

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** PRP-8530-26(021) Bibb County **OFFICE** Preconstruction  
P. I. No. 350595  
**DATE** October 20, 1999  
**FROM**   
C. Wayne Hutto, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

**SUBJECT PROJECT CONCEPT REPORT APPROVAL**

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Walker Scott  
David Mulling  
David Studstill (ATTN: Harvey Keeper)  
Jerry Hobbs  
Herman Griffin  
Georgene Geary (ATTN: Michael Henry)  
Marion Waters  
Marta Rosen  
Paul Liles  
Don Mills  
Glenn Durrence

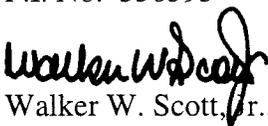
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**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** PRP-8530-26(021) Bibb County **OFFICE** Preconstruction  
P.I. No. 350595 **DATE** September 24, 1999

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

**TO** Wayne Shackelford, Commissioner

**SUBJECT PROJECT CONCEPT REPORT**

This project comprises the South Downtown Connector, in Macon, which will extend Little Richard Penniman Boulevard eastward on new location from Telfair Street/CS664 to MLK Jr Boulevard/US 80 for a total of 0.50 mile.

The project will begin at the intersection of Telfair Street and Little Richard Penniman Boulevard and traverse eastward across Edgewood Avenue and follow Elm Street from Second Street to Third Street. The alignment will then intersect MLK Jr Boulevard mid block between Elm Street and Edgewood Avenue. The proposed project will provide the multilaned facility that is needed to provide safe access to MLK Jr Boulevard for the surrounding neighborhood and through traffic. The proposed typical section will consist of a four lane divided urban section with 20' raised median (landscaped by others), four, 12' through lanes, curb and gutter and 5' contiguous sidewalks on both sides of the roadway. Traffic is projected to be 6,865 VPD in the year 2000 and 8,440 VPD in the year 2020. The proposed design speed is 45 MPH and access will be partial limited. Traffic will be maintained on the existing network of roads and streets during construction.

The eastern termini of the project at Martin Luther King Jr. Boulevard is justified by the high traffic volumes that will be leaving the South Downtown Connector at this point. Traffic will be utilizing MLK Jr Boulevard for its present connection between SR 247 to the south and I-16 to the north. The proposed project at the intersection with MLK Jr. Boulevard will operate at a level of service "B" in the a.m. peak hour and a level of service "C" in the p.m. peak hour in the design year. The ultimate destination of the extension will be the Seventh Street Industrial area via Macon-Bibb County road improvement project #2.

Environmental concerns include requiring a GEPA document be prepared; 25 residences displaced; a public hearing is required; time saving procedures are not appropriate.

PRP-8530-26(021) Bibb  
September 24, 1999

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$2,939,000	\$1,791,000	LR	LR
Right-of-Way & Utilities*	Local	Local		

\*Bibb County signed contract on 2-12-98 to be responsible for preliminary engineering, right-of-way and utilities.

I recommend this project concept be approved.

WWS:JDQ/cj

Attachment

CONCUR

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

APPROVE

  
\_\_\_\_\_  
Wayne Shackelford, Commissioner

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** PRP-8530-26(021) Bibb  
P.I. Number 350595

**OFFICE:** Atlanta, Georgia

**DATE:** October 23, 1998

**FROM:** Bob Mustin, Project Review Engineer *OM*

**TO:** Wayne Hutto, Assistant Director of Pre-construction

**SUBJECT:** CONCEPT REPORT

We have reviewed the concept report submitted October 22, 1998 by the letter from Joseph P. Palladi dated October 19, 1998, and have the following comments:

1. The estimated right of way costs, reimbursable utility costs, preliminary engineering costs were not included in the concept report.

The costs for the project are:

Construction	\$1,523,000
Inflation	\$ 240,000
E&C	\$ 176,000
Preliminary Engineering	\$ ? (LGPA)
Reimbursable Utilities	\$ ? (LGPA)
Right of Way	\$ ? (LGPA)

DTM

c: Joe Palladi





## PROJECT CONCEPT REPORT

**DATE: 8/28/98**

**PROJECT NUMBER: PRP-8530-26(021)**

**COUNTY: Bibb**

**DESCRIPTION:** The project will extend Little Richard Penniman Boulevard eastward on new location from Telfair Street (CS 664) to Martin Luther King Jr. Boulevard (MLK Jr. Blvd.) (US 80, 129, Bus 41; SR 11, 29, 49) using portions of the existing Edgewood Avenue and Elm Street. The ultimate destination of the extension will be the Seventh Street Industrial Area via Macon-Bibb County Road Improvement project #2 (Edgewood Avenue). The project will be constructed as a four-lane divided urban roadway with a raised landscaped median. Sidewalks will be provided on both sides of the route.

**LENGTH: 0.8 km**

**P.I. NO.: 350595**

**U.S. ROUTE NO.: None**

**STATE RT. NO.: None**

**LOCATION:** Edgewood Avenue and Elm Street from Telfair Street (CS 664) to Martin Luther King Jr. Boulevard (MLK Jr. Blvd.) (US 80, 129, Bus 41; SR 11, 29, 49).

**MILE POINT REFERENCE: NA**

**TRAFFIC (TWO-WAY AADT):**

**YEAR-2000 AADT-6,865**

**YEAR-2020 AADT-8,440**

PDP CLASSIFICATION	NON-CA	CA	EX	SF	FUNCTION CLASSIFICATION
<u>Major</u>	()	()	(X)	()	Urban Minor <u>Arterial</u>

**ACCIDENTS HISTORY:**

<u>YEAR</u>	<u># OF ACCIDENTS</u>
1995	19
1996	17
1997	7

**EXISTING DESIGN**

**TYPICAL SECTION: ±9.1 m roadway with curb and gutter and sidewalks on both Edgewood Avenue and Elm Street.**

**POSTED SPEED:**

**Edgewood Avenue and Elm Street - 35 mph (60 km/h)**

**MIN. EXISTING RADIUS OF CURVE**

**MAX. EXISTING GRADE**

**N/A**

**10%**

**EXISTING MAJOR STRUCTURES: None**

**FEATURES INTERSECTED: None**

**PROJECT NEED & PURPOSE: See attached**

## PROPOSED PROJECT CONCEPT

**PROPOSED TYPICAL SECTION:** four-lane divided urban section with 6 m raised landscaped median, four 3.6 m through lanes, 0.75 m curb and gutter and 1.5 m contiguous sidewalks on both sides of the roadway; proposed shoulder 3.6 m.

**RIGHT-OF-WAY WIDTH:** 30 m

**DESIGN SPEED:** 70 km/h

<b>MIN. RADIUS OF CURVE:</b>	<b>ALLOWABLE: 220 m</b>	<b>PROPOSED: 220 m</b>
<b>MAX. GRADE:</b>	<b>ALLOWABLE: 8.5%</b>	<b>PROPOSED: 7.5%</b>

**TYPE ACCESS:** Partial Control Access

**TRAFFIC CONTROL DURING CONSTRUCTION:** Traffic to be maintained during construction on existing pavement

**PROPOSED STRUCTURES:**

None

**DESIGN EXCEPTIONS TO BE REQUIRED:**

CONTROLLING CRITERIA	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)

**NUMBER OF PARCELS:** 39

**DISPLACEMENTS:** 25 Residential anticipated

**LEVEL OF ENVIRONMENTAL ANALYSIS:** GEPA

**PUBLIC INVOLVEMENT:** Public Meeting to be held

**PERMITS REQUIRED (COE 404, WATER QUALITY, TVA):** none anticipated

**TIME SAVINGS PROCEDURES APPROPRIATE:** ( ) YES (X) NO

**LOCAL GOVERNMENT COMMITMENTS:** County government to fund design, right-of-way acquisition and utility relocation

**OTHER PROJECTS IN THE AREA:**

1. Edgewood Avenue (Macon/Bibb project #2) from MLK Jr. Blvd to Seventh Street Industrial Area.
2. Telfair St. / Jeff Davis (Macon/Bibb project #29) from Felton Ave. to South Downtown Connector.
3. Martin Luther King Blvd. (Macon/Bibb project #35b) from Oglethorpe St. to Edgewood Avenue.

**CONCEPT TEAM MEETING DATE:** August 17, 1998

**PROBABLE LOCATIONS OF USTS:** None Known

**PROBABLE LOCATIONS OF HAZARDOUS WASTE:** None known

**OTHER ALTERNATES CONSIDERED:**

1. Utilize existing Edgewood Avenue. This alternate was the original proposed route for the South Downtown Connector because it provided the most direct route to Martin Luther King Jr. Boulevard (MLK Jr. Blvd.). Two major factors eliminated this alternate as the preferred route. These included the impact on the Tindall Heights neighborhood and the grade difficulties at the intersection with MLK Jr. Blvd. The Edgewood Avenue option would require the displacement of 21 structures of which 90% are occupied. This is opposed to the current proposed route which would require the demolition of 25 structures of which 40% currently are unoccupied. The Edgewood Avenue alternate would also require a bridge over MLK Jr. Blvd. The average existing grade between Third Street and MLK Jr. Blvd. is 10%, while the last 100 feet of Edgewood Avenue before the intersection is at a 16% grade. The only feasible way for an improved roadway to traverse this area would be to bridge MLK Jr. Blvd. This would then have the consequence of denying direct access to a major cross street and the project's termini. The current proposed route would circumvent the more prominent parts of the hill which Edgewood Avenue sets upon, providing an at grade intersection with MLK Jr. Blvd.
2. Closely paralleling the Norfolk Southern railroad track. This alternate would be a longer more indirect route and would also require a bridge over MLK Jr. Blvd.
3. No build.

