Interchange Justification Report

CR103/Poplar Road at I-85
Coweta County

Prepared for:

Georgia Department of Transportation
Office of Planning

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EXECUTIVE SUMMARY

This report documents the methodology and findings of a detailed operational analysis conducted for consideration of a proposed interchange at Interstate 85 (I-85) and CR103/Poplar Road in Coweta County, Georgia.

URS Corporation, as a subconsultant to Parsons Transportation Group, was contracted by the Georgia Department of Transportation in January 2005 to complete an Interchange Justification Report (IJR) satisfying applicable FHWA requirements for the subject proposed interchange location. Coweta County, acting as the project sponsor, in partnership with the City of Newnan, proposed the interchange, provided the Department with an acceptable Initial Feasibility Study, and provided the funds necessary for this IJR. GDOT project number INTCH-0007-00(074) Coweta County, P.I. No. 0007074, has been assigned to this study by the Department. Close coordination has been maintained with the Department, Coweta County, and the City of Newnan throughout the course of the study with coordination meetings held on several occasions. Details of this coordination are included in the Appendix portion of this report.

The analysis detailed herein was undertaken to assess the need and potential impact of the proposed interchange on traffic safety and operations and the environment. The operational analysis was performed using existing traffic counts and forecasted travel demand volumes extracted from the Atlanta Regional Commission's (ARC's) Regional Travel Demand Model. It included analysis of sections of the interstate up to and including the first adjacent existing interchange to the north and south of the proposed access point. Crossroads and other roadways and streets were included in the analysis, to the extent necessary, to ensure their ability to collect and distribute traffic to and from the interchange.

The interchange, as proposed, was evaluated for its consistency with local and regional land use and transportation plans. Additionally, the study area was investigated to identify any issues of potential environmental concern. This environmental screening

was undertaken for the purpose of identifying any significant obstacles or "fatal flaws" that could jeopardize the project's ability to eventually receive the necessary environmental approvals to move to construction.

This study concludes that the proposed interchange can be supported, as it satisfies the FHWA policy requirements for new interstate access points as detailed in Interstate System 23 CFR 630 and reproduced in Table 1-2 on Page 3 of this report. The proposed interchange will provide increased access, reduced travel times and congestion, and flexibility in the roadway network for the study and surrounding areas. These benefits can be provided with no overall negative impact to the interstate system or to the surrounding surface roadway network. The interchange may have some adverse effect on historic structures, streams, wetlands, and community quality of life, but these effects appear to be minor and compliance with the National Environmental Policy Act (NEPA) should be possible without modifying the project concept.

Detailed descriptions of the alternatives considered are included in this report beginning on Page 47. The recommended alternative providing the most benefit is the "Optimized Build Alternative" (Alternative 4). It is a combination of the interchange itself (Alternative 2) with other minor improvements in the study area ("In Lieu of Alternative" – Alternative 3) that, together, produce impressive results.

This report is organized for ease of reading and is detailed in the Table of Contents following this Executive Summary. An introduction sets the parameters for the study, then a discussion of existing and future conditions, results of environmental screening, methodology for determining projected traffic volumes, description of alternatives considered, and results of traffic analysis and modeling. Traffic analyses are described in two sections (Interstate and Intersection) and were performed for three conditions: Existing (2005), Base Year (2020), and Design Year (2030). The base year of 2020 was chosen since that is the year the interchange is to be open to traffic as modeled in the 2030 RTP. The design year of 2030 was chosen since it is the last year of an approved conforming air quality plan (2030 RTP, approved by ARC Board on December 1, 2004).

The "In Lieu of" Alternative (Alternative 3), the "Optimized Build" Alternative (Alternative 4), and the "Optimized Build with Collector-Distributor Network Alternative" (Alternative 5) were only modeled for the design year since that is the worst case condition.

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1.0 INTRODUCTION

1.1 Background

An IJR was conducted for the purpose of assessing the need for, and potential impact of, a proposed interchange at I-85 and Poplar Road on traffic safety and operations in Coweta County Georgia.

To ensure that all pertinent factors and alternatives were appropriately considered, and to provide FHWA with the necessary information to properly evaluate the request for a new access point along I-85 at Poplar Road, the following activities were undertaken.

- Review of FHWA policy and guidelines;
- Identification of existing transportation and land use plans;
- Examination of area growth and development;
- Environmental screening of potential area impacts;
- Development and analysis of design alternatives (i.e., diamond interchange, single-point, directional ramps, alternate locations, etc.);
- Development of a concept level design;
- Model network development for forecasting future travel demand;
- Traffic operations (capacity) analyses for existing, no-build and build conditions;
- Consideration of existing and future traffic safety operations;
- Development of preliminary cost estimates and implementation schedule; and
- Identify available funding strategies.

1.2 FHWA Guidance and Policy Compliance

FHWA policy states that all requests for new or revised access must include sufficient supporting information to allow FHWA to independently evaluate the request and ensure that all pertinent factors and alternatives have been appropriately considered. To facilitate the review process and to support FHWA's independent evaluation of the request, FHWA's general information requirements and policy requirements are

summarized in Tables 1-1 and 1-2, and the corresponding text section that addresses each requirement is referenced.

Table 1-1
General Information Requirements and Corresponding Report Sections[1]

General Requirement	Report Section
The location and type of proposed access	Section 6.2 – Alternative 2
The purpose and need for the new or revised access point.	Appendix – Need and Purpose Statement
Identification of any known issues of concern or controversy	Section 4.0 - Environmental Screening
Background or supporting information that explains the basis of the proposal for a new interchange.	Sections 2.0 and 3.0
State if the interchange is located within a Transportation Management Area.	The proposed access point at I-85 and Poplar Road falls within a TMA[2].
A description of the design alternatives considered and why the proposed alternative was selected.	Section 6.0 and 7.3 respectively
Estimated costs of the project, proposed funding sources and implementation schedule.	Section 6.5 – Estimated Costs
Relationship and distance of the interchange to adjacent interchanges and the ability to provide adequate signing.	Section 6.2 – Alternative 2
Any necessary design exceptions from currently adopted AASHTO Interstate design standards.	No exceptions from AASHTO standards were noted.
Existing and proposed limits of access.	Section 6.2 – Alternative 2
Schematic drawings showing current and design year ADT and DHV for mainline traffic volumes, ramp volumes, cross road volumes, and intersection turning movements.	Schematic drawings are presented as Exhibits 7-1, 7-3, 7-4, 7-7, 7-8, 7-11, 7-13, 7-15, 7-17, and 7-18 in Section 7.0.
Additional proposed traffic signalization and signing (where applicable).	Section 6.2 – Alternative 2, Section 7.0
Safety issues regarding the existing conditions and proposed alternatives.	No safety issues were noted, see also Section 2.6.

[1]Source: FHWA, Georgia Division, Guidance on Interstate Access Requests, August 5, 2003.
[2]Transportation Management Areas (TMAs) are urbanized areas with a population over 200,000.

Table 1-2: Policy Information Requirements[1]

Policy Requirement	Report Section
Existing Facilities: "*The existing interchanges and/or local roads and streets in the corridor can neither provide the necessary access nor be improved to satisfactorily accommodate the design-year traffic demands while at the same time providing the access intended by the proposal.*"	Section 7.0
Transportation System Management:: "*All reasonable alternatives for design options, location, and transportation system management type improvements (such as ramp metering, mass transit, and HOV facilities) have been assessed and provided for if currently justified, or provisions are included for accommodating such facilities if a future need is identified."*	Section 7.0
Operational Analysis: "*The proposed access point does not have a significant adverse impact on the safety and operation of the Interstate facility based on an analysis of current and future traffic. The operational analysis for existing conditions shall, particularly in urbanized areas, include an analysis of sections of Interstate to and including at least the first adjacent existing or proposed interchange on each side. Crossroads and other roads and streets shall be included in the analysis to the extent necessary to assure their ability to collect and distribute traffic to and from the interchange with the new or revised access points.*"	Section 7.0
Access Connections and Design: *"The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" for special purpose access for transit vehicles, for HOV's, or into park and ride lots may be considered on a case-by-case basis. The proposed access will be designed to meet or exceed current standards for Federal- aid projects* on the *Interstate System."*	Section 7.2
Transportation Plans: *"The proposal considers and is consistent with local and regional land use and transportation plans. Prior to final approval, all requests for new or revised access must be consistent with the metropolitan and or statewide transportation plan, as appropriate, the applicable provisions of 23 CFR part 450 and transportation conformity requirements of 40 CFR parts 51 and 93."*	Sections 1.3 and 3.1.6
Comprehensive Interstate Network Study: *"In areas where the potential exists for future multiple interchange additions, all requests for new or revised access are supported by a comprehensive Interstate network study with recommendations that address all proposed and desired access within the context of a long-term plan."*	Section 7.1
Coordination with Transportation System Improvements: *"The request for a new or revised access generated by new or expanded development demonstrates appropriate coordination between the development and related or otherwise required transportation system improvements."*	Sections 1.3, and 3.4-3.6
Status of Planning and NEPA: *"The request for new or revised access contains information relative to the planning requirements and the status of the environmental processing of the proposal."*	Section 4.0

[1]Source: FHWA, Georgia Division, Guidance on Interstate Access Requests, August 5, 2003, FHWA's interstate interchange policy, as set forth in the Federal Register on February 11, 1998 (Volume 63, Number 28, Page 7045-7047).

1.3 Coordination/Data Sources

The assessments undertaken as part of this IJR were conducted in close coordination with local and regional transportation officials. Meetings with FHWA, GDOT, the City of Newnan, and Coweta County were held throughout the course of the study. One on one interviews with City and County officials were also conducted to facilitate the exchange of information.

Key documents were identified through consultation with local and regional officials and were reviewed to ensure consistency with relevant local and regional land use and transportation plans. Key documents identified during data gathering efforts included, but were not limited to:

- The Coweta County Comprehensive Plan Amendment – Final Draft, November 2004
- The City of Newnan's 2003-2023 Comprehensive Plan and 2003 – 2007 Short Term Work Program
- Coweta County Long Range Transportation Plan, December 2002
- Statement of Need Interchange Justification Report, Part B2, Coweta County Planning Department, May 11, 2004.
- ARC's Long Range Transportation Plan (2030 RTP), approved by ARC Board on December 1, 2004
- ARC's Transportation Improvement Program (2005-2010 TIP), approved by ARC Board on December 1, 2004

Local studies, such as the traffic impact studies for Stonebridge at Newnan Crossing (September 2004), Parkside Village (May 2004), the Forum at Newnan Crossing (November 2004) and other DRIs were reviewed to better understand planned and approved developments.

The most current existing and future zoning/land use information, was obtained from the City of Newnan Community Development Department and Coweta County Planning Department to assist with the analysis of existing and future conditions.

Additionally, traffic projections, applied in the operations analysis, were extracted from ARC's Regional Travel Demand Model to be consistent with ARC's conforming Regional Transportation Plan.

2.0 EXISTING CONDITIONS

2.1 Study Area

Coweta County is located in the southwestern portion of the Atlanta Metropolitan Region. Coweta is bordered by Carroll and Fulton County to the North, Fayette County and Spalding County to the east, Troup County and Meriwether County to the south, and Heard County to the west. Coweta County state routes, county roads and city streets total approximately 1,264 centerline miles of roadway. A 23 mile segment of Interstate 85 (I-85) containing 5 interchanges passes through Coweta County. Other significant roadways within the county include: US 27 Alternate, US 29, SR 16, SR 34 (Bullsboro Drive), SR 54, SR 74, SR 85, SR 154, Lower Fayetteville Road, and Poplar Road.

2.2 I-85/Poplar Road Site

The interchange proposed for consideration by this IJR is located at Poplar Road and I-85. A vicinity map is provided to show the general location of the proposed access (see Figure 2-1).

Poplar Road (CR 103) is a two-lane east-west secondary arterial that bridges I-85 approximately 2.5 miles east of the downtown area of the City of Newnan, Georgia. It is classified as a minor arterial immediately west of I-85 and a principal arterial east of I-85. The segment of I-85 near Poplar Road is a four (4) lane (2 lanes in each direction) interstate principle arterial.

The interchanges at SR 34/Bullsboro Drive and SR 14/US 27 Alt (or Alt 27/HWY29) define the northern and southern limits of the study area (see Figure 2-2). The proposed interchange location is positioned approximately midway between the two state routes. Along I-85, the SR 34/Bullsboro Drive Exit (Exit 47/ MP 46.7) is 2.7 miles north of Poplar Road and the SR 14/US 27 ALT/the Moreland/Greenville Exit (Exit 41/MP 41.2) is approximately 2.5 miles south of the proposed interchange. Bullsboro Drive is a 4-lane divided highway bordered by heavy strip commercial development. SR 34/Bullsboro Drive Interchange serves as the main point of entry to the City of Newnan.

Poplar Road intersects the Newnan Bypass approximately 1100 feet west of the proposed interchange. Newnan Crossing Boulevard East, a southern extension of Newnan Crossing Boulevard (currently under construction), will "T" into Poplar Road approximately 1600 feet east of the proposed interchange, once completed. Lower Fayetteville Road (CR 546), a minor urban arterial, and Turkey Creek Road, a local collector, are located approximately 1.0 mile north and 0.6 miles south of the proposed I-85/Poplar Road interchange, respectively (see Figure 2-2).

2.3 Population

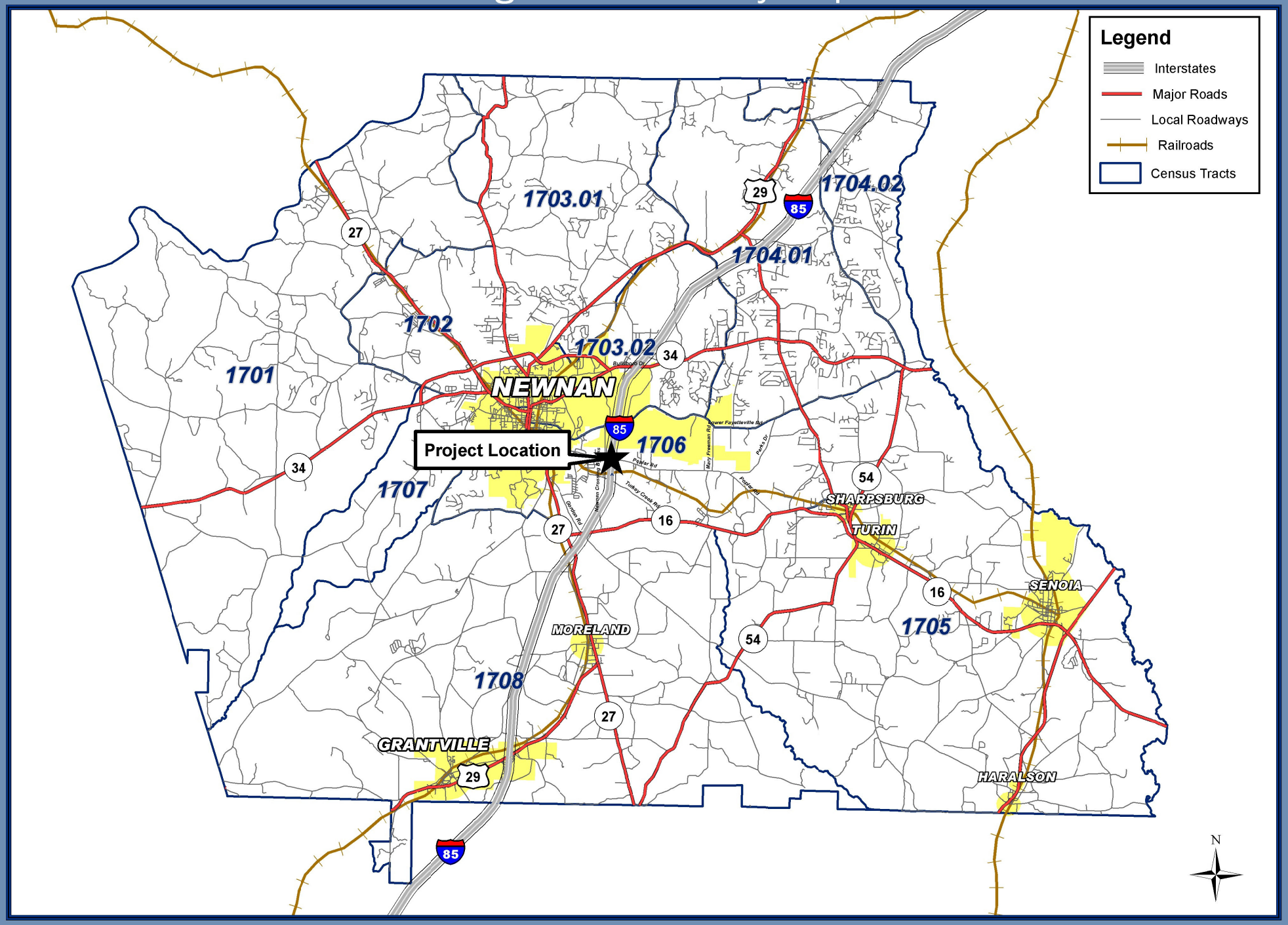
Between 1990 and the Year 2000 Newnan's population rose by 3,745 residents, an increase of approximately 30%. During the same time period, the population of Coweta County increased by approximately 65.7 percent. The growth in the City of Newnan and Coweta County outpaced the growth rate of State of Georgia, which saw a 21.2% increase during the same 10 year period (see Tables 2-1 and 2-2).

Table 2-1: Population, City of Newnan 1970-2023

Year	Population	Year	Population
1970	11,449	2007	25,442
1980	11,449	2010	28,998
1985	11,973	2015	33,307
1990	12,497	2020	35,354
1995	12,978	2023	35,813
2000	16,242	2005	22,269
2003	19,310	2010	28,998
2004	20,612	2015	33,307
2005	22,269	2020	35,354
2006	24,222	2023	35,813

1970 Population: U.S. Census Bureau. Data for years 1980-2004: Newnan Comprehensive Plan 2003-2023

I-85 @ Poplar Rd. IJR - Coweta County, GA
Figure 2-1 - Vicinity Map



I-85 @ Poplar Rd. IJR - Coweta County, GA
Figure 2-2 - Study Area

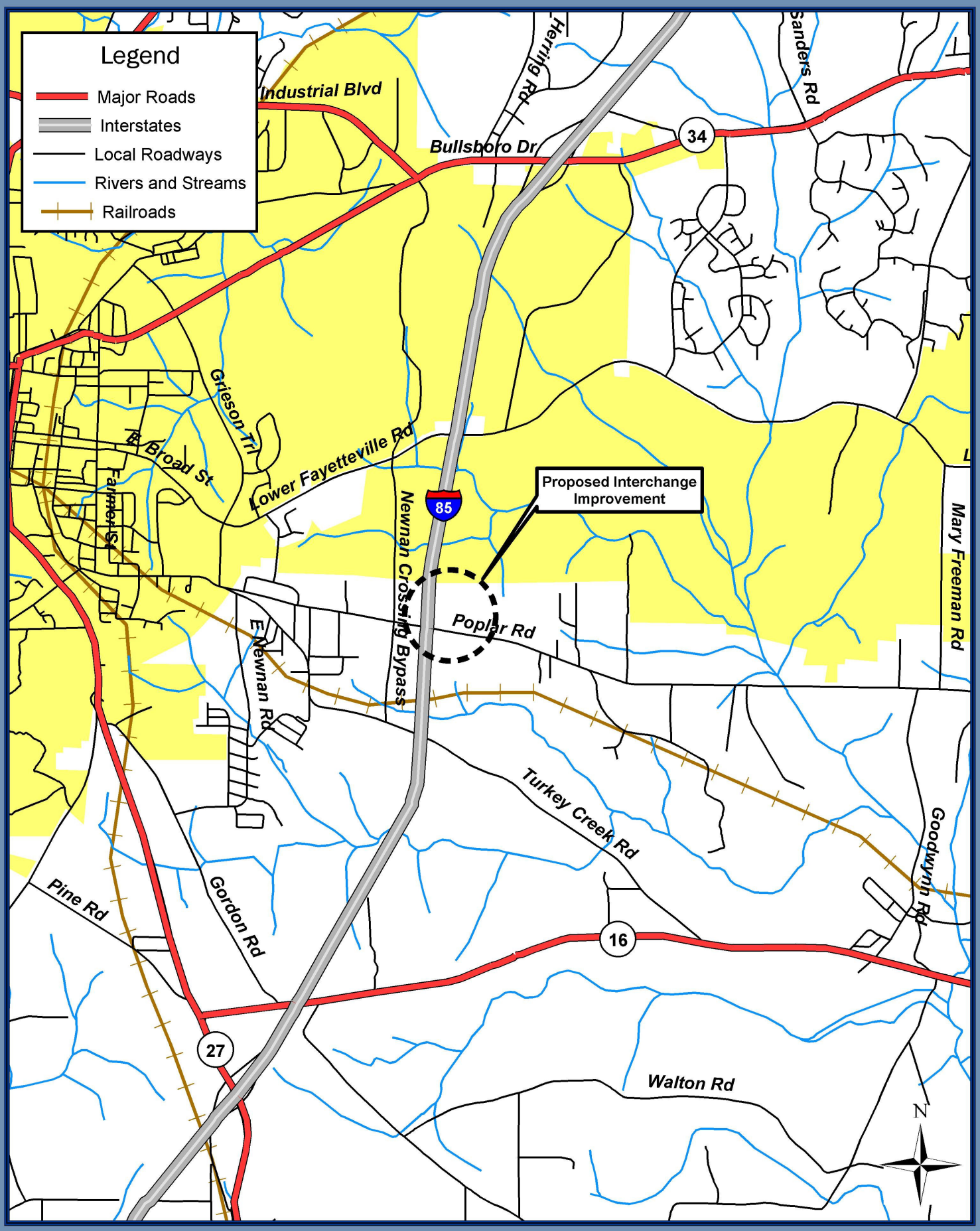


Table 2-2: Population, Coweta County 1930-2030

Year	Population
1930	25,127
1940	26,972
1950	27,786
1960	28,893
1980	39,268
1990	53,853
2000	89,215
2010	110,498
2020	154,411
2030	205,023

According to ARC's Mobility 2030 Coweta County was among the top 35 fastest growing counties in the nation in the 1990's (see Table 2-3).

Table 2-3: County Name Rank of 3,141 counties

County	Ranking
Forsyth County	2
Henry County	4
Paulding County	7
Gwinnett County	31
Coweta County	**35**
Cherokee County	57
Barrow County	66
Newton County	96
Walton County	104
Fayette County	107
Bartow County	196
Cobb County	201
Clayton County	309
Rockdale County	318
Douglas County	319
Fulton County	430
DeKalb County	562
Spalding County	1707

Source: ARC's Mobility 2030

2.4 Employment, Unemployment, and Income

Location and transportation are important factors instrumental in the City of Newnan and Coweta County's development. Interstate 85 bisects the County providing direct access to Atlanta (the City of Newnan is only 40 minutes from downtown Atlanta and only 25 minutes from Hartsfield-Jackson Atlanta International Airport). I-85 provides access to the north to I-20, I-75, and I-285. This accessibility provided by I-85 to major facilities in the region has contributed to the City of Newnan's and Coweta County's growing economy.

Employment

According to the Newnan-Coweta Chamber of Commerce, Coweta County maintains a diversified industrial base which includes over 90 industries and employs over 8,000 people. Bon L Manufacturing; Caldwell Tanks; EGO Products; Excel Corporation; K-Mart Distribution Center; Olsonite Corporation; Triumph Motorcycles; Yamaha Motor Manufacturing Corporation; and Yokogawa Corporation of America are among the industries located in Coweta County. Employment data for Coweta County is presented in Table 2-4.

Table 2-4: County Employment

Year	Employment	% Change
1990	17,800	
2000	27,500	54%

Source: The Atlanta Regional Commission (ARC), 2004

As indicated in the table above, the County employment level increased by 54% between 1990 and 2000. Employment growth is most concentrated in the center of the County, within the City limits of Newnan. U.S. Census data indicates that the greatest number of jobs, 13,123, was associated with Census Tract 1703.02 in the Year 2000 (see Figure 2-1). This tract represents the northeastern section of the Newnan City Limits; it straddles I-85 and includes Bullsboro Drive from a location east of SR 34/I-85 to the town center of Newnan.

Unemployment

Historically, Coweta County has stayed below the state's average unemployment level, while Meriwether, Heard and Troup County's unemployment rates have been higher than the State rate.

Income

The per capita and median household income levels for the City of Newnan and Coweta County are presented in Table 2-5.

Table 2-5: Income Data
City of Newnan and Coweta County

	Newnan	% Change	Coweta County	% Change
1989 Median HH Income	17,202		31,925	
1999 Median HH Income	36,142	110	52,706	65
1989 Per Capita Income	7,535		13,708	
1999 Per Capita Income	19,081	153	21,949	60

Source: U.S. Census Bureau

According to a report of the University of Georgia, Coweta County's buying power (disposable personal income in thousands of dollars) was $796,012 in 1990 and $2,048,473 in 2001, representing a positive increase in buying power of over 157% during this period. Overall, the economy of Coweta County and the City of Newnan is strong.[1]

Overall, major transportation routes and access to developed areas in the county are believed to be a factor that has contributed to the economic development in the region. Access to major transportation routes, like I-85, has made the region especially attractive for location of major distribution centers.[1]

[1] Georgia Business and Economic Conditions, Simon S. Selig, Jr. Center for Economic Growth, University of Georgia, September-October 2001

2.5 Existing Land Use

Newnan Land Use

An existing land use map for the City of Newnan is presented as Figure 2-3. The total acreage currently dedicated to each of the City's eight land use categories are presented in Table 2-6.

Table 2-6: Existing Land Use Allocation, 2003
City of Newnan

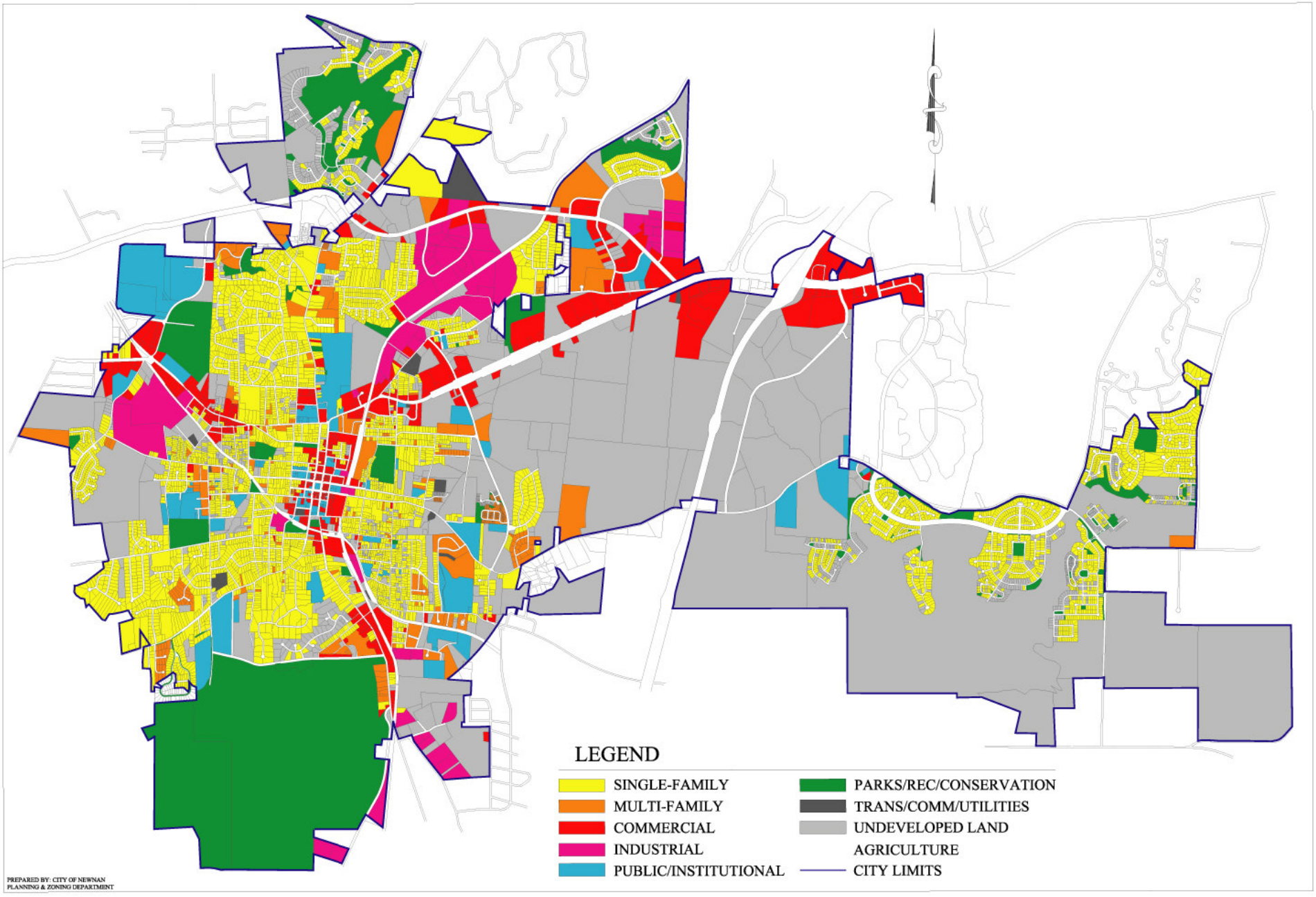
Land Use Category	Acres	Percent of Total Area
Single-Family Residential	2,355	19.8
Multi-Family Residential	474	4.0
Commercial	691	5.8
Industrial	523	4.4
Public/Institutional	1,645	13.8
Parks/Recreation/Conservation	257	2.2
Transportation/Communications/Utilities	52	0.4
Right-of-Way	886	7.4
Agriculture	0	0.0
Undeveloped	5,021	42.2
Total	**11,904**	**100.0%**

As indicated in Table 2-6, over 40 percent of the City's land area is undeveloped. Of the developed land, residential land use makes up nearly a quarter of all land. Publicly-owned lands (Public/Institutional, Parks/Recreation/Conservation, Right-of-Way, and Transportation/ Communications/Utilities) make up another quarter of the City's area, leaving 10 percent of the land in the City for Commercial and Industrial.[2]

Bullsboro Drive/Hwy 34 is a primary commercial corridor of the City that has undergone significant commercial development. Approximately 10 years ago the commercial areas along Bullsboro extended only to I-85. Commercial centers now extend along Bullsboro/SR 34 from the City of Newnan to the east towards Peachtree City and Fayetteville.

[2] Comprehensive Plan 2003-2023
http://www.ci.newnan.ga.us/pubdocs/compplan/proposed/ch06.pdf

I-85 @ Poplar Rd IJR - Coweta County GA
Figure 2-3 - City of Newnan Existing Land Use 2003



Coweta County Land Use

The I-85/Poplar Road area is situated outside the Newnan City Limits. An existing land use map for Coweta County was unavailable to assess existing land uses in the area immediately adjacent to the proposed interchange. However, through field observations, the land use in the immediate vicinity of Poplar Road is estimated to fall into the County's undeveloped or low density estate and residential categories. See also the City of Newnan Existing Land Use Map (Figure 2-3) and the Coweta County Future Land Use Map (Figure 3-2) for reference.

2.6 Analysis of 2003 Crash Information

A crash analysis investigation was performed using the latest available data to document the existing crash rates along road segments impacted by the Poplar Road Interchange. The Coweta County roadways investigated include State Route (SR) 34, US 29, and County Route (CR) 103. Information collected for each road segment analyzed includes functional classification and milepost measurements from Georgia Department of Transportation's (GDOT) Road Characteristics (RC) file, obtaining 2003 crash location data for Coweta County, and statewide accident data from GDOT's Office of Traffic Safety and Design for 2003. The crash rate for each road segment is compared to the overall average crash rate along the entire road, and statewide crash rate for the corresponding functional classification. The following paragraphs provide a discussion of the findings presented in Table 2-7.

Table 2-7: 2003 Crash Data Analysis

	Crash Rate per MVM traveled		
Road	**Road Segment**	**Roadway Average**	**Statewide**
SR 34	9.55	6.01	5.85
CR 103	11.09	11.05	2.11
US 29	2.28	8.15	0.94 NHS
			2.69 Non-NHS

Bullsboro Drive (SR 34), is classified as an urban minor arterial. A crash rate of 9.55 crashes per 100 million vehicle miles (MVM) traveled was recorded adjacent to the I-85 interchange, between milepost 14.6 and 15.5. The overall average crash rate recorded along SR 34 in Coweta County was 6.01 crashes per 100 MVM. This is slightly higher than the statewide rate of 5.85 100 MVM for this road classification. This illustrates a higher incidence of crashes along SR 34 near the I-85 interchange almost double the statewide rate.

Poplar Road (CR 103), classified as a rural major collector had a crash rate of 11.09 crashes per 100 MVM between mileposts 0.5 and 1.4 and an overall average crash rate of 11.05 from milepost 0 to 5.4. These rates are significantly higher than the statewide average of 2.11 for this roadway type.

US 29 is classified as a rural principal arterial had an overall average crash rate of 8.15 crashes per 100 MVM traveled. This is much higher than the rate of 2.28 reported for the segment immediately adjacent to I-85. To compare the crash rate along US 29 to the statewide crash rate it is important to point out that US 29 is classified differently on either side of I-85. North and west of I-85, US 29 is classified as a part of the National Highway System (NHS), while to the south and east of I-85 this designation is removed. NHS is a designation granted by the Federal Highway Administration signifying the road is "important to the nation's economy, defense, and mobility." The statewide average for NHS roadways of this classification is 0.94, while for Non-NHS roadways the rate is 2.69. This indicates that along US 29 adjacent to I-85, the crash rate is more than double the national NHS average.

In conclusion, crash rates in Coweta County are higher than statewide crash rates. One possible explanation for this is that growth is occurring faster than infrastructure improvements are being made. The most drastic deviation from statewide crash rates exists along CR 103, where the crash rate is more than five times the statewide rate. Closer inspection revealed a higher quantity of less severe crashes closer to Newnan, and

fewer more severe crashes farther away from Newnan where less development exists. SR 34 crashes near the I-85 interchange are more frequent and less severe than other areas of SR 34. Two-thirds of these involved property damage only, while the remaining were injury crashes. This trend could be explained due to the density of development adjacent to SR 34 around I-85. On US 29, despite having a generally lower crash rate near the I-85 interchange, the crashes that occurred were more severe than other areas of US 29. Similar to SR 34 the crash severity generally increased as the distance away from Newnan increased. Overall, roads in Coweta County have higher crash rates than similar roadways statewide.

3.0 PLANNING BACKGROUND - FUTURE CONDITIONS

3.1 Population Forecast

Coweta's population is expected to double by 2030 (see Table 3-1). According to The Atlanta Regional Commission, the population density along freeway corridors in Coweta County, in particular, is anticipated to increase significantly in the future[3]. The population of the City of Newnan is anticipated to increase by approximately 61% between 2005 and 2023 (see Table 3-2).

Census Tract 1703.01, north of Newnan, is forecast to lead the county in population growth, between the year 2000 and 2030, with an increase of 15,348 persons. Tracts 1703.02 and 1702.00, northwest of Newnan, are close behind with forecast increases of 14,082 and 13,250, respectively[3].

Table 3-1: Coweta County, Population Forecasts for 2010-2030

Year	Population
2000	89,215
2010	110,498
2020	154,411
2030	205,023

Source: Forecasts provided by The Atlanta Regional Commission (ARC), 2004

[3] Population and Employment Forecasts 2000 – 2030, Atlanta Regional Commission, 2004

Table 3-2: City of Newnan, Population Forecasts for 2005-2023

Year	Population
2005	22,269
2006	24,222
2007	25,442
2010	28,998
2015	33,307
2020	35,354
2023	35,813
2005	22,269
2010	28,998
2015	33,307
2020	35,354
2023	35,813

Source: Newnan Comprehensive Plan 2003-2023

3.2 Employment Forecast

Employment forecasts for Coweta County are presented in Table 3-3. According to the table, significant employment growth is forecasted to continue over the next 25 years.

Table 3-3: County Employment 2000-2030

Year	Employment	% Change
2000	27,500	54%
2010	37,427	36%
2020	51,932	39%
2030	70,397	36%

Source: Forecasts provided by The Atlanta Regional Commission (ARC), 2004

The Census Tract northeast of 1703.02 (Tract 1704.01) in the I-85 corridor (located closer to downtown Atlanta) is projected to increase by 9,232 jobs between the Year 2000 and 2030. Tract 1703.02, (referenced in Section 2.4) is forecasted to add 8,248 jobs by 2030. Tract 1706.00, which includes the portion of Poplar Road at I-85, is forecast to experience Coweta's third largest increase, of 4,299 jobs[3].

3.3 Future Land Use

Newnan Land Use

The future land use allocation, prepared for the City of Newnan is summarized in Table 3-4.

Table 3-4: Future Land Use Allocation, 2023
City of Newnan

Land Use Category	Acres	Percent of Total Area
Single-Family Residential	4,345	36.5%
Multi-Family Residential	1,156	9.7%
Commercial	1,519	12.8%
Office/Professional	396	3.3%
Commercial/Mixed-Use	76	0.6%
Industrial	723	6.1%
Public/Institutional	1,645	13.8%
Parks/Recreation/Conservation	422	3.5%
Transportation/Communications/Utilities	90	0.8%
Right-of-Way	1,532	12.9%
Agriculture	0	0.0%
Total	**11,904**	**100.0%**

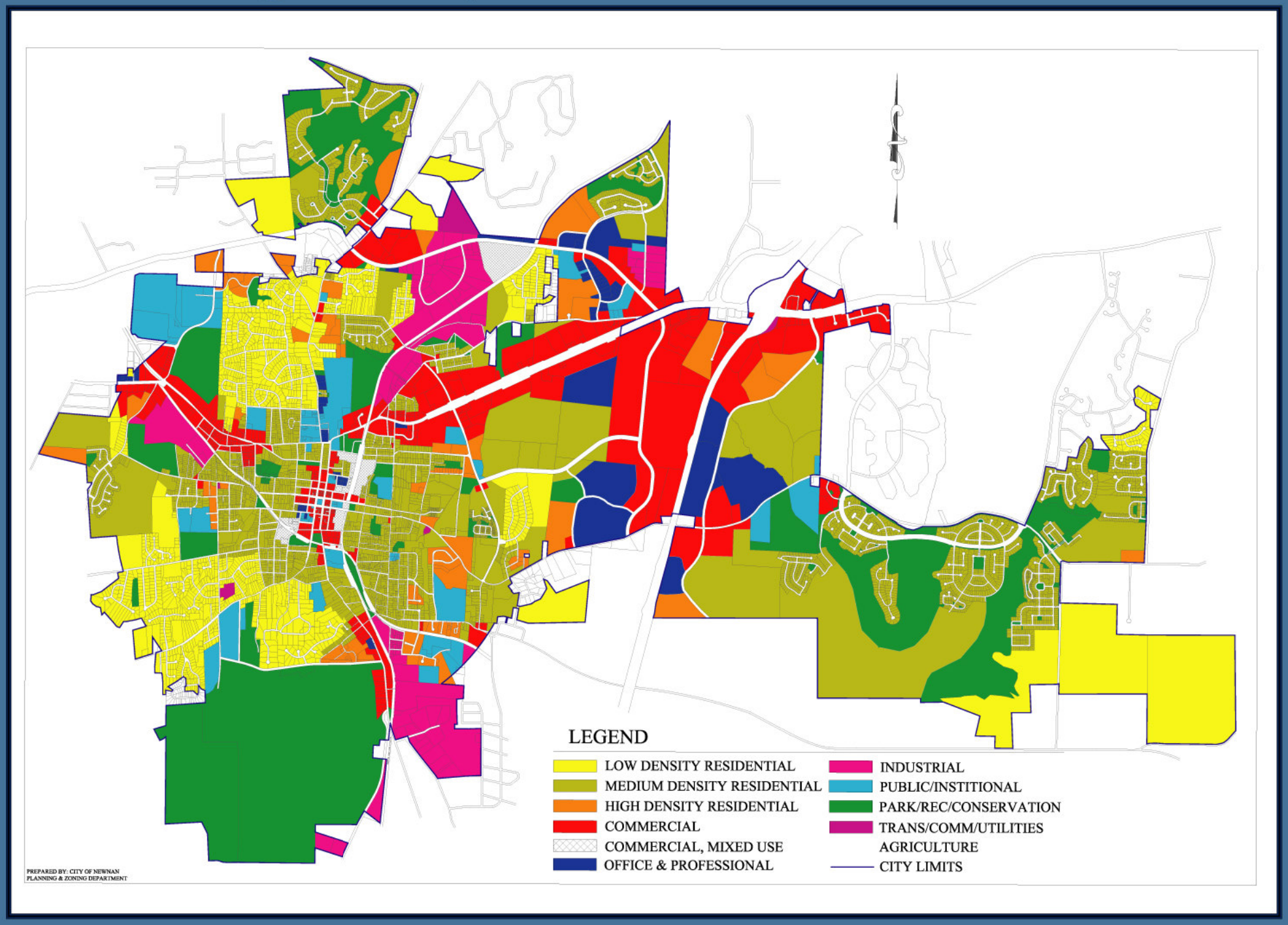
Source: Comprehensive Plan 2003-2023
http://www.ci.newnan.ga.us/pubdocs/compplan/proposed/ch06.pdf

The corresponding future land use map for the City of Newnan is presented in Figure 3-1. According to the City's forecast, single-family residential land will increase by nearly 85% over the next 20 years, and multi-family residential will increase by 144%. Commercial land will increase by 74%, and industrial land will increase by 38%.

Residential land use of either low or medium-density is forecasted for locations at the edges of town, and future land use near the town center is forecasted as medium-density residential.

It is anticipated that the Newnan Crossing area, in particular, will be predominately commercial, office and professional and high density residential by 2023. Overall, the proportion of commercial land area in the City is anticipated to rise dramatically in the future.

I-85 @ Poplar Rd. IJR - Coweta County, GA
Figure 3-1 - City of Newnan Future Land Use 2023



Coweta County Land Use

Coweta County's future land use map is presented in Figure 3-2. Land use in the vicinity of the proposed Poplar Road/I-85 interchange is forecasted as residential. The County land use allocation forecasts low density residential land use (0-1 units/acre) east of I-85/Poplar Road and south of Turkey Creek Road and medium residential west of the I-85/Poplar Road proposed interchange.

3.4 Planned and Programmed Improvements

Planned and programmed transportation improvements from ARC's Mobility 2030 Regional Transportation Plan and Transportation Improvement Program are presented in Table 3-5.

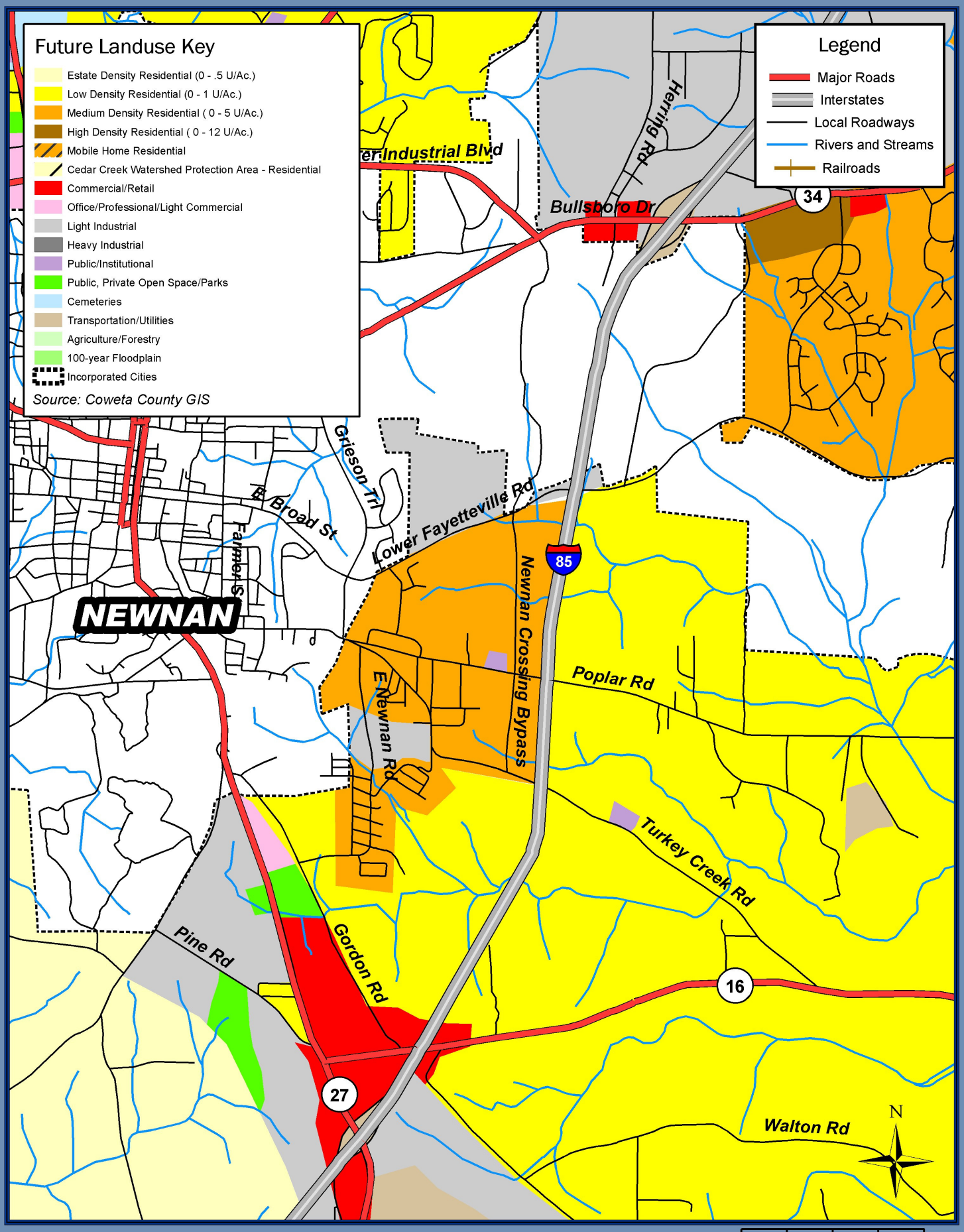
Table 3-5: Area Planned and Programmed Transportation Projects

Project Name	Project Number	Status/ Completion Date
I-85 Widening from SR34 to US29	(CW-AR-001)	Programmed/2008
I-85 Widening from US29/US27Alt to S. of US29/SR14	(CW-AR-002)	Long Range/2025
I-85 at Poplar Road –New Interchange	(CW-AR-003)	Long Range/2020
SR34 Bypass from SR34 to Jefferson Pkwy	(CW-006B)	Programmed/2009
SR34 Bypass Extension from US29/27 Alt at SR 16 to Turkey Creek Road	(CW-007)	Programmed/2009
I-85 South at SR34 Loop Ramp	(CW-AR-007B)	Programmed/2007
Lower Fayetteville Road from Greison Trail to Fisher Road - shoulder widening	(CW-032)	Programmed/2007
Pine Road at US29 –Major Intersection Improvement	(CW-033C)	Programmed/2007
SR16 fm I-85 to US29 –Final Connection of Eastern Bypass to US29 S.	(CW-034)	Programmed/2009
East Washington Street Extension from Farmer Street to Newnan Crossing	(CW-041)	Long Range/2030
Poplar Road at SR34 Bypass Extension	City of Newnan Project-to add traffic signal	
Newnan Crossing East Blvd extended to Poplar Road	Developer constructed roadway	

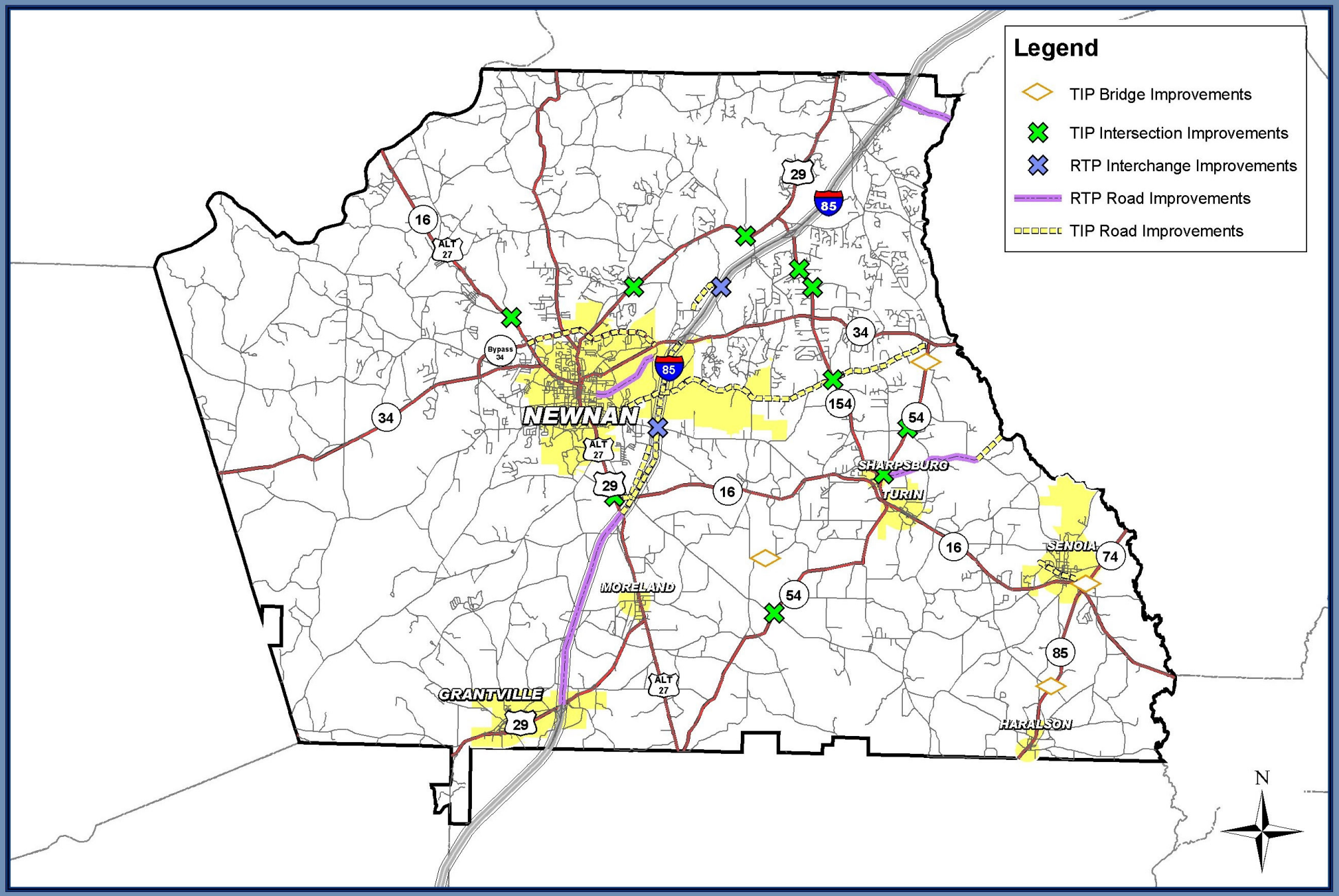
Source: ARC's Mobility 2030 Regional Transportation Plan and Transportation Improvement Program

The locations of the planned and programmed transportation improvements are presented in Figure 3-3.

