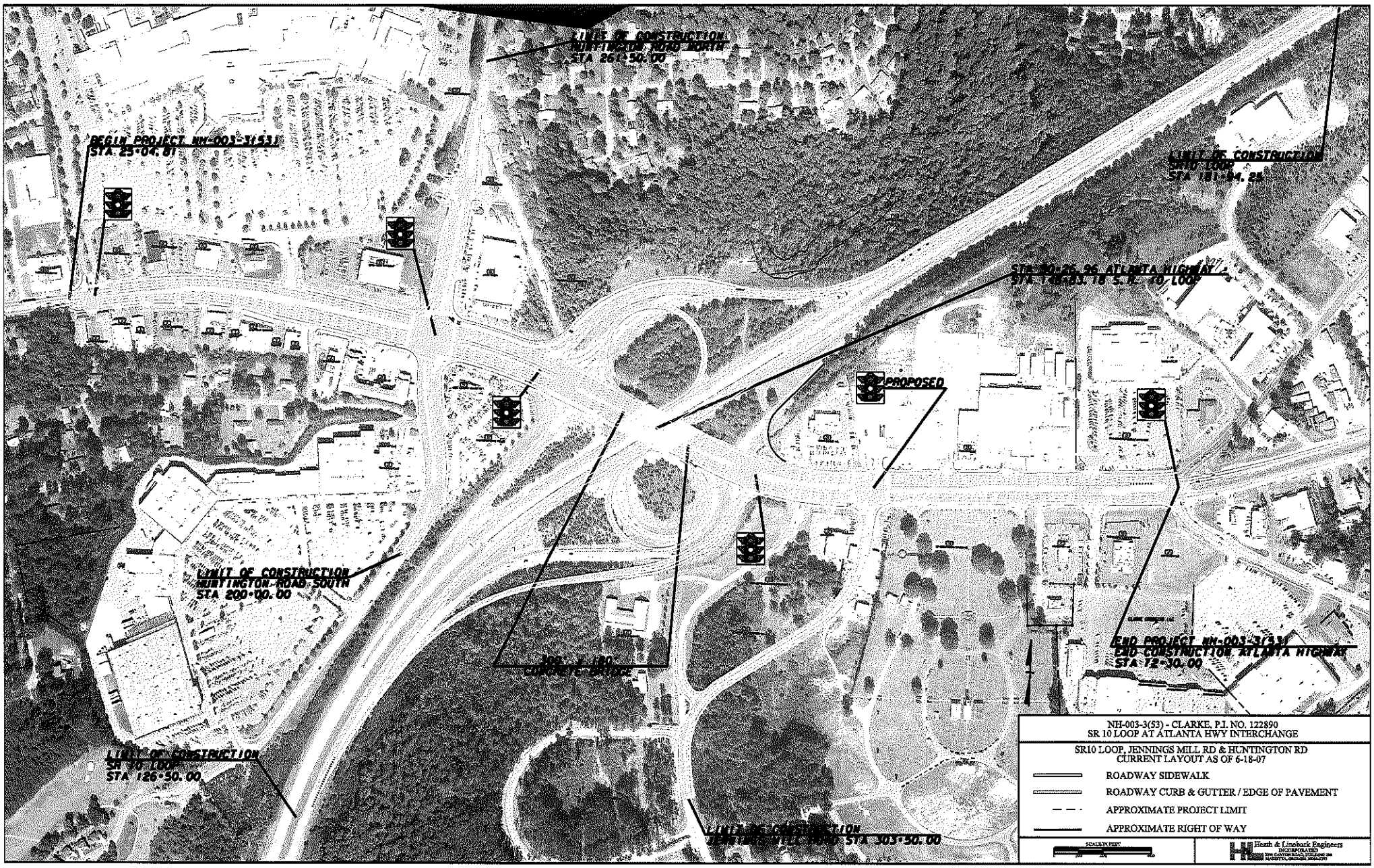
1. There is shear cracking in the three intermediate bents. There bents were repaired previously and must now be replaced.

2. The deck has cracking and deterioration throughout the structure and should be replaced.

3. The edge beams are shallow and need to be replaced thought the structure.

The new loop ramps and additional lanes provided by this project would 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. The relocated Jennings Mill Road provided by this project would improve traffic safety and will facilitate the flow of traffic to and from Jennings Mill Road and a large shopping center to Atlanta Highway by adding a traffic signal and increasing the distance between the intersection of the northbound exit ramp and the Jennings Mill Road along Atlanta Highway.


Mount Zion Ch.
Huntington Road
SR 10 Loop
Begin Project
End Project
Atlanta Highway
SR 10/US 78
Evergreen Memorial Park
Jennings Mill Road
10LP
NH33
MITCHELL
ST347
ST335
NH517
0.5
N
Clarke County
Project NH-003-3(53)
PI No. 122890
SR 10 Loop/Atlanta Highway Interchange Improvements
Project Location Map
Scale
0 570 1,140 1,710
Feet



NH-003-3(53) - CLARKE, P.I. NO. 122890
SR 10 LOOP AT ATLANTA HWY INTERCHANGE

SR10 LOOP, JENNINGS MILL RD & HUNTINGTON RD
CURRENT LAYOUT AS OF 6-18-07

ROADWAY SIDEWALK

ROADWAY CURB & GUTTER / EDGE OF PAVEMENT

APPROXIMATE PROJECT LIMIT

APPROXIMATE RIGHT OF WAY

SCALE IN FEET

Heath & Lineback Engineers
INCORPORATED

V. EFFECTS EVALUATION

A. Social Environment

1. Land Use Changes

The proposed additional right of way for this project would vary in locations up to approximately 160 feet. Currently land use in this area includes mixed pine/hardwood stands and commercial lots. Approximately 75% of the habitat along the proposed project corridor is commercial, consisting mainly of parking lots and curbside landscaping. Another 25% is mixed pine/hardwood stands. Land use is not expected to change as a result of the project. Right of way needed for the proposed project would change from the current use to transportation use.

3. Relocation Potential

The property at the intersection of Relocated Jennings Mill Road and Atlanta Highway, formally Cycleworld, was acquired in an advanced acquisition. An advanced acquisition document was completed in May of 2003. No other relocations are currently required for the proposed improvements on this project.

5. Parks/Recreation Areas/Wildlife

Evergreen Memorial Park is a large cemetery located at 3655 Atlanta Highway, Athens, GA 30606. Deed research indicates that the property lines abut the SR 10/US 78 and Jennings Mill Road existing right of way. Additional required right of way acquisition would be utilized from within the boundary of the cemetery as a result of the realignment of Jennings Mill Road. Currently no graves would be impacted by the current design.

In accordance with OCGA 36-72-1 to 32-72-16 of the Abandoned Cemetery and Burial Grounds Act, any acquisition or character change of property from a cemetery requires application for a permit. In order to receive this permit, it is required that comments be solicited from all descendents of those buried at the cemetery. This is accomplished through genealogical research and newspaper advertisement. An ad soliciting decedents for comments was placed in the local paper and ran two weeks before an April 10, 2007 court date to obtain a cemetery permit from the Clarke County Superior Court. The Permit was granted on April 10, 2007 (see appendix 2).

8. Public Involvement

A Public Information Open House (PIOH) was held on November 28, 2006 at the Timothy Elementary School from 5:30pm to 8:00pm. Sixty Eight people attended the meeting. Twenty four comments were given in the form of verbal comments, turned in at the PHOH, mailed, and/or e-mailed during the comment period. Of those 13 people supported the project, 9 conditionally supported the project, 1 was uncommitted, and 1 was opposed to the project. Response letters were sent out on April 13, 2007. (See Attachment 6)

Summarized comments received at the meeting followed by summarized Department responses consist of:

Concern about pedestrian facilities: Pedestrian crosswalks and light signals will be installed at every signalized intersection along the project, including the Jennings Mill Road and Atlanta Highway intersection.

Allow for continued shared through/right turn lane configuration between Huntington Road eastbound to the Inner Loop entrance ramp: A right turn lane from Huntington Road northbound to

Atlanta Highway eastbound will be provided in this project. Right turn lanes will also be provided along Atlanta Highway for the southbound and northbound SR 10 Loop entrance ramps.

Do not close existing median openings in front of Publix/you may want to close the median opening in front of Publix: This will require additional studies during preliminary design to determine the best solution for access to these shopping centers

Area too congested: Part of the need and purpose of the project is to reduce congestion at the interchange.

Concerned about access to Georgia Square Mall: Safety issues and concerns with this area will be studies further in preliminary design to determine the best solution for access into the Georgia Square Mall from the southbound SR 10 Loop exit ramp.

Concerned about merging Westbound traffic from Southbound SR 10 loop and a shorter merge lane / All traffic southbound SR 10 loop should stop at the Atlanta Highway traffic light on red: The dedicated slip lane will not be eliminated from the southbound exit ramp to Huntington Road because there is not enough room for the acceleration lane off of SR 10 Loop and a separate deceleration lane onto Huntington Road. Other traffic on the southbound exit ramp will be stopped at the signal with red before turning west on Atlanta Highway.

Coordinate traffic lights: traffic signals within the project area would be designed and timed to minimize congestion and traffic delays.

A sound barrier should be considered near Holiday Estates subdivision: A noise study will evaluate the need and feasibility of sound barriers along the project corridor.

Concerned about blind spot exiting Cavalier Road south onto Huntington Road: The vertical curve will be improved and should eliminate blind spots in the area.

Traffic light is needed at Jennings Mill: A traffic light will be installed at the relocated intersection as a part of the project.

Concerned about cul-se-sac for Huntington Court: Providing a cul-de-sac at the north end of Huntington Court eliminates the redundant, substandard, skewed intersection with Huntington Road that is within close proximity to the Caviler Road intersection. The cul-de-sac and median also reduces conflicting turning movements and improves safety on Huntington Road.

Delete the curb cut from Loop 10 south: The area within the slip ramp will have full access control and will have limited access right of way. All driveways will be eliminated between the southbound S R10 Loop exit ramp and Huntington Road.

Consider 6 lanes instead of 8: The traffic study completed for the project warrants eight lanes along Atlanta Highway These studies consider a working roadway 20 years into the future.

9. Economic

The amount of additional right-of-way needed to implement the proposed project would be minimal and would not result in significant effects on the tax bases for Clarke County or the City of Athens. Sales volumes for some area businesses may temporarily drop during the actual construction of the project; however, following construction, area businesses should benefit from the expected improvement in access. Newly planned developments would be provided with appropriate access.

B. Cultural Environment

Introduction

In compliance with Section 106 of the National Historic Preservation Act of 1966 and amendments thereto, the proposed project has been surveyed for archaeological and historic resources, especially those on or eligible for inclusion in the National Register of Historic Places (NRHP). The purpose of the survey was to locate, identify and evaluate the significance of any historic and archaeological resources within the project corridor. The survey boundary and methodology were established using the GDOT/Federal Highway Administration (FHWA) Cultural Resource Survey Guidelines. These guidelines were established as a result of past interaction with the State Historic Preservation Officer (SHPO) and his staff and were agreed upon by FHWA and the SHPO.

The Department of Natural Resource's Clarke County survey for historic resources was consulted in preliminary identification of historic resources. Lists of current and pending NRHP properties were checked and aerial photographs along the length of the proposed project were consulted. A field survey for potentially eligible historic resources was also conducted along the project corridor. In addition, the Northeast Georgia Regional Development Center, the Clarke County Historic Preservation Commission, etc. were contacted for their assistance in identifying known historic resources.

As a result of these efforts, no historic property and no archeological sites considered eligible NRHP resources were identified within the proposed project's area of potential effect (APE).

2. Archaeological Sites

No existing or eligible National Register resources were located within the project's area of potential effect. A cemetery exists within the required right of way for this project. See section V. 5 Parks/Recreation Areas/Wildlife.

C. NATURAL ENVIRONMENT

1. Water Quality/303(d) List

No significant impacts to the water quality in the project area are expected to occur as a result of the proposed project.

Provisions in the construction contract would require the contractor to exercise every reasonable precaution during construction to prevent the pollution of streams in the project vicinity. Where possible, early re-vegetation of disturbed areas would be accomplished so as to hold soil movement to a minimum. Dumping of chemicals, fuels, lubricants, bitumen, raw sewage, or other harmful wastes into or alongside of streams or impoundments, or natural or manmade channels leading thereto, would be prohibited.

Additional contract provisions would require the use of temporary erosion control measures as shown on the construction plans or as deemed necessary during construction. These temporary measures may include the use of berms, dikes, dams, sediment basins, fiber mats, netting, gravel, mulches, grasses, slope drains, and other erosion control devices or methods, as applicable. These provisions are coordinated with the permanent erosion control features insofar as practical to assure economical, effective, and continuous erosion control throughout the construction and post-construction periods and are in accordance with the 23 CFR, Part 650, Subpart B.

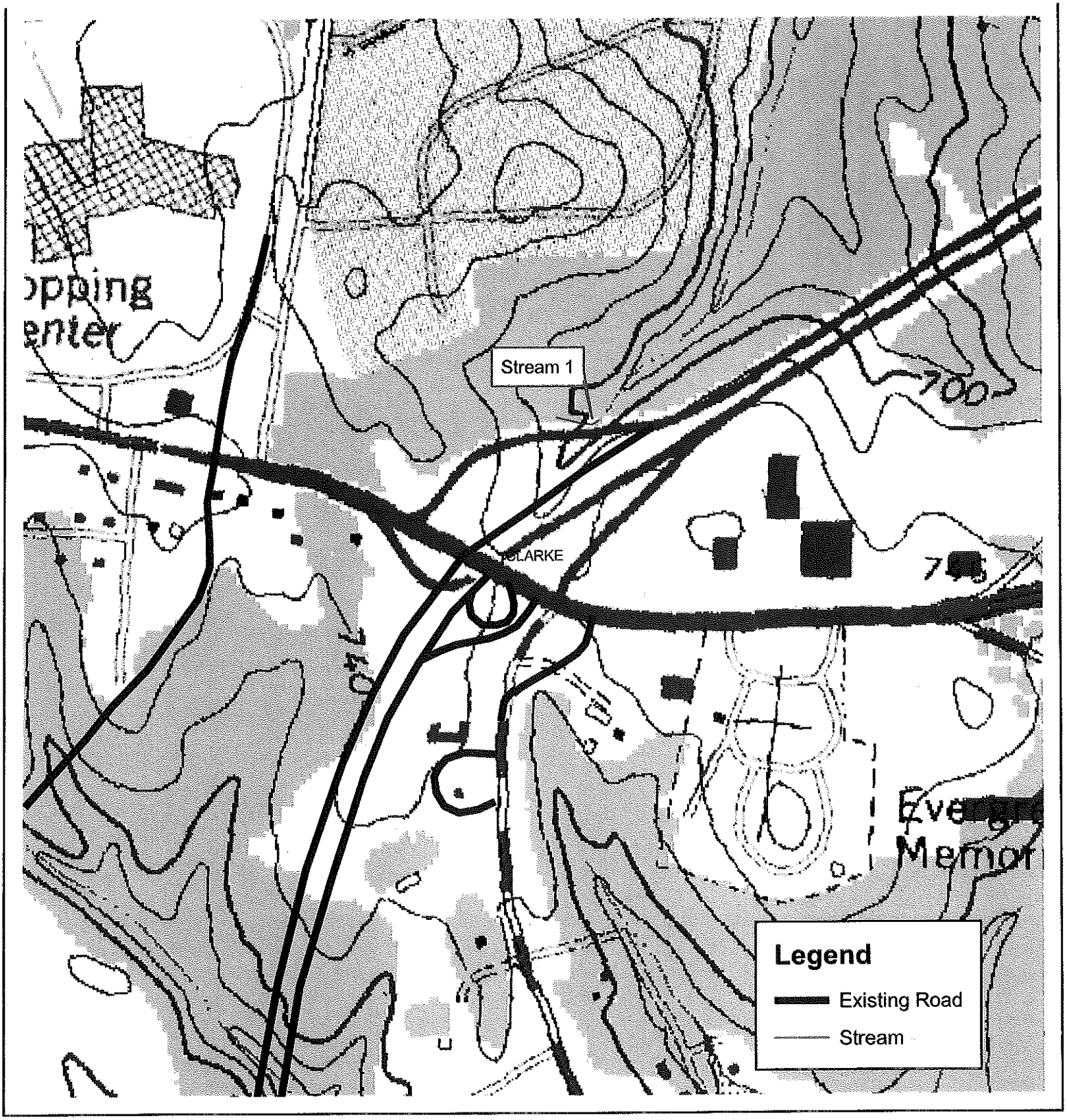
3. Streams

Stream 1 ia a perennial stream that is located outside the project are. The channel width is approxiamtely 2 to 3 feet. The bank height measures approximately 6 to 12 inches. The water depth is 6 to 8 inches. The water was flowing slowly over a silt and sand substrate during the March, 2007 field visit. The dominant vegetation includes sweetgum, loblolly pine, greenbrier, blackberry, Chinese privet,

and Japanese honeysuckle. The steram buffer extends into the right of way of the proposed project. Measeures will be taken to maintain the buffer for this stream, by labeling the area as an Environmentaly Sensitive Ara (ESA) on the plans, and by placing orange fencing up in this area during construction so that no encrochment on the buffer occurs.

