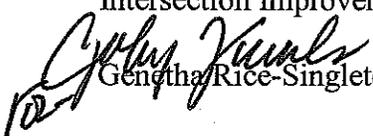


DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0003903, Henry County **OFFICE** Preconstruction
STP-0003-00(903)
SR 20 @ CR 133/Airline Road- **DATE** August 17, 2007
Intersection Improvement

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Thomas Howell
Angela Alexander
Paul Liles
David Millen
BOARD MEMBER

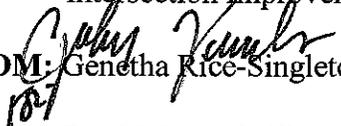
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0003903, Henry County
STP-0003-00(903)
SR 20 @ CR 133/Airline Road-
Intersection Improvements

OFFICE: Preconstruction

DATE: August 14, 2007

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT: *PROJECT CONCEPT REPORT*

This project is the intersection improvements at SR 20 and CR 133/Airline Road, located 3.5 miles northeast of McDonough, Georgia. State Route 20 is a two lane facility with 12' lanes, rolling terrain and a posted speed of 55 MPH. Airline Road is a north/south road with two 10' lanes, and a posted speed of 45 MPH. Sight distance from Airline Road is poor due to vertical and horizontal curvature of SR 20 east of the intersection. The sight distance problem on the southbound approach of Airline Road is compounded due to an embankment that further hinders a drivers ability to see approaching traffic. During the three year period from 2004 to 2006, a total of 23 crashes were reported at this intersection. Approximately 61 percent (14) of the 23 crashes were angle type crashes. Projected traffic volumes for this section of SR 20 are 11,350 VPD in the year 2011 and 18,600 VPD for the design year 2031. The projected volumes along Airline Road are 3900 VPD for the year 2011 and 6350 VPD in the design year 2031.

The proposed project will realign both roadways to correct substandard vertical curves and horizontal curves that inhibit sight distance. This project will realign SR 20 to the south of the current intersection and realign Airline Road to the west of the current intersection location. Right and left turn lanes will be added to both roadways at all approaches along with a signal. The crest vertical curve east of the intersection along SR 20 will be lowered to increase sight distance at the intersection. All improvements will meet the design speed of 55 MPH for SR 20 and 45 MPH for CR 133/Airline Road. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a Categorical Exclusion will be prepared; a Public hearing is not required; Time saving procedures is appropriate.

P.I. No. 0003903, Henry County
August 14, 2007

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 1,886,000	\$ 1,881,000	LS30	LUMP
Right-of-way & Utilities	\$ 1,126,000 \$ 25,000	\$ 1,126,000	LS30	LUMP

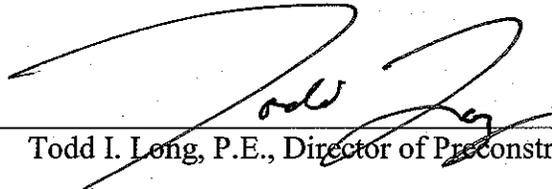
Rescission Letter sent to Henry County 2-28-2007.

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR



Todd I. Long, P.E., Director of Preconstruction

APPROVED



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

Project Concept Report Page 2
Project Number: STP-0003-00(903)
P.I. Number: 0003903
County: Henry

Recommendation for approval:

DATE 7/27/07 
Project Manager

DATE 7/28/07 
District Engineer

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

DATE _____
State Transportation Planning Administrator

DATE _____
State Transportation Financial Management Administrator

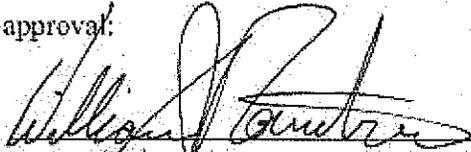
DATE _____
State Environmental/Location Engineer

DATE 7.30.07 
State Traffic Safety & Design Engineer

DATE _____
Project Review Engineer

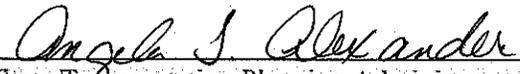
Project Concept Report Page 2
Project Number: STP-0003-00(903)
P.L. Number: 0003903
County: Henry

Recommendation for approval:

DATE 7/27/07 
Project Manager

DATE 7/28/07 
District Engineer

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

DATE 8/9/07 
State Transportation Planning Administrator

DATE _____
State Transportation Financial Management Administrator

DATE _____
State Environmental/Location Engineer

DATE _____
State Traffic Safety & Design Engineer

DATE _____
Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0003903

OFFICE: Environment/Location

DATE: August 7, 2007

FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**
STP-0003-00(903 / Henry County
S.R. 20 @ Airline Rd./C.R. 133 Intersection Improvement

The above subject concept report has been reviewed and is considered satisfactory. It is important to note that this project is in a non-attainment area for PM and Ozone.

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

GB/lc

Attachment

cc: Brian Summers
Keith Golden
Angela Alexander
Thomas B. Howell
Jamie Simpson
Lamar Pruitt
Mike England
Ken Robinson
Debra Fowler Pruitt
Tommy Cleveland
Colandra Barron

Project Concept Report Page 2
Project Number: STP-0003-00(903)
P.I. Number: 0003903
County: Henry

Recommendation for approval:

DATE _____
Project Manager

DATE _____
District Engineer

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

DATE _____
State Transportation Planning Administrator

DATE _____
State Transportation Financial Management Administrator

DATE 8-8-07 *Alan Brown*
State Environmental/Location Engineer

DATE _____
State Traffic Safety & Design Engineer

DATE _____
Project Review Engineer

Project Concept Report Page 2
Project Number: STP-0003-00(903)
P.L. Number: 0003903
County: Henry

Recommendation for approval:

DATE 7/27/07 
Project Manager

DATE 7/28/07 
District Engineer

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

DATE _____
State Transportation Planning Administrator

DATE _____
State Transportation Financial Management Administrator

DATE _____
State Environmental/Location Engineer

DATE _____
State Traffic Safety & Design Engineer

DATE _____
Project Review Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-0003-00(903)		County: Henry		PI No.: 0003903	
Report Date: July 28,2007		Concept By: DOT Office: District 3			
<input checked="" type="checkbox"/> Concept Stage					
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" 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			
Judgment		100			
Environmental		100			
Right of Way		100			
Utility		100			
Constructability		100			
Schedule		100			

NOTICE OF LOCATION AND DESIGN APPROVAL

STP-0003-00(903) Henry County
P. I. Number: 0003903

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.

The date of location approval is August 17, 2007.

Intersection improvement on State Route 20 at the intersection of Airline Road located in Henry County, Georgia Militia District 611, Land District 7, and Land Lots 74, 75, 86, & 87.

This project will realign SR 20 to the south of the current intersection location and realign Airline Road to the west of the current intersection location. Right and left turn lanes will be added to both roads at all approaches.

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

Mark Sanford, Area Engineer
mark.sanford@dot.state.ga.us
1001 Hwy. 19 South
Griffin, GA 30223
770-228-7205

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

William J. Rountree, P.E., District Design Engineer
Department Of Transportation
bill.rountree@dot.state.ga.us
115 Transportation Blvd.
Thomaston, Georgia 30286-4524
(706) 646-6990

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

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office of District 3 Design

PROJECT CONCEPT REPORT

Project Number: STP-0003-00(903)

