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ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-3223(5) Bibb County **OFFICE** Preconstruction
P. I. No. 351080
CWH **DATE** March 3, 1998
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
Bobby Mustin
David Studstill (ATTN: Harvey Keeper)
Jerry Hobbs
Herman Griffin
Marta Rosen (ATTN: Michael Henry)
Marion Waters
Toni Dunagan
Paul Liles
Jim Hitt (Traffic Ops)
Don Mills
Joe Street
Joe Palladi

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-3223(5) Bibb County **OFFICE** Preconstruction
P.I. No. 351080 **DATE** February 17, 1998

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

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of Jeffersonville Road/CR 727 from Recreation Road to 190.0m south of its intersection with the Fall Line Freeway/US 80, SR 19. The project length is 1.42km. The existing Jeffersonville Road is a rural two lane facility with a 7.3m pavement with 1.8m shoulders. The existing major structure consists of the Norfolk Southern Railroad bridge (27.4m x 6.1m) over Jeffersonville Road, which has substandard horizontal (7.6m) and vertical (3.8m) clearances. This project is part of the multilane widening of Jeffersonville Road from Emery Highway to the Fall Line Freeway, which will provide an important tie to the Fall Line Freeway in East Macon. This portion of Jeffersonville Road and Millerfield Road presently provide the only direct link between SR 57 and Shurling Drive in Macon. This route carries a large volume of truck traffic, and the proposed project will greatly improve this important roadway link. The base year traffic (2001) for this project is 7,100 VPD and the design year traffic (2021) projection is 15,720 VPD. The proposed design speed is 70km/h.

The proposed construction will widen Jeffersonville Road to a five lane urban section with 18.6m of asphaltic concrete pavement (four, 3.6m through lanes with a 4.2m two-way center turn lane) on 30.0m of proposed right-of-way. Sidewalks (1.525m) are proposed on both sides of the road from Recreation Road to Avalon Circle. The Norfolk Southern Railroad overpass will be replaced with a new bridge consisting of two spans each 6.1m x 50.0m. The existing roadway under the railroad bridge will be lowered to achieve the desirable vertical clearance (5.03m). The existing 2.1m x 2.1m box culvert located 240.0m south of the railroad will be lengthened to accommodate the proposed widening.

A design exception is proposed at the project's south end to allow the existing 175.0m radius curve through Emery Road signalized intersection to remain until the Fall Line Freeway is built. Traffic will be maintained during construction.

Environmental concerns include requiring a COE 404 permit; a Categorical Exclusion will be prepared; one (1) possible UST impacted; a public hearing will be held; time saving procedures are not appropriate.

Wayne Shackelford
Page 2

STP-3223(5) Bibb
February 17, 1998

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)	\$5,899,000	\$6,006,000	2002	01-07
Right-of-Way & Utilities*	Local	Local		

*Bibb County signed contract on 7-31-97 to be responsible for preliminary engineering, right-of-way costs, and utility relocation costs.

I recommend this project concept be approved.

WWS:JDQ/cj

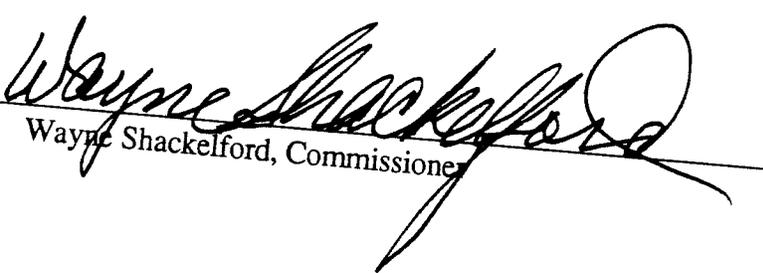
Attachment

CONCUR



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

APPROVE



Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED

FEB 10 1998

PRECONSTRUCTION

FILE: STP-3223(5) Bibb P.I.# 351080

OFFICE: Atlanta, Georgia

DATE: February 6, 1998

FROM: Bob Mustin, Project Review Engineer *DTM*

TO: C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT

We have reviewed the concept report submitted January 30, 1998 by the letter from Joseph Palladi dated January 28, 1998 and have no comments.

The estimated costs for the project are as follows:

Construction	\$ 4,633,000
Inflation	\$ 730,000
E & C	\$ 536,000
Right of Way	\$? (LGPA)
Reimbursable Utilities	\$? (LGPA)

DTM

c: Joe Palladi – Attention: Angela Alexander

DEPARTMENT OF TRANSPORTATION RECEIVED
STATE OF GEORGIA

JAN 30 1998

INTERDEPARTMENT CORRESPONDENCE

PRECONSTRUCTION

FILE STP-3223(5), Bbb County
Jeffersonville Road (CR 727)
From Recreation Road to Fall Line Freeway
P. I. No. 351980

FROM *Joseph Palladi*
Joseph Palladi, P.E., State Urban Design Engineer

TO Wayne Hutto, Assistant Director of Preconstruction

OFFICE Atlanta, Georgia

DATE January 28, 1998

SUBJECT **Proposed Project Concept Report**

Transmitted are the proposed project Concept Report for the above project.

Please take the necessary steps to process the report through the Department in accordance with the project review process.

If you have any questions please contact Genetha Rice-Singleton or Angela Alexander at (404) 656-5444.

JPP:GRS
Attachment

CC: David Studstill, w/attachment
Bobby Mustin, w/attachment
Marion Waters, w/attachment
Paul Liles, w/attachment
Joe Street, w.attachment

Department of Transportation

State of Georgia

PROJECT CONCEPT REPORT

Jeffersonville Road (CR 727) Reconstruction
from Recreation Road to Fall Line Freeway (Emery Road, US 80, SR 19)

Project Number: STP-3223(5)

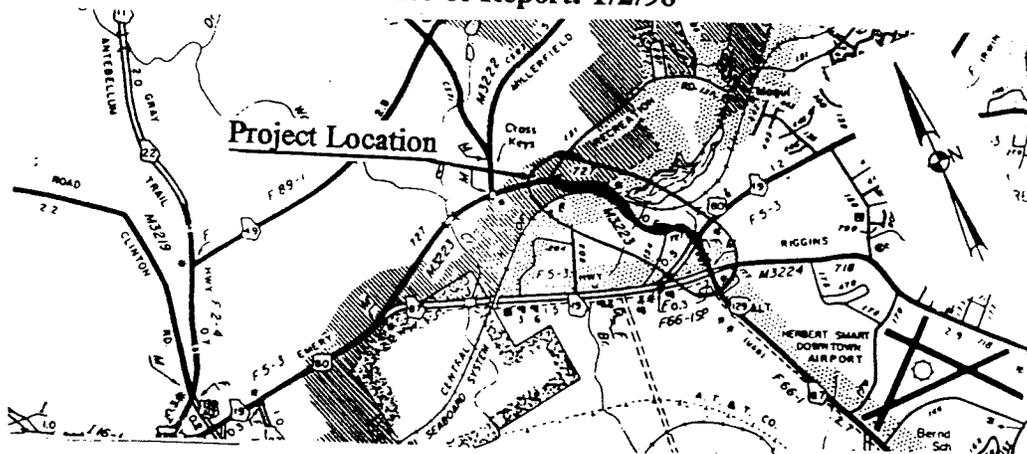
County: Bibb

P.I. Number: 351080

U.S. Route Number: None

State Route Number: None

Date of Report: 1/2/98



RECOMMENDATION FOR APPROVAL:

1/29/98
DATE

[Signature]
STATE URBAN DESIGN ENGINEER

DATE

STATE ENVIRONMENT/LOCATION ENGINEER

DATE

STATE TRAFFIC OPERATIONS ENGINEER

DATE

DISTRICT ENGINEER

DATE

PROJECT REVIEW ENGINEER

DATE

STATE BRIDGE & STRUCTURAL DESIGN ENGINEER

PROJECT CONCEPT REPORT

DATE: 1/2/98

PROJECT NUMBER: STP-3223(5)

COUNTY: Bibb

DESCRIPTION: Jeffersonville Road (CR 727) from Recreation Road to Fall Line Freeway (Emery Rd, US 80, SR 19), widening from a 2-lane rural section to a 5-lane urban section including replacement of the Norfolk Southern Railroad Bridge over Jeffersonville Road; sidewalks to be included from Recreation Road to Avalon Circle on both sides.