SURVEY RESULTS AND EFFECTS

No wetland or stream impacts would occur due to this project.



Source: USGS 7.5 Min Topographic Map.

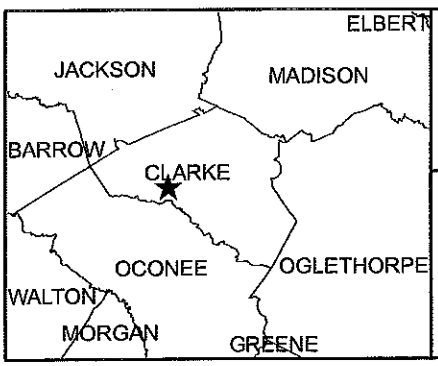


Figure 2. Stream location map.

0.1 0.05 0 0.1 Miles

NH-003-3(53)
Clarke County
PI # 122890

N

Measures During Construction

Impacts to streams would be minimized by standard construction erosion and hydrological control devices. These measures include:

1) Preservation of roadside vegetation beyond limits of construction where possible;

2) Early re-vegetation of disturbed areas so as to hold soil movement to a minimum;

3) The use of oversize drains, detention/retention structures, surface, subsurface and cross drains, designed as appropriate or needed so that discharge would occur in locations and in such a manner that surface and subsurface water quality would not be affected (the outlets may require aprons, bank protection, silt basins and energy dissipaters);

4) Inclusion of construction features for the control of predicted erosion and water pollution in the plans, specifications and contract pay items [Georgia Standard Specifications - 2001 Section 160 through 171 and 700 through 715 identify the pollution control measures which may be used];

5) The dumping of chemicals, fuels, lubricants, bitumen, raw sewage, or other harmful waste into or alongside of streams or impounds, or into natural or manmade channels leading thereto, would be prohibited.

6) Compliance with terms of the National Pollutant Discharge Elimination System (NPDES) permit for construction activities to include preparation and submittal of project Notice of Intent (NOI) and Notice of Termination (NOT). The NPDES permit also requires preparation and implementation of Erosion, Sedimentation, and Pollution

Control Plan and a Comprehensive Monitoring Program. Best management practices outlined in the Erosion, Sedimentation, and Pollution Control Plan must be consistent with, and no less stringent than, practices set forth in the Manual for Erosion and Sedimentation Control in Georgia.

8. Threatened/Endangered Species

The GDOT has reviewed the U.S. Fish and Wildlife Service monthly update of Threatened and Endangered Species and Habitat Listing for Clark County. The monthly update identifies the following species as having ranges that include the project corridor:

Common Name	Scientific Name	Federal Status	Habitat	Habitat Available	Species Impact Expected
Gray bat	*Myotis grisescens*	E	Winter: deep vertical caves Summer: caves along rivers	No	No effect
Georgia aster	*Aster georgianus*	C	dry oak-pine flatwoods and uplands in the piedmont of North Carolina, South Carolina, Georgia, and Alabama	Yes	No effect

Federal Status : T = Threatened; E = Endangered C = Candidate

Critical habitat for the listed species is not found in Georgia. The project area was surveyed for each of the listed species. The survey findings are reported below.

Gray Bat

The gray bat is federally listed as endangered. They are distinguished from other bats by their uniformly colored black. Gray bats have dark gray fur that often bleaches to chestnut brown or russet. They most often live in caves year round. In the winter, the bats hibernate in deep, vertical caves. In the summer, they roost in caves along rivers. The caves are in limestone karst areas of the southeastern United States. Live young are born singly in late May or early June.

The closest gray bats are in Greene County, approximately 25 miles to the southeast. The habitat along the proposed project corridor is unsuitable for gray bat nesting and forging due to the lack of any caves or waterways. The proposed project would have no effect on gray bats.

Georgia Aster

The Georgia aster if federally listed as a candidate species. It is a perennial herb, which blooms in the fall (October to mid-November). The Georgia aster has a flower head that measures 2 inches across, with dark purple rays and lanceolate to oblanceolate, scabrous, clasping leaves. Plants are usually colonial and steams, which are scabrous, grow singly or in pairs. The best time to survey for this plant is in October though mid-November during its flowering period.

The habitat consists of dry oak-pine flatwoods and uplands in the piedmont of North Carolina, South Carolina, Georgia, and Alabama. Most population are found adjacent to roads where current land management mimics natural disturbance regimes.

The proposed project area was surveyed for Georgia aster on October 29, 2006. The area contains habitat, however, no individuals were found during the survey. This project would have no effect on Georgia aster.

Bald and Golden Eagle Protection Act

The bald eagle was "delisted" on August 8, 2007. Though this species is no longer protected under the Endangered Species Act (ESA), it remains protected under the Bald and Golden Eagle Protection Act (among others).

There is no bald eagle nest located within one mile of the project corridor. The nearest bald eagle nest sites are in Greene County, approximately 25 miles to the southeast. The proposed project would not result in "take", as defined under the Bald and Golden Eagle Protection Act. Therefore, the proposed project would have "no effect" on the bald eagle.

9. Invasive Species

In accordance with Executive Order 13112, a survey for populations of invasive species that may be spread during construction was conducted for this project. The invasive species for which the survey was conducted are those, which have been, identified by the Department as having the highest priority due to environmental and economic impacts. Both the selected species and the management practices will be re-evaluated and revised as more information is obtained.

The invasive species identified include Japanese honeysuckle, Kudzu, Chinese privet, and mimosa.

During the construction process, the Department will take measures to prevent or minimize the spread of these species as appropriate for the time of the year. These measures will include removal and disposal of vegetative parts in the soil that may reproduce by root raking, burning on site any such parts and aboveground parts that bear fruit, controlling or eradicating infestations prior to construction, and cleaning of vehicles and other equipment prior to leaving the infested site. The measures used will be

appropriate for the particular species and conditions that exist on the project, as described in Georgia Standard Specifications Section 201, Clearing and Grubbing of Right of Way.

10. Migratory Birds

As directed under Executive Order 13186, in furtherance of the Migratory Bird Treaty Act (16 U.S.C. 703-711), actions must be taken to avoid or minimize impacts to migratory bird resources and to prevent or abate the detrimental alteration of the environment for the benefit of migratory birds, as practicable.

The Georgia Department of Transportation (GDOT) had adopted the threshold of 100acres of contiguous forested habitat as the minimum value when classifying areas as significant or important sights capable of supporting sensitive migratory bird populations. The 100 acres is considered a sufficient size to allow the sensitive species to avoid predation and nest parasitism from aggressive edge species. In addition, on projects with bridges or culverts that may be reconstructed or demolished, GDOT has begun surveying for birds such as the barn swallow (*Hirundo rustica*) and the cliff swallow (*H. pyrrhonota*).

The amount of trees impacted by the proposed project will not significantly decrease the amount of possible migratory songbird habitat or have an impact on species that require large tracks of undisturbed forest to nest. The proposed project would have a negligible adverse impact on migratory bird populations.

D. PHYSICAL ENVIRONMENT

2. Air

Ozone

This project is in an area where the State Implementation Plan does not contain any transportation control measures. Therefore, the conformity procedures of the Final Conformity Guidance do not apply to this project.

Particulate Matter2.5 (PM2.5)

This project is located outside of the Particulate Matter2.5 (PM2.5) non-attainment area; therefore, a PM2.5 analysis is not required.

Carbon Monoxide (CO)

The project was evaluated for the potential to result in increased CO concentrations in the project area. Based on project type it has been determined that this project would not increase traffic congestion or increased idle emissions and CO concentrations. Therefore, the project is consistent with State and Federal air quality goals for CO.

Mobile Source Air Toxics (MSATs)

In addition to the criteria air pollutants that must meet the NAAQS, EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners) and stationary sources (e.g., factories or refineries).

Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The EPA is the lead Federal Agency for administering the Clean Air Act and has certain responsibilities regarding the health effects of MSATs. The EPA issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources. 66 FR 17229 (March 29, 2001). This rule was issued under the authority of Section 202 of the Clean Air Act. In its rule, EPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline (RFG) program, its national low emission vehicle (NLEV) standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements. Between 2000 and 2020, FHWA projects that even with a 64 percent increase in vehicle miles traveled (VMT), these programs will reduce on-highway emissions of benzene, formaldehyde, 1,3-butadiene, and acetaldehyde by 57 percent to 65 percent, and will reduce on-highway diesel PM emissions by 87 percent (Please see Attachment 5: Air Assessment).

Conclusion

All phases of construction operations would temporarily contribute to air pollution. Particulates would increase slightly in the corridor as dust from construction collects in the air surrounding the project. The construction equipment would also produce slight amounts of exhaust emissions. The rules and regulations for air quality control outlined in chapter 391-3-1, rules of Georgia Department of Natural Resources' Environmental Protection Division, would be followed during the construction of the

project. These include covering earth-moving trucks to keep dust levels down, watering haul roads, and refraining from open burning, except as may be permitted by local regulations. Although there is no practical way to reduce emissions from construction vehicles or other machinery, these impacts should be slight and have short duration.

The EPA has listed a number of approved diesel retrofit technologies; many of these can be deployed as emissions mitigation measures for equipment used in construction. This listing can be found at www.epa.gov/otaq/retrofit/retroverifiedlist.htm.

4. Construction/Utilities

Construction of the proposed project would create unavoidable inconveniences to motorists, but construction activities would be conducted in a manner that would maintain access and minimize conflict with traffic. The safety and convenience of the general public and residents of the area would be provided for at all times.

Any necessary relocation of utilities i.e., water, sewer, telephone, etc. would be accomplished with no long term interruption of services. All other required construction functions would be accomplished in a timely and orderly fashion to keep disruptions minimal and to avoid compromising safety.

5. UST's

A survey for sites which may contain hazardous materials, including soil and/or water contaminated by leaking underground storage tanks, is being conducted for this project. Five sites which may contain underground storage tanks (UST's) exist along the project corridor. Subsurface testing will be conducted to determine if any contaminants are leaking into the soil. If contaminants are found, avoidance alternates may be considered, or applicable laws and regulations concerning the removal of

toxic or hazardous material will be followed and the removal coordinated with the Environmental Protection Division. Implementation of the proposed project will not preclude any necessary site remediation to be performed by others.

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

Project NH-003-3(53)

Clarke County

PI No. 122890

CATEGORICAL EXCLUSION

ATTACHMENT 2

CORRESPONDENCE

IN THE SUPERIOR COURT FOR THE COUNTY OF ATHENS-CLARKE

STATE OF GEORGIA

IN RE: Evergreen Memorial Park Perpetual Care Cemetery
~~Athens-Clarke County, Georgia~~

DOCKET INITIALS

CASE NO. SU07CV0671

APPLICATION FOR PERMIT TO CHANGE LAND USE UNDER TITLE 36-72 O.C.G.A.

ORDER

The above matter having come before this Court for a public hearing as previously ordered by the Court pursuant to O.C.G.A. § 36-72-6 and it appearing that all interested parties have been properly notified and the matter published as required by law in the legal organ of this county and thereby being no objections made to the granting of said application the same is hereby granted and the Department of Transportation is hereby authorized to change the land use as said out in said Application as part of Project NH-003-3 (53) Clarke County, Georgia, as shown on a map and drawings on file in the Office of the Georgia Department of Transportation No.. 2 Capitol Square, Atlanta, Georgia, the same being incorporated herein by reference, which proposes to improve the intersection of SR 10Loop and Atlanta Highway.

This 10th day of April, 2007.

Lawton E. Stephens
JUDGE, SUPERIOR COURTS
WESTERN JUDICIAL CIRCUIT

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I.#122890 **OFFICE** Environment/Location

DATE September 26, 2006

FROM Sandy Lawrence

TO Files

SUBJECT GDOT Project NH-003-00(53), Clarke County; P.I.#122890; HP#001108-006

The proposed project consists of improvements to the SR 10 Loop/Atlanta Highway (SR 10/US 78) interchange in Athens, Georgia. The project also includes widening Atlanta Highway (SR 10/US 78) in the interchange vicinity for a total project length of 0.82 mile. The project was surveyed for history in March 2001. No historic resources were identified within the APE of the project. SHPO concurred with the finding of No Historic Properties Affected on March 21, 2001.

Since that time, the project has been revised. The loop ramps have been redesigned to allow a higher speed limit, and this re-design of the loops has also affected the adjacent diamond ramps. Jennings Mill Road was also further relocated to accommodate the changes to the loops. The project historian surveyed these changes on September 19, 2006 and also surveyed the project area for any resources which have turned 50 years of age since the original survey was conducted. No additional resources were identified either by virtue of age or by the change in the footprint of the project. Since there are no historic resources within the APE of the project, the original Section 106 finding is still valid and no further documentation is required.

SJL/

cc: W. Ray Luce, Deputy SHPO
Robert M. Callan, FHWA (Attn: Michele Lindberg)
Laura Rish, GDOT NEPA

RECEIVED

AUG 8 2003

OFFICE OF
HISTORIC PRESERVATION DIVISION

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 122890 OFFICE Environment/Location

DATE August 8, 2003

FROM James Pomfret, Archaeologist

TO Jennifer Fulbright, NEPA Specialist

SUBJECT Archaeological Survey of Project NH-003-3(53), Clarke County

The following is being furnished to you for inclusion as written, in the appropriate environmental document:

"In compliance with Section 106 of the National Historic Preservation Act of 1966 and amendments thereto, project NH-003-3(53), Clarke County, has been surveyed with respect to archaeological resources, especially those on or eligible for inclusion in the National Register of Historic Places (NRHP). The purpose of the survey was to locate, identify and evaluate the significance of any archaeological resources within the proposed project's area of potential environmental effect.

This proposed project would improve the SR 10 Loop/Atlanta Highway Interchange in Clarke County. The project would construct a new loop ramp from Atlanta Highway westbound to SR 10 Loop southbound. This would require the realignment of the existing ramp from SR 10 Loop to Atlanta Highway. A deceleration lane will be added to SR 10 Loop southbound for the realigned ramp, and the ramp will be widened to two lanes. 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 project would also widen Atlanta Highway in the project vicinity by four lanes and adding or lengthening several turn lanes. Additionally, this project includes improvements to the Huntington Road and Atlanta Highway intersection, as well as the relocation of the Jennings Mill intersection. Existing right-of-way on Atlanta Highway is 85-200 feet and the proposed right-of-way would be 120-200 feet. Existing right-of-way on SR 10 Loop is 200-300 feet and no proposed right-of-way would be required. Existing right-of-way on Huntington Road is 75-100 feet and the proposed right-of-way would be 100-125 feet. Existing right-of-way on Jennings Mill Road is 50-75 feet and the proposed right-of-way would be 75 feet. The total project length would be 0.8 mile.

