

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 332980-, Henry County **OFFICE** Preconstruction  
STP-165-1(69)  
SR 155 at Fairview Road Intersection Improvements **DATE** January 31, 2007

**FROM** *Cyber Keadle*  
Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO** *for* SEE DISTRIBUTION

**SUBJECT** APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

Brian Summers  
Harvey Keepler  
Ken Thompson  
Jamie Simpson  
Michael Henry  
Keith Golden  
Angela Alexander (file copy)  
Paul Liles  
Babs Abubakari  
Thomas Howell  
BOARD MEMBER  
FHWA

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

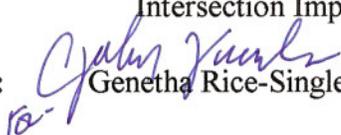
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**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** P. I. No. 332980-, Henry County  
STP-165-1(69)  
SR 155 at Fairview Road  
Intersection Improvements

**OFFICE:** Preconstruction

**DATE:** January 22, 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 on SR 155 at Fairview Road in Henry County. This project is part of Henry County's SPLOST program. State Route 155 currently has one through lane in each direction with exclusive left turn lanes on each approach with Fairview Road. Fairview Road has one shared through lane in each direction at SR 155. The intersection is all-way stop controlled. Projected volumes are 28,000 VPD by the design year 2027. Due to the tremendous growth of single and multi-family residential developments in the area, current traffic volumes are exceeding design capacity. Intersection operations were analyzed with the projected build year traffic volumes using the existing geometry and traffic control and with the proposed improvements. The proposed intersection improvements will improve operations from level of service (LOS) "F" during the peak hours to LOS "C" in 2007.

The proposed construction includes signalization of the intersection, the addition of exclusive right turn lanes on northbound and southbound SR 155, and the addition of left and right turn lanes on the eastbound and westbound approaches of Fairview Road. The left turn capacity on SR 155 will be extended from its current 90' to 310'. Traffic will be maintained during construction.

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

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	\$610,000	\$640,000	LS30	LUMP
Right-of-Way & Utilities*	Local	Local	Local	

David Studstill  
Page 2

P. I. No. 332980-, Henry  
January 22, 2007

\*Henry County signed PMA on 3-21-00 for PE, right-of-way, utilities and 20% of construction costs.

I recommend this project concept be approved.

GRS:JDQ/cj

Attachment

CONCUR

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

APPROVE

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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

-----  
**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** STP-165-1(69) Henry  
P.I. No. 332980  
Intersection Improvements

**OFFICE:** Engineering Services

**DATE:** January 16, 2007

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

**TO:** Genetha Rice Singleton, Assistant Director of Preconstruction

**SUBJECT: REVISED CONCEPT REPORT**

We have reviewed the Concept Report submitted December 15, 2006 and have no comments:

The costs for this project are:

Construction	\$554,428
Inflation	\$0.00
E & C	\$55,443
Reimbursable Utilities	\$5,000 (Henry Co.)
Right of Way	\$90,000 (Henry Co.)

REW

c: Keith Golden, Attn.: Derrick Cameron

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
Office of Road & Airport Design

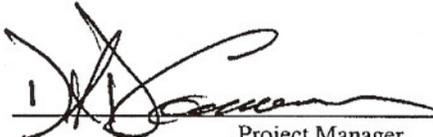
PROJECT CONCEPT REPORT

Project Number: STP-165-1 Unit 69  
P.I. NO. 332980  
County: HENRY

FEDERAL ROUTE NO: N/A  
STATE ROUTE NO: N/A

Prepared by:

DATE 11-28-06

  
Project Manager

DATE 12-6-06

  
State Traffic Safety and Design Engineer

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

\_\_\_\_\_  
DATE State Transportation Planning Administrator

\_\_\_\_\_  
DATE Financial Management Administrator

\_\_\_\_\_  
DATE State Environmental / Location Engineer

11/16/07  
DATE  <sup>REW</sup>  
Project Review Engineer

\_\_\_\_\_  
DATE District Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
Office of Road & Airport Design

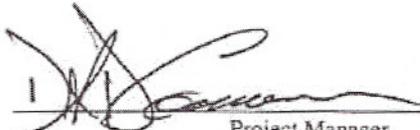
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P.I. NO. 332980  
County: HENRY

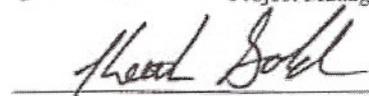
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STATE ROUTE NO: N/A

Prepared by:

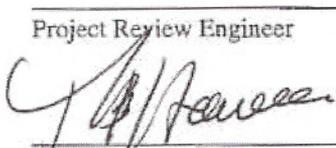
DATE 11-28-06

  
Project Manager

DATE 12-6-06

  
State Traffic Safety and Design Engineer

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DATE _____	State Transportation Planning Administrator
DATE _____	Financial Management Administrator
DATE _____	State Environmental / Location Engineer
DATE _____	Project Review Engineer
<u>12-13-06</u> DATE	 District Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
Office of Road & Airport Design

PROJECT CONCEPT REPORT

Project Number: STP-165-1 Unit 69  
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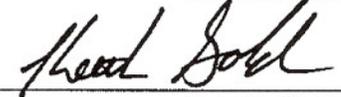
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STATE ROUTE NO: N/A

Prepared by:

DATE 11-28-06

  
Project Manager

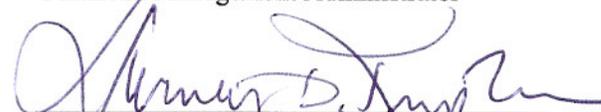
DATE 12-6-06

  
State Traffic Safety and Design Engineer

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\_\_\_\_\_  
DATE State Transportation Planning Administrator

