

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-8042(5) Muscogee County **OFFICE** Preconstruction
P. I. No. 350796 **DATE** April 21, 2003
FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

- David Mulling
- Harvey Keeper
- Jerry Hobbs
- Percy Middlebrooks
- Michael Henry
- Phillip Allen
- Marta Rosen
- Ben Buchan
- Joe Palladi
- Thomas Howell
- BOARD MEMBER



FINANCIAL MANAGEMENT

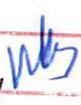
✓ DEV 

ACCT. _____

FIN. _____

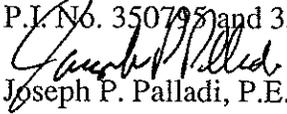
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... JING _____

Windy 

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

| | | | |
|-------------|--|---------------|------------------|
| FILE | STP-8042(5), Muscogee County P.I. No. 350796 Buena Vista Road from Brown Avenue to Illges Road Formerly: MR-8038(8) and MR-8042(5); P.I. No. 350795 and 350796 | OFFICE | Urban Design |
| | | DATE | January 24, 2003 |
| FROM |  Joseph P. Palladi, P.E., State Urban Design Engineer | | |
| TO | Meg Pirkle, P.E., Assistant Director of Preconstruction | | |

SUBJECT — Revised Project Concept Report

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

The approved typical section for Buena Vista Road is an urban section with two 12-foot lanes in each direction and a 20-foot raised median and turn lanes as required. The proposed shoulder width is 12 feet with 5-foot sidewalk on both sides. The revised typical section will be an urban section with two 12.5-foot lanes in each direction and a 14-foot TWLTL and 12-foot wide shoulders with 5-foot sidewalk on both sides. The revised typical section will provide enough width to add a 20-foot raised median with two-11 foot lanes in each direction in the future if conditions warrant such action. The raised median would remain as proposed for the Brown Avenue and Buena Vista Road intersection from Station 94+55+- to Station 107+00+-.

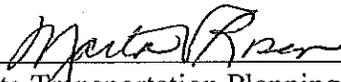
Due to public comments received during a Public Information Meeting (PIM) held on February 29, 2000 and context sensitive design to reduce impacts, the number of through lanes and turn lanes were reduced from the recommendations made in the Traffic Study prepared by Street Smarts dated June 1999. The traffic study recommended 4 through lanes on Brown Avenue and Buena Vista Road, dual left-turn lanes for the eastbound, westbound, and northbound approaches, and right-turn lanes on all four approaches to the intersection. The dual left-turns were all reduced to singles. The four through lanes on Brown Avenue were reduced to two, one in each direction. The right-turn lanes on Buena Vista Road were removed. The lane widths were also reduced from 12-feet to 11-feet. The capacity analysis results indicate that when the proposed roadway opens in 2004 the LOS will be an "E" at the intersection of Buena Vista Road and Brown Avenue. The PM peak LOS will fail by 2014 and the AM peak by 2019 for this intersection.

The limits of the project in the approved concept are from Wynnton Road to Illges Road. The western limit of this project is revised from Wynnton Road to Brown Avenue due to public comments received in order to minimize impacts to local residents along this corridor. The total project length is revised from 1.7 miles to 1.3 miles.

The current horizontal alignment as approved in the concept report is for symmetrical widening about the existing roadway. Because of recent development and the need to avoid historic resources along the corridor, the horizontal alignment is revised to shift from the north to the south of the existing roadway as needed to minimize impacts.

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

Date: 2-4-03



State Transportation Planning Administrator

Distribution:

David Mulling w/attachment
Harvey Keeper w/attachment
Philip Allen w/attachment
Marta Rosen w/attachment
Percy Middlebrooks w/attachment
Thomas Howell w/attachment

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

REVISED PROJECT CONCEPT REPORT

STP-8042(5)/Muscogee County
P.I. No. 350796
Buena Vista Road from Brown Avenue to Illges Road

Need and Purpose: See attachment.

Project location: This project is the widening and reconstruction of 1.3 miles of Buena Vista Road from Brown Avenue (mile point 1.42) to Illges Road (mile point 0.28) in the City of Columbus, Muscogee County. The proposed project is defined to begin at the western approach to Brown Avenue and end at Illges Road.

Description of the approved concept: The approved concept proposed to widen Buena Vista Road from Wynnton Road to Illges Road from two/four lane section to four lane urban section with 20-foot raised median.

PDP Classification: Full Oversight (), Exempt(X), SF(), Other ()

Functional Classification: Urban Major Arterial

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

Traffic (AADT) as shown in the approved concept:

Current Year: 19,000 (1996) Design Year: 29,500 (2016)

Proposed features to be revised:

The features to be revised in the approved concept are the typical section, the project limits, and the horizontal alignment.

The approved typical section is an urban section with two 12 foot lanes in each direction and a 20 foot raised median and turn lanes as required. The proposed shoulder width is 12 feet with 5 foot sidewalk on both sides.

The project limits in the approved concept report are from Wynnton Road to Illges Road. A distance of 1.7 miles.

The alignment in the approved concept is for widening symmetrically about the existing roadway.

Revised feature(s) to be approved:

The revised typical section will be an urban section with two 12.5-foot lanes in each direction and a 14-foot TWLTL and 12-foot wide shoulders with 5-foot sidewalk on both sides. The revised typical section will provide enough width to add a 20-foot raised median with two 11-foot lanes in each direction in the future if conditions warrant such action. The raised median would remain as proposed for the Brown Avenue and Buena Vista Road intersection from Station 94+55+- to Station 107+00+-.

Due to public comments received during a Public Information Meeting (PIM) held on February 29, 2000 and context sensitive design to reduce impacts, the number of through lanes and turn lanes were reduced from the recommendations made in the Traffic Study prepared by Street Smarts dated June 2000. The traffic study recommended 4 through lanes on Brown Avenue and Buena Vista Road, dual left-turn lanes for the eastbound, westbound, and northbound approaches, and right-turn lanes on all four approaches to the intersection. The dual left-turns were all reduced to singles. The four through lanes on Brown Avenue were reduced to two, one in each direction. The right-turn lanes on Buena Vista Road were removed. The lane widths were also reduced from 12-feet to 11-feet. The capacity analysis results indicate that when the proposed roadway opens in 2004 the LOS will be an "E" at the intersection. The PM peak LOS will fail by 2014 and the AM peak by 2019 for this intersection.

The project limits are being revised due to the Public Information Meeting responses as well as from requests from local officials and organizations. The western limit of this project was modified from Wynnton Road to Brown Avenue (mile point 1.42). The eastern limit will remain as approved in the original concept report. The revised project length is 1.3 miles.

The proposed alignment has been altered slightly from the approved concept due to recent development and the identification of historic resources in the area. The following is a description of the proposed alignment at this time.

From Brown Avenue to Britt Avenue, Buena Vista Road would be widened symmetrically about the existing centerline. Brown Avenue would be widened to add left and right turn lanes. The widening of Brown Avenue would be mostly on the west side so as to avoid a historical district and minimize impact to a local shopping center. The typical section for Brown Avenue would consist of two 11-foot through lanes and 11-foot left and right turn lanes with 12-foot urban shoulders.

From Britt Avenue to Fulton Avenue, the alignment of Buena Vista Road would be shifted to the north. This alignment would prevent impacting the historic Columbus Times Building. Ewart Avenue/Henry Avenue would be realigned with a 75° skew across Buena Vista Road to create a through movement at this intersection. The south side of Julia Avenue would end in a cul-de-sac to reduce the approaches to the intersection from five directions to four. A minimum 60-foot right-of-way on Ewart Avenue/Henry Avenue would be required for construction. The typical sections used for Ewart Avenue/Henry Avenue would be two 11-foot lanes with 12-foot shoulders and 11-foot left turn lanes. Henry/Ewart Avenue and Buena Vista Road would be signalized. A median opening is proposed for Henry Avenue/Ewart Avenue and the historic district along Henry Avenue/ 10th Street would experience minimal impact.

From Fulton Avenue to Lawyers Lane the alignment of Buena Vista Road would be shifted to the south.

Lawyers Lane would be realigned to reduce the severe skew on the existing roadway to the north of Buena Vista Road. The alignment of Lawyers Lane would be shifted to the west and cross Buena Vista Road with a 75-degree skew. To minimize impacts to a minority community and to the historic Wynnton Hill Baptist Church, this alternate will go through the Veterans Memorial Park. It will require the relocation of a monument within the existing park. The typical section would be two 11-foot through lanes with 12-foot shoulders and 11-foot right and left turn lanes. A minimum 68-foot right-of-way would be required for construction.

From Lawyers Lane to Ilges Road (end of the project) the alignment of Buena Vista Road would be shifted to the north. The historic Mt. Zion Baptist Church would incur little or no impact. The Vista Estates Apartments are located just west of the intersection of Buena Vista Road and Ilges Road and may require a gravity wall to reduce impacts to the front of the property. However, there should be no impact to any structures or parking areas. A median opening is proposed for Eighth Street and Annette Avenue. A median break would also be located at the Thomas Brewer Elementary School for school bus use only.

Updated traffic data (AADT):

Current Year: 20,400 (2004) Design Year: 31,500 (2024)

Programmed/Schedule:

P.E.: 3-9-1992 R/W: Local Construction: 2004

Revised cost estimates:

| | <u>Proposed</u> | <u>Approved</u> |
|---|-------------------------------------|-----------------|
| 1. Construction cost including inflation and E&C, | \$ 4,736,000 ✓ | 4,484,000 |
| 2. Right-of-way | \$3,497,200 (By Local Government) ✓ | |
| 3. Utilities | \$ 658,773 (By Local Government) | |

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

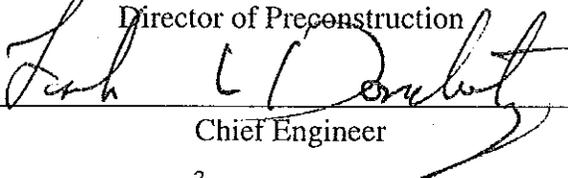
Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

