

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-3213(4) Bibb County **OFFICE** Preconstruction
P. I. No. 351140
CWH **DATE** July 1, 1997
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

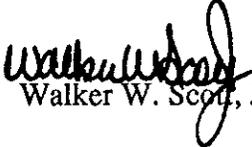
DISTRIBUTION:

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)
Joe Palladi
Joe Street

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-3213(4) Bibb County **OFFICE** Preconstruction
P.I. No. 351140
DATE June 11, 1997

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

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the Northwest Parkway from Log Cabin Drive/CR 88 at Hollingsworth Road north on new location to Park Street/CR 86 at Napier Avenue/CS 900, then widening Park Street from Napier Avenue to US 41/SR 19. The project length is 3.37km. The existing Park Street is a two lane rural roadway with 6.7m pavement and 0.6m shoulders. The existing major structure consists of a 39.6m x 15.2m bridge over the Norfolk-Southern Railroad with a sufficiency rating of 95.4. Presently, the route from north Macon to south Macon and the Macon Mall area is a winding route requiring several turns utilizing two and three lane roadways. This project will provide a four lane connector and will become the primary north-south arterial in west Macon. The base year traffic (2001) projection is 13,840 VPD and the design year traffic (2021) is 21,220 VPD. The proposed design speed is 70km/h.

The proposed construction will provide four, 3.6m lanes with a 6.1m raised median for the entire project length. The existing bridge on Park Street over Norfolk-Southern Railroad will be widened to 27.0m to accommodate the new lanes. An estimated 200.0m of retaining walls will be utilized to reduce right-of-way impacts. No design exceptions are required to implement this project. Traffic will be maintained on the portion on existing roadway during construction.

The southern terminus of this project will tie to project STP-3201(8) Bibb, and the northern terminus will tie to STP-3213(1) Bibb, both with a similar typical section. Alternatives considered during concept development included widening existing Hollingsworth Road and three alternatives on new location.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; 23 residences displaced; a public hearing will be held; time saving procedures are not appropriate.

Wayne Shackelford
Page 2

STP-3213(4) Bibb
June 11, 1997

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)	\$7,680,000	\$6,219,000	2001	01-07
Right-of-Way & Utilities*	Local	Local		

*Bibb County signed contract on 2-9-96 to be responsible for preliminary engineering, right-of-way costs, and utility relocation costs.

I recommend this project concept be approved.

WWS:JDQ/cj

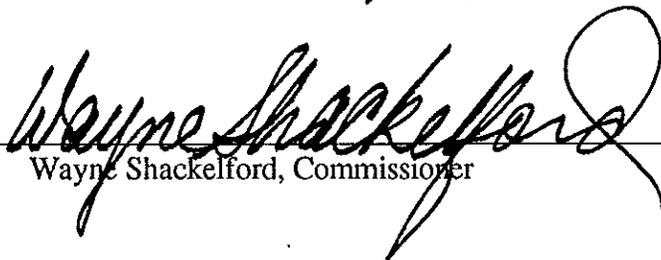
Attachment

CONCUR



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

APPROVE



Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED
MAY 14 1997
PRECONSTRUCTION

FILE: STP-3213(4) BIBB, P.I.# 351140

OFFICE: Atlanta, Georgia

DATE: May 14, 1997

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 May 2, 1997 by the letter from Joseph P. Palladi dated April 22, 1997 and have the following comment:

1. The cost estimate shows the unit cost for Borrow Excavation as \$3.00 and the unit cost for Unclassified Excavation as \$4.60. Unless there is a substantial amount of rock excavation, unclassified excavation cost less than borrow excavation, especially in the Macon area, where borrow areas are scarce. The unit costs may be reversed for these items.

The estimated costs for the project are as follows:

	<u>STP-3213(4)</u>
Construction	\$ 6,031,000
Inflation	\$ 951,000
E & C	\$ 698,000
Right of Way	\$? (LGPA)
Reimbursable Utilities	\$? (LGPA)

DTM

c: Joe Palladi - Attention: Angela Alexander

Department of Transportation

State of Georgia

PROJECT CONCEPT REPORT

**Northwest Parkway/Park Street (CR 86)
from Log Cabin Drive (CR 88) to Forsyth Road (US 41, SR 19)**

Project Number: STP-3213(4)

County: Bibb

P.I. Number: 351140

U.S. Route Number: None

State Route Number: None

Date of Report: 3/17/97

Project Map Enclosed

RECOMMENDATION FOR APPROVAL:

5/1/97
DATE

Joseph P. Palad
STATE URBAN DESIGN ENGINEER

DATE

STATE ENVIRONMENT/LOCATION ENGINEER

DATE

STATE TRAFFIC OPERATIONS ENGINEER

DATE

DISTRICT ENGINEER

DATE

PROJECT REVIEW ENGINEER

PROJECT CONCEPT REPORT

DATE: May 1, 1997

PROJECT NUMBER: STP-3213(4)

COUNTY: Bibb

DESCRIPTION: Northwest Parkway on new location from Log Cabin Drive (CR 88) to Napier Avenue (CS 900)/Park Street (CR 86) intersection constructed as a four-lane divided with raised concrete median urban section with sidewalks; Park Street from Napier Avenue/Northwest Parkway intersection to Forsyth Road widening from 2-lane rural section to 4-lane divided with raised concrete median urban section with sidewalks; project also includes realignment of Ayers Road (CR 86) west of Napier Avenue to relocate it out of Napier Avenue at Park Street intersection

LENGTH: 3.37 km

P.I. NO.: 351140

U.S. ROUTE NO.: None

STATE RT. NO.: None

LOCATION: Northwest Parkway on new location from 65 m north of Log Cabin Drive at Hollingsworth Road intersection to Napier Avenue at Park Street intersection and Park Street from Napier Avenue to Forsyth Road/Forest Hill Road intersection

MILE POINT REFERENCE (PARK ST): BEGIN-2.05 END-2.35

TRAFFIC (TWO-WAY AADT):

YEAR-2001 AADT-13840

YEAR-2021 AADT-21220

PDP CLASSIFICATION NON-CA CA EX SF FUNCTION CLASSIFICATION

Major

() () (X) ()

Urban Minor
Arterial

EXISTING DESIGN

TYPICAL SECTION (PARK ST): two-lane rural section with 6.7 m of asphaltic concrete pavement, 0.6 m shoulders and ditches.

POSTED SPEED	MIN. EXISTING RADIUS OF CURVE	MAX. EXISTING GRADE
60 km/h	Tangent	Less than 1%

EXISTING MAJOR STRUCTURES:

FEATURES INTERSECTED: Existing 2-lane bridge over Norfolk-Southern Railroad

S.RTG: 95.4

LENGTH: 39.6 m

WIDTH: 15.2 m

PROJECT NEED & PURPOSE: See attached

PROPOSED PROJECT CONCEPT

PROPOSED TYPICAL SECTION: four-lane divided urban section with a 6 m raised concrete median, four 3.6 m through lanes, 0.75 m curb and gutter and 1.525 m contiguous sidewalk on both sides of the road; proposed shoulder 3.6 m

RIGHT-OF-WAY WIDTH:

1. Northwest Parkway from Log Cabin Drive to Napier Avenue-38.1 m
2. Park Street from Napier Avenue to Forsyth Road-30 m

DESIGN SPEED: 70 km/h

MIN. RADIUS OF CURVE:	ALLOWABLE: 215 m	PROPOSED: 291 m
MAX. GRADE:	ALLOWABLE: 8.5%	PROPOSED: less than 8.5%

TYPE ACCESS: Controlled by permit

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

PROPOSED STRUCTURES:

1. The existing bridge on Park Street over Norfolk-Southern Railroad will be widened symmetrically to accommodate the proposed four-lane divided roadway. The new bridge will be 39.6 m long x 27 m wide.
2. Three single reinforced concrete box culverts are estimated to be required under the Northwest Parkway new location roadway between Log Cabin Drive and Napier Avenue.
3. An estimated 200 m of retaining walls will be required to minimize right-of-way impacts and avoid additional displacements.

