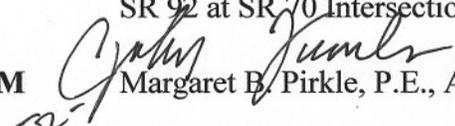


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007493, Fulton County **OFFICE** Preconstruction
CSSTP-0007-00(493)
SR 92 at SR 70 Intersection Improvement **DATE** January 3, 2006
FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
TO *132-* SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District Seven

PROJECT CONCEPT REPORT

FULTON COUNTY
PROJECT NUMBER: CSSTP-0007-00(493)

FEDERAL ROUTE No.: N/A
STATE ROUTE Nos.: SR 92 and SR 70/154
GADOT PI Number: 0007493
Intersection Operational Improvement

SEE ATTACHED
LOCATION SKETCH

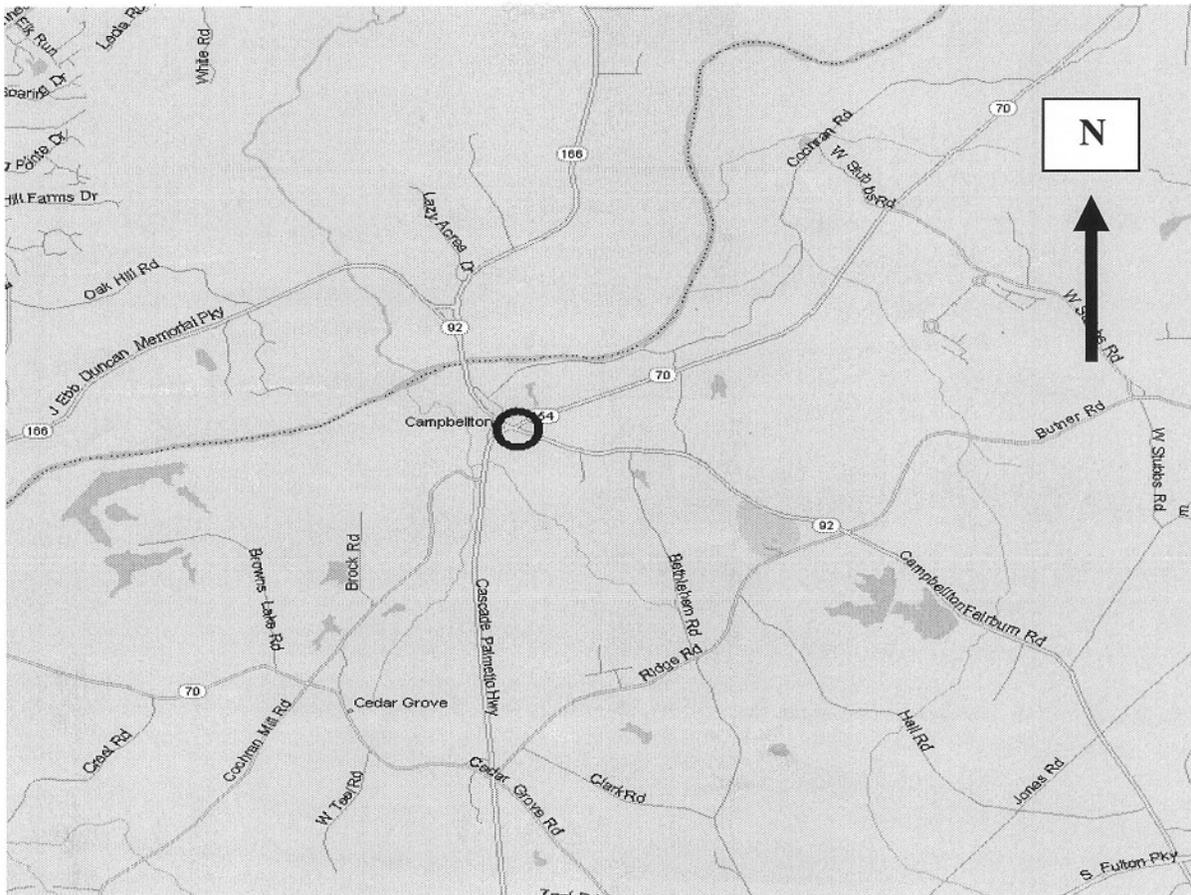
Date of Report: 11/30/05

This concept as presented herein and submitted for approval is consistent with operational improvements.

