ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-3435-00(000) Henry County
P. I. No. 343500

OFFICE Preconstruction

DATE January 12, 2001

FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT **PROJECT CONCEPT REPORT APPROVAL**

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

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

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-3435-00(000)Henry County
P.I. No. 343500

OFFICE Preconstruction

DATE December 14, 2000

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

TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the intersection improvements at Old Conyers Road and Flat Rock Road in Henry County. Old Conyers Road and Flat Rock Road are rural two lane facilities with posted speed limits of 45 MPH and 35 MPH respectively. This four way intersection is currently operated as a four way stop. The intersection has operational deficiencies due to substandard horizontal and vertical alignments. With the current intersection layout, year 2020 traffic volumes will result in a Level of Service (LOS) "F". With the proposed improvements, the year 2020 traffic volumes will result in a LOS "C".

The construction proposes to widen Old Conyers Road to provide left and right turn lanes on both approaches. Flat Rock Road will maintain its current configuration as a two lane roadway. The horizontal and vertical alignments, westbound, will be corrected to provide adequate stopping sight distance for a design speed of 35 MPH. The 35 MPH design criteria was selected to minimize the cut section required on the east approach of Old Conyers Road and the right-of-way easement needed to tie in driveways. It is recommended by this report for Henry County to reduce the speed limit on Old Conyers Road to 35 MPH. This intersection will be signalized under this project. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; a public hearing is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$325,000	$400,000	2004	Local
Right-of-Way & Utilities*	Local	Local		

STP-3435-00(000) Henry
December 14, 2000

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

I recommend this project concept be approved.

TLT:JDQ/cj

Attachment

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

APPROVE_____
J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-3435-00(000) Henry
P.I. Number 343500-

OFFICE: Engineering Services

DATE: November 28, 2000

FROM: David Mulling, Project Review Engineer

TO: Wayne Hutto, Assistant Director of Pre-construction

RECEIVED
NOV 29 2000

SUBJECT: **CONCEPT REPORT**

We have reviewed the concept report submitted November 22, 2000 by the letter from Glenn Durrence dated November 17, 2000, and have no comments.

The costs for the project are:

Construction	$268,000
Inflation	$ 27,000
E&C	$ 30,000
Reimbursable Utilities	$ 0
Right of Way	$ 2,500

DTM

c: Glenn Durrence – Attention: Bill Rountree

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-3435-00(000) HENRY
P.I.No. 343500
FLAT ROCK RD @ OLD CONNERS RD

OFFICE Thomaston

DATE **November 17, 2000**

FROM Glenn W. Durrence, P.E., District Engineer

TO David Mulling, P.E., State Project Review Engineer

SUBJECT **PROJECT CONCEPT REPORT / CONSTRUCTION COST ESTIMATE**

Attached is the Project Concept Report / Construction Cost Estimate on the above project for your review and further handling.

If additional information is needed, contact Bill Rountree, P.E., District Design Engineer, at (706) 646-6604.

WJR

Xc: Wayne Hutto
Debra Benton
Harvey Keepler
Tommy Cleveland
David Millen
Lem Dobbs
Ethel White
Keith Rohling
Marion Waters
Cora Cook
Jeff Douglas, P.E., DS Atlantic Corp.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

NOV 27 2000

FILE STP-3435-00(000) HENRY
P.I.No. 343500
FLAT ROCK RD @ OLD CONNERS RD

OFFICE Thomaston

DATE **November 17, 2000**

FROM Glenn W. Durrence, P.E., District Engineer

TO David Mulling, P.E., State Project Review Engineer

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Keith Rohling
Marion Waters
Cora Cook
Jeff Douglas, P.E., DS Atlantic Corp.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-3435-00(000)
P.I. NO. 343500
HENRY COUNTY

FEDERAL ROUTE NO: N.A.
STATE ROUTE NO: N.A.

Prepared By: _____ **Date:** 10/31/2000
Jeff Douglas, PE
DSAtlantic Corp.