An archaeological survey (Level II) was conducted in accordance with "GDOT/FHWA Cultural Resource Survey Guidelines" developed by the GDOT Staff Archaeologists in consultation with DNR Historic Preservation Division Staff and concurred in by the Federal Highway Administration and State Historic Preservation Officer. These guidelines provide general survey boundaries and methodological approaches to archaeological surveys based on the type/scope of work of proposed highway projects and are followed during the initial identification of archaeological resources.

No existing or eligible National Register resources were located within the project's area of potential environmental effect. It is concluded, therefore, that the project will have no effect upon archaeological resources on or eligible for inclusion in the NRHP provided that the project conforms to that described above."

CONCUR: Reviewed by DATE: 8/13/2003
Dr. W. Ray Luce, Director and Deputy SHPO

HP# HP-001108-006

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. #122890 **OFFICE** Environment/Location

DATE March 13, 2001

FROM Sandy Lawrence

TO Files

SUBJECT GDOT Project NH-003-3(53), Clarke County; P.I. #122890;
HP # 001108-006
Finding of No Historic Properties Affected.

Attached is the Finding of No Historic Properties Affected document for the subject project. This finding fulfills the Department's responsibilities under Section 106 of the National Historic Preservation Act (NHPA) of 1966 and subsequent amendments. A report which fulfills the Department's responsibilities under Section 106 for archaeological sites will be submitted separately.

SJL/

cc: Larry R. Dreihaup, P.E., FHWA, w/attachment (Attn: Katy Allen)
W. Ray Luce, Deputy SHPO, w/attachment
Northeast Georgia Regional Development Center, w/attachment

CONCUR: _____ **DATE:** 21 Mar. 01
W. Ray Luce, Deputy SHPO

cc: Lisa Westberry, GDOT Permitting, w/attachment
Julie Wilson, GDOT NEPA, w/attachment

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

Project NH-003-3(53)

Clarke County

PI No. 122890

CATEGORICAL EXCLUSION

ATTACHMENT 3

CONCEPT REPORT

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 122890-, Clarke County
NH-003-3(53)
SR 10 Loop/Atlanta Highway Interchange

OFFICE Preconstruction

DATE March 13, 2007

FROM Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Angela Alexander (file copy)
Babs Abubakar
Russell McMurry
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-003-3(53), CLARKE COUNTY
SR 10 Loop/Atlanta Highway Interchange.
P.I. No. 122890

OFFICE Atlanta
DATE February 21, 2007

FEB 2 2 2007

FROM Mohamed (Babs) Abubakari P.E., State Consultant Design Engineer

TO Genetha Rice-Singleton., Assistant Director of Preconstruction

SUBJECT **REVISED PROJECT CONCEPT REPORT**

Attached is the Revised Concept Report for your handling and approval in accordance with the Plan Development Process (PDP).

The original concept is revised to include the following:

- Updated Traffic
- A typical section that includes four foot wide bike lanes and sixteen foot wide shoulders along US 78/Atlanta Highway.
- Typical sections that include sixteen foot wide shoulders along Huntington Road and Jennings Mill Road.
- Revised project terminus on the west end of the project to begin construction at the Mall Access Road.
- Revised project terminus on the east end of the project to end construction at the intersection of Mitchell Bridge Road and Timothy Road.
- Revised to replace bridge structures in lieu of widening bridge structures.
- Revised design speeds to posted speed limits and revised the design speed on the loop entrance ramps and exit ramps
- Revised construction schedule for Jennings Mill Road.

The revised concept report as presented herein and submitted for approval is consistent with that which is included in the State Transportation Improvement Program (STIP).

DATE 3-2-07

State Transportation Planning Administrator

Distribution:

Project Review Engineer
State Environmental/Location Engineer
State Traffic Safety & Design Engineer
State Transportation Planning Administrator
State Transportation Financial Management Administrator
District 1 Engineer
State Bridge Design Engineer
Consultant Design Office

RECEIVED
FEB 2 3 2007
BY:

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

REVISED PROJECT CONCEPT REPORT

Need & Purpose: This project was identified by and is a component of the Madison-Athens-Clarke County-Oconee Regional Transportation Study (MACORTS) 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), which provides access to The Georgia Square Mall located west of the interchange. It also serves a wide variety of other shopping, eating and employment opportunities in the immediate vicinity.

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. The relocated Jennings Mill Road provided by this project will improve traffic safety and will facilitate the flow of traffic to and from Jennings Mill Road and a large shopping center to Atlanta Highway by adding a traffic signal and increasing the distance between the intersection of the northbound exit ramp and the Jennings Mill Road along Atlanta Highway.

The needs and desires of Athens-Clark County, businesses, residents and users within the project area and the Georgia Department of Transportation are very similar. The project shall provide improved capacity and mobility. An access plan is needed to ensure maintenance of access to existing property. Some elements of the proposed road system will be access controlled.

Project Location: This project is located in the city of Athens in southwest Clark County.

Description of the original approved concept: The approved concept consists of improvements to the SR 10 Loop/Atlanta Highway (SR 10/US 78) interchange in Athens, Georgia, and the widening in the interchange vicinity for a total project length of .82 mile.

SR 10 Loop is a four lane facility with a forty-foot depressed median and a 55 mph posted speed limit. Atlanta Highway (SR 10/US 78) consists of 4 to 6 lanes, urban shoulders and a variable width raised median and depressed median. The medians range from 8' to 40' wide. The posted speed limit on Atlanta Highway (SR 10/US 78) is 45 mph.

Huntington Road and Jennings Mill Road have posted speeds of 25 mph and 35 mph, respectively, with Huntington Road being 2 to 4 lanes, with urban shoulder and a variable width raised median and Jennings Mill Road being a 2 lane roadway with six foot rural shoulders.

Accident data within the limits of the project indicate a significant problem on Atlanta Highway. Continuous commercial development along Atlanta Highway corridor will increase traffic volumes to 85,000 vehicles per day (VPD) by the year 2026, from year 2006 counts of 60,800 VPD. SR 10 Loop will see an increase of nearly 15,000 VPD to 48,400 VPD by year 2026.

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

Atlanta Highway will be widened to a 7 to 8 lane urban facility, and 8' to 40' raised median, 5' sidewalks, and left turn lanes added or modified at various locations. SR 10 Loop will remain four lanes with a 40' depressed median. Improvements to SR 10 Loop include adding a deceleration / storage lane to the southbound exit ramp, adding a southbound entrance loop ramp with an acceleration lane on SR 10 Loop, realigning the northbound loop ramp and the acceleration lane on SR 10 Loop. Huntington Road will be widened to add left and right turn lanes in both directions and 5' sidewalks. Jennings Mill Road intersection with Atlanta Highway will be relocated approximately 300' east of its current location. Relocated Jennings Mill Road will consist of 2 lanes with curb and gutter and 5' sidewalks.

DESIGN SPEEDS	
Atlanta Highway	45 mph
Jennings Mill Road	40 mph
Huntington Road	35 mph
SR 10 Loop	65 mph
SR 10 Loop - Entrance Loop Ramps	25 mph
SR 10 Loop - Exit Ramps	35 mph

PDP Classification: Full Oversight ( ), Exempt (X), SF ( ), Other ( )

Functional Classification: Urban Principal Arterial

U. S. Route Number(s): 78 **State Route Number(s):** 10

Traffic (AADT) as shown in the approved concept:

Atlanta Hwy Current Year: (2006) - 60,800 Design Year: (2026) - 85,200
SR 10 Loop Current Year: (2006) - 34,600 Design Year: (2026) - 48,400

Proposed features to be revised: Typical Sections, Project Termini, Bridge Replace in lieu of Bridge widening, Design Speeds, and Construction Schedule.

Describe the revised feature(s) to be approved:

Typical Sections: The typical section for Atlanta Highway is to be revised to include 4 ft bike lanes. This was a recommendation at the initial project kickoff meeting. The typical sections are also to be revised to include 16 ft urban shoulders with 5 ft sidewalks for Jennings Mill Road, Huntington Road and Atlanta Highway. This will match the current standard GDOT typical section for urban roadways.

Project Termini: The project terminus is to be extended along Atlanta Highway to include the west quadrants of the Mitchell Bridge Road/Timothy Road intersection. This has been done so that sidewalks and the pedestrian ramps may be added and upgraded at this intersection to meet current ADA requirements and to tie into existing sidewalks on Timothy Road.

The project terminus is to be extended along Atlanta Highway to include the intersection with the

Mall Access Road. Sidewalks and pedestrian ramps will be added and upgraded at this intersection to meet current ADA requirements.

Replace Bridges in lieu of Bridge Widenings: Recommendation of the State Maintenance Engineer, replace both bridges in lieu of widening.

SR 10 & US 78 (Eastbound) over SR 10 Loop
This structure should be replaced for the following reasons:

1. There is shear cracking in the three intermediate bents. These bents were repaired previously and must now be replaced.
2. The deck has cracking and deterioration throughout the structure. The metal stay in place forms under the widening section have severe rust, indicating problems within the deck near these rusted areas. The deck should be replaced as part of this construction project.
3. The edge beams are shallow and need to be replaced throughout the structure.

SR 10 & US 78 (Westbound) over SR 10 Loop
This structure should be replaced for the following reasons:

4. There is shear cracking in the three intermediate bents. These bents were repaired previously and must now be replaced.
5. The deck has cracking and deterioration throughout the structure and should be replaced.
6. The edge beams are shallow and need to be replaced throughout the structure.

For more detailed information on this, see the attached recommendation letter.

Design Speed: The design speeds for SR 10 Loop, Huntington Road and Jennings Mill Road are to be revised to the posted speed limit for each respective roadway. The posted speed limit and revised design speed for each roadway are listed below:

SR 10 Loop -	55 mph
Huntington Road -	25 mph
Jennings Mill Road -	35 mph

The design speed is to be revised for the southbound and northbound SR 10 Loop entrance loop ramps to 30 mph. This can be accomplished with minimal right of way and provides a more desirable design speed related to the Atlanta Highway design speed of 45 mph.

The design speed is to be revised to 45 mph for the southbound and northbound SR 10 Loop exit ramps. This can be accomplished with minimal right of way and provides a more desirable design speed related to the SR 10 Loop design speed of 55 mph.

Construction Schedule: It is recommended to construct Jennings Mill Road without an accelerated schedule. Jennings Mill Road will now be constructed within the time frame of the overall project.

Updated Traffic Data (AADT):

Atlanta Hwy	Current Year: (2011) - 56,150	Design Year: (2031) - 78,250
SR 10 Loop	Current Year: (2011) - 36,000	Design Year: (2031) - 50,500

Programmed/Schedule:

P.E. 2000 R/W 2007 Construction 2010

Revised cost estimates:

1.	Construction cost including inflation and E&C,	$28,400,000
2.	Right-of-way, and	$ 5,150,000
3.	Utilities	$ 5,420,000

The revised estimated cost increase of $18,750,000 compared to the December, 2000 approved concept is due to the added cost to replace both bridge structures, the addition of walls to minimize the impacts to commercial properties, a more detailed construction cost estimate and the use of current mean item unit prices. Updated utility and right of way cost have been requested, but are not available.

Is the project located in a non-attainment area? _____Yes ___X__No

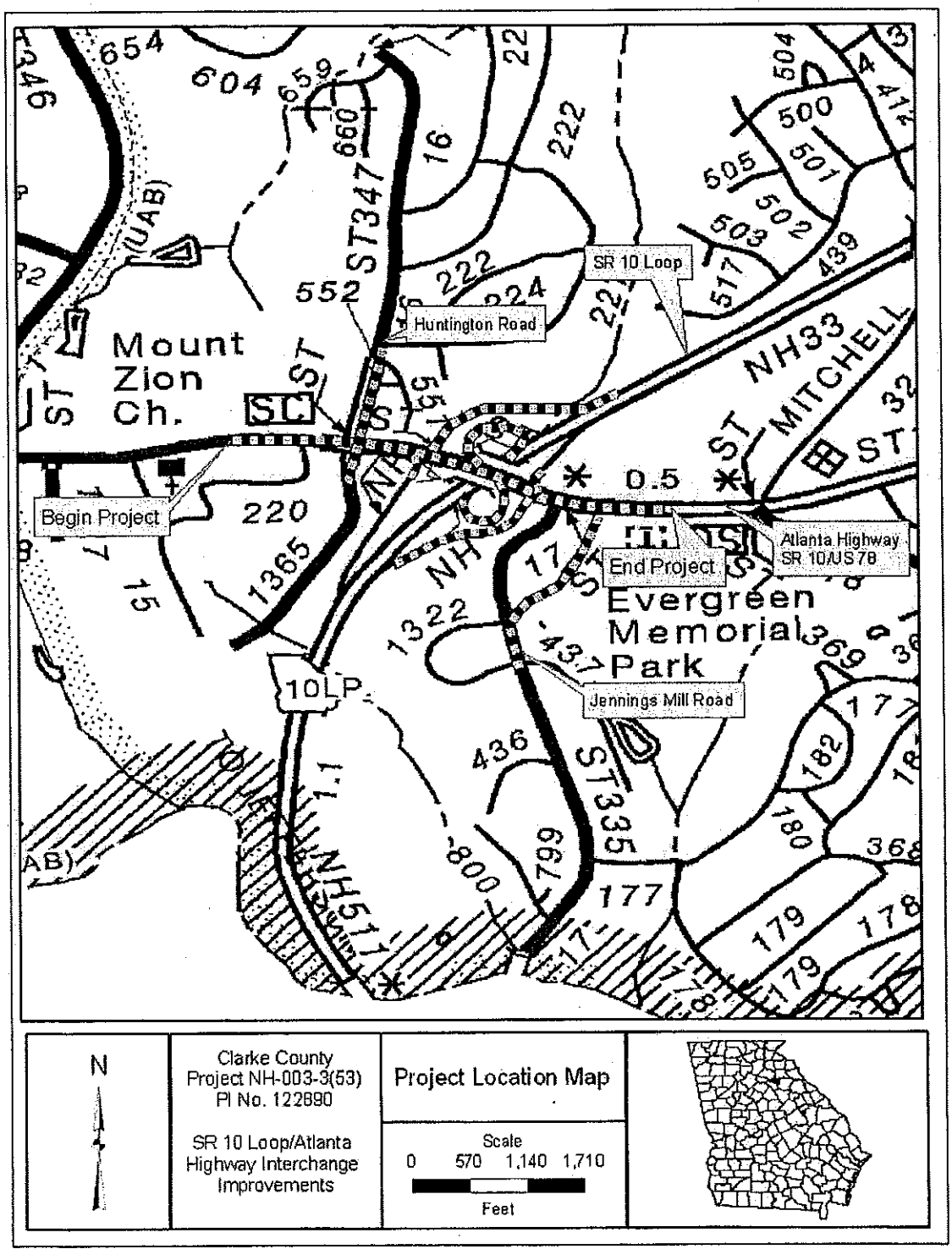
Recommendation: The Consultant Design Office recommends that the proposed revision to the concept be approved for implementation.