**COMMENTS:**

1. Martin Luther King Jr. Boulevard was previously known as Broadway Lane.
2. A traffic signal will be installed at the intersection with Martin Luther King Jr. Blvd. The traffic signal at Telfair Street and Little Richard Penniman will be upgraded.
3. Two sets of traffic analysis are provided. The first set labeled 'Telfair St. to MLK Jr. Blvd.' assumes that the Edgewood Avenue upgrade to the Seventh Street Industrial Area is not constructed. The second case labeled 'Telfair St. to Edgewood Ave.' assumes the Edgewood Ave. upgrade to the Seventh Street Industrial Area is constructed.
4. At the August 17, 1998 concept meeting a request was made *to look into the possibility of providing dual left turn lanes on the South Downtown Connector at the intersection with Martin Luther King Jr. Boulevard.* After determining that this left turn movement with only one turn lane will operate at a Level of Service 'B' in the AM peak hour and a Level of Service 'C' in the PM peak hour in the design year, we recommend not providing dual left turn lanes.
5. At the August 17, 1998 concept meeting a question was asked referring to the high amount of excavation in the project. Some of this material will be removed outside of the Right of Way, however no additional structures are anticipated to be taken at this time with this removal. The excavation will occur within temporary construction easements to be purchased by the local government.
6. At the August 17, 1998 concept meeting a request was made *to look into the possibility of providing a wider median at the intersection of Third Street and the South Downtown Connector with the purpose of 'shadowing' school busses attempting to cross at this point.* With the signalized intersection of MLK Jr. Blvd one block to the east providing safe passage for school buses across the project, we do not feel a wider median is warranted in this location.
7. At the August 17, 1998 concept meeting GDOT Engineering Services inquired as to the skew of the intersection of the South Downtown Connector and Martin Luther King Jr. Blvd. This intersection will have a skew angle of 60°. The intersection section of Telfair Street and the South Downtown Connector at the beginning of the project will have will have a skew angle of 63°. The South Downtown Connector crosses Martin Luther King Jr. Boulevard at the only feasible location for an at grade intersection. Moving this intersection north or south would induce the previously mentioned grade problems.
8. At the August 17, 1998 concept meeting a request was made *to look into the feasibility of the new facility being limited access.* We recommend that the South Downtown Connector not be limited access due to the change in land use between Telfair Street and MLK. Of the entire corridor from I-75 to MLK, approximately 50% would be limited access (I-75 to Telfair Street) with the area from Telfair Street to MLK not being limited access. A limited access facility through this residential area of the project would render many parcels of property unusable due to lack of access.
9. As part of the implementation of this project several streets will not have direct access to the new roadway or will have their current access affected. These routes include:
  - Liberty Street - This facility will have a cul-de-sac constructed just east of the current intersection with Telfair Street.
  - Edgewood Avenue - This facility will have a cul-de-sac constructed at the current intersection of First Street and Edgewood Avenue. The section of Edgewood

Avenue between the South Downtown Connector and Telfair Street will be abandoned. The pavement will be replaced by grassing. As with previous projects, research will be done to identify the original owner of the property. This owner will be given first option to purchase the property from the Local Government. If they do not purchase the property, it will be open for public bid and the property will become privately owned. A utility easement will be retained for existing services.

First Street - This facility will be abandoned between Elm Street and Edgewood Avenue. The pavement will be replaced by grassing and the property will revert to private ownership; however utility easements will be retained for existing services.

Elm Street - The western portion of this facility will have a cul-de-sac constructed just east of the current Elm Street / First Street intersection. The eastern portion of this facility will be replaced by grassing and the property will revert to private ownership; however utility easements will be retained for existing services.

We also recommend that the alleys being crossed by the project be granted access to the new roadway by constructing 'dust pan' drives at their tie in points on the project.

**ATTACHMENTS: PROJECT LOCATION MAP, COST ESTIMATE, NEED & PURPOSE STATEMENT, TYPICAL SECTION, ACCIDENT SUMMARY, TRAFFIC FLOW DIAGRAMS, INTERSECTION ANALYSIS, CONCEPT MEETING MINUTES AND CONCEPT MEETING LIST OF ATTENDEES.**

## NEED AND PURPOSE STATEMENT

### PROJECT # PRP-8530-26(021), P.I. # 350595 BIBB COUNTY SOUTH DOWNTOWN CONNECTOR FROM TELFAIR STREET TO MARTIN LUTHER KING JR. BLVD.

The proposed project will extend the existing Little Richard Penniman Boulevard eastward to Martin Luther King Jr. Boulevard on a new location. Beginning at the intersection of Telfair Street and Little Richard Penniman Boulevard the new roadway will traverse eastward across Edgewood Avenue and follow Elm Street from Second Street to Third Street. The South Downtown Connector will then intersect Martin Luther King Jr. Boulevard mid block between Elm Street and Edgewood Avenue. The improvements will include the installation of curb and gutter, sidewalks, and drainage structures. The existing Elm Street and Edgewood Avenue consist of an urban section with approximately 9 meters of pavement with sidewalks. The proposed project includes construction of a four lane divided urban section with a 6 meter raised grassed median on new location and upgrading sections of the existing Elm Street to a four lane divided urban section with a 6 meter raised grassed median. Median openings with left turn lanes will be provided at the Second Street and Third Street intersections. The widening of Elm Street between Second and Third Streets will be along the south side of the existing pavement to minimize impacts.

The 'South Downtown Connector' was originally proposed as a two part project to provide a feasible alternative to the heavily congested Forsyth / Cotton / Hardeman corridor that feeds the downtown area from Interstate 75. By constructing a new route into downtown, the pressure at the over-utilized Forsyth / Hardeman interchange with I-75 would be relieved by the under-utilized Mercer University Drive interchange with I-75. Phase I of the 'South Downtown Connector' has already been constructed in the form of Little Richard Penniman Boulevard and Phase II was planned to extend this improvement to Second Street. Because of the problems with a railroad crossing at Second Street, Phase II was redefined to terminate at Martin Luther King Jr. Boulevard. With this change, the current project known as the South Downtown Connector materialized.

The South Downtown Connector will supply the multi-laned facility that is needed to provide safe access to Martin Luther King Jr. Boulevard for the surrounding neighborhood and through traffic. Together Mercer University Drive (SR 74) and Little Richard Penniman Boulevard currently provide a multi-laned west to east corridor from the rapidly developing areas of west Macon, the Macon Mall, and Interstate 475 to the Downtown and Interstate 75 areas. This route currently ends at the north - south traveling Telfair Street. Approximately .8 kilometers east of this terminus, Martin Luther King Jr. Boulevard (US 80, 129; Bus 41) parallels Telfair Street. Between these two corridors lies the neighborhood of Tindall Heights, which is also bounded on the North by the Central of Georgia Railroad. Of the four roadways (Telfair Street, Second Street, Third Street, and Martin Luther King Jr. Boulevard) providing access across the railroad from Tindall Heights to the Medical Center, the Central Business District, and the rest of downtown, only Martin Luther King Jr. Boulevard provides a safe usable grade separation crossing. Telfair and Third streets both have at grade crossings while Second Street has a bridge with a severe vertical curve that makes it unusable by large vehicles used in fire protection.

Outside of the immediate area which will be affected by the South Downtown Connector, many other congested areas will see relief as a result of the construction of this new facility. Pine Street, which feeds off of the Forsyth / Hardeman corridor, traverses through the Medical Center hospital complex. Because Pine Street provides one of the few direct routes from Interstate-75 to the south downtown area, through traffic frequently interferes with health care and emergency traffic. The South Downtown Connector will provide an alternate route that will by-pass the Medical Center area. Ash Street and Oglethorpe Street connect Montpelier Avenue and Napier Avenue to the downtown area. These corridors are two lane facilities that cannot effectively handle high traffic volumes. The new roadway will serve to divert traffic from these streets to a better route.

As part of the local Macon - Bibb County Road Improvement Program several other facilities in the area will be improved. Jeff Davis / Telfair Street starting at the intersection of Telfair St. and Little Richard Penniman Blvd. will have its vertical and horizontal deficiencies corrected and its driving area standardized. Martin Luther King Jr. Boulevard will be improved northward from the current four-laned section to a four-laned section with a flush median. At the eastern terminus of the South Downtown Connector, Edgewood Ave. will be improved to a four lane facility into the Seventh Street Industrial District. The South Downtown Connector will provide the vital link between these projects that is necessary to improve the overall access and flow of traffic that the program is trying to provide for the South Macon area. With both of the South Downtown Connector's termini tying into other improvement projects, it will be necessary to have a corridor which can handle the increased traffic the other transportation facilities will deliver.

While traffic volumes along the route are not expected to be high (approximately 8500 vpd in the design year), the area will see a major shift in use. With the revitalization of the industrial areas just east of the terminus of this project and the current improvements to the entertainment district of downtown, commercial traffic will greatly increase. Existing west-east connecting routes that parallel the proposed route such as Ash Street, Oglethorpe Street, and Forsyth / Pine Street are already congested and are not equipped to handle a shift in use.

The eastern termini of the project at Martin Luther King Jr. Boulevard is justified by the high traffic volumes that will be leaving the South Downtown Connector at this point. Besides the before mentioned railroad crossing, traffic will be utilizing Martin Luther King Jr. Boulevard for its present connection between SR 247 to the south and Interstate 16 to the north. Also, the recently completed Georgia Music Hall of Fame and the soon to be completed Georgia Sports Hall of Fame lie on Martin Luther King Jr. Boulevard. The western termini will be the starting point of Little Richard Penniman Boulevard which is currently a four-laned divided roadway.

Two other alternates as well as a no-build scenario were considered in the development of this concept. By utilizing the existing Edgewood Avenue a more direct route is obtained. However, this alignment would have a much greater impact on the residential areas the

project would traverse by increasing the number of dislocations and by dividing the existing neighborhood of Tindall Heights. This route would also require a bridge over Martin Luther King Jr. Boulevard, denying access to a major cross street.

Aligning the South Downtown Connector to closely parallel the railroad would keep sections of the Tindall Heights neighborhood from being split apart but a larger number of displacements would occur. This route would also require a bridge over Martin Luther King Jr. Boulevard and cause a more indirect route to the Seventh Street Industrial Area.

If the South Downtown Connector is not built there will be an increase in traffic in the Tindall Heights area which the neighborhood is not equipped to handle. The resulting traffic generated by having a multi-lane road on the west side of the area (Little Richard Penniman) and a major north-south connector (Martin Luther King) on the east end of the project would cause a level of service on the connecting streets that is unacceptable. The proposed improvements to the South Downtown Connector are included in the adopted Macon Area Transportation Study and the current Transportation Improvement Program.

PRELIMINARY COST ESTIMATE  
 PROJECT # PRP-8530-26(021), P.I. # 350595  
 MACON-BIBB COUNTY ROAD IMPROVEMENT PROGRAM PROJECT # 3  
 South Downtown Connector  
 from Telfair St. to Martin Luther King Jr. Blvd.