I-85 @ Poplar Rd. IJR - Coweta County, GA
Figure 3-2 - Future Landuse 2030



I-85 @ Poplar Rd IJR - Coweta County, GA
Figure 3-3 - Planned TIP and RTP Improvements



3.5 Developments of Regional Impact

The Georgia Regional Transportation Authority (GRTA) is responsible for the review of Developments of Regional Impact (DRIs). The Coweta County DRI projects and their review status are presented in Table 3-6.

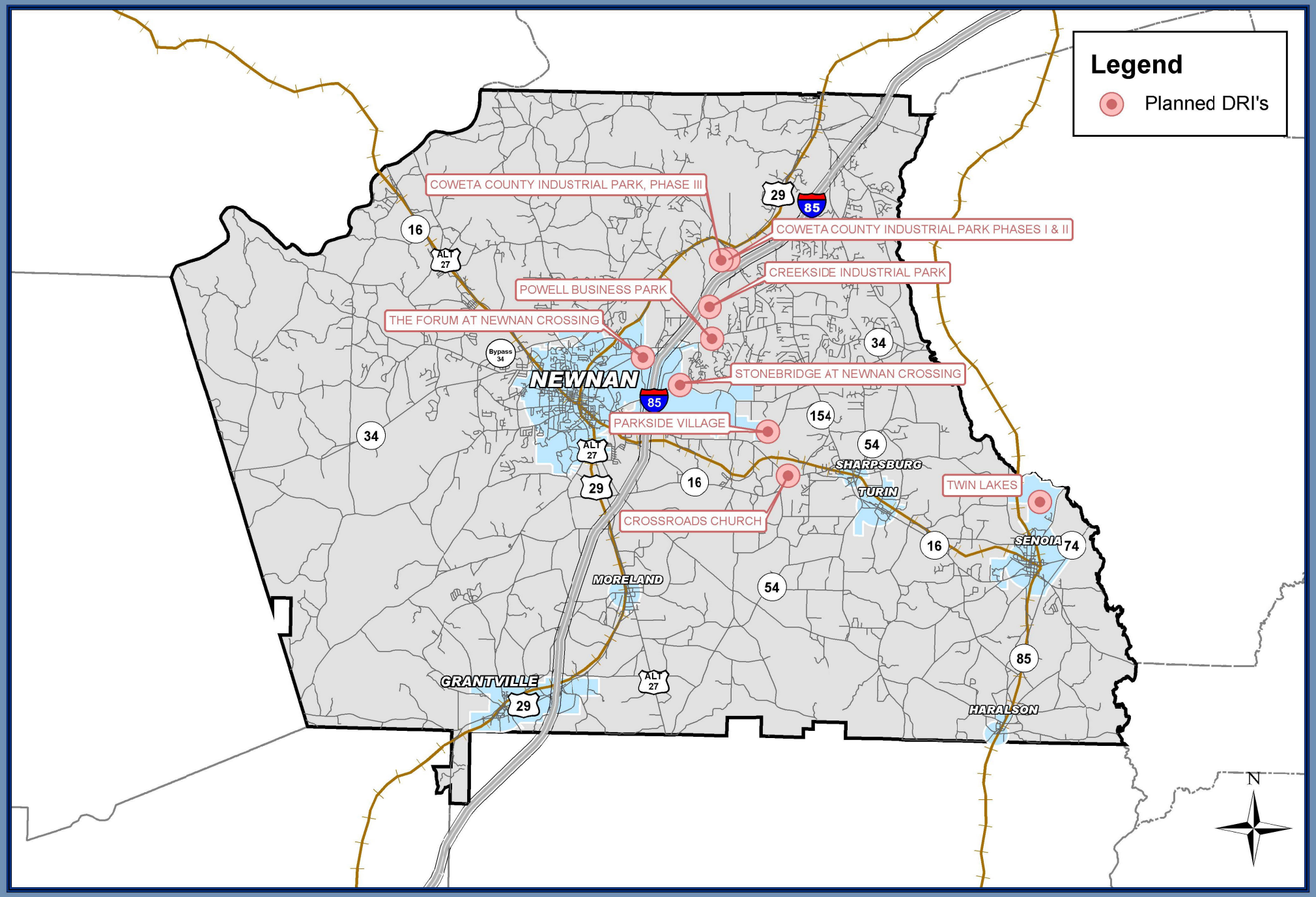
Table 3-6: Coweta Developments of Regional Impact

DRI No.	Project	DRI Status	Development Type	Residential Units	Other Development	Acreage	Daily Trips
543	Coweta County Industrial Park (Phases I and II)	Approved subject to conditions	Industrial		5,502,000[a]	641	See DRI 706
604	Stonebridge at Newnan Crossing	Approved subject to conditions	Residential (Single Family/ Townhomes)	626		200	5,002
591	The Forum at Newnan Crossing	Approved subject to conditions	Commercial		1,553,714[b]		64,233
531	Parkside Village	Approved without conditions	Residential (Single Family Homes)	451		189	4,158
625	Crossroads Church	Approved without conditions	Other		796,000	118	2,067
706	Coweta County Industrial Park (Phase III)	Approved subject to conditions	Industrial		1,598,000	114[c]	14,766
728	Twin Lakes	Approved subject to conditions	Residential (Single Family Homes)	663		760	
752	Powell Business Park	Approved subject to conditions	Mixed Use		630,500[d]		
757	Creekside Industrial Park	Approved subject to conditions	Industrial		1,872,480[e]		3,984
		Total		**1,740**	**11,952,694**	**2,022**	**94,210**

Source: Coweta County Planning Department, 2005
[a]Light Industrial
[b]Commercial/Retail
[c]Area is in addition to the 661 acres developed under Phases I and II (see DRI # 543)
[d]Industrial and Commercial
[e]Industrial

The DRI locations are shown in Figure 3-4.

I-85 @ Poplar Rd. IJR - Coweta County, GA
Figure 3-4 - DRI Locations



Descriptions of the DRI's listed in Table 3-6 are provided in the following paragraphs.

Coweta County Industrial Park (Phase 1&2)

Coweta County Industrial Park is approved for development west of I-85, east of US 29 North and south of SR 154. The park is planned as a 661-acre facility with 5,502,000 square feet of light industrial and commercial space. Roadways nearest to the park include I-85, US 29 N, SR 154 and Walt Sanders Road. The principal transportation facilities providing access to the industrial park will be SR 154 and Walt Sanders Road.

Stonebridge at Newnan Crossing

Stonebridge is an approved 200-acre residential subdivision. Construction of 619 residential homes and town homes is planned including amenities such as a clubhouse, pool, tennis courts and walking trails set within 45 acres of open space. The intersections closest to Stonebridge are Lower Fayetteville Road and Shenandoah Boulevard and Lower Fayetteville Road and Newnan Crossing Boulevard. The principal roadways that will provide access to this site will be Lower Fayetteville Road and Newnan Crossing Boulevard.

The Forum at Newnan Crossing

The Forum at Newnan Crossing is an approved commercial development under construction on the south side of Bullsboro Drive (SR 34), west of I-85. The Forum consists of 404,500 square feet of retail space, 20,000 square feet of office space, a 50,580 square foot movie theater with 2632 seats, and nine (9) out- parcels. Newnan Crossing II consists of 304,729 square feet of retail space and restaurants, with approximately 118,629 square feet (already constructed and opened to business), and five (5) out-parcels for future development. In total, this development includes 1,553,714 square feet commercial/retail space. The principal roadways providing access to the Forum include SR 34 (Bullsboro Drive), Newnan Crossing Bypass and Newnan Place Drive. Bullsboro Drive/Newnan Crossing Bypass is the nearest intersection to this site.

Parkside Village

Parkside Village is an approved residential development sited for construction in the southeastern extent of Newnan City Limits fronting Parks Road, north of Poplar Road and south of Lower Fayetteville Road. The original preliminary plat approval by the City of Newnan consisted of 385 lots on 164 acres. The developer has since purchased 25.12 additional acres adjacent to the 164-acre area for construction of an additional 61 single-family homes. If this latter proposal is approved, a total Parkside Village will include 446 single-family detached dwellings on 189.12 acres. Parks Road, Lower Fayetteville Road, and Poplar Road are the primary roadways providing access to Parkside Village.

Crossroads Church Development

Crossroads Church is a planned Baptist worship and educational facility. The Church is to be constructed in three phases. If it is approved, Phase I will involve construction of a 44,600 square foot building with 1,210 parking spaces. Under Phases II and III, a 70,707 square foot building with 259 parking spaces and a 193,976 square foot building with 2,272 parking spaces will be built. Four recreational ball fields will also be constructed for this development. The principal roadways providing access to the proposed development and the nearest intersection are Poplar Road and SR 16.

Coweta County Industrial Park (Phase 3)

Coweta County Industrial Park is a proposed Industrial Development. This planned development will involve a 114.28-acre area and a 7,100,000 square foot light industrial use facility. If approved, the principal roadways that would provide access to the site would include I-85, SR 154 and US 29 N. The nearest intersection to the proposed park is I-85 and SR 154.

Twin Lakes Senoia

Twin Lakes (Senoia) is a residential development proposed near the intersection of Rock-A-Way Road and Blue Herron Boulevard. Twin Lakes would involve the construction of 663 single-family residential units on approximately 760 acres. The principal roadways providing access to a residential development at this location would be Rock-A-Way Road and Stallings Road.

Powell Business Park

Powell Business Park is a mixed-use development proposed for siting near the intersection of SR 34 East and Walt Sanders Memorial Drive. This 630,500 gross square foot development would consist of 439,000 square feet of Industrial 191,500 square feet of commercial space. The principal means of accessing the business park would be via SR 34 East. The nearest streets/intersection to this location is SR 34 East and Walt Sanders Memorial Drive.

Creekside Industrial Park

Creekside Industrial Park is a master planned industrial development located near the intersection of SR 34 East and Walt Sanders Memorial Drive. Infrastructure such as roads sewer water gas and electric are presently in place at the industrial park. The industrial park has 926,000 of existing floor space. The proposal submitted as part of the DRI is for the addition of 2,057,480 square feet of floor space.

Overall, DRI's represent the addition of approximately 1,065 single family units and town homes, 18,078,977 square feet of commercial, industrial, or retail space, and 1,934 acres of developed land.

Table 3-7 provides supplemental information on approved or proposed developments compiled by the City of Newnan.

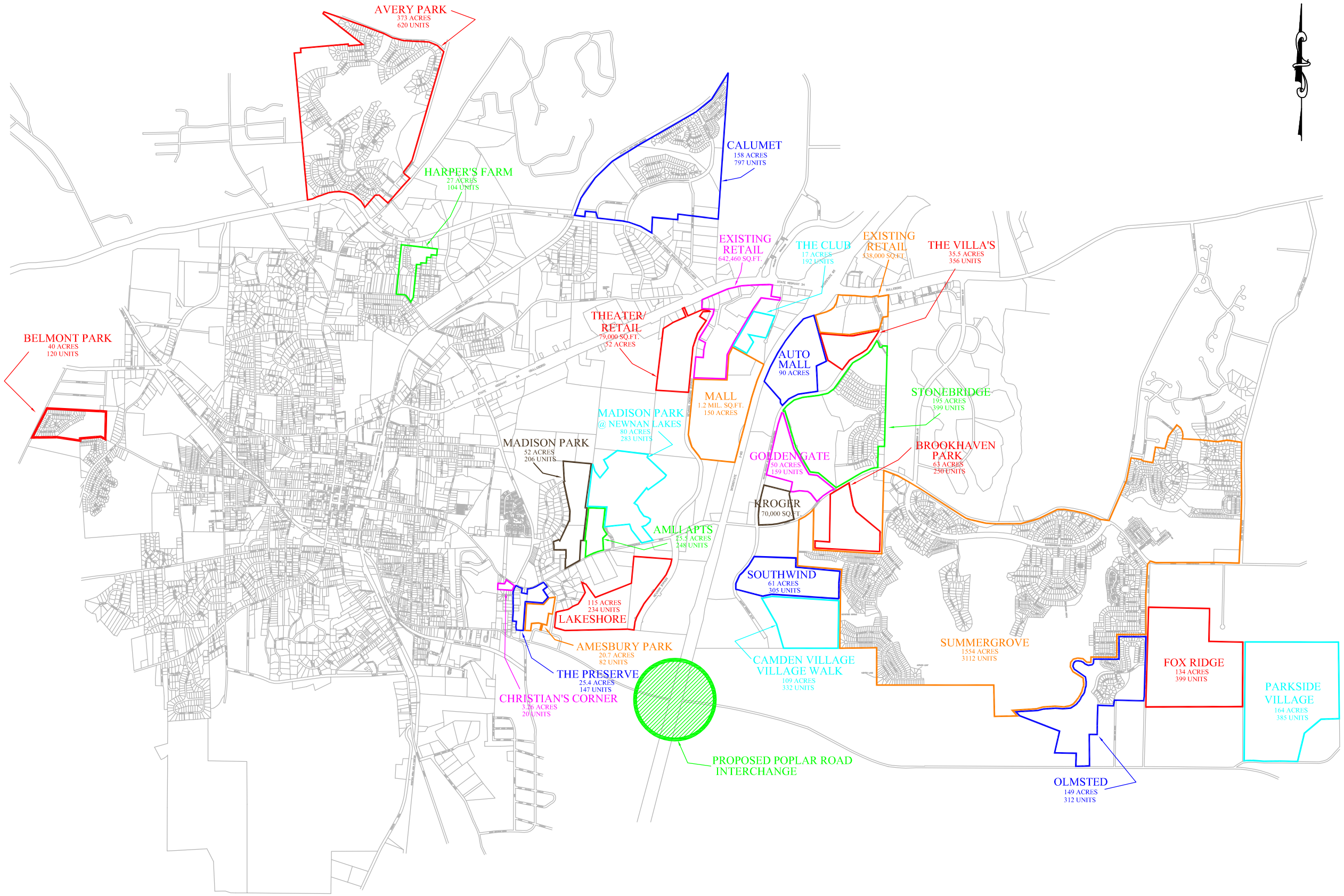
Table 3-7: Approved or Proposed Developments, City of Newnan[1]

Development	Acres	Units	Sq. Ft.
Belmont Park	40	120	
Avery Park	373	620	
Harpers Farm	27	104	
Calumet	158	797	
Theater Retail	52		79,000
The Club	17	192	
The Villas	36	356	
Madison Park	52	206	
Madison Park at Newnan Lakes	80	283	
Auto Mall	90		
Stonebridge	195	399	
Mall	150		1,200,000
Golden Gate	50	159	
Brookhaven Park	63	250	
Kroger			70,000
Amli Apartments	26	248	
Lakeshore	115	234	
Southwind	61	305	
Amesbury Park	21	82	
The Preserve	25	147	
Christian's Corner	3	20	
Camden Village Walk	109	332	
Fox Ridge	134	399	
Olmstead	149	312	
Parkside Village	164	385	
Summer Grove	1,554	3,112	
Total	3,743	9,062	1,349,000

Source: City of Newnan Community Development, June 21, 2004
[1]Note: some overlap exists with DRI list in Table 3-6.

The locations of the approved or proposed developments in Table 3-7 are presented in Figure 3-5.

I-85 @ Poplar Rd. IJR - Coweta County, GA
Figure 3-5 - Approved or Proposed Developments - City of Newnan, GA



SOURCE: CITY OF NEWNAN, GEORGIA
JUNE 21, 2004

3.6 Other Developments of Significance

Other planned and approved developments (those not requiring a DRI) are submitted to Coweta County for review and approval. Although these are developments that just fell short of meeting or exceeding the development thresholds that would trigger a DRI, these developments, individually or in combination, are significant enough to warrant mention.

These projects are listed in Appendix A-1 and include 36 residential developments (southeast of the study area near Senoia) submitted to the Coweta County Planning Department since January 2003 for review and approval. Some are considered significant by the County Planning Department (i.e. developments requiring construction of a new road or with more than ten lots). Others are not considered significant, when viewed individually, however, in combination, represent a total of 981 lots that are planned or approved.

3.7 Regional Air Quality Compliance

In non-attainment areas traffic projections and planning must be consistent with the conforming transportation plan's assumptions. On December 21, 2004, the United States Department of Transportation (US DOT), in consultation with the United States Environmental Protection Agency, approved the Conformity Determination for the Mobility 2030 Regional Transportation Plan and its associated FY 2005-2010 Transportation Improvement Program (TIP). ARC was required to show conformity to both the one-hour and eight-hour Ozone standards in the Mobility 2030 Plan. Mobility 2030 met and exceeded the requirements of both standards.

The traffic projections employed for an operations analysis of the proposed I/85 Poplar Road interchange were obtained from ARC's Regional Travel Demand Model, and are thus consistent with the conforming plan. The proposed new interchange is included in the Atlanta Regional Commission's conforming long range transportation plan (Mobility 2030).

3.8 Summary

A tremendous growth potential is being realized in Coweta County, especially in the I-85/Poplar Road study area. Based on historic population and employment trends, forecasted growth, and planned and approved developments, a new interchange at Poplar Road and I-85 would be beneficial in providing an alternative access point to the growing communities adjacent to the study area and beyond.

Summer Grove, Camden Village, Southwind, Stonebridge, Parkside Village and numerous other significant residential developments in the City of Newnan and southeastern Coweta County are being located in close proximity to the study area and are anticipated to result in increasing travel demands and pressure on existing interchanges facilities. Likewise, residents living in areas beyond the study area are in need of alternative routes. A proposed interchange at I-85/Poplar Road has great potential for providing motorists originating in southeastern Coweta County, for example, with an alternative access point which would allow them to bypass peak hour congestion along SR 154 by taking SR 16 to Poplar Road to access I-85. Currently, those who commute to work in Atlanta from this area of the County must rely on SR 154 to access I-85 North.

Interstate 85 is a key component to making Coweta County an especially attractive location for economic investment. Planned and approved commercial and industrial developments, such as the Forum at Newnan Crossing, Creekside Industrial Park, Coweta County Industrial Park, and Powell Business Park, located in the vicinity of SR 34/Bullsboro Drive, Newnan Bypass, Newnan Crossing Boulevard, and other key corridors, are anticipated to place an increasing demand on area access points and roadways. The proposed interchange along I-85 at Poplar Road would serve to alleviate forecasted congestion at the I-85/SR 34 interchange, along Bullsboro Drive, and along other key corridors in this area of Coweta County.

4.0 ENVIRONMENTAL SCREENING

An environmental screening was undertaken for the I-85 interchange at Poplar Road. The screening was a preliminary step in the National Environmental Policy Act (NEPA) process designed to identify resources/issues of concern through background research and non-intensive visual survey of the study area. The inventory provided below lists only those resources/issues of concern that are readily apparent at the screening level of investigation. The inventory should not be considered exhaustive. An environmental screening does not fulfill FHWA Georgia Division requirements for final approval of an IMR/IJR with regard to NEPA (per *FHWA Georgia Division: Interstate Access Requests;* Section 4--*Procedures for Interstate Access Requests;* Subsection j—*Policy information required in an IMR/IJR.).*

4.1 Current Project Description

The project proposes to build an interchange on Interstate 85 (I-85) at Poplar Road. As currently conceived, the interchange will be a typical diamond configuration (see Figure 2-2). Interstate-85 will be widened to accommodate exit and merge lanes. These improvements will extend about 4,700 feet north and 3,250 feet south of Poplar Road. Poplar Road itself will also be widened to accommodate turn and merge lanes to a distance of about 1,650 feet west and 1,450 feet east.

4.2 Cultural Resources (Archaeology and History)

Site file research conducted on behalf of URS Corporation by staff of the Georgia Archaeological Site File (GASF) revealed 10 previously recorded sites within one mile of the I-85 corridor between State Route 34 (SR 34) and U.S. 29 (Figure 4-1, Table 4-1). While none of these sites are recommended eligible for inclusion in the National Register of Historic Places (NRHP), four of them (9CW129-132) are situated very near the proposed interchange on two landforms overlooking tributaries of White Oak Creek. This concentration of prehistoric sites suggests that there is a good chance other sites exist in the area, particularly in proximity to water. The probability is high enough to

warrant an archaeological survey of those portions of the study area that will be directly impacted by the construction of the interchange.

Table 4-1: Sites Within One Mile of the Project Area*

Site Number	Site Name	Type	Cultural Affinity	Eligibility	Date Recorded
9CW81	N/A	lithic and ceramic scatter	Undetermined	undetermined	5/10/1982
9CW112	N/A	lithic scatter	unknown prehistoric	recommended ineligible	4/14/1995
9CW129	N/A	lithic and ceramic scatter	Woodland/ Mississippian	recommended ineligible	10/31/1997
9CW130	N/A	lithic and ceramic scatter	Middle Archaic; Woodland/ Mississippian	recommended ineligible	10/31/1997
9CW131	N/A	lithic and ceramic scatter	Middle Archaic; Woodland/Mississippian	recommended ineligible	10/31/1997
9CW132	N/A	lithic workshop	Archaic?	recommended ineligible	10/31/1997
9CW133	N/A	lithic scatter	Ud lithic	recommended ineligible	10/31/1997
9CW152	N/A	house site	19th and 20th Century	recommended ineligible	N/A
9CW186	N/A	sparse lithic scatter	unknown prehistoric	recommended ineligible	2/25/2004
9CW187	N/A	sparse lithic scatter	unknown prehistoric	recommended ineligible	2/25/2004

*Information provided in this table is as it appears in the Georgia Archaeological Site File (GASF).

Staff of the GASF also examined survey reports housed at that facility. Four previous archaeological surveys have been conducted within one mile of the project area. These include a survey for a water reservoir site and pipeline route that included Poplar Road (Smith 1979); a survey for the Turkey Creek Road Bridge over Turkey Creek (Joseph et al. 1993); A survey for the Newnan Bypass (Braley 1997); and a survey for a realignment of the Newnan Bypass South of Turkey Creek Road (Joseph 2000).

Research of files housed at the Georgia Historic Preservation Division revealed 13 historic properties in the Newnan area that are listed in the NRHP. Situated within the City itself are the Cole Town District, Greenville Street-LaGrange Street Historic District, Newnan Commercial Historic District, Newnan Cotton Mill and Mill Village Historic District, Northwest Newnan Residential Historic District, Coweta County Courthouse, and Willcoxon-Arnold House. Other properties include the Platinum Point Historic District, north of downtown Newnan; Powell Chapel School, north of Newnan; Crowder, William Leonard, Home Place, west of Newnan; Goodwyn-Bailey House, east of the project area; Old Grove Plantation, northeast of the project area; and Gordon-Banks House, south of Newnan. All of these properties are sufficiently removed from the project area that no direct or indirect effects should result from the construction of the interchange.

In addition to those properties listed in the NRHP, the Department of Natural Resources 1992 Coweta County survey lists seven properties fifty years or older in the general project area (see Figure 4-1). Three of these lie to the south in the vicinity of the I-85 and U.S. 29 Interchange; two lie west of the I-85 and SR 34 Interchange; one lies west of I-85 on Turkey Creek Road; and one lies west of I-85 on Poplar Road. This last property is of particular concern, as it lies within the Area of Potential Effect (APE) for the interchange in its currently proposed configuration. Further evaluation of this property and an assessment of effects may be required.

A visual inspection of the Interchange Corridor between SR 34 and U.S. 29 was conducted on February 24, 2005. Particular attention was paid to properties that may be 50 years old or older. In addition to the known property on Poplar Road discussed above, at least two additional properties will likely require evaluation (see Figure 4-1). Two properties were also noted on Lower Fayetteville Road in proximity to I-85; however, as currently configured, the proposed interchange should have no effect on them.

No National Historic Landmarks are located within or around Newnan.

4.3 Jurisdictional Waters of the U.S. - Wetlands and Streams

Jurisdictional waters of the U.S. are defined by 33 CFR Part 328.3(b) and are protected by Section 404 of the Clean Water Act (33 USC 1344), which is administered and enforced by the U.S. Army Corps of Engineers (ACOE). An assessment of jurisdictional waters of the U.S. that could be impacted by the proposed project was performed using U.S. Geological Survey topographic maps, the US Fish and Wildlife Service (USFWS) interactive wetland inventory map, and county soil survey maps in-house. Although the area was visually surveyed no field delineations were performed and no jurisdictional determinations were made.

According to the Hydrologic Unit Map of Georgia (USGS, 1974), the subject site is located in the Upper Flint River Basin (HUC 03130005). Topographic mapping and the USFWS interactive wetland inventory map for the project area identified five I-85 stream crossings between Highway 16 and SR 34. Any linear construction projects along this corridor would encounter the same crossings. One stream was identified running parallel to I-85 where Lower Fayetteville Road crosses the I-85 corridor. This stream is located less than one-tenth mile from the interstate corridor. The existing mapping identified no wetland crossings by I-85 in this corridor. According to existing mapping there are no streams or wetlands within the proposed interchange right of way at the Poplar Road crossing. Additional field surveys would be required to confirm these findings.

Minor impacts to jurisdictional waters of the U.S. are allowed without prior authorization by the ACOE. However, if impacts exceed the allowed minor impacts (typically one-tenth acre of wetlands or 100-linear feet of stream), permitting through the ACOE is required prior to any site development activities and mitigation to offset the impacts would be necessary. More stringent thresholds may be required for development within special protected areas, such as floodplains and the cumulative impacts of the project will be considered. Any longitudinal encroachments would have to be coordinated with ACOE and USFWS.

4.4 Threatened and Endangered Species

The United States Fish and Wildlife Service County Listing of Threatened and Endangered Species was reviewed to determine the proposed project's potential impact to protected species in Coweta County. See Table 4-2 for a listing of these species. No pedestrian surveys were conducted to identify specific habitat or populations of individual species. Pursuant to the Endangered Species Act of 1973, a survey must be conducted to identify protected individuals and/or potential habitat for protected individuals within the project corridor prior to project implementation.

Although no formal survey was conducted along the I-85 corridor between SR 34 and U.S. 29, areas were identified that would require terrestrial survey. The need to perform aquatic surveys will be determined through coordination with GDOT/OEL and USFWS. After only a preliminary visual survey, it is impossible to identify which habitats will be affected among those that potentially exist within the six-mile corridor. It is fairly certain, however, that the interchange design currently proposed will likely have much less impact on species and/or habitats listed in Table 4-2 than an alternate design proposing access/frontage roads that traverse streams and a variety of topographic settings on either side of I-85.

Table 4-2: Federal and State Listed Species Known to Occur in Coweta County

Common Name	Scientific Name	Federal Status	State Status	*Habitat*
Bird				
Bald eagle	***Haliaeetus leucocephalus***	T	E	Inland waterways and estuarine areas in Georgia
Invertebrates				
Gulf moccasinshell mussel	***Medionidus pencillatus***	E	E	Medium streams to large rivers with slight to moderate current over sand and gravel substrates; may be associated with muddy sand substrates around tree roots
Oval pigtoe mussel	***Pleurobema pyriforme***	E	E	River tributaries and main channels in slow to moderate currents over silty sand, muddy sand, sand, and gravel substrates
Purple bankclimber mussel	***Elliptoideus sloatianus***	T	T	Main channels of ACF basin rivers in moderate currents over sand, sand mixed with mud, or gravel substrates
Shiny-rayed pocketbook mussel	***Lampsilis subangulata***	E	E	Medium creeks to the mainstems of rivers with slow to moderate currents over sandy substrates and associated with rock or clay
Fish				
Bluestripe shiner	***Cyrinella callitaenia***	None	T	Brownwater streams
Highscale shiner	***Notropis hypsilepis***	None	T	Blackwater and brownwater streams
Floral Species				
Bay star-vine	***Schisandra glabra***	None	T	Twining on subcanopy and understory trees/shrubs in rich alluvial woods
Monkeyfaces orchid	***Platanthera integrilabia***	C	T	Red maple-blackgum swamps; also sandy damp stream margins; on seepy, rocky, thinly vegetated slopes. Also known as Monkey-face Orchid
Pink ladyslipper	***Cypripedium acaule***	None	U	Upland oak-hickory-pine forests; piney woods

Key: T = Threatened; E = Endangered; C = Candidate; U = Unusual; PS = Partial status; LE = Listed as endangered

Sources: U.S. Fish and Wildlife Service and Georgia Department of Natural Resources

4.5 Community Issues

Per Federal Highway Administration (FHWA) *Community Impact Assessment: A Quick Reference for Transportation* (Publication No. FHWA-PD-96-036):

> Community impact assessment is a process to evaluate the effects of a transportation action on a community and its quality of life. The assessment process is an integral part of project planning and development that shapes the outcome of a project. Its information is used continuously

> to mold the project and provide documentation of the current and anticipated social environment of a geographic area with and without the action. The assessment should include all items of importance to people, such as mobility, safety, employment effects, relocation, isolation, and other community issues.

An assessment of community impact will likely be necessary, as some of the potential impacts identified by the FHWA apply to the I-85 at Poplar Road Interchange as currently planned. As a capacity and volume-adding project, some increase in noise, vibration, dust, or odor is anticipated. Increased traffic volume on Poplar Road could affect community cohesion and interaction; however it should not isolate any segment of the community. As currently planned, minor residential displacement is likely to occur; however, farm and/or business displacement is not anticipated. Should frontage/access roads be built, additional displacements might occur. The project is not anticipated to cause a change in social values; however, increased traffic volumes along Poplar Road may affect the quality of life and the aesthetic character of the community in the vicinity of the interchange. In its current configuration, the interchange is not anticipated to affect the use of public facilities, nor is it likely to displace any public facilities. The interchange will likely have a positive impact on mobility and access and should improve emergency-response time. Finally, the interchange may encourage businesses to move to the area, which could ultimately affect the tax base.

4.6 Hazardous Material/USTs

The United States Environmental Protection Agency (EPA) Enviromapper and Facility Registry System (FRS), and the Georgia Environmental Protection Division (EPD) Underground Storage Tank Database were consulted to locate known hazardous material sites and Underground Storage Tank (UST) locations within the project corridor.

According to these sources, there are two sites that handle hazardous materials, and two additional sites with underground storage tanks. Additional assessment may be required

(soil and groundwater sampling) if right of way is to be acquired or disturbed on or down-gradient of these properties where contaminants may have migrated.

Known Sites in Project Area:

Southtown Motors,
640 Highway 34 East, Newnan, GA 30263
FRS Registry ID: 110007493701
Environmental Interest Type: Small Quantity Generator (SQG)

Mike Patton Chevrolet/Oldsmobile
695 Highway 34 East, Newnan, GA 30263
FRS Registry ID: 110006160340
Environmental Interest Type: Unknown

Newnan Citgo #19
1010-B Highway 34 East, Newnan, GA 30263
EPD Facility ID: 9056051
USTs

Newnan Crossing
1075 Highway 34 East, Newnan, GA 30263
EPD Facility ID: 9038080
USTs

KEY:

- Known Archaeological Sites
- Structures Recorded in the DNR 1992 Coweta County Survey
- Structures 50 Years Old or Older Noted During Preliminary Visual Survey

CLIENT: Georgia Department of Transportation	**FIGURE 4-1:** Locations of Known Cultural Resources
PROJECT: Big Poplar Road IJR	URS

4.7 Summary

An environmental screening for the proposed I-85 Interchange at Poplar Road revealed a number of archaeological sites and historic structures in proximity to I-85 between SR 34 and U.S. 29. While none of the archaeological sites have NRHP-eligible status, their presence suggests other sites may also exist in the area. Therefore, a standard Phase I archaeological survey will be necessary for areas directly affected by construction associated with the interchange project. In addition, background research and the preliminary visual survey of the project area determined that at least three standing structures would require evaluation. A more exhaustive historic structures survey is needed to fully assess the projects impact to these and any other properties within the APE that are 50 years old or older.

Streams and wetlands are present within the corridor. Permitting through the US Army Corps of Engineers prior to construction will likely be required. The need to mitigate impacts to streams and wetlands is also anticipated; however, the level of mitigation required cannot be determined until an ecological survey and wetlands delineation have taken place. Construction plans are required prior to the assessment of impacts.

The impacts to threatened and endangered species cannot be determined prior to intensive field surveys devoted to habitat and population identification for both terrestrial and aquatic flora and fauna. However, a number of threatened and endangered species are listed for Coweta County.

Since this is a capacity and volume-adding project, some impacts to the community and its quality of life are anticipated. A formal assessment concerning the nature and extent of these impacts will likely to be required by FHWA.

There are at least four Hazardous Materials/UST sites within the immediate project vicinity that would require additional consideration. Prior to right-of-way acquisition or disturbance, the absence of contaminants both at and down-gradient of these sites should be confirmed. Additional investigation may also be requested by GDOT/OEL or FHWA.

5.0 TRAFFIC VOLUME PROJECTIONS - TRAVEL DEMAND MODEL METHODOLOGY

5.1 Travel Demand Model

Traffic projections for the Poplar Road Interchange Justification Report were derived from the most recently adopted Travel Forecasting Model Set for the Atlanta Region, Version 2003, developed by the Atlanta Regional Commission (ARC). This model utilizes the TP+/VIPER user interface in the Cube software environment and has a 2000 base year validation. Future year scenarios include year 2030 based upon the currently adopted Mobility 2030 Regional Transportation Plan and an interim year 2020 scenario.

5.2 2000 Base Year Validation Check

The ARC model is validated at the multi-county regional level. In order to assess the accuracy of the model estimation within the project study area, the volume-to-count ratios were evaluated for highway network links within the study area. This was done to identify any trip generation or trip distribution characteristics that would need to be equally applied to the future year scenarios. A subarea validation is often warranted within the context of a regional travel demand model in order to increase the reliability or confidence in projected highway volumes.

The review of the volume-to-count ratios revealed that all major roadway facilities in the study area were estimated within an acceptable margin of error. No concerns regarding trip generation or trip distribution were identified at the study area or corridor level. Therefore, no subarea validation was deemed necessary. Neither was the need for applying adjustment factors to future year projections.

5.3 Initial Traffic Projections

Initial runs of the future year traffic projections yielded some concerns regarding trip distribution and assignment. The model network as coded for the 2020 and 2030 future year scenarios does not provide the level of detail necessary to develop design hour traffic or perform traffic operational analyses. This is primarily due to the addition of new roadways in the study area.

Planned roadway improvements in the study area will affect the distribution of traffic. Most notable among these are the SR 34 Bypass and the Newnan Crossing Boulevard East. These roadways will serve as parallel reliever roads to I-85 between SR 34 and Poplar Road. No direct loadings from centroid connectors were provided for these future roads in the 2020 or 2030 scenarios. This results in a perceived under-loaded condition in the area of the proposed interchange.

A more detailed review of the highway model network in the study area revealed that only large traffic analysis zones (TAZs) exist east of I-85 in the study area. From these TAZs only limited loading points exist for principal roadways in the study area including the previously mentioned roadways and Poplar Road, resulting in unbalanced trip loadings and distribution.

The loading problems described above can most properly be addressed in one of two ways. Off-model adjustments can be made to smooth or redistribute trips in the study area, or model network enhancements can be made to provide additional traffic loading points. In order to use the dynamic aspects of the travel demand model, it was determined that the latter approach, providing additional loading points, was the more practical course of action.

Additional model analysis was required to forecast the Alternative 5 Scenario (described in Section 6.5) appropriately. This alternative includes a C-D roadway system linking the SR 34, Poplar Road, and US 29 interchanges. The forecast analysis for this alternative included coding in the C-D roadway system and several select link runs (model based origin and destination) to determine if any latent demand or diversions would occur on the C-D Roadway not forecasted for the previous alternative. The model results indicated that this would not occur, but was used to determine the origins and destinations of vehicles traveling between the Coweta County interchanges so they would be routed appropriately along the C-D Roadway.

5.4 Network Edits

Network edits associated with the Poplar Road IJR included the creation of new traffic analysis zones (TAZs) by splitting existing large zones. Additional centroid connectors, primarily associated with the new TAZs, were added to accurately represent the distribution of trips in the study area. Four large traffic analysis zones were split, 1573, 1576, 1585, and 1586. The zone splits are described below.

- Zone 1573 was split to create two new zones, 1684 and 1685. Zone 1684 is west of I-85 and provides new direct trip loading to the SR 34 Bypass and Lower Fayetteville Road. Zone 1685 is on the east side of I-85 and provides direct access to SR 34, Newnan Crossing Boulevard East, and Lower Fayetteville Road.
- Traffic Analysis Zone 1576 was divided along SR 34 to create a new zone on the south side of SR 34. The new zone, 1686 provides additional connections to Lower Fayetteville Road, SR 154, and SR 34.
- Zone 1585 was split along Poplar Road and Greison Trail to create two new zones, 1687 and 1688. New zone 1687 provides traffic loading points to US 29 and Lower Fayetteville Road. Additional centroid connections were made to Poplar Road, Greison Trail, Lower Fayetteville Road and the SR 34 Bypass.
- Traffic Analysis Zone 1586 was split to create three additional zones 1689, 1690, and 1691 along Poplar Road and Turkey Creek Rd. Zone 1689 creates new loading points to Newnan Crossing Boulevard East, Poplar Road, and Lower Fayetteville Road. Zone 1690 connects to Poplar Road, Parks Road, and SR 154. The new zone provides access to SR 16 and Turkey Creek Road, 1691.

In conjunction with these revisions, the socio-economic data associated with the split zones was disaggregated. This resulted in no net addition or loss in household, population, or employment in the study area. The regional control totals were maintained.

The zone splits described above provided approximately twenty-five (25) new loading points in the study area. This resulted in more evenly distributed traffic and a reasonable highway assignment.

In addition to these network edits, the proposed Creekside interchange (CW-AR-004) was removed from the future year networks. Although this interchange is part of the ARC 2030 Regional Transportation Plan, for the purpose of this analysis, it is assumed that the Poplar Road interchange will be built first.

These network edits were applied consistently to the 2020 and 2030 scenarios. The daily and peak hour volumes from the model were used to develop design hour volumes for the IJR traffic operations analyses. In addition, turning movement percentages from the model were used for the future year traffic analyses.

5.5 Summary

Refinements are often made to a regional travel demand model in the development of traffic for corridor and subarea analyses. These refinements commonly include socio-economic data adjustments, highway network edits, and subarea validations. In reviewing the 2020 and 2030 scenarios of the Travel Forecasting Model Set for the Atlanta Region, Version 2003, developed by the Atlanta Regional Commission (ARC), it was determined that network edits were necessary to effectively distribute and load the projected trips in the study area. These network edits resulted in reasonably distributed future year traffic for use in the IJR traffic operations analyses.

6.0 DESCRIPTION OF ALTERNATIVES

6.1 Alternative 1 (No-Build Alternative)

In this alternative, the proposed interchange at Poplar Road is not included. All other projects currently planned in the ARC 2030 RTP along the roadway network within study area are included. This alternative was eliminated since it does not provide improved access or road network connectivity for the Poplar Road area and does not provide any benefits in travel time or congestion savings in the design year.

6.2 Alternative 2 (Build Alternative)

Alternative 2, the Build Alternative, proposes to construct a conventional diamond interchange at the existing location of the Poplar Road overpass at I-85 in Coweta County. The project is included in ARC's 2030 RTP as Project CW-AR-003 with an implementation year of 2020. The proposed location meets the minimum and average spacing requirements for interchanges in urban/suburban areas as follows:

	Required Spacing (Urban/Suburban)	Actual Spacing
Minimum Spacing	1.0/2.0	2.5
Average Spacing	2.0/4.0	3.2

The spacing provides ample room for advance signing of the interchange. The existing Poplar Road bridge over I-85 would need to be widened or replaced to accommodate the wider roadway section along Poplar Road. This roadway section would be four (4) lanes, two (2) travel lanes each direction, separated by a minimum 20 foot wide raised median. The bridge would carry a minimum of six (6) lanes, four (4) travel lanes with back to back left turn lanes for each direction turning onto I-85 NB and SB. Poplar Road would be four (4) lanes between I-85 and the Newnan Bypass intersection west of I-85, approximately 1200 feet, and then would taper down to the existing roadway width entering the City of Newnan. Between the ramp and the Newnan Bypass, an additional westbound travel lane is proposed (for a total of three (3) lanes WB) to improve traffic

operations. To the east, Poplar Road would be four (4) lanes for a short distance (approximately 400 feet) beyond the ramp terminal, and then taper back to the existing two (2) lane section as quickly as possible (approximately 1000 feet from the ramp terminal). The ramp intersections with Poplar Road would be signalized. A conceptual layout of the proposed interchange is shown in Figure 6-2. The interchange is shown in conceptual nature only, the details of which would need to be finalized during preliminary and final design according to AASHTO Green Book criteria for the appropriate type facility. Typical sections detailing the proposed roadway sections are shown in Figure 6-8 for information only.

There are no existing limits of access along Poplar Road (except the I-85 right of way itself). The proposed limits of access vary along each side of Poplar Road between Newnan Crossing Boulevard to the east and Newnan Bypass to the west. Current GDOT policy, as stated in Chief Engineer's Policy 4A-3 entitled "Establishing Access Control", is to provide a minimum of 600 feet from the ramp intersections in urban conditions and 1000 feet in rural conditions (see Appendix A-7). Providing at least 1000 feet of limited access rights along Poplar Road east and west from the ramp terminals would require the relocation of as many as 20 residences at substantial cost. As this area redevelops in the future, this control of access will be very important in maintaining a high level of service and efficient traffic operations in the Poplar Road interchange area.

Alternative 2 provided benefits in overall congestion and travel times within the study area. It relieved the SR34 and US29 interchanges to some degree, while increasing density along I-85 slightly between Poplar Road and SR34. The details of this analysis are included in Section 7.

6.3 Alternative 3 (In Lieu Of Alternative)

In Alternative three, the "In Lieu Of" Alternative, projected Design Year 2030 deficiencies in the No Build roadway network within the study area were identified and

various methods of mitigation were analyzed. The following is a list of those improvements included in Alternative 3:

- Signal timing adjustments throughout the SR34 corridor from Lakeside Way extending west to the Newnan Bypass
- An additional right turn lane on the SB I-85 off ramp onto SR34 WB. This lane continues WB along SR34 and terminates into Amlajack Boulevard.
- Make the SB I-85 off ramp at SR34 a two lane exit ramp.
- Additional storage length for turn lanes on the SB I-85 off ramp at SR34, NB I-85 off ramp at SR34, and NB I-85 off ramp at US29.
- Additional WB exclusive left turn lane on SR16 onto US29.
- Additional NB lane on US29 at SR16.
- Additional SB lane on US29 at SR16.
- Timing adjustments to the intersection of the NB I-85 on/off ramp at US29.

Alternative 3 provides minimal scope improvements that provide maximum benefits at a low overall cost. This alternative provides benefits in overall congestion and travel times within the study area. Conceptual layouts are provided in Figures 6-3 to 6-7 detailing these improvements.

6.4 Alternative 4 (Optimized Build Alternative)

Alternative 4, the Optimized Build Alternative, incorporates those mitigation measures proposed in Alternative 3; however, it includes the implementation of the proposed interchange facility at Poplar Road as well (Alternative 2). Alternative 4 also includes the addition of an auxiliary lane SB along I-85 between SR34 and the proposed Poplar Road interchange to mitigate the slight decrease in LOS for this segment of interstate. Alternative 4 represents a complete build package and it is this study's recommendation for approval. It provides significant congestion and travel time benefits over each of the previous three alternatives at a modest additional cost.

6.5 Alternative 5 (Optimized Build with Collector-Distributor Network)

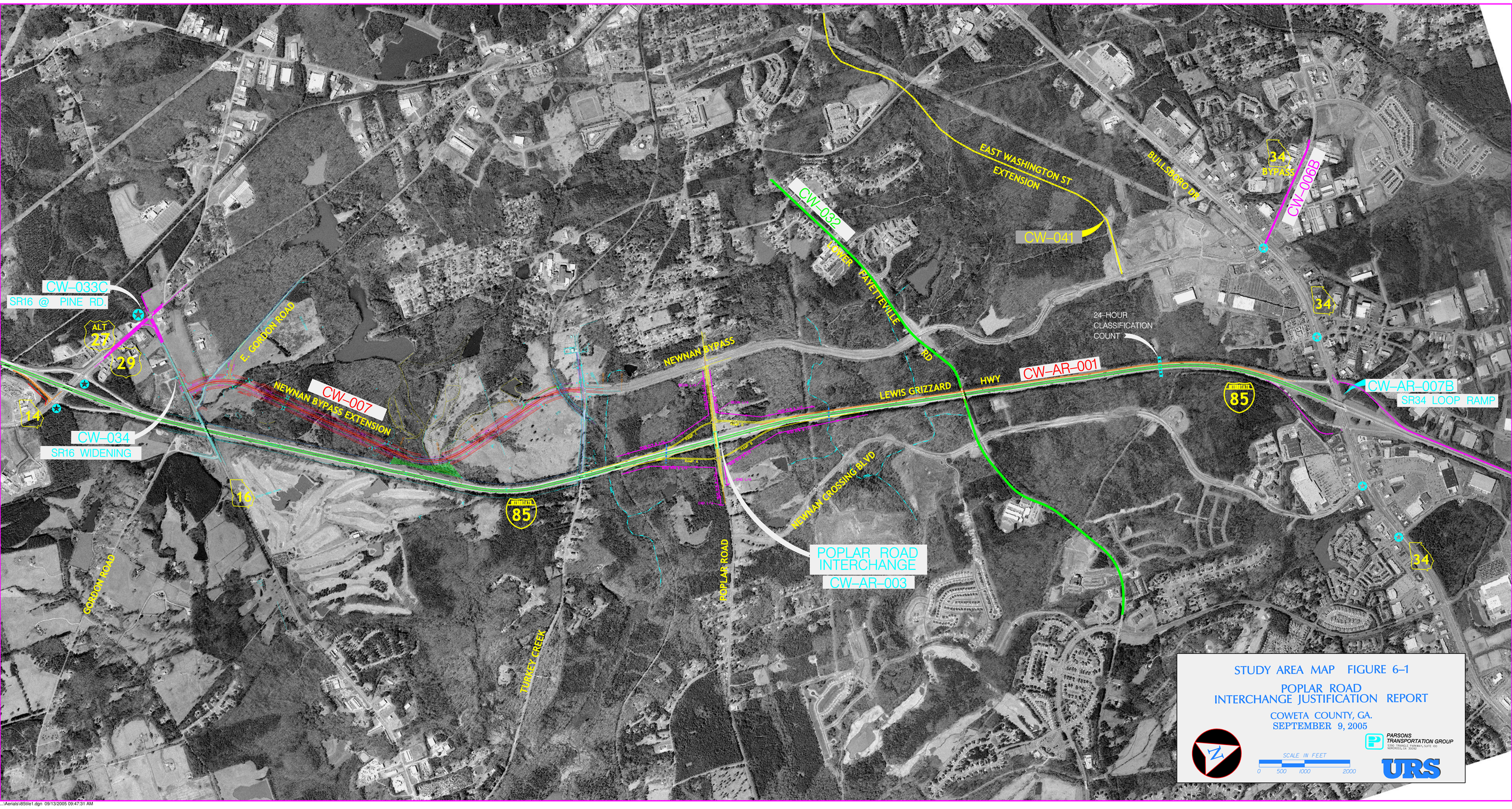
Alternative 5, the Optimized Build with Collector-Distributor Network, incorporates those mitigation measures proposed in Alternative 4; however, it includes the implementation of a collector distributor (C-D) roadway network between SR 34 and US 29. In addition, this alternative removes the direct connections with I-85 at the proposed Poplar Road interchange as well as reducing the existing full-diamond I-85 interchanges at SR 34 and US 29 to half-diamond facilities. Though Alternate 5 appears to cause fewer impacts across the study area, significant adverse conditions created at the southbound SR 34 off-ramp as well as high construction costs relative to its moderate benefits make Alternate 5 less desirable. Conceptual layouts are provided in Figures 6-9 to 6-12 detailing these improvements. Analysis results are discussed further in Chapter 7.