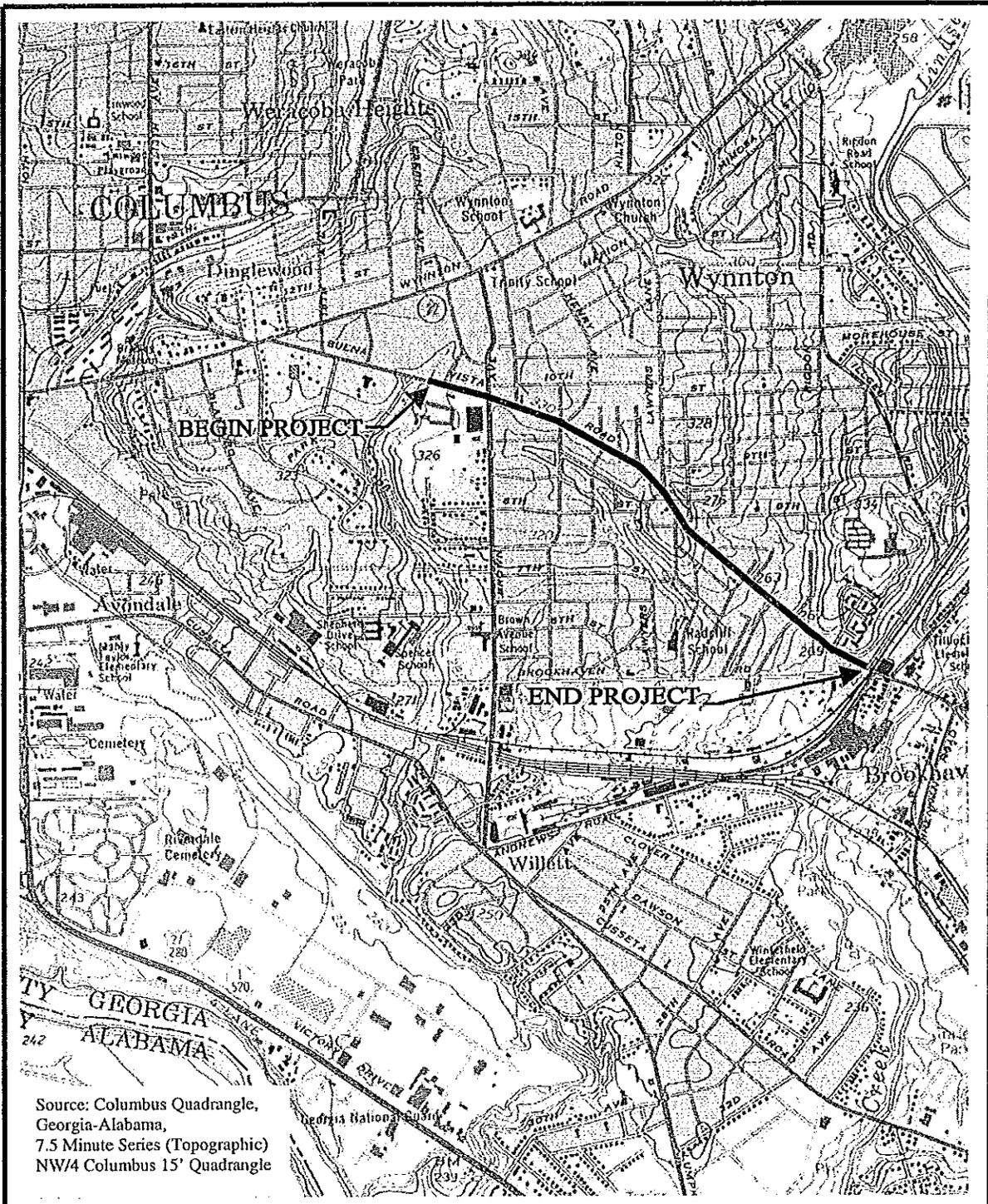
Attachments:

1. Sketch Map,
2. Cost Estimate,
3. Typical Sections,
4. Need and Purpose Statement,
5. PIM Summary

• **Exempt Project**

Concur: 
 Director of Preconstruction

Approve: 
 Chief Engineer



Source: Columbus Quadrangle,
 Georgia-Alabama,
 7.5 Minute Series (Topographic)
 NW/4 Columbus 15' Quadrangle

| | | | |
|--|---|--|--|
| <p>PROJECT No. STP-8042(5) MUSCOGEE COUNTY P.I. NO. 350796 BUENA VISTA ROAD WIDENING</p> <p>LOCATION MAP</p> |  <p>GEORGIA LOCATION</p> |  | <p>SCALE: _____ 1:24,000</p> <p>JOB NO: _____ 95025</p> <p>FIGURE NO: <u>1</u></p> |
| <p>REVISIED CONCEPT REPORT BUENA VISTA ROAD</p> | | | |

Preliminary Cost Estimate

Project No.: STP-8042(5)
 Prepared By: Earth Tech

County: Muscogee

Date: 10-Jan-03

() Programming Process () Concept Development (X) During Project Development

Project Costs:

| | | | | | |
|---|--------|----------------------------|------------|-----------------|---------------------|
| A. Right of Way | | By Local Government | | | |
| 1. Property (Land and Easements) | | | | | LOCALS |
| 2. Displacements | | | | | LOCALS |
| 3. Other Costs | | | | | LOCALS |
| | | | | SUBTOTAL | \$3,497,200 |
| B. Reimbursable Utilities | | By Local Government | | | |
| 1. Railroad | | | | | LOCALS |
| 2. Transmission Lines | | | | | LOCALS |
| 3. Services | | | | | LOCALS |
| | | | | SUBTOTAL | \$658,773 |
| C. No Major Structures | | | | | |
| D. Construction | | | | | |
| 1. Box Culverts | 81.405 | Cu. Yd. @ | \$419.87 | \$ | 34,180 |
| | 9171 | LBS. @ | \$0.62 | \$ | 5,686 |
| 2. Wingwalls | 24.82 | Cu. Yd. @ | \$419.87 | \$ | 10,421 |
| | 1052 | LBS. @ | \$0.62 | \$ | 652 |
| | | | | SUBTOTAL | \$ 50,939 |
| E. Grading & Drainage | | | | | |
| 1. Earthwork | | | | | |
| a. Soil Excavation | 19,866 | Cu. Yd. @ | \$2.52 | \$ | 50,062 |
| b. Rock | 0 | Cu. Yd. @ | \$0.00 | \$ | - |
| c. Borrow | 0 | Cu. Yd. @ | \$0.00 | \$ | - |
| 2. Drainage | | | | | |
| a. Long. & Cross Drain Pipes (Excl. Box Culverts) | 9943 | Lin. Ft. @ | \$36.59 | \$ | 363,787 |
| b. Catch Basins, Drop Inlets, & Manholes | 115.62 | EA & LF @ | \$381.32 | \$ | 44,088 |
| | | | | SUBTOTAL | \$ 457,938 |
| F. Base & Paving | | | | | |
| 1. Aggregate Base | 21,335 | Tons @ | \$30.58 | \$ | 652,424 |
| 2. Asphalt Paving | | | | | |
| 9.5 mm Asph Conc | 5906 | Tons @ | \$38.22 | \$ | 225,727 |
| 19 mm Asph Conc | 7872 | Tons @ | \$44.67 | \$ | 351,642 |
| 25 mm Asph Conc Base | 15709 | Tons @ | \$43.71 | \$ | 686,640 |
| Tack Coat | 6897 | Gal @ | \$1.08 | \$ | 7,449 |
| Leveling | 2000 | Tons @ | \$39.95 | \$ | 79,900 |
| 3. Mill Variable Depth | | | \$4.48 | \$ | - |
| 4. Other | | | | | |
| | | | | SUBTOTAL | \$ 2,003,783 |
| G. Guardrail | | | | | |
| W-Beam Rail | 150.5 | Lin. Ft. @ | \$11.31 | \$ | 1,702 |
| With Anchors (type 1) | 2 | EA @ | \$468.96 | \$ | 938 |
| With Anchors (type 12) | 2 | EA @ | \$1,375.67 | \$ | 2,751 |

| | | | | | | |
|-----------|---|--------|------------|-----------------|-----------|----------------|
| | | | | SUBTOTAL | \$ | 5,391 |
| H | Concrete Work | | | | | |
| | 1. Concrete Sidewalk, 4" | 8841 | Sq. Yds. @ | \$36.82 | \$ | 325,526 |
| | 2. Concrete Valley Gutter, 8" | 1425 | Sq. Yds. @ | \$39.51 | \$ | 56,302 |
| | 3. Concrete Median, 6" & Concrete Island, 6" | 277 | Sq. Yds. @ | \$46.99 | \$ | 13,016 |
| | 4. Concrete Driveway, 6" | 776 | Sq. Yds. @ | \$38.87 | \$ | 30,163 |
| | 5. Curb and Gutter | 19474 | Lin. Ft. @ | \$15.20 | \$ | 296,005 |
| | 6. Header Curb, 6" | 1253 | Lin. Ft. @ | \$13.00 | \$ | 16,289 |
| | 7. Retaining Wall, Britt Ave @ Buena Vista Rd | 39.37 | Cu. Yd. @ | \$672.61 | \$ | 26,481 |
| | 8. Retaining Wall, Lawyers Lane @ 8th St | 29.63 | Cu. Yd. @ | \$672.61 | \$ | 19,929 |
| | 9. Retaining Wall, Buena Vista Estates @ Buena Vista Rd | 101.63 | Cu. Yd. @ | \$672.61 | \$ | 68,357 |
| | | | | SUBTOTAL | \$ | 852,068 |
| I. | Lump Items | | | | | |
| | a. Traffic Control | 1 | lump sum | \$65,000.00 | \$ | 65,000 |
| | b. Clearing & Grubbing | 14.44 | Acre @ | \$4,700.00 | \$ | 67,868 |
| | c. Landscaping | 14.44 | Acre @ | \$4,383.28 | \$ | 63,295 |
| | d. Erosion Control | 1 | lump sum | \$100,000.00 | \$ | 100,000 |
| | | | | SUBTOTAL | \$ | 296,163 |
| J | Miscellaneous | | | | | |
| | 1. Field Engineer's Office (Type 3) | 1 | EA @ | \$48,403.59 | \$ | 48,404 |
| | 2. Signing & Stri Signing & Striping | | | | | |
| | a. Traffic Striping | 65,093 | Lin. Ft. @ | \$0.45 | \$ | 29,292 |
| | b. Traffic Signs | 114 | Sq. Ft. @ | \$20.96 | \$ | 2,389 |
| | c. Posts | 224 | Lin. Ft. @ | \$9.69 | \$ | 2,171 |
| | d. Signals | 4 | EA @ | \$35,500.00 | \$ | 142,000 |
| | e. Right of Way Markers | 178 | EA @ | \$80.30 | \$ | 14,293 |
| | | | | SUBTOTAL | \$ | 238,549 |

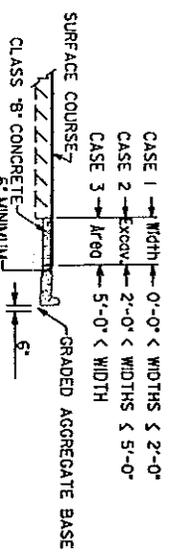
Estimate Summary

| | | | |
|----------------------------------|----------------------------|-----------|------------------|
| A. Right of Way | By Local Government | \$ | 3,497,200 |
| B. Reimbursable Utilities | By Local Government | \$ | 658,773 |

