

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** IM-85-1(356) Coweta County **OFFICE** Preconstruction  
P. I. No.311790  
**DATE** December 12, 1996  
**FROM**   
C. Wayne Hutto, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

**DISTRIBUTION:**

Walker Scott  
Bobby Mustin  
David Studstill (ATTN: Harvey Keeper)  
Jerry Hobbs  
Herman Griffin  
Darrell Elwell (ATTN: Michael Henry)  
Marion Waters  
Toni Dunagan  
Paul Liles  
Jim Kennerly  
Joe Street  
FHWA

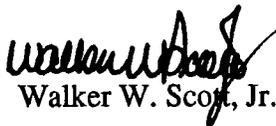
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** IM-85-1(356) Coweta County **OFFICE** Preconstruction  
P.I. No. 311790

**DATE** October 21, 1996

**FROM**  Walker W. Scott, Jr., P.E., Director of Preconstruction

**TO** Wayne Shackelford, Commissioner

**SUBJECT** PROJECT CONCEPT REPORT

This project is the upgrade of the I-85/SR 34 interchange to add a loop ramp in the southeast quadrant, widen I-85 south of SR 34, and the construction of one auxiliary lane in each direction north of SR 34. The project will extend from 1.5km south of the interchange north for 4.67km along I-85. The existing I-85 south of SR 34 consists of two, 3.6m lanes in each direction with 3.6m outside shoulders separated by a 19.4m median. North of the SR 34 interchange, I-85 is presently three, 3.6m lanes in each direction separated by a 12.20m depressed grassed median. State Route 34 is currently two, 3.6m lanes in each direction with a rural median. The existing major structures consist of twin bridges over SR 34. The purpose for adding the loop ramp is to eliminate the conflict between the heavy volume of traffic traveling westbound on SR 34 and the heavy left turning volume of traffic from SR 34 to the I-85 northbound on-ramp. The addition of the loop ramp will result in a level of service "C" in the year 2008 at the intersection of SR 34 and the I-85 northbound ramps. Widening of I-85 will produce a level of service "C" in the year 2018. The posted and design speeds are 110km/h on I-85 and 90km/h on SR 34.

Traffic estimates are as follows:

<u>ROUTE</u>	VPD (1998)	VPD (2018)
I-85	45,000	90,000
SR 34	39,000	66,000

The proposed project will construct a loop ramp in the southeast quadrant of the interchange and extend the existing six lane section south along I-85, including the widening of the existing bridges over SR 34. Auxiliary lanes (one in each direction) will be constructed along I-85 between SR 34 and the project's northern terminus. The existing northbound exit ramp will be realigned further eastward to accommodate the proposed loop ramp. There will be two separate access locations onto I-85 northbound for traffic entering from SR 34 eastbound and SR 34 westbound. The left turn lane along SR 34 east of the I-85 will be restriped to a through lane and tapered to

IM-85-1(356) Coweta  
October 21, 1996

the existing two lane section. The right hand eastbound through lane will be striped out to a right turn only lane into the proposed loop ramp with the interchange project. No design variances are required to implement this project. Traffic will be maintained at all times during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$9,017,000	\$3,877,000	2001	98-08
Right-of-Way	\$1,525,000	\$3,039,000		
Utilities*	LGPA	LGPA		

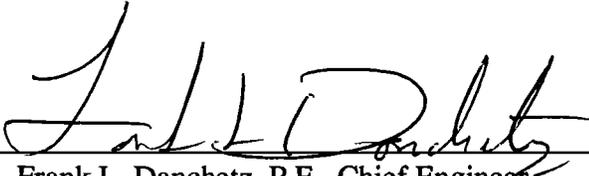
\* City of Newnan signed LGPA on 4-23-96 to be responsible for relocating city utilities; LGPA sent 5-2-96 requesting Coweta County be responsible for county utilities.

The proposed improvements will improve access from Newnan to Atlanta via I-85. This project is in the STIP. I recommend this project concept be approved.