LENGTH: 1.42 km

P.I. NO.: 351080

U.S. ROUTE NO.: None

STATE RT. NO.: None

LOCATION: Jeffersonville Road (CR 727) from Recreation Road to 190 m south of Fall Line Freeway (Emery Road, US 80, SR 19)

MILE POINT REFERENCE: BEGIN-1.07 END-1.95

TRAFFIC (TWO-WAY AADT):

YEAR-2001 AADT-7100

YEAR-2021 AADT-15720

PDP CLASSIFICATION NON-CA CA EX SF FUNCTION CLASSIFICATION

Major

() () (X) ()

Urban Collector Street

EXISTING DESIGN

TYPICAL SECTION: Two-lane rural section with 7.3 m of asphaltic concrete pavement, 1.8 m grassed shoulder and ditches on both sides

POSTED SPEED:

**Millerfield Road to Macon City Limits (35 m north of McCall Road)-65 km/h
Macon City Limits (35 m north of McCall Road) to Fall Line Freeway (Emery Road)-70 km/h**

MIN. EXISTING RADIUS OF CURVE

MAX. EXISTING GRADE

175 m

5%

EXISTING MAJOR STRUCTURES:

- 1. Existing Norfolk Southern Railroad bridge over Jeffersonville Road located 115 m south of McCall Road; bridge has 7.6 m horizontal clearance and 3.8 m vertical clearance**
- 2. Existing 2.1 m x 2.1 m Reinforced Concrete Box Culvert located 240 m south of Norfolk Southern Railroad bridge over Jeffersonville Road**

Sufficiency Rating: N/A

LENGTH: 27.4 m

WIDTH: 6.1 m

PROJECT NEED & PURPOSE: See attached

PROPOSED PROJECT CONCEPT

PROPOSED TYPICAL SECTION: Five-lane urban section with 18.6 m of asphaltic concrete pavement (four 3.6 m through lanes with a 4.2 m two-way center turn lane) and 0.75 m curb and gutter; 1.525 m contiguous sidewalk on both sides of the road from Recreation Road to Avalon Circle; same section from Avalon Circle to Fall Line Freeway with no sidewalks; proposed shoulder 3.6 m.

RIGHT-OF-WAY WIDTH: 30 m

DESIGN SPEED: 70 km/h

MIN. RADIUS OF CURVE: ALLOWABLE: 215 m PROPOSED: 175 m (see note below)

MAX. GRADE: ALLOWABLE: 8% PROPOSED: 8%

TYPE ACCESS: Controlled by permit

TRAFFIC CONTROL DURING CONSTRUCTION: Traffic to be maintained on existing roadway during construction by using staged construction at the Norfolk Southern Railroad overpass.

PROPOSED STRUCTURES:

1. Replace the existing Norfolk Southern Railroad bridge over Jeffersonville Road located 115 m south of McCall Road with a new bridge consisting of two spans each 6.1 m x 50 m. Estimate includes extensive retaining walls in vicinity of the new bridge in order to retain the integrity of the Railroad embankment.
2. Extend existing 2.1 m x 2.1 m Reinforced Concrete Box Culvert located 240 m south of Norfolk-Southern Railroad bridge over Jeffersonville Road.

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)

NOTE: Existing 175 m radius curve through Emery Road intersection to be retained as a design exception. This curve approaches a signalized intersection at the end of project and will no longer be a through route when the Fall Line Freeway is constructed.

NUMBER OF PARCELS: 43

DISPLACEMENTS: 0 Commercial, 0 Residential anticipated

LEVEL OF ENVIRONMENTAL ANALYSIS: Categorical Exclusion

PUBLIC INVOLVEMENT: Public Meeting to be held

PERMITS REQUIRED (COE 404, WATER QUALITY, TVA): COE 404

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

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

OTHER PROJECTS IN THE AREA:

- 1. STP-3223(2), P.I. # 342080-Millerfield Road/CS 83/Macon from Jeffersonville Road/CR 727 to 183 m north of Bristol Drive**
- 2. STP-3223(4), P.I. # 351090-Jeffersonville Road from Emery Highway to Millerfield Road**
- 3. FLF-540(16), P.I. # 362695-SR 540/Eisenhower Parkway (Fall Line Freeway) from I-16 north to SR 19/US 80/Emery Highway**
- 4. Macon-Bibb County Road Program Project 54B-Millerfield Road from New Clinton Road to Shurling Drive**
- 5. Macon-Bibb County Road Program Project 55-New Clinton Road from Millerfield Road to Jones County Line**

CONCEPT TEAM MEETING DATE: February 6, 1997

PROBABLE LOCATIONS OF USTS: Possible location at northeast corner of Recreation Road at Jeffersonville Road

PROBABLE LOCATIONS OF HAZARDOUS WASTE: None known

OTHER ALTERNATES CONSIDERED: No-build

COMMENTS:

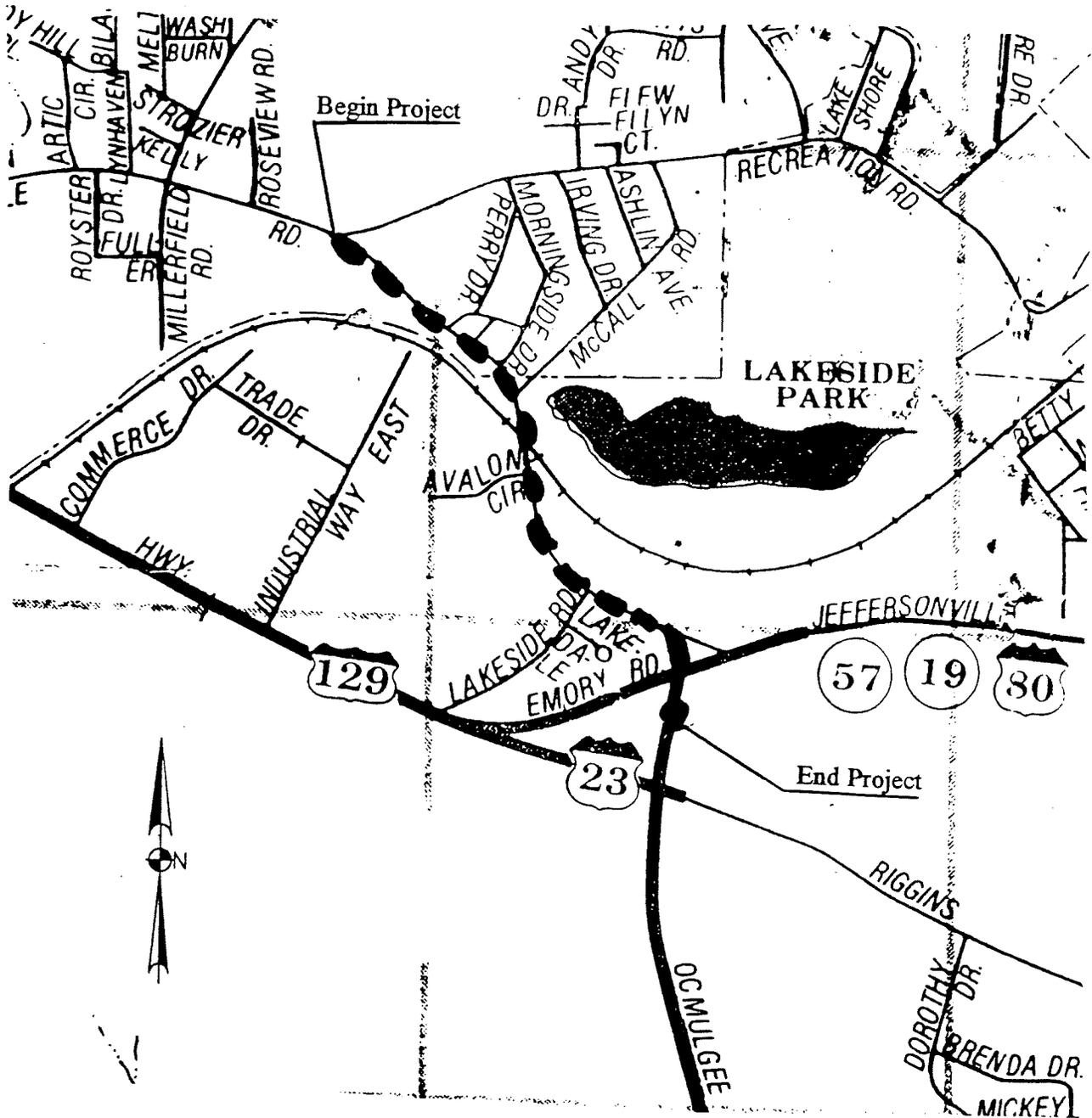
1. Two alternatives are shown on the traffic projection diagrams. Alternative A assumes that the Ocmulgee East Boulevard connection to Jeffersonville Road and the Fall Line Freeway remains as it is currently configured. Alternative B assumes that the Ocmulgee East Boulevard connection to Jeffersonville Road and the Fall Line Freeway is removed when the Fall Line Freeway project to I-16 is constructed. This alternative is included in the currently preferred alternative for the Fall Line Freeway extension to I-16.

