

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 332820, Muscogee County **OFFICE** Preconstruction  
 STP-011-1(53)  
 SR 1/US 27 Veterans Parkway **DATE** April 4, 2005

**FROM** *Cyber Jumps*  
 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 Keeper
- Ken Thompson
- Jamie Simpson
- Michael Henry
- Keith Golden
- Joe Palladi (file copy)
- Paul Liles
- Babs Abubakari
- Thomas Howell
- BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. No. 332820- Muscogee County **OFFICE** Preconstruction  
 STP-011-1(53)  
 SR 1/US 27 Veterans Parkway **DATE** March 24, 2005

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

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

**SUBJECT** PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 1/US 27 from Old Moon Road to Turnberry Lane for a total of 1.56 miles. Currently, SR 1/US 27 is classified as a two lane urban minor arterial in the project area. This portion of SR 1/US 27 is experiencing significant growth in residential and commercial development, causing safety concerns and significant levels of congestion in the project corridor. Accident, injury and fatality rates in the project corridor were compared to statewide rates for the three most recent consecutive years that data were available (2000 - 2002). Accident rates exceeded statewide averages in 2002, and injury rates exceeded statewide rates in 2000. Because of existing high traffic volumes, the facility is experiencing breakdowns in traffic flow and is operating at level-of-service (LOS) "E." In 2004, annual average daily traffic (AADT) was 16,600 VPD. An AADT volume of 35,800 VPD is projected in the year 2026 with LOS of "D" under the build condition. However, AADT for 2026 under the no-build condition is projected to be 27,000 with LOS of "F."

The proposed construction will widen SR 1/US 27 to provide a four lane urban section with turn lanes at major intersections and a grassed median between Old Moon Road and Turnberry Lane. Traffic will be maintained on existing roadways during construction.

Environmental concerns include requiring a COE 404 permit; a Categorical Exclusion be prepared; a public information open house has been held; time saving procedures are 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 and inflation)	\$7,613,000	\$3,293,000	Q24	2008
Right-of-Way	\$3,181,000	\$3,180,000	Q24	2006
Utilities*	\$ 482,000			

David Studstill  
Page 2

P.I. No. 332820-  
March 24, 2005

\*Muscookee County signed PM on 3-3-04 for PE; DOT to do right-of-way, utilities and construction.

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR

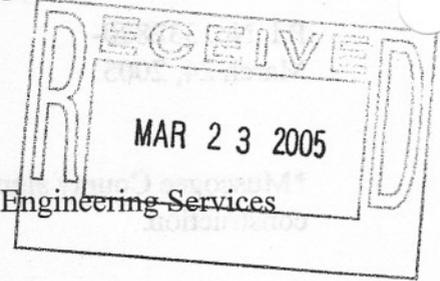
  
Buddy Gratton, P.E., Director of Preconstruction

APPROVE

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

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

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INTERDEPARTMENTAL CORRESPONDENCE



**FILE:** STP-011-1(53) Muscogee  
P.I. No. 332820  
S.R. 1/U.S. 27 Widening/Reconstruction

**OFFICE:** Engineering Services

**DATE:** March 21, 2005

**FROM:** David Mulling, Project Review Engineer *REW*

**TO:** Meg Pirkle, Assistant Director of Preconstruction

**SUBJECT: CONCEPT REPORT**

We have reviewed the Concept Report from Brent Story dated March 1, 2005 and have no comments.

The costs for the project are:

Construction	\$6,272,920
Inflation	\$647,975
E&C	\$691,590
Reimbursable Utilities	\$481,642
Right of Way	\$3,180,282

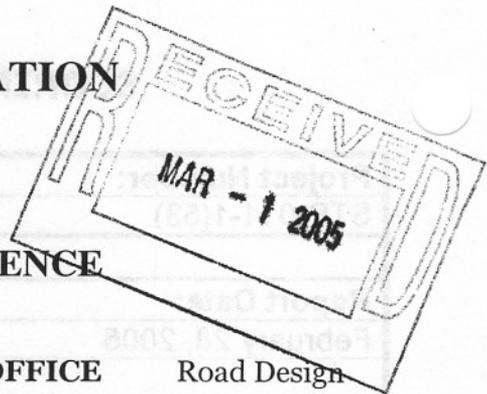
REW

c: Brent Story, Attn.: Jerry Morris

## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> STP-011-1(53)		<b>County:</b> Muscogee		<b>PI No.:</b> 332820	
<b>Report Date:</b> February 28, 2005		<b>Concept By:</b> DOT Office: Road Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: JJ & G			
<b>Project Type:</b> Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
<b>FOCUS AREAS</b>	<b>SCORE</b>	<b>RESULTS</b>			
<b>Presentation</b>	100				
<b>Judgement</b>	100				
<b>Environmental</b>	100				
<b>Right of Way</b>	100				
<b>Utility</b>	100				
<b>Constructability</b>	100				
<b>Schedule</b>	100				

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**



**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-011-1 (53) Muscogee County **OFFICE** Road Design  
 PI # 332820

**DATE** March 1, 2005

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

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

**SUBJECT** **Project Concept Report**

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

BAS:JGM:ss

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

FOCUS AREAS	SCORE	RESULTS
Presentation	100	
Judgement	100	
Environmental	100	
Right of Way	100	
Utility	100	
Constructability	100	
Schedule	100	

*248  
63  
316*

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Office of Road and Airport Design

SR 1/US 27/Veterans Parkway from Old Moon Road to Turnberry Lane

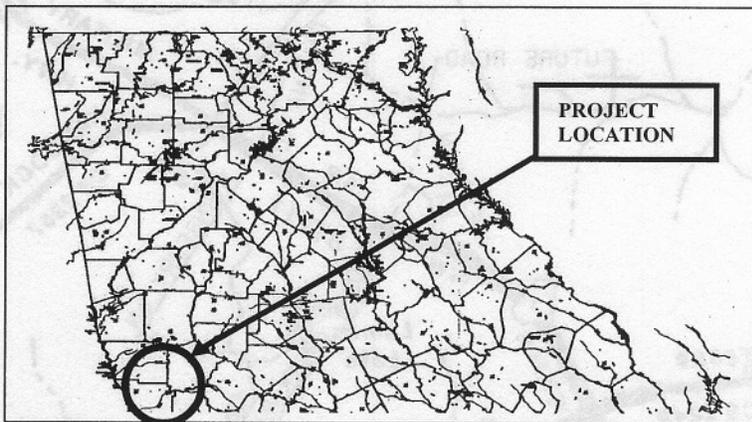
Project Number: STP-011-1 (53)

County: Muscogee

P. I. Number: 332820

Federal Route Number: US 27

State Route Number: SR 1



Recommendation for approval:

DATE 2-28-05

*Jimmy H. Mann*  
Project Manager

DATE 2-28-05

*Pat A. Avey*  
Office Head/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 Transportation Programming Engineer

DATE \_\_\_\_\_

State Environmental/Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

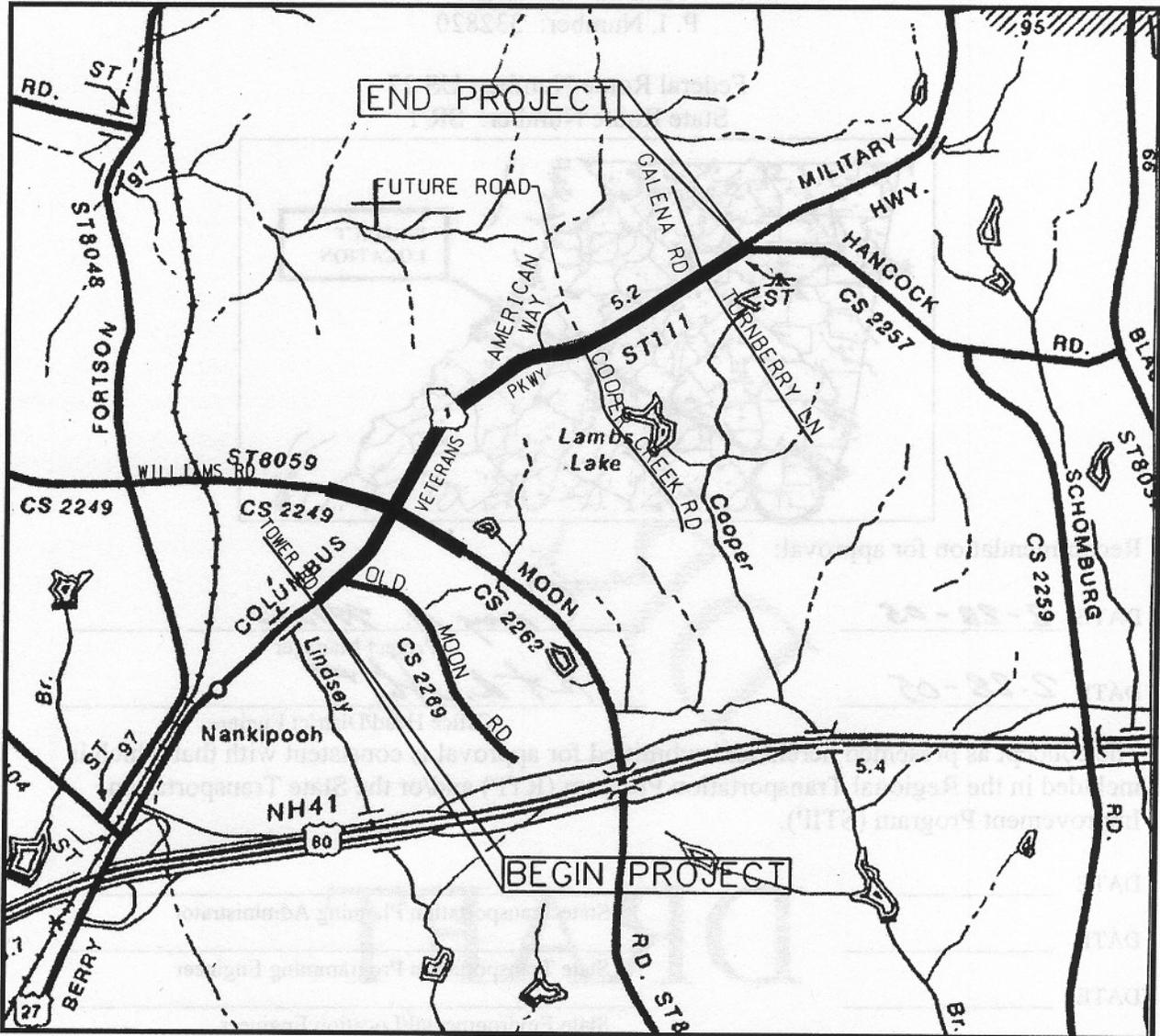
DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge and Structural Design Engineer

**PROJECT MAP - Project No.: STP-011-1(53), Muscogee County**



**Need and Purpose:** See attached Need & Purpose Statement

**Description of the proposed project:**

The project is located north of the City of Columbus in Muscogee County. The project begins just south of the intersection of SR 1/US 27/Veterans Parkway with Old Moon Road (mile log 15.18) and ends north of Turnberry Lane (mile log 16.74) at Hancock Road for a total length of 1.56 miles. The project consists of the widening and reconstruction of SR 1 to provide a northern extension of a four-lane highway. The improvements will provide the traffic capacity needed in a rapidly growing area, improve the operational safety and enhance pedestrian access.

