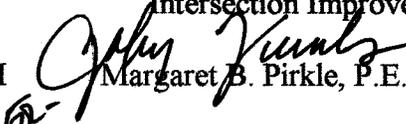


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0000533, Fulton County **OFFICE** Preconstruction
HPP-0000-00(533)
SR 140/Arnold Mill Road at New Providence Road
Intersection Improvements **DATE** July 31, 2006

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

TO  SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

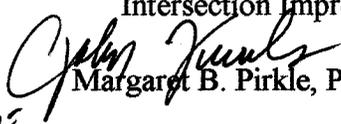
DISTRIBUTION:

Brian Summers
Harvey Keeper
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Bryant Poole
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 0000533, Fulton County **OFFICE** Preconstruction
 HPP-0000-00(533)
 SR 140/Arnold Mill Road at New Providence Road
 Intersection Improvements **DATE** July 25, 2006

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

TO  David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the intersection improvements on SR 140/Arnold Mill Road at New Providence Road in Fulton County. The existing intersection is a non-signalized intersection with no turning lanes and an approximate skew of 30 degrees. Both SR 140 and CR 27/ New Providence Road are two lane roads. The lack of turning lanes and increasing traffic volumes contribute to the congestion along the SR 140 corridor. The existing (2007) traffic volumes on SR 140 is 23,000 VPD and on New Providence Road is 4,000 VPD. The projected volumes on SR 140 and CR 27 increase to 37,000 VPD and 6,400 VPD respectively by the year 2027.

The construction proposes to add a left turn lane on southbound Arnold Mill Road, a right turn lane on northbound Arnold Mill Road, and the separation of left turn and right turn movements on westbound CR 27/New Providence Road. The existing intersection skew will be improved to 90 degrees and the intersection will be shifted west 140'. Cagle Road intersects Arnold Mill Road 300'± south of Providence Road. A right turn lane will be installed at Cagle Road. A mast arm traffic signal system will be installed at the intersection of Arnold Mill Road and CR 27. Further improvements include adding curb and gutter, sidewalk, and pedestrian crossings. Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing open house is required; time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$1,093,000	\$1,093,000	Q92	2008
Right-of-Way & Utilities*	Local	Local	Q92	2007

David Studstill

Page 2

P. I. No. 0000533, Fulton

July 25, 2006

*Fulton County signed PMA on 2-25-04 for PE, right-of-way and utilities; DOT to reimburse 80% of PE.

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR


Buddy Gratton, P.E., Director of Preconstruction

APPROVE


David E. Studstill, Jr., P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

JUL 10 2006

FILE: HPP-0000-00(533) Fulton
P.I. No. 0000533
Intersection Improvements

OFFICE: Engineering Services

DATE: July 10, 2006

FROM: Brian K. Summers, P.E., Project Review Engineer *REW*

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

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted July 6, 2006, and have no comments.

The costs for this project are:

Construction	\$858,558
Inflation	\$135,330
E & C	\$99,400
Reimbursable Utilities	\$100,000
Right of Way	\$1,089,160

REW

c: Ben Buchan, Attn: Albert Shelby

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: HPP-0000-00(533)

County: Fulton

P.I. Number: 0000533

Federal Route Number: N/A

State Route Number: 140

County Road Number: 27

Intersection Improvements at SR 140 Arnold Mill Road and CR 27 New Providence Road

Recommendation for approval:

DATE 6/26/06

Albert Shelby
Project Manager

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

DATE _____

District Engineer

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment / Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE 7/10/06

Brian K. Sumner *REV*
Project Review Engineer

DATE 6-26-06

James B. Bush
State Urban Design Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: HPP-0000-00(533)		County: Fulton		PI No.: 0000533	
Report Date: June 26, 2006		Concept By: DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Heath and Lineback			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input checked="" type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

PROJECT CONCEPT REPORT

Project Number: HPP-0000-00(533)

County: Fulton

P.I. Number: 0000533

Federal Route Number: N/A

State Route Number: 140

County Road Number: 27

Intersection Improvements at SR 140 Arnold Mill Road and CR 27 New Providence Road

Recommendation for approval:

DATE 6/26/06

Albert Shelby
Project Manager

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

DATE _____

District Engineer

DATE _____

State Transportation Planning Administrator

DATE 7/10/06

James T. Simpson
State Transportation Financial Management Administrator

DATE _____

State Environment / Location Engineer

DATE _____

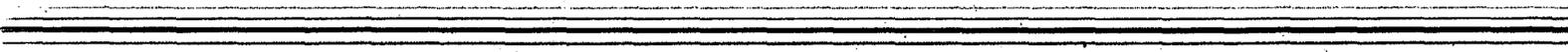
State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DATE _____

State Urban Design Engineer



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: HPP-0000-00(533)

County: Fulton

P.I. Number: 0000533

Federal Route Number: N/A

State Route Number: 140

County Road Number: 27

Intersection Improvements at SR 140 Arnold Mill Road and CR 27 New Providence
Road

Recommendation for approval:

DATE 6/26/06

Albert Shelby
Project Manager

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

DATE _____

District Engineer

DATE 7/6/06

Joseph P. Bell
State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment / Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DATE _____

State Urban Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

PROJECT CONCEPT REPORT

Project Number: HPP-0000-00(533)

County: Fulton

P.I. Number: 0000533

Federal Route Number: N/A

State Route Number: 140

County Road Number: 27

Intersection Improvements at SR 140 Arnold Mill Road and CR 27 New Providence Road

Recommendation for approval:

DATE 6/26/06

Albert Shelby
Project Manager

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

DATE _____

District Engineer

DATE 7/6/06

Joseph P. Reed
State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment / Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DATE 6-26-06

James B. Bush
State Urban Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

PROJECT CONCEPT REPORT

Project Number: HPP-0000-00(533)

County: Fulton

P.I. Number: 0000533

Federal Route Number: N/A

State Route Number: 140

County Road Number: 27

Intersection Improvements at SR 140 Arnold Mill Road and CR 27 New Providence Road

Recommendation for approval:

DATE 6/26/06

Albert Shelby
Project Manager

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

DATE _____

District Engineer

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment / Location Engineer

DATE 7-7-06

Heath Sobel
State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DATE 6-26-06

James B. Bush
State Urban Design Engineer

NOTICE OF LOCATION AND DESIGN APPROVAL

Project No. HPP-0000-00(533)

P.I. No. 0000533

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.

This project consists of intersection improvements to SR 140 Arnold Mill Rd @ CR 27 New Providence Rd in North Fulton County, G.M.D. 121. The improvement project includes realigning CR 27 to intersect SR 140 at a location 140' to the west of the current intersection.