2. A design exception is proposed at the projects south end to allow the existing 175 m radius curve through Emery Road signalized intersection to remain until the Fall Line Freeway is built. The resulting property damage and loss of existing pavement of a newly aligned intersection will be unnecessary with the design exception. If the currently preferred alternative for the Fall Line Freeway extension to I-16 is constructed, the Jeffersonville Road approach to the Fall Line Freeway will be a T-intersection with the Ocmulgee East Boulevard connection removed. The potential for improving this curve to 220 m or re-aligning the Jeffersonville Road intersection with the Fall Line Freeway closer to 90 degrees will be examined early in the preliminary engineering process.

3. The existing Railroad bridge will be replaced due to substandard horizontal and vertical clearances. The existing roadway under the railroad bridge will be lowered to help achieve acceptable vertical clearance.

ATTACHMENTS: PROJECT LOCATION MAP, COST ESTIMATE, NEED & PURPOSE STATEMENT, TYPICAL SECTION, ACCIDENT SUMMARY, TRAFFIC FLOW DIAGRAMS, CONCEPT MEETING MINUTES

PROJECT LOCATION MAP
PROJECT # STP-3223(5), P.I. # 351080 BIBB COUNTY
JEFFERSONVILLE ROAD FROM RECREATION ROAD TO FALL LINE FREEWAY



NEED AND PURPOSE STATEMENT
PROJECT # STP-3223(5), P.I. # 351080 BIBB COUNTY
JEFFERSONVILLE ROAD FROM RECREATION ROAD TO EMERY ROAD

The proposed project will widen Jeffersonville Road (CR 727) from Recreation Road to 190 m south of its intersection with the Fall Line Freeway (US 80, SR 19). The improvements will include the installation of curb and gutter, sidewalks and drainage structures. The existing route is a rural two-lane facility with a 7.3 m pavement width and 1.8 m shoulders. Drainage ditches are located immediately adjacent to the shoulders. The proposed improvements consist of upgrading the existing roadway to a five-lane urban section, four through lanes with a two-way center turn lane. The project includes replacing the existing Norfolk Southern Railroad bridge over Jeffersonville Road, which presently has sub-standard horizontal and vertical clearances. The west endpoint of this project matches the east endpoint of project STP-3223(2), P.I. No. 342080 which widens Millerfield Road (CS 83) from Jeffersonville Road (CR 727) to Bristol Drive and Jeffersonville Road from Walnut Creek to Recreation Road to a five-lane urban section.

In 1995, Jeffersonville Road between Millerfield Road and the Fall Line Freeway (SR57/Irwinton Highway) carried a traffic volume of 6946 vehicles per day and is projected to carry 15720 vehicles per day in the design year. The projected traffic volumes would result in congested conditions and low levels of service on a two-lane roadway and are sufficient to justify the proposed roadway improvements. The additional lane capacity is needed to accommodate future traffic growth along Jeffersonville Road and would, upon construction, greatly increase the level of service and safety of the roadway. In addition, the proposed sidewalks will improve safety for pedestrians in this urbanized residential area of Macon.

This project is part of the multi-lane widening of Jeffersonville Road from Emery Highway to the Fall Line Freeway, which will provide an important tie to the Fall Line Freeway in east Macon. This portion of Jeffersonville Road and Millerfield Road presently provide the only direct link between State Route 57 (Fall Line Freeway) and Shurling Drive in Macon. This route carries a large volume of truck traffic, and the proposed project will greatly improve this important roadway link.

This proposed project will tie into several other projects planned in this area of Macon. Projects STP-3223(2) and STP-3223(4), BRMLB-3223(6), (P.I. No. 342080, 351090, 351095) will complete the multi-lane widening of Jeffersonville Road from Emery Highway to the Fall Line Freeway and will tie to the west end point of this project. In addition, Macon-Bibb County Road Program Projects 54B-Millerfield Road from New Clinton Road to Shurling Drive (SR 49) and 55-New Clinton Road from Millerfield Road to Jones County Line are located just north of this project and will further improve circulation and capacity in east Macon. These projects provide a crucial connection between the Fall Line Freeway, I-75, and south Macon. In addition these projects will provide a viable and efficient alternate route into Macon from Jones County and

Milledgeville as well as a truck route connection from State Route 49 to the Fall Line Freeway.

Because of the future traffic projections and existing geometric deficiencies associated with the Norfolk-Southern Railroad bridge, the no-build alternative would greatly increase the adverse conditions that already exist, resulting in a level of service that is unacceptable for a two-lane road. The proposed improvements to Jeffersonville Road are included in the adopted Macon Area Transportation Study and the current Transportation Improvement Program.

PRELIMINARY COST ESTIMATE
 PROJECT # STP-3223(5), P.I. # 351080
 MACON-BIBB COUNTY ROAD IMPROVEMENT PROGRAM PROJECT # 7
 Jeffersonville Rd (CR 727) Reconstruction
 from Recreation Rd to Fall Line Fwy (Emery Rd, US 80, SR 19)

E. BASE & PAVING

GRADED AGR BASE	14350 Mg @	\$16.50	\$236,775
ASPH CONC 12.5 mm	2950 Mg @	\$35.50	\$104,725
ASPH CONC 19 mm	2390 Mg @	\$35.70	\$85,323
ASPH CONC 25 mm	4760 Mg @	\$34.40	\$163,744
LEVELING	784 Mg @	\$37.40	\$29,322
TACK COAT	18900 L @	\$0.25	\$4,725
		SUBTOTAL	\$624,614

F. DRAINAGE

DRAINAGE LUMP SUM	1.7 km @	\$242,000.00	\$411,400
		SUBTOTAL	\$411,400

G. CONCRETE WORK

APPROACH SLABS	m ² @		\$0
CURB & GUTTER, TP 7	m @		\$0
CURB & GUTTER, TP 2	2934 m @	\$30.00	\$88,020
VALLEY GUTTER	350 m ² @	\$37.40	\$13,090
SIDEWALK	2500 m ² @	\$22.00	\$55,000
MEDIAN PAVING	50 m ² @	\$25.30	\$1,265
DITCH PAVING	m ² @		\$0
		SUBTOTAL	\$157,375

H. TRAFFIC CONTROL

TRAF CONT LUMP SUM	1.7 km @	\$60,000.00	\$102,000
		SUBTOTAL	\$102,000

I. EROSION CONTROL

EROS CONT LUMP SUM	1.7 km @	\$70,000.00	\$119,000
		SUBTOTAL	\$119,000

PRELIMINARY COST ESTIMATE
 PROJECT # STP-3223(5), P.I. # 351080
 MACON-BIBB COUNTY ROAD IMPROVEMENT PROGRAM PROJECT # 7
 Jeffersonville Rd (CR 727) Reconstruction
 from Recreation Rd to Fall Line Fwy (Emery Rd, US 80, SR 19)

J. GUARDRAIL

W-BEAM RAIL	350 m @	\$38.00	\$13,300
T-BEAM RAIL	25 m @	\$133.00	\$3,325
TP 1 ANCHORS	4 ea @	\$444.00	\$1,776
TP 12 ANCHORS	4 ea @	\$1,335.00	\$5,340
		SUBTOTAL	\$23,741

K. SIGNING, STRIPING, SIGNALS,
LIGHTING

SIGNING & MARKING	1.7 km @	\$16,750.00	\$28,475
TRAFFIC SIGNALS	1 ea @	\$50,000.00	\$50,000
LIGHTING LUMP SUM	ea @		\$0
		SUBTOTAL	\$78,475