6.6 Cost Estimates

Cost estimates, in 2005 dollars, for each of these alternatives are provided in detail in Appendix A-4; however, the following table summarizes the results:

	Preliminary Engineering ($1000)	Right of Way ($1000)	Construction ($1000)	Total Cost ($1000)
Alternative 1	0	0	0	0
Alternative 2	1,065	3,044	7,103	11,212
Alternative 3	316	939	2,107	3,362
Alternative 4	1,877	3,991	12,514	18,382
Alternative 5	4,462	3,375	44,242	52,079

NOTE: Engineering costs have been added in this table.



STUDY AREA MAP FIGURE 6–1

POPLAR ROAD
INTERCHANGE JUSTIFICATION REPORT

COWETA COUNTY, GA.
SEPTEMBER 9, 2005

PARSONS TRANSPORTATION GROUP
5395 TRIANGLE PARKWAY, SUITE 100
NORCROSS, GA 30092

URS

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ALTERNATIVE 2 — FIGURE 6–2

POPLAR ROAD
INTERCHANGE JUSTIFICATION REPORT

COWETA COUNTY, GA.
SEPTEMBER 9, 2005

PARSONS TRANSPORTATION GROUP
5590 TRIANGLE PARKWAY, SUITE 100
NORCROSS, GA 30092

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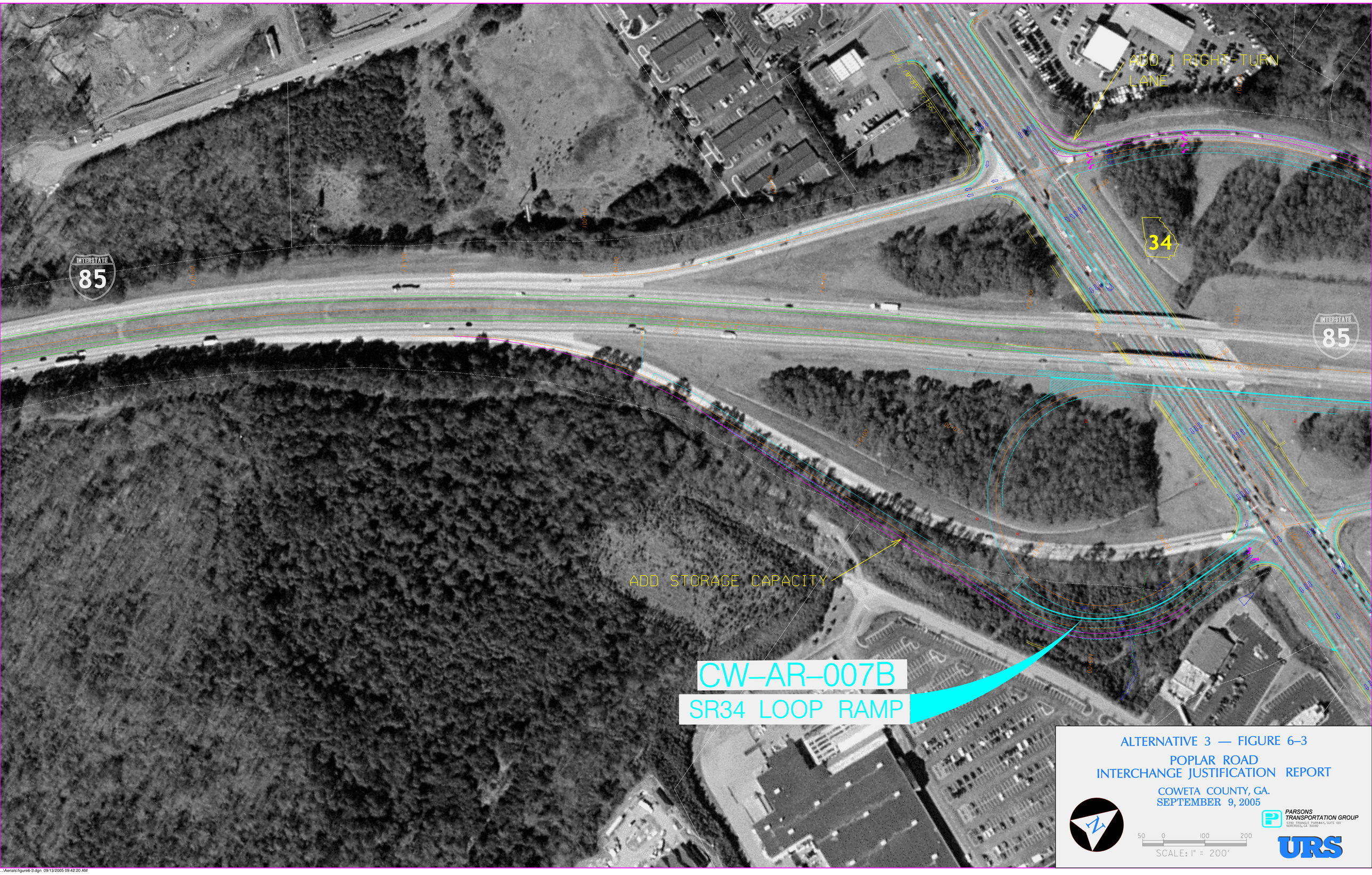

ALTERNATIVE 3 — FIGURE 6-3

POPLAR ROAD
INTERCHANGE JUSTIFICATION REPORT

COWETA COUNTY, GA.
SEPTEMBER 9, 2005

PARSONS TRANSPORTATION GROUP
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NORCROSS, GA 30092

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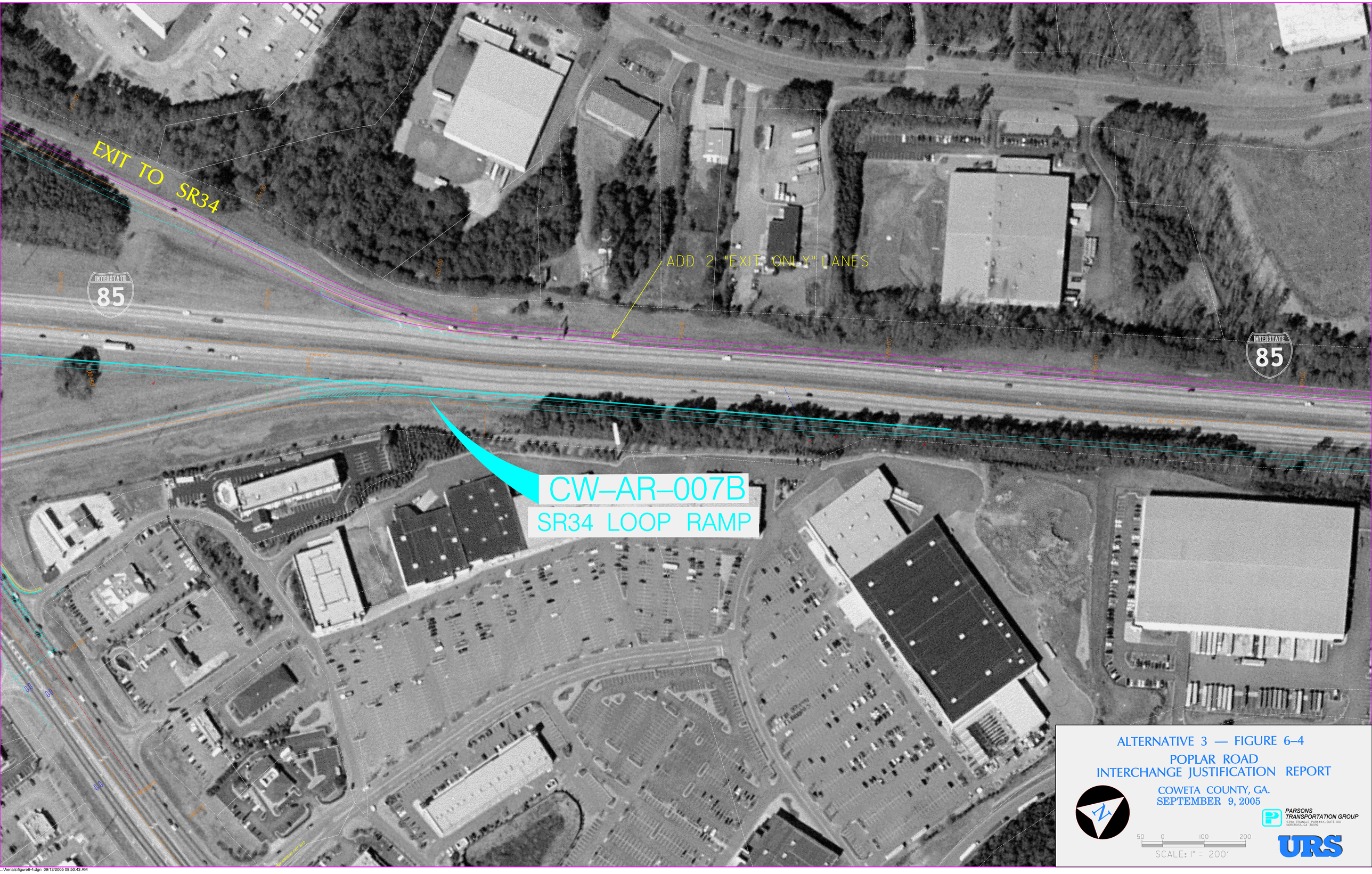

ALTERNATIVE 3 — FIGURE 6–4

POPLAR ROAD
INTERCHANGE JUSTIFICATION REPORT

COWETA COUNTY, GA.
SEPTEMBER 9, 2005

PARSONS TRANSPORTATION GROUP
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NORCROSS, GA 30092

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ALTERNATIVE 3 — FIGURE 6–6

POPLAR ROAD
INTERCHANGE JUSTIFICATION REPORT

COWETA COUNTY, GA.
SEPTEMBER 9, 2005

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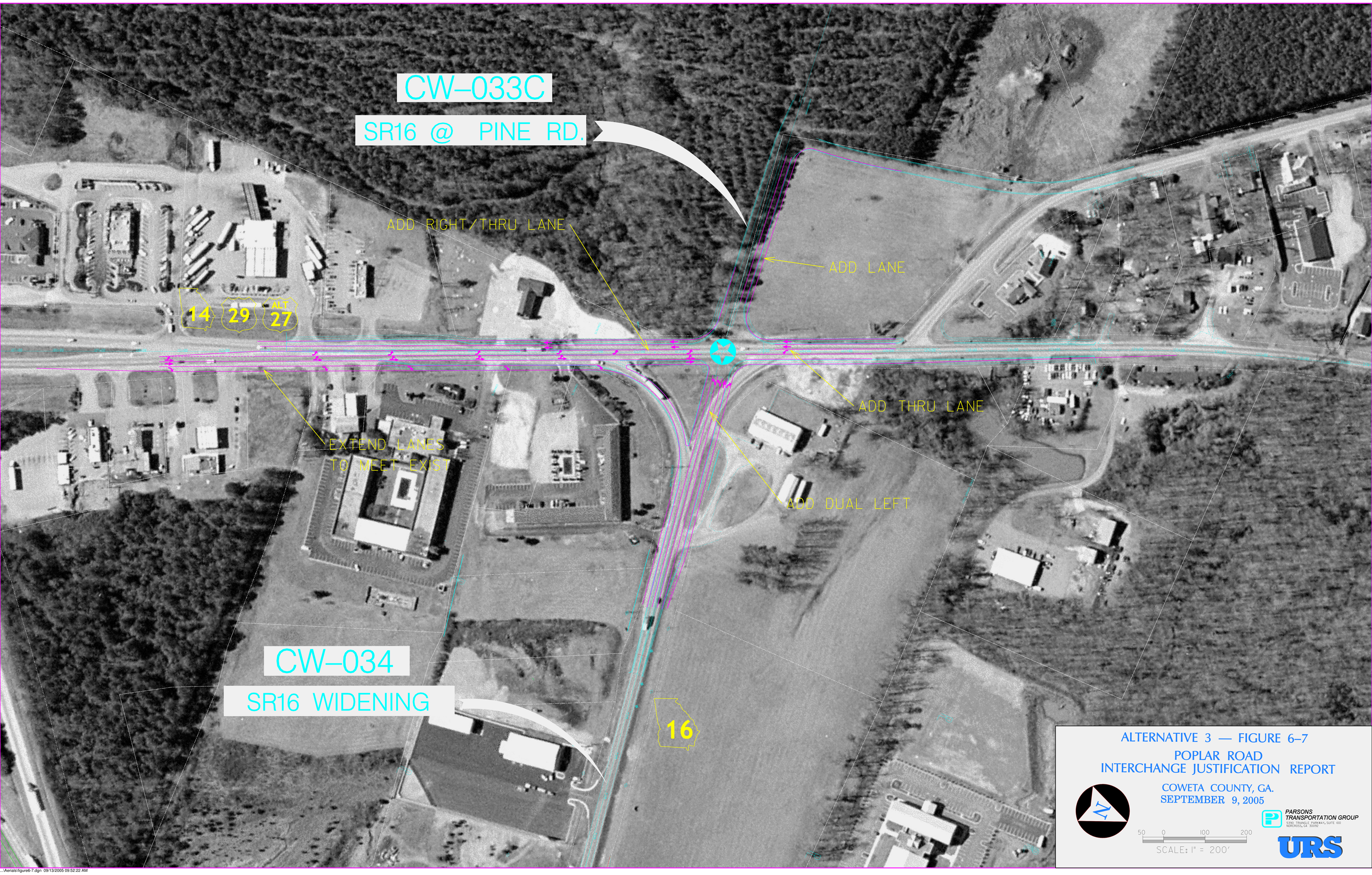

ALTERNATIVE 3 — FIGURE 6-7

POPLAR ROAD
INTERCHANGE JUSTIFICATION REPORT

COWETA COUNTY, GA.
SEPTEMBER 9, 2005

PARSONS TRANSPORTATION GROUP
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NORCROSS, GA 30092

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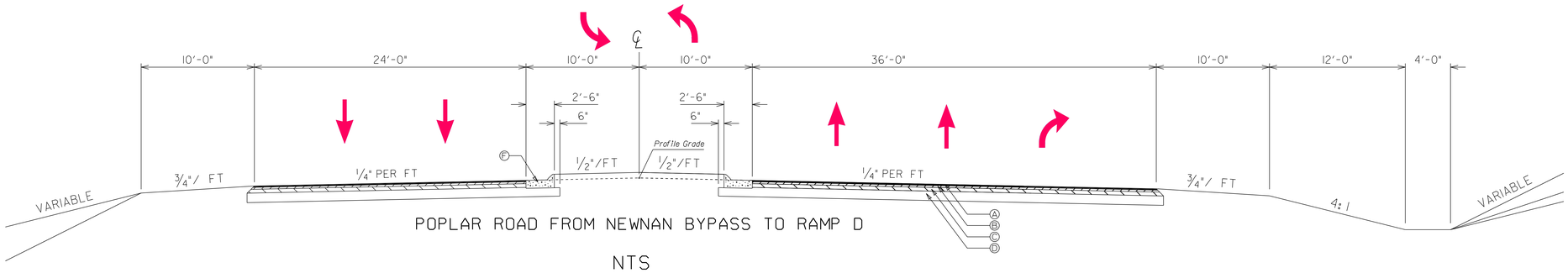
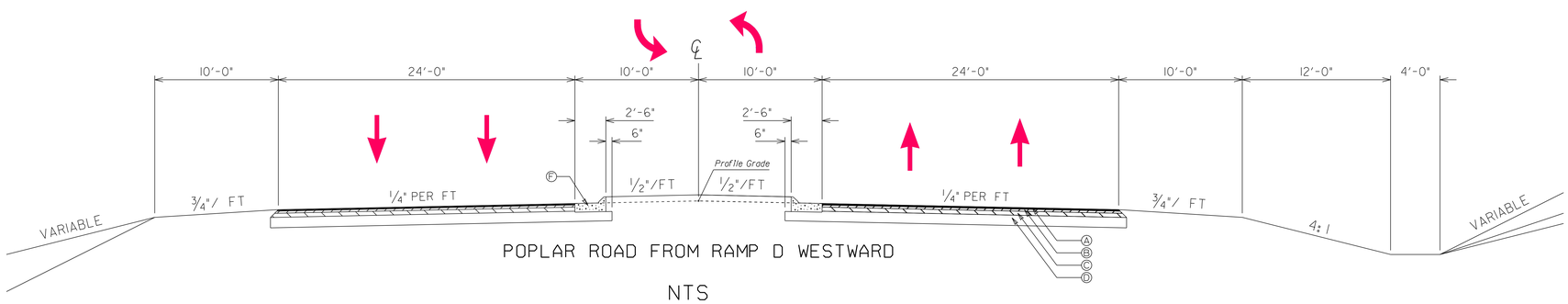


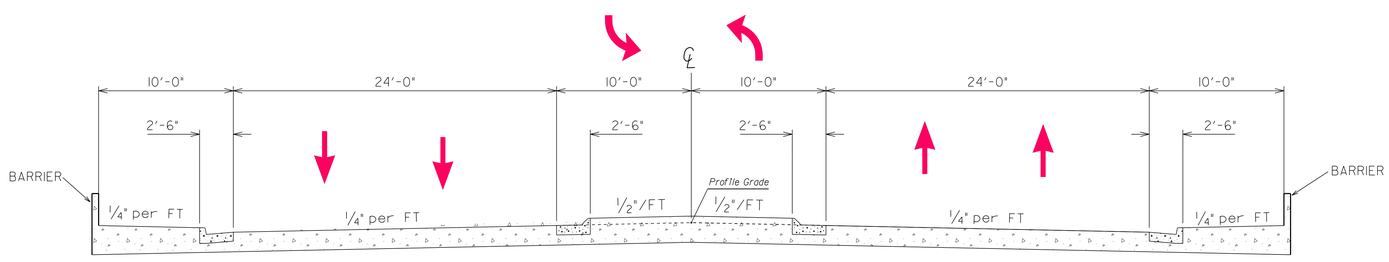
POPLAR ROAD FROM NEWNAN BYPASS TO RAMP D

NTS



POPLAR ROAD FROM RAMP D WESTWARD

NTS



POPLAR ROAD BRIDGE OVER I-20

NTS

TYPICAL SECTION, ALTERNATIVE 2 — FIGURE 6–8

POPLAR ROAD
INTERCHANGE JUSTIFICATION REPORT

COWETA COUNTY, GA.
SEPTEMBER 9, 2005

PARSONS TRANSPORTATION GROUP
5395 TRIANGLE PARKWAY, SUITE 100
NORCROSS, GA 30092

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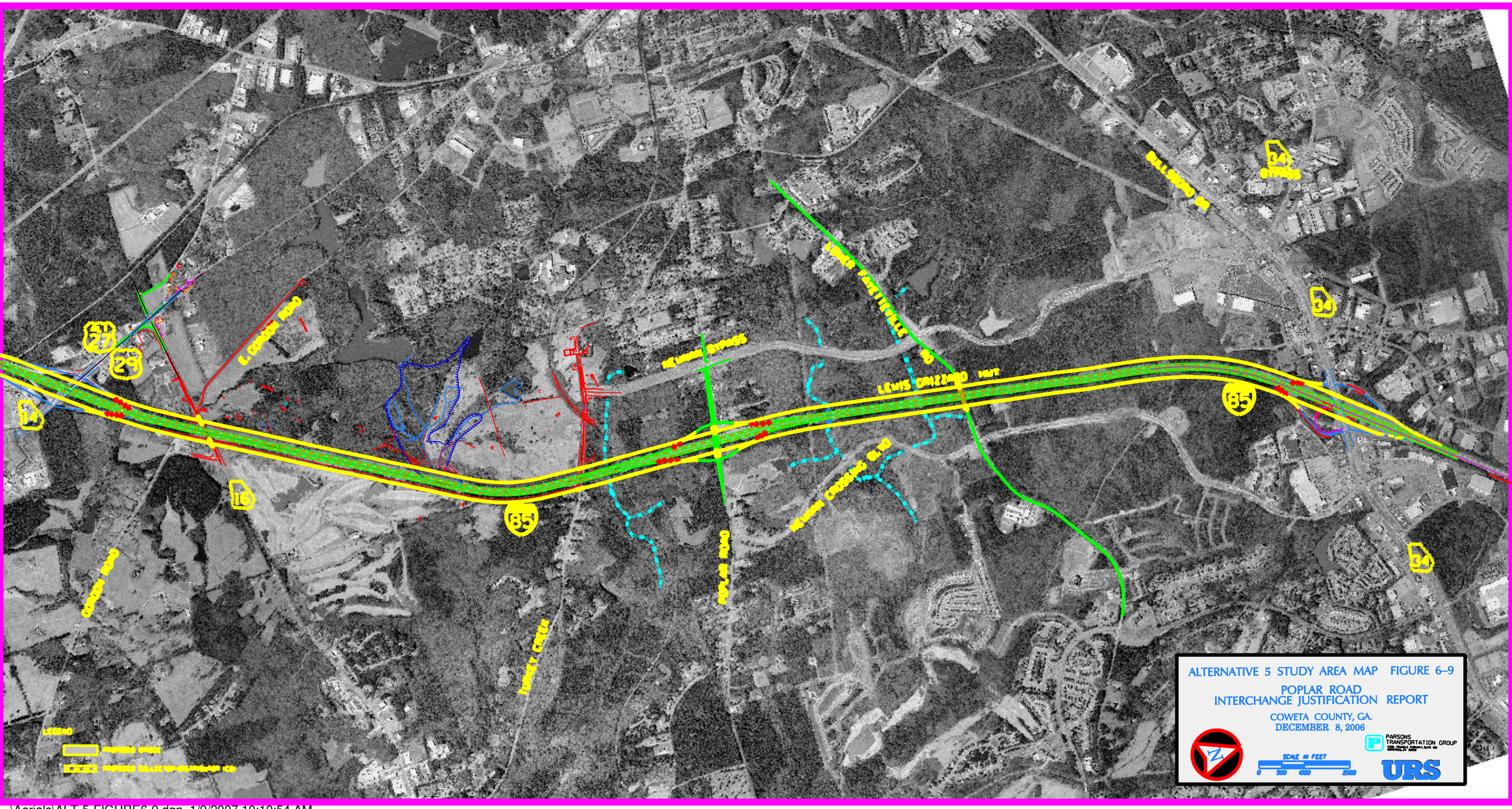

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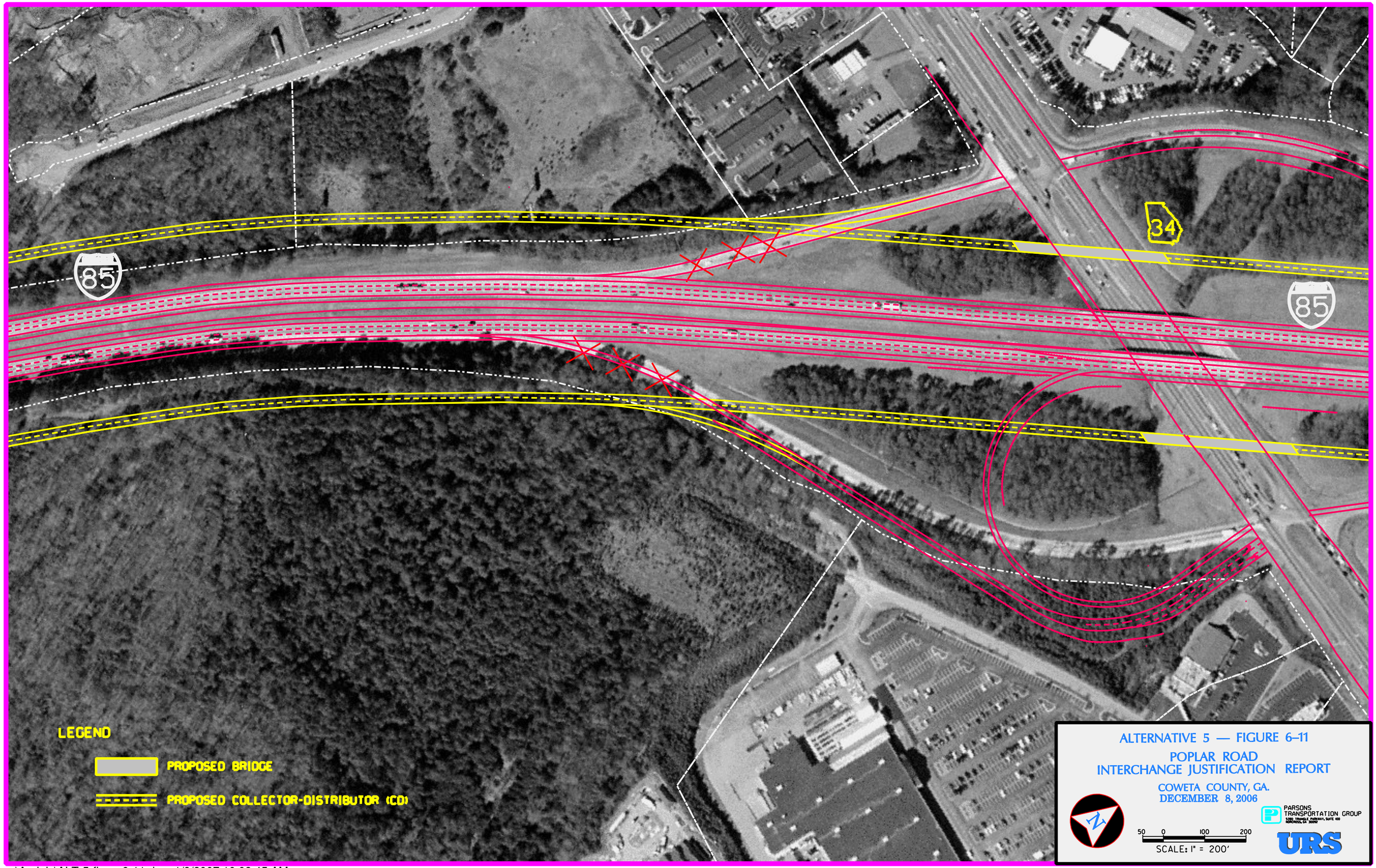

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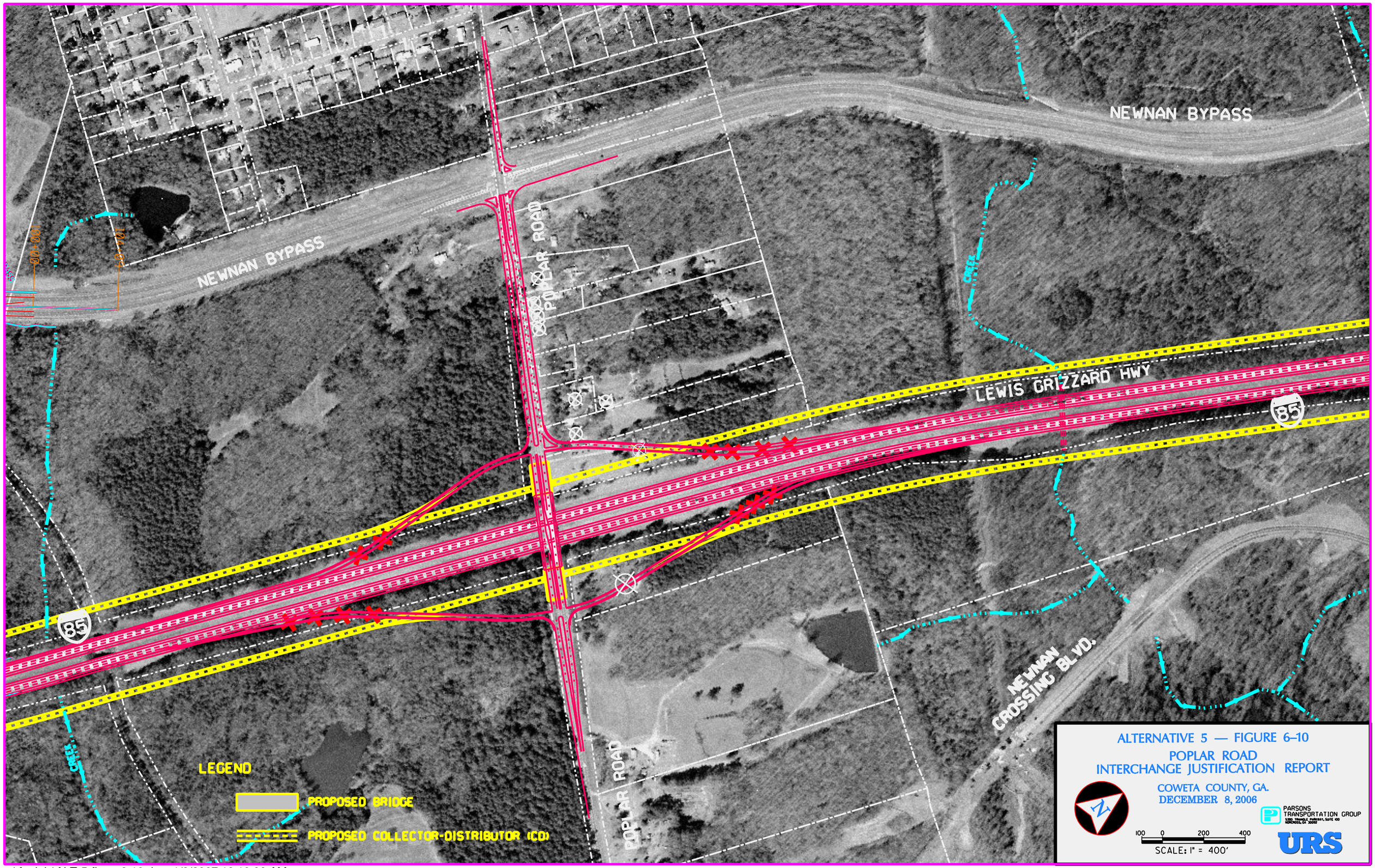

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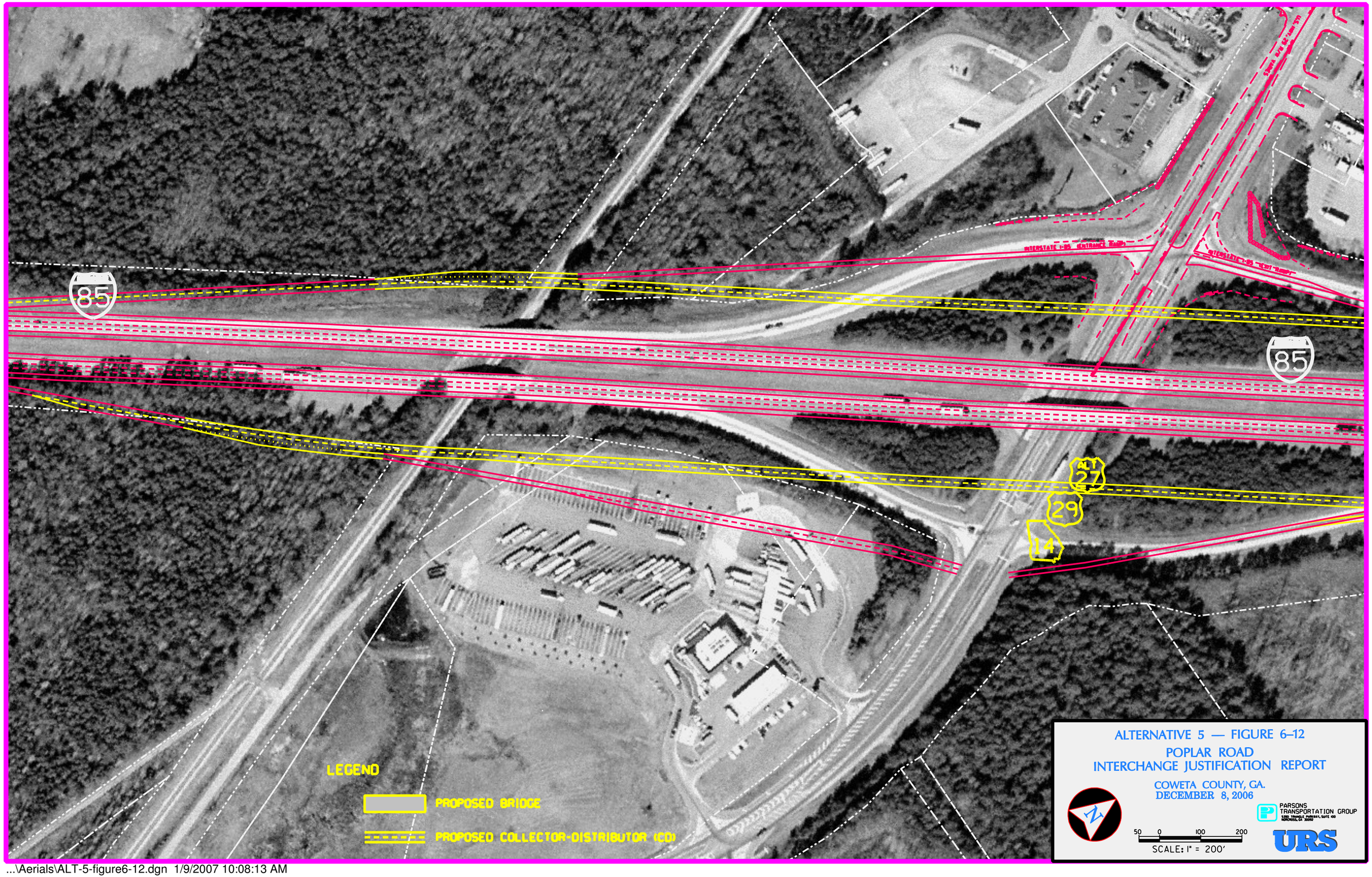

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7.0 TRAFFIC ANALYSIS AND MODELING

Introduction

Traffic operations in the study area were analyzed according to the following alternates:

- Existing 2005
- Alternative 1 - No Build (Base Year 2020 & Design Year 2030)
- Alternative 2 - Build (Base Year 2020 & Design Year 2030)
- Alternative 3 - In Lieu Of (Design Year 2030)
- Alternative 4 - Optimized Build (Design Year 2030)
- Alternative 5 - Optimized Build with Collector-Distributor Network (Design Year 2030)

In the **Existing 2005** alternate, interstate and surface street operational analyses were based upon geometric conditions as they exist in the present and traffic signal timing currently in place.

Alternative 1 included all projects currently planned along the roadway network within study area. In this alternate volumes projected by the ARC Travel Demand Model were applied without a proposed interchange facility at Poplar Road. In addition, traffic signal timing information currently in operation was used to compare Alternatives 1 and 2 conditions with common criteria.

Alternative 2 conditions included those planned projects that are in Alternative 1 and existing traffic signal timing; however, alternate volumes projected by the ARC Travel Demand Model were applied with a proposed interchange facility at Poplar Road as well as a full southbound auxiliary road between SR 34 and Poplar Road.

In **Alternative 3**, projected Design Year 2030 deficiencies in the Alternative 1 roadway network within the study area were identified and various methods of mitigation outside

of the implementation of an interstate access were analyzed. Some methods of mitigation included traffic signal timing modification and additional turn lane capacities.

Alternative 4 incorporates those mitigation measures proposed in Alternative 3; however, it includes the implementation of the proposed interchange facility at Poplar Road as well. This alternate represents a complete Build package.

Alternative 5 incorporates those mitigation measures proposed in Alternative 4; however, it includes the implementation of a collector distributor (C-D) roadway network between SR 34 and US 29. This alternative removes the direct connections with I-85 at the proposed Poplar Road interchange as well as reducing the existing full-diamond I-85 interchanges at SR 34 and US 29 to half-diamond facilities. As traffic patterns on surface streets were not altered in this alternate, capacity analysis results in Alternate 4 apply.

7.1 Interstate Operations Analyses

7.1.1 Introduction

The study area relative to interstate / freeway operations encompasses I-85 from just north of its interchange with SR 34 extending just south of its interchange with US 29. The adjacent roadway network and intersection operations including interchange intersections with SR 34, Poplar Road, and US 29 are covered in the Intersection Operations section of this chapter. Alternatives will be broken down into two (2) sections:

1) Interstate / Freeway Mainline Segments
2) Interstate Freeway Ramps

Comparative interstate mainline analyses results extracted from CORSIM modeling runs for the Design Year 2030 PM Peak will also be presented at the end of Section 7.1. These results will shed a broader light on overall operative benefits realized between alternative operations. Typically, capacity analysis using HCS 2000 is limited in evaluating a larger study area as it focuses on a finite space; however, CORSIM provides a better overall evaluation of a study area and its global operations.

7.1.2 Methodology

In this study, the methodology used for evaluating traffic operations along I-85 is based on criteria set forth in the Transportation Research Board's Highway Capacity Manual, 2000 Edition (HCM 2000). HCS 2000 software, which emulates HCM 2000 methodology, was used for interstate / freeway analysis. The following is a description of methodologies employed for the analysis of interstate mainline segments and divergent and convergent ramp connections.

Interstate / Freeway Mainline Segments

For analysis of interstate or freeway segments the Basic Freeway Operational Analysis module of HCS 2000 was employed. Analyses are based upon the following input variables:

- Hourly vehicular volume
- Peak hour factor
- Number of interstate mainline travel lanes
- Terrain (i.e. level, rolling, mountainous, etc.)
- Percentage of trucks and RVs
- Driver Population Adjustment
- Free Flow Speed

From these inputs, LOS is calculated based upon density measured in passenger cars per mile per lane of interstate / freeway. Table 7-1 presents LOS criteria for interstate or freeway segments.

Table 7-1
Level of Service Criteria for Interstate or Freeway Segments

Level of Service	Density (pc/mi/ln)
A	0 - 11
B	11 - 18
C	18 - 26
D	26 - 35
E	35 - 45
F	> 45

Source: 2000 Highway Capacity Manual

Interstate / Freeway Ramps

For analysis of ramp facilities, the Ramp and Ramp Junctions Diverge Analysis and Ramp and Ramp Junctions Merge Analysis modules were employed. Analyses are based upon the following input variables:

- Ramp connection type
- Number of interstate mainline travel lanes
- Interstate Free Flow Speed
- Interstate Hourly vehicular volume
- Ramp alignment
- Ramp Free Flow Speed
- Ramp Hourly vehicular volume
- Number of ramp travel lanes
- Length of first acceleration lane
- Adjacent ramp information (i.e. distance upstream / downstream)
- Peak hour factor

- Terrain (i.e. level, rolling, mountainous, etc.)
- Percentage of trucks and RVs
- Driver Population Adjustment

From these inputs, LOS is calculated based upon density measured in passenger cars per mile per lane of ramp influence area. Table 7-2 presents LOS criteria for interstate or freeway segments.

Table 7-2
Level of Service Criteria for Interstate / Freeway Ramps

Level of Service	Density (pc/mi/ln)
A	≤ 10
B	> 10 - 20
C	> 20 - 28
D	> 28 - 35
E	> 35
F	v/c > 1.0

Source: 2000 Highway Capacity Manual

7.1.3 Existing 2005 Conditions Analysis

The section of I-85 within study limits is currently a six (6) lane facility north of its interchange at SR34 with the outermost northbound and southbound lanes terminating at SR 34. Thus, I-85 south of SR 34 operates as a four (4) lane facility extending beyond US 29 to Alabama. The posted speed limit in this area is 70 miles per hour (mph). Terrain in the study area is primarily rolling in nature with no apparent problematic conditions as a result of roadway grades. Ramp facilities are comprised of one (1) lane entering / exiting I-85.

Peak period and turning movement and 24-hour classification counts were conducted throughout the study area in March 2005 during a typical weekday with local schools in

session. These counts were used in analyzing I-85 interstate / freeway facilities including mainline segments and ramps for existing 2005 conditions during the AM peak hour (occurring between 6am and 9am) and the PM peak hour (occurring between 4pm and 7pm) indicated from 24-hour bi-directional tube counts recorded on I-85 immediately to the south of SR 34. Existing I-85 count information is presented in Figure 7-1.

Interstate / Freeway Mainline Segments

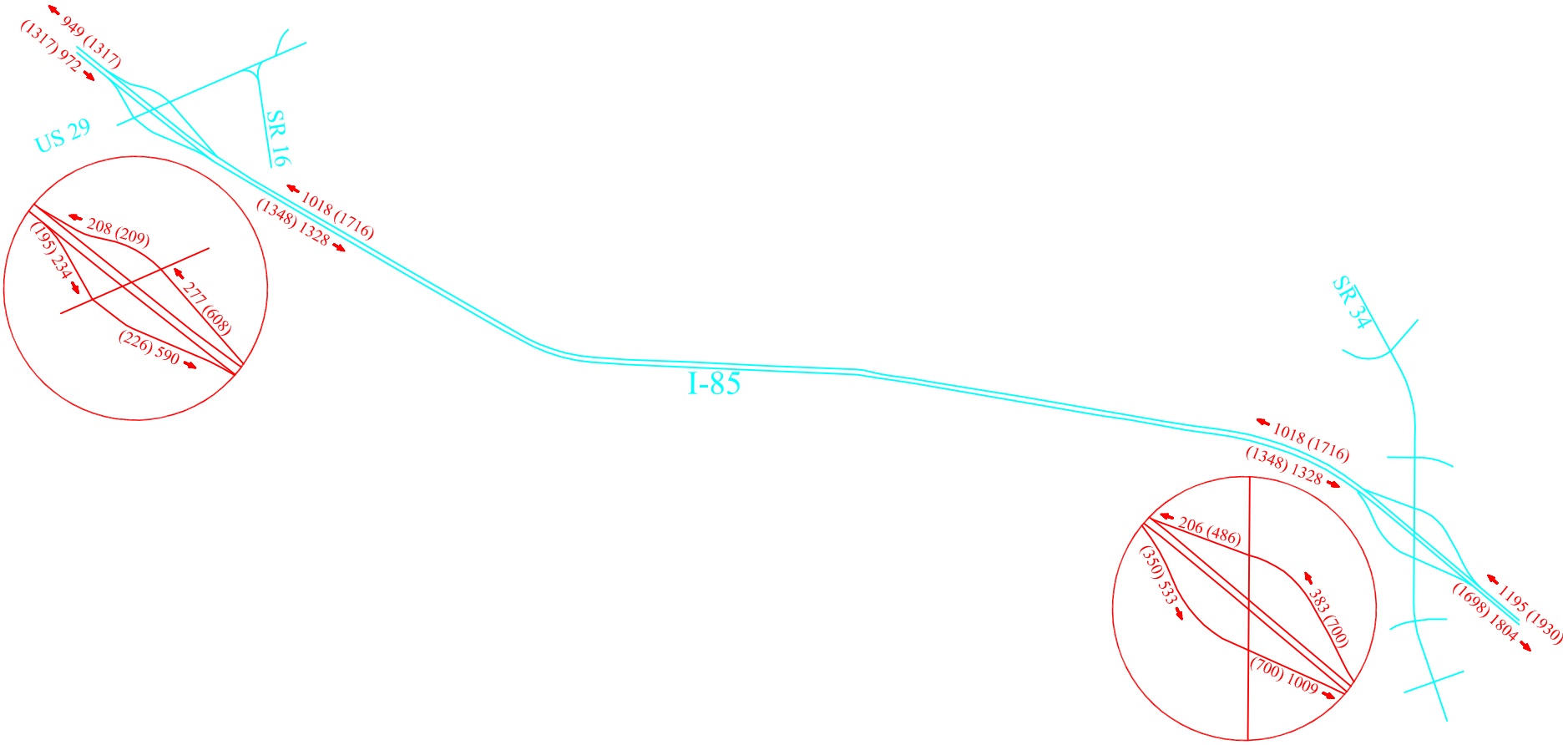
The I-85 mainline from just north of the SR 34 interchange extending south to include the US 29 interchange was analyzed for the AM and PM peak periods. Analysis results indicate that all freeway / interstate segments throughout the study area currently operate at a LOS A or B for both the AM and PM peak periods. Existing I-85 mainline operations are presented in Figure 7-2.

Interstate / Freeway Ramps

I-85 ramps bordering the location of the proposed Poplar Road Interchange were analyzed. The ramp facilities analyzed are as follows:

- Southbound on-ramp from SR 34
- Northbound off-ramp to SR 34
- Southbound off-ramp to US 29
- Northbound on-ramp from US 29

Analysis results indicate that these ramps currently operate at a LOS A or B for both the AM and PM peak periods, with one exception: The southbound on-ramp from SR 34 operates at a LOS C during the PM peak period. A LOS D is generally considered acceptable by Georgia DOT for peak hour traffic; therefore, there are no concerns with current ramp operations. Existing I-85 mainline operations are presented in Figure 7-2.



AM(PM)

NORTH

EXISTING WEEKDAY PEAK HOUR INTERSTATE VOLUMES

FIGURE 7-1

URS Corporation

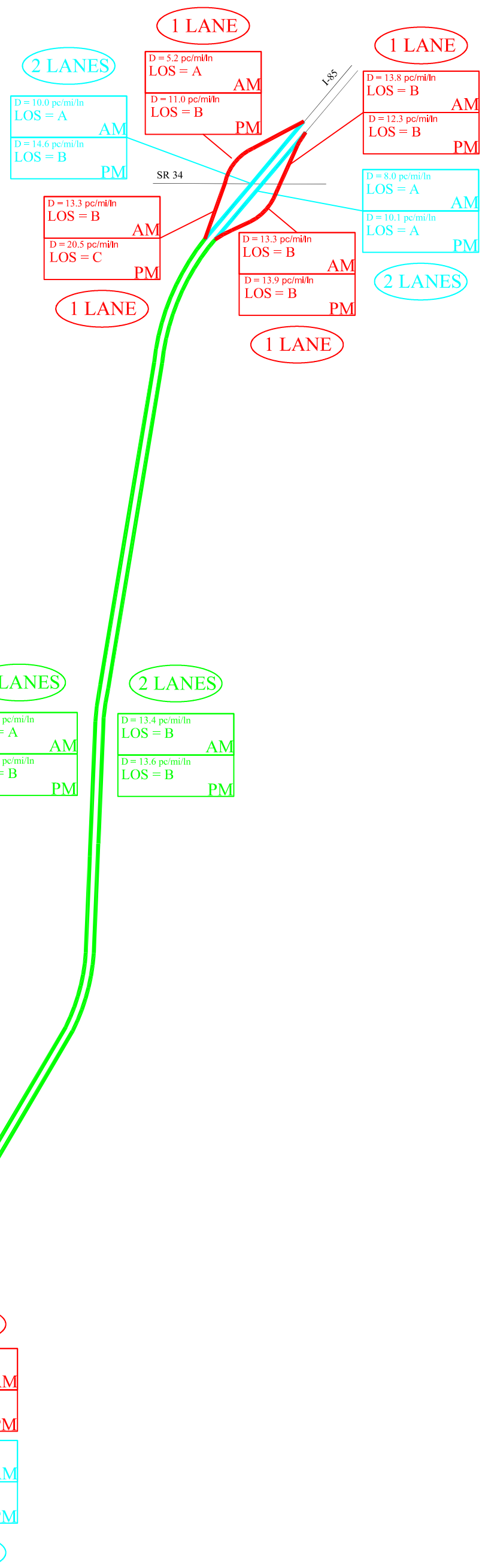
HCM RAMP LOS THRESHOLDS

LOS	D (pc/mi/ln)
A	≤ 0 - 10
B	> 10 - 20
C	> 20 - 28
D	> 28 - 35
E	> 35
F	v/c > 1.0

HCM FREEWAY LOS THRESHOLDS

LOS	D (pc/mi/ln)
A	0 - 11
B	11 - 18
C	18 - 26
D	26 - 35
E	35 - 45
F	> 45

NOTE: D - Density
LOS - Level Of Service



LEGEND

- ON / OFF RAMP
- INTERSTATE MAINLINE
- INTERSTATE MAINLINE
- NUMBER OF LANES ANALYZED

EXISTING 2005 INTERSTATE OPERATIONAL ANALYSIS

FIGURE 7-2

URS Corporation

7.1.4 Base Year 2020 Analysis

7.1.4.1 Alternative 1 (No Build)

The section of I-85 within study limits is currently a six (6) lane facility north of its interchange at SR34 with the outermost northbound and southbound lanes terminating at SR 34. However, in 2020 a third through lane will be added to the I-85 mainline throughout the study area, thereby extending the currently terminating lanes south past US 29. Ramp facilities will be comprised of one (1) lane entering / exiting I-85 with additional vehicle storage along the southbound off-ramp at SR 34. Also, a one (1) lane cloverleaf is planned and will merge with the northbound I-85 on-ramp from SR 34.

