ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007307, Coweta County
CSSTP-0007-00(307)
SR 34 Improvements

OFFICE Preconstruction

DATE June 1, 2005

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

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
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Babs Abubakari
Thomas Howell
BOARD MEMBER

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0007307, Coweta County
CSSTP-0007-00(307)
SR 34 Improvements

OFFICE Preconstruction

DATE May 18, 2005

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

TO David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project consists of the addition of auxiliary and turn lanes on SR 34 from the I-85 northbound ramp to just west of Lakeside Way for a total of 0.47 mile. State Route 34 within the project limits is a minor urban arterial street and provides access to I-85. State Route 34 currently has medium to high accident rates, limited capacity, and increased traffic congestion. The existing SR 34 corridor possesses safety and operational deficiencies. These deficiencies include an insufficient number of left and right turn lanes on SR 34 and adjoining side streets to provide refuge for turning motorists, and numerous side streets, driveways and shopping center intersections that cause frequent stops in traffic flow. The average daily traffic (ADT) on SR 34 for year 2008 is estimated at 56,100. The ADT for the design year is 87,400. The level of service (LOS) for the no-build alternative ranges from a LOS of "D", "E" and "F" for year 2008 to a LOS "E" and "F" in 2013.

The construction proposes to lengthen the existing turn lanes on SR 34 to provide auxiliary lanes for a total of three through lanes in each direction on SR 34 between the I-85 northbound ramps and the intersection with Newnan Crossing Boulevard. Additionally, the existing left turn lane from SR 34 westbound to Newnan Crossing Boulevard will be expanded to dual left turn lanes. The left turn lane from SR 34 eastbound to Lakeside Way northbound will be lengthened to conform to AASHTO design standards. Newnan Crossing Boulevard on the south side of SR 34 will be widened to the east to add a second left turn lane from Newnan Crossing Boulevard northbound to SR 34 westbound. Traffic will be maintained during construction.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; a public hearing open house is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	$495,000	$495,000	Q24	Lump
Right-of-Way & Utilities*	-0-	-0-		

P.I. No. 0007307
May 18, 2005

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR _____
Buddy Gratton, P.E., Director of Preconstruction

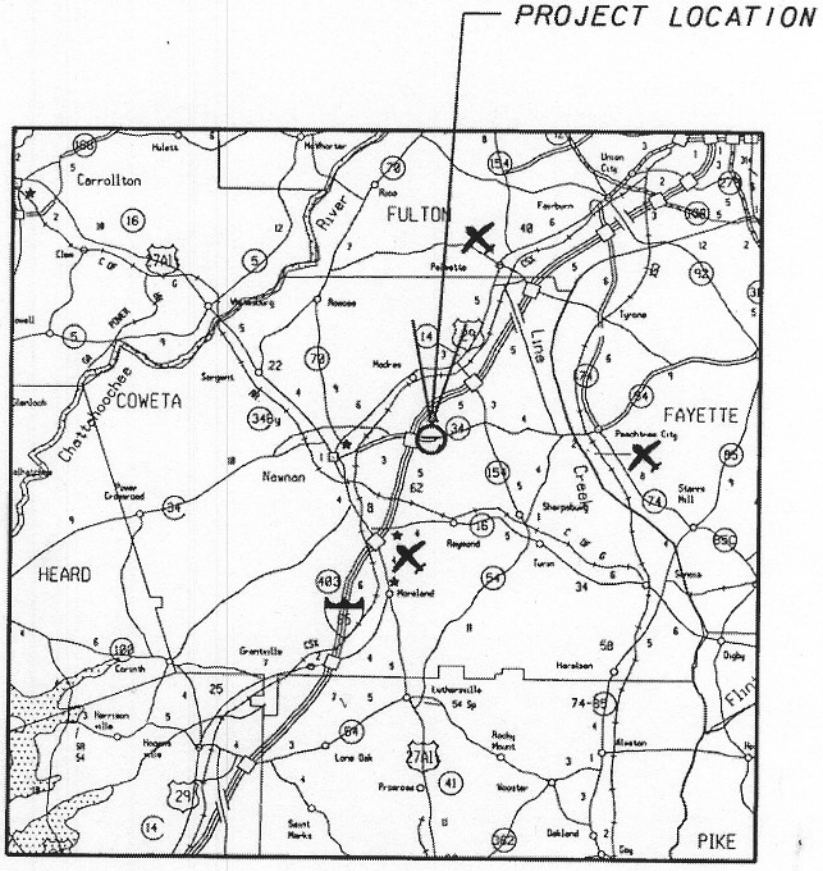
APPROVE _____
David E. Studstill, Jr., P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

CSSTP-0007-00(307)
COWETA
P.I. NO. 0007307
Col. Joe Jackson Medal of Honor Highway/
SR 34 and Newnan Crossing Boulevard Intersection

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 34



SR 34 from I-85 to Lakeside Way and includes incremental widening on the outside to provide continuous six lanes to Newnan Crossing Boulevard and lengthens the left turn lane to Lakeside Way. A dual left and right turn lanes will be added to northbound Newnan Crossing Boulevard.

Recommendation for approval:

DATE 5/6/05 _____ Project Manager

DATE 5/6/05 _____ District Engineer

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

DATE _____ State Transportation Planning Administrator

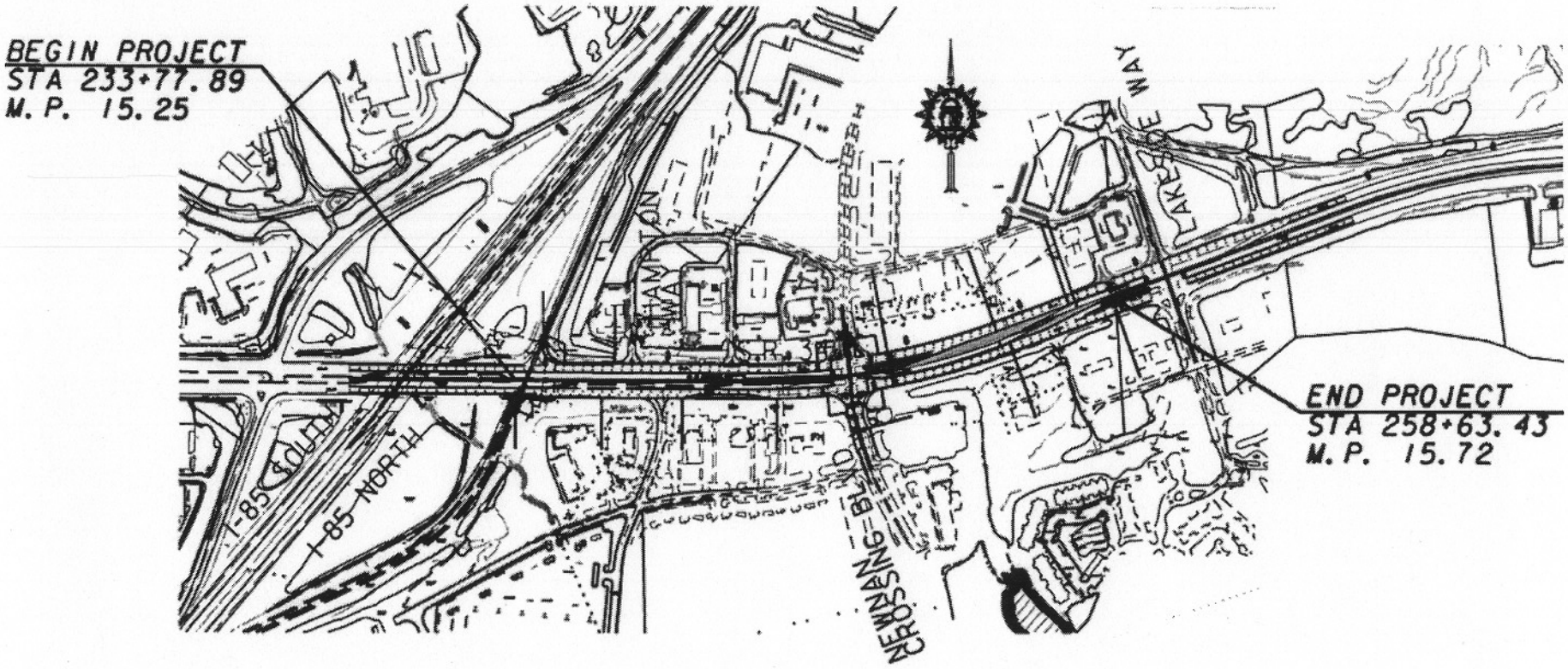
DATE _____ State Financial Management Administrator

DATE _____ State Environmental / Location Engineer

DATE _____ Project Review Engineer

DATE _____ State Traffic Safety and Design Engineer

Project Location Sketch



Need and Purpose: The purpose of the proposed intersection improvement project at Col. Joe Jackson Medal of Honor Highway/State Route (SR) 34 and Newnan Crossing Boulevard in Newnan, Coweta County is to improve the level of service, operational safety and access for drivers along this facility. SR 34 is a minor urban arterial street and provides access to Interstate (I) 85, which is part of the National Highway System (NHS). SR 34 begins to the west of the project corridor in Newnan and ends to the east of the project corridor in Peachtree City where it merges with and becomes SR 54. SR 54 heads east towards Fayetteville, and eventually provides connections to U.S. 19 and I-75. To the west, SR 34 connects to U.S. 27 and U.S. 29. The major land use along SR 34 is commercial, with developments which include Newnan Crossing Shopping Center, Newnan Promenade Shopping Center, restaurants, office buildings, gas stations, and the major big box retailers of Home Depot and Wal-Mart. A few residential areas are located along Lakeside Way south of SR 34. The recent growth of commercial development along the corridor and its proximity to major arterials and Interstates are contributing factors to the need for improvements along SR 34.

Of regional importance, SR 34 is part of a system of streets that feed into the Interstate and Georgia State Route system near Newnan and the southwestern part of Atlanta. The project area directly intersects I-85, and is approximately two (2) miles from downtown Newnan, U.S. 27 and U.S. 29; less than five (5) miles from Peachtree City and SR 54; and approximately 35 miles from U.S. 19 and I-75. SR 34 is an east-west route with access to Atlanta, Carrollton, I-20, I-75, and Columbus and I-185. The project area is located within ten (10) miles of two regional airports and approximately 30 minutes south of Hartsfield-Jackson International Airport.

SR 34 currently has medium to high accident rates, limited capacity, and increased traffic congestion. The existing SR 34 corridor possesses safety and operational deficiencies that this project would address. These deficiencies include an insufficient number of left and right turn lanes on SR 34 and adjoining side streets to provide refuge for turning motorists; and numerous side streets, driveways, and shopping center intersections that cause frequent stops in traffic flow.

The Average Daily Traffic (ADT) on SR 34 for Year 2008 is estimated at 56,100. The ADT for the design year (2028) is 87,400. The Level of Service (LOS) for the No-Build Alternative ranges from a LOS of "D," "E" and "F" for Year 2008 to a LOS "E," and "F" in 2013. The traffic analysis yields LOS ratings for each intersection and section of roadway. The increase in ADT on SR 34 illustrates the need for additional turn lanes and operational improvements.

The CSSTP-0007-00(307) project termini are logical in that the SR 34 proposed project corridor extends from I-85, a major interstate, to Lakeside Way, an urban minor arterial. The western project terminus, I-85, is logical because it would accommodate the extensive traffic turning movements at the I-85/SR 34 interchange and accommodate the traffic from the SR 34/Newnan Crossing Boulevard intersection, and provide for continuous capacity improvements along the full extent of SR 34 from downtown Newnan through I-85 and the commercial development to the east. For the 2008 traffic volume projects, approximately 67% of the SR 34 projected westbound traffic (also 67% in 2028) is expected to continue westbound on SR 34 past the I-85/SR 34 interchange. Approximately 11% (also 11% in 2028) of the westbound SR 34 traffic is expected to turn southbound onto I-85. Approximately 21% (also 21% in 2028) of the westbound SR 34 traffic is expected to turn northbound onto I-85.