DATE: 8/28/98

PREPARED BY: Moreland Altobelli Associates Inc

PROJECT DESCRIPTION/CONCEPT: South Downtown Connector on new location (Telfair St. to MLK JR. Blvd.) to be 4-lane divided urban section w/6m raised landscaped median and concrete sidewalks

TRAFFIC (AADT): Year 1998-6865, Design Year 2018-8440

EXISTING ROADWAY: Elm St. and Edgewood Ave. 2 lanes urban

- ( ) PROGRAMMING PROCESS
- (X) CONCEPT DEVELOPMENT
- ( ) DURING PROJECT DEVELOPMENT

PROJECT COSTS (METRIC UNITS)

A. RIGHT-OF-WAY	BY LOCAL GOVT	
	SUBTOTAL BY LOCAL GOVT	
B. REIMBURSABLE UTILITIES	BY LOCAL GOVT	
	SUBTOTAL BY LOCAL GOVT	
C. CLEARING & GRUBBING		
CL & GRUB LUMP SUM	2.45 ha @ \$83,000.00	\$203,350
	SUBTOTAL	\$203,350
D. EARTHWORK		
BORROW INCL HAUL	10860 m <sup>3</sup> @ \$4.20	\$45,612
UNCL EXCAVATION	52700 m <sup>3</sup> @ \$6.00	\$316,200
	SUBTOTAL	\$361,812

PRELIMINARY COST ESTIMATE  
 PROJECT # PRP-8530-26(021), P.I. # 350595  
 MACON-BIBB COUNTY ROAD IMPROVEMENT PROGRAM PROJECT # 3  
 South Downtown Connector  
 from Telfair St. to Martin Luther King Jr. Blvd.

## E. BASE &amp; PAVING

GRADED AGR BASE	10428 Mg @	\$16.50	\$172,062
ASPH CONC 12.5 mm	1045 Mg @	\$35.50	\$37,098
ASPH CONC 19 mm	1395 Mg @	\$35.70	\$49,802
ASPH CONC 25 mm	2785 Mg @	\$34.40	\$95,804
LEVELING	0 Mg @	\$37.40	\$0
TACK COAT	8350 L @	\$0.25	\$2,088
		SUBTOTAL	\$356,853

## F. DRAINAGE

DRAINAGE LUMP SUM	0.805 km @	\$250,000.00	\$201,250
		SUBTOTAL	\$201,250

## G. CONCRETE WORK

APPROACH SLABS	0 m <sup>2</sup> @	\$100.00	\$0
CURB & GUTTER, TP 7	1280 m @	\$30.00	\$38,400
CURB & GUTTER, TP 2	1609 m @	\$30.00	\$48,270
VALLEY GUTTER	40 m <sup>2</sup> @	\$37.40	\$1,496
SIDEWALK	2452 m <sup>2</sup> @	\$22.00	\$53,944
MEDIAN PAVING	277 m <sup>2</sup> @	\$25.30	\$7,008
DITCH PAVING	m <sup>2</sup> @		\$0
		SUBTOTAL	\$149,118

## H. TRAFFIC CONTROL

TRAF CONT LUMP SUM	0.805 km @	\$30,000.00	\$24,150
		SUBTOTAL	\$24,150

## I. EROSION CONTROL

EROS CONT LUMP SUM	0.805 km @	\$70,000.00	\$56,350
		SUBTOTAL	\$56,350

PRELIMINARY COST ESTIMATE  
 PROJECT # PRP-8530-26(021), P.I. # 350595  
 MACON-BIBB COUNTY ROAD IMPROVEMENT PROGRAM PROJECT # 3  
 South Downtown Connector  
 from Telfair St. to Martin Luther King Jr. Blvd.

## J. GUARDRAIL

W-BEAM RAIL	0 m @	\$38.00	\$0
T-BEAM RAIL	0 m @	\$133.00	\$0
TP 1 ANCHORS	0 ea @	\$444.00	\$0
TP 11 ANCHORS	0 ea @	\$1,335.00	\$0
		SUBTOTAL	\$0

K. SIGNING, STRIPING, SIGNALS,  
LIGHTING

SIGNING & MARKING	0.805 km @	\$16,750.00	\$13,484
TRAFFIC SIGNALS	2 ea @	\$50,000.00	\$100,000
LIGHTING LUMP SUM	ea @		\$0
		SUBTOTAL	\$113,484

## L. GRASSING/LANDSCAPING

GRASSING	0.805 km @	\$40,000.00	\$32,200
		SUBTOTAL	\$32,200

## M. MISCELLANEOUS

FIELD ENG OFFICE	1 ea @	\$20,000.00	\$20,000
R/W MARKERS	72 ea @	\$56.00	\$4,032
		SUBTOTAL	\$24,032

## N. MAJOR STRUCTURES

BRIDGES	m <sup>2</sup> @		\$0
RETAINING WALLS	m @		\$0
BOX CULV CONC	m <sup>3</sup> @		\$0
BOX CULVERT STEEL	kg @		\$0
		SUBTOTAL	\$0

PRELIMINARY COST ESTIMATE  
 PROJECT # PRP-8530-26(021), P.I. # 350595  
 MACON-BIBB COUNTY ROAD IMPROVEMENT PROGRAM PROJECT # 3  
 South Downtown Connector  
 from Telfair St. to Martin Luther King Jr. Blvd.

## ESTIMATE SUMMARY

A. RIGHT-OF-WAY	BY LOCAL GOVT
B. REIMBURSABLE UTILITIES	BY LOCAL GOVT

## CONSTRUCTION COST SUMMARY

C. CLEARING & GRUBBING	\$203,350
D. EARTHWORK	\$361,812
E. BASE & PAVING	\$356,853
F. DRAINAGE	\$201,250
G. CONCRETE WORK	\$149,118
H. TRAFFIC CONTROL	\$24,150
I. TEMP. EROSION CONTROL	\$56,350
J. GUARDRAIL	\$0
K. SIGNING, STRIPING, SIGNALS, LIGHTING	\$113,484
L. GRASSING/LANDSCAPING	\$32,200
M. MISCELLANEOUS	\$24,032
SUBTOTAL OF ROADWAY ITEMS	\$1,522,598
N. MAJOR STRUCTURES	\$0
TOTAL CONSTRUCTION ESTIMATE	\$1,522,598
3 YEARS OF INFLATION AT 5%	\$240,000
10% E & C	\$176,260
TOTAL CONSTRUCTION ESTIMATE	\$1,938,858

**TRAFFIC ACCIDENT SUMMARY  
MACON - BIBB COUNTY  
TRAFFIC ENGINEERING DEPARTMENT**

**SOUTH DOWNTOWN CONNECTOR (from MLK Jr. Blvd. to Telfair St.)**

Note: Locations are in order of occurrence from East to West

**01-01-1995 Thru 12-31-1995**

Street Name	Int Street /Block No	Total Accidents	Time		Accident Type				Fat.	Inj.
			Day	Night	Right Angle	Rear End	Left Turn	Other		
Edgewood Avenue	Broadway / MLK Jr.	7	4	3	4	3	0	0	0	1
Edgewood Avenue	Third Street	1	1	0	1	0	0	0	0	1
Edgewood Avenue	Second Street	2	1	1	1	0	0	1	0	2
Edgewood Avenue	Telfair Street	2	1	1	0	2	0	0	0	1
Elm Street	Third Street	2	2	0	0	0	0	2	0	2
Elm Street	Second Street	2	1	1	1	0	1	0	0	0
Elm Street	Telfair Street	3	1	2	1	0	1	1	0	3
<b>Total</b>		<b>19</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>10</b>

