



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSSTP-0007-00(495)  
County: Lumpkin, Towns, Union and White  
P. I. Number: 0007495  
Federal Route Number: 19, 23, 76, 129, 441  
State Route Number: 2, 9, 11, 17, 52, 60, 66, 75, 115, 288, 325, 384, 400, 515

PEDESTRIAN UPGRADES @ 20 SR LOCATIONS IN DISTRICT 1

Submitted for approval:

DATE 6-20-11

[Signature] WOLVERTON ASSOCIATES INC.  
Design Consultant Name and Firm Name

DATE 6-23-11

[Signature]  
Office Head (Project Manager's Office)

DATE 6/23/11

Sue Anne Decker  
Project Manager

Recommendation for approval:

DATE 7/11/2011

GENETHA RICE-SINGLETON \*TJ  
Program Control Administrator

DATE 7/1/2011

GLENN BOWMAN \*R  
State Environmental Administrator

DATE 6/29/2011

KATHY ZAHUL \*TJ  
State Traffic Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Utilities Engineer

DATE 6/29/2011

TODD McDUFFIE \*TJ  
District Engineer/District Utilities Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

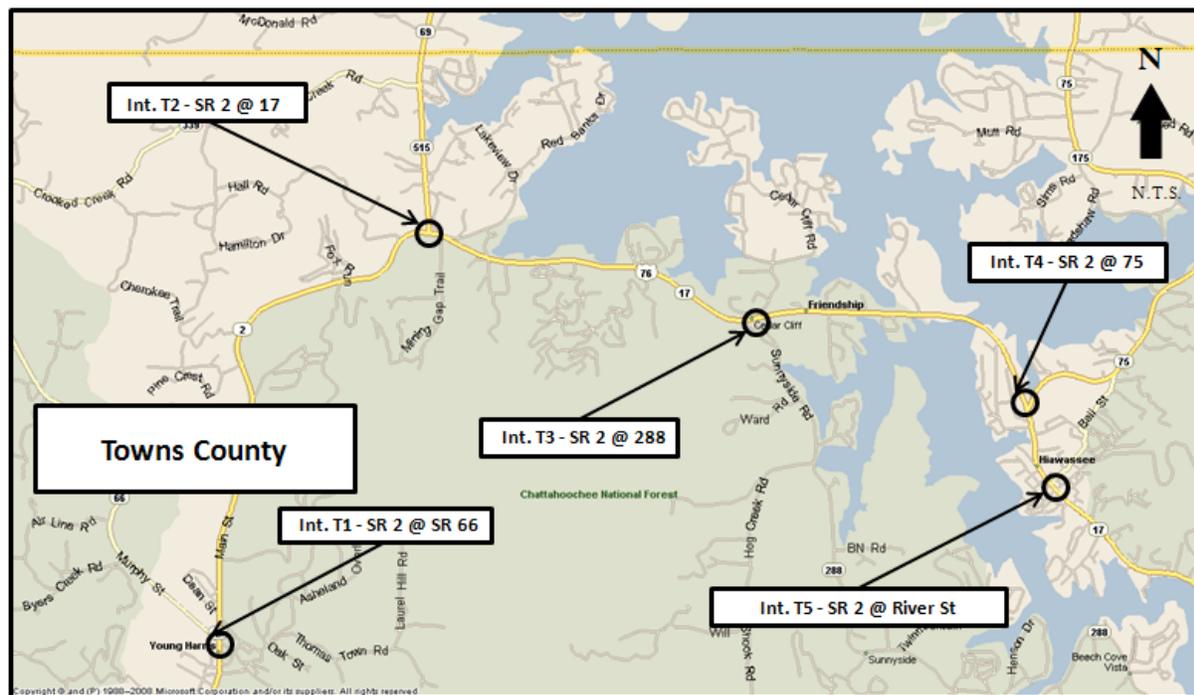
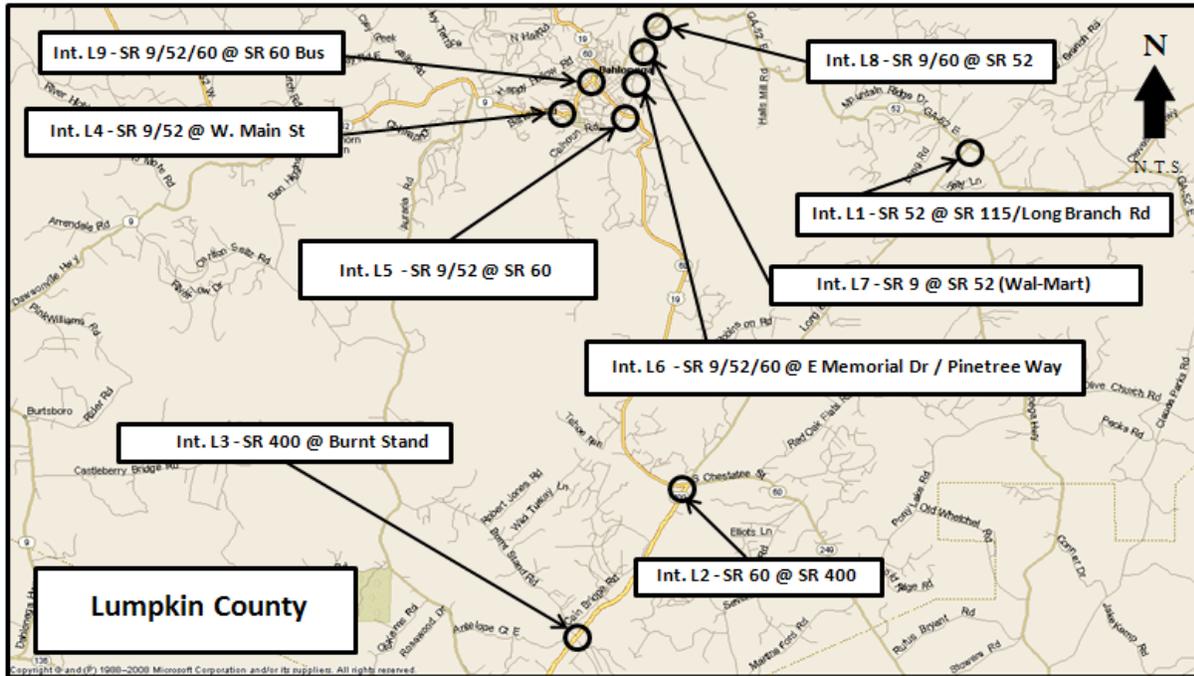
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