RECOMMENDATION FOR APPROVAL

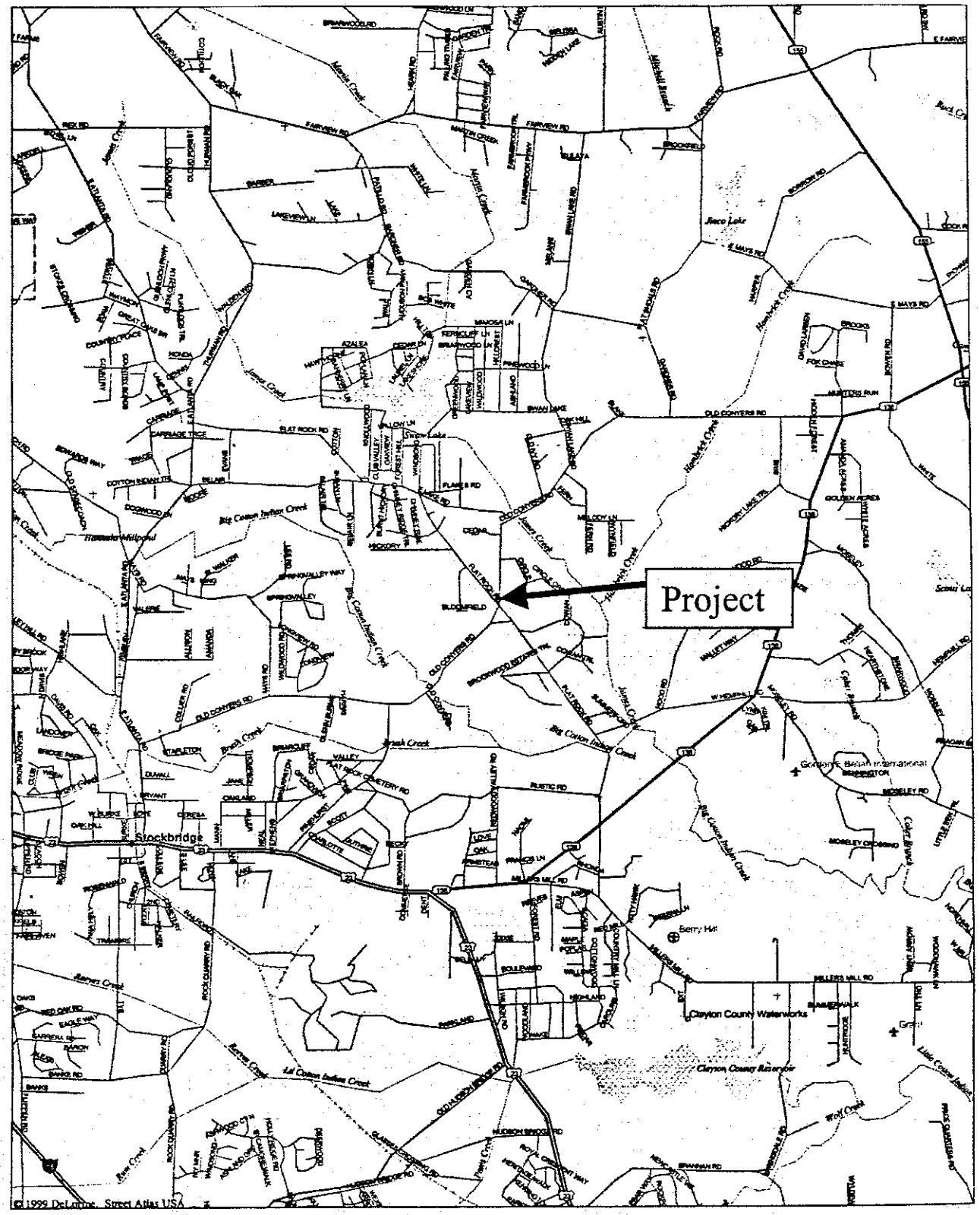
This project concept is contained in the Regional Transportation Improvement Program (RTIP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTIP and/or the STIP.

DATE	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE	State Environmental / Location Engineer
11/15/00 DATE	District Engineer / Thomaston
DATE	Project Review Engineer
DATE	State Traffic Operations Engineer

Project: STP-3435-00(000)

P.I. NO:343500
(9/22/00)

PROJECT LOCATION MAP:



PROJECT LOCATION & DESCRIPTION			
PROJECT LENGTH: 0.34 Miles			
TRAFFIC			
CURRENT		**PROJECTED**	
AADT /YEAR =	**8,934 / 2000**	**AADT /YEAR =**	**13,401 / 2020**
		K =	**0.15**
		D =	**0.65**
		T =	**0.05**
		24 HR T =	**670**
PDP CLASSIFICATION		**FUNCTIONAL CLASSIFICATION**	
Minor		Rural Collector	
FOS ( )	**EXEMPT (X)**	**SF ( )**	

PROJECT NEED & PURPOSE

The purpose of project STP-3435-00 (000) is to improve the safety and operation of the intersection of Old Conyers Road with Flat Rock Road in Henry County. Flat Rock Road is a typical north/south route and Old Conyers Road is a typical east/west route. The intersection has all-way stop control.