RECOMMENDED: 12-21-05 *Heed Sell*
DATE STATE TRAFFIC SAFETY AND DESIGN ENGINEER

RECOMMENDED: 12/15/05 *By Pool*
DATE DISTRICT ENGINEER

~~RECOMMENDED:~~ 12/23/05 *O J S [Signature]*
DATE CHIEF ENGINEER



Project Location Map
P.I. No. 0007493

SR 70/154 (Cascade-Palmetto Hwy) at SR 92 (Campbellton-Fairburn Rd)

PROJECT CONCEPT REPORT

P.I. No.: 0007493

Project No.: CSSTP-0007-00(493)

Route Nos.: SR 92 and SR 70/154

Location: This project is located in Fulton County, in Land District 9, Section C, Land Lots 29 and 38, and is at the intersection of SR 70/154 (Cascade-Palmetto Hwy) and SR 92 (Campbellton-Fairburn Rd). The project is 100 percent within congressional district 13.

Statement of Need and Purpose: SR 92 and SR 70/154 is a highly traveled arterial for Fulton and Douglas County Commuters. Because the subject intersection has been identified as having an afternoon level of service (LOS) of F for all four approaches (Signal Warrant Analysis by Wolverton & Associates, 2005), it is being considered for improvement.

The current peak-hour-delay times in seconds for the subject intersection are as follows: SR 70/154 has morning delay times of 59.4 (LOS F) for the northbound approach and 16.0 (LOS C) for the southbound approach. SR 92 has morning delay times of 37.1 (LOS E) for the eastbound approach and 12.5 (LOS B) for the westbound approach. SR 70/154 has afternoon delay times of 131.7 (LOS F) for the northbound approach and 385.2 (LOS F) for the southbound approach. SR 92 has afternoon delay times of 169.1 (LOS F) for the eastbound approach and 463.1 (LOS F) for the westbound approach. Afternoon vehicles queues are up to one mile long due to inefficient left- and right-turn movement. Therefore, the project objective is to increase the intersection's efficiency.

Existing Conditions: The intersection at SR 70/154 and SR 92 is a four-way stop controlled intersection at an angle of 51° (a 39° skew angle). Travel and auxiliary lane widths vary from 11 feet to 17 feet. SR 70/154 is a southwest to northeast arterial that extends from the Coweta County line to SR 8 (Bankhead Hwy) for a distance of 29 miles. SR 92 is a southeast to northwest arterial that traverses southwest Fulton County and runs from Fayette County to north Cobb County. SR 70/154 has two through lanes, a 100-foot channelized right-turning lane, and a 150-foot left-turning lane on the southbound approach but no auxiliary lanes on the northbound approach. SR 92 has two through lanes, a 130-foot channelized right-turning lane on the southeast approach, and a 150-foot channelized right-turning lane on the northwest approach. Although SR 92 has no left-turning lanes, the sight distance is good. Both state routes have rural shoulders along either side.

Description of the Project: The proposed improvements for the intersection include widening the existing intersection to provide 300-foot-long, 12-foot-wide right- and left-turn lanes on all four approaches while maintaining the current road alignment. Included also in this intersection improvement is the installation of a traffic signal as warranted by

signal warrants 1, 2, 3, and 8. To the extent possible, existing features of the intersection will be maintained for future use, e.g. the existing right-turning lanes.

Daily Directional Traffic Counts: Current Year (2005):

- SR 92 Eastbound Count = 6,195
- SR 92 Westbound Count = 5,025
- SR 70/154 Northbound Count = 2,928
- SR 70/154 Southbound Count = 2,727

Weighted Average Annualized Growth Rate = 6.5%

Design Year (2025):

- SR 92 Eastbound Count = 21,830
- SR 92 Westbound Count = 17,700
- SR 70/154 Northbound Count = 10,320
- SR 70/154 Southbound Count = 9,610

Peak-Hour Turning Movement Volumes:

Time	SR 92 EB				SR 92 WB				SR 70/154 NB				SR 70/154 SB			
	L	T	R	P	L	T	R	P	L	T	R	P	L	T	R	P
7-8 am	56	466	7	0	12	184	51	0	91	275	51	0	53	73	17	0
8-9 am	69	362	34	0	22	178	75	0	61	198	36	0	39	65	15	0
4-5 pm	12	209	69	0	24	503	59	0	92	63	14	0	57	177	124	0
5-6 pm	31	221	101	0	20	541	46	0	177	87	14	0	56	343	246	0

Collision History:

Year	Total Accidents	Injuries	Fatalities
2000	5	0	0
2001	4	6	0
2002	7	5	0
2003	10	1	0
Total	26	12	0

Existing Right of Way: The R/W width along SR 92 is 130 feet, and the R/W width along SR 70/154 is 150 feet.