Date of Location Approval: July 31, 2006

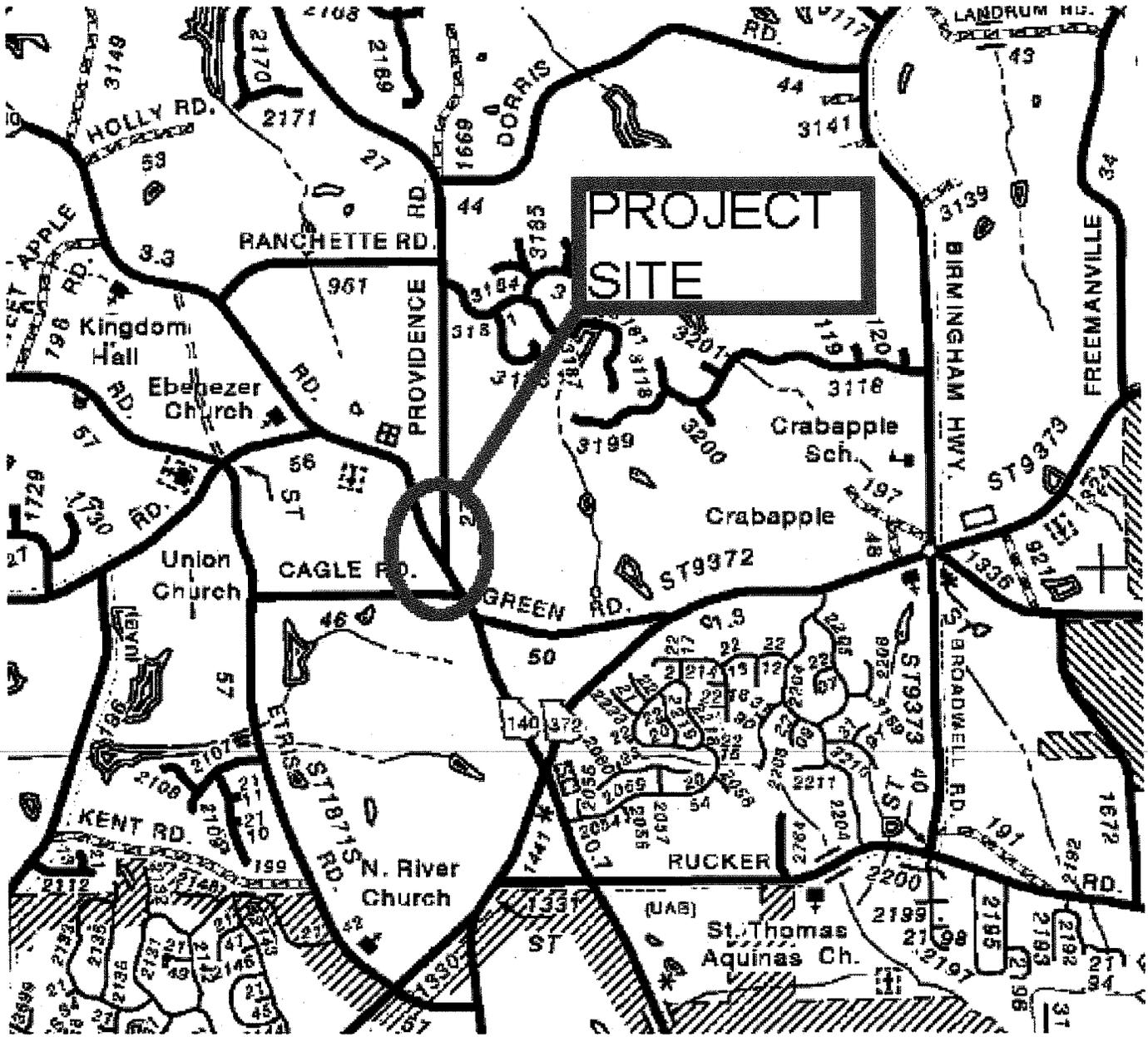
Drawings and/or maps, and/or plats of the proposed project as approved are on file and are available for inspection at the Georgia Department of Transportation.

Albert Shelby
Design Group Manager, Urban Design
Email: albert.shelby@dot.state.ga.us
Georgia Department of Transportation
No. 2 Capitol Square, S.W.
Atlanta, Georgia 30334
Tel: (404) 656-5440

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:

Albert Shelby
Design Group Manager, Urban Design
Email: albert.shelby@dot.state.ga.us
Georgia Department of Transportation
No. 2 Capitol Square, S.W.
Atlanta, Georgia 30334
Tel: (404) 656-5440

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.



Location Map

HPP-0000-00(533), Fulton County, GA
P.I. 0000533

Intersection Improvements at SR 149 Arnold Mill Rd and CR 27 New Providence Rd
Fulton County Project T149

Need and Purpose:

The purpose of an HPP (High Priority Project) project is to permit State to construct the project under section 117(e) of the Transportation Equity Act of the 21st Century (TEA-21) without the aid of Federal funds, and receive reimbursement as the Federal funds become available in accordance with the distribution schedule in section 1601(a) of the Act.

Currently the existing intersection of SR 140 Birmingham Hwy and CR 27 New Providence Rd. is a non-signalized intersection with no dedicated turn lanes, and a skew angle of approximately 30 degrees. The lack of turning lanes and increasing traffic volumes contribute to the congestion along the SR 140 corridor. Improving the intersection skew angle along with adding a traffic signal and curb and gutter will substantially benefit the capacity and alleviate congestion of this intersection. The Fulton County Department of Public Works has determined that improving capacity and alleviating congestion at this intersection requires immediate attention and therefore, has given this project high priority status.

Current two-way AADT volume on SR140 is at approximately 23,000 vehicles per day. New Providence Rd AADT is approximately 4,000 vehicles per day. Based on a growth rate of 2.4%, two-way AADT volumes on SR140 and CR27 increase to 37,000 vehicles per day and 6,400 vehicles per day respectively by the year 2027. Diagram 1 shows existing and future AADT & DHV volumes for this intersection.

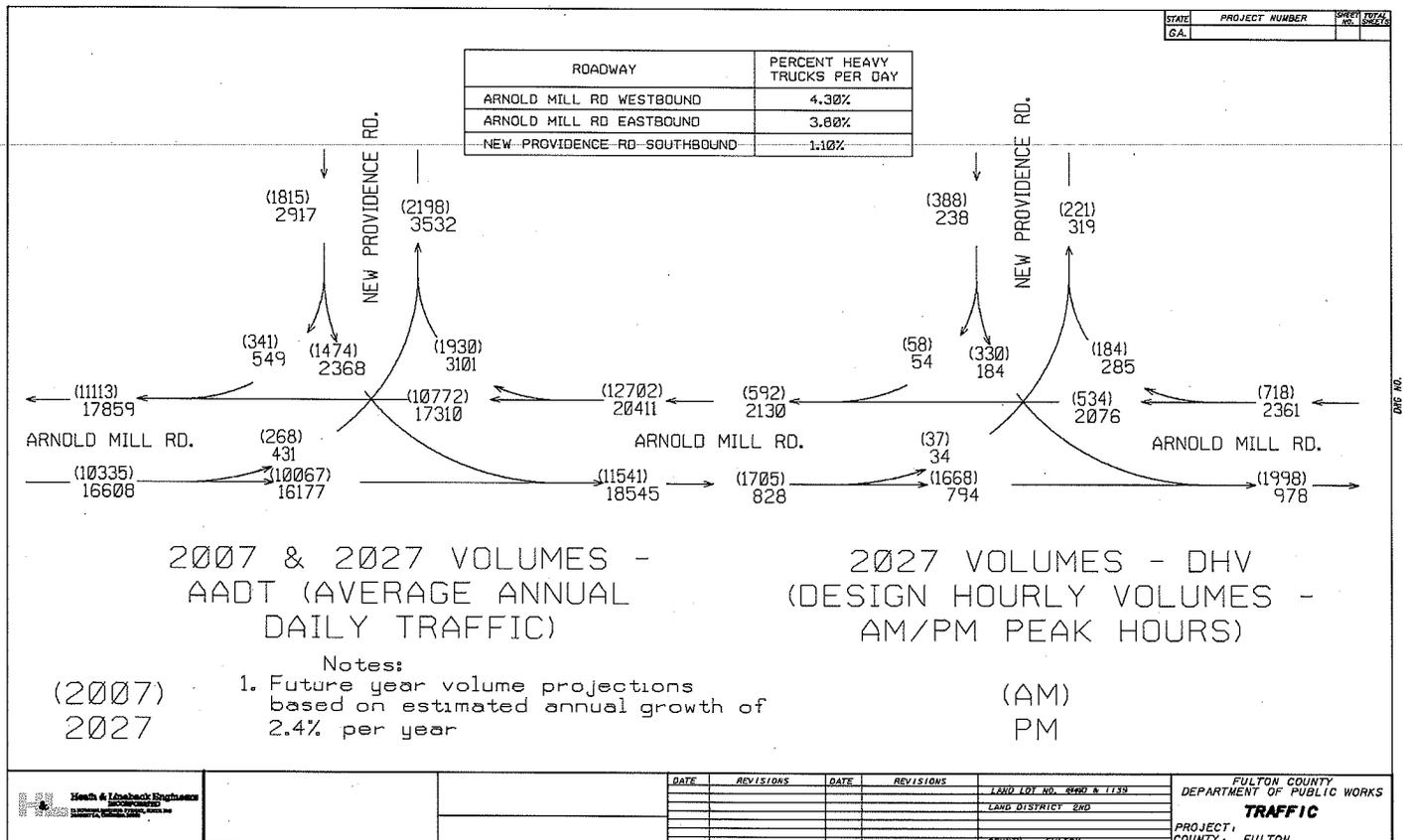


Diagram 1 – Traffic Data

The accident data from 2002 to 2004 shows 26 incidents at the intersection, with 11 injuries and 0 fatalities. Table 1 provides a total number of accidents during this period.