\_\_\_\_\_  
DATE Financial Management Administrator

1.4.07  
DATE   
State Environmental / Location Engineer

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

\_\_\_\_\_  
DATE District Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
Office of Road & Airport Design

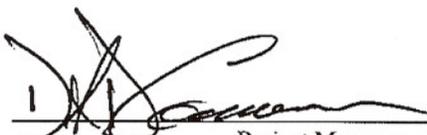
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County: HENRY

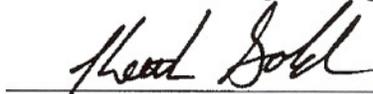
FEDERAL ROUTE NO: N/A  
STATE ROUTE NO: N/A

Prepared by:

DATE 11-28-06

  
Project Manager

DATE 12-6-06

  
State Traffic Safety and Design Engineer

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12/19/06  
DATE

  
State Transportation Planning Administrator

\_\_\_\_\_  
DATE

\_\_\_\_\_  
Financial Management Administrator

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Environmental / Location Engineer

\_\_\_\_\_  
DATE

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

\_\_\_\_\_  
DATE

\_\_\_\_\_  
District Engineer

12-12-06  
WFB

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
Office of Road & Airport Design

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Project Number: STP-165-1 Unit 69  
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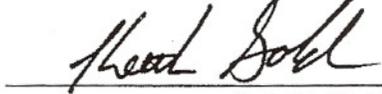
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Prepared by:

DATE 11-28-06

  
Project Manager

DATE 12-6-06

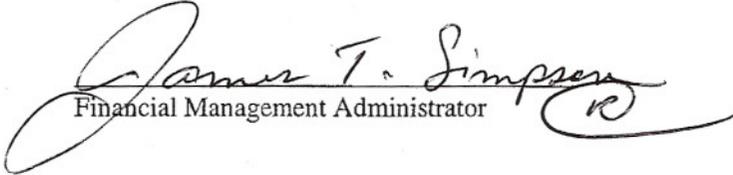
  
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DATE

State Transportation Planning Administrator

12/27/06  
DATE

  
Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

Project Review Engineer

DATE

District Engineer

## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> STP-165-1(69)		<b>County:</b> Henry		<b>PI No.:</b> 332980	
<b>Report Date:</b> December 6, 2006		<b>Concept By:</b> DOT Office: Traffic Safety and Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: N/A			
<b>Project Type:</b> Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input checked="" type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
<b>FOCUS AREAS</b>	<b>SCORE</b>	<b>RESULTS</b>			
<b>Presentation</b>	100				
<b>Judgement</b>	100				
<b>Environmental</b>	100				
<b>Right of Way</b>	100				
<b>Utility</b>	100				
<b>Constructability</b>	100				
<b>Schedule</b>	100				

## NOTICE OF LOCATION AND DESIGN APPROVAL

### HENRY COUNTY P. I. No. 332980

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.

Date of Location and Design Approval: JANUARY 31, 2007

The proposed intersection improvements at the intersection of State Route 155 (SR 155) and Fairview Road in Henry County, Georgia is part of Henry County's SPLOST program. SR 155 currently has one through lane in each direction with exclusive left-turn lanes on each approach at Fairview Road. Fairview Road has one shared through lane in each direction at SR 155. The intersection is all-way stop-controlled. This intersection improvement project proposes signalization of the intersection, the addition of exclusive right-turn lanes on northbound and southbound SR 155, and the addition of left and right turn lanes on the eastbound and westbound approaches of Fairview Road. The left-turn capacity on SR 155 will be extended from its current 90 feet to 310 feet. This project is planned for completion in 2007.

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

Thomas C. Parker  
District 7 – Area 1 Engineer  
[Thom.parker@dot.state.ga.us](mailto:Thom.parker@dot.state.ga.us)  
805 George Luther Drive  
Decatur, Georgia 30032  
(404) 299-4386

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, PE  
District 7 Preconstruction Engineer  
[Mike.lobdell@dot.state.ga.us](mailto:Mike.lobdell@dot.state.ga.us)  
330 Capitol Ave SE  
Atlanta, GA 30334-9002  
(404)463-4947

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

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
*Office of Road & Airport Design*

# PROJECT CONCEPT REPORT

Project Number: STP-165-1 Unit 69  
P.I. NO. 332980  
County: HENRY

FEDERAL ROUTE NO: N/A  
STATE ROUTE NO: N/A

Prepared by:

DATE 11-28-06

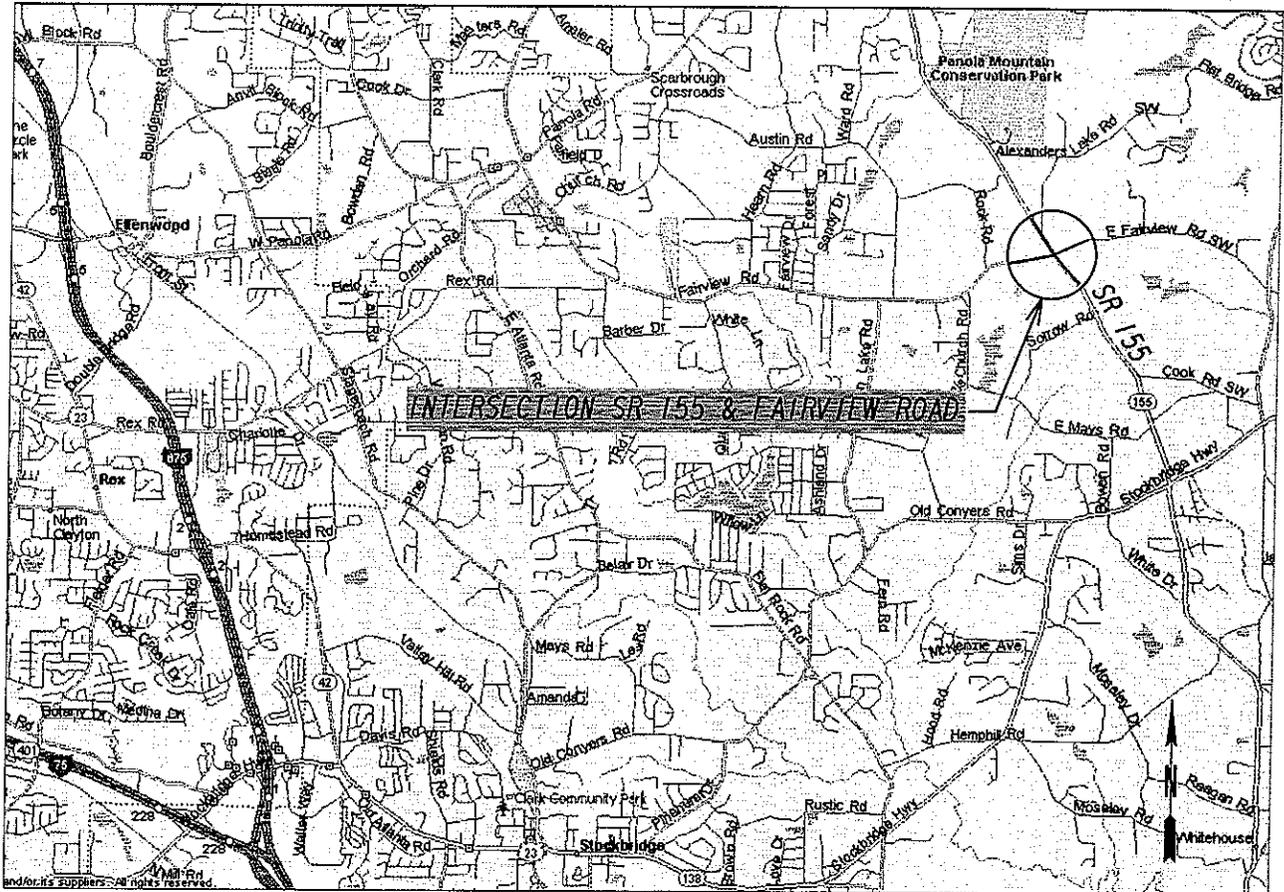
  
Project Manager

DATE 12-6-06

  
State Traffic Safety and Design Engineer

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_____ DATE	_____ State Transportation Planning Administrator
_____ DATE	_____ Financial Management Administrator
_____ DATE	_____ State Environmental / Location Engineer
_____ DATE	_____ Project Review Engineer
_____ DATE	_____ District Engineer



**PROJECT LOCATION MAP**

**Need and Purpose** SR 155 currently has one through lane in each direction with exclusive left-turn lanes on each approach at Fairview Road. Fairview Road has one shared through lane in each direction at SR 155. The intersection is all-way stop-controlled. The growth over the past seven years has been fairly aggressive, with annual increases averaging more than 9%. The most significant growth occurred between 2001 and 2004. Overall, between 2001 and 2004, growth was more than 16%. However, it is recognized that short term growth rates typically do not continue for a long period of time and the overall growth analysis yields more realistic projections. Therefore, a 9% annual growth factor was applied to the August 2005 volumes on SR 155 for a period of two years to project volumes at the proposed build-out year of the intersection improvements in 2007.

Intersection operations were analyzed with the projected build year traffic volumes using the existing geometry and traffic control and again with the proposed improvements. The planned capacity modifications to the intersection will improve operations from LOS F during the peak hours to LOS C in 2007. Based on volumes projections, it is recommended that the proposed traffic signal provide protected-permissive phasing for the left-turn movements on SR 155. Permissive-only left-turn phasing is adequate along Fairview Road.

**Description of the proposed project:** The proposed intersection improvements at the intersection of State Route 155 (SR 155) and Fairview Road in Henry County, Georgia are part of Henry County's SPLOST program. SR 155 currently has one through lane in each direction with exclusive left-turn lanes on each approach at Fairview Road. Fairview Road has one shared through lane in each direction at SR 155. The intersection is all-way stop-controlled. This intersection improvement project proposes signalization of the intersection, the addition of exclusive right-turn lanes on northbound and southbound SR 155, and the addition of left and right turn lanes on the eastbound and westbound approaches of Fairview Road. The left-turn capacity on SR 155 will be extended from its current 90 feet to 310 feet. This project is planned for completion in 2007.

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

PDP Classification: Major  X  Minor

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

Functional Classification: Urban Collector

U. S. Route Number(s): N/A      State Route Number(s): 155      County Route Number(s): N/A

Traffic (AADT): ( SR 155 ) Base Year: ( 2007 )  13800       Design Year: ( 2027 )  33000

Traffic (AADT): ( Fairview Road ) Base Year: ( 2007 )  11500       Design Year: ( 2027 )  28000

**Existing design features: ( SR 155 )**

- Typical Section: 2- 12ft. Through Lanes & a single 12ft. left turn lane ( each direction )
- Posted speed 55mph
- Maximum grade: N/A
  
- Width of right of way: 100 ft.
- Major structures: N/A
- Major interchanges or intersections along the project: N/A
- Existing length of roadway segment: N/A

**Existing design features: ( Fairview Road )**

- Typical Section: 2- 12ft. Through Lanes
- Posted speed 45mph
- Maximum grade: N/A
  
