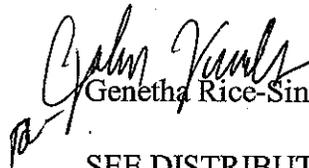


ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006877, Coweta County **OFFICE** Preconstruction
CSSTP--0006-00(877)
Widening of SR 16-
From I-85 Overpass to US 29/27 Alt. **DATE** January 2, 2008

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Thomas Howell
Angela Alexander
Paul Liles
Bill Rountree
BOARD MEMBER

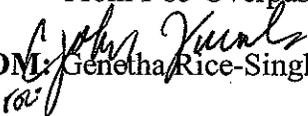
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0006877, Coweta County
CSSTP-0006-00(877)
Widening of S. R. 16-
From I-85 Overpass to U.S. 29/27Alt

OFFICE: Preconstruction

DATE: November 16, 2007

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 16 from the Interstate 85 overpass to its intersection with US 29/27 Alternate. SR 16 within the project limits is currently a two-lane roadway with a speed design of 45 MPH. This project is one segment of the overall SR 16 transportation corridor that is being studied and programmed for improvements under various and on-going transportation planning and construction initiatives. The SR 16 corridor extends diagonally across the center of Coweta County providing collector and arterial connectivity between Spalding County (to the east) and Carroll County (to the northwest). Within Coweta County, SR 16 provides primary surface transportation access between the populated centers of Newnan, Sharpsburg and Senoia. This project is necessary to support the anticipated traffic resulting from the construction of the southeast segment of the Newnan Bypass (PI 0007694) and the long range regional transportation plan of widening SR 16 to the east of I-85.

The proposed project will widen SR 16 to a 5-lane facility and provide a traffic signal controlled T-type intersection where the proposed Newnan Bypass intersects SR 16. The project provides capacity and operational improvements for a short segment of SR 16 as a connecting link between the proposed Newnan Bypass (P.I. 0007694) and the proposed intersection improvements at Pine Road and SR 16 at SR 14/US 29/27 Alternate (P.I.0006293). Traffic will be maintained via staging during construction.

This project will be combined with P.I. (0007694) in a common environmental approval document. Environmental concerns include requiring a COE 404 permit; An Environmental Assessment is anticipated; a Public hearing is required; Time saving procedures is not appropriate.

The estimated costs for this project are:

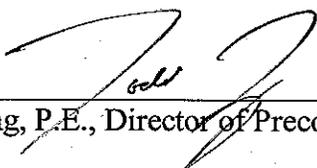
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 1,837,000	\$ 2,278,000	L230	2011(proposed)
Right-of-way	\$ 813,000	-----	1,230	2010 (proposed)
Utilities*	Local			

*Coweta County signed PFA on 5-4-07 for PE, Utilities and 20% of construction costs.

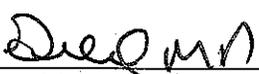
I recommend this project concept be approved and the proposed project be constructed ←
concurrently with the proposed Newnan Bypass (P.I. 0007694).

^{UPT}
GRS: JDQ

Attachment

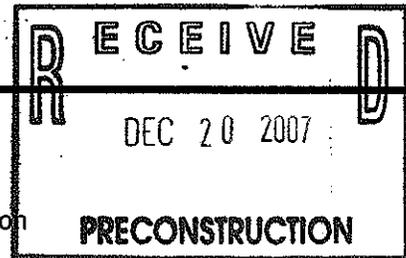
CONCUR 

Todd I. Long, P.E., Director of Preconstruction

APPROVED 

Gerald M. Ross, P.E., Chief Engineer

Quarles, Johnny



From: Rountree, Bill
Sent: Friday, November 30, 2007 1:36 PM
To: Quarles, Johnny
Cc: Rice-Singleton, Genetha; Millen, David; Mobley, Jason
Subject: RE: Project Concept Report--0006877 Coweta
Attachments: Chief Engineers Comments.pdf

- o Your correct, the bypass 0007694 and this project 0006877 need to be let together if possible. Either one project needs to be moved in or the other one needs to be moved out.
- o The western Termini is a traffic operations intersection improvement project assigned to Derrick Cameron. I think it has already been awarded. Also, the southwest bypass 322800 Coweta picks up at the US 29 intersection and extends the multi-lane west.
- o The cost estimate should be okay.

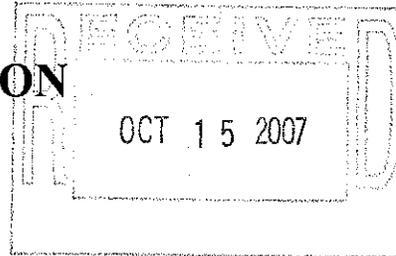
Bill Rountree, P.E.
District 3 Design Engineer
115 TRANSPORTATION BLVD
THOMASTON, GA 30286-7000
706-646-6990
FAX 706-646-6722

From: Quarles, Johnny
Sent: Friday, November 30, 2007 9:48 AM
To: Rountree, Bill
Cc: Rice-Singleton, Genetha
Subject: Project Concept Report--0006877 Coweta

Bill,
Attached is the Chief Engineers comments for the subject projectplease draft a response...thanks...

Johnny Quarles
Office of Preconstruction
404.657.0771

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**



INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0006877

OFFICE: Environment/Location

DATE: October 12, 2007

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

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**
CSSTP-0006-00(877) / Coweta County

The above subject Concept Report has been reviewed and appears satisfactory subject to the following comments:

1. There is a National Register eligible structure near the project terminus @ Turkey Creek Road. Two non-eligible archaeological sites are also along the project corridor.
2. Page 9—Please list project responsibilities for the Environmental work.
3. All three projects – 0006293, 0007694 and 0006877 will probably be cleared under one Environmental Document due to logical termini issues.

If you have any questions, please contact me at (404) 699-4401.

GB:lc

Attachment

cc: Brian Summers
Jamie Simpson
Keith Golden
Angela Alexander
Thomas Howell
Paul Liles

Recommendation for approval:

DATE 9/20/07


Project Manager

DATE 9/20/07


District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE 10/11/07


State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Engineer

Recommendation for approval:

DATE 9/20/07

William J. Buntree
Project Manager

DATE 9/20/07

J. B. Hoover
District Engineer

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

DATE 10/3/07

Angela S. Alvarez
State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

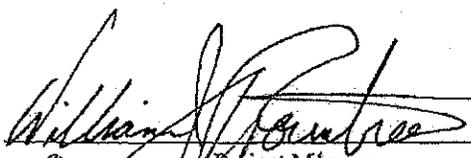
DATE _____

State Bridge Engineer

Recommendation for approval:

DATE 9/20/07

DATE 9/20/07



 Project Manager



 District Engineer

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

DATE _____

 State Transportation Planning Administrator

DATE _____

 State Transportation Financial Management Administrator

DATE _____

 State Environmental/Location Engineer

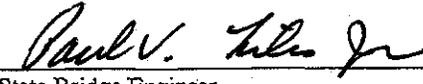
DATE _____

 State Traffic Safety & Design Engineer

DATE _____

 Project Review Engineer

DATE 10/3/07



 State Bridge Engineer

Recommendation for approval:

DATE 9/20/07


Project Manager

DATE 9/20/07


District Engineer

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

DATE _____

State Transportation Planning Administrator

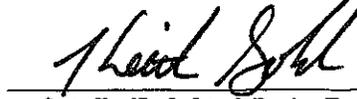
DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 10-9-07


State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Engineer

NOTICE OF LOCATION AND DESIGN APPROVAL

CSSTP-0006-00 (877) – COWETA COUNTY
P.I. NUMBER 0006877

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is: JANUARY 2, 2008

This project involves the widening and reconstruction of State Route 16 on existing alignment extending from the Interstate 85 overpass to its intersection with US 29/27 Alt. in Coweta County, 2nd District, Land Lots 58 and 71. The project is located within the 3rd Congressional District and Georgia Militia District 806.

The proposed project would construct on existing location a five-lane roadway which would include a T-type intersection with the proposed Newnan Bypass segment from Turkey Creek Road to SR 16 (PI 0007694). The project termini are the I-85 overpass (to the east) and US 29/27 Alt. (to the west). The intersections at US 29/27 Alt and the Newnan Bypass will be signalized with the appropriate turn lanes and edge treatments provided.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Havard Seldon
Area Engineer
Havard.Seldon@dot.state.ga.us
Georgia Department of Transportation
1107 Hogansville Road
LaGrange, GA 30241
(706) 845-4115

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Bill Rountree
District Design Engineer
Bill.Rountree@dot.state.ga.us
Georgia Department of Transportation
115 Transportation Boulevard
Thomaston, Georgia 30286
(706) 646-6990

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

District 3 Design

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(877)

