ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0000-00(298) Henry County **OFFICE** Preconstruction
P. I. No. 0000298
SR 155 Relocation/Intersection Improvements **DATE** February 1, 2005

FROM Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Thomas Howell
BOARD MEMBER

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0000-00(298) Henry County
P.I. No. 0000298
SR 155 Relocation and Intersection Improvements

OFFICE Preconstruction

DATE January 24, 2005

FROM Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO Paul V. Mullins, P.E., Chief Engineer

SUBJECT **PROJECT CONCEPT REPORT**

This project is the relocation and improvement of SR 155 from just south of Moseley Drive to just north of Reagon Road/CR 104. The proposed project length is 0.76 miles. Existing SR 155 consists of two, 12' lanes with 2.5' paved shoulders on 100' of existing right-of-way. Improvements are recommended to improve safety and provide adequate site distance at the intersections (CR 107 and CR 104) by eliminating the existing sharp skew in the design and by improving the vertical alignment on SR 155. Accident history for the years 200-2002 include a variety of collision types including angled vehicle collisions, rear-end collisions, and collisions with objects. Several historic properties/structures have been identified within the project corridor. The proposed project and relocation of SR 155 will lessen the impact on the existing residencies and will avoid historic properties.

The proposed construction will relocate SR 155 to new alignment beginning just south of Moseley Road, traveling west on new alignment, then rejoining existing SR 155 just south of Reagon Road/Ford Drive. A new intersection will be created at Moseley Road and Kelleytown Road as well as a realigned Reagon Road/Ford Drive. The new alignment of SR 155 will head west of existing Moseley Road, eliminating the old intersection with Kelleytown Road. This project will be constructed under traffic, staging will be necessary.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	$5,419;000	$5,419,000	Q24	2007
Right-of-Way	$3,515,000	$3,515,000	Q24	
Utilities*	$ 432,000	-----		

STP-0000-00(298) Henry
January 24, 2005

*LGPA sent 12-20-99 requesting Henry County do utilities.

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR _____
Thomas L. Turner, P.E., Director of Preconstruction

APPROVE _____
Paul V. Mullins, P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

DEC 21 2004

FILE: STP-0000-00(298) Henry
S.R. 155 Intersection Improvements
P.I. No. 0000298

OFFICE: Engineering Services

DATE: December 20, 2004

FROM: David Mulling, Project Review Engineer REW

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: **CONCEPT REPORT**

We have reviewed the Concept Report submitted December 1, 2004 by the letter from Thomas Howell dated November 22, 2004 and the following comments:

- It is not clear why 5 years of inflation was included on the Cost Estimate. The funding for this project is currently shown in TPro for FY 05 for Right of Way and FY 06 for Construction. The inflation was capped at 20% for the purpose of this cost estimate.
- The status of the LGPA should be noted in the Concept Report, if applicable.

The costs for the project are:

Construction	$3,941,177
*Inflation	$788,235
E&C	$472,941
Reimbursable Utilities	$431,152
Right of Way	$3,514,950

* Inflation was capped at 20%.

REW

c: Thomas Howell, Attn.: Bill Rountree

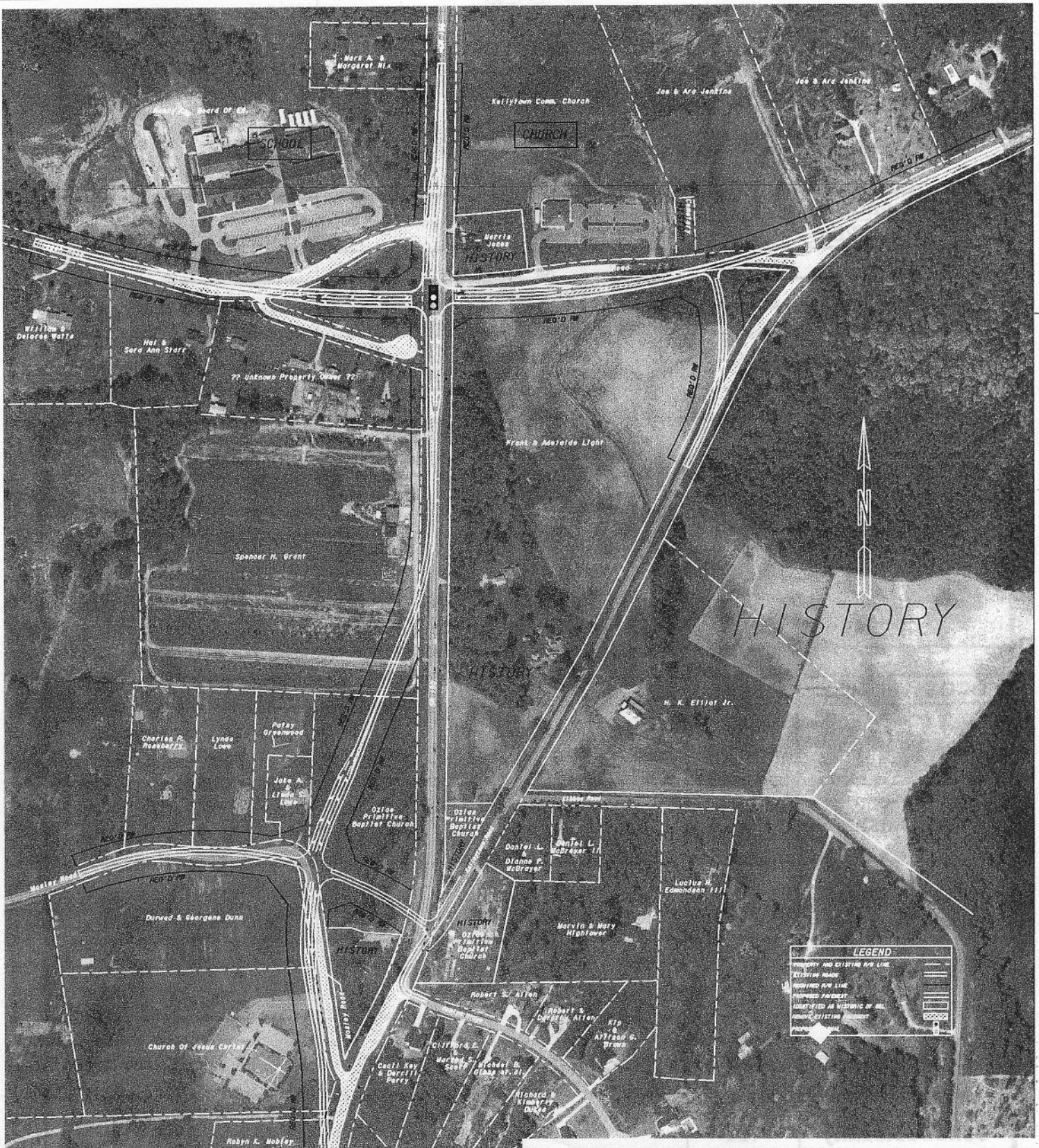
SCORING RESULTS AS PER MOG 2440-2

Project Number:	County:	PI No.:
STP-0000-00(298)	Henry	0000298

Report Date:	Concept By:
November 23, 2004	DOT Office: District 3
☒ Concept Stage	Consultant: N/A