County: Henry

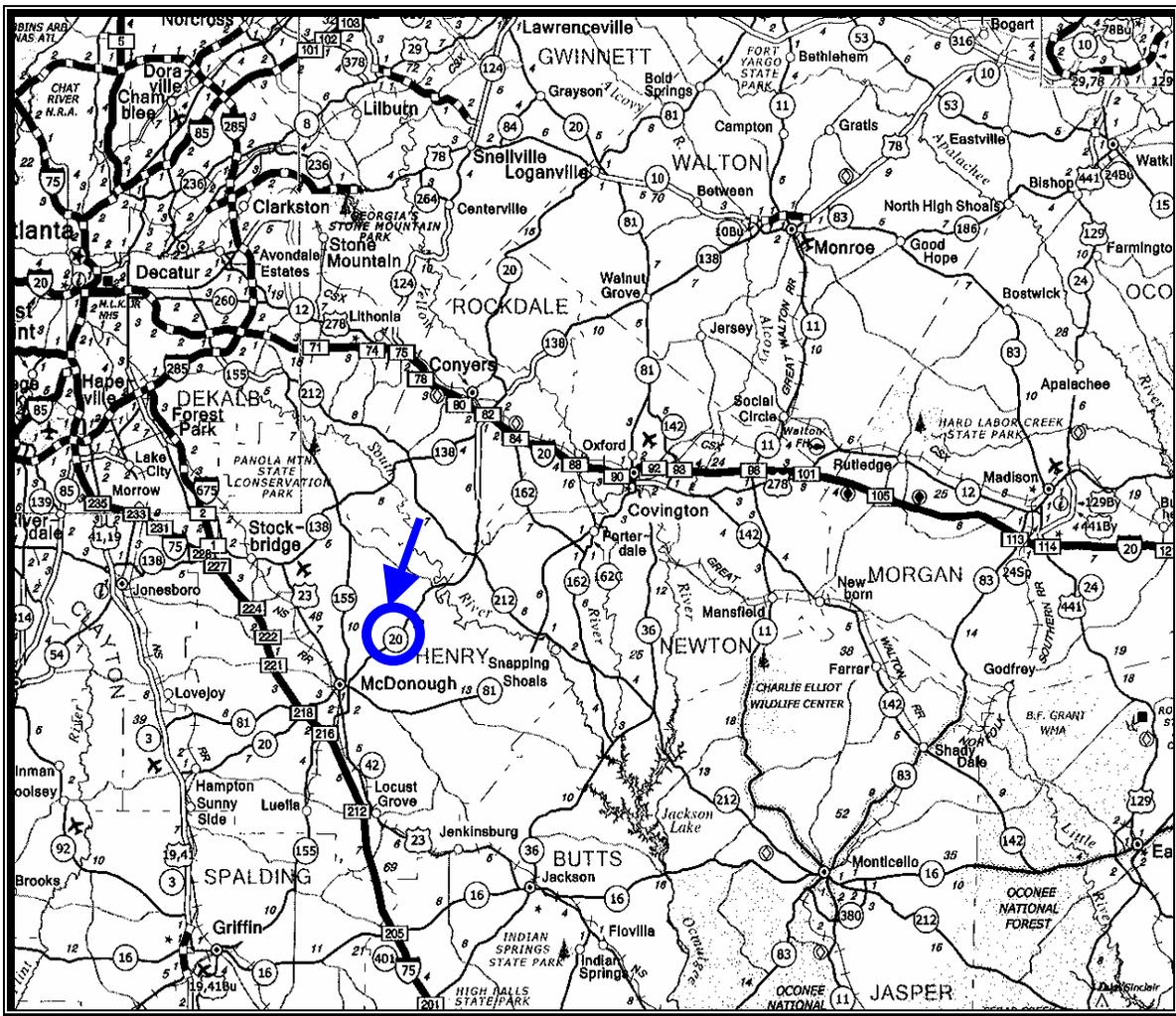
P. I. Number: 0003903



Federal Route Number: none

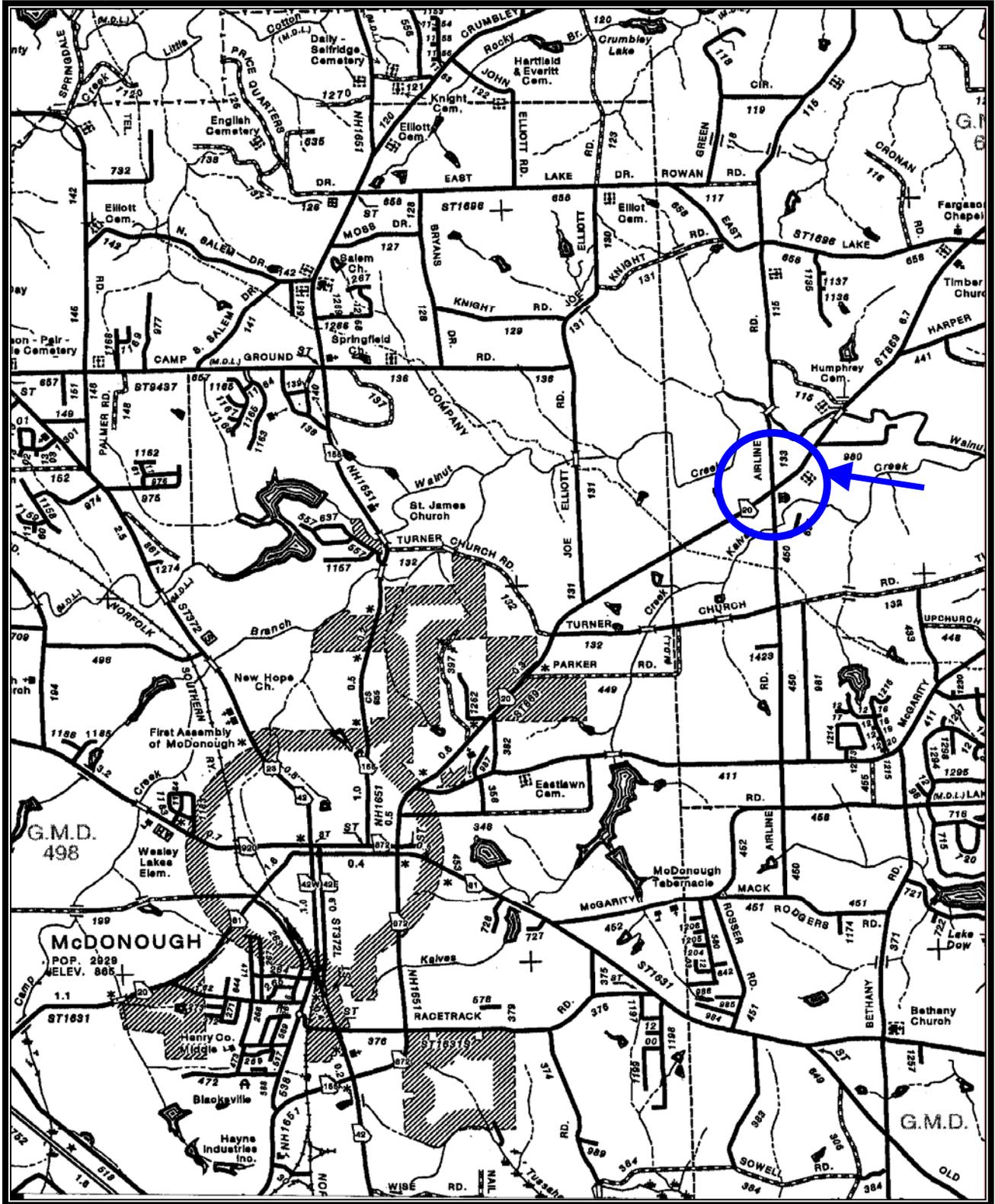
State Route Number: SR 20

Regional Sketch: State Route 20 at Airline Road Intersection Improvement





Project Location Map: State Route 20 at Airline Road Intersection Improvement





- CONSTRUCTION CENTERLINE
- PROPOSED EDGE OF TRAVEL WAY
- PROPOSED EDGE OF PAVED SHOULDER
- EXISTING EDGE OF PAVEMENT
- EXISTING RIGHT OF WAY / PROPERTY LINE
- PROPOSED RIGHT OF WAY

CONCEPT LAYOUT

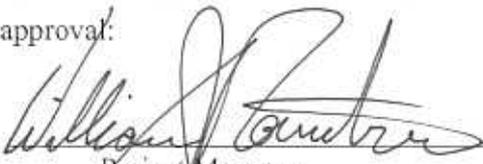
SR 20 @ CR 133/AIRLINE ROAD



STP-0003-00(903)
P.I. NO. 0003903
HENRY COUNTY

Project Concept Report Page 2
Project Number: STP-0003-00(903)
P.I. Number: 0003903
County: Henry

Recommendation for approval:

DATE 7/27/07 
Project Manager

DATE 7/28/07 
District Engineer

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

DATE _____
State Transportation Planning Administrator

DATE _____
State Transportation Financial Management Administrator

DATE _____
State Environmental/Location Engineer

DATE _____
State Traffic Safety & Design Engineer

DATE _____
Project Review Engineer

Need and Purpose:

Background

This project was initiated in 2000. The proposed intersection improvement at SR 20 and Airline Road has been identified for funding in the RTP under the Lump Sum Safety funding category, AR-118 C. The intersection of SR 20 and Airline Road has met the requirement to warrant the installation of a traffic signal partially based on the number of right angle crashes within a 12 month period.

Existing Conditions

SR 20 north of the City of McDonough is a two lane facility with 12 foot lanes, rolling terrain and a posted speed limit is 55 MPH. Airline Road is a north/south local road with two 10 foot lanes, a three percent cross-slope and a posted speed is 45 MPH. Airline Road intersects SR 20 at less than a 90 degree angle. Sight distance from Airline Road is poor due to vertical and horizontal curvature of SR 20 east of the intersection. The sight distance problem on the southbound approach of Airline Road is compounded due to an embankment that further hinders a driver's ability to see approaching traffic. Both the northbound and southbound approaches have a sight distance of less than one tenth of a mile, which is considered below standards.

Projects in the area in the 6 year Construction Work Program

There are no projects in the immediate vicinity of this project at the present time.

Travel Demand and Operational Characteristics

Traffic along SR 20 has grown steadily from 6,100 AADT in 2001 to 7,400 AADT in 2005, increasing at a rate of 2.7% per year. SR 20 in the vicinity of this intersection is operating at Level of Service A, indicating the traffic is operating at free flow speeds. No historical traffic counts are available for Airline Road. Traffic volumes are projected to increase significantly for both SR 20 and Airline Road. SR 20 will carry approximately 11,350 AADT per day in 2011 and 18,600 AADT in 2031. The Level of Service (LOS) on this facility will degrade from the projected LOS C in 2011 to LOS F in 2031. Airline Road will also carry higher volumes of traffic in the future, 3,900 AADT in 2011 and 6,350 AADT in 2031.

Community Issues

Henry County is part of the Atlanta metropolitan area and has a rapidly growing population. The 2000 Census listed the population in Henry County as 120,000. During the 1990 Census year, Henry County had a population of 59,200. Between 1990 and 2000, Henry County gained 60,800 residents, a 102 percent increase, which ranked highest in the region in net population increase. Population is expected to grow rapidly and employment growth will likely accelerate as population density increases. The 2010 population projection for Henry County is 211,828. In the area of the proposed project the average household size is 2.74 persons and approximately 48% of the population is minority. These factors would not impact the proposed project.

The land uses in the vicinity of the project is a mix of low density residential and agricultural. The future land use plan for Henry County projects the SR 20 corridor will continue to develop as low density residential.