The existing 2000 daily traffic volume on Old Conyers Road at the intersection is 5,176. The existing 2000 daily traffic volume on Flat Rock Road at the intersection is 3,758. The 2020 design traffic volume for Old Conyers Road at the intersection is 7,764 average annual daily traffic (AADT). The 2020 design traffic volume for Flat Rock Road at the intersection is 5,637 AADT. Design traffic volumes are forecasted based upon growth rates for the area.

In the period 10/03/1998 to 10/02/1999, no accidents occurred at the intersection.

The traffic signal warrant evaluation shows that warrants 9 and 11 are met under current traffic volumes. The project will widen Old Conyers Road to include right and left turn lanes for both approaches. The project will also install a fully actuated stop-and-go traffic signal. The addition of turning lanes and stop-and-go traffic control will increase the capacity of the intersection, thereby improving the operation of traffic flow. With the current intersection layout, 2020 traffic volumes would result in LOS "F". With the proposed improvements, 2020 traffic volumes would result in LOS "C".

The northern and southern termini of this project are 126 feet north and 156 feet south of the intersection, respectively. The eastern and western termini are approximately 952 feet east and 896 feet west of the intersection, respectively. The total project length is 0.40 miles.

EXISTING ROADWAY		
TYPICAL SECTION: Old Conyers – varies 20' to 24' Flat Rock – varies 20' to 24'	2 Lane Rural	**Right of Way WIDTH** Flat Rock – 60' to 80' Old Conyers – 60'
POSTED SPEED	**MAX DEGREE OF CURVE**	**MAXIMUM GRADE**
45 mph – Old Conyers 35 mph – Flat Rock	5	7 %

MAJOR STRUCTURES

FEATURE INTERSECTED / TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
None				

HAZARD INDEX:

PROPOSED ROADWAY
WIDENING AND RECONSTRUCTION

TYPICAL SECTION: Old Conyers will feature 12' lanes with right turn lanes and symmetrical widening for 14' left turn lanes. Old Conyers will have 6' grassed shoulders. Typical section diagrams are attached.

DESIGN SPEED	MAX DEGREE OF CURVE		MAX GRADE	
45 mph	**Allowable**	9	**Allowable**	7.5 %
	Proposed	8.8	**Proposed**	5 %

PROPOSED MAJOR STRUCTURES

FEATURE INTERSECTED / TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
None				

PROPOSED RIGHT OF WAY

RIGHT OF WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS		
Varies 60 ft to 80 ft	Approximately 6	RES: 0	BUS: 0	M.H.: 0

RIGHT OF WAY ACQUSITION BY: Local Government

PROPOSED RIGHT OF WAY
TYPE OF ACCESS CONTROL: Access controlled by permit

COORDINATION AND SCHEDULING
CONCEPT TEAM MEETING DATE: 9/13/00
CONFORMS TO TIP/STIP: Project missed June 30, 2000 deadline. Requires TIP amendment by Henry Co.
MEETS LOGICAL TERMINI REQUIREMENTS: Yes
P.A.R. MEETING: Not Required
LOCATION INSPECTION DATE: Pending
PERMITS REQUIRED (4f, COE, 404, etc.): Nationwide 404 (DSAtlantic)
LEVEL OF PUBLIC INVOLVEMENT: A public meeting is not required.
TIME SAVING PROCEDURES APPROPRIATE: Yes
OTHER PROJECT IN THE AREA: None
LOCAL GOVERNMENT COMMENTS:

SCHEDULING CONSIDERATIONS	
TIME TO COMPLETE ENVIRONMENTAL:	3 MONTHS
TIME TO COMPLETE PRELIMINARY RD/RW PLANS:	2 MONTHS
TIME TO COMPLETE 404 PERMIT:	2 MONTHS
TIME TO COMPLETE FINAL CONSTRUCTION PLANS:	2 MONTHS
TIME TO BUY RIGHTS-OF-WAY:	5 MONTHS