The project's eastern terminus, Lakeside Way, is logical because of the proximity of the SR 34 intersection with Lakeside Way to the SR 34 intersection with Newnan Crossing Boulevard. The existing left turn lane from eastbound SR 34 to northbound Lakeside Way is of substandard length. The project would increase the length of the left turn lane onto northbound Lakeside Way to meet AASHTO design standards. The westbound SR 34 left turn lane to southbound Newnan Crossing Boulevard would be expanded to dual left turn lanes and lengthened to fill the remaining median space between Newnan Crossing Boulevard and the left turn lane to northbound Lakeside Way. The increased storage in the left turn lanes from westbound SR 34 to southbound Newnan Crossing Way would decrease the traffic backup that currently blocks the westbound SR 34 through lanes.

According to available accident data, the accident and injury rates along the project corridor exceeded the statewide rates. In the latest year, Year 2002, the accident rate along the project corridor was almost twice the statewide rate. The accident data support the need for the proposed project intersection improvements, because approximately 32% of the accidents in the proposed project area were intersection related. The accidents that dominate throughout this corridor rear-end collisions, which occurred in 86%, 80%, and 76% of the cases during the years 2000, 2001, and 2002, respectively. With the increase of traffic volumes expected for this corridor and potential for more commercial development, accident rates and injury rates are anticipated to continue to increase and consistently exceed statewide rates should the project not be built.

The addition of a continuous auxiliary lane and left turn lanes to eastbound and westbound SR 34 between I-85 and Lakeside Way would provide storage for traffic stacking in directional movements and improve existing lanes to meet AASHTO design standards. The storage for traffic stacking and improved design would decrease the number of accidents while improving the LOS, meeting the need for this project.

Description of the proposed project: The proposed ~~intersection improvement project~~ would consist of the addition of auxiliary and turn lanes on SR 34 in Coweta County, approximately 2 miles east of downtown Newnan. The project limits would extend from the I-85 northbound ramp at M.P. 15.25 on SR 34, to M.P. 15.72, on SR 34 just west of Lakeside Way, for a project length of approximately 0.47 mile. The existing right turn lanes on SR 34 would be lengthened to provide auxiliary lanes for a total of three through lanes in each direction on SR 34 between the I-85 northbound ramps and the intersection with Newnan Crossing Boulevard. Additionally, the existing left turn lane from SR 34 westbound to Newnan Crossing Boulevard southbound would be expanded to dual left turn lanes. The left turn lane from SR 34 eastbound to Lakeside Way northbound would be lengthened to conform to AASHTO design standards. Newnan Crossing Boulevard on the south side of SR 34 would be widened to the east to add a second left turn lane from Newnan Crossing Boulevard northbound to SR 34 westbound.

Is the project located in a Non-attainment area? Yes☒ No☐. This project is exempt from being in compliance with the adopted Air Quality Model for the Atlanta Region due to its scope of work. The Atlanta Regional Commission has recently updated the Regional Transportation Plan adopted in December 2004. This project is a sub element of PI 0006218, ARC # AR-123A which is included and conforms to the appropriate Plans and Programs.

PDP Classification: Major ☐ Minor ☒
Federal Oversight: Full Oversight ☐, Exempt ☒, State Funded ☐, or Other ☐

Functional Classification: Minor Arterial, Non-NHS, Urban

U. S. Route Number(s): N/A **State Route Number(s):** 34

Traffic (AADT):

Current Year: (2008) 56,100 Design Year: (2028) 87,400

K = 8%

D = 50%

T = 4%

24 HR T = 5.5%

Existing design features:

- Typical Section: SR 34 is a rural section with two 12' through lanes in each direction with one 12' right turn lane in each direction. Eastbound SR 34 has two 12' left turn lanes. Westbound SR 34 has one 12' left turn lane. The typical section of Newnan Crossing Boulevard north of SR 34 consists of 10' shoulders with curb and gutter and no sidewalks, one 12' southbound right turn lane, one 12' southbound through lane, one 12' left turn lane, a four-foot raised median and two 12' northbound through lanes. The typical section for Newnan Crossing Boulevard south of SR 34 consists of 10' shoulders with curb and gutter and no sidewalks, two, 12' southbound through lanes, a four-foot raised median, two, 12' northbound left turn lanes, and one 12' northbound shared through/right turn lane.
- Posted speed 45 mph
- Proposed Minimum Radius: 2865' ML, 955' XR Minimum Radius Allowable: 555'
- Maximum grade: 2.8% ML, 6.2% XR
- Width of right of way: varies from 250' to 335' ML, 100' XR.
- Major structures: N/A
- Major interchanges or intersections along the project: I-85 ramps at western project terminus, Newnan Crossing Boulevard
- Segment length along SR 34: 0.47 miles from M.P. 15.25 to M.P. 15.72

Proposed Design Features:

- Proposed typical section(s): SR 34: rural section with two 12' through lanes in each direction with one 12' auxiliary lane and two 12' left turn lanes in each direction. Newnan Crossing Boulevard north of SR 34: 16' shoulders with curb and gutter and five-foot sidewalks, one 12' southbound right turn lane, one 12' southbound through lane, one 12' left turn lane, a 16' raised median and two 12' northbound through lanes. Newnan Crossing Boulevard south of SR 34: 16' shoulders with curb and gutter and five-foot sidewalks, two 12' southbound through lanes, a four-foot raised median, two 12' northbound left turn lanes, one 12' northbound through lane and one 12' northbound right turn lane.
- Proposed Design Speed Mainline 45 mph
- Proposed Maximum grade Mainline2.8 % Maximum grade allowable 4.0%.
- Proposed Maximum grade Side Street 5.0 % Maximum grade allowable 10%.
- Proposed Maximum grade driveway 11 %
- Proposed Minimum Radius 2865' ML, 955' XR Minimum radius allowable 555'
- Right of way
  - Existing width varies from 250' to 335' ML,100' XR. (No additional right of way required)
  - Easements: Temporary☐, Permanent☐, Utility☐, Other☐.
  - Type of access control: Full☐, Partial☐, By Permit☒, Other☐.
  - Number of parcels: One. Number of displacements:
    - Business: none
    - Residences: none
    - Mobile homes: none
    - Other: none
- Structures:
  - Bridges (*none*),
  - Retaining walls (*none*)
- Major intersections and interchanges. I-85 interchange ramp terminals, Newnan Crossing Boulevard.
- Traffic control during construction: construct under traffic, no proposed detours.
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances; (*none*).