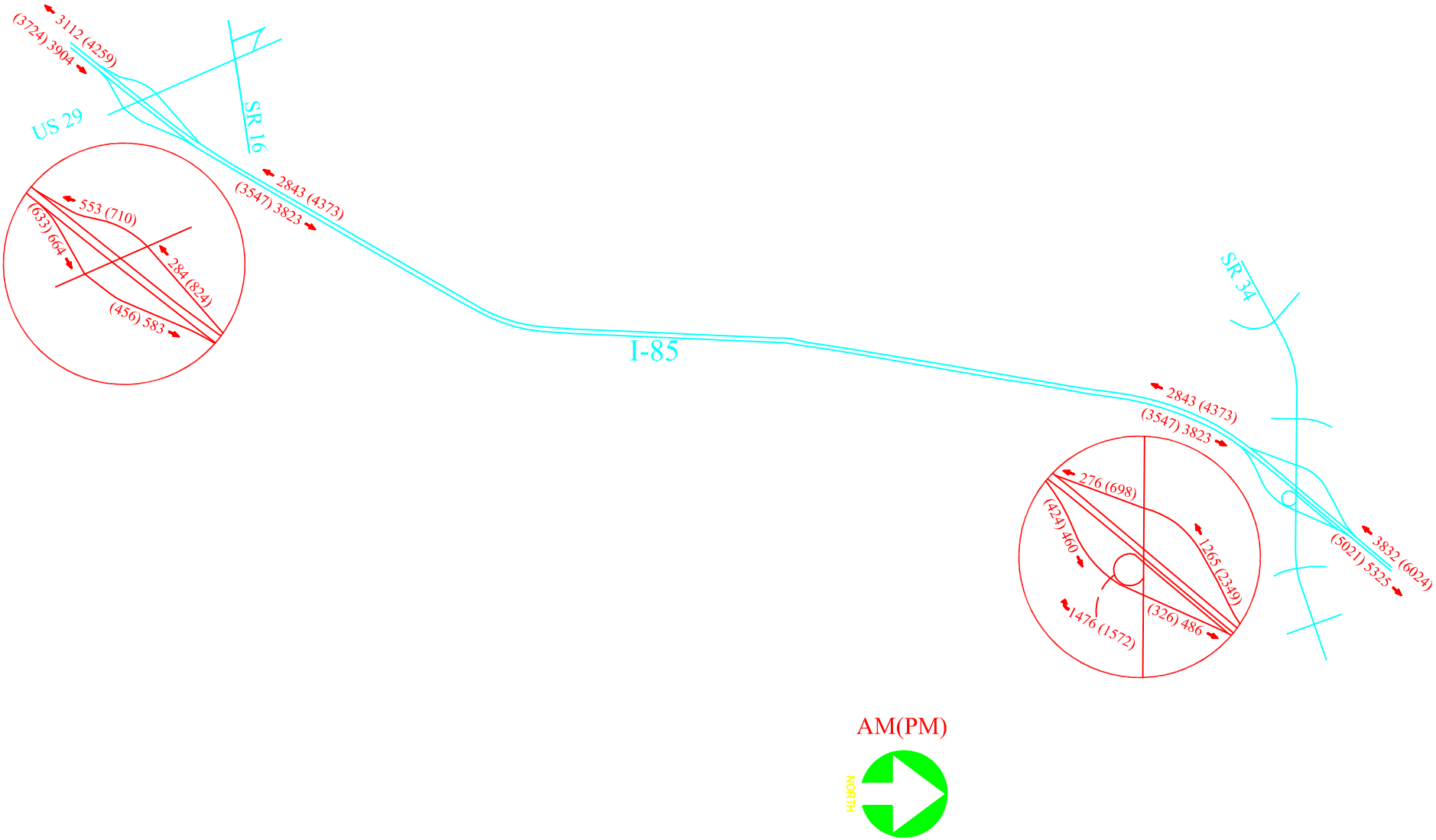
Vehicular volume information, including relative turning movements, used in this scenario was based upon the ARC TP+ Travel Demand Model for the year 2020. Development of projected future year volumes is detailed in Section 5.0. These volumes were used in analyzing I-85 interstate / freeway facilities including mainline segments and ramps for base year 2020 no build conditions during the AM and PM peak periods. Base year 2020 No Build I-85 volume information is presented in Figure 7-3.

Interstate / Freeway Mainline Segments

The I-85 mainline from just north of the SR 34 interchange extending south to include the US 29 interchange was analyzed for the AM and PM peak periods. Analysis results indicate that all freeway / interstate segments throughout the study area are forecast to operate at acceptable levels of service for both the AM and PM peak periods in 2020. Even though the I-85 segment between the SR 34 and US 29 interchanges is forecast to operate at a LOS D in the southbound direction during the PM peak period and northbound direction during the AM peak period; a LOS D is generally considered acceptable for such facilities. Base year 2020 No Build I-85 mainline operations are presented in Figures 7-5.

Interstate / Freeway Ramps

Analysis results indicate that the ramps servicing the interstate system south of SR 34 including the southbound SR 34 on-ramp, the northbound SR 34 off-ramp and the US 29 interchange will operate at acceptable levels of service for both the AM and PM peak periods in 2020. However, the ramp facilities servicing I-85 to the north side of the SR 34 interchange are forecast to be problematic. The southbound SR 34 off-ramp is forecast to operate at a LOS F during the PM peak and the northbound SR 34 on-ramp is forecast to operate at a LOS F during the AM peak. It should be noted that while LOS is based upon density (D), in the event a facility indicates a LOS F it is due to capacity being exceeded (v/c > 1.0). Base year 2020 I-85 No Build ramp operations are also presented in Figure 7-5.



BASE YEAR 2020 ALTERNATE #1 WEEKDAY PEAK HOUR INTERSTATE VOLUMES

FIGURE 7-3

URS Corporation

7.1.4.2 Alternative 2 (Build)

Interstate facilities in the 2020 Build scenario remain the same as previously stated in the Base Year 2020 No Build Conditions; however, a typical diamond interchange facility is proposed at Poplar Road. In evaluating projected volumes and distribution patterns accessing I-85, it was concluded that a typical diamond interchange facility would be proposed. Ramp facilities at the proposed interchange will be comprised of one (1) lane entering / exiting I-85 for each direction.

With the implementation of an interchange at Poplar Road, distances from adjacent interchanges at SR 34 and US 29 are reduced by approximately ½ as the proposed location is situated equidistant (2.2 miles) from either interchange. Thus, interstate signing distance requirements would not present any problematic issues.

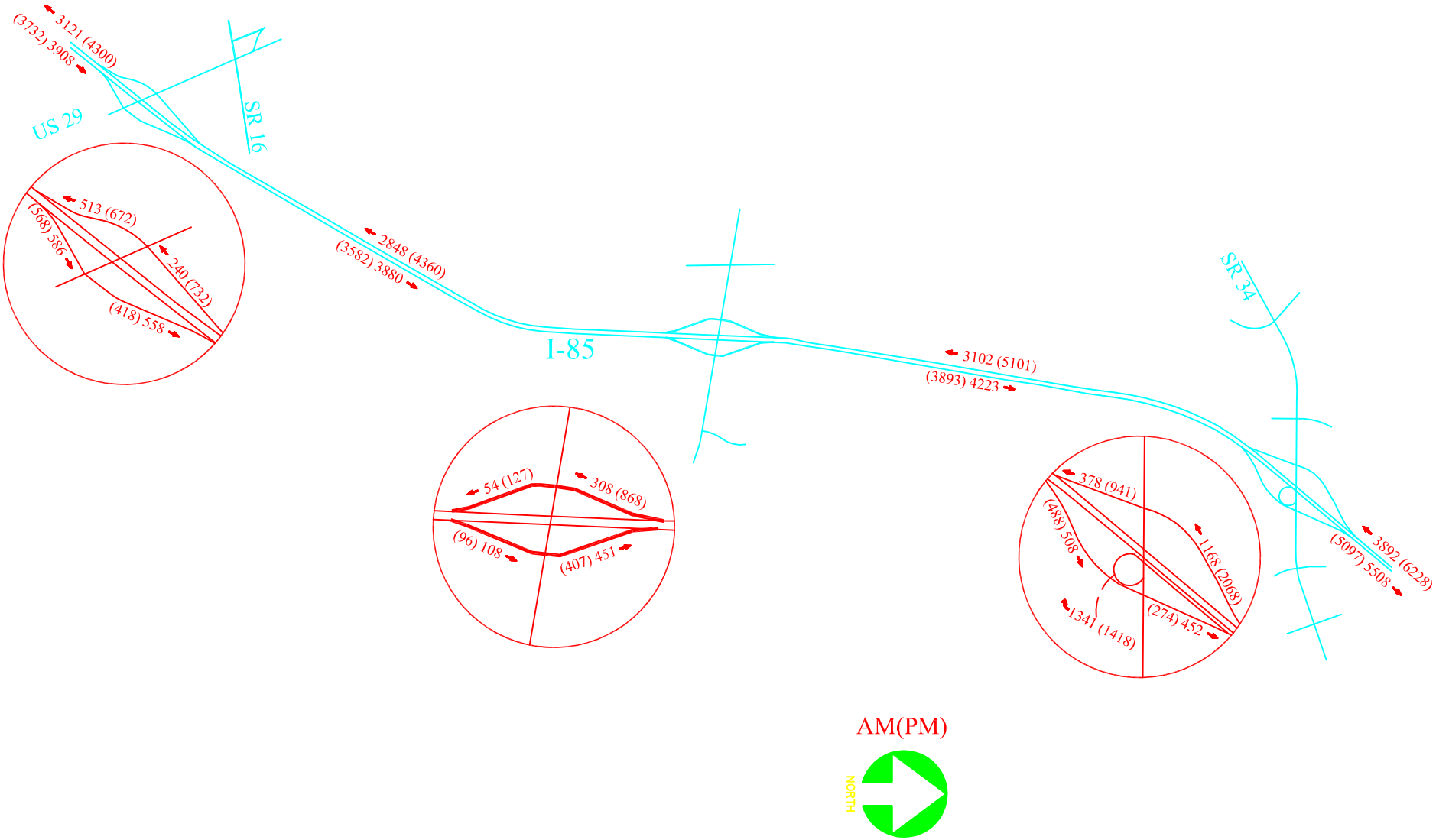
Vehicular volume information, including relative turning movements, used in this scenario is based upon the ARC TP+ Travel Demand Model for the year 2020 with the proposed interchange facility included. These volumes were used in analyzing I-85 interstate / freeway facilities including mainline segments and ramps for base year 2020 build conditions during the AM and PM peak periods. Base year 2020 build I-85 volume information is presented in Figure 7-4.

Interstate / Freeway Mainline Segments

The I-85 mainline from just north of the SR 34 interchange extending south past the proposed Poplar Road interchange to include the US 29 interchange was analyzed for the AM and PM peak periods. Analysis results indicate that all freeway / interstate segments throughout the study area are forecast to operate at acceptable levels of service for both the AM and PM peak periods in 2020 with one exception. The southbound I-85 segment between the SR 34 and Poplar Road interchanges is forecast to operate at a LOS E during the PM peak period. Base year 2020 Build I-85 mainline operations are presented in Figures 7-5.

Interstate / Freeway Ramps

Analysis results indicate that the ramps servicing the Poplar Road and US 29 interchanges will operate at acceptable levels of service for both the AM and PM peak periods in 2020. However, the ramp facilities servicing the SR 34 interchange are forecast to be problematic. Of the four (4) facilities accessing I-85 at this interchange, only the northbound SR 34 off-ramp is forecast to operate at an acceptable LOS during the AM and PM peak periods. Aside from this, there are only three (3) cases of acceptable LOS forecast. First, the southbound SR 34 off-ramp is forecast to operate at an acceptable LOS C during the AM peak, but during the PM peak results indicate it operating at a LOS F. Second, the southbound SR 34 on-ramp is also forecast to operate at a LOS C in the AM peak period, but results show a LOS F during the PM peak as well. Third, the northbound SR 34 on-ramp is forecast to operate at an acceptable LOS D during the PM peak, but during the AM peak results indicate it operating at a LOS F. Base year 2020 I-85 Build ramp operations are presented in Figures 7-5.



BASE YEAR 2020 ALTERNATE #2 WEEKDAY PEAK HOUR INTERSTATE VOLUMES

FIGURE 7-4

URS Corporation

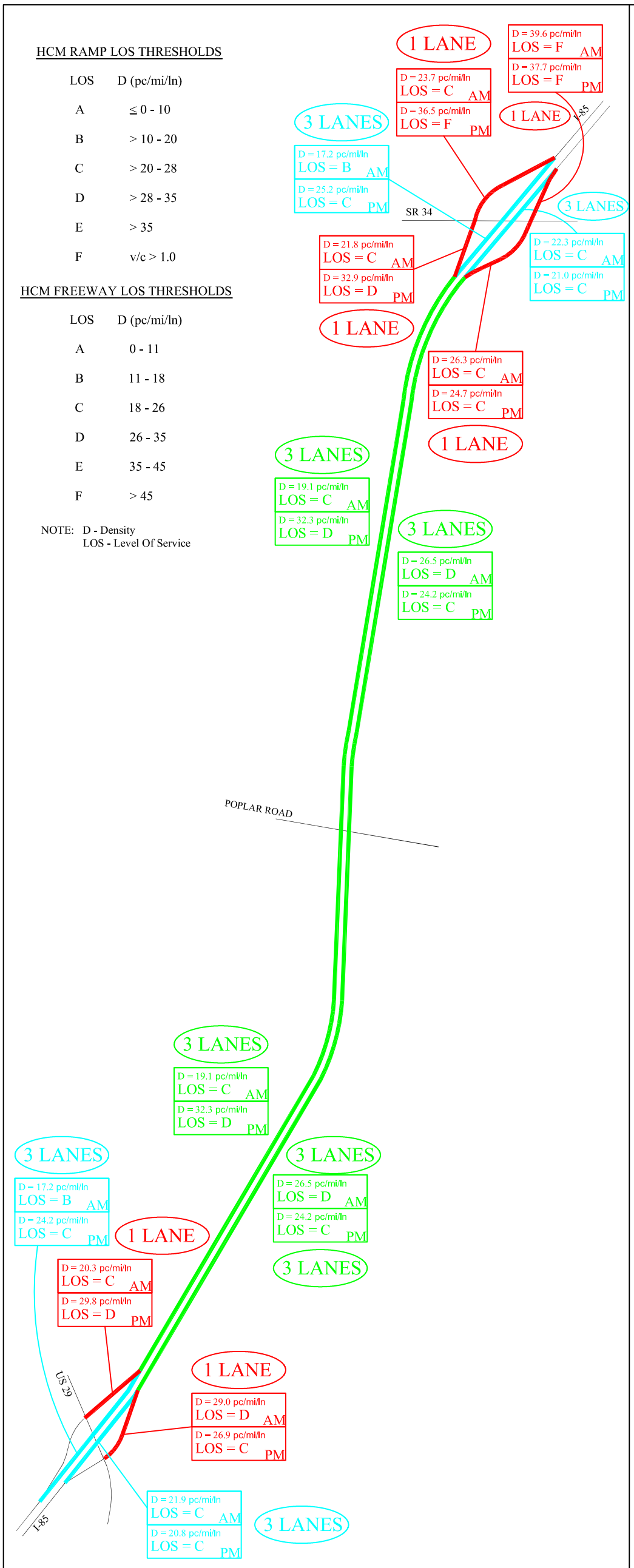
HCM RAMP LOS THRESHOLDS

LOS	D (pc/mi/ln)
A	≤ 0 - 10
B	> 10 - 20
C	> 20 - 28
D	> 28 - 35
E	> 35
F	v/c > 1.0

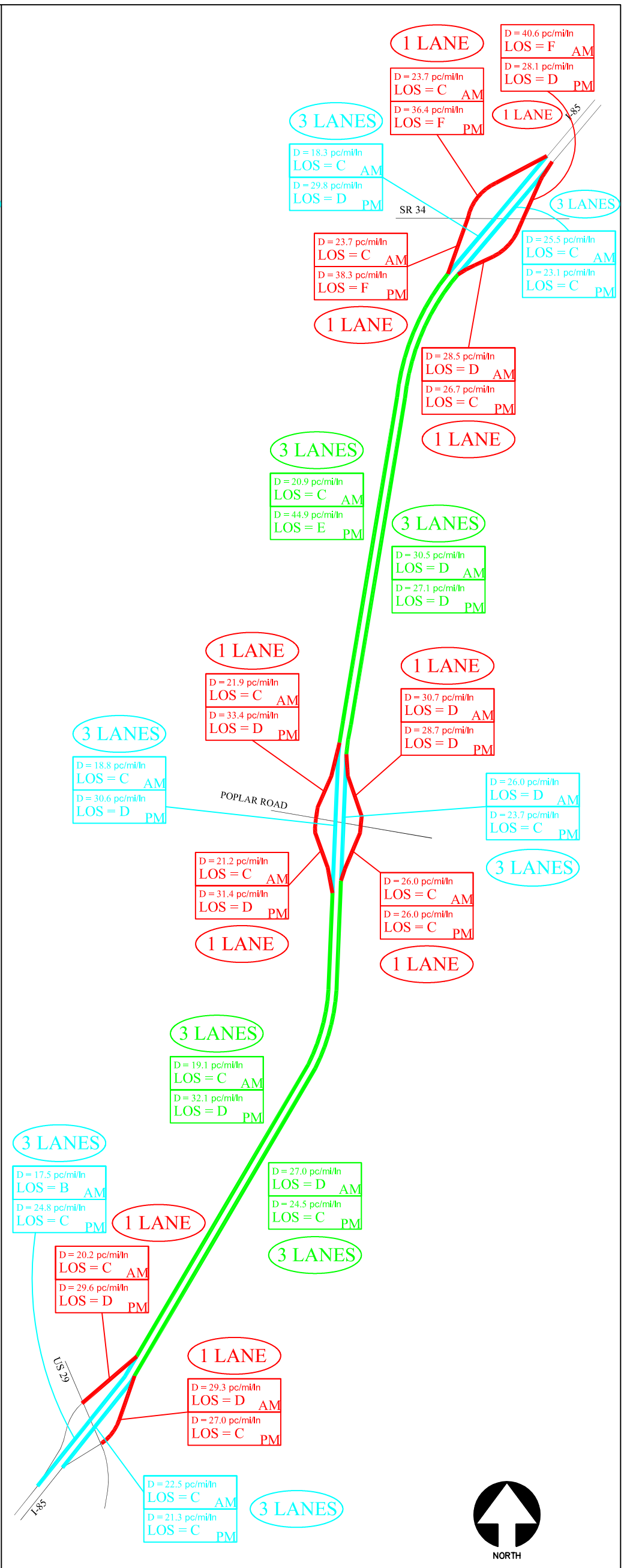
HCM FREEWAY LOS THRESHOLDS

LOS	D (pc/mi/ln)
A	0 - 11
B	11 - 18
C	18 - 26
D	26 - 35
E	35 - 45
F	> 45

NOTE: D - Density
LOS - Level Of Service



2020 ALTERNATE #1



2020 ALTERNATE #2

LEGEND

- ON / OFF RAMP
- INTERSTATE MAINLINE
- INTERSTATE MAINLINE
- NUMBER OF LANES ANALYZED

BASE YEAR 2020 INTERSTATE OPERATIONAL ANALYSIS

FIGURE 7-5

URS Corporation

7.1.4.3 Comparison of Results - Base Year 2020 Alternative 1 vs. Alternative 2

Traffic patterns indicate that with the implementation of the proposed interchange facility at Poplar Road, some adverse impacts are expected. This is due primarily to the ARC Travel Demand Model redirecting trips throughout the network due to an additional access point on I-85. The southbound section of I-85 between SR 34 and Poplar Road will see adverse impacts. On the other hand, the US 29 interchange and the segment of I-85 south of the proposed Poplar Road Interchange is not forecasted to be adversely impacted. No Build vs. Build operations are presented in Figures 7-6.

Interstate / Freeway Mainline Segments

In comparing analysis results, it was noted that the only reductions in LOS occurred on the segment of I-85 immediately in between the proposed Poplar Road interchange and the SR 34 interchange. During the PM peak southbound I-85 LOS is reduced from a LOS D in the No Build scenario to a LOS E in the Build scenario and northbound I-85 is reduced from a LOS C in the No Build scenario to a LOS D in the Build scenario. This is due to an increase in trips taking a shorter path with higher speeds from areas west-northwest of I-85 and SR 34 to regions immediately east-southeast of Poplar Road. Otherwise, without an interchange at Poplar Road, these trips utilize the most efficient surface street routes thereby negatively impacting the local roadway network. More vehicle trips will travel on southbound I-85 from SR 34 to Poplar Road with the proposed interchange in place due to a more convenient travel path. Therefore, a reduction in congestion on local surface streets can be expected with the implementation of Alternate 2.

The vehicular trips that travel from the northwest to the southeast during the PM peak hour period are primarily work related trips. For the baseline model, of all work trips that originate within Coweta County, only 34 percent satisfy the trip end internally. The remaining 64 percent of work related trips travel outside the county for employment purposes. As a result, I-85 is a primary travel route because of its inter-county connectivity, higher travel speeds and access to major employment centers.

By the year 2030, Coweta County is anticipated to capture a greater percentage work trips internally. The ARC travel demand model projects 54 percent of work trips beginning and ending internally within Coweta County. However, even with this projected shift in employment capture, internal to external work trips remain a significant factor in travel demand for I-85.

In addressing future problematic conditions, an additional southbound auxiliary lane between the SR 34 and proposed Poplar Road interchanges was analyzed. With the implementation of this auxiliary lane, operations are improved to a LOS D during the PM peak, thus, bringing all interstate facilities in the study area to acceptable levels of service. Analysis results did not indicate the need for a northbound auxiliary lane along this section of I-85, as levels of service are forecast to be acceptable.

Interstate / Freeway Ramps

Analysis results indicate that the ramp facilities servicing the south side of the SR 34 interchange are forecast to experience degradation in LOS in either the AM or PM peak period. Analysis results do indicate an improvement in LOS for the northbound SR 34 on-ramp during the PM peak. Alternate 1 results indicate a LOS F, but Alternate 2 improves operations to an acceptable LOS D.

With the previously mentioned additional southbound auxiliary lane between the SR 34 and proposed Poplar Road interchanges, future operations would improve at the SR 34 southbound on-ramp from a LOS D in the No Build scenario and from a LOS F in the Build scenario to a LOS B during the PM peak period. In addition, an improvement in the AM peak period (LOS C) at this location would also occur.

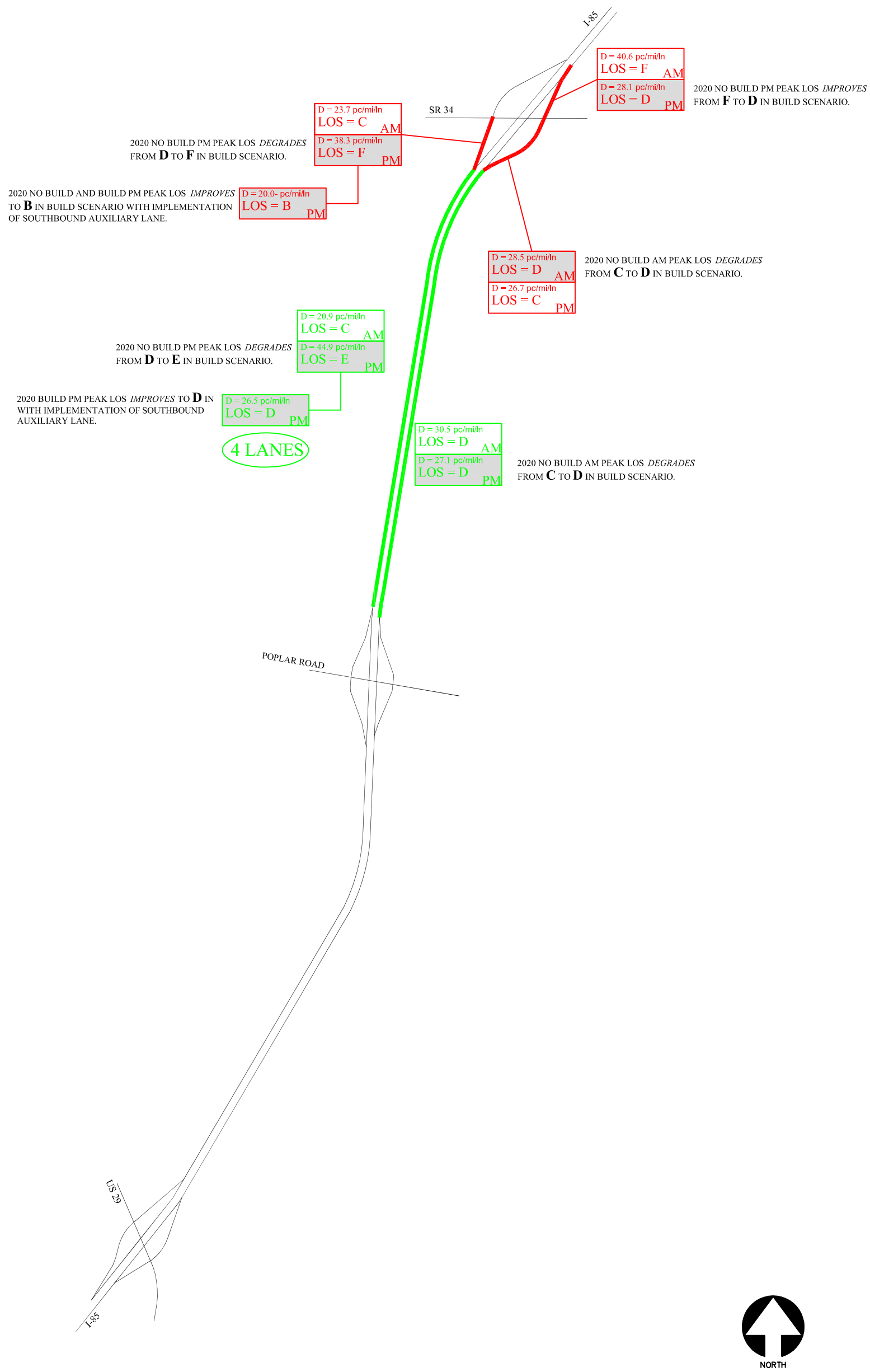
HCM RAMP LOS THRESHOLDS

LOS	D (pc/mi/ln)
A	≤ 0 - 10
B	> 10 - 20
C	> 20 - 28
D	> 28 - 35
E	> 35
F	v/c > 1.0

HCM FREEWAY LOS THRESHOLDS

LOS	D (pc/mi/ln)
A	0 - 11
B	11 - 18
C	18 - 26
D	26 - 35
E	35 - 45
F	> 45

NOTE: D - Density
LOS - Level Of Service



LEGEND

- ON / OFF RAMP
- NOTED CHANGE IN LOS
- INTERSTATE MAINLINE WITHIN INTERCHANGE
- INTERSTATE MAINLINE
- NUMBER OF LANES ANALYZED

BASE YEAR 2020 INTERSTATE OPERATIONAL ANALYSIS COMPARISON

FIGURE 7-6

URS Corporation

7.1.5 Design Year 2030 Analysis

7.1.5.1 Alternative 1

No Build conditions will be consistent with those cited in the previous Base Year 2020 section. There are no physical additions to be in operation in 2030 that are outside of those future projects already considered for the base year 2020 analyses.

Vehicular volume information, including relative turning movements, used in this scenario was based upon the ARC TP+ Travel Demand Model for the year 2030. Development of projected future year volumes is detailed in Chapter 5. These volumes were used in analyzing I-85 interstate / freeway facilities including mainline segments and ramps for design year 2030 No Build conditions during the AM and PM peak periods. Design year 2030 No Build I-85 volume information is presented in Figure 7-7.

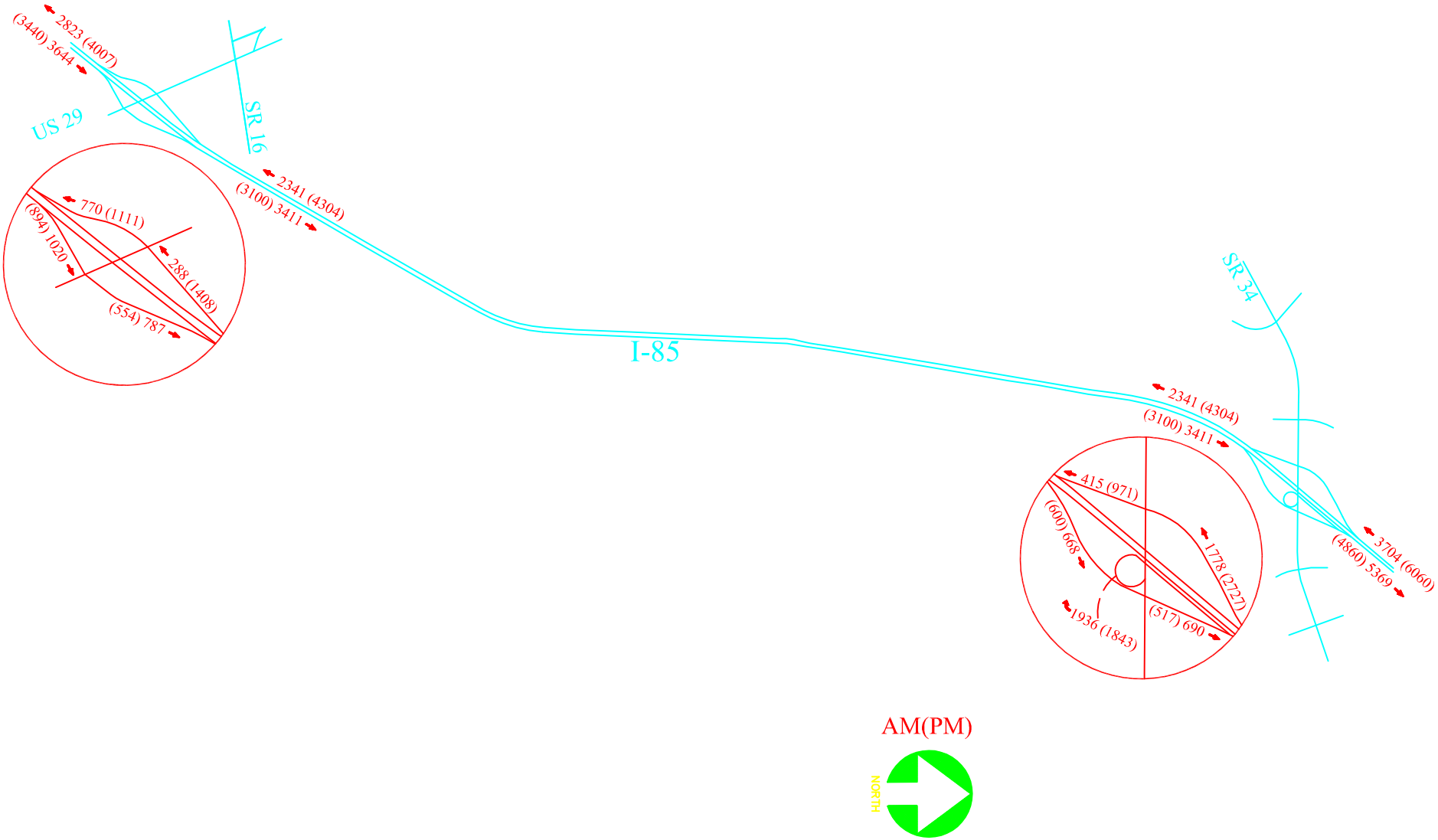
Interstate / Freeway Mainline Segments

The I-85 mainline from just north of the SR 34 interchange extending south to include the US 29 interchange was analyzed for the AM and PM peak periods. Analysis results indicate that all freeway / interstate segments throughout the study area are forecast to operate at acceptable levels of service for both the AM and PM peak periods in 2030. Though the I-85 segment between the SR 34 and US 29 interchanges is forecast to operate at a LOS D in the southbound direction during the PM peak period, a LOS D is generally considered acceptable for such facilities. Design year 2030 No Build I-85 mainline operations are presented in Figures 7-9.

Interstate / Freeway Ramps

Analysis results indicate that the ramps servicing the interstate system south of SR 34 including the southbound SR 34 on-ramp, the northbound SR 34 off-ramp and the US 29 interchange will operate at acceptable levels of service for both the AM and PM peak periods in 2030. However, the ramp facilities servicing I-85 to the north side of the SR 34 interchange are forecast to be problematic. The southbound SR 34 off-ramp is

forecast to operate at a LOS F during the PM peak and the northbound SR 34 on-ramp is forecast to operate at a LOS F during the AM peak and a LOS E during the PM peak. Again, it should be noted that while LOS is based upon density (D), in the event a facility indicates a LOS F it is due to capacity being exceeded (v/c > 1.0). Design year 2030 I-85 No Build ramp operations are presented in Figures 7-9.



DESIGN YEAR 2030 ALTERNATE #1 WEEKDAY PEAK HOUR INTERSTATE VOLUMES

FIGURE 7-7

URS Corporation

7.1.5.2 Alternative 2

As cited previously in Base Year 2020 conditions, a typical diamond interchange facility is proposed at Poplar Road in the 2030 Build condition.

Vehicular volume information, including relative turning movements, used in this scenario is based upon the ARC TP+ Travel Demand Model for the year 2030 with the proposed interchange facility included. These volumes were used in analyzing I-85 interstate / freeway facilities including mainline segments and ramps for design year 2030 build conditions during the AM and PM peak periods. Design year 2030 Build I-85 volume information is presented in Figure 7-8.

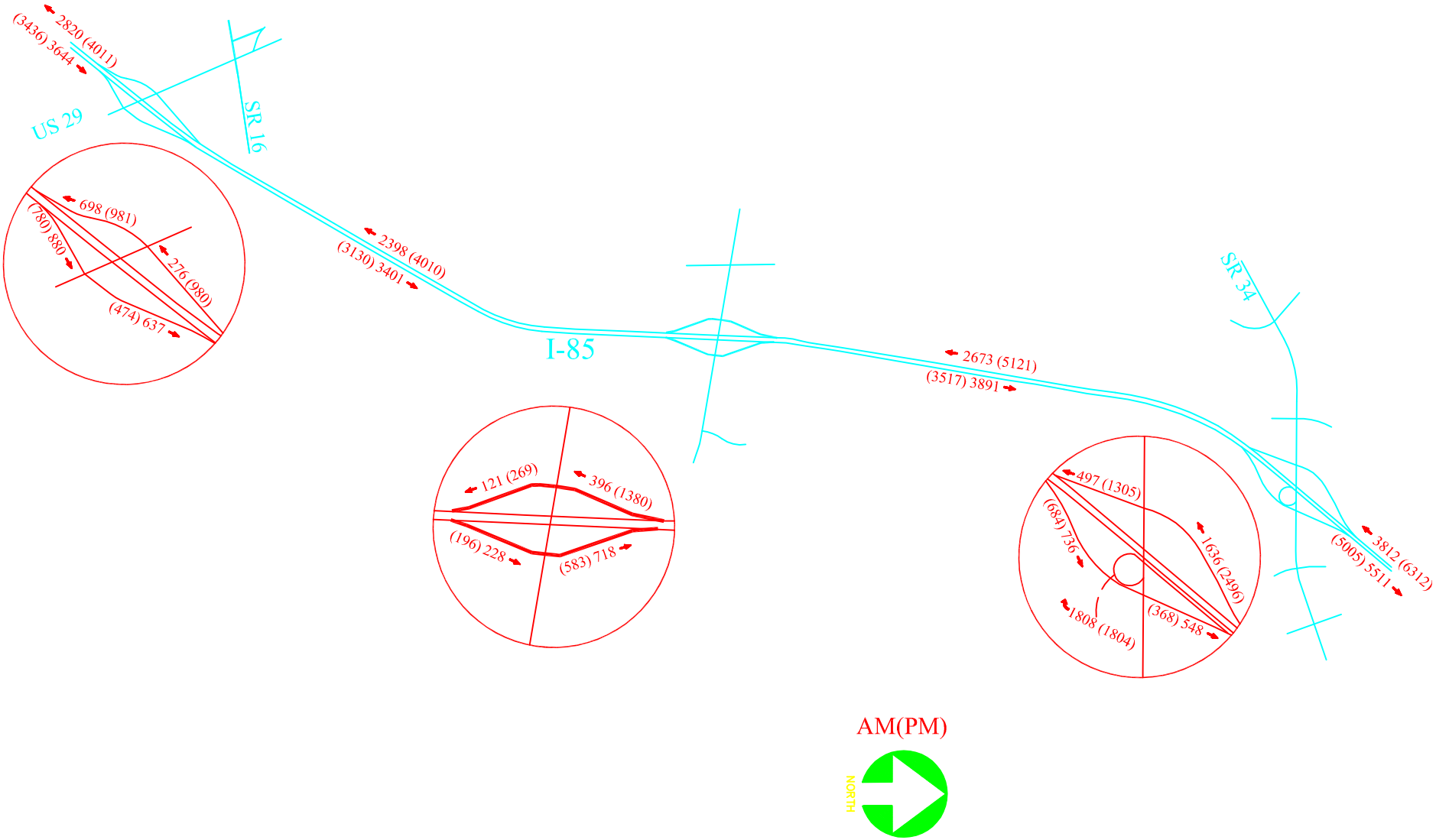
Interstate / Freeway Mainline Segments

The I-85 mainline from just north of the SR 34 interchange extending south past the proposed Poplar Road interchange to include the US 29 interchange was analyzed for the AM and PM peak periods. Analysis results indicate that all freeway / interstate segments throughout the study area would operate at acceptable levels of service for both the AM and PM peak periods with one exception. The southbound I-85 segment between the SR 34 and Poplar Road interchanges is forecast to operate at a LOS E during the PM peak period. Design year 2030 Build I-85 mainline operations are presented in Figures 7-9.

Interstate / Freeway Ramps

Analysis results indicate that the ramps servicing the Poplar Road and US 29 interchanges will operate at acceptable levels of service for both the AM and PM peak periods in 2030. However, the ramp facilities servicing the SR 34 interchange are forecast to be problematic. Of the five (5) facilities accessing I-85 at this interchange, only the northbound SR 34 off-ramp is forecast to operate at an acceptable LOS during the AM and PM peak periods. Aside from this, there are only 2 cases of acceptable LOS forecast. First, the southbound SR 34 off-ramp is forecast to operate at an acceptable LOS C during the AM peak, but during the PM peak results indicate it operating at a LOS F. Second, the southbound SR 34 on-ramp is also forecast to operate at a LOS C in the

AM peak period, but results show a LOS F during the PM peak as well. Design year 2030 I-85 Build ramp operations are presented in Figures 7-9.



DESIGN YEAR 2030 ALTERNATE #2 WEEKDAY PEAK HOUR INTERSTATE VOLUMES

FIGURE 7-8

URS Corporation

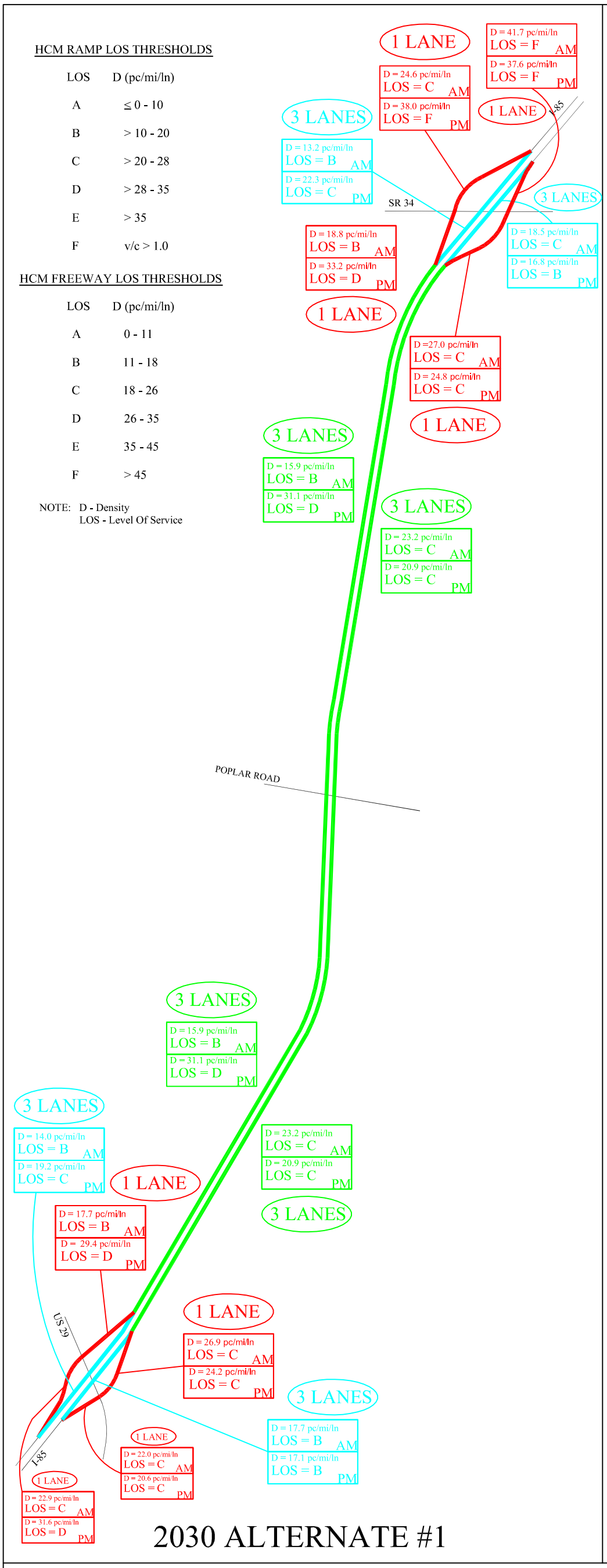
HCM RAMP LOS THRESHOLDS

LOS	D (pc/mi/ln)
A	≤ 0 - 10
B	> 10 - 20
C	> 20 - 28
D	> 28 - 35
E	> 35
F	v/c > 1.0

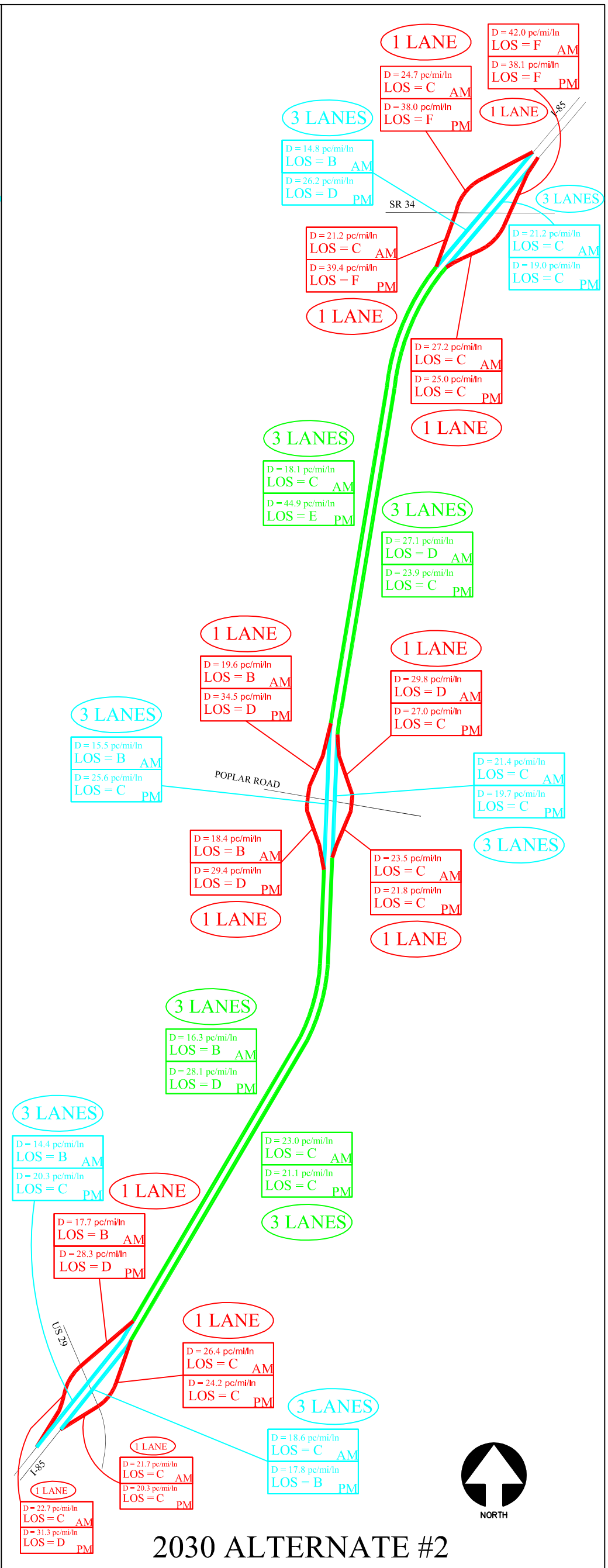
HCM FREEWAY LOS THRESHOLDS

LOS	D (pc/mi/ln)
A	0 - 11
B	11 - 18
C	18 - 26
D	26 - 35
E	35 - 45
F	> 45

NOTE: D - Density
LOS - Level Of Service



2030 ALTERNATE #1



2030 ALTERNATE #2

LEGEND

- ON / OFF RAMP
- INTERSTATE MAINLINE WITHIN INTERCHANGE
- INTERSTATE MAINLINE
- NUMBER OF LANES ANALYZED

DESIGN YEAR 2030 INTERSTATE OPERATIONAL ANALYSIS

FIGURE 7-9

URS Corporation

7.1.5.3 Comparison of Results – Design Year 2030 Alternative 1 vs. Alternative 2

Impacts as a result of modifications in traffic patterns due to the implementation of an interchange facility at Poplar Road are expected. The SR 34 interchange and the segment of I-85 north of the proposed Poplar Road interchange are forecast to experience some degradation in traffic operations. However, the US 29 interchange and the segment of I-85 south of the proposed Poplar Road Interchange is not forecast to be adversely impacted. No Build vs. Build operations are presented in Figures 7-10.

Degradation forecast on freeway facilities can be attributed to traffic pattern reassignments in the ARC TP+ Travel Demand Model. In particular, the impacts forecast along the southbound I-85 On Ramp at SR 34 and southbound I-85 mainline between SR 34 and Poplar Road are a result of trips normally destined for those areas southeast of Poplar Road at I-85. Trips that would otherwise access Poplar Road and areas to the east via the Newnan Bypass or directly from the west in Newnan on Poplar Road (surface streets) will utilize I-85 and the proposed interchange (interstate facilities). Therefore, in increasing trips along these facilities that are not normally accessed, some adverse impacts are forecast on freeway segments.

Interstate / Freeway Mainline Segments

In comparing analysis results, it was noted that reductions in LOS occurred in two (2) locations: 1.) On the segment of I-85 immediately in between the proposed Poplar Road Interchange and the SR 34 interchange, and 2.) The northbound segment of I-85 approaching the northbound on-ramp from US 29.

During the AM peak period the segment of I-85 immediately in between the proposed Poplar Road Interchange and the SR 34 interchange southbound I-85 LOS is reduced from a LOS B in the No Build scenario to a LOS C in the build scenario and northbound I-85 is reduced from a LOS C in the No Build scenario to a LOS D in the build scenario. However, these reductions did not result in unacceptable levels of service. During the

PM peak southbound I-85 LOS is reduced from a LOS D in the No Build scenario to an unacceptable LOS E in the Build scenario.

