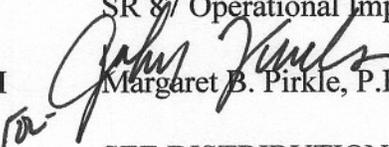


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P. I. No. 333055, Bibb County **OFFICE** Preconstruction  
STP-066-1(36)  
SR 87 Operational Improvements **DATE** July 13, 2005

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

**TO** SEE DISTRIBUTION

**SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

MBP/cj

Attachment

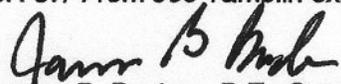
DISTRIBUTION:

Brian Summers  
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BOARD MEMBER  
David Millen  
Theresa Holder

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-066-1 (36), Bibb County OFFICE: Urban Design  
P. I. No. 333055  
SR 87/ From Joe Tamplin exit to & along Weaver Rd DATE: June 23, 2005

FROM:   
James B. Buchan, P.E., State Urban Design Engineer

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

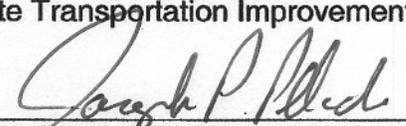
SUBJECT: **Revised Project Concept Report**

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

The significant changes in the concept are a result of additional traffic studies conducted during preliminary design. From this information it was determined that there will be less traffic generated than what was previously projected; therefore, the typical section for Weaver Road was modified to change the median section from a 20-foot raised median to a 14-foot flush median. It was also determined that a traffic signal was not warranted at the intersection of SR 87 and GEICO/YKK driveway. The revisions reduced the required right-of-way.

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

DATE 7/5/05

  
State Transportation Planning Administrator

  
JBB:JTC

**Distribution:**

David Mulling  
Harvey Keeper  
Keith Golden  
Joe Palladi  
Jamie Simpson  
Thomas Howell  
Paul Liles

## REVISED PROJECT CONCEPT REPORT

### **Need and Purpose**

The purpose of this project is to provide additional traffic capacity and improved operational efficiency to all intersections along the project corridor.

Within the project corridor, S.R. 87 is a four-lane divided rural major arterial and Weaver Road is a two-lane rural minor collector facility, providing access to and from I-16 to industrial, commercial, and residential destinations in the region, specifically the Ocmulgee East Industrial Park. The proposed project is required to upgrade the existing transportation infrastructure in response to the recent development of the industrial park.

### Planning Background and Project History

The I-16/S.R. 87 interchange and surrounding roadway network was originally designed to meet the requirements of a residential and agricultural area; however, growth of nearby Macon and the establishment of the industrial park have strained the existing S.R. 87 and Weaver Road corridor beyond its design capacity. Turning Movement Counts (TMCs) report that heavy trucks account for over 10% of total traffic in the AM peak hour, leaving many of the existing intersections with insufficient turning radii, storage capacity, and traffic control to handle these high truck-vehicle ratios. The recent construction of the GEICO Call Center at the intersection of S.R. 87 and Weaver Road has generated additional traffic in the peak hours that has impacted the operations of the intersection. The current intersection configuration causes vehicles to extend back into through lanes and/or attempt difficult left-turn maneuvers.

Traffic demands along S.R. 87 and at the intersection of Weaver Road have grown rapidly as a result of the development of the Ocmulgee East Industrial Park. The industrial park employs over 10,000 people. The south area of the park is currently under development to add 3,000 additional employees, bringing the total number of employees served by the industrial park to 13,000 by the 2025 design year.

### Logical Project Termini

The logical western terminus for the proposed Weaver Road widening is at the intersection with S.R. 87. This intersection currently serves as the terminus for Weaver Road, with S.R. 87 accommodating the majority of traffic to and from Weaver Road.

The logical eastern terminus for the proposed widening of Weaver Road is at the GEICO Call Center driveway. From this point the roadway tapers to the intersection of White Elk Springs Road. Because the GEICO Call Center driveway is the last major destination point along Weaver Road for traffic, this intersection was chosen as the logical eastern terminus. Adjacent to White Elk Springs Road, Brown & Williamson Inc. has announced that employee reductions will begin in August 2004 and the plant will be closed by 2006. Also, TEXTPRINT Georgia, Inc., located on Weaver Road adjacent to Brown & Williamson, Inc., has closed and remains vacant at this time.

Annual Average Daily Traffic Volumes and Levels of Service

Annual Average Daily Traffic (AADT) at the intersection of SR 87 and Weaver Road is projected to increase from the development of the Ocumulgee East Industrial Park. The 2005 AADT on Weaver Road east of the intersection is estimated to be 8,600 vehicles and is projected to double to 19,800 vehicles for the 2025 design year. The 2005 AADT on S.R. 87 north of the intersection is estimated to be 7,600 vehicles, with a projected increase to 16,600 vehicles for the 2025 design year. The 2005 AADT on S.R. 87 south of the intersection is estimated to be 16,100 vehicles and is projected to double to 31,900 vehicles for the 2025 design year.

Traffic analysis was conducted for design year traffic conditions to substantiate the need, purpose, independent utility, and logical termini of the recommended improvements. Intersection capacity analysis was performed on key intersections within the study area for the AM and PM peak hours for Build and No-Build 2025 design year conditions.

The methods used are those described in the 2000 Highway Capacity Manual. Intersection capacity is expressed in terms of level of service (LOS), which is a measure of the amount of delay and congestion experienced by motorists as they pass through an intersection. LOS is designated by the letters "A" through "F". LOS A represents free-flowing conditions with very little delay and LOS F indicates forced flow, extreme congestion and long delays. A summary of the results are shown in the table below.

<b>Summary of Intersection Capacity Analysis – Year 2025</b>				
<b>INTERSECTION</b>	<b>NO BUILD</b>		<b>BUILD</b>	
	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>
S.R. 87 @ Weaver Rd. / GEICO Driveway	F	F	C	D
Weaver Rd. @ GEICO Call Center Driveway	C	D	B	B

Without the proposed project improvements the level of service for the intersection of SR 87 and Weaver Road is LOS F during the AM and PM peak hours for the design year 2025. With the proposed project improvements, the results of the analysis show that the level of service for the intersection is D or greater for the 2025 design year.