Date	Inj.	Fat.	Collision	Light	Wet/Dry	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2
1/22/2002	0	0	Angle	Daylight	Dry	S	W	Turning Left	Straight
3/14/2002	0	0	Rear End	Daylight	Dry	E	E	Straight	Stopped
6/26/2002	0	0	Angle	Daylight	Dry	W	S	Turning Left	Straight
5/13/2002	0	0	Angle	Daylight	Dry	S	E	Stopped	Straight
3/18/2002	4	0	Sideswipe - Opposite Direction	Daylight	Dry	E	W	Straight	Straight
2/21/2002	0	0	Not A Collision With A Motor Vehicle	Dusk	Dry	E	E	Turning Left	Straight
6/2/2002	0	0	Angle	Daylight	Dry	E	E	Straight	Stopped
5/22/2003	1	0	Not A Collision With A Motor Vehicle	Daylight	Dry	N	S	Changing Lanes	Straight
5/28/2003	0	0	Rear End	Daylight	Dry	S	S	Backing	Stopped
5/30/2003	0	0	Rear End	Daylight	Dry	E	E	Straight	Stopped
4/22/2003	0	0	Rear End	Daylight	Dry	S	S	Straight	Stopped
11/4/2003	0	0	Angle	Dusk	Dry	W	S	Turning Left	Straight
10/23/2003	1	0	Not A Collision With A Motor Vehicle	Daylight	Dry	S	E	Turning Left	Straight
7/16/2003	0	0	Not A Collision With A Motor Vehicle	Daylight	Dry	S		Straight	
8/29/2003	0	0	Angle	Daylight	Dry	S	S	Turning Left	Turning Left
12/20/2003	0	0	Angle	Daylight	Dry	E	N	Turning Left	Straight
9/17/2003	0	0	Angle	Daylight	Dry	S	W	Turning Left	Straight
12/3/2004	2	0	Angle	Daylight	Dry	S	W	Turning Left	Straight
10/5/2004	0	0	Angle	Daylight	Dry	S	W	Turning Left	Straight
11/17/2004	1	0	Angle	Daylight	Dry	E	N	Entering/Leaving Driveway	Straight
3/28/2004	1	0	Not A Collision With A Motor Vehicle	Daylight	Dry	S		Straight	
9/7/2004	1	0	Rear End	Daylight	Wet	E	E	Straight	Stopped
8/20/2004	0	0	Rear End	Daylight	Dry	W	W	Straight	Stopped
3/2/2004	0	0	Angle	Daylight	Wet	S	N	Turning Left	Straight
6/8/2004	0	0	Rear End	Daylight	Dry	S	S	Straight	Straight
7/1/2004	0	0	Angle	Daylight	Dry	W	S	Turning Left	Straight

Table 1 – Accident Data

The MUTCD defines eight warrants; one or more must be met before an intersection is considered for signalization. The MUTCD warrants are:

1. Eight Hour Vehicle Volume
2. Four Hour Vehicle Volume
3. Peak Hour
4. Pedestrian Volume
5. School Crossing
6. Coordinated Signal System
7. Crash Experience
8. Roadway Network

The signal warranting analysis for this intersection has determined that Warrants 1, 2, 3, & 7 are applicable.

Refer to the signal warranting analysis for this intersection under the Attachments section.

The break year for two lane traffic for this intersection is 2008

Project Description:

The existing intersection of SR 140 Arnold Mill Road and CR 27 New Providence Road is a non-signalized intersection with no turning lanes and an approximate skew angle of 30 degrees. Both SR 140 and CR 27 are two-lane roads. There is a Fulton County Fire Department station in the northwest quadrant of the intersection. The intersection is located in North Fulton County just west of the community of Crabapple.

The project consists of improving the skew angle of the intersection, adding dedicated turn lanes and installing a traffic signal. The proposed skew angle of the intersection is 90 degrees. The intersection of the CR 27 leg shifts west approximately 140' along SR 140. Left and right turn lanes will be added to both SR 140 and CR 27. A mast arm traffic signal system will be installed at the intersection. Further improvements to the project include adding curb and gutter, sidewalk, and pedestrian crossings. This project will connect with the SR 140 @ Green Road project (HPP-0000-00(251)).

Traffic will be maintained on existing facilities during construction.

Because the project scope calls for intersection improvements, and the adjacent HPP-0000-00(251) project, the proposed termini is logical.

Project length: 0.23 miles along SR 140, 0.06 miles along CR 27

Is the project in the non-attainment area? Yes X No

This project is included in the Mobility 2030 Regional Transportation Plan list by the ARC as project FN-206.

PDP Classification: Major Minor X

Federal Oversight: Full Oversight (), Exempt (X), State Funded (), or Other ()

Functional Classification: SR 140 (Urban Minor Arterial), CR 27 (Urban Collector Street)

US Route Number(s): N/A

State Route Number(s): SR 140

Existing Design Features:

- SR 140 Arnold Mill Road is a paved two lane rural roadway section. The pavement section is approximately 28' in width with travel lanes being 12' wide.
- CR 27 New Providence Road is a paved two lane rural roadway section. Pavement width is 24'.
- Posted speed limit: SR 140 - 45 mph, CR 27 - 45mph.
- Maximum Grades: SR 140 - .75%, CR 27 - 1.5%
- Minimum Radius: SR 140 - approximately 1000'
- Major Structures: none
- Major Interchanges or Intersections along project: none
- Existing Right of Way: SR 140 - 40', CR 27 - 40'
- Intersection Level of Service: Eastbound Left (A), Southbound (F)

Proposed Design Features:

- The intersection will be signalized.
- The proposed typical section for SR 140 will be a two lane urban section with widening for left turn movements. Pavement widths will vary from 24' to 36'. Shoulder widths will be 16' with 5' wide sidewalks.
- The proposed typical section for CR 27 will be a two-lane urban section with additional widening to accommodate turning lanes. Pavement widths will vary from 24' to 36'. Shoulder widths will be 16' with 5' sidewalks.
- Design Speed: SR 140 - 45 mph, CR 27 - 45 mph.
- Proposed Maximum Grade: SR 140 - 0.75%, CR 27 - 2.5% Maximum allowable - 6%
- Proposed Maximum grade driveway: 11%
- Proposed Minimum Radius: SR 140 - 1000', CR 27 - 100' Maximum allowable - 587'
- Major Structures: None
- Right of Way:
 - Proposed Right of Way: SR 140-60' to 100', CR 27 - 60'
 - Easements: Temporary 7, Permanent 0, Utility 0, Other 0
 - Type of access control: Full (), Partial (), By Permit (X), Other ()
 - Number of Parcels: 7, Number of Displacements: 0
- Structures: None
- Major Interchanges or Intersections: None
- Intersection Level of Service for year 2027: A.M. (F), P.M. (F)
- Traffic control during construction: Traffic will be maintained on the existing roadway
- Design exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	()	(X)	()
ROADWAY WIDTH:	()	()	(X)

SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY	()	()	(X)

Design exception will be requested for deficient horizontal curve on CR 27 at the intersection of SR 140 intersection.