Construction Cost Summary

| | | | |
|--------------------------------|---|-----------|------------------|
| C. No Major Structures | | \$ | - |
| D. Construction | | \$ | 50,939 |
| E. Grading and Drainage | | \$ | 457,938 |
| F. Base & Paving | | \$ | 2,003,783 |
| G. Guardrail | | \$ | 5,391 |
| H. Concrete Work | | \$ | 852,068 |
| I. Lump Items | | \$ | 296,163 |
| J. Miscellaneous | | \$ | 238,549 |
| | SUBTOTAL CONSTRUCTION COSTS | \$ | 3,904,830 |
| | INFLATION (2 YRS. @ 5% PER YEAR) | \$ | 400,245 |
| | E. & C. (10%) | \$ | 430,508 |
| | TOTAL CONSTRUCTION COST | \$ | 4,735,583 |

SHEET PROJECT NUMBER 211
 CA. STP-80421.5



CASE 1: Width 0'-0" < WIDTHS < 2'-0"
 CASE 2: Excavation 2'-0" < WIDTHS < 5'-0"
 CASE 3: Width 5'-0" < WIDTH

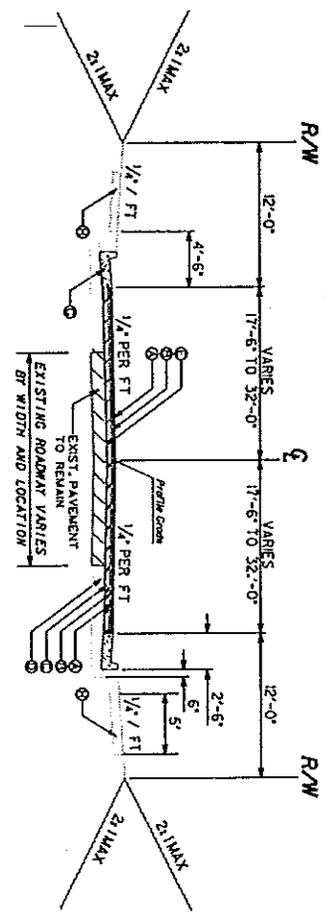
NO SCALE
 CLASS B CONCRETE BASE OR PAVEMENT WORKING
 ITEM CODE 500-9999 - CL YDS.

CASE 1:
 IN EXCAVATED AREAS BETWEEN THE EXISTING PAVING AND NEW CURB AND CUTTER THAT ARE 2'-0" OR LESS IN WIDTH, CLASS B CONCRETE SHALL BE PLACED IN LIEU OF THE BASE AND PAVING SPECIFIED BY THE TYPICAL SECTION. PAYMENT WILL BE MADE UNDER CLASS B CONCRETE BASE AND PAVEMENT WORKING.

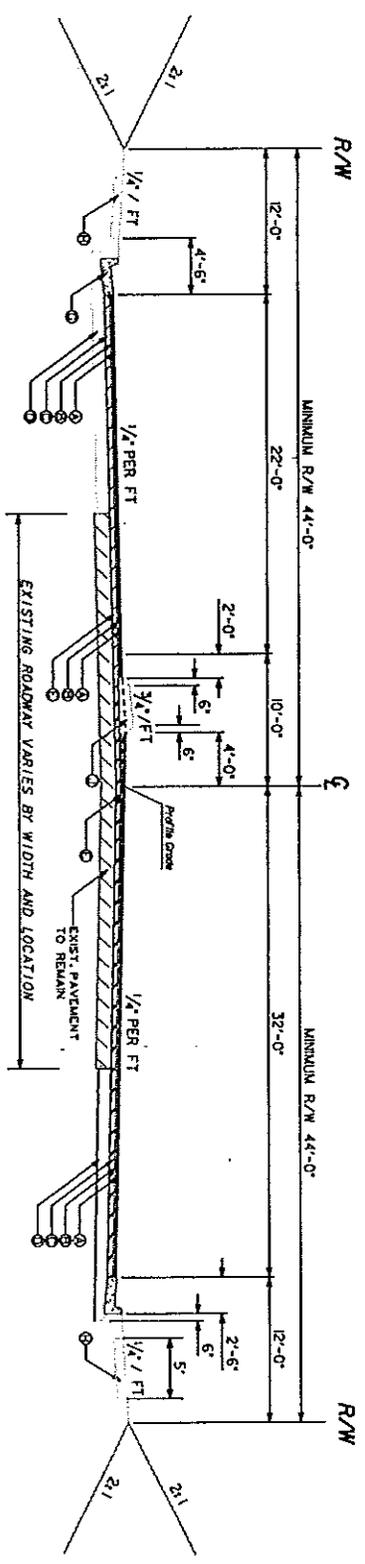
CASE 2:
 IN EXCAVATED AREAS BETWEEN THE EXISTING PAVING AND NEW CURB AND CUTTER GREATER THAN 2'-0" BUT NO MORE THAN 5'-0" IN WIDTH, THE CONTRACTOR MAY PLACE CLASS B CONCRETE IN LIEU OF THE BASE AND PAVING SPECIFIED. IN THESE AREAS, PAYMENT WILL NOT BE MADE FOR CLASS B CONCRETE BUT PAYMENT FOR THE ENTIRE WIDTH WILL BE MADE AT THE PRICES BID FOR THE EQUIVALENT BASE AND PAVING QUANTITIES OTHERWISE REQUIRED.

CASE 3:
 IN EXCAVATED AREAS GREATER THAN 5'-0" IN WIDTH, THE CONTRACTOR SHALL PLACE BASE AND PAVING AS SPECIFIED ON THE TYPICAL SECTION.

TYPICAL SECTION NO. 1
 APPLIES TO
 STA. 91+22 TO STA. 94+52



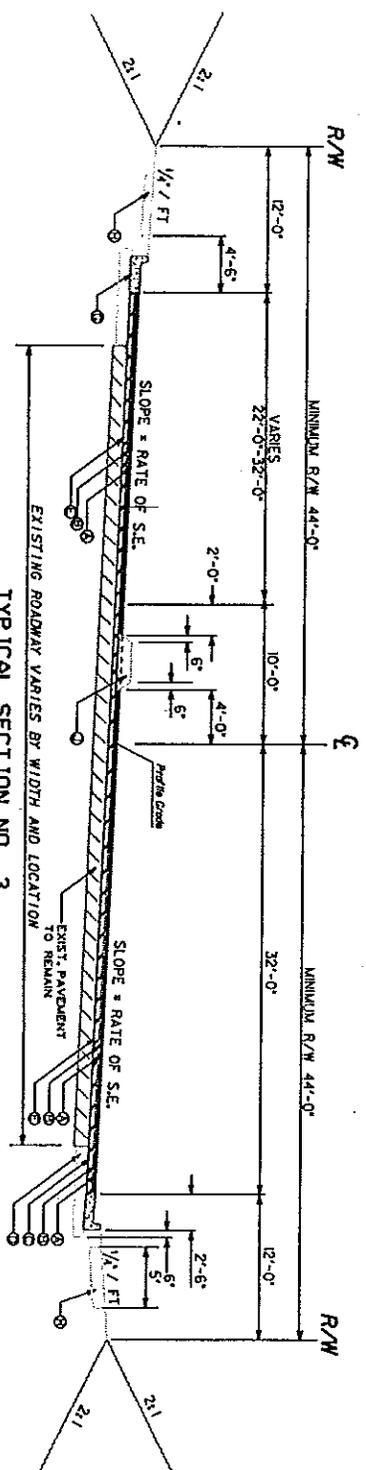
TYPICAL SECTION NO. 2
 APPLIES TO
 STA. 94+52 TO STA. 104+50



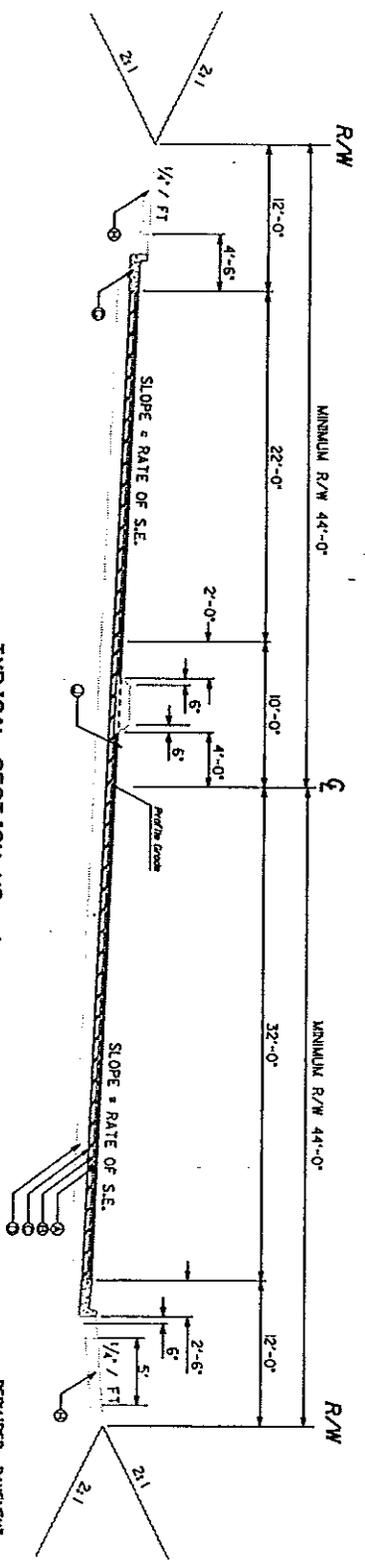
- REQUIRED PAVEMENT
- 165 LB/SY ASPHALTIC CONCRETE 4.5 mm SUPERPAVE
 - 220 LB/SY ASPHALTIC CONCRETE 19 mm SUPERPAVE
 - 440 LB/SY ASPHALTIC CONCRETE 25 mm SUPERPAVE
 - GRADED AGGREGATE BASE, 10"
 - ASPHALTIC CONCRETE LEVELING, AS REQ'D
 - 6" X30" CONG. CURB & CUTTER, CA. STD. 9032 B, TYPE 7
 - 6" X30" CONG. SIDEWALK, CA. STD. 9031 A
 - 4" CONG. PAVED MEDIAN OR GRASSED MEDIAN (SEE PLANS FOR LOCATIONS)
 - CONG. MEDIAN (INTERL. 1/2" TIE BARS, CA. STD. 9032B)