Between Old Moon Road and Moon/Williams Roads the existing five-lane rural roadway will be widened to accommodate a four-lane urban section with raised median and turn lanes. Between Moon/Williams Roads and Turnberry Lane the existing two-lane road will be reconstructed to include a four-lane urban section with raised median and turn lanes. The project will include major intersection improvements at SR 1/US 27 and Moon/Williams Roads. Included with the intersection improvements will be the widening of approximately 630' of Williams Road and 780' of Moon Road to accommodate a four-lane urban section with raised median and dual left turn lanes. The project extends an additional total of 675' along Williams Road and 580' along Moon Road in order to transition from the proposed four-lane section to the existing two-lane roadways. The project also will include the addition of sidewalks along both sides of the SR 1 to improve pedestrian access throughout the corridor.

**Is the project located in a Non-attainment area?** \_\_\_ Yes  X  No

**PDP Classification:** Major Project, Existing Location

**Federal Oversight:** Full Oversight ( ), Exempt(X), State Funded( ), or Other ( )

**Functional Classification:** Urban Minor Arterial

**U. S. Route Number(s):**  US 27  **State Route Number(s):**  SR 1

**Traffic (AADT):**

Build Year (2006):  18,000  Design Year (2026):  35,800

**Existing design features:**

- Typical Sections:
  - SR 1/Veterans Parkway 
    - **From Old Moon Road to Moon Road/Williams Road**  
Five-Lane Rural: 4 - 11.5' lanes, 14' center turn lane, 2'-4' paved shoulders
    - **From Moon Road/Williams Road to Hancock Road**  
Two-Lane Rural: 2 - 12' lanes, 2' paved shoulders

**Williams Road and Moon Road**

- *Two-Lane Rural: 2 - 12' lanes, 2' paved shoulders*
  
- Posted Speed: SR 1 - 50 mph, Williams Road - 45 mph, Moon Road - 40 mph
- Maximum Degree of Curvature: 4°
- Functional Classification: Urban Minor Arterial
- Maximum Grade: 3.9%
- Width of Right of Way: Varies 50' - 120'
- Major Structures: None
- Major Interchanges and Intersections along the project: SR 1 at Williams and Moon Roads
- Existing Length of Roadway Segment: 1.56 miles; Mile log 15.18 to 16.74 (Muscogee)

**Proposed Design Features:**

- Proposed Typical Section(s):
  - SR 1/Veterans Parkway**
    - **From Tower Road to Old Moon Road**  
*Five-Lane Urban: 4 - 12' lanes, 14' center turn lane, 12' turn lanes, curb and gutter, 5' sidewalks both sides*
    - **From Old Moon Road to Cooper Creek Road**  
*Four-Lane Urban: 4 - 12' lanes, 56' raised grass median (accommodates dual left turn lanes and future six-lane section), 12' turn lanes at all median openings, inside and outside curb and gutter, 5' sidewalks both sides*
    - **From Cooper Creek Road to Turnberry Lane**  
*Four-Lane Urban: 4 - 12' lanes, 44' raised grass median, 12' turn lanes at all median openings, inside and outside curb and gutter, 5' sidewalks both sides*
    - **From Turnberry Lane to Hancock Road (Transition from four-lane divided to existing two-lane):**  
*Four-Lane to Two-lane Rural: 4 - 12' lanes to 2 - 12' lanes, 44' depressed grass median to no median, 12' turn lanes, 2' paved (6' graded) inside shoulder, 6.5' paved (10' graded) outside shoulder*

**Williams Road and Moon Road**

- *Four-Lane Urban: 4 - 12' lanes, 32' raised grass median, Dual 12' left turn lanes, single right turn lanes, inside and outside curb and gutter, 5' sidewalks both sides*
  
- Proposed Design Speed: SR 1 - 45 mph, Williams Road - 45 mph, Moon Road - 40 mph
- Proposed Maximum Grade: SR 1 and Williams Road - 4.0%, Moon Road - 5.0%
- Maximum Grade Allowable: SR 1 and Williams Road - 6.0%, Moon Road - 7.0%
- Proposed Maximum Grade Driveway: 15.0% (Residential), 11.0% (Commercial)
- Proposed Min. Radius: 2400' Min. Radius Allowable: 730'

- Major Structures: None
- Major Intersections and Interchanges: SR 1 at Williams and Moon Roads
- Right of Way
  - Width: SR 1 - 150' minimum, Williams Road - 150' minimum, Moon Road - 120' minimum
  - Easements: Temporary (X), Permanent (X), Utility ( ), Other ( )
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( )
  - Number of parcels: 49                      Number of displacements:
    - Business: 2
    - Residences: 6
    - Mobile homes: 0
    - Other: 0
- Traffic Control during construction: *Traffic to be maintained on existing roadways during construction. Temporary pavement to be constructed at tie-in areas to connect existing roadway to proposed roadway.*
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: None anticipated
- Environmental Concerns: *Environmental screening identified eligible historic resources. No Adverse Effects anticipated. Anticipate Section 404 permit. UST's have been identified within the project limits. Potential habitat for two protected species (Michaux's sumac and pool sprite) identified.*
- Level of Environmental Analysis:
  - Are Time Savings Procedures appropriate? Yes ( ), No (X),
  - Categorical exclusion (X),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ), or
  - Environmental Impact Statement (EIS) ( )
- Utility Involvements: Anticipate relocations of the following utilities throughout the project corridor: electric, phone, cable, water, gas, sanitary sewer

**Project Responsibilities:**

- Design: Columbus Consolidated Government
- Right of Way Acquisition: Georgia DOT
- Relocation of Utilities: Columbus Consolidated Government - Reimbursable Utilities, Utility owners - Non-Reimbursable Utilities
- Letting to contract: Georgia DOT
- Supervision of construction: Georgia DOT

- Providing material pits: N/A
- Providing detours: N/A

### Coordination

- Initial Concept Team Meeting. None held.
- Concept Team Meeting. October 1, 2004.
- P. A. R. meetings, dates and results: Not required.
- FEMA, USCG, and/or TVA: None anticipated.
- Public involvement: A Public Information Meeting was held on February 21, 2002 prior to the project limits being changed. A Public Information Open House was held on February 10, 2004 after the project limits were changed.
- Other projects in the area:
  - STP-0006-00(446), SR 1/US 27/Veterans Parkway from Turnberry Lane to Gatlin Lane, PI Number 0006446, Muscogee and Harris Counties, R/W (2010), Const. (2012)
  - STP-0005-00(750), SR 1/US 27/Veterans Parkway from Gatlin Lane to SR 315, PI Number 0005750, Harris County, R/W 2012, Const. Long Range
  - STP-011-1(46), SR 1/US 27 from Manchester Road to Old Moon Road, PI Number 332250, Muscogee County, Widening from four to six lanes, Long Range
  - STP-8059(4), CS 2262/Moon Road from Wilbur Road to Hamilton Road(SR 1), PI Number 351030, Muscogee County, Widening from two to four lanes, Long Range
- Other coordination to date: Early coordination meetings held with the Office of Road and Airport Design on January 28, 2004 and May 25, 2004.

### Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 6 Months
- Time to complete preliminary construction plans: 4 Months
- Time to complete right of way plans: 2 Months
- Time to complete the Section 404 Permit: 3 Months
- Time to complete final construction plans: 3 Months
- Time to complete to purchase right of way: 12 Months

### Other alternates considered:

- **No Build:** *This alternative does not meet the operational safety and capacity requirements of this area.*
- **Alternate 1 :** *This alternative was presented at the Public Information Open House on February 10, 2004 and consisted of a four-lane rural roadway with depressed median. Although this alternative met the capacity requirements for the project, additional right of way would have been required which would have further impacted properties along the corridor. Sidewalks are necessary with this project and their placement behind an open roadside ditch would have created difficulties at all driveway and side street crossings. The four lane rural section with 200' Right of Way would not have integrated as well with the surrounding land uses which include a church, high school, future middle and elementary schools, apartment communities and planned mixed-used developments within the rapidly urbanizing corridor.*

**Comments:**

- *The original project limits included SR 1 from Old Moon Road to SR 315 in Harris County. The original limits were shown at the first PIM held on February 21, 2002. Since that time the project has been split into three projects; STP-011-1(53), STP-0006-00(446) and STP-0005-00(750).*
- *The conceptual design of this project has been coordinated with the conceptual design of project STP-0006-00(446) to ensure continuity, constructability and safe geometrics between both projects.*
- *Right- of-Way was acquired on Williams Road with Project M-8059(2), "Williams Road Extension from Fortson Road to Hamilton Road", to accomodate a future 4-lane roadway with 20' raised median. The improvements being made with this project have been designed to match the location of the future 4-lane roadway and to minimize reconstruction.*
- *The posted speed limit will need to be reduced from 50 mph to 45 mph between Old Moon Road and Hancock Road.*

**Attachments:**

1. Need and Purpose Statement
2. Cost Estimate:
  - a. Construction including E&C(10 %): \$6,900,212
  - b. Right of Way: \$3,180,282
  - c. Utilities: \$481,642
3. Typical Sections
4. Accident Summaries
5. Traffic Assignments (AADT & DHV)
6. LOS Summary
7. Capacity Analysis
8. Concept Team Meeting Minutes – October 1, 2004

Table 1: Accident Injury and Fatality Rates and Rates for US 27SR 1

Year	Total	Rate	Rate	Rate	Rate	Rate	Rate
2000	28	0.28	0.28	0.28	0.28	0.28	0.28
2001	10	0.10	0.10	0.10	0.10	0.10	0.10
2002	17	0.17	0.17	0.17	0.17	0.17	0.17

**NEED AND PURPOSE STATEMENT**  
**SR 1/US 27/Veterans Parkway from Old Moon Road to Turnberry Lane**  
**Project Number: STP-011-1 (53)**  
**Muscogee County**  
**P.I. Number 332820**

The project is located north of the City of Columbus in Muscogee County, beginning at Tower Road just south of the intersection of US 27/ SR 1 /Veterans Parkway with Old Moon Road (mile log 15.18) and ending north of Turnberry Lane (mile log 16.74) at Hancock Road for a total length of 1.56 miles. The project consists of the widening and reconstruction of US 27/SR 1 to provide a northern extension of a four-lane highway. The improvements will provide the traffic capacity needed in this rapidly growing area, improve the operational safety and enhance pedestrian access. The proposed project would widen US 27/SR 1 from a two-lane rural section to a four-lane urban section with turn lanes at major intersections and a grassed median between Old Moon Road and Turnberry Lane (see Figure 1, Project Location Map).