- Width of right of way: 80 ft.
- Major structures: N/A
- Major interchanges or intersections along the project : N/A
- Existing length of roadway segment: N/A

**Proposed Design Features: ( SR 155 )**

- Proposed typical section(s) : 2-12 ft. lanes, 1—12ft. left turn lane, 1-12ft.right turn lane, 2ft paved shoulders and 4ft. grass shoulders.
- Proposed Design Speed: 55 mph
- Proposed Maximum grade Mainline: 10 %
- Maximum grade allowable: 10 %
- Proposed Maximum grade Side Street : N/A
- Proposed Maximum grade driveway: 15%
- Proposed Maximum degree of curve: N/A

**Proposed Design Features: ( Fairview Road )**

- Proposed typical section(s) 2-12 ft. through lanes, 1—12ft. left turn lane, 1-12ft.right turn lane, 2ft paved shoulders and 4ft. grass shoulders.
- Proposed Design Speed: 45 mph
- Proposed Maximum grade Mainline: 10 %
- Maximum grade allowable: 10 %
- Proposed Maximum grade driveway: 15%

- Proposed Maximum degree of curve: N/A
- Right of way
  - Width: 100 ft. ( SR 155 )      Width: 100 ft. ( Fairview Road )
  - Easements: Temporary ( X ), Permanent (   ), Utility (   ), Other (   ).
  - Type of access control: Full (   ), Partial (   ), By Permit ( X ), Other (   )
  - Number of parcels: 2      Number of displacements:
    - Business: 0
    - Residences: 0
    - Mobile homes: 0
    - Other: 0
- Structures:
  - Bridges – N/A
  - Detour bridge – N/A
- Traffic control during construction: Traffic flow to be maintained during 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 expected
- Environmental concerns: None
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (   ), No ( no ),
  - Categorical exclusion, ( Yes )
  - Environmental Assessment/Finding of No Significant Impact (FONSI) (   ), or
  - Environmental Impact Statement (EIS) .
- Utility involvements: Georgia Power, Atlanta Gas, Bell South

**Project responsibilities:**

- Design, Henry County
- Right of Way Acquisition, Henry County
- Relocation of Utilities, Henry County
- Letting to contract, Henry County
- Supervision of construction, GDOT./ Henry County
- Providing material pits, N/A.

- o Providing Detour, N/A

**Coordination**

- Concept meeting date and brief summary.
- P. A. R. meetings, dates and results:
- FEMA, USCG, and/or TVA:).
- Public involvement: To be coordinated with Henry County
- Local government comments:
- Other projects in the area: None

**Scheduling – Responsible Parties’ Estimate**

- Time to complete the environmental process: ( 8 ) Months.
- Time to complete preliminary construction plans: ( 3 ) Months.
- Time to complete right of way plans: ( 1 ) Months.
- Time to complete the Section 404 Permit: ( ) Months. N/A
- Time to complete final construction plans: ( 2 ) Months.
- Time to purchase right of way: ( 6 ) Months.
- List other major items that will affect the project schedule:  N/A Months.

**Other Alternates Considered:**

1. None

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Project Concept Report Page  
Project Number: STP-165-1 Unit 69  
PI Number: 332980  
County: Henry

**Attachments:**

1. Estimates Cost:
  - a. Construction
  - b. Right of Way
2. Typical Sections
3. Capacity Analysis
4. Scoring Results
5. Schedule
6. Location Design Approval

Project Concept Report Page  
 Project Number: STP-165-1 Unit 69  
 PI Number: 332980  
 County: Henry

### Estimate Report for file "SR 155 & Fairview Rd."

Section Roadway					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
139-1000	1	Lump Sum	35000.00	TRAFFIC CONTROL	35000.00
201-1500	1	LS	55000.00	CLEARING & GRUBBING -	55000.00
210-0100	1	LS	75000.00	GRADING COMPLETE -	75000.00
310-1201	1000	TN	21.14	GR AGGR SUBBASE CRS, INCL MATL	21140.00
318-3000	100	TN	16.77	AGGR SURF CRS	1677.00
402-3110	1155	TN	75.00	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	86625.00
402-3112	650	TN	80.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	52000.00
402-3121	1000	TN	75.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	75000.00
413-1000	2849	GL	1.29	BITUM TACK COAT	3675.21
441-6222	345	LF	18.00	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	6210.00
550-1180	272	LF	36.00	STORM DRAIN PIPE, 18 IN, H 1-10	9792.00
550-1240	44	LF	55.00	STORM DRAIN PIPE, 24 IN, H 1-10	2420.00
550-4218	5	EA	555.21	FLARED END SECTION 18 IN, STORM DRAIN	2776.05
550-4224	2	EA	635.28	FLARED END SECTION 24 IN, STORM DRAIN	1270.56
603-2182	50	SY	46.42	STN DUMPED RIP RAP, TP 3, 24 IN	2321.00
611-8055	1	EA	1140.62	ADJUST MINOR STRUCTURE TO GRADE	1140.62
641-1200	50	LF	35.90	GUARDRAIL, TP W	1795.00
641-5001	1	EA	544.01	GUARDRAIL ANCHORAGE, TP 1	544.01
641-5012	1	EA	1703.89	GUARDRAIL ANCHORAGE, TP 12	1703.89
668-2100	1	EA	3582.62	DROP INLET, GP 1	3582.62
<b>Section Sub Total:</b>					<b>\$437,672.96</b>