WWS:JDQ/cj

Attachment

CONCUR

  
Frank L. Danchetz, P.E., Chief Engineer

APPROVE

  
Larry R. Dreihaup, Division Administrator, FHWA

APPROVE

  
Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

RECEIVED  
SEP 11 1996  
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE IM-85-1(356) COWETA OFFICE Atlanta, Georgia  
P.I. NO. 311790 DATE September 10, 1996

FROM Bob Mustin, Project Review Engineer *DTM*

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

The concept report submitted September 5, 1996 by the letter from James A. Kennerly dated August 28, 1996 has been reviewed and is considered satisfactory.

The estimated costs for the project are as follows:

Construction	\$	7,452,000	
Inflation	\$	745,000	
E & C	\$	820,000	
Right of Way	\$	1,525,000	
Reimbursable Utilities	\$		? (LGPA)

DTM

c: Jim Kennerly

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

RECEIVED  
SEP 05 1996  
PRECONSTRUCTION

**FILE** IM-85-1(356) Coweta County **OFFICE** Atlanta  
P.I. No. 311790  
**DATE** August 28, 1996

**FROM** *James A. Kennerly* <sup>ALA</sup>  
James A. Kennerly, State Road & Airport Design Engineer  
**TO** Wayne Hutto, Assistant Director of Preconstruction  
**SUBJECT** Project Concept Report

Attached is the Project Concept Report for your review and further handling. This project is for the proposed upgrade of the I-85/S.R. 34 interchange to add a loop ramp in the southwest quadrant to eliminate the heavy left turn movement from S.R. 34 to I-85 northbound. This project begins approximately 1.5 km south of the interchange and extends north for an approximate distance of 4.67 km along I-85.

*MGR*  
**JAK:MGR**

Attachment

cc: Walker Scott  
David Studstill, w/att  
Marion Waters, w/att  
Joe Street, w/att  
Paul Liles, w/att  
Bobby Mustin, w/att

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

**PROJECT CONCEPT REPORT**

**IM-85-1(356)  
COWETA COUNTY  
P.I. 311790**

FEDERAL ROUTE NO: I-85  
STATE ROUTE NO: S.R. 34  
GADOT P.I. NO: 311790

Date of Report: August 23, 1996

RECOMMENDATION FOR APPROVAL	
<u>9-5-96</u> DATE	<u>James A. Kennedy</u> State Road & Airport Design Engineer
DATE	State Environmental Engineer
DATE	State Traffic Operations Engineer
DATE	District Engineer
DATE	State Bridge Engineer
DATE	State Project Review Engineer



**PROJECT NUMBER: IM-85-1(356)**

**PROJECT LOCATION & DESCRIPTION**

IM-85-1(356) is the upgrade of the I-85/S.R. 34 interchange in Coweta County. This project begins approximately 1.5 km south of the interchange and extends north for an approximate distance of 4.67 km along I-85. Also included in this project is some minor lane taper construction and restriping along S.R. 34. The project is currently programmed for fiscal year 1998 for right of way and long range for construction.

The proposed concept for this project is to upgrade the I-85/S.R. 34 interchange. A proposed loop ramp will be added to the southeast quadrant of this interchange to eliminate the heavy left turn movement from S.R. 34 eastbound onto I-85 northbound and to extend the existing 6 lane section south along I-85, including the widening of the existing I-85 bridge over S.R. 34. The existing 6 lane section currently begins just north of S.R. 34 and extends north to an 8 lane section at S.R. 74. An auxiliary lane along I-85 northbound will be required from the proposed loop ramp to carry the heavy traffic volume from S.R. 34 eastbound onto I-85 northbound. There will be two separate access locations onto I-85 for traffic entering from S.R. 34 eastbound and S.R. 34 westbound. The left turn lane along S.R. 34 east for the I-85 northbound traffic designed with project STP-164-1(38) will be restriped to a through lane and tapered to the existing 2 lane section. The eastbound through lane will be striped out to a right turn only lane into the proposed loop ramp with the interchange project. Posted and design speeds vary from 110 km/h on I-85 to 90 km/h on S.R. 34. The scheduled letting date is August 1998 in the Construction Work Program, however the Programming date is the year 2001.