- Environmental concerns: CE, Nationwide 404 Permit with Pre-Construction Notification; USTs
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ☒, No ☐,
  - Categorical exclusion ☒,
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ☐, or
  - Environmental Impact Statement (EIS) ☐.
- Utility involvements: Communications, Power, Gas, Water, Sewer

Project responsibilities:

- Design, City of Newnan
- Right of Way Acquisition, City of Newnan
- Relocation of Utilities, City of Newnan
- Letting to contract, Georgia Department of Transportation
- Supervision of construction, Georgia Department of Transportation
- Providing material pits, Georgia Department of Transportation
- Providing detours: none

Coordination

- There was no concept meeting. On September 30, 2004, at the District 3 Office, Mike Reynolds of Kisinger Campo & Associates Corp. met with Keith Rohling, District 3 Traffic Engineer, Cleatus Phillips of the City of Newnan, and Ryan Libke of the City of Newnan.
- P. A. R. meetings: none
- FEMA: none
- Public involvement: none
- Local government comments. LGPA pending
- Other projects in the area. STP-0000-00(818), P.I. No. 0000818, SR 16 @ SR 74/SR 85; STP-0000-00(930), P.I. No. 0000930, SR 14/US 29 @ CR 552/Weldon Rd; BR-0001-00(357), P.I. No. 0001357, SR 16/US 27 Alt @ Chattahoochee River; MSL-0003-00(161), P.I. No. 0003161, I-85 Widening from SR 14/US 29 to SR 34; STP-00003-00(783), P.I. No. 0003783, SR 16/Wells Street @ CR 157/Broad St & Luther Bailey Rd; MSL-0004-00(407), P.I. No. 0004407, Lower Fayetteville Rd Widening & Resurfacing from Grieson Trl to Fischer Rd; STP-0004-00(728), P.I. No. 0004728, SR 54 @ SR 154 & CR 55/McIntosh Trl; MSL-0005-00(191), P.I. No. 0005191, SR 54 @ Steward Rd/Reese Rd; MSL-0006-00(293), P.I. No. 0006293, SR 154 @ Old Hwy 16, SR 16 @ Pine Rd, SR 54 @ Gordon Rd; IM-85-1(356), P.I. No. 311790, I-85/SR 34 Ramp Reconstruction; STP-164-1(39), P.I. No. 322400, SR 34 By/New from CR 70/HOS Rd To Jefferson Pkwy Widening; STP-164-1(48), P.I. No. 322405, SR 34 Byp/Newnan from Jefferson Pkwy to SR 34; BRST-074-1(49), P.I. No. 333175, SR 74 Bridge @ CSX Railroad; BRST-074-2(42), P.I. No. 333176, SR 74 @ Southern Railroad; BRST-074-2(40), P.I. No. 333177, SR 74 Bridge @ Line Creek. Private development of Newnan Crossing Blvd south complete.
- Railroads: None

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 6 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 6 Months.
- Time to complete the Section 404 Permit: 6 Months.
- Time to complete final construction plans: 6 Months.
- Time to complete to purchase right of way: 6 Months.

Other alternates considered: The No-Build alternative.

Comments: *As appropriate*

Attachments:

1. Cost Estimates:
    a. Construction including E&C,
    b. Right of Way, and
    c. Utilities.
2. Typical sections,
3. Accident summaries,
4. Capacity analysis,
5. LGPA,
6. Location and Design Notice, and
7. Conformity Letter

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: SR 34/Newnan Crossing Blvd. Intersection Improvements
COUNTY: Coweta
DATE: October 19, 2004
ESTIMATED LETTING DATE: 2005

PREPARED BY: KISINGER CAMPO & ASSOCIATES CORP.
PROJECT LENGTH: 0.5 Mile

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

PROJECT COST		
A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT)	$	0
2. DISPLACEMENTS; RES: 0; BUS: 0; M.H.: 0	$	0
3. OTHER COST (ADM./COST, INFLATION)	$	0
SUBTOTAL: A	$	0
B. REIMBURSABLE UTILITIES:		
1. RAILROAD	$	0
2. TRANSMISSION LINES	$	0
3. SERVICES	$	0
SUBTOTAL: B	$	0
C. CONSTRUCTION:		
1. MAJOR STRUCTURES		
a. CULVERT	$	0
b. RETAINING WALLS	$	0
SUBTOTAL: C-1	$	0
2. GRADING AND DRAINAGE		
a. EARTHWORK	$	25,000
b. DRAINAGE:		
1) Storm Drain Pipe (200 LF @ $30/LF)	$	6,000
2) Catch Basins/Inlets/Manholes (2 @ $1,500/EA)	$	3,000
	$	
SUBTOTAL: C-2	$	34,000

