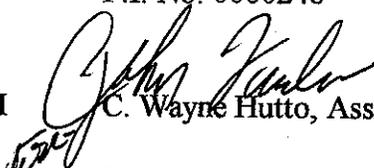


ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE HPP-0000-00(248) Fulton County **OFFICE** Preconstruction
P.I. No. 0000248
DATE May 30, 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

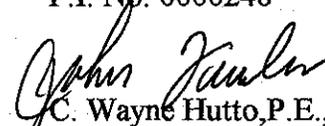
DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keeper
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Paul Liles
Jimmy Chambers (ATTN: Ted Cashin)
Joe Palladi
Steve Henry

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE HPP-0000-00(248) Fulton County **OFFICE** Preconstruction
P.I. No. 0000248 **DATE** May 17, 2001

FROM  C. Wayne Hutto, P.E., Assistant Director of Preconstruction

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

SUBJECT PROJECT CONCEPT REPORT

This project is the intersection improvements on SR 9/Roswell Road at Dunwoody Place in Fulton County. Roswell Road is currently a 5-lane roadway with 10' lanes and a flush median. Dunwoody Place is currently a 3-lane roadway with 12' lanes. The existing (2000) traffic volumes on this section of Roswell Road is 52,562 VPD and future volume is expected to be 64,135 VPD in the year 2020. The current Level of Service (LOS) at the intersection is LOS "F." With the proposed improvements, the intersection can expect to operate at a LOS "D" in 2020.

The construction proposes to add an additional southbound left turn lane on Roswell Road to provide dual lefts onto Dunwoody Place as well as the addition of lanes to Dunwoody Place. Dunwoody Place would have a westbound left turn lane added, giving it a dual left onto southbound Roswell Road and a westbound right turn lane onto northbound Roswell Road. In addition, 4' wide bicycle lanes and 5' wide sidewalks will be added to both sides of Roswell Road. The intersection sight distance will be improved by shifting the intersection 75' to the south and by realigning the existing intersection, providing for a more desirable intersection skew angle closer to 90 degrees. All lanes on Roswell Road will be widened to 12' of pavement through the intersection. Modifications to the existing signal are included in this project. Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public information meeting will be held; time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$1,584,000	\$1,180,000	2001	02-03
Right-of-Way & Utilities*	Local	Local		

Frank L. Danchetz
Page 2

HPP-0000-00(248) Fulton
May 17, 2001

This project is in the STIP. I recommend this project concept be approved.

CWH:JDQ/cj

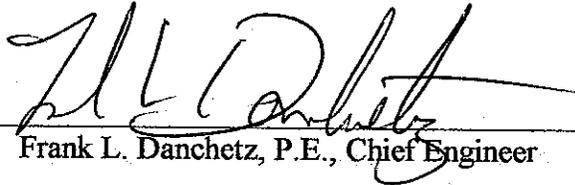
Attachment

CONCUR



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

APPROVE



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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: HPP-0000-00(248) Fulton
P.I. Number 0000248-

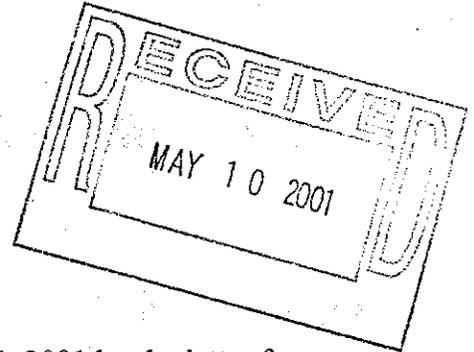
OFFICE: Engineering Services

DATE: May 9, 2001

FROM: *DTM*
David Mulling, Project Review Engineer

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted May 4, 2001 by the letter from Joseph P. Palladi dated May 3, 2001, and have no comments.