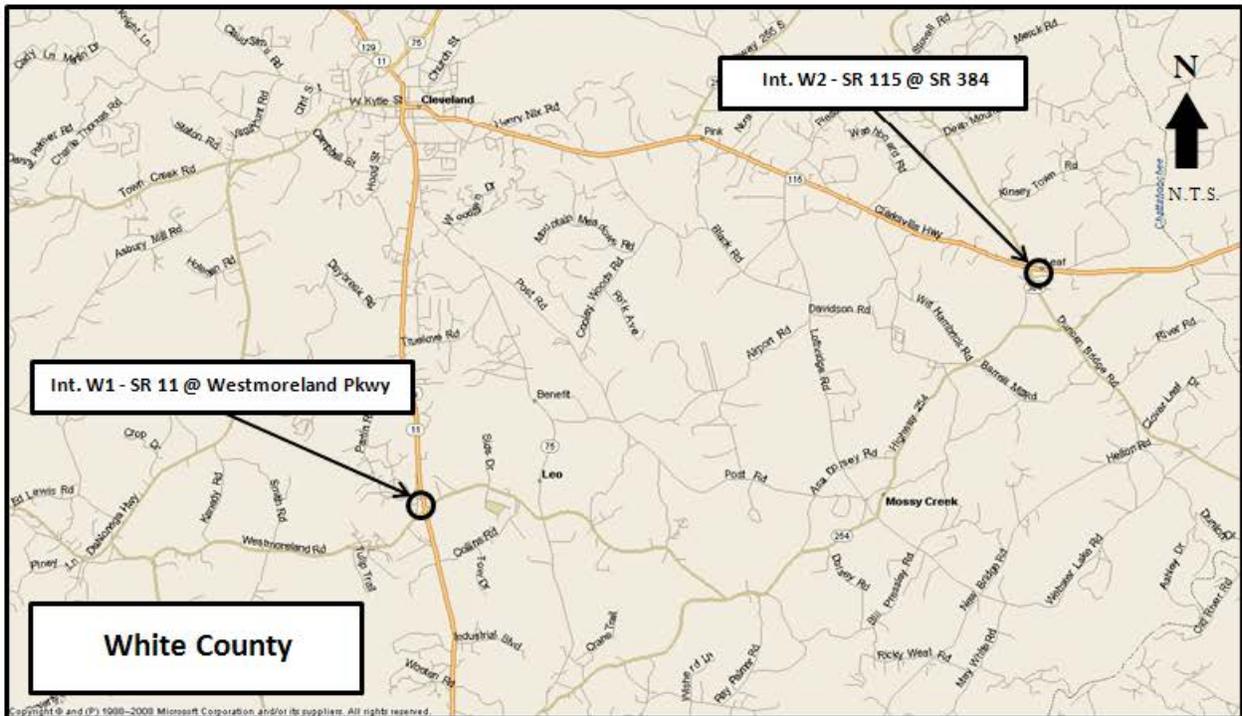
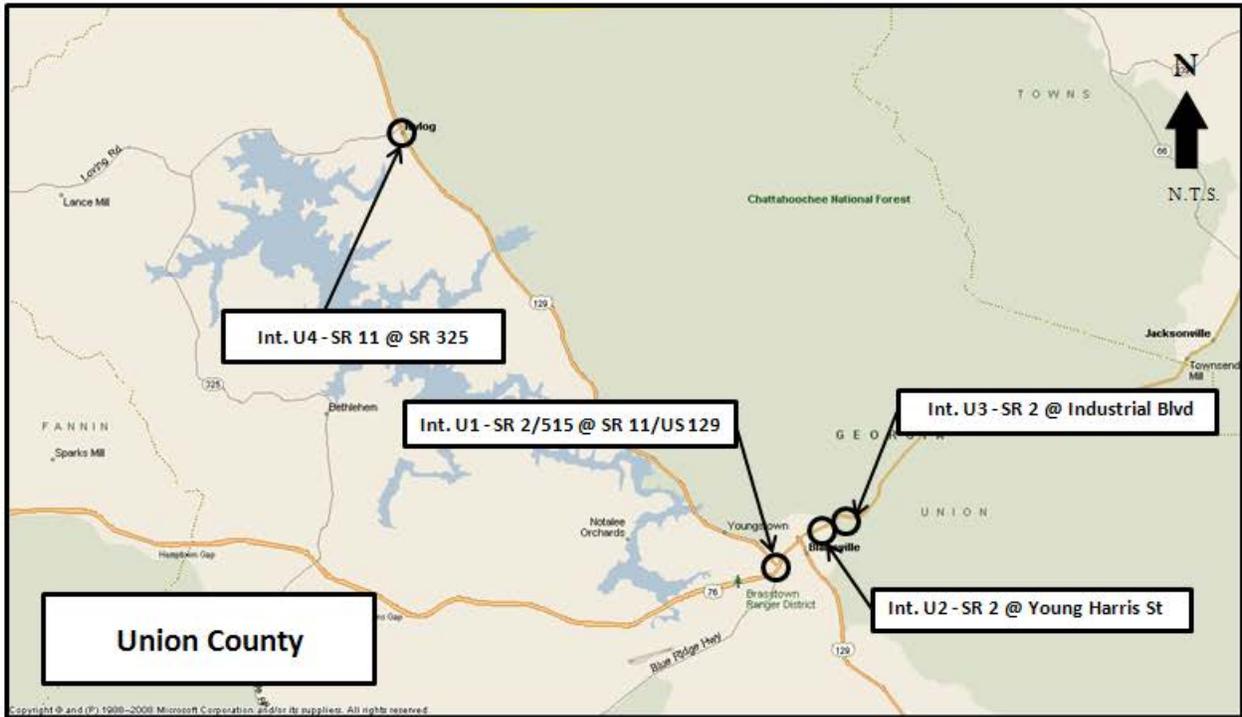
DATE 7/6/2011

CINDY VAN DYKE \*TJ  
State Transportation Planning Administrator

\* RECOMMENDATION ON FILE

# Project Location Maps





**Need and Purpose:** Signals at intersections in Lumpkin, Towns, Union and White Counties have been identified as not meeting current design standards outlined in the Manual of Uniform Traffic Control Devices (MUTCD) and the requirements of the American with Disabilities Act (ADA). The identified signals require upgrading to be in compliance with current standards and requirements.

**Description of the proposed project:** The proposed project is located in Lumpkin County (45%), Towns County (25%), Union County (20%) and White County (10%). The project's twenty (20) locations consist of traffic signalization upgrades using the latest pedestrian facility improvements to include countdown pedestrian signals, ADA wheel chair ramps, and cross walk striping. The project will end with volume data collection to develop and install signal coordination and timing.

These improvements will be made to the following signalized intersections:

Lumpkin County

- L1. SR 52 @ SR 115/Longbranch Road, MP 19.63
- L2. SR 60 @ SR 400, MP 2.68
- L3. SR 400 @ Burnt Stand Road, MP 1.68
- L4. SR 9 / 52 @ W. Main Street, MP 10.52
- L5. SR 60 @ SR 9 / 52 / Morrison Moore Parkway, MP 11.31
- L6. SR 9/52/60 @ E. Memorial Dr./Pinetree Way, MP 11.77
- L7. SR 9 @ SR 52 (Walmart), MP 12.05
- L8. SR 9 / 52 @ SR 9/52/60, MP 12.33
- L9. SR 9 / 52 / 60 @ SR 60 Bus., MP 0.54

Towns County

- T1. SR 2 @ SR 66, MP 1.72
- T2. SR 2 @ SR 17, MP 5.12
- T3. SR 2 @ SR 288, MP 7.30
- T4. SR 2 @ SR 75, MP 9.34
- T5. SR 2 @ River Street, MP 9.90

Union County

- U1. SR 2 / 515 @ SR 11 / US 129, MP 8.91
- U2. SR 2 @ Young Harris Street, MP 9.78
- U3. SR 2 @ Industrial Boulevard, MP 9.98
- U4. SR 11 @ SR 325, MP 22.23

White County

- W1. SR 11 / US 129 @ Westmoreland Road, MP 2.67
- W2. SR 115 @ SR 384, MP 14.03

**Is the project located in a PM 2.5 Non-attainment area?** \_\_\_\_\_ Yes  X  No

Project Concept Report page 5  
Project Number: CSSTP-0007-00(495)  
P. I. Number: 0007495  
County: Lumpkin, Towns, Union and White

**Is this project located in an Ozone Non-attainment area?** \_\_\_\_\_ Yes  X  No

**PDP Classification:** Major \_\_\_\_\_ Minor  X

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

**Functional Classification:**

Lumpkin County

- L1. SR 52 @ SR 115/Longbranch Road, MP 19.63  
SR 52 – Rural Minor Arterial  
SR 115 (southside of SR 52) - Rural Major Collector  
Longbranch Road (northside of SR 52) – Rural Major Collector
  
