DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE MSL-0003-00(246) Troup & Meriwether County
PI # 0003246

OFFICE Road Design

DATE May 16, 2005

FROM Brent A. Story, P.E., State Road & Airport Design Engineer

TO Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT **Project Concept Report**

Attached is the original copy of the Concept Report for the above project for your further handling for approval in accordance with the Plan Development Process.

BAS:JLM:CAC

cc: David Mulling
Harvey Keepler
Keith Golden
Joe Palladi
Jamie Simpson
Thomas Howell
Paul Liles

Project Concept Report

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Road & Airport Design

Project Number: MSL-0003-00(246)
County: Troup & Meriwether
P. I. Number: 0003246

Federal Route Number: I-85
State Route Number: 403

Prepared By: R. K. SHAH & ASSOCIATES, INC

Recommendation for approval:

DATE 5-16-05 _____ C. Andy Carey
Project Manager

DATE 5-16-05 _____ Robert G. Hatcher
Office Head/District Engineer

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

DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Financial Management Administrator

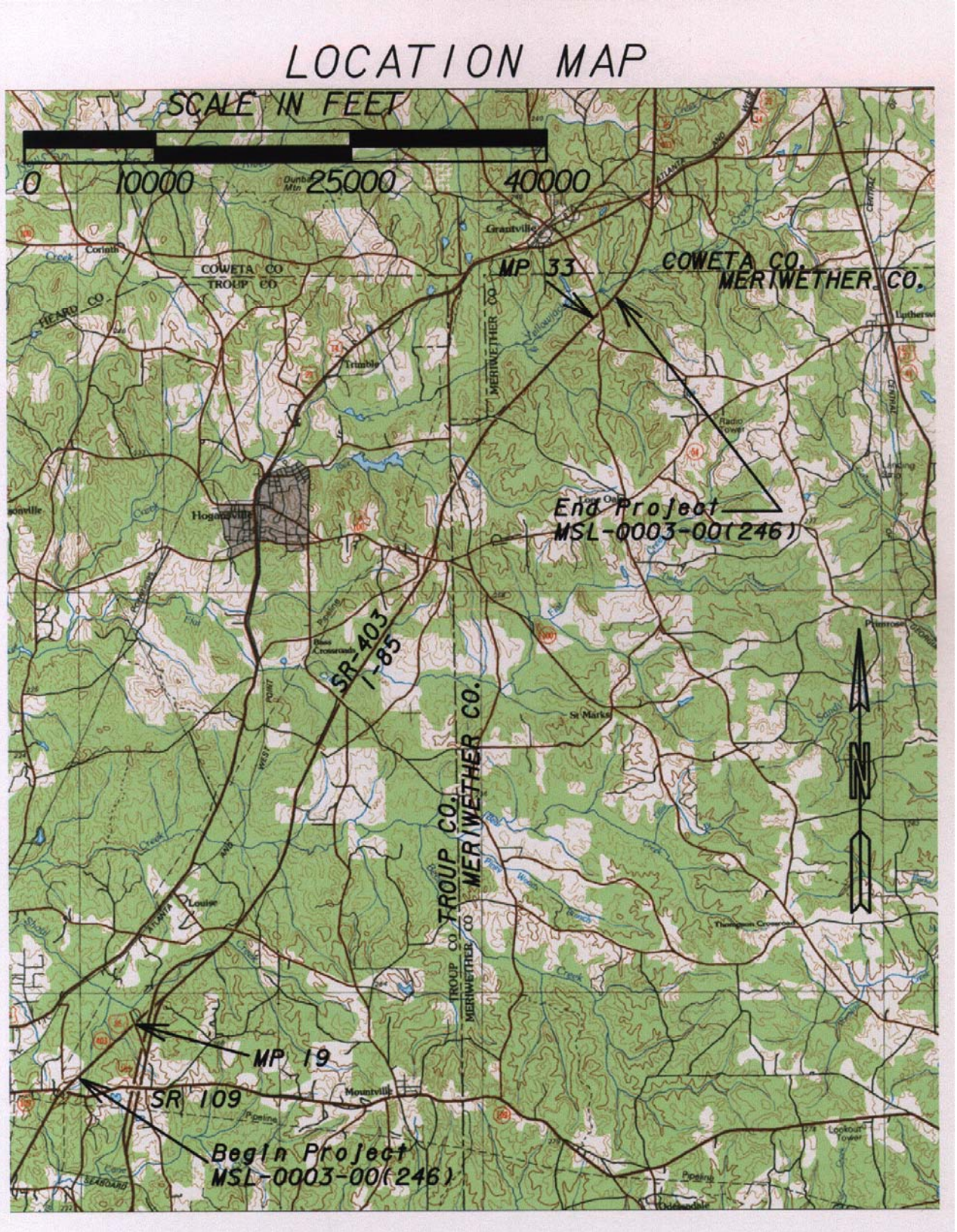
DATE_____ _____
State Environmental/Location Engineer

DATE_____ _____
State Traffic Safety & Design Engineer

DATE_____ _____
District Engineer

DATE_____ _____
Project Review Engineer

DATE_____ _____
State Bridge Design Engineer


LOCATION MAP
SCALE IN FEET
0
10000
25000
40000
COWETA CO
TROUP CO
HEARD CO
MERIWETHER CO
MP 33
COWETA CO.
MERIWETHER CO.
End Project
MSL-0003-00(246)
SR-403
I-85
TROUP CO.
MERIWETHER CO.
MP 19
SR 109
Begin Project
MSL-0003-00(246)
Hogansville
Grantville
Corinth
Trumbla
Mountville
Louise
St Marks
N

Need and Purpose: See Attachment

Project in Area

The following Projects are located within the area and are programmed in the Department's Construction work and Long Range Programs:

Project Number	Project Description	Project Schedule
P. I. No. 0003161	Replacement of Existing Pavement and Inside Widening of I-85	
P.I. No. 310730	Improvements of I-185 Interchange	

Safety:

Below are accident data for SR 403/I-85 for the years 1997, 2000 and 2001 (the most recent year for which accident data id available). This data is compared to the statewide average for a similar facility.

