

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

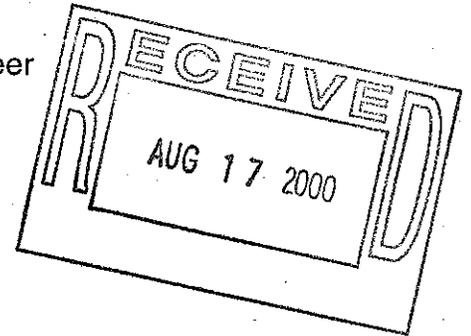
INTERDEPARTMENT CORRESPONDENCE

**FILE:** STP-0000-00(930) Coweta County  
P.I. No.: 0000930  
SR 14/154/US 29 @ CR 33/Weldon Road  
Intersection Improvements

**OFFICE:** Traffic Operations  
Atlanta, Georgia  
**DATE:** August 17, 2000

*(for file)*  
**FROM:** Marion G. Waters, III, P.E., State Traffic Operations Engineer

**TO:** Glenn Durrence, District Engineer, Thomaston  
Attn: David Millen



**SUBJECT: APPROVED CONCEPT REPORT**

Attached is a copy of the approved concept report and a copy of our files on the above listed project for your use and further handling.

This project consists of adding left & right turn lanes to all three approaches, installing a traffic signal & new bells, lights & gates at the railroad crossing.

By copy of this letter, this office is transmitting a copy of the approved concept report to the Office of Environmental/Location for their use in performing the appropriate environmental studies.

Should you have any questions, please contact Ken Werho of this office at 404-635-8125.

MGW:KPW

Attachments

cc: Frank Danchetz  
Tom Turner, w/attach.  
David Mullins, w/attach.  
Wayne Hutto, w/attach.  
Herman Griffin, w/attach.  
Harvey Keepler, w/attach.  
Keith Rohling, w/attach.  
Dick Graves, w/attach.  
General Files

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

COWETA COUNTY

STP-0000-00(930)

FEDERAL ROUTE NO: 29  
STATE ROUTE NO: 14/154  
GADOT P.I. NO: 0000930

SEE ATTACHED  
LOCATION SKETCH

Date of Report: January 20, 2000

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RECOMMENDED: January 21<sup>st</sup> 2000 Marion S. [Signature]  
DATE STATE TRAFFIC OPERATIONS ENGINEER

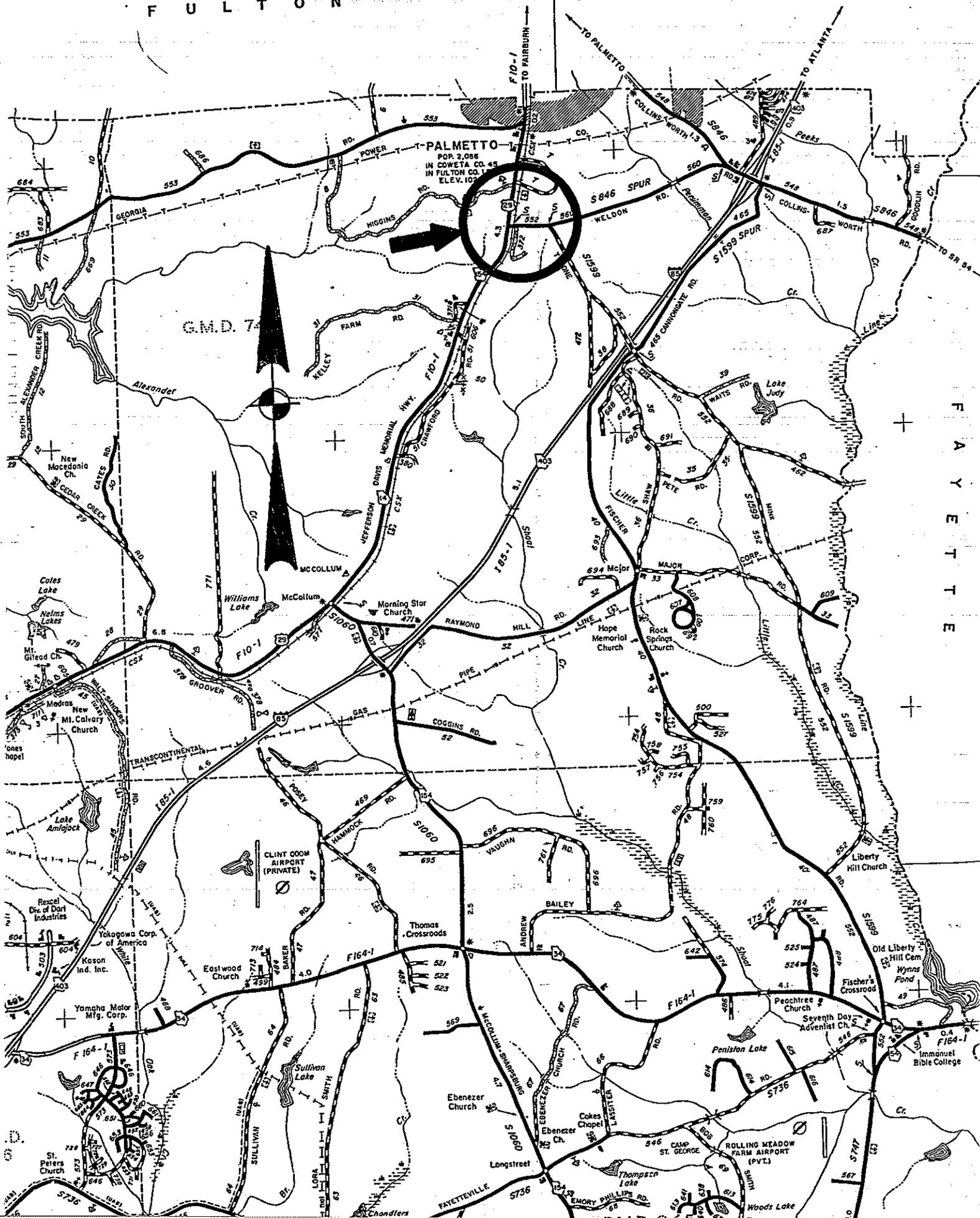
RECOMMENDED: 1/31/00 [Signature]  
DATE DISTRICT ENGINEER