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: 83

DISPLACEMENTS: 0 Commercial, 23 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-3213(1), P.I. # 350520-Forest Hill Road (CR 723) from Forsyth Road (US 41, SR 19) to Wimbish Road (CS 977)
2. STP-3201(8), P.I. # 351100-Log Cabin Drive (CR 88) from Mercer University Drive (SR 74) to Hollingsworth Road (CR 87)
3. Macon-Bibb County Road Improvement Program Project No. 25-Log Cabin Drive (CS 723) from Hollingsworth Road (CR 87) to Napier Avenue (CS 721)
4. Macon-Bibb County Road Improvement Program Project No. 24-Napier Avenue (CS 901) from Park Street (CR 86) to Edna Place Road (CS 700)

CONCEPT TEAM MEETING DATE: 2/11/97

PROBABLE LOCATIONS OF USTS: Two sites identified

PROBABLE LOCATIONS OF HAZARDOUS WASTE: None known

OTHER ALTERNATES CONSIDERED:

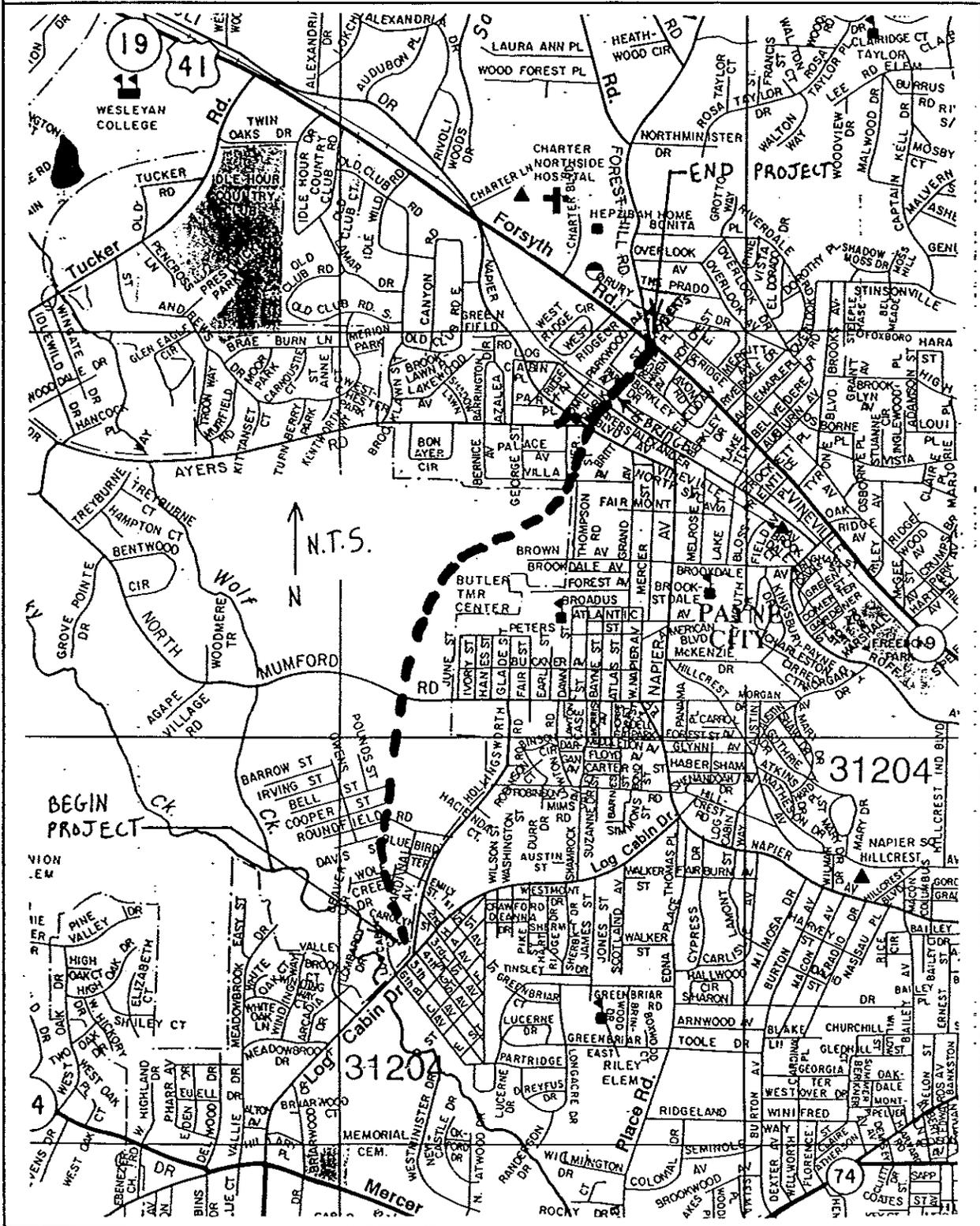
1. No Build.
2. An alternate was considered that would utilize the existing Hollingsworth Road alignment. This alternate would much more severely impact existing residential areas.
3. An alternate was considered that would cross Mumford Road near June Street and cross Villa Avenue between Thompson Road and Dover Street. This alternate would impact a pond and the residential area between Villa Avenue and Napier Avenue.
4. An alternate was considered that would traverse approximately parallel to and 300 m west of alternate 3. This alternate would not impact any ponds, but it would much more adversely impact the residential area between Villa Avenue and Napier Avenue.

COMMENTS:

Alternates considered discussed on page 5.

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

PROJECT LOCATION MAP
PROJECT # STP-3213(4), P.I. # 351140 BIBB COUNTY
NORTHWEST PKWY/PARK ST FROM LOG CABIN DR TO FORSYTH RD (US 41, SR 19)



PRELIMINARY COST ESTIMATE
 PROJECT # STP-3213(4), P.I. # 351140
 MACON-BIBB COUNTY PROJECT # 10
 Northwest Pkwy/Park St (CR 86)
 from Log Cabin Dr (CR 88) to Forsyth Rd (US 41, SR 19)

DATE: 12/20/96

PREPARED BY: Moreland Altobelli Associates Inc

PROJECT DESCRIPTION/CONCEPT: NW Pkwy (Log Cabin Dr to Napier Ave) on new location & Park St (Napier Ave to Forsyth Rd) widen from exist 2 lanes-both to be 4-lane divided urban section w/6 m raised concrete median & sidewalks

TRAFFIC (AADT): Year 2001-13840, Design Year 2021-21220

EXISTING ROADWAY: Park St-2 lanes undivided rural section

- () 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	35 ha @	\$20,000.00	\$700,000
		SUBTOTAL	\$700,000
D. EARTHWORK			
BORROW INCL HAUL	30000 m ³ @	\$3.00	\$90,000
UNCL EXCAVATION	125000 m ³ @	\$4.60	\$575,000
		SUBTOTAL	\$665,000

PRELIMINARY COST ESTIMATE
 PROJECT # STP-3213(4), P.I. # 351140
 MACON-BIBB COUNTY PROJECT # 10
 Northwest Pkwy/Park St (CR 86)
 from Log Cabin Dr (CR 88) to Forsyth Rd (US 41, SR 19)

E. BASE & PAVING

GRADED AGR BASE	33500 Mg @	\$16.50	\$552,750
ASPH CONC 12.5 mm	4500 Mg @	\$35.50	\$159,750
ASPH CONC 19 mm	5500 Mg @	\$35.70	\$196,350
ASPH CONC 25 mm	8000 Mg @	\$34.40	\$275,200
LEVELING	500 Mg @	\$37.40	\$18,700
TACK COAT	18500 L @	\$0.25	\$4,625
		SUBTOTAL	\$1,207,375

F. DRAINAGE

DRAINAGE LUMP SUM	3.37 km @	\$250,000.00	\$842,500
		SUBTOTAL	\$842,500

G. CONCRETE WORK

APPROACH SLABS	265 m ² @	\$100.00	\$26,500
CURB & GUTTER, TP 7	6700 m @	\$30.00	\$201,000
CURB & GUTTER, TP 2	7700 m @	\$30.00	\$231,000
VALLEY GUTTER	300 m ² @	\$37.40	\$11,220
SIDEWALK	8030 m ² @	\$22.00	\$176,660
MEDIAN PAVING	19900 m ² @	\$25.30	\$503,470
DITCH PAVING	m ² @		\$0
		SUBTOTAL	\$1,149,850

H. TRAFFIC CONTROL

TRAF CONT LUMP SUM	3.37 km @	\$30,000.00	\$101,100
		SUBTOTAL	\$101,100

I. EROSION CONTROL

EROS CONT LUMP SUM	3.37 km @	\$70,000.00	\$235,900
		SUBTOTAL	\$235,900

PRELIMINARY COST ESTIMATE
 PROJECT # STP-3213(4), P.I. # 351140
 MACON-BIBB COUNTY PROJECT # 10
 Northwest Pkwy/Park St (CR 86)
 from Log Cabin Dr (CR 88) to Forsyth Rd (US 41, SR 19)