PROJECT LENGTH: 4.67 km (I-85)  
PROJECT LENGTH: 0.35 km (S.R. 34)

**TRAFFIC**

<b>CURRENT</b>		<b>PROJECTED</b>	
<u>YEAR</u>	<u>AADT</u>	<u>YEAR</u>	<u>AADT</u>
1998 (I-85)	45000	2018 (I-85)	90000
1998 (S.R. 34)	39000	2018 (S.R. 34)	66000

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
MINOR / EXISTING	I-85: URBAN PRINCIPAL ARTERIAL (URBAN INTERSTATE) S.R. 34: URBAN MINOR ARTERIAL

NON-CA (X)	CA ( )	EXEMPT ( )	SF ( )
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**PROJECT NEED & PURPOSE**

The estimated year 2018 peak hour traffic traveling eastbound on S.R. 34 that desires to travel northbound on I-85 is 1,500 vehicles and the opposing year 2018 westbound peak hour traffic on S.R. 34 is 2,000 vehicles per hour (1,675 through and 325 right). Even with adding a second left turn lane and one through lane in each direction, the intersection will operate at an "F" level of service in the year 2018. The purpose for adding the loop ramp is to eliminate the conflict between the heavy volume of traffic traveling westbound on S.R. 34 and the heavy left turning volume of traffic from S.R. 34 to the I-85 northbound on ramp. The addition of the loop ramp will result in a "C" level of service in the year 2018 at the intersection of S.R. 34 and the I-85 northbound ramps.

The widening of I-85 to six lanes from the bridge over S.R. 34 through the southern part of the interchange is needed to obtain a "C" level of service in the year 2018. The projected year 2018 traffic on I-85 south of the interchange is 75,000 vehicles per day.

The addition of the northbound auxiliary lane on I-85 from the loop ramp northward enables the traffic to merge with the I-85 traffic. The addition of the southbound auxiliary lane on the north side of the interchange enables the projected traffic to diverge from the I-85 traffic to the off ramp at S.R. 34. The addition of the auxiliary lanes result in a total of eight lanes on I-85 north of the interchange which are needed to obtain a "C" level of service in the year 2018. The projected year 2018 traffic on the north side of the interchange is 90,000 vehicles per day.

These improvements will improve access from Newnan to Atlanta via I-85. These improvements will also provide additional capacity for the traffic from the western part of Coweta County that is destined to Atlanta via the Newnan Bypass, S.R. 34, and I-85. There is the potential for tremendous development in the western part of Coweta County.

**EXISTING ROADWAY**

TYPICAL SECTION:

R/W WIDTH:

I-85: 4 ea. - 3.6 m lanes (south of S.R. 34)	91 m
6 ea. - 3.6 m lanes (north of S.R. 34)	(Normal)
S.R. 34: 4 ea.* - 3.6 m lanes	76 m

\* will have 6 lanes from the interchange west with the completion of project STP-164-1(38).

POSTED SPEED:

MINIMUM RADIUS:

MAXIMUM GRADE:

I-85: 110 km/h	1750 m	3%
S.R. 34: 90 km/h	875 m	5%

MAJOR STRUCTURES:

1. 2 ea. I-85 overpass bridges over S.R. 34

**PROPOSED ROADWAY**

TYPICAL SECTION:

I-85: 6 ea. - 3.6 m lanes with auxiliary lanes

S.R. 34: 4 ea. - 3.6 m lanes

	<u>DESIGN SPEED</u>	<u>MINIMUM RADIUS</u>	<u>MAX GRADE</u>
I-85:	110 km/h	ALLOWABLE: 500 m PROPOSED: 1750 m	ALLOWABLE: 4.00 % PROPOSED: match exist.
S.R. 34:	90 km/h	ALLOWABLE: 305 m PROPOSED: 0 m	ALLOWABLE: 5.00 % PROPOSED: match exist.