RECOMMENDED: 2/9/00 [Signature]  
DATE CHIEF ENGINEER

APPROVED: 2-10-00 Wayne Shackelford  
DATE COMMISSIONER

FULTON COUNTY

84° 40'



**PROJECT CONCEPT REPORT**

**P.I. No.:** 0000930

**Project No.:** STP-0000-00(930) Coweta County

**Route No.:** S.R. 14/U.S. 29  
C.R. 33/Weldon Road

**Location:** The intersection of SR. 14/U.S. 29 @ C.R. 33/Weldon Road is located approximately 1.0 Miles south of the Fulton County Line and 1.54 miles west of I-85 in Coweta County.

**Description:** S.R. 14 will be widened 12 feet on the south bound side to provide a left turn lane with an additional 12 foot auxiliary right turn lane in south bound.  
C.R. 33 will be widened 12 feet on the west bound side to provide a right turn lane.

**Traffic – Current ADT:**

S.R. 14 -----	5,930 (1998 ADT)
C.R. 33 -----	1,430 (1998 ADT)

**Existing Typical:** S.R. 14: 2 – 12 ft. travel lanes, one in each direction, with variable grassed shoulders and 12 ft. auxiliary right turn lanes in both directions.

C.R. 33: 2 – 11.5 ft. travel lanes, one in each direction, with variable grassed shoulders.

**Existing Right of Way:**

S.R. 14 -----	60' (Estimated)
C.R. 33 -----	130' (Estimated)

**Existing Traffic Control:** This intersection is controlled by a stop signs on C.R. 33.

**Existing Major Structures:** None.

**Statement of Need & Purpose:** Accident history for this location shows fifteen accidents over a four year period. The safety & operational improvements with the installation of a traffic signal and new bell, lights & gates for the railroad crossing will greatly enhance the operational efficiency of this intersection. To improve the safety and orderly progression of traffic through the intersection, these improvements are recommended.

**Bike & Pedestrian Considerations:** None.

**Length:** 0.49 miles

<b><u>Termini:</u></b>	<b>- SR 14 -</b>	<b>- C.R. 33 -</b>
<b><u>From M.P.:</u></b>	26.33	8.45
<b><u>To M.P.:</u></b>	26.73	8.55

**PDP Class:** Minor Existing

**Functional Class:** S.R. 14 ----- Rural Minor Arterial  
C.R. 33 ----- Rural Minor Street

**Max Degree of Curve:** +/- 1 Degrees                      **Max Grades:** +/- 2.0 %

**Design Speed:** 55 mph

**Proposed Typical Section:** S.R. 14: 2 – 12 ft. travel lanes, one in each direction, with a 12 ft. left & right turn lane in both directions.

C.R. 33: 2 – 12 ft. travel lanes, one in each direction, with a 12 ft. right turn lane.

**Proposed major structures:** None.

**Type Access:** By Permit.

**Traffic Control During Construction:** Existing operation shall be maintained during construction.

**Right-of-Way Requirement:** Coweta County shall be responsible for the acquisition of all Required Right-of-Way for this project.

**Utilities:** Coweta County shall be responsible for all Utility adjustments.

**Estimated Cost:**

<b><u>Item</u></b>	<b><u>Total Amount</u></b>
R/W -----	\$ 81,800 (By County LGPA)
Utilities -----	\$ <u>300,000</u> (By County LGPA)
Estimated LGPA Total -----	\$ 381,800
Construction -----	\$ 121,555
Traffic Signal -----	\$ 75,000
Railroad Equipment -----	\$ 150,000
E & C 10% -----	\$ <u>34,656</u>
Total Construction -----	\$ 381,211

**Permits Required:** None.

**Level of Environmental Analysis:** Categorical Exclusion.

**Level of Public Involvement:** None.

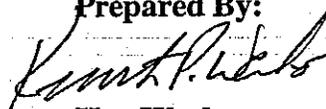
**Time Saving Procedures Appropriate:** Yes (X)                      No ( )