Safety

An initial crash analysis showed a total of 8 accidents during the three year period from 1998 to 2000. However, the more recent trend indicates that crashes are on the rise and are predominately right angle accidents with vehicles from Airline Road. During the three year period from 2004 to 2006, a total of 23 crashes were reported at this intersection. Approximately 61 percent (14) of the 23 crashes were angle type crashes. Nine of the 14 angle crashes involved a vehicle from east of the intersection. Four of the total crashes were rear end crashes, four crashes did not involve another vehicle and one was a sideswipe crash. A total of 28 injuries were reported from 2004 and 2006 with fifty percent of the injury crashes occurred during the morning and afternoon peak periods.

SR 20 Crashes	2004	2005	2006
Total Crashes	3	10	10
Right Angle Crashes	1	5	8
Total Crash Injuries	1	8	19

During the first four months of 2007 there have been six crashes at the Airline Road/ SR 20 intersection. Five of the crashes were angle type crashes.

Need and Purpose

The purpose of this project is to improve the safety and operation of the intersection of SR 20 at Airline Road in Henry County. The SR 20/Airline Road intersection suffers from poor sight distance for the northbound and southbound approaches due to vertical and horizontal curvature of SR 20, an embankment and the angle in which Airline Road intersects SR-20.

Description of the Proposed Project: Improve the State Route 20 intersection at County Road 133/Airline Road by adding left and right turn lanes on all approaches along with a signal. State Route 20 will be realigned to the south and Airline Road realigned to the west to facilitate the additional width needed for the left and right turn lanes and avoid the potential historic house in the northeast quadrant of the intersection. Also, the hill crest will be lowered east of the intersection along State Route 20 to increase the site distance at the intersection.

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

PDP Classification: Major Minor

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

Functional Classification: SR 20 – Urban Minor Arterial Airline Road – Urban Collector Street

U. S. Route Number(s): none

State Route Number(s): 20

Traffic (AADT):

Traffic(AADT) Two Way Traffic	SR 20	Airline Road
Current Year: (2011)	11025	3825
Design Year: (2031)	18075	6175
K =	7.2%	8.7%
D =	51.5%	51.4%
T =	7.0%	2.5%
24 HR T =	10.0%	4.5%

Existing Design Features:

- Typical Section:
 - SR 20: Twelve foot wide eastbound and westbound through lanes with five foot wide shoulders (two feet paved and three feet grass).
 - Airline Road: Twelve foot wide northbound and southbound through lanes with four foot wide grass shoulders.
- Posted Speed: SR 20: 55 mph Airline Road: 45 mph
- Minimum Radius: SR 20: 2541 feet Airline Road: 300 feet
- Maximum Grade: SR 20: 3 % Airline Road: 10 %
- Estimated Total Width of Right of Way: SR 20: 80 to 90 feet Airline Road: 60 to 140 feet (140 feet is due to Airline Road south being originally realigned).
- Major Structures: none
- Major Intersections Along the Project: SR 20 at Airline Road
- Length of Roadway segments:
 - SR 20: Approximate begin mile post 4.69 and ending mile post 5.16 (0.47 miles total)
 - Airline Road (North – County Road 133): Approximate begin mile post 0.58 and ending mile post 0.83 (0.25 miles total)
 - Airline Road (South – County Road 450): Approximate begin mile post 0 and ending mile post 0.21 (0.21 miles total)
 - Airline Road: 0.46 miles total

Proposed Design Features:

- Proposed Typical Section(s):
 - SR 20: Twelve foot wide eastbound and westbound left, right and through lanes with ten foot wide shoulders (two feet paved and eight feet grass).
 - Airline Road: Twelve foot wide northbound and southbound left, right and through lanes with eight foot wide grass shoulders.
- Proposed Design Speed: SR 20: 55 mph Airline: 45 mph
- Proposed Maximum Grade SR 20: 1 % Maximum Grade Allowable SR 20: 6 %
- Proposed Maximum Grade Airline: 9 % Maximum Grade Allowable Airline: 9 %
- Proposed Maximum Grade Driveway: 10 %
- Proposed Minimum Radius of Curve: SR 20: 1800 feet Airline: 660 feet
- Minimum Radius Allowable: SR 20: 1060 feet Airline: 643 feet
- Right of Way:
 - Width: SR 20: 120 to 170 feet Airline: 140 to 298 feet
 - Easements: Temporary , Permanent , Utility , Other .
 - Type of access control: Full , Partial , By Permit , Other .
 - Number of parcels: 12 Number of displacements: 0
 - Businesses: 0
 - Residents: 0
 - Mobile Homes: 0
 - Other: 0

- Structures: none
- Major Intersections: State Route 20 at Airline Road
- Traffic Control during Construction: Traffic will be maintained on the existing roadway with possible stage construction.

- Design Exceptions to Controlling Criteria Anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
○ HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances: None
- Environmental Concerns:
 - Possible historic house in the northeast quadrant
 - Possible historic house/property in northwest quadrant
 - Cemetery (circa 1800's) approximately 1000 feet east of intersection along SR 20
 - Ecology issues related to the stream that crosses Airline Road and the culvert at that location
 - Possible 404 associated with wetlands
- Level of Environmental Analysis:
 - Are Time Savings Procedures appropriate? Yes , No ,
 - Categorical Exclusion
 - Environmental Assessment/Finding of No Significant Impact (FONSI)
 - Environmental Impact Statement (EIS)
- Utility Involvements:
 - Snapping Shoals EMC (Electricity)
 - Henry County Water / Sewer (water/sewer no conflict)
 - BellSouth/AT&T (fiber-optic and cable, no conflict with telephone)
 - Atlanta Gas Light Company (Natural Gas)
 - Charter Communications (CATV)

Project Responsibilities:

- Design: GDOT
- Right of Way Acquisition: Henry County GDOT
- Relocation of Utilities: Henry County GDOT *ADep 8/21/2007*
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor

Coordination:

- Concept Meeting Date and Brief Summary. 6-26-07 (See attached minutes)
- Other projects in the Area: 343395 Henry SR 20 at Walnut Creek, 0007854 Henry Widen SR 20 from the McDonough Bypass in Henry County to SR 212 in Newton County (Long Range), M003332 Henry Maintenance along SR 20 from Newton County line to West of CS 746/Regency Park Drive
- Other Coordination to Date: A meeting was held between District Engineer Thomas Howell and the Henry County Board of Commissioners, however no minutes were taken.

Scheduling – Responsible Parties' Estimate

- Time to Complete the Environmental Process: 12 Months
- Time to Complete the Preliminary Construction Plans: 6 Months
- Time to Complete Right of Way Plans: 3 Months
- Time to Complete the Section 404 Permit: 6 Months
- Time to Complete Final Construction Plans: 6 Months
- Time to Complete the Purchase of Right of Way: 12 Months
- Time to Complete the Utilities Relocation: 8 Months

Alternates Considered:

- **Alternate 1:** Improve the State Route 20 intersection at County Road 133/Airline Road by adding left and right turn lanes on all approaches along with a stop-and-go signal. State Route 20 will be realigned to the south and Airline Road realigned to the west to facilitate the additional width needed for the left and right turn lanes and avoid the potential historic house in the northeast quadrant of the intersection. Also, the hill crest will be lowered east of the intersection along State Route 20 to increase the sight distance at the intersection.
- **Alternate 2:** Improve the State Route 20 intersection at County Road 133/Airline Road by adding left and right turn lanes on all approaches and a stop-and-go signal *without* the realignment of either State Route 20 or County Road 133/Airline Road. This alternative was rejected because the existing radii of 300' could not be maintained due to the speed limit of County Road 133/Airline Road. This alternative would also cause significant impact to the potential historic site in the northeast quadrant with the possibility of disturbing the residence.

- **Alternate 3: No Build** – This alternative was rejected because it does not meet need and purpose for the project.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C
 - b. Right of Way
 - c. Utilities
2. Layout
3. Typical Sections
4. Capacity Analysis
5. Concept Team Meeting Minutes
6. Public Information Open House Summary
7. Notice of Location and Design Approval

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: STP-0003-00(903)		County: Henry		PI No.: 0003903	
Report Date: (date)		Concept By: District 3 Design			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input checked="" type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation					
Judgment					
Environmental					
Right of Way					
Utility					
Constructability					
Schedule					