Currently, US 27/SR 1 is classified as a two-lane urban minor arterial in the project area. An urban minor arterial is a facility that carries large traffic volumes within and through urban areas. US 27/SR 1 serves as a regional roadway connecting the towns of Rehobeth, Cataula, and Hamilton in Harris County, to the City of Columbus in Muscogee County. US 27/ SR 1 is currently signalized at its intersection with Old Moon Road, Williams Road/Moon Road, American Way and at Cooper Creek Road. The portion of the US 27/SR 1 corridor proposed for improvement is currently experiencing significant growth in residential and commercial development, causing safety concerns and significant levels of congestion in the project corridor.

Accident, injury and fatality rates in the project corridor were compared to statewide rates for the three most recent consecutive years that data were available (2000 – 2002; See Table 1, Accident, Injury, and Fatality Numbers and Rates for US 27/SR 1). There was one fatal accident in the corridor in the year 2000, corresponding to an accident rate of 16.52 as compared to the statewide rate of 1.44 for that year. Accident rates exceeded statewide averages in 2002, and injury rates exceeded statewide rates in 2000.

**Table 1: Accident, Injury, and Fatality Numbers and Rates for US 27/SR 1**

Year	No. Of Accidents (Corridor)	Corridor Accident Rate	Statewide Accident Rate*	No. Of Injuries (Corridor)	Corridor Injury Rate*	Statewide Injury Rate*	No. Of Fatalities (Corridor)	Corridor Fatality Rate*	Statewide Fatality Rate*
2000	38	628	660	17	281	258	1	16.52	1.44
2001	30	449	564	12	180	218	0	0	1.35
2002	37	618	568	12	200	218	0	0	1.22

\*All Rates are accidents, injuries, or fatalities per 100 million travel miles.

The Average Annual Daily Traffic (AADT) for the section of US 27/ SR 1 proposed for improvement was evaluated to determine its level of service (LOS). LOS is a qualitative measure of the operational efficiency of a roadway under peak hour conditions as they are seen from the driver's perspective. There are a total of six (6) different LOS designations, from A to F, with LOS A representing the best case operational conditions with no delays in traffic and LOS F indicating forced flow, extreme congestion, and long delays, i.e., a complete breakdown in traffic flow. The LOS for this project was examined for three time frames and for two conditions. The LOS was evaluated for the existing conditions (2004), the build year under the no-build condition (2006), the build year under the build condition (2006), the design year under the no-build condition (2026), and the design year under the build condition (2026; see Table 2, AADT and LOS for 2004, the Build Year 2006 and the Design Year 2026). Because of existing high traffic volumes, the facility is experiencing breakdowns in traffic flow, and is operating at LOS E. In 2004, annual average daily traffic (AADT) was 16,600 vehicles per day (vpd). An AADT volume of 35,800 vpd is projected for the project corridor in the design year 2026 with a LOS of D under the build condition; however, AADT for 2026 under the no-build condition is projected to be 27,000 with a LOS of F.

**Table 2: AADT and LOS for 2004, the Build Year 2006 and the Design Year 2026**

2004 AADT/LOS	2006 No- Build Condition AADT/LOS	2006 Build Condition AADT/LOS	2026 No-Build Condition AADT/LOS	2026 Build Condition AADT/LOS
16,600/E	18,000/F	18,000/C or better	27,000/F	35,800/D

Future planned development is slated for the corridor, including a large planned unit development (a combination of residential and commercial units) to be constructed on both sides of US 27/SR 1 near its intersection with Williams Road/Moon Road. In addition, US 27/SR 1 serves as the main access route to the new regional Northside High School (constructed in 2002) located on American Way. Two additional schools are planned for construction adjacent to the existing school within the next two years. With the predicted future travel demands, safety issues and congestion are predicted to worsen within the next 20 years. The need currently exists to improve safety and efficiency within the project corridor, and this need can be expected to intensify with increasing development planned for the area.

Between Tower Road and Old Moon Road, the existing facility would be improved to a five-lane urban section and would add turn lanes, curb and gutter, and sidewalks on each side. Between Old Moon Road and Cooper Creek Road, the existing facility would be improved to a four-lane urban section with a 56' grassed median with turn lanes at all median openings, inside and outside curb and gutter, and sidewalks on each side. Between Cooper Creek Road and Turnberry Lane, the existing facility would be improved to a four-lane urban section with a 44' grassed median with turn lanes at each median opening, inside and outside curb and gutter, and

sidewalks on each side. Between Turnberry Lane and Hancock Road the proposed project would transition from the four-lane facility to a two-lane rural section. The project will include major intersection improvements at US 27/SR 1 and Moon/Williams Roads. Included with the intersection improvements will be the widening of approximately 630' of Williams Road and 780' of Moon Road to accommodate a four-lane urban section with raised median and dual left turn lanes. The project extends an additional total of 675' along Williams Road and 580' along Moon Road in order to transition from the proposed four-lane section to the existing two-lane roadways. The project also will include the addition of sidewalks along both sides of the proposed roadway to improve pedestrian access throughout the corridor.

The proposed project has two primary purposes. The first purpose of the project would be to provide additional traffic capacity and improved access to the existing and proposed schools and other development in the corridor and to accommodate existing and future traffic volumes in the project corridor through the 2026 design year. The second purpose of this project would be to improve traffic safety by: 1) providing left turn and/or right turn lanes at major intersections, which include the intersections of Williams Road/Moon Road, American Way, Cooper Creek Road and Turnberry Lane; and, 2) upgrading traffic signals at the improved intersections as warranted. The design speed for the proposed improved roadway would be 45 mph.

## Conclusion

This project proposes to add needed capacity and improve the safety and operational features of US 27/SR 1 from Tower Road to Hancock Road. US 27/SR 1 would generally be widened from a two-lane rural roadway to a four-lane urban roadway with a grassed median, curb and gutter, sidewalks, and turning lanes at major intersections. The operational LOS in the project corridor is currently at an unacceptable level, and accident, injury, and/or fatality rates in the corridor have exceeded statewide averages in two of the three most recent years for which comparable data are available. As this area is continuing to develop, the safety concerns and operational efficiency of the project corridor can reasonably be expected to worsen. The addition of a travel lane in each direction would resolve capacity problems and result in an improved level of service throughout the corridor. The additional capacity and the addition of turn lanes would enhance the operational characteristics of the intersections along the proposed project corridor. The addition of sidewalks will also improve safety in the corridor, providing safer pedestrian access to the schools, residences, and commercial facilities as the area continues to transition from rural residential to a suburban/urban area.

## Estimate Report for file "US27-SR1-Veterans Parkway - PI 332820"

Section MAJOR STRUCTURES					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3101	563.00	CY	415.22	CLASS A CONCRETE	233768.86
511-1000	66540.00	LB	0.62	BAR REINF STEEL	41254.8
<b>Section Sub Total:</b>					<b>\$275,023.66</b>

Section GRADING AND DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
205-0001	197026.00	CY	3.18	UNCLASS EXCAV	626542.68
441-6222	32490.00	LF	10.66	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	346343.4
550-1180	4491.00	LF	27.66	STORM DRAIN PIPE, 18 IN, H 1-10	124221.06
550-1240	9393.00	LF	33.14	STORM DRAIN PIPE, 24 IN, H 1-10	311284.02
550-4218	20.00	EA	393.05	FLARED END SECTION 18 IN, STORM DRAIN	7861.0
668-1100	100.00	EA	1756.49	CATCH BASIN, GP 1	175649.0
668-1110	50.00	LF	170.86	CATCH BASIN, GP 1, ADDL DEPTH	8543.0
668-2100	20.00	EA	1895.79	DROP INLET, GP 1	37915.8
668-4300	5.00	EA	1751.67	STORM SEWER MANHOLE, TP 1	8758.35
<b>Section Sub Total:</b>					<b>\$1,647,118.31</b>

Section BASE AND PAVING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	61845.00	TN	15.00	GR AGGR BASE CRS, INCL MATL	927675.0
402-1812	1156.00	TN	38.35	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	44332.6
402-3121	31705.00	TN	36.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	1141380.0
402-3130	9005.00	TN	40.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	360200.0
402-3190	11053.00	TN	38.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	420014.0
413-1000	9548.00	GL	0.94	BITUM TACK COAT	8975.11
432-0206	3222.00	SY	1.09	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	3511.98
446-1002	5198.00	LF	2.84	PVMT REINF FABRIC STRIPS, TP 2, INCL BITUM BINDER	14762.32
<b>Section Sub Total:</b>					<b>\$2,920,851.02</b>

Section LUMP ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0000	1.00	Lump Sum	107120.00	PERMANENT EROSION CONTROL	107120.0
000-0000	1.00	Lump Sum	30846.00	SIGNING	30846.0
000-0000	1.00	Lump Sum	204465.00	TEMPORARY EROSION CONTROL	204465.0
000-0000	1.00	Lump Sum	30201.00	MARKING	30201.0
000-0000	1.00	Lump Sum	93079.00	PERMANENT GRASSING	93079.0
150-1000	1.00	LS	197615.00	TRAFFIC CONTROL -	197615.0
201-1500	1.00	LS	295145.00	CLEARING & GRUBBING -	295145.0
647-1000	1.00	LS	60000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	60000.0
647-1000	1.00	LS	60000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	60000.0
647-1000	1.00	LS	60000.00	TRAFFIC SIGNAL INSTALLATION NO - 3	60000.0
647-1000	1.00	LS	60000.00	TRAFFIC SIGNAL INSTALLATION NO - 4	60000.0
<b>Section Sub Total:</b>					<b>\$1,198,471.00</b>

Section MISCELLANEOUS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0104	9394.00	SY	22.00	CONC SIDEWALK, 4 IN	206668.0