County: Coweta

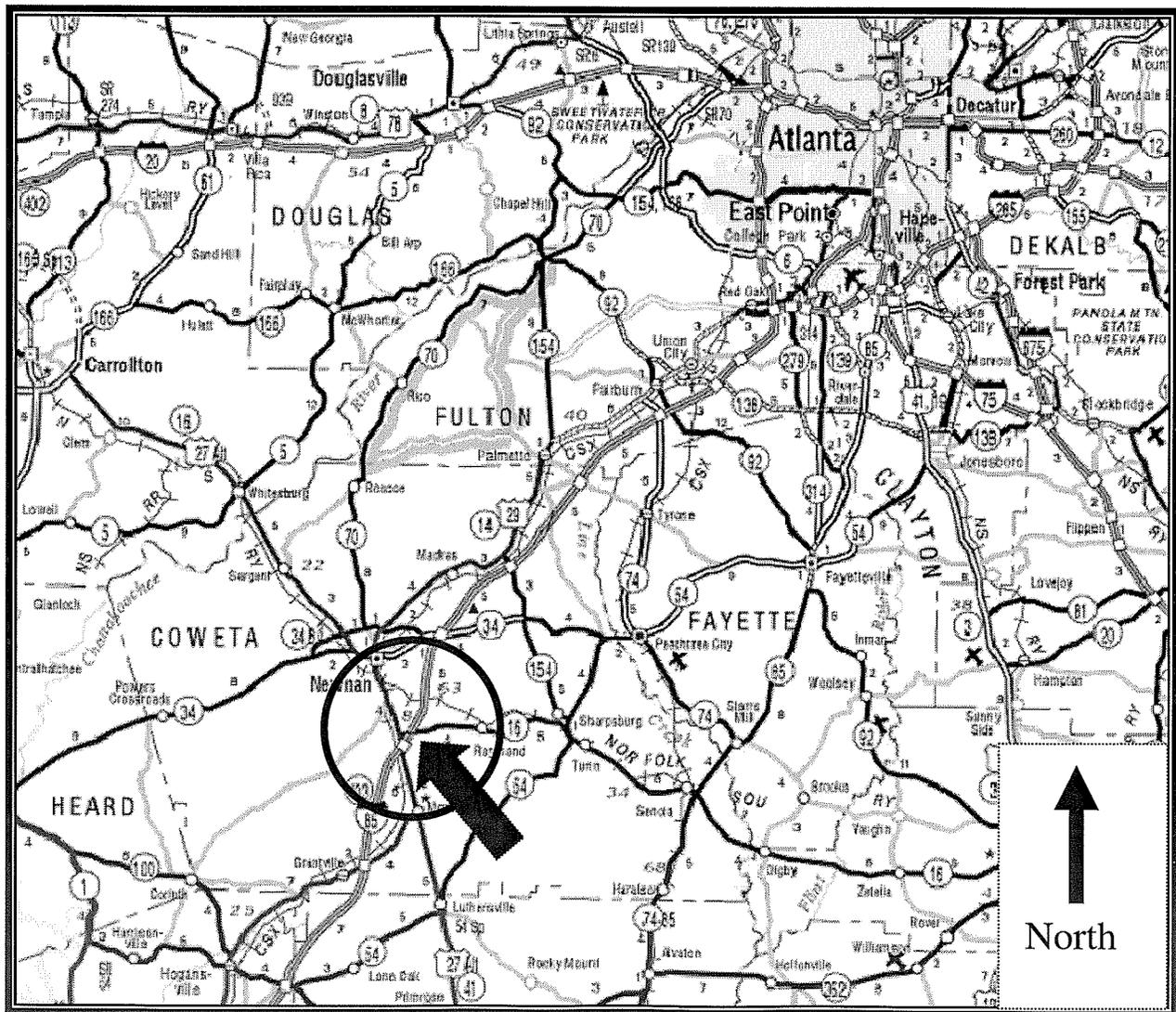
P. I. Number: 0006877

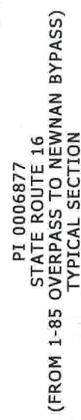
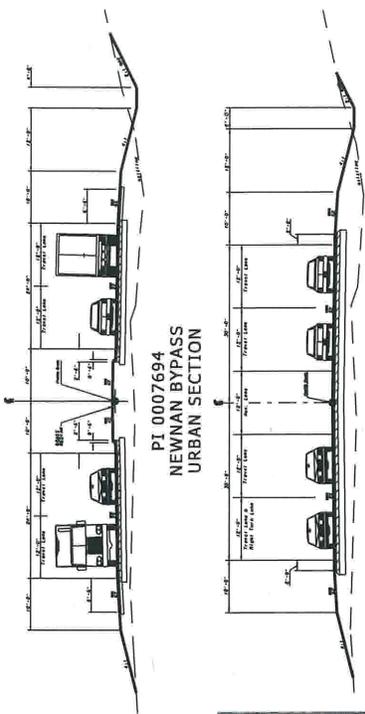
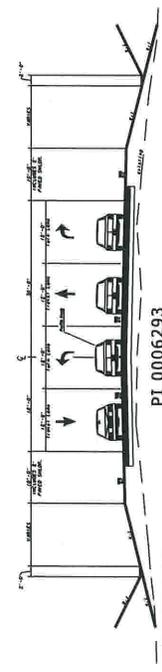
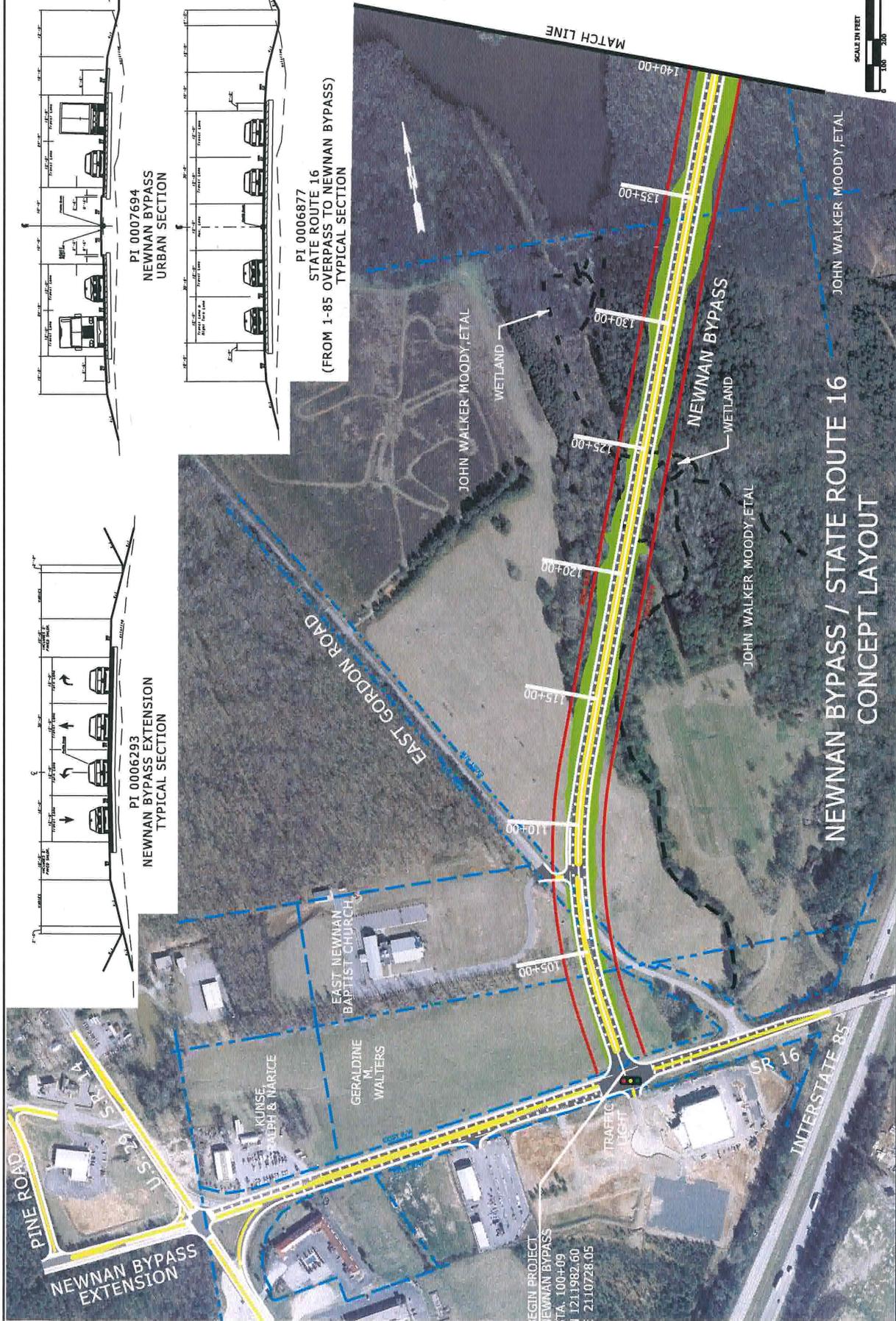
Federal Route Number: N/A

State Route Number: 16

Regional Location Sketch

*Continuation of the proposed Newnan Bypass at SR 16
Coweta County, GA*





NEWNAN BYPASS EXTENSION

EAST NEWNAN BAPTIST CHURCH

GERALDINE WALTERS

KUNSE WALTERS & WATICE

JOHN WALKER MOODY, ETAL

WETLAND

NEWNAN BYPASS

WETLAND

JOHN WALKER MOODY, ETAL

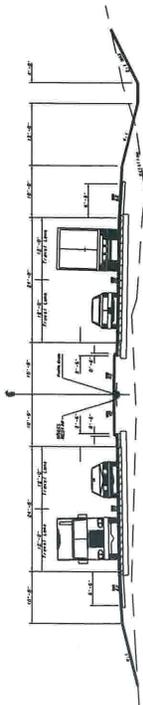
SR 16

INTERSTATE 85

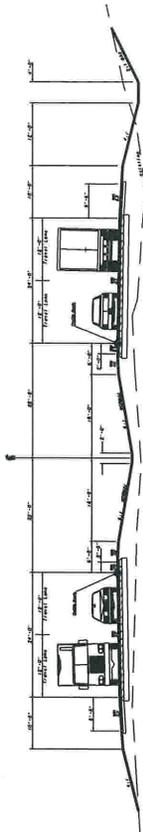
EGIM PROJECT
NEWNAN BYPASS
STA. 100+09
1211982.60
2110728.05

MATCH LINE

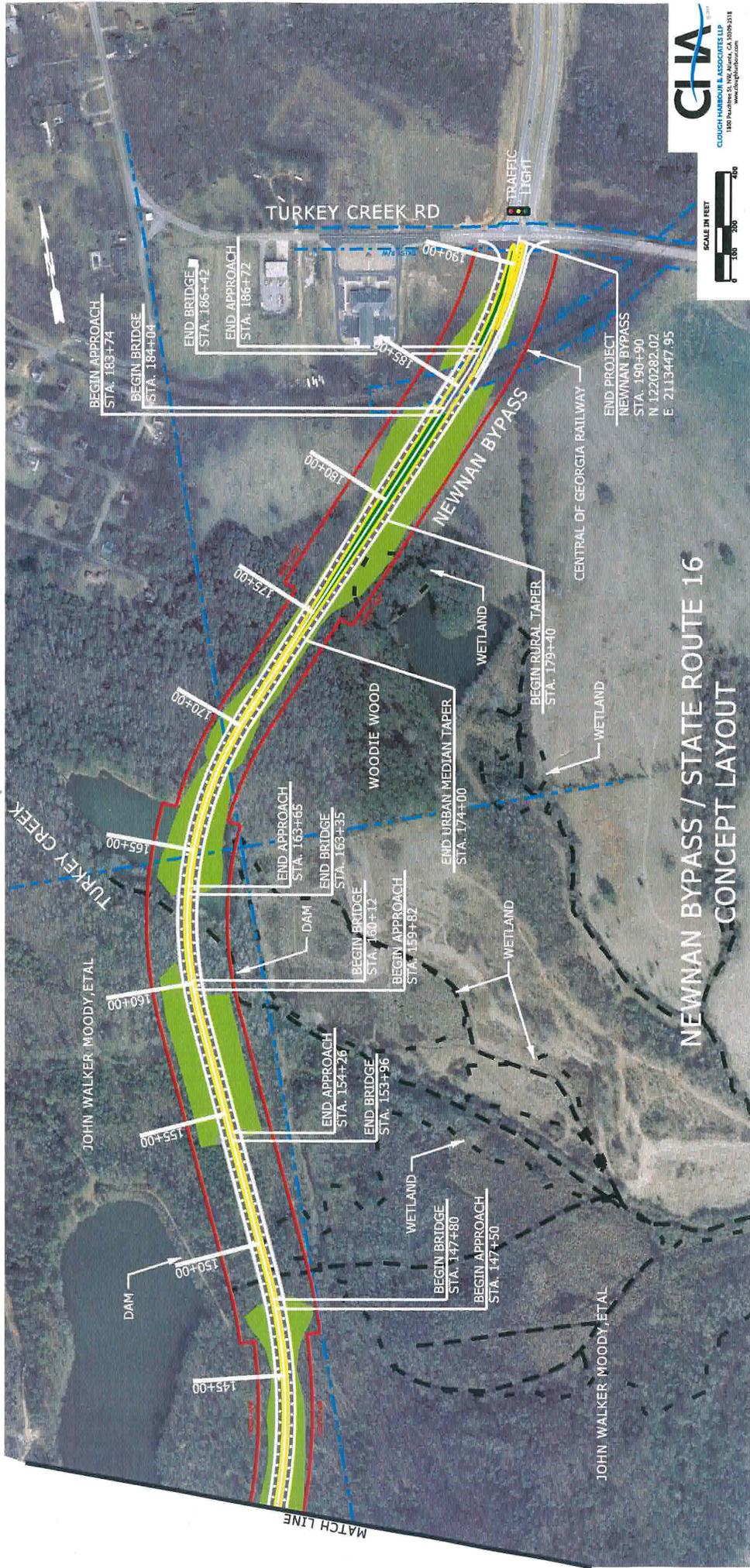
NEWNAN BYPASS / STATE ROUTE 16
CONCEPT LAYOUT



PI 0007694
NEWNAN BYPASS
URBAN SECTION



PI 0007694
NEWNAN BYPASS
RURAL SECTION

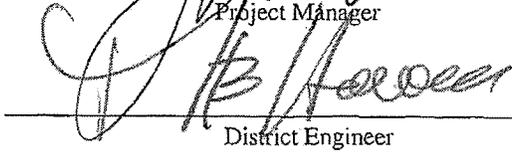


Recommendation for approval:

DATE 9/20/07

DATE 9/20/07


Project Manager


District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

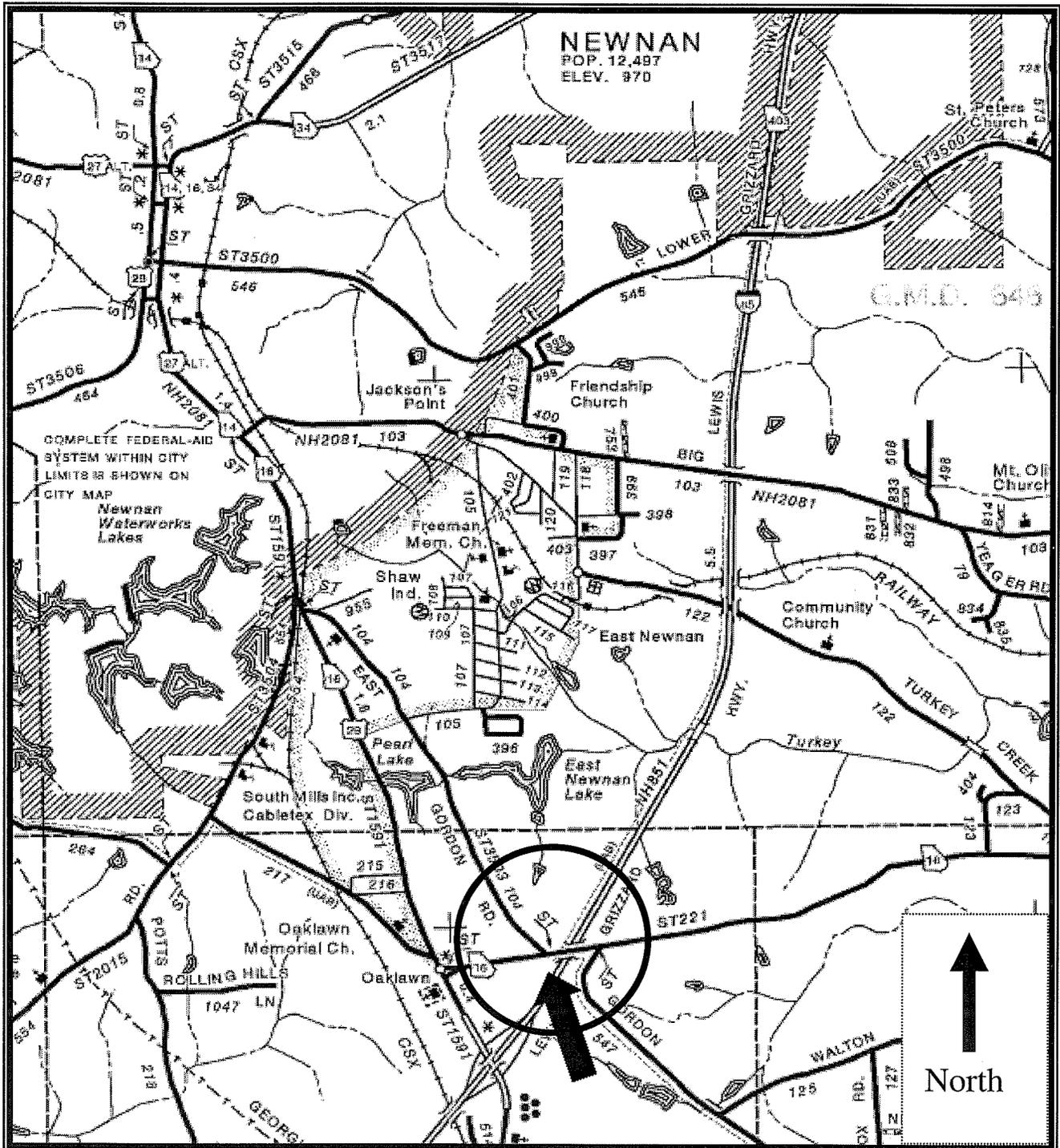
Project Review Engineer

DATE _____

State Bridge Engineer

PROJECT LOCATION MAP

Project: CSSTP-0006-00(877) Coweta County PI No.: 0006877
Description: Continuation of the proposed Newnan Bypass at SR 16