Existing Traffic Control: The existing traffic control consists of a four-way stop control condition with dual overhead flashing red signals on each approach.

Existing Major Structures: None

Bicycle & Pedestrian Considerations: Because pedestrian and bicycle travel volume is negligible and because the existing intersection has rural shoulders and no existing sidewalks or bicycle routes within proximity of the site, we propose no pedestrian or bicycle traffic improvements.

Length: 0.40 mile (2112 feet)

Termini (X)

From M.P.: 14.22 miles

To M.P.: 14.62 miles

PDP Class: Minor project

Functional Class: Two rural minor arterials

Minimum Radius: 2238 feet (SR 92)
1003 feet (SR 70/154)

Max Degree of Curve: 2.56° (existing SR 92)
5.71° (existing SR 70/154)

Max Grades: +/- 8%

Design Speed: 55 mph

Proposed Typical Section: See attached typical sections.

Proposed Major Structures: None

Type Access: Unlimited

Traffic Control during Construction: Detours will not be necessary.

Right-of-Way Requirements: N/A

Utilities: Georgia Department of Transportation

Estimated Cost:

<u>Item</u>	<u>Total Amount</u>	
	<u>FEDERAL/STATE</u>	<u>LOCAL</u>
Surveying	\$5,000.00	\$0.00
Preliminary Engineering	\$25,000.00	\$0.00
R/W and Easements	\$100,000.00	\$0.00
Utilities	\$103,000.00	\$0.00
Estimate LGPA Total	\$0.00	\$0.00
Construction	\$350,000.00	\$0.00
Traffic Signal	\$50,000.00	\$0.00
Railroad Equipment	\$0.00	\$0.00
E & C	\$25,000.00	\$0.00
Total Project	\$658,000.00	\$0.00

Permits Required: None

Level of Environmental Analysis: Categorical Exclusion

Level of Public Involvement: None anticipated

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

Design Variances Required: None expected

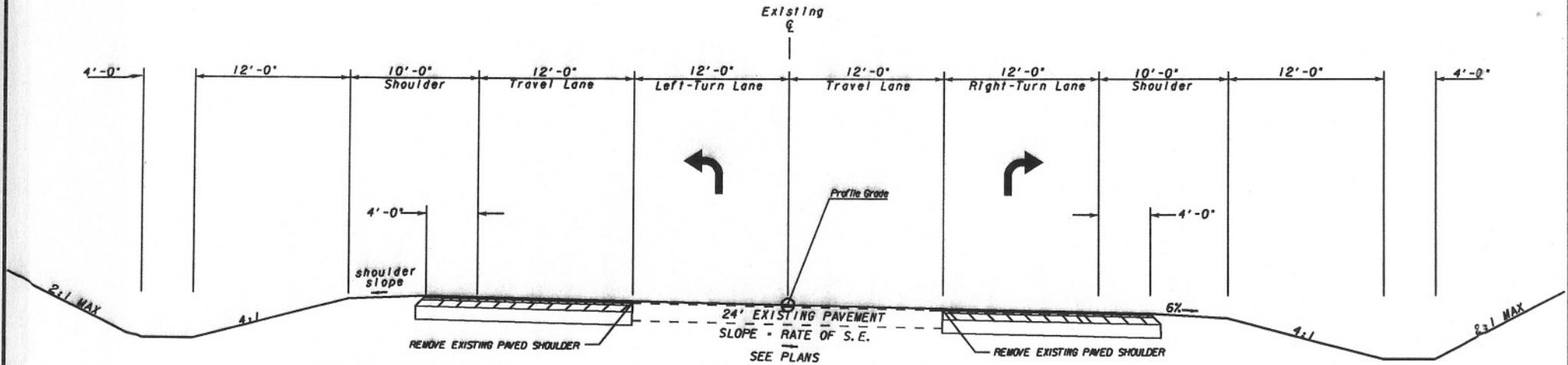
Alternates Considered: No Build

Comments: No other road projects are currently under way or scheduled within the vicinity of the subject intersection.