Accident Data for SR 403/I-85(Rural Principal Arterial)

Year	1997	1997	2000	2000	2001	2001
Comparison	SR 403/I-85	Statewide	SR 403/I-85	Statewide	SR 403/I-85	Statewide
Accidents	60	4766	91	6627	105	7231
Accident Rate	116	49	149	61	163	65
Injuries	35	2707	55	3772	62	3778
Injury Rate	68	28	90	35	96	34
Fatalities	0	100	0	125	0	133
Fatality Rate	0	1.03	0	1.15	0	1.20

Operational Analysis: Level of Services (LOS) is defined as a qualitative measure describing operational condition within a traffic stream. There are six identified LOS with letters 'A' through 'F'. LOS A represents the best operating condition and LOS 'F' represents the worst. LOS 'C' is considered as acceptable and marks the beginning of a range of traffic flow in which level of driving comfort declines noticeably on the roadway. LOS 'E' represents at or near capacity for traffic flow. LOS 'F' represents heavily congested flow with traffic demands exceeding capacity. The AADT for the Year 2007 on SR 403/I-85 is 55,000 which is LOS 'C' The SR 403/I-85 is projected to have and average daily traffic (ADT) of 91,000 in 2027 which is LOS 'F' without proposed improvements. The proposed improvements would result in a LOS "D" in 2027 with ADT of 91,000

Description of the proposed project: Inside widening of 14.947 miles of SR 403/I-85 from north of SR 109 (M. P. # 18.312) in Troup County to north of Forest Road (M.P. # 33.259) in Meriwether County. When completed project will provide 3-12 ft. lanes, 14 ft. inside and outside shoulder (12 ft. paved), in each direction divided with variable width (40 ft.-64 ft.) depressed grass median. This project includes the replacements of existing Bridges over Beach Creek (Suff. Rating-77.5/HS-15Loading)and Flat Creek(Suff.Rating-77.5/HS-15Loading).The project further includes raising(Jacking) of Bridge on I-185NB/I-85SB, I-85SB/I-185SB, Hines Road, Hogansville Road, SR 54, Sims Road, Sewell Road and Forest Road over I-85 to improve vertical clearances to minimum of 17 ft.

The project improves existing pavement cross slope of 1/8 in. /ft (1 %) to 2.00 % using variable depth asphaltic overlay.

The project will provide one CCTV remote controlled camera/per direction at each interchange.

Is the project located in a Non-attainment area? Yes X No.

PDP Classification:

Full Oversight (X), Exempt( ), State Funded( ), or Other ( )

Functional Classification: Major Principal Rural Arterial (Freeway)

U. S. Route Number(s): I-85 **State Route Number(s): SR 403**

Traffic (AADT):

Current Year: (2007) 55,000 Design Year: (2027) 91,000
K= 8 %, D= 55 %, T= 14 %, 24 Hour T= 21 %

Existing design features:

- Typical Section: 2-12 ft. lanes in each direction divided with variable width (64 ft.-88ft.) depressed grassed median. 14 ft.(10 ft. Paved) outside shoulder and 10 ft. (2 ft. Paved) inside shoulder

- Posted speed : **70 mph** Maximum degree of curvature: **1 Degree**
- Maximum grade: **3.00 %**
- Width of right of way: **400 ft**.

- **Major structures:**

Existing Bridge on I-85

Location	Over	Length	Width	#-Span	Str. I.D.	Loc. I.D.	Suff. Rating
Left/I-85 –SB	Beach Creek	280’	66’	3	285-0071-0	285-00403D-23.40N	77.50/HS-15
Right/I-85-NB	Beach Creek	280’	66’	3	285-0070-0	285-00403D-23.39N	77.50/HS-15
Left/I-85- SB	Flat Creek	252’	66’	3	285-0073-0	285-00403D-26.15N	77.50/HS-15
Right/I-85-NB	Flat Creek	252’	66’	3	285-0072-0	285-00403D-26.14N	77.50/HS-15

Existing Bridge Over SR 403/I-85

Location	On Road	Length	Width	#-Span	Str. I.D.	Loc. I.D.	Clear.
143+66.94	I-185 NB Ramp	337.5	30’	4	285-0403-0	285-00181X-000.91E	17.25’
163+83.06	I-185SB Ramp	337.5’	30’	4	285-0403-0	285-00181X-000.90E	17.25’
253+88.08	Hines Rd	343’	32’	4	285-0403-0	285-00403D-21.80N	16.76’
461+17.44	Hogansville Rd.	334’	32’	4	285-0403-0	285-000403D-25.73W	16.70’
600+21.08	SR 54	307.5’	48’	4	285-0403-0	285-00403D-28.37N	16.65’
669+76.88	Sims Rd.	428.25’	30’	4	199-0002-0	199-00017X-001.20N	16.70’
727+47.30	Sewell Road	337.5’	30’	4	199-0001-0	199-00015X-002.20N	16.79’
851+88.79	Forest Rd.	394’	32’	4	199-0064-0	199-02016F-010.26N	16.65

Bridge Culverts: TRP. 7 ft. X 7 ft. (Shoal Creek) and DBL. 10 ft. x 9 ft.