- Design Variances: None anticipated
- Environmental Concerns: Possible Historic / Section 106
- Level of Environmental Analysis: Categorical Exclusion
 - Are time saving procedures appropriate? Yes () No (X)
 - Categorical Exclusion (X),
 - Environmental Assessment / Finding of Significant Impact ()
 - Environmental Impact Statement ()
- Utility Involvements:
 - Gas – Atlanta Gas Light
 - Water – Fulton County Public Works
 - Electric – Georgia Power
 - Sanitary Sewer – Fulton County Public Works
 - Telephone – Bell South
 - Cable – Comcast

Project Responsibilities:

- Design - Heath-Linebeck Engineers, Inc.
- Right of Way Acquisition – Fulton County
- Relocation of Utilities – Fulton County
- Letting Contract – Georgia Department of Transportation
- Supervision of Construction – Georgia Department of Transportation
- Providing materials – Contractor
- Providing Detours – Contractor (if required)

Coordination:

- Concept Team meeting date: January 25, 2006; March 25, 2006, via e-mail
- PAR meetings, dates and results: None
- FEMA, USCG, and /or TVA: None required.
- Public Involvement: Public Information Open House will be held following concept team meeting.

HPP-0000-00(533)

Fulton County Project T149

- Local Government comments:
- Other Projects: HPP-0000-00(251) Arnold Mill @ Green Road
FN 232A, P.I. 721305, SR 140/Houze RD from Ranchette RD to CR
311/Mountain RD & BR (Long Range)
- Railroads: None

Scheduling:

Time to complete the environmental process: 9 months
Time to complete the Section 404 permits: N/A
Time to complete preliminary construction plans: 4 months
Time to complete right of way plans: 2 months
Time to complete final construction plans: 3 months
Time to purchase right of way: 12 months
List other major items that will affect the project schedule: None

Alternates Considered:

- Alternate 1 – Realign the intersection of SR140 and CR 27 approximately 140' to the west along SR 140. Install a traffic signal and construct turning lanes both roads. This alternate will require a design exception.
- Alternate 2 – Realign CR 27 to tie in to SR 140 approximately 700' to the west along SR 140, and add a traffic signal.
- Alternate 2- No-Build.

Comparison Summary:

Alternate 1 is selected for this concept (design exception required).
Alternate 2 was eliminated due to significant increases in right of way impacts.
Alternate 3 was eliminated due to the need to improve the intersection.

Attachments:

Preliminary Cost Estimate
Signal Warranting Analysis
Intersection Capacity Analysis
Typical Sections
Plan views
Concept Team meeting minutes
Notice of Location and Design Approval

PRELIMINARY COST ESTIMATE

DATE: July 6, 2006 PREPARED BY: Heath & Lineback Engineers, Inc.

PROJECT NO.: HPP-0000-00(533)

P.I. NO.: 0000533

LENGTH: 0.23 miles

PROJECT DESCRIPTION: Intersection Improvement of SR 140 Arnold Mill Rd. @ CR 27
New Providence Rd.

PROPOSED CONCEPT: The proposed typical section consist of two 12'-0" travel lanes with
16'-0" urban shoulders. Traffic will be maintained on the existing alignment until the new
permanent offset alignment is constructed.

EXISTING ROADWAY: State Route 140, CR27

TRAFFIC: Existing: 27,000. ADT (2007) Design: 43,400 ADT (2027)

() PROGRAMMING PROCESS (X) CONCEPT DEVEL. () DURING PROJ
DEVEL.

Estimate Report for file "T149_2005-10-17_2006-01-23_2006-05-10"

Section Miscellaneous					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1010	1	LS	300000.00	TRAFFIC CONTROL -	300000.00
210-0100	1	LS	39000.00	GRADING COMPLETE -	39000.00
441-0104	1200	SY	26.97	CONC SIDEWALK, 4 IN	32364.00
441-4020	75	SY	32.56	CONC VALLEY GUTTER, 6 IN	2442.00
441-6022	2100	LF	16.45	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	34545.00
647-1000	1	LS	90000.00	TRAFFIC SIGNAL INSTALLATION (MAST ARM, \$47,000 COST DIFFERENCE TO BE PAID BY FULTON CO)	90000.00
Section Sub Total:					\$498,351.00

Section Pavement					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	2000	TN	15.66	GR AGGR BASE CRS, INCL MATL	31320.00
402-1812	100	TN	71.50	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	7150.00
402-3112	400	TN	71.45	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	28580.00
402-3121	1375	TN	70.40	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	96800.00
402-3131	875	TN	74.60	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	65275.00
413-1000	750	GL	1.11	BITUM TACK COAT	832.50
441-0018	250	SY	37.77	DRIVEWAY CONCRETE, 8 IN TK	9442.50
441-0748	470	SY	28.62	CONCRETE MEDIAN, 6 IN	13451.40
446-1100	1800	LF	5.58	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	10044.00
Section Sub Total:					\$262,895.40

Section Drainage					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0303	2	EA	1727.27	CONC SPILLWAY, TP 3	3454.54
550-1180	1000	LF	33.93	STORM DRAIN PIPE, 18 IN, H 1-10	33930.00
550-4118	4	EA	288.53	FLARED END SECTION 18 IN, SIDE DRAIN	1154.12
668-1100	4	EA	1835.21	CATCH BASIN, GP 1	7340.84
668-4300	1	EA	1834.61	STORM SEWER MANHOLE, TP 1	1834.61
Section Sub Total:					\$47,714.11

Section Erosion					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	2	AC	476.99	TEMPORARY GRASSING	953.98
163-0240	30	TN	196.76	MULCH	5902.80
163-0300	2	EA	1763.95	CONSTRUCTION EXIT	3527.90
163-0501	1	EA	841.83	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 1	841.83
163-0550	5	EA	261.89	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	1309.45
165-0010	1200	LF	1.05	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	1260.00
165-0085	0	EA	331.58	MAINTENANCE OF SILT CONTROL GATE, TP 1	0.00
165-0101	2	EA	444.09	MAINTENANCE OF CONSTRUCTION EXIT	888.18
165-0105	5	EA	95.00	MAINTENANCE OF INLET SEDIMENT TRAP	475.00
167-1000	1	EA	1709.42	WATER QUALITY MONITORING AND SAMPLING	1709.42
167-1500	18	MO	877.59	WATER QUALITY INSPECTIONS	15796.62
171-0010	2400	LF	1.88	TEMPORARY SILT FENCE, TYPE A	4512.00
603-2180	10	SY	33.72	STN DUMPED RIP RAP, TP 3, 12 IN	337.20
603-7000	10	SY	4.06	PLASTIC FILTER FABRIC	40.60
700-6910	4	AC	798.39	PERMANENT GRASSING	3193.56
700-7000	12	TN	59.02	AGRICULTURAL LIME	708.24
700-7010	10	GL	18.84	LIQUID LIME	188.40

Detail Estimate: Cost Estimate Report

Page 2 of 2

700-8000	4	TN	270.73	FERTILIZER MIXED GRADE	1082.92
700-8100	200	LB	1.60	FERTILIZER NITROGEN CONTENT	320.00
716-2000	2000	SY	1.07	EROSION CONTROL MATS, SLOPES	2140.00
Section Sub Total:					\$45,188.10