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-0003-00(903) COUNTY: HENRY

PI #: 0003903 DESCRIPTION: SR 20 @ Airline Road/CR133

DATE: 6/21/2007 ESTIMATED LETTING DATE: 7/2009

PREPARED BY: Tyler Peek PROJECT LENGTH: 0.93 MILE

PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEVELOPMENT

A. RIGHT-OF-WAY:			
1. PROPERTY (LAND & EASEMENT)	10.13 AC	\$25,000.00 PER AC	\$253,250.00
2. DISPLACEMENTS	RES: 0	BUS: 0	M.H.: 0
3. OTHER COST (ADM./COST, INFLATION)			\$872,547.00
SUBTOTAL: A			\$1,125,797.00
B. REIMBURSABLE UTILITIES:			
1. RAILROAD			\$0.00
2. TRANSMISSION LINES			
3. SERVICES			\$20,000.00
SUBTOTAL: B			\$25,000.00
C. CONSTRUCTION:			
1. MAJOR STRUCTURES			
a. BRIDGES	0 LF	\$0.00 PER LF	\$0.00
b. CONC APPROACH SLAB	0 EA	\$0.00 PER EA	\$0.00
c. CULVERTS			
1) CLASS A CONCRETE	0 CY	\$500.00 PER CY	\$0.00
2) BAR REINF STEEL	0 LB	\$0.80 PER LB	\$0.00
d. RETAINING WALLS	0 SF	\$45.00 PER SF	\$0.00
SUBTOTAL: C-1			\$0.00
2. GRADING AND DRAINAGE			
a. EARTHWORK	50,000 CY	\$10.00 PER CY	\$500,000.00
b. DRAINAGE			
1) CROSS DRAIN PIPE	6 EA	\$11,300.00 PER EA	\$67,800.00
2) SIDE DRAIN PIPE	0 EA	\$6,200.00 PER EA	\$0.00
3) CONCRETE V-GUTTER	500 LF	\$20.00 PER LF	\$10,000.00
4) LONGITUDINAL SYSTEM	0 LF	\$79.00 PER LF	\$0.00
SUBTOTAL: C-2			\$577,800.00
3. BASE AND PAVING			
a. AGGREGATE BASE	4,775 TN	\$25.00 PER TN	\$119,375.00
b. ASPHALT PAVING			
1) SURFACE	490 TN	\$100.00 PER TN	\$49,000.00
2) BINDER	786 TN	\$100.00 PER TN	\$78,600.00
3) BASE	3,370 TN	\$100.00 PER TN	\$337,000.00
4) LEVELING	300 TN	\$100.00 PER TN	\$30,000.00
SUBTOTAL: C-3.b			\$494,600.00
c. BITUM TACK COAT	150 GAL	\$2.00 PER GAL	\$300.00
d. MILLING	300 SY	\$5.00 PER SY	\$1,500.00
e. CONCRETE PAVING	0 SY	\$75.00 PER SY	\$0.00
f. CONCRETE MEDIAN, 8 IN	0 SY	\$35.00 PER SY	\$0.00
SUBTOTAL: C-3			\$615,775.00

4. LUMP ITEMS:			
a. GRASSING	15 AC	\$2,000.00 PER AC	\$30,000.00
b. CLEARING AND GRUBBING	20 AC	\$5,000.00 PER AC	\$100,000.00
c. LANDSCAPING			\$0.00
d. EROSION CONTROL			\$156,000.00
e. TRAFFIC CONTROL			\$50,000.00
f. SIGNAL			\$75,000.00
g. LIGHTING			\$0.00
h. ATMS			\$0.00
SUBTOTAL: C-4			\$411,000.00
5. MISCELLANEOUS:			
a. SIGNING	30 EA	\$560.00 PER EA	\$16,800.00
b. ASPH PAVEMENT MARKING	26,000 LF	\$1.20 PER LF	\$31,200.00
c. ASPH PAVEMENT HATCHING	15,000 SY	\$3.50 PER SY	\$52,500.00
d. GUARDRAIL	0 LF	\$30.00 PER LF	\$0.00
e. SIDEWALK, 6 IN	140 LF	\$25.00 PER LF	\$3,500.00
f. RIP RAP, TY 1	200 SY	\$28.00 PER SY	\$5,600.00
SUBTOTAL: C-5			\$109,600.00
6. SPECIAL FEATURES:			
a.	0 UNIT	\$0.00 COST PER UNIT	\$0.00
SUBTOTAL: C-6			\$0.00
ESTIMATE SUMMARY			
A. RIGHT-OF-WAY			\$1,125,800.00
B. REIMBURSABLE UTILITIES			\$25,000.00
C. CONSTRUCTION			
1. MAJOR STRUCTURES			\$0.00
2. GRADING AND DRAINAGE			\$577,800.00
3. BASE AND PAVING			\$615,775.00
4. LUMP ITEMS			\$411,000.00
5. MISCELLANEOUS			\$109,600.00
6. SPECIAL FEATURES			\$0.00
SUBTOTAL CONSTRUCTION COST			\$1,714,175.00
E. & C. (10%)			\$171,417.50
TOTAL CONSTRUCTION COST			\$1,885,592.51
GRAND TOTAL PROJECT COST			\$3,036,392.51
This project is 100 % in Congressional District 3			

Preliminary Right of Way Cost Estimate

Phil Copeland
Right of Way Administrator
 By: Jerry Milligan

Date: June 19, 2007
Project: STP-0003-00(039)Henry
Existing/Required R/W: Varies/Varies
Project Termini : SR 20 @ Airline Road Intersection Improvement
Project Description: SR 20 @ Airline Road Intersection Improvement

P.I. Number: 0003903
No. Parcels: 12

Land: R/W Agricultural / Res.: 10.13 acres @ \$.25,000 / acre \$ 253,250

Improvements : fencing, landscaping, misc. site improvements 71,000

Relocation: Residential (0)
 Commercial (0) 0

Damage : Cost to Cure (0) parcel
 Proximity (0)parcel
 Uneconomic Remnant 0

Net Cost \$ 324,250

Net Cost		\$ 324,250
Scheduling Contingency	55 %	178,338
Adm/Court Cost	60 %	301,553
Market Appreciation	40 %	<u>321,656</u>
		\$ 1,125,797

Total Cost \$1,125,800

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **STP-0003-00(903), Henry County, P.I.#0003903** OFFICE Thomaston
Intersection Improvement SR-20 @ CR 133/Airline Rd
DATE June 18, 2007

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

TO Bill Rountree, P.E., District Design Engineer

SUBJECT **UTILITY COST ESTIMATE**

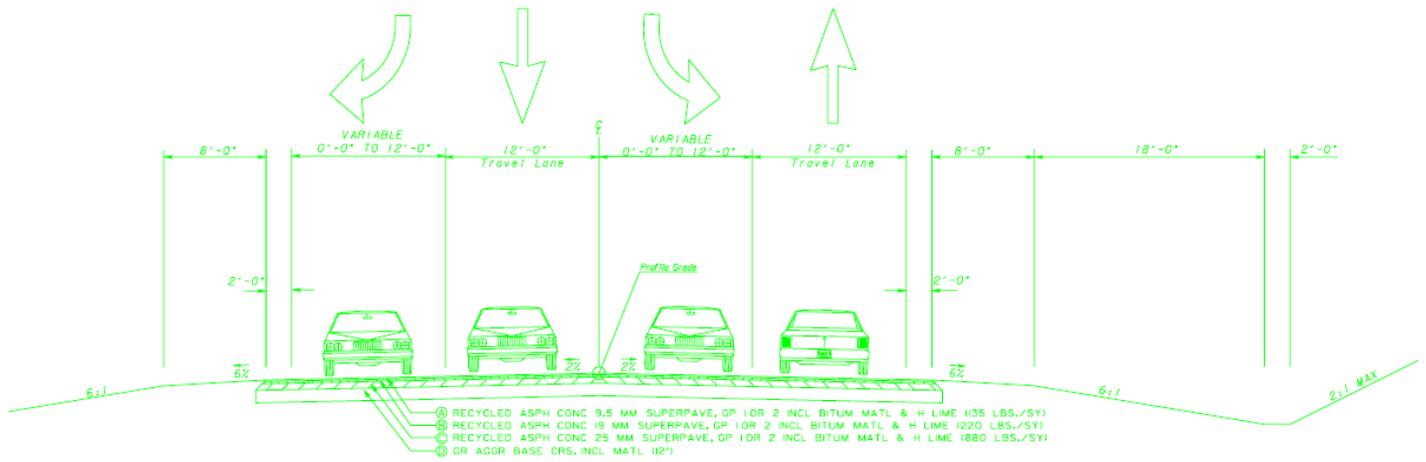
The following is a ballpark utility cost estimate for facilities located within the scope of the above referenced project.

UTILITY OWNER	PUBLIC OR PRIVATE	TYPE OF UTILITY	REIMBURSABLE	NON-REIMBURSABLE
Snapping Shoals EMC	Public	Electric	25,000	0
Henry County Water & Sewer Authority	Public	Water & Sewer	0	55,000
BellSouth	Private	Telecom	0	37,000
Atlanta Gas Light	Private	Nat Gas	0	75,000
Charter Communications	Private	Cable TV	0	10,000
TOTAL PROJECT COST			\$25,000	\$177,000

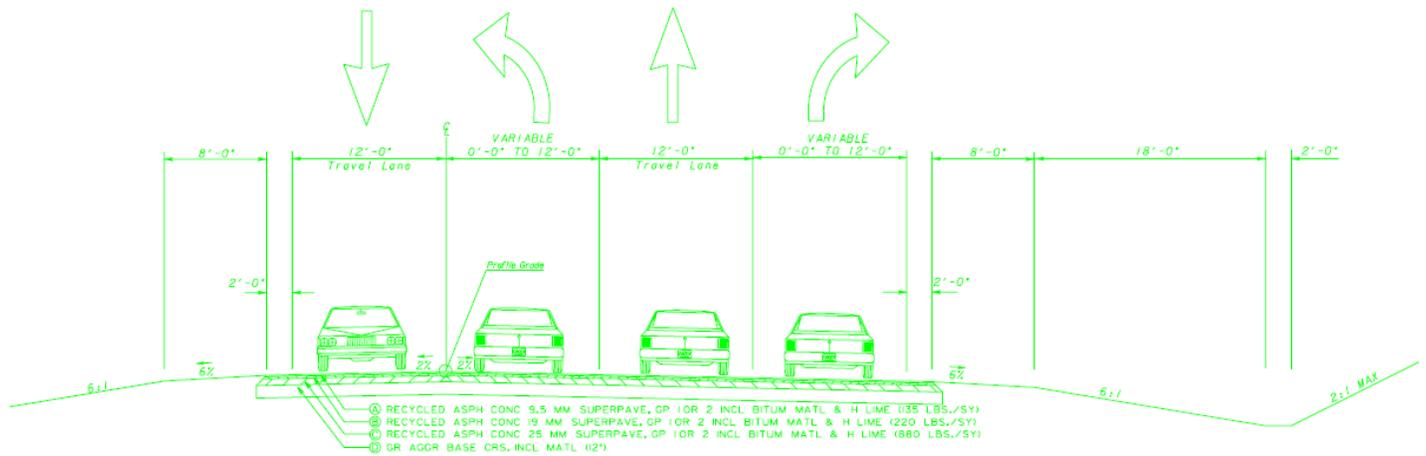
If you have any questions, please call Glenn A. Williams at 706-646-6549.