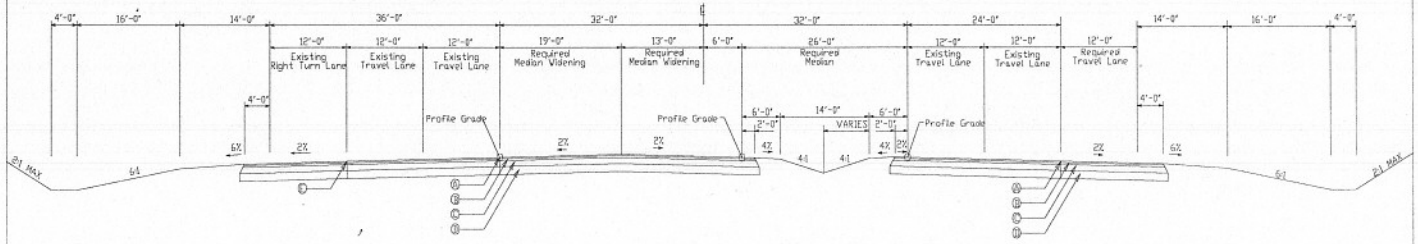
PROJECT COST		
3. BASE AND PAVING		
a. AGGREGATE BASE: (2945 TN @ $14.00/TN)	$	41,230
b. ASPHALT PAVING:		
1) 12.5 mm Superpave (360 TN @ $50.00/TN)	$	18,000
2) 19 mm Superpave (480 TN @ $50.00/TN)	$	24,000
3) 25 mm Superpave (1,440 TN @ $50.00/TN)	$	72,000
c. BITUMINOUS TACK COAT (700 GL @ $1.00/GL)	$	700
d. CONCRETE MEDIAN PAVING (470 SY @ $32.00/SY)	$	15,040
e. OTHER		0
1) ASPHALT LEVELING (200TN@$50.00/TN)	$	10,000
SUBTOTAL: C-3	$	180,970
4. LUMP ITEMS:		
a. GRASSING (8.5 Ac @ $2000/Ac)	$	17,000
b. CLEARING AND GRUBBING (17 Ac @ $4000/Ac)	$	68,000
c. LANDSCAPING	$	0
d. EROSION CONTROL	$	25,000
e. TRAFFIC CONTROL	$	25,000
SUBTOTAL: C-4	$	135,000
5. MISCELLANEOUS:		
a. TRAFFIC SIGNALS (1 @ $70,000/EA)	$	70,000
b. SIGNING & MARKING	$	25,000
c. GUARDRAIL (0 LF @ $20/LF)	$	0
d. 4" CONCRETE SIDEWALK (130 SY @ $20.00/SY)	$	2,600
e. CURB AND GUTTER		
1) Type 2 (220 LF @ $9.00/LF)	$	1,980
2) Type 7 (0 LF @ $10.00/LF)	$	0
3) Conc. Valley Gutter, 6" (0 SY @ $30.00/SY)	$	0
4) Conc. Valley Gutter w/ Curb, 8"(0 LF @ $38.00/LF)	$	0
SUBTOTAL: C-5	$	99,580
6. SPECIAL FEATURES:	$	
SUBTOTAL: C-6	$	0

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY	$	0
B. REIMBURSABLE UTILITIES	$	0
C. CONSTRUCTION		
1. MAJOR STRUCTURES	$	0
2. GRADING AND DRAINAGE	$	34,000
3. BASE AND PAVING	$	180,970
4. LUMP ITEMS	$	135,000
5. MISCELLANEOUS	$	99,580
6. SPECIAL FEATURES	$	0
SUBTOTAL CONSTRUCTION COST	$	449,550
INFLATION (5% PER YEAR)		
NUMBER OF YEARS: 0	$	0
E & C (10%)	$	44,955
TOTAL CONSTRUCTION COST	$	494,505
GRAND TOTAL PROJECT COST	$	**494,505**

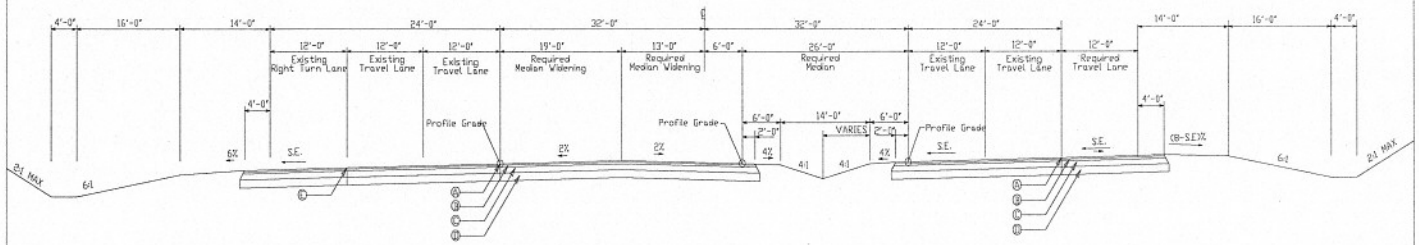
TYPICAL SECTIONS

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
COWETA	CSSTP-0007-00(307)		

SR 34 MAINLINE



RURAL TYPICAL TANGENT



RURAL TYPICAL SUPER ELEVATION

REQUIRED PAVEMENT

Ⓐ ASPHALTIC CONCRETE 12.5 MM SUPERPAVE, 165#/SY
Ⓑ ASPHALTIC CONCRETE 19 MM SUPERPAVE, 440#/SY
Ⓒ ASPHALTIC CONCRETE 25 MM SUPERPAVE, 660#/SY
Ⓓ GRADED AGGREGATE BASE, 12"
Ⓒ ASPHALTIC CONCRETE LEVELING, AS REQUIRED

ABOVE SECTIONS APPLY:

STA 233+77.89 TO 249+00.00 OVERLAY EXISTING
STA 233+77.89 TO 237+31.18 RT TURN LANE, EBL
STA 234+88.54 TO 237+84.28 RT TURN LANE, WBL
STA 240+60.00 TO 244+47.76 RT TURN LANE, EBL
STA 249+13.55 TO 258+63.43 DUAL LT TURN LANES, MEDIAN

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

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
R/W AND LIMIT OF ACCESS
OBLITERATE EXIST PAVT

KISINGER CAMPO & ASSOCIATES CORP.
1720 PEACHTREE ST., N.W., SUITE 1048
ATLANTA, GA 30309

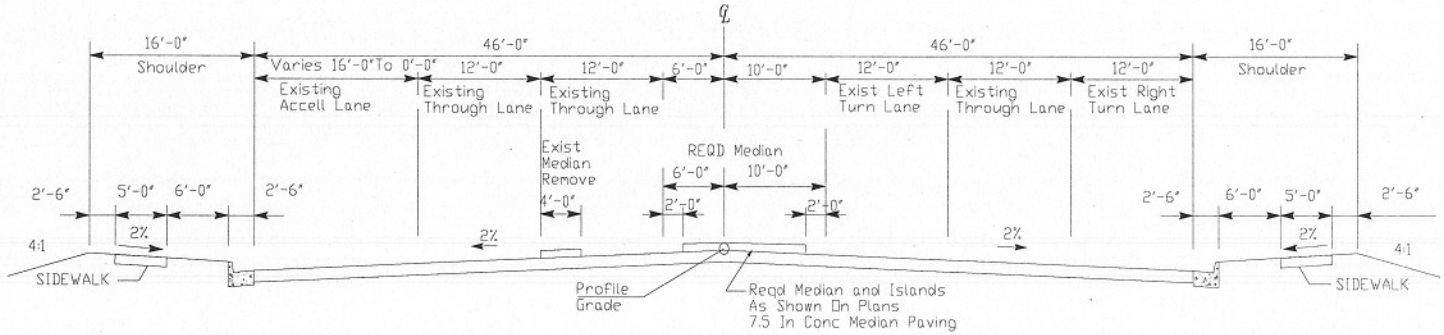
NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TYPICAL SECTIONS
SR 34 MAINLINE
DRAWING No. 5-01

			COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
			COWETA	CSSTP-0007-00(307)		

NEWNAN CROSSING BLVD



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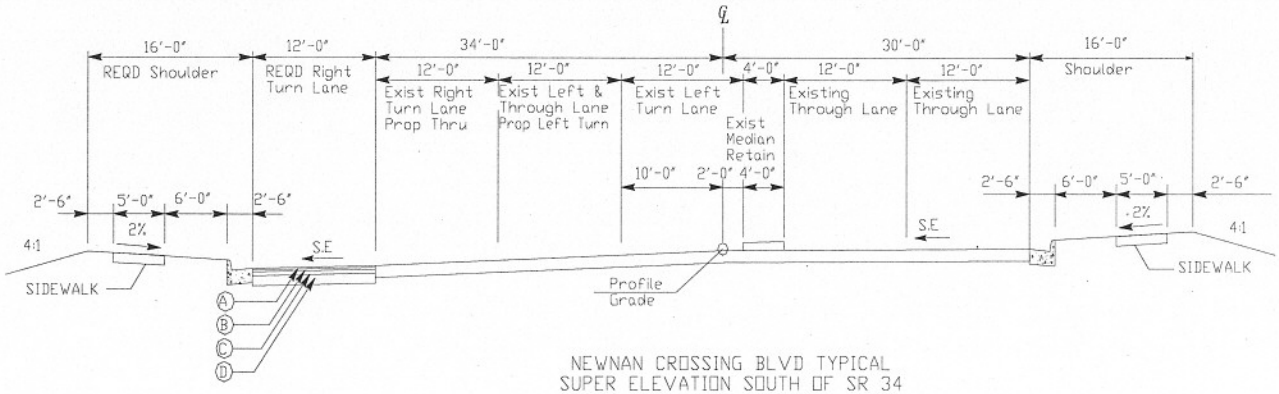
Ⓐ ASPHALTIC CONCRETE 12.5 MM SUPERPAVE, 165#/SY
Ⓑ ASPHALTIC CONCRETE 19 MM SUPERPAVE, 440#/SY
Ⓒ ASPHALTIC CONCRETE 25 MM SUPERPAVE, 660#/SY
Ⓓ GRADED AGGREGATE BASE, 12"
Ⓔ LEVELING AS REQUIRED

NEWNAN CROSSING BLVD TYPICAL
TANGENT NORTH OF SR 34

REQD MEDIAN STATION 50+92.00 TO 51+98.44



NEWNAN CROSSING BLVD TYPICAL
SUPER ELEVATION SOUTH OF SR 34

REQD WIDENING STATION 53+37.01 TO 54+88.79 LT

S.E. RATE	shoulder slope
2.0% OR 3.0%	4.0%
4.0% OR 5.0%	2.0%
6.0% OR 7.0%	1.0%
8.0 % +	0.0%

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

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
R/W AND LIMIT OF ACCESS
OBLITERATE EXIST PAVT

KISINGER CAMPO & ASSOCIATES CORP.
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ATLANTA, GA 30309

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:

TYPICAL SECTION

NEWNAN CROSSING BLVD

DRAWING No. 5-02

SR 34 / Newnan Crossing Boulevard Accident Data

	SR 34 – Joe Jackson Hwy (M. P. 15.25 – 15.37) I-85 Ramp C – White Oak Drive – 47,800 VPD				Statewide Averages Per 100,000,000 Miles Traveled	
Year	**Accident Number**	**Accident Rate**	**Injury Number**	**Injury Rate**	**Accident Rate**	**Injury Rate**
2002	21	1003	4	191	577	145
2001	10	478	0	0	Pending	Pending
2000	7	334	4	191	0	0
1999					Pending	Pending
1998					716	199
1997					663	185
1996					706	202
1995					661	194