Section EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	2	AC	523.99	TEMPORARY GRASSING	1047.98
163-0240	16	TN	204.50	MULCH	3272.00
163-0530	100	LF	3.03	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	303.00
165-0030	5000	LF	1.33	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	6650.00
165-0070	100	LF	1.76	MAINTENANCE OF BALED STRAW EROSION CHECK	176.00
171-0030	5000	LF	3.32	TEMPORARY SILT FENCE, TYPE C	16600.00
700-6910	2	AC	835.54	PERMANENT GRASSING	1671.08
700-7000	2	TN	59.23	AGRICULTURAL LIME	118.46
700-7010	10	GL	18.50	LIQUID LIME	185.00
700-8000	1	TN	292.01	FERTILIZER MIXED GRADE	292.01
700-8100	100	LB	1.69	FERTILIZER NITROGEN CONTENT	169.00
<b>Section Sub Total:</b>					<b>\$30,485.53</b>

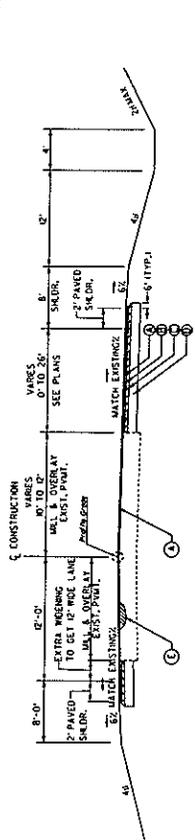
Section SIGNING AND MARKING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	16	SF	14.43	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	230.88
636-1031	25	SF	21.19	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	529.75
636-2030	50	LF	6.25	GALV STEEL POSTS, TP 3	312.50
652-0120	24	EA	39.71	PAVEMENT MARKING, ARROW, TP 2	953.04
653-1501	8000	LF	0.30	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	2400.00
653-1502	1500	LF	0.30	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	450.00
653-1704	160	LF	3.82	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	611.20
653-6004	300	SY	2.61	THERMOPLASTIC TRAF STRIPING, WHITE	783.00
<b>Section Sub Total:</b>					<b>\$6,270.37</b>

Section TRAFFIC SIGNAL INTALLATION					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
639-4050	1	EA	80000.00	Traffic Signal	80000.00
<b>Section Sub Total:</b>					<b>\$80,000.00</b>

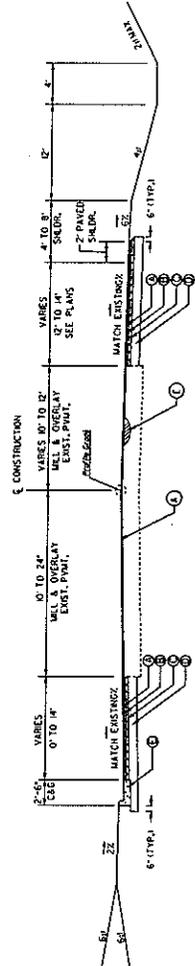
Project Concept Report Page  
Project Number: STP-165-1 Unit 69  
PI Number: 332980  
County: Henry

**Total Estimated Cost: \$554,428.86**

<b>Subtotal Construction Cost</b>	<b>\$554,428.86</b>
E&C Rate 10.0 %	\$55,442.89
Inflation Rate 5.0 % @ 1.0 Years	\$30,493.59
<hr/>	
<b>Total Construction Cost</b>	<b>\$640,365.33</b>
Right Of Way	\$90,000.00
ReImb. Utilities	\$5,000.00
<hr/>	
<b>Grand Total Project Cost</b>	<b>\$735,365.33</b>



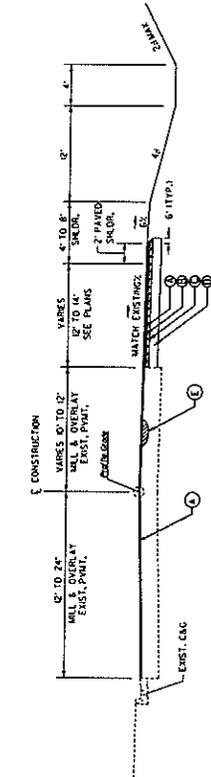
FAIRVIEW ROAD  
 APPLIES TO STA:  
 200+24.46 TO 209+20.00  
 213+12.74 TO 217+98.26



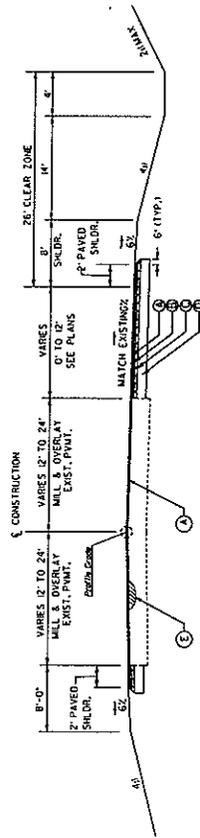
FAIRVIEW ROAD  
 APPLIES TO STA:  
 209+20.00 TO 210+54.24

- REQUIRED PAVEMENT
- ① 1.5" ASPHALT CONCRETE 5.5% SUPERPAVE
  - ② 2.0" ASPHALT CONCRETE 5.5% SUPERPAVE
  - ③ 3.0" ASPHALT CONCRETE 5.5% SUPERPAVE
  - ④ 4" GRADED AGGREGATE BASE

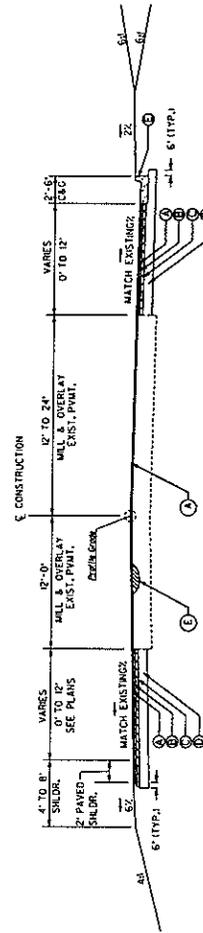
NOTE: ALL STATION AND OFFSETS ARE TAKEN FROM THE CONSTRUCTION BASELINE UNLESS OTHERWISE NOTED. ALL DIMENSIONS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.