MISCELLANEOUS
TRAFFIC CONTROL DURING CONSTRUCTION: Traffic will be maintained on the existing road.
LEVEL OF ENVIRONMENTAL ANALYSIS: Categorical Exclusion is anticipated
UNDERGROUND STORAGE TANKS: One possible site (approximate Sta. 18+00, 125' right)
HAZARDOUS SITES: None anticipated

DESIGN VARIATIONS REQUESTED			
DESIGN ELEMENT	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	☐	☒	☐
SUBST ROADWAY WIDTH	☐	☒	☐
SUBST SHOULDER WIDTH	☐	☒	☐
SUBST VERTICAL GRADES	☐	☒	☐
SUBST CROSS SLOPES	☐	☒	☐
SUBST STOPPING SIGHT DIST	☐	☒	☐
SUBST SUPERELEV RATES	☐	☒	☐
SUBST HORIZONTAL CLEARANCE	☐	☒	☐
SUBST SPEED DESIGN	☐	☒	☐
SUBST VERTICAL CLEARANCE	☐	☒	☐
SUBST BRIDGE WIDTH	☐	☒	☐
SUBST BRIDGE CAPACITY	☐	☒	☐

ALTERNATIVES CONSIDERED

1. No build.

2. Widen Old Conyers Road to include right and left turn lanes for both the east and west approaches. Reduce speed limit on Old Conyers Road from 45 mph to 35 mph. Install a stop-and-go traffic signal. This alternate is selected as the preferred alternate as it will provide a LOS of "C" through 2020.

COMMENTS: Installation of a stop and go traffic signal will allow vehicles arriving on the green to continue through the intersection at the posted speed. The current horizontal and vertical alignments of the Old Conyers Road are substandard for a 45 mph design speed. Therefore, the proposed design features both horizontal and vertical realignment of Old Conyers Road to meet a 35 mph design speed. The speed limit of Old Conyers Road should be reduced to 35 mph by Henry County. The 35 mph design criteria is selected to minimize the cut section required on the east approach of Old Conyers Road and the right-of-way easement needed to tie in driveways. Profiles for the existing and proposed Old Conyers Road are attached.

The side road connecting the west approach of Old Conyers Road with the south approach of Flat Rock Road will be closed at the Old Conyers end as shown in the plan as requested by GDOT.

ATTACHMENTS: cost estimate, typical sections, concept team meeting minutes, traffic counts, warrant analysis, HCS printouts, profile sheets and concept drawing.

Project: STP-3435-00(000) P.I. NO:343500 (9/22/00)

PRELIMINARY COST ESTIMATE

PREPARED BY: DSAtlantic Corp. PROJECT LENGTH: 0.40 miles

ESTIMATED LETTING DATE: 2001

( )PROGRAMMING PROCESS (X)CONCEPT DEVELOPMENT ( )DURING PROJECT DEV.

PROJECT COST		
A. RIGHT-OF-WAY: By Local Government		
1. PROPERTY (LAND - 0.25 ac. @ $10,000 / ac.)		$ 2,500.00
2. DISPLACEMENTS; RES: , BUS; , M.H.: None anticipated		
3. OTHER COST (ADM./COST, INFLATION)		
SUBTOTAL:A		By Local Gov.
B. REIMBURSABLE UTILITIES: By Local Government		
1. RAILROAD		
2. TRANSMISSION LINES		
3. SERVICES		.
SUBTOTAL:B		By Local Gov.
C. CONSTRUCTION:		
1. MAJOR STRUCTURES		$ 0.00
a. OVERPASSES		$ 0.00
b. OTHER		$ 0.00
SUBTOTAL:C-1		$ 0.00
2. GRADING AND DRAINAGE:		
a. EARTHWORK (9,500 cy @ $5.00/cy)		$ 47,500.00
b. DRAINAGE:		
1) Cross Drain Pipe (125ft—15in @ $25/ft + 145 ft-18" @ $26/LF)		$ 6,895.00
2) Curb and Gutter (617 ft @ $11.00/ft)		$ 6,787.00
3) Longitudinal System(include catch basins)		$ 0.00
SUBTOTAL:C-2		$ 61,182.00
3. BASE AND PAVING:		
a. AGGREGATE BASE (2,541 Ton @ $15.00/Ton)		$ 38,115.00
b. ASPHALT PAVING: Surface (742 Ton @ $36.00/ Ton)	$ 26,712.00	