- L2. SR 60 @ SR 400, MP 2.68  
SR 60 (westside of SR 400)– Rural Principal Arterial  
SR 60 (eastside of SR 400)– Rural Major Collector  
SR 115 (northside of SR 60) - Rural Major Collector  
SR 400 (southside of SR 60) – Rural Principal Arterial
  
- L3. SR 400 @ Burnt Stand Road, MP 1.68  
SR 400 – Rural Principal Arterial  
Burnt Stand Road – Rural Minor Collector
  
- L4. SR 9 / 52 @ W. Main Street, MP 10.52  
SR 9 – Rural Minor Arterial  
W. Main Street (eastside of SR 9) – Rural Minor Collector  
Barlow Road (westside of SR 9) – Rural Local Road
  
- L5. SR 60 @ SR 9 / 52 / Morrison Moore Parkway, MP 11.31  
SR 9 (southside of SR 60) – Rural Minor Arterial  
SR 9 (northside of SR 60) – Rural Principal Arterial  
SR 60 (southside of SR 9)– Rural Principal Arterial  
Chestatee Street (northside of SR 9) – Rural Minor Collector
  
- L6. SR 9/52/60 @ E. Memorial Dr./Pinetree Way, MP 11.77  
SR 9 – Rural Principal Arterial  
Pinetree Way (eastside of SR 9) – Rural Local Road  
Memorial Drive (westside of SR 9) – Rural Local Road

- L7. SR 9 @ SR 52 (Walmart), MP 12.05
  - SR 9 (southside of E. Main Street) – Rural Principal Arterial
  - SR 9 (northside of E. Main Street) – Rural Minor Collector
  - E. Main Street (westside of SR 9) – Rural Principal Arterial
  - Walmart Driveway (eastside of SR 9) – Private Driveway
  
- L8. SR 9 / 52 @ SR 9/52/60, MP 12.33
  - SR 9 (southside of SR 52) – Rural Minor Arterial
  - SR 9 (northside of SR 52) – Rural Major Collector
  - SR 52 (eastside of SR 9) – Rural Principal Arterial
  
- L9. SR 9 / 52 / 60 @ SR 60 Bus., MP 0.54
  - SR 60 Business (northside of Main Street and eastside of Grove Street) – Rural Principal Arterial
  - East Main Street (westside of Grove Street) – Rural Local Road
  - Grove Street (southside of Main Street) – Rural Local Road

#### Towns County

- T1. SR 2 @ SR 66, MP 1.72
  - SR 2 – Rural Principal Arterial
  - SR 66 (westside of SR 2) – Rural Major Collector
  - College Street (eastside of SR 2) – Rural Local Road
  
- T2. SR 2 @ SR 17, MP 5.12
  - SR 2 – Rural Principal Arterial
  - SR 17 – Rural Principal Arterial
  
- T3. SR 2 @ SR 288, MP 7.30
  - SR 2 – Rural Principal Arterial
  - SR 288 – Rural Major Collector
  
- T4. SR 2 @ SR 75, MP 9.34
  - SR 2 – Rural Principal Arterial
  - SR 75 – Rural Major Collector
  
- T5. SR 2 @ River Street, MP 9.90
  - SR 2 – Rural Principal Arterial
  - River Street – Rural Local Road

Union County

- U1. SR 2 / 515 @ SR 11 / US 129, MP 8.91  
SR 2 – Rural Principal Arterial  
SR 11 (northside of SR 2) – Rural Principal Arterial  
Murphy Street (southside of SR 2) – Rural Major Collector
  
- U2. SR 2 @ Young Harris Street, MP 9.78  
SR 2 – Rural Principal Arterial  
Young Harris Street (southside of SR 2) – Rural Major Collector  
Home Depot Driveway (northside of SR 2) – Private Driveway
  
- U3. SR 2 @ Industrial Boulevard, MP 9.98  
SR 2 – Rural Principal Arterial  
Industrial Boulevard – Rural Principal Arterial
  
- U4. SR 11 @ SR 325, MP 22.23  
SR 11 – Rural Principal Arterial  
SR 325 (westside of SR 11) – Rural Major Collector  
Ivy Log Road (eastside of SR 11) – Rural Minor Collector

White County

- W1. SR 11 / US 129 @ Westmoreland Road, MP 2.67  
SR 11 - Rural Principal Arterial  
Westmoreland Road – Rural Minor Collector
  
- W2. SR 115 @ SR 384, MP 14.03  
SR 115 - Rural Minor Arterial  
SR 384 – Rural Major Collector

**U. S. Route Number(s):** 19, 76, 129                      **State Route Number(s):** 2, 9, 11, 17, 52, 60, 66, 75, 115, 288, 325, 384, 400, 515

**Traffic (AADT):**

Base Year: (20XX) \_\_\_\_\_ Design Year: (20YY) \_\_\_\_\_  
(This project does not add capacity.)

**Existing design features:**

- Typical Section:

Lumpkin County

- L1. SR 52 @ SR 115/Longbranch Road, MP 19.63  
SR 52 - 1-12 foot lane and a left turn lane in each direction.  
SR 115/Longbranch Road - 1-12 foot lane in each direction.
- L2. SR 60 @ SR 400, MP 2.68  
SR 60 - 1-12 foot lane in each direction with left turn and right turn lanes in each direction.  
SR 115/SR 400 - 1-12 foot lane in and a left turn and right turn lane in each direction.
- L3. SR 400 @ Burnt Stand Road, MP 1.68  
SR 400 - 2-12 foot lane in each direction with left turn and right turn lanes in each direction.  
Burnt Stand Road - 1-12 foot lane in each direction.
- L4. SR 9 / 52 @ W. Main Street, MP 10.52  
SR 9 - 1-12 foot lane in each direction with left turn lanes in each direction.  
W. Main Street/Barlow Road - 1-12 foot lane in and a left turn lane in each direction as well as an eastbound right turn lane.
- L5. SR 60 @ SR 9 / 52 / Morrison Moore Parkway, MP 11.31  
SR 9 - 1-12 foot lane in each direction with left turn lanes in each direction and a northbound right turn lane.  
SR 60/Chestatee Street - 1-12 foot lane and a left turn lane in each direction with a northbound right turn lane.
- L6. SR 9/52/60 @ E. Memorial Dr./Pinetree Way, MP 11.77  
SR 9 - 1-12 foot lane in each direction with left turn lanes in each direction and a northbound right turn lane.  
Memorial Drive/Pinetree Way - 1-12 foot lane in each direction and a westbound right turn lane.
- L7. SR 9 @ SR 52 (Walmart), MP 12.05  
SR 9 - 1-12 foot lane in each direction with left turn and right turn lanes in each direction.  
E. Main Street/Walmart - 1-12 foot lane in and a right turn lane in each direction as well as an eastbound left turn lane.

- L8. SR 9 / 52 @ SR 9/52/60, MP 12.33  
SR 9 - 1-12 foot lane in each direction with a southbound left turn and northbound right turn lane.  
SR 52 - 1-12 foot lane westbound for the left turn and one right turn lane.
- L9. SR 9 / 52 / 60 @ SR 60 Bus., MP 0.54  
SR 60 Business - 1-12 foot lane in each direction with a southbound and westbound right turn lane.  
E. Main Street - 1-12 foot lane and an eastbound left turn lane.  
Grove Street - 1-12 foot lane northbound.