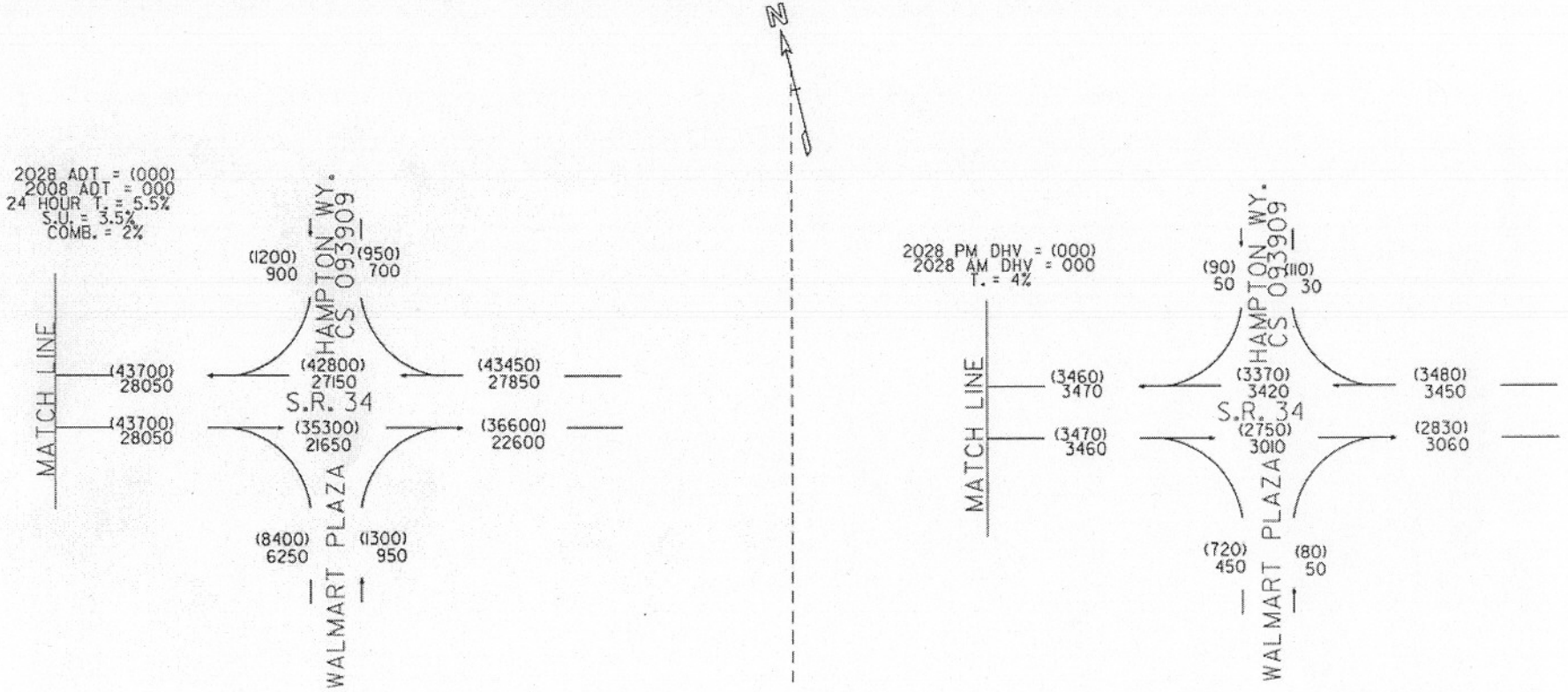
CAPACITY ANALYSIS

Intersection:S.R34@Newnan Crossing Blvd			(East-West:SR 34				North-South:Newnan Crossing Blvd)			
No.	Traffic Conditions	Geometry	Delay	LOS	Intersection Delay	LOS	Cycle	Exist Left Storage	Queue Storage Ratio	Required Storage
1	Existing/04	**EB:** Duel Lefts,Two Through,One right	200.1	F	172.8	F	100	950	0.40	-
		WB:One left,Two Through,One right	175.4	F				300	1.50	450
		NB: One Left,One LeftThrough,One Right	126.4	F				300	3.00	900
		SB: One Left,One LeftThrough,One Right	124.3	F				300	0.60	-
2	Existing/04	**EB:** Duel Lefts,Two Through,One right	123.6	F	113.2	F	140	950	0.80	-
		WB:One left,Two Through,One right	97.1	F				300	2.80	840
		NB: One Left,One LeftThrough,One Right	118.3	F				300	3.70	1110
		SB: One Left,One LeftThrough,One Right	113.7	F				300	0.90	-
3	2004	**EB:** Duel Lefts,Two Through,One right	78.9	E	78.9	E	140	950	0.70	-
		WB:One left,Two Through,One right	65.1	E				300	2.30	690
		NB: Duel Lefts,One LeftThrough,One Right	84.7	F				300	1.80	540
		SB: One Left,One LeftThrough,One Right	113.8	F				300	1.20	360
4	2004	**EB:** Duel Lefts,Two Through,One right	85.9	F	91.3	F	140	950	0.80	-
		WB:Duel Lefts,Two Through,One right	106.6	F				300	1.30	390
		NB: One Left,One LeftThrough,One Right	65.4	E				300	2.50	750
		SB: One Left,One LeftThrough,One Right	105.8	F				300	0.70	-
5	2004	**EB:** Duel Lefts,Two Through,One right	53.5	D	58.7	E	120	950	0.70	-
		WB:Duel Lefts,Two Through,One right	56	E				300	1.00	300
		NB: Duel Lefts,One Through,One Right	56.2	E				300	1.40	420
		SB: One Left,One Through,One Right	93.3	F				300	1.00	300
6	2008	**EB:** Duel Lefts,Two Through,One right	52.5	D	76.4	E	130	950	0.70	-
		WB:Duel Lefts,Two Through,One right	64.6	E				300	1.10	330
		NB: Duel Lefts,One Through,One Right	89.9	F				300	2.00	600
		SB: One Left,One Through,One Right	183.4	F				300	1.50	450
7	2013	**EB:** Duel Lefts,Two Through,One right	66.5	E	116.1	F	140	950	0.90	-
		WB:Duel Lefts,Two Through,One right	91.6	F				300	1.40	420
		NB: Duel Lefts,One Through,One Right	213.3	F				300	3.40	1020
		SB: One Left,One Through,One Right	246.2	F				300	2.50	750

Intersection:S.R34@Newnan Crossing Blvd			(East-West:SR 34				North-South:Newnan Crossing Blvd)			
No.	Traffic Conditions	Geometry	Delay	LOS	Intersection Delay	LOS	Cycle	Exist Left Storage	Queue Storage Ratio	Required Storage
8	2004	**EB:** Duel Lefts,Three ThroughRight	35.7	D	46.4	D	100	950	0.50	-
		WB:Duel Lefts,Three ThroughRight	48.1	D				300	0.80	-
		NB: Duel Lefts,One Through,One Right	52.7	D				300	1.30	390
		SB: One Left,One Through,One Right	75.1	E				300	0.80	240
9	2008	**EB:** Duel Lefts,Three ThroughRight	48	D	61.1	E	140	950	0.70	-
		WB:Duel Lefts,Three ThroughRight	61.1	E				300	1.20	360
		NB: Duel Lefts,One Through,One Right	74.5	E				300	1.90	570
		SB: One Left,One Through,One Right	92.2	F				300	1.20	360
10	2013	**EB:** Duel Lefts,Three ThroughRight	57.5	E	74.4	E	140	950	0.90	-
		WB:Duel Lefts,Three ThroughRight	79.2	E				300	1.50	450
		NB: Duel Lefts,One Through,One Right	96.7	F				300	2.50	750
		SB: One Left,One Through,One Right	94.8	F				300	1.40	420

LOS CRITERIA FOR SIGNALIZED INTERSECTIONS

LOS	Control Delay Per Vehicle
A	≤10
B	>10--20
C	>20--35
D	>35--55
E	>55--80
F	>80


2028 ADT = (000)
2008 ADT = 000
24 HOUR T. = 5.5%
S.U. = 3.5%
COMB. = 2%
MATCH LINE
(43700) 28050
(43700) 28050
(1200) 900
(950) 700
HAMPTON WY.
CS 093909
(42800) 27150
(43450) 27850
S.R. 34
(35300) 21650
(36600) 22600
(8400) 6250
(1300) 950
WALMART PLAZA
N
2028 PM DHV = (000)
2028 AM DHV = 000
T. = 4%
MATCH LINE
(3460) 3470
(3470) 3460
(90) 50
(110) 30
HAMPTON WY.
CS 093909
(3370) 3420
(3480) 3450
S.R. 34
(2750) 3010
(2830) 3060
(720) 450
(80) 50
WALMART PLAZA

AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

THE CITY OF NEWNAN

FOR

TRANSPORTATION FACILITY IMPROVEMENTS

This AGREEMENT is made and entered into this 29th day of April, 2005, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the **City of Newnan,** acting by and through its Mayor and Board of Commissioners, hereinafter called the "SPONSOR".