- Major interchanges or intersections along the project: SR 109, I-185, SR 54 and SR 14/US 29
- Existing length of roadway segment and the beginning mile logs for each county:
  SR 403/I-85 Form M. P. # 18.312 to in Troup County to M.P. # 33.259 in Meriwether County. Total Project Length is 14.947 miles.
  Troup County: From M.P. # 18.312 to M.P. # 29.416 Total 11.104 mile(74.289 %) and Meriwether County: From M.P. # 29.416 to M.P. 33.259 Total 3.843 mile (25.711 %)

Proposed Design Features:

- Proposed typical section(s): 3-12 ft. lanes in each direction divided with variable width (40 ft.-64ft.) depressed grassed median. 14 ft. (12 ft. Paved) outside shoulder and 14 ft. (12 ft. Paved) inside shoulder. *Two outside lane will drain outside and one inside lane will drain to the middle.*
- Proposed Design Speed Mainline: **70 mph**
- Proposed Maximum grade Mainline: **3.00 %** Maximum grade allowable: **3.00 %.**
- Proposed Maximum grade Side Street: **N.A**. Maximum grade allowable: **N.A**.
- Proposed Maximum grade driveway: **N.A.**
- Proposed Maximum degree of curve: **1 Degree**. Maximum degree allowable : **3 Degree**
- Right of way
  - Width: **400 ft.**
  - Easements: Temporary ( ), Permanent ( ), Utility ( ), Other ( ).
  - Type of access control: Full **(X),** Partial ( ), By Permit ( ), Other ( ).
  - Number of parcels: _____ Number of displacements:
    - Business: _____
    - Residences: _____
    - Mobile homes: _____
    - Other: _____
- **Structures:**

New Bridge on I-85

Location	Over	Length	Width	#-Span	Str. I.D.	Loc. I.D.	Suff. Rating
Left/I-85 -SB	Beach Creek	280’	60’	3	285-0071-0	285-00403D-23.40N	100.00/HS-20
Right/I-85-NB	Beach Creek	280’	60’	3	285-0070-0	285-00403D-23.39N	100.00/HS-20
Left/I-85- SB	Flat Creek	252’	60’	3	285-0073-0	285-00403D-26.15N	100.00/HS-20
Right/I-85-NB	Flat Creek	252’	60’	3	285-0072-0	285-00403D-26.14N	100.00/HS-20

Raising (Jacking) of Existing Bridge Over SR 403/I-85

Location	On Road	Length	Width	#-Span	Str. I.D.	Loc. I.D.	Raise
143+66.94	I-185 NB Ramp	337.5	30’	4	285-0403-0	285-00181X-000.91E	0.75’
163+83.06	I-185SB Ramp	337.5’	30’	4	285-0403-0	285-00181X-000.90E	0.75’
253+88.08	Hines Rd	343’	32’	4	285-0403-0	285-00403D-21.80N	1.24’
461+17.44	Hogansville Rd.	334’	32’	4	285-0403-0	285-000403D-25.73W	1.30’
600+21.08	SR 54	307.5’	48’	4	285-0403-0	285-00403D-28.37N	1.35’
669+76.88	Sims Rd.	428.25’	30’	4	199-0002-0	199-00017X-001.20N	1.30’
727+47.30	Sewell Road	337.5’	30’	4	199-0001-0	199-00015X-002.20N	1.21’
851+88.79	Forest Rd.	394’	32’	4	199-0064-0	199-02016F-010.26N	1.35

Bridge Culverts: TRP. 7 ft. X 7 ft. (Shoal Creek) and DBL. 10 ft. x 9 ft.-No Improvements Required.

- Major intersections and interchanges. SR 109, I-185, SR 54 and SR 14/US 29
- Traffic control during construction: Stage Construction Required. All Construction under Traffic.
- Design Exceptions to controlling criteria anticipated:

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

* Outside Bridge Columns

- Design Variances: None
- Environmental concerns: None

- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (**X**), No ( ),
  - Categorical exclusion (**X**),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ), or
  - Environmental Impact Statement (EIS) ( ).
  -
- Utility involvements: CATV/Charter Communication, Gas/Atlanta Gas Light, Fiber Optic/MCI World Com, Power/GA Power, Power/Diverse Power, Telephone/Bell South and Water-Sewer-Gas-Power/City of LaGrange.

Project responsibilities:

- Design: R K. SHAH & ASSOCIATES, INC.
- Right of Way Acquisition: By District # 3
- Relocation of Utilities: By Utility Owner
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Construction Contractor
- Providing detours: Stage Construction Required. All Construction under Traffic.

Coordination

- Initial Concept Meeting date and brief summary. Attach minutes.: To be held
- Concept meeting date and brief summary. Attach minutes.: Not Available
- P. A. R. meetings, dates and results. :
- FEMA, USCG, and/or TVA
- Public involvement: Public Information Meeting to be held.
- Other projects in the area.: Improvement of I-85/I-185 Interchange Improvements
- Other coordination to date.: None

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: **6 Months.**
- Time to complete preliminary construction plans: **12 Months**.
- Time to complete right of way plans: **3 Months.**
- Time to complete the Section 404 Permit: **6 Months.**
- Time to complete final construction plans: **12 Months.**
- Time to complete to purchase right of way: **6 Months.**
- List other major items that will affect the project schedule: **N/A Months**.