Safety Improvements

An inventory of historical accident data from 2000 to 2002 is provided in the table below. The table lists the total number of accidents and injuries coded to SR 87 within the proposed project termini. No fatalities were recorded during this time period. Accordingly, the accident and injury rates were calculated and shown beside the statewide rates for a rural principal arterial, the assigned functional class of SR 87. The accident and injury rates provided are in units of 100 million vehicle miles.

History of Traffic Accidents

Year	No. Of Accidents	Accident Rate	Statewide Rate	No. Of Injuries	Injury Rate	Statewide Rate
2000	12	296	143	4	99	83
2001	15	369	137	1	25	79
2002	15	415	141	11	304	82

The results indicate that SR 87 currently operates at above average accident and injury rates as compared to similar facilities statewide. The proposed improvements to SR 87, include additional turn lanes at its intersections, which will help to reduce the risk of various common accidents, specifically rear-end and angle collisions.

Other Projects in the Area

- GDOT Project FLF-450 (8) P.I. Number 362695 – SR 540/Eisenhower Parkway from I-16 North to SR 19/US 80/Emery Highway – New construction.
- GDOT Project FLF-540 (17) P.I. Number 363630 – SR 540/Eisenhower Parkway Extension from Lower Boundary Street East of I-16 – New construction.

The proposed project is included in the Macon Area Transportation Study (MATS) 2015 Plan, as well as the State Transportation Improvement Program (STIP) as Project #333055, STP-066-1(36).

**Project Location:** Project STP-066-1(36) is located approximately ½ mile north of the I-16/S.R. 87 interchange southeast of the city of Macon in Bibb County. The total length of all project segments is approximately 1.43 miles.

<u>Roadway Project Termini</u>	<u>From M.P.</u>	<u>To M.P.</u>	<u>Length</u>
SR 87/Ocmulgee East Boulevard	3.29	4.35	1.06 miles
CR 165/Weaver Road	0.00	0.37	0.37 mile

**Description of the Approved Concept:** The approved concept consisted of the widening and reconstruction of Weaver Road (CR 165) from SR 87 (Ocmulgee East Boulevard) to approximately 715 feet west of White Elk Springs Road (CR 463) from a 2-lane rural roadway to a 4-lane divided urban roadway with a 20' raised median, curb and gutter and 5' sidewalks on both sides. Improvements to local intersections and approaches on SR 87 are included as a result of the Weaver Road widening. Additional intersection and roadway improvements occur along the project corridor and consist of widening the railroad overpass on southbound SR 87 to provide a right-turn lane onto the I-16 Westbound On-Ramp; resurfacing and re-striping the I-16 Eastbound Off-Ramp to provide two left-turn lanes onto SR 87; installing new traffic signals at SR 87 and the GEICO/YKK driveways; installing roadway lighting along SR 87 from the I-16 Eastbound Off-Ramp to the Bernd Elementary School north of Lanier Heights Road (CR 167) and high mast lighting at the I-16 Interchange.

**PDP Classification:** Major   X   Minor

Revised Concept Report page 4  
Project Number: STP-066-1 (36)  
P.I. Number: 333055  
County: Bibb

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

**Functional Classification:**

SR 87/Ocmulgee East Boulevard:  
CR 165/Weaver Road

FAP Rural Principal Arterial  
FAU Urban Collector Street

**U. S. Route Number(s):** none

**State Route Number(s):** SR 87

**Traffic (AADT), as shown on the approved concept:**

<u>Roadway</u>	<u>Base Year 2000</u>	<u>Design Year 2025</u>
SR 87/Ocmulgee East Boulevard	43,100	59,100
CR 165/Weaver Road	33,500	36,600

**Proposed features to be revised:** The primary features proposed for revision are the size and type of median on Weaver Road. The road's existing alignment is retained and the typical sections for Weaver Road and the GEICO driveway are modified. The revision of the median on Weaver Road reduces the required right-of-way of the project, but requires a re-evaluation of environmental impacts. This proposed revision resulted from additional traffic studies conducted during preliminary design. The most recent traffic information revealed that traffic generated by the GEICO Call Center is less than previously projected. A revised traffic flow diagram is attached.

**Describe the revised feature(s) to be approved:** Descriptions of the proposed revisions to the approved concept are as follows:

- The 20-foot raised median originally proposed for Weaver Road would be changed to a 14-foot flush median
- A traffic signal would not be installed at the intersection of SR 87 at the GEICO/YKK Driveway as a part of this project but future signalization would not be precluded by this project.

**Updated traffic data (AADT):**

<u>Roadway</u>	<u>Base Year 2005</u>	<u>Design Year 2025</u>
SR 87/Ocmulgee East Boulevard	16,100	31,900
CR 165/Weaver Road	8,600	19,800

**Programmed/Schedule:**

P.E. 1999 R/W: 2005 Construction: 2006

**Revised cost estimates**

1. Construction Cost	\$ 5,002,525
2. Right-of-way Cost	\$ 1,050,000
3. Utilities Cost	\$ <u>LOCALS</u>
<b>Totals</b>	<b>\$ 6,052,525</b>

Is the project located in a Non-attainment area?  Yes  No

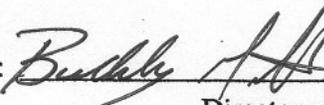
The proposed project concept maintains two northbound and two southbound through lanes on S.R. 87 (Ocmulgee East Boulevard) and two through lanes east and west bound on Weaver Road (CR 165). From the 2030 Long Range Transportation Plan (LRTP), the project provides additional turn lanes on S.R. 87 and widens the western part of Weaver Road to White Elk Springs Road. The proposed opening year is 2009. This project matches the description in the Air Quality Conformity Determination Report.