MAJOR STRUCTURES:

1. 2 ea. I-85 overpass bridges over S.R. 34 - widen northbound bridge outside and widen to close in between northbound and southbound bridges.

**PROPOSED RIGHT OF WAY**

R/W WIDTH:

I-85: 91 m

S.R. 34: 76 m

DISPLACEMENTS:

Residential: 0

Commercial, Outbuildings, & Fencing: 0

TYPE OF ACCESS CONTROL:

I-85: Limited

S.R. 34: By permit

NUMBER OF PARCELS: 2\* \* majority off of Lowdevelopmentnt parcel

**COORDINATION**

CONCEPT TEAM MEETING DATE: July 11, 1996  
LOCATION INSPECTION DATE: To be held later  
PERMITS REQUIRED (4f, COE, 404, etc.): To be determined  
LEVEL OF PUBLIC INVOLVEMENT: No public hearing to be held  
TIME SAVING PROCEDURES APPROPRIATE: Yes  
OTHER PROJECT IN THE AREA: STP-164-1(38), Coweta (proposed widening of S.R. 34)

**MISCELLANEOUS**

TRAFFIC CONTROL DURING CONSTRUCTION: Widen under traffic  
LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment  
DESIGN EXCEPTIONS REQUIRED:

	YES	NO	UNDETERMINED
SUBST. HORIZONTAL ALIGNMENT	( )	(X)	( )
SUBST. ROADWAY WIDTH	( )	(X)	( )
SUBST. SHOULDER WIDTH	( )	(X)	( )
SUBST. VERTICAL GRADES	( )	(X)	( )
SUBST. CROSS SLOPES	( )	(X)	( )
SUBST. STOPPING SIGHT DIST	( )	(X)	( )
SUBST. SUPERELEVATION RATES	( )	(X)	( )
SUBST. HORIZONTAL CLEARANCE	( )	(X)	( )
SUBST. SPEED DESIGN	( )	(X)	( )
SUBST. VERTICAL CLEARANCE	( )	(X)	( )
SUBST. BRIDGE WIDTH	( )	(X)	( )
SUBST. BR. STRUCTURE CAPACITY	( )	(X)	( )

UNDERGROUND STORAGE TANKS: None

HAZARDOUS SITES: None

<b>ALTERNATIVES CONSIDERED</b>	
1.	No build
2.	Alternate as proposed

<b>ESTIMATED COST</b>					
CONSTRUCTION:	\$	7,451,900	RIGHT-OF-WAY:	\$	1,525,000
E & C (10) :	\$	745,190	ACQUIRED BY :	D.O.T	
INFLATION :	\$	819,709	UTILITIES :	LGPA*	
			ADJUSTED BY :	LGPA*	
<b>TOTAL CONSTRUCTION COST:</b>			\$	<b>10,541,799</b>	

\* LGPA was signed by city of Newnan for utilities on 4/23/96.  
Coweta County requested to do partial utilities on 5/2/96.

COMMENTS:

This project was requested for submission to the S.H.I.P. committee at the concept meeting for project STP-164-1(38), Coweta county, which is the widening of S.R. 34 from just east of the I-85 interchange to just west of the S.R. 34 bypass.

A lane drop is needed for the I-85 southbound exit. In order for the exit ramp to function at a level of service "D" in the design year, the fourth (auxiliary) lane needs to be dropped and the remaining 3 lanes on I-85 southbound need to extend south of the I-85 / S.R. 34 interchange.

ATTACHMENTS: Cost estimate, typical sections, minutes of the team concept meeting, right of way cost estimate, utility cost estimate, and programming authorization document.