FAIRVIEW ROAD  
 APPLIES TO STA:  
 210+54.24 TO 213+12.74



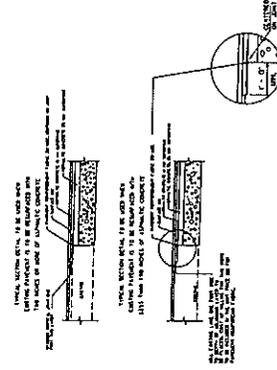
GA. HWY. 155  
 APPLIES TO STA:  
 100+86.54 TO 111+40.00  
 113+63.26 TO 121+70.73



GA. HWY. 155  
 APPLIES TO STA:  
 111+40.00 TO 113+63.26

- REQUIRED PAVEMENT
- ① 165 LB/50 YD - 1 1/2" ASPH. CONC. 9.5 mm SUPERPAVE
  - ② 220 LB/50 YD - 2" ASPH. CONC. 19 mm SUPERPAVE
  - ③ 10" GRADED AGGREGATE BASE
  - ④ ASPHALT LEVELING AS REQUIRED
  - ⑤ 8" X 8" IN CONC. CURB & CUTTER TP. 2

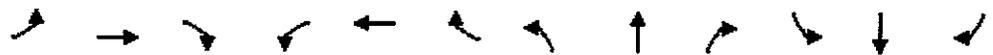
NOTE: ALL STATION AND OFFSETS ARE TAKEN FROM THE CENTERLINE OF CONSTRUCTION UNLESS OTHERWISE NOTED. ALL DIMENSIONS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.



PAVEMENT FABRIC DETAIL

HCM Unsignalized Intersection Capacity Analysis  
 3: Fairview Rd. & SR 155

2007 PM Peak Hour  
 With Existing Geometry



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Sign Control		Stop			Stop			Stop			Stop	
Volume (veh/h)	31	320	206	34	130	36	70	168	11	120	494	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	34	348	224	37	141	39	76	183	12	130	537	77

Direction Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	605	217	76	195	130	614
Volume Left (vph)	34	37	76	0	130	0
Volume Right (vph)	224	39	0	12	0	77
Hadj (s)	-0.2	0.0	0.2	0.0	0.2	0.0
Departure Headway (s)	7.0	8.1	8.6	8.4	7.9	7.6
Degree Utilization, x	1.18	0.49	0.18	0.45	0.29	1.30
Capacity (veh/h)	518	429	409	422	448	480
Control Delay (s)	124.0	18.5	12.3	16.8	12.9	173.0
Approach Delay (s)	124.0	18.5	15.6		145.0	
Approach LOS	F	C	C		F	

Intersection Summary	
Delay	104.0
HCM Level of Service	F
Intersection Capacity Utilization	96.2%
ICU Level of Service	E

HCM Unsignalized Intersection Capacity Analysis  
 3: Fairview Rd. & SR 155

2027 AM Peak Hour  
 With Existing Geometry

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Sign Control		Stop			Stop			Stop				Stop	
Volume (veh/h)	126	269	261	54	817	312	670	1224	26	74	424	77	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (veh/h)	137	292	284	59	888	339	728	1330	28	80	461	84	
Direction Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2							
Volume Total (vph)	713	1286	728	1359	80	545							
Volume Left (vph)	137	59	728	0	80	0							
Volume Right (vph)	284	339	0	28	0	84							
Hadj (s)	-0.2	-0.1	0.2	0.0	0.2	-0.1							
Departure Headway (s)	9.0	9.0	9.5	9.3	9.5	9.2							
Degree Utilization, x	1.77	3.22	1.92	3.51	0.21	1.39							
Capacity (veh/h)	407	403	384	391	374	400							
Control Delay (s)	379.7	1022.8	445.5	1152.1	13.8	216.2							
Approach Delay (s)	379.7	1022.8	905.5		190.2								
Approach LOS	F	F	F		F								
Intersection Summary													
Delay			763.0										
HCM Level of Service			F										
Intersection Capacity Utilization			200.4%		ICU Level of Service	H							

HCM Unsignalized Intersection Capacity Analysis  
 3: Fairview Rd. & SR 155

2027 PM Peak Hour  
 With Existing Geometry



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↖	↗		↖	↗	
Sign Control		Stop			Stop			Stop			Stop	
Volume (veh/h)	74	771	496	83	312	86	169	404	26	289	1192	172
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	80	838	539	90	339	93	184	439	28	314	1296	187

Direction Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	1458	523	184	467	314	1483
Volume Left (vph)	80	90	184	0	314	0
Volume Right (vph)	539	93	0	28	0	187
Hadj (s)	-0.2	0.0	0.2	0.0	0.2	0.0
Departure Headway (s)	8.9	9.1	9.5	9.3	9.5	9.2
Degree Utilization, x	3.62	1.32	0.48	1.20	0.83	3.80
Capacity (veh/h)	407	404	367	393	375	394
Control Delay (s)	1204.2	186.7	19.9	141.1	43.8	1283.8
Approach Delay (s)	1204.2	186.7	106.9		1067.0	
Approach LOS	F	F	F		F	

Intersection Summary	
Delay	867.0
HCM Level of Service	F
Intersection Capacity Utilization	213.0%
ICU Level of Service	H