Project Type: Choose One From Each Column			
	☐ Major ☒ Minor	☒ Urban ☐ Rural	☐ ATMS ☐ Bridge Replacement ☐ Building ☐ Interchange Reconstruction ☒ Intersection Improvement ☐ Interstate ☐ New Location ☐ Widening & Reconstruction ☐ Miscellaneous

FOCUS AREAS	SCORE	RESULTS
Presentation	100	
Judgement	100	
Environmental	100	
Right of Way	100	
Utility	100	
Constructability	100	
Schedule	100	



GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF DISTRICT THREE DESIGN

CONCEPT

INTERSECTION SAFETY IMPROVEMENT ALONG SR 155

HENRY COUNTY

STP-0000-00(298)

P.I. NO. 0000298

PRELIMINARY

GRESHAM SMITH AND

SCALE IN FEET

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Thomaston

P. I. No. 00000298
STP-0000-00(298) HENRY COUNTY
~~Intersection Safety Improvement~~

DATE **11-22-04**

FROM Thomas B. Howell, P.E., District Engineer

TO Meg Pirkle, P.E., Assistant Director of Preconstruction

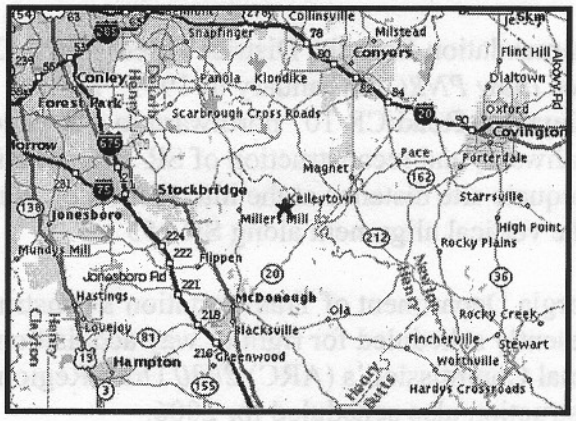
SUBJECT **PROJECT CONCEPT REPORT**

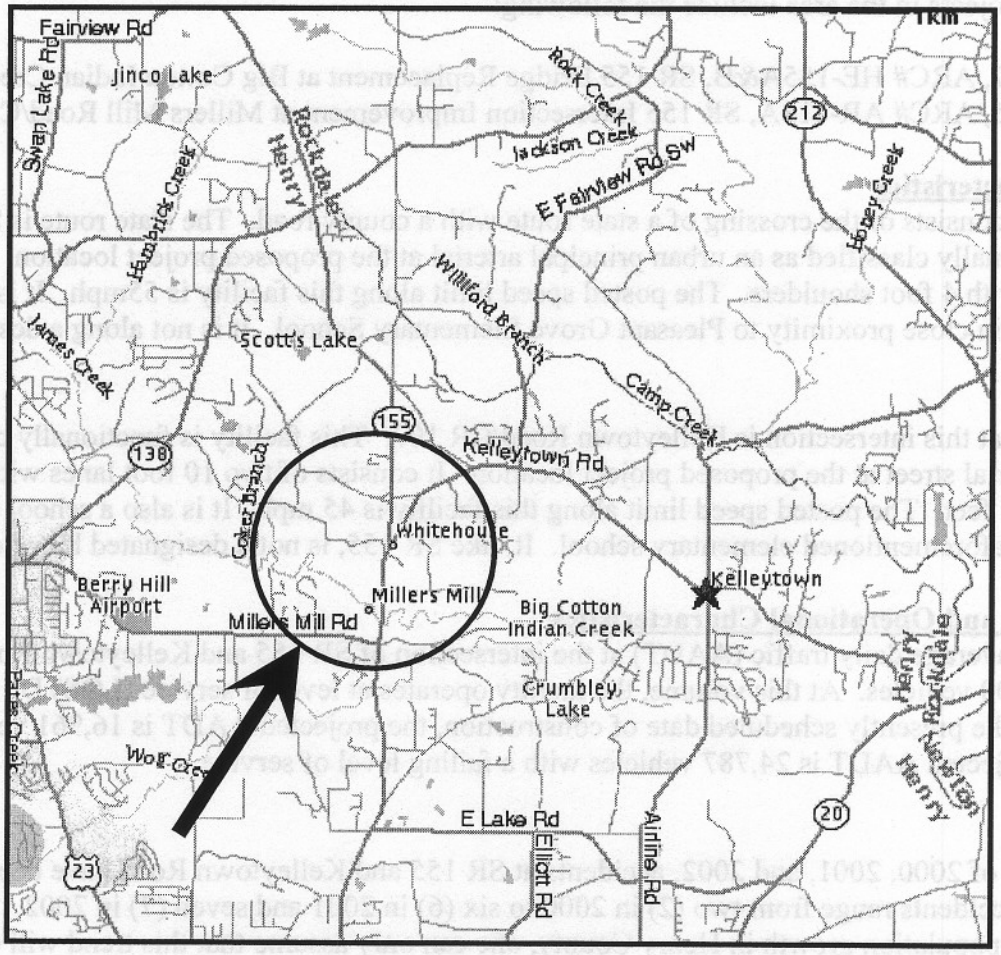
Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

If additional information is needed, contact Bill Rountree, District Design Engineer, at (706) 646-6604.

WJR:CDC
c: David Mulling, Project Review Engineer
Harvey Keepler, State Environmental/Location Engineer
Phillip Allen, State Traffic Safety and Design Engineer
Joseph Palladi, State Transportation Planning Administration
Jamie Simpson, State Financial Management Administrator
David Millen, District Preconstruction Engineer
Lamar Pruitt, District Construction Engineer
Keith Rohling, District Traffic Operations Engineer
Ken Robinson, District Maintenance Engineer
Debra Benton, District Environmentalist
Tommy Cleveland, District Location Engineer
Ethel White, District Scheduling Technician

PROJECT LOCATION MAP





Need & Purpose Statement:

Background

This project originated as a recommendation from the District Three Traffic Operations Office to the State Highway Improvement Committee *(now PNRC)* in January of 1999. District Three's recommendation involved relocating the intersection of Kelleytown Road/CR 107 northward to a common point with Reagon Road/CR 104, relocating Reagon Road southward, and reconstruction of SR 155. The improvements were recommended to improve safety and provide adequate site distance at the intersection by eliminating the existing sharp skew in the design and by improving the vertical alignment along SR 155.