BUENA VISTA ROAD
 TYPICAL SECTIONS

STATE PROJECT NUMBER 347 10/1
 GA STP-8042151



TYPICAL SECTION NO. 3
 APPLIES TO
 STA. 104+50 TO STA. 105+00



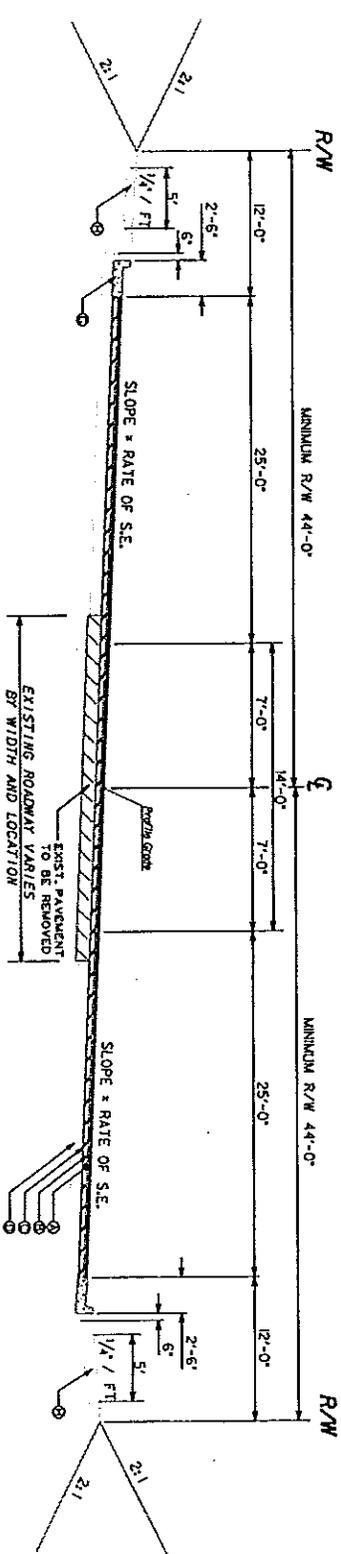
TYPICAL SECTION NO. 4
 APPLIES TO
 STA. 105+00 TO STA. 106+96

| SLOPE | CONTROL | FEET |
|-------|----------|----------|
| 4:1 | CUT | 0-20' |
| 2:1 | OVER 20' | OVER 20' |

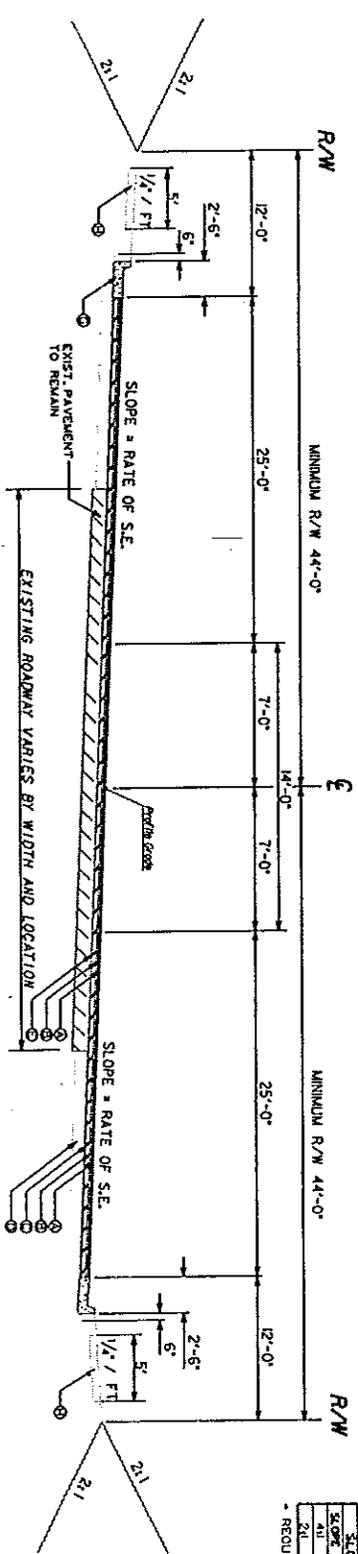
* REQUIRES QUADRAIL

- REQUIRED PAVEMENT**
- 165 LB/5Y ASPHALTIC CONCRETE 9.5 mm SUPERPAVE
 - 220 LB/5Y ASPHALTIC CONCRETE 19 mm SUPERPAVE
 - 440 LB/5Y ASPHALTIC CONCRETE 29 mm SUPERPAVE
 - GRADED AGGREGATE BASE, 10"
 - ASPHALTIC CONCRETE LEVELING, AS REQ'D
 - 8" X30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7
 - 8" X30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2
 - 4" CONC. SIDEWALK, GA. STD. 9031 W
 - 4" CONC. PAVED MEDIAN OR GRASSED MEDIAN
- (SEE PLANS FOR DIMENSIONS)
 CONC. MEDIAN (INTERNAL) W/ TIE BARS, GA. STD. 9032B

BLUENA VISTA ROAD
 TYPICAL SECTIONS



APPLIES TO
 STA. 106+96 TO STA. 117+80
 STA. 128+35 TO STA. 135+68
 TYPICAL SECTION NO. 5



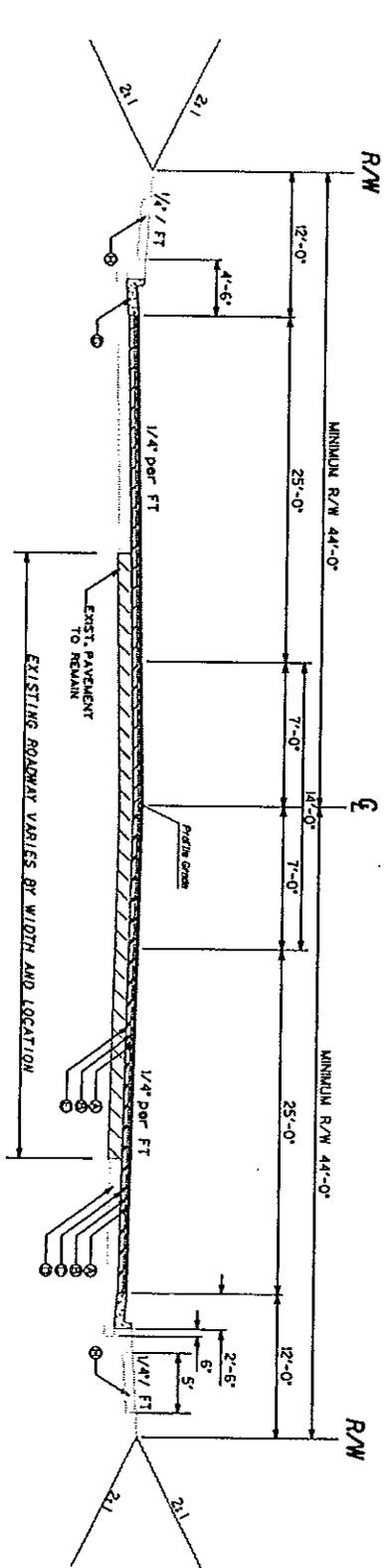
APPLIES TO
 STA. 117+80 TO STA. 125+78
 STA. 149+82 TO STA. 158+59.9
 TYPICAL SECTION NO. 6

| SLOPE CONTING. 5 | | | |
|------------------|---------|----------|----------------------|
| SLOPE | CURB | PAV. | REQ. |
| 4:1 | 0'-0" | 0'-0" | |
| 2:1 | OVER 0" | OVER 10" | * REQUIRES GUARDRAIL |

- REQUIRED PAVEMENT**
- 1 155 LB/SY ASPHALTIC CONCRETE 9.5 mm SUPERPAVE
 - 2 220 LB/SY ASPHALTIC CONCRETE 19 mm SUPERPAVE
 - 3 440 LB/SY ASPHALTIC CONCRETE 25 mm SUPERPAVE
 - 4 GRADED AGGREGATE BASE, 10"
 - 5 ASPHALTIC CONCRETE LEVELING, AS REC'D
 - 6 8" X30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7
 - 7 6" X30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2
 - 8 4" CONC. SIDEWALK, GA. STD. 9031 W
 - 9 4" CONC. PAVED MEDIAN OR GRASSSED MEDIAN
 - 10 CONC. MEDIAN (INTERVAL) W/ 1" BARS, CA. STD. 9032B

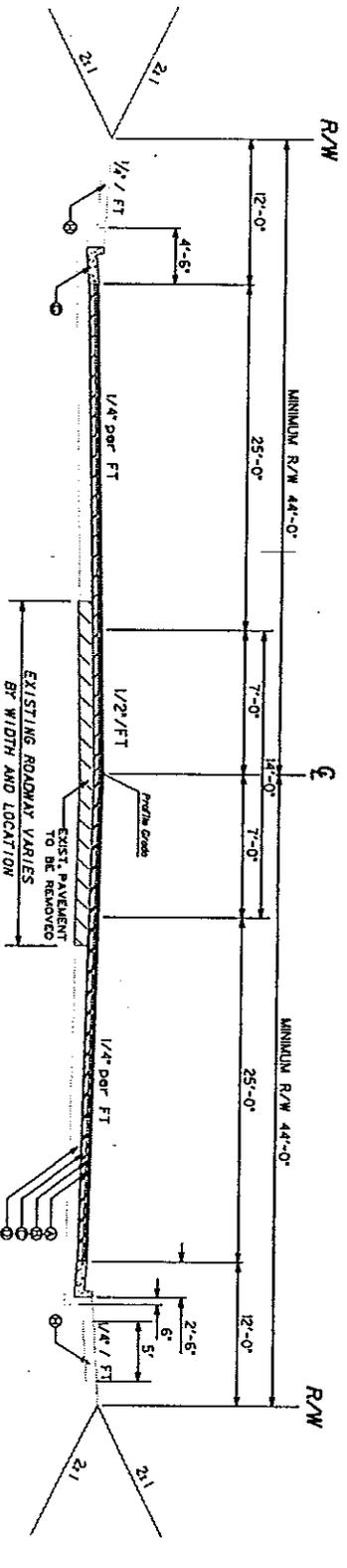
BEENA VISTA ROAD
 TYPICAL SECTIONS

STATE PROJECT NUMBER 27197
 04 STP-8092153



TYPICAL SECTION NO. 7

APPLIES TO
 STA. 136+40 TO STA. 149+82



TYPICAL SECTION NO. 8

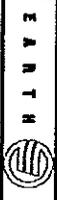
APPLIES TO
 STA. 125+78 TO STA. 128+35
 STA. 135+68 TO STA. 136+40

| SCALE | CONTRACT | DATE |
|----------|----------|----------|
| AS SHOWN | OUT | 1-11-07 |
| AS SHOWN | OVER | 0-10-07 |
| AS SHOWN | OVER | 02-20-07 |