#### Towns County

- T1. SR 2 @ SR 66, MP 1.72  
SR 2 - 1-12 foot lane in each direction with left turn lanes in each direction.  
SR 66/College Street - 1-12 foot lane in each direction.
- T2. SR 2 @ SR 17, MP 5.12  
SR 2 - 2-12 foot lanes in each direction with an eastbound left turn lane and westbound right turn lane.  
SR 17 - 1-12 foot lane southbound for the left turn and one lane for the right turn lane.
- T3. SR 2 @ SR 288, MP 7.30  
SR 2 - 2-12 foot lanes in each direction with a westbound left turn lane.  
SR 288 - 1-12 foot lane northbound left turn lane and one right turn lane.
- T4. SR 2 @ SR 75, MP 9.34  
SR 2 - 1-12 foot lane in each direction with an eastbound left turn lane and a westbound right turn lane.  
SR 75 - 1-12 foot lane southbound left turn lane and one right turn lane.
- T5. SR 2 @ River Street, MP 9.90  
SR 2 - 1-12 foot lane in each direction with left turn lanes in each direction.  
River Street - 1-12 foot lane in each direction.

### Union County

- U1. SR 2 / 515 @ SR 11 / US 129, MP 8.91  
SR 2 – 2-12 foot lane in each direction with left turn and right turn lanes in each direction.  
SR 11/Murphy Street - 1-12 foot lane and a left and right turn lane in each direction.
- U2. SR 2 @ Young Harris Street, MP 9.78  
SR 2 – 2-12 foot lane in each direction with left turn lanes in each direction and a westbound right turn lane.  
Young Harris Street - 1-12 foot lane and a right turn lane in each direction at its intersection with SR 2.
- U3. SR 2 @ Industrial Boulevard, MP 9.98  
SR 2 – 1-12 foot lane in each direction with a westbound left turn lane and an eastbound right turn lane.  
Industrial Boulevard - 1-12 foot lane northbound for the left turn and one right turn lane.
- U4. SR 11 @ SR 325, MP 22.23  
SR 11 - 1-12 foot lane in each direction with left turn lane in each direction.  
SR 325/Ivy Log Road - 1-12 foot lane in each direction.

### White County

- W1. SR 11 / US 129 @ Westmoreland Road, MP 2.67  
SR 11 - 1-12 foot lane in each direction with left turn lane in each direction and a southbound right turn lane.  
Westmoreland Road - 1-12 foot lane and a right turn lane in each direction.
- W2. SR 115 @ SR 384, MP 14.03  
SR 115 – 1-12 foot lane in each direction.  
SR 384 - 1-12 foot lane and a right turn lane in each direction.

- Posted speed:

### Lumpkin County

- L1. SR 52 @ SR 115/Longbranch Road, MP 19.63  
SR 52 – 55 MPH  
SR 115 (southside of SR 52) – 55 MPH  
Longbranch Road (northside of SR 52) – 50 MPH

- L2. SR 60 @ SR 400, MP 2.68
  - SR 60 – 55 MPH
  - SR 115 (northside of SR 60) – 55 MPH
  - SR 400 (southside of SR 60) – 55 MPH
  
- L3. SR 400 @ Burnt Stand Road, MP 1.68
  - SR 400 – 65 MPH
  - Burnt Stand Road – 45 MPH
  
- L4. SR 9 / 52 @ W. Main Street, MP 10.52
  - SR 9 – 45 MPH
  - W. Main Street (eastside of SR 9) – 25 MPH
  - Barlow Road (westside of SR 9) – 25 MPH
  
- L5. SR 60 @ SR 9 / 52 / Morrison Moore Parkway, MP 11.31
  - SR 9 – 35 MPH
  - SR 60 (southside of SR 9) – 35 MPH
  - Chestatee Street (northside of SR 9) – 25 MPH
  
- L6. SR 9/52/60 @ E. Memorial Dr./Pinetree Way, MP 11.77
  - SR 9 – 45 MPH
  - Pinetree Way (eastside of SR 9) – 25 MPH
  - Memorial Drive (westside of SR 9) – 25 MPH
  
- L7. SR 9 @ SR 52 (Walmart), MP 12.05
  - SR 9 – 45 MPH
  - E. Main Street (westside of SR 9) – 35 MPH
  - Walmart Driveway (eastside of SR 9) – 25 MPH
  
- L8. SR 9 / 52 @ SR 9/52/60, MP 12.33
  - SR 9 – 45 MPH
  - SR 52 (eastside of SR 9) – 35 MPH
  
- L9. SR 9 / 52 / 60 @ SR 60 Bus., MP 0.54
  - SR 60 Business (northside of Main Street and eastside of Grove Street) – 25 MPH
  - East Main Street (westside of Grove Street) – 25 MPH
  - Grove Street (southside of Main Street) – 25 MPH

### Towns County

- T1. SR 2 @ SR 66, MP 1.72  
SR 2 – 35 MPH  
SR 66 (westside of SR 2) – 35 MPH  
College Street (eastside of SR 2) – 25 MPH
  
- T2. SR 2 @ SR 17, MP 5.12  
SR 2 – 55 MPH  
SR 17 – 55 MPH
  
- T3. SR 2 @ SR 288, MP 7.30  
SR 2 – 55 MPH  
SR 288 – 45 MPH
  
- T4. SR 2 @ SR 75, MP 9.34  
SR 2 (westside of SR 75) – 45 MPH  
SR 2 (eastside of SR 75) – 35 MPH  
SR 75 – 35 MPH
  
- T5. SR 2 @ River Street, MP 9.90  
SR 2 – 35 MPH  
River Street – 25 MPH

### Union County

- U1. SR 2 / 515 @ SR 11 / US 129, MP 8.91  
SR 2 – 45 MPH  
SR 11 (northside of SR 2) – 45 MPH  
Murphy Street (southside of SR 2) – 35 MPH
  
- U2. SR 2 @ Young Harris Street, MP 9.78  
SR 2 – 45 MPH  
Young Harris Street (southside of SR 2) – 25 MPH  
Home Depot Driveway (northside of SR 2) – 25 MPH
  
- U3. SR 2 @ Industrial Boulevard, MP 9.98  
SR 2 – 45 MPH  
Industrial Boulevard – 45 MPH

- U4. SR 11 @ SR 325, MP 22.23  
SR 11 – 55 MPH  
SR 325 (westside of SR 11) – 45MPH  
Ivy Log Road (eastside of SR 11) – 45 MPH

#### White County

- W1. SR 11 / US 129 @ Westmoreland Road, MP 2.67  
SR 11 – 55 MPH  
Westmoreland Road – 45 MPH

- W2. SR 115 @ SR 384, MP 14.03  
SR 115 – 55 MPH  
SR 384 – 45 MPH

- Minimum radius for curve: NA
- Maximum super-elevation rate for curve: NA
- Maximum grade: NA %
- Width of right-of-way: Varies from 50 to 300 ft.
- Major structures: NA
- Major interchanges or intersections along the project. SR 60 at SR 400
- Existing length of roadway:
  - SR 2 (Towns Co.) – MP 1.70 to 1.74, 5.10 to 5.14, 7.28 to 7.32, 9.32 to 9.36 and 9.88 to 9.92
  - SR 2 (Union Co.) – MP 8.89 to 8.93, 9.76 to 9.80 and 9.96 to 10.00
  - SR 9 (Lumpkin Co.) – MP 10.50 to 10.54, 11.29 to 11.33, 11.75 to 11.79, 12.03 to 12.07 and 12.31 to 12.35
  - SR 11 (Union Co.) - MP 22.21 to MP 22.25
  - SR 11 (White Co.) - MP 2.65 to MP 2.69
  - SR 52 (Lumpkin Co.) – MP 19.61 to MP 19.65
  - SR 60 (Lumpkin Co.) – MP 2.66 to MP 2.70
  - SR 60 Business (Lumpkin Co.) – MP 0.52 to MP 0.56
  - SR 115 (White Co.) - MP 14.01 to MP 14.05
  - SR 400 (Lumpkin Co.) – MP 1.66 to MP 1.70
- ITS: None