634-1200	100.00	EA	83.62	RIGHT OF WAY MARKERS	8362.0
641-1200	1000.00	LF	11.01	GUARDRAIL, TP W	11010.0
641-5001	3.00	EA	420.48	GUARDRAIL ANCHORAGE, TP 1	1261.44
641-5012	3.00	EA	1384.73	GUARDRAIL ANCHORAGE, TP 12	4154.19
<b>Section Sub Total:</b>					<b>\$231,455.63</b>

**Total Estimated Cost: \$6,272,919.62**

**Subtotal Construction Cost \$6,272,919.62**

E&C Rate 10.0 % \$627,291.96

Inflation Rate 0.0 % @ 2.0 Years \$0.00

**Total Construction Cost \$6,900,211.58**

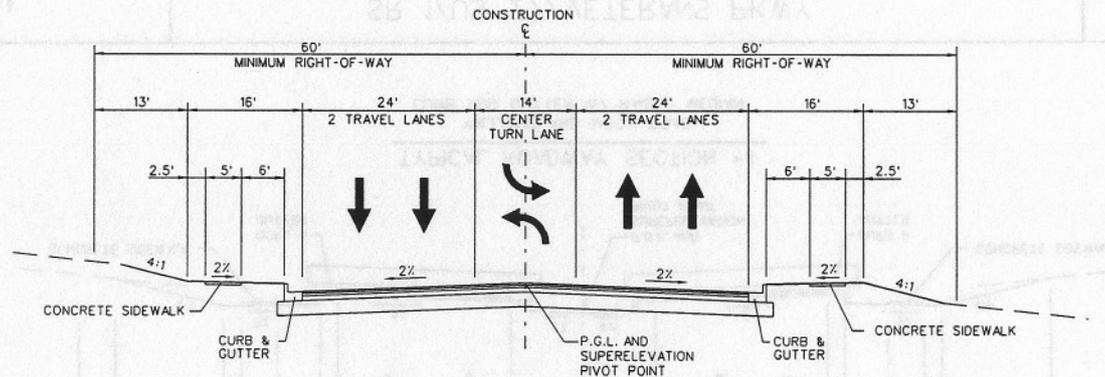
Right Of Way \$3,180,282.00

ReImb. Utilities \$481,642.00

**Grand Total Project Cost \$10,562,135.58**

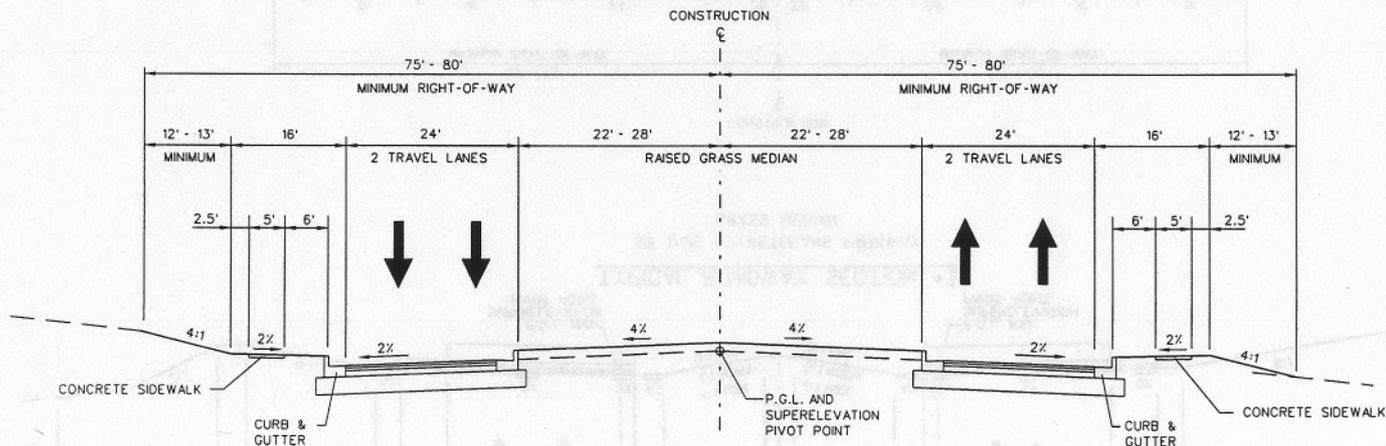
Item Number	Quantity	Unit	Unit Price	Item Description	Cost
000-0000	1.00	Lump Sum	107120.00	PERMANENT EROSION CONTROL	107120.00
000-0000	1.00	Lump Sum	30840.00	SIGNING	30840.00
000-0000	1.00	Lump Sum	204400.00	TEMPORARY EROSION CONTROL	204400.00
000-0000	1.00	Lump Sum	30301.00	MARKING	30301.00
000-0000	1.00	Lump Sum	93030.00	PERMANENT GRASSING	93030.00
100-1000	1.00	LS	187010.00	TRAFFIC CONTROL	187010.00
200-1000	1.00	LS	202100.00	CLEARING & GRUBBING	202100.00
647-1000	1.00	LS	60000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	60000.00
647-1000	1.00	LS	60000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	60000.00
647-1000	1.00	LS	60000.00	TRAFFIC SIGNAL INSTALLATION NO - 3	60000.00
647-1000	1.00	LS	60000.00	TRAFFIC SIGNAL INSTALLATION NO - 4	60000.00
<b>Section Sub Total:</b>					<b>\$1,198,471.00</b>

Item Number	Quantity	Unit	Unit Price	Item Description	Cost
441-0101	3304.00	ST	22.50	CONC SIDEWALK - 3'	74340.00
<b>Section Sub Total:</b>					<b>\$74,340.00</b>



TYPICAL ROADWAY SECTION #1

SR 1/US 27/VETERANS PARKWAY  
5-LANES WITH CURB AND GUTTER



TYPICAL ROADWAY SECTION #2

S.R. 1/U.S. 27/VETERANS PARKWAY  
CURB AND GUTTER W/ RAISED MEDIAN



**SR 1/US 27/Veterans Parkway from Old Moon Road to Turnberry Lane**  
**Project Number: STP-011-1 (53)**  
**County: Muscogee**  
**P. I. Number: 332820**

<b>ACCIDENT HISTORY</b>						
<b>SR 1 Muscogee County</b>						
<b>YEAR</b>	<b>Number of Accidents</b>	<b>Accident Rate (Statewide Avg.)</b>	<b>Number of Injuries</b>	<b>Injury Rate (Statewide Avg.)</b>	<b>Number of Fatalities</b>	<b>Fatality Rate (Statewide Avg.)</b>
2000	38	628 (660)	17	281 (258)	1	16.52 (1.44)
2001	30	449 (564)	12	180 (218)	0	0.00 (1.35)
2002	37	618 (568)	12	200 (218)	0	0.00 (1.22)

Fatality in 2000 occurred at Mile PT 16.20 and was a head-on collision  
 Accident Data Limits: Mile Log 15.18 (just south of Old Moon Road) to Mile Log 16.75 (just north of Hancock Rd)

Muscogee County  
 Project Number: STP-011-1 (53)

SR 1/US 27/Veterans Parkway from Old Moon Road to Turnberry Lane  
 Project Number STP-011-1(53)  
 Muscogee County

		2000					
Route No.	Location	Total	Not a collosion with a motor vehicle	Rear end	Angle	Sideswipe	Head on
SR 1 @ CS 2269	Veterans Pkwy @ Old Moon Rd	5	1	2	1	1	
SR 1 @ CS 2249	Veterans Pkwy @ Moon Rd	10		4	5	1	
SR 1 @ CS 2253	Veterans Pkwy @ Cooper Creek Rd	2	1	1			
SR 1 @ CS 2256	Veterans Pkwy @ Galena/Turnberry Rd	1		1			
SR 1 @ CS 2257	Veterans Pkwy @ Hancock Rd	3	3				
SR 1	Along Veterans Pkwy	17	8	5	1	2	1

**total accidents: 38**  
**total fatalities: 1**  
**total injuries: 17**

		2001					
Route No.	Location	Total	Not a collosion with a motor vehicle	Rear end	Angle	Sideswipe	Head on
SR 1 @ CS 2269	Veterans Pkwy @ Old Moon Rd	4		2	2		
SR 1 @ CS 2249	Veterans Pkwy @ Moon Rd	13	1	8	3		1
SR 1 @ CS 2253	Veterans Pkwy @ Cooper Creek Rd	1	1				
SR 1 @ CS 2256	Veterans Pkwy @ Galena/Turnberry Rd	0					
SR 1 @ CS 2257	Veterans Pkwy @ Hancock Rd	1	1				
SR 1	Along Veterans Pkwy	11	3	6	1		1

**total accidents: 30**  
**total fatalities: 0**  
**total injuries: 12**

		2002					
Route No.	Location	Total	Not a collosion with a motor vehicle	Rear end	Angle	Sideswipe	Head on
SR 1 @ CS 2269	Veterans Pkwy @ Old Moon Rd	8		8			
SR 1 @ CS 2249	Veterans Pkwy @ Moon Rd	13	2	7	4		
SR 1 @ CS 2253	Veterans Pkwy @ Cooper Creek Rd	3		2	1		
SR 1 @ CS 2256	Veterans Pkwy @ Galena/Turnberry Rd	3	1	2			
SR 1 @ CS 2257	Veterans Pkwy @ Hancock Rd	0					
SR 1	Along Veterans Pkwy	10	2	2	6		