* REQUIRES QUADRANT

- REQUIRED PAVEMENT
- 165 LB/SY ASPHALTIC CONCRETE 9.5 mm SUPERPAVE
 - 220 LB/SY ASPHALTIC CONCRETE 19 mm SUPERPAVE
 - 440 LB/SY ASPHALTIC CONCRETE 25 mm SUPERPAVE
 - GRADED AGGREGATE BASE, 10"
 - ASPHALTIC CONCRETE LEVELING, AS REQ'D
 - 8" X30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7
 - 8" X30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2
 - 4" CONC. SIDEWALK, GA. STD. 9031 V
 - 4" CONC. PAVED MEDIAN OR CRASSED MEDIAN
 - (SEE PLANS FOR LOCATIONS)
 - CONC. MEDIAN (INTEGRAL W/ TIE BARS, GA. STD. 9032B)

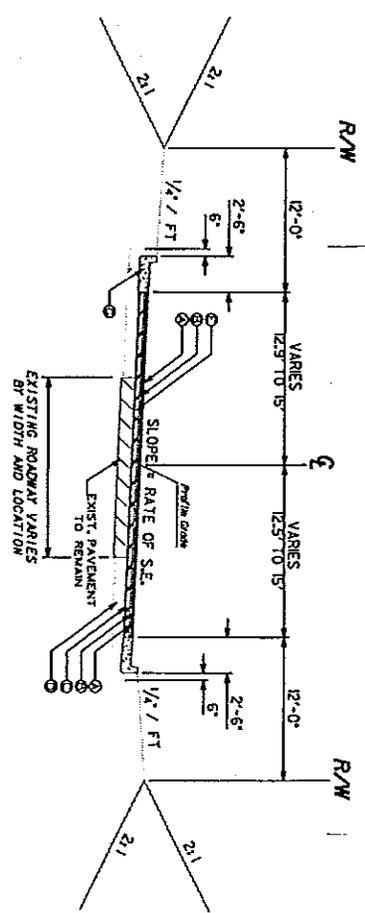
BUENA VISTA ROAD
 TYPICAL SECTIONS



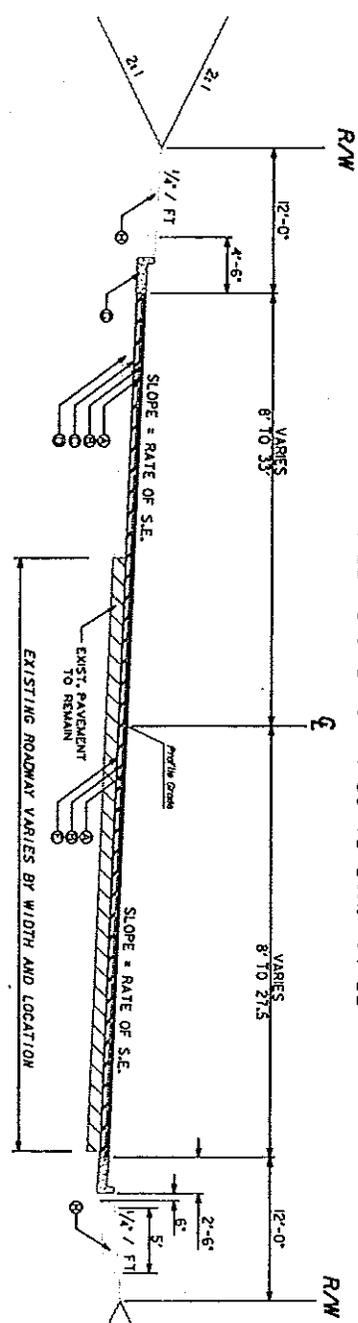
EARTH
 TECHNOLOGIES

| NO. | DATE | BY | CHKD. | DESCRIPTION |
|-----|----------|-----|-------|-------------|
| 1 | 01/11/07 | ... | ... | ... |
| 2 | 02/20/07 | ... | ... | ... |

STATE PROJECT NUMBER
 GA. SIP-90-2151



TYPICAL SECTION NO. 9
 APPLIES TO
 LOCKWOOD CT. STA. 49+29 TO STA. 49+48
 5TH ST. STA. 20+40 TO STA. 21+00
 CHESTER FIELD AVE. STA. 49+08 TO STA. 49+38
 ROOSEVELT ST. STA. 49+30 TO STA. 49+38



TYPICAL SECTION NO. 10
 APPLIES TO
 BROWN AVE. STA. 45+00 TO STA. 46+00
 BRITT AVE. STA. 50+80 TO STA. 50+95
 HENRY AVE. STA. 50+80 TO STA. 52+40
 GEORGE ST. STA. 27+40 TO STA. 28+16
 LAWYERS LANE STA. 52+80 TO STA. 54+90.75
 RADCLIFF AVE. STA. 48+95 TO STA. 49+28
 8TH ST. (OFF B. V.R.) STA. 50+74 TO STA. 50+80
 ELEM. SCHOOL ENT./ANNETTE AVE. STA. 49+00 TO STA. 51+20
 ELEM. SCHOOL EXIT STA. 48+50 TO STA. 49+48

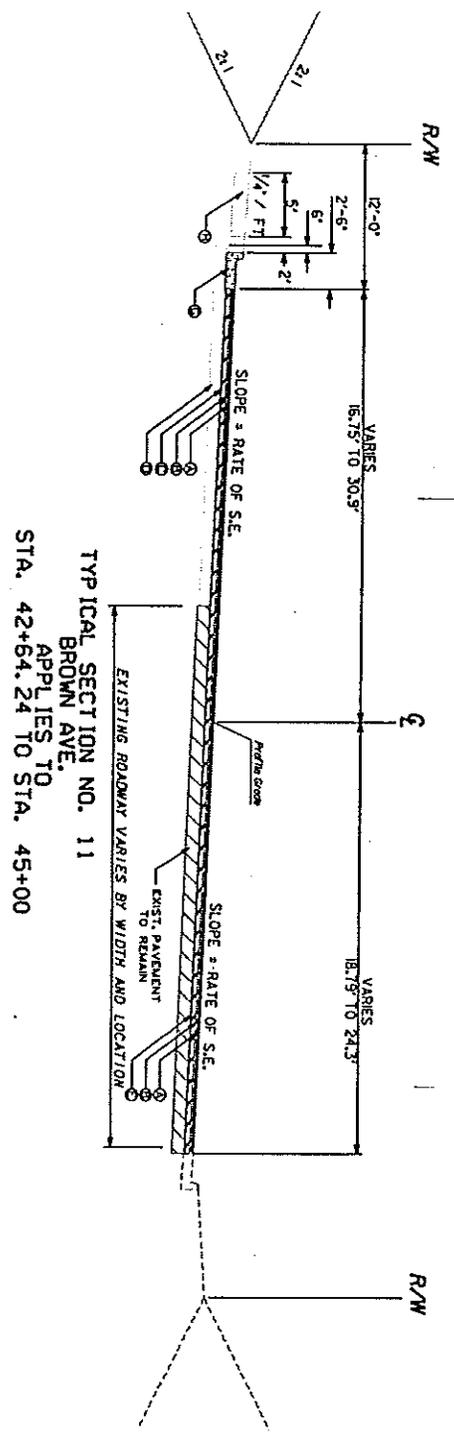
| STONE | CONTROL |
|--------|---------|
| 4 1/2" | 10" |
| 2 1/2" | 10" |

* REQUIRES QUADRANT

- REQUIRED PAVEMENT
- ① 165 LB/SY ASPHALTIC CONCRETE 9.5 mm SUPERPAVE
 - ② 220 LB/SY ASPHALTIC CONCRETE 19 mm SUPERPAVE
 - ③ 440 LB/SY ASPHALTIC CONCRETE 25 mm SUPERPAVE
 - ④ GRADED AGGREGATE BASE, 10"
 - ⑤ ASPHALTIC CONCRETE LEVELING, AS REQ'D
 - ⑥ 8" X 30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7
 - ⑦ 8" X 30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2
 - ⑧ 4" CONC. SIDEWALK, GA. STD. 9031 V.
 - ⑨ 4" CONC. PAVED MEDIAN OR CROSSED MEDIAN
 - ⑩ CONC. MEDIAN (INVERTED) w/ 11E BARS, GA. STD. 9032B