#### Proposed Design Features:

- Proposed typical section(s): Same as existing for all intersections
- Proposed Design Speed Mainline NA mph
- Proposed Maximum grade Mainline NA %
- Maximum grade allowable NA %

- Proposed Maximum grade Side Street NA %
- Maximum grade allowable NA %
- Proposed Maximum grade driveway NA %
- Proposed Maximum radius of curve NA
- Maximum radius allowable NA
- Maximum superelevation rate NA %
- Proposed maximum superelevation rate NA %
- Right-of-Way:
  - Width Corner Miters Only (if needed)
  - Easements: Temporary ( ) Permanent ( ) Utility ( ) Other ( ).
  - Type of access control: Full ( ) Partial ( ) By Permit ( X ) Other ( ).
  - Number of parcels: unknown Number of displacements: 0
    - Business: 0
    - Residences: 0
    - Mobile homes: 0
    - Other: 0
- Structures:
  - Bridges (NA)
  - Retaining walls (NA)
- Major intersections, interchanges, median openings and signal locations.
  - Lumpkin County
    - SR 52 @ SR 115/Longbranch Road
    - SR 60 @ SR 400
    - SR 400 @ Burnt Stand Road
    - SR 60 @ Morrison Moore Parkway
    - SR 9 / 52 @ W. Main Street
    - SR 9 / 52 @ SR 9/52/60
    - SR 9 / 52 / 60 @ SR 60 Bus.
    - SR 9 @ SR 52 (Walmart)
    - SR 9/52/60 @ E. Memorial Dr./Pinetree Way
  - Towns County
    - SR 2 @ SR 75
    - SR 2 @ SR 66
    - SR 2 @ SR 17
    - SR 2 @ River Street
    - SR 2 @ SR 288
  - Union County
    - SR 2 / 515 @ SR 11 / US 129
    - SR 2 @ Industrial Boulevard
    - SR 11 @ SR 325
    - SR 2 @ Young Harris Street

White County  
 SR 11 / US 129 @ Westmoreland Road  
 SR 115 @ SR 384

- ITS: None
- Transportation Management Plan Anticipated: Yes ( ) No ( X )
- Design Exceptions to controlling criteria anticipated:

	<u>YES</u>	<u>NO</u>	<u>UNDETERMINED</u>
HORIZONTAL ALIGNMENT:	( )	( X )	( )
LANE WIDTH:	( )	( X )	( )
SHOULDER WIDTH:	( )	( X )	( )
VERTICAL GRADES:	( )	( X )	( )
CROSS SLOPES:	( )	( X )	( )
STOPPING SIGHT DISTANCE:	( )	( X )	( )
SUPERELEVATION RATES:	( )	( X )	( )
VERTICAL ALIGNMENT:	( )	( X )	( )
SPEED DESIGN:	( )	( X )	( )
VERTICAL CLEARANCE:	( )	( X )	( )
BRIDGE WIDTH:	( )	( X )	( )
BRIDGE STRUCTURAL CAPACITY:	( )	( X )	( )
LATERAL OFFSET TO OBSTRUCTION:	( )	( X )	( )

- Design Variances: None anticipated
- Environmental concerns:
  - Section 404 not anticipated.
  - Water quality impacts are anticipated at the intersections of SR 2 at Young Harris Street and SR 2 at Industrial Boulevard.
  - UST's are present at various intersections.
  - Historical and/or archaeological sites are anticipated. SR 2 at SR 66, SR 2 at River Street and E. Main Street at Grove Street are in historic districts.

Anticipated Level of environmental analysis:

- Are Time Savings Procedures appropriate? Yes ( X ) No ( )
- Categorical exclusion anticipated ( X ).
- Environmental Assessment/Finding of No Significant Impact anticipated (FONSI)( ).
- Environmental Impact Statement (EIS) ( ).
- Utility involvements: Communications, Power, Gas, Water, Television
- VE Study Anticipated Yes ( ) No ( X )
- Benefit/Cost Ratio NA

**Project Cost Estimate and Funding Responsibilities:**

	PE	ROW	UTILITY	CST	MITIGATION
By Whom	GDOT	GDOT	GDOT	GDOT	NA
\$ Amount	\$669,489.59	\$831,000.00	0.00	\$ 2,586,613.40*	NA

\*Cost contains Engineering and Inspection.

**Project Activities Responsibilities:**

- Design: GDOT
- Right-of-Way Acquisition: GDOT (if needed)
- Right-of-Way funding (real property): GDOT (if needed)
- Relocation of Utilities: GDOT
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: GDOT
- Providing detours: GDOT
- Environmental Studies/Documents/Permits: GDOT
- Environmental Mitigation: NA

**Traffic Signal Timing and Coordination:** Traffic signals will be timed to maintain coordinated traffic flow progression through the synchronized intersections. The signal timing will be designed to minimize the overall total delay of the roadway segment. The major street typically carries the larger volumes, thus the signal timing will provide the majority of the green time to the major roadway approaches. The progression of vehicles along the major roadway will be given the priority even when the characteristics of the roadway traffic flow and control changes. Once a signal timing plan has been completed to optimize traffic flow, any modification to the signal timing to increase green time on minor streets will not adversely affect the traffic flow progression on the major roadway.

**Coordination**

- Initial Concept Meeting date and brief summary. (NA)
- Concept meeting date and brief summary. (Held 4/12/2011)
- P A R meetings, dates and results. (NA)
- FEMA, USCG, and/or TVA. (NA)
- Public involvement. (NA)
- Local government comments. (NA)
- Other projects in the area. (None)
- Railroads. (NA)
- Peer Review documentation (NA)
- Other coordination to date. (NA)



# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

**FILE:** PROJECT No. CSSTP-0007-00(495),  
Lumpkin, Towns, Union and White Counties  
Pedestrian Upgrades @ 20 SR Locations in District 1  
P.I. No. 0007495

**OFFICE:** Program Delivery

**DATE:** 6/21/2011

*Sue Anne Decker*

**FROM:** Michael Haithcock, P.E., Assistant Office Head, Office of Program Delivery

**TO :** Ronald E. Wishon, Project Review Engineer

**SUBJECT: REVISIONS TO PROGRAMMED COSTS**

**PROJECT MANAGER:** Sue Anne Decker, P.E.

**MGMT LET DATE:** 11/1/2013

**MGMT R/W DATE:** 11/1/2012

**PROGRAMMED COST (TPro W/OUT INFLATION)**

**LAST ESTIMATE UPDATE**

CONSTRUCTION \$1,100,000.00

DATE: 7/5/2005

RIGHT OF WAY \$n/a

DATE: n/a

UTILITIES \$n/a

DATE n/a

**REVISED COST ESTIMATES**

CONSTRUCTION\* \$2,586,613.40

RIGHT OF WAY \$831,000.00

UTILITIES \$0.00

\* Cost contains Engineering and Inspection.

**REASON FOR COST INCREASE** Several intersections were added to this project to include all of the intersections that needed upgrading in District 1 Area 4.