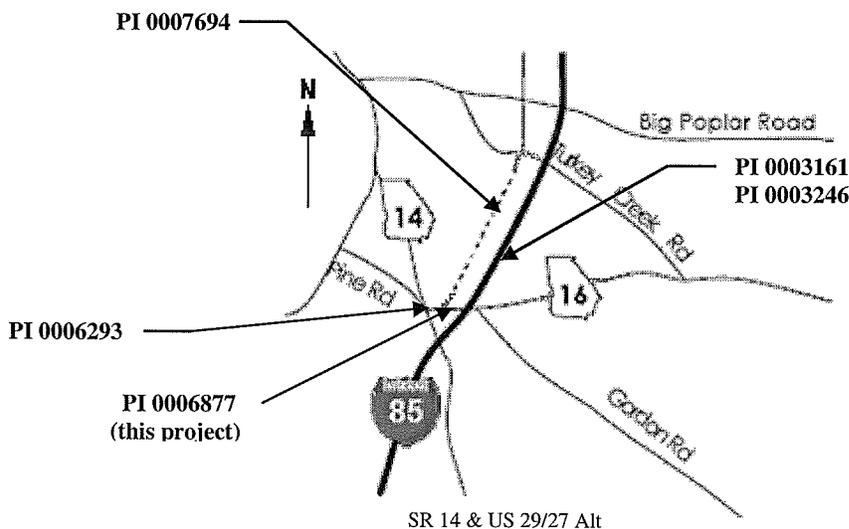


Need and Purpose:

The project is included as a roadway capacity improvement in the 2030 Regional Transportation Plan (RTP) and FY 2006-2011 Transportation Improvement Program (TIP) as Project CW-034, and also identified by GDOT PI 0006877. The project length and limits are identified as 0.5 miles in length, with one terminus being at the existing SR 16 overpass of I-85 (on the easterly limit) and the other terminus at its intersection with US 29/27 (on the westerly limit). As currently programmed, Project CW-034 is sponsored by Coweta County with an anticipated construction date of 2009.

SR 16 within the project limits is currently a two-lane roadway with a posted speed limit of 45 mph. This project is one segment of the overall SR 16 transportation corridor that is being studied and programmed for improvements under various and on-going transportation planning and construction initiatives. The SR 16 corridor extends diagonally across the central of Coweta County providing collector and arterial connectivity between Spalding County (to the east) and Carroll County (to the northwest). Within Coweta County, SR 16 provides primary surface transportation access between the populated centers of Newnan, Sharpsburg and Senoia. Extending outside of Coweta County, SR 16 provides access and connectivity to Griffin in Spalding County and to Carrollton in Carroll County. SR 16 is a primary vehicle route through central Coweta County for east-west distribution and access to I-85 at Interchange 41.

The project is needed to improve traffic capacity and operations in the design year for the 0.5 mile segment of SR 16 between US 29/27 Alt. and the overpass crossing of I-85.



The purpose of the project and the termini of the project have been established to provide connectivity, continuity and consistency with local and regional transportation initiatives that are currently underway. Those projects are included in the RTP and TIP as Project CW-007 (GDOT PI 0007694), SR34 Bypass (Newnan Bypass Southeast Segment) from US29/27 Alt. to Turkey Creek Road and Project CW-033C (GDOT PI 0006293), Coweta County Intersection Improvements, Phase III (more specifically the intersection improvements of SR16 at US29/27Alt.). The Newnan Bypass Southeast Segment (PI 0007694) provides a continuation of the Newnan Bypass from its previously constructed terminus at the intersection of Turkey Creek Road to a terminus at SR16. The proposed Newnan Bypass is a regional transportation initiative to provide alternate access around the City of Newnan and to support economic development and commercial access within the I-85 corridor. The intersection improvements (PI 0006293) at SR16 and US29/27Alt. are limited to the immediate intersection and approaches to address operational and capacity deficiencies. This project (PI 0006877) has independent utility and will provide continuity and connectivity between these two on-going projects. The westerly limit for this project will be established and coordinated with the limits of PI 0006293; the northerly limits of this project will be established and coordinated with PI 0007694 (as an intersecting roadway); and the easterly limits have been established so as not to require modification to the bridge carrying SR 16 over I-85. The RTP and TIP identifies Projects CW-AR-001 (PI 0003161) and CW-AR-002 (PI 0003246) which are programmed widenings of I-85 from 4 lanes to 6 lanes along a segment approximately 19 miles in length through Coweta County. This project will be terminated at the bridge carrying SR16 over I-85 so that the proposed cross-section matches the existing cross-section. The existing cross-section will be maintained at the westerly bridge approach. The improvements will be developed so as not to preclude future modifications to the SR 16 bridge over I-85 which may be necessary to accommodate any programmed I-85 widenings.

Existing traffic information and design year forecasting has been developed from the travel demand model for the Coweta County Joint Comprehensive Transportation Plan (CTP) and Implementation Program. The travel demand modeling files were obtained from the Atlanta Regional Commission (ARC) for the years 2005, 2010 and 2030. The 2005 model was used as the base year. From 2005 the Estimated Time of Completion (ETC) was forecasted to 2010 for use as the existing condition. From the 2010 existing condition, the design year was forecasted ahead 20 years to 2030 for this project.

Subsequent to the initial traffic forecasting stated above, it was determined that additional traffic investigations be conducted to assess the affects of the project on the regional transportation network. A travel demand modeling analysis was completed for the proposed project consistent with the County's CTP and the current, proposed and planned future transportation initiatives within the region. The results of that analysis completed in May 2007 are included as an appendix to this report.

Currently the two lane cross-section of SR16 within the project limits has adequate capacity for the existing conditions. The intersection capacity and operations of SR16 at US29/27Alt. are being addressed under PI0006293. The additional capacity that is to be provided with this project is necessary to support the anticipated traffic resulting from the construction of the southeast segment of the Newnan Bypass (PI 0007694) and the long range regional transportation plan of widening SR16

to the east of I-85. Given the rural nature of the project area, the design year Level of Service (LOS) will be planned for as LOS C for the improvements.

Historical collision records were obtained from the Office of Traffic Safety and Design Department and from the Georgia State Patrol for the intersection of SR16 at US29/27 Alt. This intersection abuts the proposed project. The SR16 at US29/27 Alt. intersection currently has a high concentration of accidents that is above the statewide average, which is most likely attributable to the existing intersection geometry. The SR 16 at US 29/27 Alt. intersection will be addressed under a separate project (PI 0006293) which will be coordinated with this project. The short segment of SR16 included in this project does not have a high accident rate.

The existing project area and adjacent environs are of a rural character with land uses generally being undeveloped open space or agricultural with limited commercial uses and low-density residential subdivisions. The project area will continue to experience an increase in commercial development most typically comprised of retail, light manufacturing and distribution, and interstate support services (ie. service stations, franchised fast-food, etc.) given its proximity to I-85.

The proposed project will be coordinated with project PI 0007694 (Newnan Bypass from Turkey Creek Road to SR 16) through environmental review and the design development process. Both projects (PI 0007694 and PI 0006877) will be let, awarded and constructed as one contract.

This project will be consistent with Executive Order 12898 as it pertains to environmental justice. The project will include 1) feasible and prudent design decisions to avoid, minimize and/or mitigate adverse human health and environmental effects, including social and economic effects, 2) the design development process will provide opportunities for full and fair public participation of potentially affected individuals or groups of individuals, and 3) the process will not discriminate against any individual or group of individuals in the receipt of benefits.

Description of the proposed project:

The project is located near the center of Coweta County, to the southeast of the City of Newnan, and slightly north of the Interstate 85 Interchange 41 for SR 14/US 29. The project provides capacity and operational improvements for a short segment of SR 16 as a connecting link between the proposed Newnan Bypass (PI 0007694) which is currently in design development to begin at Turkey Creek Road and end at its T-type intersection with SR 16 and the proposed intersection improvements at Pine Road and SR 16 at SR 14/US 29/27 Alt. (PI 0006293). This segment of SR 16 will be widened and reconstructed approximately 0.50 miles on existing alignment between Interstate 85 and and US 29/27, and will include a traffic signal controlled T-type intersection where the proposed Newnan Bypass intersects SR 16.

Is the project located in a Non-attainment area? Yes. This project is within Coweta County, a Non-attainment area according to the Region's Air Quality Conformity Analysis.

PDP Classification: Minor

Federal Oversight: Exempt

Functional Classification:

Newnan Bypass – Urban Principal Arterial (The access control on the proposed Turkey Creek to SR 16 segment is still to be determined)

SR 16 – Urban Minor Arterial

U. S. Route Number(s): N/A

State Route Number(s): 16

Traffic (AADT): Traffic Diagrams are Attached.

Newnan Bypass – Current Year: (2010) 3,950

Design Year: (2030) 10,394

SR 16 – Current Year: (2010) 14,760

Design Year: (2030) 32,016

Existing design features:

The existing design features of SR16.

- Typical Section: SR16 is a two lane rural cross section with 12 foot lanes and 10 foot (2 foot paved) shoulders.
- Posted speed: 45 mph
- Maximum degree of curvature: 4°
- Minimum Radius: 1432 ft Maximum grade: 2.5 %
- Width of right-of-way: 100 feet
- Major structures: None
- Major interchanges or intersections along the project:
 - Pine Road & SR 16 @ SR14/US 29 (PI 0006293)
- Existing length of roadway segment and the beginning mile logs for each county segment:
 - SR16 MP 12.87 to 13.37 (0.5 miles)

Proposed Design Features:

- Proposed typical section(s): The widening of SR 16 will be an urban cross-section containing five 12 foot lanes, 10 foot shoulders (2 foot paved). The intersection of SR 16 and the proposed SR 34 Newnan Bypass (Turkey Creek Road to SR 16 segment) will be signalized. The proposed intersection will have edge treatments which are consistent with the adjoining cross sections. All necessary turn lanes will be provided at the intersections.
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: 2.5 % Maximum grade allowable: 6 %
- Proposed Maximum grade Side Street: 5 % Maximum grade allowable: 8 %
- Proposed Maximum grade driveway: 7.5 %
- Proposed Maximum degree of curve: 4° Maximum degree allowable: 8.5°
- Mimimum Radius: 1432 ft
- Right-of-Way
 - Width – SR 16 -120 feet
 - Easements: Temporary (), Permanent (X), Utility (), Other (X)
 - Type of access control: By Permit
 - Number of parcels: 7 Number of displacements:
 - Business: 0 Residences: 0
 - Mobile homes: 0 Other: 0
- Structures:
 - Bridges: None
 - Retaining walls: None
- Major intersections and interchanges:
 - Pine Road & SR 16 @ SR 14/US 29 (signalized)
 - SR 16 @ SR 34 Newnan Bypass (signalized) PI 0007694 / PI 0006877
- Traffic control during construction: The construction will affect the existing travel lanes and will require on-site traffic control and staged construction.
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
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)

- Design Variances: None
- Environmental concerns: An environmental scan letter is attached.
 - One closed UST site was found within ¼ mile of the project corridor. The closed UST was installed in 1978, closed in-place in 1988, and is not listed in the EPD's Leaking UST (LUST) Database. The UST site is located downgradient of the project corridor and is not an environmental concern.
 - No invasive species were found in the project area.
 - No evidence of wetlands are located within the proposed project area.
 - No streams or U.S. bodies of water are located on or adjacent to the proposed project corridor.
 - Three archaeological sites and five architectural resources have been recorded in the vicinity of the SR 16 corridor. None of the archaeological sites are considered eligible for the National Register of Historic Places (NRHP) and the the current corridor does not fall within or lie adjacent to a historic district listed on the NRHP. The five architectural resources are located nearby, two of which may satisfy the criteria for listing on the NRHP and are possibly within view shed of the proposed project.
 - No cemeteries are located within the project corridor. One church, the East Newnan Baptist Church, is located on East Gordon Road near the intersection of SR 16. This church will not be affected by the project
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical Exclusion (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or Environmental Impact Statement (EIS) ().

Note: This project will be combined with PI 0007694 in a common environmental approval document

Utility involvements:

- | | |
|-------------------------------------|------------------------|
| • Georgia Power | Power |
| • Coweta Fayette EMC | Power |
| • Atlanta Gas Light | Natural Gas |
| • Charter Communications | Cable TV |
| • Comcast | Cable TV |
| • Bellsouth | Telephone |
| • Coweta County Water & Sewer Dept. | Water & Sewer |
| • Newnan Utilities | Power, Water, Cable TV |

Project responsibilities:

- Design – Coweta County
- Right-of-Way Acquisition – GDOT
- Relocation of Utilities – Coweta County
- Letting to contract – GDOT
- Supervision of construction – GDOT

- Providing material pits – Contractor to secure
- Providing detours – None Required

Coordination

- Concept Meeting held on August 28, 2007 (Please see attached meeting minutes).
- Public involvement. A Public Information Open House will be required.
- Local government comments. Coordination with Coweta County is in progress and will be ongoing throughout the life of the project.
- Other projects in the area:
 - PI 0006293 (Pine Road and SR 16 at US 29 intersection improvements)
 - PI 0007694 (SR 34 Bypass from Turkey Creek Road to SR 16)
 - PI 0003161 (I-85 South from SR 34 (Bullsboro Drive) to US 29/27 Alt.)
 - PI 0003246 (I-85 South from US 29/27 Alt. to just South of US 29/SR 14 Exit)
- Railroads: None

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 16 Months
- Time to complete preliminary construction plans: 6 Months
- Time to complete right-of-way plans: 3 Months
- Time to complete the Section 404 Permit for PI 0007694: 3 months (following selection of preferred alternative)
- Time to complete final construction plans: 5 Months
- Time to complete to purchase of right-of-way: 12 Months

Other alternates considered:

No Build: This option would not meet the need and purpose of the project because it would not increase capacity on SR 16.