**Recommendation:** This Office recommends that the proposed revision to the concept be approved for implementation.

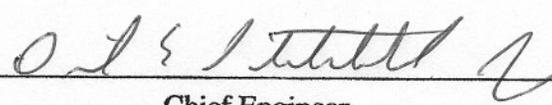
**Attachments:**

1. Project Location Map
2. Cost Estimates
  - a. Construction
  - b. Right of Way
3. AQCD Model
4. Typical Section
5. Traffic Analysis & Traffic Flow Diagrams

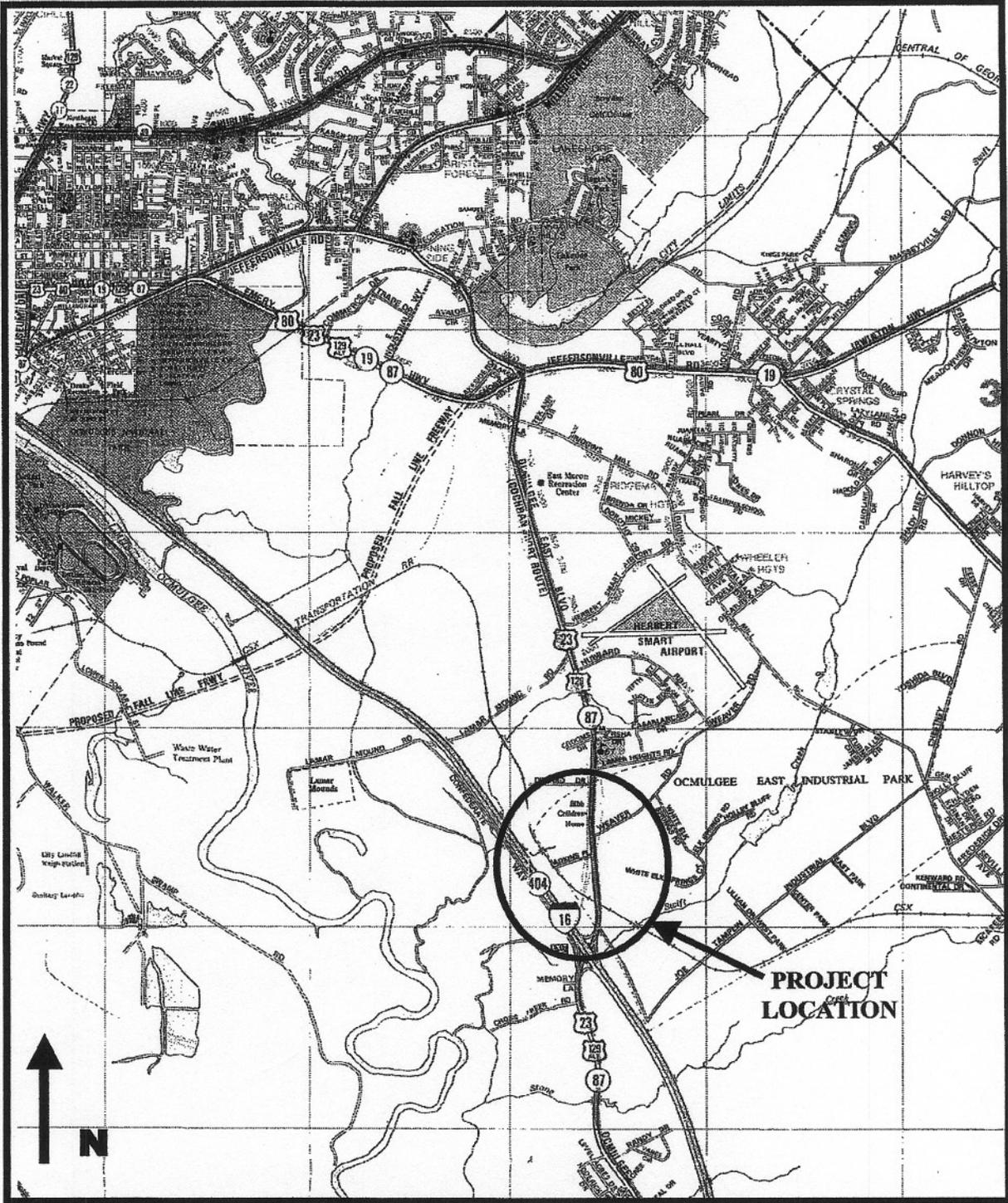
- Exempt project

Concur: 

Director of Preconstruction

Approve: 

Chief Engineer



**Estimate Report for file "STP-066-1 (36)"**

<b>Section Major Structures</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0000	15000.00	SF	85.00	BRIDGE (RAILROAD)	1275000.0
<b>Section Sub Total:</b>					<b>\$1,275,000.00</b>

<b>Section Grading and Earthwork</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1.00	LS	701646.00	GRADING COMPLETE -	701646.0
<b>Section Sub Total:</b>					<b>\$701,646.00</b>

<b>Section Drainage</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
455-0001	20.00	SY	3.28	FILTER FABRIC	65.6
550-1180	2122.00	LF	27.69	STORM DRAIN PIPE, 18 IN, H 1-10	58758.18
550-1240	1000.00	LF	32.63	STORM DRAIN PIPE, 24 IN, H 1-10	32630.00
550-1300	80.00	LF	42.01	STORM DRAIN PIPE, 30 IN, H 1-10	3360.79
550-1361	630.00	LF	54.16	STORM DRAIN PIPE, 36 IN, H 10-15	34120.79
550-3518	6.00	EA	575.30	SAFETY END SECTION 18 IN, STORM DRAIN, 6:1 SLOPE	3451.79
550-4218	2.00	EA	393.05	FLARED END SECTION 18 IN, STORM DRAIN	786.1
550-4230	4.00	EA	643.36	FLARED END SECTION 30 IN, STORM DRAIN	2573.44
550-4236	1.00	EA	863.40	FLARED END SECTION 36 IN, STORM DRAIN	863.4
603-1024	20.00	SY	55.00	STN PLAIN RIP RAP, 24 IN	1100.0
668-1100	7.00	EA	1755.45	CATCH BASIN, GP 1	12288.15
668-2100	14.00	EA	1895.69	DROP INLET, GP 1	26539.66
<b>Section Sub Total:</b>					<b>\$176,537.93</b>