Prepared by: Jon Griffith, P.G., P.E.
Design Engineer II

Attachments: Typical Sections and Location and Design Notice

TYPICAL SECTIONS

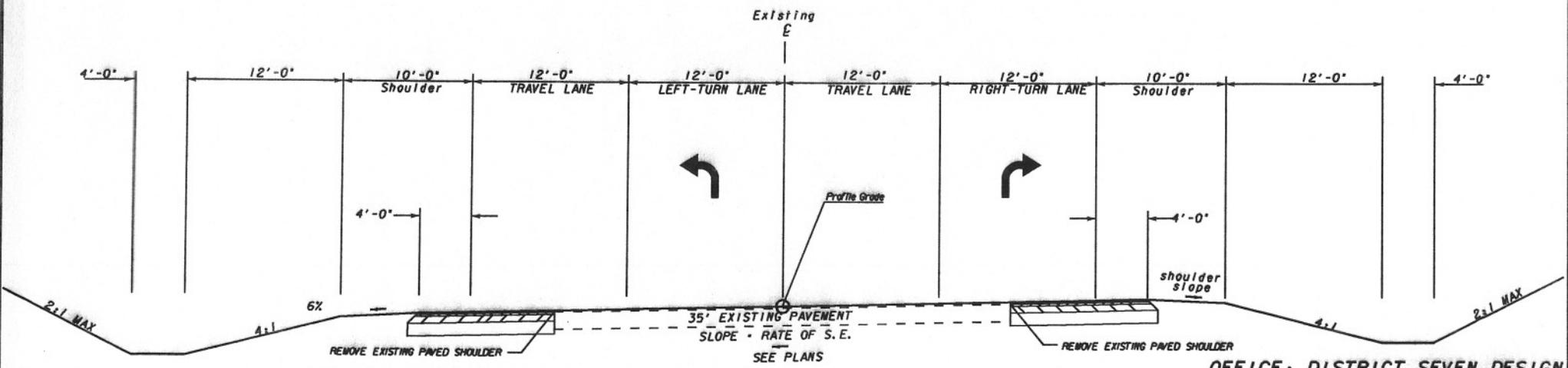


S.E. RATE	shoulder slope
2.0% OR 3.0%	4.0%
4.0% OR 5.0%	2.0%
6.0% OR 7.0%	1.0%
8.0% *	0.0%

NOTE: FOLLOVER NOT TO BOX

SR 92 SUPERELEVATED SECTION
Northbound Approach
130 Feet of Existing R/W

NOT TO SCALE



shoulder slope	S.E. RATE
4.0%	2.0% OR 3.0%
2.0%	4.0% OR 5.0%
1.0%	6.0% OR 7.0%
0.0%	8.0% *

NOTE: FOLLOVER NOT TO BOX

SR 70/154 SUPERELEVATED SECTION
Southbound Approach
150 Feet of Existing R/W

OFFICE: DISTRICT SEVEN DESIGN

NOTICE OF LOCATION AND DESIGN APPROVAL

**Project No. CSSTP-0007-00(493), Fulton County
P.I. No. 0007493**

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 this project.

The date of Location Design Approval: JANUARY 3, 2006.

The project is located entirely within Fulton County, in Land District 9, Section C, Land Lots 29 and 38. The project is also 100 percent within Congressional District 13.

The project is the improvement of the SR 92 (Campbellton-Fairburn Road) at SR 70/154 (Cascade-Palmetto Highway) intersection. Proposed improvements include adding dedicated left- and right-turn lanes to all four approaches. The project extends approximately 1000 feet in all four directions from the intersection. A minor amount of additional right-of-way and permanent and temporary construction easements will be required to complete the project, but no displacements will be necessary.

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

Michael Langford, Area 3 Engineer
Georgia Department of Transportation
District Seven Area Three Office
940 Virginia Avenue
Hapeville, Georgia 30354
Telephone: 404-559-6655
Facsimile: 404-299-4387
michael.langford@dot.state.ga.us

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

Mike Lobdell, P.E., District 7 Preconstruction Engineer
Georgia Department of Transportation
District Seven Office
5025 New Peachtree Road
Chamblee, Georgia 30341
Telephone: 770-986-1050 or 404-463-4947
Facsimile: 770-986-1022
mike.lobdell@dot.state.ga.us

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