

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. Nos. 322400 & 322405, Coweta County **OFFICE** Preconstruction
 STP-164-1(39) & STP-164-1(48)
 SR 34 Bypass Widening and Reconstruction **DATE** April 19, 2005

FROM *Galen J. Jurek*
 Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO *for* SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

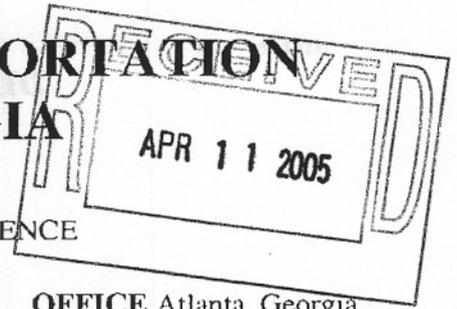
Attachment

DISTRIBUTION:

- David Mulling
- Harvey Keepler
- Ken Thompson
- Jamie Simpson
- Michael Henry
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DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE STP-164-1(39) & STP-164-1(48) **OFFICE** Atlanta, Georgia
Coweta County
P.I. No's. 322400 & 322405 **DATE** March 28, 2005
Widening/Reconstruction SR 34 Bypass from SR 16 to SR 34

FROM *M. Babs Abubakari*
M. Babs Abubakari, P.E., State Consultant Design/Program Delivery Engineer

TO Meg Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT REVISED PROJECT CONCEPT REPORT

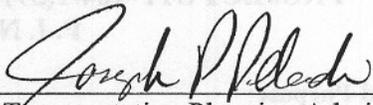
Attached is the original copy of the revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

Listed below are the proposed revisions to the current concept:

- Changes to the median type and typical section: In the approved concept, the typical section has a 44' depressed median from C.R. 70 to S.R. 14. With this revision, the median in this section will be changed to a 20'-24' raised median with urban shoulders which widens to a 28' median width at cross road intersections to accommodate a similar type "B" median crossover. From CR 70/Hospital Road to SR 16 the raised median and urban shoulders will transition to match the existing SR 34 Bypass lanes and rural shoulders at SR 16, or match the Southwest Bypass if it extends to SR 16 also. The raised median from SR 14 TO SR 34 will be 20'-24' and transition to 28' at intersections.
- Changes in the project termini: In the approved concept, Project STP-164-1(39) begins at CR 70 and ends at SR 34. Project STP-164-1(48) was later split out as a local project, yet never completed. Project STP-164-1(39) will now be from SR 16/US 27 Alt. to Jefferson Parkway for a length of 3.45 miles, and Project STP-164-1(48) will be from Jefferson Parkway to SR 34 for a length of 0.58 miles. Both projects will be developed as if a single project, as in the original Concept Report. The extension from C.R. 70/Hospital Road to SR 16/US 27 Alt. is just extending the normal lane drop and transition from 4-lanes into the existing lane configuration at SR 16/US 27 Alt. which is a single through, left, and right.

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

Date 4/16/05


State Transportation Planning Administrator

MBA:CAH:RR

Attachment

- cc: David Mulling, Project Review Engineer, w/attach.
- Harvey Keepler, State Environmental/Location Engineer, w/attach.
- Keith Golden, Transportation Engineering Adm., w/attach.
- Joe Palladi, State Transportation Planning Adm., w/attach.
- Jamie Simpson, State Transportation Financial Management Administrator, w/attach.
- Thomas Howell, District 3 Engineer, w/attach.
- Paul Liles, State Bridge Design Engineer, w/attach.

REVISED PROJECT CONCEPT REPORT

PROJECT STP-164-1(39) & STP-164-1(48) COWETA COUNTY P. I. NO 322400 & 322405

Need and Purpose:

See attached.

Project Location: Project STP-164-1(39) begins on the SR 34 Bypass at CR 70/Hospital Road (MP 2.86) on existing location and continues easterly along the bypass 2.59 miles to its intersection with CR 912/Jefferson Parkway/Calumet Parkway (MP 5.45). Project STP-164-1(48) begins on the SR 34 Bypass at CR 912/Jefferson Parkway/Calumet Parkway (MP 5.45) on existing location and continues easterly along the bypass 0.58 miles to its intersection with SR 34/Bullsboro Road (MP 6.03). The original Concept was for only STP-164-1(39), P.I. No. 322400, from Hospital Road to SR 34. Project STP-164-1(48) was later split out as a local government project that was never completed.

