

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-000-00(810) Forsyth County **OFFICE** Preconstruction
P. I. No. 0000810
CWH **DATE** November 16, 2000
FROM C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keeper
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Paul Liles
Jimmy Chambers (ATTN: Ted Cashin)
Larry Dent

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0000-00(810) Forsyth County **OFFICE** Preconstruction
P.I. No. 0000810 **DATE** November 7, 2000

FROM Thomas L. Turner, P.E., Director of Preconstruction *Thomas L. Turner*

TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the intersection improvements at six locations along SR 9/Dahlonega Highway/Atlanta Highway and one intersection along SR 20/Canton Highway at SR 371/Post Road/Tribble Road intersection. The proposed improvements will dramatically improve the safety and Level-of-Service (LOS) of these roadways, providing adequate storage and turning radii for all vehicle types and conditions.

Construction is proposed as follows:

Intersection 1A - SR 9/Dahlonega Highway at A.C. Smith Road

This project is the widening of SR 9 to provide a northbound right turn lane and a southbound left turn lane and relocating A.C. Smith Road to intersect SR 9 at a 90 degree angle 215' south of its existing location, with separate left and right turn lanes. The project is located approximately 3.1 miles west of Georgia 400 and less than a half mile south of the Dawson County line on SR 9.

Intersection 1B - SR 9/Dahlonega Highway at Spot Road

This project is the reconfiguration and realignment of the current intersection, installing a traffic signal, and providing turn lanes along each approach consistent with existing peak hour traffic volumes. The project is located approximately 2.3 miles northwest of the city limits of Cumming and 6.1 miles south of the Dawson County line on SR 9.

Intersection 1C - SR 9/Dahlonega Highway at Castleberry Road

This project is the widening of westbound and eastbound approaches of SR 9 to provide a left turn lane and a channelized right turn lane. In addition, a traffic signal will be installed at the new intersection. Castleberry Road will be widened to provide a southbound left turn and a channelized right turn lane with a turning island. This project is located approximately 2.7 miles west of Georgia 400 (Exit 13) along SR 9/Atlanta Highway, and 5.5 miles southwest of the city limits of Cumming.

STP-0000-00(810) Forsyth

November 7, 2000

Intersection 1D - SR 9/Atlanta Highway at Post Road/SR 371/Mullinax Road

This project is the reconfiguration of the current intersection, upgrading the traffic signal, and providing turn lanes along each approach consistent with existing peak hour traffic volumes. This project is located approximately 3.9 miles west of Georgia 400 (Exit 13) along Atlanta Highway southwest of the city of Cumming.

Intersection 1E - SR 9/Atlanta Highway at Majors Road/Shiloh Road

This project is the reconfiguration of the current intersection, installing a traffic signal, and providing turn lanes along each approach consistent with existing peak hour traffic volumes. This project is located approximately 1.6 miles west of Georgia 400 (Exit 13) along Atlanta Highway, southwest of the city of Cumming.

Intersection 1F - SR 9/Atlanta Highway at Hamby Road

This project is the reconfiguration and realignment of the current intersection, installing a traffic signal, and providing turn lanes along each approach consistent with existing peak hour traffic volumes. This project is located approximately 4.9 miles west of Georgia 400 (Exit 13) along Atlanta Highway southwest of the city of Cumming.

Intersection 1G - SR 20/Canton Highway at Post Road/SR 371/Tribble Road

This project is the reconfiguration and realignment of the current intersection to provide turn lanes along each approach consistent with existing peak hour traffic volumes. This project is located approximately 6.29 miles northwest of downtown Cumming and 8.22 miles northwest of Georgia 400 (Exit 14) along SR 20.

Additional right-of-way will be required at all seven intersections. Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$3,193,000	\$3,298,000	2006	05-07
Right-of-Way	\$ 830,000	\$1,632,000		
Utilities*	-----	-----		

*LGPA sent 4-4-00 requesting Forsyth County do PE and 20% of construction costs.

J. Tom Coleman, Jr.

Page 3

STP-0000-00(810) Forsyth

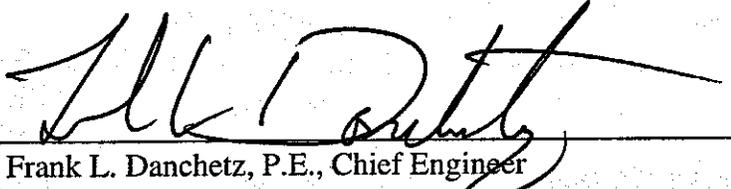
November 7, 2000

I recommend this project concept report be approved.

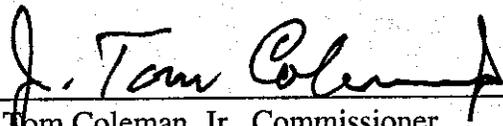
TLT:JDQ/cj

Attachment

CONCUR


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

APPROVE


J. Tom Coleman, Jr., Commissioner

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-0000-00(810) Forsyth
P.I. Number 0000810

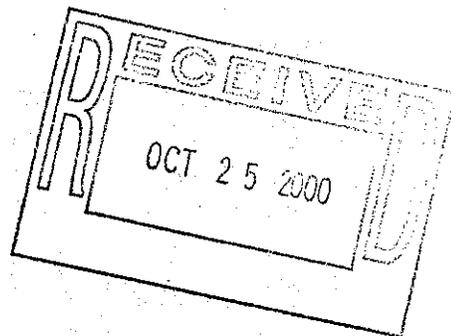
OFFICE: Atlanta, Georgia

DATE: October 25, 2000

FROM: David Mulling, Project Review Engineer *DTM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted October 17, 2000 by the letter from Larry Dent dated October 16, 2000, and have the following comments:

1. Estimated costs for reimbursable utilities were not provided.
2. It appears that a new driveway is being provided as part of the signalized intersection at SR9/Spot Road. If this is the business that is being displaced, is the driveway warranted?
3. Aligning Burruss Lane with Spot Road to form a common intersection with SR 9 was not presented as an alternate. Is a realignment of Burruss Lane feasible?

The costs for the project are:

Construction	\$2,639,000
Inflation	\$ 264,000
E&C	\$ 290,000
Reimbursable Utilities	\$?
Right of Way	\$ 830,000

DTM

c: Todd Long – District 1 Design

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

PROJECT CONCEPT REPORT

FORSYTH COUNTY

<u>LOCATION</u>	<u>PROJECT NO.</u>	<u>P.I. #</u>
1A. S.R. 9/Dahlonega Hwy. at A.C. Smith Rd	STP-0000-00(810)	0000810
1B. S.R. 9/Dahlonega Hwy. at Spot Rd.	STP-0000-00(810)	0000810
1C. S.R. 9/Dahlonega Hwy. at Castleberry Rd.	STP-0000-00(810)	0000810
1D. S.R. 9/Atlanta Hwy. at S.R. 371/Post Rd.	STP-0000-00(810)	0000810
1E. S.R. 9/Atlanta Hwy. at Majors Rd./Shiloh Rd.	STP-0000-00(810)	0000810
1F. S.R. 9/Atlanta Hwy. at Hamby Rd.	STP-0000-00(810)	0000810
1G. S.R. 20/Canton Hwy. at Tribble Rd./Post Road	STP-0000-00(810)	0000810

Date of Report: October 10, 2000

RECOMMENDATION FOR APPROVAL

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

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE

STATE TRANSPORTATION PROGRAMMING ENGINEER

DATE

STATE ROAD DESIGN ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

10/13

DATE

Larry E. Denton

DISTRICT ENGINEER / GAINESVILLE

DATE

PROJECT REVIEW ENGINEER

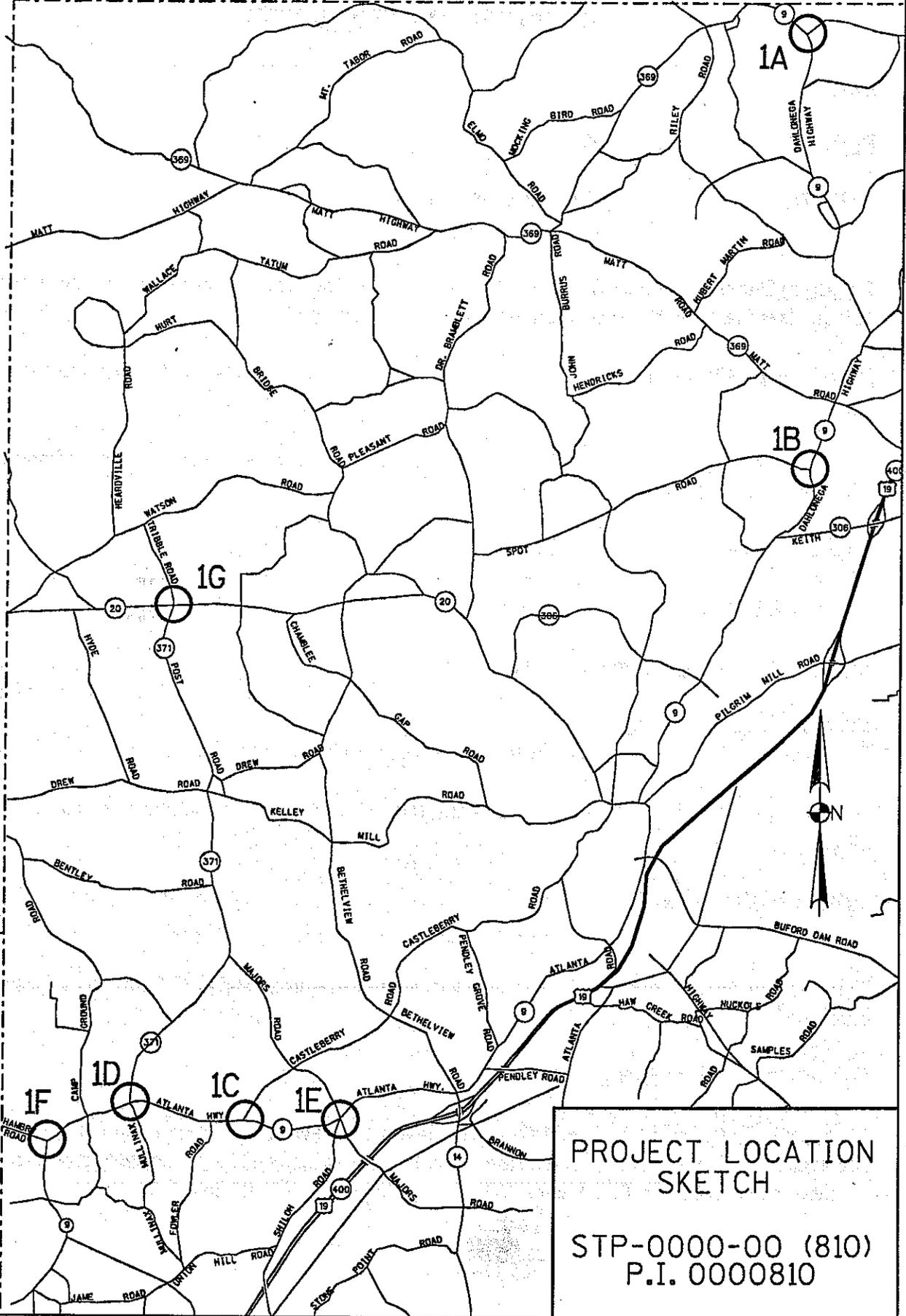
DATE

STATE TRAFFIC OPERATIONS ENGINEER

DAWSON COUNTY

CHEROKEE COUNTY

FULTON COUNTY



PROJECT LOCATION
SKETCH

STP-0000-00 (810)
P.I. 0000810

PROJECT CONCEPT REPORT

P.I. No.: 0000810

Project No.: STP-0000-00(810) Forsyth County

Route No.: S.R. 9 (Dahlonega Highway)
C.R. 177 (A.C. Smith Road)

Location: The intersection of S.R. 9 @ A.C. Smith Road is located approximately 3.1 miles west of GA 400 and less than a half of a mile south of the Dawson County line on S.R. 9 in Forsyth County.

Description: S.R. 9 will be widened to provide a northbound right-turn lane and a southbound left-turn lane.

The A.C. Smith Road approach will be relocated to intersect S.R. 9 at a 90 degree angle, 215 feet south of its existing location, with separate left and right-turn lanes.

<u>Traffic Volumes:</u>	<u>1999 ADT</u>	<u>2003 ADT</u>
S.R. 9	3,800	4,500
A.C. Smith Road (C.R. 177)	1,400	1,600

<u>Existing Posted Speed Limit:</u>	S.R. 9	50 mph.
	C.R. 177	50 mph.

Existing Typical Section:

S.R. 9: One 12 ft. rural travel lane in each direction; variable outside grass shoulder with ditch.

A.C. Smith Road (C.R. 177): One 12 ft. rural travel lane in each direction; variable grass shoulder with ditch.

<u>Existing Right-of-way:</u>	S.R. 9	100 ft.
	C.R. 177	80 ft.

Existing Traffic Control: S.R. 9 has a continuous through movement and A.C. Smith Road is stop-sign controlled.

Existing Major Structures: None

Statement of Need and Purpose: An accident history at this intersection shows a total of seven reported accidents from 1995 to 1997. The majority involve "struck objects", with the steep ditch along the northbound approach on S.R. 9 contributing to an "overtaken" vehicle type accident.

To improve the safety and operations of the intersection, the addition of a left-turn lane to S.R. 9 and a channelized right-turn lane to A.C. Smith Road is recommended, as shown in the concept plan. These improvements will provide adequate storage and turning radii for all vehicle types and conditions.

State Route Mile Post: S.R. 9 MP 21.13

PDP Class: Minor Existing

Functional Class: S.R. 9 Rural Major Collector
C.R. 177 Rural Local Road

Maximum Degree of Curve:	Existing Maximum Grade:	Angle of Intersection:
S.R. 9: 3.5°	+/- 2%	90°
A.C. Smith Rd (C.R. 177): 9°		

Design Speed: S.R. 9 50 mph
A.C. Smith Road 50 mph

Proposed Typical Section:

S.R. 9: One 12-foot rural travel lane in each direction with left turn lane and right turn lanes at its intersection with C.R. 177; grass 6' shoulders with open ditch section.

C.R. 177: One 12-foot rural travel lane in each direction with left turn and right turn lanes at its intersection with S.R. 9 and 6' grass shoulders with open ditch section.

Proposed Right-of-way Width: S.R. 9 100 ft.
C.R. 177 80 ft.

Number of Parcels Impacted: 3 **Displacements:** RES: 0 BUS: 0 MH: 0

Proposed Major Structures: None.

Type Access: State and County Permit.

Traffic Control During Construction: Traffic will be maintained during construction.

Design Exceptions Required:

CONTROLLING CRITERIA	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT	()	()	(X)
ROADWAY WIDTH	()	()	(X)
SHOULDER WIDTH	()	()	(X)
VERTICAL GRADES	()	()	(X)
CROSS SLOPES	()	()	(X)
STOPPING SIGHT DISTANCE	()	()	(X)
SUPERELEVATION RATES	()	()	(X)
HORIZONTAL CLEARANCE	()	()	(X)
SPEED DESIGN	()	()	(X)
VERTICAL CLEARANCE	()	()	(X)

Alternatives Considered:

1. No Build
2. Proposed Project

Utilities: Forsyth County shall be responsible for all utility adjustments. Potential utilities impacted are listed below:

Telephone - BellSouth
Power - GA Power or Sawnee EMC
Water - Forsyth County
Gas - Atlanta Gas Light
Cable - Prestige Cable

Permits Required: None required.

Level of Environmental Analysis: Categorical Exclusion.

Level of Public Involvement: None required.

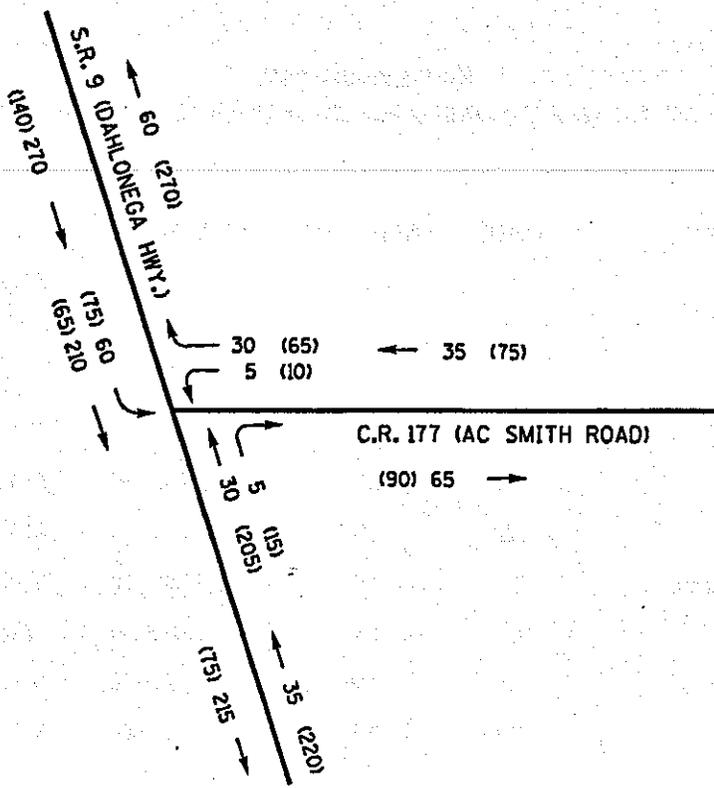
Time Saving Procedures Appropriate: Yes (X) No ()

Total Estimated Project Cost: \$309,800.00 Detailed cost estimate is shown on the next page.

Attachments: Traffic Flow Diagrams - 1999/2003 Peak Hour Traffic, Typical Section Diagrams, Concept Drawing.