**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: IM-85-1(356), COWETA COUNTY

P.I. 311790

DATE: August 23, 1996

ESTIMATED LETTING DATE: August 1998

PREPARED BY: Robert L. Reid

PROJECT LENGTH (MILES): 4.67 km

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

<b>PROJECT COST</b>	
<b>A. RIGHT-TO-WAY:</b>	
1. Property (land & easement)	\$ 841,000
2. Displacements (res:0, bus:0, m.h.:0)	\$ 0
3. Other cost (administration cost, inflation)	\$ 684,000
SUBTOTAL:A	\$ 1,525,000
<b>B. REIMBURSABLE UTILITIES:</b>	
1. Railroad	\$ 0
2. Transmission lines	\$ 0
3. Services	\$ 0
SUBTOTAL:B	LGPA*
* LGPA signed by city of Newnan & Coweta County (see concept report).	
<b>C. CONSTRUCTION:</b>	
1. Major structures:	
a. Bridges (300' x 99' x \$50/sf)	\$ 1,485,000
b. Box culverts (double 2.1 m x 1.8 m)	\$ 236,000
SUBTOTAL:C-1	\$ 1,721,000
2. Grading and drainage:	
a. Earthwork - borrow (258,000 cy x \$3/cy)	\$ 774,000
b. Drainage - cross drains	\$ 100,000
SUBTOTAL:C-2	\$ 874,000

<b>PROJECT COST</b>		
3. Base and paving:		
a. Graded Aggregate Base (45,600 tons x \$12.50/ton)		\$ 570,000
b. Asphalt paving:		
1. Asphalt concrete, "E" (6,264 tons x \$35/ton)	\$ 219,240	
2. Asphalt concrete, "B" (12,292 tons x \$35/ton)	\$ 430,220	
3. Asphalt concrete base (23,640 tons x \$35/ton)	\$ 827,400	
4. Asphalt concrete leveling (100 tons x \$35/ton)	\$ 3,500	
5. Bituminous tack coat (3,200 gallons x \$1/gallon)	\$ 3,200	
6. Indentation Rumble Strips (7.3 miles x \$370/mile)	\$ 2,700	
SUBTOTAL:C-3.b		\$ 1,486,260
c. 9" Plain PC Concrete Pavement (11,500 sy x \$50/sy)		\$ 575,000
SUBTOTAL:C-3.c		\$ 575,000
d. Reinforced concrete approach slabs		\$ 488,340
SUBTOTAL:C-3 (a, b, c, d)		\$ 3,119,600
4. Lump items:		
a. Traffic control		\$ 100,000
b. Clearing and grubbing		\$ 200,000
c. Landscaping (Grassing)		\$ 50,000
d. Erosion control (8 miles x \$60,000/mile)		\$ 480,000
SUBTOTAL:C-4		\$ 830,000
5. Miscellaneous:		
a. Signing and marking		\$ 250,000

<b>PROJECT COST</b>	
b. Guardrail:	
1. "T" beam (100 lf x \$35/lf)	\$ 3,500
2. "W" beam (10,000 lf x 12.50/lf)	\$ 125,000
3. TP 1 anchor (10 ea. x \$430/ea.)	\$ 4,300
4. TP 11 anchor (10 ea. x \$950/ea.)	\$ 9,500
5. Remove guardrail	\$ 10,000
c. Other:	
1. 4" conduit with innerduct (4 miles x \$85,000/mile)	\$ 340,000
2. Temporary barrier, method 2 (1,000 lf x \$40/lf)	\$ 40,000
3. Field engineer's office, type 2	\$ 25,000
4. Signals (1 each x \$50,000)	\$ 50,000
SUBTOTAL:C-5	\$ 857,300
6. Special Features	SUBTOTAL:C-6 \$ 50,000

<b>ESTIMATE SUMMARY</b>		
A. RIGHT-OF-WAY	\$	1,525,000
B. REIMBURSABLE UTILITIES		LGPA*
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$	1,721,000
2. GRADING AND DRAINAGE	\$	874,000
3. BASE AND PAVING	\$	3,119,600
4. LUMP ITEMS	\$	830,000
5. MISCELLANEOUS	\$	857,300
6. SPECIAL FEATURES	\$	50,000
SUBTOTAL CONSTRUCTION COST	\$	7,451,900
E. & C. (10%)	\$	745,190
INFLATION (5% PER YEAR)	\$	819,709
NUMBER OF YEARS	2	
TOTAL CONSTRUCTION COST	\$	<b>9,016,799</b>
<b>GRAND TOTAL PROJECT COST</b>	<b>\$</b>	<b>10,541,799</b>

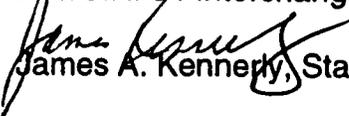
\* LGPA signed by city of Newnan for utilities on 4/23/96.  
Coweta County requested to do partial utilities on 5/2/96.