L. GRASSING/LANDSCAPING

GRASSING	1.7 km @	\$60,000.00	\$102,000
		SUBTOTAL	\$102,000

M. MISCELLANEOUS

FIELD ENG OFFICE	1 ea @	\$20,000.00	\$20,000
R/W MARKERS	50 ea @	\$56.00	\$2,800
		SUBTOTAL	\$22,800

N. MAJOR STRUCTURES

BRIDGES	610 m ² @	\$2,150.00	\$1,311,500
RETAINING WALLS	400 m @	\$1,000.00	\$400,000
BOX CULV CONC	75 m ³ @	\$475.00	\$35,625
BOX CULVERT STEEL	5000 kg @	\$1.10	\$5,500
REM R/R BRIDGE	167 m ² @	\$325.00	\$54,275
		SUBTOTAL	\$1,806,900

PRELIMINARY COST ESTIMATE
PROJECT # STP-3223(5), P.I. # 351080
MACON-BIBB COUNTY ROAD IMPROVEMENT PROGRAM PROJECT # 7
Jeffersonville Rd (CR 727) Reconstruction
from Recreation Rd to Fall Line Fwy (Emery Rd, US 80, SR 19)

O. SPECIAL FEATURES

RELOCATE R/R TRACK	750 m @	\$575.00	\$431,250
		SUBTOTAL	\$431,250

PRELIMINARY COST ESTIMATE
 PROJECT # STP-3223(5), P.I. # 351080
 MACON-BIBB COUNTY ROAD IMPROVEMENT PROGRAM PROJECT # 7
 Jeffersonville Rd (CR 727) Reconstruction
 from Recreation Rd to Fall Line Fwy (Emery Rd, US 80, SR 19)

ESTIMATE SUMMARY

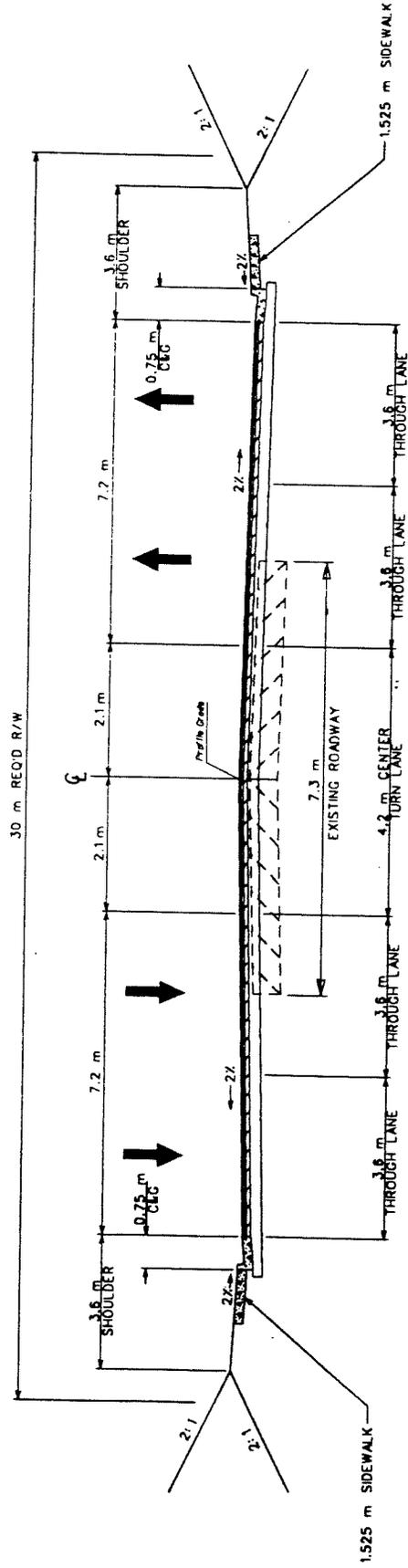
A. RIGHT-OF-WAY	BY LOCAL GOVT
B. REIMBURSABLE UTILITIES	BY LOCAL GOVT

CONSTRUCTION COST SUMMARY

C. CLEARING & GRUBBING	\$107,000
D. EARTHWORK	\$646,920
E. BASE & PAVING	\$624,614
F. DRAINAGE	\$411,400
G. CONCRETE WORK	\$157,375
H. TRAFFIC CONTROL	\$102,000
I. TEMP. EROSION CONTROL	\$119,000
J. GUARDRAIL	\$23,741
K. SIGNING, STRIPING, SIGNALS, LIGHTING	\$78,475
L. GRASSING/LANDSCAPING	\$102,000
M. MISCELLANEOUS	\$22,800
SUBTOTAL OF ROADWAY ITEMS	\$2,395,325
N. MAJOR STRUCTURES	\$1,806,900
O. SPECIAL FEATURES	\$431,250
TOTAL CONSTRUCTION ESTIMATE	\$4,633,475
3 YEARS OF INFLATION AT 5%	\$730,351
10% E & C	\$536,383
TOTAL CONSTRUCTION ESTIMATE	\$5,900,209

TYPICAL SECTION (N.T.S.)

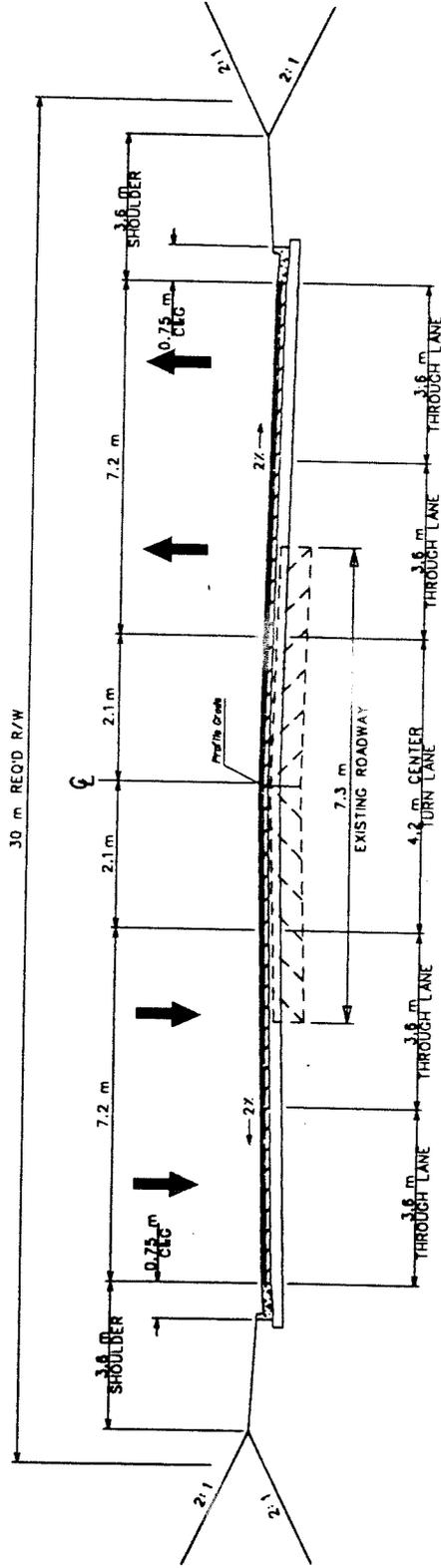
JEFFERSONVILLE RD FROM RECREATION RD TO AVALON CIRCLE



PROJECT STP-3223(5), P.I. NO. 351080 - MACON-BIBB CO. PROJ. NO. 7
JEFFERSONVILLE RD FROM RECREATION RD TO FALL LINE FWY

TYPICAL SECTION (N.T.S.)

JEFFERSONVILLE RD FROM AVALON CIRCLE TO FALL LINE FWY



PROJECT STP-3223(5), P.I. NO. 351080 - MACON-BIBB CO. PROJ. NO. 7
JEFFERSONVILLE RD FROM RECREATION RD TO FALL LINE FWY

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

JEFFERSONVILLE ROAD (from Millerfield Rd. to Emery Rd.)