Other alternates considered: 1. No Build.
2. Symmetrical Widening of SR 403/I-85 by adding 6 ft (1/2 lane) inside and outside in each direction.

Comments:

Attachments:

1. Cost Estimates:
    a. Construction including E&C,-Attached
    b. Right of Way, -TBD
    c. Utilities, TBD
2. Sketch location map,-Attached
3. Typical sections,-Attached
4. Accident summaries,-Part of Report
5. Capacity analysis-Part of Report
6. Bridge inventory-Part of Report
7. Minutes of Initial Concept and Concept meetings,- January 14, 2004

Approvals, <u>Full Oversight projects:</u>

Concur: _____
Director of Preconstruction

Approve: _____
Division Administrator, FHWA or FTA

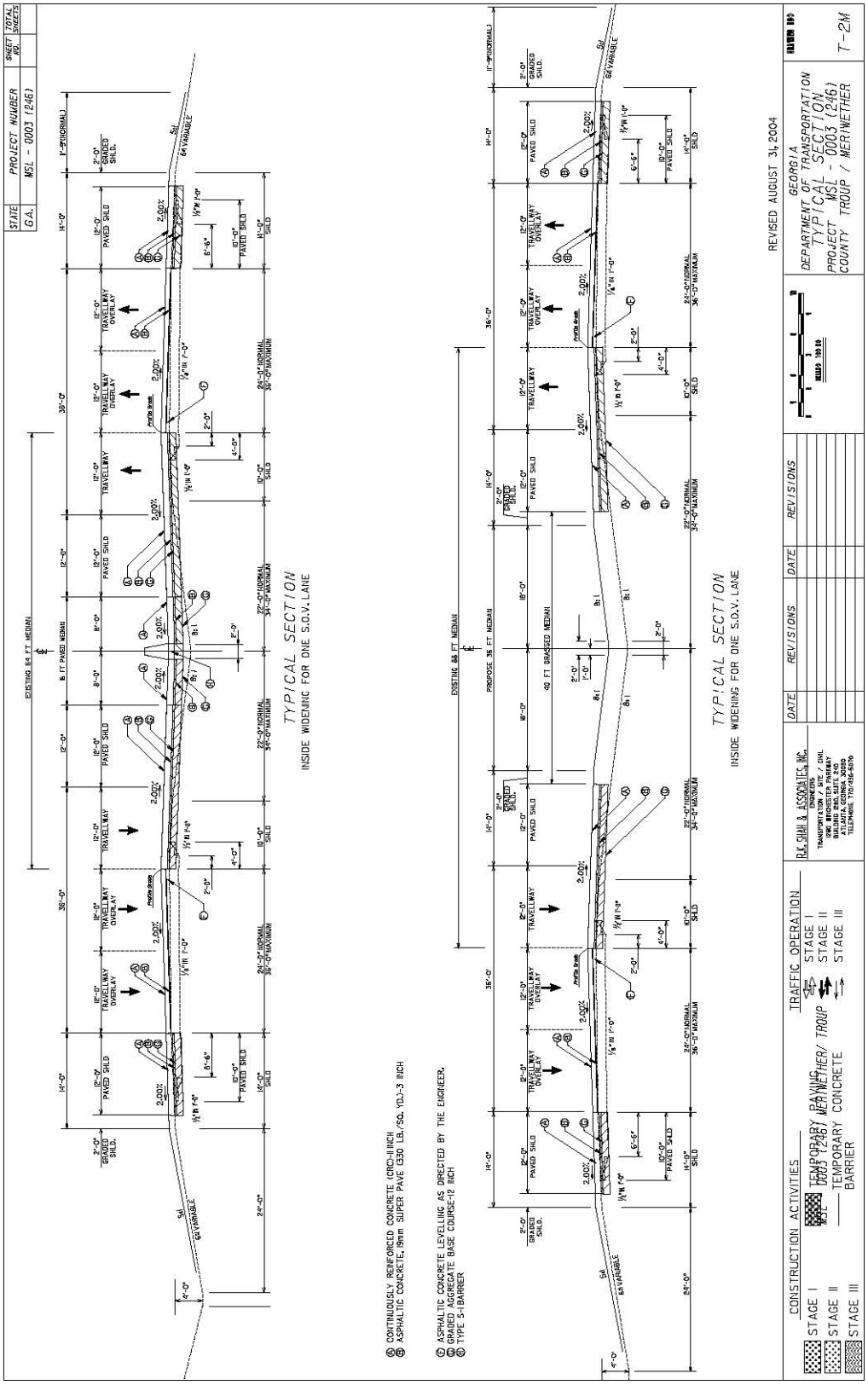
Approve: _____
Chief Engineer

MSL-0003 (246) - PI# 0003246
Cost Estimate

			Description	Unit	Unit Price	Quantity	$ Amount
A			RIGHT OF WAY & EASEMENTS			N/A	
B			UTILITIES			TBD	
C.			MAJOR STRUCTURES				
	1		BRIDGE REPLACEMENT				
		a	BRIDGE 1 LT. SBL I-85 OVER BEACH CREEK-STA. 339+_	SQ. FT	$55.00	18480	$1,016,400.00
		b	BRIDGE 1 RT SBL I-85 OVER BEACH CREEK	SQ. FT	$55.00	18480	$1,016,400.00
		c	BRIDGE 2 LT SBL I-85 OVER FLAT CREEK - STA. 484+_	SQ. FT	$55.00	16632	$914,760.00
		d	BRIDGE 2 RT SBL I-85 OVER FLAT CREEK - STA.	SQ. FT	$55.00	16632	$914,760.00
	2		JACKING OF BRIDGES				
		a	BRIDGE 10 I-185 NB OVER I-85 STA. 143+66.94	SQ. FT	$15.00	10941	$164,115.00
		b	BRIDGE 9 I-185 SB OVER I-85 STA. 163+83.08	SQ. FT	$15.00	10941	$164,115.00
		c	BRIDGE 7 HINES ROAD OVER I-85 STA. 253+88.08	SQ. FT	$15.00	11806	$177,090.00
		d	BRIDGE 6 S-2097 (HOGANSVILLE ROAD) OVER I-85 STA. 461+17.44	SQ. FT	$15.00	11496	$172,440.00
		e	BRIDGE 8 SR 54 OVER I-85 STA. 600+21.08	SQ. FT	$15.00	15504	$232,560.00
		f	BRIDGE 5 SIMMS ROAD (CR 17) OVER I-85 STA. 669+_.	SQ. FT	$15.00	13883	$208,245.00
		g	BRIDGE 4 SEWELL ROAD OVER I-85 - STA. 729+47.3	SQ. FT	$15.00	10941	$164,115.00
		h	BRIDGE 3 FOREST ROAD OVER I-85 - STA. 857+88.79	SQ. FT	$15.00	11496	$172,440.00
D.			GRADING AND DRAINAGE				