A reduction in LOS occurring on the northbound segment of I-85 approaching the northbound on-ramp from US 29 was also noted. During the AM peak period northbound I-85 LOS is reduced from a LOS B in the No Build scenario to a LOS C in the build scenario; however, this is an acceptable LOS.

In addressing future problematic conditions, the additional southbound auxiliary lane between the SR 34 and proposed Poplar Road interchanges analyzed in the base year 2020 condition was also analyzed for design year 2030. With the implementation of this auxiliary lane, operations are improved to a LOS D during the PM peak; thus, bring all interstate facilities in the study area to acceptable levels of service.

Interstate / Freeway Ramps

Analysis results indicate that the SR 34 southbound off-ramp, the SR 34 northbound I-85 off-ramp, and all US 29 interchange ramps are not forecast to experience degradation in LOS in either the AM or PM peak period.

The SR 34 southbound I-85 on-ramp is forecast to experience degradation in operations from a LOS B to a LOS C during the AM peak. During the PM peak, it is forecast to drop from a LOS D to a LOS F. However, with the previously mentioned additional southbound auxiliary lane between the SR 34 and proposed Poplar Road interchanges, future operations would improve at the SR 34 southbound on-ramp from a LOS D in the No Build scenario and from a LOS F in the Build scenario to a LOS C during the PM peak period. In addition, an improvement in the AM peak period levels of service at this location is also likely to occur.

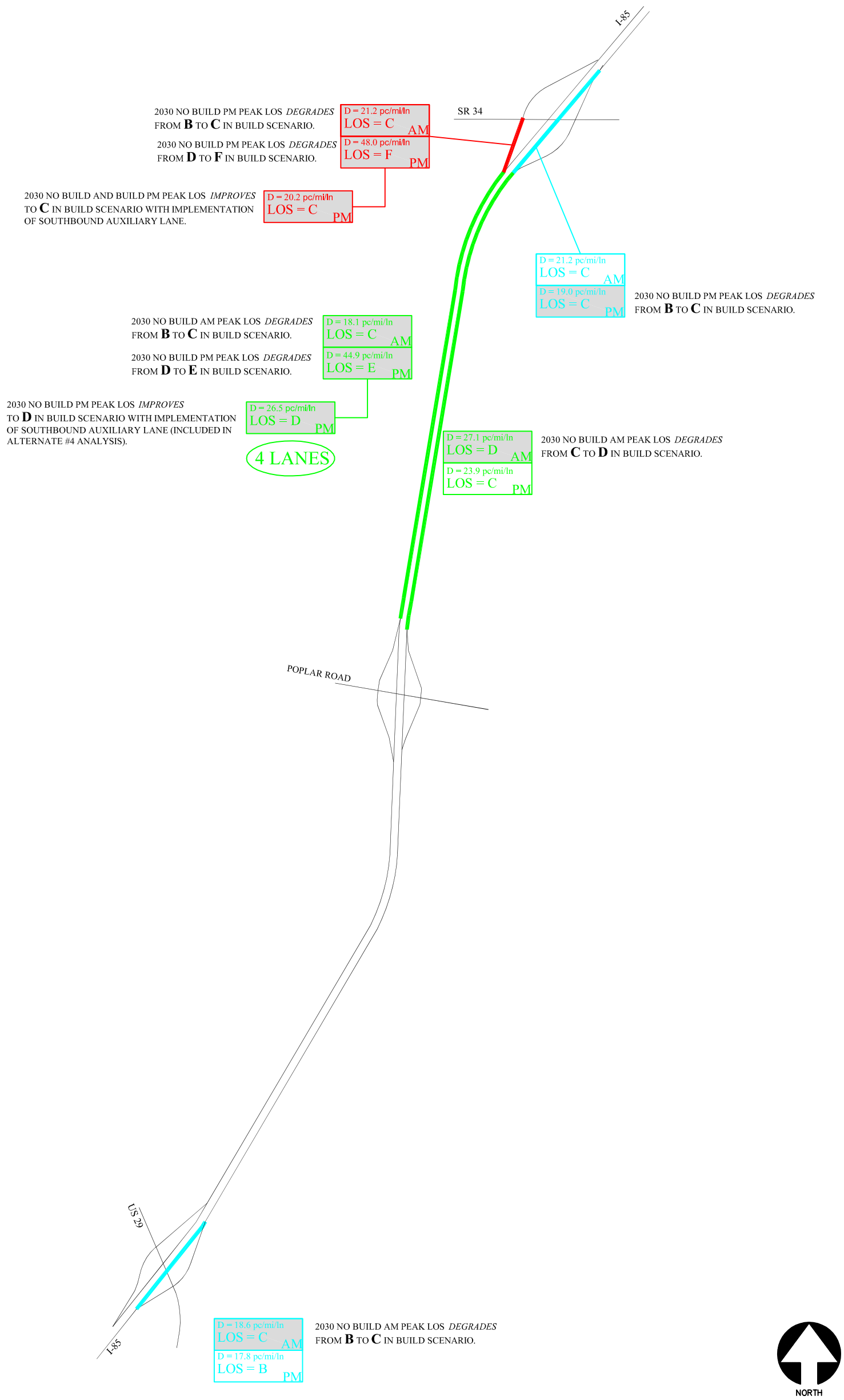
HCM RAMP LOS THRESHOLDS

LOS	D (pc/mi/ln)
A	≤ 0 - 10
B	> 10 - 20
C	> 20 - 28
D	> 28 - 35
E	> 35
F	v/c > 1.0

HCM FREEWAY LOS THRESHOLDS

LOS	D (pc/mi/ln)
A	0 - 11
B	11 - 18
C	18 - 26
D	26 - 35
E	35 - 45
F	> 45

NOTE: D - Density
LOS - Level Of Service



LEGEND

- ON / OFF RAMP
- NOTED CHANGE IN LOS
- INTERSTATE MAINLINE WITHIN INTERCHANGE
- INTERSTATE MAINLINE
- NUMBER OF LANES ANALYZED

DESIGN YEAR 2030 INTERSTATE OPERATIONAL ANALYSIS COMPARISON
(Alternate #1 vs. Alternate #2)

FIGURE 7-10
URS Corporation

7.1.5.4 Alternative 5

A C-D roadway network between SR 34 and US 29 is proposed in the 2030 Build condition. In addition, this network would provide access to Poplar Road.

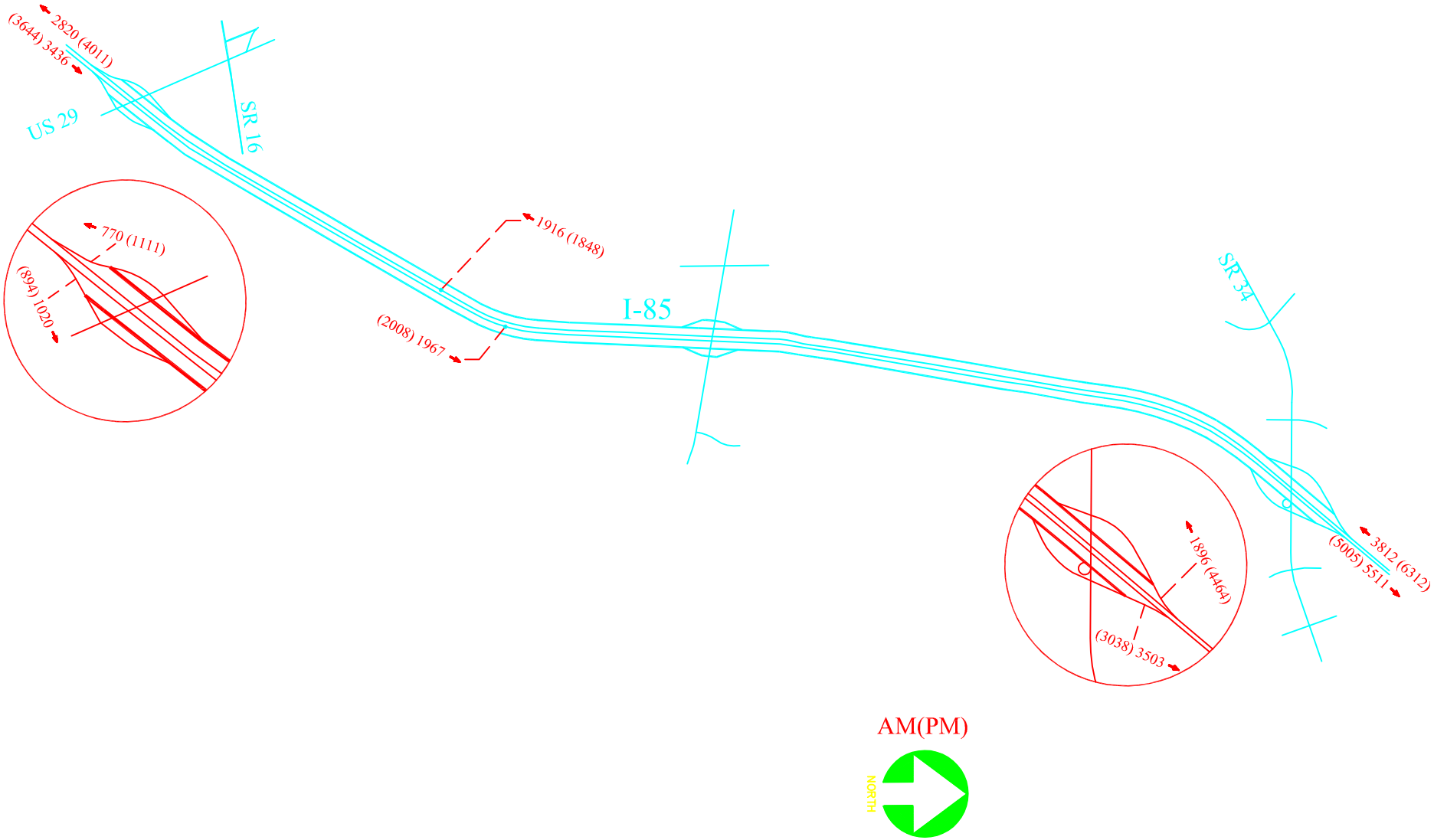
Vehicular volume information, including relative turning movements, used in this scenario is based upon the ARC TP+ Travel Demand Model for the year 2030 with the proposed C-D facility included. These volumes were used in analyzing I-85 interstate / freeway facilities including mainline segments and ramps for design year 2030 build conditions during the AM and PM peak periods. Design year 2030 Build I-85 volume information is presented in Figure 7-11.

Interstate / Freeway Mainline Segments

The I-85 mainline from just north of the SR 34 interchange extending south past Poplar Road to include the US 29 interchange was analyzed for the AM and PM peak periods. Analysis results indicate that all freeway / interstate segments throughout the study area would operate at acceptable levels of service for both the AM and PM peak periods. Design year 2030 Alternate 5 I-85 mainline operations are presented in Figures 7-12.

Interstate / Freeway Ramps

Analysis results indicate that the ramp facilities servicing the SR 34 interchange are forecast to be problematic. Both ramps accessing I-85 in the vicinity of SR 34 are forecast to experience a LOS F for both the AM and PM peak periods. Ramp facilities accessing I-85 in the vicinity of US 29 are forecast to experience a LOS C for both the AM and PM peak periods with one exception. The southbound on-ramp is forecast to experience a LOS D during the PM peak period. Design year 2030 I-85 Alternate 5 ramp operations are presented in Figure 7-12.



DESIGN YEAR 2030 ALTERNATE #5 WEEKDAY PEAK HOUR INTERSTATE VOLUMES

FIGURE 7-11

URS Corporation

HCM RAMP LOS THRESHOLDS

LOS	D (pc/mi/ln)
A	≤ 0 - 10
B	> 10 - 20
C	> 20 - 28
D	> 28 - 35
E	> 35
F	v/c > 1.0

HCM FREEWAY LOS THRESHOLDS

LOS	D (pc/mi/ln)
A	0 - 11
B	11 - 18
C	18 - 26
D	26 - 35
E	35 - 45
F	> 45

NOTE: D - Density
LOS - Level Of Service

2030 ALTERNATE #5

LEGEND

- ON / OFF RAMP
- INTERSTATE MAINLINE WITHIN INTERCHANGE
- INTERSTATE MAINLINE
- NUMBER OF LANES ANALYZED

DESIGN YEAR 2030 INTERSTATE OPERATIONAL ANALYSIS

FIGURE 7-12

URS Corporation

7.1.5.5 Comparison of Results – Design Year 2030 Alternative 5 (C-D Network) vs. Alternative 1 and Alternative 2

Impacts as a result of modifications in traffic patterns due to Alternate 5 (the implementation of a C-D roadway network between SR 34 and US 29 that also includes access to Poplar Road) are expected. The southbound off-ramp at SR 34 is forecast to experience degradation in traffic operations during the AM peak period. However, the segment of I-85 between SR 34 and US 29 is forecast to experience an improvement in LOS for both the AM and PM peak periods. Operational comparisons are presented in Figures 7-13.

The degradation of operations forecast at the SR 34 southbound off-ramp is primarily a result of alterations in traffic patterns due to southbound access reductions at US 29 (Alternates 1 and 2) and Poplar Road (Alternate 2). Vehicles that would normally be expected to continue southward along I-85 until they reach their destinations (US 29 & Poplar Road off-ramps) would be required to exit via the SR 34 off-ramp and utilize the proposed C-D roadway. Conversely, this leads to reduced traffic volumes on I-85, thus an improvement in LOS is forecast on I-85 between SR 34 and US 29.

Interstate / Freeway Mainline Segments

In comparing analysis results, it was noted that improvements in LOS occurred on I-85 between SR 34 and US 29.

During the AM peak period southbound I-85 between SR 34 and US 29 is improved from a LOS C in Alternate 2 to a LOS B in Alternate 5 and northbound I-85 is improved from a LOS C in Alternate 1 and a LOS D in Alternate 2 to a LOS B in Alternate 5. During the PM peak period southbound I-85 between SR 34 and US 29 is improved from a LOS D in Alternate 1 and a LOS E in Alternate 2 to a LOS B in Alternate 5 and northbound I-85 is improved from a LOS C in Alternates 1 and 2 to a LOS B in Alternate 5. As previously mentioned, the forecast improvement is due to the redirection of trips from I-85 onto the proposed C-D roadway network..

Interstate / Freeway Ramps

Analysis results indicate that the SR 34 southbound off-ramp is forecast to experience degradation in LOS during the AM peak period when comparing Alternate 5 to Alternates 1 and 2. However, the remaining interstate access points will not experience a change in operations.

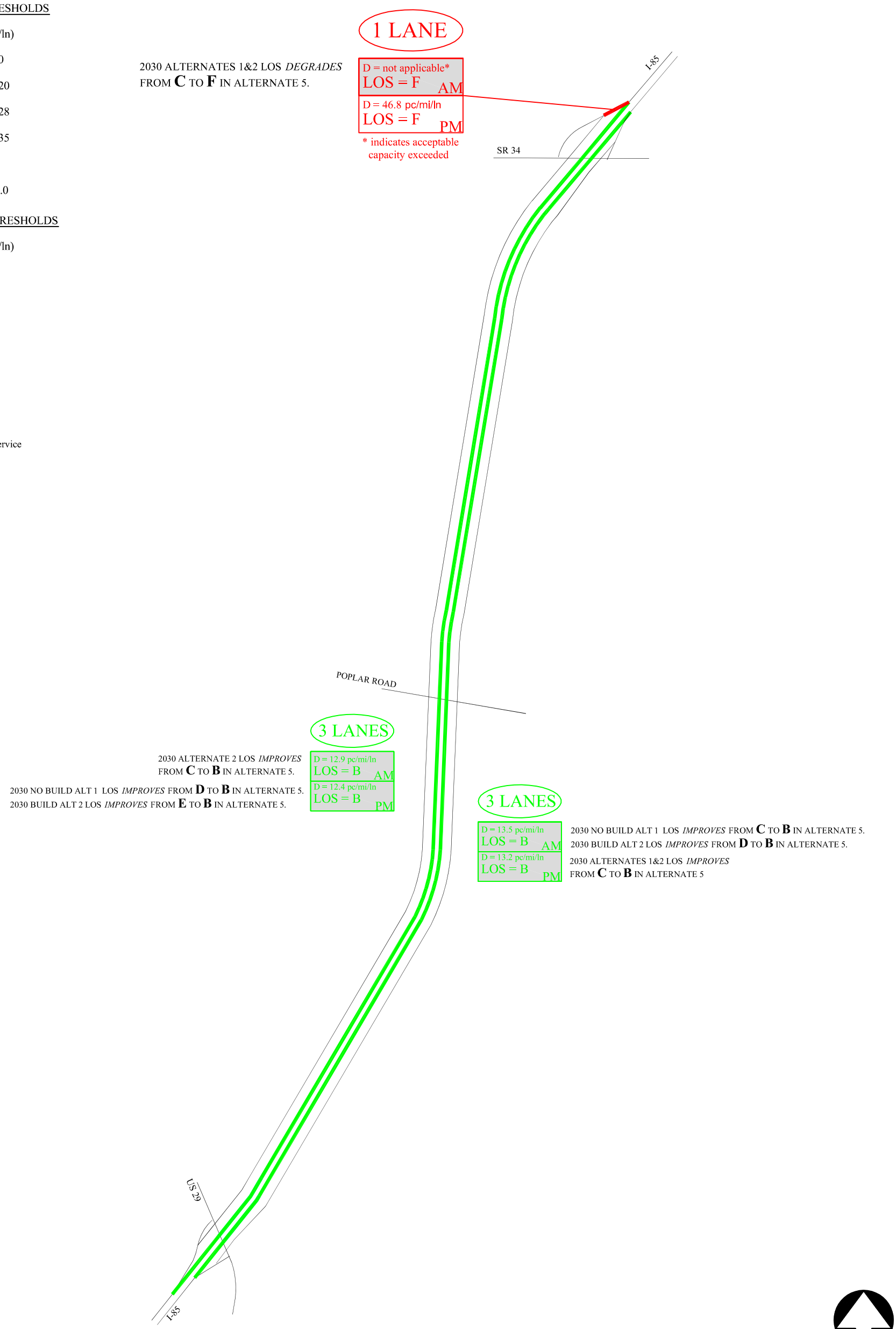
HCM RAMP LOS THRESHOLDS

LOS	D (pc/mi/ln)
A	≤ 0 - 10
B	> 10 - 20
C	> 20 - 28
D	> 28 - 35
E	> 35
F	v/c > 1.0

HCM FREEWAY LOS THRESHOLDS

LOS	D (pc/mi/ln)
A	0 - 11
B	11 - 18
C	18 - 26
D	26 - 35
E	35 - 45
F	> 45

NOTE: D - Density
LOS - Level Of Service



LEGEND

- ON / OFF RAMP
- NOTED CHANGE IN LOS
- INTERSTATE MAINLINE WITHIN INTERCHANGE
- INTERSTATE MAINLINE
- NUMBER OF LANES ANALYZED

DESIGN YEAR 2030 INTERSTATE OPERATIONAL ANALYSIS COMPARISON
(Alternate #1 vs. Alternate #2 vs. Alternate #5)

FIGURE 7-13
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7.1.5.6 Design Year 2030 CORSIM Modeling Results

The previously mentioned analyses have indicated that interstate mainline facilities will experience some adverse impacts to performance as a result of connectivity provided by the proposed interchange at Poplar Road, yet the nature of these analysis are microscopic and, at times, lack a more general insight. Thus, in addition to the traditional analyses methods cited in this report, Traffic Software Integrated System version 5.1 (TSIS 5.1) was employed to create corridor simulation (CORSIM) models of the various alternates.

CORSIM (corridor simulation) software is utilized for the modeling of traffic operations on roadway and freeway networks. Geometric parameters including all traffic control measures are used in constructing a roadway network to depict various conditions (i.e. existing, future, etc.). Traffic volumes are then input into entering nodes and subsequently dispersed according to turning movement percentages, source-sink designations, and/or origin-destination assignments.

Typically, a base or existing condition is established prior to evaluating future alternatives. To accomplish this, existing volumes are recorded and input into a subject roadway network with appropriate geometry and traffic control features. Once the existing network has been constructed, field investigations are conducted to calibrate the CORSIM model thereby validating animation outputs. *It should be noted that in calibrating models for this project, no adjustments to default values were needed in replicating the existing condition.*

Upon successful model calibration, CORSIM can be utilized as not only an animation tool but as a diagnostic tool as well. This is accomplished by inserting a variety of proposed geometric and traffic control alternatives then evaluating animations and measures of effectiveness (MOE) for specified time periods.

The MOEs of travel time and delay were recorded on the following interstate mainline approaches to divergent /off-ramp facilities within the study area during the *worst-case* PM peak period:

1. Southbound I-85 approaching SR 34
2. Northbound I-85 approaching SR 34
3. Southbound I-85 approaching US 29
4. Northbound I-85 approaching US 29
5. Southbound I-85 approaching Poplar Road (Build alternate only)
6. Northbound I-85 approaching Poplar Road (Build alternate only)

The MOEs attributed to these segments were recorded directly from PM peak period CORSIM model animations for the interstate mainline and are defined by arbitrary distances to provide a basis of comparison (i.e. measurements taken from #1 are based upon 1600+ feet of interstate mainline approaching SR 34). Table 7-3 summarizes MOEs recorded on these segments for the various alternates.

Table 7-3
PM Peak CORSIM MOE Summary Results

Alternate		SR 34 SB Off Ramp Approach	SR 34 NB Off Ramp Approach	US 29 SB Off Ramp Approach	US 29 NB Off Ramp Approach	Poplar Road SB Off Ramp Approach	Poplar Road NB Off Ramp Approach
Existing	***Delay (sec)***	0.4	0.5	0.8	0.3	n/a	
	Travel Time (sec)	16.8	12.5	13.2	8.6		
2020 Alt.1	***Delay (sec)***	65.4	0.8	1.7	0.4	n/a	
	Travel Time (sec)	80.9	13.0	14.7	8.8		
2020 Alt.2	***Delay (sec)***	46.5	0.9	0.9	0.4	4.5	1.6
	Travel Time (sec)	62.4	13.0	13.3	8.8	35.8	23.5
2030 Alt.1	***Delay (sec)***	111.3	2.7	1.6	0.5	n/a	
	Travel Time (sec)	126.3	14.7	14.0	8.9		
2030 Alt.2	***Delay (sec)***	85.9	1.2	0.7	0.5	4.3	1.4
	Travel Time (sec)	101.3	13.2	13.1	8.9	35.6	23.3
****2030 Alt.3***	***Delay (sec)***	78.7	0.8	2.2	0.4	n/a	
	Travel Time (sec)	94.0	13.0	14.6	8.8		
****2030 Alt.4***	***Delay (sec)***	57.2	0.9	0.9	0.4	4.3	1.4
	Travel Time (sec)	72.9	13.1	13.3	8.8	35.6	23.3
2030 Alt. 5	***Delay (sec)***	92.2	0.5	**0.3**	**0.5**	n/a	
	Travel Time (sec)	107.5	12.5	**12.7**	**8.9**		

** Alternate is described further in the Intersection Operations section that follows.*

*Results indicated in **RED** represent a comparison of equivalent links where connections were removed due to C-D alignment.*

These analyses indicate modest changes in delay and travel time from No Build alternates to Build on most segments; however, the 2030 In Lieu Of and Optimized Build alternates experience significant decreases in both delay and travel time. Further, Optimized Build alternate results forecast a significant reduction in delay and travel time experienced on the southbound segment of I-85 approaching SR 34 during the PM peak. This actually indicates a significant improvement in forecast interstate mainline operations with the implementation of both 2030 In Lieu Of and Optimized Build strategies. Lastly, results for Alternate 5 support capacity analysis results indicating a significant increase in delay and travel time on the southbound approach to SR 34.

7.2 Intersection Operations Analyses

7.2.1 Introduction

The following intersections were analyzed for the Existing, 2020 No Build, 2020 Build, 2030 No Build, and 2030 Build scenarios during the AM and PM peak periods:

1. SR 34 at Newnan Bypass
2. SR 34 at Amlajack Road
3. SR 34 at Southbound I-85 On/Off-Ramp
4. SR 34 at Northbound I-85 On/Off-Ramp
5. SR 34 at Newnan Crossing Boulevard
6. SR 34 at Lakeside Drive
7. Poplar Road at Newnan Bypass (2020 and 2030 Build scenarios only)
8. Poplar Road at Southbound I-85 On/Off-Ramp (2020 and 2030 Build scenarios only)
9. Poplar Road at Northbound I-85 On/Off-Ramp (2020 and 2030 Build scenarios only)
10. Poplar Road at Newnan Crossing (2020 and 2030 Build scenarios only)
11. US 29 at Northbound I-85 On/Off-Ramp
12. US 29 at Southbound I-85 On/Off-Ramp
13. US 29 at SR 16*

* Pine Road and SR 16 are analyzed as separate *unsignalized* intersections in existing analyses and as one (1) signalized intersection in 2020 and 2030 analyses.

Two (2) additional scenarios (2030 In Lieu Of and 2030 Optimized-Build) were also developed, and the intersections above were analyzed according to these additional scenarios during the PM peak as it represent the worst case peak period. The 2030 In Lieu Of and 2030 Optimized-Build scenarios will be described in the sections that follow.

Overall, in analyzing surface street operations the objective is to correlate both existing interstate operations and with projected improvements and volumes with adjacent surface street intersections. Thus, quantifying any benefits or costs that may be associated with the addition of interstate access facilities.

7.2.2 Methodology

In this study, the methodology used for evaluating traffic operations at each intersection is based on criteria set forth in the Transportation Research Board's Highway Capacity Manual, 2000 Edition (HCM 2000). Synchro Traffic Signal Coordination Software by Trafficware was used for the analysis. The following is a description of methodologies employed for the analysis of unsignalized and signalized intersections.

Unsignalized Intersections

For unsignalized intersections at which the side street or minor street is controlled by a stop sign, the criteria for evaluating traffic operations are the Level of Service (LOS) for the turning movements at the intersection and the Level of Service for the overall intersection. LOS is based on the average controlled delay incurred at the intersection. Controlled delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the controlled delay for unsignalized intersections, such as availability and distribution of

gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

LOS is assigned a letter designation from A through F. LOS A indicates excellent operations with little delay to motorists, while LOS F exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross safely, resulting in extremely long total delays and long queues. Table 7-4 presents LOS criteria for two-way stop-controlled and all-way stop-controlled (unsignalized) intersections.

Table 7-4
Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: 2000 Highway Capacity Manual

Signalized Intersections

For signalized intersections, it is necessary to consider both capacity and LOS in order to evaluate the overall operation of the intersection. The capacity analysis of an intersection is performed by comparing the volume of traffic using the various lane groups at the intersection to the capacity of those lane groups. This results in a volume/capacity (v/c) ratio for each lane group. A v/c greater than 1.0 is an indication that the volume of traffic exceeds available capacity of the intersection and may result in temporary excesses in demand and delay. Although the capacity of the entire intersection is not defined, a composite v/c ratio for the sum of the critical lane groups within the intersection is

computed. This composite v/c ratio is an indication of the overall intersection sufficiency.

LOS for a signalized intersection is defined in terms of average controlled delay per vehicle, which is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table 7-5 presents LOS criteria for signalized intersections as they are defined by average controlled delay. LOS A indicates operations with very low controlled delay, while LOS F describes operations with extremely high average controlled delay. LOS D is typically considered to be the limit of acceptable delay; LOS E is considered unacceptable by the general motoring public.

Table 7-5
Level of Service Criteria for Signalized Intersections

Level of Service	Controlled Delay Per Vehicle (sec)
A	≤ 10.0
B	> 10.0 and ≤20.0
C	> 20.0 and ≤35.0
D	> 35.0 and ≤55.0
E	> 55.0 and ≤80.0
F	> 80.0

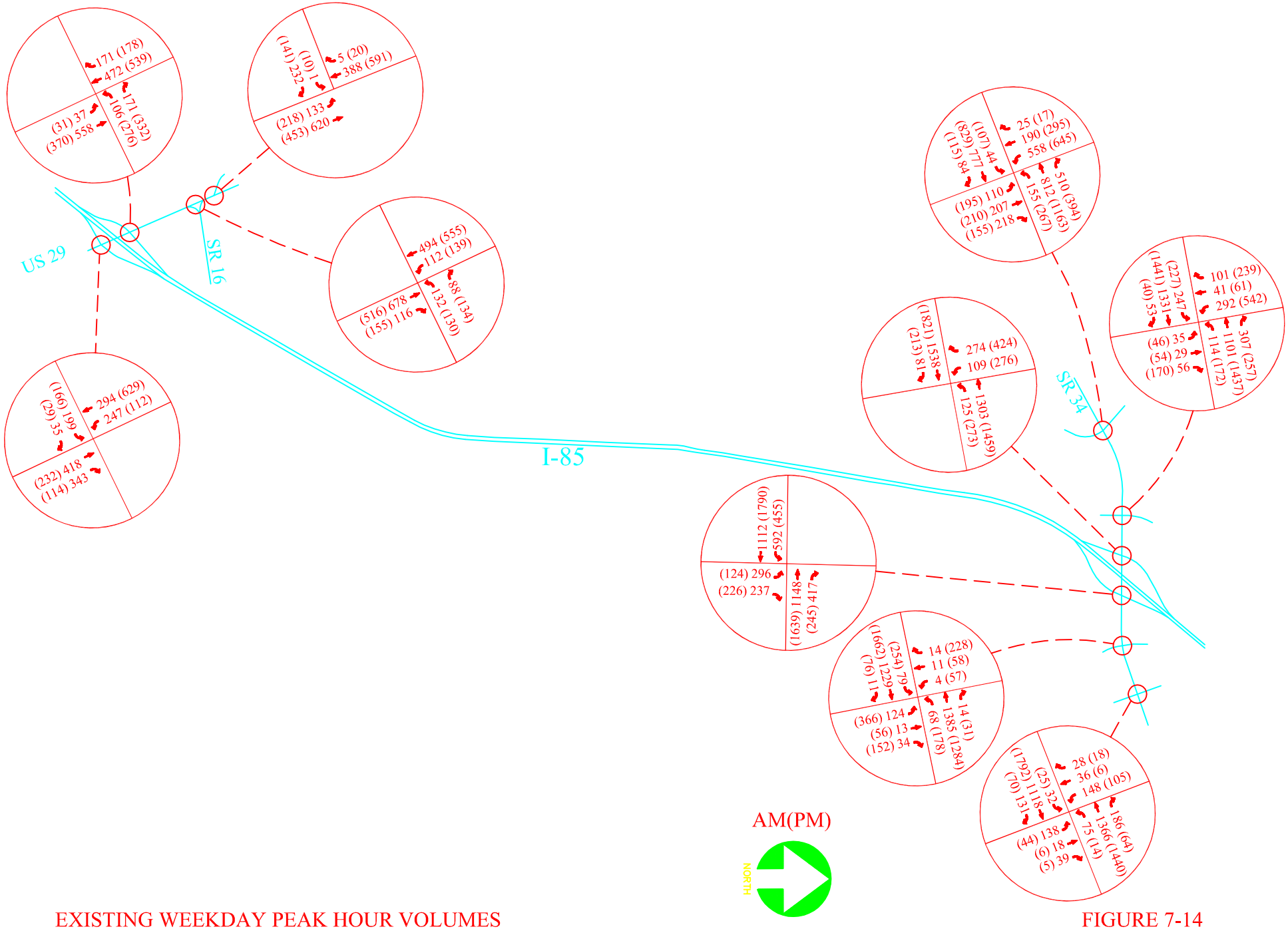
Source: 2000 Highway Capacity Manual

7.2.3 Existing 2005 Conditions Analysis

Existing traffic signal timing information was provided by GDOT District 3 for all signalized intersections. This timing information and existing turning movement counts were used for the analysis of all signalized intersections. Existing 2005 turning movement count information is provided in Figure 7-14. Existing intersection geometry and lane usage is provided in Figure 7-15.

Existing intersection analyses indicate that only three (3) intersections currently operate at unacceptable levels of service. The intersections of SR 34 at Newnan Bypass, SR 34 at

Newnan Crossing Boulevard, and US 29 at Pine Road currently operate at a LOS E during the PM peak period. US 29 at Pine Road also operates at a LOS E during the AM peak period. Analysis results are presented in Table 7-6 and 7-7.



EXISTING WEEKDAY PEAK HOUR VOLUMES

FIGURE 7-14

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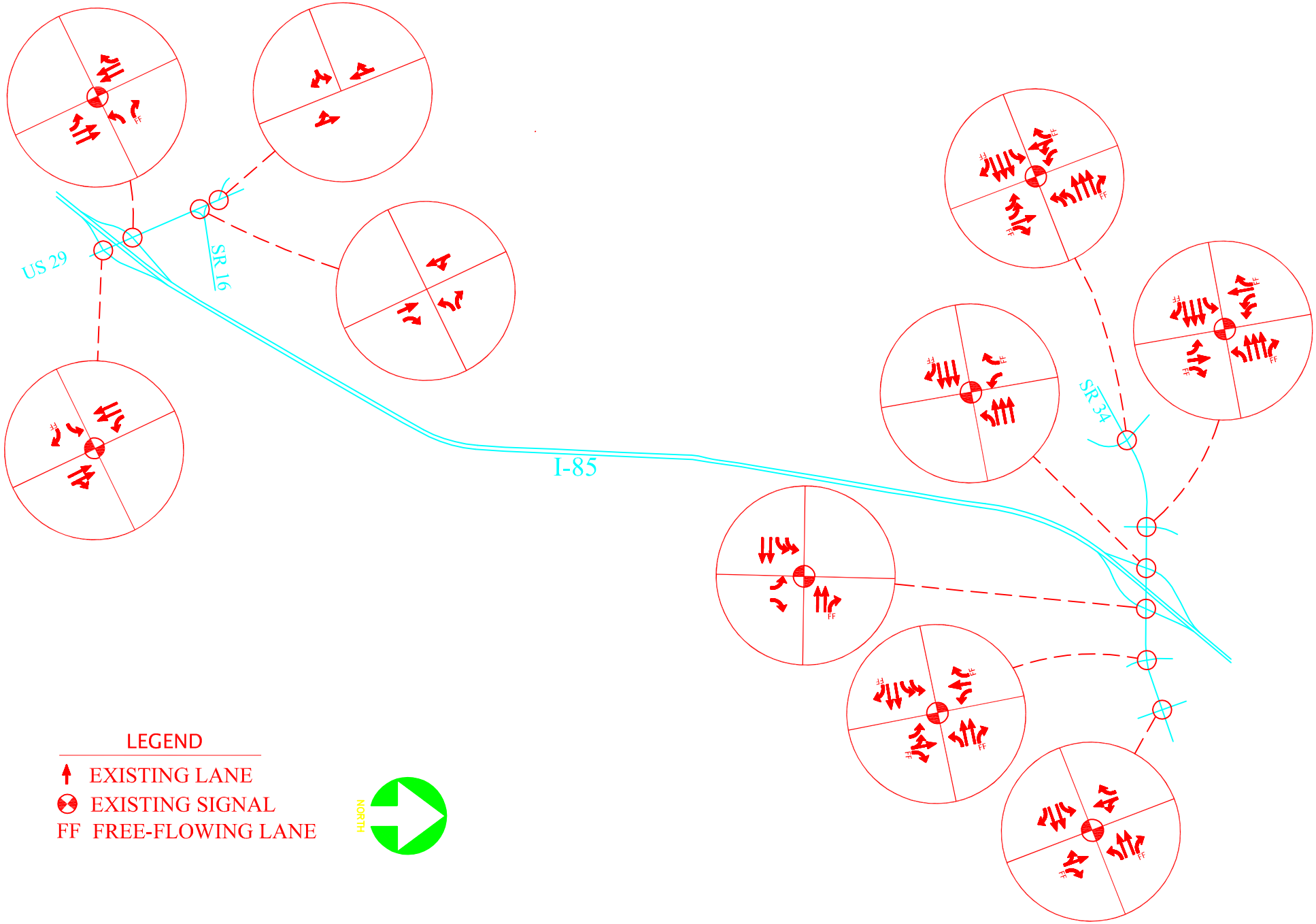

EXISTING INTERSECTION GEOMETRY

FIGURE 7-15

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7.2.4 Base Year 2020 Conditions Analysis

7.2.4.1 Alternative 1

Existing timing information provided by GDOT and turning movement volumes extracted from the ARC TP+ Travel Demand Model for the year 2020 were used for the analysis of all intersections. Base Year 2020 No Build turning movement count information is provided in Figure 7-16. Intersection geometry and lane usage is provided in Figure 7-17.

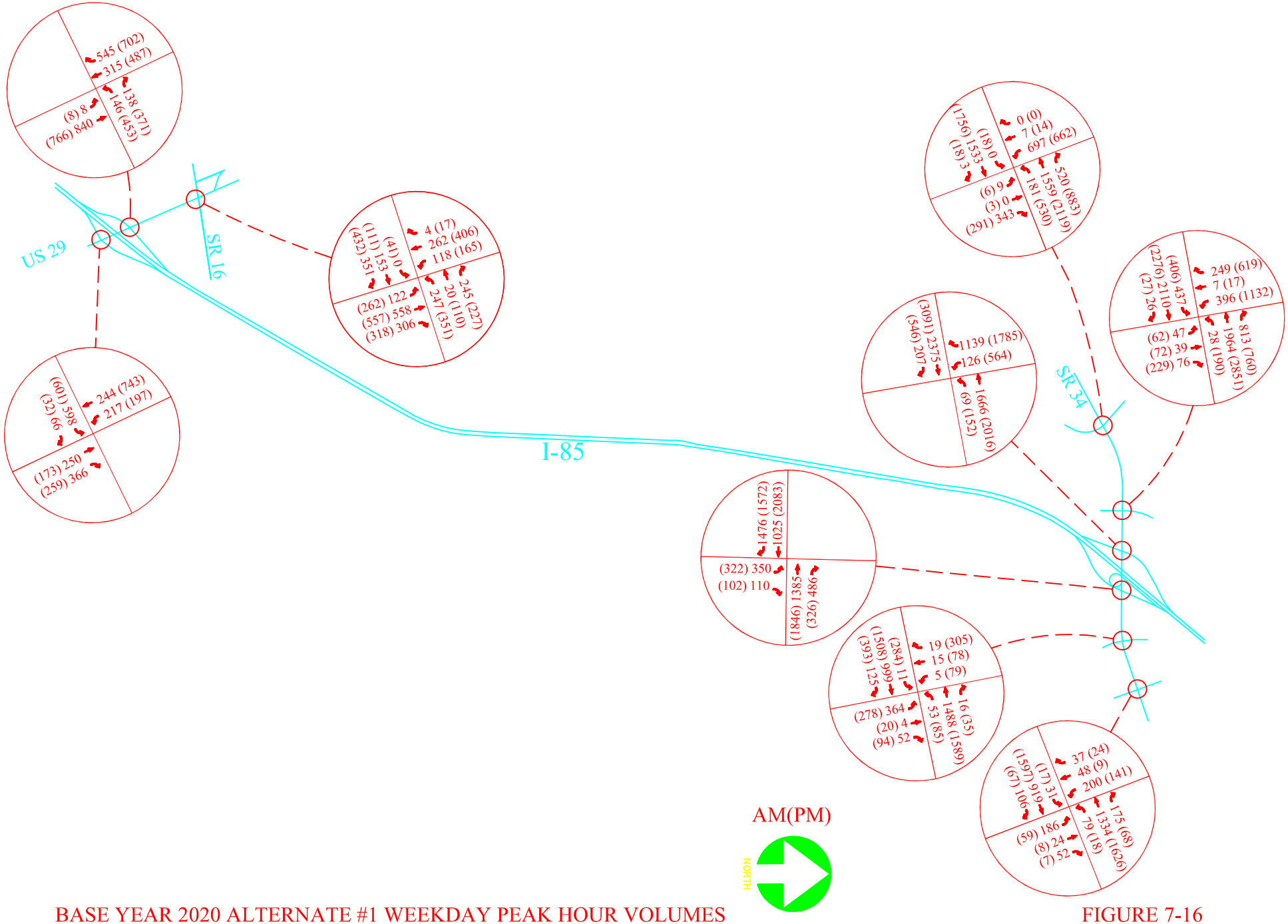
Intersection analyses indicate that only three (3) intersections are forecast to operate at unacceptable levels of service in this scenario: 1) SR 34 at Amlajack Road; 2) SR 34 at Southbound I-85 On/Off-Ramps; and 3) SR 34 at Lakeside Drive. During the AM peak period SR 34 at Amlajack Road and SR 34 at Lakeside Drive are forecast to operate at a LOS E. During the PM peak period SR 34 at Amlajack Road is forecast to operate at a LOS F and SR 34 at Southbound I-85 On/Off-Ramps is forecast to operate at a LOS E. Analysis results are presented in Table 7-6 and 7-7.

7.2.4.2 Alternative 2

Existing timing information provided by GDOT and turning movement volumes provided by the ARC TP+ Travel Demand Model for the year 2020 with the implementation of a diamond interchange at Poplar Road and I-85 were used for the analysis of all intersections. Base Year 2020 Build turning movement count information is provided in Figure 7-18. Intersection geometry and lane usage is provided in Figure 7-19.

Intersection analyses indicate that there is an overall increase in intersection capacity (v/c) at the majority of intersections in the study area as a result of implementing the proposed interchange facility at Poplar Road with an upgrade in LOS at the following three (3) intersections: 1) SR 34 at Amlajack Road; 2) SR 34 at Southbound I-85 On/Off-Ramps; and 3) US 29 at SR 16. During the AM peak period SR 34 at Amlajack Road is forecast to improve to a LOS D from a LOS E and US 29 at SR 16 is forecast to improve from a LOS C to a LOS B. During the PM peak period SR 34 at Southbound I-

85 On/Off-Ramps is forecast to improve to a LOS D from a LOS E and US 29 at SR 16 is forecast to improve from a LOS D to a LOS C. Also, with the proposed southbound I-85 interchange On/Off ramp at Poplar Road being forecast to operate at acceptable levels of service, the southbound right turning movement onto Poplar Road from the off-ramp is recommended to be a free-flowing, channelized movement. Analysis results are presented in Table 7-6 and 7-7.



BASE YEAR 2020 ALTERNATE #1 WEEKDAY PEAK HOUR VOLUMES

FIGURE 7-16

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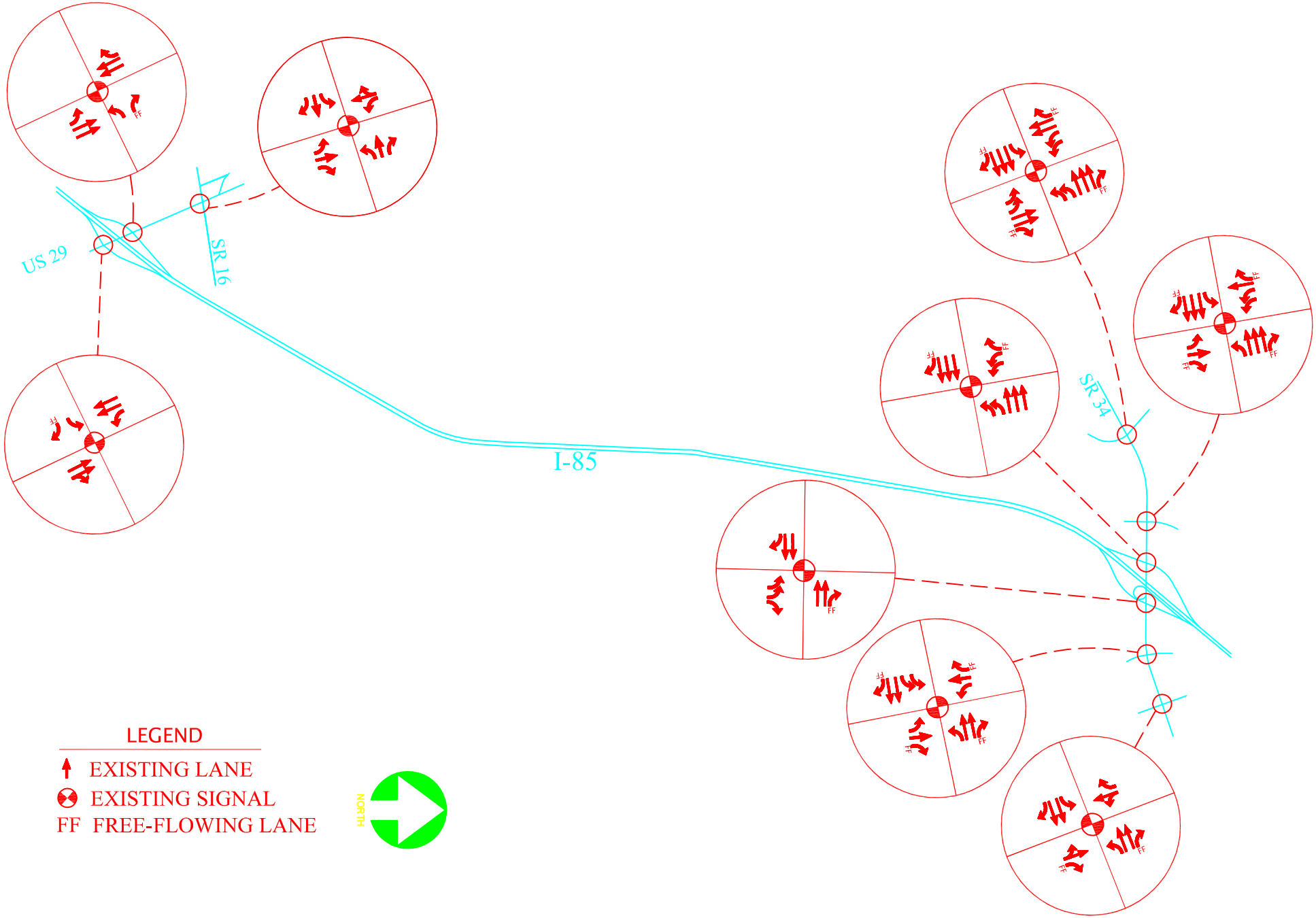

BASE YEAR 2020 AND DESIGN YEAR 2030 ALTERNATE #1 INTERSECTION GEOMETRY

FIGURE 7-17

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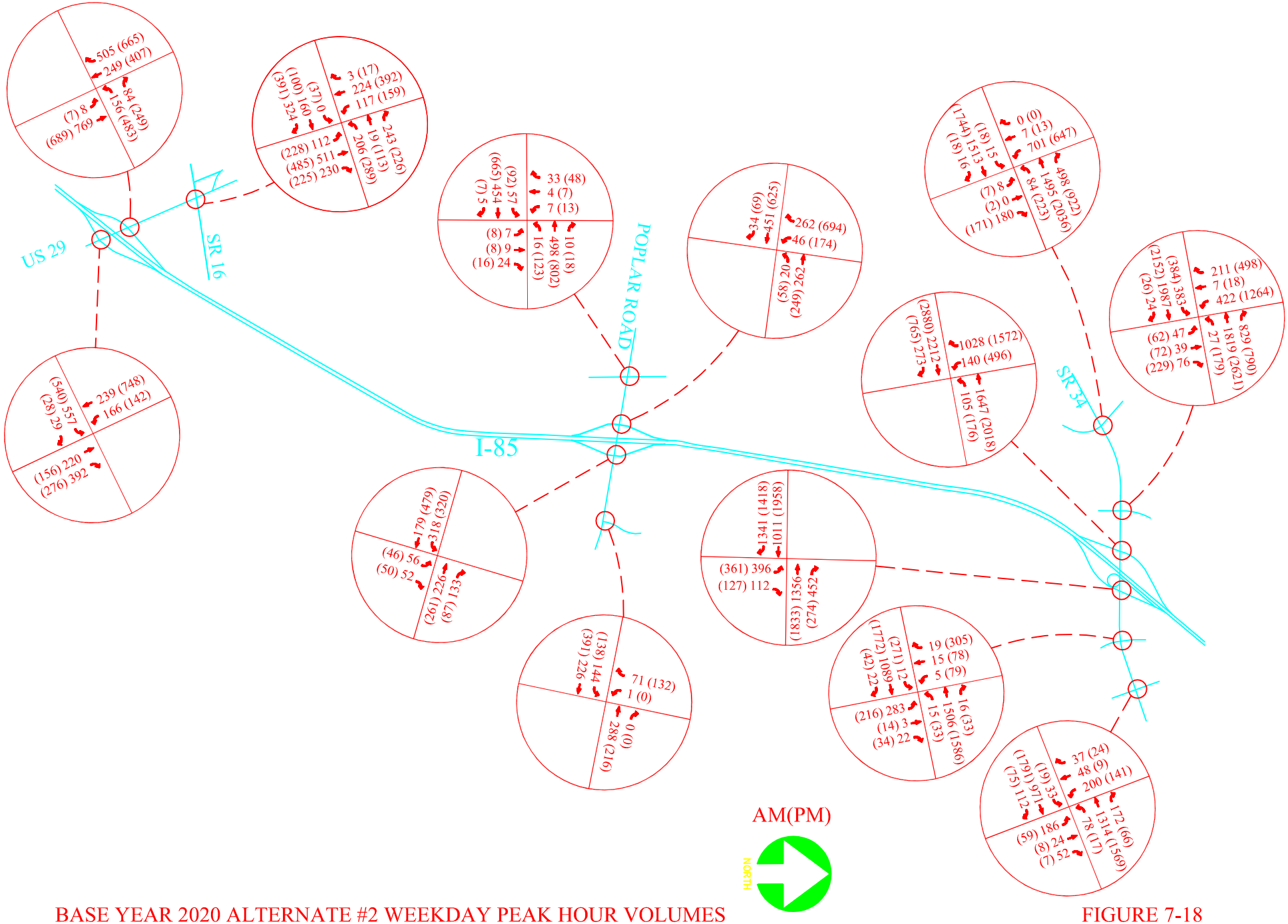

BASE YEAR 2020 ALTERNATE #2 WEEKDAY PEAK HOUR VOLUMES

FIGURE 7-18

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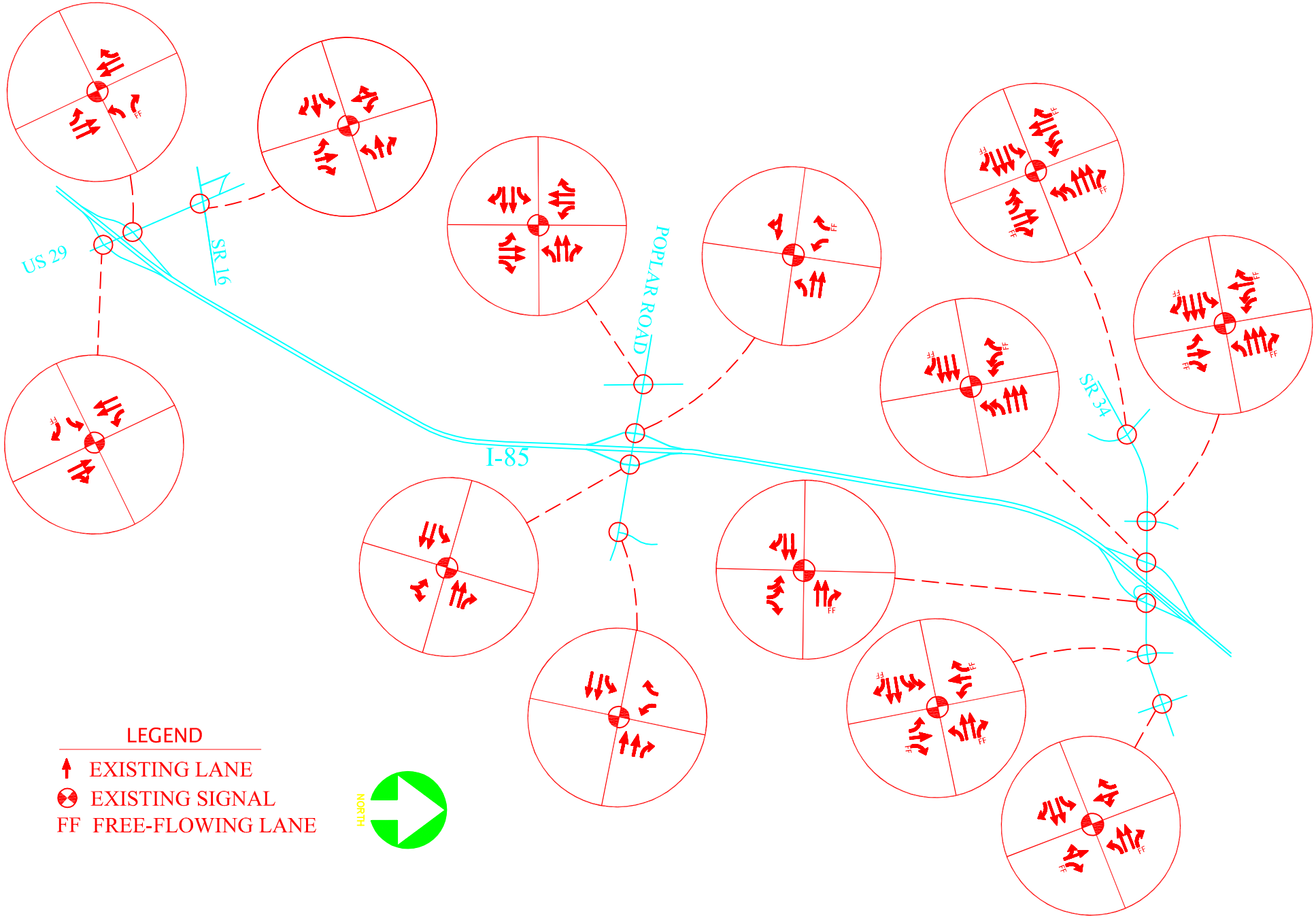

BASE YEAR 2020 AND DESIGN YEAR 2030 ALTERNATE #2 INTERSECTION GEOMETRY

FIGURE 7-19

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7.2.5 Design Year 2030 Analysis

7.2.5.1 Alternative 1

Existing timing information provided by GDOT and turning movement volumes extracted from the ARC TP+ Travel Demand Model for the year 2030 were used for the analysis of all intersections. Design Year 2030 No Build turning movement count information is provided in Figure 7-20. Intersection geometry and lane usage is provided in Figure 7-17.