HCM Unsignalized Intersection Capacity Analysis  
 3: Fairview Rd. & SR 155

AM Peak Hour  
 With Current Volumes and Geometry



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↖	↗		↖	↗	
Sign Control		Stop			Stop			Stop			Stop	
Volume (veh/h)	44	94	91	19	285	109	234	427	9	26	148	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	48	102	99	21	310	118	254	464	10	28	161	29

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	249	449	254	474	28	190
Volume Left (vph)	48	21	254	0	28	0
Volume Right (vph)	99	118	0	10	0	29
Hadj (s)	-0.2	-0.1	0.2	0.0	0.2	-0.1
Departure Headway (s)	7.5	6.9	7.6	7.4	8.4	8.1
Degree Utilization, x	0.52	0.87	0.53	0.97	0.07	0.43
Capacity (veh/h)	458	449	460	474	403	412
Control Delay (s)	18.1	39.8	17.7	59.0	10.8	15.8
Approach Delay (s)	18.1	39.8	44.6		15.1	
Approach LOS	C	E	E		C	

Intersection Summary	
Delay	35.4
HCM Level of Service	E
Intersection Capacity Utilization	80.4%
ICU Level of Service	D

HCM Signalized Intersection Capacity Analysis  
 3: Fairview Rd. & SR 155

2027 PM Peak Hour  
 With Planned Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑	↗	↖	↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.30	1.00	1.00	0.10	1.00	1.00	0.08	1.00	1.00	0.25	1.00	1.00
Satd. Flow (perm)	554	1863	1583	191	1863	1583	155	1863	1583	465	1863	1583
Volume (vph)	74	771	496	83	312	86	169	404	26	289	1192	172
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	838	539	90	339	93	184	439	28	314	1296	187
Lane Group Flow (vph)	80	838	539	90	339	93	184	439	28	314	1296	187
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	47.0	41.0	41.0	43.0	39.0	39.0	54.0	48.0	48.0	73.0	63.0	63.0
Effective Green, g (s)	47.0	41.0	41.0	43.0	39.0	39.0	54.0	48.0	48.0	73.0	63.0	63.0
Actuated g/C Ratio	0.36	0.32	0.32	0.33	0.30	0.30	0.42	0.37	0.37	0.56	0.48	0.48
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	256	588	499	112	559	475	139	688	584	472	903	767
v/s Ratio Prot	c0.01	c0.45		c0.02	0.18		c0.06	0.24		0.11	c0.70	
v/s Ratio Perm	0.10		0.34	0.24		0.06	0.49		0.02	0.27		0.12
v/c Ratio	0.31	1.43	1.08	0.80	0.61	0.20	1.32	0.64	0.05	0.67	1.44	0.24
Uniform Delay, d1	29.3	44.5	44.5	64.3	38.9	33.8	64.2	33.8	26.3	19.2	33.5	19.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.2	201.1	63.6	43.9	4.8	0.9	186.9	4.5	0.2	7.2	202.2	0.8
Delay (s)	32.4	245.6	108.1	108.3	43.8	34.8	251.1	38.3	26.5	26.5	235.7	20.3
Level of Service	C	F	F	F	D	C	F	D	C	C	F	C
Approach Delay (s)		183.0			53.3			98.0			176.7	
Approach LOS		F			D			F			F	

Intersection Summary			
HCM Average Control Delay	152.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.41		
Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	140.8%	ICU Level of Service	H

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 3: Fairview Rd. & SR 155

2007 AM Peak Hour  
 With Proposed Intersection Improvements

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.34	1.00	1.00	0.65	1.00	1.00	0.50	1.00	1.00	0.32	1.00	1.00
Satd. Flow (perm)	624	1863	1583	1214	1863	1583	940	1863	1583	601	1863	1583
Volume (vph)	52	112	108	23	339	130	278	507	11	31	176	32
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	122	117	25	368	141	302	551	12	34	191	35
Lane Group Flow (vph)	57	122	117	25	368	141	302	551	12	34	191	35
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	42.0	42.0	42.0	42.0	42.0	42.0	70.0	54.0	54.0	53.0	41.0	41.0
Effective Green, g (s)	42.0	42.0	42.0	42.0	42.0	42.0	70.0	54.0	54.0	53.0	41.0	41.0
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.35	0.35	0.58	0.45	0.45	0.44	0.34	0.34
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	218	652	554	425	652	554	721	838	712	382	637	541
w/s Ratio Prot		0.07			c0.20		c0.09	c0.30		0.01	0.10	
w/s Ratio Perm	0.09		0.07	0.02		0.09	0.16		0.01	0.03		0.02
w/c Ratio	0.26	0.19	0.21	0.06	0.56	0.25	0.42	0.66	0.02	0.09	0.30	0.06
Uniform Delay, d1	27.9	27.1	27.4	25.9	31.6	27.8	13.1	25.8	18.3	19.7	29.0	26.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.9	0.6	0.9	0.3	3.5	1.1	1.8	4.0	0.0	0.5	1.2	0.2
Delay (s)	30.8	27.8	28.2	26.1	35.1	28.9	14.8	29.8	18.3	20.2	30.2	26.8
Level of Service	C	C	C	C	D	C	B	C	B	C	C	C
Approach Delay (s)		28.5			33.1			24.4			28.4	
Approach LOS		C			C			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay		27.9			HCM Level of Service			C				
HCM Volume to Capacity ratio		0.60										
Cycle Length (s)		120.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		61.7%			ICU Level of Service			B				
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
 3: Fairview Rd. & SR 155