**total accidents: 37**  
**total fatalities: 0**  
**total injuries: 12**



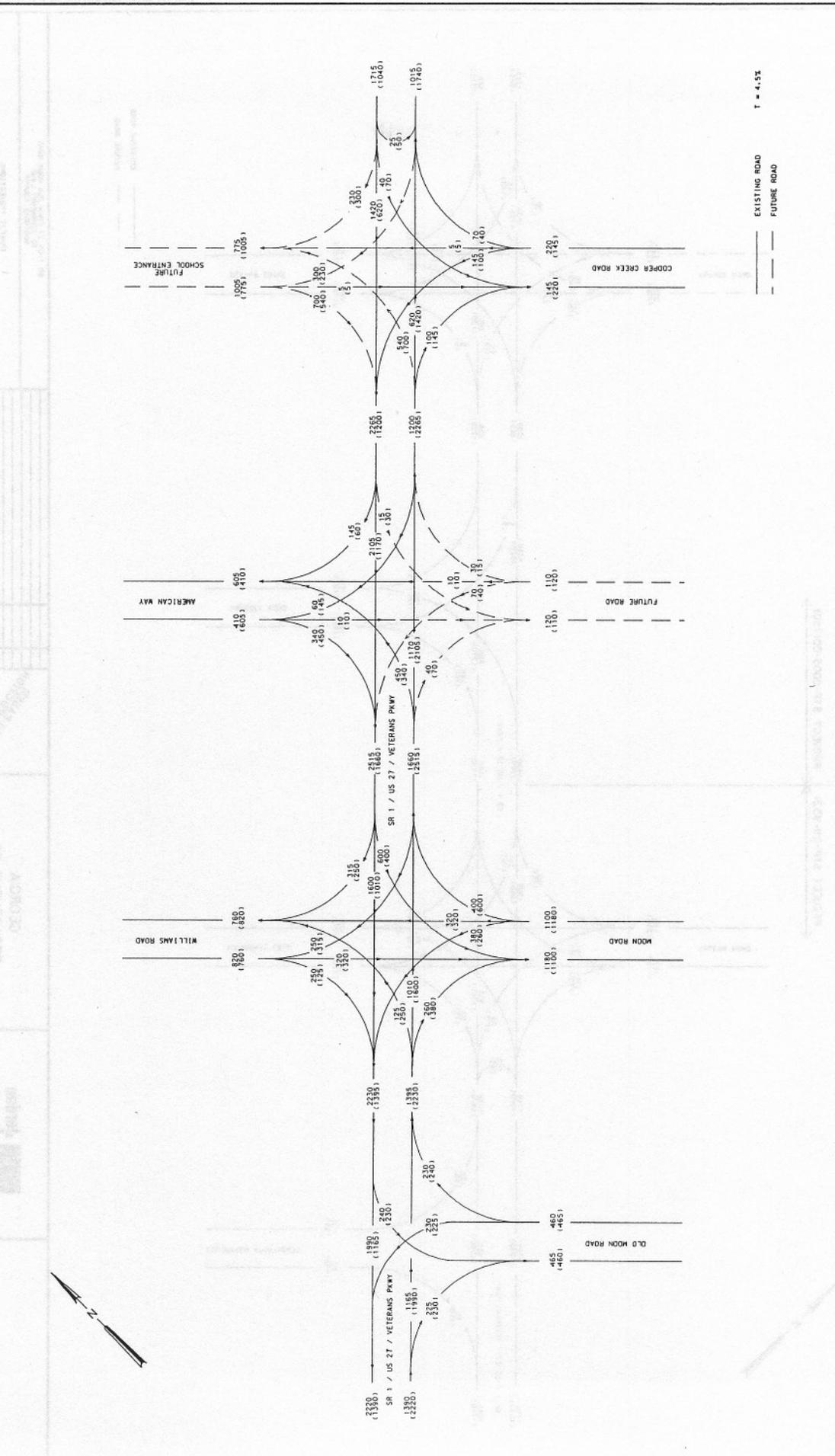


STATE	PROJECT NUMBER	SHEET NO.	TOTAL
CA.	STP-011-1153	1	2

LEWIS & CLARK COUNTY DEPARTMENT OF HIGHWAYS



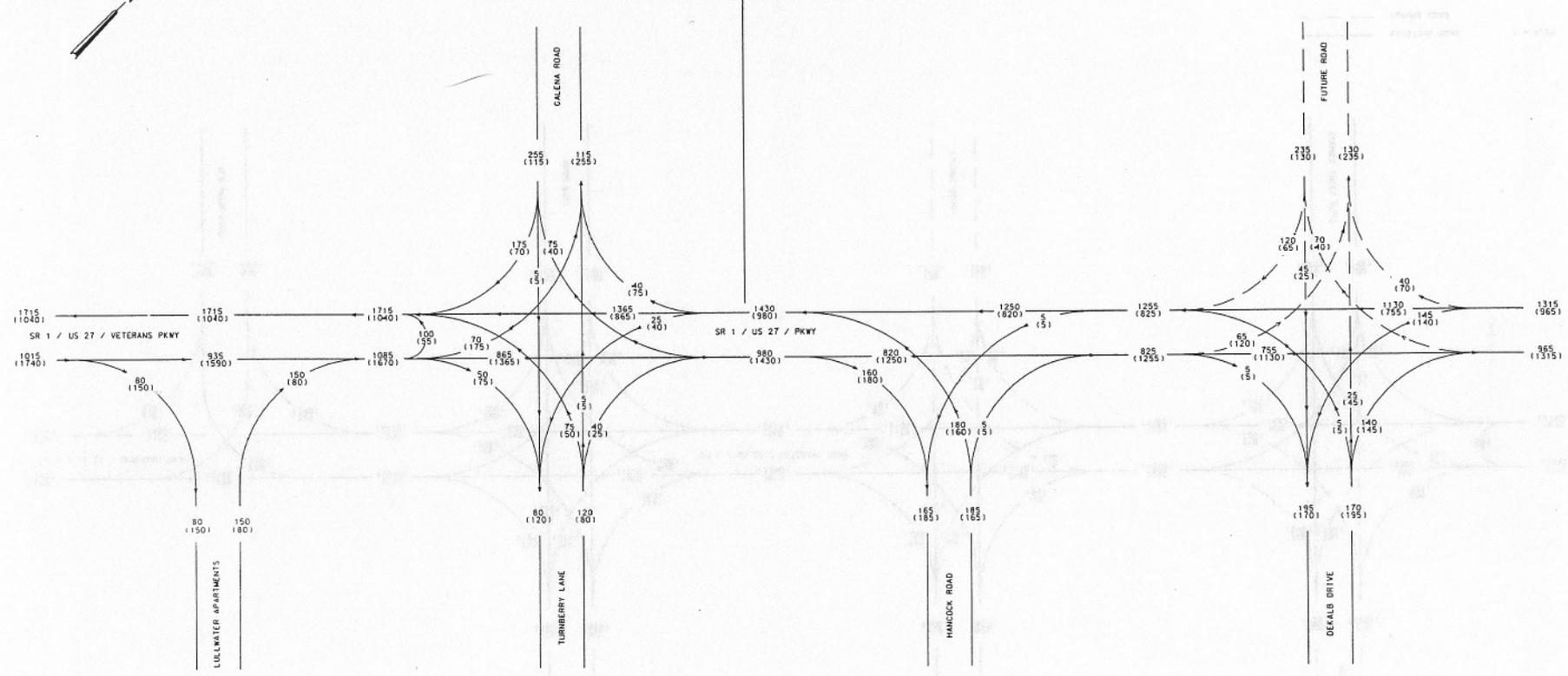
SR 1 / US 27 / VETERANS PKWY



SR 1 / US 27 FROM OLD MOON ROAD TO TURNBERRY LANE MUSCOGEE COUNTY		DATE: 2017-7-40	SCALE: NTS	SHEET: 1	REV:
TRAFFIC PROJECTIONS 2016 AM DIV 1000 2026 PM DIV 1000		CHECKED:	DATE:	NO.:	DESCRIPTION OF REVISION
DRAWN:		DATE:	NO.:	DESCRIPTION OF REVISION	
FOR CONSTRUCTION					
GEORGIA DEPARTMENT OF TRANSPORTATION					

STATE	PROJECT NUMBER	SHEET NO.	TOTAL
GA.	STP-011-1153	2	2

PROJECT STP-011-1153      PROJECT STP-0005-001750



— EXISTING ROAD  
 - - - FUTURE ROAD



GEORGIA  
 DEPARTMENT OF  
 TRANSPORTATION

NOT RELEASED  
 FOR CONSTRUCTION

NO.	DATE	DESCRIPTION OF REVISION

SR 1/US 27 FROM OLD MOON ROAD TO TURNBERRY LANE MUSCOGEE COUNTY			
TRAFFIC PROJECTIONS 2026 AM DHV (000) 2026 PM DHV (000)			
DESIGNED:	CHECKED:	DATE:	2
DRAWN:	JOB NO. 2077-740	SCALE: NTS	SHEET 2
			REV

THIS LINE IS ONE INCH LONG WHEN PLOTTED FULL SCALE

**SR 1/US 27/Veterans Parkway from Old Moon Road to Turnberry Lane**

**Project Number: STP-011-1 (53)**

**County: Muscogee**

**P. I. Number: 332820**

**Intersection LOS Summary**

**AM Peak Intersections LOS Summary**

Intersections	Approach LOS				Intersection
	EB	WB	NB	SB	LOS
Veterans Pkwy & Old Moon Rd	--	C	B	A	A
Veterans Pkwy & Williams Rd	E	D	C	C	C
Veterans Pkwy & American Way	D	D	C	D	D
Veterans Pkwy & Future School Ent. / Cooper Creek Rd	D	D	C	D	D
Veterans Pkwy & Lullwater Apt. (unsignalized)	--	B	--	--	--
Veterans Pkwy & Turnberry Ln / Galena Rd (unsignalized)	F	F	--	--	--
Veterans Pkwy & Hancock Rd (unsignalized)	--	F	--	--	--

**PM Peak Intersections LOS Summary**

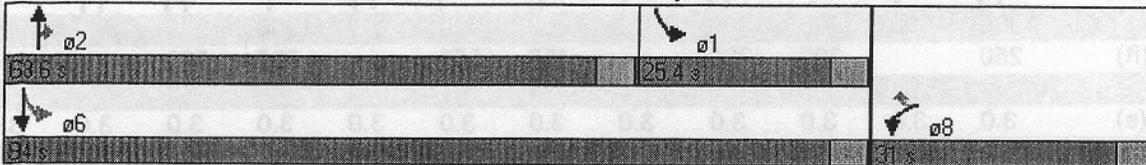
Intersections	Approach LOS				Intersection
	EB	WB	NB	SB	LOS
Veterans Pkwy & Old Moon Rd	--	D	C	A	B
Veterans Pkwy & Williams Rd	E	F	D	C	E
Veterans Pkwy & American Way	D	D	B	B	B
Veterans Pkwy & Future School Ent. / Cooper Creek Rd	C	D	B	C	C
Veterans Pkwy & Lullwater Apt. (unsignalized)	--	C	--	--	--
Veterans Pkwy & Turnberry Ln / Galena Rd (unsignalized)	F	F	--	--	--
Veterans Pkwy & Hancock Rd (unsignalized)	--	F	--	--	--



Intersection Capacity Utilization 78.0% ICU Level of Service C

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: Old Moon Rd & Veterans Pkwy