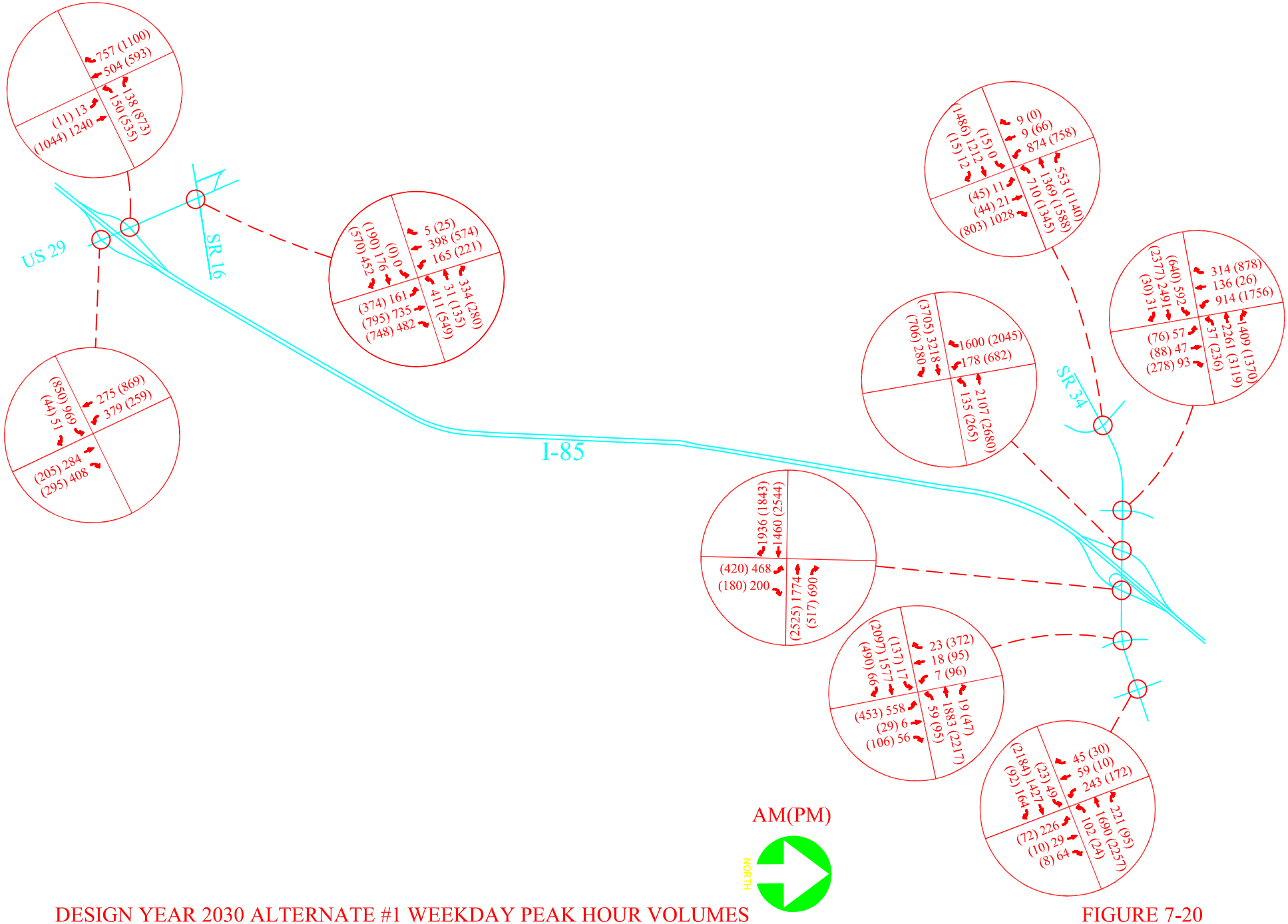
Intersection analyses indicate that overall intersection operations are forecast to be poor with the majority of intersection facilities experiencing a LOS F and saturated conditions (v/c > 1.0). During the AM peak period only the three (3) following intersections are forecast to operate at acceptable levels of service: 1) SR 34 at Southbound I-85 On/Off-Ramps; 2) SR 34 at Northbound I-85 On/Off-Ramps; and 3) US 29 at Southbound I-85 On/Off-Ramp. During the PM peak period only the two (2) following intersections are forecast to operate at acceptable levels of service: 1) SR 34 at Northbound I-85 On/Off-Ramps and 2) US 29 at Northbound I-85 On/Off-Ramp. Analysis results are presented in Table 7-6 and 7-7.

7.2.5.2 Alternative 2

Existing timing information provided by GDOT and turning movement volumes provided by the ARC TP+ Travel Demand Model for the year 2030 with the implementation of a diamond interchange at Poplar Road and I-85 were used for the analysis of all intersections. Design Year 2030 Build turning movement count information is provided in Figure 7-21. Intersection geometry and lane usage is provided in Figure 7-19.

Intersection analyses indicate that overall intersection operations are forecast to be poor with the majority of intersection facilities experiencing a LOS F and saturated conditions (v/c > 1.0). However, an overall improvement due to an increase in intersection capacity (v/c) at the majority of intersections in the study area is forecast. This is primarily due to the implementation of the proposed interchange. Upgrades in LOS were noted at the

following three (3) intersections during the AM peak: 1) SR 34 at Newnan Bypass; 2) SR 34 at Newnan Crossing Boulevard; and 3) US 29 at SR 16. During the AM peak period SR 34 at SR 34 at Newnan Bypass is forecast to improve to a LOS E from a LOS F, SR 34 at Newnan Crossing Boulevard is forecast to improve to a LOS D from a LOS E, and US 29 at SR 16 is forecast to improve from a LOS F to a LOS D. During the PM peak period no elevation in LOS was noted; however, as previously stated, analyses indicate an overall increase in intersection capacity. Analysis results are presented in Table 7-6 and 7-7.



DESIGN YEAR 2030 ALTERNATE #1 WEEKDAY PEAK HOUR VOLUMES

FIGURE 7-20

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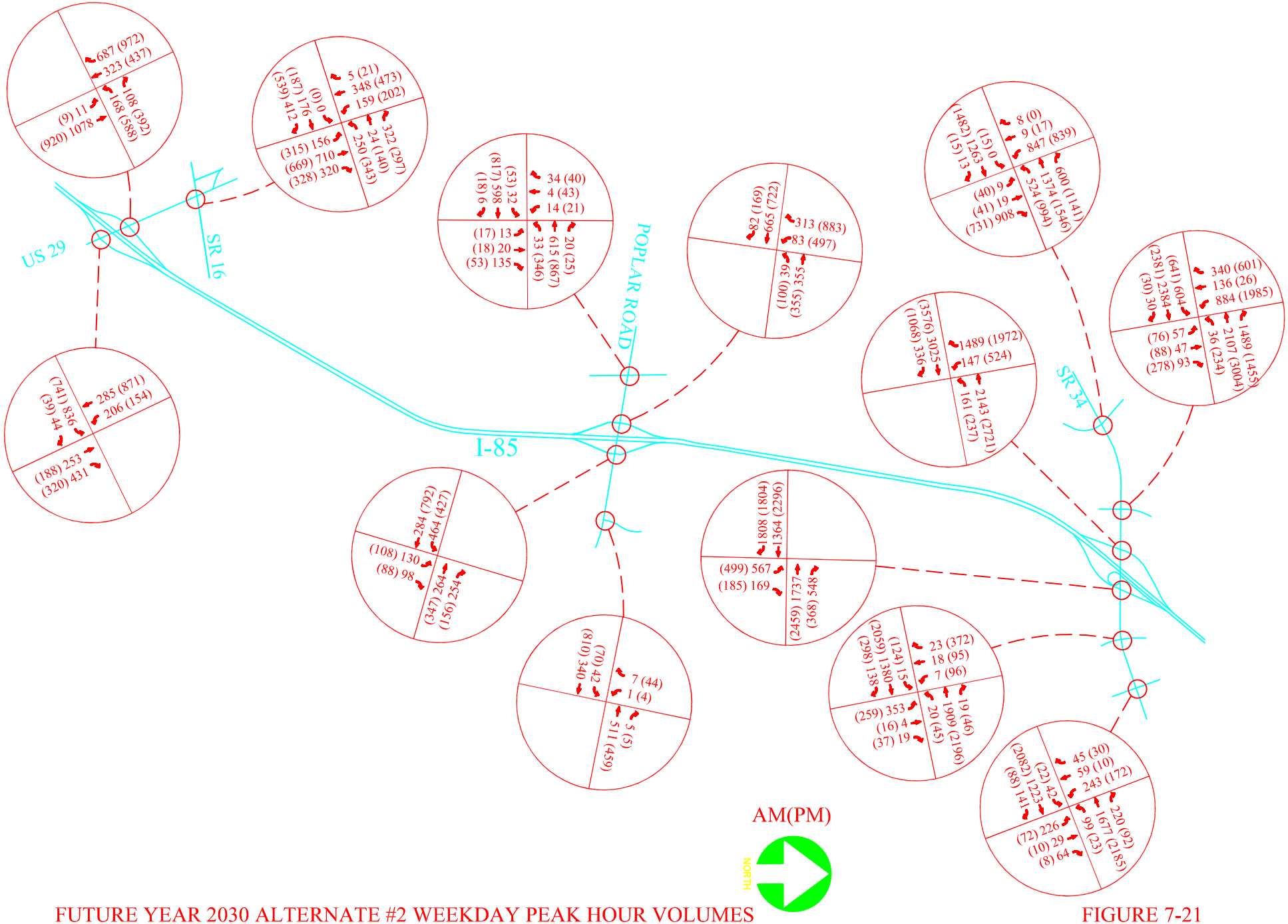

FUTURE YEAR 2030 ALTERNATE #2 WEEKDAY PEAK HOUR VOLUMES

FIGURE 7-21

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7.2.5.3 Alternative 3

In this alternative, the implementation of various traffic control measures and strategic lane additions (outside of interstate capacity increases or connections) were introduced to the Design Year 2030 No Build alternative in an attempt to reduce future congestion *in lieu of* constructing an interstate interchange. The previously mentioned turning movement volumes provided by the ARC TP+ Travel Demand Model for the year 2030 were used for the analysis of all intersections (Figure 7-20). Intersection geometric additions and lane usage is provided in Figure 7-22.

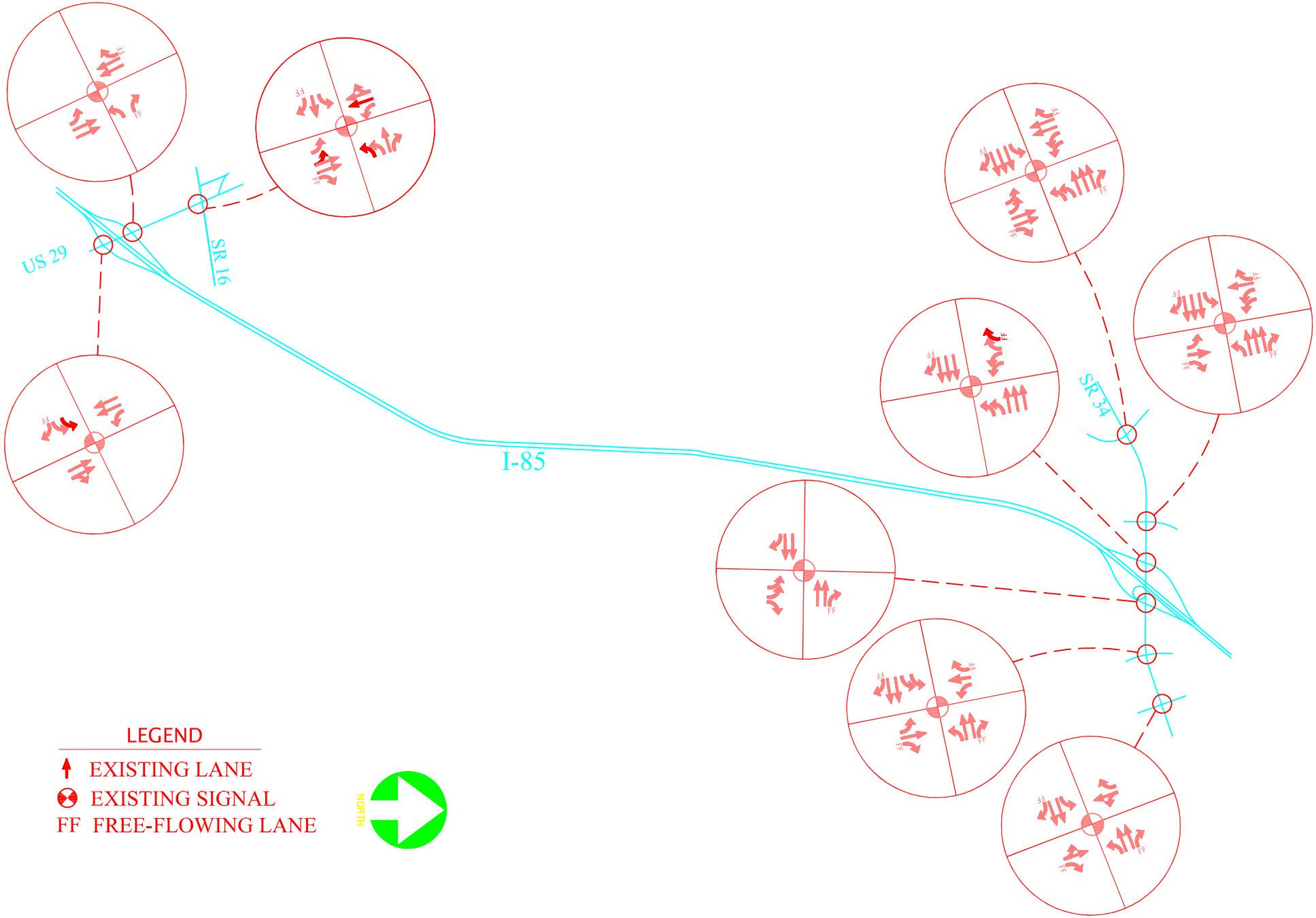
Strategies applied to the study area are as follows:

1. Signal Timing adjustments throughout the SR 34 corridor from Lakeside Way extending west to the Newnan Bypass. Primarily an **increase in cycle length** (170 seconds).
2. An **additional southbound right turn lane** on the southbound I-85 Off Ramp at SR 34.
3. Extension of dual lane section of the southbound I-85 Off Ramp at SR 34 to create a fully-functional **two (2) lane off ramp**.
4. **Additional storage lanes** on the southbound I-85 Off Ramp at SR 34, northbound I-85 Off Ramp at SR34, and northbound I-85 Off Ramp at US 29.
5. **Additional westbound exclusive left turn lane** on SR 16 at US 29.
6. **Additional northbound dual usage left turn/through lane** on US 29 at SR 16.
7. **Additional southbound through lane** on US 29 at SR 16.
8. Timing adjustments to the intersection of northbound I-85 On/Off Ramp at US 29. **Increase in green time** to phase servicing off-ramp trips.

Due to the PM peak period presenting far more significant congestion-based issues, analysis of these strategies was based upon PM peak period conditions.

Analyses indicate that an improvement in 2030 No Build intersection operations can be expected at the majority of the intersections in the study area; however, unacceptable levels of service can still be expected at SR 34 at Newnan Bypass, SR 34 at Amlajack Road, SR 34 at Southbound I-85 On/Off-Ramp, and SR 34 at Newnan Crossing.

In comparing this scenario with the 2030 Build scenario, analyses indicated an overall increase in intersection capacity with two exceptions: The intersections of SR 34 at Newnan Crossing and SR 34 at Lakeside Drive had marginal increases in levels of congestion forecast. Analysis results are presented in Table 7-6 and 7-7.



ALTERNATE #3 INTERSECTION GEOMETRY WITH LANE MODIFICATIONS

FIGURE 7-22

URS Corporation

7.2.5.4 Alternative 4

In this alternative, the implementation of various traffic control measures and strategic lane additions introduced in the In Lieu Of alternate were applied to the 2030 Build scenario. Also, turning movement volumes extracted from the ARC TP+ Travel Demand Model for the year 2030 with the implementation of a diamond interchange at Poplar Road and I-85 were used for the analysis of all intersections (Figure 7-21).

Analyses indicate that an overall improvement to the 2030 Build and 2030 In Lieu Of alternates can be expected. Only two (2) intersections are forecast to operate at unacceptable levels of service. SR 34 at Newnan Bypass and SR 34 at Newnan Crossing are forecast to operate at a LOS F; however, forecast congestion is reduced when compared to all other future alternates. Congestion forecast at the intersection of SR 34 and Amlajack Road increase, but this is due to projected land uses and geometric limitations (i.e. not implementing roadway facilities on structure as a means of mitigation). Analysis results are presented in Table 7-6 and 7-7.

7.2.5.5 Alternative 5

In this alternative, all surface street conditions presented in Alternative 4 were maintained. Travel patterns along surface streets were not altered due to the introduction of a C-D network, thus turning movement volumes did not change and, consequently, analysis results remained equivalent to those in Alternate 4.

Table 7-6
AM Peak Intersection Analysis Results

Signalized Intersection Analysis						
Location		**Existing**	**2020 Alt. 1**	**2020 Alt. 2**	**2030 Alt. 1**	**2030 Alt. 2**
1. SR34 & Newnan Bypass	LOS v/c	D 0.72	C 0.66	C 0.65	F 0.87	E 0.78
2. SR34 & Amlajack	LOS v/c	C 0.56	E 1.06	D 0.91	F 1.80	F 1.51
3. SR34 & I-85 Southbound On/Off-Ramp	LOS v/c	A 0.48	A 0.78	A 0.71	D 1.10	C 1.02
4. SR34 & I-85 Northbound On/Off-Ramp	LOS v/c	C 0.78	B 0.57	B 0.57	B 0.73	B 0.75
5. SR34 & Newnan Crossing	LOS v/c	B 0.58	C 0.80	C 0.71	E 1.07	D 0.90
6. SR34 & Lakeside Dr.	LOS v/c	C 0.72	E 0.92	E 0.89	F 1.35	F 1.34
7. Poplar Rd & Newnan Bypass	LOS v/c	n/a	n/a	A 0.36	n/a	B 0.53
8. Poplar Rd & Southbound Exit Ramp	LOS v/c	n/a	n/a	A 0.27	n/a	A 0.38
9. Poplar Rd & Northbound Exit Ramp	LOS v/c	n/a	n/a	A 0.45	n/a	B 0.71
10. Poplar Rd & Newnan Crossing	LOS v/c	n/a	n/a	B 0.27	n/a	B 0.37
11. US 29 & I-85 Northbound Ramp	LOS v/c	B 0.56	D 0.78	D 0.73	F 1.16	E 0.97
12. US 29 & I-85 Southbound Ramp	LOS v/c	A 0.32	B 0.74	B 0.71	C 0.93	C 0.90
13. US 29 & SR 16	LOS v/c	n/a	C 0.78	B 0.73	F 1.13	D 0.94
US 29 & SR 16	LOS Average Delay	A 6.6 Seconds	n/a	n/a	n/a	n/a
US 29 & SR 16	LOS Average Delay	D 2.6 Seconds	n/a	n/a	n/a	n/a
US 29 & Pine Rd	LOS Average Delay	E 4.1 Seconds	n/a	n/a	n/a	n/a

Shaded items indicate an improvement in operations.

Table 7-7
PM Peak Intersection Analysis Results

5.0 Location		Existing	2020 Alt. 1	2020 Alt. 2	2030 Alt. 1	2030 Alt. 2	2030 Alt. 3	2030 Alt. 4
Signalized Intersection Analysis								
1. SR34 & Newnan Bypass	LOS v/c	E 0.96	D 0.85	C 0.72	F 1.23	F 1.13	F 1.11	F 1.02
2. SR34 & Amlajack	LOS v/c	C 0.79	F 1.47	F 1.46	F 2.29	F 2.28	F 2.10	F 2.25
3. SR34 & I-85 SB On/Off-Ramp	LOS v/c	C 0.82	E 1.23	**D** **1.08**	F 1.40	F 1.35	E 1.11	**D** **1.03**
4. SR34 & I-85 NB On/Off-Ramp	LOS v/c	C 0.87	B 0.78	B 0.75	C 0.96	C 0.96	C 0.96	C 0.96
5. SR34 & Newnan Crossing	LOS v/c	E 0.88	D 0.91	D 0.86	F 1.16	F 1.06	F 1.16	F 1.06
6. SR34 & Lakeside Dr.	LOS v/c	C 0.69	C 0.68	C 0.73	D 0.95	D 0.93	D 0.95	D 0.92
7. Poplar Rd & Newnan Bypass	LOS v/c	n/a	n/a	B 0.49	n/a	B 0.77	n/a	B 0.77
8. Poplar Rd & Southbound Exit Ramp	LOS v/c	n/a	n/a	A 0.48	n/a	A 0.68	n/a	A 0.68
9. Poplar Rd & Northbound Exit Ramp	LOS v/c	n/a	n/a	A 0.46	n/a	C 0.75	n/a	C 0.75
10. Poplar Rd & Newnan Crossing	LOS v/c	n/a	n/a	B 0.40	n/a	A 0.32	n/a	A 0.32
11. US 29 & I-85 Northbound Ramp	LOS v/c	A 0.35	C 0.72	C 0.68	D 0.95	D 0.87	D 0.65	D 0.61
12. US 29 & I-85 Southbound Ramp	LOS v/c	B 0.63	C 0.73	**B** **0.63**	F 1.42	F 1.39	B 0.89	B 0.82
13. US 29 & SR 16	LOS v/c	n/a	D 0.80	**C** **0.71**	F 1.38	F 1.03	D 0.75	**C** **0.63**
Unsignalized Intersection Analysis								
US 29 & SR 16	LOS Average Delay	A 4.7 Seconds	n/a	n/a	n/a	n/a	n/a	n/a
US 29 & SR 16	LOS Average Delay	C 3.3 Seconds	n/a	n/a	n/a	n/a	n/a	n/a
US 29 & Pine Rd	LOS Average Delay	E 5.2 Seconds	n/a	n/a	n/a	n/a	n/a	n/a

*Items in **bold** indicate an improvement in LOS.*
Shaded area indicates comparison between ideal no build conditions (Alternative 3) and ideal build conditions (Alternative 4).

7.3 Traffic Operations Summary

Interstate Operations

Analyses have indicated that interstate mainline facilities may experience some adverse impacts to performance as a result of connectivity provided by the proposed interchange at Poplar Road, yet CORSIM model animations highlight potential benefits of implementing the 2030 Optimized Build alternate. Through a global interaction of strategies applied in Alternative 3 and connectivity provided in Alternative 2, CORSIM model animations provide a look into the future in the form of MOEs as to the benefits I-85 as well as the surrounding area may experience.

While Alternate 4 is the preferred alternate, provisions can be made during design phases to allocate appropriate right-of-way that would allow future implementation of a C-D roadway network should Alternate 5 be desirable in the future.

Intersection Operations

Overall, intersections within the study area are forecast to be well into the range of unacceptable in 2020 and 2030. However, analyses indicate that the comprehensive implementation of strategic geometric lane additions, modified signal timing, and an interchange facility at Poplar Road will minimize the affects of future generated trips throughout the study area.

The most problematic situation presents itself at the intersection of SR 34 and Amlajack Road. The rate and quantity of forecast development along Amlajack Road far exceeds any benefits from changes to the surrounding network may provide. Due to the amount of projected left turn volume from eastbound SR 34 onto Amlajack Road and southbound Amlajack Road onto SR 34, problematic conditions arise that cannot be addressed in this study effort. It should be mentioned that in mitigating this situation, interstate mainline operations would be positively affected, as well as the entire SR 34 corridor.

APPENDIX

Appendix A-1

Other Developments of Significance

Appendix A-1: Other Developments of Significance – Residential Developments South of Senoia

Job #	class	P#	Yr	Sub	Status	Project	Developer	Location	Phone	Professional	Tax I.D.	Zoning	Submittal	# of Lots	Open Space Acres
R-006-03	R	006	03		Approved	Glazier Farms - Ph 2	Sundance Homes	Al Roberts Rd	770-560-8054	McLain Surveying	159-1205-001	R-160	04/07/03	8	
R-011-03	R	011	03		Changed Name	East Side Estates	D + R Development	East Side School Rd	770-775-0098	Moore Bass	158-1234-001	R-160	06/10/03	n/a	
R-012-03	R	012	03		Approved	Willow Bend	Harp Development Co.	East Side School Rd	770-461-5388	Paragon	158-1235-002	R-160-OS	08/01/03	48	27.69
R-013-03	R	013	03		Approved	Elders Mill Estates	Frank James	Elders Mill Rd	770-719-8128	Jason Breeding	150-1163-001	R-160	09/03/03	33	
R-014-03	R	014	03		Approved	Oak Villa	Jason Veitch	Hwy 85	770-253-0980	Jamie Higgins	163-1277-009	R-160	09/05/03	4	
R-006-03 A	R	006	03	A		Glazier Farms - Phase 3	Sundance Homes	Glazier Rd	770-560-8054	McLain Surveying	159-1205-001	R-160	10/17/03	60	
R-017-03	R	017	03		Approved	Bradshaw Farms	Southern Prestigious Dev	Crawford Road	770-252-4522	Rochester & Associates	157-1198-001	R-160	10/24/03	32	
R-018-03	R	018	03			Walden Pond	Walden pond, LLC	Gordon Rd & Rock House Rd	770.855.9975	Moore Bass	151-1165-001	R-160-OS	11/04/03	250	163.5
R-019-03	R	019	03		Approved	Massengale Farms	Jonescar, LLC.	Luther Bailey & Crawford Rd	770-461-8603	Jason Breeding	158-1200-001	R-160	12/23/03	23	
R-001-04	R	001	04		Approved	Janie Property	Shane Waters	John C. Hunter Rd	770-461-8603	Piedmont Land Surveyors	138-1094-001	R-160	01/12/04	8	
R-001-05	R	001	05			Traemore Green	Rockport Partners	Sid Hunter Rd	770-632-3636	Rochester & Associates	126-1062-001	R-160	01/12/04	4	
R-002-04	R	002	04			Will's Run	Southern Empire Development	Linch Rd	not given	Neal Spradlin	137-1012-004	R-160-OS	01/14/04	38	35.13
R-005-04	R	005	04		Approved	Shoal Creek Crossing	Tom Wilson	Hwy 54	770-251-3233	Jamie Higgins	146-6131-028	R-160	02/02/04	4	
R-006-04	R	006	04			Rock House Ridge	Leonard Thompson	Rock House Rd	770-460-0184	Dennis Boutwell	157-1212-009	R-160	02/17/04	27	
R-010-04	R	010	04			Cody Estates	Jeff Betsill Homes, Inc.	Chestlehurst Rd	770-460-9925	R.M. Boyd	168-1308-004	R-160-OS	03/12/04	34	12.88
R-011-04	R	011	04			Garden View	Tim Biddy (Tonka Const)	Roscoe Rd	770-616-7023	Omni Consulting	058-5219-004	R-160-OS	03/22/04	24	8.35
R-011-03 A	R	011	03	A	Approved	Mount Moriah	D + R Development	East Side School Rd	770-775-0098	Moore Bass	158-1234-001	R-160	04/01/04	25	
R-011-03 B	R	011	03	B	Approved	Mount Paran	D + R Development	Old Hwy 85	770-775-0098	Moore Bass	158-1234-001	R-160	04/01/04	19	
R-014-03 A	R	014	03	A	Approved	Oak Villa - Phase 2	Jason Veitch	Hwy 85	770-253-0980	Jamie Higgins	163-1227-001	R-160	05/24/04	4	
R-013-04	R	013	04		Approved	Oaks Plantation	Jason Veitch	Hwy 34 West	770-253-0980	Jamie Higgins	062B-044	R-160	05/24/04	3	
R-014-04	R	014	04			Fieldstone Farms	RH Development	Old Hwy 85	770-599-1800	Asford Engineering	157-1213-002	R-160	05/25/04	20	
R-015-04	R	015	04		Approved	Waters Farm	The Scarbrough Group	Rowe Rd	770-461-8603	Piedmont Land Surveyors	170-1298-001	R-160	05/26/04	18	
R-016-04	R	016	04		Approved	Standing Rock Estates	Peach State Land Development	Standing Rock Rd	770-460-6318	S.J. Reeves and Associates	149-1159-001	R-160	05/27/04	12	
R-019-04	R	019	04		Approved	Crawford Acres	Prestigious Homes	Crawford Road	770-632-5812	Robinson Stanley & Co	158-0199-007	R-160	06/24/04	5	
R-021-04	R	021	04			Connelly Park	Burt Clark	East Side School Rd	770-486-0001	R.M. Boyd	158-1209-002	R-160-OS	07/19/04	43	not given
R-022-04	R	022	04		Approved	Hadley Farms	Jim Justice	Hwy 154	678-410-2574	Jamie Higgins	135-6096-016	R-160	08/05/04	4	
R-023-04	R	023	04			Old Mill Crossing	Tom Wilson	Elders Mill Rd	770.251.3233	Jamie Higgins	149-1160-009	R-160	08/20/04	19	
R-024-04	R	024	04		Approved	Bello	Donovan Gossett	Rock-a-way Rd	770-599-0732	W.D. Gray	166-1286-003	R-200	08/26/04	4	
R-025-04	R	025	04		Approved	Couches Corner	Development Site Services	Gordon Rd and Couch Rd	770-683-3774	Robinson Stanley & Co	139-1133-002	R-160	09/08/04	9	
R-028-04	R	028	04		Approved	Sundance Homes	Kelly Tuttle	Couch Rd	678.471.8711	McClain Surveying	139-1133-013A	R-200	10/05/04	4	
R-018-03 B	R	018	03	A		Gordon Road	Walden pond, LLC	Gordon Rd & Rock House Rd	770.855.9975	Moore Bass	151-1165-001	R-160-OS	12/03/04	14	4.31
R-018-03 C	R	018	03	B		Walden Pond - Revised	Walden pond, LLC	Gordon Rd & Rock House Rd	770.855.9975	Moore Bass	151-1165-001	R-160-OS	01/04/05	108	120.3
R-003-05	R	003	05			Hunter Farm	Adventure Homes	Sid Hunter Rd	404-427-9108	Neal Spradlin	126-1062-001	R-160	01/25/05	22	
R-008-05	R	008	05			Musick Park	Reese Developers, Inc	Hwy 85	770.897.9700	Gerald Bernhard	163-1276-001	R-160	02/28/05	12	
R-010-05	R	010	05			Bailey Hills	Sundance Homes	Luther Bailey Rd	770.486.5643	Randy McClain	151-1174-008	R-160	03/01/05	15	
R-013-03 B	R	013	03	B		Elders Mill Estates - Ph 2	Frank James	Elders Mill Rd	770.719.8128	Jason Breeding	150-1163-014	R-160	04/08/05	24	

Source: Coweta County Planning Department, April 14, 2005

Appendix A-2

Need and Purpose

Primary access to the Atlanta metropolitan region for the City of Newnan and Coweta County is via I-85. The transportation accessibility in conjunction with other policy and economic factors has resulted in this area growing in all facets of land use: residential, industrial, commercial, and office. The eastern portion of Coweta County is included within the Atlanta Urbanized Area and the projections are for all of the land use activities to continue to grow. The associated growth in vehicular traffic is expected to produce a greater burden on the transportation network to provide acceptable levels of accessibility and mobility especially for those trips oriented to and from the Interstate.

As the City of Newnan has grown, its eastern expansion is incorporated within the eastern portion of Coweta County. The City's primary roadway grid in this area includes Lower Fayetteville Road, Greison Trail, Poplar Road, and SR 34. Additional new north-south roadways on each side of I-85 have been constructed (Newnan By-pass) or are under construction (Newnan Crossing Boulevard) to strength the network. However, even with this system and current improvements, given the expected growth (residential traffic on Newnan's east side is expected to triple by 2010), volumes are expected to increase on: Lower Fayetteville Road by 200%; on Greison Trail by 64%; on SR 34 at the northbound I-85 ramps by 148%; and on SR 34 at the southbound I-85 ramps by 70%.

The traffic analysis of the proposed I-85/Poplar Road interchange indicates that, with enhancements defined under the recommended Alternative 4 in place, an overall improvement in Level of Service on most surface streets will be realized, under the Design Year 2030 Condition. The specific level of service information for various intersections for each alternative and analysis year is summarized in Tables 7-6 and 7-7. Shaded areas indicate an improved level of service over the no build alternative (Alternative 2).

Additionally, the analysis of accident data indicates a relatively high accident rate along key facilities in the vicinity of the proposed interchange. A crash analysis of 2003

accident data conducted as part of this IJR showed the crash rate for SR 34, along the segment immediately adjacent to I-85, at 9.55 crashes per million vehicle miles (MVM) traveled. This rate is over 1.6 times the average statewide rate for the same facility type. The crash rate on Poplar Road, adjacent to the proposed interchange, was determined to be 11.09 crashes per million vehicle miles (MVM) traveled, over 5 times higher than the statewide average rate during the same period. Taking into consideration the potential benefit of improved level of service offered by Alternative 4, the infrastructure improvements under this scenario which, as mentioned previously, were observed to improve traffic operations along surface streets, might also serve to address the traffic safety issues within the study area.

To address continued lowering levels of service, increase the number of travel route options, redistribute traffic from intersections with a high number of accidents, and relieve congestion specifically within the SR 34 corridor that includes the I-85 northbound and southbound ramps, there is a need for an additional interchange with I-85 to serve the City of Newnan and adjacent portions of Coweta County.

A preferred location for the interchange is at Poplar Road, an east-west roadway that is an underutilized component of the grid network of streets. Poplar Road currently exists with a bridge over I-85 and is almost equidistant between the SR 34 interchange to the north and the US 29 interchange to the south. Both the Newnan By-pass and Newnan Crossing Boulevard intersect Poplar Road within one-half mile of I-85.

The Poplar Road interchange at I-85 will provide an additional option for increasing residential and commercial traffic in Newnan and southeast Coweta County to access the Interstate Highway System, in addition to providing alternate access of oversized truck traffic coming into and going out of Newnan and Coweta County south of SR 34, improving the capacity of the existing and planned local grid street network, and relieving the current and projected congestion concentrated at the SR 34 ramps with I-85.

Appendix A-3

References

Braley, Chad O., 1997*Phase I Archeological Survey of the Newnan Bypass, Coweta County, Georgia.* Report prepared for Coweta County and Rosser Lowe. Prepared by Southeastern Archeological Services, Inc. Athens, Georgia.

Joseph, J.W., Brody Fredericksen and Theresa Hamby, 2000 *Phase I Archeological Survey of the Newnan Bypass Project, Coweta County, Georgia.* Report submitted to Rosser Civil Engineering. Report submitted by New South Associates, Inc., Stone Mountain, Georgia.

Joseph, J.W., Theresa Hamby and Mary Beth Reed, 1993 *Phase I Archaeological Survey of Eleven Proposed Bridge Replacements in Coweta County, Georgia.* Report submitted to Federal Highway Administration and Moreland Altobelli Associates, Inc. Report submitted by New South Associates, Inc., Stone Mountain, Georgia.

Smith, Betty A., 1979 *Archaeological Survey of the Proposed Water System Improvements, Newnan, Georgia.* Report prepared for Wiedman and Singleton, Engineers.

Part B2. Statement of Need Interchange Justification Report; Sponsored by Coweta County Board of Commissioners, Submitted to The Georgia Department of Transportation, Prepared by The Coweta County Planning Department with support from The City of Newnan Planning Department, May 11, 2004.

Appendix A-4
Cost Estimates

PRELIMINARY COST ESTIMATE

PREPARED BY: URS Corp. BUILD ALTERNATIVE (ALT 2)

ESTIMATED LETTING DATE: N/A

☒PROGRAMMING PROCESS ☐CONCEPT DEVELOPMENT ☐DURING PROJECT DEV.

PROJECT COST		
A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT)1329240 SF (30.515 AC) LGPA $	$	524,250.00
2. DISPLACEMENTS: RES: 9, BUS: 0, M.H.: 0	$	1,525,000.00
3. OTHER COST (ADM./COST, INFLATION)	$	944,662.00
SUBTOTAL:A	$	3,043,912.00
B. REIMBURSABLE UTILITIES:		
1. RAILROAD	$	0.00
2. TRANSMISSION LINES	$	0.00
3. SERVICES	$	0.00
SUBTOTAL:B	$	0.00
C. CONSTRUCTION:		
1. MAJOR STRUCTURES Bridges		
a. BRIDGE REPLACEMENT (363' x 88' @ $75/sf)	$	2,395,800.00
b. OVERPASSES (widening)	$	800,000.00
c. WINGWALL	$	0.00
SUBTOTAL:C-1	$	3,195,800.00
2. GRADING AND DRAINAGE:		
a. EARTHWORK	$	500,000.00
b. DRAINAGE:		
1) Curb and Gutter (0 @ $9.60/ft)	$	0.00
2) Longitudinal System		
Catch Basins (0 @ $2000/basin)	$	0.00
Drop Inlets (0 @ $2000/inlet)	$	0.00
Flared End Section (6 @ $495/FES)	$	2,970.00
Safety End Section (0 @ $400/SES)	$	0.00
48 inch pipe (200 ft @ $150/ft)	$	30,000.00
MH (0 @ $2014/MH)	$	0.00
24 inch pipe (200 ft @ $35/ft)	$	7,000.00
SUBTOTAL:C-2	$	539,970.00

PROJECT COST		
3. BASE AND PAVING:		
a. AGGREGATE BASE (29,468 tons @ $13/ton)		$ 383,084.00
b. ASPHALT PAVING:		
Milling (yd^2 @ $4.00/ yd^2)	$ 0.00	
Surface (19,210 tons @ $50/ton)	$ 960,500.00	
Binder (4,803 tons @ $50/ton)	$ 240,150.00	
Base (3,602 tons @ $50/ton)	$ 180,100.00	
	SUBTOTAL:C-3.b	$ 1,380,750.00
c. CONCRETE PAVING (Approach Slab)		$ 94,000.00
d. OTHER Driveway paving		
Surface (16 tons @ $50/ton)	$ 800.00	
Base (63 tons @ $50/ton)	$ 3,150.00	
	SUBTOTAL:C-3.d	$ 3,950.00
	SUBTOTAL:C-3	$ 1,861,784.00
4. LUMP ITEMS:		
a. GRASSING (25 acre @ $2000/acre)		$ 50,000.00
b. CLEARING AND GRUBBING		$ 250,000.00
c. LANDSCAPING		$ 20,000.00
d. EROSION CONTROL		$ 320,000.00
e. TRAFFIC CONTROL		$ 50,000.00
	SUBTOTAL:C-4	$ 690,000.00
5. MISCELLANEOUS:		
a. LIGHTING		$ 0.00
b. SIGNING - MARKING		$ 15,000.00
c. GUARDRAIL		$
T Beam (468 ft @$52/ft)		$ 24,336.00
W Beam (4600 ft @ $13/ft)		$ 59,800.00
TP 12 Anchor (6 @ $1,350)		$ 8,100.00
TP 1 Anchor (6 @ $450)		$ 2,700.00
d. SIDEWALK (yd^2 @ $25.75/ yd^2)		$ 0.00
	SUBTOTAL:C-5	$ 109,936.00
6. SPECIAL FEATURES: Removal of Existing Bridge	SUBTOTAL:C-6	$ 60,000.00

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY		$ 3,043,912.00
B. REIMBURSABLE UTILITIES		$ 0.00
C. CONSTRUCTION		
1. MAJOR STRUCTURES		$ 3,195,800.00
2. GRADING AND DRAINAGE		$ 539,970.00
3. BASE AND PAVING		$ 1,861,784.00
4. LUMP ITEMS		$ 690,000.00
5. MISCELLANEOUS		$ 109,936.00
6. SPECIAL FEATURES		$ 60,000.00
SUBTOTAL CONSTRUCTION COST		$ 6,457,490.00
INFLATION (5% PER YEAR)		$ 0.00
NUMBER OF YEARS	N/A	
E. & C. (10%)		$ 645,749.00
TOTAL CONSTRUCTION COST		**$ 7,103,229.00**
GRAND TOTAL PROJECT COST		**$ 10,147,151.00**

This project is 100 percent in Coweta County.

PRELIMINARY COST ESTIMATE

PREPARED BY: URS Corp. "IN LIEU OF" ALTERNATIVE (ALT 3)

ESTIMATED LETTING DATE: N/A

☐PROGRAMMING PROCESS ☒CONCEPT DEVELOPMENT ☐DURING PROJECT DEV.

PROJECT COST		
A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT)25028 SF (@ $25/SF) LGPA $	$	647,500.00
2. DISPLACEMENTS: RES: 0, BUS: 0, M.H.: 0	$	0.00
3. OTHER COST (ADM./COST, INFLATION)	$	291,375.00
SUBTOTAL:A	$	938,875.00
B. REIMBURSABLE UTILITIES:		
1. RAILROAD	$	0.00
2. TRANSMISSION LINES	$	0.00
3. SERVICES	$	0.00
SUBTOTAL:B	$	0.00
C. CONSTRUCTION:		
1. MAJOR STRUCTURES Bridges		
a. BRIDGE REPLACEMENT (@ $75/sf)	$	0.00
b. OVERPASSES (widening)	$	0.00
c. WINGWALL	$	0.00
SUBTOTAL:C-1	$	0.00
2. GRADING AND DRAINAGE:		
a. EARTHWORK	$	165,941.00
b. DRAINAGE: (extend 1 box culvert)	$	10,000.00
1) Curb and Gutter (4785 L.F. @ $12.55/ft)	$	60,052.00
2) Longitudinal System		
Catch Basins (3 @ $2000/basin)	$	6,000.00
Drop Inlets (0 @ $2000/inlet)	$	0.00
Flared End Section (2 @ $495/FES)	$	990.00
Safety End Section (0 @ $400/SES)	$	0.00
18 inch pipe (700 ft @ $32/ft)	$	22,400.00
MH (1 @ $2014/MH)	$	2,014.00
24 inch pipe (0 ft @ $35/ft)	$	0.00
SUBTOTAL:C-2	$	267,397.00

PROJECT COST		
3. BASE AND PAVING:		
a. AGGREGATE BASE (17,623 tons @ $15/ton)		$ 264,345.00
b. ASPHALT PAVING:		
Milling (11,467 yd^2 @ $4.00/ $yd^{2)}$	$ 45,868.00	
Surface (2111 tons @ $50/ton)	$ 105,550.00	
Binder (2817 tons @ $50/ton)	$ 140,850.00	
Base (11,263 tons @ $50/ton)	$ 563,150.00	
	SUBTOTAL:C-3.b	$ 855,418.00
c. CONCRETE PAVING (Approach Slab)		$ 0.00
d. OTHER Driveway paving		
Surface (0 tons @ $50/ton)	$ 0.00	
Base (0 tons @ $50/ton)	$ 0.00	
	SUBTOTAL:C-3.d	$ 3,000.00
	SUBTOTAL:C-3	$ 1,122,763.00
4. LUMP ITEMS:		
a. GRASSING (9.5 acre @ $2000/acre)		$ 19,000.00
b. CLEARING AND GRUBBING		$ 68,000.00
c. LANDSCAPING		$ 5,000.00
d. EROSION CONTROL		$ 160,000.00
e. TRAFFIC CONTROL		$ 52,000.00
	SUBTOTAL:C-4	$ 304,000.00
5. MISCELLANEOUS:		
a. LIGHTING		$ 65,000.00
b. SIGNING - MARKING		$ 27,500.00
c. GUARDRAIL		$
T Beam (ft @$52/ft)		$ 0.00
W Beam (3805 ft @ $13/ft)		$ 49,465.00
TP 12 Anchor (6 @ $1,350)		$ 8,100.00
TP 1 Anchor (6 @ $450)		$ 2,700.00
d. SIDEWALK (2658yd^2 @ $25.75/ yd^2)		$ 68,444.00
	SUBTOTAL:C-5	$ 221,209.00
6. SPECIAL FEATURES: Removal of Existing Bridge	SUBTOTAL:C-6	$ 0.00

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY	$	938,875.00
B. REIMBURSABLE UTILITIES	$	0.00
C. CONSTRUCTION		
1. MAJOR STRUCTURES	$	0.00
2. GRADING AND DRAINAGE	$	267,397.00
3. BASE AND PAVING	$	1,122,763.00
4. LUMP ITEMS	$	304,000.00
5. MISCELLANEOUS	$	221,209.00
6. SPECIAL FEATURES	$	0.00
SUBTOTAL CONSTRUCTION COST	$	1,915,369.00
INFLATION (5% PER YEAR)	$	
NUMBER OF YEARS		
E. & C. (10%)	$	191,537.00
TOTAL CONSTRUCTION COST	**$**	**2,106,906.00**
GRAND TOTAL PROJECT COST	**$**	**3,045,781.00**

This project is 100 percent in Coweta County.