Section Signing & Marking					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	20	SF	13.82	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	276.40
636-1031	20	SF	20.85	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	417.00
636-2070	50	LF	7.09	GALV STEEL POSTS, TP 7	354.50
636-2090	50	LF	6.91	GALV STEEL POSTS, TP 9	345.50
652-0120	6	EA	43.80	PAVEMENT MARKING, ARROW, TP 2	262.80
652-2501	1	LM	278.33	SOLID TRAFFIC STRIPE, 5 IN, WHITE	278.33
652-2502	1	LM	278.19	SOLID TRAFFIC STRIPE, 5 IN, YELLOW	278.19
652-6301	500	GLF	0.19	SKIP TRAF STRIPE, 6 IN, WHITE	95.00
652-9001	20	SY	1.64	TRAFFIC STRIPE, WHITE	32.80
652-9002	500	SY	1.48	TRAFFIC STRIPE, YELLOW	740.00
653-1704	40	LF	3.48	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	139.20
653-1804	700	LF	1.70	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	1190.00
Section Sub Total:					\$4,409.72

Total Estimated Cost: \$858,558.33

Subtotal Construction Cost	\$858,558.33
E&C Rate 10.0 %	\$85,855.83
Inflation Rate 5.0 % @ 3.0 Years	\$148,863.28
Total Construction Cost	\$1,093,277.45
Right Of Way	\$1,089,160.00
ReImb. Utilities	\$100,000.00
Grand Total Project Cost	\$2,282,437.45

Signal Warranting Analysis:

A&R ENGINEERING, INC.

SIGNAL WARRANT ANALYSIS SUMMARY REPORT - SR 140 @ New Providence Rd

Project Number :	05-075	Report Date : September 8, 2005
Major Street :	SR 140	Counts Date : June 22, 2005
Minor Street :	New Providence Rd	
Speed on Major Street :	45 mph	
Lanes @ Intersection :	Major Street - 1	
	Minor Street - 1	
Analyst :	BMS	

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

WARRANT 1 SATISFIED

STANDARD 1	SATISFIED	CONDITION A	5	HOURS
		CONDITION B	14	HOURS

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

WARRANT 2 SATISFIED 14 HOURS

WARRANT 3, PEAK HOUR

WARRANT 3 SATISFIED 13 HOURS

WARRANT 4, PEDESTRIAN VOLUME

WARRANT 4 NOT SATISFIED

WARRANT 5, SCHOOL CROSSING

WARRANT 5 NOT APPLICABLE

WARRANT 6, COORDINATED SIGNAL SYSTEM

WARRANT 6 NOT SATISFIED

WARRANT 7, CRASH EXPERIENCE

WARRANT 7 NOT SATISFIED 5 CRASHES

WARRANT 8, ROADWAY NETWORK

WARRANT 8 NOT APPLICABLE

A&R ENGINEERING, INC.

SIGNAL WARRANT ANALYSIS REPORT - SR 140 @ New Providence Rd

Project Number : 05-075
Major Street : SR 140
Minor Street : New Providence Rd
Speed on Major Street : 45 mph
Lanes @ Intersection : Major Street - 1
Minor Street - 1
Analyst : BMS

Report Date : September 8, 2005
Counts Date : June 22, 2005

24-HOUR TRAFFIC VOLUME
TABLE 1

Time	X				New Providence Rd			
	Northbound				Southbound			
24 Hours	Total Tube Count	Right Turn	% Right Turn	With 0% RT Turn Reduction	Total Tube Count	Right Turn	% Right Turn	With 100% RT Turn Reduction
12:00 AM	0	0	0	0	10	2	20	8
1:00 AM	0	0	0	0	5	1	20	4
2:00 AM	0	0	0	0	2	0	20	2
3:00 AM	0	0	0	0	3	1	20	2
4:00 AM	0	0	0	0	1	0	20	1
5:00 AM	0	0	0	0	14	3	20	11
6:00 AM	0	0	0	0	77	15	20	62
7:00 AM	0	0	0	0	162	24	15	138
8:00 AM	0	0	0	0	225	34	15	191
9:00 AM	0	0	0	0	153	27	17	126
10:00 AM	0	0	0	0	126	22	17	104
11:00 AM	0	0	0	0	147	29	20	118
12:00 PM	0	0	0	0	123	25	20	98
1:00 PM	0	0	0	0	105	24	23	81
2:00 PM	0	0	0	0	108	25	23	83
3:00 PM	0	0	0	0	103	24	23	79
4:00 PM	0	0	0	0	122	31	25	91
5:00 PM	0	0	0	0	141	35	25	106
6:00 PM	0	0	0	0	121	24	20	97
7:00 PM	0	0	0	0	94	19	20	75
8:00 PM	0	0	0	0	57	11	20	46
9:00 PM	0	0	0	0	50	10	20	40
10:00 PM	0	0	0	0	26	5	20	21
11:00 PM	0	0	0	0	14	3	20	11
Total				0				1596

A&R ENGINEERING, INC.

24-HOUR TRAFFIC VOLUME
TABLE 2

Time	SR 140				SR 140			
	Eastbound				Westbound			
24 Hours	Total Tube Count	Right Turn	% Right Turn	With 0% RT Turn Reduction	Total Tube Count	Right Turn	% Right Turn	With 0% RT Turn Reduction
12:00 AM	20	0	0	20	157	0	0	157
1:00 AM	20	0	0	20	67	0	0	67
2:00 AM	21	0	0	21	30	0	0	30
3:00 AM	32	0	0	32	15	0	0	15
4:00 AM	99	0	0	99	23	0	0	23
5:00 AM	385	0	0	385	23	0	0	23
6:00 AM	1124	0	0	1124	120	0	0	120
7:00 AM	1050	0	0	1050	312	0	0	312
8:00 AM	997	0	0	997	437	0	0	437
9:00 AM	765	0	0	765	526	0	0	526
10:00 AM	705	0	0	705	490	0	0	490
11:00 AM	586	0	0	586	495	0	0	495
12:00 PM	566	0	0	566	637	0	0	637
1:00 PM	551	0	0	551	643	0	0	643
2:00 PM	534	0	0	534	770	0	0	770
3:00 PM	477	0	0	477	904	0	0	904
4:00 PM	512	0	0	512	1165	0	0	1165
5:00 PM	475	0	0	475	1380	0	0	1380
6:00 PM	455	0	0	455	1382	0	0	1382
7:00 PM	409	0	0	409	1228	0	0	1228
8:00 PM	304	0	0	304	758	0	0	758
9:00 PM	238	0	0	238	549	0	0	549
10:00 PM	118	0	0	118	497	0	0	497
11:00 PM	64	0	0	64	280	0	0	280
Total				10507				12888

A&R ENGINEERING, INC.

WARRANT ANALYSIS RESULTS - SR 140 @ New Providence Rd

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

WARRANT 1* SATISFIED

STANDARD 1	SATISFIED	CONDITION A	5	HOURS
		CONDITION B	14	HOURS

**24-HOUR TRAFFIC VOLUME EVALUATION
TABLE 3**

HOUR OF DAY	MAJOR ST TOTAL OF BOTH APPROACHES	MINOR ST HIGH VOLUME APPROACH	WARRANT 1			
			STANDARD 1		STANDARD 2	
			CONDITION A	CONDITION B	CONDITION A	CONDITION B
12:00 AM	177	8				
1:00 AM	87	4				
2:00 AM	51	2				
3:00 AM	47	2				
4:00 AM	122	1				
5:00 AM	408	11	MAJOR		MAJOR	
6:00 AM	1244	62	MAJOR	BOTH	MAJOR	BOTH
7:00 AM	1362	138	BOTH	BOTH	BOTH	BOTH
8:00 AM	1434	191	BOTH	BOTH	BOTH	BOTH
9:00 AM	1291	126	BOTH	BOTH	BOTH	BOTH
10:00 AM	1195	104	MAJOR	BOTH	MAJOR	BOTH
11:00 AM	1081	118	BOTH	BOTH	MAJOR	BOTH
12:00 PM	1203	98	MAJOR	BOTH	MAJOR	BOTH
1:00 PM	1194	81	MAJOR	BOTH	MAJOR	BOTH
2:00 PM	1304	83	MAJOR	BOTH	MAJOR	BOTH
3:00 PM	1381	79	MAJOR	BOTH	MAJOR	BOTH
4:00 PM	1677	91	MAJOR	BOTH	MAJOR	BOTH
5:00 PM	1855	106	BOTH	BOTH	MAJOR	BOTH
6:00 PM	1837	97	MAJOR	BOTH	MAJOR	BOTH
7:00 PM	1637	75	MAJOR	BOTH	MAJOR	BOTH
8:00 PM	1062	46	MAJOR	MAJOR	MAJOR	MAJOR
9:00 PM	787	40	MAJOR	MAJOR	MAJOR	MAJOR
10:00 PM	615	21	MAJOR	MAJOR	MAJOR	MAJOR
11:00 PM	344	11				
TOTAL	23395	1596				