**Design Variances Required:** None.

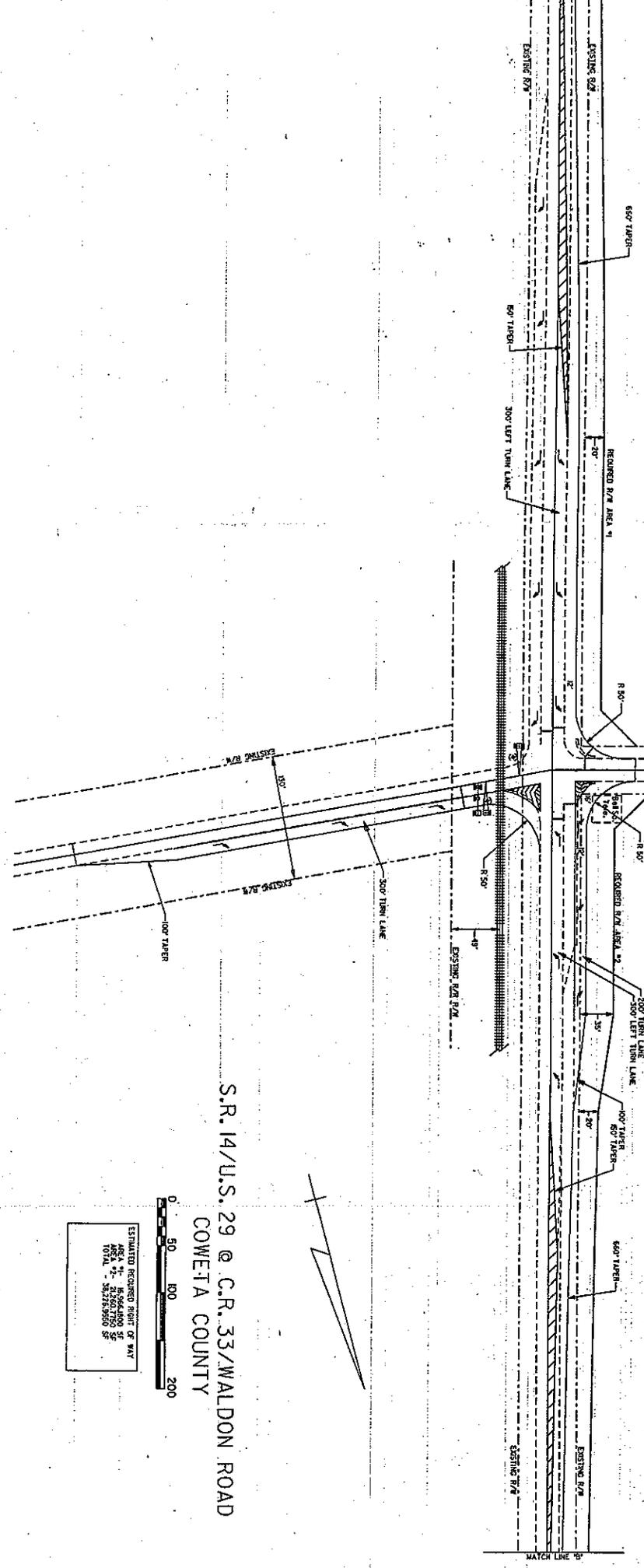
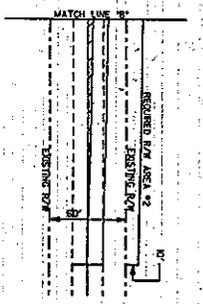
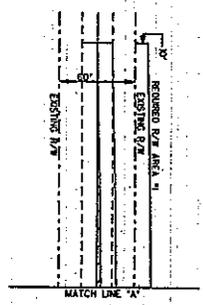
**Alternatives Considered:** None.

**Comments:**

Prepared By:



**Ken Werho**



S.R. 14/U.S. 29 @ C.R. 33/WALDON ROAD  
 COMEITA COUNTY



ESTIMATED REQUIRED RIGHT OF WAY	
AREA #1	16,564,000 SQ
AREA #2	16,564,000 SQ
TOTAL	33,128,000 SQ

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

4

INTERDEPARTMENT CORRESPONDENCE

FILE Coweta County OFFICE Thomaston  
Traffic Operations  
DATE December 1, 1998

FROM Joe B. Street, District Engineer

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

SUBJECT: RESPONSE TO INTERSECTIONS WITH IMPROVEMENT POTENTIAL – 1997

Location: State Route 14 @ Weldon Road, MP 26.53  
5 Accidents, 6 Injuries, 0 Fatalities  
Total Index: 9.95, ADT: 5950  
Category: Rural Unsignalized

Preliminary study of the above intersection indicates the following:

- Further study is required. District will complete a detailed study to be completed by February 1, 1999.
- Study completed and recommendations shown below or attached.
- Report previously submitted, dated
- Project programmed, under construction, or completed.
- No improvements are recommended as explained briefly below.
- Accident data is not valid as explained below.

Recommendations/Explanations:

This intersection was studied in 1997, no report completed. This office will update data and submit report.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** State Route 14 & Weldon Road  
Coweta County

**OFFICE:** Thomaston  
District Three  
**DATE:** 8-Feb-99

**FROM:** Joe B. Street, District Engineer

**TO:** Marion Waters, P. E., State Traffic Operations Engineer  
Attn: Melinda Boothe

**SUBJECT:** Traffic Engineering Study

Attached is a traffic engineering study for the above file location.