Phase	Green Time (s)	Yellow Time (s)	Red Time (s)	Queue Length (ft)	Internal Link Dist (ft)	Queue Length 50th (ft)	Approach Delay	Delay	Wt Ratio	Act Effort Green (s)	Permitted Phases	Turn Type	Heavy Vehicle (%)	Volume (vph)	Link Distance (ft)	Satd Flow (ft/s)	Satd Flow (perm)	Satd Flow (RTOR)	Testing Detector (ft)	Total Lost Time (s)	Storage Length (ft)	Lane Configurations			
01	25.4	5.0	10.0	150	150	150	15.0	15.0	0.80	24.0	4	Perm Prot	5%	250	150	335	1810	1535	3235	1810	1535	3235	1810	1535	3235
02	50.6	5.0	10.0	300	300	300	30.0	30.0	0.80	27.5	2	Perm Prot	5%	500	300	1123	3435	1835	3435	1835	3435	1835	3435	1835	3435
06	24.5	5.0	10.0	150	150	150	15.0	15.0	0.80	24.0	4	Perm Prot	5%	250	150	150	150	150	150	150	150	150	150	150	150
08	24.5	5.0	10.0	150	150	150	15.0	15.0	0.80	24.0	4	Perm Prot	5%	250	150	150	150	150	150	150	150	150	150	150	150

102: Williams Road & Veterans Pkwy  
Proposed

A.M . PEAK 2026  
12/23/2004



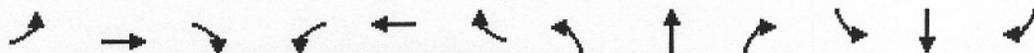
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↔↔	↑	↗	↖	↑↑	↗	↔↔	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		300	300		450	550		600	500		250
Storage Lanes	2		1	2		1	1		1	2		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3335	1810	1538	3335	1810	1538	1719	3438	1538	3335	3438	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	1810	1538	3335	1810	1538	1719	3438	1538	3335	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134			20			274			237
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1707			1282			1123			2202	
Travel Time (s)		25.9			19.4			17.0			33.4	
Volume (vph)	250	320	250	380	320	400	125	1010	260	600	1600	315
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Lane Group Flow (vph)	263	337	263	400	337	421	132	1063	274	632	1684	332
Turn Type	Prot		Perm	Prot		pm+ov	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Total Split (s)	13.9	27.0	27.0	19.0	32.1	30.7	13.6	48.3	48.3	30.7	65.4	65.4
Act Effct Green (s)	10.9	24.0	24.0	16.0	29.1	56.8	10.6	45.3	45.3	27.8	62.4	62.4
Actuated g/C Ratio	0.09	0.19	0.19	0.13	0.23	0.45	0.08	0.36	0.36	0.22	0.50	0.50
v/c Ratio	0.90	0.97	0.65	0.94	0.80	0.59	0.90	0.85	0.37	0.86	0.98	0.37
Uniform Delay, d1	56.5	50.1	22.0	54.0	45.2	15.1	56.7	36.8	0.0	46.7	30.7	4.8
Delay	76.6	79.4	22.9	73.2	50.1	15.6	82.4	23.3	0.6	37.3	22.8	2.3
LOS	E	E	C	E	D	B	F	C	A	D	C	A
Approach Delay		61.3			45.6			24.4			23.7	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	110	273	96	167	259	173	112	344	0	245	604	12
Queue Length 95th (ft)	#190	#463	193	#264	#401	252	#237	286	16	m245	m582	m11
Internal Link Dist (ft)		1627			1202			1043			2122	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	250		300	300		450	550		600	500		250
50th Bay Block Time %		11%										7%
95th Bay Block Time %		44%			23%							7%
Queuing Penalty (veh)		73			46							45

Intersection Summary

Area Type: Other  
 Cycle Length: 125  
 Actuated Cycle Length: 125  
 Offset: 120 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.98

104: Future School Ent. & Veterans Pkwy  
Proposed

A.M. PEAK 2026  
12/23/2004



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	175		0	500		350	425		400
Storage Lanes	1		2	1		0	2		1	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1681	1688	2787	1770	1600	0	3433	3539	1583	1770	3539	1583
Flt Permitted	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1688	2787	1770	1600	0	3433	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			129		74				105			288
Link Speed (mph)		30			30			45				45
Link Distance (ft)		829			875			1234				867
Travel Time (s)		18.8			19.9			18.7				13.1
Volume (vph)	300	5	700	145	5	70	540	620	100	40	1420	230
Peak Hour Factor	0.80	0.80	0.80	0.95	0.95	0.95	0.80	0.95	0.95	0.95	0.95	0.80
Lane Group Flow (vph)	188	193	875	153	79	0	675	653	105	42	1495	288
Turn Type	Split		pt+ov	Split			Prot		Perm	Prot		Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases									2			6
Total Split (s)	20.5	20.5	48.5	20.5	20.5	0.0	28.0	73.8	73.8	10.2	56.0	56.0
Act Effect Green (s)	17.4	17.4	45.4	15.8	15.8		25.0	74.6	74.6	7.2	54.8	54.8
Actuated g/C Ratio	0.14	0.14	0.36	0.13	0.13		0.20	0.60	0.60	0.06	0.44	0.44
v/c Ratio	0.80	0.82	0.80	0.68	0.30		0.98	0.31	0.11	0.42	0.96	0.34
Uniform Delay, d1	52.1	52.2	29.3	52.2	3.0		48.8	12.9	0.0	57.9	35.1	0.0
Delay	62.5	64.5	30.6	52.2	12.2		65.3	8.4	1.2	57.6	49.2	2.6
LOS	E	E	C	D	B		E	A	A	E	D	A
Approach Delay		40.6			38.6			34.7			42.1	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	156	162	311	118	3		273	132	8	33	624	0
Queue Length 95th (ft)	#228	#238	331	192	48		#319	150	m16	73	#797	29
Internal Link Dist (ft)		749			795			1154			787	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	500		500	175			500		350	425		400
50th Bay Block Time %												20%
95th Bay Block Time %				12%								31%
Queuing Penalty (veh)				4								10
<b>Intersection Summary</b>												
Area Type:	Other											
Cycle Length:	125											
Actuated Cycle Length:	125											
Offset:	67 (54%), Referenced to phase 2:NBT and 6:SBT, Start of Green											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.98											
Intersection Signal Delay:	39.3						Intersection LOS: D					

104: Future School Ent. & Veterans Pkwy  
Proposed

A.M . PEAK 2026  
12/23/2004

Intersection Capacity Utilization 90.4% ICU Level of Service E

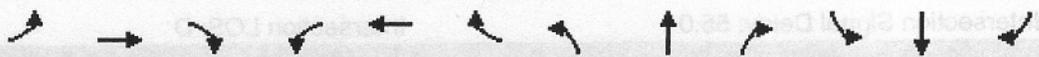
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 104: Future School Ent. & Veterans Pkwy

 ø1	 ø2	 ø4	 ø8
10.2 s	73.8 s	20.5 s	20.5 s
 ø6	 ø5		
20 s	28 s		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↔↔	↑	↗	↖	↖↖	↗	↔↔	↖↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		300	300		450	550		600	500		250
Storage Lanes	2		1	2		1	1		1	2		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3335	1810	1538	3335	1810	1538	1719	3438	1538	3335	3438	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	1810	1538	3335	1810	1538	1719	3438	1538	3335	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132			8			288			245
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1707			1282			1140			2193	
Travel Time (s)		25.9			19.4			17.3			33.2	
Volume (vph)	315	320	125	260	320	600	250	1600	380	400	1010	250
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Lane Group Flow (vph)	332	337	132	274	337	632	263	1684	400	421	1063	263
Turn Type	Prot		Perm	Prot		pm+ov	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Total Split (s)	16.0	28.0	28.0	15.0	26.0	24.0	30.0	63.0	63.0	24.0	57.0	57.0
Act Effct Green (s)	13.0	25.0	25.0	12.0	24.1	45.0	27.0	60.1	60.1	21.1	54.0	54.0
Actuated g/C Ratio	0.10	0.19	0.19	0.09	0.19	0.35	0.21	0.46	0.46	0.16	0.42	0.42
v/c Ratio	0.99	0.97	0.33	0.89	1.01	1.17	0.74	1.06	0.46	0.78	0.74	0.34
Uniform Delay, d1	58.5	52.1	0.0	58.3	53.0	33.2	48.2	35.0	5.8	52.3	32.2	1.5
Delay	92.6	80.9	7.4	75.1	90.5	110.7	45.7	53.8	1.4	46.9	31.2	5.6
LOS	F	F	A	E	F	F	D	D	A	D	C	A
Approach Delay		73.6			97.4			43.9			31.1	
Approach LOS		E			F			D			C	
Queue Length 50th (ft)	146	285	0	119	~291	~586	236	~822	27	161	333	37
Queue Length 95th (ft)	#247	#476	55	#199	#488	#871	m264	m#948	m28	m221	m367	m61
Internal Link Dist (ft)		1627			1202			1060			2113	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	250		300	300		450	550		600	500		250
50th Bay Block Time %		14%			2%	19%		12%				
95th Bay Block Time %		45%			40%	42%		22%				
Queuing Penalty (veh)		98			55	184		44				

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 7 (5%), Referenced to phase 2:NBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.17

102: Williams Road & Veterans Pkwy  
Proposed

P.M . PEAK 2026  
12/23/2004

Intersection Signal Delay: 55.0

Intersection LOS: D

Intersection Capacity Utilization 105.1%

ICU Level of Service F

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Williams Road & Veterans Pkwy

02	01	04	03
53 s	24 s	20 s	15 s
06	05	07	08
57 s	30 s	16 s	26 s



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖↗	↖↗		↖	↖↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		175	0		300	500		0	600		300
Storage Lanes	0		1	0		1	2		0	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	1779	1583	0	1792	1583	3335	3424	0	1770	3438	1538
Flt Permitted		0.695			0.635		0.950			0.950		
Satd. Flow (perm)	0	1295	1583	0	1183	1583	3335	3424	0	1770	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			291			16			6			63
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1024			875			2193			1243	
Travel Time (s)		23.3			19.9			33.2			18.8	
Volume (vph)	145	10	450	40	10	15	340	2105	70	30	1170	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	2%	2%	5%	5%
Lane Group Flow (vph)	0	164	474	0	53	16	358	2290	0	32	1232	63
Turn Type	Perm		Perm	Perm		Perm	Prot			Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						6
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	24.2	94.5	0.0	8.5	78.8	78.8
Act Effct Green (s)		21.7	21.7		21.7	21.7	21.2	97.2		5.5	78.1	78.1
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.16	0.75		0.04	0.60	0.60
v/c Ratio		0.76	0.93		0.27	0.06	0.66	0.89		0.43	0.60	0.07
Uniform Delay, d1		51.7	20.3		47.2	0.0	49.3	13.8		62.3	17.3	0.0
Delay		53.7	30.0		46.4	18.3	40.8	6.9		61.9	12.4	2.4
LOS		D	C		D	B	D	A		E	B	A
Approach Delay		36.1			39.9			11.5			13.2	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)		130	164		39	0	139	162		28	212	1
Queue Length 95th (ft)		#225	#368		79	21	m128	m111		m62	273	11
Internal Link Dist (ft)		944			795			2113			1163	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)			175			300	500			600		300
50th Bay Block Time %			3%									
95th Bay Block Time %		21%	44%									
Queuing Penalty (veh)		50	38									