J. GUARDRAIL

W-BEAM RAIL	450 m @	\$38.00	\$17,100
T-BEAM RAIL	30 m @	\$133.00	\$3,990
TP 1 ANCHORS	4 ea @	\$444.00	\$1,776
TP 11 ANCHORS	4 ea @	\$1,335.00	\$5,340
		SUBTOTAL	\$28,206

K. SIGNING, STRIPING, SIGNALS,
LIGHTING

SIGNING & MARKING	3.37 km @	\$16,750.00	\$56,448
TRAFFIC SIGNALS	3 ea @	\$50,000.00	\$150,000
LIGHTING LUMP SUM	ea @		\$0
		SUBTOTAL	\$206,448

L. GRASSING/LANDSCAPING

GRASSING	3.37 km @	\$60,000.00	\$202,200
		SUBTOTAL	\$202,200

M. MISCELLANEOUS

FIELD ENG OFFICE	1 ea @	\$20,000.00	\$20,000
R/W MARKERS	60 ea @	\$56.00	\$3,360
		SUBTOTAL	\$23,360

N. MAJOR STRUCTURES

BRIDGES	475 m ² @	\$485.00	\$230,375
RETAINING WALLS	200 m @	\$500.00	\$100,000
BOX CULV CONC	575 m ³ @	\$475.00	\$273,125
BOX CULVERT STEEL	60000 kg @	\$1.10	\$66,000
		SUBTOTAL	\$669,500

PRELIMINARY COST ESTIMATE
 PROJECT # STP-3213(4), P.I. # 351140
 MACON-BIBB COUNTY PROJECT # 10
 Northwest Pkwy/Park St (CR 86)
 from Log Cabin Dr (CR 88) to Forsyth Rd (US 41, SR 19)

ESTIMATE SUMMARY

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

CONSTRUCTION COST SUMMARY

C. CLEARING & GRUBBING	\$700,000
D. EARTHWORK	\$665,000
E. BASE & PAVING	\$1,207,375
F. DRAINAGE	\$842,500
G. CONCRETE WORK	\$1,149,850
H. TRAFFIC CONTROL	\$101,100
I. TEMP. EROSION CONTROL	\$235,900
J. GUARDRAIL	\$28,206
K. SIGNING, STRIPING, SIGNALS, LIGHTING	\$206,448
L. GRASSING/LANDSCAPING	\$202,200
M. MISCELLANEOUS	\$23,360
SUBTOTAL OF ROADWAY ITEMS	\$5,361,939
N. MAJOR STRUCTURES	\$669,500
TOTAL CONSTRUCTION ESTIMATE	\$6,031,439
3 YEARS OF INFLATION AT 5%	\$950,705
10% E & C	\$698,214
TOTAL CONSTRUCTION ESTIMATE	\$7,680,358

NEED AND PURPOSE STATEMENT
PROJECT # STP-3213(4), P.I. # 351140 BIBB COUNTY
NORTHWEST PARKWAY ON NEW LOCATION/PARK STREET
FROM LOG CABIN DRIVE TO FORSYTH ROAD

The proposed project will construct a new roadway on new location from the south end point of the project to the intersection of Napier Avenue (CS 900) at Park Street (CR 86) and will widen Park Street from Napier Avenue to Forsyth Road (US 41, SR 19)/Forest Hill Road (CR 723). The improvements will include the installation of curb and gutter, sidewalks and drainage structures. The existing Park Street is a rural two-lane facility with 6.7 m pavement width; 0.6 m shoulders and drainage ditches. The proposed project includes construction of a four-lane divided urban section with a 6 m raised concrete median on new location and upgrading the existing Park Street to a four-lane divided urban section with a 6 m raised concrete median.

Presently, the route from north Macon to south Macon and the Macon Mall area is a winding route requiring several turns utilizing two and three-lane roadways. This project will provide a four-lane divided connector from Forsyth Road to Log Cabin Drive near Hollingsworth Road and will become the primary north-south arterial in west Macon. Other Macon-Bibb County Road Improvement Program projects will extend the widening of Park Street across Forsyth Road to improve Forest Hill Road to multi-lane roadway from Forsyth Road/Park Street to Northside Drive. The new location portion of this project will tie on the south end to the multi-lane widening of Log Cabin Drive from Hollingsworth Road to Bloomfield Road/Chambers Road and Bloomfield Road from Log Cabin Drive/Chambers Road to Rocky Creek Road. The sum of these projects will provide a multi-lane north-south corridor in west Macon that will connect north Macon to the shopping areas around Macon Mall. In addition, they will provide a connection from north Macon through Log Cabin Drive, Bloomfield Road and Rocky Creek Road to Pio Nono Avenue, I-75 and Warner Robins.

The design year traffic projection on the new location portion of the Northwest Parkway is 21220 vehicles per day. In 1995, the traffic count on Park Street was 10208 vehicles per day, which causes considerable congestion on the existing two-lane road. The design year traffic projection on Park Street is 19100 vehicles per day. These traffic volumes are sufficient to justify the construction of the proposed project. In addition, this project serves residential areas that connect to commercial areas, and the proposed sidewalks will increase safety for pedestrians in this area.

This proposed project will tie into several other projects in this area of Macon. The north end of this project will match the begin point of the four-lane divided urban section of Project STP-3213(1), P.I. No. 350520-Forest Hill Road from Forsyth Road to Wimbish Road. These projects will continue further north with the following project: STP-3213(3), P.I. No. 351130-Forest Hill Road from Wimbish Road to Northside Drive. The south end of this project will match the four-lane divided urban section of Project STP-3201(8), P.I. No. 351100-Log Cabin Drive from Mercer University Drive to Hollingsworth Road. These projects will continue further south with project STP-3201(9), P.I. No. 351110-Log Cabin Drive from Eisenhower Parkway to Mercer University Drive and STP-

3201(10), P.I. No. 351120-Bloomfield Road/Log Cabin Drive from Rocky Creek Road to Eisenhower Parkway. In addition, this project intersects project STP-3207(4), P.I. No. 350960-SR 74 from west of I-475 to east of Log Cabin Drive/SR 74 Spur.

This project was originally proposed to follow the alignment of the existing Hollingsworth Road. However, this alignment would have a much greater impact on the residential areas through which it would traverse. Similarly, the existing Log Cabin Drive and Napier Avenue could be widened rather than constructing a roadway on new location. However, widening the existing roadways in this area would have an even greater impact on existing residential neighborhoods.

Because of the existing traffic and future traffic projections, the no-build alternative would greatly increase the congested traffic conditions that already exist, resulting in a level of service that is unacceptable for the existing roadways. The proposed improvements to Log Cabin Drive are included in the adopted Macon Area Transportation Study and the current Transportation Improvement Program.

1: LOCATION AND GEOMETRIC DATA

BRIDGE IN BIBB COUNTY

FACILITY CARL D

PARK STREET

LOCATION

1 MI W PAYNE CTY NW MACON

FEATURES INTERSECTED

NORFOLK SOUTHERN RR.

TYPE SERVICE ON : Highway-pedestrian

TYPE SERVICE UNDER: Railroad.

STRUCTURE : Concrete Box Beam or Multiple Girder

SURFACE : Bituminous.

DECK : Concrete

MAIN SUPPORT: No beams (arch or slab)

SUBSTRUCTURE: Steel; Concrete

FOUNDATION : Steel pile.

2: SIGNS AND ATTACHMENT DATA

GUARDRAIL REAR : Both sides.

GUARDRAIL FORWARD : Both sides.

GUARDRAIL REAR OPP DIR: None.

GUARDRAIL FOR. OPP DIR: None.

3: PROGRAMMING DATA

CONTACT DATE : 00/00/01

RANKING NUMBER : 0 Priority rating

TOTAL PROJECT COST: \$0

LAST PROJECT # : BRZLB-21 (1)

PROPOSED PROJECT # : STP-3213 (4)

PROPOSED WORK : No type of work specified.

RECONSTRCT. STATUS: Not eligible for Federal Bridge Replacement Funds.

4: HYDRAULIC DATA

SCOUR CRITICAL: Not over a waterway.

5: MEASUREMENT DATA

NUMBER OF LANES ON: 2 UNDER: 0.

STRUCTURE LENGTH : 130 FT BRIDGE ROADWAY WIDTH: 40.0 FT

CLEARANCE (FT-IN) : OVER: 99-99 UNDER: 30-04 HORIZONTAL: 40.0 FT

SIDEWALK OR CURB : 5.0 FT (LT) 5.0 FT (RT)

BRIDGE RAILING : Meets current acceptable standards.

APPROACH GUARDRAIL: Meets current acceptable standards.