If you have questions concerning this matter, please contact Ken Reeves at 706-646-6563.

KBR:KHR:JL  
Attachment



**GEORGIA DEPARTMENT OF TRANSPORTATION**  
**Traffic Operations Division**  
**Thomaston**



**TRAFFIC ENGINEERING STUDY**  
**February 8, 1999**

**LOCATION:** *State Route 14 & Weldon Road/Meadow Chase Way*

**COUNTY:** *Coweta County*

**REQUESTED BY:** *Coweta County Board of Commissioners*

**REASON FOR STUDY:** *To determine the need for a stop and go traffic signal*

**FINDINGS**

**TOPOGRAPHY:** *State Route 14 is a two lane, asphaltic concrete roadway that enters the intersection on a flat grade. Weldon Road is a two lane, asphaltic concrete roadway that enters the intersection from the east on a 3% grade. Meadow Chase Way is a two lane, asphaltic concrete roadway that enters the intersection from the west on a 5% grade. Palmetto Distributors is located in the northeast quadrant of the intersection. All of the other quadrants remain undeveloped at this time. The intersection sight distance is adequate.*

**EXISTING TRAFFIC CONTROL:** *Weldon Road and Meadow Chase Way are required to stop. 48" stop signs exist for Weldon Road and Meadow Chase Way. A controlled (lights and bells) railroad crossing exists at the intersection. The railroad track parallels the east side of State Route 14.*

**VEHICLE VOLUMES:** *Please see the attached count data.*

***State Route 14 & Weldon Road/Meadow Chase Way:***

***PEDESTRIAN MOVEMENTS:*** *Pedestrian movement was not observed at the intersection.*

***PARKING:*** *On-street parking is prohibited at this location.*

***ACCIDENT HISTORY:*** *Please see the attached accident data.*

***WARRANT ANALYSIS:*** *The following warrants for signalization are being met at this time: Warrant one (7 hours), warrant two (6 hours), warrant six, warrant eight, warrant nine, warrant ten, and warrant eleven.*

***OTHER INFORMATION:***

*State Route 14 serves as a connector route between Palmetto and Newnan. Weldon Road is a cut-through route to I-85 to the east. Meadow Chase Way is 0.4 miles long and serves a subdivision. Several businesses are located within 1000' of the intersection. The City Limits of Palmetto exist approximately 0.82 miles north of the intersection. The Fulton County Line is approximately 0.94 miles north of the intersection. Coweta County is in the process of constructing an elementary school approximately 2.2 miles south of the intersection. The new school along with proposed development will substantially increase the traffic volume at the intersection.*

*A closer look at the twenty-four hour counts reveals that warrant one lacked twelve vehicles from meeting warrant one for nine hours.*

*The existing lights and bells that control the railroad crossing should be upgraded to the standard cantilivered type with gates added to supplement the lights and bells.*

**State Route 14 & Weldon Road/Meadow Chase Way:**

**CONCLUSIONS:**

*From the information presented above, it can be concluded that a stop and go traffic signal would be beneficial to the overall safety and efficiency of the intersection.*

**RECOMMENDATIONS:**

*The following is recommended:*

- 1. Issue a permit to install a stop and go traffic signal at this location.*
- 2. Construct left turn lanes on State Route 14 and a right turn lane westbound on Weldon Road.*
- 3. Upgrade the existing railroad signaling devices to a more modern design and add gates to supplement the lights and bells.*

*The above recommendations should be accomplished via a safety project.*

*Kenneth Reeves*  
Kenneth Reeves

*2-8-99*  
Date

*K. Ball*  
District Operations Engineer

*2-9-99*  
Date

*Joe B. Adams*  
District Engineer

*2-10-99*  
Date

State Traffic Operations Engineer

Date

Division Director

Date

State Route 14  
Weldon Road  
TRAFFIC SIGNAL WARRANT EVALUATION

INTRODUCTION

This review is based on the methodology presented in the Manual on Uniform Traffic Control Devices (MUTCD), 1978, as amended by the Federal Highway Administration. Please refer to part 4C of that manual.

The intersection under study has the following characteristics:

The 85th percentile speed on the main street is [ 55 ] MPH.

Existing traffic control is . . . SIDE STREET STOP.

Daily traffic volume of [10,145] was counted on.

WEDNESDAY, JANUARY 13, 1999.

Estimated annual traffic volume is [3,702,925] vehicles.

1. INTERSECTING TRAFFIC VOLUMES

The installation of a traffic signal may be necessary to control an intersection with large volumes of conflicting traffic. The required traffic volumes must be present for at least 8 hours of an average weekday. The minimum volumes vary according to the number of lanes on the intersecting streets, the speed of traffic on the main street, and the community size.

Number of hours required traffic present = 7  
Warrant 1 is NOT SATISFIED.

2. INTERRUPTION OF CONTINUOUS TRAFFIC

On major streets with high traffic volume, it may be necessary to use traffic signal control to provide an adequate number of gaps in traffic to allow vehicles to enter from a side street. The application of this warrant is identical to that of warrant 1, above.