PRELIMINARY COST ESTIMATE

PREPARED BY: URS Corp. "OPTIMIZED BUILD" ALTERNATIVE (ALT 4)

ESTIMATED LETTING DATE: N/A

☒PROGRAMMING PROCESS ☐CONCEPT DEVELOPMENT ☐DURING PROJECT DEV.

PROJECT COST		
A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT) LGPA $	$	1,211,750.00
2. DISPLACEMENTS: RES: 9, BUS: 0, M.H.: 0	$	1,525,000.00
3. OTHER COST (ADM./COST, INFLATION)	$	1,254,037.00
SUBTOTAL:A	$	3,990,787.00
B. REIMBURSABLE UTILITIES:		
1. RAILROAD	$	0.00
2. TRANSMISSION LINES	$	0.00
3. SERVICES	$	0.00
SUBTOTAL:B	$	0.00
C. CONSTRUCTION:		
1. MAJOR STRUCTURES Bridges		
a. BRIDGE REPLACEMENT (@ $75/sf)	$	3,729,000.00
b. OVERPASSES (widening)	$	800,000.00
c. WINGWALL	$	0.00
SUBTOTAL:C-1	$	4,529,000.00
2. GRADING AND DRAINAGE:		
a. EARTHWORK	$	938,941.00
b. DRAINAGE: (extend 3 box culvert)	$	85,000.00
1) Curb and Gutter (4785 L.F. @ $12.55/ft)	$	60,052.00
2) Longitudinal System		
Catch Basins (3 @ $2000/basin)	$	6,000.00
Drop Inlets (0 @ $2000/inlet)	$	0.00
Flared End Section (8 @ $495/FES)	$	3,960.00
48 inch pipe (200 ft @ $150/ft)	$	30,000.00
18 inch pipe (700 ft @ $32/ft)	$	22,400.00
MH (1 @ $2014/MH)	$	2,014.00
24 inch pipe (200 ft @ $35/ft)	$	7,000.00
SUBTOTAL:C-2	$	1,155,367.00

PROJECT COST		
3. BASE AND PAVING:		
a. AGGREGATE BASE (59,233 tons @ $15/ton)		$ 888,495.00
b. ASPHALT PAVING:		
Milling (11,467 yd^2 @ $4.00/ $yd^{2)}$	$ 45,868.00	
Surface (8,415 tons @ $50/ton)	$ 420,750.00	
Binder (11,223 tons @ $50/ton)	$ 561,150.00	
Base (28,233 tons @ $50/ton)	$ 1,911,650.00	
	SUBTOTAL:C-3.b	$ 2,939,418.00
c. CONCRETE PAVING (Approach Slab)		$ 119,625.00
d. OTHER Driveway paving		
Surface (tons @ $50/ton)	$ 0.00	
Base (tons @ $50/ton)	$ 0.00	
	SUBTOTAL:C-3.d	$ 6,950.00
	SUBTOTAL:C-3	$ 3,954,488.00
4. LUMP ITEMS:		
a. GRASSING (44.5 acre @ $2000/acre)		$ 89,000.00
b. CLEARING AND GRUBBING		$ 378,000.00
c. LANDSCAPING		$ 25,000.00
d. EROSION CONTROL		$ 560,000.00
e. TRAFFIC CONTROL		$ 122,000.00
	SUBTOTAL:C-4	$ 1,174,000.00
5. MISCELLANEOUS:		
a. LIGHTING		$ 70,000.00
b. SIGNING - MARKING		$ 52,500.00
c. GUARDRAIL		$
T Beam (468 ft @$52/ft)		$ 24,336.00
W Beam (15,367 ft @ $13/ft)		$ 199,771.00
TP 12 Anchor (16 @ $1,350)		$ 21,600.00
TP 1 Anchor (16 @ $450)		$ 7,200.00
d. SIDEWALK (2658yd^2 @ $25.75/ yd^2)		$ 68,444.00
	SUBTOTAL:C-5	$ 443,851.00
6. SPECIAL FEATURES: Removal of Existing Bridge	SUBTOTAL:C-6	$ 120,000.00

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY	$	3,990,787.00
B. REIMBURSABLE UTILITIES	$	0.00
C. CONSTRUCTION		
1. MAJOR STRUCTURES	$	4,529,000.00
2. GRADING AND DRAINAGE	$	1,155,367.00
3. BASE AND PAVING	$	3,954,488.00
4. LUMP ITEMS	$	1,174,000.00
5. MISCELLANEOUS	$	443,851.00
6. SPECIAL FEATURES	$	120,000.00
SUBTOTAL CONSTRUCTION COST	$	11,376,706.00
INFLATION (5% PER YEAR)	$	
NUMBER OF YEARS		
E. & C. (10%)	$	1,137,671.00
TOTAL CONSTRUCTION COST	**$**	**12,514,377.00**
GRAND TOTAL PROJECT COST	**$**	**16,505,164.00**

This project is 100 percent in Coweta County.

Preliminary Construction Cost Estimate

POPLAR ROAD IJR

ALTERNATIVE 5

Date: 12/07/2006

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
Maintenance of Traffic	1	LS	$600,000.00	$600,000.00
Field Engineers Office TP 3	1	LS	$45,000.00	$45,000.00
Grading Complete	1	LS	$4,586,666.00	$4,586,666.00
Graded Aggregate Base Crs 10 in Incl. Matl.	287,555	SY	$9.45	$2,717,394.75
4" Asph Conc Base Gp 1 or 2 Incl Bitum Matl & H Lime	287,555	SY	$17.60	$5,060,968.00
2" Asph Conc B Gp 1 or 2 Incl Bitum Matl & H Lime	287,555	SY	$8.80	$2,530,484.00
1 1/2" Asph. Conc. E Gp Incl. Bitum Matl & H Lime	267,555	SY	$6.60	$1,765,863.00
Bitum. Tack Coat	86,266	GAL	$1.50	$129,399.00
Retaining Walls	1	LS	$750,000.00	$750,000.00
Storm Drainage Complete	1	LS	$1,550,000.00	$1,550,000.00
Signing And Marking	1	LS	$350,000.00	$350,000.00
Erosion Control	1	LS	$780,000.00	$780,000.00
Grassing Complete	1	LS	$50,000.00	$50,000.00
Utilities Complete	1	LS	$450,000.00	$450,000.00
Signals	6	EA	$110,000.00	$660,000.00
Bridges	1	LS	$14,455,000.00	$14,455,000.00
		Sub-Total		$36,480,774.75
		E&C Rate	10.00%	$3,648,077.48
		Inflation Rate	@ 5% 2Yrs	$4,113,207.38
		SUB TOTAL		**$44,242,059.61**
		Right Of Way		**$3,375,000.00**
		TOTAL		**$47,617,059.61**

Appendix A-5
Meeting Minutes

URS

KICK-OFF MEETING AGENDA

February 23, 2004
2:30 pm
Newnan City Council Chambers, Newnan, GA

Interchange Justification Report for I-85 at Poplar Road
Project Number INTCH-0007-00(074) Coweta County
P.I. No. 0007074

I. Introductions

II. Scope of Services

a. Planning
b. Traffic
c. Roadway Design
d. Environmental Impacts

III. Discussion of Study Area
a. I-85 fm US29/SR14 (Exit #41) to SR34 (Exit #47)
b. Poplar Road fm Turkey Creek Road to Newnan Crossing Blvd East
c. SR34 fm SR34 Bypass to Old SR34
d. US29/SR14 fm SR16 to Airport

IV. Discussion of Current Development and Other Projects within Study Area

a. I-85 Widening fm SR34 to US29(CW-AR-001) (2006)
b. I-85 Widening fm US29 to US27Alt (CW-AR-002) (2021-2030)
c. I-85 at Poplar Road Interchange (CW-AR-003) (2011-2020)
d. SR34 Bypass fm SR34 to Jefferson Pkwy (CW-006B) (2007)
e. SR34 Bypass Extension (CW-007) (2007)
f. I-85 at SR34 Loop Ramp (CW-007B) (2006)
g. Lower Fayetteville Road shoulder widening (CW-032) (2005)
h. Pine Road at US29 (CW-033C) (2006)
i. SR16 fm I-85 to US29 (CW-034) (2007)
j. East Washington Street Extension (CW-041) (2021-2030)
k. County/City projects?
l. Planned/Anticipated Developments?

V. Information Needed by URS Team

- **a. Key Contacts**
  - **i. Coweta County**
  - **ii. City of Newnan**
  - **iii. FHWA**
  - **iv. GDOT**

VI. Schedule

- **a. Draft IJR by July 15, 2005**

VII. Other Discussion

VIII. Next Meeting

URS

MEMORANDUM

400 Northpark Town Center
1000 Abernathy Road
Atlanta, GA 30328
Phone: (678) 808-8800
Fax: (678) 808-8400

To: See Attendee List

File: 15280196

From: Kevin D. Hosey, P.E.

Date: February 23, 2005

Copy:

Subject: KICK-OFF MEETING MINUTES – Poplar Road Interchange Justification Report

Purpose:
The purpose of this memo is to document the Kick-off Meeting held on Wednesday, February 23, 2005 starting at 2:30 PM in the Newnan City Council Chambers, Newnan City Hall, Newnan, GA. Contained herein is a summary of items discussed at this meeting.

List of Attendees:

Moderator			
Kevin D. Hosey, URS Corporation			
Name	**Organization**	**Phone No.**	**Email**
Tom Queen	GDOT District 3	706-646-6317	Tom.Queen@dot.state.ga.us
Steven King	GDOT District 3		Steven.King@dot.state.ga.us
Verdell Hawkins	GDOT Planning	404-463-4376	Verdell.Hawkins@dot.state.ga.us
Cedric Clark	GDOT Planning	404-657-6912	Cedric.Clark@dot.state.ga.us
Regan Hammond	ARC	404-463-3306	rhammond@atlantaregional.com
David Millen	GDOT District 3	706-646-6594	David.Millen@dot.state.ga.us
Tavores Edwards	Coweta County Planning Office	770-254-2635	tedwards@coweta.ga.us
David Painter	FHWA	404-562-3658	David.Painter@fhwa.dot.gov
Wayne Kennedy	Coweta County Engineer	770-254-3775	wkennedy@coweta.ga.us
Robert Tolleson	Coweta County Planning Director	770-254-2635	rtolleson@coweta.ga.us
Cleatus Phillips	City of Newnan Community Development Director	770-254-2354	cphillips@cityofnewnan.org
Steve Houlder		770-253-6579	steve.houlder@delta.com
Tom Corker	Coweta County Public Information Officer	770-254-2603	tcorker@coweta.ga.us
Dave Bialik		770-251-1317	Bialik50@msn.com
Cliff Smith		770-251-6537	
Richard Bolin	City of Newnan City Manager	770-253-2682	rbolin@cityofnewnan.org
Aykut Urgen	Parsons Transportation	678-969-2327	Aykut.urgen@parsons.com
Kevin Hosey	URS	678-808-8811	Kevin_hosey@urscorp.com
Dan Dobry	URS	678-808-8848	Dan_dobry@urscorp.com

Elisabeth Hahn	URS	678-808-8883	Elisabeth_hahn@urscorp.com
Mark Lippert	URS	678-808-8878	Mark_lippert@urscorp.com
Sonny Smoak	URS	678-808-8850	Sonny_smoak@urscorp.com
Patrick Smith	URS	678-808-8876	Patrick_smith@urscorp.com

Meeting agenda and items discussed are as follows:

I. ***Introductions*** – Cedric Clark opened the meeting and welcomed everyone. He introduced the design team, briefly described the consultant roles, and turned it over to Kevin Hosey of URS. Kevin led introductions of all those present and further described the Parsons/URS team. Kevin identified himself as the Project Manager and "point of contact" for this project.

II. ***Description of Project and Scope of Services by URS***
   a. Parsons Transportation is the prime consultant under task order contract to GDOT for this project. URS is a member of the Parsons team and is the lead consultant for this particular task order. URS is providing planning services, traffic modelling and capacity analysis, roadway and bridge design, and environmental impacts. Parsons is providing overall task order project management and QC/QA services.
   b. The purpose of the task order is to provide an interchange justification report (IJR) for Poplar Road at I-85 in Coweta County east of Newnan. The report will include a study document with background planning information, traffic modelling, traffic capacity analyses, interchange design concepts, cost estimates, and screening for environmental impacts. The IJR will look at the Poplar Road interchange location as well as improvements that could be made to adjacent interchanges and local road networks to provide the same access in lieu of the proposed interchange.
   c. URS is currently in the process of initial information gathering with a draft IJR ready for submittal by July 15, 2005.
   d. Each URS staff member gave a brief description of their scope of services.

III. ***Description of the Study Area:***
   a. Along I-85 from US29/SR14 (Exit #41) to SR34 (Exit #47)
   b. Along Poplar Road from Turkey Creek Road to Newnan Crossing Boulevard East
   c. SR34 from SR34 Bypass to Old SR34
   d. US29/SR14 from SR16 to Airport

IV. ***Discussion of Current Development and Other Projects within the Study Area***
   a. I-85 Widening fm SR34 to US29(CW-AR-001) (2006)
   b. I-85 Widening fm US29 to US27Alt (CW-AR-002) (2021-2030)
   c. I-85 at Poplar Road Interchange (CW-AR-003) (2011-2020)
   d. SR34 Bypass fm SR34 to Jefferson Pkwy (CW-006B) (2007)
   e. SR34 Bypass Extension (CW-007) (2007)
   f. I-85 at SR34 Loop Ramp (CW-007B) (2006)
   g. Lower Fayetteville Road shoulder widening (CW-032) (2005)
   h. Pine Road at US29 (CW-033C) (2006)
   i. SR16 fm I-85 to US29 (CW-034) (2007)
   j. East Washington Street Extension (CW-041) (2021-2030)
   k. Additional projects that were mentioned include:
      i. Southwest Bypass (GDOT Project)
      ii. Poplar Road at SR34 Bypass Extension (City Project to add traffic signal)
      iii. Newnan Crossing East Blvd extended to Poplar Road (Developer constructed roadway)
   l. Other Discussion
      i. Wayne Kennedy described the extent of improvements at SR16 and Pine Road as a major improvement, not a minor intersection upgrade. David Millen has details of this project.
      ii. David Painter asked if the I-85 widening south of US29 wasn't scheduled earlier

in the RTP. Our research of the 2030 RTP shows implementation for this project between 2021-2030.

iii. Thomas Howell, GDOT District Three Engineer, stated that traffic volumes should be available for several locations along SR34 where traffic signals have been recently installed. He also mentioned a project to extend turn lanes at the Walmart entrance on SR34 and asked whether a CD system between interchanges would be considered as a part of this study. Kevin Hosey responded that the URS team would study various interchange configurations, as well as CD roads if warranted and necessary due to traffic volumes and weaving analyses.

iv. David Painter asked what traffic modeling software would be utilized. Sonny Smoak indicated that CORSIM would be used and David was OK with that choice.

v. David Painter also asked GDOT if this project would provide a minimum of 1000 feet of limited access beyond the ramp terminals and GDOT said yes.

vi. David Millen asked if CD roads would be modeled for air quality. Kevin Hosey responded that it was not in our scope of services to provide air quality modeling, just to address the general implications to air quality for our alternatives. If CD's are a part of our alternatives, they could have an impact on air quality, since they have not been previously included in any approved air quality analysis.

vii. A discussion of CD roads followed and how many interchanges would be required to be attached to a CD system. David Painter indicated that as few as 2 interchanges could be tied to a CD system, while 3 interchanges would be a maximum.

viii. David Millen asked about the source of our socio-economic data. He recommended that we get the most up to date information for our study. Tavores Edwards noted that current information should be available from the comprehensive plan ammendments. He said that Jim Brown of URS will have access to that data through another contract with the County for updating their Transportation Plan.

ix. Wayne Kennedy suggested that we maintain close contact and coordination with Jim Brown and the Transportation Plan update. Kevin Hosey indicated that coordination is taking place.

x. David Painter asked if the SR16 widening project east of I-85 was in the 2030 RTP. URS responded that the current version of the 2030 RTP does not include this project.

xi. Wayne Kennedy noted that a number of subdivisions and developments are underway in the area, especially along the bypass. He suggested we coordinate with him as well as Cleatus Phillips with the City to get details of developments in the study area.

V. Information Needed by the URS Team

a. Key Contacts
   i. Coweta County – Tavores Edwards, Wayne Kennedy
   ii. City of Newnan – Cleatus Phillips
   iii. FHWA – David Painter
   iv. GDOT – Cedric Clark, Verdell Hawkins

VI. Schedule

a. Kevin Hosey reported that the URS Team is working toward submitting a Draft IJR by July 15, 2005.

VII. Other Discussion

a. A few of the meeting participants discussed when an interchange could be open to the public. It was suggested that it would take 5 years or more to begin construction and 1-2 years for construction.

b. David Painter indicated that FHWA could review and approve an acceptable IJR in 2-3

months.

c. David Millen asked if the IJR would include alternative designs. Kevin Hosey said that the IJR would contain alternatives for layout of the interchange and associated improvements, as well as possible alternatives for upgrading adjacent interchanges and the existing roadway network to provide similar access. The IJR will recommend an alternative as tha preferred alternative. David Painter indicated that the FHWA could look at all the alternatives in their review and recommend a different one from the preferred alternative if they desired.

VIII. Next Meeting

a. It was agreed not to schedule another status meeting at this time, but to wait until progress on the IJR warranted the meeting. It was suggested that another meeting might be desired in 4-6 weeks. URS will coordinate with GDOT and Tavores Edwards to schedule the next meeting.

Kevin Hosey thanked all the participants for their attendance and the meeting was adjourned at approximately 3:45 pm.

URS

STATUS UPDATE MEETING
AGENDA

April 28, 2005
1:30 pm
Coweta County Administration Building
Magistrate Court
Newnan, GA

Interchange Justification Report for I-85 at Poplar Road
Project Number INTCH-0007-00(074) Coweta County
P.I. No. 0007074

I. Status Overview

II. Concept Layout

a. 2020 Base Year Projects
b. 2030 Future Year Projects
c. Preliminary Layout of Poplar Road Interchange

III. Traffic Analysis and CORSIM Models

a. Existing Model Simulation
b. Base Year 2020 No-Build Model Simulation
c. Future Year 2030 No-Build Model Simulation
d. Summary of Results from each model

IV. Results of Environmental Screening

V. Document Preparation

VI. Upcoming Activities

a. Base Year 2020 Build Alternative and Future Year 2030 Build Alternative Modeling by end of May 2005
b. Base Year 2020 "Other Improvements" Alternative and Future Year 2030 "Other Improvements" Alternative Modeling by mid June 2005
c. Draft IJR to GDOT by end of June 2005

VII. Other Discussion

VIII. Next Meeting

URS

MEMORANDUM

400 Northpark Town Center
1000 Abernathy Road
Atlanta, GA 30328
Phone: (678) 808-8800
Fax: (678) 808-8400

To: See Attendee List **File:** 15280196

From: Kevin D. Hosey, P.E. **Copy:**
Date: April 28, 2005

Subject: STATUS UPDATE MEETING MINUTES – Poplar Road Interchange Justification Report

Purpose:
The purpose of this memo is to document the Status Update Meeting held on Thursday, April 28, 2005 at 1:30 PM in the Magistrate Court, Coweta County Administration Building, Newnan, GA. Contained herein is a summary of items discussed at this meeting.

List of Attendees:

Moderator			
Kevin D. Hosey, URS Corporation			
Name	**Organization**	**Phone No.**	**Email**
Tom Queen	GDOT District 3	706-646-6317	Tom.Queen@dot.state.ga.us
Cindy VanDyke	GDOT Planning	404-657-6696	Cindy.vandyke@dot.state.ga.us
Michael Adams	GDOT Planning	404-651-7603	Michael.adams@dot.state.ga.us
Cedric Clark	GDOT Planning	404-657-6912	Cedric.Clark@dot.state.ga.us
Regan Hammond	ARC	404-463-3306	rhammond@atlantaregional.com
Tavores Edwards	Coweta County Planning Office	770-254-2635	tedwards@coweta.ga.us
Wayne Kennedy	Coweta County Engineer	770-254-3775	wkennedy@coweta.ga.us
Cleatus Phillips	City of Newnan Community Development Director	770-254-2354	cphillips@cityofnewnan.org
Leigh Schlumper	Coweta County	770-254-2601	leigh@numail.org
Larry DeMoss	Coweta County	770-254-2601	ldemoss@coweta.ga.us
Sandra Parker	Coweta County	770-254-2635	sparker@coweta.ga.us
David Handley	Oil Works	770-301-6562	oilworks@numail.org
Kevin Hosey	URS	678-808-8811	Kevin_hosey@urscorp.com
Dan Dobry	URS	678-808-8848	Dan_dobry@urscorp.com
Elisabeth Hahn	URS	678-808-8883	Elisabeth_hahn@urscorp.com
Sonny Smoak	URS	678-808-8850	Sonny_smoak@urscorp.com
Patrick Smith	URS	678-808-8876	Patrick_smith@urscorp.com

Meeting agenda and items discussed are as follows:

I. ***Introductions*** – Cindy VanDyke of the GDOT Planning Office opened the meeting, welcomed the attendees, and introduced the consultant team. Kevin Hosey, the URS Project Manager for this contract, thanked Cindy and began with the agenda for the meeting. URS prepared a powerpoint presentation for the meeting which is attached to these minutes. No formal agenda

was distributed.

II. Overview of Project Progress

a. URS was given a Notice to Proceed by the Department on January 25, 2005. The overall contract for production of the IJR has a 6 month completion schedule. URS is currently on track to meet that schedule.
b. Kevin described briefly the status of several ongoing tasks, including information gathering (complete), environmental screening (complete), IJR documentation (underway), concept engineering (substantially complete), and traffic analysis (ongoing).
c. A bar chart schedule was presented (included in the handout) that graphically depicts progress on the project.

III. Roadway Concept Design:

a. Kevin described the three layouts that are being prepared:
    i. Project base map with all projects for 2020 and 2030 shown (complete)
    ii. Poplar Road Interchange Layout (complete, but subject to change as traffic modeling warrants)
    iii. "Other Projects" alternative layout (not complete)

IV. CORSIM Traffic Modeling

a. Sonny Smoak (URS) described the results of the existing conditions analysis, as well as the 2020 and 2030 No Build Analyses. A table included in the presentation describes "level of service" for the various intersections in the network for each scenario.
b. Sonny then displayed and explained the CORSIM model animations for each of the scenarios. There were several questions from the attendees regarding the models. Wayne Kennedy was concerned about the lack of traffic shown on the Newnan Bypass versus traffic impact studies that he had seen that predicted higher volumes. Sonny explained that our modeling was based on volumes taken for ARC's 2020 traffic demand model. That model shows lower volumes on the bypass route. URS agreed to look into that issue further.

V. Environmental Screening

a. Patrick Smith (URS) described the screening process and what issues were researched. Patrick indicated there were no "fatal flaws" from his perspective that could preclude the eventual construction of an interchange at Poplar Road if approved. He said there may be minor impacts to a couple of possible historic properties, as well as minor wetland and stream crossing impacts.

VI. Planning and Document Preparation

a. Betsy Hahn (URS) described some of the planning data supporting the interchange, including population growth, employment growth, and local development.

VI. Schedule

a. Traffic modeling and other tasks will continue, including Build Alternative Analysis by the end of May, and "Other Projects" Alternative Analysis by mid-June.
b. Kevin Hosey reported that the URS Team is working toward submitting a Draft IJR to GDOT by June 24, 2005.

VII. Other Discussion

a. Tavores Edwards asked when the next status meeting would be held. After some discussion, it was agreed that the project team would present the results of the Build Alternative Analysis at a meeting around the end of May.

Kevin Hosey thanked all the participants for their attendance and the meeting was adjourned at approximately 2:45 pm.

URS

MEMORANDUM

400 Northpark Town Center
1000 Abernathy Road
Atlanta, GA 30328
Phone: (678) 808-8800
Fax: (678) 808-8400

To: See Attendee List **File:** 15280196

From: Kevin D. Hosey, P.E. **Copy:**
Date: May 18, 2005

Subject: STATUS UPDATE MEETING MINUTES – Poplar Road Interchange Justification Report

Purpose:
The purpose of this memo is to document the Status Update Meeting held on Wednesday, May 18, 2005 at 1:00 PM at the Coweta County Fairgrounds, Newnan, GA. Contained herein is a summary of items discussed at this meeting.

List of Attendees:

Moderator			
Kevin D. Hosey, URS Corporation			
Name	**Organization**	**Phone No.**	**Email**
Michael Adams	GDOT Planning	404-651-7603	Michael.adams@dot.state.ga.us
Cedric Clark	GDOT Planning	404-657-6912	Cedric.Clark@dot.state.ga.us
Tavores Edwards	Coweta County Planning Office	770-254-2635	tedwards@coweta.ga.us
Wayne Kennedy	Coweta County Engineer	770-254-3775	wkennedy@coweta.ga.us
Robert Tolleson	Coweta County Planning Director	770-254-2635	rtolleson@coweta.ga.us
Theron Gay	Coweta County Administrator	770-254-2601	tgay@coweta.ga.us
Aykut Urgen	Parsons Transportation	678-969-2327	Aykut.urgen@parsons.com
Kevin Hosey	URS	678-808-8811	Kevin_hosey@urscorp.com
Sonny Smoak	URS	678-808-8850	Sonny_smoak@urscorp.com
Rob Cursey	URS	813-636-2440	Robert_cursey@urscorp.com

Meeting agenda and items discussed are as follows:

I. ***Introductions*** – Tavores Edwards of the Coweta County Planning Office opened the meeting and everyone introduced themselves. He stated that the purpose of the meeting was to discuss the specifics of the modeling issues URS had encountered and how they were being addressed.

Theron Gay, the Coweta County Administrator, stressed to URS that Coweta County placed a very high priority on the successful completion of this work effort. He stressed the importance to the County of getting a quality product on the quickest possible schedule. He also stated that he wanted to make sure that the County would not incur any additional costs as a result of the additional modeling that URS was performing. Kevin Hosey (URS) confirmed that the County would not see these costs, and that the consultant team was making every effort to advance the IJR on the quickest schedule possible. He also apologized to the County for the delays being incurred and pledged to expedite the schedule going forward.

II. Description of Modeling Issues and Resolution

a. Kevin Hosey (URS) opened the discussion with a general discussion of the modeling problem. He said that the ARC travel demand model was not providing reliable traffic projections across the entire road network in the Poplar Road area. This was evidenced by almost no traffic being projected for the two bypass routes on either side of I-85.

b. Rob Cursey, Transportation Planning Manager in URS' Tampa office, then gave a detailed analysis of the problem. He brought maps of the travel demand model road network and showed how the traffic analysis zones (TAZ) were divided. He described a resolution to the problem that involved adding "subareas" to the network that further divided the zones into smaller areas and forced the traffic to be more evenly distributed across the road network. He reported that this work was underway and would be completed on Friday, May 20, 2005. The new volumes would then be entered into the CORSIM models to generate new simulations.

III. Schedule

a. Kevin Hosey reported that the URS Team is working toward submitting a Draft IJR to GDOT by July 15, 2005. This includes a three week delay from the previously scheduled submittal date due to the model issues described above. He also indicated that the next Project Status Update Meeting would be held in mid June when the results of the Build Alternative analyses would be available. Kevin will coordinate with GDOT and Tavores to schedule that meeting date and location.

IV. Other Discussion

a. Robert Tolleson asked if URS had initially used an incorrect ARC model. Rob (URS) and Sonny (URS) responded that URS had used the correct model, but that the ARC travel demand model was not adequate to meet the needs of this project. The ARC model is very large and distributes trips well over a large area, primarily to high speed arterial roadways. The ARC model does not provide accurate enough data when "zoomed" in to such a small study area. The additional work URS is performing to modify the model, maintains the integrity of the model, while further refining and improving the quality of its' output.

Kevin Hosey thanked all the participants for their attendance and the meeting was adjourned at approximately 1:45 pm.

Appendix A-6
2030 RTP Project Information

Coweta County Projects in the 2030 RTP

(for major regional projects spanning multiple jurisdictions, also consult the "AR" project list)

AR-CW-5307A — 5307 ALLOCATION FOR COWETA COUNTY - FY 2005-2007

N/A

Coweta County

Coweta County

Programmed — **Transit Facilities**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Exempt from Air Quality Analysis (40 CFR 93) — Network Year:

	Status	Federal	State	Local	Bond	Total
PE		$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW		$0	$0	$0	$0	**$0**
CST	2005	$80,857	$0	$20,214	$0	**$101,071**
CST2	2006	$80,975	$0	$20,224	$0	**$101,199**
CST3	2007	$82,049	$0	$20,512	$0	**$102,561**

Fund: **5307 - Transit Urbanized Area Formula Program**

AR-CW-5307B — 5307 ALLOCATION FOR COWETA COUNTY - FY 2008-2010

N/A

Coweta County

Coweta County

Programmed — **Transit Facilities**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Exempt from Air Quality Analysis (40 CFR 93) — Network Year:

	Status	Federal	State	Local	Bond	Total
PE		$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW		$0	$0	$0	$0	**$0**
CST	2008	$83,690	$0	$20,922	$0	**$104,612**
CST2	2009	$85,363	$0	$21,341	$0	**$106,704**
CST3	2010	$87,071	$0	$21,768	$0	**$108,839**

Fund: **5307 - Transit Urbanized Area Formula Program**

CW-006A — SR 34 BYPASS

322400

Coweta County — **HOSPITAL ROAD**

GDOT — **JEFFERSON PARKWAY [SEE ALSO CW-006B AND CW-006C]**

Programmed — **Roadway Capacity**

Existing	Planned	Length (mi.)
2	4	3.4

In the Region's Air Quality Conformity Analysis — Network Year: **2010**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	2006	$582,240	$145,560	$0	$0	**$727,800**
CST	2007	$3,308,000	$827,000	$0	$0	**$4,135,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q24 - Surface Transportation Program**

CW-006B — SR 34 BYPASS

322405

Coweta County — **JEFFERSON PARKWAY**

GDOT — **SR 34 (BULLSBORO DRIVE) EAST OF NEWNAN [CW-006A AND CW-006C]**

Programmed — **Roadway Capacity**

Existing	Planned	Length (mi.)
2	4	0.62

In the Region's Air Quality Conformity Analysis — Network Year: **2010**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	2006	$1,200,000	$300,000	$0	$0	**$1,500,000**
CST	2007	$2,000,000	$500,000	$0	$0	**$2,500,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q24 - Surface Transportation Program**

CW-006C — SR 34 BYPASS

Coweta County — **US 27 ALTERNATE (TEMPLE AVENUE)**

Coweta County — **HOSPITAL ROAD [CW-006A AND CW-006B]**

Long Range — **Roadway Capacity**

Existing	Planned	Length (mi.)
2	4	0.8

In the Region's Air Quality Conformity Analysis — Network Year: **2015**

	Status	Federal	State	Local	Bond	Total
PE	LR 2011-2020	$64,000	$0	$16,000	$0	**$80,000**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW		$0	$0	$0	$0	**$0**
CST	LR 2011-2020	$1,280,000	$0	$320,000	$0	**$1,600,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **FEDAID-2011-2030**

This report represents a subset of the Mobility 2030 Regional Transportation Plan, as adopted by ARC on December 1, 2004

Coweta County Projects in the 2030 RTP

(for major regional projects spanning multiple jurisdictions, also consult the "AR" project list)

CW-007

322800

Coweta County

Coweta County

SR 34 BYPASS

US 29/27 ALT AT SR 16

TURKEY CREEK ROAD - DESIGN PHASE WILL INCLUDE CORRIDOR MANAGEMENT PLAN

Programmed | **Roadway Capacity**

Existing	Planned	Length (mi.)
0	4	1.6

In the Region's Air Quality Conformity Analysis | Network Year **2010**

	Status	Federal	State	Local	Bond	Total
PE	2005	$0	$0	$470,000	$0	**$470,000**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	2006	$0	$0	$970,000	$0	**$970,000**
CST	2007	$5,360,000	$0	$1,340,000	$0	**$6,700,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q23 - Surface Transportation Program**

CW-028A

333176

Coweta County

GDOT

SR 74/85

CENTRAL OF GEORGIA LINE BETWEEN SR 16 AND SEAVY STREET [SPLIT FUNDED - SEE CW-028B]

Programmed | **Bridge Upgrade**

Existing	Planned	Length (mi.)
2	2	<1

Exempt from Air Quality Analysis (40 CFR 93) | Network Year **2010**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	2007	$8,000	$2,000	$0	$0	**$10,000**
CST	2009	$880,000	$220,000	$0	$0	**$1,100,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q10 - Bridge (On-System)**

CW-028B

333176

Coweta County

GDOT

SR 74/85

CENTRAL OF GEORGIA LINE BETWEEN SR 16 AND SEAVY STREET [SPLIT FUNDED - SEE CW-028A]

Programmed | **Bridge Upgrade**

Existing	Planned	Length (mi.)
2	2	<1

Exempt from Air Quality Analysis (40 CFR 93) | Network Year **2010**

	Status	Federal	State	Local	Bond	Total
PE		$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW		$0	$0	$0	$0	**$0**
CST	2009	$400,000	$100,000	$0	$0	**$500,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q24 - Surface Transportation Program**

CW-029

333175

Coweta County

GDOT

SR 74/85

CSX RAIL LINE BETWEEN OLD HIGHWAY 85 AND HARDY ROAD

Programmed | **Bridge Upgrade**

Existing	Planned	Length (mi.)
2	2	<1

Exempt from Air Quality Analysis (40 CFR 93) | Network Year **2010**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	2005	$63,200	$15,800	$0	$0	**$79,000**
CST	2006	$1,121,600	$280,400	$0	$0	**$1,402,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q10 - Bridge (On-System)**

CW-030A

343375

Coweta County

Coweta County

SR 54

SHOAL CREEK [SPLIT FUNDED - SEE CW-030B]

Programmed | **Bridge Upgrade**

Existing	Planned	Length (mi.)
2	2	<1

Exempt from Air Quality Analysis (40 CFR 93) | Network Year **2015**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	2007	$10,400	$2,600	$0	$0	**$13,000**
CST	2010	$480,000	$120,000	$0	$0	**$600,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q10 - Bridge (On-System)**

Coweta County Projects in the 2030 RTP

(for major regional projects spanning multiple jurisdictions, also consult the "AR" project list)

CW-030B — **SR 54**

343375

Coweta County — **SHOAL CREEK [SPLIT FUNDED - SEE CW-030A]**

Coweta County

Programmed — **Bridge Upgrade**

Existing	Planned	Length (mi.)
2	2	<1

Exempt from Air Quality Analysis (40 CFR 93)

Network Year: **2015**

	Status	Federal	State	Local	Bond	Total
PE		$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW		$0	$0	$0	$0	**$0**
CST	2010	$400,000	$100,000	$0	$0	**$500,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q24 - Surface Transportation Program**

CW-031A — **SR 74**

333177

Coweta County — **LINE CREEK AT COWETA / FAYETTE COUNTY LINE [SPLIT FUNDED - SEE CW-031B]**

GDOT

Programmed — **Bridge Upgrade**

Existing	Planned	Length (mi.)
2	2	<1

Exempt from Air Quality Analysis (40 CFR 93)

Network Year: **2010**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	2006	$118,400	$29,600	$0	$0	**$148,000**
CST	2007	$844,800	$211,200	$0	$0	**$1,056,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q10 - Bridge (On-System)**

CW-031B — **SR 74**

333177

Coweta County — **LINE CREEK AT COWETA / FAYETTE COUNTY LINE [SPLIT FUNDED - SEE CW-031A]**

GDOT

Programmed — **Bridge Upgrade**

Existing	Planned	Length (mi.)
2	2	<1

Exempt from Air Quality Analysis (40 CFR 93)

Network Year: **2010**

	Status	Federal	State	Local	Bond	Total
PE		$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW		$0	$0	$0	$0	**$0**
CST	2007	$1,364,800	$341,200	$0	$0	**$1,706,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q24 - Surface Transportation Program**

CW-032 — **LOWER FAYETTEVILLE ROAD**

0004407

Coweta County — **GREISON TRAIL**

Coweta County — **FISHER ROAD**

Programmed — **Roadway Operational Upgrades**

Existing	Planned	Length (mi.)
2	2	9.8

Exempt from Air Quality Analysis (40 CFR 93)

Network Year: **2010**

	Status	Federal	State	Local	Bond	Total
PE		$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW		$0	$0	$0	$0	**$0**
CST	2005	$0	$0	$0	$6,000,000	**$6,000,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **GRB BONDS (Guaranteed Revenue Bond Prgm)**

Coweta County Projects in the 2030 RTP

(for major regional projects spanning multiple jurisdictions, also consult the "AR" project list)

CW-033A — 0004406

COWETA COUNTY INTERSECTION IMPROVEMENTS - PHASE I - WITCHER ROAD / GLOVER ROAD AT SR 16; HAMMOCK ROAD AT SR 154; VAUGHN ROAD AT SR 154; TANGLEWOOD ROAD AT US 29; HAL JONES ROAD / GREENTOP ROAD AT US 29

Coweta County:

GRTA:

Programmed — **Roadway Operational Upgrades**

Existing	Planned	Length (mi.)
N/A	N/A	<1

Exempt from Air Quality Analysis (40 CFR 93)

Network Year: **2010**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	AUTH	$0	$0	$0	$0	**$0**
CST	2006	$0	$0	$0	$1,800,000	**$1,800,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **GRB BONDS (Guaranteed Revenue Bond Prgm)**

CW-033B — 0005191

COWETA COUNTY INTERSECTION IMPROVEMENTS - PHASE II - STEWART ROAD/REESE ROAD AT SR 54; MACINTOSH TRAIL AT SR 54/154

Coweta County:

GRTA:

Programmed — **Roadway Operational Upgrades**

Existing	Planned	Length (mi.)
N/A	N/A	<1

Exempt from Air Quality Analysis (40 CFR 93)

Network Year: **2010**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW		$0	$0	$0	$0	**$0**
CST	2006	$0	$0	$0	$650,000	**$650,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **GRB BONDS (Guaranteed Revenue Bond Prgm)**

CW-033C — 0006293

COWETA COUNTY INTERSECTION IMPROVEMENTS - PHASE III - GORDON ROAD AT SR 54; PINE ROAD AT US 29; LOWER FAYETTEVILLE ROAD AT SR 154

Coweta County:

GRTA:

Programmed — **Roadway Operational Upgrades**

Existing	Planned	Length (mi.)
N/A	N/A	<1

Exempt from Air Quality Analysis (40 CFR 93)

Network Year: **2010**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW		$0	$0	$0	$0	**$0**
CST	2006	$0	$0	$0	$1,500,000	**$1,500,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **GRB BONDS (Guaranteed Revenue Bond Prgm)**

CW-034 — 0006877

SR 16

Coweta County: **I-85 SOUTH**

Coweta County: **US 29 - DESIGN PHASE WILL INCLUDE CORRIDOR MANAGEMENT PLAN**

Programmed — **Roadway Capacity**

Existing	Planned	Length (mi.)
2	4	0.5

In the Region's Air Quality Conformity Analysis

Network Year: **2010**

	Status	Federal	State	Local	Bond	Total
PE	2005	$0	$0	$56,000	$0	**$56,000**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	2006	$0	$0	$450,000	$0	**$450,000**
CST	2007	$640,000	$0	$160,000	$0	**$800,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q23 - Surface Transportation Program**

Coweta County Projects in the 2030 RTP

(for major regional projects spanning multiple jurisdictions, also consult the "AR" project list)

CW-035	**US 27 ALTERNATE (CARROLLTON HIGHWAY)**
0001357	
Coweta County	**CHATTAHOOCHEE RIVER**
GDOT	
Programmed	**Bridge Upgrade**
Exempt from Air Quality Analysis (40 CFR 93)	

Existing	Planned	Length (mi.)
2	2	<1

Network Year: **2010**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	2005	$40,000	$10,000	$0	$0	**$50,000**
CST	2006	$2,556,000	$639,000	$0	$0	**$3,195,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q10 - Bridge (On-System)**

CW-037	**AMLAJACK BOULEVARD EXTENSION**
0006878	
Coweta County	**CURRENT TERMINUS IN SHENANDOAH INDUSTRIAL PARK**
Coweta County	**PROPOSED INTERCHANGE AT I-85 SOUTH [SEE ALSO CW-AR-004]**
Programmed	**Roadway Capacity**
In the Region's Air Quality Conformity Analysis	

Existing	Planned	Length (mi.)
0	2	1

Network Year: **2020**

	Status	Federal	State	Local	Bond	Total
PE	2005	$0	$0	$350,000	$0	**$350,000**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	2006	$0	$0	$1,100,000	$0	**$1,100,000**
CST	LR 2011-2020	$4,000,000	$0	$1,000,000	$0	**$5,000,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **FEDAID-2011-2030**

CW-038	**MCINTOSH TRAIL**
Coweta County	**SR 54**
Coweta County	**TDK BOULEVARD EXTENSION [SEE ALSO FA-253]**
Long Range	**Roadway Capacity**
In the Region's Air Quality Conformity Analysis	

Existing	Planned	Length (mi.)
2	4	3.88

Network Year: **2020**

	Status	Federal	State	Local	Bond	Total
PE	LR 2011-2020	$0	$0	$130,000	$0	**$130,000**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	LR 2011-2020	$0	$0	$250,000	$0	**$250,000**
CST	LR 2011-2020	$1,520,000	$0	$380,000	$0	**$1,900,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **FEDAID-2011-2030**

CW-040	**COLLINSWORTH ROAD**
Coweta County	**WELDON ROAD**
Coweta County	**PALMETTO CITY LIMITS AT COWETA / FULTON COUNTY LINE**
Long Range	**Roadway Capacity**
In the Region's Air Quality Conformity Analysis	

Existing	Planned	Length (mi.)
2	4	0.96

Network Year: **2030**

	Status	Federal	State	Local	Bond	Total
PE	LR 2021-2030	$0	$0	$144,000	$0	**$144,000**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	LR 2021-2030	$0	$0	$203,600	$0	**$203,600**
CST	LR 2021-2030	$1,920,000	$0	$480,000	$0	**$2,400,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **FEDAID-2011-2030**

CW-041	**EAST WASHINGTON STREET EXTENSION - PHASES I, II AND III**
Coweta County	**FARMER STREET**
City of Newnan	**NEWNAN CROSSING BYPASS**
Long Range	**Roadway Capacity**
In the Region's Air Quality Conformity Analysis	

Existing	Planned	Length (mi.)
0	4	2

Network Year: **2030**

	Status	Federal	State	Local	Bond	Total
PE	LR 2011-2020	$0	$0	$275,400	$0	**$275,400**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	LR 2021-2030	$0	$0	$1,868,800	$0	**$1,868,800**
CST	LR 2021-2030	$5,472,000	$0	$1,368,000	$0	**$6,840,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **FEDAID-2011-2030**

Coweta County Projects in the 2030 RTP

(for major regional projects spanning multiple jurisdictions, also consult the "AR" project list)

CW-042	**GREEN TOP ROAD**
0006956	
Coweta County	**CSX R/R**
GDOT	
Programmed	**Bridge Upgrade**
Exempt from Air Quality Analysis (40 CFR 93)	

Existing	Planned	Length (mi.)
2	2	<1

Network Year: **2015**

	Status	Federal	State	Local	Bond	Total
PE	2009	$52,000	$13,000	$0	$0	**$65,000**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	LR 2011-2020	$0	$0	$65,000	$0	**$65,000**
CST	LR 2011-2020	$520,800	$130,200	$0	$0	**$651,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q11 - Bridge (Off-System)**

CW-043	**CANNON ROAD**
0006957	
Coweta County	**WHITE OAK CREEK**
GDOT	
Programmed	**Bridge Upgrade**
Exempt from Air Quality Analysis (40 CFR 93)	

Existing	Planned	Length (mi.)
2	2	<1

Network Year: **2015**

	Status	Federal	State	Local	Bond	Total
PE	2009	$43,200	$10,800	$0	$0	**$54,000**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	LR 2011-2020	$0	$0	$50,000	$0	**$50,000**
CST	LR 2011-2020	$434,400	$108,600	$0	$0	**$543,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q11 - Bridge (Off-System)**

CW-AR-001	**I-85 SOUTH**
0003161	
Coweta County	**SR 34 (BULLSBORO DRIVE)**
GDOT	**US 29/27A**
Programmed	**Roadway Capacity**
In the Region's Air Quality Conformity Analysis	

Existing	Planned	Length (mi.)
4	6	11.4

Network Year: **2010**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW		$0	$0	$0	$0	**$0**
CST	2006	$0	$0	$0	$33,000,000	**$33,000,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **GRV BONDS (GARVEE Bond Program)**

CW-AR-002	**I-85 SOUTH**
0003246	
Coweta County	**US 29/27A (COWETA COUNTY)**
GDOT	**JUST SOUTH OF US 29/SR 14 (JEFFERSON DAVIS MEMORIAL HIGHWAY) EXIT**
Long Range	**Roadway Capacity**
In the Region's Air Quality Conformity Analysis	

Existing	Planned	Length (mi.)
4	6	6.2

Network Year: **2025**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW		$0	$0	$0	$0	**$0**
CST	LR 2021-2030	$38,400,000	$9,600,000	$0	$0	**$48,000,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q05 - National Highway System**

CW-AR-003	**I-85 SOUTH**
Coweta County	**POPLAR ROAD - NEW INTERCHANGE**
Coweta County	
Long Range	**Interchange Capacity**
In the Region's Air Quality Conformity Analysis	

Existing	Planned	Length (mi.)
N/A	N/A	<1

Network Year: **2020**

	Status	Federal	State	Local	Bond	Total
PE	LR 2011-2020	$0	$0	$400,000	$0	**$400,000**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	LR 2011-2020	$0	$0	$400,000	$0	**$400,000**
CST	LR 2011-2020	$4,800,000	$0	$1,200,000	$0	**$6,000,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **FEDAID-2011-2030**

Coweta County Projects in the 2030 RTP

(for major regional projects spanning multiple jurisdictions, also consult the "AR" project list)

CW-AR-004

I-85 SOUTH

Coweta County: **AMLAJACK BOULEVARD / WALT SANDERS MEMORIAL DRIVE - NEW INTERCHANGE [SEE ALSO CW-037]**

Coweta County:

Long Range | **Interchange Capacity** | Existing: **N/A** | Planned: **N/A** | Length (mi.): **<1**

In the Region's Air Quality Conformity Analysis | Network Year: **2020**

	Status	Federal	State	Local	Bond	Total
PE	LR 2011-2020	$0	$0	$400,000	$0	**$400,000**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	LR 2011-2020	$0	$0	$400,000	$0	**$400,000**
CST	LR 2011-2020	$4,800,000	$0	$1,200,000	$0	**$6,000,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **FEDAID-2011-2030**

CW-AR-006A

0006460

I-85 SOUTH NOISE BARRIERS

Coweta County: **SR 154 (SHARPSBURG-MCCOLLUM ROAD)**

GDOT: **COLLINSWORTH ROAD [SEE ALSO CW-AR-006B]**

Programmed | **Other** | Existing: **N/A** | Planned: **N/A** | Length (mi.): **5.11**

Exempt from Air Quality Analysis (40 CFR 93) | Network Year: **2015**

	Status	Federal	State	Local	Bond	Total
PE	2005	$745,575	$186,394	$0	$0	**$931,969**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW		$0	$0	$0	$0	**$0**
CST		$0	$0	$0	$0	**$0**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q02 - Federal Earmark Funding**

CW-AR-006B

0006460

I-85 SOUTH NOISE BARRIERS

Coweta County: **SR 154 (SHARPSBURG-MCCOLLUM ROAD)**

GDOT: **COLLINSWORTH ROAD [SEE ALSO CW-AR-006A]**

Long Range | **Other** | Existing: **N/A** | Planned: **N/A** | Length (mi.): **5.11**

Exempt from Air Quality Analysis (40 CFR 93) | Network Year: **2015**

	Status	Federal	State	Local	Bond	Total
PE		$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW		$0	$0	$0	$0	**$0**
CST	LR 2011-2020	$5,600,000	$1,400,000	$0	$0	**$7,000,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q05 - National Highway System**

CW-AR-007A

311790

I-85 SOUTH

Coweta County: **SR 34 (BULLSBORO DRIVE) - ADD LOOP RAMP FROM SR 34 EASTBOUND TO I-85 NORTHBOUND [SEE ALSO CW-AR-007A]**

GDOT:

Programmed | **Interchange Capacity** | Existing: **N/A** | Planned: **N/A** | Length (mi.): **<1**

In the Region's Air Quality Conformity Analysis | Network Year: **2010**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	2005	$1,159,200	$289,800	$0	$0	**$1,449,000**
CST		$0	$0	$0	$0	**$0**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **Q01 - Interstate Maintenance**

CW-AR-007B

311790

I-85 SOUTH

Coweta County: **SR 34 (BULLSBORO DRIVE) - ADD LOOP RAMP FROM SR 34 EASTBOUND TO I-85 NORTHBOUND [SEE ALSO CW-AR-007B]**

GDOT:

Programmed | **Interchange Capacity** | Existing: **N/A** | Planned: **N/A** | Length (mi.): **<1**

In the Region's Air Quality Conformity Analysis | Network Year: **2007**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW		$0	$0	$0	$0	**$0**
CST	2006	$0	$0	$0	$9,962,000	**$9,962,000**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund: **GRV BONDS (GARVEE Bond Program)**

Coweta County Projects in the 2030 RTP

(for major regional projects spanning multiple jurisdictions, also consult the "AR" project list)

CW-AR-BP001	**SENOIA MULTI-USE TRAIL**
0000569	
Coweta County	**SENOIA CITY PARK**
City of Senoia	**LEROY JOHNSON PARK BALLFIELD**
Programmed	**Multi-Use Bike/Ped Facility**
Exempt from Air Quality Analysis (40 CFR 93)	

Existing	Planned	Length (mi.)
N/A	**N/A**	**1.3**

Network Year **2010**

	Status	Federal	State	Local	Bond	Total
PE	AUTH	$0	$0	$0	$0	**$0**
PE2		$0	$0	$0	$0	**$0**
PE3		$0	$0	$0	$0	**$0**
ROW	AUTH	$0	$0	$0	$0	**$0**
CST	2006	$270,180	$0	$68,400	$0	**$338,580**
CST2		$0	$0	$0	$0	**$0**
CST3		$0	$0	$0	$0	**$0**

Fund **Q40 - Congestion/Air Quality**

CW-AR-001

Atlanta Region - Mobility 2030 Regional Transportation Plan

PROJECT FACT SHEET

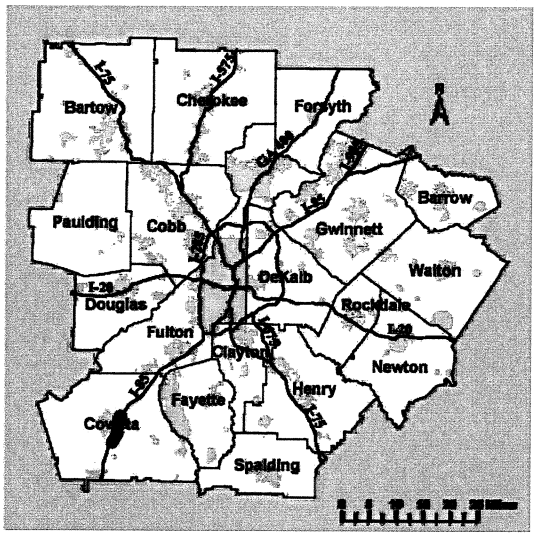
PROJECT DEFINITION

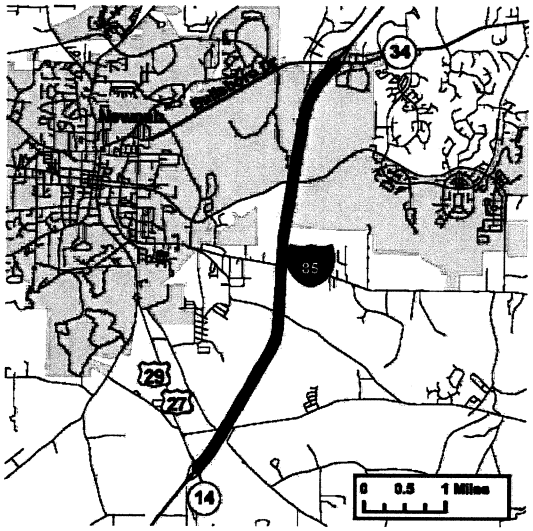
Short Title: I-85 SOUTH FROM SR 34 (BULLSBORO DRIVE) TO US 29/27A

GDOT Project No.: 0003161

Status: Programmed

Detailed Description and Justification: CW-AR-001 is a roadway capacity project to widen I-85 from SR 34 (Bullsboro Drive) to US 29/27Alt from 4 lanes to 6 lanes.