6: RATING DATA

INVENTORY : Indefinite safe use HS loading of 36 tons.

OPERATING : Equal to or above legal load limit.

SUFFICIENCY : 95.4

STRUCTURE : Better than present minimum criteria.

DECK : GOOD, some minor problems.

MAIN SUPPORT: GOOD, some minor problems.

SUBSTRUCTURE: GOOD, some minor problems.

SCOUR : Not applicable.

CHANNEL PROT: Not applicable, structure not over a waterway.

7: POSTING DATA

STRUCTURE POSTED : Posted for load.

TEMPORARY POSTING: No temporary conditions exist.

ACTUAL POSTINGS : [H: 26 TONS] [TRI: NP TONS] [3S2: 40 TONS]

18-DEC-1996

SERIAL NUMBER : 5005-0

YEAR CONSTRUCTED : 1980

YEAR RECONSTRUCTED: None

DATE INSEPECTED : March 1996

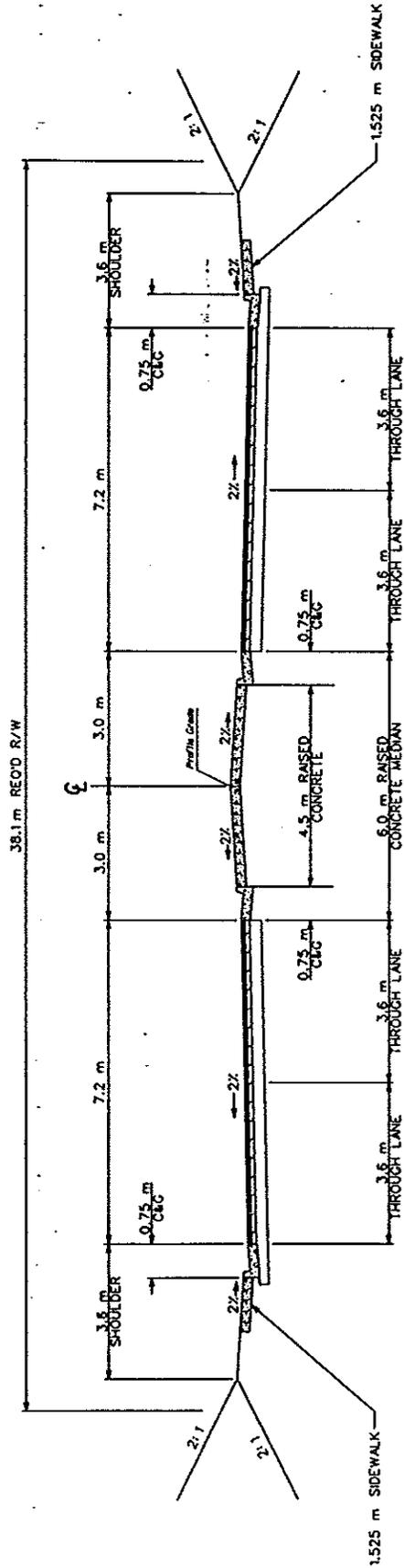
DESIGN LOAD : HS-20

NATIONAL TRUCK RTE: OFF NETWORK

SCHOOL BUS ROUTE : YES

TYPICAL SECTION (N.T.S.)

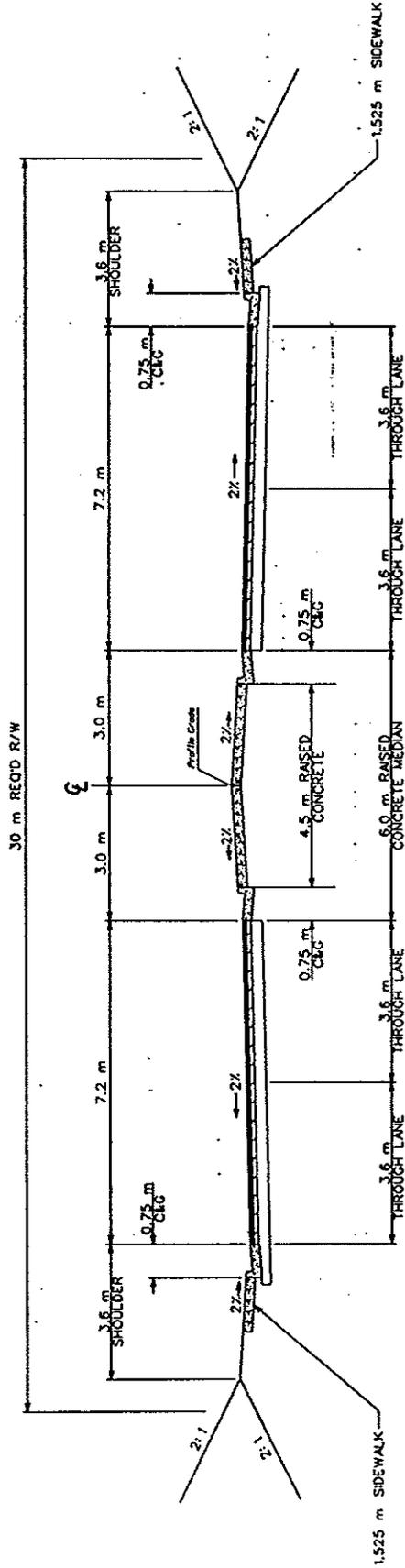
NORTHWEST PKWY FROM LOG CABIN DR TO NAPIER AVE



PROJECT STP-3213(4), P.I. NO. 351140 - MACON-BIBB CO. PROJ. NO. 10
 NORTHWEST PKWY/PARK ST FROM LOG CABIN DR TO FORSYTH RD.

TYPICAL SECTION (N.T.S.)

PARK ST FROM NAPIER AVE TO FORSYTH RD



PROJECT STP-3213(4), P.I. NO. 351140 - MACON-BIBB CO. PROJ. NO. 10
NORTHWEST PKWY/PARK ST FROM LOG CABIN DR TO FORSYTH RD

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

PARK STREET (from Vineville Avenue to Napier Avenue)

Note: Locations are in order of occurrence from North to South

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		
			Park St	Vineville Ave	4	3	1	0		
Park St	Berkley Dr	2	2	0	2	0	0	0	0	0
Park St	200	1	1	0	0	1	0	0	0	0
Park St	Ayers Blvd	1	0	1	0	0	0	1	0	0
Park St	Ayers Rd/Napier Ave	10	4	6	1	6	1	2	0	8
Total		18	10	8	3	11	1	3	0	8

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		
			Park St	Vineville ave	4	3	1	0		
Park St	Parkwood Ave	1	1	0	0	1	0	0	0	1
Park St	Ayers Rd/Napier Ave	1	0	1	0	1	0	0	0	2
Total		6	4	2	0	6	0	0	0	4

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		
			Park St	Vineville Ave	3	2	1	0		
Park St	Berkley Dr	1	1	0	0	0	1	0	0	0
Park St	200	1	1	0	0	1	0	0	0	0
Park St	Ayers Blvd	3	3	0	0	2	0	1	0	1
Park St	Ayers Rd/Napier Ave	9	6	3	1	5	0	3	0	5
Total		17	13	4	1	10	2	4	0	6

Note: No accident comparison has been done.

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

NAPIER AVENUE (from Park Street to Log Cabin Drive)

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		
Napier Ave	Park St	9	4	5	1	5	1	2	0	7
Napier Ave	4000	2	1	1	1	1	0	0	0	0
Napier Ave	Grand Ave	1	1	0	0	1	0	0	0	0
Napier Ave	Mercer St	1	1	0	0	0	0	1	0	0
Napier Ave	3900	4	3	1	1	2	0	1	0	2
Napier Ave	Fairmont Ave	5	4	1	1	2	0	2	0	0
Napier Ave	3800	3	1	2	0	1	0	2	0	0
Napier Ave	Brookdale Ave	7	4	3	3	4	0	0	0	2
Napier Ave	3700	4	2	2	0	2	0	2	0	1
Napier Ave	Atlantic Ave	5	3	2	0	2	1	2	0	2
Napier Ave	3600	3	3	0	1	1	1	0	0	2
Napier Ave	Hillcrest Ave	3	1	2	1	2	0	0	0	3
Napier Ave	Morgan Dr	1	0	1	0	0	0	1	0	2
Napier Ave	3500	1	1	0	0	1	0	0	0	1
Napier Ave	Del Park	5	2	3	1	0	1	3	0	6
Napier Ave	Glynn Ave	1	1	0	1	0	0	0	0	0
Napier Ave	3400	1	1	0	1	0	0	0	0	0
Napier Ave	Hillcrest Rd/Robinson Rd	6	4	2	2	1	1	2	0	1
Napier Ave	Log Cabin Dr	10	9	1	3	4	2	1	0	9
Total		72	46	26	17	29	7	19	0	38