CRITERIA**		WITH 70% REDUCTION OPTION		STANDARD	
	MAJOR ST	350	525	400	600
	MINOR ST	105	53	120	60
	NO. OF HOURS MET	5	14	3	14

*Note: Standard 1 is SATISFIED if either CONDITION A or B is satisfied for any eight hours. STANDARD 2 is SATISFIED if CONDITION A and B are satisfied. WARRANT 1 is SATISFIED if either STANDARD 1 or STANDARD 2 is satisfied.

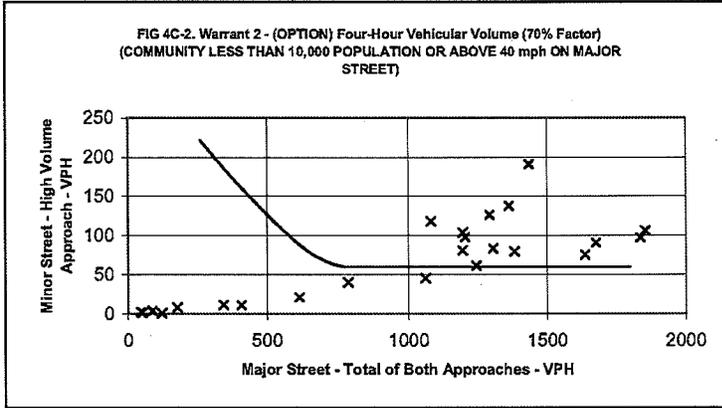
**Note: Criteria for minimum volumes for WARRANT 1 are based on the figures from TABLE 4C-1, Page 4C-5 in section C of the MUTCD 2003 edition.

A&R ENGINEERING, INC.

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

WARRANT 2* SATISFIED

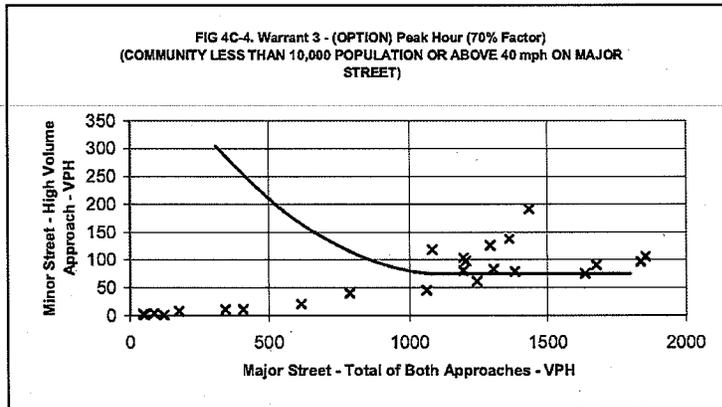
14 HOURS



WARRANT 3, PEAK HOUR

WARRANT 3* SATISFIED

13 HOURS



*Note: Curves for minimum volumes are based on the curves from FIGURES 4C-1 & 4C-2, Page 4C-7 for WARRANT 2, and FIGURES 4C-3 & 4C-4, Page 4C-9 in section C of the MUTCD 2003 edition for WARRANT 3.

A&R ENGINEERING, INC.

WARRANT 4, PEDESTRIAN VOLUME

WARRANT 4 NOT SATISFIED

WARRANT 5, SCHOOL CROSSING

WARRANT 5 NOT APPLICABLE

WARRANT 6, COORDINATED SIGNAL SYSTEM

WARRANT 6 NOT SATISFIED

WARRANT 7, CRASH EXPERIENCE

WARRANT 7 NOT SATISFIED

0 CRASHES

WARRANT 8, ROADWAY NETWORK

WARRANT 8 NOT APPLICABLE

Intersection Capacity Analysis

FUTURE 2027 ANALYSIS

SR 140 at New Providence Road:

TABLE 1 2027 INTERSECTION OPERATIONS - NO SIGNAL				
Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (Sec)	LOS	Delay (Sec)
SR 140 at New Providence Road				
- Eastbound Left	A	0.2	A	8.6
- Southbound Approach	F	9999	F	9999

TABLE 2 2027 INTERSECTION OPERATIONS -- WITH SIGNAL				
Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS (Delay)	v/c	LOS (Delay)	v/c
SR 140 at New Providence Road	F (126.5)	1.31	F (250.5)	1.62

Synchro sheets for the 2027 analysis for the intersection of SR 140 at Providence Road are attached in the Appendix.

APPENDIX

SR 140 at New Providence Road

HCM Unsignalized Intersection Capacity Analysis
1: SR 140 & New Providence Road

2027 AM - No Signal
5/31/2006



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	Stop
Grade		0%	0%		0%	0%
Volume (veh/h)	37	1668	534	184	330	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	1813	580	200	359	63
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	580				2574	680
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	580				2574	680
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				0	86
cM capacity (veh/h)	994				27	451

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	1853	780	422
Volume Left	40	0	359
Volume Right	0	200	63
cSH	994	1700	32
Volume to Capacity	0.04	0.46	13.29
Queue Length 95th (ft)	3	0	Err
Control Delay (s)	0.2	0.0	Err
Lane LOS	A		F
Approach Delay (s)	0.2	0.0	Err
Approach LOS			F

Intersection Summary			
Average Delay		1380.3	
Intersection Capacity Utilization		146.0%	ICU Level of Service H
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
1: SR 140 & New Providence Road

2027 PM - No Signal
5/31/2006

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	34	794	2076	285	184	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	863	2257	310	200	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2257				3348	2411
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2257				3348	2411
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	84				0	0
cM capacity (veh/h)	227				7	42
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	900	2566	259			
Volume Left	37	0	200			
Volume Right	0	310	59			
cSH	227	1700	9			
Volume to Capacity	0.16	1.51	28.30			
Queue Length 95th (ft)	14	0	Err			
Control Delay (s)	8.6	0.0	Err			
Lane LOS	A		F			
Approach Delay (s)	8.6	0.0	Err			
Approach LOS			F			
Intersection Summary						
Average Delay			696.5			
Intersection Capacity Utilization			146.7%	ICU Level of Service	H	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: SR 140 & New Providence Road

