

## Short Title

CROWELL ROAD INTERSECTION IMPROVEMENT AT  
BROWN BRIDGE ROAD AND COVINGTON BYPASS AT  
FLAT SHOALS ROAD

## GDOT Project No.

0012646

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Roadway / Operations &amp; Safety

## Sponsor

Newton County

## Jurisdiction

Newton County

## Analysis Level

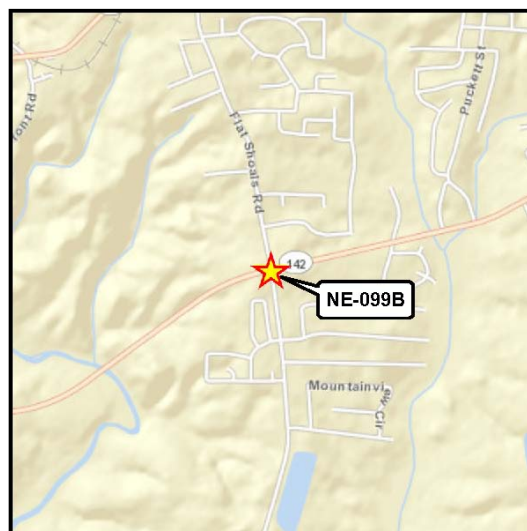
Exempt from Air Quality Analysis (40 CFR 93)

## Existing Thru Lane

N/A

## Planned Thru Lane

N/A



## Network Year

2020

## Corridor Length

N/A miles

## Detailed Description and Justification

This project is located at the intersection of Brown Bridge Road and Crowell Road. It includes the following elements to improve safety and reduce delay: 1) lengthen the eastbound left turn lane on Brown Bridge Road, 2) improve the left turn geometry for the eastbound to northbound movement by modifying the existing concrete island and striping, 3) improve the perceived intersection alignment by striping the southbound through lane (through the intersection), and 4) adding a left turn signal phase on the Crowell Road approaches. The existing traffic counts on the roadways are approximately 14,000 vehicle per day on Crowell Road and approximately 16,000 vpd on Brown Bridge Road. Minimal or no right-of-way acquisition will be required and the proposed modifications will improve the operation and safety of the intersection. Both roadways are identified in the 2008 Newton County Comprehensive Transportation Plan as needing improvements. The project is being funded under the Roadway Operations and Safety Program, a regional program defined in PLAN 2040 to make smaller-scale improvements along existing roadways which are the most critical for cross-jurisdictional travel. With the exception of certain systemwide programs with broad benefits across a defined geographic area, eligibility under this program is limited to facilities on the Regional Strategic Transportation System, with additional priority given to those also identified as a Regional Thoroughfare. The Crowell Road / Covington Bypass corridor is on the RSTS, as is Brown Bridge Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)		2013	<b>\$183,000</b>	\$146,400	\$0,000	\$0,000	\$36,600
ROW	Congestion Mitigation & Air Quality Improvement (CMAQ)		2015	<b>\$10,000</b>	\$8,000	\$0,000	\$0,000	\$2,000
UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)		2016	<b>\$25,000</b>	\$20,000	\$0,000	\$0,000	\$5,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2016	<b>\$882,000</b>	\$705,600	\$0,000	\$0,000	\$176,400
				<b>\$1,100,000</b>	<b>\$880,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$220,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).