Build Alternative 1 (SR 16 T-intersection into proposed SR 34 Newnan Bypass from Turkey Creek Road): This alternative does not give preference to the major traffic movements and was dismissed from further consideration as it does not meet the requirements of the Newnan Bypass

Build Alternative 2 (SR 34 Newnan Bypass from Turkey Creek Road T-intersection into SR 16): This is the preferred alternative. The preferred concept alternative will result in approach preference being provided by SR 16. This alternative will provide acceptable traffic capacity and operations for the 0.5 mile segment of SR 16 in the design year. This alternative would also provide connectivity and continuity between two currently programmed projects.

Comments:

Proposed Project PI 0007694 (SR 34 Newnan Bypass, Turkey Creek Road to SR 16) was being advanced as a separate project. A Draft Concept Report was prepared and submitted in February 2006. The Draft Concept Team Meeting was held on April 14, 2006 for PI 0007694. During that Draft Concept Team Meeting it was concluded that although the proposed project PI 0007694 does have independent utility and function, and does have logical termini at Turkey Creek Road (to the North) and SR 16 (to the South), coordination with PI 0006877 (SR 16 Improvements from I-85 to US 29/27 Alt.) and PI 0006293 (Intersection improvements to Pine Road and SR 16 at SR 14/US 29/27 Alt.) would be required to determine the southern terminus intersection geometry.

As an outcome of that Draft Concept Team Meeting, it was concluded that the continued concept development of PI 0007694 would be delayed, and the concept development of PI 0006877 would be expedited so that the intersection geometry of the southern terminus of PI 0007694 and this project (PI 0006877) could be effectively coordinated and advanced concurrently through the design development process.

It is intended that the design development, letting and awarding of PI 0006877 (SR 16 from I-85 to US 29/27 Alt.) and PI 0007694 (SR 34 Bypass from Turkey Creek Road to SR 16) will be performed concurrently.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right-of-Way, and
 - c. Utilities.
2. Typical section
3. Abridged Summary of URS Design Traffic Memorandum
4. Environmental Scan Letter
5. Utility Cost Estimate
6. Project Framework Agreement
7. Location and Design Notice
8. Meeting Summary for PI 0007694 Draft Concept Team Meeting (April 14, 2006)
9. Meeting Summary for PI 0006877 PI 0007694 Concept Team Meeting (August 28, 2007)

CONCEPT COST ESTIMATE

PROJECT NUMBER: CSSTP-0006-00(877) COUNTY: COWETA

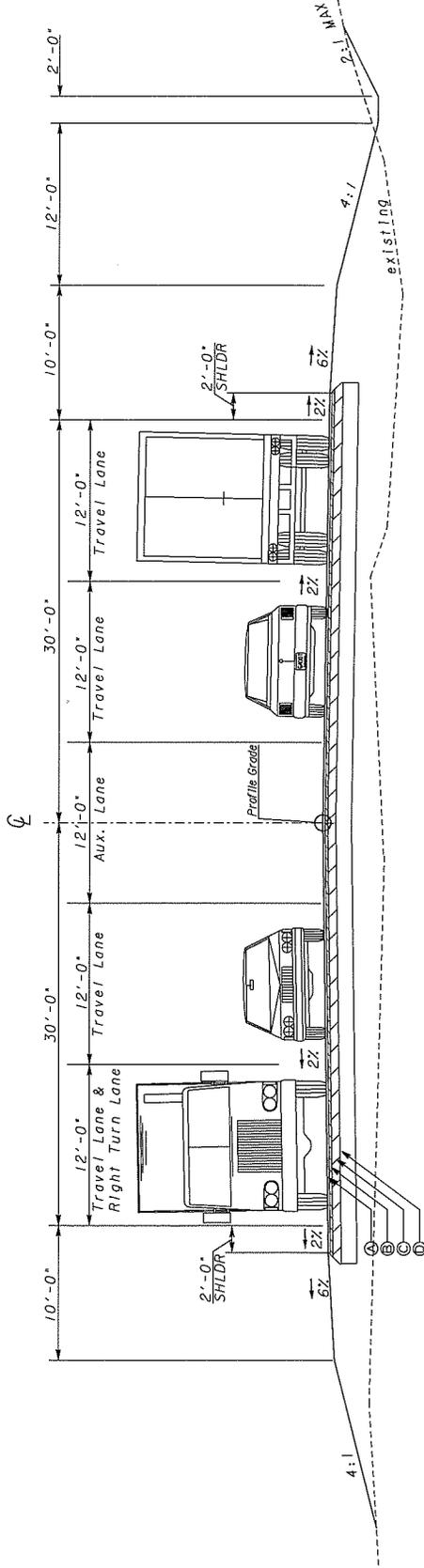
PI #: 0006877 DESCRIPTION: SR 16 from I-85 to US 29/27 Alt.

DATE: 8/2/2007 ESTIMATED LETTING DATE: April 2009

PREPARED BY: Clough Harbour & Associates PROJECT LENGTH: 0.5 MILES

PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEVELOPMENT

A. RIGHT-OF-WAY:			
1. PROPERTY (LAND & EASEMENT)	3.25 AC	\$250,000.00 PER AC	\$812,500.00
2. DISPLACEMENTS	RES: 0	BUS: 0	\$0.00
3. OTHER COST (ADM./COST, INFLATION)			\$0.00
SUBTOTAL: A			\$812,500.00
B. REIMBURSABLE UTILITIES:			
1. RAILROAD			\$0.00
2. POWER, GAS COMMUNICATIONS, UNDERGROUND FIBER OPTIC, WATER			\$150,000.00
3. SERVICES			\$0.00
SUBTOTAL: B			\$150,000.00
C. CONSTRUCTION:			
1. GRADING AND DRAINAGE			
a. EARTHWORK	20,000 CY	\$10.00 PER CY	\$200,000.00
b. DRAINAGE			
1) CROSS DRAIN PIPE	2 EA	\$11,300.00 PER EA	\$22,600.00
2) SIDE DRAIN PIPE	3 EA	\$6,200.00 PER EA	\$18,600.00
SUBTOTAL: C-2			\$241,200.00
2. BASE AND PAVING			
a. AGGREGATE BASE	8,700 TN	\$25.00 PER TN	\$217,500.00
b. ASPHALT PAVING			
1) SURFACE	1,100 TN	\$100.00 PER TN	\$110,000.00
2) BINDER	1,500 TN	\$100.00 PER TN	\$150,000.00
3) BASE	5,900 TN	\$100.00 PER TN	\$590,000.00
4) LEVELING	3 TN	\$100.00 PER TN	\$300.00
SUBTOTAL: C-3.b			\$850,300.00
c. BITUM TACK COAT	1,600 GAL	\$2.00 PER GAL	\$3,200.00
SUBTOTAL: C-3			\$1,071,000.00
3. LUMP ITEMS:			
a. GRASSING	2.70 AC	\$2,000.00 PER AC	\$5,400.00
b. CLEARING AND GRUBBING	2.70 AC	\$5,000.00 PER AC	\$13,500.00
d. EROSION CONTROL	12 %	PROJECT COST (w/o erosion control)	\$178,900.00
e. TRAFFIC CONTROL	1 LS	\$50,000.00	\$50,000.00
SUBTOTAL: C-4			\$247,800.00
4. MISCELLANEOUS:			
a. SIGNING	8 EA	\$560.00 PER EA	\$4,480.00
b. ASPH PAVEMENT MARKING	2,500 LF	\$2.10 PER LF	\$5,250.00
d. GUARDRAIL	0 LF	\$20.00 PER LF	\$0.00
SUBTOTAL: C-5			\$9,730.00
5. SPECIAL FEATURES:			
a. traffic signal	1 UNIT	\$100,000.00 COST PER UNIT	\$100,000.00
SUBTOTAL: C-6			\$100,000.00
ESTIMATE SUMMARY			
A. RIGHT-OF-WAY			\$812,500.00
B. REIMBURSABLE UTILITIES			\$150,000.00
C. CONSTRUCTION			
2. GRADING AND DRAINAGE			\$241,200.00
3. BASE AND PAVING			\$1,071,000.00
4. LUMP ITEMS			\$247,800.00
5. MISCELLANEOUS			\$9,730.00
6. SPECIAL FEATURES			\$100,000.00
SUBTOTAL CONSTRUCTION COST			\$1,669,730.00
E. & C. (10%)			\$166,973.00
TOTAL CONSTRUCTION COST			\$1,836,703.00
GRAND TOTAL PROJECT COST			\$2,799,203.00
This project is 100 % in Congressional District 8			



PI0006877 - STATE ROUTE 16
 (FROM I-85 OVERPASS TO U.S. 29/ 27 ALT.)
 TYPICAL SECTION

REQUIRED PAVEMENT

- Ⓐ ASPH. CONC. 12.5mm SUPERPAVE, 165 LB/SY
- Ⓑ ASPH. CONC. 19mm SUPERPAVE, 220 LB/SY
- Ⓒ ASPH. CONC. 25mm SUPERPAVE, 880 LB/SY
- Ⓓ 14" GRADED AGGREGATE BASE

PI # 0006877

STATE ROUTE 16
 TYPICAL SECTIONS



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**ABRIDGED SUMMARY OF
DESIGN TRAFFIC MEMORANDUM**

MAY 2007

Section 1 - Introduction

URS was requested by Coweta County to assist in determining which approach of the SR 16 and Newnan ByPass intersection should conceptually be considered the 'major leg'. Due to the significant potential for growth along a future Newnan ByPass corridor (as evidenced by the growth currently occurring along the Newnan ByPass near SR 34), previous assumptions that SR 16 would be the major leg are now being reconsidered. However, forecast methodologies for new facilities are dependent on the use of travel demand models. Previous travel demand modeling forecasts for the eastern component of the Newnan ByPass, from its existing terminus at Turkey Creek Road south through SR 16, have indicated minimal traffic on the facility. The identified reasons for these minimal projections are (1) the planned facilities' proximity to I-85 which the model identifies as a more attractive parallel route for through trips and (2) a lack of local trips on the ByPass in the model due to minimal loading points from Traffic Analysis Zones (TAZ) onto the ByPass. In order to provide a more realistic traffic forecast of the intersection, URS has investigated the factors which may affect potential traffic on the Newnan ByPass.

This summary report documents the process of forecasting design traffic, otherwise known as Directional Design Hour Volumes (DDHV) for the planned Newnan ByPass from Turkey Creek Road to SR 16 and for the planned SR 16 widening from I-85 to US 29 in Coweta County, Georgia.

In part, this effort builds upon capacity adding improvements identified in the Coweta County Joint Comprehensive Transportation Plan (CTP) and Implementation Program, documented in the final report dated May 2006. As such, the forecasted traffic for this effort is based primarily on the transportation demand models used for the Coweta County Joint Comprehensive Transportation Plan (CTP).

The study area is depicted in **Figure 1**.

Section 2 - Data Collection

Data collection for this effort not only included typical traffic data but also a review of current development and roadway projects in the vicinity of the study area in order to determine assumptions regarding future conditions.

2.1 Existing Traffic Data

Existing traffic counts were compiled from two sources: (1) Georgia Department of Transportation (GDOT) Average Daily Traffic (ADT) counts and (2) selected intersection existing peak hour turning movement count volumes.

The current GDOT traffic volumes are from the year 2005. These were also supplemented by year 2005 travel demand model volumes at locations where GDOT ADT counts were not available. In addition to the year 2005 counts, an analysis of 2003, 2004, and 2005 historical counts was conducted to determine the most appropriate representation of existing ADT conditions. For SR 16 and Gordon Road locations, the 2005 ADT indicated reasonable growth from 2003 and 2004 and was therefore used. However, on US 29 the 2005 ADT indicated a decrease in traffic from 2003 and 2004 to 2005 that cannot be explained by any new competing facilities. As a result, 2004 ADT was used as a proxy for 2005 ADT at this location.

Existing peak hour turning movement counts were conducted at the following intersections on March 22, 2007 in order to appropriately determine existing traffic volumes and distributions.

1. US 29 and SR 16
2. SR 16 and Gordon Road (north approach)
3. SR 16 and Gordon Road (south approach)
4. Newnan ByPass and Turkey Creek Road

The raw turning movement traffic data is provided in **Appendix A**.

The traffic volumes at all four intersections were tabulated to determine a study area wide AM and PM peak hour. For the AM, the hour from 7:15 to 8:15 had the highest volume of traffic, while in the PM, the hour from 5:00 to 6:00 experienced the highest volume of traffic. A traffic summary of turning movements was prepared focusing on these two peak hours. Additionally, the turning distributions observed in the AM and PM peak hours were applied to Georgia Department of Transportation Average Daily Traffic (ADT) count volumes for the year 2005 to estimate existing ADT turning movements. ADT turning movements are estimated mainly as input into the traffic forecasting process, as described in detail in this documentation under the 2010 and 2030 Average Daily Traffic Volume' section. The estimated ADT is depicted in **Figure 2** while the 2007 AM and PM peak hour count volumes are depicted in **Figure 3**.