Number of hours required traffic present = 6  
Warrant 2 is NOT SATISFIED.

3. CROSSING PEDESTRIAN TRAFFIC

This warrant is similar to warrant 2, but is intended to identify locations where additional gaps are needed to provide safe pedestrian crossing of a major street. A signal installed solely for pedestrians should use a fully actuated controller and, if in a signal system, be coordinated with that system. A signal installed only under this warrant shall include pedestrian signals. When installed at a midblock location, additional restrictions may apply (See section 4C-5).

Number of hours required traffic present = 0  
Warrant 3 is NOT APPLICABLE.

#### 4. SCHOOL CROSSING

An established school crossing may require signal protection if an engineering study reveals that there is less than one gap per minute during the period of crossing usage. The restrictions on signals installed under this warrant are similar to those of warrant 3.

WARRANT 4 IS NOT APPLICABLE.

#### 5. SIGNAL PROGRESSION

A traffic signal may occasionally be used to maintain vehicle grouping in a coordinated system. Such a signal should not be within 1,000 FT of adjacent signalized intersections in the system.

Warrant 5 is NOT APPLICABLE.

#### 6. ACCIDENT PREVENTION

Many traffic signals are installed on the premise of reducing accidents; however, it must be recognized that signals may actually increase some types of accidents. The result is often contrary to the intended goal. Four conditions must be met before a signal is installed solely to reduce accidents:

- (1) There has been five or more accidents of types preventable by traffic signals in the last 12 months;
- (2) at least one volume requirement of warrant 8 must be satisfied;
- (3) traffic progression would not be seriously disrupted, and
- (4) less restrictive solutions have been tried and enforced with unsatisfactory results.

A signal installed solely under this warrant should be traffic actuated.

Total number of accidents = 5  
Number of preventable accidents = 5  
Accident rate is 1.35 per million vehicles  
Number of warrant 8 volume requirements met = 2  
Parts 1 and 2 are SATISFIED.

## 7. TRAFFIC SYSTEM OPERATION

Traffic signal control may be used to encourage concentration and organization of vehicles on the major street network. Such a signal may be installed at the intersection of two major routes as defined by section 4C-9 of the MUTCD, with a total volume of 800 vehicles during the typical peak weekday hour, or for five (5) weekend hours.

Warrant 7 is NOT APPLICABLE.

## 8. COMBINATION OF WARRANTS

In exceptional cases, signal control may be justified where no single warrant is satisfied, but where at least two of warrants 1, 2, or 3 are met when the required volumes are reduced to 80% of normal. Adequate trial of other measures which cause less delay and inconvenience must be tried and enforced first.

Number of warrants satisfied at the 80% level = 2  
Volume requirements for warrant 8 are SATISFIED.

## 9. FOUR HOUR VOLUME WARRANT

This warrant was approved as an amendment to the MUTCD on December 31, 1984. This warrant is similar to warrant 1, except that the required traffic volumes must be present for at least four hours of an average weekday. The traffic volumes required are based on curves (Figures 4-3 & 4-4) shown in the MUTCD.

Warrant 9 is SATISFIED.

## 10. PEAK HOUR DELAY

This warrant was approved as an amendment to the MUTCD on December 31, 1984. This warrant is intended for application where traffic conditions will cause undue delay to traffic entering or crossing the main street. The peak hour delay warrant is satisfied when the following conditions exist for one hour (any four consecutive 15-minute periods) of an average day:

- (1) The total delay by the traffic on a side street controlled by a stop sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach;
- (2) the volume on the side street equals or exceeds 100 VPH for one moving lane of traffic and 150 VPH for two moving lanes;
- (3) the total traffic volume serviced during 1 hour equals or exceeds 800 VPH for an intersection with four (or more) approaches or 650 VPH for three approaches.

Warrant - 10

Part 1 - Delay to be determined by traffic engineer.

Part 2 - SATISFIED  
Part 3 - SATISFIED

11. PEAK HOUR VOLUME

This warrant was approved as an amendment to the MUTCD on December 31, 1984. This warrant applies to traffic entering from the minor street which encounters undue delay crossing the main street. This warrant is satisfied when the main street and side street traffic volumes satisfy the curves (Figures 4-5 and 4-6) shown in the MUTCD.

Warrant 11 IS SATISFIED.

TABLE 1  
 TWENTY-FOUR HOUR VEHICULAR TRAFFIC EVALUATION  
 WARRANTS 1, 2 AND 8

HOUR OF DAY	MAIN ST. VOLUME	SIDE ST. VOLUME	WARRANT		WARRANT 8	
			1	2	PART 1	PART 2
12 AM	28	34				
1 AM	18	16				
2 AM	19	6				
3 AM	21	6				
4 AM	44	7				
5 AM	205	8				
6 AM	498	13	MAIN		MAIN	MAIN
7 AM	853	67	MAIN	BOTH	MAIN	BOTH
8 AM	543	244	BOTH	BOTH	BOTH	BOTH
9 AM	370	135	BOTH	SIDE	BOTH	SIDE
10 AM	326	95		SIDE	BOTH	SIDE
11 AM	366	101	MAIN	SIDE	BOTH	SIDE
12 PM	349	95		SIDE	BOTH	SIDE
1 PM	433	113	BOTH	SIDE	BOTH	BOTH
2 PM	440	97	MAIN	SIDE	BOTH	BOTH
3 PM	527	155	BOTH	BOTH	BOTH	BOTH
4 PM	682	218	BOTH	BOTH	BOTH	BOTH
5 PM	730	192	BOTH	BOTH	BOTH	BOTH
6 PM	543	172	BOTH	BOTH	BOTH	BOTH
7 PM	324	225	SIDE	SIDE	BOTH	SIDE
8 PM	244	94		SIDE	SIDE	SIDE
9 PM	174	56		SIDE		SIDE
10 PM	113	50				SIDE
11 PM	65	31				