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

01-01-1993 Thru 12-31-1993

Street Name	Int Street /Block No	Total Accidents	Time		Accident Type					Fat.	Inj.
			Day	Night	Right Angle	Rear End	Left Turn	Other			
Jeffersonville Rd	Millerfield Rd	8	5	3	0	7	0	1	0	3	
Jeffersonville Rd	1900	3	0	3	3	0	0	0	0	0	
Jeffersonville Rd	2100	1	1	0	0	0	0	1	0	0	
Jeffersonville Rd	2200	2	1	1	0	1	0	1	0	0	
Jeffersonville Rd	2300	1	0	1	0	0	0	1	0	1	
Jeffersonville Rd	McCall Rd	1	1	0	0	1	0	0	0	0	
Jeffersonville Rd	Emery Rd/OcmulgeeE	12	8	4	3	4	4	1	0	6	
Total		28	16	12	6	13	4	5	0	10	

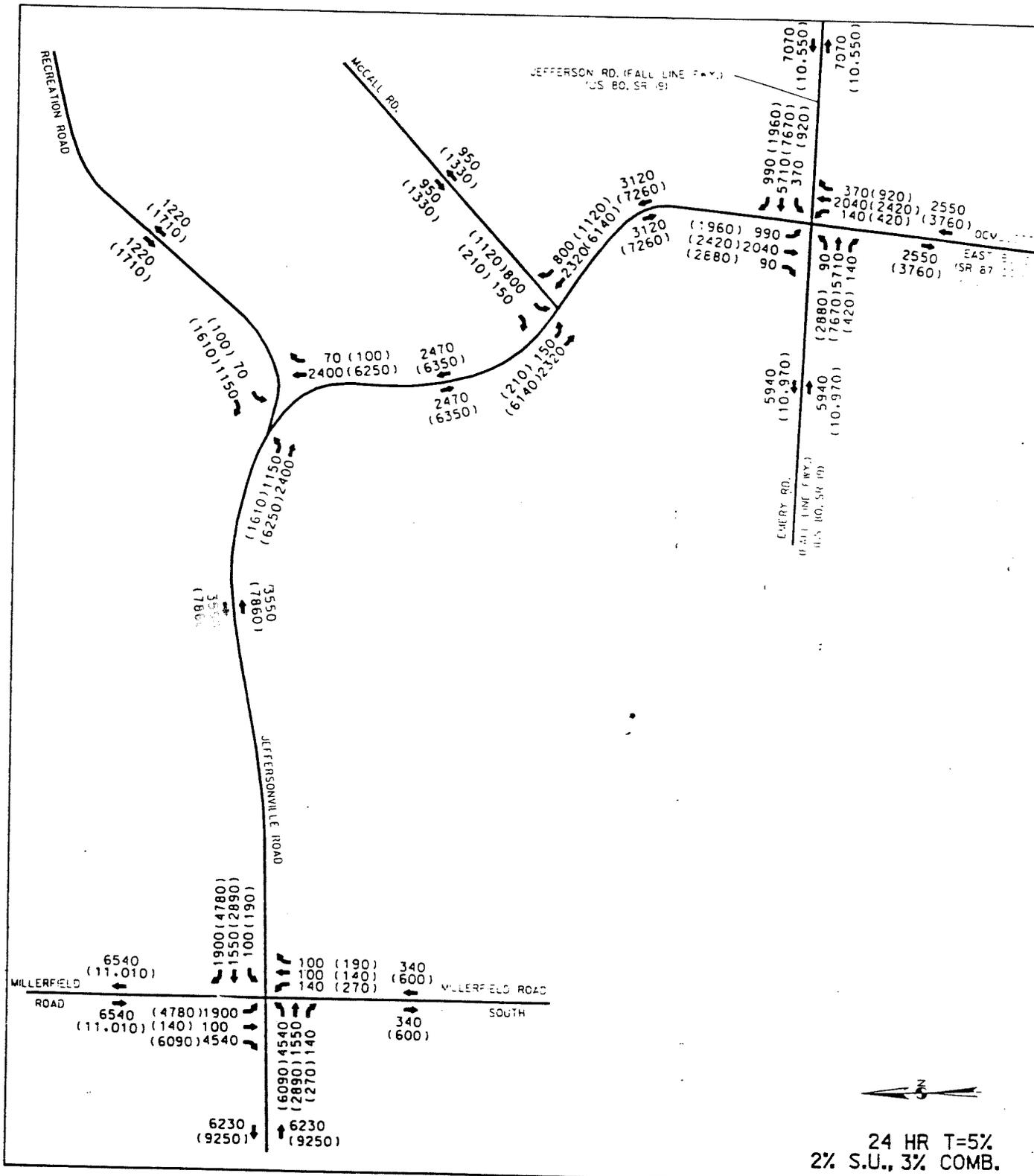
01-01-1994 Thru 12-31-1994

Street Name	Int Street /Block No	Total Accidents	Time		Accident Type					Fat.	Inj.
			Day	Night	Right Angle	Rear End	Left Turn	Other			
Jeffersonville Rd	Millerfield Rd	17	17	0	0	15	0	2	0	5	
Jeffersonville Rd	1900	2	1	1	1	0	0	1	0	9	
Jeffersonville Rd	2000	1	0	1	1	0	0	0	0	0	
Jeffersonville Rd	2100	2	1	1	1	0	0	1	0	0	
Jeffersonville Rd	Recreation Rd	7	6	1	1	4	0	2	0	5	
Jeffersonville Rd	2300	1	0	1	0	0	0	1	0	1	
Jeffersonville Rd	2500	2	2	0	1	0	0	1	0	1	
Jeffersonville Rd	Avalon Cir	1	1	0	0	1	0	0	0	0	
Jeffersonville Rd	2700	1	1	0	0	0	0	1	0	1	
Jeffersonville Rd	Lakeside Rd	1	1	0	0	0	0	1	0	1	
Jeffersonville Rd	2800	2	2	0	0	0	0	2	0	1	
Jeffersonville Rd	Emery Rd/OcmulgeeE	5	3	2	0	1	4	0	0	11	
Total		42	35	7	5	21	4	12	0	35	

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			
Jeffersonville Rd	Millerfield Rd	15	12	3	1	10	3	1	0	15	
Jeffersonville Rd	Roseville Dr	1	1	0	0	0	1	0	0	0	
Jeffersonville Rd	2100	4	0	4	1	0	0	3	0	1	
Jeffersonville Rd	2200	1	0	1	0	0	0	1	0	0	
Jeffersonville Rd	Recreation Rd	3	1	2	0	2	0	1	0	3	
Jeffersonville Rd	2300	1	0	1	0	0	0	1	0	1	
Jeffersonville Rd	2500	2	1	1	0	0	0	2	0	0	
Jeffersonville Rd	McCall Rd	1	0	1	0	0	0	0	0	2	
Jeffersonville Rd	2800	1	0	1	0	0	0	1	0	0	
Jeffersonville Rd	Emery Rd/OcmulgeeE	9	4	5	2	3	3	2	0	4	
Total		38	19	19	4	15	7	12	0	26	