The project was added to the Georgia Department of Transportation's construction work program in November of 1999 as PI# 0000298. It is presently scheduled for right of way acquisition in 2005 and construction in 2006. It was listed in the Atlanta Regional Commission's (ARC) *2030* Draft Regional Transportation Plan on July 7, 2004 as ARC# HE-160 with construction also scheduled for 2006.

Other planned projects in the area include the following:

- PI 333127, ARC# HE-155A&B, SR 155 Bridge Replacement at Big Cotton Indian Creek
- PI 333295, ARC# AR-118A, SR 155 Intersection Improvement at Millers Mill Road/CR 665

Roadway Characteristics

The intersection consists of the crossing of a state route with a county road. The state route is SR 155. This facility is functionally classified as an urban principal arterial at the proposed project location. It includes two 12.5 foot lanes with 4 foot shoulders. The posted speed limit along this facility is 55mph. It is a designated school bus route in close proximity to Pleasant Grove Elementary School. It is not along a designated state bicycle route.

The county road at this intersection is Kelleytown Road/CR 107. This facility is functionally classified as an urban minor arterial street at the proposed project location. It consists of two 10 foot lanes with variable width shoulders up to 3 feet. The posted speed limit along this facility is 45 mph. It is also a school bus route in close proximity to the aforementioned elementary school. It, like SR 155, is not a designated bicycle route.

Travel Demand and Operational Characteristics

In 2002, annual average daily traffic (AADT) at the intersection of SR 155 and Kelleytown Road/CR 107 was recorded at 11,500 vehicles. At this volume, the facility operates at level of service (LOS) D. By 2016, ten years following the presently scheduled date of construction, the projected AADT is 16,961 vehicles at LOS E. By 2029, the projected AADT is 24,787 vehicles with a failing level of service.

Safety

During the years of 2000, 2001, and 2002, accidents at SR 155 and Kelleytown Road have been increasing. The number of accidents range from two (2) in 2000 to six (6) in 2001 and seven (7) in 2002. With the projected rate of population growth in Henry County, one can only assume that this trend will continue unless improvements are implemented. Following are comparable statewide averages for urban principal arterials:

Accidents from M.P. 15.72 to 15.96; A total of .24 miles

Year	2000		2001		2002	
	SR 155	Statewide	SR 155	Statewide	SR 155	Statewide
Accidents	2		6		7	
Accidents Per 100 MVMT	198	430	593	473	692	504
Injuries	0		2		4	
Injuries Per 100 MVMT	0	110	15	122	29	126
Fatalities	0		0		0	
Fatalities Per 100 MVMT	0	1.34	0	1.32	0	1.45

(MVMT: Million Vehicle Miles Traveled)

There are no consistent patterns/noticeable causes associated with the incidents. Over the course of the three years listed above, accidents include a variety of collision types including angled vehicle collisions, rear-end collisions, and collisions with objects such as deer, the embankment, and the ditch.

Community Issues

This project is located in the northeast portion of Henry County near the Rockdale County border. During the decade of the 90s, Henry County experienced the highest rate of population increase of all Georgia counties. In 1990, the county's total population was 58, 741, and by 2000, its population was 119,341. This growth constitutes a population percent change of 103%.

Within the census block of the proposed project, there are 6,140 residents. Of these residents, 4.98% are Black and 1.6% are Hispanic. Also, 8% of these households have an income less than $20,000.00.

The Henry County 2025 Comprehensive Development Plan characterizes the area of the project as a combination of residential and greenway in its future land use concepts. Notable facilities presently in the area include Ozias Cemetery, Ford Cemetery, Pleasant Grove Elementary School, and portions of Big Cotton Indian Creek.
Detailed analysis of potential project impact upon the inhabiting population and the surrounding landscape will be determined through environmental review.

Need and Purpose

Increased safety and improvement of sight distance are the prevailing reasons for the proposed project at SR 155 and Kelleytown Rd/CR 107. As the intersection is reconstructed and relocated, the potential for accidents should decrease.

Finally, there are cemeteries, an elementary school, and possibly other environmental concerns that should be taken into consideration during project implementation.

Upon completion of the project, the improved intersection will provide necessary access for this area of Henry County and improve the efficiency and reliability of the driving environment.

Proposed Improvements:
After consideration of a number of alternatives and alignments, the proposed project concept is to relocate State Route 155 to new alignment for a distance of approximately 4000 feet just west of the right of way of Mosley Road for a short distance and then rejoin the existing alignment of SR 155 just south of Reagan Road / Ford Drive. A new intersection will be created at Moseley Road and Kelleytown Road as well as a realigned Reagan Road/Ford Drive. The new alignment of SR 155 will head west of the existing Moseley Road, eliminating the old intersection with Kelleytown Road. It is proposed that a new intersection will be created at Kelleytown Road and Moseley Road which will provide access to the properties along Kelleytown Road. This effectively eliminates all cut-through traffic and redirects it north to the new intersection of SR 155 and Reagan Road/Ford Drive. This alternative will completely avoid all encroachments on historic properties along State Route 155, and has an acceptable encroachment on historic property for additional right of way on Ford Drive and Kelleytown Road to accommodate the needed widening and realignment of the two roadways. It is also proposed to align Reagan Road with Ford Drive to create a "cross" intersection. All four approaches at the aforementioned intersection would include both right and left turn lanes.

Subsequent information furnished by the Office of Environment and Location indicates historic properties on both sides of SR 155 and inclusive of CR 107 just east of its intersection with SR 155.

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

PDP Classification: Major ☐ Minor ☒

Federal Oversight: Full Oversight☐, Exempt☒, State Funded☐, or Other ☐

Functional Classification: Urban Principal Arterial

U. S. Route Number(s): N/A
State Route Number(s): SR 155

Traffic (AADT):

SR 155 @ Kelleytown Rd. (MP 15.72)
Current Year: (2007) 12,700 vpd Design Year: (2027) 23,000 vpd

K = 10%

D = 60%

T = 8%

24 HR T = 10%

SR 155 @ Ford Dr. (MP 16.16)
Current Year: (2007) 8,600 vpd Design Year: (2027) 15,000 vpd

K = 10%

D = 60%

T = 8%

24 HR T = 10%

SR 155 @ Moseley Rd. (MP 16.62)
Current Year: (2007) 13,000 vpd Design Year: (2027) 23,500 vpd

K = 10%

D = 60%

T = 8%

24 HR T = 10%

Existing design features:

- Typical Section:
  - Mainline: *2-12 ft. travel lanes road with 2.5 ft. paved shoulders on each side. There are no sidewalks or curb and gutter present.*
  - Cross Roads:
    - Reagan Road: *2 travel lanes varying in width from 8.5 ft. to 11.5 ft.*
    - Kelleytown Road: *2-10 ft. travel lanes.*
    - Ford Drive: *2 travel lanes varying in width from 10 ft. to 12 ft.*
    - Moseley Road: *2-11 ft. travel lanes.*
- Posted speed:
  - Mainline: *55 mph*
  - Cross Roads:
    - Reagan Road: *45 mph*
    - Kelleytown Road: *45 mph*
    - Ford Drive: *35 mph*
    - Moseley Road: *35 mph*
- Minimum Radius: *1250 ft*
- Maximum grade:
  - Mainline: *5.5%*
  - Cross Roads:
    - Reagan Road *5.1%*
    - Kelleytown Road: *6.2%*
    - Ford Drive: *5.9%*
    - Moseley Road: *4%*
- Width of right of way:
  - Mainline: *100 ft*
  - Cross Roads:
    - Reagan Road: *60 ft*
    - Kelleytown Road: *80 ft*
    - Ford Drive: *60 ft*

  - Moseley Road: *60 ft*
- Major structures: *None*
- Major interchanges or intersections along the project: *Kelleytown Rd, Reagan Rd, Ford Dr.*
- Existing length of roadway segment:
  - SR 155: *0.76 mi*
  - Reagan Road: *0.26 mi*
  - Kelleytown Road: *0.66 mi*
  - Ford Drive: *0.23 mi*
  - Moseley Road: *0.35 mi*

    Total: *2.26 mi*

Proposed Design Features:

- Proposed typical section(s):
  - Mainline: *2-12 ft. travel lanes with 2 ft. paved and 8' grassed shoulders.*
  - Cross Roads: *2-12 ft. travel lanes with 2 ft. paved shoulders.*
  - Reagan Road and Ford Drive: *3-12 ft. lanes with concrete curb and gutter, concrete sidewalk and 12' shoulders*
- Proposed Design Speed Mainline: *55 mph*
- Proposed Design Speed Ford Drive and Reagan Rd: *45 mph*
- Proposed Design Speed Moseley Rd: *35 mph*
- Proposed Maximum grade Mainline: *6.5 %* Maximum grade allowable: *6.5%*
- Proposed Maximum grade Side Street: *8.5 %* Maximum grade allowable: *8.5%*
- Proposed Maximum grade driveway : *15 %*
- Proposed Minimum Radius Mainline: 1065' Minimum Radius allowable: 965'
- Proposed Minimum Radius Side Street: 1200' Minimum Radius allowable: 350'
- Right of way:
  - Width: *120'-140'*
  - Easements: Temporary☒, Permanent☐, Utility☐, Other☐.
  - Type of access control: Full☐, Partial☐, By Permit☒, Other☐.
  - Number of parcels: *28* Number of displacements: *1*
    - Business: *0*
    - Residences: *1*
    - Mobile homes: *0*
    - Other: *0*
- Structures:
  - Bridges: *None*
  - Retaining walls: *None*
- Major intersections and interchanges: *Moseley Rd, Ford Dr/Reagan Rd, Kelleytown Rd. Conn.*
- Traffic control during construction: *To be constructed under traffic, staging will be necessary.*
- Design Exceptions to controlling criteria anticipated: *None anticipated.*

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	☐	☐	☒
ROADWAY WIDTH:	☐	☐	☒
SHOULDER WIDTH:	☐	☐	☒
VERTICAL GRADES:	☐	☐	☒
CROSS SLOPES:	☐	☐	☒
STOPPING SIGHT DISTANCE:	☐	☐	☒

SUPERELEVATION RATES:	☐	☐	☒
HORIZONTAL CLEARANCE:	☐	☐	☒
SPEED DESIGN:	☐	☐	☒
VERTICAL CLEARANCE:	☐	☐	☒
BRIDGE WIDTH:	☐	☐	☒
BRIDGE STRUCTURAL CAPACITY:	☐	☐	☒

- Design Variances: *None Anticipated*

Environmental concerns:

Community: Existing right of way varies in width throughout from 50' to 100' along the existing facilities. Geometric improvements are being made that require realignment along the existing facilities. In addition, substantial portions of the proposed improvements will be on new location. Additional right of way will be required along Reagan Road (CR 104), Ford Drive (CR 105), Kelleytown Road (CR 107), Moseley Road (CR 666) and SR 155. The proposed project and relocation of SR 155 will lessen the impact on the existing residences and will avoid all contact with historic properties. Further, the number of right of way acquisitions will be substantially reduced.

Pleasant Grove Elementary School is located on the north side of Reagan Road just west of the SR 155 intersection. The proposed realignment of Reagan Road may require acquisition of a small strip of right of way at the southwest corner of the school property.

There are three churches within the project limits. Acquisition of minor amounts of right of way may be required from the church properties. Access to the facilities will be maintained or improved. None of the churches will be displaced.

Cemeteries are located on the north side of Ford Drive east of the SR 155 intersection and on the east side of SR 155 at the Kelleytown Road intersection. The designer should avoid right of way impacts to the cemetery on Ford Drive by realigning Ford Drive to the south of the existing facility. Impacts to the cemetery on SR 155 can be avoided by realigning SR 155 on new location to the west of the existing route.

Historic Districts/Property: Several historic properties/structures have been identified within the project corridor. If the proposed alternate does not provide for avoidance then impacts to the properties should be minimized. If feasible, the following properties should be avoided:

- The property, house and cemetery on the north side of Ford Drive (CR 105) between SR 155 and Kelleytown Road (CR 107)

- The property and structures bounded by SR 155 and Kelleytown Road north of Kibbee Road.

- The church and property on the west side of SR 155 at the Kibbee Road intersection. In addition, the cemetery in the northeast quadrant of the SR 155/Kelleytown Road intersection.

Wetlands/Open Waters: No open waters will be impacted by the proposed project. Although no potential wetland areas were noted during our field inspection, there may be small pockets of wetlands where the relocated SR 155 or other realignments cross natural drains. It is anticipated that the nationwide permit 14 will be applicable.

- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ☐, No ☒,
  - Categorical exclusion ☒,
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ☐, or
  - Environmental Impact Statement (EIS) ☐.
- Utility involvements: *(Communications, Power, Gas, T.V., Water and Sewer)*

Project responsibilities:

- Design: *GDOT*
- Right of Way Acquisition: *GDOT*
- Relocation of Utilities: *Undetermined*
- Letting to contract: *GDOT*
- Supervision of construction: *GDOT*
- Providing material pits: *Contractor*
- Providing detours: *N/A*

Coordination

- Initial Concept Meeting date and brief summary. Attach minutes.
- Concept meeting date and brief summary. Attach minutes. *(4/14/04)*
- P. A. R. meetings, dates and results. *Not Required*
- Public involvement. (*Public Meeting Required)*
- Local government comments. *"T" two ends of old Kelleytown*
- Other coordination to date: *Locals want a new fire house built at the intersection of SR 155 and Reagan Rd.*

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: *12 Months*
- Time to complete preliminary construction plans: *6 Months*
- Time to complete right of way plans: *2 Months*
- Time to complete the Section 404 Permit: *6 Months*
- Time to complete final construction plans: *8 Months*
- Time to complete to purchase right of way: *12 Months*

Other alternates considered:

Alternative #1: No Build
Alternative #2: Widen along existing right of way of SR 155, rebuilding intersections at existing locations.
Alternative #3: Relocate SR 155 to a new alignment west of the existing alignment avoiding historic properties and correcting vertical alignment.