Recd. 8-07-96  
mg  
Robert

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** IM-85-1(356) Coweta County **OFFICE** Atlanta  
P.I. NO. 311790  
I-85/S.R. 34 Interchange Upgrade **DATE** July 18, 1996

**FROM**  James A. Kennerly, State Road & Airport Design Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** MINUTES OF DESIGN CONCEPT MEETING

The design concept team meeting for project IM-85-1(356) was held on July 11, 1996 at 10:00 AM, in the Office of Road and Airport Design, Conference Room 444. Persons who were present representing the Georgia Department of Transportation are listed as follows:

Office of Road and Airport Design :  
Mike Reynolds; Robert Reid; Jon Blanchard

Office of Planning :  
Neal Wilkes

Office Of Programming :  
Reba Scott

Office Of Right of Way :  
Stan Peteet

Office Of Traffic Operations :  
Ken Estes

Office Of Engineering Services :  
David Mulling

District 3 Office:

Joe Leoni - District Preconstruction Engineer  
Gene Goins - District Utilities Engineer

Other Dignitaries and individuals present are listed as follows:

Honorable John Yates - District 106 State Representative

Lawrence A. Nelms - Coweta County Commissioner

Jim Mottola - Chairman Coweta County Chamber of Commerce  
(Representative of Sam Wellborn - State Transportation Board Member)

Tony VanDeRyt - Coweta Water

Mike Cope - BellSouth

H. Dewayne Taylor - Georgia Natural Gas Company

Wayne Kennedy - Coweta County Development and Engineering

The meeting was opened by Mike Reynolds who described the project in general, the concept proposed, and design considerations encountered. The walk-thru and detailed project description were presented by Robert Reid.

### **Project Description**

IM-85-1(356) is the upgrade of the I-85/S.R. 34 interchange in Coweta County. This project begins approximately 1.5km south of the interchange and extends north for an approximate distance of 4.67km (2.90 miles) along I-85, which includes minor lane taper construction and restriping along S.R. 34. The project is currently programmed for FY 98 for R/W and Long Range for Construction.

The proposed concept for this project is to upgrade the I-85/S.R. 34 interchange. A proposed loop ramp will be added to the southeast quadrant of this interchange to eliminate the heavy left turn movement from S.R. 34 onto I-85 northbound and to extend the existing 6 lane section south along I-85, including the widening of the existing I-85 bridge over S.R. 34. The existing 6 lane section currently begins just north of S.R. 34 and extends north to an 8 lane section at S.R. 74. An auxiliary lane along I-85 northbound will be required from the proposed loop ramp to carry the heavy traffic volume from S.R. 34 onto I-85 northbound. The left turn lane along S.R. 34 east for the I-85 northbound traffic designed with project STP-164-1(38) will be restriped to a through lane and tapered to the existing 2 lane section. The eastbound through lane will be striped out to a right turn only lane into the proposed loop ramp with the interchange project. Posted and design speeds vary from 110km/h(70mph) on I85 to 90km/h(55mph) on S.R. 34. The scheduled letting date is August 1998 in the Construction Work Program, however the Programming date is the year 2001.

**Discussion was as follows :**

Coweta County Commissioner Lawrence Nelms commented that the design was a much needed one and then asked what would be the earliest date to begin construction on project STP-164-1(38). Mike Reynolds responded by saying that it could be awarded as early as two weeks after letting to bid.