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



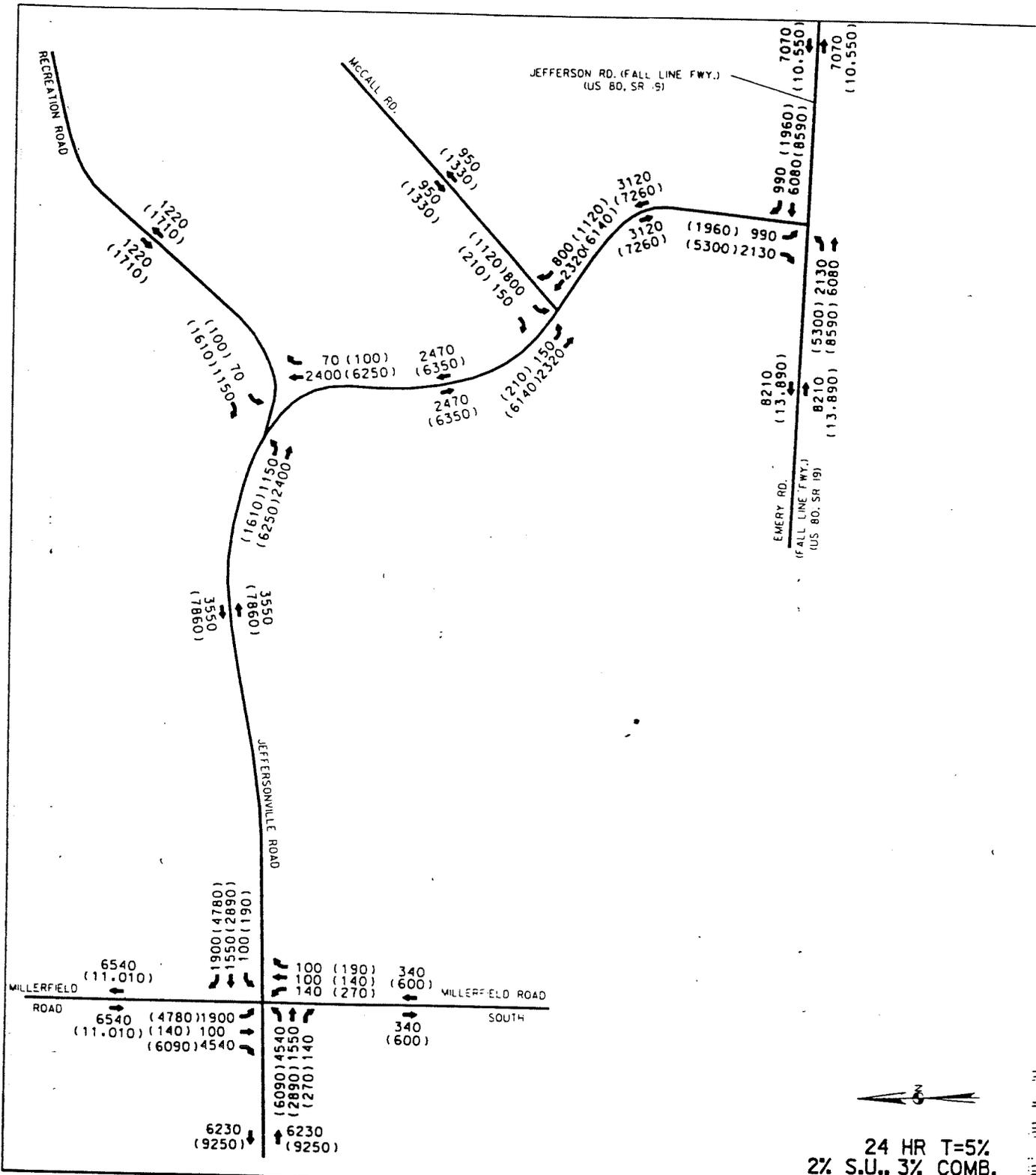
OPENING AND DESIGN YEAR AADT
 ALTERNATIVE A: WITH OCMULGEE EAST BLVD. DIRECT CONNECTION
○ OPENING YEAR 2001 AADT
() DESIGN YEAR 2007 AADT

MA Moreland Altobelli Associates, Inc.

JEFFERSONVILLE RD. FROM MILLERFIELD RD. TO FALL LINE FREEWAY

PROJECT NO. STP 3223(5), P.I. NO. 351080
 MACON-BIBB CO. ROAD PROGRAM PROJECT NO. 7

As of April 1, 1997, 00 to 54



OPENING AND DESIGN YEAR AADT

ALTERNATIVE B: WITH OCMULGEE EAST BLVD. DIRECT CONNECTION REMOVED

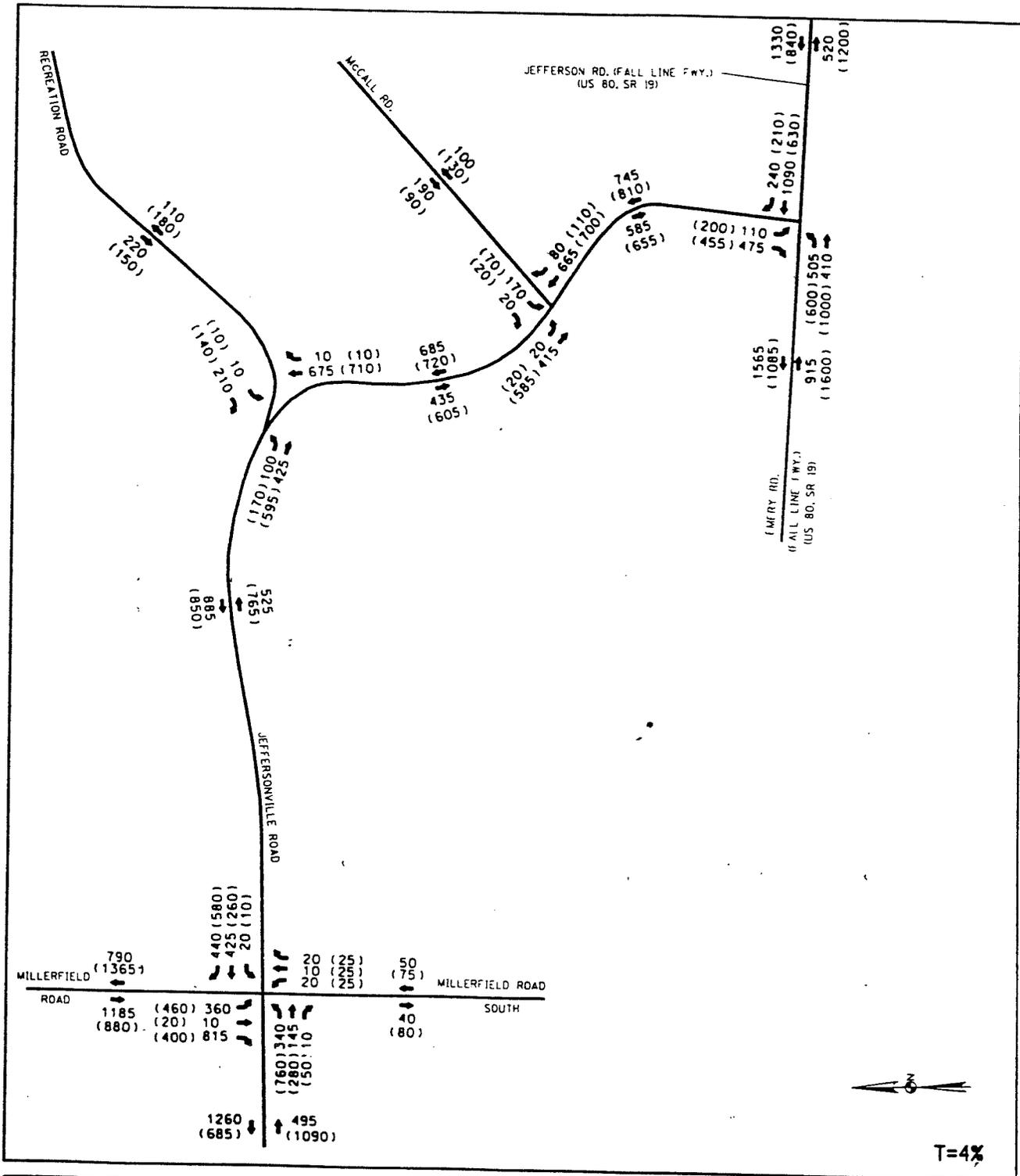
000 OPENING YEAR 2001 AADT
 1000 DESIGN YEAR 2021 AADT

MA Moreland Altobelli Associates, Inc.