Comments: *None*

Attachments:

1. Cost Estimates:
   a. Construction including E&C
   b. Right of Way, and
   c. Utilities
2. Typical sections
3. Accident summaries
4. Capacity Analysis
5. Minutes of Initial Concept and Concept meetings
6. Location and Design Notice
7. Concept Report Rating Form

PROJECT COST		
A. RIGHT-TO-WAY:		
1. PROPERTY (LAND & EASEMENT)		$ 992,368.00
2. DISPLACEMENTS: RES: 1, BUS: 0, M.H.: 0		$ 20,000.00
3. OTHER COST (ADM./COST, INFLATION)		$ 2,502,572.00
SUBTOTAL:A		$ 3,514,950.00
B. REIMBURSABLE UTILITIES:		
1. RAILROAD		$ 0.00
2. TRANSMISSION LINES		$ 157,500.00
3. SERVICES		$ 273,652.00
SUBTOTAL:B		$ 431,152.00
C. CONSTRUCTION:		
1. MAJOR STRUCTURES		$ 0.00
a. OVERPASSES		$ 0.00
b. OTHER		$ 0.00
SUBTOTAL:C-1		$ 0.00
2. GRADING AND DRAINAGE:		
a. EARTHWORK		$ 1,187,500.00
b. DRAINAGE:		
1) Cross Drain Pipe (LUMP)		$ 40,600.00
2) Curb and Gutter (6,820 ft @ $10.00/ft)		$ 68,200.00
3) Longitudinal System(include catch basins)		$ 270,000.00
SUBTOTAL:C-2		$ 1,498,100.00
3. BASE AND PAVING:		
a. AGGREGATE BASE (19,477 Ton @ $15.00/ Ton)		$ 292,155.00
b. ASPHALT PAVING:		
Surface (2,212 Ton @ $40.00/ Ton)	$ 88,480.00	
Binder (6,348 Ton @ $43.00/ Ton)	$ 304,704.00	

PROJECT COST		
Base (9,522 Ton @ $43.00/ Ton)	$ 409,446.00	
Leveling (789 Ton @ $43.00/ Ton)	$ 33,927.00	
	SUBTOTAL:C-3.b	$ 802,630.00
c. CONCRETE PAVING		$ 0.00
d. OTHER (Bituminous Tack: 7,535 Gal @ $1.00/ Gal)		$ 7,535.00
SUBTOTAL:C-3		$ 1,136,247.00
4. LUMP ITEMS:		
a. GRASSING (15 ac @ $4,800/ ac)		$ 72,000.00
b. CLEARING AND GRUBBING		$ 831,250.00
c. LANDSCAPING		$ 0.00
d. EROSION CONTROL (LUMP)		$ 150,000.00
e. TRAFFIC CONTROL		$ 100,000.00
	SUBTOTAL:C-4	$ 1,153,250.00
5. MISCELLANEOUS:		
a. LIGHTING ( )		$ 0.00
b. SIGNING - MARKING ($12,000/mile)		$ 22,800.00
c. GUARDRAIL – (0 ft @ $10.00/ ft)		$ 0.00
d. SIDEWALK (3789 yd^2 @ $20.00/ yd^2)		$ 75,780.00
e. FIELD ENGINEER'S OFFICE		$ 55,000.00
	SUBTOTAL:C-5	$ 153,580.00
6. SPECIAL FEATURES: Removal of Existing Bridge		
	SUBTOTAL:C-6	$ 0.00

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY	$	3,514,950.00
B. REIMBURSABLE UTILITIES	$	431,152.00
C. CONSTRUCTION		
1. MAJOR STRUCTURES	$	0.00
2. GRADING AND DRAINAGE	$	1,498,100.00
3. BASE AND PAVING	$	1,136,247.00
4. LUMP ITEMS	$	1,153,250.00
5. MISCELLANEOUS	$	153,580.00
6. SPECIAL FEATURES	$	0.00
SUBTOTAL CONSTRUCTION COST	$	3,941,177.00
E. & C. (10%)	$	394,117.70
INFLATION (5% PER YEAR)	$	1,083,838.68
NUMBER OF YEARS 5		
TOTAL CONSTRUCTION COST	$	5,419,133.38
GRAND TOTAL PROJECT COST	$	9,365,235.38

This project is 100 percent in congressional district 8.

Preliminary Right of Way Cost Estimate

Don Brown
Right of Way Administrator
By: Jerry Milligan

Date: August 19, 2004
Project: STP-0000-00(298)Henry
P.I. Number: 0000298
Existing/Required R/W: Varies/Varies
No. Parcels: 28
Project Termini: SR 155 from Ford Drive south to Mobley Road
Project Description: Relocation of SR 155 from Ford Drive south to Mobley Road

Land: Residential : 15.16 acres @ $ 14,800 / acre		$ 224,368
Improvements : brick residence, landscaping, fencing, sign, misc. site improvements		443,000
Relocation: Residential (1) Commercial (0)		20,000
Damage : Proximity (1) parcel Cost to Cure (1) parcel		325,000
Net Cost		$ 1,012,368

Net Cost		$ 1,012,368
Scheduling Contingency	55 %	556,802
Adm/Court Cost	60 %	941,502
Inflation Factor	40 %	1,004,268
		$ 3,514,940

Total Cost $ 3,514,950

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **STP-0000-00(298), Henry County, P.I. # 0000298** **DATE:** September 16, 2004
Realign SR-155 @ Kellytown Road

FROM: Thomas B. Howell, P.E., District Engineer **OFFICE:** Thomaston

TO: David B. Millen, District Preconstruction Engineer
attn: Bill Rountree, District Design Engineer