2007 PM Peak Hour  
 With Proposed Intersection Improvements

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑	↗	↖	↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.62	1.00	1.00	0.35	1.00	1.00	0.26	1.00	1.00	0.60	1.00	1.00
Satd. Flow (perm)	1160	1863	1583	654	1863	1583	479	1863	1583	1119	1863	1583
Volume (vph)	31	320	206	34	130	36	70	168	11	120	494	71
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	348	224	37	141	39	76	183	12	130	537	77
Lane Group Flow (vph)	34	348	224	37	141	39	76	183	12	130	537	77
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	41.0	41.0	41.0	41.0	41.0	41.0	67.0	54.0	54.0	67.0	54.0	54.0
Effective Green, g (s)	41.0	41.0	41.0	41.0	41.0	41.0	67.0	54.0	54.0	67.0	54.0	54.0
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34	0.34	0.56	0.45	0.45	0.56	0.45	0.45
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	396	637	541	223	637	541	407	838	712	695	838	712
v/s Ratio Prot		c0.19			0.08		0.02	0.10		c0.02	c0.29	
v/s Ratio Perm	0.03		0.14	0.06		0.02	0.08		0.01	0.08		0.05
v/c Ratio	0.09	0.55	0.41	0.17	0.22	0.07	0.19	0.22	0.02	0.19	0.64	0.11
Uniform Delay, d1	26.8	32.0	30.3	27.6	28.1	26.7	14.9	20.1	18.3	12.7	25.5	19.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	3.3	2.3	1.6	0.8	0.3	1.0	0.6	0.0	0.6	3.7	0.3
Delay (s)	27.2	35.3	32.6	29.2	28.9	26.9	15.9	20.7	18.3	13.3	29.2	19.4
Level of Service	C	D	C	C	C	C	B	C	B	B	C	B
Approach Delay (s)		33.9			28.6			19.3			25.4	
Approach LOS		C			C			B			C	
<b>Intersection Summary</b>												
HCM Average Control Delay		27.7										
HCM Volume to Capacity ratio		0.55										
Cycle Length (s)		120.0										
Intersection Capacity Utilization		60.8%										
HCM Level of Service												C
Sum of lost time (s)										12.0		
ICU Level of Service												B

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 3: Fairview Rd. & SR 155

2027 AM Peak Hour  
 With Proposed Improvements

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↘	↔	↑	↘	↔	↑	↘	↔	↑	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.08	1.00	1.00	0.42	1.00	1.00	0.14	1.00	1.00	0.09	1.00	1.00
Satd. Flow (perm)	146	1863	1583	776	1863	1583	263	1863	1583	162	1863	1583
Volume (vph)	126	269	261	54	817	312	670	1224	28	74	424	77
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	137	292	284	59	888	339	728	1330	28	80	461	84
Lane Group Flow (vph)	137	292	284	59	888	339	728	1330	28	80	461	84
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	56.0	51.0	51.0	54.0	50.0	50.0	83.0	75.0	75.0	50.0	46.0	46.0
Effective Green, g (s)	56.0	51.0	51.0	54.0	50.0	50.0	83.0	75.0	75.0	50.0	46.0	46.0
Actuated g/C Ratio	0.37	0.34	0.34	0.36	0.33	0.33	0.55	0.50	0.50	0.33	0.31	0.31
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	109	633	538	306	621	528	477	932	792	97	571	485
w/s Ratio Prot	c0.04	0.16		0.01	c0.48		c0.34	0.71		0.02	0.25	
w/s Ratio Perm	0.43		0.18	0.06		0.21	c0.51		0.02	0.25		0.05
w/c Ratio	1.26	0.46	0.53	0.19	1.43	0.64	1.53	1.43	0.04	0.82	0.81	0.17
Uniform Delay, d1	74.7	38.7	39.8	32.5	50.0	42.4	41.8	37.5	19.1	74.4	47.9	38.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	170.4	2.4	3.7	1.4	202.7	5.9	247.3	198.4	0.1	52.4	11.6	0.8
Delay (s)	245.1	41.2	43.5	33.9	252.7	48.3	289.1	235.9	19.2	126.9	59.6	38.9
Level of Service	F	D	D	C	F	D	F	F	B	F	E	D
Approach Delay (s)		81.3			188.8			251.6			65.4	
Approach LOS		F			F			F			E	
<b>Intersection Summary</b>												
HCM Average Control Delay	183.9			HCM Level of Service				F				
HCM Volume to Capacity ratio	1.47											
Cycle Length (s)	150.0			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	142.1%			ICU Level of Service				H				
c Critical Lane Group												

## Project Schedule HENRY COUNTY

**Project Name: SR 155 & Fairview Road Improvements**

		Scheduled Dates	
		Begin	End
<b>Concept Approved</b>			
<b>Environmental Studies</b>			
	Ecology	2-20-06	9-25-06
	History	2-20-06	6-19-06
	Archaeology	2-20-06	5-10-06
	CE Document	2-20-06	1-1-07
<b>Preliminary Design</b>			
	Preliminary Plans		
	GDOT Review	11-15-06	12-15-06
	Address Comments	12-15-06	1-1-07
	Preliminary Field Plan Review	1-15-07	2-15-07
	Preliminary Plan Approval	1-15-07	2-15-07
<b>Right-of-Way</b>			
	Right-of-Way Plans	2-15-07	2-30-07
	GDOT Review and Approval	2-30-07	3-15-07
	Right-of-Way Acquisition	3-15-06	7-1-07
	Right-of-Way Certification	7-1-07	7-1-07
<b>Final Design</b>			
	Final Plans	2-15-07	5-15-07
	GDOT Review	5-15-07	6-15-07
	Final Design Approval	6-15-07	7-1-07
<b>Construction Letting</b>			10-15-07
<b>Construction</b>			