LEGEND

-  SURFACE ROADWAY
-  INTERSTATE
-  ADT VOLUME 3300

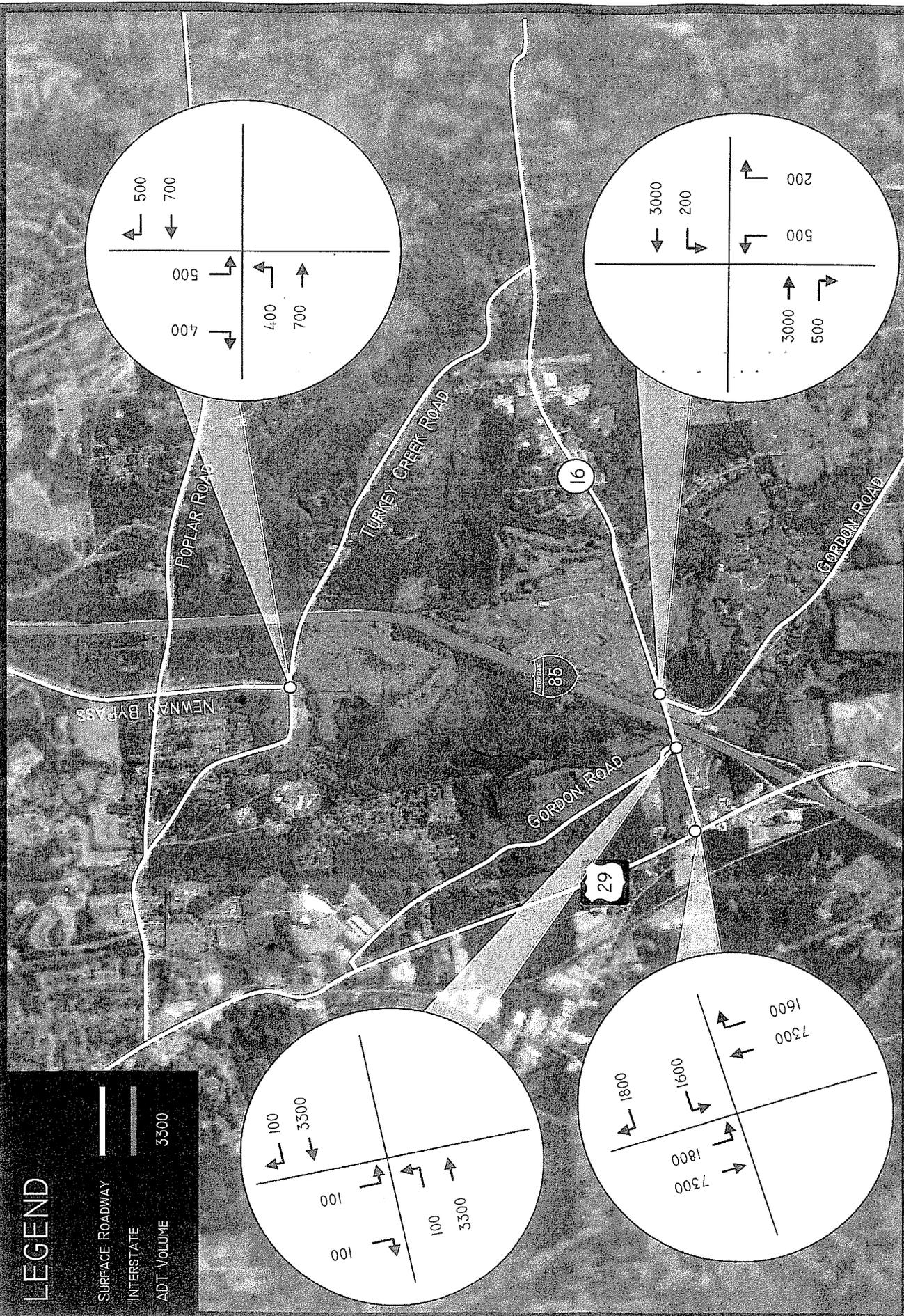


FIGURE 2
2007 AVERAGE DAILY TRAFFIC VOLUMES (ESTIMATED)

LEGEND

SURFACE ROADWAY

INTERSTATE

AM (PM) VOLUME 428 (468)

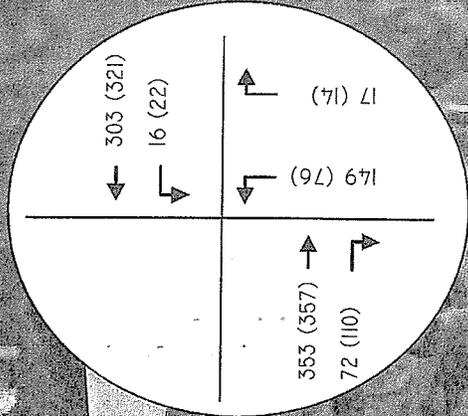
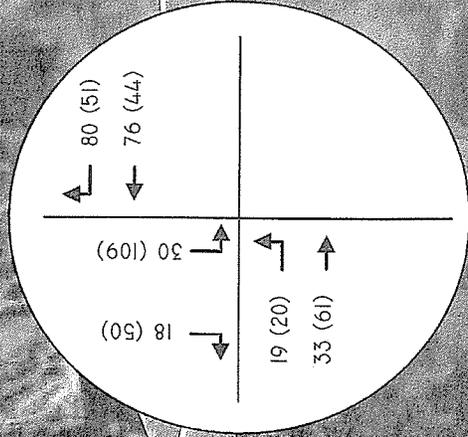
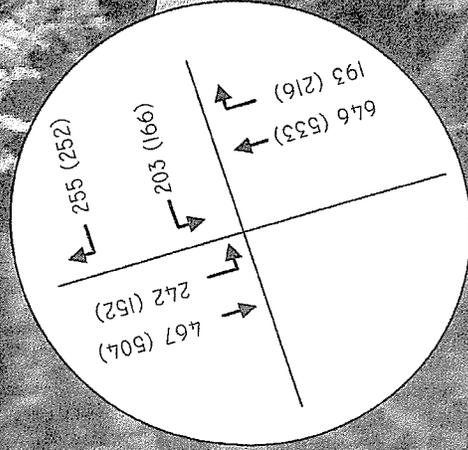
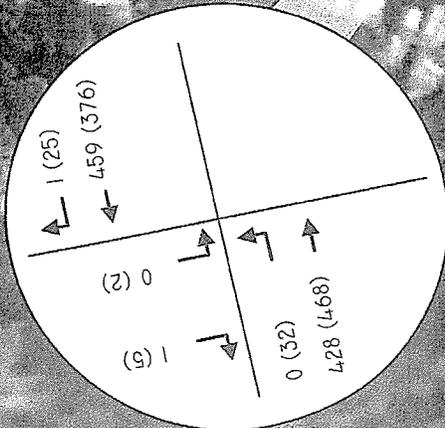


FIGURE 3
2007 AM AND PM PEAK HOUR VOLUMES

Section 5 – Traffic Forecasting

5.1 2010 and 2030 Average Daily Traffic

Average Daily Traffic (ADT) was prepared for the years 2010 and 2030 by applying changes in model output to the existing estimated ADT. To forecast 2010 and 2030 ADT on existing facilities, actual model growth from the 2005 to 2010 models and the 2010 to 2030 models were used and added to the previous forecast year. This methodology is recommended in the *GDOT Design Manual* and is more appropriate than using raw model output as future AADT because it removes any errors present on existing facilities in the year 2005 model. As Coweta County is a fast growing area, this approach was compared to ensure that all locations were growing above an annual 1 percent growth rate. Where decreases in model volumes could not be justified or explained due to diversions to new or widened facilities, the volume was reset to assume a 1 percent annual growth rate from the previous forecast year. 2010 and 2030 ADT for future facilities and those locations without 2005 counts (i.e. Newnan ByPass, Turkey Creek Road, etc.) were extracted directly from the model output. The ADT forecasting process is depicted in **Table 4**.

Additionally, future ADT turning movements were estimated by applying the base ADT projections shown in **Table 4** to turning distributions that were determined by analyzing the existing ADT turning distributions and applying changes in distributions observed in the different analysis years of the travel demand model. The resulting corresponding turning movement volumes (i.e. an eastbound left coupled with a southbound right) were added together to determine a two-way ADT for all intersection turns. Additionally, due to the redundancy of some movements in the model and a limited amount of centroid connections, some turn distributions produced low volumes. This was corrected by re-balancing a minimal amount of trips to such movements for reasonability purposes. As a result, the final ADT turning movement volumes may not match the approach ADTs exactly, but by using the National Cooperative Highway Research Program (NCHRP) 255 balancing process, deviations were limited to 10 percent. To facilitate the design traffic process, the final ADT turning movement volumes were assumed to be half of the two-way turning ADT volumes. The entire process is documented in **Appendix B**. The 2010 and 2030 ADT turn volumes are presented in **Figures 2 and 3**.

Table 4 - ADT Forecasting Process

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Facility	Location	2003 ADT	2004 ADT	2005 ADT	Estimated or Counted ADT	2005 Model	Current ADT	2010 Model	Model Growth 2005-2010	1% Annual Growth (2005-2010)	Final 2010 ADT	2030 Model	Model Growth 2010-2030	1% Annual Growth (2010-2030)	Final 2030 ADT
		Source: GDOT			D, E, or from turns analysis	Source: ARC Model	F or G	Source: ARC Model	I-G	H @ 1% per year	H+J, I, or K	Source: ARC Model	L-J	L @ 1% per year	L+M, or O
US 29	South of SR 16	16,480	16,780	14,630	16,780	16,850	16,780	17,010	160	17,620	16,940	21,900	4,890	20,330	21,830
US 29	North of SR 16				19,050	19,050	19,050	17,330	-1,720	20,000	17,330	20,750	3,420	20,800	20,750
SR 16	East of I-85	6,540	6,660	6,730	6,730	4,760	6,730	5,270	510	7,070	7,070	15,920	10,650	8,480	17,720
Newman ByPass	Northeast of SR 16 & US 29				n/a	n/a	n/a	2,340	n/a	n/a	2,340	8,790	6,450	2,810	8,790
Newman ByPass	West of US 29				n/a	n/a	n/a	n/a	n/a	n/a	n/a	8,130	n/a	n/a	8,130
Newman ByPass	South of Turkey Creek Road				n/a	n/a	n/a	960	n/a	n/a	960	620	-340	1,150	1,150
Newman ByPass	North of Turkey Creek Road				2,020	210	2,020	990	780	2,120	2,800	490	-500	3,360	3,360
Turkey Creek Road	West of Newman ByPass					2,150	2,150	2,640	490	2,260	2,640	2,190	-450	3,170	2,190
Turkey Creek Road	East of Newman ByPass					2,340	2,340	2,690	350	2,460	2,690	2,060	-630	3,230	2,060
Gordon Road	South of SR 16	1,450	1,480	1,510	1,510	1,200	1,510	1,090	-110	1,590	1,590	1,550	460	1,910	2,050

Note: For the US 29 count location south of SR 16, the 2004 ADT was used due to the anomaly of a decreased 2005 count

15940 Decrease in ADT justified due to competition with the widened I-85 and continued construction of Newman ByPass. Model indicates increases in volume on US 29 south of study area before interchange with I-85 and Newman ByPass

1270 No discernable justification for minor decrease in AADT or less than 1 percent growth. Forecast assumes 1% annual growth rate.

1680 Decrease in ADT justified due to competition with the widened Poplar Road. Comparison of 2010 and 2030 volumes on Poplar Road show significant increases in ADT.

2020 No actual ADT count conducted, but analysis of peak hour turning movements indicates that this would be a reasonable daily volume.

5.2 2010 and 2030 Design Hour Volumes

Directional Design Hour Volumes (DHV) were calculated by applying the recommended K_{30} and D_{30} factors to the applicable 2010 and 2030 ADT turning movements. Peak hour direction was determined by analyzing the existing peak turning movement directions. At some locations, the same direction is peak in both AM and PM. In these instances, the higher peak hour volume of the two was assumed to be the peak direction. As with the ADT, reasonability modifications were necessary at some locations to ensure that future traffic volumes were higher and reasonable relative to existing traffic volumes. The DHV process and QA/QC process to ensure reasonable volumes are documented in **Appendix C**. The 2010 and 2030 DHV turning movement volumes are presented in **Figures 6 and 7**.

Section 6 - Conclusions

The revised traffic projections confirm the current assumptions that the SR 16 leg of the SR 16 and Newnan ByPass intersection should be the 'major leg' with the SR 16 approach from the east having an ADT of approximately 17,000 vehicles and the Newnan ByPass approach from the north having an ADT of approximately 9,000 vehicles.

This conclusion is mainly the function of the current expectations in future growth patterns. For example, future increases in SR 16 volumes will be the result of regional east-west movements and new development in the eastern parts of Coweta County stretching towards Sharpsburg, the McIntosh development area, and Peachtree City in Fayette County. In all likelihood, only a few development scenarios could contribute to a higher traffic volume on the Newnan ByPass approach than the SR 16 approach. Additionally, these scenarios would have to coordinate to some degree to create the conditions that would result in higher volumes on the Newnan ByPass leg:

1. A significant decrease from the expected population growth in the eastern portions of Coweta County
2. Increased expectations in population and/or employment growth in the 'Interstate Gateway' area surrounding the Newnan ByPass coupled with a significant change in population growth and density in the southern part of Coweta County in the areas currently identified as 'rural conservation'.
3. A specific regional destination (such as an enclosed shopping mall) locating on the Newnan ByPass in the immediate vicinity north of SR 16. Such a development would create a significant amount of additional traffic whose traffic distributions would be affected by access into the site.
4. The construction of a higher speed facility within the study area that would compete with SR 16 for regional east-west through trips.