SUBJECT: **UTILITY COST ESTIMATE**

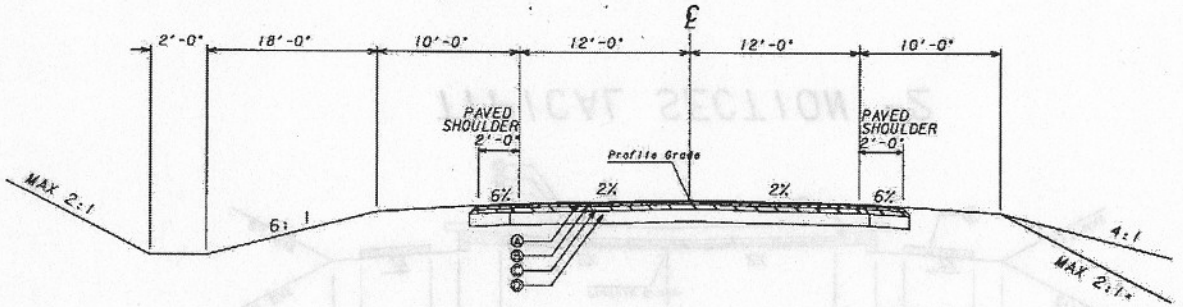
The following is a "worst case scenario" ballpark utility cost estimate for facilities located within the scope of the above referenced project:

UTILITY OWNER	PRIVATE OR PUBLIC	TYPE OF UTILITY	REIMBURSABLE COSTS	NON-REIMBURSABLE COSTS
Georgia Power Company	Private	Electric	154,000	0
Snapping Shoals EMC	Private	Electric	3,500	1,500
Atlanta Gas Light	Private	Nat Gas	0	97,721
BellSouth	Private	Telecom	0	189,475
Charter Communications	Private	TV	0	13,050
Henry County Water & Sewer	Public	Water & Sewer	273,652	0
TOTAL			**$431,152**	**$301,746**

KG:GAW:pls

cc: Elaine Jackson, Secretary to Jeff Baker, P.E., State Utilities Engineer *(via: e-mail)*
Mike Maloy, State Utilities Preconstruction Engineer *(via: e-mail)*
Terry Brigman, Railroad Liaison Engineer *(via: e-mail)*
Jamie Simpson, Financial Management Administrator *(via: e-mail)*

STP-0000-00(298)
HENRY COUNTY
SR 155



TYPICAL SECTION #1

* REQUIRES GUARDRAIL

SR 155 PAVEMENT

(A) RECYCLED ASPHALTIC CONCRETE 12.5 mm, SUPERPAVE, GP 2 ONLY, INCL. BITUM MAT'L & H. LIME (165 LB/SQ. YD.)
(B) RECYCLED ASPHALTIC CONCRETE 19 mm, SUPERPAVE, GP 1 OR 2, INCL. BITUM MAT'L & H. LIME (220 LB/SQ. YD.)
(C) RECYCLED ASPHALTIC CONCRETE 25 mm, SUPERPAVE, GP 1 OR 2, INCL. BITUM MAT'L & H. LIME (330 LB/SQ. YD.)
(D) GRADED AGGREGATE BASE, 10 IN
SUPERPAVE MIX DESIGN LEVEL B

NOT TO SCALE
STP-0000-00(298)
HENRY COUNTY
PI # 0000298

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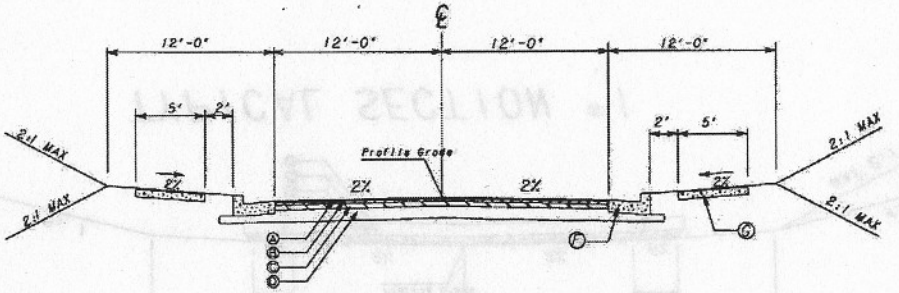
STP-0000-00(298)

HENRY COUNTY
REAGAN RD AND FORD DR



TYPICAL SECTION #2

REAGAN RD. AND FORD DR. PAVEMENT

(A) RECYCLED ASPHALTIC CONCRETE 12.5 mm, SUPERPAVE, GP 2 ONLY, INCL. BITUM MAT'L & H. LIME (165 LB/SQ. YD.)
(B) RECYCLED ASPHALTIC CONCRETE 19 mm, SUPERPAVE, GP 1 OR 2, INCL. BITUM MAT'L & H. LIME (220 LB/SQ. YD.)
(C) RECYCLED ASPHALTIC CONCRETE 25 mm, SUPERPAVE, GP 1 OR 2, INCL. BITUM MAT'L & H. LIME (330 LB/SQ. YD.)
(D) GRADED AGGREGATE BASE, 10 IN
(F) CONCRETE CURB AND GUTTER
(G) 4" CONCRETE SIDEWALK

NOT TO SCALE
STP-0000-00(298)
HENRY COUNTY
PI * 0000298

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ACCIDENT RATE CALCULATION for year(s) 1995,1996,1997,1998,1999,2000,2001,2002

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
1995	Henry	1	015500	15.67	15.77	5,200	0.10	520

Total Vehicle Miles: 520	Total Accidents: 1	Accident Rate: 527
Average ADT: 5,200	Total Injuries: 0	Injury Rate: 0
Length in Miles: 0.10	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
1996	Henry	1	015500	15.67	15.77	6,000	0.10	600

Total Vehicle Miles: 600	Total Accidents: 9	Accident Rate: 4,110
Average ADT: 6,000	Total Injuries: 4	Injury Rate: 1,826
Length in Miles: 0.10	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
1997	Henry	1	015500	15.67	15.77	6,000	0.10	600

Total Vehicle Miles: 600	Total Accidents: 6	Accident Rate: 2,740
Average ADT: 6,000	Total Injuries: 2	Injury Rate: 913
Length in Miles: 0.10	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
1998	Henry	1	015500	15.67	15.77	7,200	0.10	720

Total Vehicle Miles: 720	* Total Accidents: 6	* Accident Rate: N/A
Average ADT: 7,200	* Total Injuries: 2	* Injury Rate: N/A
Length in Miles: 0.10	Total Fatalities: 0	Fatality Rate: 0.00

*** Due to incomplete 1998 accident and injury information, only fatality rates are computed for 1998.**

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
1999	Henry	1	015500	15.67	15.77	8,100	0.10	810

Total Vehicle Miles: 810	Total Accidents: 8	Accident Rate: 2,706
Average ADT: 8,100	Total Injuries: 0	Injury Rate: 0
Length in Miles: 0.10	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2000	Henry	1	015500	15.67	15.77	8,100	0.10	810

Total Vehicle Miles: 810	Total Accidents: 4	Accident Rate: 1,353
Average ADT: 8,100	Total Injuries: 4	Injury Rate: 1,353
Length in Miles: 0.10	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2001	Henry	1	015500	15.67	15.77	8,900	0.10	890