REQUIRED VOLUMES: MAIN STREET      350      525      280      420  
 SIDE STREET      105      53      84      42

NOTE: SIDE STREET VOLUMES SHOWN ARE FOR EACH HOUR'S PEAK APPROACH.



7001

7005

7002

WELDON RD

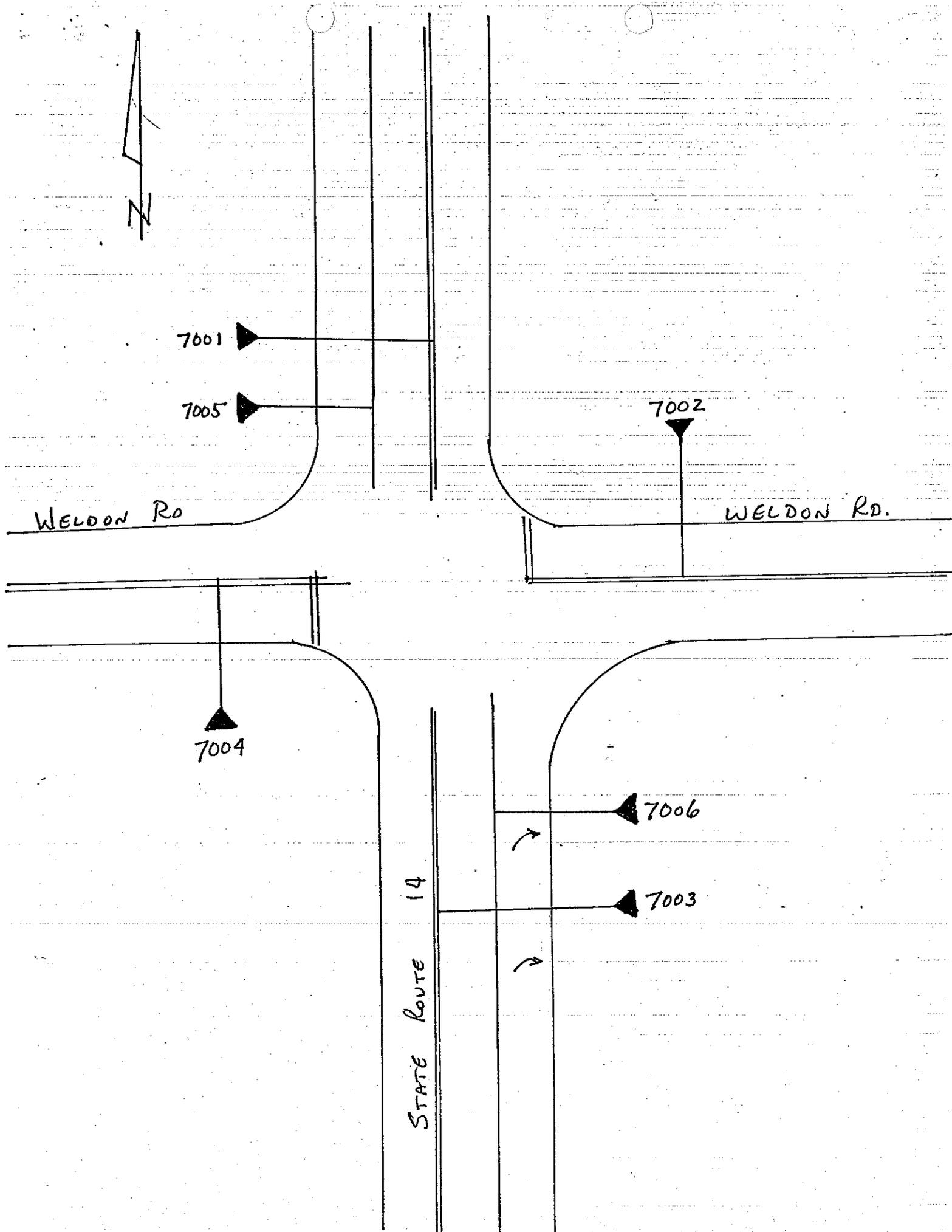
WELDON RD.