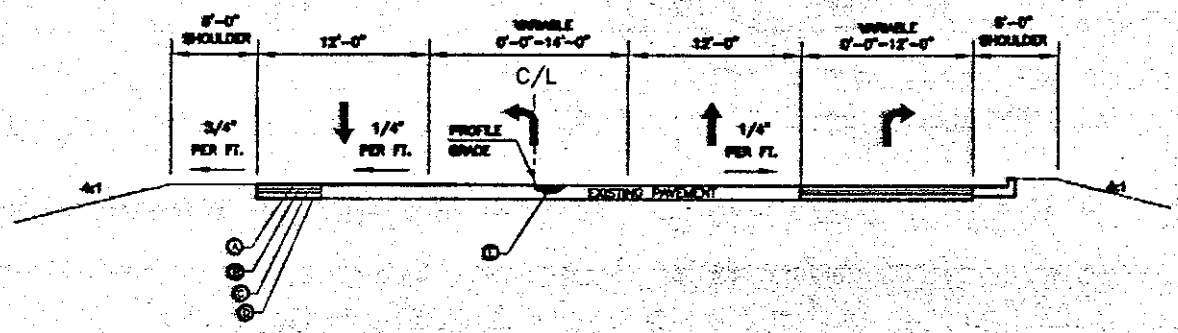
PROJECT COST		
Binder (508 Ton @ $35.00/ Ton)	$ 17,780.00	
Base (1016 Ton $35.00/Ton)	$ 35,560.00	
SUBTOTAL:C-3.b		$ 80,052.00
c. CONCRETE PAVING		$ 0.00
d. OTHER (Bituminous Tack: 773 Gal @ $0.25/Gal)		$ 193.00
SUBTOTAL:C-3		$ 118,360.00
4. LUMP ITEMS:		
a. GRASSING (2 ac @ $1,600.00/ac)		$ 3,200.00
b. CLEARING AND GRUBBING (2 ac @ $4,000.00/ac)		$ 8,000.00
c. LANDSCAPING		$ 0.00
d. EROSION CONTROL		$ 8,000.00
e. TRAFFIC CONTROL		$ 10,000.00
SUBTOTAL:C-4		$ 29,200.00
5. MISCELLANEOUS:		
a. LIGHTING ( )		$ 500.00
b. SIGNING - MARKING (Marking + 55 ft^2 signing material @ $21.00/$ft^2$		$ 15,155.00
c. GUARDRAIL – (0.0ft @ $10.00/ft)		$ 0.00
d. SIDEWALK (0.0yd^2 @ $20.00/$yd^2$)		$ 0.00
SUBTOTAL:C-5		$ 15,655.00
6. SPECIAL FEATURES		
a. TRAFFIC SIGNAL INSTALLATION		$ 37,000.00
b. STRAIN POLES (2 @ $3,300 each)		$ 6,600.00
SUBTOTAL:C-6		$ 43,600.00

ESTIMATE SUMMARY	
A. RIGHT-OF-WAY ( )	By Local Government
B. REIMBURSABLE UTILITIES	By Local Government
C. CONSTRUCTION	
1. MAJOR STRUCTURES	$ 0.00
2. GRADING AND DRAINAGE	$ 61,182.00
3. BASE AND PAVING	$ 118,360.00
4. LUMP ITEMS	$ 29,200.00
5. MISCELLANEOUS	$ 15,655.00
6. SPECIAL FEATURES	$ 43,600.00
SUBTOTAL CONSTRUCTION COST	$ 267,997.00
PRELIMINARY ENGINEERING (3%)	$ 8,040.00
CONTINGENCIES (7%)	$ 18,760.00
INFLATION (5% PER YEAR)	$ 26,800.00
NUMBER OF YEARS 2	
TOTAL CONSTRUCTION COST	**$ 321,597.00**
GRAND TOTAL PROJECT COST	**$ 321,597.00**

Under the Local Government Participation Agreement (LGPA) project construction will be 80% state funded and 20% locally funded.

This project is 100 percent in congressional district 3.