Total Vehicle Miles: 890	Total Accidents: 12	Accident Rate: 3,694
Average ADT: 8,900	Total Injuries: 4	Injury Rate: 1,231
Length in Miles: 0.10	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2002	Henry	1	015500	15.67	15.77	10,800	0.10	1,080

Total Vehicle Miles: 1,080	Total Accidents: 18	Accident Rate: 4,566
Average ADT: 10,800	Total Injuries: 8	Injury Rate: 2,029
Length in Miles: 0.10	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

HCS2000: Two-Lane Highways Release 4.1c

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst DMC
Agency/Co. GDOT
Date Performed 11/15/2004
Analysis Time Period hourly
Highway SR 155
From/To MOSELY ROAD TO
Jurisdiction
Analysis Year 2002
Description INTERSECTION IMPROVEMENT

Input Data

Highway class Class 1
Shoulder width 6.0 ft Peak-hour factor, PHF 0.90
Lane width 12.0 ft % Trucks and buses 15 %
Segment length 0.9 mi % Recreational vehicles 4 %
Terrain type Rolling % No-passing zones 0 %
Grade: Length mi Access points/mi 5 /mi
Up/down %

Two-way hourly volume, V 1150 veh/h
Directional split 50 / 50 %

Average Travel Speed

Grade adjustment factor, fG 0.99
PCE for trucks, ET 1.5
PCE for RVs, ER 1.1
Heavy-vehicle adjustment factor, 0.927
Two-way flow rate,(note-1) vp 1393 pc/h
Highest directional split proportion (note-2) 697 pc/h

Free-Flow Speed from Field Measurement:
Field measured speed, SFM - mi/h
Observed volume, Vf - veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS 55.0 mi/h
Adj. for lane and shoulder width, fLS 0.0 mi/h
Adj. for access points, fA 1.3 mi/h

Free-flow speed, FFS 53.8 mi/h

Adjustment for no-passing zones, fnp 0.0 mi/h
Average travel speed, ATS 42.9 mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.0
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, fHV 1.000
Two-way flow rate,(note-1) vp 1278 pc/h

Highest directional split proportion (note-2)	639
Base percent time-spent-following, BPTSF	67.5 %
Adj.for directional distribution and no-passing zones, fd/np	0.0
Percent time-spent-following, PTSF	67.5 %

Level of Service and Other Performance Measures

Level of service, LOS	D
Volume to capacity ratio, v/c	0.44
Peak 15-min vehicle-miles of travel, VMT15	288 veh-mi
Peak-hour vehicle-miles of travel, VMT60	1035 veh-mi
Peak 15-min total travel time, TT15	6.7 veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

HCS2000: Two-Lane Highways Release 4.1c

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst DMC
Agency/Co. GDOT
Date Performed 11/15/2004
Analysis Time Period hourly
Highway SR 155
From/To MOSELY ROAD TO
Jurisdiction
Analysis Year 2016
Description INTERSECTION IMPROVEMENT

Input Data

Highway class Class 1
Shoulder width 6.0 ft Peak-hour factor, PHF 0.90
Lane width 12.0 ft % Trucks and buses 15 %
Segment length 0.9 mi % Recreational vehicles 4 %
Terrain type Rolling % No-passing zones 0 %
Grade: Length mi Access points/mi 5 /mi
Up/down %

Two-way hourly volume, V 1696 veh/h
Directional split 50 / 50 %

Average Travel Speed

Grade adjustment factor, fG 0.99
PCE for trucks, ET 1.5
PCE for RVs, ER 1.1
Heavy-vehicle adjustment factor, 0.927
Two-way flow rate,(note-1) vp 2054 pc/h
Highest directional split proportion (note-2) 1027 pc/h

Free-Flow Speed from Field Measurement:
Field measured speed, SFM - mi/h
Observed volume, Vf - veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS 55.0 mi/h
Adj. for lane and shoulder width, fLS 0.0 mi/h
Adj. for access points, fA 1.3 mi/h

Free-flow speed, FFS 53.8 mi/h

Adjustment for no-passing zones, fnp 0.0 mi/h
Average travel speed, ATS 37.8 mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.0
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, fHV 1.000
Two-way flow rate,(note-1) vp 1884 pc/h

Highest directional split proportion (note-2)	842
Base percent time-spent-following, BPTSF	80.9 %
Adj. for directional distribution and no-passing zones, fd/np	0.0
Percent time-spent-following, PTSF	80.9 %

Level of Service and Other Performance Measures

Level of service, LOS	E
Volume to capacity ratio, v/c	0.64
Peak 15-min vehicle-miles of travel, VMT15	424 veh-mi
Peak-hour vehicle-miles of travel, VMT60	1526 veh-mi
Peak 15-min total travel time, TT15	11.2 veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

HCS2000: Two-Lane Highways Release 4.1c

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst DMC
Agency/Co. GDOT
Date Performed 11/15/2004
Analysis Time Period hourly
Highway SR 155
From/To MOSELY ROAD TO
Jurisdiction
Analysis Year 2029
Description INTERSECTION IMPROVEMENT

Input Data

Highway class Class 1
Shoulder width 6.0 ft Peak-hour factor, PHF 0.90
Lane width 12.0 ft % Trucks and buses 15 %
Segment length 0.9 mi % Recreational vehicles 4 %
Terrain type Rolling % No-passing zones 0 %
Grade: Length mi Access points/mi 5 /mi
Up/down %

Two-way hourly volume, V 2479 veh/h
Directional split 50 / 50 %

Average Travel Speed

Grade adjustment factor, fG 0.99
PCE for trucks, ET 1.5
PCE for RVs, ER 1.1
Heavy-vehicle adjustment factor, 0.927
Two-way flow rate,(note-1) vp 3002 pc/h
Highest directional split proportion (note-2) 1501 pc/h

Free-Flow Speed from Field Measurement:
Field measured speed, SFM - mi/h
Observed volume, Vf - veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS 55.0 mi/h
Adj. for lane and shoulder width, fLS 0.0 mi/h
Adj. for access points, fA 1.3 mi/h

Free-flow speed, FFS 53.8 mi/h

Adjustment for no-passing zones, fnp 0.0 mi/h
Average travel speed, ATS 30.5 mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.0
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, fHV 1.000
Two-way flow rate,(note-1) vp 2754 pc/h

Highest directional split proportion (note-2)	1377
Base percent time-spent-following, BPTSF	91.1 %
Adj.for directional distribution and no-passing zones, fd/np	0.0
Percent time-spent-following, PTSF	91.1 %

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.94	
Peak 15-min vehicle-miles of travel, VMT15	620	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2231	veh-mi
Peak 15-min total travel time, TT15	20.4	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

NOTICE OF LOCATION AND DESIGN APPROVAL

STP-0000-00(298) HENRY COUNTY
P. I. No. 0000298

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

Date of Location and Design Approval: FEBRUARY 1, 2005

This project is located on SR 155 in Henry County. The proposed project concept is to relocate State Route 155 to new alignment for a distance of approximately 4000 feet just west of the right of way of Mosley Road for a short distance and then rejoin the existing alignment of SR 155 just south of Reagan Road / Ford Drive. A new intersection will be created at Moseley Road and Kelleytown Road as well as a realigned Reagan Road/Ford Drive. The new alignment of SR 155 will head west of the existing Moseley Road, eliminating the old intersection with Kelleytown Road. It is proposed that a new intersection will be created at Kelleytown Road and Moseley Road which will provide access to the properties along Kelleytown Road. This effectively eliminates all cut-through traffic and redirects it north to the new intersection of SR 155 and Reagan Road/Ford Drive. It is also proposed to align Reagan Road with Ford Drive to create a "cross" intersection. All four approaches at the aforementioned intersection would include both right and left turn lanes.