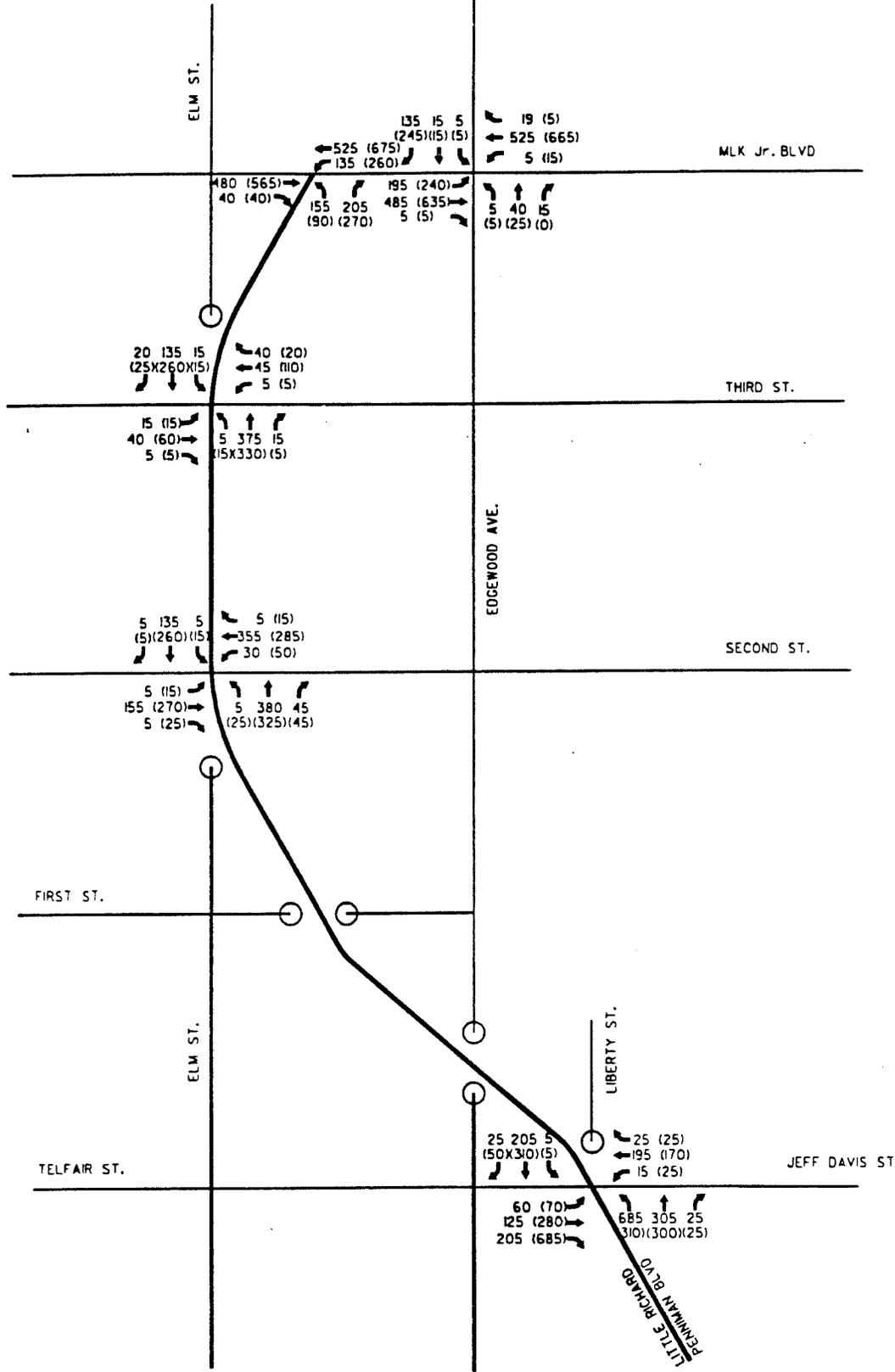
**01-01-1996 Thru 12-31-1996**

Street Name	Int Street /Block No	Total Accidents	Time		Accident Type				Fat.	Inj.
			Day	Night	Right Angle	Rear End	Left Turn	Other		
Edgewood Avenue	Broadway / MLK Jr.	5	5	0	2	1	0	2	0	3
Edgewood Avenue	Third Street	3	2	1	2	0	0	1	0	4
Edgewood Avenue	Second Street	1	0	1	1	0	0	0	0	3
Edgewood Avenue	600	2	1	1	1	0	0	1	0	0
Elm Street	Broadway / MLK Jr.	3	1	2	0	0	2	1	0	2
Elm Street	Third Street	1	0	1	0	0	0	1	0	0
Elm Street	Second Street	1	1	0	1	0	0	0	0	0
Elm Street	Telfair Street	1	0	1	0	0	0	1	0	0
<b>Total</b>		<b>17</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>12</b>

**01-01-1997 Thru 12-31-1997**

Street Name	Int Street /Block No	Total Accidents	Time		Accident Type				Fat.	Inj.
			Day	Night	Right Angle	Rear End	Left Turn	Other		
Edgewood Avenue	Broadway / MLK Jr.	3	3	0	0	2	1	0	0	0
Edgewood Avenue	Third Street	1	1	0	1	0	0	0	0	2
Edgewood Avenue	Second Street	1	1	0	0	1	0	0	0	0
Edgewood Avenue	Telfair Street	2	2	0	0	1	1	0	0	0
Elm Street	Broadway / MLK Jr.	1	1	0	0	0	1	0	0	1
Elm Street	Second Street	1	0	1	0	0	0	1	0	1
<b>Total</b>		<b>7</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>

Note: No accident comparison was done because it is not valid to summarize short stretches of roadway



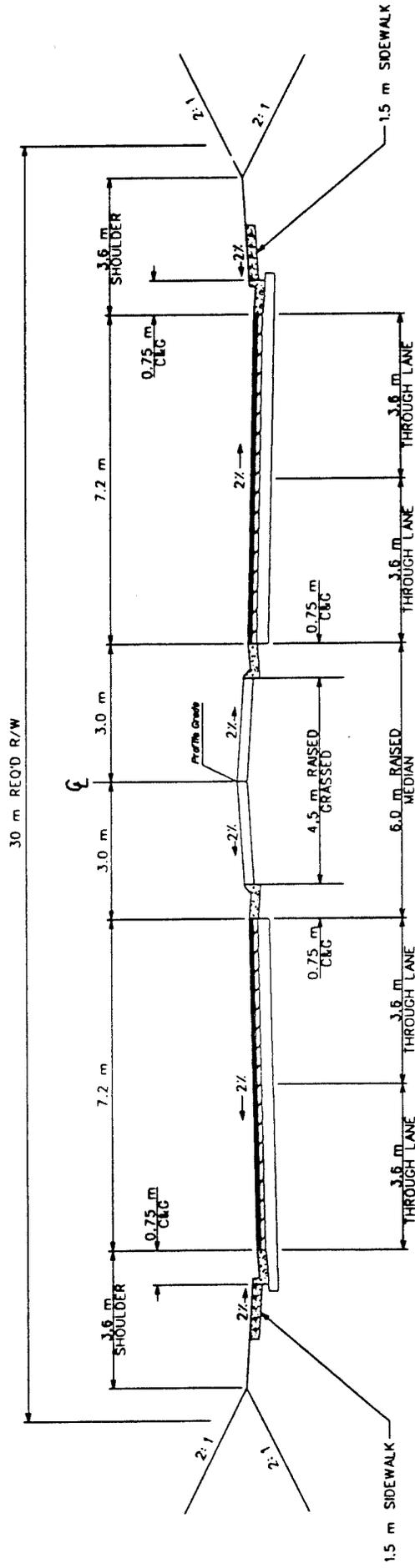
# YEAR 2020 DESIGN HOUR TRAFFIC

**000** AM PEAK DESIGN HOUR  
 (000) PM PEAK DESIGN HOUR

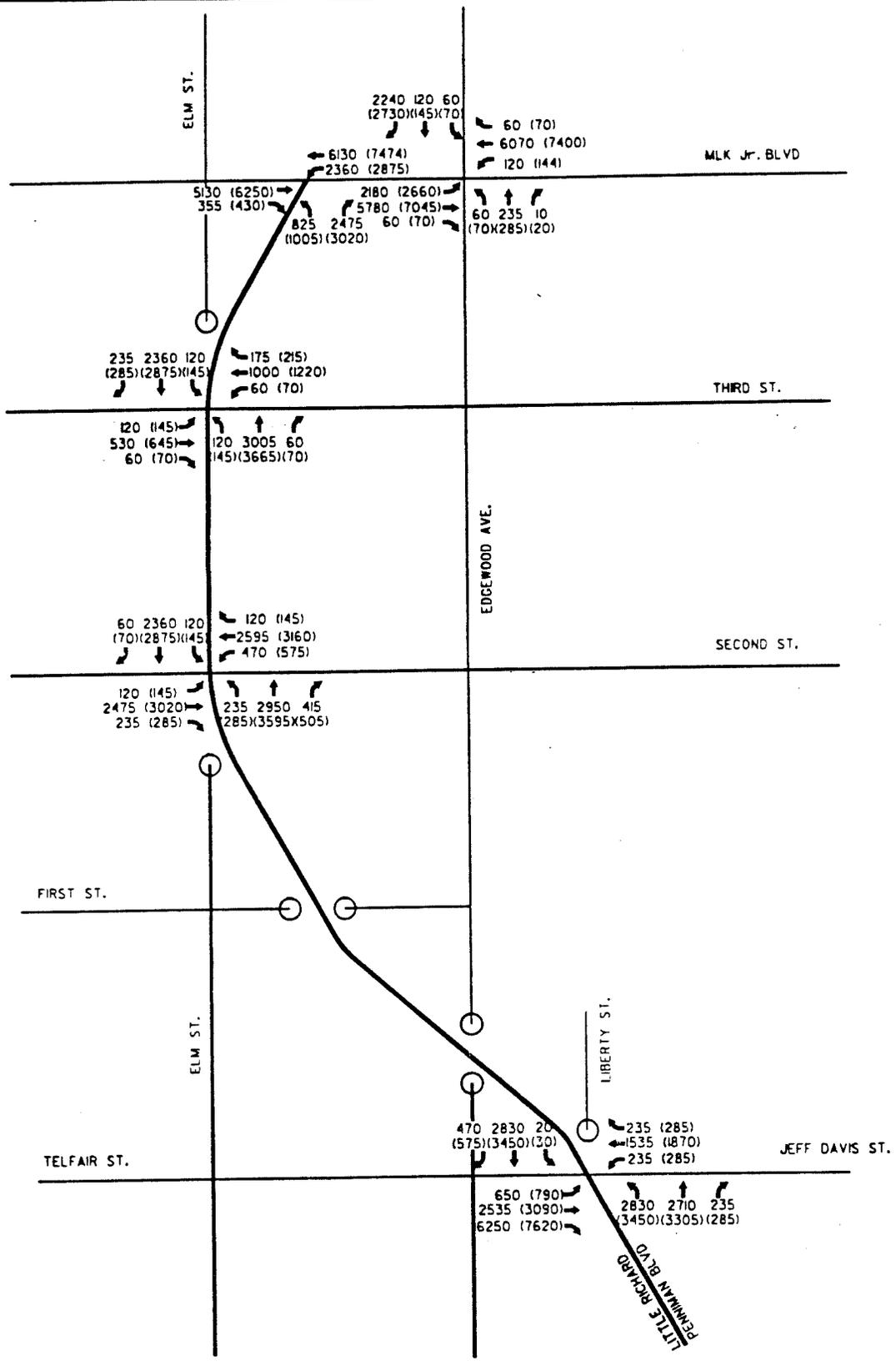
**MA** Moreland Altobelli  
 Associates, Inc.  
 FIGURE 2

**SOUTH DOWNTOWN CONNECTOR**  
**TELFAIR STREET TO MLK Jr. BLVD**  
 PROJECT NO. PRP-8530-26(021), P.I. NO. 350595  
 MACON-BIBB CO. ROAD PROGRAM PROJECT NO. 3

# TYPICAL SECTION (N.T.S.)



SOUTH DOWNTOWN CONNECTOR FROM TELFAIR ST. TO MLK JR. BLVD.  
PROJECT NUMBER PRP-8530-26(021), BIBB COUNTY, P.I. NO. 350595