Attachments:

1. Location Map
2. Cost Estimate
3. Revised Typical Sections
4. Updated Traffic Data
5. Recommendation Letters for Bridge Replacements

Concur: _____
Director of Preconstruction

Approve: _____
Chief Engineer


Mount Zion Ch.
Begin Project
End Project
Huntington Road
SR 10 Loop
Atlanta Highway
SR 10/US 78
Jennings Mill Road
Evergreen Memorial Park
NH33
MITCHELL
ST347
ST335
NH517
10LP
0.5
N
Clarke County
Project NH-003-3(53)
PI No. 122890
SR 10 Loop/Atlanta Highway Interchange Improvements
Project Location Map
Scale
0 570 1,140 1,710
Feet

PRELIMINARY CONSTRUCTION AND RIGHT OF WAY COST ESTIMATE

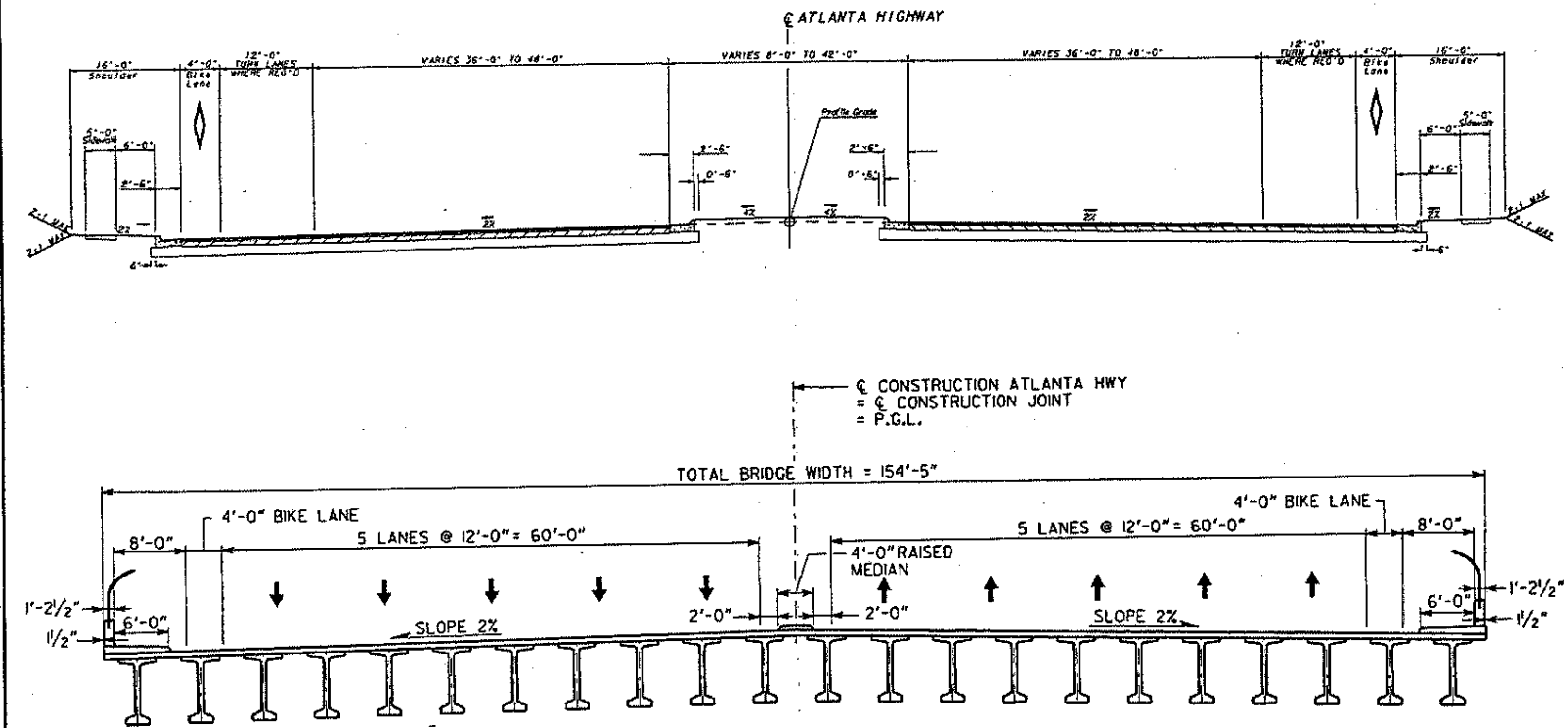
PROJECT NUMBER: NH-003-3(53) COUNTY: CLARKE
DATE: 2/12/2007 LETTING DATE: MARCH 2009
PREPARED BY: H&L Inc.
(x) PROGRAMMING PROCESS ( ) CONCEPT DEVELOPMENT

PROJECT COST

1. MAJOR STRUCTURES					
a. BRIDGE OVER SR 10 (Bridge Replacement)	46325	SF	$ 80.00		$3,706,000
b. CULVERT ON JENNINGS MILL RD 6x6	100	LF	$ 820.00		$82,000
c. WALL 1	1350	SF	$ 65.00		$87,750
d. WALL 2	3000	SF	$ 65.00		$195,000
e. WALL 3	350	SF	$ 65.00		$22,750
f. WALL 4	2850	SF	$ 65.00		$185,250
g. WALL 5	1050	SF	$ 65.00		$68,250
h. WALL 6	1700	SF	$ 65.00		$110,500
i. WALL 7	1150	SF	$ 65.00		$74,750
j. WALL 8	700	SF	$ 65.00		$45,500
k. WALL 9	2000	SF	$ 65.00		$130,000
l. COPING	1920	LF	$ 73.70		$141,504
				SUBTOTAL 1:	**$4,849,254**
2. BASE AND PAVING					
a. GRADED AGGREGATE BASE	33295	TN	$ 24.32		$809,734
b. 12.5mm SUPERPAVE	9145	TN	$ 85.00		$777,325
c. 19.0mm SUPERPAVE	5488	TN	$ 90.00		$493,920
d. 25.0mm SUPERPAVE	13590	TN	$ 80.00		$1,087,200
e. LEVELING	13160	TN	$ 90.00		$1,184,400
f. BITUM TACK COAT	8860	GL	$ 2.05		$18,163
g. PVMT REINF FABRIC STRIPS	9500	SF	$ 4.23		$40,185
h. RAISED CONCRETE MEDIAN, 7.5 IN	7130	SF	$ 29.78		$212,331
h. CONC SIDEWALK, 4 IN	9805	SF	$ 29.86		$292,777
i. CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	17650	SF	$ 31.60		$557,740
				SUBTOTAL 2:	**$5,473,776**
3. LUMP ITEMS					
a. TRAFFIC CONTROL	1	LS	$250,000		$250,000
b. CLEARING AND GRUBBING	1	LS	$300,000		$300,000
c. EROSION CONTROL	1	LS	$400,000		$400,000
d. SIGNING AND MARKING	1	LS	$400,000		$400,000
e. SIGNALS & INTERCONNECT FIBER CABLE	4	LS	$130,000		$520,000
				SUBTOTAL 3:	**$1,870,000**
4. MISCELLANEOUS					
a. GUARD RAIL TP T	320	LF	$ 36.09		$11,549
b. GUARD RAIL TP W	4600	LF	$ 17.11		$78,706
c. TP1 ANCHORS	10	EA	$ 613.61		$6,136
d. TP12 ANCHORS	10	EA	$ 1,713.38		$17,134
e. RIGHT OF WAY MARKERS	100	EA	$ 94.15		$9,415
f. PRECAST CONCRETE MEDIAN BARRIER, METHOD 3	3000	LF	$ 28.52		$85,560
g. REINF CONC APPROACH SLAB	916	SY	$ 146.16		$133,883
h. AGGR SURF CRS	100	TN	$ 17.53		$1,753
i. Field Office	1	EA	$ 75,300.00		$75,300
f. PRECAST CONCRETE MEDIAN BARRIER, METHOD 3	3000	LF	$ 28.35		$85,050
g. REINF CONC APPROACH SLAB	916	SY	$ 146.16		$133,883
h. AGGR SURF CRS	100	TN	$ 17.53		$1,753
				SUBTOTAL 4:	**$640,121**
5. GRADING AND DRAINAGE					
a. EARTHWORK - IN PLACE EMBANKMENT (TOTAL FILL 60000 CY @ $9.94/CY)					$600,000
b. DRAINAGE					$700,000
					$1,300,000

ESTIMATE SUMMARY

SUBTOTAL CONSTRUCTION COST	$14,133,151
E. & C. (10%)	$1,413,315
INFLATION	$2,227,738
TOTAL CONSTRUCTION COST	**$17,774,204**
RIGHT OF WAY	$5,150,000
REIMBURSABLE UTILITIES	$5,420,000
GRAND TOTAL PROJECT COSTS	**$28,344,204**



PROPERTY AND EXISTING R/W LINE	BEGIN LIMIT OF ACCESS............BLA	
REQUIRED R/W LINE	END LIMIT OF ACCESS............ELA	
CONSTRUCTION LIMITS	LIMIT OF ACCESS	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	R/W AND LIMIT OF ACCESS	
EASEMENT FOR CONSTR OF SLOPES	EXISTING R/W LINE	
EASEMENT FOR CONSTR OF DRIVES		

Heath & Lineback Engineers INCORPORATED

LAND LOT NO.:
LAND DISTRICT:
GMD:

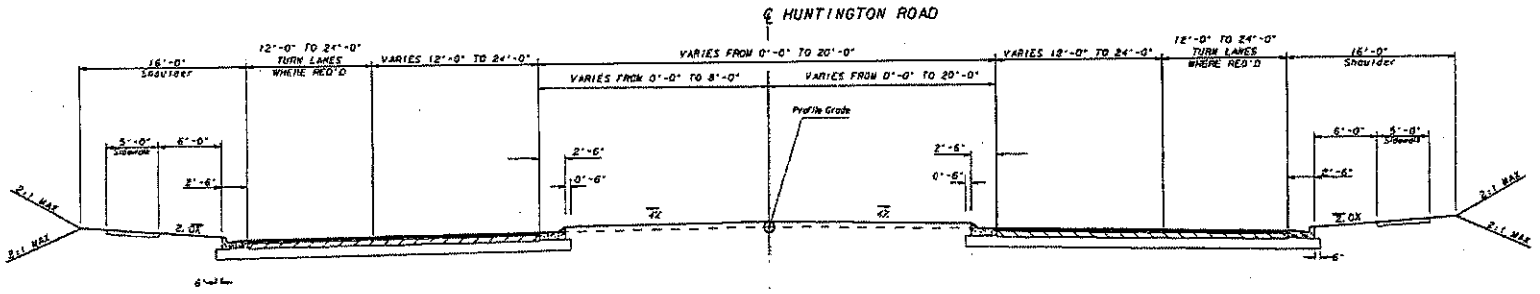
REVISION DATES

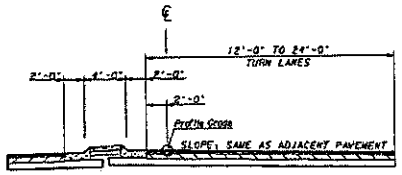
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN

TYPICAL SECTIONS

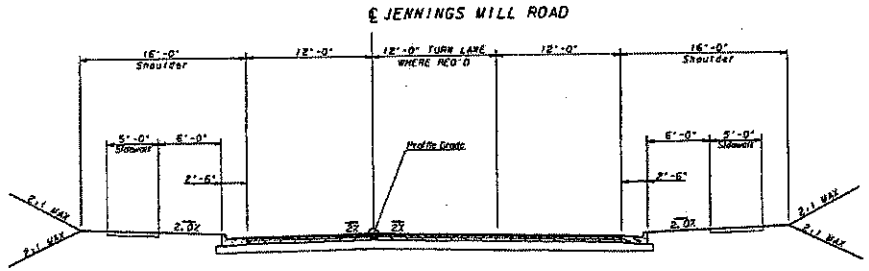
SR 10 LOOP/ATLANTA HIGHWAY INTERCHANGE

5-01





DETAIL FOR LEFT TURN LANES



PROPERTY AND EXISTING R/W LINE
REQ'D R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
R/W AND LIMIT OF ACCESS
EXISTING R/W LINE

Heath & Lineback Engineers INCORPORATED

LAND LOT NO.:
LAND DISTRICT:
GMD.

REVISION DATES

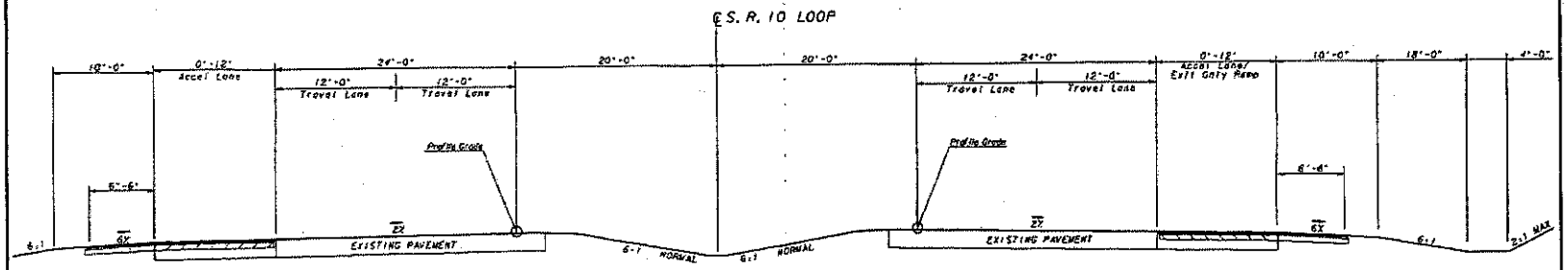
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN

TYPICAL SECTIONS

SR 10 LOOP/ATLANTA HIGHWAY INTERCHANGE

DRAWING NO. 5-02

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
CLARKE	M-003-31(5)		



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
R/W AND LIMIT OF ACCESS
EXISTING R/W LINE

Heath & Lineback Engineers INCORPORATED

LAND LOT NO.:
LAND DISTRICT:
GMD:

REVISION DATES

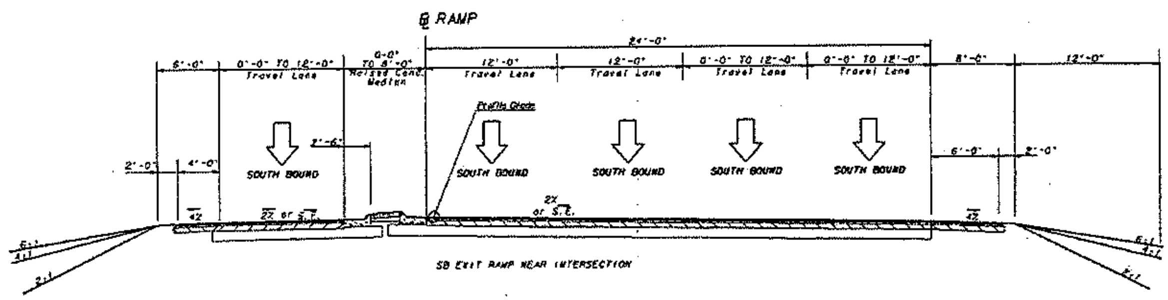
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN

TYPICAL SECTIONS

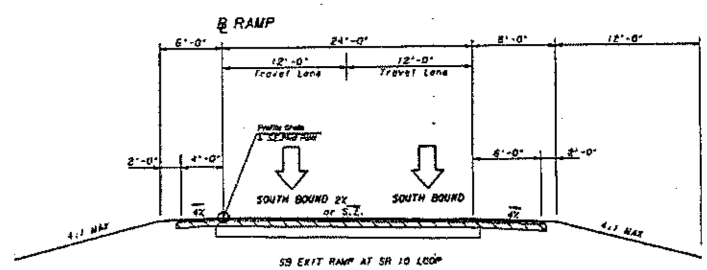
SR 10 LOOP/ATLANTA HIGHWAY INTERCHANGE

DRAWING NO. 5-03

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
CLARKE	NH-003-1(57)		



SB EXIT RAMP NEAR INTERSECTION



SB EXIT RAMP AT SR 10 LOOP

PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
EASEMENT FOR CONSTR OF DRIVES	
BEGIN LIMIT OF ACCESS	BLA
END LIMIT OF ACCESS	ELA
LIMIT OF ACCESS	
R/W AND LIMIT OF ACCESS	
EXISTING R/W LINE	

Heath & Lineback Engineers INCORPORATED

LAND LOT NO.:
LAND DISTRICT:
GMD:

REVISION DATES

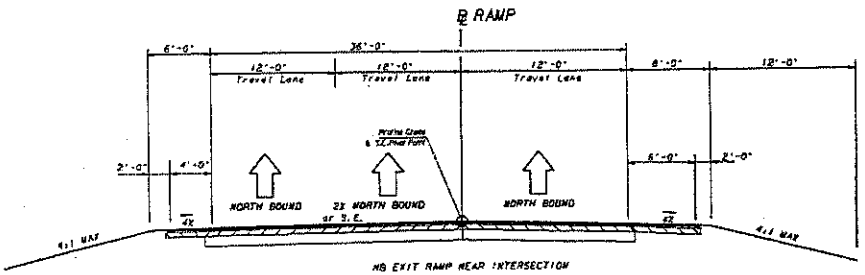
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN

TYPICAL SECTIONS

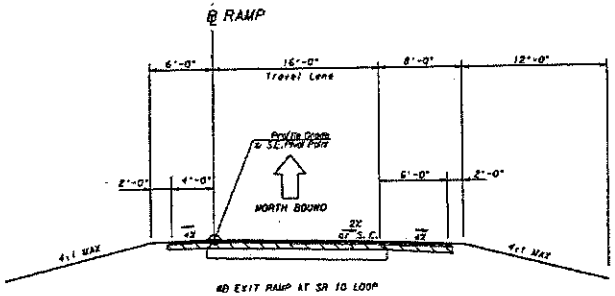
SR 10 LOOP/ATLANTA HIGHWAY INTERCHANGE

DRAWING NO. 5-04

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
CLARKE			



NB EXIT RAMP NEAR INTERSECTION



NB EXIT RAMP AT SR 10 LOOP

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
R/W AND LIMIT OF ACCESS
EXISTING R/W LINE

Heath & Linebach Engineers INCORPORATED

LAND LOT NO.:
LAND DISTRICT:
GMD:

REVISION DATES		

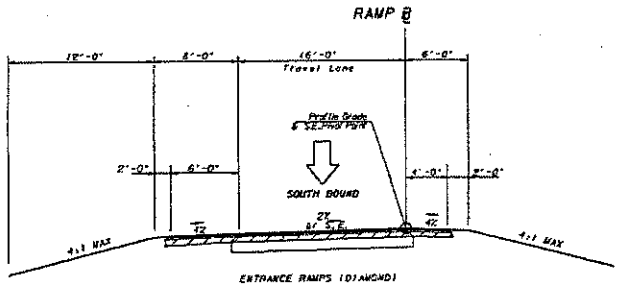
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN

TYPICAL SECTIONS

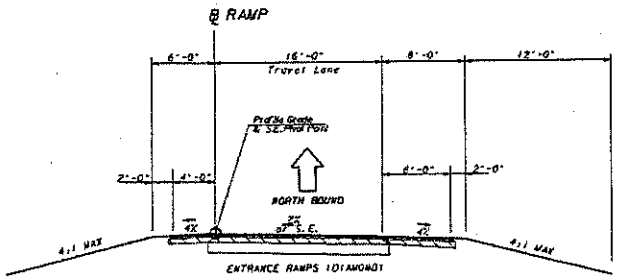
SR 10 LOOP/ATLANTA HIGHWAY INTERCHANGE

SHEET NO. 5-05

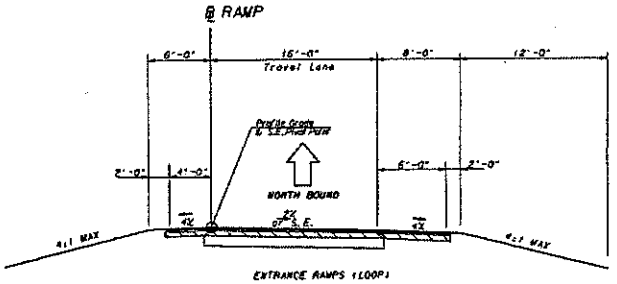
			COUNTY CLARKE	PROJECT NUMBER	SHEET NO. / TOTAL SHEETS



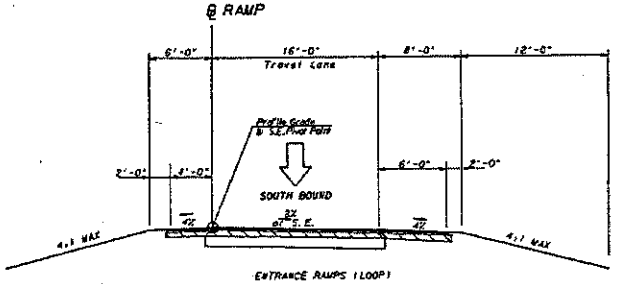
ENTRANCE RAMPS (DIAMOND)



ENTRANCE RAMPS (DIAMOND)



ENTRANCE RAMPS (LOOP)



ENTRANCE RAMPS (LOOP)

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
R/W AND LIMIT OF ACCESS
EXISTING R/W LINE

Heath & Lineback Engineers INCORPORATED

LAND LOT NO.:
LAND DISTRICT:
GMD:

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN

TYPICAL SECTIONS

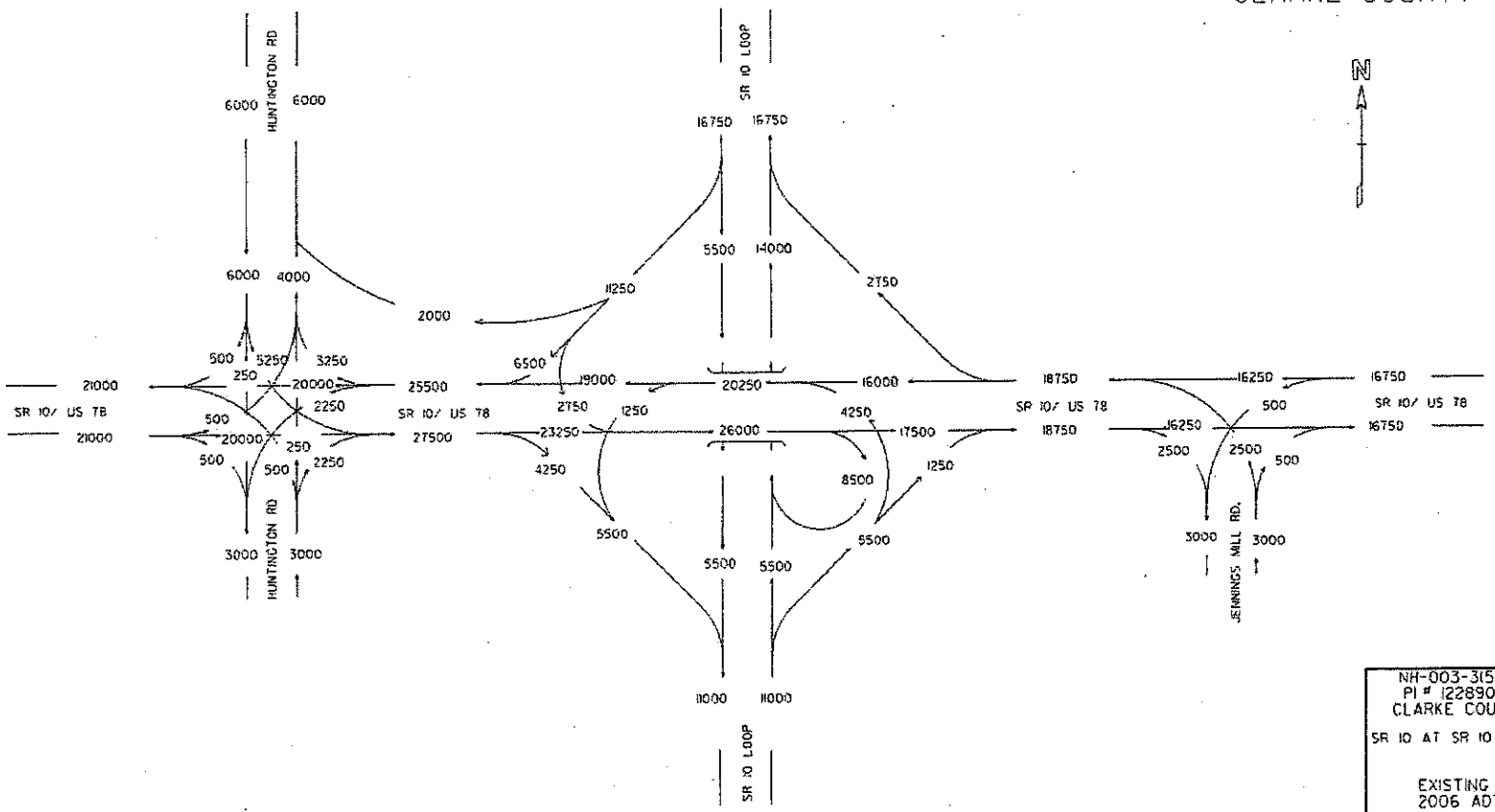
SR 10 LOOP/ATLANTA HIGHWAY INTERCHANGE

DETAIL NO. 5-06

SHEET 1 OF 1

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

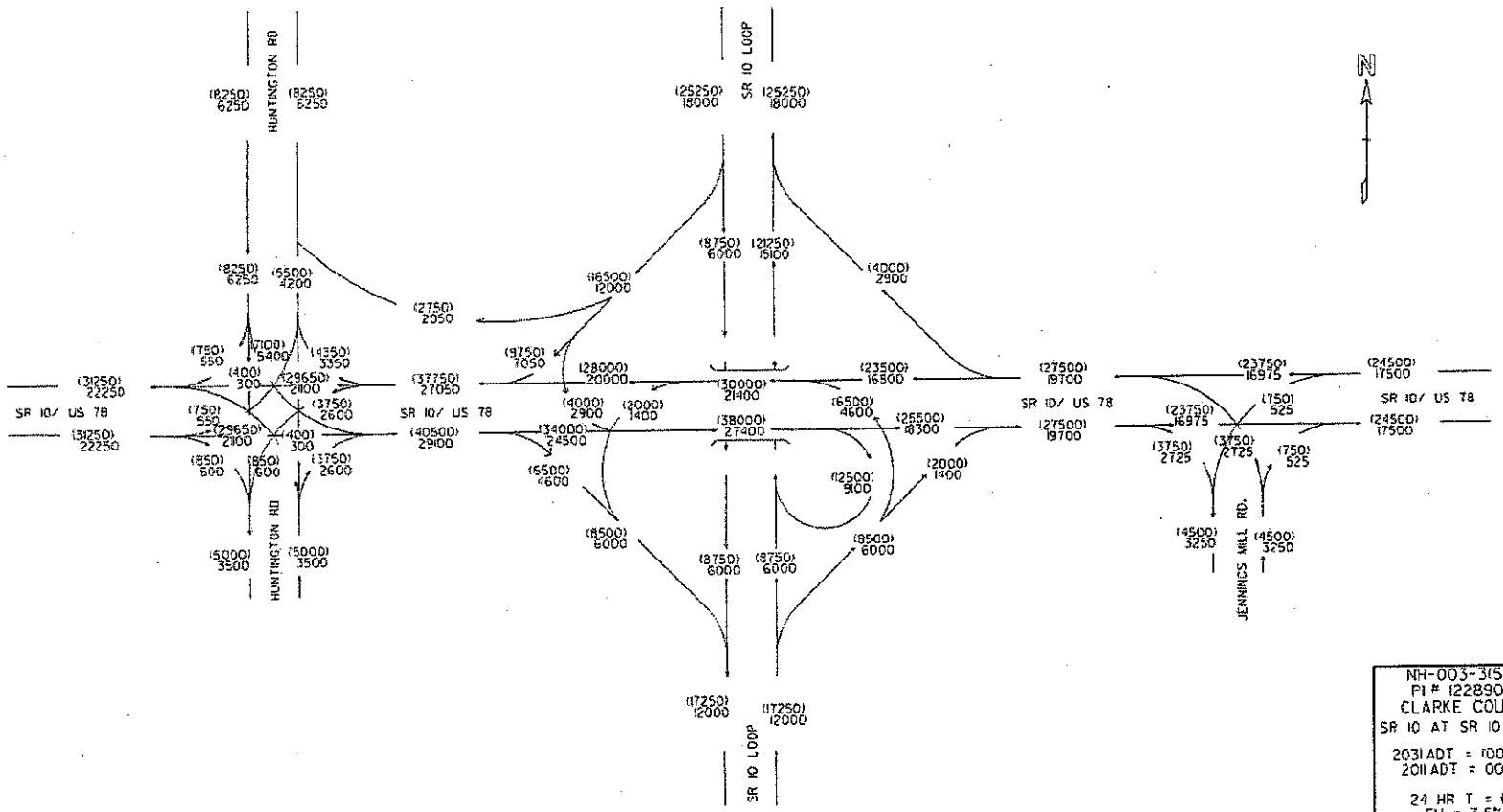
EXISTING
2006 ADT

RGL
2/06

SHEET 1 OF 2

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

2031 ADT = 70000
2011 ADT = 60000

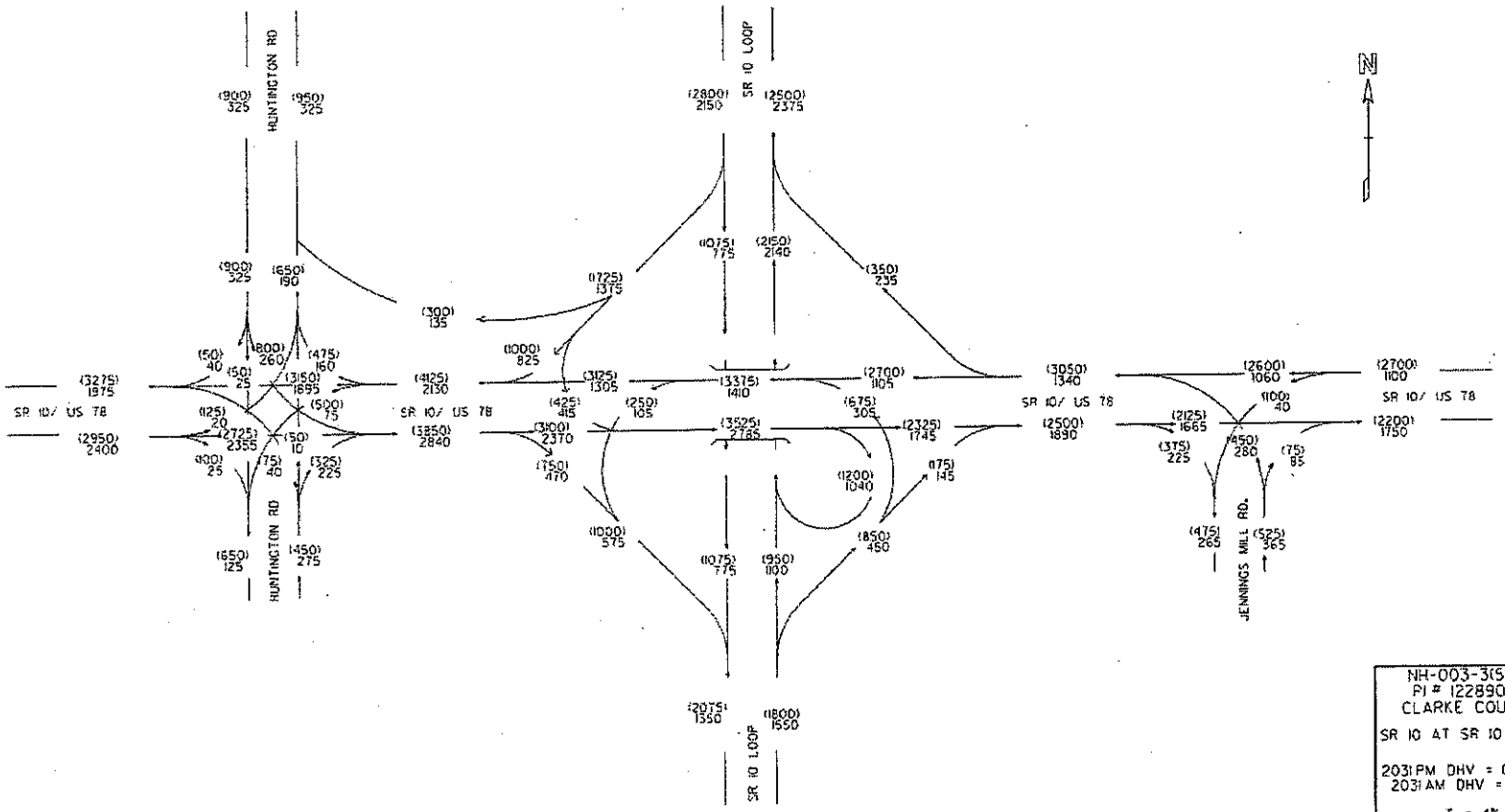
24 HR T = 6%
SU = 3.5%
COMB = 2.5%

RGL
2/06

SHEET 2 OF 2

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

2031 PM DHV = (000)
2031 AM DHV = 000

T = 4%

RGL
2/06

Department of Transportation
State of Georgia

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR, P.E.
CHIEF ENGINEER
(404) 656-5277

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

INTERDEPARTMENT CORRESPONDENCE

September 8, 2006

FROM: Ben Rabun, P.E., State Bridge Maintenance Engineer

TO: Mohammed Abubakari, P.E.,
State Program Delivery and Consultant Design Engineer
Attn: Mike Haithcock

SUBJECT: Bridge Condition Survey and Replacement Recommendation

NH-003-3(53) / Clarke County
P.I. No. 122890
SR 10 Loop @ SR 10 / Atlanta Highway

As requested, a condition survey has been performed on the following bridge structures.