Description of the approved concept:

PDP Classification: Major Minor

Federal Oversight: Full Oversight (), Exempt (X), SF (), Other ()

Functional Classification: Urban Connecting Link

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

Traffic (AADT) :

Current Year: (1998) 16000 Design Year: (2018) 27000

Proposed features to be revised: The features from the approved concept being revised are the typical section and the project termini. The original concept proposed widening the existing 2-lane to a 4-lane section with a 44' depressed median from CR 70/Hospital Road (MP 2.86) east to SR 14/US 29/Jefferson Davis Memorial Highway (MP 3.85) and a 4-lane section with a 20' raised median from SR 14/US 29 to SR 34 (MP 6.03). The project length proposed was 3.17 miles.

Describe the revised feature(s) to be approved:

- Changes to the median type and typical section: In the approved concept, the typical section has a 44' depressed median from C.R. 70 to S.R. 14. With this revision, the median in this section will be changed to a 20'-24' raised median with urban shoulders which widens to a 28' median width at cross road intersections to accommodate a similar type "B" median crossover. From CR 70/Hospital Road to SR 16 the raised median and urban shoulders will transition to match the existing SR 34 Bypass lanes and rural shoulders at SR 16, or match the Southwest Bypass if it extends to SR 16 also. The raised median from S.R. 14 to S.R. 34 will be 20'-24' and transition to 28' at intersections.
- Changes in the project termini: In the approved concept, Project STP-164-1(39) begins at C.R. 70 and ends at S.R. 34. Project STP-164-1(39) will now be from SR 16/US 27 Alt./Reverand

Proposed Improvements

The proposed project seeks to widen the SR 34 Bypass to four lanes with a raised median, sidewalk, curb and gutter, and shoulders on both sides of the route.

Existing and Projected Traffic Conditions

Level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream. There are six identified LOS with letters 'A' through 'F'. LOS A represents the best operating conditions and LOS F represents the worst. LOS C is considered as acceptable and marks the beginning of a range of traffic flow in which level of driving comfort declines noticeably on the roadway. LOS E represents at or near capacity for traffic flow. LOS F represents heavily congested flow with traffic demands exceeding capacity.

The annual daily traffic (ADT) for the SR 34 Bypass between SR 16 / Temple Blvd. and Jefferson Parkway is 19870 ADT. This indicates a LOS 'C'. The ADT is projected to be 24,400 in the year 2010, which would indicate a LOS 'D'. In the year 2030, ADT is projected to be 39,600 with a LOS 'F'. The proposed improvements would result in a LOS 'B' with an ADT of 24,400 in the year 2010 and in the year 2030, the route would flow at a LOS 'C' with an ADT of 39,600.

The annual daily traffic (ADT) for the SR 34 Bypass between Jefferson Parkway and SR 16 / Bullsboro Drive is 19870 ADT. This indicates a LOS 'C'. The ADT is projected to be 28,600 in the year 2010, which would indicate a LOS 'D'. In the year 2030, ADT is projected to be 46,800 with a LOS 'F'. The proposed improvements would result in a LOS 'B' with an ADT of 28,600 in the year 2010 and in the year 2030, the route would flow at a LOS 'D' with an ADT of 46,800.

Logical Termini

For the SR 34 Bypass, the western terminus is SR 34 / Franklin Road where the SR 34 Bypass connects to SR 34 west of Newnan. The eastern terminus is SR 34 / Bullsboro drive. As a bypass around the City central business district (CBD), the route could serve to decrease the number of trucks and the traffic on SR 34 through the CBD. Currently, the percentage of trucks on SR 34 headed west from I-85 decreases from five percent (5%) to two percent (2%) as SR 34 intersects the SR 34 Bypass. On the east side of Newnan, the percentage of trucks increases from two percent (2%) to fifteen percent (15%) west of the intersection of the SR 34 Bypass.

The logical termini for the individual projects are as follows: For PI # 322400, the western terminus is SR 34 / Franklin Road and the eastern terminus is SR 34 / Bullsboro Drive. For PI # 322405, the western terminus is SR 14 / Roscoe Road where there is a significant decrease in the AADT by thirty one percent (31%). The eastern terminus is SR 34 / Bullsboro Drive.