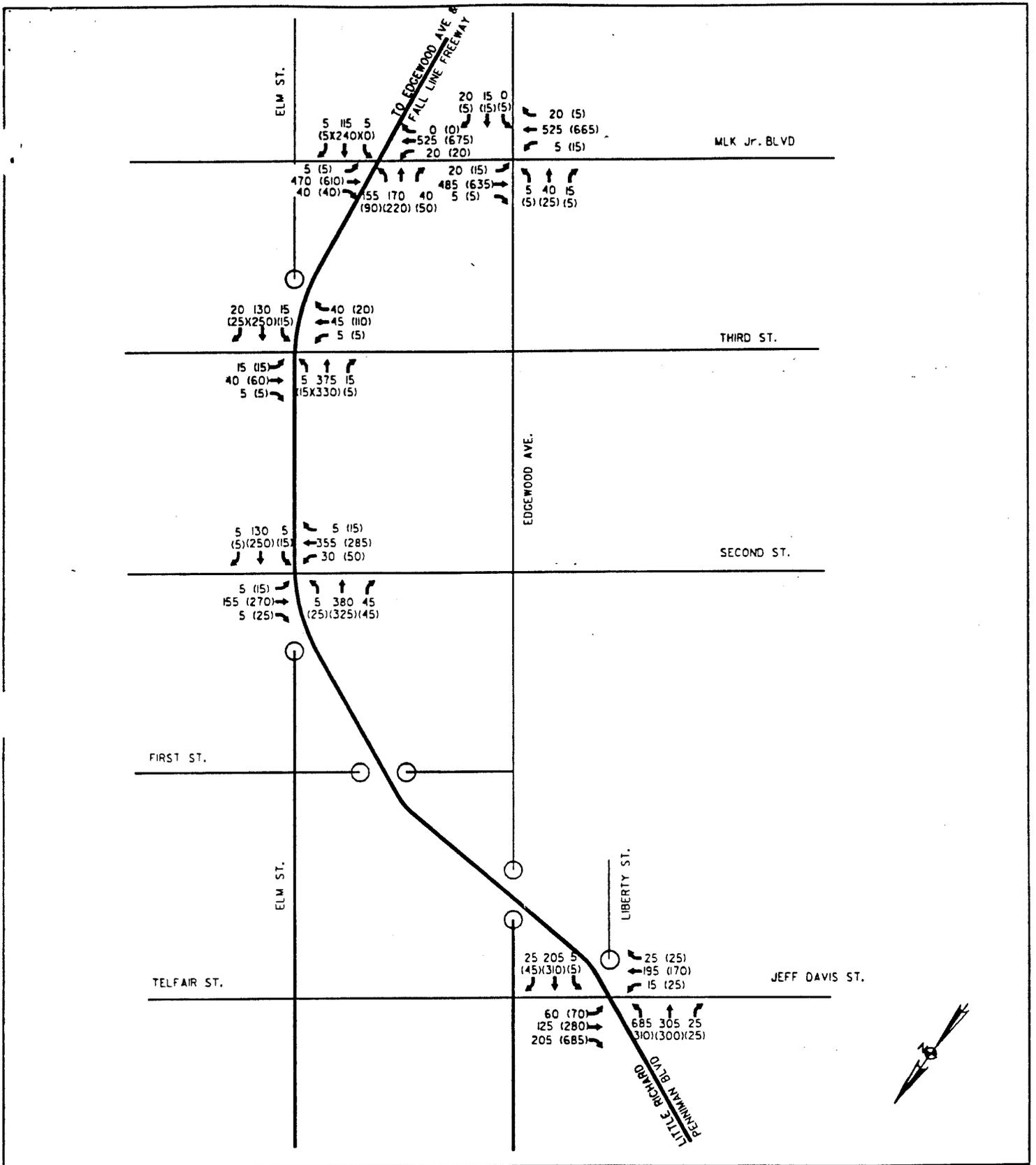
# OPENING AND DESIGN YEAR AADT

000 OPENING YEAR 2000 AADT  
 (000) DESIGN YEAR 2020 AADT

**MA** Moreland Altobelli  
 Associates, Inc.

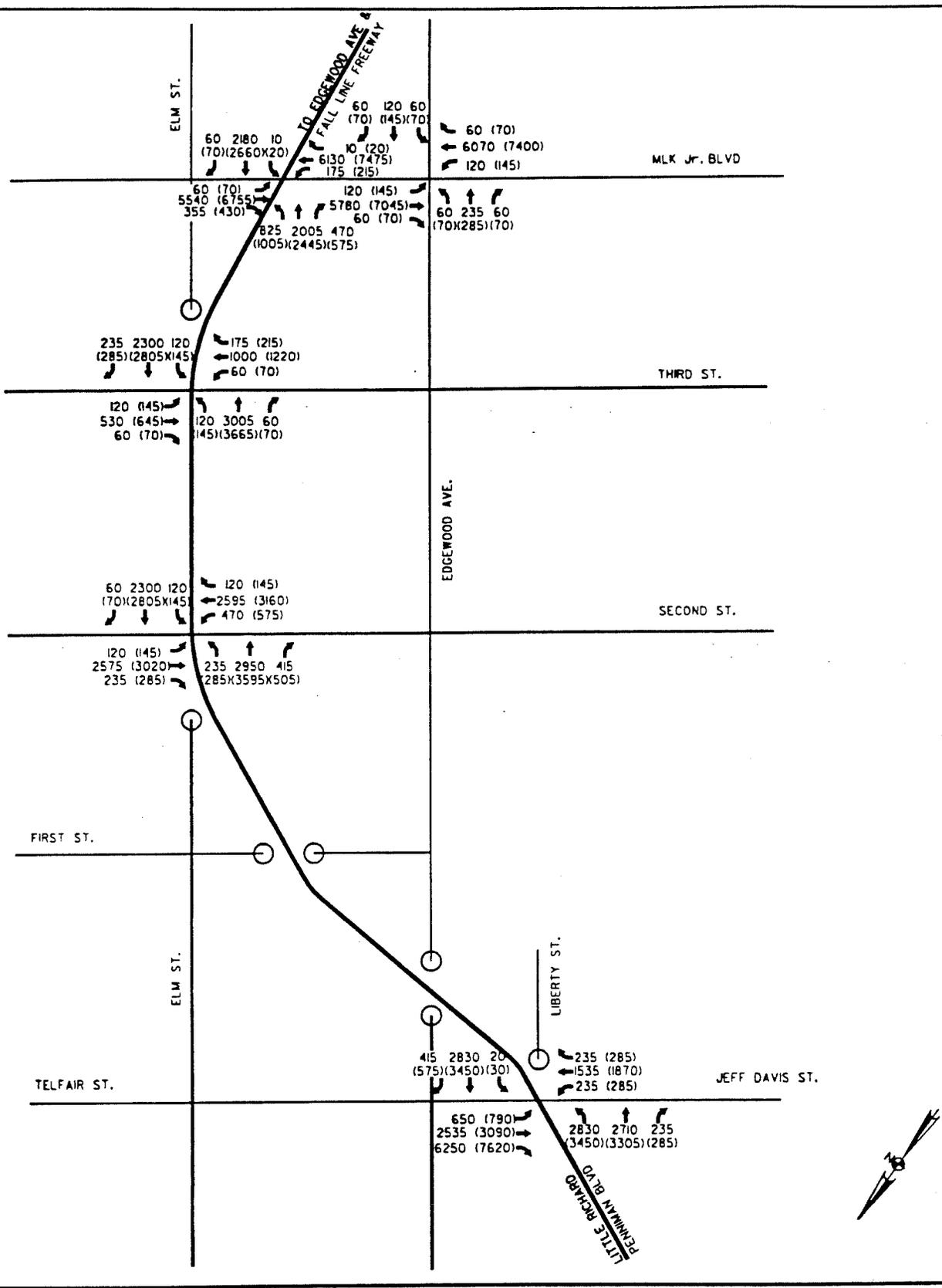
FIGURE 1

SOUTH DOWNTOWN CONNECTOR  
 TELFAIR STREET TO MLK JR. BLVD  
 PROJECT NO. PRP-8530-26(021), P.I. NO. 350595  
 MACON-BIBB CO. ROAD PROGRAM PROJECT NO. 3



# YEAR 2020 DESIGN HOUR TRAFFIC

000 AM PEAK DESIGN HOUR  
 (000) PM PEAK DESIGN HOUR



# OPENING AND DESIGN YEAR AADT

000 OPENING YEAR 2000 AADT  
 (000) DESIGN YEAR 2020 AADT

**MA** Moreland Altobelli  
 Associates, Inc.

FIGURE 3

**SOUTH DOWNTOWN CONNECTOR**  
**TELFAIR STREET TO EDGEWOOD AVENUE**

PROJECT NO. PRP-8530-26(02), P.I. NO. 350595  
 MACON-BIBB CO. ROAD PROGRAM PROJECT NO. 3

**INTERSECTION ANALYSIS**  
**SOUTH DOWNTOWN CONNECTOR**  
**TELFAIR ST. TO MLK Jr. BLVD.**

Streets: (E-W) Little Richard Penn. (N-S) Jeff Davis St.  
 Analyst: A. Morris File Name: LRJDAM-M.HC9  
 Area Type: Other 2-20-98 AM Peak  
 Comment: 2020 Future DHV (Downtown Conn. to MLK Blvd.)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	2	1	1	1	1	1	1	2
Volumes	685	305	25	5	205	25	15	195	25	60	125	205
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			25
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru	*				Thru		*	
Right	*				Right		*	
Peds					Peds			
WB Left		*			SB Left	*	*	
Thru		*			Thru		*	
Right		*			Right		*	
Peds					Peds			
NB Right			*		EB Right			
SB Right	*				WB Right			
Green	39.0A	25.0A			Green	8.0A	28.0A	
Yellow/AR	5.0	5.0			Yellow/AR	5.0	5.0	
Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6								

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
								Mvmts	Cap	Flow
EB	L		1209	3539	0.614	0.342	21.9	C	20.8	C
	T		1273	3725	0.265	0.342	18.5	C		
	R		541	1583	0.048	0.342	17.1	C		
WB	L		398	1770	0.013	0.225	23.3	C	24.7	C
	T		838	3725	0.271	0.225	24.8	C		
	R		356	1583	0.073	0.225	23.7	C		
NB	L		407	1770	0.039	0.192	16.2	C	22.9	C
	T		466	1863	0.440	0.250	24.9	C		
	R		752	1583	0.035	0.475	10.9	B		
SB	L		328	1770	0.192	0.192	17.0	C	13.4	B
	T		466	1863	0.283	0.250	23.6	C		
	R		1953	3167	0.110	0.617	6.1	B		

Intersection Delay = 20.0 sec/veh Intersection LOS = C  
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.463

Telfair St. to MLK Jr. Blvd.