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		
Napier Ave	Park St	1	0	1	0	1	0	0	0	2
Napier Ave	Britt Dr	3	1	2	0	1	0	2	0	3
Napier Ave	Grand Ave	1	0	1	0	0	0	1	0	0
Napier Ave	3900	1	0	1	0	0	0	1	0	0
Napier Ave	Fairmont Ave	3	2	1	1	1	0	1	0	6
Napier Ave	3800	1	0	1	0	0	0	1	0	0
Napier Ave	Brookdale Ave	5	2	3	1	3	1	0	0	2
Napier Ave	3700	5	4	1	1	1	1	2	0	3
Napier Ave	Atlantic Ave	1	0	1	0	0	1	0	0	0
Napier Ave	American Blvd	2	2	0	0	2	0	0	0	1
Napier Ave	3600	3	3	0	0	0	0	3	0	2
Napier Ave	Hillcrest Ave	4	4	0	0	3	1	0	0	5
Napier Ave	Morgan Dr	1	0	1	0	0	0	1	0	2
Napier Ave	3500	3	2	1	0	1	0	2	0	0
Napier Ave	West Napier Ave	1	0	1	0	0	0	1	0	1
Napier Ave	Glynn Ave	3	3	0	0	1	0	2	0	4
Napier Ave	Habersam Ave	1	1	0	0	0	0	1	0	0
Napier Ave	3400	1	1	0	0	1	0	0	0	0
Napier Ave	Hillcrest Rd/Robinson Rd	12	5	7	2	4	2	4	0	8
Napier Ave	Log Cabin Dr	13	10	3	3	6	2	2	0	7
Total		65	40	25	8	25	8	24	0	46

see next page...

Note: No accident comparison has been done.

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

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		
Napier Ave	Park St	8	5	3	1	4	0	3	0	5
Napier Ave	4000	2	0	2	1	1	0	0	0	2
Napier Ave	Mercer St	1	0	1	0	0	0	1	0	0
Napier Ave	3900	1	1	0	0	1	0	0	0	0
Napier Ave	Fairmont Ave	5	1	4	1	2	1	1	0	6
Napier Ave	3800	2	2	0	0	0	0	2	0	3
Napier Ave	Brookdale Ave	10	7	3	0	4	5	1	0	7
Napier Ave	3700	3	1	2	0	1	0	2	0	3
Napier Ave	Atlantic Ave	1	1	0	0	1	0	0	0	2
Napier Ave	3600	3	1	2	0	1	0	2	0	1
Napier Ave	Hillcrest Ave	7	6	1	2	5	0	0	0	3
Napier Ave	Morgan Dr	3	3	0	1	1	1	0	0	1
Napier Ave	3500	2	2	0	0	2	0	0	0	1
Napier Ave	Del Park	1	1	0	0	1	0	0	0	0
Napier Ave	West Napier Ave	4	4	0	1	2	0	1	0	3
Napier Ave	Hillcrest Rd/Robinson Rd	13	9	4	9	2	1	1	0	10
Napier Ave	Log Cabin Dr	12	8	4	3	4	4	1	0	10
Total		78	52	26	19	32	12	15	0	57

Note: No accident comparison has been done.

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

LOG CABIN DRIVE (From Napier Ave. to Hollingsworth Rd.)

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

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		
Log Cabin Ave	Napier Ave	10	9	1	3	4	2	1	0	9
Log Cabin Ave	3500	1	1	0	0	1	0	0	0	1
Log Cabin Ave	Scotland Ave	2	2	0	2	0	0	0	0	2
Log Cabin Ave	3600	1	1	0	0	1	0	0	0	0
Log Cabin Ave	3700	2	2	0	0	0	0	2	0	1
Log Cabin Ave	Sherbrooke Dr	1	1	0	0	1	0	0	0	0
Log Cabin Ave	Pike St	1	0	1	1	0	0	0	0	0
Log Cabin Ave	Washington St	1	0	1	0	1	0	0	0	0
Log Cabin Ave	3800	4	1	3	1	1	0	2	0	2
Log Cabin Ave	Emily St	4	2	2	0	2	0	2	0	2
Log Cabin Ave	3900	1	1	0	0	1	0	0	0	0
Log Cabin Ave	Second Ave	1	1	0	0	0	0	1	0	1
Log Cabin Ave	Hollingsworth Rd	3	1	2	2	1	0	0	0	8
Total		32	22	10	9	13	2	8	0	26

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		
Log Cabin Ave	Napier Ave	13	10	3	3	6	2	2	0	7
Log Cabin Ave	3500	1	0	1	1	0	0	0	0	0
Log Cabin Ave	3600	1	1	0	1	0	0	0	0	0
Log Cabin Ave	James St	2	1	1	0	2	0	0	0	0
Log Cabin Ave	3700	3	2	1	0	2	0	1	0	1
Log Cabin Ave	Sherbrooke Dr	2	1	1	0	2	0	0	0	3
Log Cabin Ave	Washington St	1	0	1	0	0	0	1	0	1
Log Cabin Ave	Emily St	1	1	0	0	1	0	0	0	0
Log Cabin Ave	Hollingsworth Rd	6	5	1	5	1	0	0	0	4
Total		30	21	9	10	14	2	4	0	16

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		
Log Cabin Ave	Napier Ave	12	8	4	3	4	4	1	0	10
Log Cabin Ave	3500	4	2	2	0	3	0	1	0	1
Log Cabin Ave	Scotland Ave	2	1	1	0	1	1	0	0	4
Log Cabin Ave	3600	1	1	0	0	0	0	1	0	2
Log Cabin Ave	James St	1	1	0	0	1	0	0	0	0
Log Cabin Ave	3700	4	2	2	1	2	0	1	0	1
Log Cabin Ave	Sherbrooke Dr	1	1	0	0	1	0	0	0	1
Log Cabin Ave	Pike St	2	2	0	1	1	0	0	0	1
Log Cabin Ave	3800	2	0	2	0	0	2	0	0	0
Log Cabin Ave	First Ave	1	1	0	0	0	1	0	0	0
Log Cabin Ave	Emily St	1	1	0	1	0	0	0	0	0
Log Cabin Ave	Second Ave	1	1	0	1	0	0	0	0	0
Log Cabin Ave	Hollingsworth Rd	10	5	5	3	3	2	2	0	9
Total		42	26	16	10	16	10	6	0	29

Note: No accident comparison has been done.

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

HOLLINGSWORTH ROAD (from Mumford Rd. to Log Cabin Dr.)

Note: Locations are in order of occurrence from North to South

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		
Hollingsworth Rd	Mumford Rd	0	0	0	0	0	0	0	0	0
Hollingsworth Rd	3400	1	1	0	0	0	0	1	0	1
Hollingsworth Rd	Wolf Creek Dr	1	0	1	0	0	0	1	0	0
Hollingsworth Rd	Log Cabin Dr	3	1	2	2	1	0	0	0	8
Total		5	2	3	2	1	0	2	0	9