TYPICAL SECTION
OLD CONYERS ROAD - LOOKING NORTHBOUND
OVERLAY AND WIDENING
NOT TO SCALE



Ⓐ = 165 LBS/SQ. YD. 9.5 mm SUPERPAVE

Ⓑ = 220 LBS/SQ. YD. 19 mm SUPERPAVE

Ⓒ = 440 LBS/SQ. YD. 25 mm SUPERPAVE

Ⓓ = 10" GRADED AGGR BASE

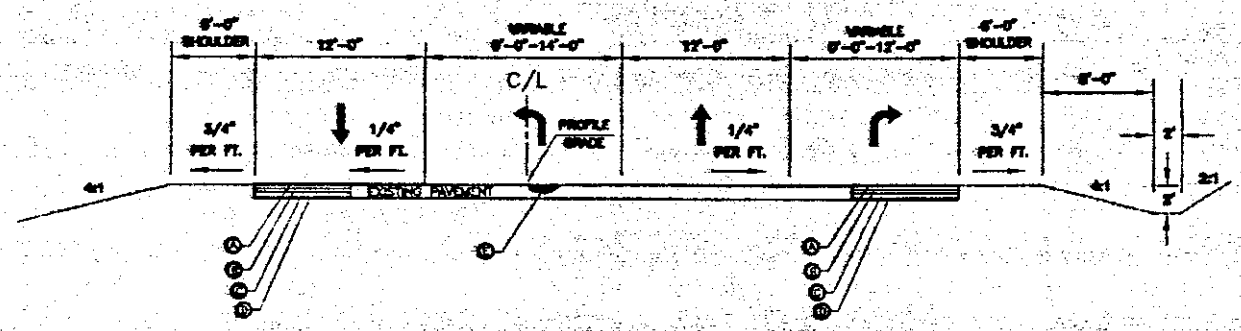
Ⓔ = ASPH CONC. LEVELING

PROJECT STP-3435-00 (000)

COUNTY HENRY

P.I.N.O. 343500

TYPICAL SECTION
OLD CONYERS ROAD - LOOKING SOUTHBOUND
OVERLAY AND WIDENING
NOT TO SCALE



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PROJECT STP-3435-00 (000)

COUNTY HENRY

P.I.N.O. 343500

NOTICE OF LOCATION AND DESIGN APPROVAL

STP-3435-00 (400) HENRY COUNTY
P. I. No. 343500

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

The purpose of this project is to improve the safety and operation of the intersection of Old Conyers Road and Flat Rock Road located in north Henry County. Flat Rock Road is a north/south route while Old Conyers Road is typically and east/west route. The northern and southern termini of this project are 126 feet north and 156 feet south of the intersection. The eastern and western termini are approximately 952 feet east and 896 feet west of the intersection. The total project length is approximately 0.40 miles. The project lies entirely within Henry County and within Land Districts 11 and 12 and Land Lots 96 and 97.

Date of Location Design Approval: 12-JANUARY-2001

The project will widen Old Conyers Road to include twelve foot right and fourteen foot left turn lanes for both the east and west approaches. A six foot grassed shoulder will be utilized. Minor widening and resurfacing along Flat Rock will be required. The project will also install a fully actuated stop-and-go traffic signal at this intersection.

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, Thomaston District Office, 715 Andrews Drive, Thomaston, Georgia 30286-4524. Or, any interested party may obtain a copy of the drawings or maps or plats by writing to the Georgia Department of Transportation, Thomaston District Office, 715 Andrews Drive, Thomaston, Georgia 30286-4524 and paying a nominal cost therefor.

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

William J. Rountree, P.E., District Design Engineer
Department Of Transportation
Thomaston District Office
715 Andrews Drive
Thomaston, Georgia 30286-4524

(706)646-6604

Henry County Intersections
Concept Meeting Attendees

FOR

Fairview Road @ Thurman Road – P.I. No. 351240, STP 3512
S.R.155 @ S.R. 38 - P.I. No. 323075, STP 3230
Old Conyers Road @ Flat Rock Road – P.I. No. 343500, STP 3435

ON

September 13, 2000 @ 10:00 A.M.