Streets: (E-W) Little Richard Penn. (N-S) Jeff Davis St.  
 Analyst: A. Morris File Name: LRJDPM-M.HC9  
 Area Type: Other 2-20-98 PM Peak  
 Comment: 2020 Future DHV

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	2	1	1	1	1	1	1	2
Volumes	310	300	25	5	310	50	25	170	25	70	280	685
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			120
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru	*				Thru		*	
Right	*				Right		*	
Peds					Peds			
WB Left		*			SB Left	*	*	
Thru		*			Thru		*	
Right		*			Right		*	
Peds					Peds			
NB Right			*		EB Right			
SB Right	*				WB Right			
Green	39.0A	25.0A			Green	8.0A	28.0A	
Yellow/AR	5.0	5.0			Yellow/AR	5.0	5.0	
Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6								

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach:	
								Delay	LOS
EB	L	1209	3539	0.278	0.342	18.6	C	18.5	C
	T	1273	3725	0.261	0.342	18.5	C		
	R	541	1583	0.048	0.342	17.1	C		
WB	L	398	1770	0.013	0.225	23.3	C	25.6	D
	T	838	3725	0.408	0.225	25.8	D		
	R	356	1583	0.149	0.225	24.1	C		
NB	L	242	1770	0.107	0.192	17.1	C	22.0	C
	T	466	1863	0.384	0.250	24.4	C		
	R	752	1583	0.035	0.475	10.9	B		
SB	L	355	1770	0.208	0.192	17.0	C	13.8	B
	T	466	1863	0.633	0.250	27.9	D		
	R	1953	3167	0.344	0.617	7.3	B		

Intersection Delay = 18.0 sec/veh Intersection LOS = C  
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.430

Telfair St. to MLK Jr. Blvd.

=====  
 Streets: (E-W) Downtown Conn. (N-S) Second St.  
 Analyst: MAAI File Name: DCSSAM-M.HC9  
 Area Type: Other 2-20-98 AM Peak  
 Comment: 2020 Future DHV Telfair St. to MLK Jr. Blvd.  
 =====

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<	1	1	<	1	1	<
Volumes	5	380	45	5	135	5	30	355	5	5	155	5
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	58.0A				Green	52.0A		
Yellow/AR	5.0				Yellow/AR	5.0		
Cycle Length: 120 secs Phase combination order: #1 #5								

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS	
EB	L	632	1264	0.008	0.500	9.7	B	11.1	B
	TR	1832	3664	0.256	0.500	11.1	B		
WB	L	344	687	0.015	0.500	9.8	B	10.1	B
	TR	1854	3709	0.083	0.500	10.1	B		
NB	L	488	1085	0.066	0.450	12.1	B	14.8	B
	TR	837	1860	0.453	0.450	15.0	B		
SB	L	244	542	0.021	0.450	11.8	B	12.9	B
	TR	834	1854	0.201	0.450	12.9	B		

Intersection Delay = 12.5 sec/veh Intersection LOS = B  
 Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.349

Streets: (E-W) Downtown Conn. (N-S) Second St.  
 Analyst: MAAI File Name: DCSSPM-M.HC9  
 Area Type: Other 2-20-98 PM Peak  
 Comment: 2020 Future DHV Telfair St. to MLK Jr. Blvd.

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<	1	1	<	1	1	<
Volumes	25	325	45	15	260	5	50	285	15	15	270	25
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		58.0A			Green	52.0A		
Yellow/AR		5.0			Yellow/AR	5.0		
Cycle Length: 120 secs Phase combination order: #1 #5								

Intersection Performance Summary

Lane	Group:	Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach:	
									Delay	LOS
EB	L	476		953	0.055	0.500	10.0	B	10.9	B
	TR	1829		3658	0.223	0.500	10.9	B		
WB	L	386		771	0.042	0.500	9.9	B	10.5	B
	TR	1857		3714	0.158	0.500	10.5	B		
NB	L	306		680	0.173	0.450	12.7	B	14.1	B
	TR	832		1849	0.380	0.450	14.3	B		
SB	L	300		667	0.053	0.450	12.0	B	14.1	B
	TR	828		1840	0.374	0.450	14.2	B		

Intersection Delay = 12.3 sec/veh Intersection LOS = B  
 Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.297

Streets: (E-W) Downtown Conn. (N-S) Third St.  
 Analyst: MAAI File Name: DCTSAM-M.HC9  
 Area Type: Other 2-20-98 AM Peak  
 Comment: 2020 Future DHV Telfair St. to MLK Jr. Blvd.

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<	1	1	<	1	1	<
Volumes	5	375	15	15	135	20	5	45	40	15	40	5
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	58.0A				Green	52.0A		
Yellow/AR	5.0				Yellow/AR	5.0		
Cycle Length: 120 secs Phase combination order: #1 #5								

Intersection Performance Summary

Lane	Group:	Mvmts	Cap	Adj Sat	Flow	v/c	Ratio	g/C	Ratio	Delay	LOS	Approach:	
												Delay	LOS
EB	L	612		1225		0.008		0.500		9.7	B	11.0	B
	TR	1852		3703		0.233		0.500		11.0	B		
WB	L	368		736		0.043		0.500		9.9	B	10.1	B
	TR	1826		3653		0.094		0.500		10.2	B		
NB	L	697		1549		0.007		0.450		11.8	B	12.3	B
	TR	779		1731		0.114		0.450		12.4	B		
SB	L	621		1380		0.026		0.450		11.9	B	12.0	B
	TR	824		1832		0.057		0.450		12.0	B		

Intersection Delay = 11.0 sec/veh Intersection LOS = B  
 Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.177

Streets: (E-W) Downtown Conn. (N-S) Third St.  
 Analyst: MAAI File Name: DCTSPM-M.HC9  
 Area Type: Other 2-20-98 PM Peak  
 Comment: 2020 Future DHV Telfair St. to MLK Jr. Blvd.

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<	1	1	<	1	1	<
Volumes	15	330	5	15	260	25	5	110	20	15	60	5
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	58.0A				Green	52.0A		
Yellow/AR	5.0				Yellow/AR	5.0		
Cycle Length: 120 secs Phase combination order: #1 #5								

Intersection Performance Summary

	Lane Group:	Mvmts	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
								Cap	Flow
EB	L	457	914	0.035	0.500	9.9	B	10.7	B
	TR	1860	3720	0.199	0.500	10.8	B		
WB	L	413	826	0.039	0.500	9.9	B	10.6	B
	TR	1838	3675	0.171	0.500	10.6	B		
NB	L	660	1466	0.008	0.450	11.8	B	12.7	B
	TR	819	1821	0.167	0.450	12.7	B		
SB	L	536	1190	0.030	0.450	11.9	B	12.1	B
	TR	829	1843	0.082	0.450	12.2	B		

Intersection Delay = 11.1 sec/veh Intersection LOS = B  
 Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.184

Streets: (E-W) Downtown Conn. (N-S) MLK Blvd.  
 Analyst: A. Morris File Name: DCMLKA-M.HC9  
 Area Type: Other 2-20-98 AM Peak  
 Comment: 2020 Future DHV

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1		1				1	2			2	1
Volumes	155		205				135	525			480	40
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vols			30									0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*							
Thru								
Right	*							
Peds								
WB Left								
Thru								
Right								
Peds								
NB Right								
SB Right								
Green	48.0A				8.0A	49.0A		
Yellow/AR	5.0				5.0	5.0		
Cycle Length: 120 secs Phase combination order: #1 #5 #6								

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
								Mvmts	Cap	Flow
EB	L		738	1770	0.221	0.417	14.6	B	14.8	B
	R		660	1583	0.279	0.417	15.0	B		
NB	L		353	1770	0.402	0.192	10.1	B	10.0	B
	T		1987	3725	0.292	0.533	10.0	B		
SB	T		1583	3725	0.335	0.425	15.0	B	14.9	B
	R		673	1583	0.062	0.425	13.2	B		

Intersection Delay = 12.7 sec/veh Intersection LOS = B  
 Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.366

Telfair St. to MLK Jr. Blvd.

Streets: (E-W) Downtown Conn. (N-S) MLK Blvd.  
 Analyst: A. Morris File Name: DCMLKP-M.HC9  
 Area Type: Other 2-20-98 PM Peak  
 Comment: 2020 Future DHV

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1		1				1	2			2	1
Volumes	90		270				260	675			565	40
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vols			30								0	0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *	*		
Thru					Thru *	*		
Right	*				Right *			
Peds					Peds			
WB Left					SB Left			
Thru					Thru *			
Right					Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	46.0A				Green 11.0A 48.0A			
Yellow/AR	5.0				Yellow/AR 5.0 5.0			
Cycle Length: 120 secs Phase combination order: #1 #5 #6								

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio					
EB	L	708	1770	0.134	0.400	14.8	B	16.3	C
	R	633	1583	0.398	0.400	16.8	C		
NB	L	345	1770	0.794	0.242	18.9	C	12.3	B
	T	2049	3725	0.365	0.550	9.9	B		
SB	T	1552	3725	0.403	0.417	15.9	C	15.8	C
	R	660	1583	0.064	0.417	13.5	B		

Intersection Delay = 14.1 sec/veh Intersection LOS = B  
 Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.531

Telfair St. to MLK Jr. Blvd.

**INTERSECTION ANALYSIS**

**SOUTH DOWNTOWN CONNECTOR**

**TELFAIR ST. TO EDGEWOOD AVE.**

HCM: SIGNALIZED INTERSECTION SUMMARY Version 02-26-1998  
 Center Microcomputers In Transportation

Streets: (E-W) Little Richard Penn. (N-S) Jeff Davis St.  
 Analyst: A. Morris File Name: LRJDAM-M.HC9  
 Area Type: Other 2-20-98 AM Peak  
 Comment: 2020 Future DHV

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	2	1	1	1	1	1	2	< 1
Volumes	685	305	25	5	205	20	15	195	25	60	125	205
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			25
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right		*			EB Right			
SB Right					WB Right			
Green	35.0A	27.0A			Green	8.0A	30.0A	
Yellow/AR	5.0	5.0			Yellow/AR	5.0	5.0	
Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6								

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
								Mvmts	Cap	Flow
EB	L		1091	3539	0.681	0.308	24.7	C	23.3	C
	T		1149	3725	0.293	0.308	20.4	C		
	R		488	1583	0.053	0.308	18.9	C		
WB	L		428	1770	0.012	0.242	22.4	C	23.6	C
	T		900	3725	0.252	0.242	23.8	C		
	R		383	1583	0.055	0.242	22.6	C		
NB	L		397	1770	0.040	0.192	15.4	C	21.7	C
	T		497	1863	0.413	0.267	23.8	C		
	R		805	1583	0.032	0.508	9.5	B		
SB	L		348	1770	0.181	0.192	16.1	C	21.3	C
	TR		935	3508	0.245	0.267	22.3	C		
	R		422	1583	0.246	0.267	22.4	C		

Intersection Delay = 22.7 sec/veh Intersection LOS = C  
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.463

Telfair St. to Edgewood Ave.