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December 8, 2006

Tom Karis, P.E.
Clough, Harbour & Associates LLP
1800 Peachtree Street NW
Atlanta, Georgia 30309-2518

SUBJECT: REVIEW OF POTENTIAL ENVIRONMENTAL IMPACTS

Proposed Road Improvements in Coweta County, Georgia

Project limits: SR 16 from the Intersection of SR 16 @ SR 29 to E. Gordon Road

GDOT Project Number: CSSTP-0006-00(877)

GDOT PI Number: 0006877

ATM Project Number: 06-1395

INTRODUCTION

Applied Technology & Management, Inc. (ATM) has completed a preliminary review of available environmental data sources and field survey investigations for the proposed project corridor on behalf of Clough, Harbour & Associates LLP and Coweta County. The construction included in this project is limited to roadway improvements within the current ROW of SR 16 which begin at the intersection with SR 29 and traveling east to end at E. Gordon Road, approximately 700 feet. ATM performed the following inventory during the site visit of proposed project:

- Records Review and Data Analysis
- Wetland Determination and Verification
- Threatened & Endangered Species Survey
- Underground Storage Tank and Hazardous Materials
- Cultural Resources

The purpose of our review was to conduct a limited environmental inventory to document and identify environmental conditions that could affect the design of the proposed project; as well as forecast any additional environmental analysis and/or mitigation that may be required. ATM conducted the preliminary review and physical fieldwork in accordance with Georgia Department of Transportation (GDOT) guidelines for environmental analysis.

PRELIMINARY ENVIRONMENTAL DATA REVIEW

ATM reviewed existing governmental databases along with an Environmental Data Resource report (EDR report) to determine any prior environmental concerns in the vicinity of the project site. Governmental database review includes:

- National Resource Conservation Soils (NRCS) and Hydric Soils Survey;
- United States Geographic Survey (USGS) Topographic Map;
- U.S. Fish and Wildlife Services National Wetland Inventory (NWI);

- FEMA flood information and maps;
- U.S. Fish and Wildlife Endangered and Threatened species lists; and
- State of Georgia UST and LUST listings within the County

The subject site is located within the Newnan South Quadrangle according to the USGS 7.5' Digital Elevation Model and topographic review. The EDR report provided the intersection elevation at 974 feet above sea level. The general topographic gradient and slope of groundwater at the intersection was general north.

The soil component name is Cecil, a sandy loam. The hydrologic group of the soils was categorized as moderately well and well drained soils with moderate infiltration rates. The texture is moderately coarse with a water table more than 6-feet deep. Cecil soils in the Piedmont region of Georgia do not meet the requirements for a hydric soil, and inspection concluded and confirmed mapping type.

Based on the review of the EDR report and government entities/databases, ATM concluded that there were no initial recognized environmental conditions or threats to the proposed intersection improvements.

USTs/LUSTs and Hazardous Wastes

No Underground Storage Tanks or hazardous waste sites were identified in the proposed project corridor; however one (1) former UST site was found at the intersection of Pine Road @ SR 14/US 29, approximately ¼-mile northwest of site. This 10,000-gallon gasoline UST was installed in 1978 and records indicated that it was closed-in-ground in 1998. The UST was listed in the EDR report as a Leaking UST (LUST) database as a confirmed release.

Based on the proximity of the UST/LUST to the proposed project and downward gradient in groundwater flow, there is no expected impact to the road construction. No other hazardous waste sites were identified in the immediate project area.

FIELD WORK

The site visit was performed by a trained environmental scientist on October 31, 2006. The proposed project is located on the highly traveled State Road 16. The general land use of the ROW currently is grassy landscaped swales and driveway entrances for the newly constructed commercial properties, such as a Harley Davidson and small shopping plazas (see Photographs within Appendix B). Additionally, there is a wooded area located north of SR 16 at the intersection of E. Gordon Road. This area consists primarily of White oak (*Quercus alba*) and Loblolly pine (*Pinus taeda*).

There are drainage ditches alongside the roadway within the ROW of SR 16 which include culverts under driveways. The proposed project is not located within the 100-year flood plain based on FEMA Flood Insurance Rate Map information and the EDR report.

Wetland Determination

No evidence of wetlands was observed in the project areas based on field investigation by a trained wetland delineator. Furthermore, there are no ephemeral, intermittent, perennial



streams, or stream buffers within or immediately adjacent to the project areas based on our background research and field investigations. There were no primary or secondary hydrologic indicators present during the site investigation. The soils were not saturated and there were no signs of the area being inundated for any period of time. Soils were consistent with the soil survey and did not meet the criteria for hydric soils.

Based on the United States Army Corps of Engineers 1987 COE Wetlands Delineation Manual during a routine wetland determination, the subject area does not contain a wetland.

Water Quality

There are no streams or U.S. Bodies of Water on or adjacent to the proposed project corridor.

Threatened and Endangered (T&E) Species Survey

No evidence of federally listed or proposed T&E species or habitat for these species was observed in the project areas based on literature reviews and field investigations by a trained environmental scientist.

Cultural Evaluation

ATM contracted New South Associates to conduct a cultural resources literature search for the SR 16 corridor. The summary of the report is as follows, "In summary, a total of three archaeological sites and five architectural resources have been recorded in the vicinity of the SR 16 corridor. None of the archaeological sites are considered eligible for the NRHP (National Register of Historic Places). The current corridor does not fall within or lie adjacent to a historic district listed on the NRHP. However, five architectural resources are located nearby. Two of these resources fit within the criteria for listing on the NRHP and are possibly within view shed of the proposed project. Based on the density of recorded cultural resources in the area, the potential exists for undiscovered resources within the corridor. Additionally, a field survey of this area would be necessary to assess the impact of past development and future development on identified resources."

Located in Attachment 2 of this report is the entire cultural report with a map locating the properties of interest. With new construction in the area, permits may have been given to alter these buildings, after a concept has been formed, a site survey will be required to confirm.

LEVEL OF ENVIRONMENTAL ANALYSIS

Based on our review of the potential environmental concerns for this project and potential impacts to the environment, and should funding outside of the County be allotted to the project, we would anticipate the level of environmental analysis and documentation required to be a Categorical Exclusion (CE); provided that all attempts are made to minimize potential impacts to historical resources at the Gordon Road at SR 54 and the Pine Road at SR 16 at US 29 intersections.



PUBLIC INVOLVEMENT

Based on the amount of new commercial development in the area on SR 16, and alternatives in design that may involve the acquiring of additional ROW, property owners may need to be contacted for discussion during the Concept Design Development. Same should be coordinated with County staff.

ATM appreciates the opportunity to work with Clough, Harbour & Associates and Coweta County on this project. If you have any questions regarding our analysis, please do not hesitate to call me at (904) 249-8009 or Kirk Croasmun at (912) 354-4160.

Sincerely,
Applied Technology & Management, Inc.



Jennifer Little
Environmental Scientist



Kirk Croasmun, PE
Senior Engineer

cc: Mr. Wayne Kennedy, Coweta County Development & Engineering

APPENDICES

- Appendix A- Photographs of SR 16 from US 29 to E. Gordon Road
- Appendix B- Cultural Review performed by New South Associates
- Appendix C- Environmental Data Resources (EDR) report



DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **STP-0006-00(877), Coweta County, P.I.# 0006877** OFFICE Thomaston
Continuation of the Proposed Newnan Bypass @ SR-16

FROM Thomas B. Howell, P.E., District Engineer

TO David Millen, District Preconstruction Engineer
Attn: Bill Rountree, District Design Engineer

DATE September 21, 2007

SUBJECT **UTILITY COST ESTIMATE**

The following is a ballpark utility cost estimate for facilities located within the scope of the above referenced project.

UTILITY OWNER	PUBLIC OR PRIVATE	TYPE OF UTILITY	REIMBURSABLE	NON-REIMBURSABLE
Atlanta Gas Light	Private	Nat Gas	0	93,960
BellSouth d/b/a AT&T	Private	Telecomm	0	69,872
Charter Communications	Private	Cable	?	?
Comcast	Private	Cable	?	?
Coweta Co. Water & Sewer	Private	Water/Sewer	?	?
Coweta-Fayette EMC	Private	Electric	34,000	0
Georgia Power (Distribution)	Private	Electric	?	?
Georgia Power (Transmission)	Private	Electric	?	?
Georgia Transmission	Private	Electric	NO FACILITIES	
Newnan Utilities	Private	Electric	?	?
Williams Gas Pipeline/Transco	Private	Gas	NO FACILITIES	
TOTAL PROJECT COST			\$34,000	\$163,832

If you have any questions, please call Kim Brown at 706-646-6695.

KMG:KB:pls

cc: Jason Mobley (via: e-mail)



Department of Transportation

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

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

May 15, 2007

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

EARL L. MAHFUZ
TREASURER
(404) 656-5224

The Honorable Timothy Higgins, Commission Chairman
Coweta County
22 East Broad Street
Newnan, Georgia 30263

Dear Chairman Higgins:

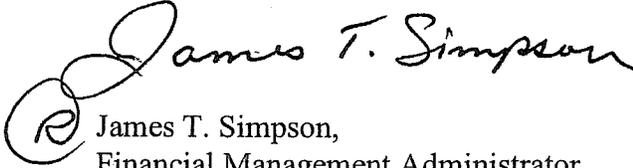
I am returning for your files an executed agreement between the Georgia Department of Transportation and Coweta County for the following project:

PROJECT#:CSSTP-0007-00(694) Coweta County, P.I.#0007694

PROJECT#:CSSTP-0006-00(877) Coweta County, P.I.#0006877

We look forward to working with you on the successful completion of the joint project.
Should you have any questions, please contact the Project Manager Bill Roundtree at (404)646-6604.

Sincerely,


James T. Simpson,
Financial Management Administrator

JTS:as

Enclosure

c: Bob Rogers
Thomas Howell - District 3
Jeff Baker - Utilities

1/6/07

**AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
COWETA COUNTY
FOR
TRANSPORTATION FACILITY IMPROVEMENTS**

This Framework Agreement is made and entered into this 4th day of May, 2007, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and Coweta County, acting by and through its Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another “for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide.” Ga. Constitution Article IX, §III, ¶I(a).

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design), all reimburseable utility relocation costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT and eligible for reimbursement by the DEPARTMENT shall not be considered reimbursible to the LOCAL GOVERNMENT until the LOCAL GOVERNMENT receives a written notice to proceed for each phase of the PROJECT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, right of way acquisitions or construction as specified in Attachment A.

3. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the Preconstruction Engineering Activities. Right of Way and Construction funding estimate levels are provided herein for planning purposes.

The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for applicable Right of Way and Construction

4. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks and the grass strip between the curb and gutter and the sidewalk within the PROJECT limits.

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP). Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the

DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction or right of way, as applicable.

6. The LOCAL GOVERNMENT shall certify that they have read and understands the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, AND FEDERAL AUDIT REQUIREMENTS" and will comply in full with said provisions.

7. The LOCAL GOVERNMENT shall accomplish all of the design activities for the PROJECT. The design activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, the DEPARTMENT's Plan Presentation Guide, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The LOCAL GOVERNMENT responsibility for design shall include, but is not limited to the following items:

a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

b. Develop the PROJECT base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (pm) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.

c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include

any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required as well as any environmental reevaluations required. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practice.

f. Perform all surveys, mapping, soil investigation studies and pavement evaluations needed for design of the PROJECT.

g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.

h. Prepare the PROJECT drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

i. Prepare traffic studies, preliminary construction plans including a cost estimate for the Preliminary Field Plan Review, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including a cost estimate for the Final Field Plan Review, erosion control plans, lighting plans, traffic handling

plans, and construction sequence plans and specifications including special provisions for the PROJECT.

j. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT guidelines.

k. Failure of the LOCAL GOVERNMENT to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds in some or all of the categories outlined in this Agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding.

8. All Primary Consultant firms hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes.

9. The PROJECT construction and right of way plans shall be prepared in English units.

10. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software respectively, and shall be organized as per the Department's guidelines on electronic file management.

11. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

12. The LOCAL GOVERNMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The LOCAL GOVERNMENT shall perform all necessary survey efforts in order to complete the design of the bridge(s) and prepare any required hydraulic and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

13. The LOCAL GOVERNMENT shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.

14. The LOCAL GOVERNMENT shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.

15. If the right of way phase is 100% local funding with no Federal or State reimbursement, upon the DEPARTMENT's approval of the project right of way plans, verification that the approved environmental document is current, which shall mean that the approval of the environmental document occurred within six (6) months of the approval notice by the DEPARTMENT's for project right of way plans, and delivery of a written notice to proceed, the LOCAL GOVERNMENT may proceed with the acquisition of the necessary right of way for the PROJECT. If the right of way phase involves federal and/or state funding reimbursement, upon the Department's approval of the project right of way plans, the Local Government may proceed with all pre-acquisition right of way activities, however, property negotiation and acquisition cannot commence until right of way funding authorization is approved. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT and in accordance with the "Contract for the Acquisition of Right of Way" to be prepared by the Office of Right of Way and executed between the LOCAL GOVERNMENT and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. In the event the LOCAL GOVERNMENT is to receive reimbursement of all or part of the acquisition funding, reimbursable right of way costs are to include land and improvement costs, property

damage values, relocation assistance expenses and contracted property management costs. Non reimbursable costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the required right of way.

16. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the LOCAL GOVERNMENT the PROJECT shall be let for construction. The DEPARTMENT, unless shown otherwise on Attachment A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

17. The LOCAL GOVERNMENT shall review and make recommendations concerning all shop drawings prior to submission to the DEPARTMENT. The DEPARTMENT shall have final authority concerning all shop drawings.

18. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this Agreement shall

become the property of the DEPARTMENT if required. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

19. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

COWETA COUNTY

[Signature]
District Engineer - Thomaston

BY: [Signature]
Name
Title Chairman

[Signature]
Deputy Commissioner

Signed, sealed and delivered this 20th day of March, 2007, in the presence of:

[Signature]
Chief Engineer

DEPARTMENT OF TRANSPORTATION

[Signature]
Witness

BY: [Signature]
Deputy Commissioner

[Signature]
Notary Public
Notary Public, Heard County, Georgia
My Commission Expires Sept. 21, 2008

ATTEST:

This Agreement approved on the 20th day of March, 2007.

[Signature]
Treasurer

[Signature]
City/County Clerk (as appropriate)

REVIEWED AS TO LEGAL FORM:

[Signature] 4-13-07
Office of Legal Services

FEIN: 58-6000809

ATTACHMENT "A"

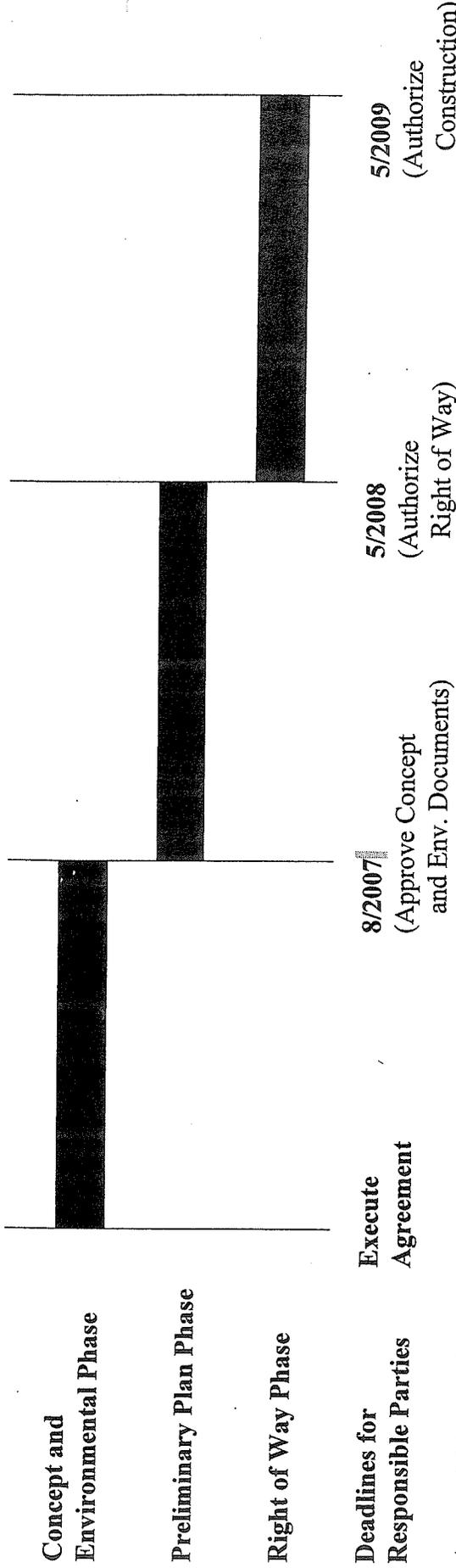
Project Numbers: CSSTP-0007-00 (694) & CSSTP-0006-00 (877), Coweta County

Project (PI#, Project # ,Description)	Work Type	Preliminary Engineering		Right of Way		Construction		Utilities
		Funding	Design	Funding	Acquisition	Funding	Letting	
CSSTP-0007-00 (694), PI 0007694 SR 34 SE bypass	New Construction	Coweta County/\$2,125,000 100% Coweta County	Coweta County	Coweta Co. \$2,500,000	Coweta County	\$26,465,894 /GDOT \$6,616,474 Coweta Co.	GDOT	Relocation Costs Coweta County
CSSTP-0006-00 (877), PI 0006877 SR 16 from I-85 to US 29	Reconstruction/ Rehabilitation	Coweta County/\$200,000 100% Coweta County	Coweta County	GDOT \$812,500	GDOT	\$1,811,066/ GDOT \$452,767 Coweta Co.	GDOT	Coweta County

Note: 1. Maximum allowable GDOT reimbursible amount may be shown above in lieu of percentages when applicable. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated. 2. Cash participation limits may be shown above in lieu of percentages when applicable.

ATTACHMENT "B"
CSSTP-0007-00 (694), & CSSTP-0006-00 (877), Coweta County

Proposed Project Schedule



Deadlines for Execute Agreement

Annual Reporting Requirements

The Local Government shall provide a written status report to the Department's Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

Training Certification Requirement

The Local Government shall provide a written certification that all appropriate staff (employees and consultants) involved in the Project have attended or are scheduled to attend the Department's Plan Development Process Training Course. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

NOTICE OF LOCATION AND DESIGN APPROVAL

CSSTP-0006-00 (877) – COWETA COUNTY

P.I. NUMBER 0006877

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is: _____

This project involves the widening and reconstruction of State Route 16 on existing alignment extending from the Interstate 85 overpass to its intersection with US 29/27 Alt. in Coweta County, 2nd District, Land Lots 58 and 71. The project is located within the 3rd Congressional District and Georgia Militia District 806.

The proposed project would construct on existing location a five-lane roadway which would include a T-type intersection with the proposed Newnan Bypass segment from Turkey Creek Road to SR 16 (PI 0007694). The project termini are the I-85 overpass (to the east) and US 29/27 Alt. (to the west). The intersections at US 29/27 Alt and the Newnan Bypass will be signalized with the appropriate turn lanes and edge treatments provided.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Havard Seldon
Area Engineer
Havard.Seldon@dot.state.ga.us
Georgia Department of Transportation
1107 Hogansville Road
LaGrange, GA 30241
(706) 845-4115

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Bill Rountree
District Design Engineer
Bill.Rountree@dot.state.ga.us
Georgia Department of Transportation
115 Transportation Boulevard
Thomaston, Georgia 30286
(706) 646-6990

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

DRAFT CONCEPT TEAM MEETING MINUTES

MEETING DATE: April 14, 2006, 9:00 a.m.

MEETING LOCATION: Coweta County Development & Engineering Conference Room in Newnan, GA

PROJECT: Newnan Bypass, STP-0007-00 (694), P.I. #0007694

ATTENDEES:

Wayne Kennedy (WK), Coweta County	770-254-3775
Debra Fowler (DF), GDOT District 3 Environment	706-646-6597
Bill Rountree (BR), GDOT District 3 Design	706-646-6604
Tavores Edwards (TE), Coweta County	770-254-2635
Reggie James (RJ), GDOT R/W	678-423-0603
Richard A. Bolin (RB), City Manager – Newnan	770-253-2682
Mike Cope (MC), Engineering –Bellsouth	770-254-2406
Michael Adams (MA), GDOT Planning	404-657-5499
Kim Brown (KB), GDOT District 3 Utilities	706-646-6548
Tony Maglione (TM), Applied Technology & Mgmt	843-884-8750
Tom Karis (TK), Clough, Harbour & Associates	404-352-9200
Eniel Gonzalez (EG), Clough, Harbour & Associates	404-352-9200

I. WELCOME

WK welcomed everyone to the meeting.

BR provided TK with a marked up copy of the Draft Concept Report which identified minor text comments and comments to the estimate pricing.

II. INTRODUCTION OF ATTENDEES

Each attendee introduced themselves and the organization they represented.

III. PROJECT IDENTIFICATION

Project Number: STP-0007-0(694)

P.I. Number: 0007694

County: Coweta

City: Newnan

IV. FUNCTIONAL CLASSIFICATION

Turkey Creek Road – Urban Local Street/Rural Local Road
Newnan Bypass – Urban Principal Arterial (Free Access)
SR 16 – Urban Minor Arterial

V. NEED AND PURPOSE STATEMENT

TK stated that the full Need and Purpose Statement was included in the Draft Concept Report, but a brief description was provided during the presentation of the concept layout. The concept layout included the original alignment, known as the East Alternate, shown at the Initial Concept Meeting and a new alternate, known as the West Alternate. TK stated that the goal of the meeting was a consensus in proceeding to Preliminary Design with the West Alternate alignment based upon investigations conducted after the Initial Concept Meeting. TK stated that the project will provide connectivity and improve access between the existing segments of the Newnan Bypass (Bypass). BR mentioned that the Need and Purpose Statement will be approved by MA. The Need and Purpose Statement must be approved prior to Final Concept Report Approval. Revisions to the Need and Purpose Statement must include traffic and accident data, fatality data, and projected volumes on adjoining roads.

VI. ACCIDENT HISTORY

No accident data was available. DF stated that the accident data, injury, etc will need to be included in the Final Concept Report.

VII. TRAFFIC COUNTS

WK stated the Intersection Justification Report (IJR) for a proposed interchange at Poplar Road and Interstate 85 has been prepared. It was determined that the ARC model used to generate the original traffic count for the Bypass did not consider the interchange at Poplar Road. MA stated that with an interchange at Poplar Road, it may increase the amount of traffic projected for the Bypass and reduce the projected traffic on SR 16. TE stated that he will provide TK with information on the ARC model. In preparation of the Final Concept Report, the revised traffic information will be important in the determination of the southern project terminus.

Proposed Tie-in at SR 16

BR mentioned reviewing a concept layout with an alternate tie-in at SR 16 which replaced the direct T-intersection at SR 16 with a curved alignment. TK stated that at the Initial Concept Meeting, WK and TK originally proposed redirecting the Bypass onto SR 16 by merging with SR 16 and having the eastern portion of SR 16 intersect the curved alignment at a T. Due to lower traffic volumes

generated by the ARC model on the Newnan Bypass, it was decided that the Bypass was going to intersect at a T at SR 16. There was a general consensus among the group that a new traffic count should be generated with the Poplar Road interchange information. The new traffic will help justify redirecting the Bypass onto SR 16 and having the eastern portion of SR 16 intersect at a T.

VIII. TYPICAL SECTIONS

There was a general consensus that the project shall transition from a rural typical cross-section to an urban typical cross-section in the segment between the railroad crossing (2 independent bridges) and the first watercourse bridge crossing (1 common bridge). The segment of project between the intersection at Turkey Creek Road and the railroad crossing is recommended to follow a rural typical section – as the previously constructed Bypass segment (Lower Fayetteville Road to Turkey Creek Road). RJ recommended using an urban typical section where possible to reduce the amount Right of Way (R/W). The urban typical cross-section will allow for a narrower median to also reduce construction costs. WK added that the urban section consists of a 20 foot median that will accommodate future left turn lanes for access.

IX. PROPOSED PROJECT DESCRIPTION

The project is located near the center of Coweta County (County), to the southeast of the City of Newnan, and slightly northwest of the Interstate 85 Interchange 41 for SR 14/US 29. The project is an extension of the existing Newnan Bypass which currently terminates at Turkey Creek Road. This segment of the overall Newnan Bypass will extend approximately 1.6 miles on new alignment between Turkey Creek Road and SR 16, and will include traffic signal controlled intersections at its termini with both Turkey Creek Road and SR 16.

X. DESIGN CRITERIA

The project has a proposed design speed of 45 MPH, with a maximum degree of curvature of 4 degrees, and maximum grade of 6%.

XI. MAJOR STRUCTURES

A maximum of three bridges will be required. BR stated to make sure all streams are accounted for so as not to require design changes late in the design development process which may affect the environmental process and/or the project schedule and costs. BR stated that he has been involved in a project which is requiring the addition of a bridge crossing which was not anticipated in the design development process. TK stated that some of the stream crossings may require culverts. BR stated that a Bridge Foundation Investigation (BFI) will need to be conducted prior to Preliminary Field Plan Review (PFPR). The BFI will be approved by the Office of Materials and Research (OMR).

XII. DESIGN VARIANCES

None were mentioned.

XIII. RIGHT OF WAY DISPLACEMENT

It was concluded that no R/W displacements will be involved.

XIV. UTILITIES

MC stated that there are no major utilities in between the project but may have some at the intersections of Turkey Creek Road and SR 16. BR stated to revise the Utility Cost estimate in the Draft Concept Report to \$300,000.

XV. ALTERNATES CONSIDERED AND REASONS FOR REJECTION

TK stated that originally the East Alternate alignment was chosen because of the limited information at the time. TK stated that after the Initial Concept Meeting, more detailed topographic survey was acquired and environmental boundaries/constraints were determined in the surrounding area. As a result of the additional information, CHA developed the West Alternate in an effort to reduce environmental consequences. TM stated that the West Alternate alignment had the least environmental impacts in regards to streams and wetlands. Below is a summary of the estimated impacts for each alternate:

**Estimated Wetland Impacts for
Alternate Routes of Newnan Bypass - Phase II**

	Western Alternate Route	Eastern Alternate Route
Permanent	0.19 acres	0.11 acres
Temporary (Construction)	0.19 acres	1.05 acres

**Estimated Stream Impacts for
Alternate Routes of Newnan Bypass - Phase II**

	Western Alternate Route	Eastern Alternate Route
Number of Crossings	3*	8*
Stream Impacts (linear feet)	200	1,690

* Preliminary route concepts show two stream crossings associated with each route will be bridged instead of culverted. If culverts are proposed as part of bridge design for these crossings, stream impacts will increase by a minimum of 200 linear feet for each culvert

TM mentioned that the close proximity of the East Alternate alignment to Interstate 85 would have required buffer protection. TK indicated that the East Alternate alignment would have resulted in a non-economic remainder parcel.