Project Linkage

The improvements to the SR 34 Bypass were split into two separate projects from the original concept plan due to a shortage in funding. PI# 322400 extends to the west and PI# 322405 extends east. As listed in Table 1 below, PI# 322800 is located within the vicinity of and is an extension of the same route, the Newnan Southwest Bypass.

Table 1: Projects in the Vicinity

Project No.	Project Description	Project Schedule
PI No. 322800	Newnan Southwest Bypass from SR 34 to SR 14 at SR 16	PE -Auth. ROW - 2009 CST - 2010

Environmental Justice

This project does not appear to have a disproportionate effect on the environment for minorities, low income families, or the elderly population.

Land Use

The land use along this route is primarily undeveloped with a limited number of commercial developments such as a car repair shop. In addition, there are minor industrial facilities located on the SR 34 Bypass between Werz Industrial Boulevard and SR 34 / Bullsboro Drive.

Bike and Pedestrian Facilities

The SR 34 Bypass is identified in the Coweta County bicycle and pedestrian plan as a proposed route for bike lanes and appropriate facilities. There are no projects currently identified in the TIP/RTP for this route and it is not identified in the state bicycle and pedestrian network.

Accident Data

Tables 2 and 3 depict the accident information on the SR 34 Bypass from SR 16 / Temple Avenue to SR 34 / Bullsboro Drive. Table 2 represents the accident data for PI# 322405 on the SR 34 Bypass from Jefferson Parkway to SR 34 / Bullsboro Drive and Table 3 represents the accident data for PI# 322400 on the SR 34 Bypass from SR 16 / Temple Avenue to Jefferson Parkway.

A review of Table 2 shows that the accident and injury rates for PI# 322405 on the SR 34 Bypass from Jefferson Parkway to SR 34 / Bullsboro Drive is higher than the statewide average for all three years, 2000, 2001, and 2002. The fatality rate was lower than the statewide average in all three years.

The significant proportion of accidents occurred at the following locations: The intersection of Jefferson Parkway (17% in the year 2001), the intersection of Werz Industrial Boulevard (18% in 2000, 19% in 2001, and 10% in 2002), and on the portion of roadway directly north of the intersection of SR 34 / Bullsboro Drive (35% in 2000, 30% in 2001, and 32% in 2002). The prominent types of accidents along this route are rear end and angle collisions which is indicative of heavy congestion and / or significant turning movements along a roadway.

Table 2: Accidents / Accident Rates for the SR 34 Bypass
From Jefferson Parkway to SR 34 / Bullsboro Drive
During the Years 2000, 2001, and 2002

Year	2000		2001		2002	
	SR 34 Bypass	Statewide	SR 34 Bypass	Statewide	SR 34 Bypass	Statewide
Accidents	102		64		50	
Accident Rate	2,621	493	1,386	560	1,122	728
Injuries	63		14		14	
Injury Rate	1,619	199	303	222	314	281
Fatalities	0		0		0	
Fatality Rate	0	1.47	0.00	1.48	0.00	1.74

A review of Table 3 shows that the accident rate on the SR 34 Bypass from SR 16 / Temple Avenue to Jefferson Parkway is lower than the statewide average for all three years, 2000, 2001, and 2002. The injury rate was higher in the year 2000, but lower than the statewide average in the years 2001 and 2002. The fatality rate was lower in 2000 and 2001, but was higher in the year 2002.

The significant proportion of accidents occurred at the following locations: The intersection of SR 70 / Roscoe Road (11% in the year 2000, 12% in 2001, and 10% in 2002), the intersection of Hillwood Circle (13% in 2000, 8% in 2001, and 8% in 2002), the intersection of SR 14 / Jackson Street (10% in 2000, 8% in 2001, and 8% in 2002), and the intersection of Jefferson Parkway (6% in 2000, 13% in 2001, and 7% in 2002). The prominent types of accidents were rear end and angle collisions.