Streets: (E-W) Little Richard Penn. (N-S) Jeff Davis St.  
 Analyst: A. Morris File Name: LRJDPM-M.HC9  
 Area Type: Other 2-20-98 PM Peak  
 Comment: 2020 Future DHV

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	2	1	1	1	1	1	2	< 1
Volumes	310	300	25	5	310	45	25	170	25	70	280	685
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			120
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru	*				Thru	*	*	
Right	*				Right	*	*	
Peds					Peds			
WB Left		*			SB Left	*	*	
Thru		*			Thru	*	*	
Right		*			Right	*	*	
Peds					Peds			
NB Right		*			EB Right			
SB Right					WB Right			
Green	31.0A	27.0A			Green	8.0A	34.0A	
Yellow/AR	5.0	5.0			Yellow/AR	5.0	5.0	
Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6								

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio					
EB	L	973	3539	0.345	0.275	22.6	C	22.4	C
	T	1024	3725	0.324	0.275	22.4	C		
	R	435	1583	0.060	0.275	20.7	C		
WB	L	428	1770	0.012	0.242	22.4	C	24.4	C
	T	900	3725	0.380	0.242	24.7	C		
	R	383	1583	0.123	0.242	23.0	C		
NB	L	232	1770	0.112	0.192	14.7	B	19.0	C
	T	559	1863	0.320	0.300	21.1	C		
	R	857	1583	0.030	0.542	8.3	B		
SB	L	416	1770	0.178	0.192	14.4	B	23.6	C
	TR	1032	3440	0.609	0.300	24.0	C		
	R	475	1583	0.615	0.300	25.0	C		

Intersection Delay = 22.9 sec/veh Intersection LOS = C  
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.459

Telfair St. to Edgewood Ave.

Streets: (E-W) Downtown Conn. (N-S) Second St.  
 Analyst: MAAI File Name: DCSSAM-M.HC9  
 Area Type: Other 2-20-98 AM Peak  
 Comment: 2020 Future DHV Telfair St. to Edgewood Ave.

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<	1	1	<	1	1	<
Volumes	5	380	45	5	130	5	30	355	5	5	155	5
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	58.0A				Green	52.0A		
Yellow/AR	5.0				Yellow/AR	5.0		
Cycle Length: 120 secs Phase combination order: #1 #5								

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
								Mvmts	Cap	Flow
EB	L		638	1276	0.008	0.500	9.7	B	11.1	B
	TR		1832	3664	0.256	0.500	11.1	B		
WB	L		344	687	0.015	0.500	9.8	B	10.1	B
	TR		1852	3703	0.080	0.500	10.1	B		
NB	L		488	1085	0.066	0.450	12.1	B	14.8	B
	TR		837	1860	0.453	0.450	15.0	B		
SB	L		244	542	0.021	0.450	11.8	B	12.9	B
	TR		834	1854	0.201	0.450	12.9	B		
Intersection Delay = 12.5 sec/veh Intersection LOS = B										
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.349										

=====  
 Streets: (E-W) Downtown Conn. (N-S) Second St.  
 Analyst: MAAI File Name: DCSSPM-M.HC9  
 Area Type: Other 2-20-98 PM Peak  
 Comment: 2020 Future DHV Telfair St. to Edgewood Ave.  
 =====

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<	1	1	<	1	1	<
Volumes	25	325	45	15	250	5	50	285	15	15	270	25
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	58.0A				Green	52.0A		
Yellow/AR	5.0				Yellow/AR	5.0		
Cycle Length: 120 secs Phase combination order: #1 #5								

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS	
EB	L	488	976	0.053	0.500	10.0	B	10.9	B
	TR	1829	3658	0.223	0.500	10.9	B		
WB	L	386	771	0.042	0.500	9.9	B	10.5	B
	TR	1857	3714	0.151	0.500	10.5	B		
NB	L	306	680	0.173	0.450	12.7	B	14.1	B
	TR	832	1849	0.380	0.450	14.3	B		
SB	L	300	667	0.053	0.450	12.0	B	14.1	B
	TR	828	1840	0.374	0.450	14.2	B		
Intersection Delay = 12.4 sec/veh Intersection LOS = B									
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.297									

Streets: (E-W) Downtown Conn. (N-S) Third St.  
 Analyst: MAAI File Name: DCTSAM-M.HC9  
 Area Type: Other 2-20-98 AM Peak  
 Comment: 2020 Future DHV Telfair St. to Edgewood Ave.

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<	1	1	<	1	1	<
Volumes	5	375	15	15	130	20	5	45	40	15	40	5
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	58.0A				Green	52.0A		
Yellow/AR	5.0				Yellow/AR	5.0		
Cycle Length: 120 secs Phase combination order: #1 #5								

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach:	
								Delay	LOS
EB	L	618	1236	0.008	0.500	9.7	B	11.0	B
	TR	1852	3703	0.233	0.500	11.0	B		
WB	L	368	736	0.043	0.500	9.9	B	10.1	B
	TR	1826	3653	0.091	0.500	10.2	B		
NB	L	697	1549	0.007	0.450	11.8	B	12.3	B
	TR	779	1731	0.114	0.450	12.4	B		
SB	L	621	1380	0.026	0.450	11.9	B	12.0	B
	TR	824	1832	0.057	0.450	12.0	B		

Intersection Delay = 11.0 sec/veh Intersection LOS = B  
 Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.177

Streets: (E-W) Downtown Conn. (N-S) Third St.  
 Analyst: MAAI File Name: DCTSPM-M.HC9  
 Area Type: Other 2-20-98 PM Peak  
 Comment: 2020 Future DHV Telfair St. to Edgewood Ave.

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<	1	1	<	1	1	<
Volumes	15	330	5	15	250	25	5	110	20	15	60	5
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	58.0A				Green	52.0A		
Yellow/AR	5.0				Yellow/AR	5.0		
Cycle Length: 120 secs Phase combination order: #1 #5								

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS	
EB	L	468	935	0.034	0.500	9.9	B	10.7	B
	TR	1860	3720	0.199	0.500	10.8	B		
WB	L	413	826	0.039	0.500	9.9	B	10.5	B
	TR	1838	3675	0.165	0.500	10.6	B		
NB	L	660	1466	0.008	0.450	11.8	B	12.7	B
	TR	819	1821	0.167	0.450	12.7	B		
SB	L	536	1190	0.030	0.450	11.9	B	12.1	B
	TR	829	1843	0.082	0.450	12.2	B		

Intersection Delay = 11.1 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.184

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 10-19-1998  
 Center For Microcomputers In Transportation

Streets: (E-W) Downtown Conn. (N-S) MLK Blvd.  
 Analyst: ALEXANDER File Name: PT&WALLP.HC9  
 Area Type: Other 10-19-98 am Peak  
 Comment: 2020 Future DHV Telfair St. to Edgewood Ave.

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	< 0	1	2	< 0	1	2	< 0
Volumes	155	170	40	1	115	5	20	525	1	5	480	40
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			30			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		*
Thru	*				Thru			*
Right	*				Right			*
Peds					Peds			
WB Left	*				SB Left	*		*
Thru	*				Thru			*
Right	*				Right			*
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		48.0A			Green	8.0A	49.0A	
Yellow/AR		5.0			Yellow/AR	5.0	5.0	
Cycle Length: 120 secs Phase combination order: #1 #5 #6								

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS	
EB	L	487	1169	0.335	0.417	15.4	C	14.7	B
	TR	1407	3378	0.141	0.417	14.0	B		
WB	L	412	990	0.002	0.417	13.2	B	13.7	B
	TR	1410	3384	0.094	0.417	13.7	B		
NB	L	307	1635	0.068	0.533	9.0	B	15.3	C
	TR	1462	3441	0.398	0.425	15.5	C		
SB	L	311	1676	0.016	0.533	8.9	B	15.4	C
	TR	1483	3489	0.387	0.425	15.4	C		

Intersection Delay = 15.1 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.347

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 10-19-1998  
 Center For Microcomputers In Transportation

Streets: (E-W) Downtown Conn. (N-S) MLK Blvd.  
 Analyst: ALEXANDER File Name: PT&WALLP.HC9  
 Area Type: Other 10-19-98 PM Peak  
 Comment: 2020 Future DHV Telfair St. to Edgewood Ave.

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	< 0	1	2	< 0	1	2	< 0
Volumes	90	220	50	1	240	5	20	675	1	5	610	40
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			30			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		*
Thru	*				Thru			*
Right	*				Right			*
Peds					Peds			
WB Left		*			SB Left	*		*
Thru		*			Thru			*
Right		*			Right			*
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		48.0A			Green	8.0A	49.0A	
Yellow/AR		5.0			Yellow/AR	5.0	5.0	
Cycle Length: 120 secs Phase combination order: #1 #5 #6								

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
							Delay	LOS	
Mvmts	Cap	Flow	Ratio	Ratio					
EB	L	350	840	0.272	0.417	15.0	B	14.5	B
	TR	1401	3362	0.190	0.417	14.3	B		
WB	L	350	841	0.003	0.417	13.2	B	14.3	B
	TR	1414	3395	0.192	0.417	14.3	B		
NB	L	243	1635	0.086	0.533	9.4	B	16.4	C
	TR	1462	3441	0.511	0.425	16.6	C		
SB	L	239	1676	0.021	0.533	9.4	B	16.3	C
	TR	1486	3497	0.483	0.425	16.3	C		

Intersection Delay = 15.8 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.371

## Minutes of Meeting

**Date:** August 17, 1998

**Location:** Georgia Department of Transportation, Capitol Avenue

**Project:** South Downtown Connector from Telfair St. to MLK Jr. Blvd.  
PRP-8530-26(021)  
P.I. # 350595

**Attendees:** see attached record of attendees

The major issues discussed were as follows:

The meeting began with a brief project introduction by Angela Alexander and everyone then introduced themselves.

Description of the proposed project was given by Joe Johnson of Moreland Altobelli Associates. This included the projects location and need, the accident data for Edgewood Ave. and Elm St., traffic predictions for opening and design years, utilities in conflict, and environmental impact.