KMG:GAW:pls

cc: Jeff Baker, P.E., State Utilities Engineer (*via: e-mail*)
Brent D'Angelo, P.E., Asst. State Utilities Engineer (*via: e-mail*)
Terry Brigman, State Utilities Preconstruction Engineer (*via: e-mail*)

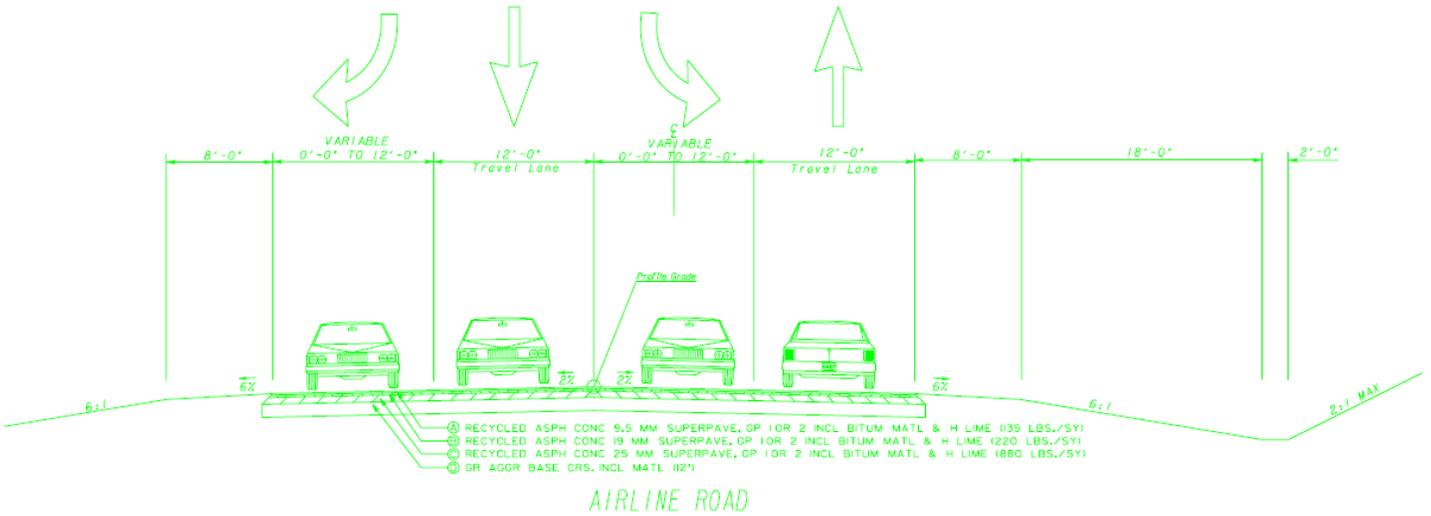
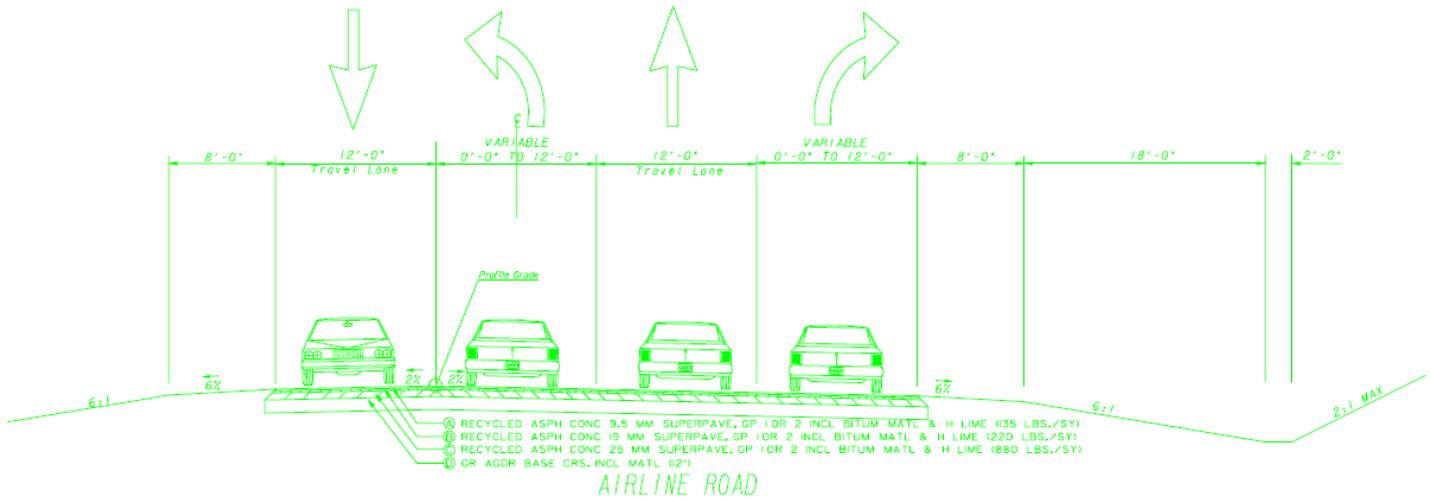


STATE ROUTE 20

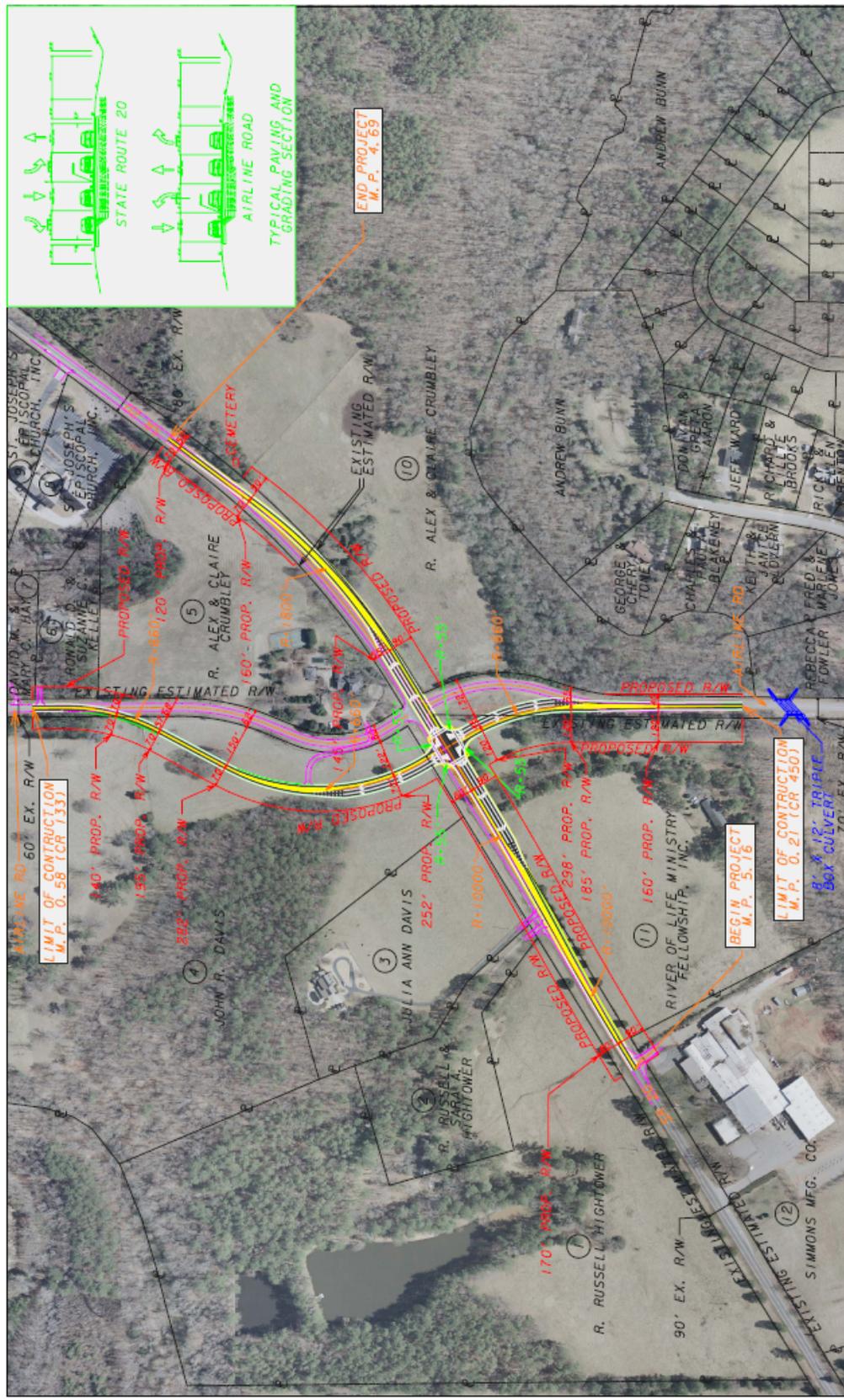


STATE ROUTE 20

TYPICAL PAVING AND GRADING SECTION



TYPICAL PAVING AND GRADING SECTION



STP-0003-00(903)
 P.I. NO. 0003903
 HENRY COUNTY



CONCEPT LAYOUT

SR 20 @ CR 133/AIRLINE ROAD

- EXISTING RIGHT OF WAY / PROPERTY LINE
- PROPOSED RIGHT OF WAY
- CONSTRUCTION CENTERLINE
- PROPOSED EDGE OF TRAVEL WAY
- PROPOSED EDGE OF PAVED SHOULDER
- EXISTING EDGE OF PAVEMENT

GEORGIA DEPARTMENT OF TRANSPORTATION
Traffic Operations Division
Thomaston



TRAFFIC ENGINEERING STUDY
June 12, 2006

LOCATION: S.R. 20 @ Airline Road, M.P. 4.78

COUNTY: Henry

REQUESTED BY: Henry County

REASON FOR STUDY: To determine if a Stop and Go signal is warranted for this location.