**Intersection Summary**

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 9 (7%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

103: American Way & Veterans Pkwy  
Proposed

P.M . PEAK 2026  
12/23/2004

Intersection Signal Delay: 15.7 Intersection LOS: B  
 Intersection Capacity Utilization 92.6% ICU Level of Service E  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: American Way & Veterans Pkwy

 01	 02	 04
15.5 s	15.5 s	27 s
 06	 05	 08
22.8 s	24.2 s	27 s

Link Name	Volume	Capacity	Utilization	Delay	Queue	ICU	LOS
103: American Way & Veterans Pkwy	1243	1330	93.5%	17.8	103	92.6%	E



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖↗	↖	↗		↖↗	↖↗	↖	↖	↖↗	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	175		0	500		350	425		400
Storage Lanes	1		2	1		0	2		1	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1681	1688	2787	1770	1613	0	3433	3539	1583	1770	3539	1583
Flt Permitted	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1688	2787	1770	1613	0	3433	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			314		42				153			316
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		829			875			1243			845	
Travel Time (s)		18.8			19.9			18.8			12.8	
Volume (vph)	230	5	540	100	5	40	700	1420	145	70	620	300
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	121	126	568	105	47	0	737	1495	153	74	653	316
Turn Type	Split		pt+ov	Split			Prot		Perm	Prot		Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases									2			6
Total Split (s)	21.2	21.2	61.8	20.5	20.5	0.0	40.6	73.4	73.4	14.9	47.7	47.7
Act Effct Green (s)	15.9	15.9	56.4	14.0	14.0		37.6	79.5	79.5	10.8	50.5	50.5
Actuated g/C Ratio	0.12	0.12	0.43	0.11	0.11		0.29	0.61	0.61	0.08	0.39	0.39
v/c Ratio	0.59	0.61	0.41	0.55	0.22		0.74	0.69	0.15	0.50	0.47	0.39
Uniform Delay, d1	54.0	54.2	10.1	55.0	5.5		41.0	17.5	0.0	58.3	30.4	0.0
Delay	53.7	53.9	10.3	54.5	17.2		30.2	9.2	0.7	57.0	31.1	3.2
LOS	D	D	B	D	B		C	A	A	E	C	A
Approach Delay		23.5			42.9			15.2			24.5	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	102	106	73	85	2		269	314	5	60	220	0
Queue Length 95th (ft)	169	176	121	144	33		m314	454	m8	112	293	63
Internal Link Dist (ft)		749			795			1163			765	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	500		500	175			500		350	425		400
50th Bay Block Time %												
95th Bay Block Time %								2%				
Queuing Penalty (veh)												

**Intersection Summary**  
 Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 48 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 19.9      Intersection LOS: B



MEETING MINUTES  
CONCEPT TEAM MEETING

**SR 1/US 27/Veterans Parkway from Old Moon Road to Turnberry Lane**

Project Number: STP-011-1(53)

County: Muscogee

P. I. Number: 332820

Friday, October 1, 2004 @ 10:30 a.m.

Meeting at District 3 Training Center in Thomaston

- Jerry Morris (GDOT) Welcomed everyone to the concept team meeting and asked for introductions from everyone present. He then gave a brief project description.
- Kim Phillips (GDOT) Read through the Need and Purpose Statement
- Jerry Morris Stated the programmed ROW and Construction years are 2005 and 2006 respectively. Listed two other SR 1/US 27 projects; CSSTP-0006-00(46): SR 1 from Turnberry Ln to Gatlin Ln and STP-0005-00(750): SR 1 from Gatlin Ln to SR 315. Stated the ROW cost to be \$3,180,282 and Const. cost to be \$7,054,141. Introduced Brett Helsel as the consultant representative who will go over the concept.
- Brett Helsel (JJG) Provided a detailed project description by going through the concept report. Described the existing and proposed typical sections and posted and design speeds. Introduced Dale Youngkin to provide an environmental update.
- Dale Youngkin (JJG) Provided environmental update. Preliminary studies have begun for ecology, history and archaeology. Two sites have been identified with UST's. No archaeological impacts anticipated. Minor stream and wetland impacts anticipated. No adverse effects to historic resources anticipated.
- Brett Helsel Continued to go through the concept report. Pointed out a few items on the displays that were added due to public input at the Public Information Open House on February 10, 2004. 1) Added a driveway to the doctor's office on the NW corner of SR 1 and Williams Rd at the property owner's request. 2) Will consider incorporation of a large enough u-turn at Old Moon Road for horse trailers needing to access the veterinarian on SR 1 listed on the display as "Animal Health Center". 3) Changed the typical section from rural with shoulders and ditches to curb and gutter with sidewalks and reduced required R/W width to reduce impacts to

- properties. This will mainly reduce impacts to the businesses and church located just north of Moon Road on SR 1.
- Richard Bishop (CCG) Asked if bike lanes were included or could be included.
- Jerry Morris Route is not on state bike plan, but could be on the local multi-use plan. GDOT had received info from locals that bike lanes were not wanted.
- Richard Bishop The City wants consideration of a multi-use path / wide sidewalk.
- Others A discussion followed concerning funding of a multi-use path. The City would likely have to contribute construction money towards the path if federal funds are being used for the project. Further coordination will be done between the City, JIG and GDOT to determine the options for inclusion of a path. A decision will be made prior to completion of the concept report.
- Lamar Pruitt (GDOT) US 27 is planned to be moved to I-85. In the future this section of SR 1 will no longer be a US route.
- Ron Hamlett (CCG) Williams Road ROW shown on layout does not appear to be correct. Under a previous project, ROW was purchased to accommodate an eventual 4-lane section. Widening of Williams Road needs to be consistent with original plan.
- Brett Helsel Curb and gutter intentionally left off south side of Williams Road and north side of Moon Road to accommodate future widening.
- Lamar Pruitt ROW, pavement, curb and gutter and drainage systems should be added with this project to accommodate future 4-lane sections on Williams and Moon Roads. Extra pavement width could be striped out until the future widening projects are constructed.
- Kerry Gore (GDOT) Another reason for constructing full section w/ curb & gutter on both sides of Williams and Moon Roads is to protect utility pole line.
- Ron Hamlett The City has original plans for Williams Road and can provide a copy to JIG.
- Thomas Howell (GDOT) Requested that the left turn lanes into American Way be extended to provide more storage. High School is currently present with plans to construct Middle and Elementary Schools in near future.

- Richard Bishop 600 Acres of developable land is also adjacent to school sites.
- Brett Helsel The storage lengths shown at American Way are based on lengths obtained from JIG's traffic analysis. However, since there are no median constraints to the south of this intersection, JIG will look at increasing the length of the left turn lanes.
- In JIG's traffic analysis it was assumed that the majority of traffic to new school sites and future developments will access the site at a new entrance road across from the intersection of Cooper Creek Road. The storage available for left turns into this future entrance is limited by the close proximity to the intersection of American Way. JIG will further study both locations and increase storage lengths as much as possible within constraints.
- Ron Hamlett Recommends that dual lefts onto American Way be extended.
- Lamar Pruitt Asked what will receive the dual lefts on American Way.
- Ron Hamlett Three lanes of asphalt (one through lane in each direction plus center turn lane) already exist on American Way. Minor restriping will be needed to accommodate the dual left turn lanes.
- Lamar Pruitt Does not want road pavement to taper at the end of the project (Hancock Road). Prefers either the construction of the full section with the taper accomplished with striping or the project ending needs to be changed.
- Brett Helsel There is no way to construct the future 4-lane section and still tie into the existing 2-lane roadway at Hancock Road. The future 4-lane section will be built to the west of existing SR 1 at Hancock Road due to the historic resource on the NE corner. Vertically, the grade of the future roadway will not match the grade of the existing roadway. Much of the pavement between Turnberry Lane and Hancock Road will have to be replaced with the future project.
- Keith Rohling (GDOT) Asked that JIG lengthen the taper at the end of project. Looks too short and abrupt to him.
- Brett Helsel The transition is created using reverse curves rather than straight line tapers. The curves and intermediate tangent were designed to a 50 mph design speed.
- Keith Rohling Prefers that the reverse curves be flattened out and the transition lengthened.

- Brett Helsel The transition is limited by the presence of the historic resource at the NE corner of Hancock Road and SR 1. The project cannot be extended beyond this point without adversely affecting this resource.
- Ron Hamlett, Keith Rohling  
Harris Robinson (JJG) Briefly discussed the relationship of Hancock Road and DeKalb Drive. The concept for the future SR 1 project calls for directing through traffic from Hancock Road onto Dekalb Drive where a median opening will be provided. This design is still in the concept phase and will have to be refined.
- Jerry Morris If the concept were approved in October 2004 could a PFPR be held by Feb. 2005? ROW plans need to be approved in FY 2005.
- Brett Helsel Because the time required to get an approved environmental document, it will more likely be March or April 2005 before a PFPR could be held.
- Richard Bishop Will GDOT be buying ROW? (It has since been found that a PMA has been signed and GDOT will buy ROW)
- Steve Manley (ROW) 12 months is probably to short of a time for purchasing of property.
- Ron Hamlet Wants interconnect plans for signals included with the project.
- Keith Rohling Requested that cameras be added at major intersections.
- Richard Bishop Would like Blythe Street to remain open. A small development is being planned that would access SR 1 via Blythe Street.
- Others Blythe Street could stay open but it would likely need to be realigned further away from SR 1 in order to not cause operational and safety problems with the Cooper Creek Road/SR 1 signalized intersection.
- Richard Bishop Prefers using the existing location and stated that there would not be much traffic using this entrance.
- Brett Helsel JJG will look at alternatives for this entrance and meet with the City to come up with a resolution.