Structure ID 059-0020-0
Location ID 059-00010D-003.13E
SR 10 & US 78 (Eastbound) over SR 10 Loop

This bridge was built in 1964 and widened in 1987 and consists of concrete bents, a steel continuous superstructure, and a concrete deck. The load capacity is less than HS-15. This structure should be replaced for the following reasons:

1) There is shear cracking in the three intermediate bents. These bents were repaired previously and must now be replaced.
2) The deck has cracking and deterioration throughout the structure. The metal stay in place forms under the widening section have severe rust, indicating problems within the deck near these rusted areas. The deck should be replaced as part of this construction project.
3) The edge beams are shallow and need to be replaced throughout the structure.

Due to the reasons above and the age of the structure, the bridge should be replaced as part of the construction project. The structural steel beams shall be salvaged from the existing bridge as a part of this construction project. The beams are continuous and shall

be cut at the bents. The resulting beam lengths for span #1 will be approximately 55 feet. The resulting beam lengths for span #2 and #3 will be approximately 69 feet. The resulting beam length for span #4 will be approximately 59 feet. The handrail and posts shall not be salvaged.

Structure ID 059-0021-0
Location ID 059-00010D-003.14E
SR 10 & US 78 (Westbound) over SR 10 Loop

This bridge was built in 1964 and consists of concrete bents, a steel continuous superstructure, and a concrete deck. The load capacity is less than HS-15. This structure should be replaced for the following reasons:

1) There is shear cracking in the three intermediate bents. These bents were repaired previously and must now be replaced.
2) The deck has cracking and deterioration throughout the structure and should be replaced.
3) The edge beams are shallow and need to be replaced throughout the structure.

Due to the reasons above and the age of the structure, the bridge should be replaced as part of the construction project. The structural steel beams shall be salvaged from the existing bridge as a part of this construction project. The beams are continuous and shall be cut at the bents. The resulting beam lengths for span #1 will be approximately 55 feet. The resulting beam lengths for span #2 and #3 will be approximately 69 feet. The resulting beam length for span #4 will be approximately 59 feet. The handrail and posts shall not be salvaged.

The salvaged materials from these structures shall be delivered to the District 1 storage area located in Jackson, Georgia. The District Maintenance Engineer shall be contacted 2 weeks prior to delivery. The contractor shall be responsible for loading, transporting, and unloading materials from both structures at the storage area.

If further information is required for this project, please contact me at (404) 635-8179.

BFR/JAD

cc: Paul Liles, State Bridge Engineer
Myron Banks, Materials Research Branch Chief
Larry Gregory, District Maintenance Engineer
Shawn Fleet, Heath & Lineback (via fax)
File

Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
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DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
3993 Aviation Circle
Atlanta, Georgia 30336

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5206

EARL L. MAHFUZ
TREASURER
(404) 656-5224

August 14, 2007

Rodney N. Barry, P.E.
Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W., 17th Floor
Atlanta, Georgia 30303-3104
Attention: Jennifer Giersch

Re: Report Coordination for GDOT Project BRM-9000(31), Fulton-Cobb Counties, PI #752850
SR 280 over the Chattahoochee River

Dear Mr. Barry:

Please find attached the July 2007 Ecology Addendum for GDOT Project BRM-9000(31) in Fulton and Cobb Counties. This addendum describes three Waters of the U.S. within the project area that were not included in any previous ecology document. None of these newly described Waters would be impacted by the proposed project. The addendum also addresses revised impacts to the vegetative buffer of Stream 3.

This addendum is being transmitted for your information and for your files. If you should have any questions or need additional information, please contact David Hedeen at 404.699.4428 or Lisa Westberry at 404.699.4433, both of the Office of Environment/Location.

Sincerely,

Harold E. Linnenkohl
Commissioner

HEL/GSB/dlh
Enclosure

cc: Pete Pattavina, USFWS (with attachment)

JUL 18 2000

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 for 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.

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 Jr
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

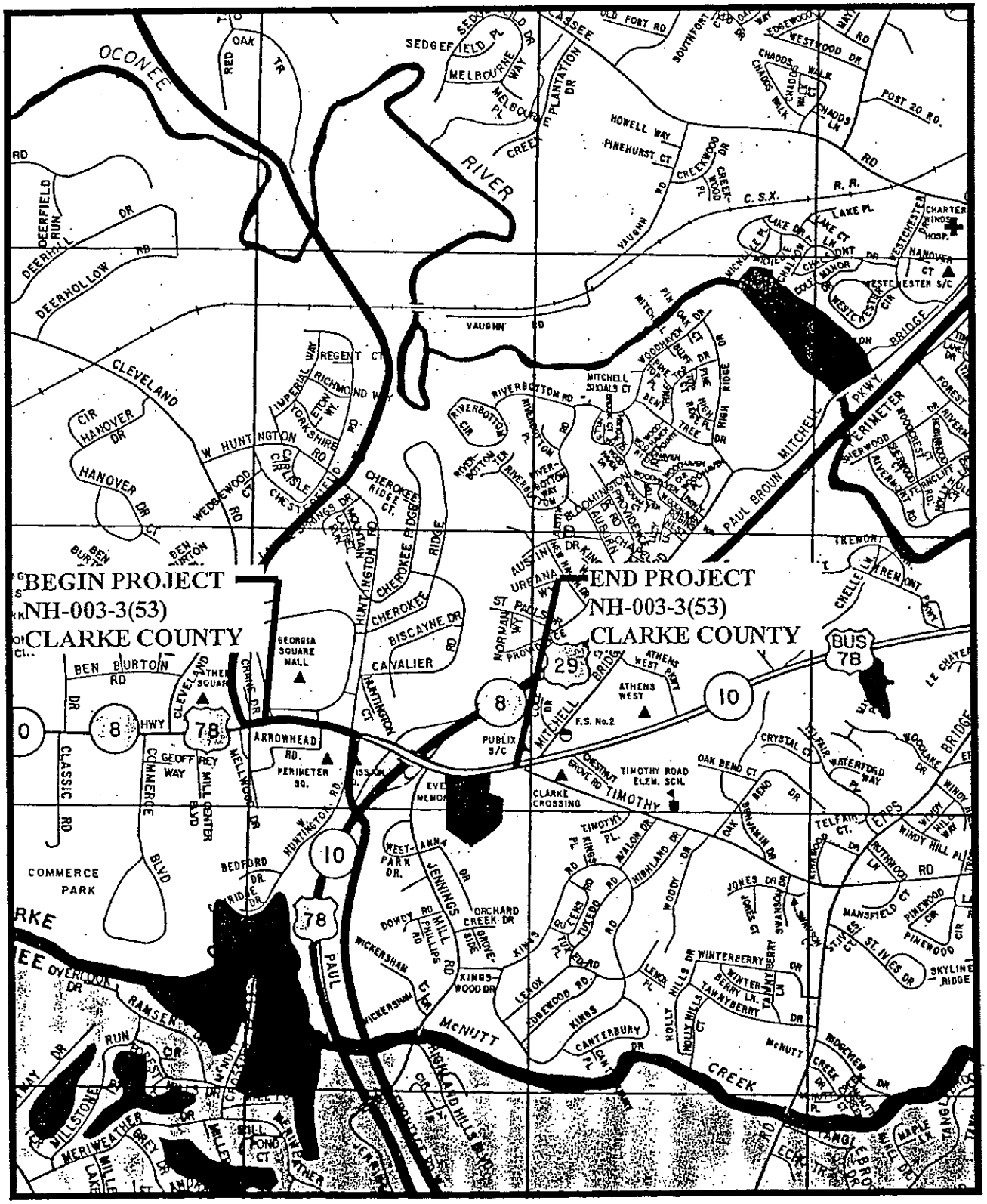
DATE — District Engineer

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.

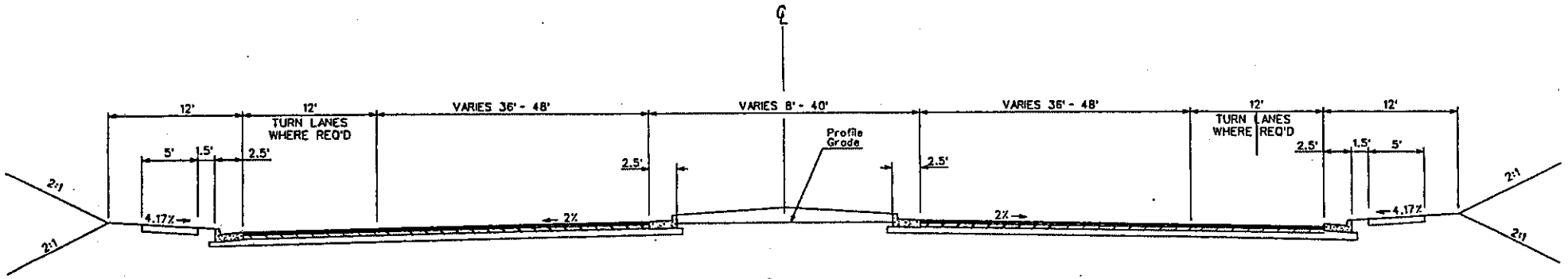
No wetlands are mapped in the project area on the Athens West National Wetlands Inventory (NWI) Map. No jurisdictional wetlands were observed during site reconnaissance.

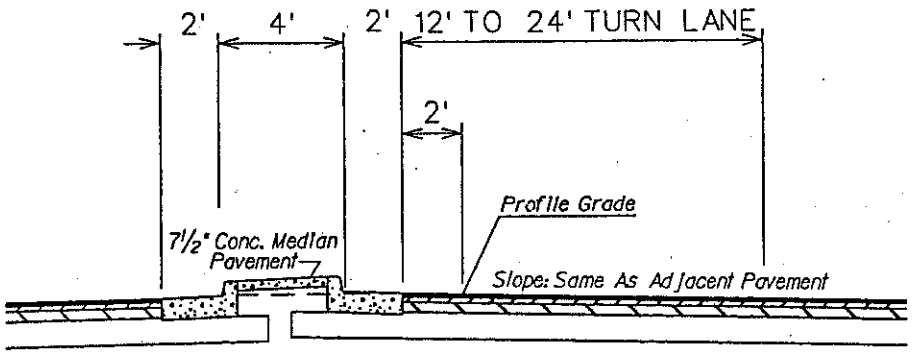
There are two ephemeral streams in the project area, one south of SR 10 Loop behind a large shopping complex on the east side of the project area, and one north of the SR 10 Loop east of Huntington Road.

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.

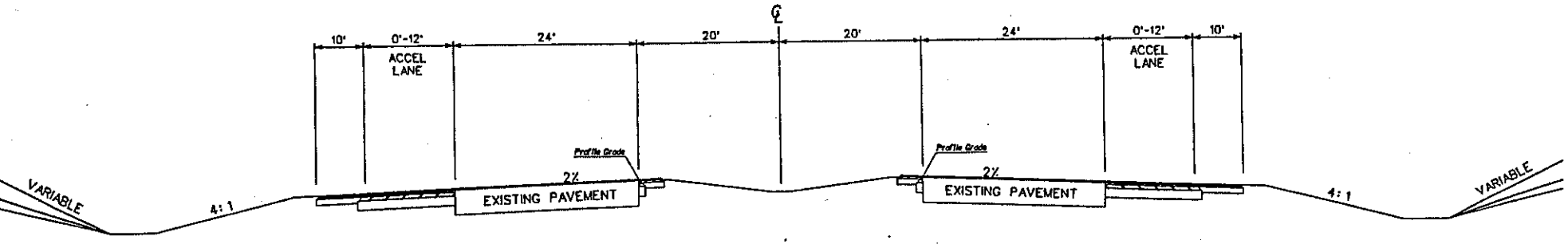
TYPICAL SECTION - ATLANTA HIGHWAY



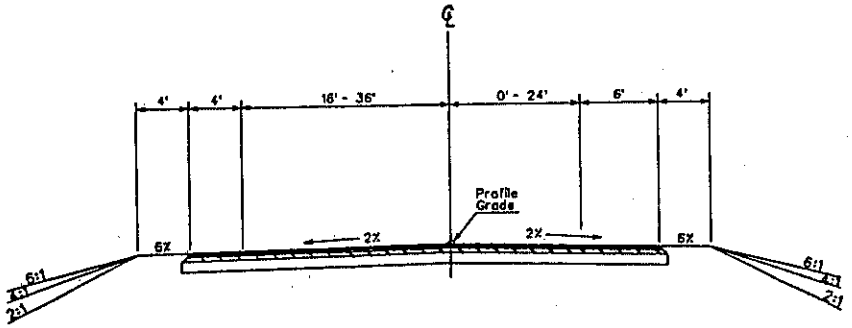


DETAIL FOR LEFT TURN LANE

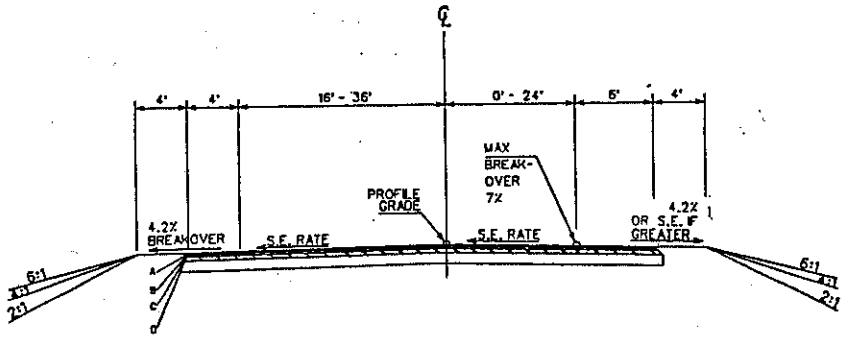
TYPICAL SECTION - S.R.10 LOOP



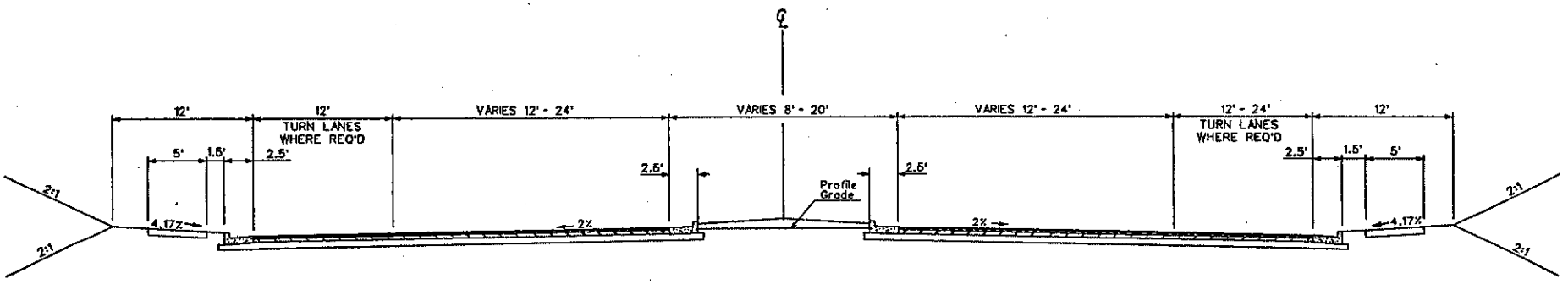
TYPICAL SECTION - EXTRANCE & EXIT RAMP TANGENT SECTION