<b>Section Base &amp; Paving</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	23892.00	TN	13.89	GR AGGR BASE CRS, INCL MATL	331859.88
402-3121	7280.00	TN	36.09	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	262735.2
402-3130	2433.00	TN	36.91	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	89802.03
402-3190	4142.00	TN	39.07	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	161827.94
413-1000	6481.00	GL	0.95	BITUM TACK COAT	6156.95
<b>Section Sub Total:</b>					<b>\$852,382.00</b>

<b>Section Concrete Work</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
439-0026	4250.00	SY	49.34	PLAIN PC CONC PVMT, CL 3 CONC, 12 INCH THK	209695.0
441-0016	222.00	SY	28.57	DRIVEWAY CONCRETE, 6 IN TK	6342.54
441-0018	470.00	SY	33.70	DRIVEWAY CONCRETE, 8 IN TK	15839.00
441-0748	6240.00	SY	30.54	CONCRETE MEDIAN, 6 IN	190569.6
441-4020	205.00	SY	27.75	CONC VALLEY GUTTER, 6 IN	5688.75
441-4030	440.00	SY	33.98	CONC VALLEY GUTTER, 8 IN	14951.19
441-6720	14948.00	LF	10.75	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	160691.0
<b>Section Sub Total:</b>					<b>\$603,777.09</b>

<b>Section Signing, Striping and Lighting</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1031	144.00	SF	17.34	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	2496.96
636-2070	224.00	LF	6.64	GALV STEEL POSTS, TP 7	1487.36
647-1000	1.00	Lump Sum	80000.00	TRAFFIC SIGNAL INSTALLATION (1)	80000.0
647-1000	1.00	Lump Sum	80000.00	TRAFFIC SIGNAL INSTALLATION (2)	80000.0

647-1000	1.00	Lump Sum	80000.00	TRAFFIC SIGNAL INSTALLATION (3)	80000.0
647-1000	1.00	Lump Sum	80000.00	TRAFFIC SIGNAL INSTALLATION (4)	80000.0
647-1000	1.00	Lump Sum	80000.00	TRAFFIC SIGNAL INSTALLATION (5)	80000.0
653-1501	15560.00	LF	0.25	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	3890.0
653-1502	15100.00	LF	0.23	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	3473.0
653-1704	250.00	LF	3.18	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	795.0
653-6004	250.00	SY	2.39	THERMOPLASTIC TRAF STRIPING, WHITE	597.5
653-6006	250.00	SY	2.53	THERMOPLASTIC TRAF STRIPING, YELLOW	632.5
681-4324	30.00	EA	1780.00	LIGHTING STD, 32 FT MH, 15 FT ARM	53400.0
681-6900	8.00	EA	1025.00	LUMINAIRE -	8200.0
683-1101	8.00	EA	12668.21	LIGHTING TOWER, STEEL, 100 FT MH, INCL LOWERING EQUIP	101345.68
<b>Section Sub Total:</b>					<b>\$576,318.00</b>

<b>Section Guardrail</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
610-1055	900.00	LF	2.00	REM GUARDRAIL	1800.0
641-1100	900.00	LF	28.03	GUARDRAIL, TP T	25227.0
641-1200	4005.00	LF	11.48	GUARDRAIL, TP W	45977.4
641-5001	8.00	EA	434.60	GUARDRAIL ANCHORAGE, TP 1	3476.8
641-5012	16.00	EA	1424.01	GUARDRAIL ANCHORAGE, TP 12	22784.16
<b>Section Sub Total:</b>					<b>\$99,265.36</b>

<b>Section Traffic Control &amp; Mobilization</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1.00	LS	125000.00	TRAFFIC CONTROL -	125000.0
<b>Section Sub Total:</b>					<b>\$125,000.00</b>

<b>Section Landscaping</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0230	1300.00	LB	1.66	TEMPORARY GRASSING	2158.0
163-0550	21.00	EA	174.84	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	3671.64
171-0010	9740.00	LF	1.69	TEMPORARY SILT FENCE, TYPE A	16460.6
171-0030	350.00	LF	3.09	TEMPORARY SILT FENCE, TYPE C	1081.5
700-9920	1300.00	LB	49.77	GRASSING, RIPARIAN SEED MIX	64701.00
<b>Section Sub Total:</b>					<b>\$88,072.74</b>

<b>Section Miscellaneous Items</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1.00	EA	49749.21	FIELD ENGINEERS OFFICE TP 3	49749.21
<b>Section Sub Total:</b>					<b>\$49,749.21</b>

**Total Estimated Cost: \$4,547,748.33**

<b>Subtotal Construction Cost</b>	<b>\$4,547,748.33</b>
E&C Rate 10.0 %	\$454,774.83
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
<b>Total Construction Cost</b>	<b>\$5,002,523.16</b>
Right Of Way	\$0.00

ReImb. Utilities \$0.00

---

**Grand Total Project Cost \$5,002,523.16**

BLK/W  
BOWMAN  
RICHARDSON  
OTHER  
GROUPS  
FILE

*Therese (Jonathan)*

# Department of Transportation State of Georgia

-----  
Interdepartmental Correspondence



**FILE** Preliminary R/W Cost Estimate **OFFICE** R/W  
**DATE** June 21, 2005

*DB/GAM*

**FROM** Don Brown, Right of Way Administrator

**TO** Ben Buchan., State Urban Design Engineer

**ATTN:** Jonathan Craig

**SUBJECT** Preliminary Right of Way Cost Estimate  
Project: STP-066-1(36)Bibb  
P.I. No.: 333055  
Description: SR 87 / Macon from Joe Tamplin Exit to and along Weaver Rd. to W. Elk

Per your request, we have reviewed the Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the Cost Estimate does conform to our current guidelines.

If you have any questions, please contact Jerry Milligan at District 7 Right of Way Office at (770) 986-1541.

DB:GAM:gm  
Attachments  
Cc: Wilhelmina Mueller, Chief of Appraisal & Review  
File

**RIGHT OF WAY COST ESTIMATE**

DATE: 4-18-05  
 PROJECT: STP-066-1(36)  
 PROJECT DESCRIPTION: Ocmulgee East Blvd.