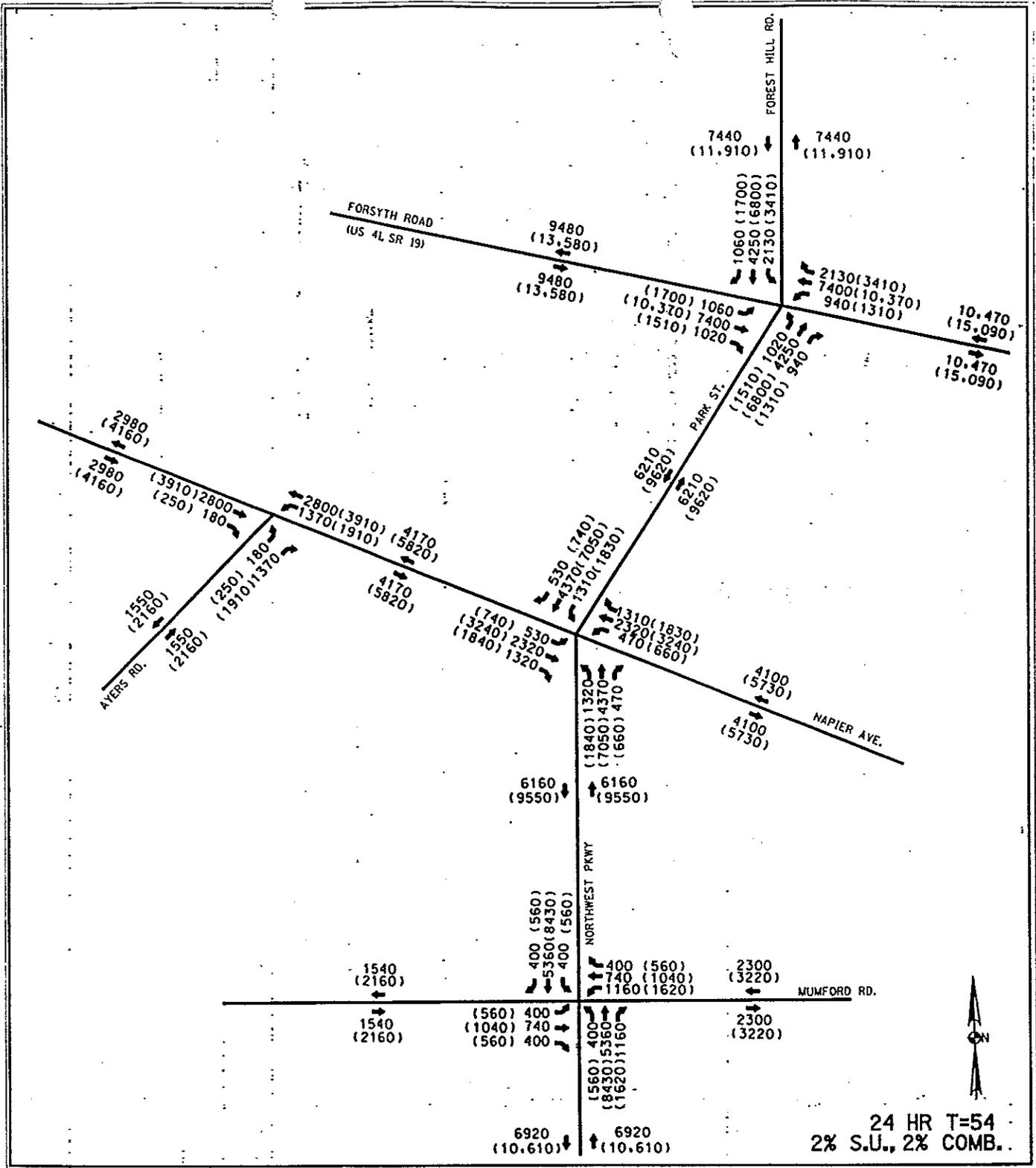
01-01-1994 Thru 12-31-1994

Street Name	Int Street /Block No	Total Accidents	Time		Accident Type				Fat.	Inj.
			Day	Night	Right Angle	Rear End	Left Turn	Other		
Hollingsworth Rd	Mumford Rd	0	0	0	0	0	0	0	0	0
Hollingsworth Rd	3500	1	1	0	0	0	0	1	0	0
Hollingsworth Rd	Robinson Rd	1	1	0	1	0	0	0	0	0
Hollingsworth Rd	3300	2	0	2	0	0	0	2	0	1
Hollingsworth Rd	Emily St	2	2	0	0	2	0	0	0	0
Hollingsworth Rd	Log Cabin Dr	6	5	1	5	1	0	0	0	4
Total		12	9	3	6	3	0	3	0	5

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		
Hollingsworth Rd	Mumford Rd	0	0	0	0	0	0	0	0	0
Hollingsworth Rd	3400	4	2	2	1	0	0	3	0	3
Hollingsworth Rd	3300	2	1	1	0	1	0	1	0	2
Hollingsworth Rd	Emily St	1	1	0	0	0	1	0	0	0
Hollingsworth Rd	Log Cabin Dr	10	5	5	3	3	2	2	0	9
Total		17	9	8	4	4	3	6	0	14

Note: No accident comparison has been done.

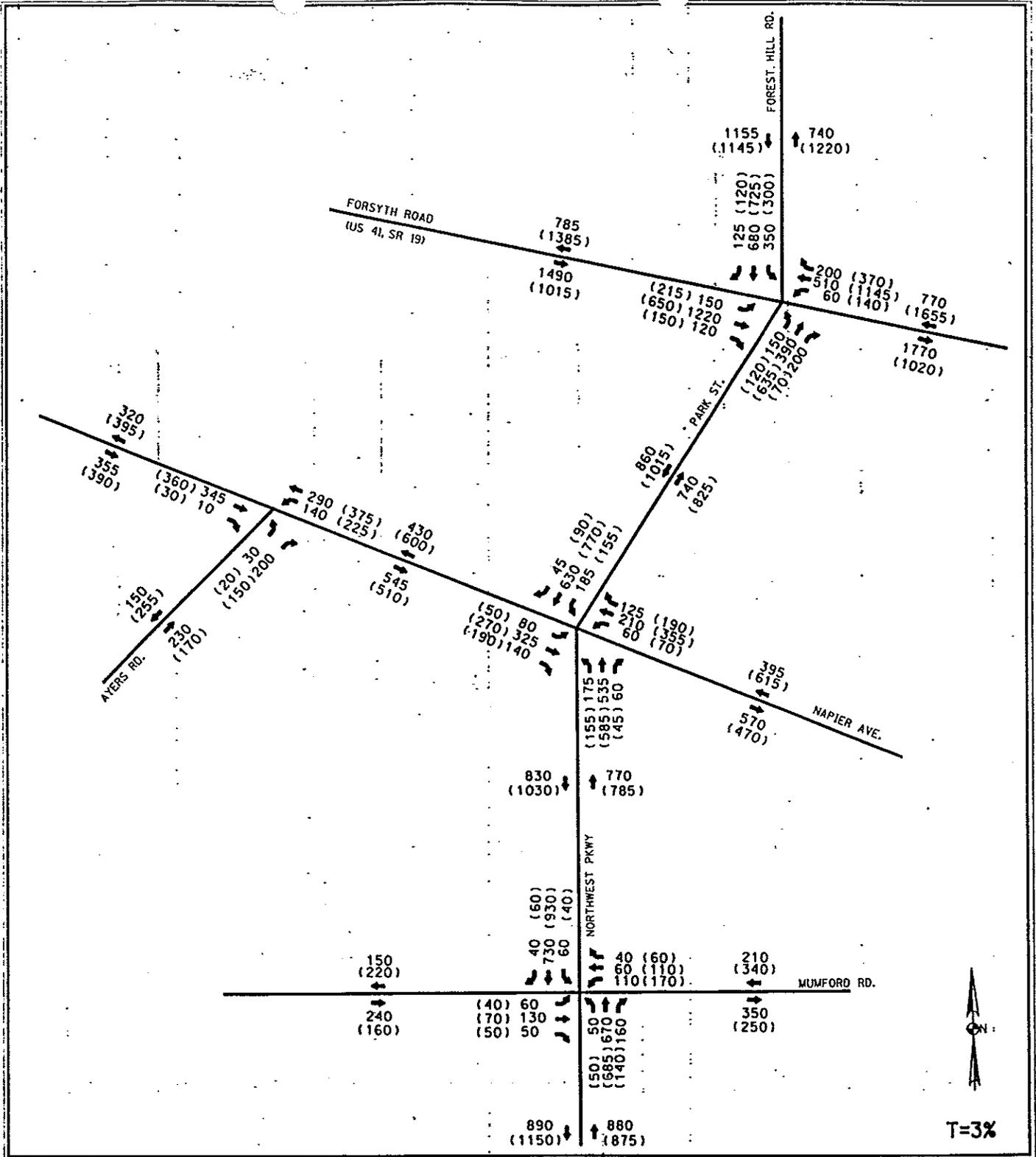


OPENING AND DESIGN YEAR AADT

000 OPENING YEAR 2001 AADT
 (000) DESIGN YEAR 2021 AADT

MA Moreland Altobelli Associates, Inc.

**NORTHWEST PKWY./PARK ST. FROM
 LOG CABIN DRIVE TO FORSYTH ROAD**
 PROJECT NO. STP 3213(4), P.L. NO. 351140
 MACON-BIBB CO. ROAD PROGRAM PROJECT NO. 10



YEAR 2021 DESIGN HOUR TRAFFIC

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

MA Moreland Altobelli Associates, Inc.