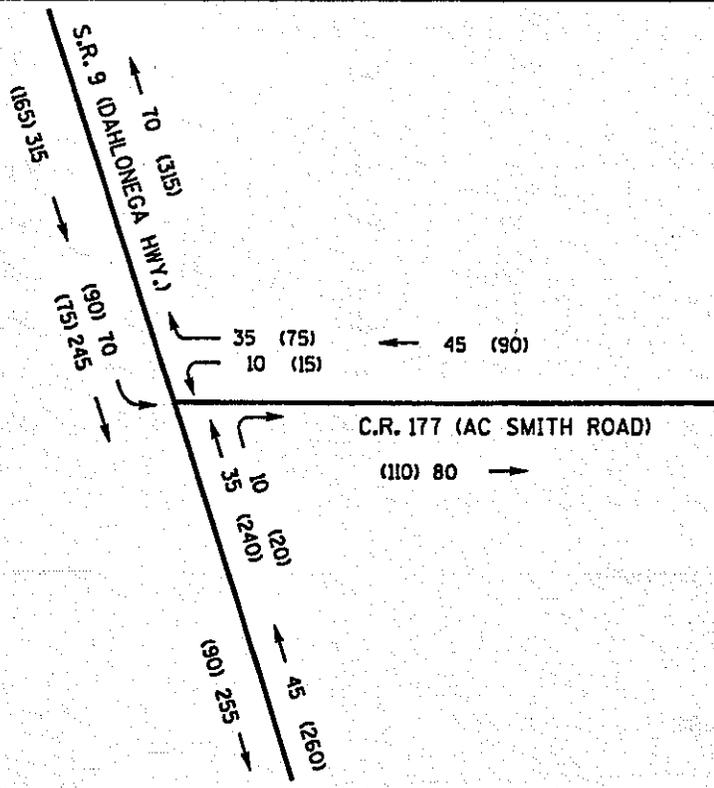
ESTIMATED COST
PROJECT NAME: DAHLONEGA HIGHWAY (S.R.9) AT A.C. SMITH ROAD

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	TOTALS
1	Right-Of-Way				\$50,000.00	
2	Utilities				LGPA	
	Total Non-Construction					\$50,000.00
1	Mobilization	LS	LS	\$10,000.00	\$10,000.00	
2	Traffic Control	LS	LS	\$15,000.00	\$15,000.00	
3	Sediment and Erosion Control	LS	LS	\$20,000.00	\$20,000.00	
4	Clearing	LS	LS	\$5,000.00	\$5,000.00	
5	Graded Agg. Base 10"	TN	2,646	\$15.00	\$39,690.00	
6	Asphalt Concrete 12.5 mm SMA 165# /S.Y. (1 1/2")	TN	764	\$50.00	\$38,200.00	
7	Asphalt Concrete 19 mm Superpave 220# /s.y. (2")	TN	493	\$50.00	\$24,650.00	
8	Asphalt Concrete 25 mm Superpave 440# /s.y. (4")	TN	986	\$50.00	\$49,300.00	
9	Bitum Tack Coat	GL	911	\$1.50	\$1,366.50	
10	Concrete Driveway	SY	47	\$25.00	\$1,175.00	
11	Signs & Pvm't Markings	LS	LS	\$3,500.00	\$3,500.00	
12	Grassing	SY	6,311	\$0.50	\$3,155.50	
13	Remove Concrete Driveway	SY	86	\$3.00	\$258.00	
14	Remove Exist. Pavement	SY	1,735	\$3.00	\$5,205.00	
	Total Construction					\$216,500.00
	Engineering & Construction (10%)					\$21,650.00
	Inflation (5% for 2 years)					\$21,650.00
	TOTAL PROJECT COST					\$309,800.00



LEGEND
 000 AM PEAK HOUR
 (000) PM PEAK HOUR

EXISTING 1999 PEAK HOUR TRAFFIC



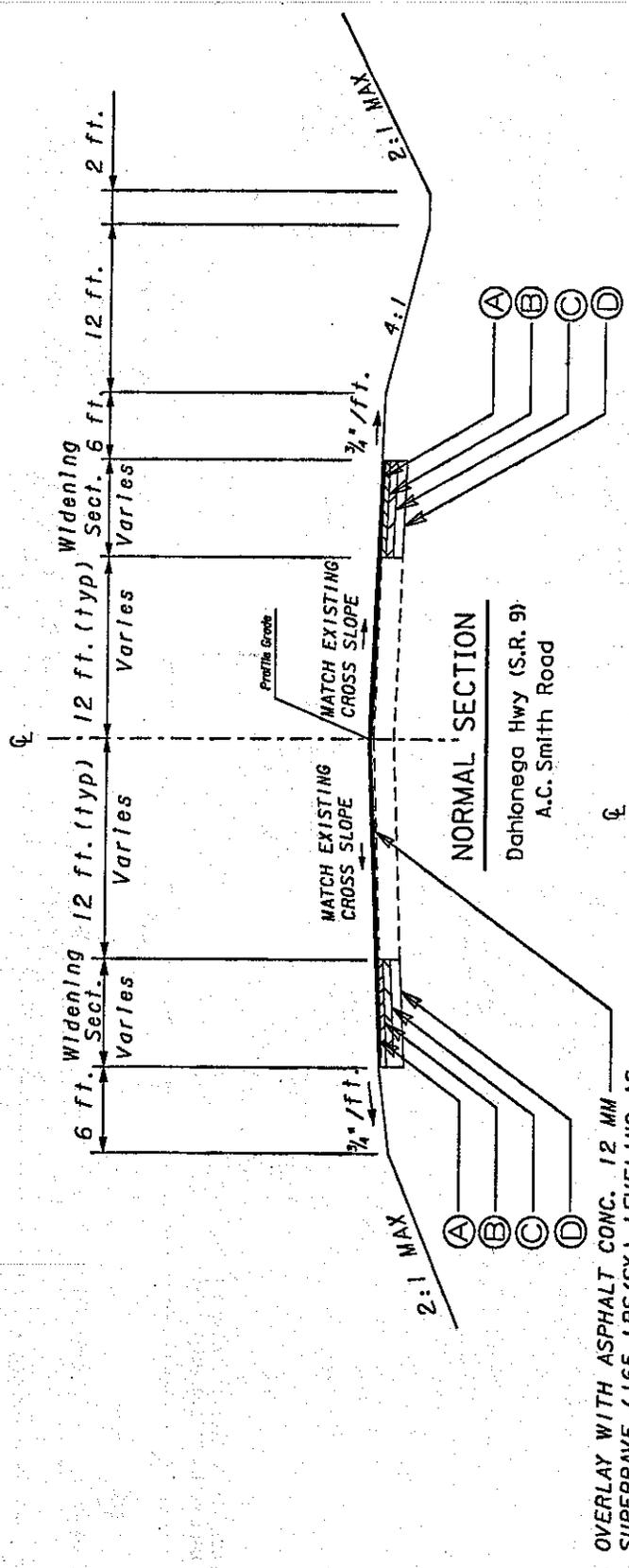
LEGEND
 000 AM PEAK HOUR
 (000) PM PEAK HOUR

FUTURE 2003 PEAK HOUR TRAFFIC

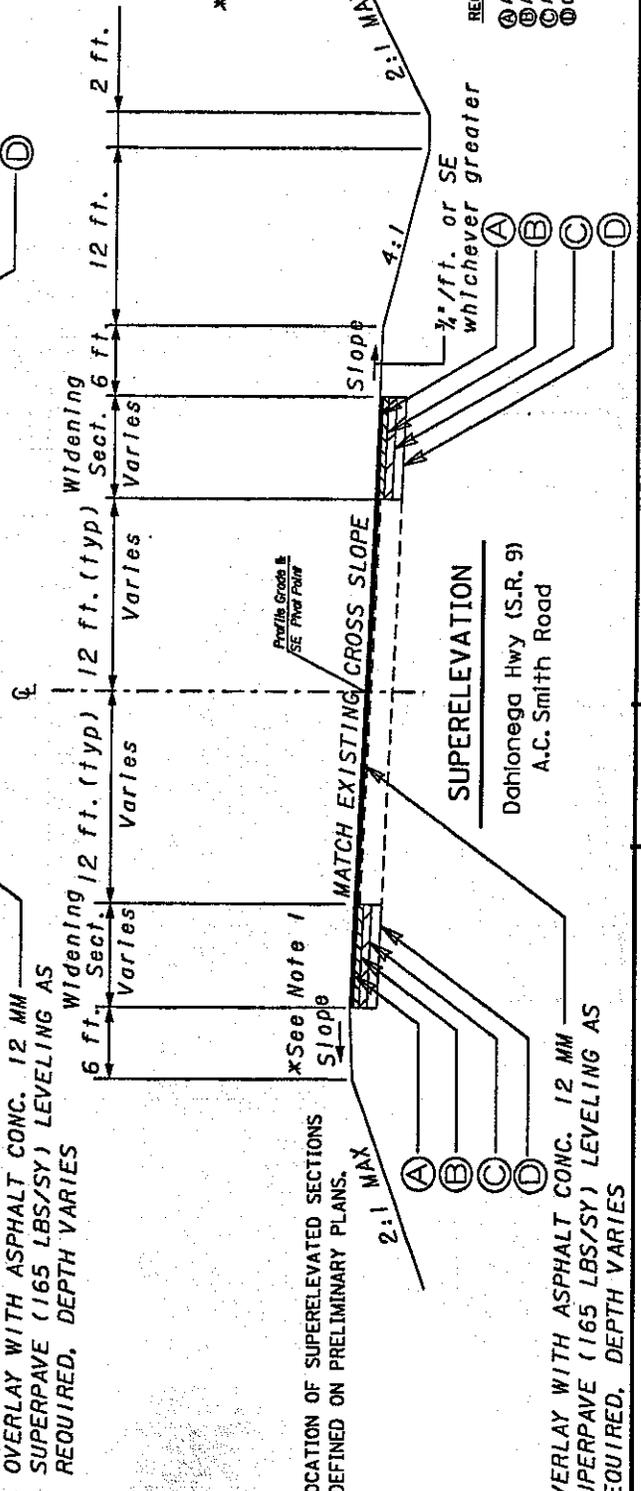
MA Moreland Altobelli
 Associates, Inc.



TRAFFIC FLOW DIAGRAMS
 S.R. 9 (DAHLONEGA HWY.) @ C.R. 177 (AC SMITH ROAD)
 STP-0000-00 (810) P.I. 0000810
 FORSYTH COUNTY



OVERLAY WITH ASPHALT CONC. 12 MM SUPERPAVE (165 LBS/SY) LEVELING AS REQUIRED, DEPTH VARIES



NOTE: LOCATION OF SUPERELEVATED SECTIONS TO BE DEFINED ON PRELIMINARY PLANS.

OVERLAY WITH ASPHALT CONC. 12 MM SUPERPAVE (165 LBS/SY) LEVELING AS REQUIRED, DEPTH VARIES

* Note 1 : See GA STD 9028C for shoulder slope on high side of superelevation.

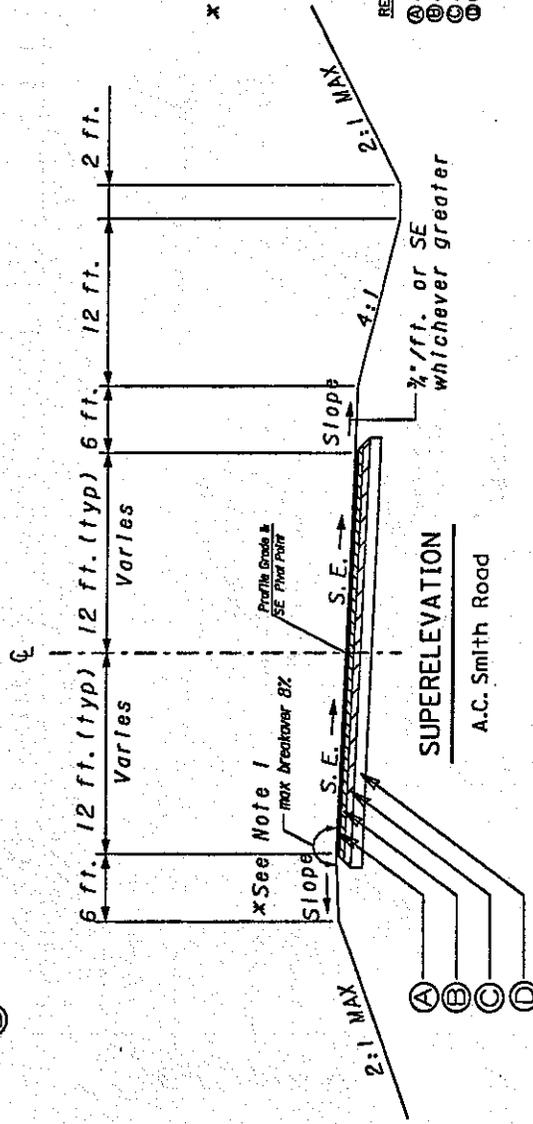
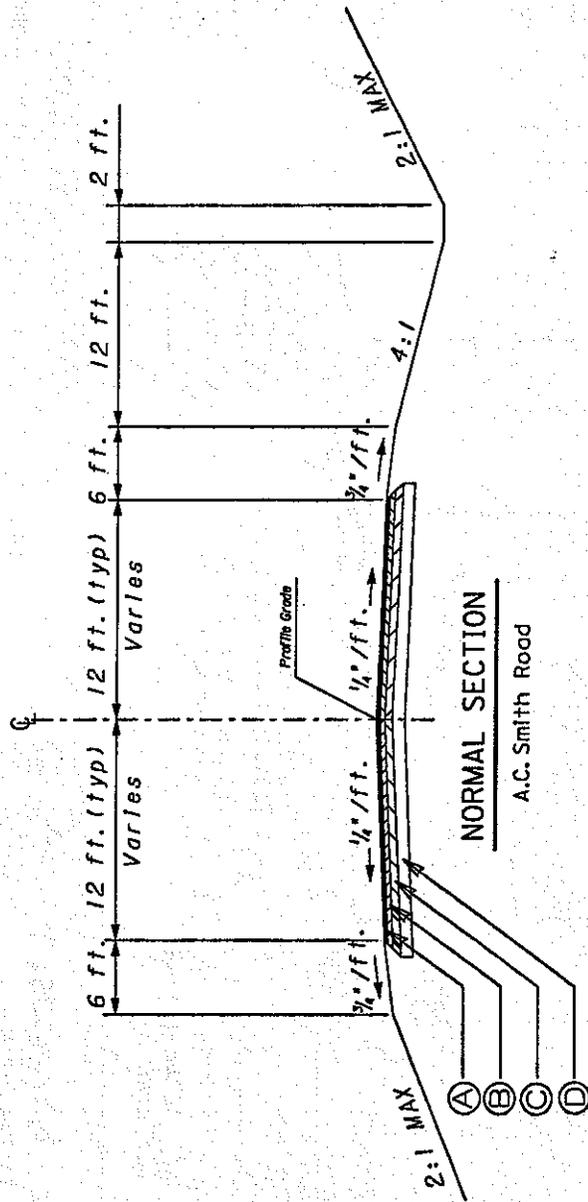
- REQUIRED PAVEMENT
- Ⓐ ASPHALTIC CONC. 12.5mm SUPERPAVE (165 lbs/SY)
 - Ⓑ ASPHALTIC CONC. 19mm SUPERPAVE (220 lbs/SY)
 - Ⓒ ASPHALTIC CONC. 25mm SUPERPAVE (440 lbs/SY)
 - Ⓓ GRADED AGGREGATE BASE (10')

NOT TO SCALE



MA Moreland Altobelli Associates, Inc.

TYPICAL SECTIONS
 FORSYTH COUNTY INTERSECTION IMPROVEMENTS
 INTERSECTION 1A - STP-0000-00 (810) P.I. 0000810



* Note 1 : See GA STD 9028C for shoulder slope on high side of super-elevation.

REQUIRED PAVEMENT

- Ⓐ ASPHALTIC CONC. 12.5mm SUPERPAVE (185 lbs/SY)
- Ⓑ ASPHALTIC CONC. 19mm SUPERPAVE (220 lbs/SY)
- Ⓒ ASPHALTIC CONC. 25mm SUPERPAVE (440 lbs/SY)
- Ⓓ GRADED AGGREGATE BASE (10')

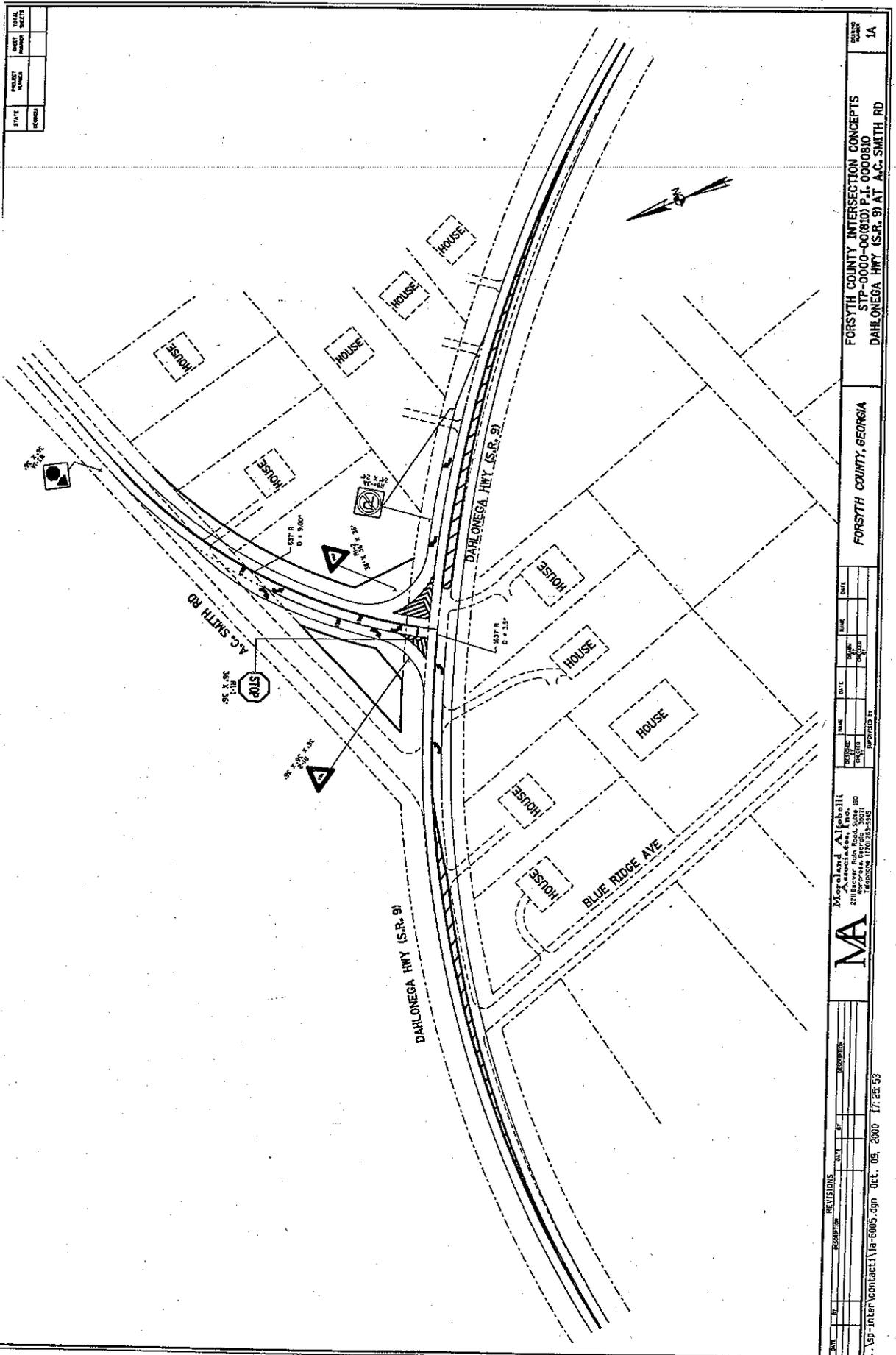
NOTE: LOCATION OF SUPERELEVATED SECTIONS TO BE DEFINED ON PRELIMINARY PLANS.

NOT TO SCALE



MA Moreland Alfobelli Associates, Inc.

TYPICAL SECTIONS
 FORSYTH COUNTY INTERSECTION IMPROVEMENTS
 INTERSECTION 1A - STP-0000-00 (810) P.I. 0000810



STATE	PROJECT NUMBER	DATE	SCALE

		Moseland Asphalt 201 Banner Blvd., Suite 200 Marietta, Georgia 30066 Phone: 770-233-5855		DATE: TIME: DATE: TIME: DATE: TIME: DATE: TIME:	
		PROJECT: DRAWING: SHEET: OF:		APPROVED BY: DATE:	
REVISIONS:		FORSYTH COUNTY, GEORGIA		FORSYTH COUNTY INTERSECTION CONCEPTS STP-0000-00(810) P.L. 0000810 DAHLONEGA HWY (S.R. 9) AT A.C. SMITH RD	
...sp-inter contact: \ja-6005.dgn Oct. 09, 2000 17:25:53		1A		1A	

PROJECT CONCEPT REPORT

P.I. No.: 0000810

Project No.: STP-0000-00(810) Forsyth County

Route No.: S.R. 9 (Dahlonega Highway)
C.R. 276 (Spot Road)

Location: The intersection of S.R. 9 @ Spot Road is located approximately 2.3 miles northeast of the city limits of Cumming and 6.1 miles south of the Dawson County line on S.R. 9 in Forsyth County.

Description: S.R. 9 would be widened to provide a left-turn lane and a right-turn lane onto Spot Road. Spot Road would be widened to provide a separate right turn lane and left turn lane on each approach to S.R. 9. The intersection would be signalized.

<u>Traffic Volumes:</u>	<u>1999 ADT</u>	<u>2003 ADT</u>
S.R. 9	8,620	10,100
Spot Road (C.R. 276)	4,400	5,200

<u>Existing Posted Speed Limit:</u>	S.R. 9	55 mph.
	C.R. 276	50 mph.

Existing Typical Section:

S.R. 9: One 12 ft. rural travel lane in each direction; variable grass shoulders.

Spot Road (C.R. 276): One 12 ft. rural travel lane in each direction; grass shoulders.

<u>Existing Right-of-way:</u>	S.R. 9	60 - 70 ft.
	S.R. 276	75 - 80 ft.

Existing Traffic Control: S.R. 9 has a continuous through movement. Spot Road is stop-sign controlled.