**CONTINGENCY SUMMARY**

Construction Cost Estimate:	\$2,463,441.33	(Base Estimate)
Engineering and Inspection:	\$123,172.07	(Base Estimate x 5 %)
Total Fuel Adjustment	\$ Enter Value	(From attached worksheet)
Total Liquid AC Adjustment	\$ Enter Value	(From attached worksheet)
<b>Construction Total:</b>	<b>\$2,586,613.40</b>	
Utility Cost Estimate:	\$0.00	
<b>Utility Total:</b>	<b>\$0.00</b>	

**REIMBURSABLE UTILITY COST**

Utility Owner	Reimbursable Costs
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**Attachments**

**Cc: Kathy Zahul, Office of Traffic Operations**  
**Attn: Traffic Signal Upgrades Program Manager**

## STATE HIGHWAY AGENCY

DATE : 06/20/2011

PAGE : 1

## JOB ESTIMATE REPORT

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JOB NUMBER : 0007495                      SPEC YEAR: 01  
 DESCRIPTION: PEDESTRIAN UPGRADES @ 20 SR LOCATIONS IN DISTRICT 1

## ITEMS FOR JOB 0007495

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - (CSSTP-0007-00(495))	1.000	50000.00	50000.00
0010	163-0232		AC	TEMPORARY GRASSING	1.000	381.81	381.82
0015	163-0240		TN	MULCH	10.000	300.42	3004.29
0020	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	20.000	99.29	1985.99
0025	210-0100		LS	GRADING COMPLETE - (CSSTP-0007-00(495))	1.000	25000.00	25000.00
0030	441-0108		SY	CONC SIDEWALK, 8 IN	2000.000	53.87	107752.40
0035	441-5002		LF	CONC HEADER CURB, 6", TP 2	3200.000	10.66	34138.69
0040	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	3000.000	15.42	46267.47
0044	615-1200		LF	DIRECTIONAL BORE - 5 INCH	2600.000	13.27	34518.54
0045	634-1200		EA	RIGHT OF WAY MARKERS	40.000	93.18	3727.43
0050	636-1041		SF	HWY SIGNS,TP 2MAT,REFL SH TP 9	500.000	38.41	19207.63
0055	639-3004		EA	STEEL STRAIN POLE, TP IV	19.000	10000.00	190000.00
0060	639-4004		EA	STRAIN POLE, TP IV	56.000	7500.00	420000.00
0065	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 01	1.000	65689.00	65689.00
0070	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 02	1.000	65689.00	65689.00
0075	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 03	1.000	65689.00	65689.00
0080	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 04	1.000	60159.00	60159.00
0085	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 05	1.000	60159.00	60159.00
0090	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 06	1.000	60159.00	60159.00
0095	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 07	1.000	60159.00	60159.00
0100	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 08	1.000	60159.00	60159.00
0105	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 09	1.000	60159.00	60159.00
0110	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 10	1.000	65689.00	65689.00
0115	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 11	1.000	65689.00	65689.00
0120	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 12	1.000	65689.00	65689.00
0125	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 13	1.000	65689.00	65689.00
0130	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 14	1.000	60159.00	60159.00
0135	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 15	1.000	65689.00	65689.00
0140	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 16	1.000	65689.00	65689.00
0145	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 17	1.000	65689.00	65689.00
0150	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 18	1.000	65689.00	65689.00
0155	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 19	1.000	65689.00	65689.00
0160	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 20	1.000	65689.00	65689.00
0165	653-0120		EA	THERM PVMT MARK, ARROW, TP 2	80.000	74.57	5966.35
0170	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	4000.000	0.47	1911.72
0175	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	20000.000	0.37	7403.20
0180	653-1704		LF	THERM SOLID TRAF STRIPE,24",WH	2000.000	3.95	7904.16
0185	653-1804		LF	THERM SOLID TRAF STRIPE, 8",WH	12000.000	2.07	24914.52

## STATE HIGHWAY AGENCY

DATE : 06/20/2011

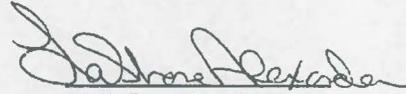
PAGE : 2

## JOB ESTIMATE REPORT

0190	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	2000.000	0.35	710.66
0195	653-6006	SY	THERM TRAF STRIPING, YELLOW	2000.000	3.40	6815.06
0200	654-1001	EA	RAISED PVMT MARKERS TP 1	480.000	3.90	1875.67
0205	654-1003	EA	RAISED PVMT MARKERS TP 3	200.000	4.58	917.27
0210	687-1000	LS	TRAFFIC SIGNAL TIMING - (CSSTP-0007-00(495))	1.000	110000.00	110000.00
0214	700-6910	AC	PERMANENT GRASSING	1.000	417.95	417.96
0215	700-7010	GL	LIQUID LIME	20.000	15.75	315.03
0218	700-8000	TN	FERTILIZER MIXED GRADE	1.000	411.09	411.10
0219	700-8100	LB	FERTILIZER NITROGEN CONTENT	100.000	1.93	193.69
0220	713-3001	SY	WOOD FIBER BLANKET,TP I,SLOPES	1000.000	0.61	618.39
0225	927-0300	EA	2070 MNT SPRD SPEC WIRE. TRANS. W/ RS	9.000	2196.76	19770.92
0230	927-0500	EA	DIRECTIONAL RADIO ANT AND CONNECT CABLE	9.000	555.64	5000.79
0235	927-0800	EA	SPREAD SPECTRUM WIRELESS RADIO SURVEY	9.000	4582.28	41240.60
0240	927-0900	LS	SPREAD SPECTRUM WIRELESS TRAINING (CSSTP-0007-00(495))	1.000	5000.00	5000.00
0245	935-8000	LS	TESTING WIRELESS	1.000	5000.00	5000.00
0250	935-8000	LS	TESTING RADIO	1.000	6000.00	6000.00
ITEM TOTAL						2,463,441.33
INFLATED ITEM TOTAL						2,463,441.33
TOTALS FOR JOB 0007495						
ESTIMATED COST:						2,463,441.33
CONTINGENCY PERCENT ( 0.0 ):						0.00
ESTIMATED TOTAL:						2,463,441.33

NOTE: The item totals include all alternate items. The estimated totals include only the low cost alternate items.

# Preliminary Right of Way Cost Estimate



**Phil Copeland**  
Right of Way Administrator  
By: LaShone Alexander

**Date:** May 12, 2011  
**Project:** CSSTP-0007-00(495) Lumpkin, Towns, Union & White  
**Existing/Required R/W:** Varies/Varies  
**Project Termini :** Pedestrian upgrades @ 20 SR Location in District 1  
**Project Description:** Pedestrian upgrades @ 20 SR Location in District 1

**P.L Number:** 0007495  
**No. Parcels:**

**Land:** Commercial R/W: 2.5 @ \$ 100,000/acre \$ 250,000

**Improvements :** landscaping 85,000  
misc. site improvements

**Relocation:** Commercial ( 0 )  
Residential ( 0 ) 0

**Damage :** Proximity ( 0 )  
Consequential  
Cost to Cure ( 0 ) \_\_\_\_\_

Net Cost \$ 335,000

Net Cost		\$ 335,000
Scheduling Contingency	55 %	184,250
Adm/Court Cost	60 %	311,550
		<hr/>
		\$ 830,800

**Total Cost \$831,000**

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** CSSTP-0007-00(495) Lumpkin, Towns, Union,  
And White Counties  
PI No. 0007495  
Upgrade Traffic Signal Equipment and  
Pedestrian Accommodatons

**OFFICE** Gainesville

**DATE** May 31, 2011

**FROM**  Allen Ferguson  
District Utilities Engineer

**TO** Sue Anne Decker, Project Manager

**SUBJECT** PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimate for the subject project.

Due to the scope of the project we anticipate no utility costs at this time.

If you have any questions, please contact Allen Ferguson at 770-532-5510.