NORTHWEST PKWY./PARK ST. FROM LOG CABIN DRIVE TO FORSYTH ROAD

PROJECT NO. STP 3213(4), P.I. NO. 3511(40)
 MACON-BIBB CO. ROAD PROGRAM PROJECT NO. 10

15200\nc01-10.dwg Dec 23, 1996 09:50:21

Streets: (E-W) MUMFORD RD (N-S) NORTHWEST PKWY
 Analyst: MAAI File Name: NWMUMA21.HC9
 Area Type: Other 12-20-96 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	1	1	1	1	1	1	1	2	1	1	2	1
Volumes	60	130	50	110	60	40	50	670	160	60	730	40
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			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		25.0A				Green	45.0A				
Yellow/AR		5.0				Yellow/AR	5.0				
Cycle Length:		80 secs	Phase combination order: #1 #5								

Intersection Performance Summary									
	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS
EB	L	496	1470	0.127	0.338	11.9	B	12.1	B
	T	623	1845	0.220	0.338	12.3	B		
	R	529	1568	0.100	0.338	11.7	B		
WB	L	395	1171	0.294	0.338	12.7	B	12.2	B
	T	623	1845	0.101	0.338	11.7	B		
	R	529	1568	0.079	0.338	11.7	B		
NB	L	224	382	0.236	0.587	5.2	B	5.4	B
	T	2167	3689	0.341	0.587	5.5	B		
	R	921	1568	0.182	0.587	4.9	A		
SB	L	256	435	0.247	0.587	5.2	B	5.6	B
	T	2167	3689	0.372	0.587	5.7	B		
	R	921	1568	0.046	0.587	4.5	A		

Intersection Delay = 6.8 sec/veh Intersection LOS = B
 Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.343

Streets: (E-W) MUMFORD RD (N-S) NORTHWEST PKWY
 Analyst: MAAI File Name: NWMUMP21.HC9
 Area Type: Other 12-20-96 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	1	1	1	1	1	1	1	2	1	1	2	1
Volumes	40	70	50	170	110	60	50	685	140	40	930	60
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			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	25.0A				Green	45.0A		
Yellow/AR	5.0				Yellow/AR	5.0		
Cycle Length:	80 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		426	1262	0.099	0.338	11.7	B	11.8	B
	T		623	1845	0.119	0.338	11.8	B		
	R		529	1568	0.100	0.338	11.7	B		
WB	L		482	1429	0.371	0.338	13.2	B	12.6	B
	T		623	1845	0.186	0.338	12.1	B		
	R		529	1568	0.119	0.338	11.8	B		
NB	L		125	213	0.424	0.587	7.3	B	5.6	B
	T		2167	3689	0.349	0.587	5.6	B		
	R		921	1568	0.160	0.587	4.9	A		
SB	L		247	421	0.170	0.587	4.9	A	6.1	B
	T		2167	3689	0.474	0.587	6.2	B		
	R		921	1568	0.068	0.587	4.6	A		

Intersection Delay = 7.2 sec/veh Intersection LOS = B
 Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.437

Streets: (E-W) NAPIER AVE (N-S) NW PKWY/PARK ST
 Analyst: MAAI File Name: NWNAPA21.HC9
 Area Type: Other 12-20-96 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	1	1	1	1	1	1	1	2	1	1	2	1
Volumes	80	325	140	60	210	125	175	535	60	185	630	45
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			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				15.0A 40.0A			
Yellow/AR	5.0				5.0 5.0			

Cycle Length: 105 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group:	Mvmts	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
								Flow	Ratio
EB	L	273	776	0.307	0.352	16.2	C	15.2	C
	T	650	1845	0.526	0.352	18.1	C		
	R	851	1568	0.173	0.543	7.8	B		
WB	L	147	418	0.428	0.352	18.0	C	13.8	B
	T	650	1845	0.340	0.352	16.3	C		
	R	851	1568	0.155	0.543	7.7	B		
NB	L	396	1752	0.465	0.352	8.3	B	13.1	B
	T	1476	3689	0.401	0.400	14.6	B		
	R	627	1568	0.100	0.400	12.7	B		
SB	L	445	1752	0.438	0.352	7.6	B	13.5	B
	T	1476	3689	0.472	0.400	15.2	C		
	R	627	1568	0.075	0.400	12.6	B		

Intersection Delay = 13.8 sec/veh Intersection LOS = B
 Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.531

Streets: (E-W) NAPIER AVE
 Analyst: MAAI
 Area Type: Other
 Comment: DESIGN YEAR 2021 TRAFFIC

(N-S) NW PKWY/PARK ST
 File Name: NWNAPP21.HC9
 12-20-96 PM PEAK

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Volumes	50	270	190	70	355	190	155	585	45	155	770	90
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			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	35.0A				Green	15.0A	40.0A	
Yellow/AR	5.0				Yellow/AR	5.0	5.0	
Cycle Length:	105 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	125	356	0.422	0.352	18.1	C	13.9	B
	T	650	1845	0.437	0.352	17.1	C		
	R	851	1568	0.235	0.543	8.2	B		
WB	L	197	559	0.376	0.352	17.0	C	15.3	C
	T	650	1845	0.575	0.352	18.8	C		
	R	851	1568	0.235	0.543	8.2	B		
NB	L	354	1752	0.460	0.352	9.6	B	13.8	B
	T	1476	3689	0.438	0.400	14.9	B		
	R	627	1568	0.075	0.400	12.6	B		
SB	L	416	1752	0.392	0.352	7.5	B	14.7	B
	T	1476	3689	0.577	0.400	16.3	C		
	R	627	1568	0.151	0.400	13.0	B		

Intersection Delay = 14.4 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.576

Streets: (E-W) FORSYTH RD (N-S) FOREST HILL RD/PARK
 Analyst: MAAI File Name: FORFH21A.HC9
 Area Type: Other 12-11-96 AM PEAK
 Comment: YEAR 2021 DESIGN HOUR TRAFFIC

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	1	1	2	1	1	2	1
Volumes	150	1220	120	60	510	200	150	390	200	350	680	125
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	51.0A			10.0A	13.0A	19.0A	
Yellow/AR	5.0	5.0			5.0	0.0	5.0	
Cycle Length:	120 secs Phase combination order: #1 #2 #5 #6 #7							

Intersection Performance Summary

Lane Group:	Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach:	Delay	LOS
EB L	329		1752	0.480	0.175	10.4	B		25.4	D
EB TR	1608		3640	0.921	0.442	27.0	D			
WB L	193		1752	0.326	0.175	15.2	C		12.0	B
WB T	1629		3689	0.346	0.442	14.3	B			
WB R	1058		1568	0.199	0.675	4.7	A			
NB L	245		1752	0.645	0.200	26.5	D		28.7	D
NB T	646		3689	0.669	0.175	31.8	D			
NB R	431		1568	0.489	0.275	24.3	C			
SB L	427		1752	0.862	0.442	31.3	D		27.0	D
SB T	1045		3689	0.719	0.283	26.7	D			
SB R	601		1568	0.220	0.383	16.1	C			

Intersection Delay = 23.9 sec/veh Intersection LOS = C
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.896

Streets: (E-W) FORSYTH RD (N-S) FOREST HILL RD/PARK
 Analyst: MAAI File Name: FORFH21P.HC9
 Area Type: Other 12-11-96 PM PEAK
 Comment: YEAR 2021 DESIGN HOUR TRAFFIC

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	1	1	2	1	1	2	1
Volumes	215	650	150	140	1145	370	120	635	70	300	725	120
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	*	*						
EB Thru		*						
EB Right		*						
EB Peds		*						
WB Left		*						
WB Thru		*						
WB Right		*						
WB Peds		*						
NB Right	*							
SB Right	*							
Green	12.0A	44.0A			10.0A	9.0A	25.0A	
Yellow/AR	5.0	5.0			5.0	0.0	5.0	
Cycle Length: 120 secs Phase combination order: #1 #2 #5 #6 #7								

Intersection Performance Summary

	Lane Group:	Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach:	
									Delay	LOS
EB	L	266		1752	0.850	0.258	36.7	D	23.6	C
	TR	1374		3584	0.643	0.383	20.3	C		
WB	L	266		1752	0.553	0.258	14.5	B	22.8	C
	T	1414		3689	0.895	0.383	28.0	D		
NB	R	915		1568	0.425	0.583	9.2	B		
	L	243		1752	0.519	0.200	21.1	C	31.0	D
SB	T	830		3689	0.845	0.225	34.4	D		
	R	575		1568	0.129	0.367	16.3	C		
SB	L	368		1752	0.859	0.375	33.1	D	26.5	D
	T	1107		3689	0.724	0.300	25.9	D		
	R	693		1568	0.182	0.442	13.2	B		

Intersection Delay = 25.4 sec/veh Intersection LOS = D
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.916

Minutes of Concept Meeting
STP 3213(4) Bibb County
Northwest Parkway
February 11, 1997

The concept meeting for project STP 3213(4), Bibb County, convened at 9:00 a.m. in the Urban Design Conference Room, General Office.