	1	a.	UNCLASSIFIED EXCAVATION	CU. YD.	$3.00	236000	$708,000.00
	2		DRAINAGE	LUMP	LUMP	LUMP	$1,346,000.00
E.			BASE & PAVING				
	1		GRADED AGGREGATE BASE 12"	TONS	$13.40	440780	$5,906,452.00
	2		CONTINUOUSLY REINFORCED CONCRETE CRC)- 11" Shoulders	SQ. YD.	$49.50	235600	$11,662,200.00
	3		CONTINUOUSLY REINFORCED CONCRETE (CRC)- 11" Overlay	SQ. YD.	$49.50	417600	$20,671,200.00
	4		CONTINUOUSLY REINFORCED CONCRETE CRC)- 11" New	SQ. YD.	$49.50	417600	$20,671,200.00
	5		ASPHALTIC CONCRETE OVERLAY - LEVELING	TON	$42.00	32120	$1,349,040.00
	6		ASPHALTIC CONC. 19mm, 330 LB/SY- 3" Overlay	TON	$43.00	68940	$2,964,420.00
	7		ASPHALTIC CONC. 19mm, 330 LB/SY- 3"	TON	$43.00	107800	$4,635,400.00
	8		BITUMINOUS TACK COAT	GAL	$1.05	51840	$54,432.00
F.			LUMP SUM ITEMS				
	1		TRAFFIC CONTROL	LUMP	LUMP	LUMP	$400,000.00
			DETOUR PAVEMENT@ 208,900 SQ. YD	LUMP	LUMP	LUMP	$5,222,500.00
	2		CLEARING & GRUBBING - 407 AC	LUMP	LUMP	LUMP	$488,400.00
	3		GRASSING - 151 AC	LUMP	LUMP	LUMP	$113,250.00
	4		EROSION CONTROL	LUMP	LUMP	LUMP	$1,900,000.00
G.			MISCELLANEOUS ITEMS				
	1		GUARDRAIL, TP W	LF	$10.10	21900	$221,190.00
	2		GUARDRAIL ANCHORAGE, TP 1	EA	$450.00	47	$21,150.00
	3		GUARDRAIL ANCHORAGE, TP 12	EA	$1,551.00	47	$72,897.00
	4		FENCE, R/W, GAME	LF	$12.40	156800	$1,944,320.00
	5		APPROACH SLABS	SQ YD	$113.50	3820	$433,570.00
	6		PRECAST BARRIER, METHOD 3	LF	$36.00	7900	$284,400.00
	7		PRECAST BARRIER, METHOD 4	LF	$36.00	300	$10,800.00
	8		CONCRETE BARRIER, TP S-1	LF	$60.00	16900	$284,400.00
	9		AGGREGATE SURFACE COURSE	TON	$16.00	1000	$16,000.00
	10		CCTV - REMOTE CONTROL CAMERA	EA	$30,000.00	4	$120,000.00

MSL-0003 (246) - PI# 0003246
Cost Estimate

		Description	Unit	Unit Price	Quantity	$ Amount
H.		SPECIAL ITEMS				
	1	ENGINEER'S OFFICE - TP 3	EA	$62,000.00	1	$62,000.00
		SUBTOTAL				$86,880,661.00
		INFLATION 2 YEARS @ 5% /YR				$8,905,267.75
		E & C 10%				$8,688,066.10
		TOTAL				$104,473,994.85
		TOTAL PROJECT COST - CONCEPT				$104,474,000.00