2027 AM - With Signal
5/31/2006

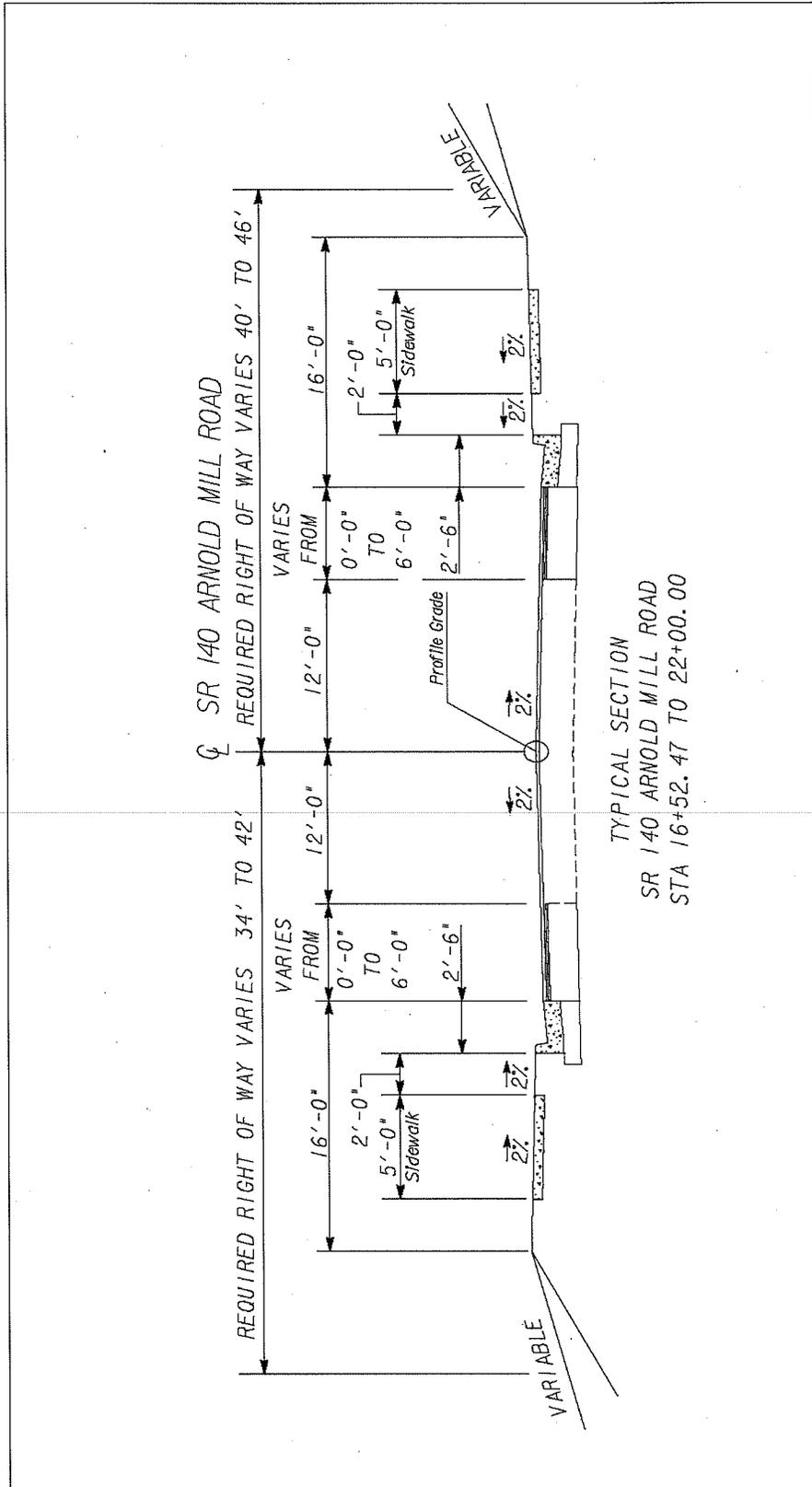
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00
Frt		1.00	0.97		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		1861	1798		1770	1583
Flt Permitted		0.97	1.00		0.95	1.00
Satd. Flow (perm)		1809	1798		1770	1583
Volume (vph)	37	1668	534	184	330	58
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	1813	580	200	359	63
RTOR Reduction (vph)	0	0	10	0	0	48
Lane Group Flow (vph)	0	1853	770	0	359	16
Turn Type	Perm					Perm
Protected Phases		6	2		8	
Permitted Phases	6					8
Actuated Green, G (s)		92.0	92.0		20.0	20.0
Effective Green, g (s)		92.0	92.0		20.0	20.0
Actuated g/C Ratio		0.77	0.77		0.17	0.17
Clearance Time (s)		4.0	4.0		4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		1387	1378		295	264
v/s Ratio Prot			0.43		0.20	
v/s Ratio Perm		0.01				0.01
v/c Ratio		1.34	0.56		1.22	0.06
Uniform Delay, d1		14.0	5.7		50.0	42.1
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		156.2	1.6		124.5	0.4
Delay (s)		170.2	7.4		174.5	42.5
Level of Service		F	A		F	D
Approach Delay (s)		170.2	7.4		154.8	
Approach LOS		F	A		F	
Intersection Summary						
HCM Average Control Delay		126.5		HCM Level of Service		F
HCM Volume to Capacity ratio		1.31				
Actuated Cycle Length (s)		120.0		Sum of lost time (s)		8.0
Intersection Capacity Utilization		142.4%		ICU Level of Service		H
Analysis Period (min)		15				
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis
1: SR 140 & New Providence Road