Mr. Johnson also explained two alternates that were developed and stated why they were abandoned. The two other alternates proposed were, 1) following the existing alignment of Edgewood Ave. and 2) closely paralleling the railroad tracks. These were abandoned for various reasons including the difficult grades that would occur at the projects intersection with MLK Jr. Blvd.

Mr. Johnson was then asked to explain the access to be provided to the existing streets and parcels. It was explained that Second and Third streets would have direct access to the new route while First, Elm, Edgewood, and the mid-block alleys would not have direct access to the project.

It was stated that the project traversed the 'South Macon - Tindall Heights Historic District'. Greg Schneider (MAAI historian) stated that the DOE was completed and had been submitted to SHPO.

Angela Alexander stated that a written commitment by the local government for the maintenance of landscaping is needed before GDOT will authorize construction.

Angela Alexander then went around the room to receive comments from all of the attendees.

Representatives from Bibb County and the City of Macon had no problems with the project.

GDOT Engineering Services: Asked if local project #2 at the termini of the project was to be built later. Mr. Johnson explained that it was to be built later as a separate project. Questioned the angle of the intersection of the project and MLK Jr. Blvd. Stated that 60° is the minimum skew angle acceptable. Mr. Johnson said he would look into this. Asked for more clarification on why the Edgewood Ave. alternate was not used.

GDOT Programming: Wanted clarification that MLK Jr. Blvd. and Broadway were the same facilities. Stated that the project was now in the 'Long Range' category and that if it needs to be moved up this needs to be stated in the concept.

GDOT Traffic Operations: Asked questions on type of access on project. Stated that Little Richard Penninman was limited access and would like to keep the new project the same. Mr. Johnson said he would look into the feasibility of this and the feasibility of giving alleys access to the project. Discussed the possibility of shifting the termini with MLK Jr. either north or south to eliminate the skew. Asked to study putting dual lefts onto MLK Jr.

GDOT Environmental: Reconfirmed that a GEPA document was needed and that the DOE has been submitted. Greg Schneider stated that mitigation for historic resources was not required under GEPA.

GDOT Planning: Drew attention to the new need and purpose statement. Stated history of the South Downtown Connector.

GDOT District: No Comment

GDOT Right of Way: Asked if ROW cost estimates had been developed for the alternatives. Mr. Johnson stated that one had been prepared for the Edgewood Ave. alternative. GDOT ROW stated that the Edgewood alternate seemed to have less of an impact to the area. Mr. Johnson clarified that the Edgewood alternate would involve many more takings of occupied structures than the proposed route would.

GDOT Utilities: Stated normal adjustments would be needed. Asked about ROW limits and if permanent easements were to be required. Mr. Johnson stated that none were planned at this time.

Bibb County Board of Education: Stated that there did not seem to be any impacts on the local schools. Traffic Ops asked about the need to shadow school buses in the median. Mr. Johnson said he would look into this.

Angela Alexander then recapped the issues that needed addressing in the final concept report. They were as follows:

- Improving the skew angle at MLK Jr. Blvd.
- More explanation of the Edgewood Ave. alternate including grades and displacements.
- Verifying the effect of the earth moving to see if this will stay in the ROW limits.
- Clarify the Broadway to MLK Jr. name change.
- Check the median width for the possibility of shadowing school busses at the Third Street Intersection.
- The possibility of providing dual lefts at the MLK Jr. Blvd. intersection.

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Concept Team Meeting  
 LOCATION: Office of Urban Design  
 DATE: August 17, 1998 HOUR: 9:00  
 MODERATOR: \_\_\_\_\_

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE NO.</u>
1.	<u>Angela T. Alexander</u>	<u>GDOT-Urban</u>	<u>(404) 656-5444</u>
2.	<u>Janet Rio-Sinfelt</u>	<u>GDOT-Urban</u>	<u>" " "</u>
3.	<u>SABRINA L. PREE</u>	<u>GDOT-URBAN</u>	<u>" " "</u>
4.	<u>Paul Pickett</u>	<u>GDOT-PROGRAMMING</u>	<u>404 651-7043</u>
5.	<u>Bonnie Batchelor</u>	<u>MAAI</u>	<u>770-455-9375</u>
6.	<u>Sheri Williamson</u>	<u>MAAI</u>	<u>912-755-0000</u>
7.	<u>Greg Schneider</u>	<u>MAAI</u>	<u>7-455-9375</u>
8.	<u>CORA COOK</u>	<u>GDOT-Planning</u>	<u>(404) 657-6687</u>
9.	<u>BILL CAUSEY</u>	<u>CITY OF MACON</u>	<u>(912) 751-7180</u>
10.	<u>DAVID MULLING</u>	<u>GDOT ENGINEERING SERVICES</u>	<u>(404) 651-7470</u>
11.	<u>KENNETH H. SHEETS</u>	<u>BIBB COUNTY</u>	<u>(912) 749-6660</u>
12.	<u>KEITH B. ROHLING</u>	<u>GDOT THOMASTON</u>	<u>706-646-6557</u>
13.	<u>KEVIN GOLE</u>	<u>DOT THOMASTON</u>	<u>706-646-6549</u>
14.	<u>Jenna Walker</u>	<u>" "</u>	<u>706-646-6591</u>
15.	<u>MIKE BRITT</u>	<u>DOT Thomaston</u>	<u>706-646-6597</u>
16.	<u>GARY OWENS</u>	<u>GDOT URBAN</u>	<u>404 656-5444</u>
17.	<u>Ken Estes</u>	<u>DOT Traffic Operations</u>	<u>404-656-0127</u>
18.	<u>Stan Peteet</u>	<u>DOT R/W</u>	<u>(770) 986-1009</u>
19.	<u>JOE DUNSON</u>	<u>MAAI</u>	<u>912-755-0000</u>
20.	<u>JANICE RAINY-WHITE</u>	<u>BIBB</u>	<u>912-765-8533</u>

REMARKS: \_\_\_\_\_

**Hutto, Wayne**

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**From:** Alexander, Angela  
Wednesday, October 28, 1998 7:44 AM  
Mustin, Bob  
Buchan, Ben; Palladi, Joe; Hutto, Wayne; Quarles, Johnny  
**Subject:** PRP-8530-26(021) Bibb County South Downtown Connector

This E-mail is in response to your correspondence sent to this Office dated October 23, 1998 regarding the above project. The Preliminary Engineering, Reimbursable Utilities and Right of Way cost are all the responsibility of the local government. An LGPA for PE/RW & Utilities was signed with Bibb County in February of 1998.

If I can answer any other questions, please contact me by E-mail or by phone at (404) 6556-5444.

Angela.

Department of Transportation  
State of Georgia

**PROJECT CONCEPT REPORT**

**South Downtown Connector  
from Telfair Street to Martin Luther King Jr. Boulevard (Broadway Lane)**

**Project Number: PRP-8530-26(021),**

**County: Bibb**

**P.I. Number: 350595,**

**U.S. Route Number: None**

**State Route Number: None**

**Date of Report: 8/28/98**

*PROJECT LOCATION MAP  
SEE PAGE TWO*

**RECOMMENDATION FOR APPROVAL:**

10/21/98  
DATE

*Joseph P. Allard*  
STATE URBAN DESIGN ENGINEER

\_\_\_\_\_  
DATE

\_\_\_\_\_  
STATE ENVIRONMENT/LOCATION ENGINEER

\_\_\_\_\_  
DATE

\_\_\_\_\_  
STATE TRAFFIC OPERATIONS ENGINEER

\_\_\_\_\_  
DATE

\_\_\_\_\_  
DISTRICT ENGINEER

\_\_\_\_\_  
DATE

\_\_\_\_\_  
PROJECT REVIEW ENGINEER

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

10/29/98  
DATE

*John D. ...*  
STATE TRANSPORTATION PLANNING ADMINISTRATOR

Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

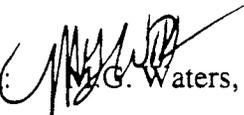
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OCT 28 1998

PRECONSTRUCTION

File: PRP-8530-26(021)/Bibb County  
P.I. No. 350595

Office: Traffic Operations  
Atlanta, Georgia  
Date: October 26, 1998

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the construction of the South Downtown Connector within the city of Macon. This project will extend Little Richard Penniman Blvd. eastward to Martin Luther King Jr. Blvd.(US 80,129,Bus. 41;SR 11,29,49). The roadway is developed mostly on new location, with portions of Edgewood Avenue and Elm Street utilized, causing several existing streets to be cul-de-saced. South Downtown Connector will be a four lane divided roadway with a 6 m raised landscaped median, and with curb and gutter and 1.5 m sidewalks on each side. The total length of this project is .8 km(.5 miles). The speed design is 70 km/h(45 mph). Traffic is to be maintained on existing pavement during construction.

We recommend increasing the median width to 8.4 m (28 ft.) at median openings to allow the left turn lanes to be offset or aligned directly across from each other and increase sight distance for permissive left turn movements. Where no possibility of median openings exist the median could remain the proposed width.

We believe this concept will improve safety and traffic operations, through downtown Macon, along this section of roadway.

With the recommended statement, we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: David Studstill  
Joseph P. Palladi, P.E., Attn. Angela Alexander  
Bob Mustin, w/ attachment  
Toni Dunagan  
General Files

Department of Transportation  
State of Georgia

**PROJECT CONCEPT REPORT**

**South Downtown Connector  
from Telfair Street to Martin Luther King Jr. Boulevard (Broadway Lane)**

**Project Number: PRP-8530-26(021),  
County: Bibb  
P.I. Number: 350595,  
U.S. Route Number: None  
State Route Number: None  
Date of Report: 8/28/98**

**PROJECT LOCATION MAP  
SEE PAGE TWO**

**RECOMMENDATION FOR APPROVAL:**

10/21/98      *Joseph P. Bell*  
DATE              STATE URBAN DESIGN ENGINEER

\_\_\_\_\_  
DATE              STATE ENVIRONMENT/LOCATION ENGINEER

10/28/98      *Marvin H. Hester*  
DATE              STATE TRAFFIC OPERATIONS ENGINEER

\_\_\_\_\_  
DATE              DISTRICT ENGINEER

\_\_\_\_\_  
DATE              PROJECT REVIEW ENGINEER

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

\_\_\_\_\_  
DATE              STATE TRANSPORTATION PLANNING ADMINISTRATOR