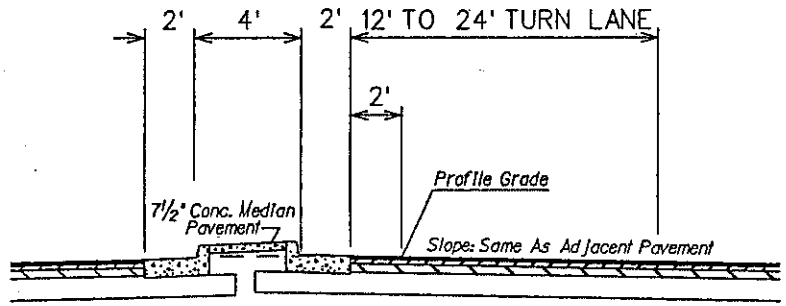


TYPICAL SECTION - EXTRANCE & EXIT RAMP SUPERELEVATED SECTION



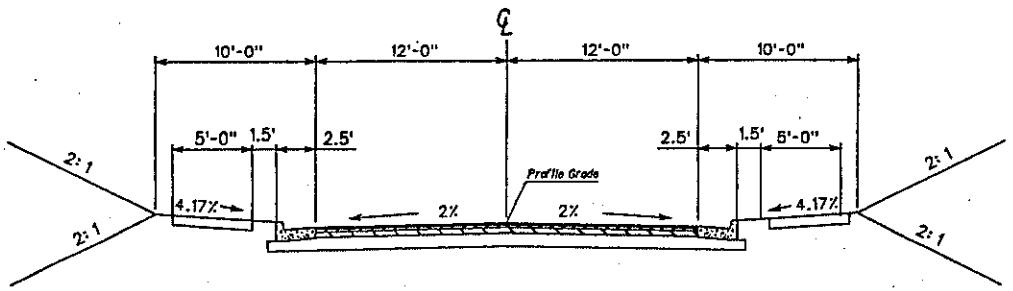
TYPICAL SECTION - HUNTINGTON ROAD



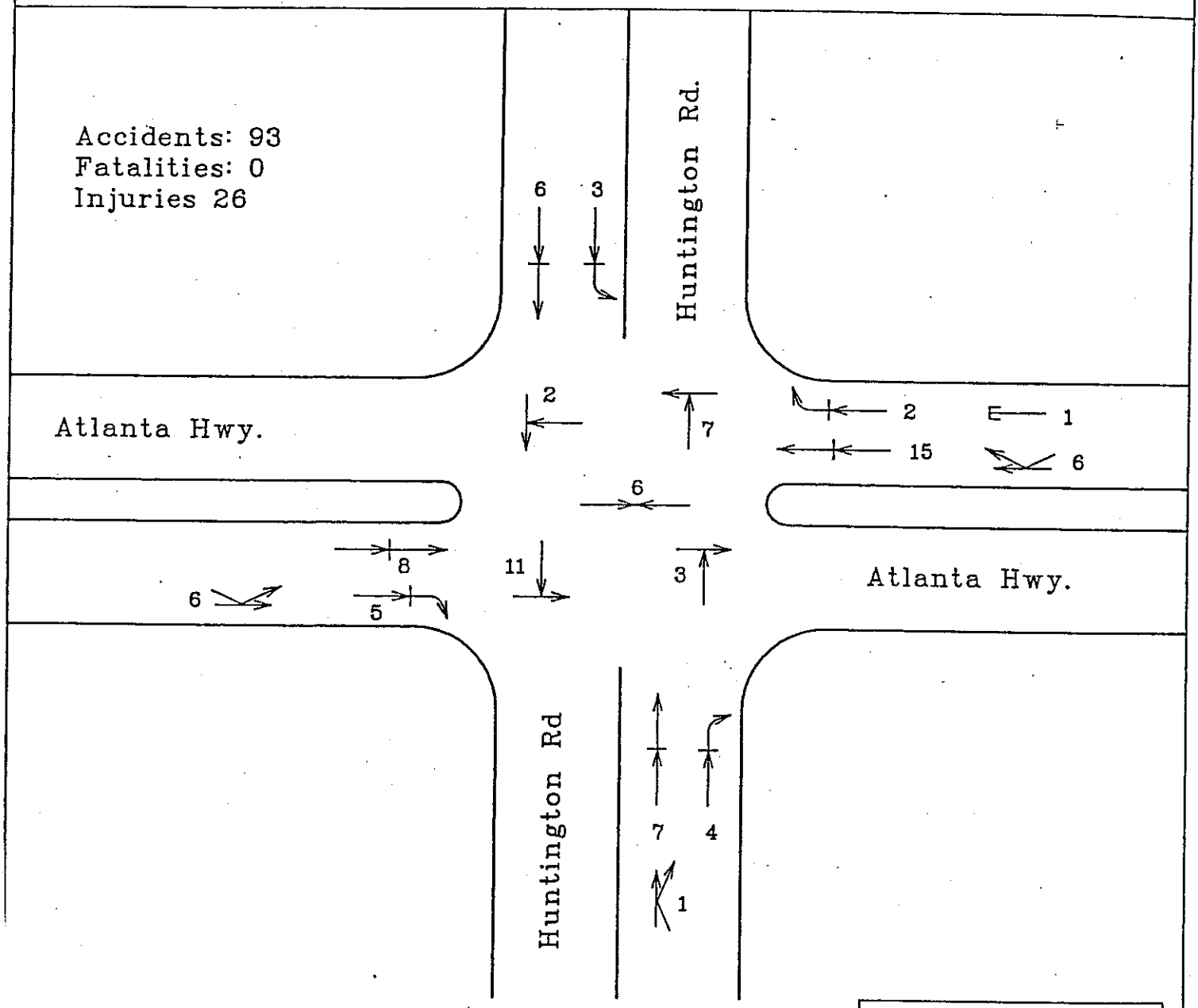


DETAIL FOR LEFT TURN LANE

TYPICAL SECTION - JENNINGS MILL ROAD

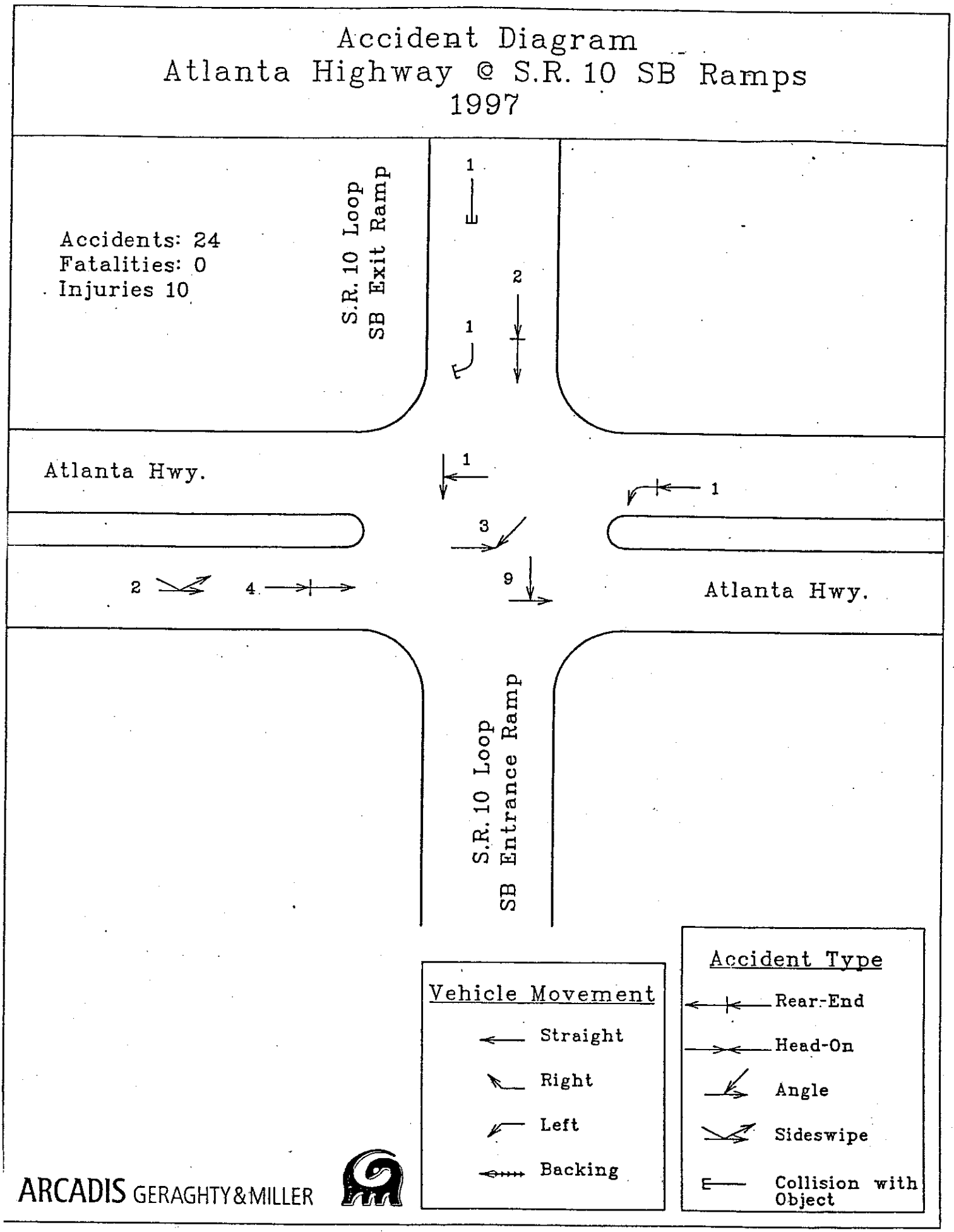


Accident Diagram
Atlanta Hwy. @ Huntington Rd.
1997



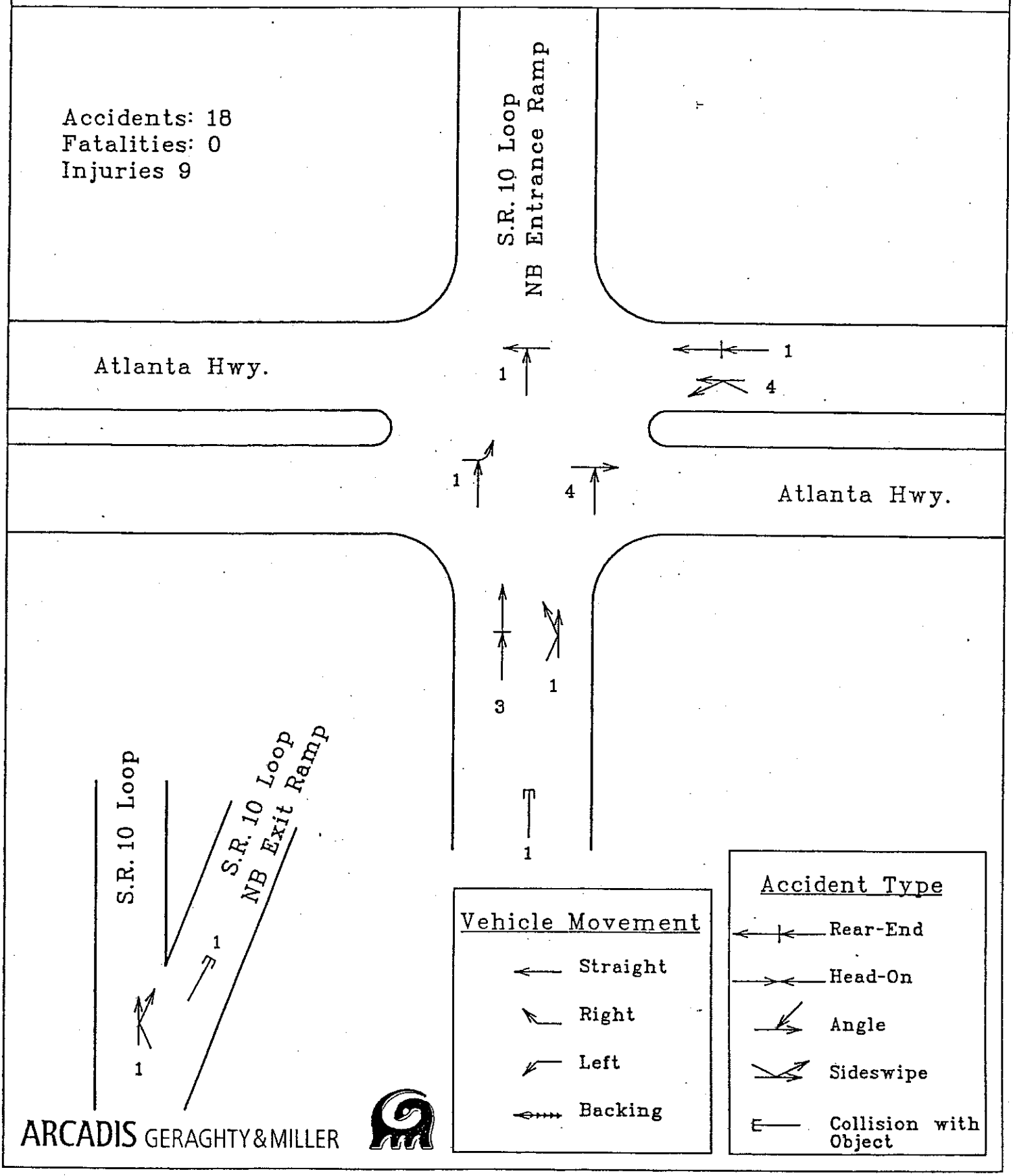
ARCADIS GERAGHTY&MILLER

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



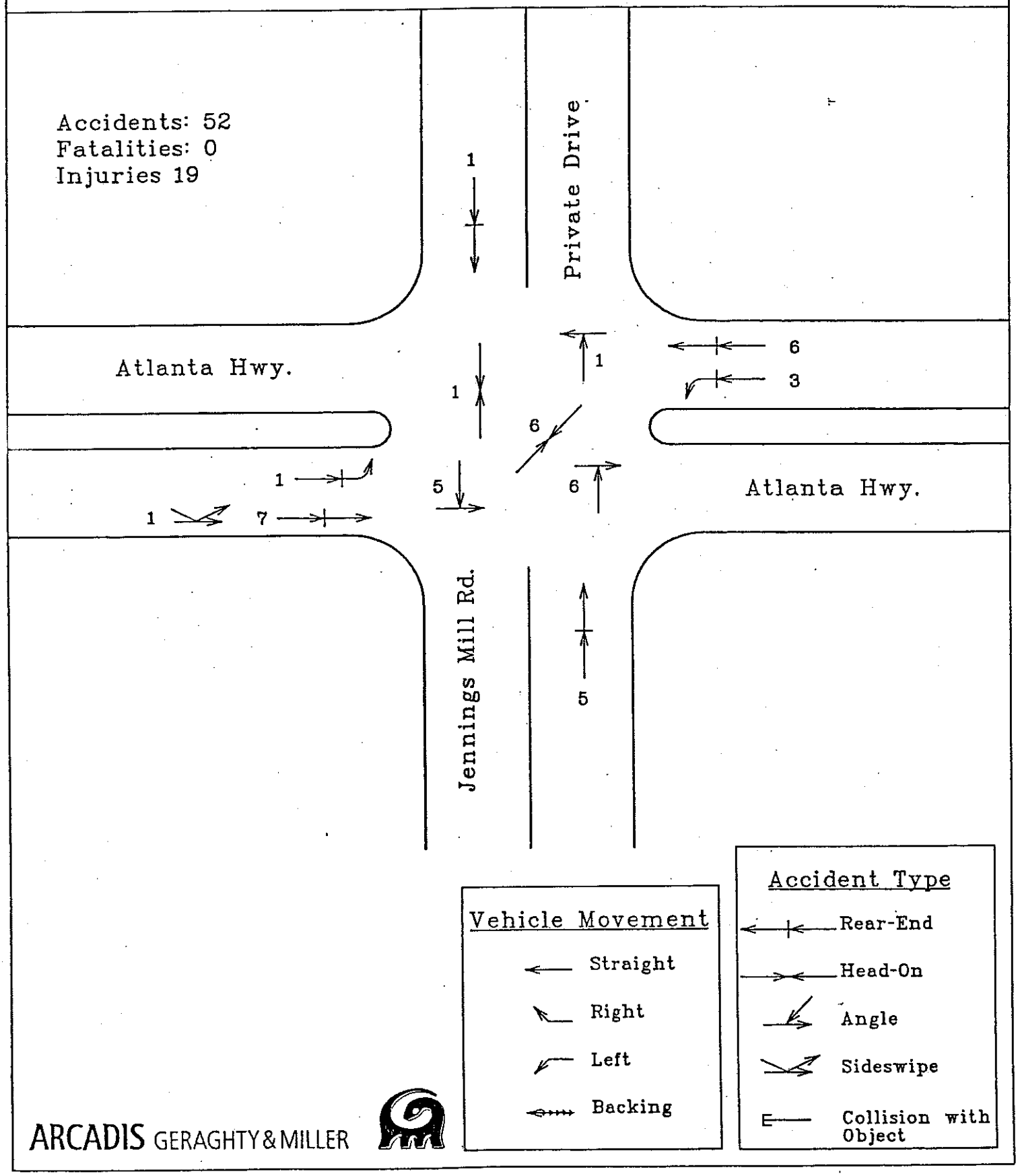
ARCADIS GERAGHTY&MILLER

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

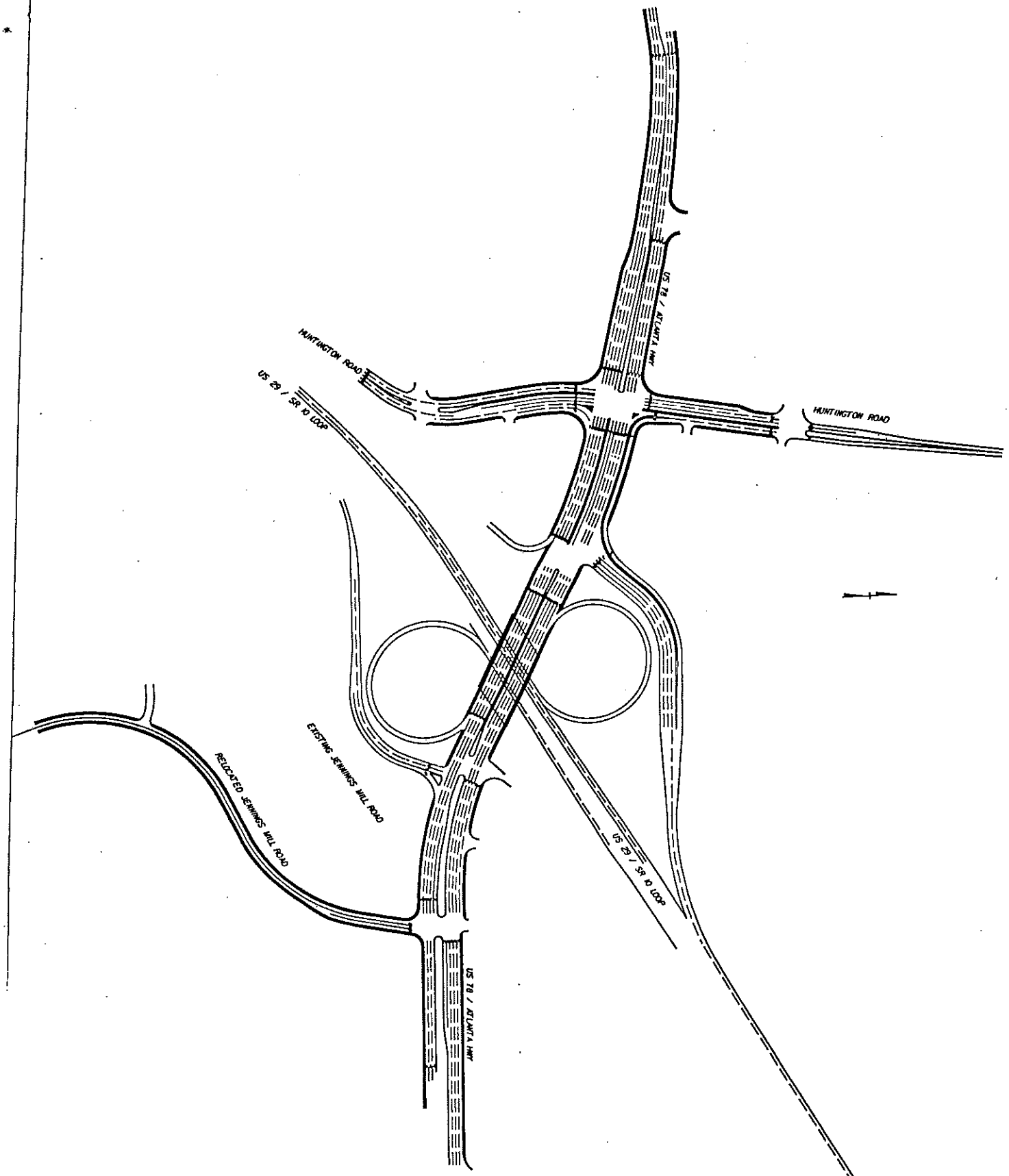


ARCADIS GERAGHTY & MILLER

Accident Diagram
Atlanta Hwy. @ Jennings Mill Rd.
1997



ARCADIS GERAGHTY & MILLER


US 78 / ATLANTA HWY
HUNTINGTON ROAD
US 29 / SR 10 LOOP
HUNTINGTON ROAD
EXISTING JENNINGS MILL ROAD
RELOCATED JENNINGS MILL ROAD
US 29 / SR 10 LOOP
US 78 / ATLANTA HWY

GEORGIA DEPARTMENT
OFFICE OF ENVIRON

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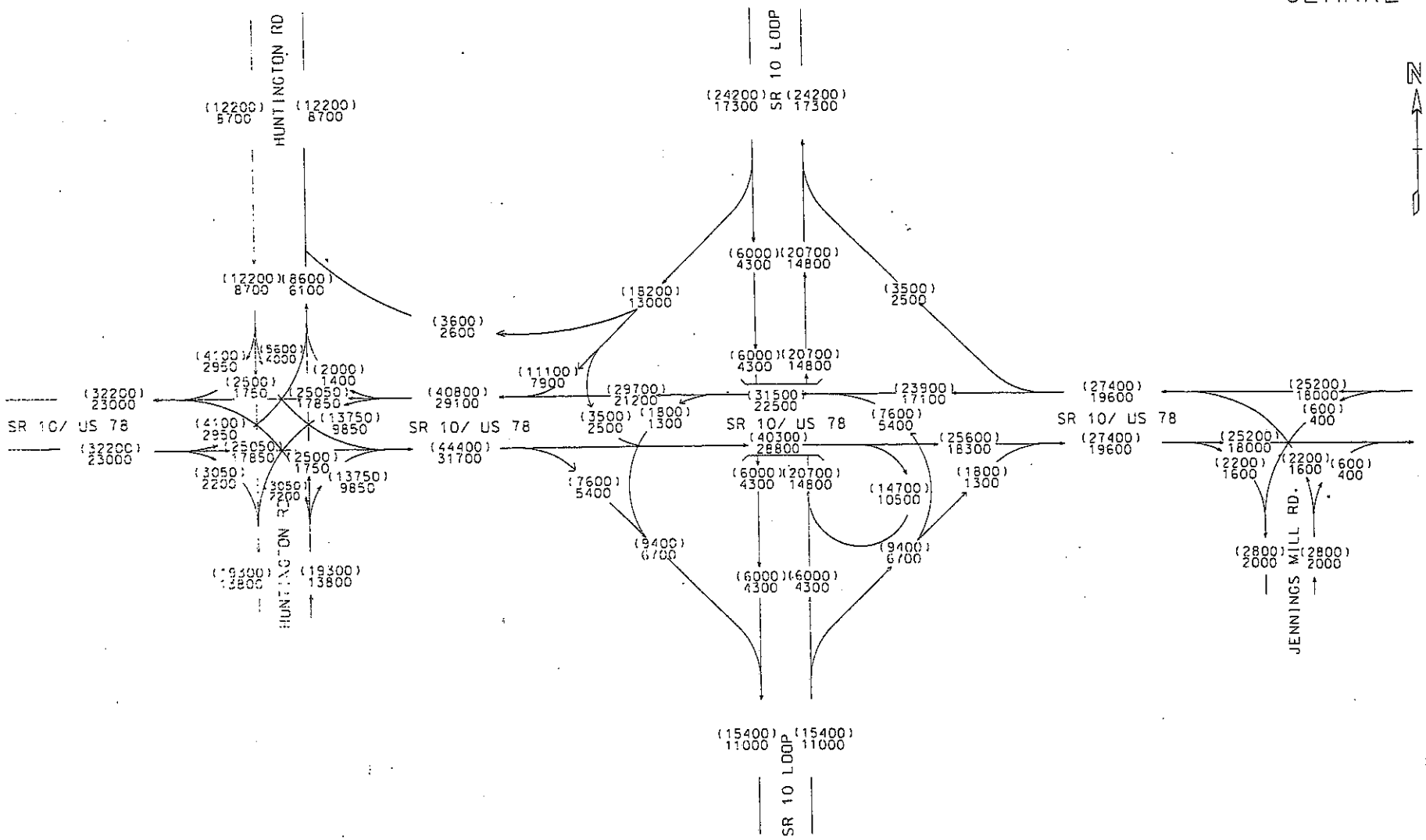

SHEET 2 OF 2

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

GEORGIA DEPARTMENT
OFFICE OF ENVIRO

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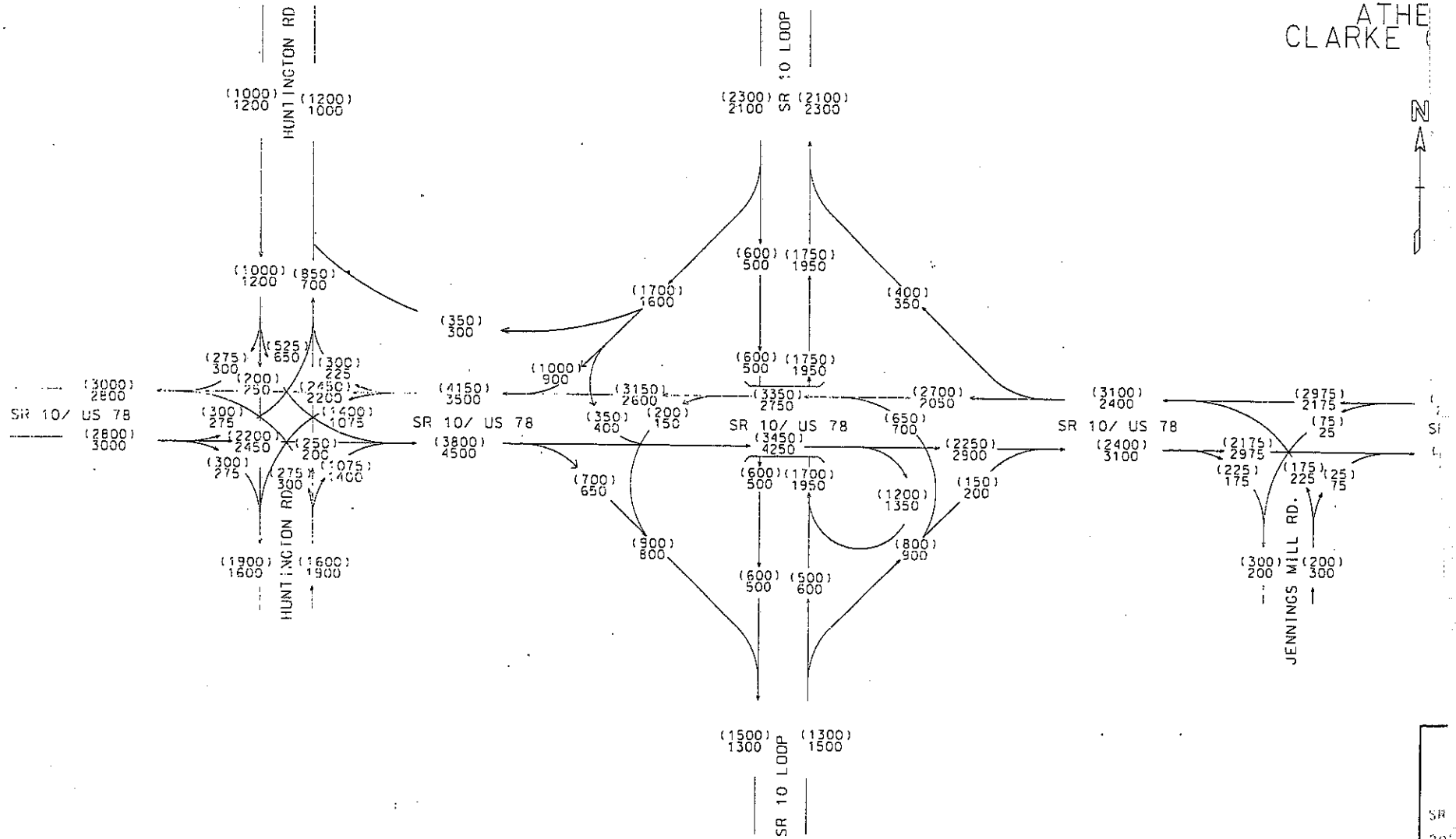
CLARKE



Structure ID: 059-0020-0

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

Report Date: 08/30/1999

Clarke County

SUFF. RATING: 76.1

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

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 Feature 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 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	#758m	#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.

ATTENDANCE SIGN IN SHEET FOR CONCEPT TEAM MEETING

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

COUNTY/COUNTIES Clarke

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

NAME	ORGANIZATION	MAILING ADDRESS	ZIP CODE	PHONE NO.
Rick Reasons	GDOT Road. Des	Gen. Off.		4046579756
Stanley Hill	GDOT ROAD DES	GEN OFF		404656-5180
NICK BLEDSOE	GA POWER	P.O. Box 1312 - ATHENS	30603-1312	706-357-6810