Existing Major Structures: None

Statement of Need and Purpose: A total of 11 accidents were reported from 1995 to 1997, with the majority being of the "rear end" and "angle intersection" type. Analysis of existing traffic conditions at the intersection indicates that warrants 1, 2, 9 and 11 for the installation of a traffic signal are warranted. The recommended improvements consist of the addition of a traffic signal, as well as widening on S.R. 9 to provide left turn and right turn lanes and the widening of Spot Road to provide separate left turn and right turn lanes, as shown in the concept plan. These improvements will provide adequate storage and turning radii for all vehicle types and conditions.

State Route Mile Post: S.R. 9 MP 15.70

PDP Class: Minor Existing

Functional Class: S.R. 9 Rural Major Collector
C.R. 276 Rural Local Road

Maximum Degree of Curve:	Existing Maximum Grade:	Angle of Intersection:
S.R. 9: 4.0°	+/- 2%	90°
Spot Road (C.R. 276): 11.5°	+/- 3%	

Design Speed: S.R. 9 55 mph
C.R. 276 50 mph

Proposed Typical Section:

S.R. 9: One 12-foot rural travel lane in each direction with left turn lane and right turn lanes at its intersection with C.R. 276; grass 6' shoulders with open ditch section.

C.R. 276: One 12-foot rural travel lane in each direction with left turn and right turn lanes at its intersection with S.R. 9 and 6' grass shoulders with open ditch section.

Proposed Right-of-way Width: S.R. 9 80 ft.
C.R. 276 80 ft.

Number of Parcels Impacted: 8 **Displacements:** RES: 0 BUS: 1 MH: 0

Proposed Major Structures: None.

Type Access: State and County Permit.

Traffic Control During Construction: Traffic will be maintained during construction.

Design Exceptions Required:

CONTROLLING CRITERIA	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT	()	()	(X)
ROADWAY WIDTH	()	()	(X)
SHOULDER WIDTH	()	()	(X)
VERTICAL GRADES	()	()	(X)
CROSS SLOPES	()	()	(X)
STOPPING SIGHT DISTANCE	()	()	(X)
SUPERELEVATION RATES	()	()	(X)
HORIZONTAL CLEARANCE	()	()	(X)
SPEED DESIGN	()	()	(X)
VERTICAL CLEARANCE	()	()	(X)

Alternatives Considered:

1. No Build.
2. Proposed Project

Utilities: Forsyth County shall be responsible for all utility adjustments. Potential utilities impacted are listed below:

Telephone - BellSouth
Power - GA Power or Sawnee EMC
Water - Forsyth County
Gas - Atlanta Gas Light
Cable - Prestige Cable

Permits Required: None required.

Level of Environmental Analysis: Categorical Exclusion.

Level of Public Involvement: None required.

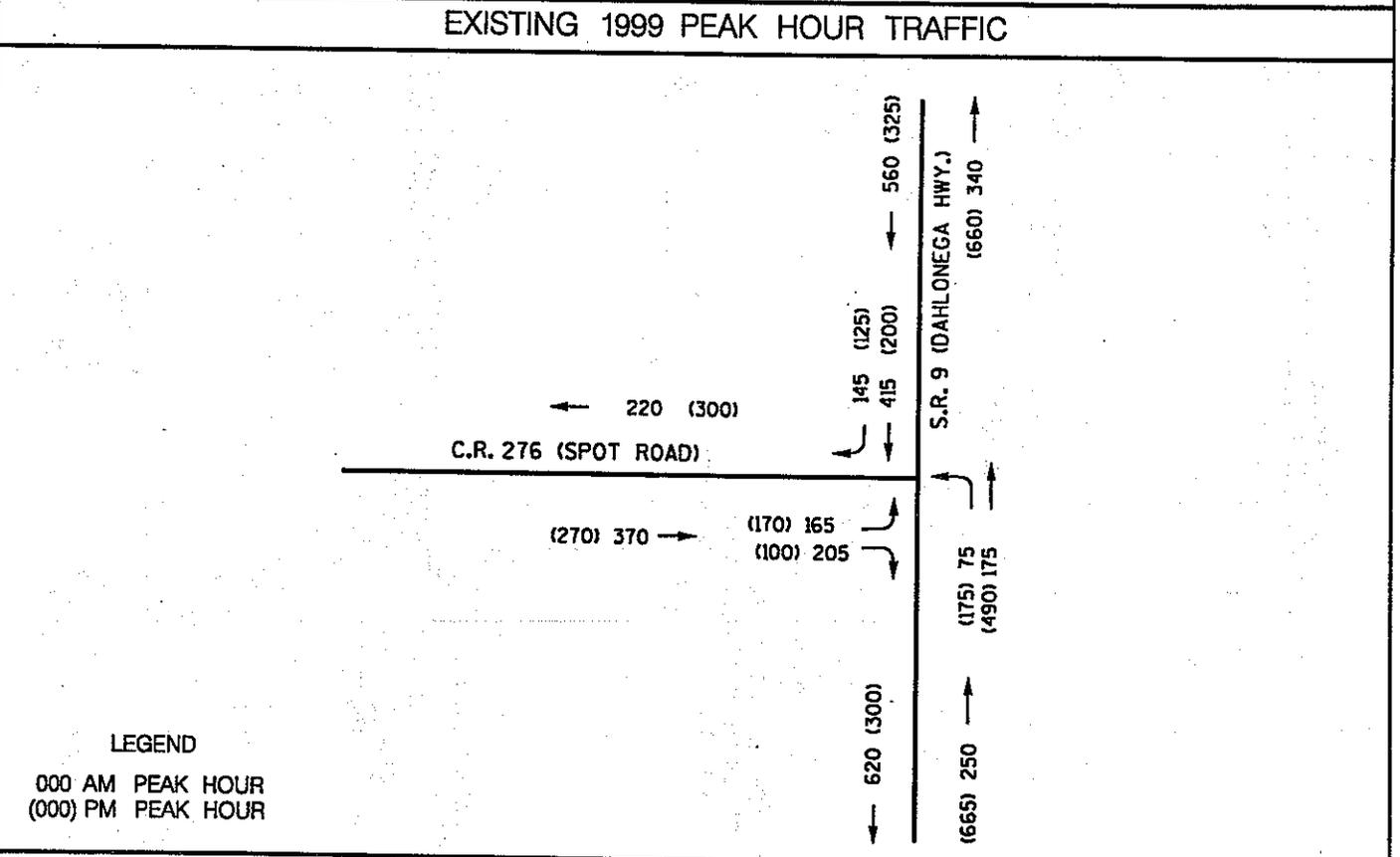
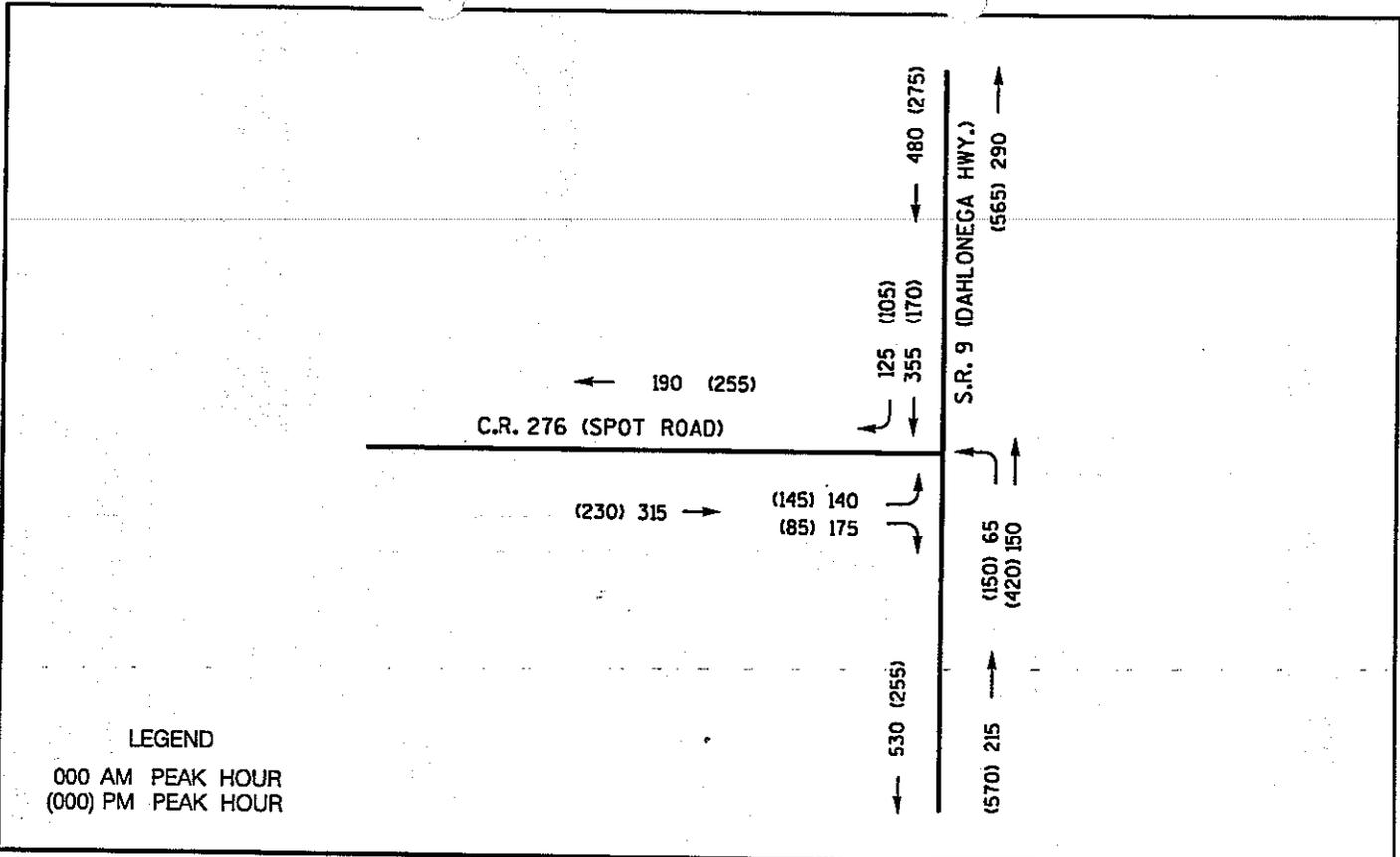
Time Saving Procedures Appropriate: Yes (X) No ()

Total Estimated Project Cost: \$394,622.00 Detailed cost estimate is shown on the next page.

Attachments: Traffic Flow Diagrams - 1999/2003 Peak Hour Traffic, Typical Section Diagrams, Concept Drawing.

ESTIMATED COST
PROJECT NAME: DAHLONEGA HIGHWAY (S.R.9) AT SPOT ROAD

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	TOTALS
1	Right-Of-Way				\$80,000.00	
2	Utilities				LGPA	
	Total Non-Construction					\$80,000.00
1	Mobilization	LS	LS	\$10,000.00	\$10,000.00	
2	Traffic Control	LS	LS	\$15,000.00	\$15,000.00	
3	Sediment and Erosion Control	LS	LS	\$5,000.00	\$5,000.00	
4	Clearing	LS	LS	\$50,000.00	\$50,000.00	
5	Silt Fence Type B	LF	2,640	\$3.50	\$9,240.00	
6	Graded Agg. Base 10"	TN	1,559	\$15.00	\$23,385.00	
7	Asphalt Concrete 12.5 mm SMA 165# /S.Y. (1 1/2")	TN	722	\$50.00	\$36,100.00	
8	Asphalt Concrete 19 mm Superpave 220# /s.y. (2")	TN	320	\$50.00	\$16,000.00	
9	Asphalt Concrete 25 mm Superpave 440# /s.y. (4")	TN	568	\$50.00	\$28,400.00	
10	Bitum Tack Coat	GL	740	\$1.50	\$1,110.00	
11	Signalization	LS	LS	\$60,000.00	\$60,000.00	
12	Signs & Pvm't Markings	LS	LS	\$4,500.00	\$4,500.00	
13	Grassing	AC	2.3	\$1,500.00	\$3,450.00	
	Total Construction					\$262,185.00
	Engineering & Construction (10%)					\$26,218.50
	Inflation (5% for 2 years)					\$26,218.50
	TOTAL PROJECT COST					\$394,622.00



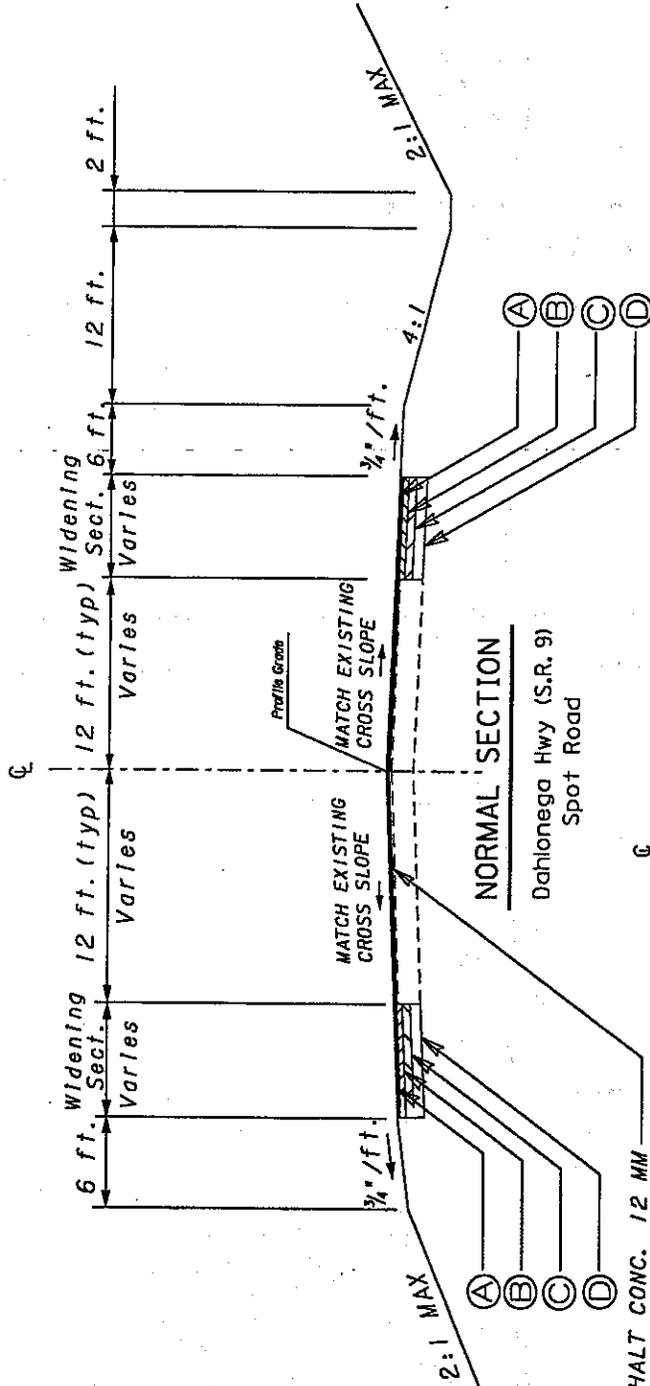
TRAFFIC FLOW DIAGRAMS
 S.R. 9 (DAHLONEGA HWY.) @ C.R. 276 (SPOT ROAD)
 STP-0000-00 (810) P.I. 0000810
 FORSYTH COUNTY



**Moreland Albobelli
Associates, Inc.**



NORTH

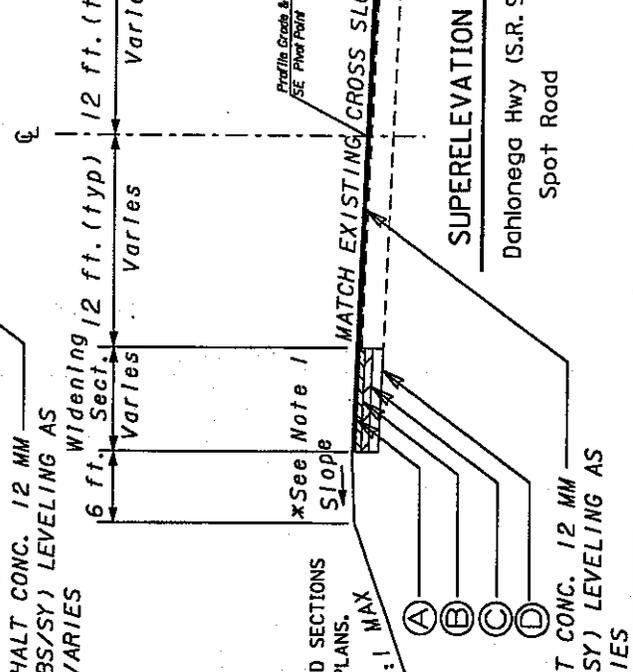


OVERLAY WITH ASPHALT CONC. 12 MM SUPERPAVE (165 LBS/SY) LEVELING AS REQUIRED, DEPTH VARIES

NORMAL SECTION
Dahlongega Hwy (S.R. 9)
Spot Road

2:1 MAX
6 ft. Widening Sect., 6 ft. Varies
12 ft. (typ) Widening Sect., 6 ft. Varies
2 ft. 2:1 MAX

* Note 1 : See GA STD 9028C for shoulder slope on high side of superelevation.



OVERLAY WITH ASPHALT CONC. 12 MM SUPERPAVE (165 LBS/SY) LEVELING AS REQUIRED, DEPTH VARIES

SUPERELEVATION
Dahlongega Hwy (S.R. 9)
Spot Road

2:1 MAX
6 ft. Widening Sect., 6 ft. Varies
12 ft. (typ) Widening Sect., 6 ft. Varies
2 ft. 2:1 MAX

NOTE: LOCATION OF SUPERELEVATED SECTIONS TO BE DEFINED ON PRELIMINARY PLANS.

* See Note 1 Slope

REQUIRED PAVEMENT

- Ⓐ ASPHALTIC CONC. 12.5mm SUPERPAVE (165 lbs/sy)
- Ⓑ ASPHALTIC CONC. 19mm SUPERPAVE (220 lbs/sy)
- Ⓒ ASPHALTIC CONC. 25mm SUPERPAVE (440 lbs/sy)
- Ⓓ GRADED AGGREGATE BASE (10')

NOT TO SCALE

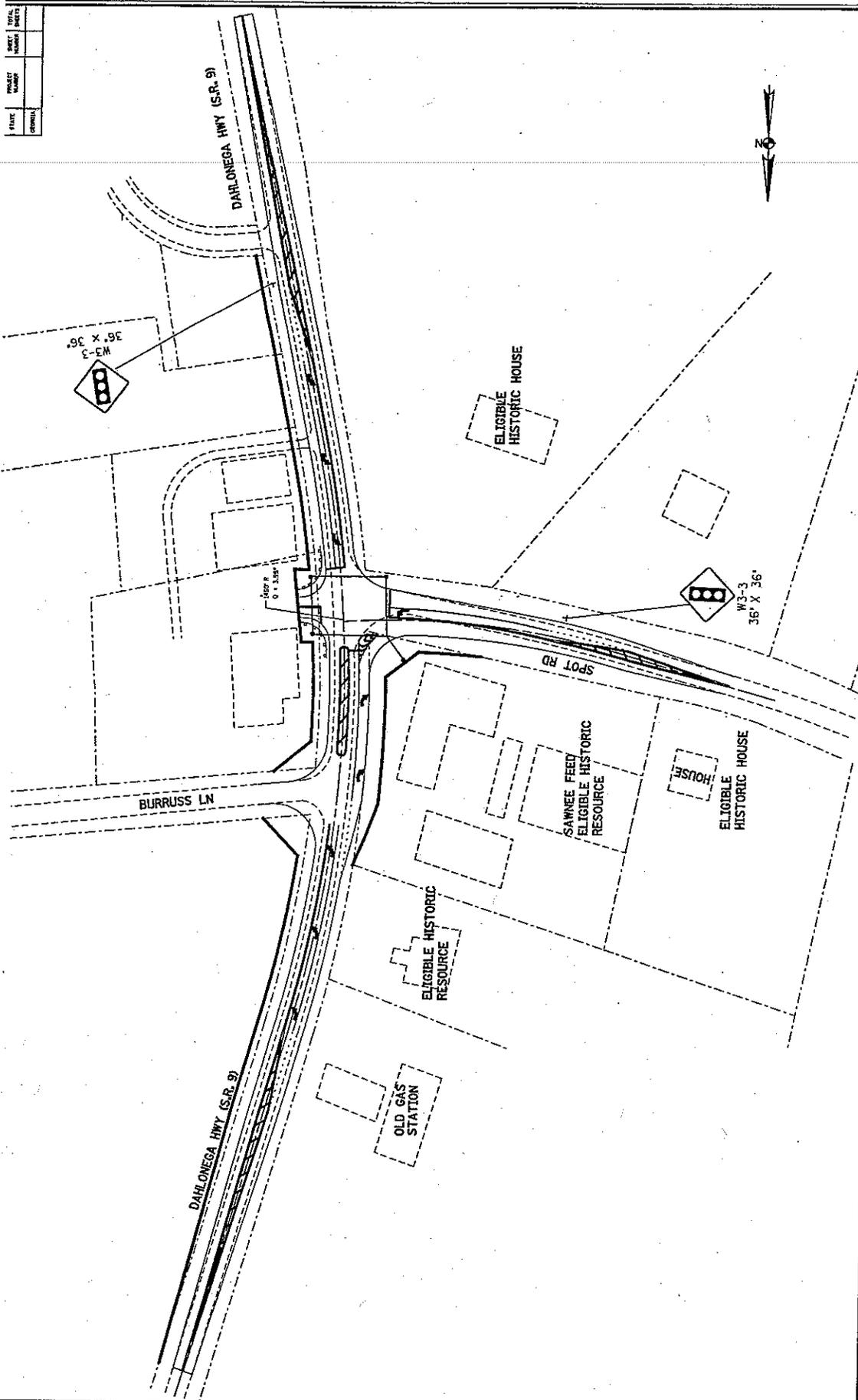


NORTH

MA Moreland Altabelli Associates, Inc.