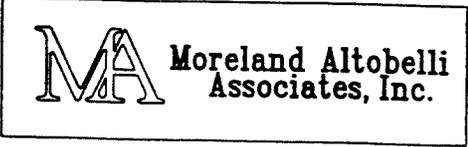
JEFFERSONVILLE RD. FROM MILLERFIELD RD. TO FALL LINE FREEWAY

PROJECT NO. STP 3223(5), P.I. NO. 351080
 MACON-BIBB CO. ROAD PROGRAM PROJECT NO. 7

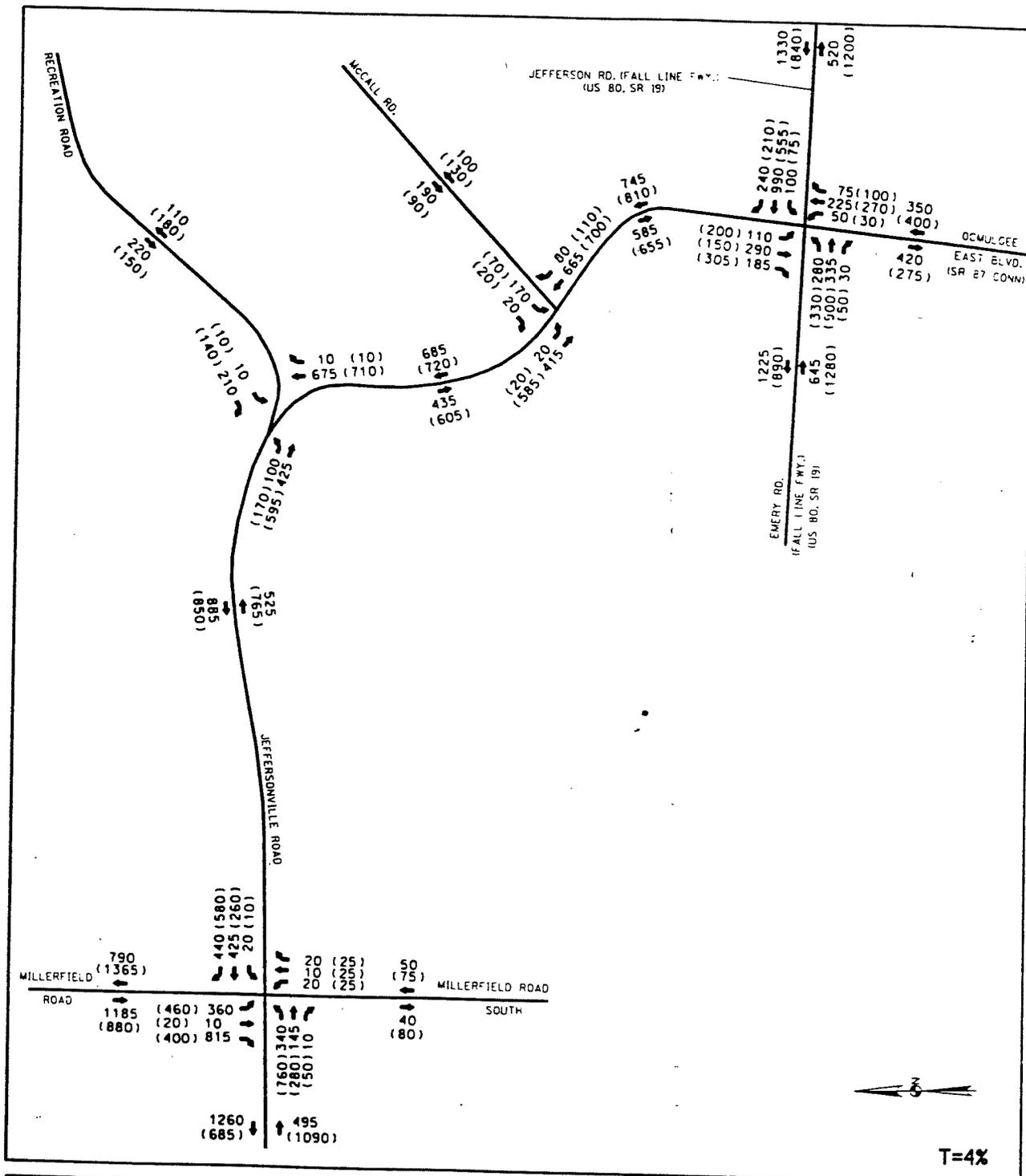
10/10/01 10:00 AM 10/10/01 10:00 AM



YEAR 2021 DESIGN HOUR TRAFFIC
 ALTERNATIVE B: WITH OCMULGEE EAST BLVD. DIRECT CONNECTION REMOVED
 000 AM PEAK DES. GN HOUR
 (000) PM PEAK DES. GN HOUR



JEFFERSONVILLE RD. FROM MILLERFIELD RD. TO FALL LINE FREEWAY
 PROJECT NO. STP 3223(5), P.I. NO. 351080
 MACON-BIBB CO. ROAD PROGRAM PROJECT NO. 7



YEAR 2021 DESIGN HOUR TRAFFIC
 ALTERNATIVE A: WITH OCMULGEE EAST BLVD. DIRECT CONNECTION

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

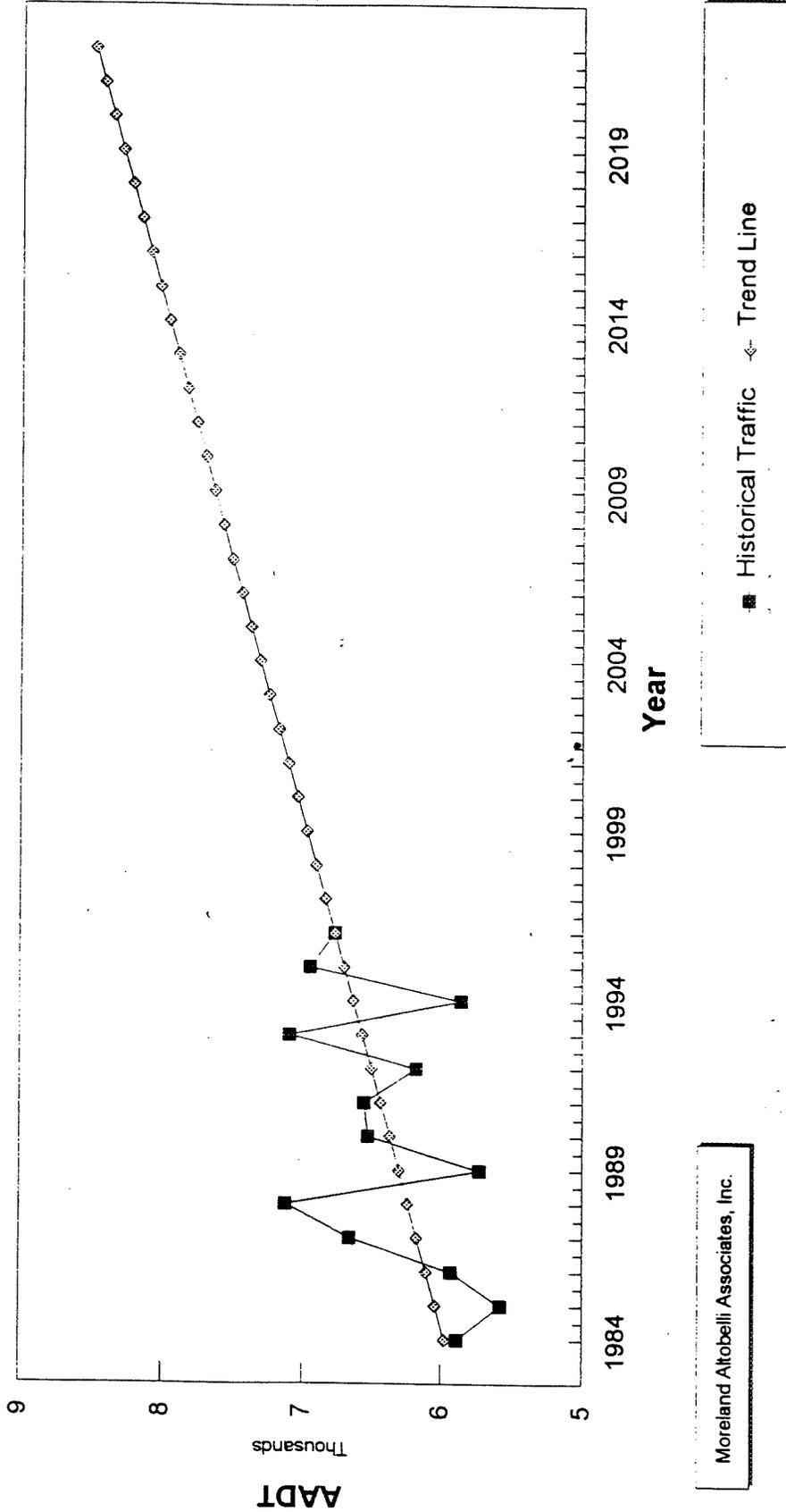
MA Moreland Altobelli
 Associates, Inc.

**JEFFERSONVILLE RD. FROM MILLERFIELD RD. TO
 FALL LINE FREEWAY**

PROJECT NO. STP 3223(S), P.I. NO. 351080
 MACON-BIBB CO. ROAD PROGRAM PROJECT NO. 7

Jeffersonville Rd. N of Emery Rd. - # 712

Historical Traffic Growth Linear Regression Analysis



Moreland Altobelli Associates, Inc.