P.I. #: 333055  
 PARCELS: 13

LAND: (Includes Fee Simple and Easement and is listed by category)

Right of Way: \$ 226,900.00

Permanent Easement: \$ 351,900.00

**Total** \$ 578,800.00

IMPROVEMENTS: (Includes Related Site Improvement)

**Total** \$ 35,000.00

**RELOCATION:**

Businesses (# Displaced x \$15,000):

Residential Tenant: (# Displaced x \$20,000): \$20,000.00

Residential Owner (# Displaced x \$34,000):

**Total** \$ 20,000.00

DAMAGES: (Includes Cost to Cure and Trade Fixtures) \$ .00

Signs: \$ .00

**Total** \$ .00

**Estimated Cost of Right of Way** \$ 633,800.00

C/O, Condemnation Increase & Legal Cost (50% of R/W) \$ 289,400.00

Fee Acquisition Cost \$ N/A

Fee Appraisal Cost \$ N/A

Condemnation Cost (# Par x 10% x \$5,500) \$ 7,150.00

Incidentals (# Par x \$1,500) \$ 19,500.00

**Net Cost** \$ 949,850.00

Inflation (10% rural, 25% urban) \$ 94,985.00

**TOTAL COST** \$1,044,835.00

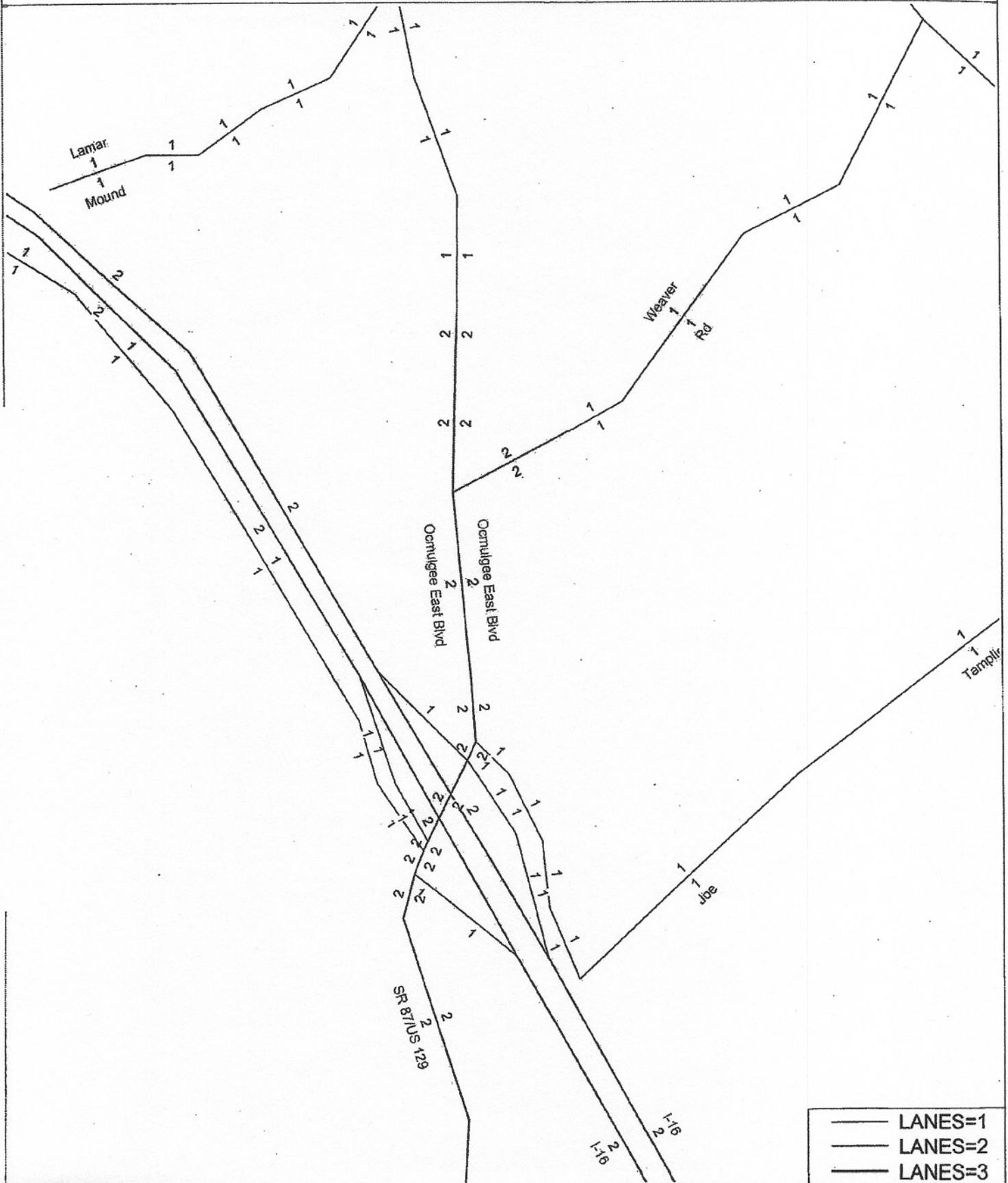
**TOTAL COST (ROUNDED)** \$1,050,000.00

Credits: # Hours

Cc:  
 Attachment(s): Project Location Map; Comparable Sales Data

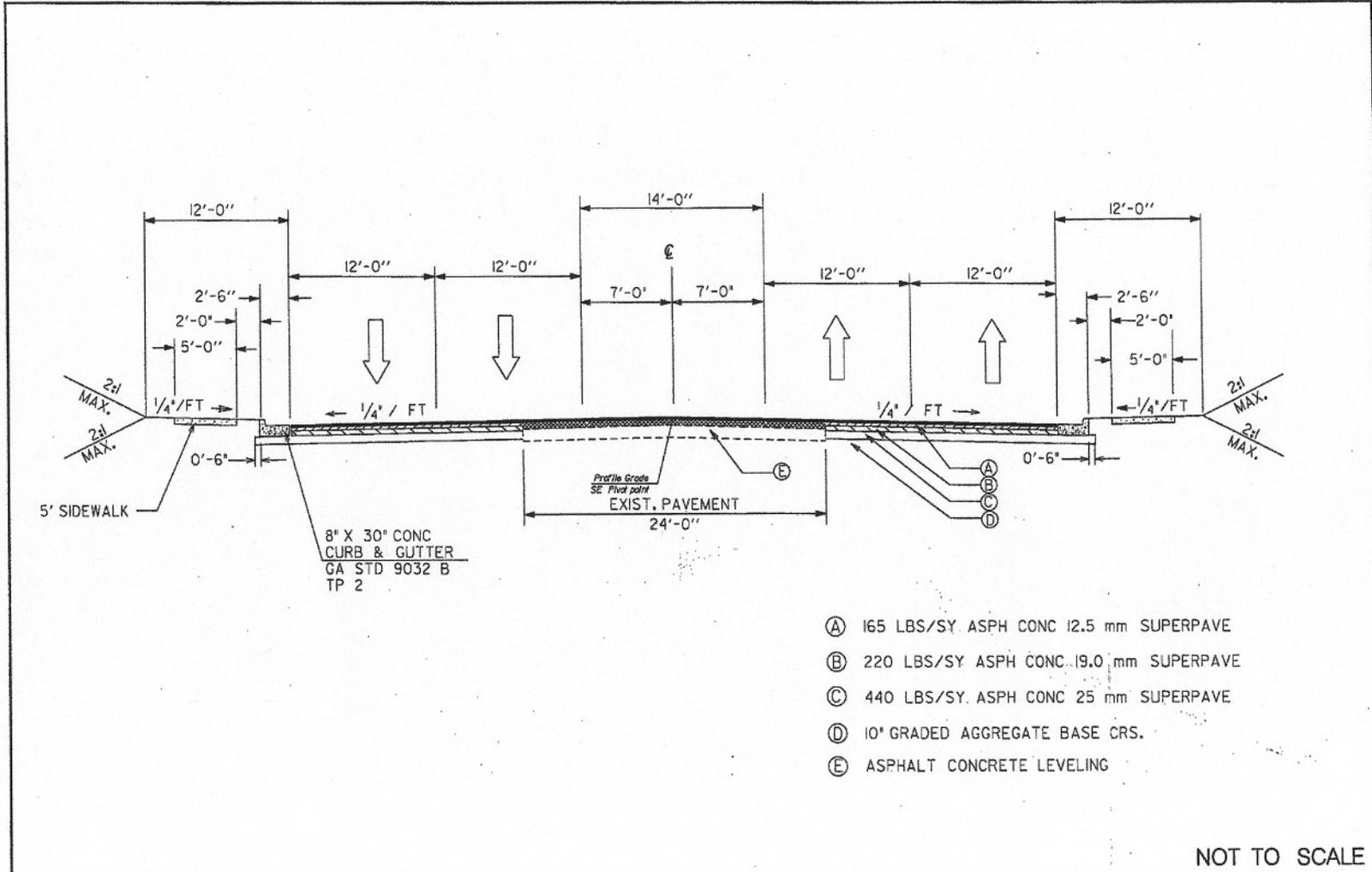
REVISED: 9-5-03

Macon Area Transportation Study  
 2030 Long Range Transportation Plan  
 Number of Directional Lanes by Segments



— LANES=1  
 — LANES=2  
 — LANES=3





Moreland Altobelli  
Associates, Inc.

WEAVER ROAD  
TYPICAL SECTION

FIGURE  
A-1

## TRAFFIC ANALYSIS & TRAFFIC FLOW DIAGRAMS

Preliminary traffic studies were conducted for the project to determine the lane configuration requirements of the project. The traffic on Weaver Road shown in the approved concept was estimated on the projected development of the GEICO Call Center and increases in employment numbers at Brown & Williamson, Inc. Currently, Brown & Williamson, Inc. has announced that employee reductions will begin in August 2004 and the plant will be closed by 2006. Also, TEXTPRINT Georgia, Inc., located on Weaver Road adjacent to Brown & Williamson, Inc., has closed and remains vacant at this time. Consequently, traffic data was collected on Weaver Road at SR 87 in January 2004. This traffic data indicated that the traffic to and from the GEICO Call Center is much less than was originally projected. One possible reason for this is the GEICO Call Center is operating shift traffic. Therefore, GEICO Call Center traffic does not impact the AM and PM peak hours of the street traffic as initially projected.