RAF

C: Jeff Baker, State Utilities Engineer  
Angie Robinson, Office of Financial Management  
Billy Cantrell, Area Engineer  
File

## CONCEPT TEAM MEETING MINUTES

**SUBJECT:** Concept Team Meeting  
CSSTP-0007-00(495), P.I. No. 0007495  
Lumpkin, Towns, Union and White  
and CSSTP-0007-00(457), P.I. No. 0007457  
Franklin, Hart and Madison

**MEETING DATE:** April 12, 2011

**TODAY'S DATE:** May 18, 2011

**PREPARED BY:** Todd DeVos, Wolverton & Associates, Inc. (W&A)

**ATTENDEES:** Sue Anne Decker (GDOT PM), Ken Werho (GDOT- Traffic Ops), Billy Cantrell (GDOT Dist. 1 Area Eng A4), Todd Wood (GDOT Dist. 1 Area Eng A3), Steve Jones (GDOT Dist. 1 Traffic Ops), Kim Coley (GDOT Dist. 1 Planning and Programming), Billy Parham (City of Royston), Larry Reiter (Lumpkin County), Ricky Stewart (City of Dahlonega), Mayor David McMickle (City of Comer), Todd DeVos (W&A)

**LOCATION:** GDOT District 1 Office

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The meeting began at 10:00 AM at the District 1 office in Gainesville. Both of these projects are signal design projects, so the overall description and objective of the type of work conducted at the intersections was discussed. The schedule including proposed PFPF, ROW and letting of the projects was also discussed. After the general comments concerning both projects were discussed, each intersection was discussed in detail. The details included the potential for mast arms or span wire, how pedestrians would be accommodated and potential design challenges. Maps showing the location of each intersection were shown and photos of each intersection were displayed (ground and aerial) and utilized in the discussion.

### **CSSTP-0007-00(457), PI # 0007457 Franklin, Hart and Madison Counties**

Since PI No. 0007457 was smaller the details for each intersection were discussed first. The following items were discussed at each intersection:

#### **1. Description of Project**

The overall objective of the Design Project is to upgrade the traffic signals at each of these locations. This upgrade would include:

- new signal heads
- new signal poles (strain or mast arm)
- new pedestrian facilities (buttons, countdown signals and ramps)
- new 332 signal cabinet and 2070 controller
- new striping including stop bar and crosswalks
- new detection (inductance or video)

## Concept Team Meeting Minutes

April 12, 2011

CSSTP-0007-00(457), PI # 0007457, Franklin, Hart and Madison

CSSTP-0007-00(495), PI # 0007495, Lumpkin, Towns, Union and White

- new street name signage

Mast arms will be the standard GDOT round galvanized (silver) mast arms. If the signals are located in historic districts the mast arms will be painted a dark color of the local jurisdiction's choice (typically to match an existing color of street light poles or other street furniture). If the local jurisdiction wants a decorative style of mast arm such as fluting, it can be added, however the cost upgrade to be paid by the local jurisdiction.

Wolverton & Associates, Inc (W&A) will be the design engineers for both projects. The base drawings will be conducted from the survey and right of way data collected by W&A. In some locations shoulder and or ditch work may be required to accommodate the pedestrian ramps to meet ADA requirements. The signal phasing will not be revised under this project. If the District submits and receives approval of a phasing change the revision may be added. Geometric improvements are not part of this project. Neither lane nor radius improvements will be made. Refuge islands may be added for pedestrian accommodations. Wireless communication for signal coordination purposes will be added at some locations where the signals are closely spaced such as the northbound and southbound ramps on I-85. W&A is designing the signals included in this task order. The following is a list of the intersections to be upgraded under this project:

### Franklin County

- F1. SR 51 @ I-85 NB Ramp
- F2. SR 51 @ I-85 SB Ramp
- F3. SR 106 @ I-85 NB Ramp
- F4. SR 106 @ I-85 SB Ramp
- F5. SR 59 @ SR 145/Royston Street
- F6. SR 17 @ SR 59
- F7. SR 8 @ Cook Street

### Hart County

- H1. SR 8/US 29 @ SR 17/Royston Bypass
- H2. SR 8 @ Old US 29
- H3. SR 8 @ Walmart

### Madison County

- M1. SR 8 @ Glenn Carey Road
- M2. SR 8 @ SR 98
- M3. SR 72 @ SR 98

## 2. Other Planned Projects

An intersection project upgrading the pedestrian facilities at intersection F6 (SR 17 @ SR 59) is planned. Some intersection work is also planned for M1 (SR 8 at Glenn Carey Road).

### 3. Detailed Intersection Discussion

F1. SR 51 @ I-85 NB Ramp

Spanwire signal design, pedestrians will cross north, south and west legs of the intersection. New concrete islands in the NE and SW corners. Communication between this intersection and the SB ramp will be maintained.

F2. SR 51 @ I-85 SB Ramp

Spanwire signal design, pedestrians will cross north, south and east legs of the intersection. New concrete islands in the NE and SW corners. Communication between this intersection and the NB ramp will be maintained.

F3. SR 106 @ I-85 NB Ramp

Spanwire signal design, pedestrians will cross north, south and east legs of the intersection. New concrete islands in the NE and SE corners. Communication between this intersection and the SB ramp will be maintained.

F4. SR 106 @ I-85 SB Ramp

Spanwire signal design, pedestrians will cross east, west and south legs of the intersection. New concrete islands in the NW and SW corners. Communication between this intersection and the NB ramp will be maintained.

F5. SR 59 @ SR 145/Royston Street

Mast arm signal design, pedestrians will cross north, south and west legs of the intersection. The curb on the SE corner will be reestablish to provide a safe pedestrian refuge area

F6. SR 17 @ SR 59

Mast arm signal design, pedestrians will cross all four approaches of the intersection. Pedestrian ramps to be constructed to allow access to the sidewalk in front of the stores.

It was mentioned that another project is upgrading the pedestrian facilities at this intersection. Coordination will be required between that project and this to avoid duplicate work on this project.

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CSSTP-0007-00(457), PI # 0007457, Franklin, Hart and Madison

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F7. SR 8 @ Cook Street

Mast arm signal design, pedestrians will cross all four approaches of the intersection. Placing pedestrian facilities on the NW corner will be a challenge.

It was mentioned that there are some safety concerns for the side street traffic.

Hart County

H1. SR 8/US 29 @ SR 17/Royston Bypass

Spanwire signal design, pedestrians will cross all legs of the intersection. New concrete islands in the NW and SE corners. Ditch work to be conducted on the NW and NE corners.

Traffic volume was mentioned as equal on SR 17 and SR 8, upgrade the detection in the same locations (set back versus stop bar).

H2. SR 8 @ Old US 29

Spanwire signal design, pedestrians will cross all legs of the intersection.

H3. SR 8 @ Walmart

Spanwire signal design, pedestrians will cross all legs of the intersection. New concrete islands in the NE and SW corners.

Madison County

M1. SR 8 @ Glenn Carey Road

Spanwire signal design, pedestrians will cross all legs of the intersection. Ditch work to be conducted on the NW corner.

M2. SR 8 @ SR 98

Mast arm signal design, pedestrians will cross all four approaches of the intersection. Establishing pedestrian areas on the NE and NW corners will be challenging. Some narrowing of driveways may be necessary.

It was mentioned that any upgrade work at this intersection should include some left turn lane additions. Additional turn lanes are not part of this project and could not be added. If turn lanes are to be added in the near future, the new mast arm locations and pedestrian facilities would have to be reconstructed with the addition later of left turn lanes. The coordination of a left turn lane project and this project will need to take place.