FINDINGS

TOPOGRAPHY: State Route 20 is a two lane facility running east/west from McDonough east to Conyers and I-20. Airline Road is a north/south two lane roadway running from Rodgers Road to the south to Ogelsby Bridge Road to the north. These two roadways intersect at an approximate 90 degree intersection without any auxillary turn lanes on any of the approaches.

State Route 20 has a moderate downhill grade - approximately 2% - from the east to the west. Airline Road approaches on an uphill grade from the south - approximately 3% - and a downhill grade from the north - approximately 1%. Sight distance is limited to approximately 425' towards the east due to a vertical and horizontal curve on State Route 20 to the east. At the southbound approach of Airline Road, the sight distance is again limited - to 450' - due to an embankment and the same horizontal and vertical curve on State Route 20.

There is a home in the northwest quadrant of the intersection with pasture land occupying each of the other quadrants. Both side roads serve rural residential areas and the intersection is located in a residential area.

EXISTING TRAFFIC CONTROL: Airline Road is stop sign controlled on both approaches.. Posted speed limit is 45 m.p.h. for Airline Road and 55 m.p.h. on S.R. 20.

VEHICLE VOLUMES: S.R. 20 EB: 4036 V.P.D. Airline Road SB: 1530 V.P.D.
S.R. 20 WB: 4113 V.P.D. Airline Road NB: 1584 V.P.D.
Counts were taken in February 2006. See attached traffic counts.

PEDESTRIAN MOVEMENTS: Pedestrians were not observed at this intersection after several visits.

PARKING: There have been no vehicles observed parking in this area. There are no visible signs or any indications that there are vehicles parking in or around this intersection.

COLLISION HISTORY: See attached collision diagrams. From May 2005 to December 2005, there were seven (7) collisions at this intersection. This includes five (5) right angle collisions and two (2) rear-end collisions. In 2004 there were six (6) collisions, including three (3) right angle collisions, two (2) rear-end collisions and one (1) run-off-the-road collision.

WARRANT ANALYSIS: Warrant #1 A (Minimum Vehicular Volume Eight Hour) - was met for seven (7) hours, warrant #1B (Interruption of Continuous Traffic Eight Hour) was met for six (6) hours, and warrants 2 (Four Hour Volumes), 3 (Peak Hour) and 7 (Crash Experience) have been met. (See the attached Traffic signal Warrant Evaluation.)

OTHER INFORMATION:

This intersection is located between McDonough and Interstate 20. A traffic study was completed in September 2000 that recommended a safety project that would construct turn lanes on S.R. 20. However, this project (STP-0003-00(903) Henry County) does not address the restricted sight distance for Airline Road, and will add additional pavement that must be crossed from either Airline Road approach.

Traffic at this intersection has grown rapidly over the last six (6) years. State Route 20 has seen an average growth of 8.9% per year while Airline Road has grown on average 8.6% per year during the previous six (6) year period. This trend is expected to stay level or increase over the next five (5) years as development (both commercial and residential) moves out from McDonough and south from Atlanta. There are currently four (4) subdivisions being constructed or added to within a three (3) mile radius of the subject intersection.

Although this intersection did not meet Warrants 1A and 1B in the stop and go signal evaluation, the addition of seventeen (17) vehicles to Airline Road will satisfy the warrant (by meeting 1A). The addition of a traffic stop and go signal could control each approach to the intersection and provide sufficient sight distance to the signal heads.

CONCLUSION:

It can be concluded from the data reviewed for this intersection and from on site observations that signalization would benefit the operation of this intersection. The traffic through this intersection warrants a stop and go signal, meeting warrant 2, 3 and 7.

RECOMMENDATIONS:

It is recommended that a permit for a stop and go signal be issued to Henry County for this intersection. This permit should be contingent on the construction of left turn lanes on State Route 20, a right turn lane both northbound and southbound on Airline Road, and a right turn lane eastbound on State Route 20. Pedestrian crosswalks and pedestrian signal heads should also be included in the signal design. It is further recommended that all of these improvements be implemented through GDOT Project STP-0003-00(903).

District Traffic Operations Manager

Date

District Traffic Engineer

Date

District Engineer

Date

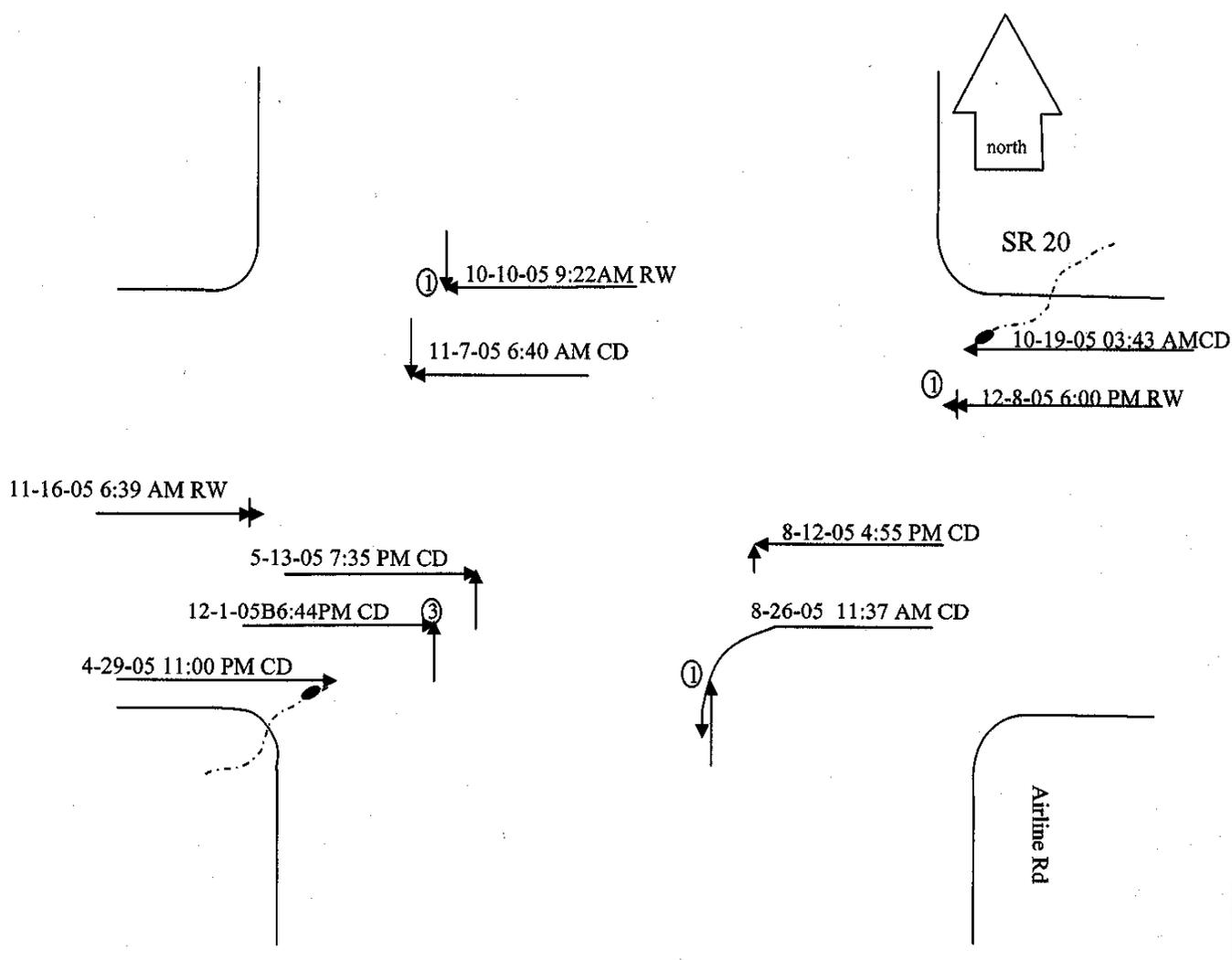
State Traffic Safety and Design Engineer