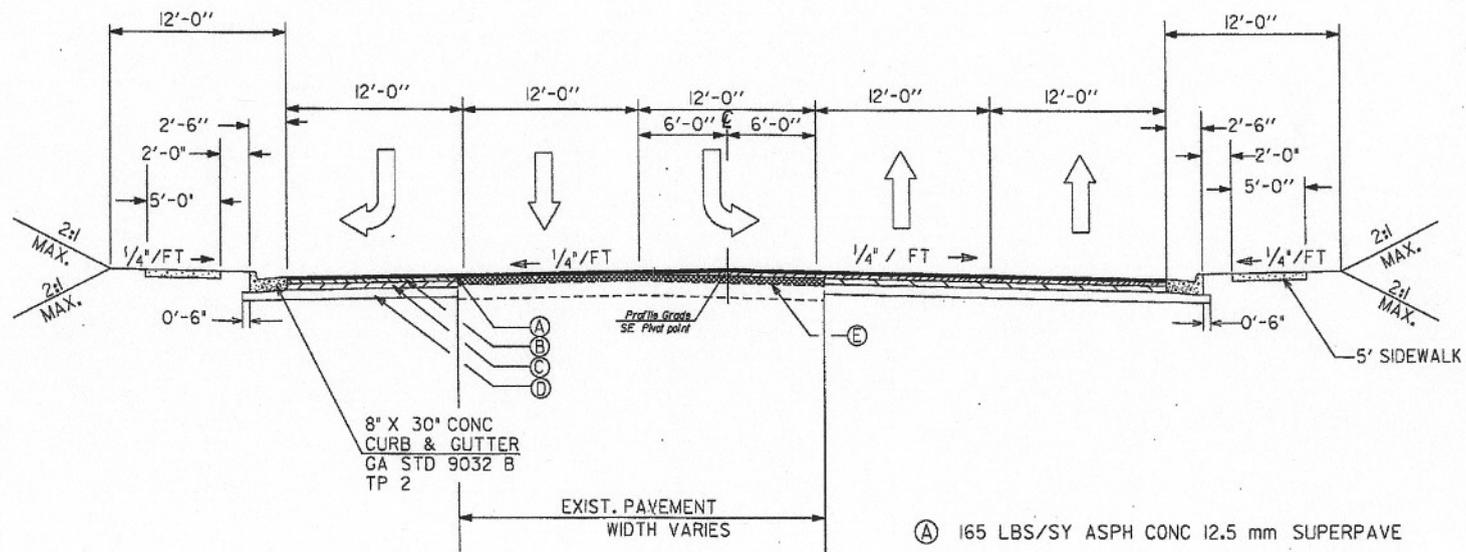
The existing traffic data includes the Brown & Williamson traffic and the GEICO Call Center. The existing traffic data collected at the time of the original concept included only the Brown & Williamson traffic. The Brown & Williamson traffic was then subtracted from the new existing traffic data to represent the closing of the plant. The remaining traffic was increased to represent the further expansion of the GEICO Complex and the redevelopment and new development of the surrounding Ocmulgee Industrial Park.

Intersection capacity analyses were performed on each of the key intersections within the study area for the AM and PM peak hours with the new future traffic volumes. These analyses were performed for Build and No Build 2025 design year conditions.

The methods used are those described in the 2000 Highway Capacity Manual. Intersection capacity is expressed in terms of level of service (LOS), which is a measure of the amount of delay and congestion experienced by motorists as they pass through an intersection. LOS is designated by the letters "A" through "F". LOS A represents free-flowing conditions with very little delay and LOS F indicates forced flow, extreme congestion and long delays. A summary of the results are shown in the table below.

<b>Summary of Intersection Capacity Analysis – Year 2025</b>				
<b>INTERSECTION</b>	<b>NO BUILD</b>		<b>BUILD</b>	
	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>
S.R. 87 @ Weaver Rd. / GEICO Driveway	F	F	C	D
Weaver Rd. @ GEICO Call Center Driveway	C	D	B	B

Without the proposed project improvements the level of service for the intersection of SR 87 and Weaver Road is LOS F during the AM and PM peak hours for the design year 2025. With the proposed project improvements, the results of the analysis show that the level of service for the intersection is D or greater for the 2025 design year.



- (A) 165 LBS/SY ASPH CONC 12.5 mm SUPERPAVE
- (B) 220 LBS/SY ASPH CONC 19.0 mm SUPERPAVE
- (C) 440 LBS/SY ASPH CONC 25 mm SUPERPAVE
- (D) 10" GRADED AGGREGATE BASE CRS.
- (E) ASPHALT CONCRETE LEVELING