Tony VanDeRyt asked about the proposed right of way and mentioned that no utilities are presently along the northbound off ramp existing r/w, but utilities do exist parallel to S.R. 34. Robert Reid stated that there is currently only one parcel where required r/w is anticipated with approximately 3.86 acres required in the southeast quadrant of the interchange (Lowes). Mike Reynolds noted that the Lowe's development site plan had been coordinated with our loop ramp proposal. He noted that the only thing that might be a conflict was what appeared to be a detention pond built by the Lowes development.

Gene Goins mentioned that there are existing utilities under the paved shoulder directly under the bridge after asking about the horizontal clearance underneath the existing bridge. Robert Reid explained that the loop ramp was designed by retaining the existing horizontal clearance of the overpass bridge and flaring off the loop ramp beyond the proposed bridge widening for the proposed entrance ramp to I85 northbound.

Ken Estes questioned the southbound lane drop. He suggested that the lane drop merge on the right side versus the left side and far enough from the entrance merge from the southbound on ramp to allow for proper signing. Mike Reynolds said it would be considered; however, this would require the project to be lengthened considerably if the 3rd travel lane is carried south of the interchange.

Tony VanDeRyt asked if an additional lane was added for the loop ramp along S.R. 34 and was told that one of the existing through lanes would become a dedicated exit lane.

**Status of Tasks**

Environment/Location: Need full updated ecological and cultural resource evaluation and wetland delineations as soon as the Concept Report is approved.  
Planning: Need "Need and Purpose" statement  
Programming: Need updated project schedule  
Utilities: Need updated cost estimate  
District 3: Need underground storage tank investigation (UST).

*MGR*  
JAK:HLA:MGR:rlr

**Distribution:**

Charles Lewis  
Frank Danchetz  
Walker Scott  
Honorable John Yates, District 106 Ga. State Rep.  
Sam Wellborn, 3rd Dist. D.O.T. Board Member  
Lawrence A. Nelms, Coweta County Commissioner  
Wayne Hutto  
Tony Dunagan/Neal Wilkes  
David Meshberger/Stan Peteet  
David Studstill  
Bobby Mustin/David Mulling  
Marion Waters/Ken Estes  
Herman Griffin/Reba Scott  
Joe Leoni, District 3 Preconstr. (w/plans-2 sets)  
Gene Goins, District 3 Utilities (w/plans)  
Dave Grachen, FHWA  
Wayne Kennedy, Coweta Co. Dev. and Engineering  
Mike Cope, BellSouth  
Tony VanDeRyt, Coweta Water  
H. Dewayne Taylor, Georgia Natural Gas Company

recd. 7-10-96  
MLKDEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE R/W Cost Estimate OFFICE Atlanta  
DATE July 8, 1996  
FROM *David P. Meshberger*  
David P. Meshberger, State Rights of Way Engineer  
TO James A. Kennerly, P.E., State Road Design Engineer  
Attention: Mike Reynolds  
SUBJECT RE: Preliminary R/W Cost Estimate  
Project: IM-85-1(356)Coweta  
P.I. No.: 311790  
Description: Interchange improvements I-85 & S.R. 34

As per your request, attached is a copy of an approved preliminary Right of Way Cost Estimate on the above referenced project.

If you have any questions, please contact Stan Peteet of this office at 986-1009.

DPM:JTL:SBP:sry

Attachment

c: Bob Mustin, Engineering Services  
Steve Crawford

David P. Meshberger/sp  
David P. Meshberger  
State Rights of Way Engineer

DATE OF ESTIMATE 7-08-96

BY: Stan Peteet

TYPE ESTIMATE: Preliminary Right of Way Cost

PROJECT: IM-85-1(356)Coweta

P.I. 311790

EXISTING R/W N/A REQUIRED R/W ±3.86 Ac.