Date

Director of Operations

Date

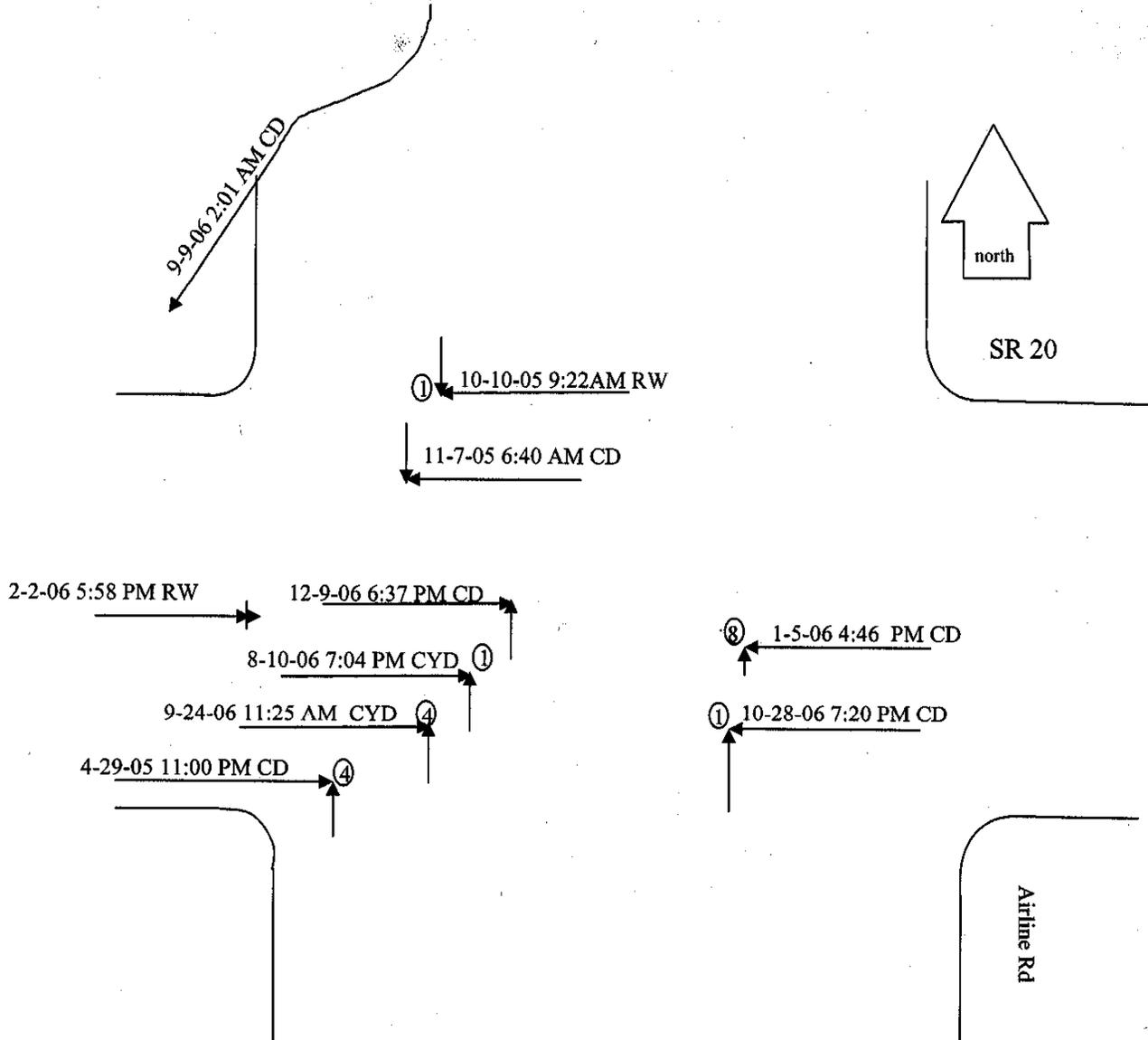
Traffic Collision Diagram
Georgia Department of Transportation
District Three- Thomaston



② Denotes accident with injuries ● Denotes accident with fatalities

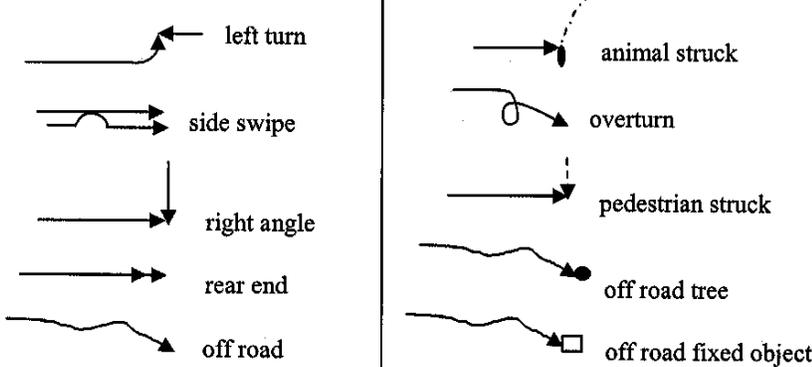
left turn side swipe right angle rear end off road	animal struck overturn pedestrian struck off road tree off road fixed object	Accident Year Jan 05-Dec 05 Total accidents 10 Right Angle Accidents 5 Rear End Accidents 2 Other 3 Injuries 6 Fatal 0 A- AM P- PM C- Clear CL- Cloudy W- Wet I- Ice D- Dry
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Traffic Collision Diagram
 Georgia Department of Transportation
 District Three- Thomaston



② Denotes accident with injuries

● Denotes accident with fatalities



Accident Year Jan 06-Dec 06

Total accidents 10

Right Angle Accidents 8

Rear End Accidents 1

Other 1

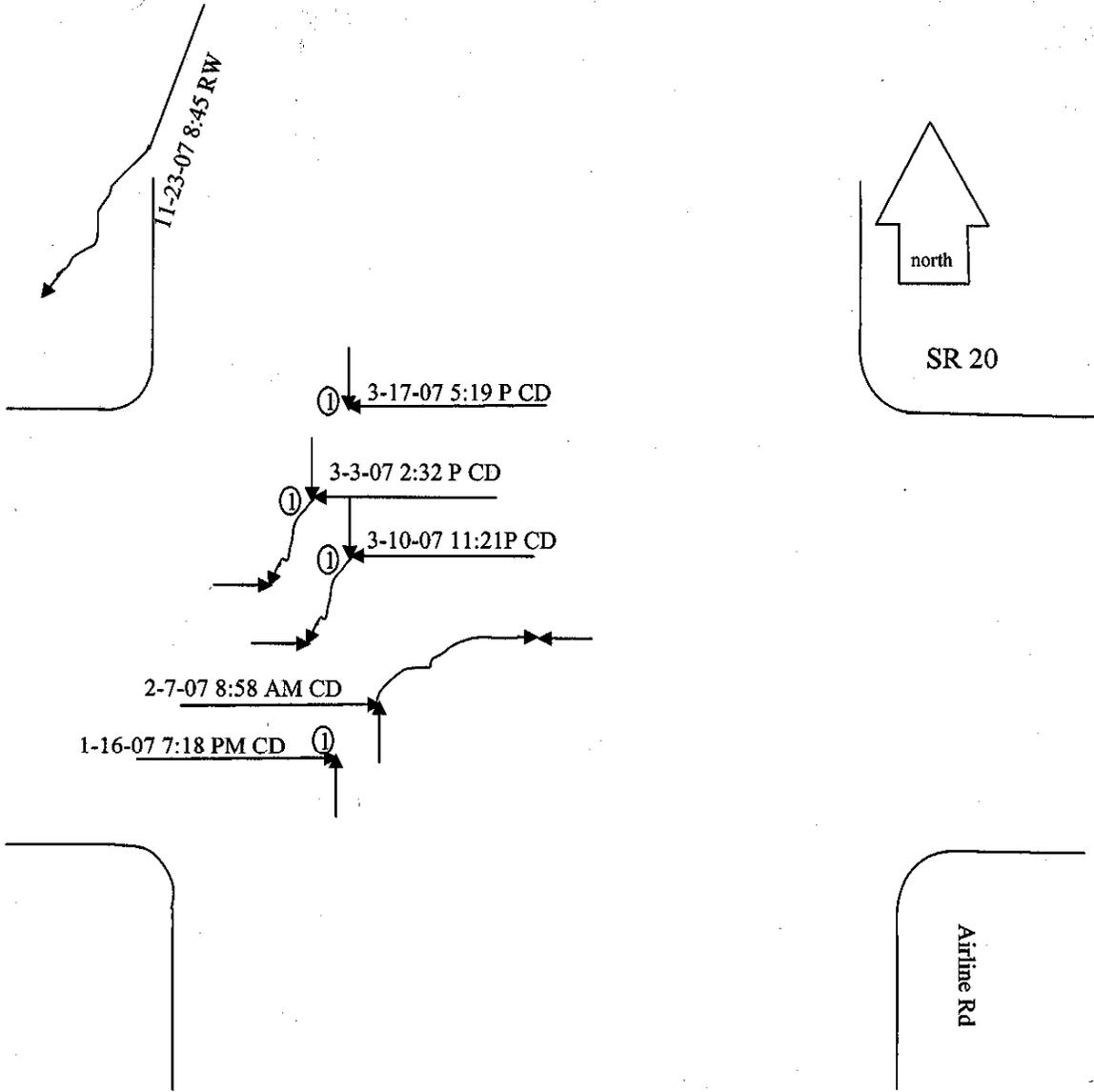
Injuries 19 Fatal 0

A- AM P- PM C- Clear

CL- Cloudy W- Wet

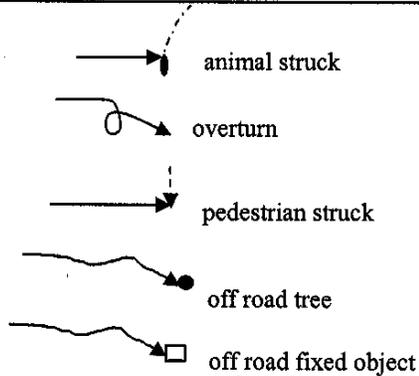
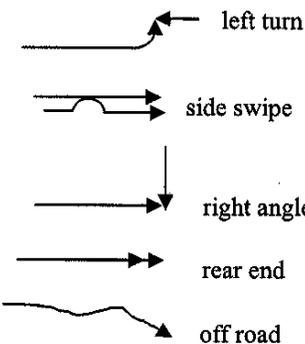
I- Ice D- Dry