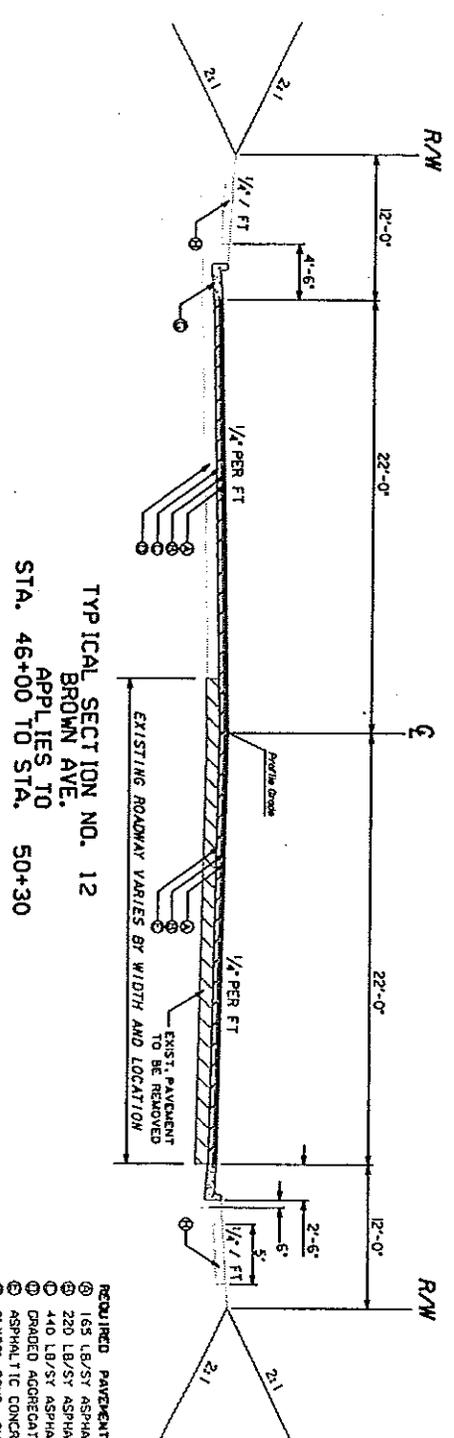
BUENA VISTA ROAD
 TYPICAL SECTIONS

STATE PROJECT NUMBER
 CALIFORNIA
 STP-8042151



| SLOPE | CONTRACT |
|-------|----------|
| 4:1 | DOT 141 |
| 2:1 | DOT 141 |

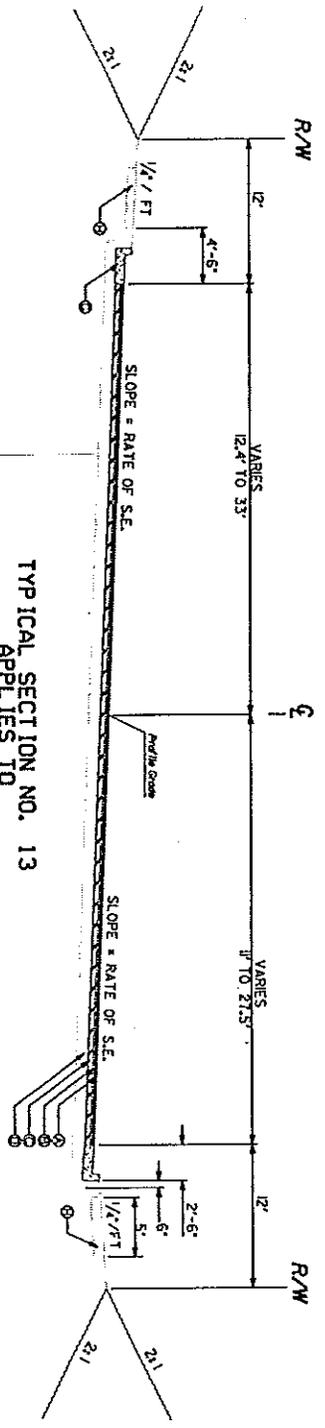
* REQUIRES GUARDRAIL



- REQUIRED PAVEMENT**
- ① 165 LB/SY ASPHALTIC CONCRETE 9.5 mm SUPERPAVE
 - ② 220 LB/SY ASPHALTIC CONCRETE 19 mm SUPERPAVE
 - ③ 440 LB/SY ASPHALTIC CONCRETE 25 mm SUPERPAVE
 - ④ DRADED AGGREGATE BASE, 10"
 - ⑤ ASPHALTIC CONCRETE LEVELING, AS REQ'D
 - ⑥ 8" X30" CONC. CURB & GUTTER, CA. STD. 9032 B, TYPE 7
 - ⑦ 4" CONC. SIDEWALK, CA. STD. 9031 W
 - ⑧ 4" CONC. PAVED MEDIAN OR GRASSSED MEDIAN (SEE PLANS FOR LOCATIONS)
 - ⑨ CONC. MEDIAN (INTERVAL) W/ TIE BARS, CA. STD. 9032B

FAIRHURST ENGINEERING

BUENA VISTA ROAD
 TYPICAL SECTIONS

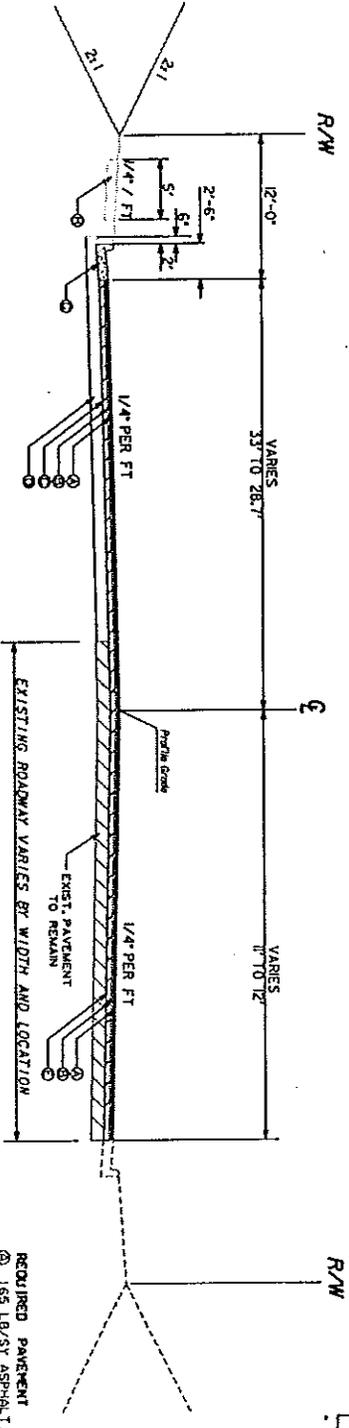


TYPICAL SECTION NO. 13
 APPLIES TO

- BROWN AVE. STA. 50+30 TO STA. 51+80
- LOCKWOOD AVE. STA. 50+58 TO STA. 50+88
- BRITT AVE. STA. 50+54 TO STA. 50+80
- HENRY-EMART AVE. STA. 48+59 TO STA. 50+80
- GEORGE ST. STA. 28+00 TO STA. 28+41
- FULTON AVE. STA. 49+10 TO STA. 49+39
- LAWYERS LANE STA. 49+00 TO STA. 52+80
- BUENA VISTA ESTATES RD. STA. 50+58 TO STA. 50+90

| SLOPE CONTROLS | |
|----------------|----------|
| SLOPE | CONTROL |
| 2:1 | OVER 10' |
| 2:1 | OVER 30' |

* REQUIRES GUARDRAIL



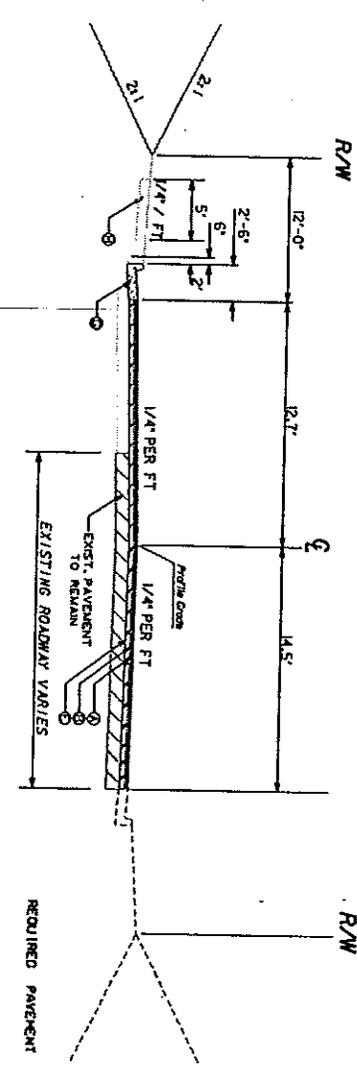
TYPICAL SECTION NO. 14
 APPLIES TO

- BROWN AVE. STA 51+80 TO 54+27

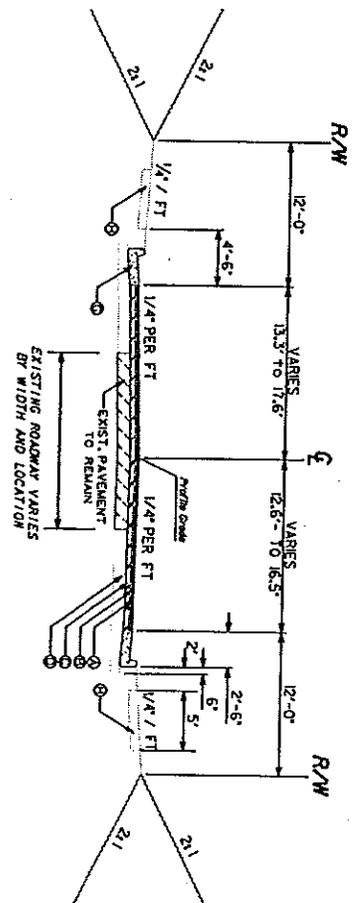
- REQUIRED PAVEMENT**
- ① 165 LB/SY ASPHALTIC CONCRETE 9.5 mm SUPERPAVE
 - ② 220 LB/SY ASPHALTIC CONCRETE 19 mm SUPERPAVE
 - ③ 440 LB/SY ASPHALTIC CONCRETE 25 mm SUPERPAVE
 - ④ GRADED AGGREGATE BASE, 10"
 - ⑤ ASPHALTIC CONCRETE LEVELING, AS REQ'D
 - ⑥ 8" X30" CONC. CURB & GUTTER, CA. STD. 9032 B, TYPE 7
 - ⑦ 8" X30" CONC. CURB & GUTTER, CA. STD. 9032 B, TYPE 2
 - ⑧ 4" CONC. SIDEWALK, CA. STD. 9031 V
 - ⑨ 4" CONC. PAVED MEDIAN OR GRASSSED MEDIAN (SEE PLANS FOR LOCATIONS)
 - ⑩ CONC. MEDIAN (INTERVAL) V/ TIE BARS, CA. STD. 9032B

**BUENA VISTA ROAD
 TYPICAL SECTIONS**

| NO. | DESCRIPTION | DATE | BY | CHECKED | DATE |
|-----|--------------------|------|----|---------|------|
| 1 | ISSUED FOR BIDDING | | | | |
| 2 | AS NOTED | | | | |
| 3 | AS NOTED | | | | |
| 4 | AS NOTED | | | | |
| 5 | AS NOTED | | | | |
| 6 | AS NOTED | | | | |
| 7 | AS NOTED | | | | |
| 8 | AS NOTED | | | | |
| 9 | AS NOTED | | | | |
| 10 | AS NOTED | | | | |
| 11 | AS NOTED | | | | |
| 12 | AS NOTED | | | | |
| 13 | AS NOTED | | | | |
| 14 | AS NOTED | | | | |
| 15 | AS NOTED | | | | |
| 16 | AS NOTED | | | | |
| 17 | AS NOTED | | | | |
| 18 | AS NOTED | | | | |
| 19 | AS NOTED | | | | |
| 20 | AS NOTED | | | | |
| 21 | AS NOTED | | | | |
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| 26 | AS NOTED | | | | |
| 27 | AS NOTED | | | | |
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| 29 | AS NOTED | | | | |
| 30 | AS NOTED | | | | |
| 31 | AS NOTED | | | | |
| 32 | AS NOTED | | | | |
| 33 | AS NOTED | | | | |
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| 44 | AS NOTED | | | | |
| 45 | AS NOTED | | | | |
| 46 | AS NOTED | | | | |
| 47 | AS NOTED | | | | |
| 48 | AS NOTED | | | | |
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| 50 | AS NOTED | | | | |
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| 52 | AS NOTED | | | | |
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| 92 | AS NOTED | | | | |
| 93 | AS NOTED | | | | |
| 94 | AS NOTED | | | | |
| 95 | AS NOTED | | | | |
| 96 | AS NOTED | | | | |
| 97 | AS NOTED | | | | |
| 98 | AS NOTED | | | | |
| 99 | AS NOTED | | | | |
| 100 | AS NOTED | | | | |