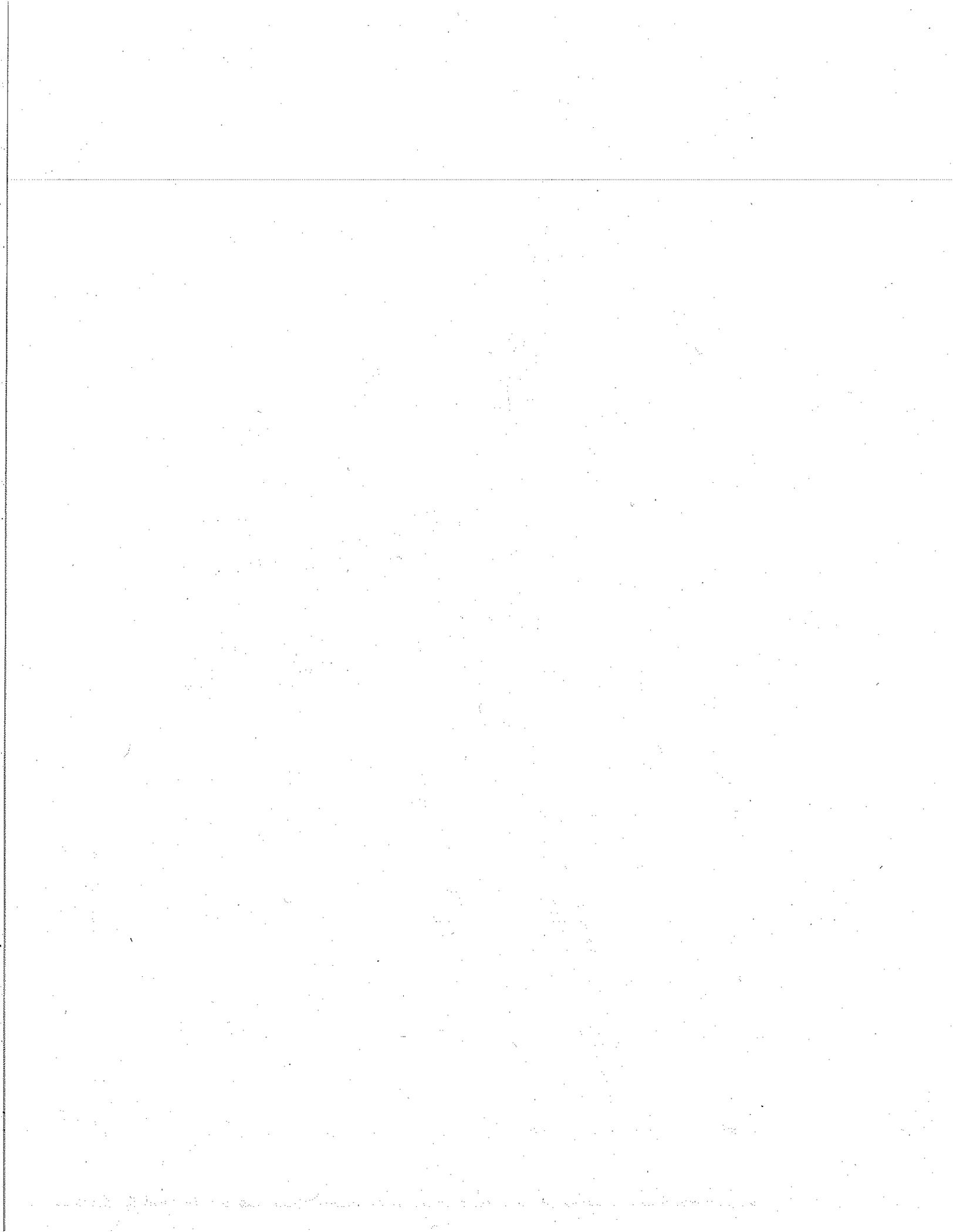
TYPICAL SECTIONS
FORSYTH COUNTY INTERSECTION IMPROVEMENTS
INTERSECTION 1B - STP-0000-00 (810) P.I. 0000810

STATE	PROJECT NUMBER	TOTAL SHEETS
GEORGIA		



MAGNETIC ASSOCIATES, INC.		2000		ATLANTA, GEORGIA 30301		TEL: 404.525.1555	
FORSYTH COUNTY, GEORGIA		DATE		BY		CHECKED BY	
FORSYTH COUNTY INTERSECTION CONCEPTS		DATE		BY		CHECKED BY	
STP-0000-001010 P.L. 000010		DATE		BY		CHECKED BY	
DAHLONGA HWY (S.R. 9) AT SPOT RD		DATE		BY		CHECKED BY	

...VP-Inter-Contact\10-6006.dwg Oct. 10, 2000 2:34:37



PROJECT CONCEPT REPORT

P.I. No.: 0000810

Project No.: STP-0000-00(810) Forsyth County

Route No.: S.R. 9 (Dahlonega Highway)
Castleberry Road (C.R. 8)

Location: The intersection of S.R. 9 @ Castleberry Rd. is located approximately 2.7 miles west of GA 400 (Exit 13) along S.R. 9/Atlanta Hwy., and 5.5 miles southwest of the city limits of Cumming in Forsyth County.

Description: The westbound and eastbound approach of S.R. 9 would be widened provide a left-turn lane and a channelized right-turn lane. In addition, a traffic signal would be installed at the new intersection. Castleberry Road would be widened to provide a southbound left-turn and a channelized right-turn lane with a turning island.

<u>Traffic Volumes:</u>	<u>2000 ADT</u>	<u>2003 ADT</u>
S.R. 9	11,200	13,100
Castleberry Rd (C.R. 8)	3,400	4,000

<u>Existing Posted Speed Limit:</u>	S.R. 9	55 mph.
	C.R. 8	45 mph.

Existing Typical Section:

S.R. 9: One 12-foot rural travel lane in each direction; grass shoulder.

Castleberry Road (C.R. 8): One 12-foot rural travel lane in each direction; grass shoulder.

<u>Existing Right-of-way:</u>	S.R. 9	80 ft.
	Castleberry Road (C.R. 8)	80 ft.

Existing Traffic Control: Stop-sign control on Castleberry Road (C.R. 8).

Existing Major Structures: None.

Need and Purpose: Currently, Castleberry Road intersects S.R. 9, creating a skewed intersection with poor stopping site distance and increased exposure time for vehicles crossing or entering from the side street. An accident history at this intersection shows a total of fifteen reported accidents from 1995 to 1997. The majority involve "rear-end" type accidents which can be attributed to the fact that there is no left turn lane on S.R. 9. A traffic signal warrant analysis indicates that a traffic signal is warranted for controlling the overall volume of traffic traveling through the intersection, as well as to minimize side street delay during peak hours.

The addition of a traffic signal and additional turn lanes with turning islands will improve the safety and operational efficiency of the intersection by providing adequate storage and turning radii for all vehicle types and conditions.

State Route Mile Post: S.R. 9 MP 4.38

PDP Class: Minor Existing

Functional Class: S.R. 9 Rural Minor Arterial
C.R. 8 Rural Local Road

<u>Max Degree of Curve:</u>	<u>Existing Max Grade:</u>	<u>Angle of Intersection:</u>
S.R. 9: 3.5°	+/- 2 %	90°
C.R. 8: 6.5°	+/- 2 %	90°

Design Speed: S.R. 9 55 mph
C.R. 8 45 mph

Proposed Typical Section:

S.R. 9: One 12-foot rural travel lane in each direction with left turn lane and right turn lanes at its intersection with C.R. 8; grass 6' shoulders with open ditch section.

C.R. 8: One 12-foot rural travel lane in each direction with left turn and right turn lanes at its intersection with S.R. 9 and 6' grass shoulders with open ditch section.

Proposed Right-of-way Width: S.R. 9 80 ft.
C.R. 8 80 ft.

Number of Parcels Impacted: 5 **Displacements:** RES: 0 BUS: 0 MH: 0

Proposed Major Structures: None.

Type Access: State and County Permit.

Traffic Control During Construction: Traffic will be maintained during construction.

Alternatives Considered:

1. No Build.
2. Proposed Project.

Design Exceptions Required:

	UNDETERMINED	YES	NO
CONTROLLING CRITERIA			
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)

Utilities: Forsyth County shall be responsible for all utility adjustments. Potential utilities impacted are listed below:

Telephone - BellSouth
Power - GA Power or Sawnee EMC
Water - Forsyth County
Gas - Atlanta Gas Light
Cable - Prestige Cable

Permits Required: None required.

Level of Environmental Analysis: Categorical Exclusion.

Level of Public Involvement: None required.

Time Saving Procedures Appropriate: Yes (X) No ()

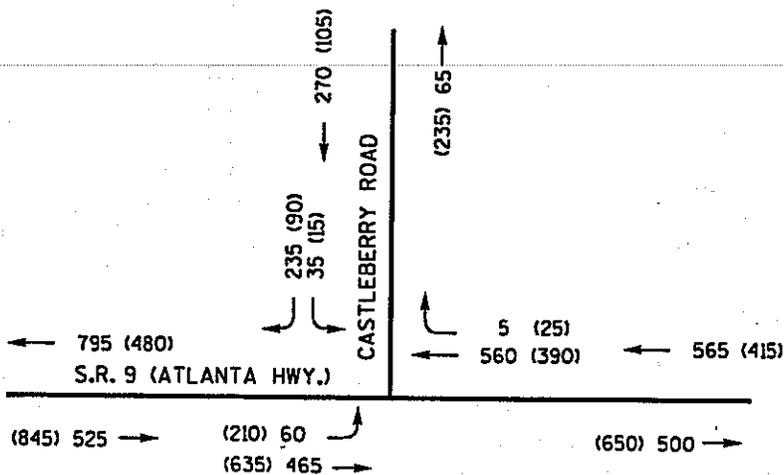
Total Estimated Project Cost: \$319,194.80 Detailed cost estimate is shown on the next page.

Attachments:

Traffic Flow Diagrams - 1999/2003 Peak Hour Traffic, Typical Section Diagrams, Concept Drawing.

ESTIMATED COST
PROJECT NAME: DAHLONEGA HIGHWAY (S.R.9) AT CASTLEBERRY ROAD

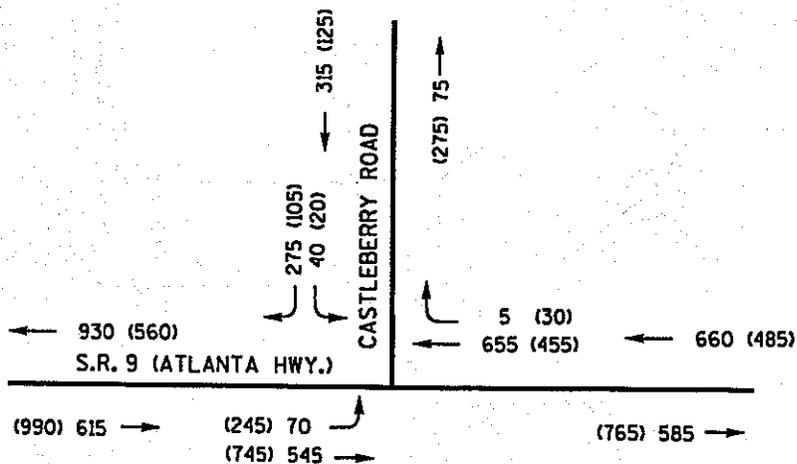
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	TOTALS
1	Right-Of-Way				\$50,000.00	
2	Utilities				LGPA	
	Total Non-Construction					\$50,000.00
1	Mobilization	LS	LS	\$10,000.00	\$10,000.00	
2	Traffic Control	LS	LS	\$25,000.00	\$25,000.00	
3	Sediment and Erosion Control	LS	LS	\$10,000.00	\$10,000.00	
4	Clearing	LS	LS	\$10,000.00	\$10,000.00	
5	Silt Fence Type B	LF	2,240	\$3.50	\$7,840.00	
6	Graded Agg. Base 10"	TN	1,360	\$15.00	\$20,400.00	
7	Asphalt Concrete 12.5 mm SMA 165# /S.Y. (1 1/2")	TN	609	\$50.00	\$30,450.00	
8	Asphalt Concrete 19 mm Superpave 220# /s.y. (2")	TN	270	\$50.00	\$13,500.00	
9	Asphalt Concrete 25 mm Superpave 440# /s.y. (4")	TN	540	\$50.00	\$27,000.00	
10	Bitum Tack Coat	GL	626	\$1.50	\$939.00	
11	Signalization	LS	LS	\$60,000.00	\$60,000.00	
12	Signs & Pvm't Markings	LS	LS	\$3,500.00	\$3,500.00	
13	Grassing	AC	3.8	\$1,500.00	\$5,700.00	
	Total Construction					\$224,329.00
	Engineering & Construction (10%)					\$22,432.90
	Inflation (5% for 2 years)					\$22,432.90
	TOTAL PROJECT COST					\$319,194.80



LEGEND

000 AM PEAK HOUR
 (000) PM PEAK HOUR

EXISTING 2000 PEAK HOUR TRAFFIC



LEGEND

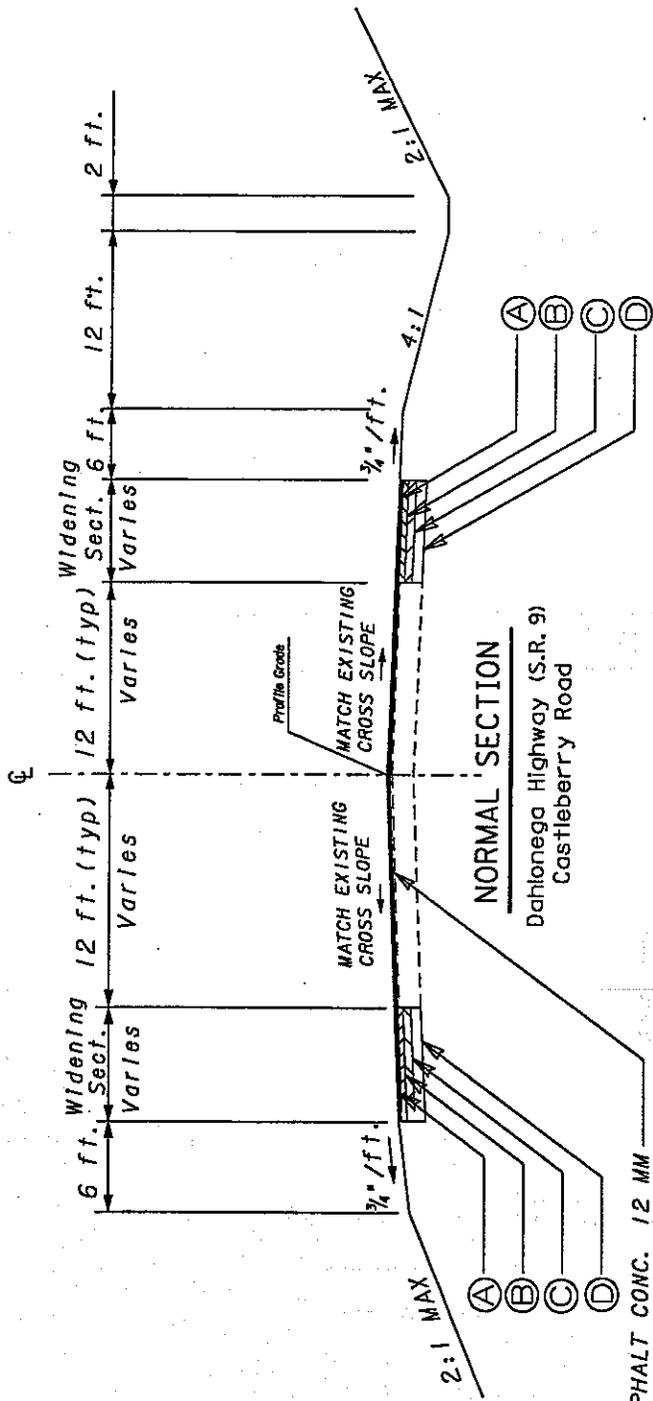
000 AM PEAK HOUR
 (000) PM PEAK HOUR

FUTURE 2003 PEAK HOUR TRAFFIC

MA Moreland Altobelli
 Associates, Inc.

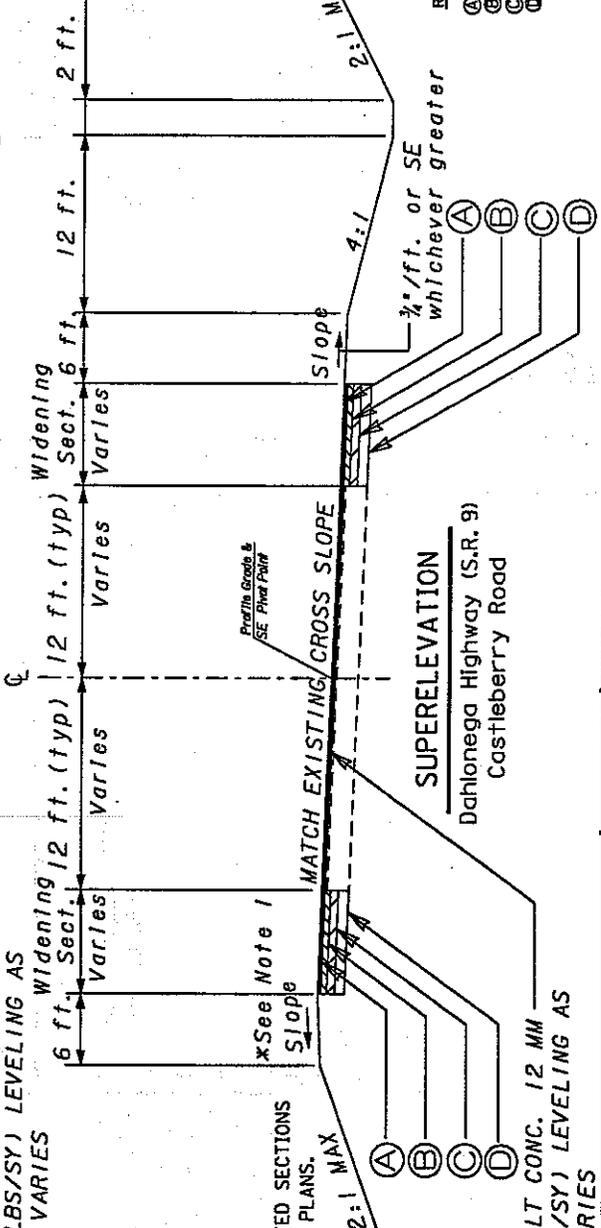


TRAFFIC FLOW DIAGRAMS
 S.R. 9 (ATLANTA HWY.) @ CASTLEBERRY ROAD
 STP-0000-00 (810) P.I. 0000810
 FORSYTH COUNTY



NORMAL SECTION
Dahlonaga Highway (S.R. 9)
Castleberry Road

OVERLAY WITH ASPHALT CONC. 12 MM SUPERPAVE (165 LBS/SY) LEVELING AS REQUIRED, DEPTH VARIES



SUPERELEVATION
Dahlonaga Highway (S.R. 9)
Castleberry Road

OVERLAY WITH ASPHALT CONC. 12 MM SUPERPAVE (165 LBS/SY) LEVELING AS REQUIRED, DEPTH VARIES

* Note 1 : See GA STD 9028C for shoulder slope on high side of superelevation.