## Utilities

- Kerry Gore Who will be responsible for reimbursable utilities? Georgia Power is claiming prior rights and has estimated their reimbursable cost at \$420,000. Bellsouth is estimating \$60,000.
- Tom Queen (GDOT) LGPA is still being worked out as to who will pay for utilities.
- Kerry Gore The usage of a 6' grass strip between the curb and gutter and the sidewalk prevents placement of utility poles at 8' (min. allowed) from the curb. Poles would have to be placed behind the sidewalk which would require additional ROW or easement. Suggested that easements be made permanent to allow for utility placement and provide required clearance from aerial lines.
- Brett Helsel ROW shown provides for an approximate 30' clear zone. There should be plenty of room for poles and clearances behind the sidewalk.
- Kerry Gore Will let JJG know if easements are needed for utilities. Would like joint use poles at intersections with signals.
- Ron Hamlett Would like to use mast arms instead of poles and wire.
- Kerry Gore Mast arms would have to be very long.
- Lamar Pruitt Arms up to 95 feet have been used before. The decision to use mast arms versus poles and wire needs to be decided early in the process.
- Kerry Gore Has provided a utility cost estimate to the General Office.
- Brett Helsel JJG never received a cost estimate.
- Jerry Morris Will forward the cost estimate to JJG.
- Mary Jane Coogle  
(Bellsouth) Bellsouth has an agreement with the Bradley Company for placement of utilities on the east side of the roadway north of Cooper Creek Road. Not sure if easements are in place or if it is just an agreement.
- Steve Fix (CWW) Requested that SUE be used on this project and that vertical elevations of utilities be obtained.

Brett Helsel Survey has been completed.

Kerry Gore Jerry Morris should pursue SUE. (Jerry Morris will do so.)

Steve Fix 16" Water Main and couple of 12" WM on project. Rest of lines are 8". No easements. No sewer past North East quadrant of Williams Road intersection.

Mary Jane Google Bellsouth has easements on south side of Moon Road near Central Christian Church. The cost estimate that BellSouth had sent to GDOT did not include relocation costs in this area because it was not within the project limits at the time. If these facilities must be relocated the reimbursable cost is estimated to be \$20,000 to \$30,000.

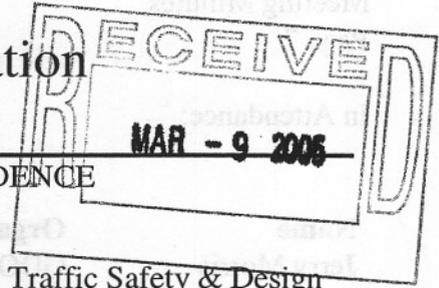
Kerry Gore Will have all utilities verify submitted cost estimate.

In Attendance:

<b>Name</b>	<b>Organization</b>	<b>E-Mail</b>
Jerry Morris	GDOT	<a href="mailto:jerry.g.morris@dot.state.ga.us">jerry.g.morris@dot.state.ga.us</a>
Kim Phillips	GDOT	<a href="mailto:kim.phillips@dot.state.ga.us">kim.phillips@dot.state.ga.us</a>
Lamar M. Pruitt, Jr.	District 3- Construction	<a href="mailto:lamar.pruitt@dot.state.ga.us">lamar.pruitt@dot.state.ga.us</a>
Kerry Gore	District 3- Utilities	<a href="mailto:kerry.gore@dot.state.ga.us">kerry.gore@dot.state.ga.us</a>
Kim Brown	District 3- Utilities	<a href="mailto:kim.brown@dot.state.ga.us">kim.brown@dot.state.ga.us</a>
Keith Rohling	GDOT- District 3 Traffic	<a href="mailto:keith.rohling@dot.state.ga.us">keith.rohling@dot.state.ga.us</a>
Thomas B. Howell	GDOT – District 3	<a href="mailto:thomas.howell@dot.state.ga.us">thomas.howell@dot.state.ga.us</a>
Tom Queen	GDOT	<a href="mailto:tom.queen@dot.state.ga.us">tom.queen@dot.state.ga.us</a>
Mary Jane Coogle	BellSouth	<a href="mailto:mary.coogle@BellSouth.com">mary.coogle@BellSouth.com</a>
Steve Manley	Manley Acq. Services	<a href="mailto:smanleyservices@earthlink.net">smanleyservices@earthlink.net</a>
Steve Fix	Columbus Water Works	<a href="mailto:sfix@cwvga.org">sfix@cwvga.org</a>
Ron Hamlett	Columbus Consolidated Government	<a href="mailto:rhamlett@columbusga.org">rhamlett@columbusga.org</a>
Richard Bishop	Columbus Consolidated Government	<a href="mailto:rbishop@columbusga.org">rbishop@columbusga.org</a>
Rick Jones	Columbus Consolidated Government	<a href="mailto:rjones@columbusga.org">rjones@columbusga.org</a>
Donna Newman	Columbus Consolidated Government	<a href="mailto:dnewman@columbusga.org">dnewman@columbusga.org</a>
Steve Daniel	JJG	<a href="mailto:sdaniel@jgg.com">sdaniel@jgg.com</a>
Joe Johnson	JJG	<a href="mailto:jsjohnson@jgg.com">jsjohnson@jgg.com</a>
Brett Helsel	JJG	<a href="mailto:bhelsel@jgg.com">bhelsel@jgg.com</a>
Harris Robinson	JJG	<a href="mailto:hrobinson@jgg.com">hrobinson@jgg.com</a>
Dale Youngkin	JJG	<a href="mailto:dyoungkin@jgg.com">dyoungkin@jgg.com</a>

Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: STP-011-1(53), Muscogee County  
P.I. No. 332820

Office: Traffic Safety & Design  
Atlanta, Georgia

Date: March 03, 2005

From: <sup>KG</sup> Keith Golden, P.E., State Traffic Safety and Design Engineer

To: Meg Pirkle, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the above referenced concept report for the proposed widening, reconstruction and associated improvements along SR 1, in Muscogee County.

The Office of Traffic Safety and Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area.

KG/SZ/nr

Attachment (signature page)

Cc: Harvey Keeper, State Environment /Location Engineer  
Paul Liles, State Bridge Engineer  
David Mulling, State Review Engineer  
Thomas Howell, District 3 Engineer  
Attn.: David Millen, District 3 Preconstruction Engineer  
Joe Palladi, State Transportation Planning Administrator  
Jamine Simpson, Financial Management Administrator  
Brent A. Story, State Road and Airport Design Engineer  
Attn.: Jerry Morris, Design Group Manager  
General Files  
Office Files

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Office of Road and Airport Design

SR 1/US 27/Veterans Parkway from Old Moon Road to Turnberry Lane

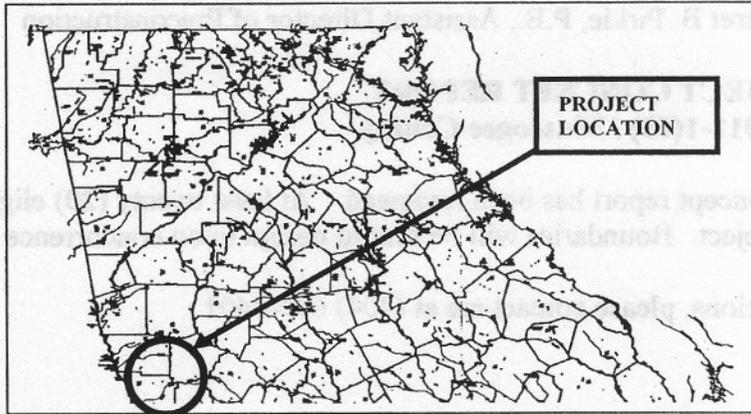
Project Number: STP-011-1 (53)

County: Muscogee

P. I. Number: 332820

Federal Route Number: US 27

State Route Number: SR 1



Recommendation for approval:

DATE 2-28-05

DATE 2-28-05

*Jimmy M. Mann*  
Project Manager

*Pat A. Ahy*  
Office Head/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 \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE 3-4-05

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

**DRAFT**

\_\_\_\_\_  
State Transportation Planning Administrator

\_\_\_\_\_  
State Transportation Programming Engineer

*Heath Bold*  
State Environmental/Location Engineer

\_\_\_\_\_  
State Traffic Safety and Design Engineer

\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
Project Review Engineer

\_\_\_\_\_  
State Bridge and Structural Design Engineer



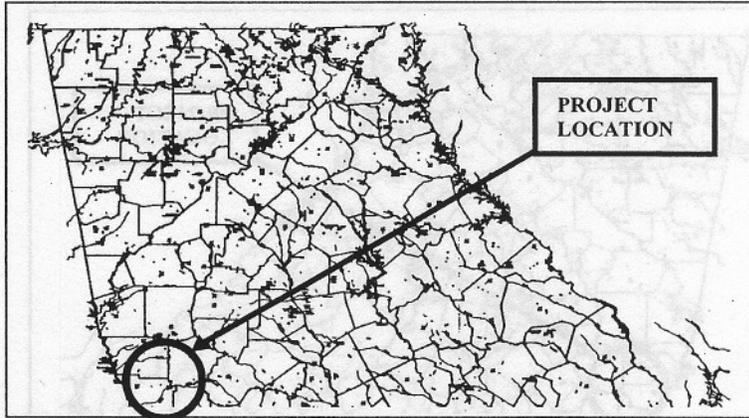
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Office of Road and Airport Design

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*Jimmy B. Mann*  
Project Manager

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DATE \_\_\_\_\_

State Transportation Programming Engineer

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State Environmental/Location Engineer

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State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

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State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Office of Road and Airport Design

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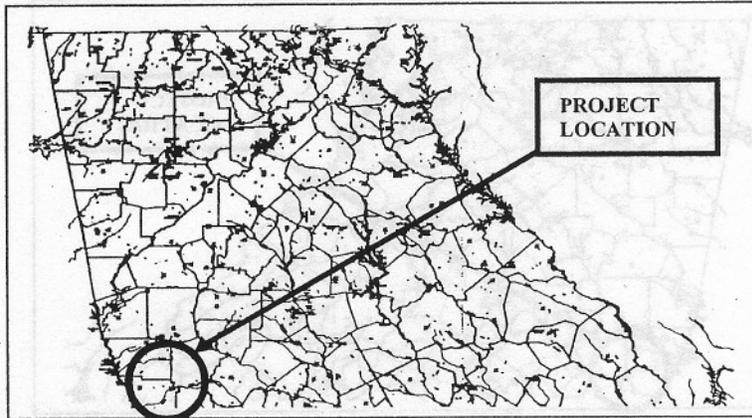
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*Jimmy M. Mann*  
Project Manager

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*Pat H. Ahy*  
Office Head/District Engineer

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State Environmental/Location Engineer

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State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE 3/21/05

*David L. Mullen*  
Project Review Engineer

DATE \_\_\_\_\_

State Bridge and Structural Design Engineer