STATE GA.
PROJECT NUMBER MSL - 0003 (246)
SHEET NO. TOTAL SHEETS
TYPICAL SECTION
INSIDE WIDENING FOR ONE S.O.V. LANE
EXISTING 64 FT. MEDIAN
5 FT. PAVED MEDIAN
PROPOSE 36 FT MEDIAN
40 FT. GRADED MEDIAN
CONTINUOUSLY REINFORCED CONCRETE (CRC)-11 INCH
ASPHALTIC CONCRETE, 19mm SUPER PAVE (330 LB./SQ. YD.)-3 INCH
ASPHALTIC CONCRETE LEVELLING AS DIRECTED BY THE ENGINEER.
GRADED AGGREGATE BASE COURSE-12 INCH
TYPE S-1 BARRIER
CONSTRUCTION ACTIVITIES
STAGE I
STAGE II
STAGE III
TEMPORARY PAVING
TEMPORARY CONCRETE BARRIER
TRAFFIC OPERATION
STAGE I
STAGE II
STAGE III
R.K. SINHA & ASSOCIATES, INC.
ENGINEERS
TRANSPORTATION / SITE / CIVIL
DATE
REVISIONS
REVISED AUGUST 31, 2004
GEORGIA
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTION
PROJECT MSL - 0003 (246)
COUNTY TROUP / MERIWETHER
T-2M

NEED & PURPOSE

MSL-0003-00(246), P.I. 0003246
Coweta, Meriwether, Troup Counties

Interstate 85(SR 403) Widening and Reconstruction from I-185 in Troup County to SR 14 in Coweta County

Background

This project is located within Coweta, Meriwether, and Troup Counties. The County percentages are 9, 30, and 61 respectively. The total project length is approximately 14.76 miles. Based on the County percentages this project will widen I-85 (SR403) approximately 1.3 miles into Coweta County which is located inside the Atlanta urbanized area. Because this project is mainly outside the urbanized area it is not required to be in a Transportation Improvement Program. However, this project will be forwarded to the Atlanta Regional Commission for possible inclusion in the Regional Travel Demand Model based on the regional significance of I-85.

Interstate 85 (SR 403) serves the United States both as a National Highway System (NHS) and Strategic Highway Network (STRAHNET) major corridor. STRAHNET is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes. Interstate 85 (SR 403) traverses northeast/southwest through the northern half of the state providing mobility and connectivity from the eastern seaboard extending west to Montgomery, Alabama, assisting in promoting economic growth for Georgia through connectivity to other areas of the United States.

Interstate 85 (SR 403) in the project area is functionally classified as Rural Interstate. Truck traffic constitutes an estimated 24% of the total vehicles traveling the corridor according to DOT RC *WEB* Information, with most of the trucks traveling to, from, and through the Metro-Atlanta area. The facility in the project area presently consists of two 12’ lanes in each direction separated by an 88’ depressed median.

Proposed Improvements

Project MSL-0003-00(246), P.I. 0003246 in Coweta, Meriwether, and Troup Counties proposes to widen I-85 by taking existing inside median space and adding one additional lane in each direction, and includes construction of paved inside and outside shoulders. Full depth shoulder paving along both sides is included in the scope of this project in anticipation for potential future widening projects in the median and, due to the large % of trucks along the outside shoulder.

Project Termini

The project length is approximately 14.76 miles extending from I-185 in Troup County, traversing through Meriwether County, and ending at the SR 14 Interchange in Coweta County. This is the beginning point for the Coweta portion of the 6 lane widening of I-85, Project MSL-0003-00(161), P.I. # 0003161. At present there is no project programmed to address widening of SR 403 (I-85) to 6 lanes from I-85 south to the Georgia state line. No project is required south of the I-85/ I-185 split due to future acceptable levels of service.

Operational Statistics

The following chart indicates existing and projected traffic counts and Level of Service (LOS) for each of the stations within the project boundaries. A conservative estimate of traffic growth of 3%, typical for an area transitioning from rural to urban, was applied to the existing traffic figures. However, the historic average growth rate in the project corridor taken from traffic counts compiled from 1990 through 2001 (a twelve year period) at each of the traffic stations indicates traffic count increases averaging 4.64%, 4.56%, 4.71%, 4.71%, and 4.71% at the respective stations, giving an overall average of 4.66% for the corridor. These growth rates indicate a need to evaluate how the facility will be functioning in the future. In order to maintain an acceptable level of service, if the corridor continues to experience the same level of increase in traffic volumes in future years, a project to widen this corridor to 8 lanes will be needed by the year 2020. Also, based on the drop in LOS at TC station 0238 an auxiliary lane is needed on I-85 between I-185 to SR 54/SR 100 to handle the merge of I-85 and I-185. Traffic Count Map is attached refer to Figure 1.

	Troup	Troup	Troup	Meriwether	Coweta
	TC#: 0236	**TC#: 0238**	**TC#: 0241**	**TC#: 0312**	**TC#: 153**
Existing					
2001 Traffic	29730	46160	38420	38420	38420
LOS	B	C	C	C	C
Projections					
2010 Build Year	39954	62034	51633	50531	50531
4 Lane LOS	C	E	D	D	D
6 Lane LOS	**B**	**C**	**C**	**C**	**C**
2015 Traffic	46319	69580	59858	58581	58581
4 Lane LOS	C	F	E	E	E
6 Lane LOS	**B**	**D**	**C**	**C**	**C**
2020 Traffic	53695	80660	69390	67909	67909
4 Lane LOS	D	F	F	F	F
6 Lane LOS	**C**	**E**	**D**	**D**	**D**
2025 Traffic	62094	95845	80244	73531	73531
4 Lane LOS	E	F	F	F	F
6 Lane LOS	**C**	**F**	**D**	**D**	**D**
2030 Traffic	65737	98749	84591	83138	83138
4 Lane LOS	F	F	F	F	F
6 Lane LOS	**C**	**F**	**E**	**E**	**E**