NOTE: LOCATION OF SUPERELEVATED SECTIONS TO BE DEFINED ON PRELIMINARY PLANS.

REQUIRED PAVEMENT

- Ⓐ ASPHALTIC CONC. 12.5mm SUPERPAVE (165 lbs/sy)
- Ⓑ ASPHALTIC CONC. 19mm SUPERPAVE (220 lbs/sy)
- Ⓒ ASPHALTIC CONC. 25mm SUPERPAVE (440 lbs/sy)
- Ⓓ GRADED AGGREGATE BASE (107)

NOT TO SCALE



NORTH

MA Moreland Altobelli Associates, Inc.

TYPICAL SECTIONS
FORSYTH COUNTY INTERSECTION IMPROVEMENTS
INTERSECTION 1C - STP-0000-00 (810) P.I. 0000810

PROJECT CONCEPT REPORT

P.L. No.: 0000810

Project No.: STP-0000-00(810)

Forsyth County

Route No.: S.R. 9 (Atlanta Highway)

S.R. 371 (Post Road) / Mullinax Road (C.R. 37)

Location: The intersection of S.R. 9 @ S.R. 371/Mullinax Road is located approximately 3.9 miles west of GA 400 (Exit 13) along Atlanta Highway, southwest of the city of Cumming in Forsyth County.

Description: The southbound approach of S.R. 371 would be widened and slightly re-aligned to intersect S.R. 9 directly across from Mullinax Road, and would provide a separate left-turn lane and a channeled right-turn lane with a turning island. The existing traffic signal would also be upgraded subsequent to the other intersection improvements. Additional right-of-way is required on the northbound side to accommodate the proposed widening and the northbound departure lanes. S.R. 9 would be widened to provide dual eastbound left-turn lanes and a right-turn lane, and a westbound left-turn and a channeled right-turn lane with a turning island. Additional right-of-way is required on both sides of the roadway to accommodate the proposed improvements. The northbound approach along Mullinax Road would be widened to include separate left-turn and right-turn lanes.

<u>Traffic Volumes:</u>	<u>1999 ADT</u>	<u>2003 ADT</u>
S.R. 9	16,900	19,700
S.R. 371	13,900	16,300
Mullinax Road (C.R. 37)	6,800	8,000

<u>Existing Posted Speed Limit:</u>	S.R. 9	45 mph.
	S.R. 371	55 mph.
	C.R. 37	30 mph.

Existing Typical Section:

S.R. 9: One 12-foot rural travel lane in each direction with left turn lanes at its intersection with S.R. 371; curb and gutter sections on westbound side.

S.R. 371: One 12-foot rural travel lane in each direction with curb and gutter sections; grass shoulder.

Mullinax Road: One 12-foot rural travel lane in each direction; grass shoulder.

<u>Existing Right-of-way:</u>	S.R. 9	Varying; 70 - 90 ft.
	S.R. 371	80 ft.
	Mullinax Road	Varying; 70 - 110 ft.

Existing Traffic Control: The intersection is controlled by a traffic signal.

Existing Major Structures: None

Need and Purpose: Currently, the southbound approach of S.R. 371 to S.R. 90 is slightly offset to the west, creating an unbalanced configuration and longer clearance time to travel through the intersection. There is also insufficient storage to accommodate the required amount of turning movements at the intersection. An accident history at this intersection from 1995 to 1997 indicate an average of 18 accidents a year, with the majority being of the "rear end" and "angle" type.

The reconfiguration and upgrade of the intersection and traffic signal with additional turn lanes and raised turning islands will improve the safety and operational efficiency of the intersection by providing a balanced intersection with adequate storage capacity and turning radii for all vehicle types and conditions.

State Route Mile Post: S.R. 9 M.P. 3.14
 S.R. 371 M.P. 0.00

PDP Class: Minor Existing

Functional Class: S.R. 9 Rural Minor Arterial
 S.R. 371 Rural Major Collector
 C.R. 37 Rural Local Road

<u>Max Degree of Curve:</u>	<u>Existing Max Grade:</u>	<u>Angle of Intersection:</u>
S.R. 9: 6.0°	+/- 2 %	90°
S.R. 371: 6.0°	+/- 2 %	90°
C.R. 37: 0°	+/- 2 %	90°

Design Speed: S.R. 9 45 mph
 S.R. 371 55 mph
 Mullinax Road 30 mph

Proposed Typical Section:

S.R. 9: One 12-foot rural travel lane in each direction with dual northbound left turn lanes, a single southbound left turn lane and right turn lanes at its intersection with S.R. 371; grass 6' shoulders with open ditch section.

S.R. 371: One 12-foot rural travel lane in each direction with left turn and right turn lanes at its intersection with S.R. 9 and 6' grass shoulders with curb and gutter.

S.R. 37: One 12-foot rural travel lane in each direction with left turn and right turn lanes at its intersection with S.R. 9 and 6' grass shoulders with open ditch section.

Proposed Right-of-way Width: S.R. 9 100 ft.
 S.R. 371 100 ft.
 C.R. 37 100 ft.

Number of Parcels Impacted: 8 **Displacements:** RES: 0 BUS: 1 MH: 0

Proposed Major Structures: None.

Type Access: State and County Permit.

Traffic Control During Construction: Traffic will be maintained during construction.

Alternatives Considered:

1. No Build.
2. Proposed Project.

Design Exceptions Required:

CONTROLLING CRITERIA	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT	()	()	(X)
ROADWAY WIDTH	()	()	(X)
SHOULDER WIDTH	()	()	(X)
VERTICAL GRADES	()	()	(X)
CROSS SLOPES	()	()	(X)
STOPPING SIGHT DISTANCE	()	()	(X)
SUPERELEVATION RATES	()	()	(X)
HORIZONTAL CLEARANCE	()	()	(X)
SPEED DESIGN	()	()	(X)
VERTICAL CLEARANCE	()	()	(X)

Utilities: Forsyth County shall be responsible for all utility adjustments. Potential utilities impacted are listed below:

- Telephone - BellSouth
- Power - GA Power or Sawnee EMC
- Water - Forsyth County
- Gas - Atlanta Gas Light
- Cable - Prestige Cable

Permits Required: None required.

Level of Environmental Analysis: Categorical Exclusion.

Level of Public Involvement: None required.

Time Saving Procedures Appropriate: Yes (X) No ()

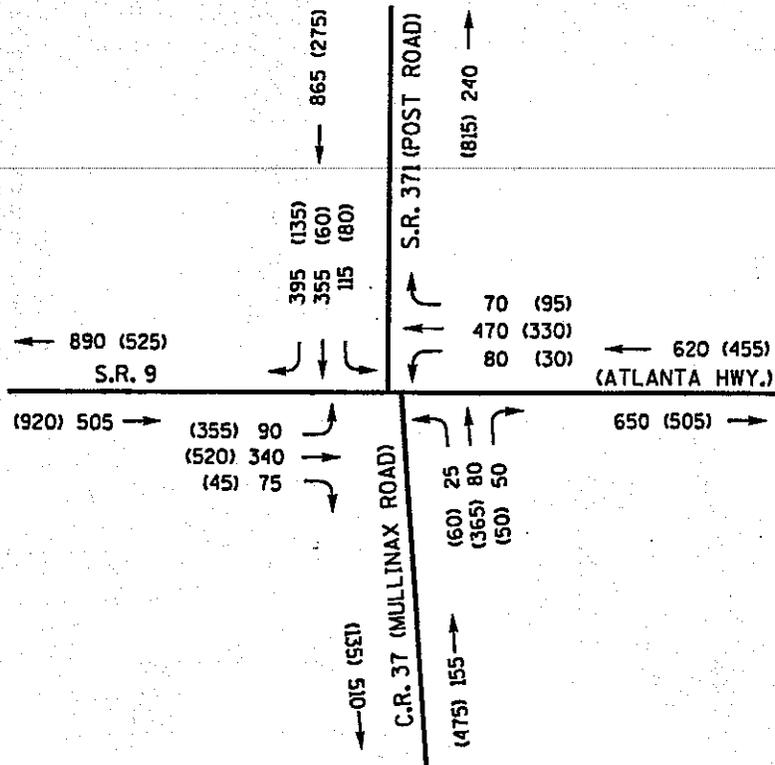
Total Estimated Project Cost: \$874,238.80 Detailed cost estimate is shown on the next page.

Attachments: Traffic Flow Diagrams - 1999/2003 Peak Hour Traffic, Typical Section Diagrams, Concept Drawing.

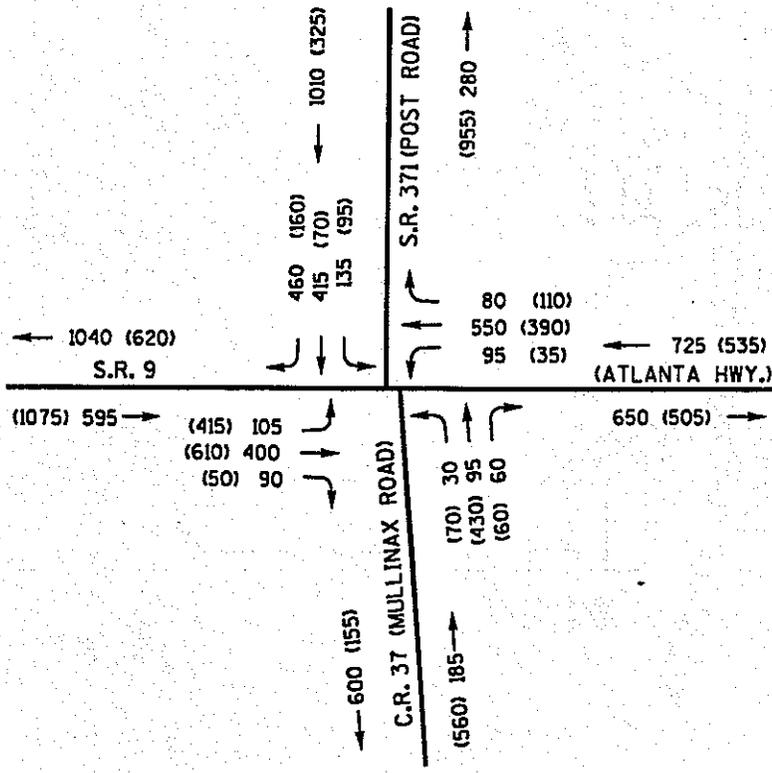
ESTIMATED COST

PROJECT NAME: ATLANTA HIGHWAY (S.R.9)AT POST RD (S.R. 371)/MULLINAX RD

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	TOTALS
1	Right-Of-Way				\$175,000.00	
2	Utilities				LGPA	
	Total Non-Construction					\$175,000.00
1	Mobilization	LS	LS	\$10,000.00	\$10,000.00	
2	Traffic Control	LS	LS	\$50,000.00	\$50,000.00	
3	Sediment and Erosion Control	LS	LS	\$20,000.00	\$20,000.00	
4	Clearing	LS	LS	\$75,000.00	\$75,000.00	
5	Graded Agg. Base 10"	TN	2,184	\$15.00	\$32,760.00	
6	Asphalt Concrete 12.5 mm SMA 165# /S.Y. (1 1/2")	TN	1,201	\$50.00	\$60,050.00	
7	Asphalt Concrete 19 mm Superpave 220# /s.y. (2")	TN	1,601	\$50.00	\$80,050.00	
8	Asphalt Concrete 25 mm Superpave 440# /s.y. (4")	TN	3,202	\$50.00	\$160,100.00	
9	Bitum Tack Coat	GL	2,184	\$1.50	\$3,276.00	
10	Curb & Gutter	LF	765	\$9.00	\$6,885.00	
11	Concrete Median 4"	SY	114	\$35.00	\$3,990.00	
12	Signalization	LS	LS	\$60,000.00	\$60,000.00	
13	Signs & Pvm't Markings	LS	LS	\$15,000.00	\$3,500.00	
14	Grassing	AC	3.8	\$1,500.00	\$5,700.00	
15	Remove Exist. Pavement	SY	11,388	\$1.00	\$11,388.00	
	Total Construction					\$582,699.00
	Engineering & Construction (10%)					\$58,269.90
	Inflation (5% for 2 years)					\$58,269.90
	TOTAL PROJECT COST					\$874,238.80



EXISTING 1999 PEAK HOUR TRAFFIC

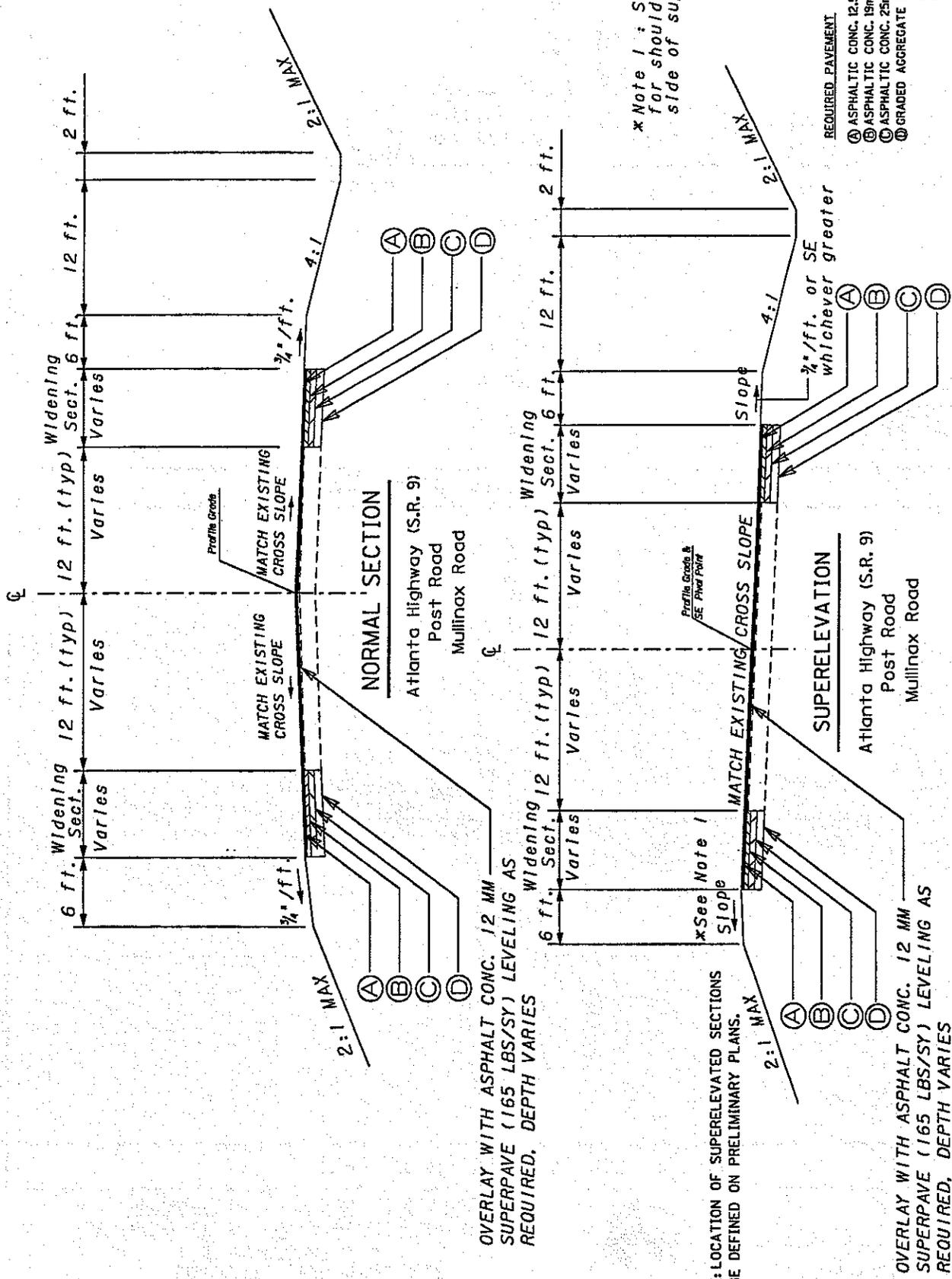


FUTURE 2003 PEAK HOUR TRAFFIC

MA Moreland Altobelli
 Associates, Inc.



TRAFFIC FLOW DIAGRAMS
 S.R. 9 (ATLANTA HWY.) @ S.R. 371 (POST RD)
 C.R. 37 (MULLINAX RD)
 STP-0000-00 (810) P.I. 0000810
 FORSYTH COUNTY



* Note 1 : See GA STD 9028C for shoulder slope on high side of superelevation.

- REQUIRED PAVEMENT
- Ⓐ ASPHALTIC CONC. 12.5mm SUPERPAVE (165 lbs/sy)
 - Ⓑ ASPHALTIC CONC. 19mm SUPERPAVE (220 lbs/sy)
 - Ⓒ ASPHALTIC CONC. 25mm SUPERPAVE (440 lbs/sy)
 - Ⓓ GRADED AGGREGATE BASE (10')

NOT TO SCALE

OVERLAY WITH ASPHALT CONC. 12 MM SUPERPAVE (165 LBS/SY) LEVELING AS REQUIRED, DEPTH VARIES

OVERLAY WITH ASPHALT CONC. 12 MM SUPERPAVE (165 LBS/SY) LEVELING AS REQUIRED, DEPTH VARIES

NOTE: LOCATION OF SUPERELEVATED SECTIONS TO BE DEFINED ON PRELIMINARY PLANS.



MA Moreland Altabelli Associates, Inc.

TYPICAL SECTIONS
 FORSYTH COUNTY INTERSECTION IMPROVEMENTS
 INTERSECTION 1D - STP-0000-00 (810) P.I. 0000810

PROJECT CONCEPT REPORT

P.I. No.: 0000810

Project No.: STP-0000-00(810)

Route No.: S.R. 9 (Atlanta Highway)
C.R. 456 (Majors Road) /C.R. 19 (Shiloh Road)

Location: The intersection of S.R. 9 @ C.R. 456 is located approximately 1.6 miles west of GA 400 (Exit 13) along Atlanta Highway, southwest of the city of Cumming in Forsyth County.

Description: S.R. 9 would be slightly re-aligned and widened to adjust existing east and westbound left-turn lanes and to add right-turn lanes. Additional right-of-way is required along the westbound approach to accommodate the proposed improvements. Both approaches on C.R. 456 would be shifted and widened to provide north and southbound left-turn lanes and right-turn lanes. The horizontal alignment of the two approaches would be altered to reduce the existing radius and degree of curve.

<u>Traffic Volumes:</u>	<u>1999 ADT</u>	<u>2003 ADT</u>
S.R. 9	11,650	13,600
C.R. 19 (Shiloh Road)	3,400	4,000
C.R. 456 (Majors Road)	700	850

<u>Existing Posted Speed Limit:</u>		
S.R. 9	.....	55 mph.
C.R. 456	.....	25 mph.
C.R. 19	.....	35 mph.

Existing Typical Section:

S.R. 9: One 12-foot rural travel lane in each direction; grass shoulder with ditch.
C.R. 456: One 12-foot rural travel lane in each direction; grass shoulder.