■ Historical Traffic ◆ Trend Line

Annual Growth Rate:	1.0091
Total % Growth, 1996 - 2001:	4.90%
Total % Growth, 1996 - 2021:	24.46%

1995 AADT:	6,946
Projected 2001 AADT:	7,103
Projected 2021 AADT:	8,427

Streets: (E-W) JEFFERSONVILLE ROAD (N-S) MILLERFIELD ROAD
 Analyst: MAAI File Name: JEFMF21A.HC9
 Area Type: Other 10-23-96 AM PEAK
 Comment: DESIGN YEAR 2021 TRAFFIC

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	<	1	1	1	1	1	<	1	>	1
Volumes	340	145	10	20	425	440	20	10	20	360	10	315
Lane Width	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			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	*							
Thru	*	*						
Right	*	*						
Peds		*						
WB Left		*						
Thru		*						
Right		*						
Peds		*						
NB Right								
SB Right	*	*						
Green	25.0A	40.0A						
Yellow/AR	5.0	5.0						
Cycle Length: 120 secs	Phase combination order: #1 #2 #5 #6							

Intersection Performance Summary

Lane Group	Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach	Delay	LOS
EB L	781		3471	0.472	0.225	26.4	D		20.1	C
EB TR	2169		3615	0.079	0.600	6.5	B			
WB L	397		1135	0.053	0.350	16.7	C		16.5	C
WB T	639		1827	0.699	0.350	24.0	C			
WB R	932		1553	0.497	0.600	9.2	B			
NB L	174		1736	0.121	0.100	31.8	D		32.0	D
NB TR	165		1646	0.194	0.100	32.1	D			
SB L	391		1736	0.494	0.225	27.0	D		10.4	B
SB LT	393		1745	0.502	0.225	27.1	D			
SB R	1320		1553	0.650	0.850	2.8	A			

Intersection Delay = 14.7 sec/veh Intersection LOS = B
 Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.602

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4a 02-21-1997
 Center For Microcomputers In Transportation

Streets: (E-W) FALL LINE FWY (N-S) JEFFERSONVILLE RD
 Analyst: MAAI File Name: JFFL21PB.HC9
 Area Type: Other 2-21-97 PM PEAK
 Comment: DESIGN YEAR 2021 TRAFFIC-ALTERNATIVE B

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2			2	1						
Volumes	600	1000			630	210				200		455
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			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	*	*						
Thru	*	*						
Right	*	*						
Peds								
WB Left		*						
Thru		*						
Right		*						
Peds								
NB Right								
SB Right	*							
Green	35.0A	35.0A						
Yellow/AR	5.0	5.0				20.0A		
Cycle Length:	105 secs Phase combination order: #1 #2 #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	699	1736	0.904	0.733	26.6	D	11.9	B
	T	2680	3654	0.413	0.733	3.5	A		
WB	T	1288	3654	0.541	0.352	17.9	C	15.2	C
	R	917	1553	0.241	0.590	6.7	B		
SB	L	364	1736	0.580	0.210	25.8	D	12.2	B
	R	1834	3106	0.295	0.590	6.9	B		

Intersection Delay = 12.9 sec/veh Intersection LOS = B
 Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.727

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4a 02-21-1997
 Center For Microcomputers In Transportation

Streets: (E-W) FALL LINE FWY (N-S) JEFFERSONVILLE RD
 Analyst: MAAI File Name: JFFL21AB.HC9
 Area Type: Other 2-21-97 AM PEAK
 Comment: DESIGN YEAR 2021 TRAFFIC-ALTERNATIVE B

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2			2	1					1	2
Volumes	505	410			1090	240					110	475
Lane Width	12.0	12.0			12.0	12.0					12.0	12.0
RTOR Vols			0			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	*	*						
Thru	*	*						
Right	*	*						
Peds								
WB Left								
Thru								
Right								
Peds								
NB Right								
SB Right	*							
Green	35.0A	45.0A						
Yellow/AR	5.0	5.0						
Cycle Length:	110 secs Phase combination order: #1 #2 #5							

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/c	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio					
EB	L	650	1736	0.818	0.700	23.3	C	13.4	B
	T	2890	3654	0.157	0.791	1.8	A		
WB	T	1561	3654	0.771	0.427	19.1	C	16.9	C
	R	946	1553	0.267	0.609	6.5	B		
SB	L	268	1736	0.432	0.155	27.9	D	13.2	B
	R	1609	3106	0.351	0.518	10.1	B		

Intersection Delay = 15.0 sec/veh Intersection LOS = B
 Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.765

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4a
 Center For Microcomputers In Transportation

02-21-1997

Streets: (E-W) FALL LINE FWY

(N-S) JEFFERSONVILLE RD

Analyst: MAAI

File Name: JEFFL21P.HC9

Area Type: Other

2-21-97 PM PEAK

Comment: DESIGN YEAR 2021 TRAFFIC-ALTERNATIVE A

	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	1	1	1
Volumes	330	900	50	75	555	210	30	270	100	200	150	305
Lane Width	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			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	*	*	*					
Thru		*	*					
Right		*	*					
Peds								
WB Left	*		*					
Thru			*					
Right			*					
Peds								
NB Right	*							
SB Right	*	*						
Green	7.0A	15.0A	30.0A					
Yellow/AR	5.0	0.0	5.0					
Cycle Length: 115 secs	Phase combination order: #1 #2 #3 #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	438	1736	0.792	0.443	23.7	C	20.5	C
	TR	1482	3626	0.709	0.409	19.4	C		
WB	L	205	1736	0.385	0.157	17.1	C	21.0	C
	T	1017	3654	0.603	0.278	24.0	C		
	R	675	1553	0.327	0.435	13.9	B		
NB	L	309	1112	0.103	0.278	19.9	C	21.5	C
	T	508	1827	0.559	0.278	24.0	C		
	R	594	1553	0.177	0.383	15.2	C		
SB	L	354	1736	0.596	0.287	16.4	C	10.8	B
	T	794	1827	0.199	0.435	13.0	B		
	R	999	1553	0.321	0.643	6.0	B		

Intersection Delay = 18.8 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.720

Streets: (E-W) FALL LINE FWY (N-S) JEFFERSONVILLE RD
 Analyst: MAAI File Name: JEFFL21A.HC9
 Area Type: Other 2-21-97 AM PEAK
 Comment: DESIGN YEAR 2021 TRAFFIC-ALTERNATIVE A

	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	1	1	1
Volumes	280	335	30	100	990	240	50	225	75	110	290	185
Lane Width	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			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	*	*	*					
Thru		*	*					
Right		*	*					
Peds								
WB Left		*	*					
Thru			*					
Right			*					
Peds								
NB Right		*						
SB Right		*	*					
Green	15.0A	10.0A	40.0A					
Yellow/AR	5.0	0.0	5.0		7.0A	23.0A		
Cycle Length: 115 secs	Phase combination order: #1 #2 #3 #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	471	1736	0.626	0.496	19.0	C	15.3	C
	TR	1631	3608	0.248	0.452	12.6	B		
WB	L	552	1736	0.190	0.296	9.4	B	21.2	C
	T	1335	3654	0.820	0.365	24.3	C		
	R	729	1553	0.347	0.470	12.6	B		
NB	L	148	680	0.359	0.217	25.3	D	24.7	C
	T	397	1827	0.597	0.217	27.9	D		
	R	608	1553	0.130	0.391	14.5	B		
SB	L	246	1736	0.472	0.183	20.0	C	16.9	C
	T	588	1827	0.519	0.322	21.2	C		
	R	864	1553	0.226	0.557	8.4	B		

Intersection Delay = 19.5 sec/veh Intersection LOS = C
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.743

Streets: (E-W) JEFFERSONVILLE ROAD (N-S) MILLERFIELD ROAD
 Analyst: MAAI File Name: JEFMF21P.WC9
 Area Type: Other 10-23-96 PM PEAK
 Comment: DESIGN YEAR 2021 TRAFFIC

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	<	1	1	1	1	1	<	1	>	1
Volumes	760	280	50	10	260	580	25	25	25	460	20	400
Lane Width	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			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	*							
Thru	*	*						
Right	*	*						
Peds		*				*		
WB Left		*						
Thru		*						
Right		*						
Peds		*				*		
NB Right								
SB Right	*	*						
Green	35.0A	30.0A			25.0A	10.0A		
Yellow/AR	5.0	5.0			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	1070	3471	0.770	0.308	26.8	D	20.7	C
	TR	2143	3572	0.170	0.600	6.9	B		
WB	L	214	802	0.051	0.267	21.1	C	20.3	C
	T	487	17	0.562	0.267	25.7	D		
	R	802	83	0.761	0.517	17.9	C		
NB	L	174	16	0.150	0.100	31.9	D	32.5	D
	TR	169	1690	0.308	0.100	32.7	D		
SB	L	383	1701	0.658	0.225	30.2	D	17.0	C
	LT	385	1712	0.657	0.225	30.1	D		
	R	1294	1522	0.325	0.850	1.3	A		

Intersection Delay = 19.8 sec/veh Intersection LOS = C
 Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.715