1.	Jeff Douglas	DSAtlantic	(912)474-6100
2.	Bret Gillis	DSAtlantic	(912)474-6100
3.	Stephanie Watson	DSAtlantic	(912)474-6100
4.	Jim O'Neal	Henry County	(770)954-2087
5.	Byron Emerson	Henry County DOT	(770)954-2087
6.	Tom Queen	GA DOT Thomaston	(706)646-6591
7.	Marc Mastronardi	GA DOT – Griffin	(770)228-7337
8.	Ken Werho	GA DOT Traffic Ops. – TMC	(404)635-8125
9.	Brook Martin	GA DOT Traffic Ops. – TMC	(404)635-8127
10.	Bobby Blackmon	GA DOT Road Design	(706)646-6607
11.	Bill Rountree	GA DOT-District 3 Design	(706)646-6604
12.	Timothy D. Spikes	Henry County DOT	(770)954-2087
13.	Kenny Morris	Henry County DOT	(770)898-7678
14.	Terry L. McMickle	Henry County DOT	(770)954-2087
15.	Rickey Wall	GA DOT Local Govt. R/W Coord.	(706)646-6602
16.	Kerry Gore	GA DOT Utilities-Thomaston	(706)646-6549
17.	Glenn A. Williams	GA DOT Utilities-Thomaston	(706)646-6549
18.	Mary A. Mitchell	GA DOT	(404)699-6882/(404)699-4400
19.	Keith Rohling	DOT – Thomaston Traffic Ops.	(706)646-6557

Concept Meeting Minutes

Henry County Intersections

Old Conyers Road @ Flat Rock Road – P.I. No. 343500, STP 3435

September 13, 2000 @ 10:00 A.M.

Douglas: **P.I. No. 343500 STP 3435**
Old Conyers Road at Flat Rock Road

Unknown: The skew is terrible.

Gillis: Bret reads the Project Need and Purpose.

Emerson: Why is there no concept to reconfigure the intersection?

Douglas: You mean to straighten it out some.

Emerson: Yeah, you know you have a pretty substantial curve here.

Douglas: The curve meets ASHTO requirements

Emerson: It's just a sight-distance situation

Gillis: When you take a look at the site the sight-distance problem is here.

Emerson: Yeah, just looking at it, I don't know the project that well (can't understand)

Werho: Byron- on the west side there on Flat Rock, those 2 asphalt driveways – they lead to a pretty good size church, so if you tried to relocate that (can't understand) You have a gas station on the southeast end so if you try doing any kind of shift over there you are going to have some substantial right of way .

(Garbled)

Emerson: Like I said I'm not familiar with the site, so I just saw the plan.
Any time you've got a curve that's that long on a roadway you've got – you know some things happening with lane changes.

Werho: In reference to what you are saying about the curve, the driveway that's located right there, that is on the very top of the hill – you are going to have a pretty substantial drop off —When you get to the top of the hill you are looking at the gas station. Are you proposing to lower the grade on Old Conyers?

Douglas: Well you know there again that's – potentially yes. Again that's a preliminary design issue.

Werho: Yeah, I just wanted to point that out – when you top that hill and see a signal there (garbled).

Unknown: You are saying the crest is so bad that they won't be able to see the signal head.

Werho: When you top that hill you see the gas station – You are going to have to look over here through your windshield to notice the signal

McMickle: My question is you can't see the signal and if this crest is that bad when you get to the top of it, What's the distance from the top of the hill to the signal.

Werho: About 400 feet.

McMickle: Is that problem related to the intersection or is it a sight distance problem?

Rountree: It's a sight-distance problem.

Werho: If you are going to come in and add all these turn lanes you are going to have to take that down.

Rountree: The sight distance is the problem, more of the sight distance there than associated with the intersection. You know if you've got a red light and you have cars backed up behind it then when someone comes over that crest they are going to rear ends some body.

Unknown: Well I mean that's the same thing as a stopping sight distance problem.

Rountree: It appears that there is an issue with the skew on the intersection and you have a bad vertical curve sight distance problem – How much traffic do you have there? You don't have a lot of rear ends?

Unknown: No accidents.

Rountree: No accidents, Is there a stop sign now?

Werho: Yes it s a four way stop.

Rountree: The reason we are talking about the hill is because it's a problem and we don't want to add to that problem by adding lanes.

(Garbled)

Rountree: If you don't do that (can't understand) then you definitely need a design variance. As long as that's within the project limits.

Rohling: You need to plot the profiles.

Rountree: Look, all we are saying is before we get into design variances (can't understand)

Douglas: Let us do what Keith says and plot the profiles and take a look at what's needed as far as sight-distance requirements.

(Many people speaking at once)

McMickle: So I think at this point we may want to consider it, but we need to see the profiles.

(Many people speaking)

Rountree: In your report you need to say – that there is a possible design variance or change in the project.

Werho: Amoco has several driveways. It would be a lot easier to design if we just close that driveway and give them a full right turn lane.

Rountree: We need to look at the turn volume.