<u>Existing Right-of-way:</u>		
S.R. 9	.....	85 ft.
C.R. 456	.....	30 ft.
C.R. 19	.....	60 ft.

Existing Traffic Control: Stop-sign control on Shiloh and Majors Road

Existing Major Structures: None

Need and Purpose: The north and southbound approaches have substandard horizontal curvature for the existing speed design and intersect S.R. 9 at skewed angles. The substandard alignment creates unsafe stopping conditions for side street vehicles approaching the intersection. An accident history at this

intersection from 1995 to 1997 indicate an increasing number of accidents, with the majority being of the "angle" type. There is also insufficient storage on S.R. 9 and C.R. 456 to accommodate the required turning movements at the intersection. A traffic signal warrant analysis indicates that a traffic signal is warranted to minimize side street delay during peak hours.

The reconfiguration of the intersection with additional turn lanes, and the installation of a traffic signal will provide a balanced intersection with adequate storage capacity and turn lanes for all vehicle types and conditions.

State Route Mile Post: S.R. 9 M.P. 5.49

PDP Class: Minor Existing

Functional Class: S.R. 9 Rural Minor Arterial
C.R. 456 Rural Local Road

<u>Max Degree of Curve:</u>	<u>Existing Max Grade:</u>	<u>Angle of Intersection:</u>
S.R. 9: 6.0°	+/- 2 %	85°
C.R. 456: 11.5°	+/- 2 %	85°

Design Speed: S.R. 9 55 mph
C.R. 456 35 mph
C.R. 19 35 mph

Proposed Typical Section:

S.R. 9: One 12-foot rural travel lane in each direction with left turn lane and right turn lanes at its intersection with C.R. 456; grass 6' shoulders with open ditch section.

C.R. 456: One 12-foot rural travel lane in each direction with left turn and right turn lanes at its intersection with S.R. 9 and 6' grass shoulders with open ditch section.

Proposed Right-of-way Width: S.R. 9 85 ft.
C.R. 456 80 ft.
C.R. 19 80 ft.

Number of Parcels Impacted: 8 **Displacements:** RES: 0 BUS: 0 MH: 0

Proposed Major Structures: None.

Type Access: State and County Permit.

Traffic Control During Construction: Traffic will be maintained during construction.

Alternatives Considered:

1. No Build Condition
2. Proposed Project

Design Exceptions Required:

CONTROLLING CRITERIA	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT	()	()	(X)
ROADWAY WIDTH	()	()	(X)
SHOULDER WIDTH	()	()	(X)
VERTICAL GRADES	()	()	(X)
CROSS SLOPES	()	()	(X)
STOPPING SIGHT DISTANCE	()	()	(X)
SUPERELEVATION RATES	()	()	(X)
HORIZONTAL CLEARANCE	()	()	(X)
SPEED DESIGN	()	()	(X)
VERTICAL CLEARANCE	()	()	(X)

Utilities: Forsyth County shall be responsible for all utility adjustments. Potential utilities impacted are listed below:

Telephone - BellSouth
Power - GA Power or Sawnee EMC
Water - Forsyth County
Gas - Atlanta Gas Light
Cable - Prestige Cable

Permits Required: None required.

Level of Environmental Analysis: Categorical Exclusion.

Level of Public Involvement: None required.

Time Saving Procedures Appropriate: Yes (X) No ()

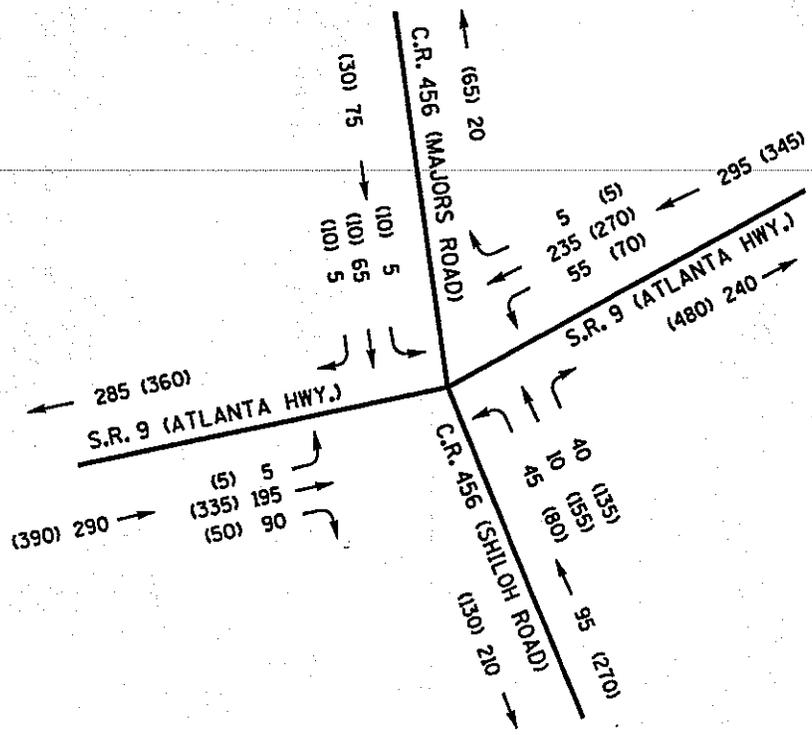
Total Estimated Project Cost: \$1,053,090.60 Detailed cost estimate is shown on the next page.

Attachments: Traffic Flow Diagrams - 1999/2003 Peak Hour Traffic, Typical Section Diagrams, Concept Drawing.

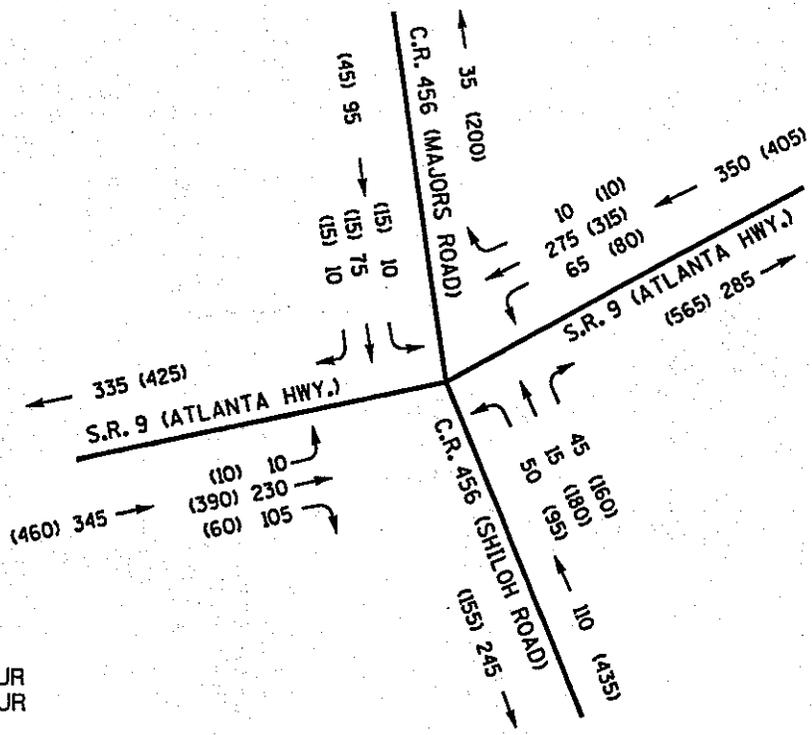
ESTIMATED COST

PROJECT NAME: ATLANTA HIGHWAY (S.R.9) AT MAJORS ROAD/SHILOH ROAD

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	TOTALS
1	Right-Of-Way				\$375,000.00	
2	Utilities				LGPA	
	Total Non-Construction					\$375,000.00
1	Mobilization	LS	LS	\$10,000.00	\$10,000.00	
2	Traffic Control	LS	LS	\$50,000.00	\$50,000.00	
3	Sediment and Erosion Control	LS	LS	\$20,000.00	\$20,000.00	
4	Clearing	LS	LS	\$50,000.00	\$50,000.00	
5	Graded Agg. Base 10"	TN	6,996	\$15.00	\$104,940.00	
6	Asphalt Concrete 12.5 mm SMA 165# /S.Y. (1 1/2")	TN	977	\$50.00	\$48,850.00	
7	Asphalt Concrete 19 mm Superpave 220# /s.y. (2")	TN	1,303	\$50.00	\$65,150.00	
8	Asphalt Concrete 25 mm Superpave 440# /s.y. (4")	TN	2,606	\$50.00	\$130,300.00	
9	Bitum Tack Coat	GL	1,777	\$1.50	\$2,665.50	
10	Signalization	LS	LS	\$60,000.00	\$60,000.00	
11	Signs & Pvm't Markings	LS	LS	\$4,500.00	\$3,500.00	
12	Grassing	AC	7.3	\$1,500.00	\$10,950.00	
13	Remove Exist. Pavement	SY	8,720	\$1.00	\$8,720.00	
	Total Construction					\$565,075.50
	Engineering & Construction (10%)					\$56,507.55
	Inflation (5% for 2 years)					\$56,507.55
	TOTAL PROJECT COST					\$1,053,090.60



EXISTING 1999 PEAK HOUR TRAFFIC

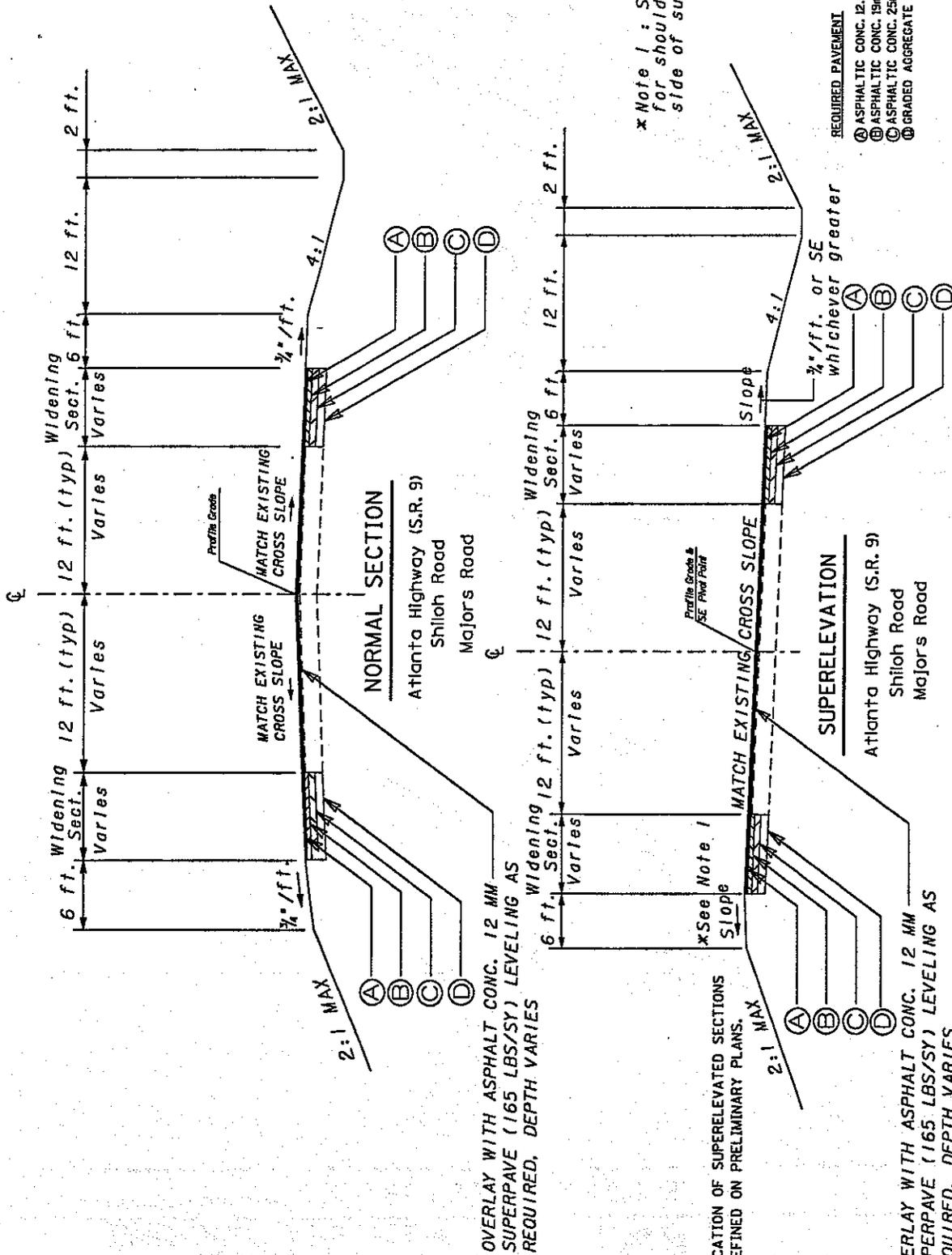


FUTURE 2003 PEAK HOUR TRAFFIC

MA Moreland Altobelli Associates, Inc.



TRAFFIC FLOW DIAGRAMS
 S.R. 9 (ATLANTA HWY.) @
 C.R. 456 (SHILOH ROAD)/MAJORS ROAD
 STP-0000-00 (810) P.I. 0000810
 FORSYTH COUNTY



TYPICAL SECTIONS
 FORSYTH COUNTY INTERSECTION IMPROVEMENTS
 INTERSECTION 1E - STP-0000-00 (810) P.I. 0000810

MA Moreland Algobelli Associates, Inc.

PROJECT CONCEPT REPORT

P.I. No.: 0000810

Project No.: STP-0000-00(810)

Route No.: S.R. 9 (Atlanta Highway)
C.R. 34 (Hamby Road)

Location: The intersection of S.R. 9 @ C.R. 34 is located approximately 4.9 miles west of GA 400 (Exit 13) along Atlanta Highway, southwest of the city of Cumming in Forsyth County.

Description: S.R. 9 would be widened to provide a northbound left-turn lane and a southbound right-turn lane. A northbound left-turn lane on S.R. 9 would also be installed at the intersection with Nine North Road prior to Hamby Road. In addition, a traffic signal is warranted and would be installed. Hamby Road will be widened with a separate left-turn and right-turn lane.

<u>Traffic Volumes:</u>	<u>1999 ADT</u>	<u>2003 ADT</u>
S.R. 9	20,600	24,100
C.R. 34	3,300	3,850

<u>Existing Posted Speed Limit:</u>	S.R. 9	55 mph.
	C.R. 34	40 mph.

Existing Typical Section:

S.R. 9: Two 12-foot rural travel lanes; one northbound, one southbound; grass shoulder.
C.R. 34: Two 12-foot rural travel lanes; one eastbound, one westbound; grass shoulder.

<u>Existing Right-of-way:</u>	S.R. 9	Varying; 80 - 110 ft.
	C.R. 34	50 ft.

Existing Traffic Control: Stop-sign control on Hamby Road.

Existing Major Structures: None

Need and Purpose: An accident history at this intersection from 1995 to 1997 indicate that the majority of accidents are of the "rear end" and "sideswipe" type. The current horizontal alignment of northbound S.R. 9 approaching this intersection has a limited sight distance, and the current one lane approach shares both the left-turn and through movements, creating congestion and unsafe conditions for through traffic. A traffic signal warrant analysis indicates that a traffic signal is warranted for controlling the overall volume of traffic traveling through the intersection, as well as to minimize side street delay during peak hours. The addition of a traffic signal, as well as left-turn and channeled right-turn lanes with turn islands will improve the safety and operational efficiency of the intersection by providing adequate storage capacity and turning radii for all vehicle types and conditions.

State Route Mile Post: S.R. 9 MP 2.17

PDP Class: Minor Existing

Functional Class: S.R. 9 Rural Minor Arterial
C.R. 34 Rural Local Road

<u>Max Degree of Curve:</u>	<u>Existing Max Grade:</u>	<u>Angle of Intersection:</u>
S.R. 9: 6.0°	+/- 2 %	90°
C.R. 34: 11.5°	+/- 2 %	90°

Design Speed: S.R. 9 45 mph
C.R. 34 40 mph

Proposed Typical Section:

S.R. 9: One 12-foot rural travel lane in each direction with left turn lane and right turn lanes at its intersection with C.R. 34; grass 6' shoulders with open ditch section.

C.R. 34: One 12-foot rural travel lane in each direction with left turn and right turn lanes at its intersection with S.R. 9 and 6' grass shoulders with open ditch section.

Proposed Right-of-way Width: S.R. 9 Varying, 85 - 110 ft.
C.R. 34 80 ft.

Number of Parcels Impacted: 4 **Displacements:** RES: 0 BUS: 0 MH: 0

Proposed Major Structures: None.

Type Access: State and County Permit.

Traffic Control During Construction: Traffic will be maintained during construction.

Alternatives Considered:

1. No Build Condition
2. Proposed Project

Design Exceptions Required:

CONTROLLING CRITERIA	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT	()	()	(X)
ROADWAY WIDTH	()	()	(X)
SHOULDER WIDTH	()	()	(X)
VERTICAL GRADES	()	()	(X)
CROSS SLOPES	()	()	(X)
STOPPING SIGHT DISTANCE	()	()	(X)
SUPERELEVATION RATES	()	()	(X)
HORIZONTAL CLEARANCE	()	()	(X)
SPEED DESIGN	()	()	(X)
VERTICAL CLEARANCE	()	()	(X)

Utilities: Forsyth County shall be responsible for all utility adjustments. Potential utilities impacted are listed below:

- Telephone - BellSouth
- Power - GA Power or Sawnee EMC
- Water - Forsyth County
- Gas - Atlanta Gas Light
- Cable - Prestige Cable

Permits Required: None required.

Level of Environmental Analysis: Categorical Exclusion.

Level of Public Involvement: None required.

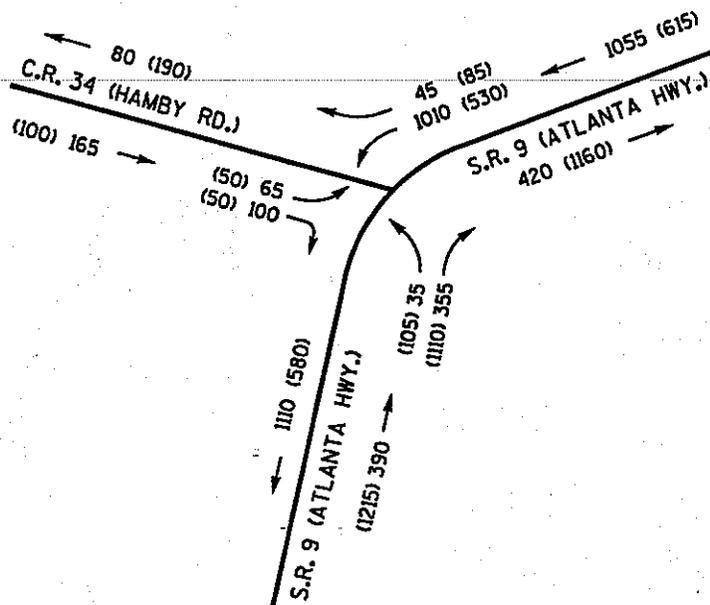
Time Saving Procedures Appropriate: Yes (X) No ()

Total Estimated Project Cost: \$405,824.80 Detailed cost estimate is shown on the next page.

Attachments: Traffic Flow Diagrams - 1999/2003 Peak Hour Traffic, Typical Section Diagrams, Concept Drawing.