Traffic Count Map:

(Approximate locations of traffic count stations)

Figure1

N

Traffic Count Station 153

Traffic Count Station 312

Traffic Count Station 241

Traffic Count Station 238

Traffic Count Station 236

Level-of-Service

Level-of-Service is defined as a qualitative measure describing operational conditions within a traffic stream. There are six identified Levels-of-Service categories a roadway can be designated. A designated letter, A through F, identifies each of the six categories. Level-of-Service A represents the best operating conditions and Level-of-Service F the worst. For example, Level-of-Service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. The general level of comfort and convenience provided to the motorist is excellent. Level-of-Service C marks the beginning of a range of flow in which the operation of the individual users becomes significantly affected by interactions with others in the traffic stream. The general level of comfort declines noticeably at this level. Level-of-Service E represents operating conditions at or near capacity. All speeds are reduced to a low, but relatively uniform value. Comfort and convenience levels are extremely poor. Level-of-Service F represents a heavily congested flow with traffic demands exceeding capacity. Volumes are lower than capacity and speeds are below capacity speed.

Accident Data

Accident data has been taken from within each of the traffic stations to determine if any area reflected conditions needing special attention. Accident data is indicated for years, 1996, 1997, 1998, 2000, and 2001. Comparative data is not reflected for the year 1998 * since only 62 % of the accidents statistics are available for that year. Accident data is

complete for year 2000, but there is no comparative data available ** for that year therefore a comparative analysis is not performed.

Comparative Accident Data

(**n/a** = Not available due to incomplete * or unavailable ** data.)

		1996	1997	1998 *	2000	2001
	Statewide Averages Per 100 MVMT for Interstate - Rural	50	49	46	* *	63
TC#: 0236	# of Accidents	7	10	6	15	15
Troup	# per 100 MVMT	41	49	30	69	67
	% Higher or Lower than above Statewide Average	9.9% Lower	Equal	n/a	n/a	.6% Higher
TC#: 0238	# of Accidents	42	39	18	37	64
Troup	# per 100 MVMT	46	47	18	29	48
	% Higher or Lower than above Statewide Average	8% Lower	4.1% Lower	n/a	n/a	23.9% Lower
TC#: 0241	# of Accidents	6	4	3	10	4
Troup	# per 100 MVMT	48	31	21	66	26
	% Higher or Lower than above Statewide Average	4% Lower	36.8% Lower	n/a	n/a	58.8% Lower
TC#: 0312	# of Accidents	14	12	10	15	21
Meriwether	# per 100 MVMT	28	23	18	25	34
	% Higher or Lower than above Statewide Average	44% Lower	53.1% Lower	n/a	n/a	46.1% Lower
TC#: 0153	# of Accidents	12	30	7	21	19
Coweta	# per 100 MVMT	80	193	41	114	101
	% Higher or Lower than above Statewide Average	37.5% Higher	394% Higher	n/a	n/a	60.3% Higher

Types of Accidents

For the purpose of this document “type of accident” data reflected in the chart below is by the individual county segments and not within milepost designations. The “type of accident” data was taken from the three years reflecting only complete accident data, the years 1997, 2000, and 2001.

Types of Accidents

	Project Mileage	**Angle/ Intersect**	Rear End	**Side Swipe**	Head on	**Collisions not with a Vehicle**	Totals By Year By County
1997							
Troup	11.02 miles	**2**	**17**	**10**	**0**	**23**	**52**
Meriwether	4.45 miles	**4**	**0**	**4**	**0**	**4**	**12**
Coweta	1.34 miles	**4**	**8**	**0**	**0**	**18**	**30**
2000							
Troup	11.02 miles	**4**	**12**	**8**	**0**	**41**	**65**
Meriwether	4.45 miles	**0**	**6**	**1**	**0**	**4**	**11**
Coweta	1.34 miles	**2**	**9**	**4**	**1**	**5**	**21**
2001							
Troup	11.02 miles	**3**	**31**	**9**	**0**	**42**	**85**
Meriwether	4.45 miles	**0**	**3**	**4**	**0**	**8**	**15**
Coweta	1.34 miles	**5**	**9**	**0**	**0**	**7**	**21**
3 Year Totals by County							
Troup	11.02 miles	**9**	**60**	**27**	**0**	**106**	**202**
Meriwether	4.45 miles	**4**	**9**	**9**	**0**	**16**	**38**
Coweta	1.34 miles	**11**	**26**	**4**	**1**	**30**	**72**
	Grand Totals by Type	**24**	**95**	**40**	**1**	**152**	

Injuries and Fatalities

Troup (MP 17.0 – MP 28.02)			**Meriwether** (MP 0.0 – MP 4.45)			**Coweta** (MP 0.0 – MP 1.34)		
Year	Injuries	Fatalities	Year	Injuries	Fatalities	Year	Injuries	Fatalities
1997	**31**	**0**	**1997**	**3**	**0**	**1997**	**15**	**1**
2000	**44**	**0**	**2000**	**2**	**0**	**2000**	**20**	**0**
2001	**48**	**0**	**2001**	**13**	**1**	**2001**	**8**	**0**
Totals	**123**	**0**	**Totals**	**18**	**1**	**Totals**	**43**	**1**

Project length totals:	**184** Injuries	**2** Fatalities

The traffic volumes and resulting LOS throughout the project length indicates the need to widening the corridor to a minimum of three lanes in each direction.