7004

7006

7003

STATE ROUTE 14



Office of Information Services  
 Traffic Count Report  
 Volume by Lane Report

```

*****
Data File      : D0113001.PRN
Station       : 000046150856          Count ratio : 2.00
Identification : 077000027002        Interval    : 60 minutes
Start date    : Jan 13, 99           Start time   : 11:00
Stop date     : Jan 14, 99           Stop time    : 12:03
City/Town     : SPL#164 STA#077-7002 County       : COWETA BY ROYALS
Location      : WELDON RD E OF SR14
    
```

\*\*\*\*\*  
 Lanes 1-2 are Westbound  
 -----

Wed - Jan 13, 99

Lane	1	2	Total
12:00	0	95	95
13:00	0	113	113
14:00	0	97	97
15:00	0	155	155
16:00	0	218	218
17:00	0	192	192
18:00	0	172	172
19:00	0	225	225
20:00	0	94	94
21:00	0	56	56
22:00	0	50	50
23:00	0	31	31
24:00	0	34	34

Thu - Jan 14, 99

01:00	0	16	16
02:00	0	6	6
03:00	0	6	6
04:00	0	7	7
05:00	0	8	8
06:00	0	13	13
07:00	0	67	67
08:00	0	244	244
09:00	0	135	135
10:00	0	95	95
11:00	0	101	101
===== 24 Hr Totals	0	2230	2230
Percentages	0.0	100.0	

\*\*\*\*\*

Office of Information Services  
 Traffic Count Report  
 Volume by Lane Report

```
*****
Data File       : D0113002.PRN
Station        : 000026150857          Count ratio : 2.00
Identification : 077000027004          Interval    : 60 minutes
Start date     : Jan 13, 99             Start time   : 11:00
Stop date      : Jan 14, 99             Stop time    : 11:00
City/Town      : SPL#164 STA#077-7004   County       : COWETA BY ROYALS
Location       : WELDON RD W OF SR14
*****
```

Lanes 1-2 are Eastbound

-----  
 Wed - Jan 13, 99

Lane	1	2	Total
12:00	0	6	6
13:00	0	6	6
14:00	0	7	7
15:00	0	3	3
16:00	0	7	7
17:00	0	9	9
18:00	0	15	15
19:00	0	5	5
20:00	0	10	10
21:00	0	1	1
22:00	0	3	3
23:00	0	0	0
24:00	0	1	1

Thu - Jan 14, 99

01:00	0	1	1
02:00	0	0	0
03:00	0	0	0
04:00	0	0	0
05:00	0	1	1
06:00	0	4	4
07:00	0	5	5
08:00	0	6	6
09:00	0	8	8
10:00	0	2	2
11:00	0	7	7

```
=====
Grand Totals      0          107         107
Percentages       0.0        100.0
*****
```

Office of Information Services  
 Traffic Count Report  
 Volume by Lane Report

Page

\*\*\*\*\*  
 Data File : D0113004.PRN  
 Station : 000036159331  
 Identification : 077001417005 Interval : 60 minutes  
 Start date : Jan 13, 99 Start time : 12:00  
 Stop date : Jan 14, 99 Stop time : 12:00  
 City/Town : SPL#164 STA7005-7001 County : COWETA BY ROYALS  
 Location : SR14 N OF WELDON LN1=TURN LN2=THRU  
 \*\*\*\*\*

Lanes 1-2 are Southbound

-----  
 Wed - Jan 13, 99

Lane	1	2	Total
13:00	9	179	188
14:00	9	226	235
15:00	11	206	217
16:00	8	299	307
17:00	63	379	442
18:00	68	407	475
19:00	4	315	319
20:00	5	170	175
21:00	3	139	142
22:00	3	83	86
23:00	0	62	62
24:00	0	36	36

Thu - Jan 14, 99

01:00	0	14	14
02:00	0	10	10
03:00	0	11	11
04:00	0	10	10
05:00	0	27	27
06:00	3	87	90
07:00	13	182	195
08:00	23	320	343
09:00	10	200	210
10:00	4	192	196
11:00	7	174	181
12:00	4	190	194

=====  
 Grand Totals 247 3918 4165  
 Percentages 5.9 94.1

\*\*\*\*\*

SR14W65

Office of Information Services  
 Traffic Count Report  
 Volume by Lane Report

```
*****
Data File       : D0113003.PRN
Station        : 000016150801
Identification  : 077001417006
Start date     : Jan 13, 99
Stop date      : Jan 14, 99
City/Town      : SPL#164 STA7006-7003
Location       : SR14 S OF WELDON LN1=TURN LN2=THRU
Interval      : 60 minutes
Start time     : 12:00
Stop time      : 12:00
County         : COWETA BY ROYALS
*****
```

Lanes 1-2 are Northbound

Wed - Jan 13, 99

Lane	1	2	Total
13:00	18	143	161
14:00	47	151	198
15:00	50	173	223
16:00	40	180	220
17:00	37	203	240
18:00	82	173	255
19:00	49	175	224
20:00	29	120	149
21:00	16	86	102
22:00	12	76	88
23:00	10	41	51
24:00	3	26	29