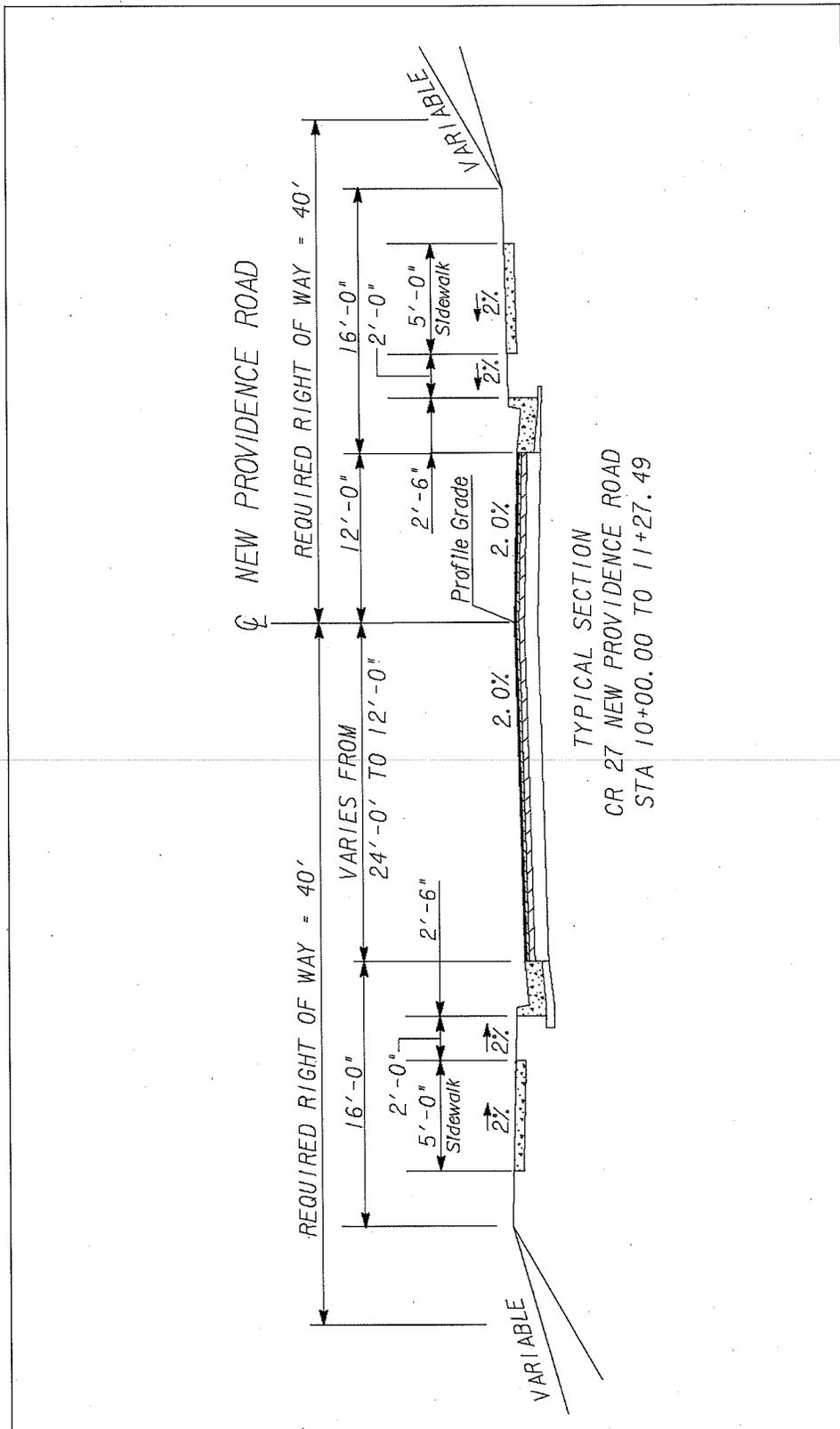
2027 PM - With Signal
5/31/2006

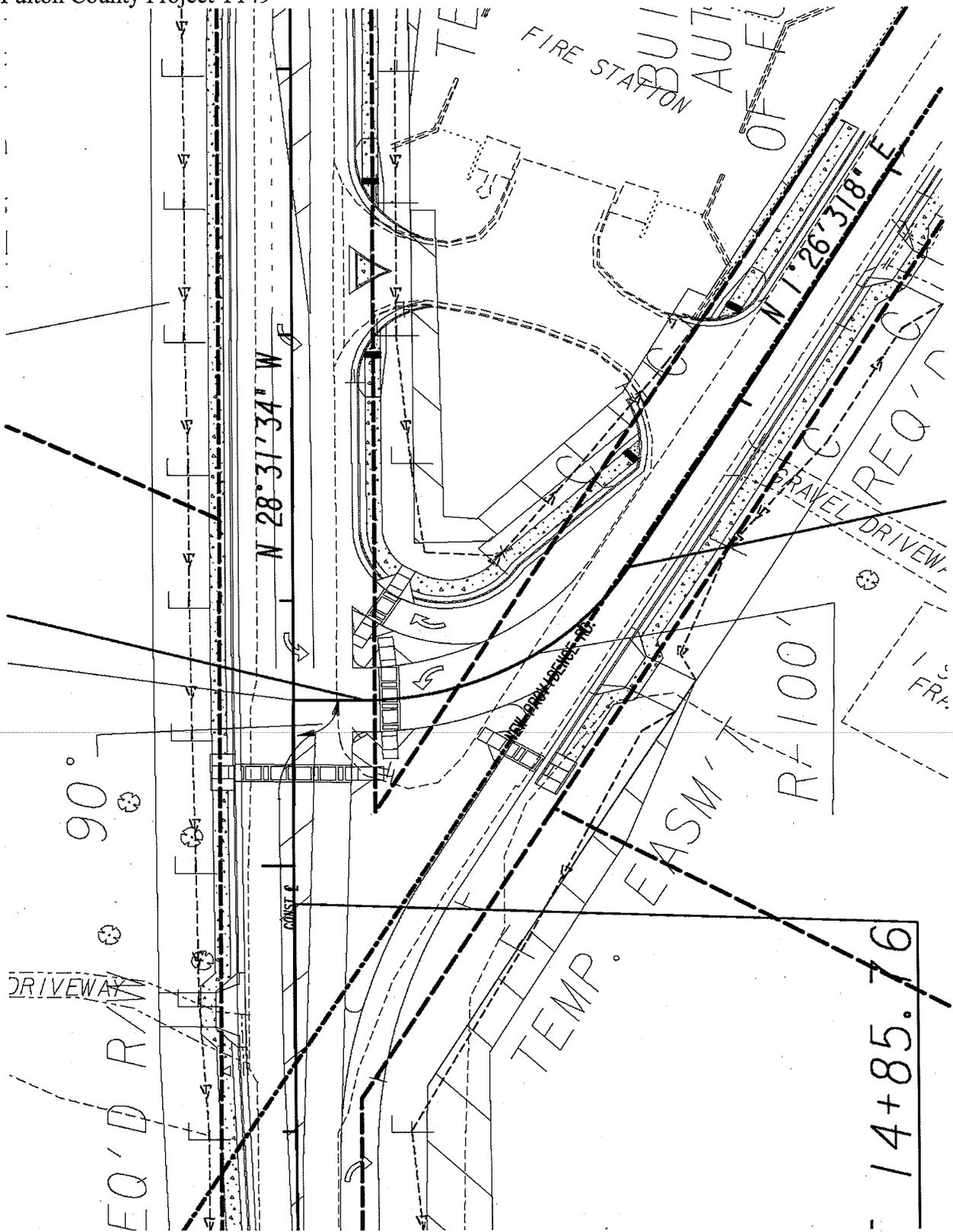
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00
Frt		1.00	0.98		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		1859	1832		1770	1583
Flt Permitted		0.74	1.00		0.95	1.00
Satd. Flow (perm)		1378	1832		1770	1583
Volume (vph)	34	794	2076	285	184	54
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	863	2257	310	200	59
RTOR Reduction (vph)	0	0	4	0	0	21
Lane Group Flow (vph)	0	900	2563	0	200	38
Turn Type	Perm					Perm
Protected Phases		6	2		8	
Permitted Phases	6					8
Actuated Green, G (s)		96.0	96.0		16.0	16.0
Effective Green, g (s)		96.0	96.0		16.0	16.0
Actuated g/C Ratio		0.80	0.80		0.13	0.13
Clearance Time (s)		4.0	4.0		4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		1102	1466		236	211
v/s Ratio Prot			c1.40		c0.11	
v/s Ratio Perm		0.65				0.02
v/c Ratio		0.82	1.75		0.85	0.18
Uniform Delay, d1		6.9	12.0		50.8	46.2
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		6.7	339.5		29.6	1.9
Delay (s)		13.7	351.5		80.4	48.1
Level of Service		B	F		F	D
Approach Delay (s)		13.7	351.5		73.0	
Approach LOS		B	F		E	
Intersection Summary						
HCM Average Control Delay		250.5		HCM Level of Service		F
HCM Volume to Capacity ratio		1.62				
Actuated Cycle Length (s)		120.0		Sum of lost time (s)		8.0
Intersection Capacity Utilization		143.4%		ICU Level of Service		H
Analysis Period (min)		15				
c Critical Lane Group						

Typical Sections:



Typical Sections:





CONCEPT MEETING MINUTES

January 25, 2006

**Concept Team Meeting for Intersection Improvements at SR 140, Arnold Mill Road and CR 27,
New Providence Road
Project No.: HPP-0000-00(533), Fulton County
PI No.: 0000533**

LOCATION: GDOT Urban Design Office

Attendees: Albert Shelby – GDOT Urban Design
Margaret Reitz – GDOT Urban Design
Joseph Ford – GDOT Urban Design
Antonio Valenzuela – Fulton County
Mark Holmberg – Heath & Lineback Engineers
Chris Edmondson – Heath & Lineback Engineers

Albert Shelby provided project milestones:

Concept Approval	February, 2006
Right-of-Way Authorization	April, 2007
Construction Letting	December, 2007

Mark Holmberg pointed out the need for a design exception due to deficient horizontal alignment at the intersection. This curve, with a radius of 100', does not meet the 45 MPH design speed.

Albert Shelby suggested that H&L submit a draft design exception for his review prior to submitting the design exception request to the Chief Engineer.

Fire Station access was discussed. H&L will modify the concept plan by modifying the driveway on SR 140 to a right in, right out condition with a raised island. H&L and Fulton County will inform the fire station of this requirement.

H&L will note the future SR 140 widening project (FN 232A, PI No. 721305) and the Arnold Mill at Green Road intersection project in the Concept Report as other projects in the area.

H&L will add the year at which SR140 and the SR140/CR27 intersection reach capacity and the current and proposed level of service for the proposed intersection improvements.

Add Albert Shelby as the contact in both areas of the Location and Design Approval.