Table 3: Accidents / Accident Rates for the SR 34 Bypass
 From SR 16 / Temple Avenue to Jefferson Parkway
 During the Years 2000, 2001, and 2002

Year	2000		2001		2002	
	SR 34 Bypass	Statewide	SR 34 Bypass	Statewide	SR 34 Bypass	Statewide
Accidents	62		76		92	
Accident Rate	341	493	339	560	404	728
Injuries	49		34		56	
Injury Rate	269	199	151	222	246	281
Fatalities	0		0		2	
Fatality Rate	0	1.47	0.00	1.48	8.79	1.74

Need and Purpose

The need for the widening of the SR 34 Bypass is that the Level of Service will be at an undesirable level by the year 2029. The purpose of the widening and improvements would be to mitigate future congestion along the SR 34 Bypass and SR 34, which flows through downtown Newnan. By separating thru and local traffic, there will be greater access to I-85 from the towns and cities located west of Newnan, such as Whitesburg and Franklin. This will serve to reduce the number of trucks driving through the downtown, as well as commuters traveling to I-85.

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-164-1(39) **COUNTY:** COWETA
DATE: 22-Feb-05 **ESTIMATED LETTING DATE:** 2007
PREPARED BY: Chris Haggard **PROJECT LENGTH (MILES):** 3.45
 PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEV.

PROJECT COST

A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT):		\$ 727,800
2. DISPLACEMENTS:		\$
3. OTHER COST (ADM./ COST, INFLATION)		\$
	SUBTOTAL: A	\$ 727,800
B. REIMBURSABLE UTILITIES: (LGPA)		
1. RAILROAD		\$
2. TRANSMISSION LINES		\$
3. SERVICES		\$
	SUBTOTAL: B	\$ 0
C. CONSTRUCTION:		
1. MAJOR STRUCTURES:		
a. RETAINING WALLS	2000 SF @ \$30/SF	\$ 60,000
b. BRIDGES	(113'X44') = 4972 SF @ \$90/SF	\$ 447,480
c. DETOUR BRIDGES		\$
d. BOX CULVERTS		252,511
	SUBTOTAL: C-1	\$ 759,991
2. GRADING AND DRAINAGE:		
a. EARTHWORK	UNCLASS EXCAV 330000 CY @ \$3.19/CY	
	BORROW EXCAV 70000 CY @ \$3.95/CY	\$ 1,329,200
b. DRAINAGE:		\$
1. Cross Drain Pipe		\$ 184,430
2. Longitudinal System		\$ 1,137,240
	SUBTOTAL: C-2	\$ 2,650,870
3. BASE AND PAVING:		
a. AGGREGATE BASE	67000 TONS @ \$13.1/TON	\$ 877,700
b. ASPHALT PAVING: Surface	11900 TONS @ \$36.73/TON	\$ 437,087
c. BINDER	9600 TONS @ \$37.48/TON	\$ 359,808
d. BASE	23800 TONS @ \$34.87/TON	\$ 829,906
c. CONCRETE PAVING		

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-164-1(48) COUNTY: COWETA
 DATE: 22-Feb-05 ESTIMATED LETTING DATE: 2007
 PREPARED BY: Chris Haggard PROJECT LENGTH (MILES): 0.58

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

PROJECT COST

A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT):		\$ 1,500,000
2. DISPLACEMENTS:		\$
3. OTHER COST (ADM./ COST, INFLATION)		\$
	SUBTOTAL: A	\$ 1,500,000
B. REIMBURSABLE UTILITIES: (LGPA)		
1. RAILROAD		\$
2. TRANSMISSION LINES		\$
3. SERVICES		\$
	SUBTOTAL: B	\$ 0
C. CONSTRUCTION:		
1. MAJOR STRUCTURES:		
a. RETAINING WALLS		\$
b. BRIDGES		\$
c. DETOUR BRIDGES		\$
d. BOX CULVERTS		\$
	SUBTOTAL: C-1	\$ 0
2. GRADING AND DRAINAGE:		
a. EARTHWORK	UNCLASS EXCAV 20100 CY @ \$3.19/CY	
	BORROW EXCAV 9800 CY @ \$3.95/CY	\$ 102,829
b. DRAINAGE:		\$
1. Cross Drain Pipe		\$
2. Longitudinal System		\$ 238,904
	SUBTOTAL: C-2	\$ 341,733
3. BASE AND PAVING:		
a. AGGREGATE BASE	11000 TONS @ \$13.1/TON	\$ 144,100
b. ASPHALT PAVING: Surface	1900 TONS @ \$36.73/TON	\$ 69,787
c. BINDER	1600 TONS @ \$37.48/TON	\$ 59,968
d. BASE	3900 TONS @ \$34.87/TON	\$ 135,993
c. CONCRETE PAVING		