TYPICAL SECTION NO. 15
 GEORGE ST.
 APPLIES TO
 STA. 20+47 TO STA. 20+60



TYPICAL SECTION NO. 16
 APPLIES TO
 EWART AVE. STA. 45+00 TO STA. 46+30
 LAWYERS LANE STA. 46+00 TO STA. 46+20
 8TH ST. STA. 18+53 TO 19+70

| ST. ONE | COUNTERSLOPE |
|---------|------------------|
| 4:1 | FALL |
| 2:1 | OVER OR OVER 10' |

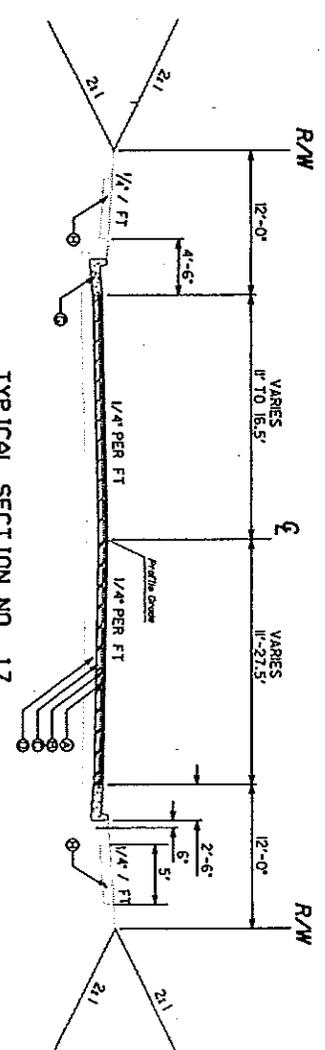
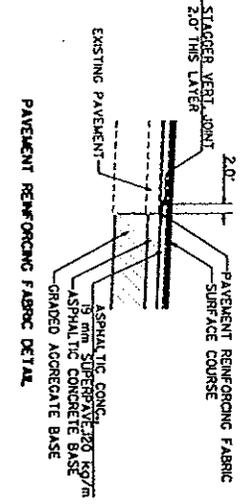
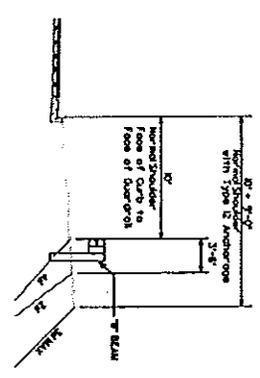
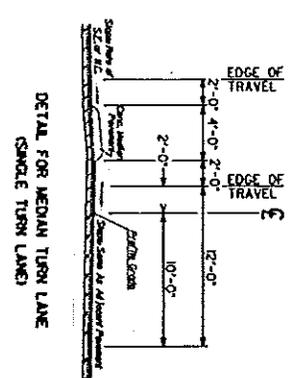
* REQUIRES GUARDRAIL

- REQUIRED PAVEMENT**
- 1 165 LB./SY ASPHALTIC CONCRETE 9.5 mm SUPERPAVE
 - 2 220 LB./SY ASPHALTIC CONCRETE 19 mm SUPERPAVE
 - 3 440 LB./SY ASPHALTIC CONCRETE 25 mm SUPERPAVE
 - 4 GRADED AGGREGATE BASE, 10"
 - 5 ASPHALTIC CONCRETE LEVELING, AS REQ'D
 - 6 8" X30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7
 - 7 8" X30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2
 - 8 4" CONC. SIDEWALK, GA. STD. 9031 V
 - 9 4" CONC. PAVED MEDIAN OR GRASSED MEDIAN (SEE PLANS FOR LOCATIONS)
 - 10 CONC. MEDIAN (INTEGRAL) W/ TIE BARS, GA. STD. 9032B

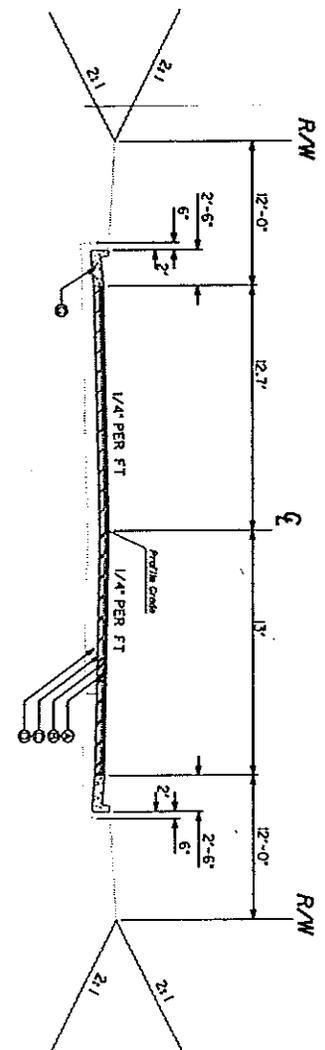
BUENA VISTA ROAD
 TYPICAL SECTIONS

STATE PROJECT NUMBER 241 01/11
 GA. STATE ROUTE 241





TYPICAL SECTION NO. 17
 APPLIES TO
 EMART AVE. STA. 46+30 TO STA. 48+59
 LAWYERS LANE STA. 46+20 TO STA. 49+00



TYPICAL SECTION NO. 18
 APPLIES TO
 FORSYTH ST. RT. STA. 31+60 TO STA. 32+31

- REQUIRED PAVEMENT**
- ① 165 LB/SY ASPHALTIC CONCRETE 9.5 mm SUPERPAVE
 - ② 220 LB/SY ASPHALTIC CONCRETE 19 mm SUPERPAVE
 - ③ 440 LB/SY ASPHALTIC CONCRETE 25 mm SUPERPAVE
 - ④ GRADED AGGREGATE BASE, 10"
 - ⑤ ASPHALTIC CONCRETE LEVELING, AS REQ'D
 - ⑥ 6" X30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7
 - ⑦ 6" X30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2
 - ⑧ 4" CONC. SIDEWALK, GA. STD. 9031 V
 - ⑨ 4" CONC. PAVED MEDIAN OR CRASSED MEDIAN
- (SEE PLANS FOR LOCATIONS)
- ⑩ CONC. MEDIAN (INTERGRAL) W/ TIE BARS, GA. STD. 9032B

| ST. OR CONTROL | TYPE | REMARKS |
|----------------|------|---------|
| 4+1 | 0+0 | 0+0 |
| 2+1 | 0+0 | 0+0 |

* REQUIRES QUADRANT

STATE PROJECT NUMBER
 CA 57P-8042151

EARTH TIE DOWN

| NO. | DESCRIPTION | DATE | BY | CHECKED | DATE |
|-----|-------------|------|----|---------|------|
| | | | | | |

BIENA VISTA ROAD TYPICAL SECTIONS

NEED & PURPOSE STATEMENT
STP-8042 (5), P. I. No. 350796
Widening of Buena Vista Road
Brown Avenue to Illges Road
Muscogee County
TIP No. 86-SR-2010

Background

On December 17, 1999, the Columbus-Phenix City Transportation Study adopted its 2025 Regional Transportation Plan (RTP). The RTP addresses travel needs through the year 2025. This adopted Year 2025 Columbus-Phenix City RTP is the direct result of a comprehensive, cooperative, and continuous planning process conducted by the local governments and the Georgia and Alabama Departments of Transportation in cooperation with the Federal Highway and Federal Transit Administrations. The Columbus-Phenix City Transportation Study's (C-PCTS) Year 2025 Regional Transportation Plan recommends widening Buena Vista Road from Brown Avenue to Illges Road, including approaches.

Logical Termini

Buena Vista Road is a heavily traveled and congested route in the C-PCTS area. The route provides east-west movement from the downtown Columbus area to the eastern side of the city. Widening Buena Vista Road between Brown Avenue and Illges Road, including the approaches, will provide for lane continuity, as most of the remaining Buena Vista Road corridor is already at least four lanes wide. Additionally, the project limits will have no significant adverse effects on the operational conditions of the Buena Vista Road corridor and this project addresses the more immediate needs in the corridor. The project demonstrates independent utility; thus, the termini for this project are considered logical.

Design

Several meetings were held between representatives of the various stakeholders (neighborhood groups, City of Columbus, and the Department of Transportation) concerning the design elements of this project. Through those meetings, a "context sensitive" design approach was recommended for this project. Under the "context sensitive" design approach, the project length was revised from 1.7 miles to 1.3 miles to cover the portion of Buena Vista that lacked capacity (fix the 2-lane section). The typical section of the proposed roadway was reduced from four 12-foot lanes with a 20-foot raised median to four 12.5-foot lanes with a continuous 14-foot TWLTL. The revision in typical section would provide enough width for an addition of a 20-foot raised median along with two 11-foot lanes in each direction, should future traffic conditions warrant such addition. The proposed raised median for Brown Avenue and Buena Vista Road intersection would remain. This reduction in lane width resulted in the reduction (92 feet to 88 feet) of the required right of way, thereby reducing impacts of to the community.

The proposed project would widen Buena Vista Road between Brown Avenue and Illges Road. The existing two 15-foot lanes would be widened to accommodate four 12.5-foot through lanes with a 14-foot TWLTL through most of the project. The length of the project is approximately 1.3 miles. The typical section would consist of four through lanes with curb and gutter, sidewalks and turn lanes where appropriate. Bike lanes are not included in the Transportation Improvement Program along Buena Vista Road; therefore, bike lanes are not included in the proposed project.

Travel Demand and Operational Conditions

Buena Vista Road operates as an Urban Principal Arterial roadway. Most of the traffic on Buena Vista Road originates from southeast Columbus and Phenix City, Alabama. The general destination for trips utilizing the corridor are a nearby retail center, ten schools in the vicinity and AFLAC Corporate Headquarters, which has approximately 1,200 employees. These destinations are all near the Buena Vista Road – Brown Avenue intersection.

The Year 2001 Average Annual Daily Traffic (AADT) in the project corridor ranges from 11,600 to 13,150 vehicles per day (vpd). Traffic¹ is expected to increase to a range of 29,200 to 31,500 vpd, by the year 2024, well exceeding the capacity of this two-lane roadway.

Level-of-Service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream. A roadway can operate at six identified LOS. A letter, A through F, identifies each of the six. LOS “A” represents the best operating conditions and LOS “F” represents the worst.

The project corridor is presently operating at *Level-of-Service (LOS) D*². Without improvements to the Buena Vista Road corridor, the section from Brown Avenue to Illges Road will operate at *LOS F* before 2024. Widening and improving Buena Vista Road from Brown Avenue to Illges Road would improve the future Level of Service to *LOS D*.