Service Type: Roadway Capacity

Sponsor: GDOT

Jurisdiction: Coweta County

Completion Date: 2008

Existing Thru Lane: 4 *(applicable for roadway projects only)*

Planned Thru Lane: 6 *(applicable for roadway projects only)*

Corridor Length: 11.4 miles *(not applicable for all project types)*

Network Year: 2010 *(required if modeled for conformity)*

Analysis Level: In the Region's Air Quality Conformity Analysis

PLANNING AND IMPLEMENTATION DETAILS

Total Funding Commitment: $33,000,000

Funded in Current TIP: $33,000,000 *(see table below for details)*

Primary Funding Source: GRV - GARVEE BOND

Phase Status and Funding Information for 05-10 TIP

	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BOND	LOCAL/OTHER
Preliminary Engineering / Design / Study (Year 1)	AUTH	$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 2)		$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 3)		$0	$0	$0	$0	$0
Right-of-way Acquisition		$0	$0	$0	$0	$0
Construction / Implementation (Year 1)	2006	$33,000,000	$0	$0	$33,000,000	$0
Construction / Implementation (Year 2)		$0	$0	$0	$0	$0
Construction / Implementation (Year 3)		$0	$0	$0	$0	$0

? All projects listed are contained in the Mobility 2030 Regional Transportation Plan. Some or all may also be included in the FY 2005-2010 Transportation Improvement Program. For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

CW-AR-002

Atlanta Region - Mobility 2030 Regional Transportation Plan

PROJECT FACT SHEET

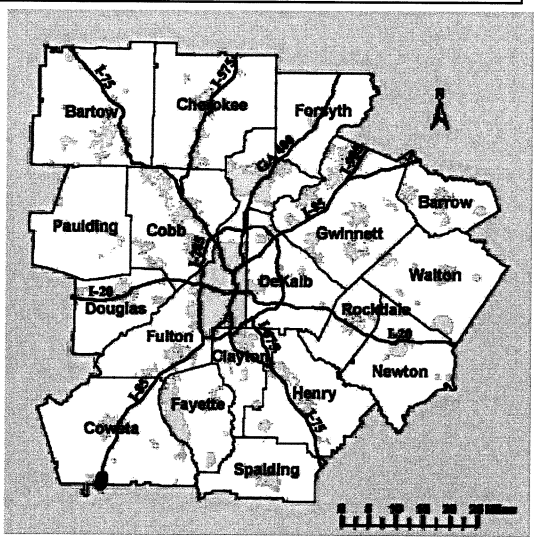
PROJECT DEFINITION

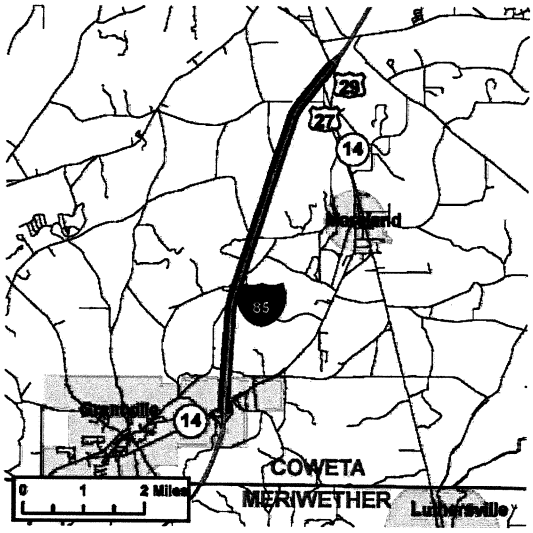
Short Title: I-85 SOUTH FROM US 29/27A (COWETA COUNTY) TO JUST SOUTH OF US 29/SR 14 (JEFFERSON DAVIS MEMORIAL HIGHWAY) EXIT

GDOT Project No.: 0003246

Status: Long Range

Detailed Description and Justification: None





Service Type: Roadway Capacity

Sponsor: GDOT

Jurisdiction: Coweta County

Completion Date: 2025

Existing Thru Lane: 4 *(applicable for roadway projects only)*

Planned Thru Lane: 6 *(applicable for roadway projects only)*

Corridor Length: 7.35 miles *(not applicable for all project types)*

Network Year: 2025 *(required if modeled for conformity)*

Analysis Level: In the Region's Air Quality Conformity Analysis

PLANNING AND IMPLEMENTATION DETAILS

Total Funding Commitment: $48,000,000

Funded in Current TIP: $48,000,000 *(see table below for details)*

Primary Funding Source: Q05 - National Highway System

Phase Status and Funding Information for 05-10 TIP

	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BOND	LOCAL/OTHER
Preliminary Engineering / Design / Study (Year 1)	AUTH	$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 2)		$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 3)		$0	$0	$0	$0	$0
Right-of-way Acquisition		$0	$0	$0	$0	$0
Construction / Implementation (Year 1)	LR 2021-2030	$48,000,000	$38,400,000	$9,600,000	$0	$0
Construction / Implementation (Year 2)		$0	$0	$0	$0	$0
Construction / Implementation (Year 3)		$0	$0	$0	$0	$0

? All projects listed are contained in the Mobility 2030 Regional Transportation Plan. Some or all may also be included in the FY 2005-2010 Transportation Improvement Program. For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

CW-AR-003

Atlanta Region - Mobility 2030 Regional Transportation Plan

PROJECT FACT SHEET

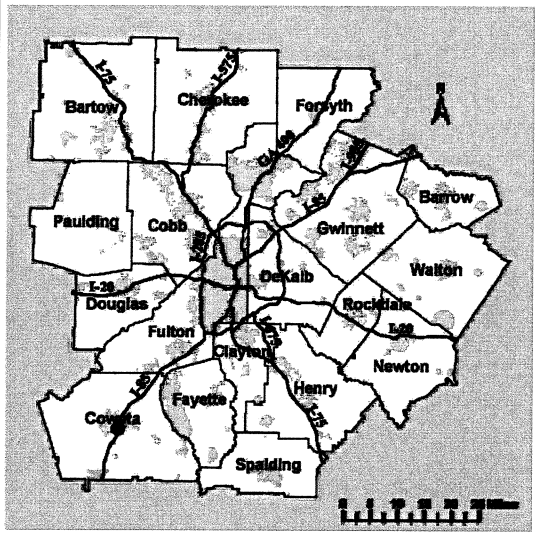
PROJECT DEFINITION

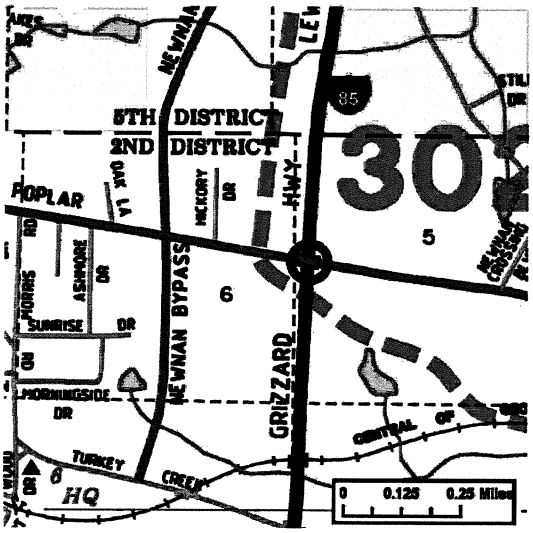
Short Title I-85 SOUTH AT POPLAR ROAD - NEW INTERCHANGE

GDOT Project No. N/A

Status Long Range

Detailed Description and Justification None





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Service Type Interchange Capacity

Sponsor Coweta County

Jurisdiction Coweta County

Completion Date 2020

Existing Thru Lane N/A *(applicable for roadway projects only)*

Planned Thru Lane N/A *(applicable for roadway projects only)*

Corridor Length N/A miles *(not applicable for all project types)*

Network Year 2020 *(required if modeled for conformity)*

Analysis Level In the Region's Air Quality Conformity Analysis

PLANNING AND IMPLEMENTATION DETAILS

Total Funding Commitment $6,800,000

Funded in Current TIP $6,800,000 *(see table below for details)*

Primary Funding Source FEDAID - 2011-2030

Phase Status and Funding Information for 05-10 TIP

	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BOND	LOCAL/OTHER
Preliminary Engineering / Design / Study (Year 1)	LR 2011-2020	$400,000	$0	$0	$0	$400,000
Preliminary Engineering / Design / Study (Year 2)		$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 3)		$0	$0	$0	$0	$0
Right-of-way Acquisition	LR 2011-2020	$400,000	$0	$0	$0	$400,000
Construction / Implementation (Year 1)	LR 2011-2020	$6,000,000	$4,800,000	$0	$0	$1,200,000
Construction / Implementation (Year 2)		$0	$0	$0	$0	$0
Construction / Implementation (Year 3)		$0	$0	$0	$0	$0

? All projects listed are contained in the Mobility 2030 Regional Transportation Plan. Some or all may also be included in the FY 2005-2010 Transportation Improvement Program. For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

CW-006B

Atlanta Region - Mobility 2030 Regional Transportation Plan

PROJECT FACT SHEET

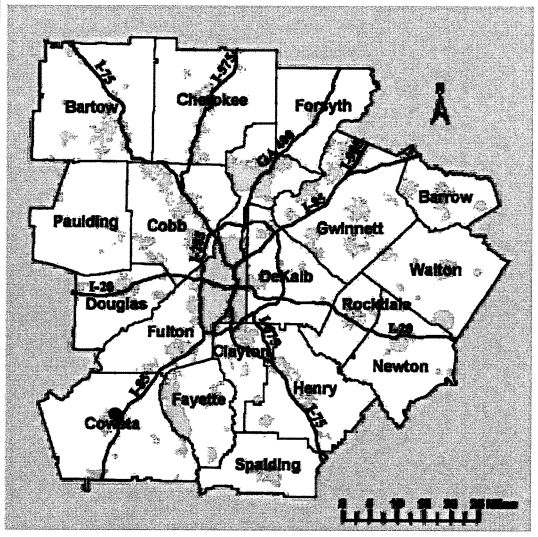
PROJECT DEFINITION

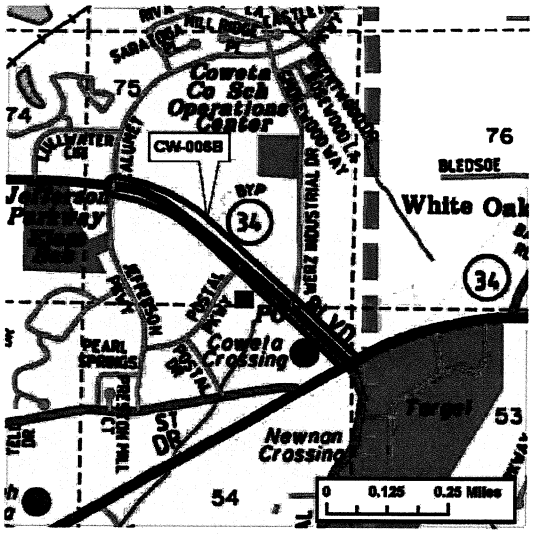
Short Title: SR 34 BYPASS FROM JEFFERSON PARKWAY TO SR 34 (BULLSBORO DRIVE) EAST OF NEWNAN [CW-006A AND CW-006C]

GDOT Project No.: 322405

Status: Programmed

Detailed Description and Justification: CW-006B is a roadway capacity project to widen SR 34 Bypass from 2 lanes to 4 lanes from Jefferson Parkway to SR 34 (Bullsboro Drive). This project will improve east/west connectivity along the bypass.





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Service Type: Roadway Capacity

Sponsor: GDOT

Jurisdiction: Coweta County

Completion Date: 2009

Existing Thru Lane: 2 *(applicable for roadway projects only)*

Planned Thru Lane: 4 *(applicable for roadway projects only)*

Corridor Length: 0.62 miles *(not applicable for all project types)*

Network Year: 2010 *(required if modeled for conformity)*

Analysis Level: In the Region's Air Quality Conformity Analysis

PLANNING AND IMPLEMENTATION DETAILS

Total Funding Commitment: $4,000,000

Funded in Current TIP: $4,000,000 *(see table below for details)*

Primary Funding Source: Q24 - Surface Transportation Program

Phase Status and Funding Information for 05-10 TIP

	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BOND	LOCAL/OTHER
Preliminary Engineering / Design / Study (Year 1)	AUTH	$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 2)		$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 3)		$0	$0	$0	$0	$0
Right-of-way Acquisition	2006	$1,500,000	$1,200,000	$300,000	$0	$0
Construction / Implementation (Year 1)	2007	$2,500,000	$2,000,000	$500,000	$0	$0
Construction / Implementation (Year 2)		$0	$0	$0	$0	$0
Construction / Implementation (Year 3)		$0	$0	$0	$0	$0

? All projects listed are contained in the Mobility 2030 Regional Transportation Plan. Some or all may also be included in the FY 2005-2010 Transportation Improvement Program. For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

CW-007

Atlanta Region - Mobility 2030 Regional Transportation Plan

PROJECT FACT SHEET

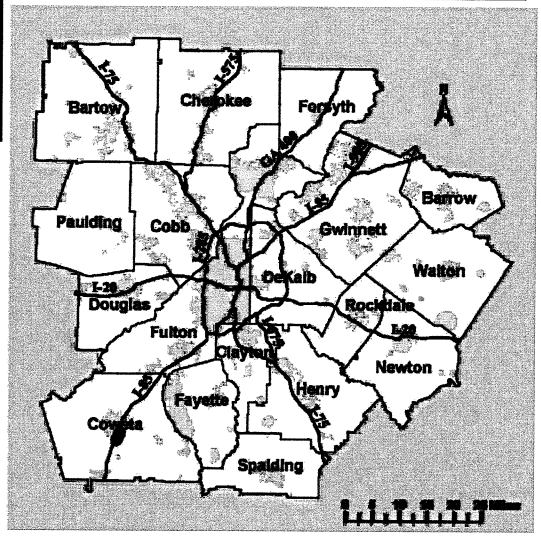
PROJECT DEFINITION

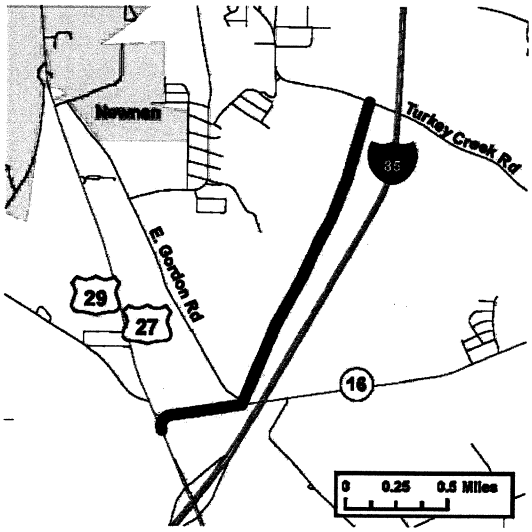
Short Title: SR 34 BYPASS FROM US 29/27 ALT AT SR 16 TO TURKEY CREEK ROAD - DESIGN PHASE WILL INCLUDE CORRIDOR MANAGEMENT PLAN

GDOT Project No.: 322800

Status: Programmed

Detailed Description and Justification: Construction to this 4-lane segment of the transportation grid will complete a major north/south connector between SR 34 and SR 16 East. This segment will extend the eastern bypass from Turkey Creek Road to SR 16.





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Service Type: Roadway Capacity

Sponsor: Coweta County

Jurisdiction: Coweta County

Completion Date: 2009

Existing Thru Lane: 0 *(applicable for roadway projects only)*

Planned Thru Lane: 4 *(applicable for roadway projects only)*

Corridor Length: 1.6 miles *(not applicable for all project types)*

Network Year: 2010 *(required if modeled for conformity)*

Analysis Level: In the Region's Air Quality Conformity Analysis

PLANNING AND IMPLEMENTATION DETAILS

Total Funding Commitment: $8,140,000

Funded in Current TIP: $8,140,000 *(see table below for details)*

Primary Funding Source: Q23 - Surface Transportation Program

Phase Status and Funding Information for 05-10 TIP

	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BOND	LOCAL/OTHER
Preliminary Engineering / Design / Study (Year 1)	2005	$470,000	$0	$0	$0	$470,000
Preliminary Engineering / Design / Study (Year 2)		$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 3)		$0	$0	$0	$0	$0
Right-of-way Acquisition	2006	$970,000	$0	$0	$0	$970,000
Construction / Implementation (Year 1)	2007	$6,700,000	$5,360,000	$0	$0	$1,340,000
Construction / Implementation (Year 2)		$0	$0	$0	$0	$0
Construction / Implementation (Year 3)		$0	$0	$0	$0	$0

? All projects listed are contained in the Mobility 2030 Regional Transportation Plan. Some or all may also be included in the FY 2005-2010 Transportation Improvement Program. For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

CW-AR-007A

Atlanta Region - Mobility 2030 Regional Transportation Plan

PROJECT FACT SHEET

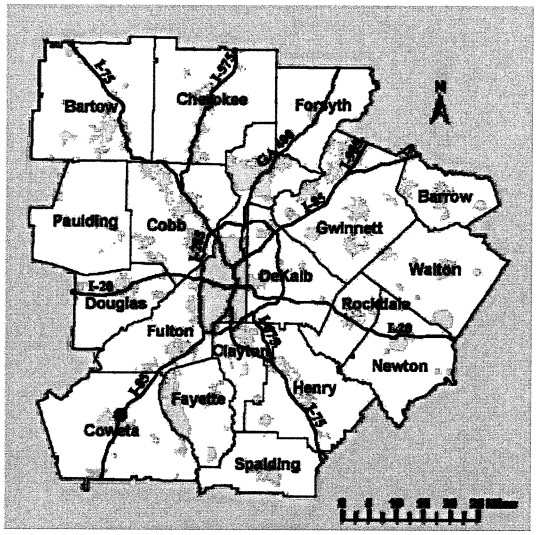
PROJECT DEFINITION

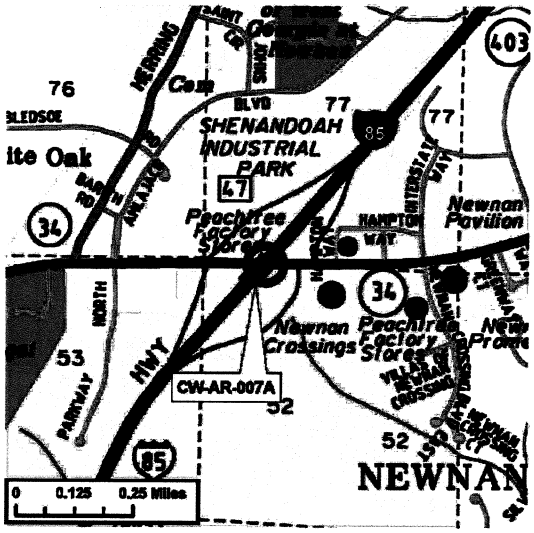
Short Title: I-85 SOUTH AT SR 34 (BULLSBORO DRIVE) - ADD LOOP RAMP FROM SR 34

GDOT Project No.: 311790

Status: Programmed

Detailed Description and Justification: CW-AR-007A is an interchange capacity project that will add a loop ramp from SR 34 eastbound to I-85 northbound to increase traffic flow along SR 34 East and prevent queuing of vehicles accessing I-85 North.





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Service Type: Interchange Capacity

Sponsor: GDOT

Jurisdiction: Coweta County

Completion Date: 2008

Existing Thru Lane: N/A *(applicable for roadway projects only)*

Planned Thru Lane: N/A *(applicable for roadway projects only)*

Corridor Length: N/A miles *(not applicable for all project types)*

Network Year: 2010 *(required if modeled for conformity)*

Analysis Level: In the Region's Air Quality Conformity Analysis

PLANNING AND IMPLEMENTATION DETAILS

Total Funding Commitment: $1,449,000

Funded in Current TIP: $1,449,000 *(see table below for details)*

Primary Funding Source: Q01 - Interstate Maintenance

Phase Status and Funding Information for 05-10 TIP

	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BOND	LOCAL/OTHER
Preliminary Engineering / Design / Study (Year 1)	AUTH	$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 2)		$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 3)		$0	$0	$0	$0	$0
Right-of-way Acquisition	2005	$1,449,000	$1,159,200	$289,800	$0	$0
Construction / Implementation (Year 1)		$0	$0	$0	$0	$0
Construction / Implementation (Year 2)		$0	$0	$0	$0	$0
Construction / Implementation (Year 3)		$0	$0	$0	$0	$0

? All projects listed are contained in the Mobility 2030 Regional Transportation Plan. Some or all may also be included in the FY 2005-2010 Transportation Improvement Program. For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

CW-AR-007B

Atlanta Region - Mobility 2030 Regional Transportation Plan

PROJECT FACT SHEET

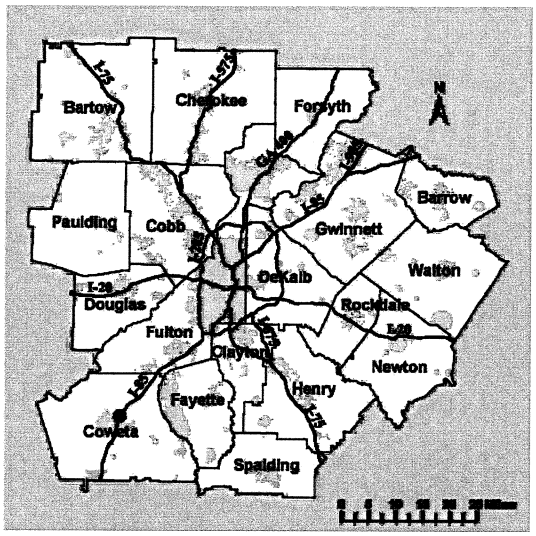
PROJECT DEFINITION

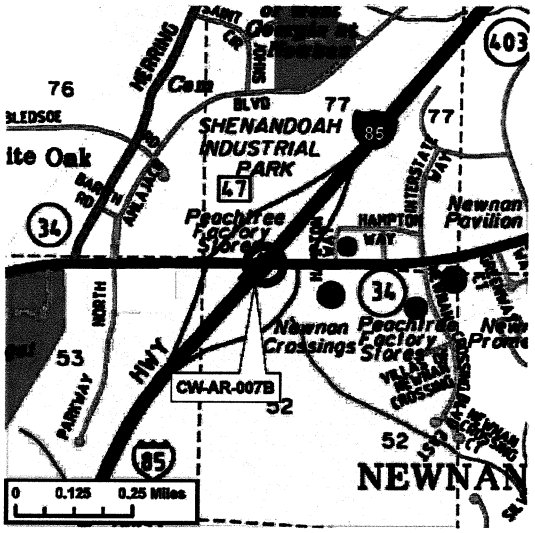
Short Title: I-85 SOUTH AT SR 34 (BULLSBORO DRIVE) - ADD LOOP RAMP FROM SR 34

GDOT Project No.: 311790

Status: Programmed

Detailed Description and Justification: CW-AR-007B is an interchange capacity project that will add a loop ramp from SR 34 eastbound to I-85 northbound to increase traffic flow along SR 34 East and prevent queuing of vehicles accessing I-85 North.





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Service Type: Interchange Capacity

Sponsor: GDOT

Jurisdiction: Coweta County

Completion Date: 2007

Existing Thru Lane: N/A *(applicable for roadway projects only)*

Planned Thru Lane: N/A *(applicable for roadway projects only)*

Corridor Length: N/A miles *(not applicable for all project types)*

Network Year: 2007 *(required if modeled for conformity)*

Analysis Level: In the Region's Air Quality Conformity Analysis

PLANNING AND IMPLEMENTATION DETAILS

Total Funding Commitment: $9,962,000

Funded in Current TIP: $9,962,000 *(see table below for details)*

Primary Funding Source: GRV - GARVEE BOND

Phase Status and Funding Information for 05-10 TIP

	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BOND	LOCAL/OTHER
Preliminary Engineering / Design / Study (Year 1)	AUTH	$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 2)		$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 3)		$0	$0	$0	$0	$0
Right-of-way Acquisition		$0	$0	$0	$0	$0
Construction / Implementation (Year 1)	2006	$9,962,000	$0	$0	$9,962,000	$0
Construction / Implementation (Year 2)		$0	$0	$0	$0	$0
Construction / Implementation (Year 3)		$0	$0	$0	$0	$0

? All projects listed are contained in the Mobility 2030 Regional Transportation Plan. Some or all may also be included in the FY 2005-2010 Transportation Improvement Program. For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

CW-032

Atlanta Region - Mobility 2030 Regional Transportation Plan

PROJECT FACT SHEET

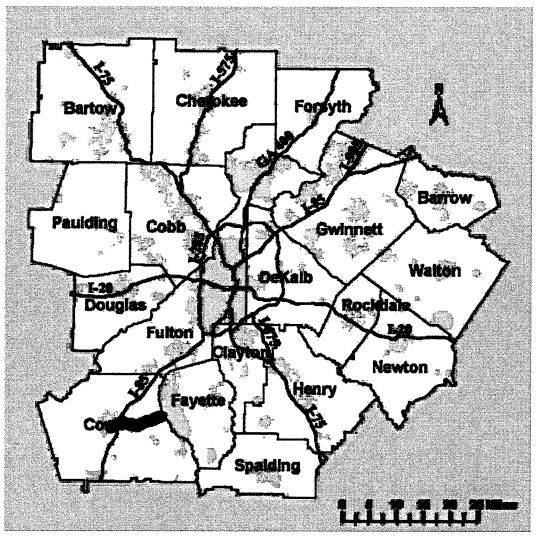
PROJECT DEFINITION

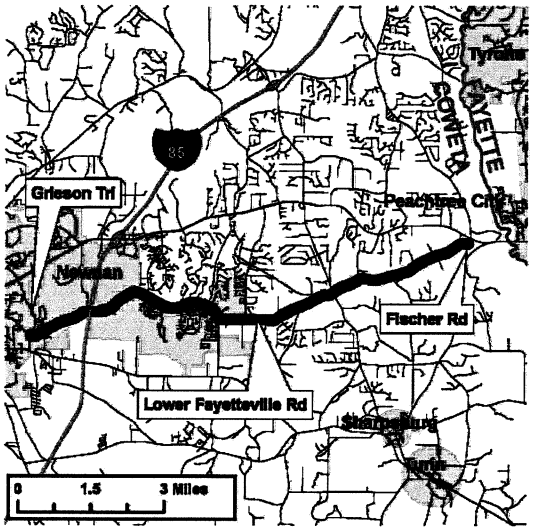
Short Title: LOWER FAYETTEVILLE ROAD FROM GREISON TRAIL TO FISHER ROAD

GDOT Project No.: 0004407

Status: Programmed

Detailed Description and Justification: CW-032 is a 4-foot widening of Lower Fayetteville Road adding shoulders to the roadway from Greison Trail to Fischer Road.





Service Type: Roadway Operational Upgrades

Sponsor: Coweta County

Jurisdiction: Coweta County

Completion Date: 2007

Existing Thru Lane: 2 *(applicable for roadway projects only)*

Planned Thru Lane: 2 *(applicable for roadway projects only)*

Corridor Length: 9.8 miles *(not applicable for all project types)*

Network Year: 2010 *(required if modeled for conformity)*

Analysis Level: Exempt from Air Quality Analysis (40 CFR 93)

PLANNING AND IMPLEMENTATION DETAILS

Total Funding Commitment: $6,000,000

Funded in Current TIP: $6,000,000 *(see table below for details)*

Primary Funding Source: GRB - Guaranteed Revenue Bonds

Phase Status and Funding Information for 05-10 TIP

	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BOND	LOCAL/OTHER
Preliminary Engineering / Design / Study (Year 1)		$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 2)		$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 3)		$0	$0	$0	$0	$0
Right-of-way Acquisition		$0	$0	$0	$0	$0
Construction / Implementation (Year 1)	2005	$6,000,000	$0	$0	$6,000,000	$0
Construction / Implementation (Year 2)		$0	$0	$0	$0	$0
Construction / Implementation (Year 3)		$0	$0	$0	$0	$0

? All projects listed are contained in the Mobility 2030 Regional Transportation Plan. Some or all may also be included in the FY 2005-2010 Transportation Improvement Program. For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

CW-033C

Atlanta Region - Mobility 2030 Regional Transportation Plan

PROJECT FACT SHEET

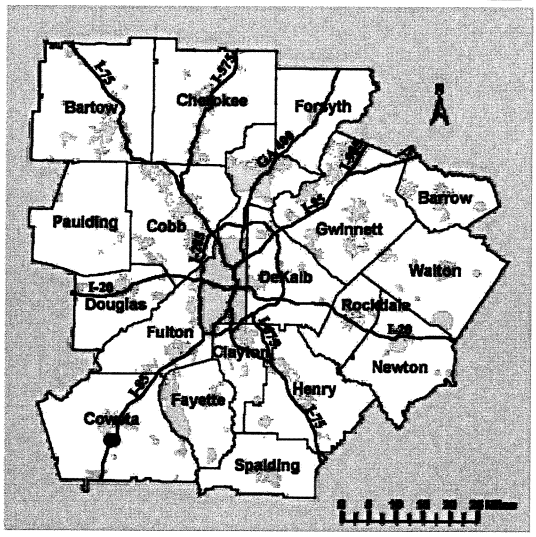
PROJECT DEFINITION

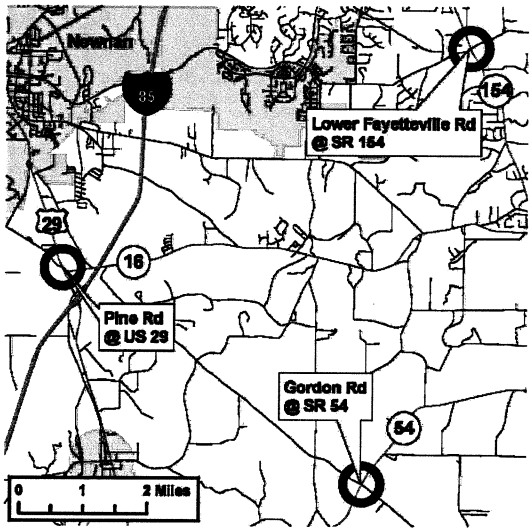
Short Title: COWETA COUNTY INTERSECTION IMPROVEMENTS - PHASE III - GORDON ROAD AT SR 54; PINE ROAD AT US 29; LOWER FAYETTEVILLE ROAD AT SR 154

GDOT Project No.: 0006293

Status: Programmed

Detailed Description and Justification: CW-033C consists of various intersection improvements projects at Gordon Road at SR 54, Pine Road at US 29, and Lower Fayetteville Road at SR 154.





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Service Type: Roadway Operational Upgrades

Sponsor: GRTA

Jurisdiction: Coweta County

Completion Date: 2007

Existing Thru Lane: N/A *(applicable for roadway projects only)*

Planned Thru Lane: N/A *(applicable for roadway projects only)*

Corridor Length: N/A miles *(not applicable for all project types)*

Network Year: 2010 *(required if modeled for conformity)*

Analysis Level: Exempt from Air Quality Analysis (40 CFR 93)

PLANNING AND IMPLEMENTATION DETAILS

Total Funding Commitment: $1,500,000

Funded in Current TIP: $1,500,000 *(see table below for details)*

Primary Funding Source: GRB - Guaranteed Revenue Bonds

Phase Status and Funding Information for 05-10 TIP

	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BOND	LOCAL/OTHER
Preliminary Engineering / Design / Study (Year 1)	AUTH	$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 2)		$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 3)		$0	$0	$0	$0	$0
Right-of-way Acquisition		$0	$0	$0	$0	$0
Construction / Implementation (Year 1)	2006	$1,500,000	$0	$0	$1,500,000	$0
Construction / Implementation (Year 2)		$0	$0	$0	$0	$0
Construction / Implementation (Year 3)		$0	$0	$0	$0	$0

? All projects listed are contained in the Mobility 2030 Regional Transportation Plan. Some or all may also be included in the FY 2005-2010 Transportation Improvement Program. For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

CW-034

Atlanta Region - Mobility 2030 Regional Transportation Plan

PROJECT FACT SHEET

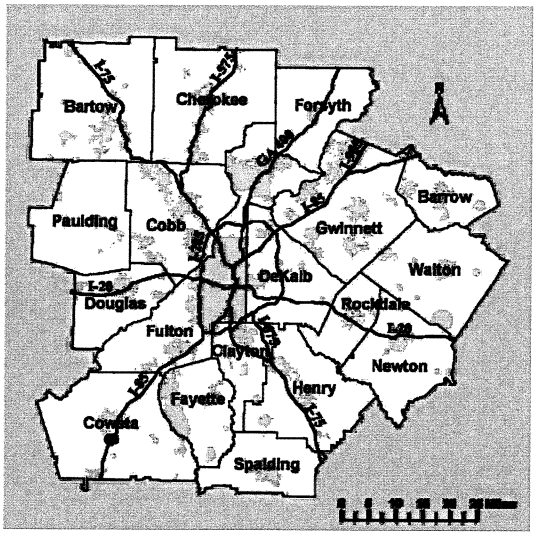
PROJECT DEFINITION

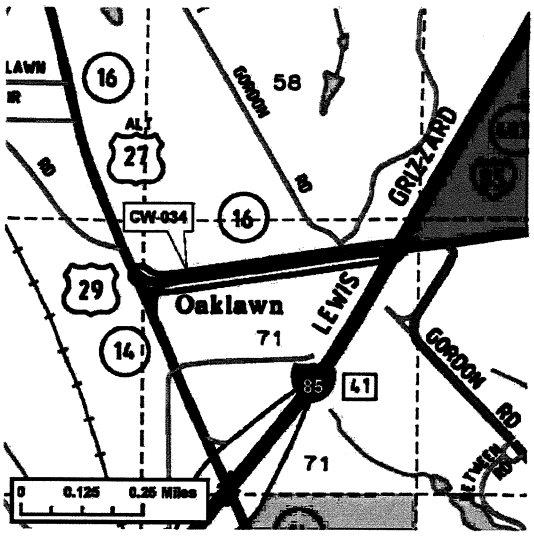
Short Title: SR 16 FROM I-85 SOUTH TO US 29 - DESIGN PHASE WILL INCLUDE CORRIDOR MANAGEMENT PLAN

GDOT Project No.: 0006877

Status: Programmed

Detailed Description and Justification: Improvement to this segment of the transportation grid will complete a major north/south connector between SR34 and US29 South. This segment of the facility is the final connection of the eastern bypass to US29 South and will involve improvements at the existing intersection of SR 16 East and US 29 North.





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Service Type: Roadway Capacity

Sponsor: Coweta County

Jurisdiction: Coweta County

Completion Date: 2009

Existing Thru Lane: 2 *(applicable for roadway projects only)*

Planned Thru Lane: 4 *(applicable for roadway projects only)*

Corridor Length: 0.5 miles *(not applicable for all project types)*

Network Year: 2010 *(required if modeled for conformity)*

Analysis Level: In the Region's Air Quality Conformity Analysis

PLANNING AND IMPLEMENTATION DETAILS

Total Funding Commitment: $1,306,000

Funded in Current TIP: $1,306,000 *(see table below for details)*

Primary Funding Source: Q23 - Surface Transportation Program

Phase Status and Funding Information for 05-10 TIP

	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BOND	LOCAL/OTHER
Preliminary Engineering / Design / Study (Year 1)	2005	$56,000	$0	$0	$0	$56,000
Preliminary Engineering / Design / Study (Year 2)		$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 3)		$0	$0	$0	$0	$0
Right-of-way Acquisition	2006	$450,000	$0	$0	$0	$450,000
Construction / Implementation (Year 1)	2007	$800,000	$640,000	$0	$0	$160,000
Construction / Implementation (Year 2)		$0	$0	$0	$0	$0
Construction / Implementation (Year 3)		$0	$0	$0	$0	$0

? All projects listed are contained in the Mobility 2030 Regional Transportation Plan. Some or all may also be included in the FY 2005-2010 Transportation Improvement Program. For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

ARC

CW-041

Atlanta Region - Mobility 2030 Regional Transportation Plan

PROJECT FACT SHEET

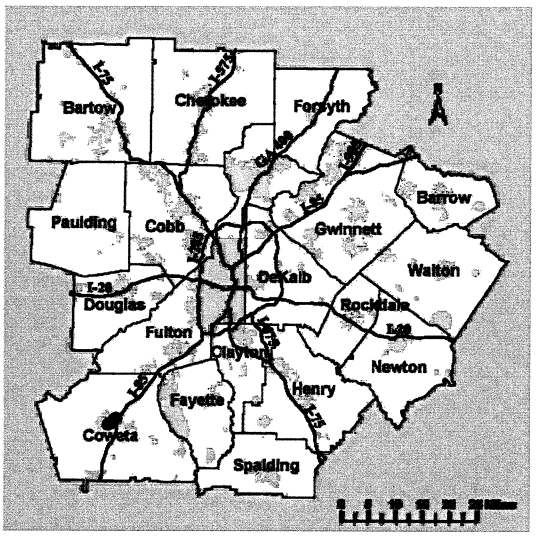
PROJECT DEFINITION

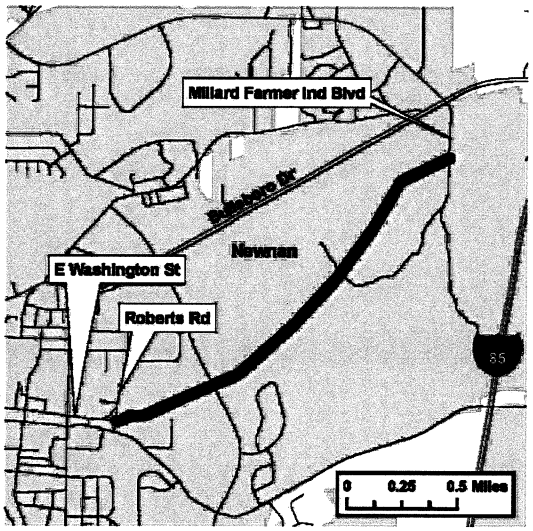
Short Title EAST WASHINGTON STREET EXTENSION - PHASES I, II AND III FROM FARMER STREET TO NEWNAN CROSSING BYPASS

GDOT Project No. N/A

Status Long Range

Detailed Description and Justification None





Service Type Roadway Capacity

Sponsor City of Newnan

Jurisdiction Coweta County

Completion Date 2030

Existing Thru Lane 0 *(applicable for roadway projects only)*

Planned Thru Lane 4 *(applicable for roadway projects only)*

Corridor Length 2 miles *(not applicable for all project types)*

Network Year 2030 *(required if modeled for conformity)*

Analysis Level In the Region's Air Quality Conformity Analysis

PLANNING AND IMPLEMENTATION DETAILS

Total Funding Commitment $8,984,200

Funded in Current TIP $8,984,200 *(see table below for details)*

Primary Funding Source FEDAID - 2011-2030

Phase Status and Funding Information for 05-10 TIP

	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BOND	LOCAL/OTHER
Preliminary Engineering / Design / Study (Year 1)	LR 2011-2020	$275,400	$0	$0	$0	$275,400
Preliminary Engineering / Design / Study (Year 2)		$0	$0	$0	$0	$0
Preliminary Engineering / Design / Study (Year 3)		$0	$0	$0	$0	$0
Right-of-way Acquisition	LR 2021-2030	$1,868,800	$0	$0	$0	$1,868,800
Construction / Implementation (Year 1)	LR 2021-2030	$6,840,000	$5,472,000	$0	$0	$1,368,000
Construction / Implementation (Year 2)		$0	$0	$0	$0	$0
Construction / Implementation (Year 3)		$0	$0	$0	$0	$0

? All projects listed are contained in the Mobility 2030 Regional Transportation Plan. Some or all may also be included in the FY 2005-2010 Transportation Improvement Program. For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

Appendix A-7
Chief Engineer's Policy 4A-3
"Establishing Access Control"

4A-3

Establishing Access Control

Chief Engineer's Policy

See document history

Roadway functional classification is the foundation of an access management program. Functional classification systems establish the planned function of different types of roadways and the priority placed on access as opposed to through traffic movement. Roadways that serve higher volumes of regional through traffic need more access control to preserve their traffic function. Frequent and direct property access is more compatible with the function of local and collector roadways.

Regulating access is called “access control”. It is achieved through the regulation of public access rights to and from properties abutting the highway facilities. Official Code of Georgia, Annotated (OCGA) 32-6-111 and OCGA 32-6-112 give the Department this authority. These regulations generally are categorized as full control of access, partial control of access, access management, and driveway/entrance regulations.

For the purpose of this policy, the following definitions will apply:

- “Full control of access” means that preference is given to through traffic by providing access connections by means of ramps with only selected public roads and by prohibiting crossings at grade and direct driveway connections.

- “Partial control of access” means that preference is given to through traffic to a degree. Access connections, which may be at-grade or grade-separated, are provided with selected public roads and private driveways.

In areas with partial control of access the decision to grant access to private driveways is made at the time of project development, and thereafter no private driveway access is to be added.

The following guidelines will be used to establish access control (A/C):

1. Full control of access will be established on all Interstates.

2. Full control of access will be established on major arterials constructed on new location with grade separated interchanges.

3. Partial control of access will be established on minor and major arterial projects constructed on new location with intersections at-grade. Breaks in access will only be permitted for public road intersections, and where property that is not accessible from existing roadways abuts or has been bisected by the new roadway alignment and limits of access has not been acquired by the Department.

4. A/C will not be established on portions of projects on new location which are less than a mile in length, unless the project connects to a section of roadway where A/C has been/will be established. (Exception would be to preserve the functional area of an intersection, as defined in paragraph 7).

5. Partial control of access will be established on existing major arterials that are being widened, when a planning study for upgrading the arterial has determined that partial access control is advisable. On this type project, every attempt will be made to consolidate existing access to the roadway by developing a supporting roadway network. All undeveloped property frontage will be A/C. Waivers of this policy will only be considered in the right of way acquisition phase when an economic impact analysis determines that it is not cost effective to acquire access rights. Any exceptions must be approved by the Chief Engineer.

6. For projects that involve an Interstate interchange, new construction or reconstruction, A/C will be established along the intersecting route for a minimum distance of 600 feet in urban areas, and 1000 feet in rural areas, measured from the intersection of the ramp centerline with the crossroad centerline. Any exceptions must be approved by the Chief Engineer. In cases where existing development has access within the limits stated above, waivers of this policy will only be considered when an economic impact analysis determines that it is not cost effective to acquire the access rights.

7. On major and minor arterials, and major collector roadways that are being reconstructed, it is desirable that A/C be acquired so that driveway connections are not permitted within the functional area of any intersection. The functional area of an intersection is the area where motorists are responding to the intersection, decelerating, and maneuvering into the appropriate lane to stop or complete a turn. Access connections too close to intersections can cause serious traffic conflicts that impair the function of the affected facility.

   Upstream functional distance is defined as the distance traveled during perception-reaction time, plus the deceleration distance while the driver maneuvers to a stop, plus the queue storage. Downstream functional distance is defined as the stopping sight distance.

Record of Access Control: From the date of adpotion of this policy all A/C acquired by the Department will be properly recorded by the Office of Right of Way. The Office of Transportation Data will develop and maintain a current listing of all sections of roadway that are A/C.

Document History:

- added to TOPPS: 12/14/04
- moved from Traffic Operations to Chief Engineer: 01/27/05

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Return to TOPPS home page