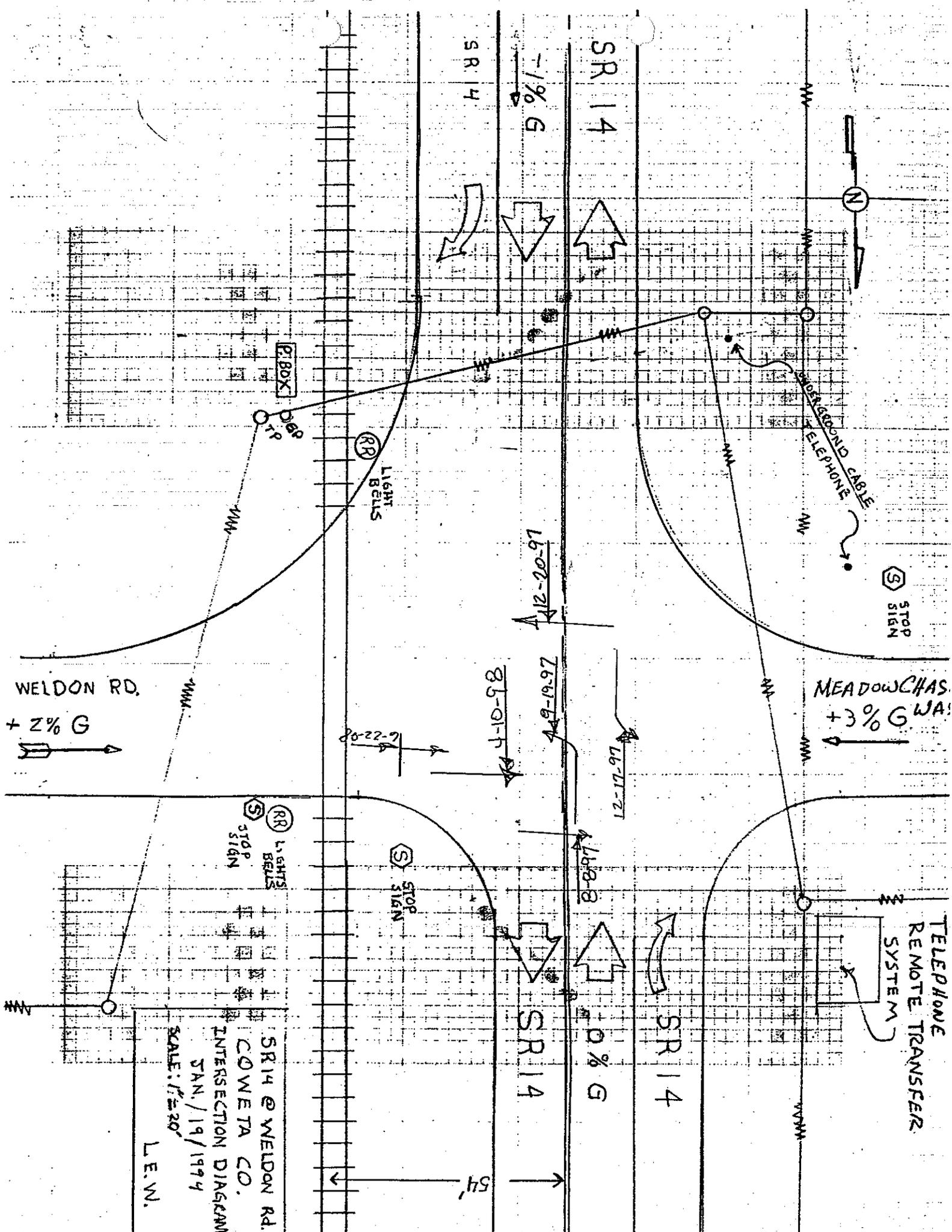
Thu - Jan 14, 99

01:00	4	10	14
02:00	0	8	8
03:00	1	7	8
04:00	3	8	11
05:00	3	14	17
06:00	42	73	115
07:00	110	193	303
08:00	194	316	510
09:00	112	221	333
10:00	48	126	174
11:00	33	112	145
12:00	38	134	172

```
=====
Grand Totals      981      2769      3750
Percentages      26.2      73.8
```

\*\*\*\*\*

5214 WEN



WELDON RD.  
+ 2% G

SR 14  
-1% G

SR 14



TELEPHONE CABLE  
TELEPHONE

STOP SIGN

MEADOW CHAS  
+ 3% G WA

80-22-7

89-01-7

49-19-97

12-17-97

168-8

STOP SIGN

RR LIGHTS  
STOP SIGN

TELEPHONE  
REMOTE TRANSFER  
SYSTEM

SR 14

SR 14  
0% G

54'

SR 14 @ WELDON RD.  
COWETA CO.  
INTERSECTION DIAGRAM  
JAN. / 19 / 1994  
SCALE: 1" = 20'  
L.E.W.

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE Coweta County

OFFICE Thomaston  
Traffic Operations

DATE December 1, 1998

FROM Joe B. Street, District Engineer

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

SUBJECT: RESPONSE TO INTERSECTIONS WITH IMPROVEMENT POTENTIAL - 1997

Location: State Route 14 @ Weldon Road, MP 26.53  
5 Accidents, 6 Injuries, 0 Fatalities  
Total Index: 9.95, ADT: 5950  
Category: Rural Unsignalized

Preliminary study of the above intersection indicates the following:

- Further study is required. District will complete a detailed study to be completed by February 1, 1999.
- Study completed and recommendations shown below or attached.
- Report previously submitted, dated
- Project programmed, under construction, or completed.
- No improvements are recommended as explained briefly below.
- Accident data is not valid as explained below.

Recommendations/Explanations:

This intersection was studied in 1997, no report completed. This office will update data and submit report.