

INTERSECTION IMPROVEMENT PROJECTS

SR 140 ARNOLD MILL RD AT CR 27 NEW PROVIDENCE RD

SR 372 BIRMINGHAM HWY AT CR 27 PROVIDENCE / NEW PROVIDENCE RD

CAC MEETING #3 MEETING MINUTES



Date: March 23, 2010
Time: 6:00 PM
Location: City Hall, Executive Conference Room

Attendees:

Kevin O'Sullivan	Scott Lee: GDOT	Andy Anderson: Street Smarts
Yvonne Latorre	Kelvin Wilson: GDOT	Erika Becker: Street Smarts
Cathy Rhea	Sara Leaders: Milton	
Adam Orkin	Steve Bitney: Street Smarts	

Minutes:

- The meeting began 6:00 p.m. Self introductions were made by meeting attendees including committee members, GDOT staff, City of Milton staff and Street Smarts staff.
- Erika Becker gave an overview of the meeting purpose, which was to present the preferred design alternative for each intersection.
- Ms. Becker stated that installation of a traffic signal is the preferred alternative for the intersection of Arnold Mill Road (SR 140) at New Providence Road (CR 27). Future year 2032 AM and PM peak hour conditions simulations for the intersection were presented to the committee.
- Ms. Becker then presented a roundabout as the preferred alternative for the intersection of Birmingham Highway (SR 372) at Providence / New Providence Road (CR 27). Future year 2012 and 2032 AM peak hour conditions simulations for the intersection were presented to the committee.
- Andy Anderson stated that a signal would not be warranted at this location.
- A CAC member asked would a roundabout require more right-of-way (ROW) and therefore be more expensive than a signal?
- Mr. Anderson stated that the proposed roundabout would require more ROW at the

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center, but when compared to the amount of ROW needed for a signalized intersection with turn lanes it is less and therefore less expensive. Mr. Anderson showed the committee the original signalized concept for the intersection and pointed out the greater amount of ROW that would be taken versus the ROW needed for the proposed roundabout.

- A CAC member asked about signage for the roundabout.
- Mr. Anderson stated that the roundabout will be well signed to alert oncoming drivers and that there will be a concrete apron for trucks and tractor-trailers.
- A CAC member asked if the approaches entering and exiting the roundabout could be separated more to allow for gaps to enter the roundabout.
- Mr. Anderson stated that, given the geometrics of the proposed intersection design, we've attempted to separate them as much as possible.
- A CAC member asked about the possibility of installing a "peak hour signal" at the Birmingham Highway intersection that would only operate during the AM and PM peak hours.
- Mr. Anderson stated that GDOT does not permit any type of "temporary" signal.
- A CAC member asked about funding for the roundabout.
- Mr. Anderson stated that GDOT will fund roundabouts at 100% as long as there is money available.
- In closing, Mr. Anderson stated that we will be working closely with GDOT to refine the proposed alternatives presented tonight to the CAC.
- The meeting adjourned at 7:00 p.m.