Martha Brewster	ARCADIS	Raleigh NC		919782-5511
MARWAN ABBOUD	ARCADIS	ATL, GA 2849 Paces Fy Rd	30339	770-431-8666
MATT McDOW	"	"	"	"
DOUG TILT	"	"	"	"
JESS BILMEMEN	"	"	"	"
David Clark	Athens-Clarke County	P.O. Box 1868 Athens GA	30603	706-613-3490
Kip Padgett	Athens-Clarke County MPO	120 W. Dougherty St	30601	706-613-3515
Katie Mullins	GDOT Programming	Atlanta, Ga 30334	30334	404-651-7043
Ben Estes	DOT Operations	TMC	30316	404-635-8127
TIM SMITH	DOT TRAFFIC OPTS	TMC	30316	4046358126
JOE GARLAND	DIST TRAFFIC OPS	DIST 1	30503-1057	770)532-5532
Greg Mayo	GDOT Road Design	General Office		(404)656-5388
TODD LONG	GDOT DIST 1	DIST 1	30503	(770)532-5520
Tim Kennedy	GDOT Ops [illegible]	[illegible]	30045	(404)656-5356
Bob Moore	" Planning	G.O.		7-6689
Steve Logan	Ga. Power	295 Junction Track Rd. Roswell, GA 30075	30075	770 993-2079

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

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.

Department of Transportation

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

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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: W.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 Jr. — 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

Marion Hubbard — State Traffic Operations Engineer

DATE — State Bridge & Structural Engineer

Wayne Hatfield

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

PROJECT CONCEPT REPORT

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DATE — State Transportation Planning Administrator

5-16-00
DATE

Harmon J. Smith
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
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DATE	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE	State Environmental/Location Engineer
5-31-00	Tony Peterson
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
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DATE — State Transportation Programming Engineer

DATE — State Environmental/Location Engineer

DATE — District Engineer

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

DATE — State Traffic Operations Engineer

DATE — State Bridge & Structural Engineer