ESTIMATED COST
PROJECT NAME: ATLANTA HIGHWAY (S.R.9) AT HAMBY ROAD

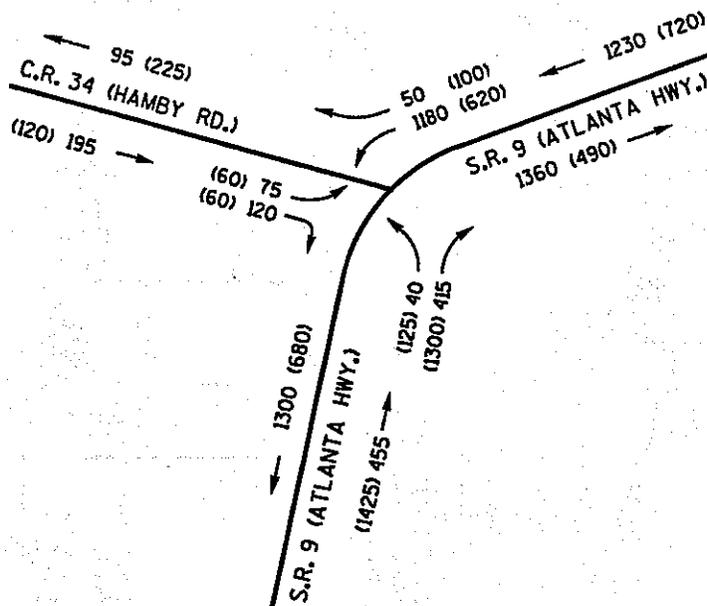
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	TOTALS
1	Right-Of-Way				\$70,000.00	
2	Utilities				LGPA	
	Total Non-Construction					\$85,000.00
1	Mobilization	LS	LS	\$10,000.00	\$10,000.00	
2	Traffic Control	LS	LS	\$50,000.00	\$50,000.00	
3	Sediment and Erosion Control	LS	LS	\$20,000.00	\$20,000.00	
4	Clearing	LS	LS	\$10,000.00	\$10,000.00	
5	Graded Agg. Base 10"	TN	1,512	\$15.00	\$22,680.00	
6	Asphalt Concrete 12.5 mm SMA 165# /S.Y. (1 1/2")	TN	695	\$50.00	\$34,750.00	
7	Asphalt Concrete 19 mm Superpave 220# /s.y. (2")	TN	309	\$50.00	\$15,450.00	
8	Asphalt Concrete 25 mm Superpave 440# /s.y. (4")	TN	618	\$50.00	\$30,900.00	
9	Bitum Tack Coat	GL	716	\$1.50	\$1,074.00	
10	Signalization	LS	LS	\$60,000.00	\$60,000.00	
11	Signs & Pvm't Markings	LS	LS	\$4,500.00	\$3,500.00	
12	Grassing	AC	6.0	\$1,500.00	\$9,000.00	
	Total Construction					\$267,354.00
	Engineering & Construction (10%)					\$26,735.40
	Inflation (5% for 2 years)					\$26,735.40
	TOTAL PROJECT COST					\$405,824.80



LEGEND

000 AM PEAK HOUR
 (000) PM PEAK HOUR

EXISTING 1999 PEAK HOUR TRAFFIC



LEGEND

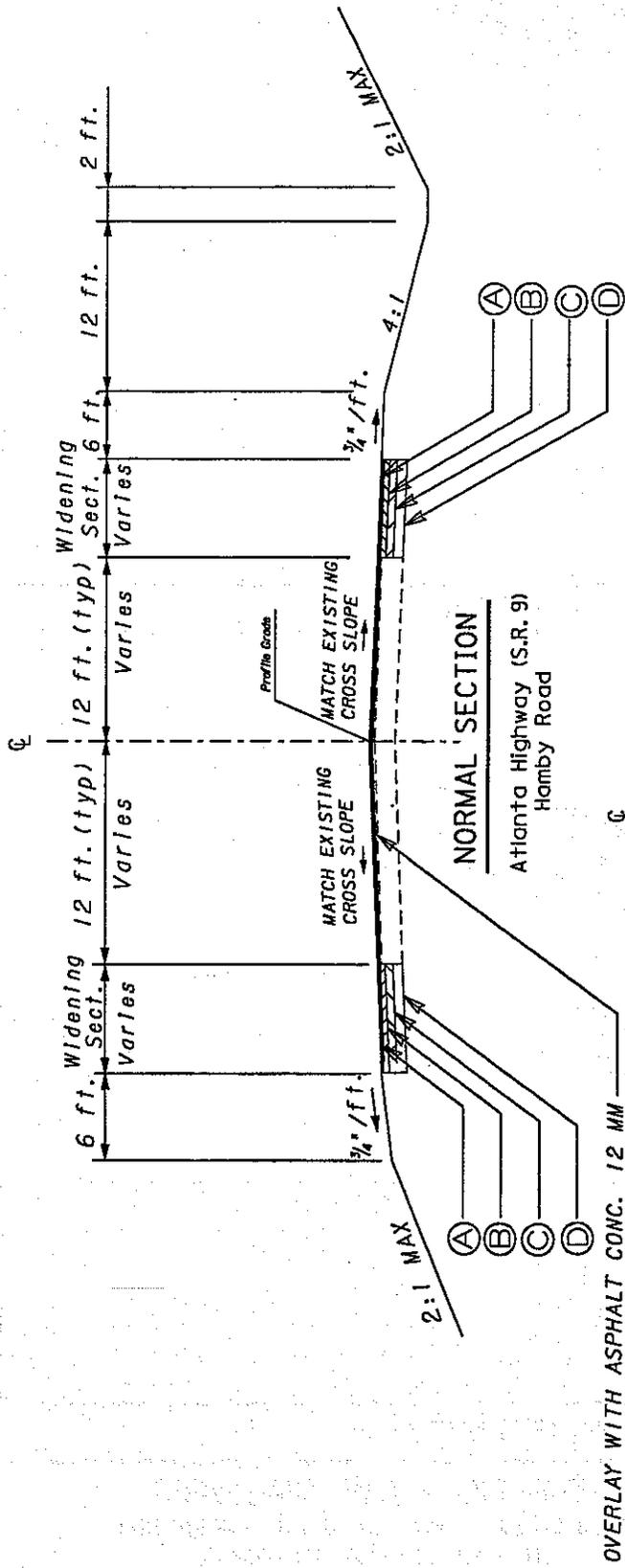
000 AM PEAK HOUR
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FUTURE 2003 PEAK HOUR TRAFFIC

MA Moreland Altobelli
 Associates, Inc.



TRAFFIC FLOW DIAGRAMS
 S.R. 9 (ATLANTA HWY.) @ C.R. 34 (HAMBY RD.)
 STP-0000-00 (810) P.I. 0000810
 FORSYTH COUNTY



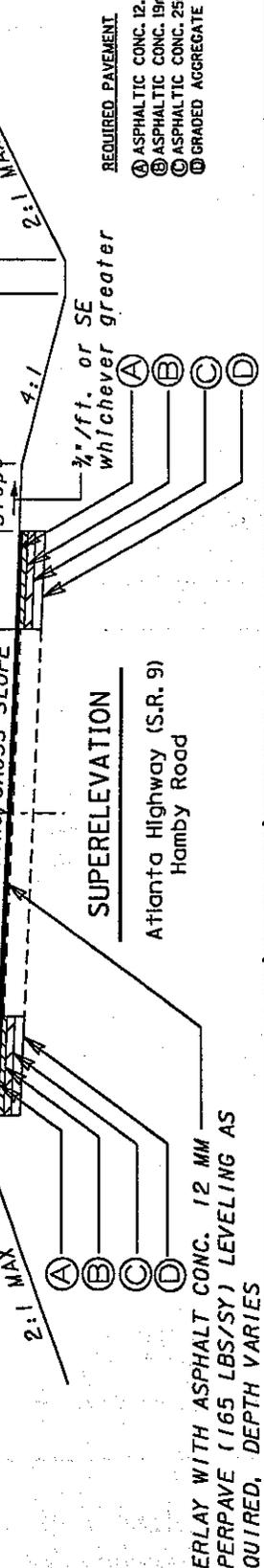
OVERLAY WITH ASPHALT CONC. 12 MM SUPERPAVE (165 LBS/SY) LEVELING AS REQUIRED. DEPTH VARIES

Atlanta Highway (S.R. 9)
Hamby Road

Atlanta Highway (S.R. 9)
Hamby Road

* Note 1 : See GA STD 9028C for shoulder slope on high side of superelevation.

NOTE: LOCATION OF SUPERELEVATED SECTIONS TO BE DEFINED ON PRELIMINARY PLANS.



OVERLAY WITH ASPHALT CONC. 12 MM SUPERPAVE (165 LBS/SY) LEVELING AS REQUIRED. DEPTH VARIES

Atlanta Highway (S.R. 9)
Hamby Road

Atlanta Highway (S.R. 9)
Hamby Road

REQUIRED PAVEMENT

- (A) ASPHALTIC CONC. 12.5mm SUPERPAVE (165 lbs/sy)
- (B) ASPHALTIC CONC. 19mm SUPERPAVE (1220 lbs/sy)
- (C) ASPHALTIC CONC. 25mm SUPERPAVE (1440 lbs/sy)
- (D) GRADED AGGREGATE BASE (10")

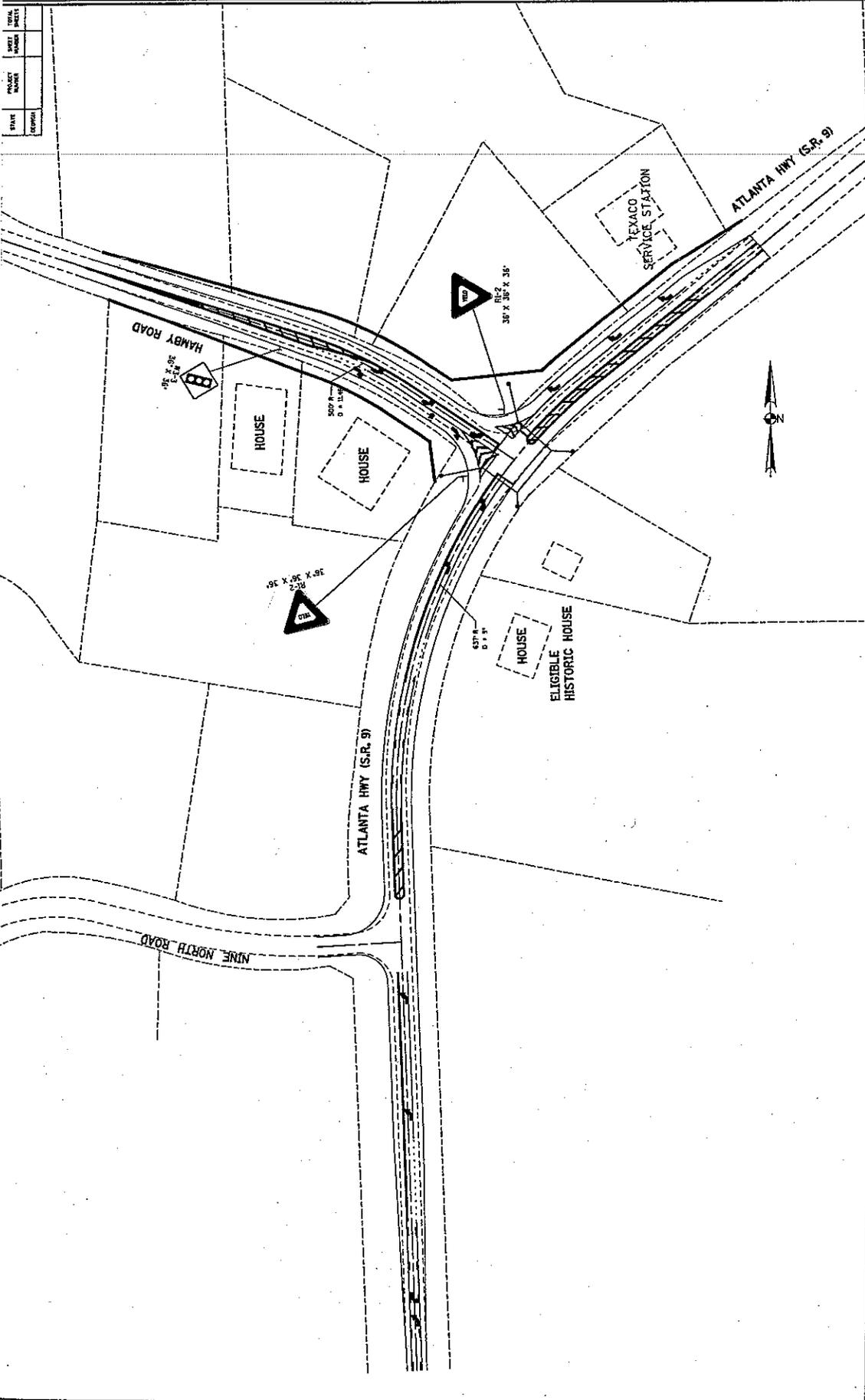
NOT TO SCALE



NORTH

MA Moreland Altabelli Associates, Inc.

TYPICAL SECTIONS
 FORSYTH COUNTY INTERSECTION IMPROVEMENTS
 INTERSECTION 1F - STP-0000-00 (810) P.I. 0000810



STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS

MA Maryland Association of Architects, Inc. 2010 River Road, Suite 100 P.O. Box 100 Annapolis, MD 21403-1000 Telephone (410) 653-1342		DESIGNED BY CHECKED BY DRAWN BY DATE	DATE DATE DATE DATE	NAME NAME NAME NAME	DATE DATE DATE DATE	PROJECT NUMBER SHEET NUMBER TOTAL SHEETS	FORSYTH COUNTY INTERSECTION CONCEPTS STP-0000-001810) P.L. 0000810 ATLANTA HWY (S.R. 9) AT HAMBY ROAD	DRAWN BY DATE PROJECT NUMBER SHEET NUMBER TOTAL SHEETS
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PROJECT CONCEPT REPORT

P.I. No.: 0000810

Project No.: STP-0000-00(810)

Forsyth County

Route No.: S.R. 20 (Canton Highway)
C.R. 665 (Tribble Road)
S.R. 371 (Post Road)

Location: The intersection of S.R. 20 @ C.R. 665/S.R. 371 is located approximately 6.29 miles northwest of downtown Cumming, and 8.22 miles northwest of GA 400 (Exit 14) along S.R. 20 in Forsyth County.

Description: S.R. 20 would be widened to provide eastbound and westbound right-turn lanes and an additional westbound left turn lane. Post Road would be widened to provide separate left, through, and right-turn lanes. Tribble Road would be widened to provide a left turn lane.

<u>Traffic Volumes:</u>	<u>1999 ADT</u>	<u>2003 ADT</u>
S.R. 20	18,950	19,700
C.R. 665	4,000	4,700
S.R. 371	13,900	16,300

<u>Existing Posted Speed Limit:</u>	S.R. 20	55 mph
	C.R. 665	40 mph
	S.R. 371	55 mph

Existing Typical Section:

S.R. 20: Three 12-foot rural travel lanes, one eastbound, one westbound and one two-way center left turn lane; grass shoulders.

C.R. 665: One 12-foot rural travel lane in each direction; grass shoulders.

S.R. 371: One 12-foot rural travel lane in each direction; grass shoulders.

<u>Existing Right-of-way:</u>	S.R. 20	100 ft.
	C.R. 665	60 ft.
	S.R. 371	80-100 ft.

Existing Traffic Control: Traffic Signal

Existing Major Structures: None

Need and Purpose: There are no separate left or right turn lanes on any of the approaches to this intersection. An accident history at this intersection from 1995 to 1997 indicate an average of 10 accidents a year, with majority being of the "rear end" and "angle" type collisions.

The upgrade of the traffic signal with separate left and right turn lanes will improve safety and operational efficiency by providing an intersection with adequate storage capacity and turning radii for all vehicle types and conditions.

State Route Mile Post MP 1.84

PDP Class: Minor Existing

Functional Class:
 S.R. 20 Rural Minor Arterial
 C.R. 665 Rural Local Road
 S.R. 371 Rural Major Collector

<u>Max. Degree of Curve:</u>	<u>Existing Max Grade:</u>	<u>Angle of Intersection:</u>
S.R. 20: 4.0°	+/- 2 %	75°
C.R. 665 8.0°	+/- 2 %	75°
S.R. 371: 0°	+/- 2 %	75°

Design Speed:
 S.R. 20 55 mph
 C.R. 665 45 mph
 S.R. 371 55 mph

Proposed Typical Section:

S.R. 9: One 12-foot rural travel lane in each direction; with two westbound left turn lanes, one eastbound left turn lane, and right turn lanes at its intersection with C.R. 665 and S.R. 371; grass 6' shoulders with open ditch section.

C.R. 665: One 12-foot rural travel lane in each direction with a left turn lane at its intersection with S.R. 9 and 6' grass shoulders with open ditch section.

Proposed Right-of-way Width: S.R. 20 100 ft.
 C.R. 665 80 ft.
 S.R. 371 100 ft.

Number of Parcels Impacted: 1 **Displacements:** RES: 0 BUS: 0 MH: 0

Proposed Major Structures: None.

Type Access: State and County Permit.

Alternatives Considered:

1. No Build.
2. Proposed Project

Design Exceptions Required:

CONTROLLING CRITERIA	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT	()	()	(X)
ROADWAY WIDTH	()	()	(X)
SHOULDER WIDTH	()	()	(X)
VERTICAL GRADES	()	()	(X)
CROSS SLOPES	()	()	(X)
STOPPING SIGHT DISTANCE	()	()	(X)
SUPERELEVATION RATES	()	()	(X)
HORIZONTAL CLEARANCE	()	()	(X)
SPEED DESIGN	()	()	(X)
VERTICAL CLEARANCE	()	()	(X)

Traffic Control During Construction: Traffic will be maintained during construction.

Utilities: Forsyth County shall be responsible for all utility adjustments. Potential utilities impacted are listed below:

- Telephone - BellSouth
- Power - GA Power or Sawnee EMC
- Water - Forsyth County
- Gas - Atlanta Gas Light
- Cable - Prestige Cable

Permits Required: None required.

Level of Environmental Analysis: Categorical Exclusion.

Level of Public Involvement: None required.

Time Saving Procedures Appropriate: Yes (X) No ()

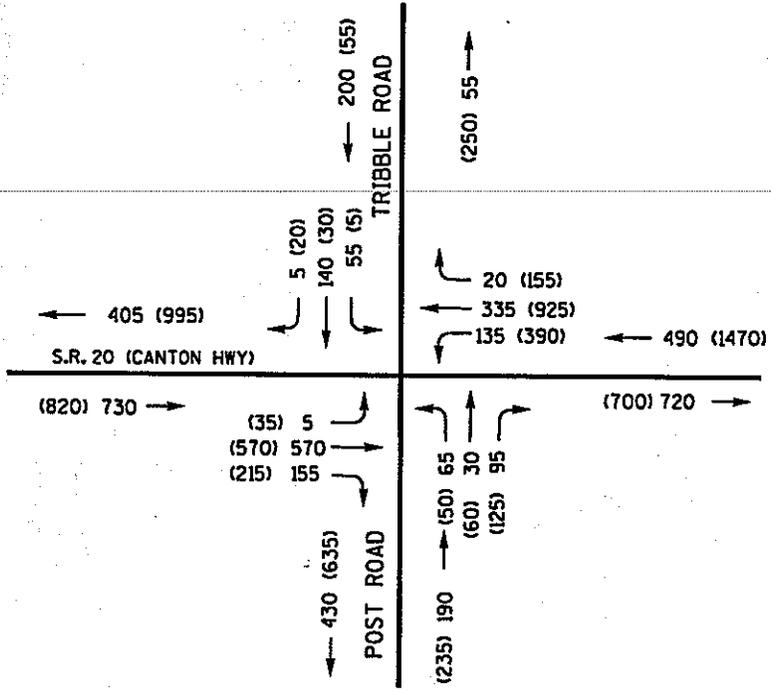
Total Estimated Project Cost: \$654,480.00 Detailed cost estimate is shown on the next page.

Attachments: Traffic Flow Diagrams - 1999/2003 Peak Hour Traffic, Typical Section Diagrams, Concept Drawing.