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

WHEREAS, the SPONSOR has represented to the DEPARTMENT a desire to participate in certain activities of the PROJECT as set forth in this AGREEMENT, 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.

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow

from one to the other, the DEPARTMENT and the SPONSOR hereby agree each with the other as follows:

1. The SPONSOR shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities as per Exhibit "A", utility relocations. Expenditures incurred by the SPONSOR and eligible for reimbursment by the DEPARTMENT shall not be considered reimbursible to the SPONSOR until execution of this agreement and written notice to proceed for each phase.

2. It is understood and agreed by the DEPARTMENT and the SPONSOR that the funding portion as identified in Exhibit "A" of this agreement only applies to the Preconstruction Engineering Activities. Additional agreements will be required to be executed by the DEPARTMENT and the SPONSOR for the funding portion of subsequent phases.

3. The SPONSOR 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.

4. The SPONSOR 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" as stated in attachment A of this Agreement and will comply in full with said provisions.

5. When applicable engineering invoicing can only be submitted following submittal and acceptance of project milestones. Project milestones are defined as approval of the Concept Report, Completion and verification of the Database Preparation, approval of the Environmental Document,

submittal of Preliminary Plans for PFPR and submittal of Final Plans for letting.

6. The SPONSOR 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 SPONSOR's 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 SPONSOR as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the SPONSOR beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the SPONSOR as required by the DEPARTMENT and reapproved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

b. Develop the PROJECT's 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 all public hearing and public information displays and conduct all required

public hearings and public information meetings in accordance with DEPARTMENT practice.

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

f. Prepare the PROJECT'S 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.

g. Prepare traffic studies, preliminary construction plans including a cost estimate for the Preliminary Field Plan Review, preliminary and final utility plans, 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.

h. 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.

i. Failure of the SPONSOR 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 SPONSOR to make up the loss of that funding.

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

8. The PROJECT construction plans shall be prepared in English units.

9. 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.

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

11. The SPONSOR shall be responsible for the preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The SPONSOR shall perform all necessary survey efforts in order to complete and prepare any required hydraulic and hydrological studies.

12. The SPONSOR 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.

13. The SPONSOR shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.

14. Upon completion and approval of the PROJECT plans and certification that all needed permits for the PROJECT have been obtained by the SPONSOR, the PROJECT shall be let for construction. The SPONSOR, unless shown otherwise on EXHIBIT A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

15. The SPONSOR 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.

16. The SPONSOR 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 SPONSOR.

17. The SPONSOR 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 SPONSOR pursuant to this AGREEMENT. The SPONSOR 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 SPONSOR to address the errors or deficiencies within 30 days shall cause the SPONSOR 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 SPONSOR 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 SPONSOR pursuant to this AGREEMENT.

18. Both the SPONSOR and the DEPARTMENT hereby acknowledge that time is of the essence and both parties shall adhere to the priorities established in the approved Transportation

Improvement Program/State Transportation Improvement Program (TIP/STIP) or earlier. Furthermore, all parties shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the completion of respective commitments contained herein, if a change in the schedule is needed, the DEPARTMENT shall have final authority. If, for any reason, the SPONSOR does not produce acceptable deliverables at the milestone dates defined in the current TIP/STIP, or in 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.

19. 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.

EXHIBIT "A"
CCSTP-0007-00(307), COWETA

Project	Description	Project Type	Authorized PE Amount	Maximum Allowable Reimbursable to SPONSOR by GDOT for PE* (80% of the Authorized Amount)	Responsible Parties (Subject to change pending future agreements)		
					Environmental	Utilities Relocation	Construction Letting
CCSTP-0007-00(307) P.I. NO. 0007307	WIDENING OF SR 34 FROM I-85 TO LAKESIDE WAY	Q24 OPERATIONAL IMPROVEMENT	0	0	GDOT	City	GDOT

* NOTE: LOCALS WILL ONLY BE REIMBURSED 80% OF THE INVOICED AMOUNT UP TO BUT NOT TO EXCEED THE MAXIMUM ALLOWABLE GDOT REIMBURSIBLE AMOUNT.

NOTICE OF LOCATION AND DESIGN APPROVAL

CCSTP-0007-00(307), COWETA
PI NO 0007307

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 the above project.

The date of location approval is. JUNE 1, 2005

This project consists of the addition of auxiliary and turn lanes on SR 34 from the I-85 northbound ramp to just west of Lakeside Way, for a project length of approximately 0.47 mile. The project is located in Coweta County and lies entirely within the 5th Land District, Land Lots 51, 52, 77, and 78. This project proposes to improve the intersection of SR 34 with Newnan Crossing Boulevard.

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

Kenneth D. Crabtree, Jr.
Ken.Crabtree@dot.state.ga.us
1107 Hogansville Road, LaGrange, Georgia 30241
(706) 845-4115 / (706) 845-4116

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

William J. Rountree, P.E., District Design Engineer
Department Of Transportation
bill.rountree@dot.state.ga.us
715 Andrews Drive
Thomaston, Georgia 30286-4524
(706) 646-6604

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.

Recommendation for approval:

DATE 5/6/05 — Project Manager

DATE 5/6/05 — District Engineer

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

DATE _____ — State Transportation Planning Administrator

DATE _____ — State Financial Management Administrator

DATE _____ — State Environmental / Location Engineer

DATE _____ — Project Review Engineer

DATE 5-12-05 — State Traffic Safety and Design Engineer