Land Use

Current land use for the project is low-income residential and commercial/office. As previously mentioned, a nearby retail center and AFLAC Corporate Headquarters, are the major traffic generators in the area. Most of the traffic originates from Phenix City, Alabama and southeast Columbus that is a major growth area in the community. In addition, Thomas Brewer Elementary School is located at the eastern terminus of the project and there are nine other schools in the area as well.

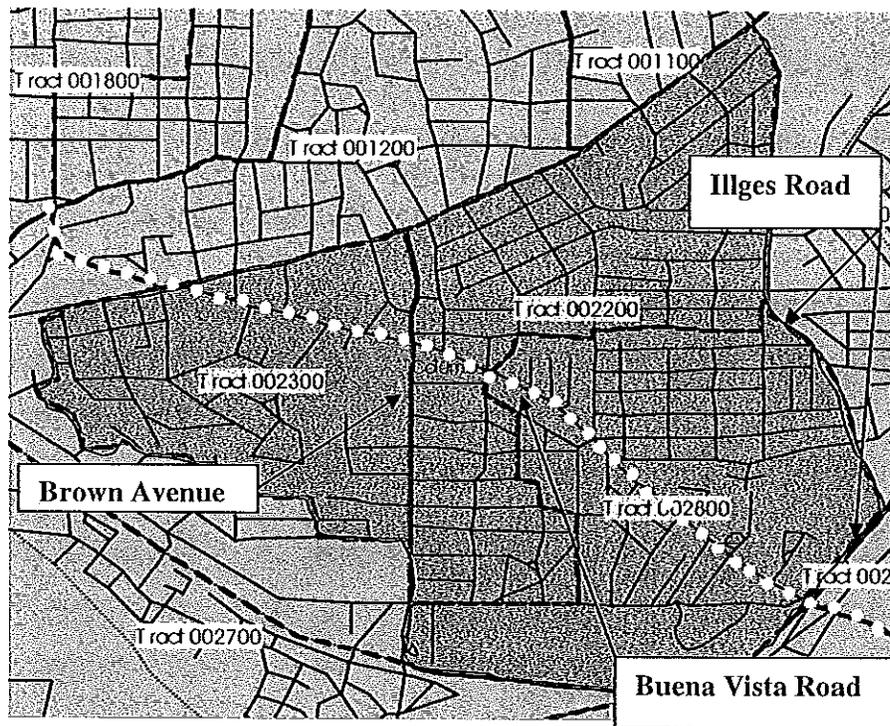
Community Issues

The proposed project will improve multi-modal access throughout the region. Additional travel lanes for vehicles and transit, sidewalks on both sides of the roadway, access to transit, and improved mobility of disabled residents in the area will all be accomplished with this project. Further, the proposed widening will provide improved access to AFLAC Corporate Headquarters and other economic generators in the area and along the project corridor.

In addition, at least ten schools are located within one mile of the proposed project. They are Thomas Brewer, Rigdon Road, Wynnton, Davis and Winterfield Elementary Schools; Marshall Middle School, Carver and Columbus High Schools; Tillinghurst Night School and Columbus Tech. The proposed project will provide improved access for students, educators, other employees, and school and transit buses. Improved access will facilitate community cohesion between the various socio-economic groups within the Buena Vista Road corridor. Thirty two hundred and forty (3240) households were identified in the project corridor area.

¹ Future traffic volumes from the C-PCTS travel demand model.

² Level of Service data from consultant task order.



Census Block Tracts
 13215002200,
 13215002300,
 13215002800
 Project Corridor with
 Residents Annual
 Household
 Incomes in 2000

The following table shows 2000 Census annual household income data by race for the three Tract Groups within the project area:

| 2000 Census Annual Household Income | Percent of Households in Census Block Groups | White | Black |
|-------------------------------------|--|--------|--------|
| Below \$10,000 | 22.56% | 0.93% | 21.63% |
| \$10,000 - \$14,999 | 12.72% | 1.08% | 11.64% |
| \$15,000 - \$19,999 | 9.88% | 0.86% | 9.02% |
| \$20,000 - \$24,999 | 10.00% | 1.73% | 8.27% |
| \$25,000 - \$29,999 | 7.13% | 1.03% | 6.10% |
| \$30,000 - \$34,999 | 8.79% | 1.02% | 7.77% |
| \$35,000 - \$39,999 | 4.78% | 0.52% | 4.26% |
| \$40,000 - \$44,999 | 3.70% | 0.62% | 3.08% |
| \$45,000 - \$49,999 | 2.04% | 0.20% | 1.84% |
| \$50,000 and above | 14.94% | 6.24% | 8.70% |
| Total % of Residents | 96.54%* | 14.23% | 82.31% |

*Other races = 3.46% of the Total Households in the project corridor.

| 2000 Census Annual Household Income | Percent of Households in Census Block Groups |
|-------------------------------------|--|
| Below \$15,000 | 35.28% |
| \$15,000 - \$29,999 | 27.01% |
| \$30,000 - \$39,999 | 13.57% |
| \$40,000 - \$49,999 | 5.74% |
| \$50,000 and above | 14.94% |

Safety

Accidents along this section of roadway exceed the statewide averages for a Non-Freeway Principal Arterial in an urban setting. The following table illustrates that accident and injury rates along Buena Vista Road are higher than the statewide averages for the years 1995 – 1997. Although there were no fatalities, the accident rate along Buena Vista Road was over twice the statewide average accident rate in 1995 and 1996. The accident rate was also almost one and a half times the statewide rate in 1997. The raised median will reduce the opportunity for angle intersecting type accidents. Additional lanes in each direction will reduce the sideswiping accidents and rear end collisions.

Accident Rates³

| | 1995 | | 1996 | | 1997 | |
|--------------------------|-----------------|-------|-----------------|-------|-----------------|-------|
| | Buena Vista Rd. | State | Buena Vista Rd. | State | Buena Vista Rd. | State |
| Accident Rate | 1249 | 661 | 1323 | 671 | 776 | 663 |
| Injury Rate ³ | 587 | 319 | 616 | 316 | 517 | 298 |
| Fatality Rate | 0 | 1.56 | 0 | 1.59 | 0 | 1.71 |

In addition to school bus traffic, there are several public transit bus routes within the subject project length. Currently, a bus with a typical width of eight feet leaves only seven feet for other vehicles attempting to pass in either of the two 15-foot wide lanes, thus increasing the possibility of head-on collisions and sideswiping. The proposed widening will not only reduce congestion but will also provide for a safer driving environment.

Active Projects in the Area

Although the proposed improvement demonstrates independent utility, it is also consistent with the goals of other projects in the area in order to improve the entire transportation network.

Active Projects in the Area

| PROJECT NUMBERS | DESCRIPTION | 2003 – 2005 TIP | |
|--|---|------------------|-------------------------------------|
| STP-8038 (7) PI No. 350790- TIP No. 79-SR-2020 | St Mary’s Road – Widen from 2 to 4 lanes from Buena Vista Road to Robin Road | PE ROW CST | Authorized FY 2001 FY 2004 |
| STP-8042 (9) PI No. 351190- TIP No. BV-2002 | Buena Vista Road – Widen from 5 to 6 lanes from Brighton Road to Dogwood Drive. | PE ROW CST | Authorized FY 2003 FY 2004 |
| STP-8043 (4) PI No. 350780- TIP No. 79-SR-2003 | Forrest Road – Widen to 4 lanes from Macon Road to Woodruff Farm Road Macon Road – Widen to 6 lanes from Box Road to Elm Drive | PE ROW CST | Authorized FY 2003 FY 2004 |
| NH-IM-185-1 (317) (4) PI No. 311445- TIP No. 91-ST-2001. | Interstate 185 – Widen from 4 to 6 lanes from St. Mary’s Road to Victory Drive | PE ROW CST | Authorized FY 2002 Long Range |

³ Accident rates per 100 Million Vehicle Miles Traveled.

Plan Recommendations

The following projects are recommended by the 2025 Transportation Plan but are not currently programmed:

| DESCRIPTION |
|--|
| Spider Web Area – Study underway. |
| Buena Vista Road – Widen to 6 lanes from Illges Road to Steam Mill Road. |
| Andrews Road / Morris Road – Widen from 2 to 4 lanes from Cusseta Road to Shepherd Street. |
| Ace Way, Morris Road and Illges Roads – Intersection improvements. |
| St-Mary's Road – Widen to 6 lanes from Buena Vista Road to Farr Road. |
| Brennan Road – Widen from 2 to 4 lanes from Buena Vista Road to Cusseta Road. |

Need and Purpose

The need exists to provide local and collector traffic an improved travel way on Buena Vista Road. This proposed roadway project would serve several purposes including a facility that will adequately serve current and future travel demand. It will also provide lane continuity and reduced congestion along the Buena Vista Road corridor and a safer driving and pedestrian environment.

Joe Palladi, P.E.

Attn: Bill Moskal

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PALLADI _____
BUCHAN Bill ✓ RFF
ALEXANDER _____
OTHER _____
GROUPS _____
FILE _____
Environment/Location _____
DATE March 31, 2000

INTERDEPARTMENT CORRESPONDENCE

P.I. No. 350796

OFFICE

Environment/Location

DATE

March 31, 2000

Dej/qa
David E. Studst P.E., State Environmental/Location Engineer

TO DISTRIBUTION BELOW

SUBJECT Project STP-8042(5), Muscogee County, Summary of Comments Received During the Public Comment Period



COMMENT TOTALS:

A total of 127 people attended the February 29, 2000 public information meeting held for the subject project. A total of 156 comments were received. Of those comments 103 were comment cards, 49 were verbal statements, and 4 were letters. Several citizens submitted a combination of comment card, oral statement, and/or letter.

| <u>No. Opposed</u> | <u>No. in Support</u> | <u>No. Uncommitted</u> | <u>No. Conditional</u> |
|--------------------|-----------------------|------------------------|------------------------|
| 97 | 2 | 4 | 12 |

MAJOR CONCERNS:

- Citizens do not understand the project or why it is necessary
- Citizens think the project should end at Brown Avenue
- Citizens do not understand the purpose of having 2 left turn lanes at Brown Avenue
- Citizens think a 20 foot wide median is unnecessary, will prevent access for emergency vehicles, and will severely impact businesses and neighborhoods
- Citizens are concerned about the quality of the neighborhood and community due to increased traffic on side streets
- Citizens are concerned about impacts to historic structures and districts
- Citizens are concerned about future projects that would tie into the proposed project
- Citizens are concerned about air quality and noise levels
- Citizens were disappointed with the informal format of the PIM

OFFICIALS:

Officials attending included the following:

1. Judge Bill Smith
2. Mr. Sam Wellborn - Transportation Board Member
3. Nathan Suber, Councilman District 1
4. Chip Hatcher, City Engineer
5. Carmen Cavezza, City Manager
6. Rick Jones, Chief of Department of Community and Economic Development