ESTIMATED NUMBER OF PARCELS: ±1

PROJECT TERMINI: I-85 & S.R. 34

PROJECT DESCRIPTION: Interchange improvements I-85 & S.R. 34

TYPE OF LAND USE: Commercial VALUE APPLIED AC. BASIS: \$325,000  
(Topographical problems  
give rise to a 33%  
reduction in value)

TOTAL LAND COST: \$ 841,000.00

IMPROVEMENTS IMPACTED AND COST: (IF APPLICABLE): N/A

RELOCATION COST: (IF APPLICABLE) N/A

CONSEQUENTIAL DAMAGES: (IF APPLICABLE) N/A

	NET COST	<u>\$ 841,000.00</u>
ADM./COURT COST FACTOR	<u>45 %</u>	<u>379,000.00</u>
INFLATION FACTOR	<u>25 %</u>	<u>305,000.00</u>
TOTAL COST		<u>\$1,525,000.00</u>

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

PROJECT CONCEPT REPORT

IM-85-1(356)  
COWETA COUNTY  
P.I. 311790

FEDERAL ROUTE NO: I-85  
STATE ROUTE NO: S.R. 34  
GADOT P.I. NO: 311790

Date of Report: August 23, 1996

RECOMMENDATION FOR APPROVAL	
<u>9-5-96</u> DATE	<u>James A. Kennedy</u> State Road & Airport Design Engineer
_____ DATE	_____ State Environmental Engineer
_____ DATE	_____ State Traffic Operations Engineer
_____ DATE	_____ District Engineer
<u>9-17-96</u> DATE	<u>Paul V. Tulin Jr</u> State Bridge Engineer
_____ DATE	_____ State Project Review Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED  
SEP 17 1996  
PRECONSTRUCTION

FILE IM-85-1(356) Coweta OFFICE Thomaston  
 P.I. No. 311790

FROM *Jor:* Joe B. Street, District Engineer *JAL VS* DATE September 13, 1996

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT CONCEPT REPORT REVIEW

We have reviewed the concept report on the above project and concur with the recommendation for approval.

Attached for your further handling is the concept report cover sheet which has been signed by the District Engineer.

JAL:VS  
 Attachment  
 xc: Walker Scott  
 David Studstill  
 Marion Waters  
 Paul Liles  
 Bobby Mustin

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

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## INTERDEPARTMENT CORRESPONDENCE

FILE OFFICE Thomaston  
DATE September 13, 1996  
FROM *Joe:* Joe B. Street, District Engineer *JAL WS*  
TO Wayne Hutto, Assistant Director of Preconstruction  
SUBJECT CONCEPT REPORT REVIEW

We have reviewed the concept report on the above project and concur with the recommendation for approval.

Attached for your further handling is the concept report cover sheet which has been signed by the District Engineer.

JAL:VS

Attachment

xc: Walker Scott  
David Studstill  
Marion Waters  
Paul Liles  
Bobby Mustin

RECEIVED

OCT 08 1996

PRECONSTRUCTION

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE IM-85-1 (356) Coweta Co. OFFICE Traffic Operations  
P.I. No. 311796 Atlanta, Georgia  
DATE October 3, 1996

FROM *MGW pma*  
Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above project for the proposed interchange improvements to the I-85 and SR 34 interchange. This project consists of adding a loop ramp for eastbound SR 34 to northbound I-85, along with the addition of two auxiliary lanes one northbound and one southbound on I-85. We believe this concept will improve safety and operational capacity at this location. We therefore find this report satisfactory for approval.

MGW:CKE:ke

Attachment (signature page)

cc: David Studstill  
James Kennerly  
Bob Mustin, w/attachment  
General Files



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE IM-85-1(356), Coweta County OFFICE Environment/Location  
P.I. No. 311790  
I-85/S.R. 34 Interchange DATE October 10, 1996

FROM David E. Studstill, P.E., State Environmental/Location Engineer **DES**

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT CONCEPT REPORT

**RECEIVED**  
**OCT 16 1996**  
**PRECONSTRUCTION**

The concept report for the above listed project has been reviewed. If a Categorical Exclusion can be prepared, then time saving procedures can be appropriate and a public hearing or opportunity will not have to be offered.

If you have any questions, please let me know.

DES/JSS/bh

cc: Bobby Mustin  
Jim Kennerly