Traffic Collision Diagram
 Georgia Department of Transportation
 District Three- Thomaston



① Denotes accident with injuries

② Denotes accident with fatalities



Accident Year Jan—April 07

Total accidents 5

Right Angle Accidents 5

Rear End Accidents

Other

Injuries 4 Fatal 0

A- AM P- PM C- Clear

CL- Cloudy W- Wet

I- Ice D- Dry

Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/metering, I	1.00 0	1.00 0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial unmet demand, Q _b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N _m												
Buses stopping, N _B	0	0	0	0	0	0	0	0	0	0	0	0
Min. time for pedestrians, G _p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 13.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	94	550	33	83	1128	22	117	350	133	11	100	200
Lane group capacity, c	126	1172	996	463	1172	996	285	412	350	127	412	350
v/c ratio, X	0.75	0.47	0.03	0.18	0.96	0.02	0.41	0.85	0.38	0.09	0.24	0.57
Total green ratio, g/C	0.62	0.62	0.62	0.62	0.62	0.62	0.22	0.22	0.22	0.22	0.22	0.22
Uniform delay, d ₁	8.2	6.2	4.5	5.0	10.8	4.5	20.2	22.6	20.1	18.8	19.4	21.0
Progression factor, PF	1.00 0	1.00 0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay calibration, k	0.30	0.11	0.11	0.11	0.47	0.11	0.11	0.38	0.11	0.11	0.11	0.17
Incremental delay, d ₂	21.3	0.3	0.0	0.2	18.0	0.0	1.0	15.4	0.7	0.3	0.3	2.2
Initial queue delay, d ₃												
Control delay	29.5	6.5	4.5	5.1	28.8	4.5	21.2	37.9	20.8	19.1	19.7	23.3

Lane group LOS	C	A	A	A	C	A	C	D	C	B	B	C
Approach delay	9.6			26.8			30.9			22.0		
Approach LOS	A			C			C			C		
Intersection delay	23.0						Intersection LOS			C		

Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/metering, I	1.00 0	1.00 0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial unmet demand, Q _b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N _m												
Buses stopping, N _B	0	0	0	0	0	0	0	0	0	0	0	0
Min. time for pedestrians, G _p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 13.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	133	961	72	122	667	11	22	139	106	22	339	167
Lane group capacity, c	371	1172	996	155	1172	996	127	412	350	275	412	350
v/c ratio, X	0.36	0.82	0.07	0.79	0.57	0.01	0.17	0.34	0.30	0.08	0.82	0.48
Total green ratio, g/C	0.62	0.62	0.62	0.62	0.62	0.62	0.22	0.22	0.22	0.22	0.22	0.22
Uniform delay, d ₁	5.7	8.9	4.6	8.6	6.8	4.4	19.1	19.9	19.7	18.7	22.4	20.5
Progression factor, PF	1.00 0	1.00 0	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay calibration, k	0.11	0.36	0.11	0.33	0.16	0.11	0.11	0.11	0.11	0.11	0.36	0.11
Incremental delay, d ₂	0.6	4.8	0.0	23.1	0.7	0.0	0.7	0.5	0.5	0.1	12.7	1.0
Initial queue delay, d ₃												
Control delay	6.3	13.7	4.6	31.7	7.5	4.4	19.8	20.3	20.2	18.9	35.1	21.6

Lane group LOS	A	B	A	C	A	A	B	C	C	B	D	C
Approach delay	12.3			11.1			20.2			30.1		
Approach LOS	B			B			C			C		
Intersection delay	16.1						Intersection LOS			B		

CONCEPT TEAM MEETING MINUTES

STP-0003-00(903) – Henry County

P.I. 0003903

Intersection Improvement of SR 20 @ CR 133/Airline Road

The concept team meeting for Georgia DOT project STP-0003-00(903) Henry County, P.I. 0003903 was held at 9:30 A.M. on Tuesday, June 27, 2007 with Bill Rountree, District 3 Design Engineer, officiating. Other concepts discussed during this meeting were CSHHP-0007-00(546) and CSHHP-0007-00(546), both in Henry County. Minutes for those concepts will be documented separately. Team members present were:

Bill Rountree	GDOT, District 3 Design Engineer (706-646-6990)
Tyler Peek	GDOT, District 3 Design (706-646-6665)
Jim Hoskins	GDOT, District 3 Design (706-646-6993)
Daryl Cranford	GDOT Planning (404-656-5360)
Al McGee	AT&T, Engineer (770-514-5914)
Tommy Cleveland	GDOT, District 3 Location Engineer (706-646-6666)
Jay Strange	GDOT, District 3 Right of Way (706-646-6980)
Bob Johnson	GDOT, District 3 Right of Way (706-646-6979)
Lee Hearn	Henry County DOT, Director (770-288-7624)
Terry L. McMickle	Henry County, Public Works Director (770-288-6416)
Debra F. Pruitt	GDOT, District 3 Environmentalist (706-646-6984)
Mike England	GDOT, District 3 Traffic Engineer (706-646-6678)
David Simmons	Henry County DOT, Engineer (770-288-7641)
Cheri Hobson-Matthews	Henry County Trans. Planning, Director (770-288-6427)
Gail Davenport	Georgia State Senator (404-656-7586)

The following constitutes the minutes for the concept team meeting held on Tuesday, June 26, 2007. These minutes are a summary in nature and do not attempt to document every item discussed nor statement made. Should your recollection differ from what is contained herein or you wish to add something, please contact Bill Rountree at 706-646-6990, or via e-mail at bill.rountree@dot.state.ga.us.

- I. The meeting began at approximately 9:30 A.M. The first two projects discussed were CSHHP-0007-00(546) and CSHHP-0007-00(547). The discussion of the subject project, STP-0003-00(903), began at approximately 11:00 A.M.
- II. Each member was provided with a concept report draft and meeting agenda. A layout of the concept was displayed on an easel board for visual aid. Since introductions had previously been made, no further introductions were necessary. It was requested that comments or questions be withheld until after a review of the concept report draft.

- III. Bill Rountree began by giving a project description using the layout. There was some minor discussion regarding the location and realignment involved in the concept.
- IV. Additionally, Bill Rountree led the group through the concept report draft and noted some changes throughout:
 - a. Throughout the report, specify “potential historic house” when describing the houses located in the northeast and northwest quadrants.
 - b. Show “proposed maximum grade” on Airline Road as “9%” on page 5.
 - c. Change “minimum allowable radius” to “643 feet” per 2004 AASHTO standards on page 5.
 - d. Add ecology issues related to the stream channel that crosses the southern end of Airline Road. Minor discussion was held concerning possible wetland issues and Section 404.
 - e. Level of Environmental Analysis should be listed as CE per comments from Debra Pruitt.
 - f. It was noted that Terry McMickle would check on the need for a public meeting concerning this concept.
 - g. It was determined that discussion would need to be held with Thomas Howell, District Engineer to determine who would be responsible for right of way acquisition and utility relocation responsibilities.
 - h. It was determined that no PFA was needed at this time. Henry County will be shown as responsible for right of way acquisition and utilities relocation at this time.
 - i. A previous meeting between District Engineer Thomas Howell and the Henry County Board of Commissioners should be listed under “Other Coordination to Date” on page 7.
- V. Following the concept report draft review, comments and questions were requested from members present. Such comments have been listed below and are categorized by department.
 - a. Planning
 - i. Previous comments were made by Daryl Cranford (during concept report draft review) questioning the necessity of the project due to her understanding of the accident history at the intersection. Mike England confirmed that this project was a priority because of safety concerns and agreed to provide Daryl Cranford with accurate and updated accident history to confirm such concerns. Discussion followed regarding the high priority and safety concerns associated with this project.
 - ii. No further comment was made.
 - b. Office of Financial Management – not present

- c. Environmental
 - i. Debra Pruitt informed the group that she would proceed with special studies related to this project since she had already received a layout.
 - d. Utilities – not present
 - e. Right of Way – no comment
 - f. Traffic Operations
 - i. Mike England confirmed that his office would provide the signal design for this project when that became necessary.
 - g. Construction – not present
 - h. Maintenance – not present
 - i. Location
 - i. Tommy Cleveland acknowledged that his office needed old plans for SR 20. The location of old plans remained unknown as group members were unable to provide any information.
 - j. Henry County
 - i. David Simmons commented that he would prefer not lowering the hill crest on SR 20 since the roadway was being realigned and thus sight distance was increasing. He felt that lowering the road under traffic would be a safety and logistics concern. Discussion followed concerning the possibility of leaving the hill crest as is since the roadway was being realigned.
 - ii. David Simmons pointed out that unit weights should be added to the typical sections.
 - iii. Following the meeting, Terry McMickle noted that typically proposed right of way on either side of the centerline was given in increments of five or ten. Discussion followed regarding the possibility of making this change on the layout.
 - k. AT&T
 - i. Al McGee noted the location of several buried cables at the intersection as a utilities concern given the realignment of Airline Road.
- VI. The overall consensus of the members was in favor of building this project as specified by the layout and concept report draft providing minor changes previously discussed were made.
- VII. The meeting was adjourned at approximately 12:00 P.M.