ESTIMATED COST

PROJECT NAME: CANTON HIGHWAY (S.R.20)AT POST ROAD (S.R. 371)/TRIBBLE ROAD

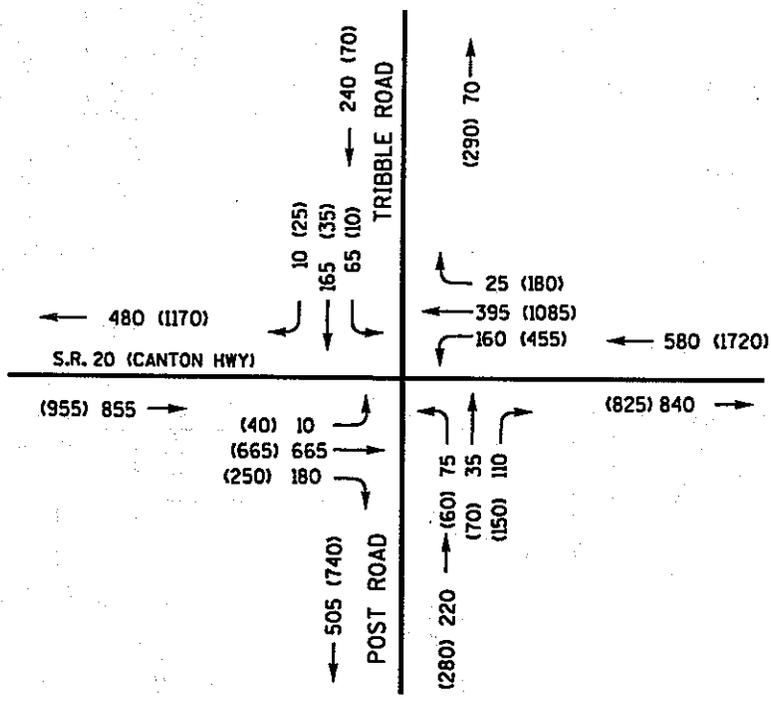
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT	TOTALS
1	Right-Of-Way				\$30,000.00	
2	Utilities				LGPA	
	Total Non-Construction					\$30,000.00
1	Mobilization	LS	LS	\$10,000.00	\$10,000.00	
2	Traffic Control	LS	LS	\$50,000.00	\$50,000.00	
3	Sediment and Erosion Control	LS	LS	\$20,000.00	\$20,000.00	
4	Clearing	LS	LS	\$10,000.00	\$10,000.00	
5	Graded Agg. Base 10"	TN	6,490	\$15.00	\$97,350.00	
6	Asphalt Concrete 12.5 mm SMA 165# /S.Y. (1 1/2")	TN	1,175	\$50.00	\$58,750.00	
7	Asphalt Concrete 19 mm Superpave 220# /s.y. (2")	TN	675	\$50.00	\$33,750.00	
8	Asphalt Concrete 25 mm Superpave 440# /s.y. (4")	TN	1,349	\$50.00	\$67,450.00	
9	Bitum Tack Coat	GL	1,300	\$1.50	\$1,950.00	
10	Retaining Walls - Class A Concrete	CY	200	\$500.00	\$100,000.00	
11	Signalization	LS	LS	\$60,000.00	\$60,000.00	
12	Signs & Pvm't Markings	LS	LS	\$4,500.00	\$3,500.00	
13	Grassing	AC	5.1	\$1,500.00	\$7,650.00	
	Total Construction					\$520,400.00
	Engineering & Construction (10%)					\$52,040.00
	Inflation (5% for 2 years)					\$52,040.00
	TOTAL PROJECT COST					\$654,480.00



LEGEND

000 AM PEAK HOUR
 (000) PM PEAK HOUR

EXISTING 2000 PEAK HOUR TRAFFIC



LEGEND

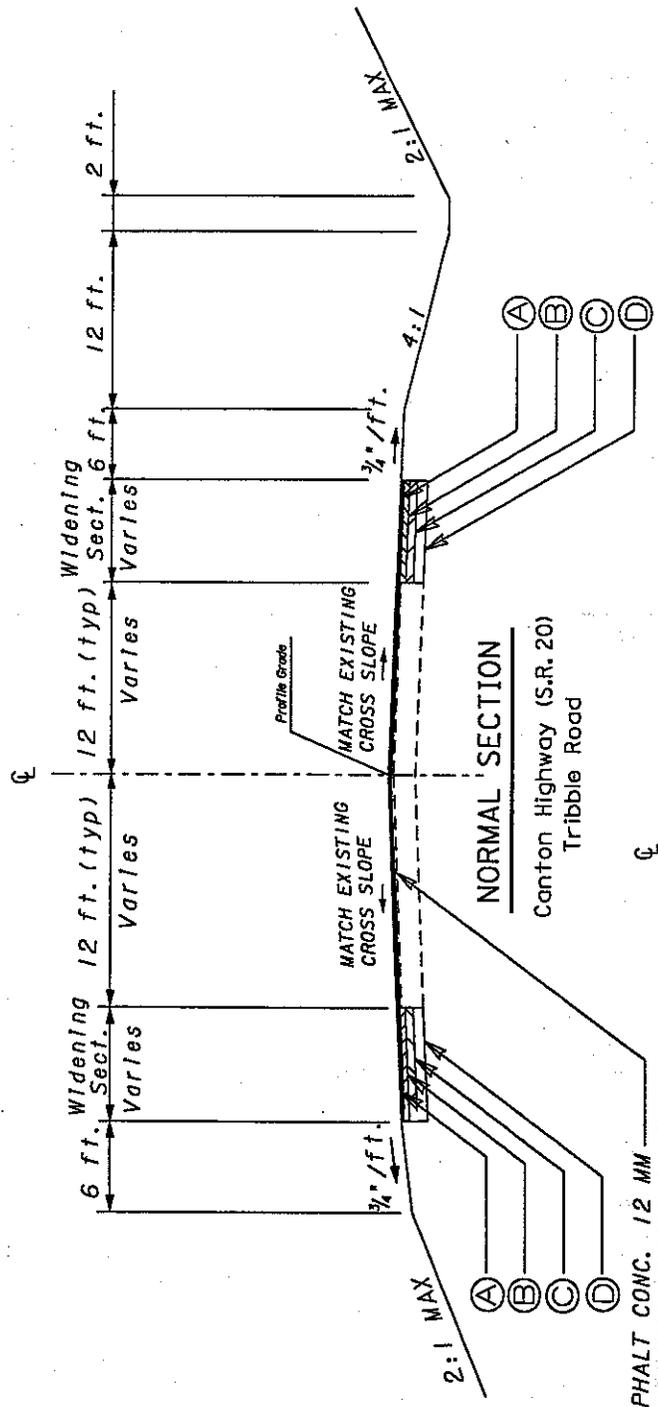
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FUTURE 2003 PEAK HOUR TRAFFIC

MA Moreland Altobelli
 Associates, Inc.



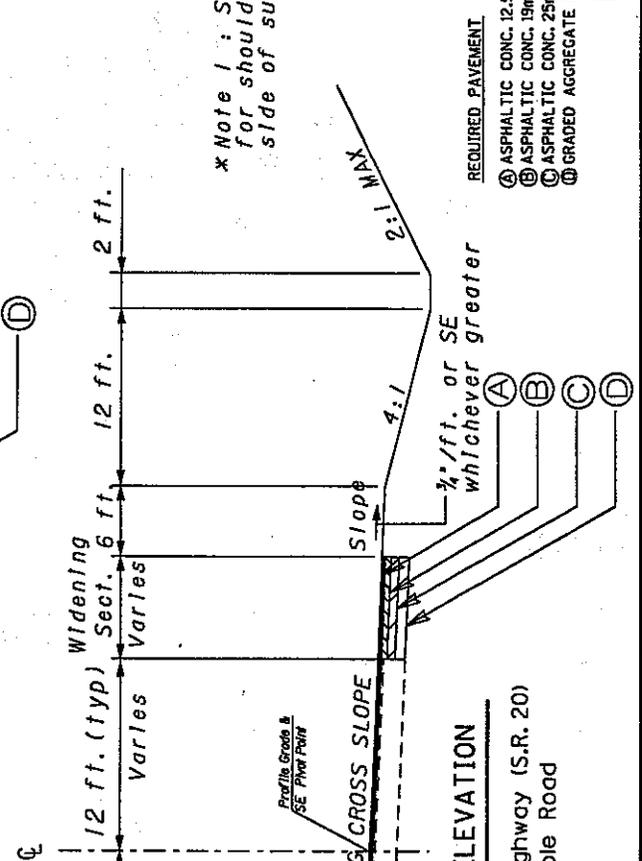
TRAFFIC FLOW DIAGRAMS
 S.R. 20 (CANTON HWY) @ TRIBBLE RD/POST RD.)
 STP-0000-00 (810) P.I. 0000810
 FORSYTH COUNTY



OVERLAY WITH ASPHALT CONC. 12 MM SUPERPAVE (165 LBS/SY) LEVELING AS REQUIRED, DEPTH VARIES

NOTE: LOCATION OF SUPERELEVATED SECTIONS TO BE DEFINED ON PRELIMINARY PLANS.

OVERLAY WITH ASPHALT CONC. 12 MM SUPERPAVE (165 LBS/SY) LEVELING AS REQUIRED, DEPTH VARIES



* Note 1 : See GA STD 9028C for shoulder slope on high side of superelevation.

REQUIRED PAVEMENT

- Ⓐ ASPHALTIC CONC. 12.5mm SUPERPAVE (165 lbs/sy)
- Ⓑ ASPHALTIC CONC. 19mm SUPERPAVE (220 lbs/sy)
- Ⓒ ASPHALTIC CONC. 25mm SUPERPAVE (440 lbs/sy)
- Ⓓ GRADED AGGREGATE BASE (10')

NOT TO SCALE



TYPICAL SECTIONS
 FORSYTH COUNTY INTERSECTION IMPROVEMENTS
 INTERSECTION 1G - STP-0000-00 (810) P.I. 0000810

MA Moreland Albelli Associates, Inc.

NOTICE OF LOCATION AND DESIGN APPROVAL

GDOT Project STP-0000-00(810); P.I. No. 0000810 FORSYTH COUNTY

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. Project STP-0000-00(810) consists of intersection improvements at the following locations in Forsyth County:

Intersection 1A - S.R. 9/Dahlonega Hwy. at A.C. Smith Rd.

The widening S.R. 9 to provide a northbound right-turn lane and a southbound left-turn lane and relocating A.C. Smith Road to intersect S.R. 9 at a 90 degree angle, 215 feet south of its existing location, with separate left and right-turn lanes. The project is located approximately 3.1 miles west of GA 400 and less than a half of a mile south of the Dawson County line on S.R. 9. This intersection improvement is within Land Lot 35, District 3 in Forsyth County.

Intersection 1B - S.R. 9/Dahlonega Hwy. at Spot Rd

The reconfiguration and re-alignment of the current intersection, installing a traffic signal, and providing turn lanes along each approach consistent with existing peak hour traffic volumes. The project is located approximately 2.3 miles) northwest of the city limits of Cumming and 6.1 miles south of the Dawson County line on S.R. 9 in Forsyth County. This intersection improvement is within Land Lot 755, District 3 in Forsyth County.

Intersection 1C - S.R. 9/Dahlonega Hwy. at Castleberry Rd.

The westbound and eastbound approach of S.R. 9 would be widened provide a left-turn lane and a channelized right-turn lane. In addition, a traffic signal would be installed at the new intersection. Castleberry Road would be widened to provide a southbound left-turn and a channelized right-turn lane with a turning island. This project is located within Land Lot 478, District 2; approximately 2.7 miles west of GA 400 (Exit 13) along S.R. 9/Atlanta Hwy., and 5.5 miles southwest of the city limits of Cumming in Forsyth County.

Intersection 1D - S.R. 9/Atlanta Hwy. at Post Rd.(S.R. 371)/Mullinax Rd.

The reconfiguration of the current intersection, upgrading the traffic signal, and providing turn lanes along each approach consistent with existing peak hour traffic volumes. This project is located within Land Lot 463 & 464, District 2; approximately 3.9 miles west of GA 400 (Exit 13) along Atlanta Highway, southwest of the city of Cumming in Forsyth County.

Intersection 1E - S.R. 9/Atlanta Hwy. at Majors Rd./Shiloh Rd.

The reconfiguration of the current intersection, installing a traffic signal, and providing turn lanes along each approach consistent with existing peak hour traffic volumes. This project is located within Land Lot 483, District 2; approximately 1.6 miles west of GA 400 (Exit 13) along Atlanta Highway, southwest of the city of Cumming in Forsyth County.

Intersection 1F - S.R. 9/Atlanta Hwy. at Hamby Rd.

The reconfiguration and re-alignment of the current intersection, installing a traffic signal, and providing turn lanes along each approach consistent with existing peak hour traffic volumes. This project is located within Land Lot 470, District 2; approximately 4.9 miles west of GA 400 (Exit 13) along Atlanta Highway, southwest of the city of Cumming in Forsyth County.

Intersection 1G - S.R. 20/Canton Hwy. at Post Rd (S.R. 371)/Tribble Rd.

The reconfiguration and re-alignment of the current intersection to provide turn lanes along each approach consistent with existing peak hour traffic volumes. This project is located within Land Lots 943 & 944, District 3; approximately 6.29 miles northwest of downtown Cumming, and 8.22 miles northwest of GA 400 (Exit 14) along S.R. 20 in Forsyth County.

Date of Location Approval: _____

Drawings of maps, and/or plats of the proposed project *as approved* are on file and are available for inspection at the Georgia Department of Transportation, Gainesville District Office, P.O. Box 1057, Gainesville, Georgia 30503-1057. Or, any interested party may obtain a copy of the drawings of maps and/or plats by writing to the Georgia Department of Transportation, No. 2 Capital Square, Atlanta, Georgia 30334 and paying a nominal cost therefor.

Any written request in reference to this Notice *SHOULD include the PROJECT NUMBERS AS NOTED AT THE TOP OF THIS NOTICE AND may be referred to:*

**Todd Long, District Preconstruction Engineer
Department of Transportation
Gainesville District Office
P.O. Box 1057
Gainesville, Georgia 30503-1057
(770) 532-5520**

**Minutes of Concept Team Meeting
August 25, 2000**

Forsyth County Intersection Improvement Projects

Project Number: STP-0000-00-(810) P.I. No 00000810

Project Number: STP-0000-00-(811) P.I. No 00000811

Project Number: STP-0000-00-(812) P.I. No 00000812

ATTENDEES	ORGANIZATION	PHONE NUMBER
Barry Lucas	Forsyth County Water	770-886-2793
Mike Wilson	Atlanta Gas Light Co.	404-584-4677
Andrew Aiello	GDOT Environment	404-699-4432
Dania Aponte	GDOT Environment	404-699-4438
Michael Seabolt	Utility Office	770-718-5033
Allen Ferguson	GDOT - Utilities	770-532-5510
Jimmy Vaughan	Moreland Altobelli Assoc., Inc.	770-886-9549
Karla Poshedly	Moreland Altobelli Assoc., Inc.	770-263-5945
Joe Garland	GDOT - Traffic Operations.	770-532-5563
Tim Allen	Forsyth County Engineer	770-781-2165
R. Keith Canup	GDOT - Traffic Operations	770-532-5563
Danny Seale	Alltel	706-279-7534
Ronnie Gallman	Alltel	770-479-3900
Jeannine Rispin	Georgia Transmission	770-270-7741
Don Frazier	City of Cumming	770-781-2010
Todd Long	GDOT Preconstruction Engineer	770-532-5520

Mr. Todd Long opened the meeting with introductions of everyone present. He then stated that he would give an overview description of each intersection project then Ms. Karla Poshedly will present each intersection improvement drawing so that everyone will have an opportunity to make their comments on each intersection.

Mr. Long stated that right-of-way acquisition will be set for the year 2002 with construction slated for the year 2003.

General Comments made:

- Show larger corner miters at all intersections including unsignalized intersections.
- There are no bike routes or bike lanes required at any of the intersections.
- Place overhead lane control signs at all intersections where two state routes cross.
- Place signal ahead signs approaching all existing and new traffic signal locations.
- Make all stop signs at unsignalized intersections 36" x 36".

Specify intersection comments:

- 1G. S.R. 20 @ Tribble Road /Post Road. Show double left turn lanes on westbound S.R. 20 to southbound Post Road (S.R. 371).
- 2B. S.R. 369 @ Waldrip Road/Waldrip Circle. Show connection of old Waldrip Circle to new Waldrip Circle.
- 2C. S.R. 369 @ Doc Bramblett Road. Show connection of old Doc Bramblett Road to new Doc Bramblett Road. Cul-de-sac the old section of Doc Bramblett Road south of the Church property.
- 2E. S.R. 369 @ Holtzclaw Road. Check traffic volumes during school. This intersection may need to be signalized.
- 2F. S.R. 369 @ Shady Grove Road. Show a dirt berm along S.R. 369 at the cul-de-sac of the old portion of Shady Gove Road.
- 3C S.R. 306 @ Waldrip Road. The percent grade of Waldrip Road is greater than what is shown in the concept report. MAAI will correct.

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

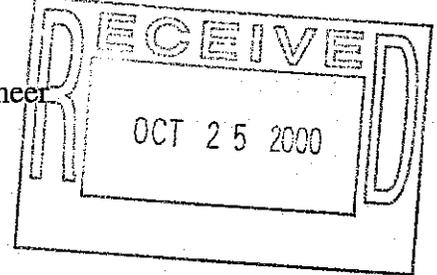
File: STP-0000-00(810)/Forsyth County
P.I. No. 0000810

Office: Traffic Operations
Atlanta, Georgia

Date: October 18, 2000

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer

To: Wayne Hutto, Assistant Director of Preconstruction



Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the intersection improvements at several intersections along SR 9(Dahlongega Highway, Atlanta Highway), and at the SR 20(Canton Highway) at SR 371(Post Road/Tribble Road) intersection.

Along SR 9 improvements will occur at A.C. Smith Road, Spot Road, Castleberry Road, Mullinax Road, Majors Road/Shiloh Road and Hamby Road. Modifications include, but are not limited to, adding turn lanes and modifying or possibly adding traffic signals.

We believe this concept will improve safety and traffic operations along these sections of roadway.

We therefore find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: Harvey Keeper

Larry Dent, District Engineer, Gainesville

Attention: Todd I. Long, P.E.

David Mulling, w/ attachment

Marta Rosen

Chuck Hasty, TMC

General Files

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

PROJECT CONCEPT REPORT

FORSYTH COUNTY

<u>LOCATION</u>	<u>PROJECT NO.</u>	<u>P.I. #</u>
1A. S.R. 9/Dahlonega Hwy. at A.C. Smith Rd	STP-0000-00(810)	0000810
1B. S.R. 9/Dahlonega Hwy. at Spot Rd.	STP-0000-00(810)	0000810
1C. S.R. 9/Dahlonega Hwy. at Castleberry Rd.	STP-0000-00(810)	0000810
1D. S.R. 9/Atlanta Hwy. at S.R. 371/Post Rd.	STP-0000-00(810)	0000810
1E. S.R. 9/Atlanta Hwy. at Majors Rd./Shiloh Rd.	STP-0000-00(810)	0000810
1F. S.R. 9/Atlanta Hwy. at Hamby Rd.	STP-0000-00(810)	0000810
1G. S.R. 20/Canton Hwy. at Tribble Rd./Post Road	STP-0000-00(810)	0000810

Date of Report: October 10, 2000

RECOMMENDATION FOR APPROVAL

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

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE

STATE TRANSPORTATION PROGRAMMING ENGINEER

DATE

STATE ROAD DESIGN ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

10/13
DATE

Larry E. Decker
DISTRICT ENGINEER / GAINESVILLE

DATE

PROJECT REVIEW ENGINEER

10/14/00
DATE

Marvin Alton
STATE TRAFFIC OPERATIONS ENGINEER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

PROJECT CONCEPT REPORT

FORSYTH COUNTY

<u>LOCATION</u>	<u>PROJECT NO.</u>	<u>P.I. #</u>
1A. S.R. 9/Dahlonega Hwy. at A.C. Smith Rd	STP-0000-00(810)	0000810
1B. S.R. 9/Dahlonega Hwy. at Spot Rd.	STP-0000-00(810)	0000810
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1D. S.R. 9/Atlanta Hwy. at S.R. 371/Post Rd.	STP-0000-00(810)	0000810
1E. S.R. 9/Atlanta Hwy. at Majors Rd./Shiloh Rd.	STP-0000-00(810)	0000810
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DATE

10/18/00

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR

[Signature]

STATE TRANSPORTATION PROGRAMMING ENGINEER

DATE

STATE ROAD DESIGN ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

10/13

DATE

DISTRICT ENGINEER / GAINESVILLE

DATE

PROJECT REVIEW ENGINEER

DATE

STATE TRAFFIC OPERATIONS ENGINEER