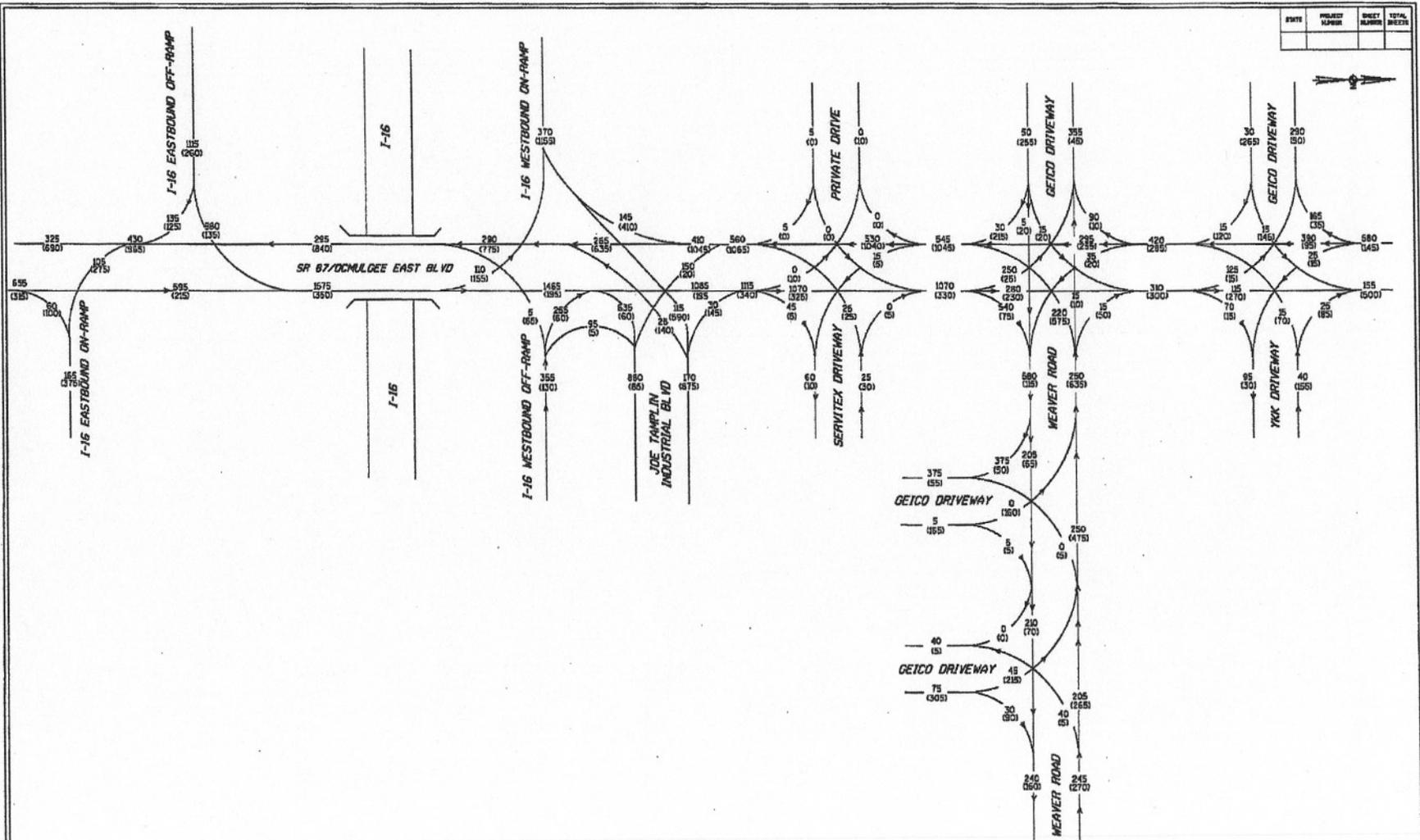
NOT TO SCALE

**MA** Moreland Altobelli  
Associates, Inc.

GEICO DRIVEWAY  
TYPICAL SECTION

FIGURE  
A-2

DATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS



00 AM PEAK HOUR  
 (00) PM PEAK HOUR

REVISIONS			
NO.	DATE	BY	DESCRIPTION

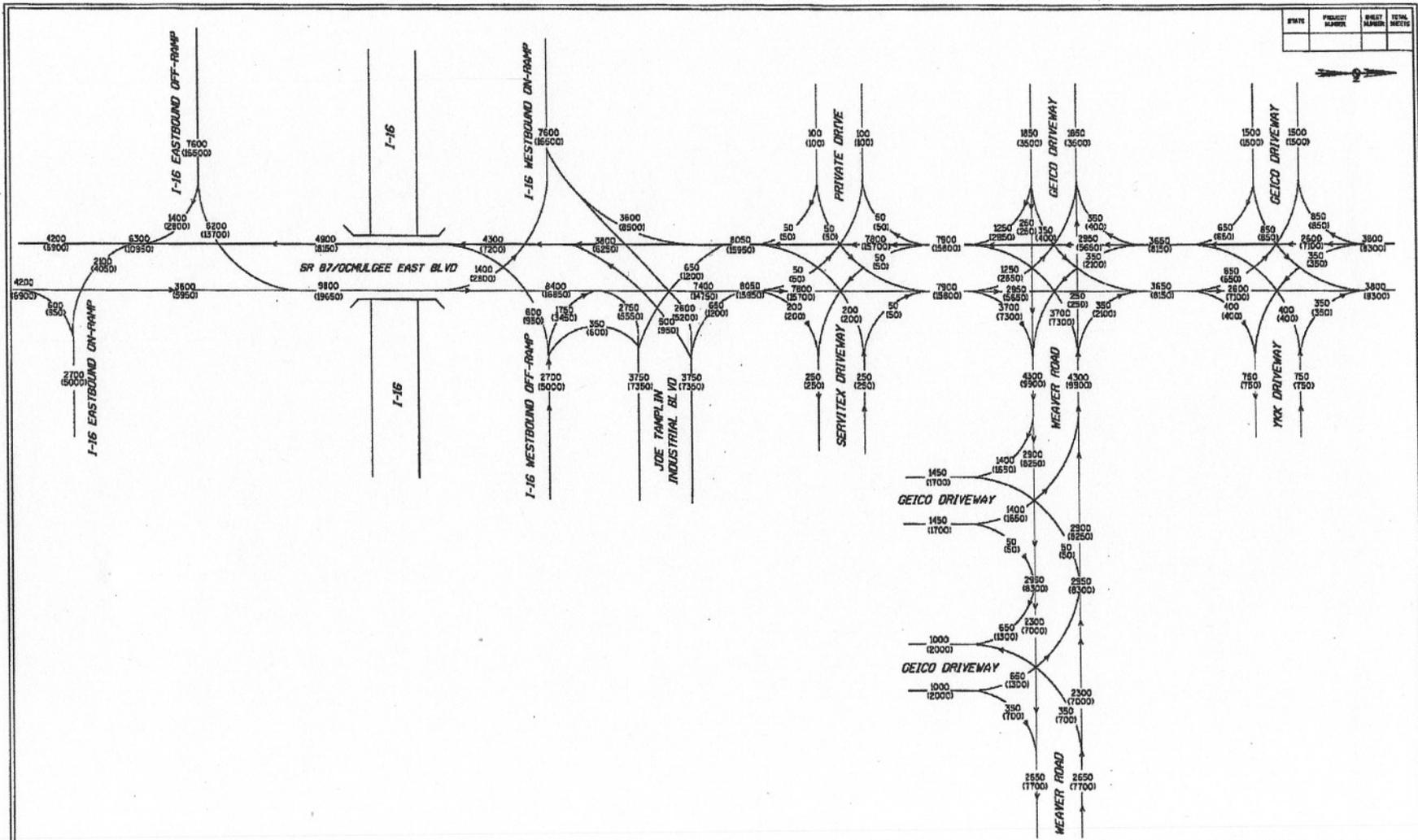
**MA** **Meredith Albright**  
 Associates, Inc.  
 2211 Spring Hill Road  
 Marietta, Georgia 30066  
 Telephone: 770-575-2024

NO.	DATE	BY	DESCRIPTION

Department of Transportation  
 State of Georgia

SR 87/OCUMULGEE EAST BLVD  
 EXISTING PEAK HOUR TRAFFIC  
 TRAFFIC FLOW DIAGRAM

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS



00 2005 ADT  
 (00) 2025 ADT

REVISIONS			
NO.	BY	DATE	DESCRIPTION

**MA** Maryland Aligbelli  
 Associates, Inc.  
 2211 Meyer Rd  
 Suite 100  
 Gaithersburg, MD 20878  
 Telephone: (301) 251-1100

NO.	DATE	BY	DATE	BY

Department of Transportation  
 State of Georgia

SR 87/OCUMULGEE EAST BLVD  
 2005/2025 AVERAGE DAILY TRAFFIC  
 TRAFFIC FLOW DIAGRAM