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### M3. SR 72 @ SR 98

Mast arm signal design, pedestrians will cross all four approaches of the intersection. Drainage will need to be reconstructed on the SE and SW corners.

It was mentioned that a SR 72 bypass will be constructed in the future; however, that project would not change the need for this project to upgrade this signal.

## **CSSTP-0007-00(495), PI # 0007495 Lumpkin, Towns, Union and White Counties**

### **1. Description of Project**

After a short break the signals from project 0007495 were discussed. The overall objective of the Design Project is to upgrade the traffic signals at each of these locations. This upgrade would include:

- new signal heads
- new signal poles (strain or mast arm)
- new pedestrian facilities (buttons, countdown signals and ramps)
- new 332 signal cabinet and 2070 controller
- new striping including stop bar and crosswalks
- new detection (inductance or video)
- new street name signage

Mast arms will be the standard GDOT round galvanized (silver) mast arms. If the signals are located in historic districts the mast arms will be painted a dark color of the local jurisdiction's choice (typically to match an existing color of street light poles or other street furniture). If the local jurisdiction wants a decorative style of mast arm such as fluting, it can be added, however the cost upgrade to be paid by the local jurisdiction.

In some locations shoulder and or ditch work may be required to accommodate the pedestrian ramps to meet ADA requirements. The signal phasing will not be revised under this project. If the District submits and receives approval of a phasing change the revision may be added. Geometric improvements are not part of this project. Neither lane nor radius improvements will be made. Refuge islands may be added for pedestrian accommodations. Wireless communication for signal coordination purposes will be added at some locations where the signals are closely spaced such as in Dahlonega and Blairsville. Advance flashing warning signs will be maintained as necessary. W&A is designing the signals included in this task order. The following is a list of the intersections to be upgraded under this project:

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CSSTP-0007-00(457), PI # 0007457, Franklin, Hart and Madison

CSSTP-0007-00(495), PI # 0007495, Lumpkin, Towns, Union and White

### Lumpkin County

- L1. SR 52 @ SR 115/Longbranch Road
- L2. SR 60 @ SR 400
- L3. SR 400 @ Burnt Stand Road
- L4. SR 9 / 52 @ W. Main Street
- L5. SR 60 @ SR 9 / 52 / Morrison Moore Parkway
- L6. SR 9/52/60 @ E. Memorial Dr./Pinetree Way
- L7. SR 9 @ SR 52 (Walmart)
- L8. SR 9 / 52 @ SR 9/52/60
- L9. SR 9 / 52 / 60 @ SR 60 Bus.

### Towns County

- T1. SR 2 @ SR 66
- T2. SR 2 @ SR 17
- T3. SR 2 @ SR 288
- T4. SR 2 @ SR 75
- T5. SR 2 @ River Street

### Union County

- U1. SR 2 / 515 @ SR 11 / US 129
- U2. SR 2 @ Young Harris Street
- U3. SR 2 @ Industrial Boulevard
- U4. SR 11 @ SR 325

### White County

- W1. SR 11 / US 129 @ Westmoreland Road
- W2. SR 115 @ SR 384

## 2. Other Planned Projects

An intersection project upgrading the pedestrian facilities at intersection L7 (SR 9 @ SR 52 Walmart) is planned to be let by the City of Dahlonega. Intersection L1 (SR 52 at SR 115) is considered for a roundabout. Coordination between these projects will be necessary. The potential SR 2 bypass of Young Harris will not affect intersection T1 (SR 2 @ SR 66).

## 3. Detailed Intersection Discussion

### Lumpkin County

- L1. SR 52 @ SR 115/Longbranch Road  
Spanwire signal design, pedestrians will cross all legs of the intersection. Ditch work will be conducted on the NW and SW corners.

This intersection is being considered for a roundabout. If a roundabout is constructed this intersection would be removed from this project.

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L2. SR 60 @ SR 400

Spanwire signal design, pedestrians will cross all legs of the intersection. Ditch work will be conducted on the NW corner.

L3. SR 400 @ Burnt Stand Road

Spanwire signal design, pedestrians will cross all legs of the intersection. New concrete islands in the NW and SE corners. The advanced warning signs for the NB and SB approaches will be included in the signal design.

L4. SR 9 / 52 @ W. Main Street

Mast arm signal design, pedestrians will cross all four approaches of the intersection. Wireless communication will be established to the other signals along SR 9.

L5. SR 60 @ SR 9 / 52 / Morrison Moore Parkway

Mast arm signal design, pedestrians will cross all four approaches of the intersection. There are some pedestrian concerns of how to establish a safe pedestrian refuge on the SE corner due to sight distance. Wireless communication will be established to the signals along SR 9.

L6. SR 9/52/60 @ E. Memorial Dr./Pinetree Way

The existing mast arms will be maintained. Pedestrians will cross all legs of the intersection. There may be some right of way needs on the SE corner in front of Zaxby's. Wireless communication will be established to the other signals along SR 9.

L7. SR 9 @ SR 52 (Walmart)

Mast arm signal design, pedestrians will cross all four approaches of the intersection. Wireless communication will be established to the other signals along SR 9.

L8. SR 9 / 52 @ SR 9/52/60

Spanwire signal design, pedestrians will cross the north and east legs of the intersection. Wireless communication will be established to the other signals along SR 9.

L9. SR 9 / 52 / 60 @ SR 60 Bus.

The existing mast arms will be maintained. Pedestrians will cross all legs of the intersection. The curb line on the NW and SW corners will need to be re-established to define the corners. Parking and signs may need to be relocated to better define the NW corner.

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Towns County

T1. SR 2 @ SR 66

Mast arm signal design, pedestrians will cross all four approaches of the intersection.

T2. SR 2 @ SR 17

Spanwire signal design, pedestrians will cross all legs of the intersection. The south leg of the intersection will be signalized. Video detection will be necessary on the south leg of the intersection due to restricted right of way. An advanced warning sign for the EB approach will be included in the signal design.

T3. SR 2 @ SR 288

Spanwire signal design, pedestrians will cross the east, west and south legs of the intersection. Ditch work will be conducted on the SW corner.

T4. SR 2 @ SR 75

Spanwire signal design, pedestrians will cross the north and west legs of the intersection. New concrete islands in the NE and NW corners.

T5. SR 2 @ River Street

Mast arm signal design, pedestrians will cross all four approaches of the intersection. A new curb line will be established on the SE and SW corners to narrow the south leg of the intersection.

Union County

U1. SR 2 / 515 @ SR 11 / US 129

Spanwire signal design, pedestrians will cross all four approaches of the intersection.

U2. SR 2 @ Young Harris Street

Spanwire signal design, pedestrians will cross all four approaches of the intersection. The end of the guardrail will need to be reconstructed to allow for the pedestrian access to the Home Depot. There are some environmental concerns due to the stream located along the north side of the intersection. Wireless communication will be established to the Ingles and Industrial Boulevard signals along SR 2.

U3. SR 2 @ Industrial Boulevard

Spanwire signal design, pedestrians will cross the south and east legs of the intersection. Ditch work will be conducted on the SE corner. There are some environmental concerns due to the stream located along the west side of the intersection. Wireless communication will be established to the Ingles and Young Harris Street signals along SR 2.

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U4. SR 11 @ SR 325

Spanwire signal design, pedestrians will cross all four approaches of the intersection. Ditch work will be conducted on the NE corner.

White County

W1. SR 11 / US 129 @ Westmoreland Road

Spanwire signal design, pedestrians will cross all four approaches of the intersection.

W2. SR 115 @ SR 384

Spanwire signal design, pedestrians will cross all four approaches of the intersection. Ditch work will be conducted on the NW corner.