XVI. TRAFFIC HANDLING DURING CONSTRUCTION

TK stated that the staging of the project should not be a problem due to the majority of the project being on new location. BR stated that it is essential to coordinate early with the Rail Road (RR) company. BR mentioned that Richard Crowley of GDOT will handle the coordination and develop the RR agreement. WK stated that the RR tracks are used minimally.

XVII. EROSION CONTROL / DRAINAGE

TM stated that BMPs (Best Management Practices), sediment traps, etc. shall be placed in accordance with the NPDES permit, etc. TM stated that stream buffers will be identified and addressed. There are no known trout streams in the vicinity of the project. BR stated that the project will require a NOI (Notice of Intent).

XVIII. LEVEL OF ENVIRONMENTAL ANALYSIS

TM stated that typically the project would be identified for Environmental Assessment (EA) because of the length (1.6 miles) and being on new location. TM mentioned his collaboration with Jonathan Cox of GDOT OEL and they agreed that this project should be considered for a Categorical Exclusion (CE) because of the minimal environmental impacts. Katy Allen of FHWA will be involved in the project. The project is located in a 100 year floodplain. The dam at East Newnan Lake will be analyzed by United Consulting for a dam breach. A floodplain and a dam breach analysis will be conducted prior to PFPR. There is a man-made pond that will probably be filled.

- a. **Historic Areas - None**
- b. **Hazardous Wastes – None**
- c. **Underground Storage Tanks - None**

XIX. ENVIRONMENTAL CONCERNS

TM stated that there will be minimal environmental stream and wetland impacts.

XX. PROJECT DEVELOPMENT SCHEDULE

BR asked for the County Project schedule to update the Preconstruction Status Report. The project is scheduled for construction in 2009.

There was general consensus that the factors which will drive the schedule are the Environmental, RR, and the R/W process.

XXI. PUBLIC HEARING

TK stated that there are a few property owners that will be affected and that based upon input to date, the property owners support the project. WK stated that the owners want access to the Bypass.

BR recommended conducting a Public Information Open House (PIOH) even though there are a few owners that will be affected. Everyone at the meeting agreed that the project will require public outreach which should be satisfied through PIOH. Given the limited number of affected properties, TK was of the opinion that an opportunity for a Public Hearing could be offered to satisfy the right of way process.

XXII. PERMITS REQUIRED

TM stated that the anticipated permits are NPDES, Section 404 Nationwide, water quality, etc.

XXIII. OTHER PROJECTS IN THE AREA

WK stated that there is support for an interchange at Poplar Road and Interstate 85. BR stated that the Need and Purpose for the IJR will need to be sent to MA for advancing the IJR process.

There was a lengthy discussion on combining the SR 16 widening project (P.I. No. 0006877) with the Newnan Bypass based on factors such as the proposed interchange at Poplar Road and Interstate 85. WK said he would look into coordinating with the ARC to combine the two projects. The scheduled let dates for both projects are in the same fiscal year. It was determined that with some collaboration, both projects could possibly be constructed together without modifying the ARC project schedule. The funding of the SR 16 widening project will be checked. There was some discussion on combining the environmental documents of both projects but have two separate concept reports. See discussion in **TRAFFIC COUNTS**.

The discussion included the topics of logical termini and potential for segmentation concerns. The consensus reached by the attendees was that the P.I. No. 0006877 should be advanced with its own Concept Approval Process and then both projects combined into one common environmental approval document.

The Final Concept Report needs to include an area map to present the proximity of this project within the transportation network.

XXIV. COMMENTS FROM ATTENDEES

BR asked what type of access control is the project. WK stated that he would like the access control to be by permit. WK mentioned that the previously constructed Bypass segment (Lower Fayetteville Road to Turkey Creek Road) was controlled access. WK mentioned that there would possibly be R/W donation involved. There was much discussion on what type of access control would be appropriate as to whether GDOT or the County will make the decision. It was concluded that since the project will probably not be in the State Highway System, that the County should make the ultimate decision but with written notice to the GDOT Commissioner.

XXV. COMMENTS, CONCERNS, OPEN DISCUSSION

TK summed up the meeting by asking for a consensus on the alternate alignment to move forward through Preliminary Design. Everyone agreed that the West Alternate alignment is the least environmentally damaging practicable alternative and therefore could be advanced as the Preferred Alternative.

BR requested that the Draft Concept Report comments be addressed and an updated copy sent to him.

BR stated that since the total estimated cost of the project is over \$ 25,000,000; a Value Engineering (VE) study will probably be conducted. BR said to contact Ron Wishon of GDOT Engineering Services to arrange the VE study.

XXVI. CONCEPT REPORT SCHEDULED TO BE SENT TO ENGINEERING SERVICES

CHA will begin revisions to the Draft Concept Report with the goal of submitting a Revised Draft within 1 month.

XXVII. CONCEPT REPORT SCHEDULED TO BE APPROVED

BR provided TK with a marked up copy of the Draft Concept Report that included two original signatures on the cover sheet to expedite the process.

XXVIII. ADJOURN MEETING

The meeting adjourned at 11:00 a.m.

NOTES

Please report any additions or corrections in writing within seven (7) calendar days to the undersigned at Clough Harbour & Associates LLP. If you have any questions, please feel free to contact me at (404) 352-9200.

Sincerely,

Thomas P. Karis, P.E.

Project Manager

cc: Attendees

CONCEPT TEAM MEETING MINUTES

MEETING DATE: August 28, 2007, 10:00 AM

MEETING LOCATION: GDOT District 3 Auditorium
Thomaston, GA

PROJECTS: **SR 16 from I-85 to US 29/27 Alt.**
Project Number: CSSTP-0006-00(877)
PI Number: 0006877
County: Coweta

Newnan Bypass from Turkey Creek Road to SR 16
Project Number: CSSTP-0007-00(694)
PI Number: 0007694
County: Coweta

ATTENDEES:

Wayne Kennedy (WK), Coweta County	770-254-3775
Thomas Howell (TH), GDOT District 3 Engineer	706-646-6900
Bill Rountree (BR), GDOT District 3 Design	706-646-6604
David Millen (DM), GDOT District 3 Preconstruction	706-646-6594
Jason Mobley (JM), GDOT District 3 Squad Leader	706-646-6600
Mike England (ME), GDOT District 3 Traffic	706-646-6554
Lamar Pruitt (LP), GDOT District 3 Construction	706-646-6911
Kim Brown (KB), GDOT District 3 Utilities	706-646-6548
Audrey Gooch (AG), GDOT District 3 R/W	706-646-6602
Havard Seldon (HS), GDOT-LaGrange Area Engineer	706-845-4115
Kimberly Larson (KL), GDOT District 3 Communications	706-646-6938
Debra Pruitt (DP), GDOT District 3 Environmental	706-646-6984
Tom Queen (TQ), GDOT District 3 Planning and Programming	706-646-6982
Ron Jenkins (RJ), AT&T	770-251-6471
Steve Manley (SM),	770-278-0013
Tom Karis (TK), Clough, Harbour & Associates LLP (CHA)	404-352-9200
Chris Edmondson (CE), Clough, Harbour & Associates LLP (CHA)	404-352-9200
Kevin Kahle (KK), Clough, Harbour & Associates LLP (CHA)	404-352-9200
Helga Torres (HT), Clough, Harbour & Associates LLP (CHA)	404-352-9200

1. Project Introduction

TK introduced the project and provided background information related to the geometrics and tie-in configurations considered for the intersection of the Newnan Bypass and SR 16. In his introduction TK presented the recent chronology on the project development from the Initial Concept Team Meeting on April 14, 2006 which lead to the coordination and association of the SR 16 improvements and the GRTA

intersection improvements at SR 14 / US 29. Given the proximity and programming of those projects it was determined at the Initial Concept Team Meeting of 2006 that the Bypass and SR 16 projects needed to be developed through the Concept Phase concurrently. This decision was necessary to ensure the proper terminus configuration of the Bypass and SR 16. During that concept development phase, in the effort to determine the intersection configuration and primary traffic movements, URS Corp. was contracted through Coweta County to assess the project through the Regional Travel Demand Model. The results of the Travel Demand Modeling effort by URS concluded that SR16 would be the primary traffic operational leg and the Bypass would form a T intersection with SR 16. It was also as an outcome of the Initial Concept Team Meeting that a more comprehensive environmental evaluation was to be conducted to provide better definition of environmental constraints within the corridor. TK concluded that the proposed project consists of utilizing the westerly alignment of the Newnan Bypass for this section, with signalized T intersections on both ends, Turkey Creek Road and SR 16.

CE presented the concept layout and described the project as outlined in the concept report. The concept layout included the project limits, proposed horizontal and vertical alignments, parcel data, proposed bridges, typical sections and proposed signalized intersections. Construction limits and wetland locations are also shown on the layout.

2. Need and Purpose Statement

CE presented the need and purpose as defined in the concept report.

3. Functional Classification

Turkey Creek Road – Urban Local Street (within the Newnan Urban Area Boundary)/Rural Local Road (outside of the Newnan Urban Area Boundary)

Newnan Bypass – Urban Principal Arterial - the proposed Turkey Creek to SR 16 segment is partial controlled access

SR 16 – Urban Minor Arterial – partial controlled access

4. Typical Sections & Roadway Items

CE described the proposed typical sections consisting of a four lane rural section with a 44 foot depressed median at the intersection with Turkey Creek Road, and then transitioning to a four lane urban section with a 20 foot raised grass median after crossing the Central of Georgia Railway.

5. Major Structures

CE stated that a minimum of three crossings will be required. One crossing will be over the existing Central of Georgia Railway and the other(s) will be over the wetlands, water courses and floodplains associated with East Newnan Lake and Turkey Creek. The bridge types, a single bridge (to include a median) per crossing

location versus two parallel and independent bridges per crossing location will be determined based upon completion of a maintenance and economic analyses in preliminary design.

6. Design Variances

No design variances are anticipated.

7. Alternates Considered

No Build:

The No Build Alternative has been considered, but not selected due to its inability to satisfy the Need and Purpose.

Build Alternative 1 (East Alternate Alignment):

The East Alternate Alignment has been dismissed from further consideration because it is not the least environmentally damaging, practicable alternative which satisfies the goals and objectives of the project.

Build Alternative 2 (West Alternate Alignment):

The West Alternate Alignment has less environmental consequences than the East Alternate Alignment and therefore is considered the preferred alternate for this project.

8. Other Projects in the Area

TK identified the GRTA intersection improvements at Pine Road and SR 16, at SR 14 / US 29 currently been designed by CHA. The GRTA intersection improvements will be constructed in advance of the SR 16 and Newnan Bypass projects. The proposed project will be coordinated accordingly with these intersection improvements.

9. Planning and Programming

TQ advised that a Practical Alternatives Report (PAR) may be required. This was confirmed by BR that a PAR will be required as part of the Concept Development Process.

10. Environmental Analysis and Concerns

It was suggested that a public informational meeting needs to be scheduled in the near future. The general consensus was that the alignments were well-defined and a public informational meeting in the preliminary design phase would be consistent with the objectives of advancing the project.

11. Utilities

No comments were made regarding utilities.

12. Right of Way

Seven parcels will be affected. It was recommended to negotiate with the property owner at SR 16 at the same time for both projects, the Pine Road and SR 16 @ SR 14 / US 29 intersection improvements and the Newnan Bypass.

Also it was recommended to consider ROW acquisitions along SR 16 to the bridge over I-85, since there was discussion as to extending the project and / or future projects for widening this bridge as well. DM suggested to consider ROW acquisitions for four lanes from the Pine Road and SR 16 @ SR 14 / US 29 intersection to the I-85 bridge. LP suggested considering building four lanes to the bridge over I-85 and stripe only two lanes for use until the bridge is widened.

It was noted that for the Pine Road and SR 16 @ SR 14 / US 29 intersection improvements DOT is to purchase the ROW, and for the Newnan Bypass Coweta County is to purchase the ROW. Coordination is needed to ensure that there is no duplication of effort as a result of the project impacts.

SM inquired what type of access control was proposed for the Newnan Bypass and WK responded that it was proposed to have controlled access.

13. Traffic Operations

No comments were provided.

14. Preconstruction

DM noted that environmental impacts are unavoidable in the project corridor. He suggested considering to straighten the proposed alignment near East Newnan Lake to reduce impacts within the water body. TK suggested that early authorization from the County to advance the database preparation would allow CHA to define the environmental constraints more definitively within the corridor. That in turn would allow the alignment to be refined.

JM inquired about an at-grade crossing at the intersection with the Central of Georgia Railway. TK responded that high traffic volumes are expected and an at-grade crossing will not be feasible. CE also discussed that an at-grade crossing will require unacceptable grades.

15. Coweta County

WK requested to conduct further analysis to reconfigure the intersection with Turkey Creek Road, in order to require a single structure bridge over the Central of Georgia Railway.

WK inquired about staged construction of the Newnan Bypass, initially constructing two lanes and later widening to a four lane highway. TK explained that a four lane highway was modeled for 20 years. TH discouraged staged construction for this project.

16. Additional Comments

TK inquired into the responsibilities to conduct a Value Engineering (VE) Study which will be required for this project because of its cost. DM and BR indicated that the VE Team will be assembled by the Office of Engineering Services at GDOT and CHA will present the design to the VE Team. The VE Study will need to be requested by the County through GDOT.

TK stated that the survey database needs to be completed before the proposed alignment can be refined further.

DM stated that there is consensus as to the T intersection with SR 16 and recommended that the County proceeds with the database survey.

BR emphasized that there is need for a public meeting to be scheduled as soon as possible, even before the database survey is started.

17. Meeting was adjourned at 2:30 PM.