This project lies 100% within Henry County and is located in Congressional District 8.

Traffic will remain on the existing road while the project is built.

Drawings of maps or plats of the proposed project, as approved, are on file and are available for inspection at the Georgia Department of Transportation:

Marc Mastronardi, Area Engineer
1001 Highway 19 South
Griffin, GA 30223
770-228-7205
marc.mastronardi@dot.state.ga.us

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

William J. Rountree, P.E., District Design Engineer
Georgia Department of Transportation
715 Andrews Drive
Thomaston, Georgia 30286-4524
(706) 646-6604
bill.rountree@dot.state.ga.us

Any written request or communication in reference to this project or notice SHOULD include the Project and P.I. Numbers as noted at the top of this notice.

SCORING RESULTS AS PER TOPPS 2440-2

Project Number:	**County:**	**PI No.:**
STP-0000-00(298)	Henry	0000298

Report Date:	**Concept By:**
	DOT Office: District 3
☒CONCEPT	
	Consultant: Gresham Smith and Partners

Project Type: Choose One From Each Column	☐ Major ☒ Minor	☐ Urban ☒ Rural	☐ ATMS ☐ Bridge ☐ Building ☐ Interchange ☒ Intersection ☐ Interstate ☐ New Location ☐ Widening & Reconstruction ☐ Miscellaneous

FOCUS AREAS	**SCORE**	**RESULTS**
Presentation		
Judgment		
Environmental		
Right of Way		
Utility		
Constructability		
Schedule		

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **P.I. No. 00000298** **OFFICE:** Environment/Location

DATE: December 6, 2004

FROM: Harvey D. Keepler, State Environmental/Location Engineer

TO: Margaret B. Pirkle, Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**
STP-0000-00(298) / Henry County
Intersection Safety Improvement

The above subject concept report has been reviewed. We have one possible displacement. We typically have some form of public involvement when we have a displacement. Section 4(f) involvement is very likely. Project is currently scheduled for 2005 R/W. If we have 4(f) impacts, it will be difficult to meet schedule.

If you have any questions, please contact me at (404) 699-4401.

HDK/lc

Attachment

cc: David Mulling, P.E., Project Review Engineer
Thomas B. Howell, P.E., Metro District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-0000-00(298)
HENRY COUNTY
P.I. NO. 0000298

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 155

Intersection Safety Improvement

Recommendation for approval:

DATE 11/23/04 _____ Project Manager

DATE 11/22/04 _____ District Engineer

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

DATE _____ _____
State Transportation Planning Administrator

DATE _____ _____
State Financial Management Administrator

DATE 12.06.04 _____
State Environmental / Location Engineer

DATE _____ _____
Project Review Engineer

DATE _____ _____
State Traffic Safety and Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-0000-00(298)
HENRY COUNTY
P.I. NO. 0000298

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 155

Intersection Safety Improvement

Recommendation for approval:

DATE 11/23/04 _____ Project Manager

DATE 11/22/04 _____ District Engineer

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

DATE _____ _____ State Transportation Planning Administrator

DATE 12-1-04 _____ State Financial Management Administrator

DATE _____ _____ State Environmental / Location Engineer

DATE _____ _____ Project Review Engineer

DATE _____ _____ State Traffic Safety and Design Engineer

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-0000-00(298), Henry County
P.I. No. 00000298

Office: Traffic Safety & Design
Atlanta, Georgia
Date: December 10, 2004

From: PMA Phillip M. Allen, State Traffic Safety and Design Engineer

To: Meg Pirkle, Assistant Director of Preconstruction

Subject: Project Concept Report Review

DEC 16 2004

We have reviewed the above referenced concept report for the proposed alignment of State Route 155 and construction of new intersection at Moseley Rd @ Kelleytown Rd in Henry County.

The Office of Traffic Safety and Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area.

PMA/SZ/nr

Attachment (signature page)

Cc: Harvey Keepler, State Environment /Location Engineer
David Millen, District Preconstruction Engineer
Lamar Pruitt, District Construction Engineer
Keith Rohling, District Traffic Operations Engineer
Ken Robinson, district Maintenance Engineer
Debra Benton, District Environmentalist
Tommy Cleveland, District Location Engineer
Ethel White, District Scheduling Technician
David Mulling, State Review Engineer
Joe Palladi, State Transportation Planning Administrator
Jamine Simpson, Financial Management Administrator
Thomas B. Howell, District Engineer
Attn.: Bill Rountree, District Design Engineer
General Files
Office Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-0000-00(298)
HENRY COUNTY
P.I. NO. 0000298

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 155

Intersection Safety Improvement

Recommendation for approval:

DATE 11/23/04 _____ Project Manager

DATE 11/22/04 _____ District Engineer

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

DATE _____ State Transportation Planning Administrator

DATE _____ State Financial Management Administrator

DATE _____ State Environmental / Location Engineer

DATE _____ Project Review Engineer

DATE 12/14/04 Phillip M. Allen State Traffic Safety and Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Thomaston

DATE December 14, 2004

FROM William J. Rountree, District Design Engineer, P.E.

TO Johnny Quarles, Project Concept Review Engineer

DEC 16 2004

SUBJECT **STP-0000-00 (298) Henry County**
P.I. No. 0000298

Attached for your use, is the concept layout on the above referenced project that you requested.

If you need additional information, please contact Bill Rountree, District Design Engineer, at (706) 646-6604.

WJR:CEF:RWA
Attachment

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-0000-00(298)
HENRY COUNTY
P.I. NO. 0000298

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 155

Intersection Safety Improvement

Recommendation for approval:

DATE 11/23/04 _____ Project Manager

DATE 11/22/04 _____ District Engineer

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

DATE _____ _____
State Transportation Planning Administrator

DATE _____ _____
State Financial Management Administrator

DATE _____ _____
State Environmental / Location Engineer

DATE 12/20/04 _____
Project Review Engineer

DATE _____ _____
State Traffic Safety and Design Engineer