Ms. Angela Alexander, Project Manager, opened the meeting and had everyone introduce themselves.

Mr. Rick Saunders, Moreland Altobelli Associates Inc. of Macon, presented the general concept and then asked questions.

The Northwest Parkway will be on new location from Log Cabin Drive (CR 88) to Napier Avenue (CS 900)/Park Street (CR 86) intersection constructed as four-lane divided with raised concrete median urban section with sidewalks; Park Street from Napier Avenue/ Northwest Parkway intersection to Forsyth Road widening from 2-lane rural section to 4-lane divided with raised concrete median urban section with sidewalks; project also includes realignment of Ayers Road (CR 86) west of Napier Avenue to relocate it out of Napier Avenue at Park Street intersection. A total project length of 3.37 km. This project also includes widening the existing bridge over the Norfolk-Southern Railroad.

Mr. Tom Queen, GDOT - Environment/Location Office, question the probability of a categorical exclusion. He thinks the project will require a short Environmental Assessment.

There will be a total of 23 residential displacements.

Ms. Reba Scott stated that this project is scheduled to let in December 2000. However, it will be moved to 2002.

Mr. Joe Palladi, State Urban Design Engineer, questioned the sharp intersection skew angle at Forest Hill Road and Forsyth Road. Mr. Ben Buchan questioned the effects of superelevation to Forsyth Road in the above intersection. They recommended the intersection be studied early in the design stage to lessen these deficiencies. Mr. Buchan also stated that a design exception may be needed for superelevation.

It was stated that additional work may be needed on the side streets.

Mr. David Mulling, GDOT-Engineering Services, questioned what justifies placing sidewalk on both sides for the entire length of project. Mr. Saunders stated that sidewalks on this project were part of an entire corridor of projects with sidewalks.

Mr. Palladi questioned why 125 ft (38m) of right of way is proposed on the new location section. Mr. Saunders stated that since there were no conflicts, additional right of way was proposed to allow

Minutes of Concept Meeting
STP 3213(4) Bibb County
Northwest Parkway
February 11, 1997
Continued:

for future utilities.

Mr. Nagabushana, Macon Water Authority (MWA), stated that water and sewer would be involved on the project. He also said MWA desired to maintain their water line across the bridge.

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Concept Meeting Projects STP-3213(4), STP-3213(3)+STP-3213(5)

LOCATION: Urban Design Conference Room

DATE: Feb. 11, 1997 HOUR: 9:00

MODERATOR: _____

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE NO.</u>
1.	<u>CORA COOK</u>	<u>GDOT-Planning</u>	<u>(404) 657-6687</u>
2.	<u>Ken Estes</u>	<u>GDOT-T.O.</u>	<u>(404) 635-8127</u>
3.	<u>David Mulling</u>	<u>GDOT-ENGINEERING SERV.</u>	<u>(404) 651-7470</u>
4.	<u>Van Ethridge</u>	<u>MAAI - Macon</u>	<u>912-755-0000</u>
5.	<u>Joe Palladi</u>	<u>Urban Design</u>	<u>404-656-5436</u>
6.	<u>Ben Buchan</u>	<u>Urban Design</u>	<u>404-656-5454</u>
7.	<u>Angela T. Alexander</u>	<u>Urban Design</u>	<u>404-656-5444</u>
8.	<u>Reba Scott</u>	<u>GA DOT Programming</u>	<u>404-651-7043</u>
9.	<u>SENE GOINS</u>	<u>DIST 3 UTILITIES</u>	<u>706-647-1020</u>
10.	<u>Joe Leoni</u>	<u>GA DOT Thomaston</u>	<u>706-647-1099</u>
11.	<u>Lewis Walker</u>	<u>" " "</u>	<u>1077</u>
12.	<u>Tom Queen</u>	<u>GA DOT Environment/Loc</u>	<u>404 699-1112</u>
13.	<u>Tony Sack</u>	<u>GA DOT Env/Loc</u>	<u>404-699-4422</u>
14.	<u>David</u>	<u>MAAI</u>	<u>770-527-1373</u>
15.	<u>Chuck Wilson</u>	<u>"</u>	<u>"</u>
16.	<u>Dana Watts</u>	<u>GA DOT / Programming</u>	<u>404-651-7042</u>
17.	<u>R NAGABHUSHANA</u>	<u>MACON WAT. AUTH</u>	<u>912-741-9155</u>
18.	<u>JOE APPLING</u>	<u>" " "</u>	<u>" "</u>
19.	<u>CHAD FOREMAN</u>	<u>" " "</u>	<u>" "</u>
20.	<u>Bill Hartmann</u>	<u>Moreland Altobelli Assoc. Inc.</u>	<u>770-455-9375</u>

REMARKS: _____

Cont.

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Concept Meeting Projects STP-3213(4), STP-3213(4) STP-3255(1)

LOCATION: Urban Design Conference Rm

DATE: Feb. 11, 1997 HOUR: 9:00

MODERATOR: _____

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE NO.</u>
1.	<u>Genetha Rice-Singleton</u>	<u>GDOT-Urban Design</u>	<u>656-5444</u>
2.	<u>Charles H. McElhenny</u>	<u>M.A.A.I.</u>	<u>912-755-0000</u>
3.	<u>GORDON BROWN</u>	<u>MAAF</u>	<u>912-755-0000</u>
4.	<u>KEITH ROHLING</u>	<u>GDOT. Dist. 3 DTE.</u>	<u>706-647-1016</u>
5.	<u>Vernon Ryle</u>	<u>Macon MPO</u>	<u>912-751-7460</u>
6.	<u>DON TUSSING</u>	<u>MACON MPO</u>	<u>912-751-7460</u>
7.	<u>Joe Pallechi</u>	<u>GDOT Urban</u>	<u>404 656 5436</u>
8.	<u>ELIK</u>	<u>ATI</u>	<u>---</u>
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REMARKS: _____

Department of Transportation

State of Georgia

PROJECT CONCEPT REPORT

Northwest Parkway/Park Street (CR 86)
from Log Cabin Drive (CR 88) to Forsyth Road (US 41, SR 19)

Project Number: STP-3213(4)

County: Bibb

P.I. Number: 351140

U.S. Route Number: None

State Route Number: None

Date of Report: 3/17/97

Project Map Enclosed

RECOMMENDATION FOR APPROVAL:

5/1/97
DATE

Jessie P. Pallad
STATE URBAN DESIGN ENGINEER

5/29/97
DATE

O. S. Stitt
STATE ENVIRONMENT/LOCATION ENGINEER

DATE

STATE TRAFFIC OPERATIONS ENGINEER

DATE

DISTRICT ENGINEER

DATE

PROJECT REVIEW ENGINEER

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED
JUN 6 8 1997
PRECONSTRUCTION

File: STP-3213 (4), Bibb Co.
P.I. No. 351140

Office: Traffic Operations
Atlanta, Georgia
Date: May 29, 1997

MGW oma
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 proposed construction of the Northwest Parkway in Macon. The Northwest Parkway will on new location from Log Cabin Dr. to Napier Ave. and will widen Park St. from Napier to Forsyth Rd. The Northwest Parkway will be constructed as a four lane urban roadway with a 6 m raised median. While we believe this concept will improve safety and traffic operations in this area; we recommend increasing the median width to at least 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 possibilities of median openings exist the median could remain the proposed width. With this we find this report satisfactory for approval.

MGW:CKE

Attachment (signature page)

c: David Studstill
Joseph Palladi
Bob Mustin, w/ attachment
General Files

Department of Transportation

State of Georgia

PROJECT CONCEPT REPORT

Northwest Parkway/Park Street (CR 86)
from Log Cabin Drive (CR 88) to Forsyth Road (US 41, SR 19)

Project Number: STP-3213(4)

County: Bibb

P.I. Number: 351140

U.S. Route Number: None

State Route Number: None

Date of Report: 3/17/97

Project Map Enclosed

RECOMMENDATION FOR APPROVAL:

5/1/97
DATE

Joseph P. Pallad
STATE URBAN DESIGN ENGINEER

DATE

STATE ENVIRONMENT/LOCATION ENGINEER

6-2-97
DATE

M. Waters III P.M.E.
STATE TRAFFIC OPERATIONS ENGINEER

DATE

DISTRICT ENGINEER

DATE

PROJECT REVIEW ENGINEER