Werho: That right lane shoulder is adequate enough to get anything in there (can't understand) Is there any chance we can just get that driveway closed?

O'Neal: We've looked at that several times, there is a property owner right there and if you do that the owner would have no access.

Werho: What if we just close one end? (can't understand)

O'Neal: The firestation may come up as an issue. There is also an issue of people using that road as a cut through.

McMickle: We need to take a look at the property map.

TAPE RAN OUT THE FOLLOWING IS PARAPHRASED

Rountree: This is a rural typical section, do you intend to use curb and gutter? You need to show proposed right of way. If you don't use curb and gutter the Right of Way parcels will increase by substantial numbers. You can cut back on the Right of Way by using curb and gutter or V-gutter.

Werho: Should you think about left turn lanes on Flat Rock?

Mixture of people: Maybe we should put left and right turn lanes on all parts of the intersection.

Rountree: Does the volume warrant right and left turn lanes.

Douglas: No.

Rountree: Is this a cost issue for Henry County?

Douglas: We will put it in now and scale it back later if we need to.

O'Neal: Go ahead and put it in, but do what's prudent.

McMickle: We don't need to do things that aren't warranted because we have at least 10 other projects that need money now.

Rountree: All comments apply to this project that were made on the previous 2 projects.

MEETING WAS ADJOURNED.

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Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-3435-00(000)/Henry County
P.I. No. 343500

Office: Traffic Operations
Atlanta, Georgia
Date: December 4, 2000

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

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the intersection improvements at Old Conyers Road and Flat Rock Road in Henry County.

Old Conyers Road and Flat Rock Road are rural two lane facilities with posted speed limits of 45mph and 35mph, respectively. This four way intersection is currently operated as a four way stop. The intersection has operational deficiencies due to substandard horizontal and vertical alignments.

This project proposes to widen Old Conyers Road, to provide left and right turn lanes on both approaches. Flat Rock Road will maintain its current configuration as a two lane roadway. The horizontal and vertical alignments, westbound, will be corrected to provide adequate stopping sight distance for a design speed of 35mph. It is recommended by this report for Henry County to reduce the speed limit on Old Conyers Road to 35mph. This intersection is also to be signalized under this project. Traffic is to be maintained, via staging, during construction.

We recommend a left turn lane be added on the northbound approach of Flat Rock Road, or right-of-way acquired for future inclusion.

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

With the recommended statement we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: Harvey Keepler
Glenn W. Durrence, P.E., District Engineer, Thomaston
David Mulling, w/ attachment

Distribution Continued

Marta Rosen
Keith Rohling, District Traffic Operations Engineer, Thomaston
Chuck Hasty, TMC
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-3435-00(000)
P.I. NO. 343500
HENRY COUNTY

FEDERAL ROUTE NO: N.A.
STATE ROUTE NO: N.A.

Prepared By: _____ **Date:** 10/31/2000
Jeff Douglas, PE
DSAtlantic Corp.

RECOMMENDATION FOR APPROVAL

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

DATE	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE	State Environmental / Location Engineer
11/15/00 DATE	District Engineer / Thomaston
DATE	Project Review Engineer
12/5/2000 DATE	State Traffic Operations Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-3435-00(000)
P.I. NO. 343500
HENRY COUNTY

FEDERAL ROUTE NO: N.A.
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12-20-00 DATE	State Environmental / Location Engineer
11/15/00 DATE	District Engineer / Thomaston
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DATE	State Traffic Operations Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-3435-00(000)
P.I. NO. 343500
HENRY COUNTY

FEDERAL ROUTE NO: N.A.
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DATE	State Transportation Programming Engineer
DATE	State Environmental / Location Engineer
11/15/00 DATE	District Engineer / Thomaston
11/28/00 DATE	Project Review Engineer
DATE	State Traffic Operations Engineer

Stantec

MEMORANDUM

DATE: January 11, 2001

TO: David Mulling, Project Review Engineer
Bobby Blackmon, District Design Squad Leader

FROM: Bret Gillis

SUBJECT: STP-3435-00(000) Henry County
P.I. No. 343500

We have updated the cost estimates to include reimbursable utilities. The costs for the project are:

Construction	$268,000
Inflation	$27,000
E&C	$27,000
Reimbursable Utilities	$58,000 (Total Utility Relocation $73,000)
Right of Way	$2,500

To our knowledge, this is all GDOT needs to approve the Concept Report. Please advise if there are any other outstanding matters.

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