Programmed Area Projects

Project	Description	Comments
0003161 Coweta	Widening I-85 from SR 14/US 29 to SR 34	Scheduled Let Date 12/2005
310730- Troup	Interchange Reconstruction/Rehabilitation I-185 Conn. at I-85 & I-185	Scheduled Let Date 2007
322240- Troup	Widening SR 109 from I-85 to Stewart Road/I-185 including I-85 Ramp	Scheduled Let Date 2009

Demographic Information

Project Area Economic Indicators	White	African American	American Indian	Asian	Hawaiian And other Pacific Islander	Some other race alone	Two or More Races	Hispanic or Latino
Less than $10,000	828	591	6	34	3	0	25	0
$10,000 to $24,999	2018	760	18	10	0	6	2	8
$25,000 to $44,999	3212	720	12	3	0	13	9	42
$45,000 to $74,999	2339	479	2	5	0	9	22	9
$75,000 to $124,999	1235	233	0	6	0	0	11	0
$125,000 to $199,999	329	26	0	0	0	9	0	9
$200,000 or more	82	14	0	5	0	0	4	4
Totals	10043	2823	38	63	3	37	73	72

The chart represents population and area demographics within a 10 miles radius of project center. The entire project scope takes place within existing right of way, minimizing the impact on the area residents. The facility improvements are likely to provide increased mobility and enhance economic viability for area residents.

Statement of Need and Purpose

This project is justified in anticipation of a tremendous traffic increase while at the same time providing a safer driving environment. I-85 is a major transportation facility both to metropolitan Atlanta and the southeastern United States. This facility is used for numerous reasons including commercial goods movement, professional commutes, and interstate travel. Future traffic projections indicate that future roadway demand will exceed existing carrying capacity and therefore the corridor will need to be widened to 8 lanes by the year 2020. The tremendous population growth and recent development trends in these Counties also suggest the need for improvement of this facility. The widening of I-85 in this corridor from 4 to 6 lanes with the addition of an auxiliary lane from I-185 to SR 54/ SR 100 will serve current and future travel demand and provide a safer driving environment along this segment of roadway.

CONCEPT TEAM MEETING
JAN 14, 2004

QUESTIONS AND CONCERNS:

PI 0003246

1) Concrete Overlay?
2) Do we use Asphalt to Correct Cross Slopes?
3) Widening to Inside First?
5) Concrete Barrier (S-Type) with Removable Barrier or Double Face Guardrail?
6) Will there be Temporary Paving where there is Bridge Jacking?
7) Who will be Responsible for the work to be done on all Bridges of I-185 I/C?
8) Will there be any Traffic Detours or R/W required where there is Bridge Jacking?1
9) Will there be Clearing from Roadway to R/W Fencing (Clear Zone)?
10) Will there be any Ditch Replacements?

PI 0003161

1) Will there be a Correction of the Short Ramps (Exit 35)?
2) Will there be a Design Exception for the Bridge at S.R. 34?
3) Will there be Clearing from Roadway to R/W Fencing (Clear Zone)?
4) Will there be any Ditch Replacements?

RECOMMENDATIONS:

PI 0003246

1) Concrete overlay .
2) CRC Overlay.
3) Keep 12' Lanes thoughout Staging.
4) Keep joint at the Lane line (Need extra room for trucks 14' instead of 12').
5) Concrete Barrier (S-Type in the area of Existing 64 Median Section.
6) Whichever Project starts first should do all Bridge work at
7) Group needs to get together on the 3 Projects at I-185 interchange.
and decide about the what work that has to be done.
8) Clearing on all Projects from the Edge of Shoulder over to 50'.
9 Include Overhead EMS Sign for Projects .

CONCEPT TEAM MEETING
JAN 14, 2004

PI 0003161

1) Include Design for Noise Walls on Projects.
2) Include Overhead EMS Sign for Projects .
3) Keep 12' Lanes thoughout Staging.
4) Keep joint at the Lane line (Need extra room for trucks 14' instead of 12').
5) Concrete Barrier (S-Type in the area of Existing 64 Median Section.
6) Clearing on all Projects from the Edge of Shoulder over to 50'.

CONCLUSION:

1) Department to inquired about replacing Asphalt Overlay with Concrete Overlay.
2) 17 inch Drop off at E.P. is O.K. for PI 0003246
3) Provide Concrete Barrier (S-Type) in the area of Existing 64 ft . Median
4) Provide Transition for Jersey Shape Barrier.
5) Typical needs to be resolved-PI 003246.
6) Investigate posibility of jacking Bridge at S.R. 34 to avoid Design Exception for Substandard Vertical
Curve.
7) Lighting at S.R. 34 will be done by others, already has High Mass lighting.
8) Coweta County is Interested in Poplar Road Improvements.
9) There will be no need to Require Easements.
10) No work on anticipated between Edge of Shoulder and Right-of-Way (Clear Zone, Replacing Ditches).
11) In project cost estimate provide Subtotal for each section.
12) Vertical Clearances should be Revisited by the Office of Roadway Design.
13) Design will probably need to include noise walls in Hogansville.
14) Project needs to have a VE Study.
15) PI 0003161 Cost is Significally Higher due to Replacing Pavement.
16) No IMR's required.
17) Provide Glare Screen on top of Barrier