The costs for the project are:

Construction	\$1,309,000
Inflation	\$ 131,000
E&C	\$ 144,000
Reimbursable Utilities	\$ 75,000
Right of Way	\$ 110,000

~~RECEIVED~~

~~MAY 10 2001~~

~~OFFICE OF PROGRAMMING~~

DTM

c: Joe Palladi

SCORING RESULTS AS PER MOG 2440-2

Project Number: HPP-0000-00(248)		County: FULTON		PI No.: 0000248	
Report Date: 5/3/01		Concept By: DOT Office: URBAN DESIGN			
<input checked="" type="checkbox"/> CONCEPT		DOT Project Manager: Darrell Richardson			
Consultant: Clark Patterson Associates					
Project Type: Choose One From Each Column		<input type="checkbox"/> Major	<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> ATMS	
		<input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Rural	<input type="checkbox"/> Bridge	
				<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	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100%				
Judgement	100%				
Environmental	100%				
Right of Way	100%				
Utility	100%				
Constructability	100%				
Schedule	100%				

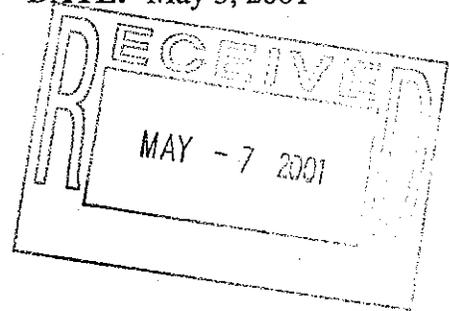
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

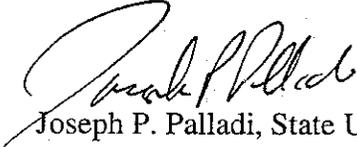
INTERDEPARTMENTAL CORRESPONDENCE

FILE: HPP-0000-00(248), Fulton County
SR 9/Roswell Road at Dunwoody Place
P.I. No. 0000248

OFFICE: Urban Design

DATE: May 3, 2001



FROM: 
Joseph P. Palladi, State Urban Design Engineer

TO: Thomas L. Turner, Preconstruction Division Director
Attn.: Wayne Hutto

SUBJECT: Proposed Project Concept Report

Attached for your further handling is the Project Concept Report and Location and Design Approval for the intersection improvement of Roswell Road at Dunwoody Place. The project realigns Dunwoody Place at Roswell Road and adds turn lanes to both roads.

Please process this report through the Departments project development process. Fulton County has requested an expedited review and approval process so that this project can remain on schedule.

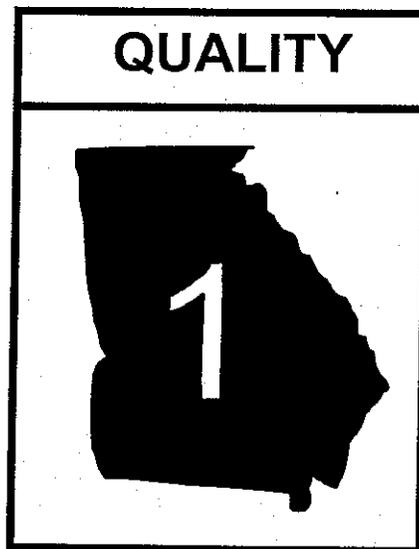
JPP:DMR[✓]
Attachment

cc: David Mulling, w/attachment
Harvey Keepler, w/attachment
Marion Waters, w/attachment
Marta Rosen, w/attachment
Herman Griffin, w/attachment
Steve Henry, District 7 Engineer w/attachment



PROJECT CONCEPT REPORT

**HPP-0000-00 (248), FULTON
GDOT P.I. NO. 0000248
FULTON CO # T104
ROSWELL RD (SR 9) @ DUNWOODY PLACE
INTERSECTION IMPROVEMENT PROJECT**



PREPARED FOR:

**FULTON COUNTY
DEPARTMENT OF PUBLIC WORKS
141 PRYOR STREET
ATLANTA, GEORGIA 30303**

May 1, 2001

DESIGN PROFESSIONALS

3585 LAWRENCEVILLE-SUWANEE ROAD, SUITE 301 • SUWANEE, GEORGIA 30024 • TEL:(770) 831-9000 • FAX:(770) 831-9243 • Email: Info@ClarkPatterson-Atl.com

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT

Project Number: HPP-0000-00 (248) FULTON CO #T104

County: FULTON

P. I. Number: 0000248

Federal Route Number:
State Route Number: SR9

ROSWELL ROAD (SR9) @ DUNWOODY PLACE

Recommendation for approval:

DATE 5-2-01

DATE 5-07-01

David Richard
Project Manager
Joseph M. ...
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

State Transportation Programming Engineer

State Environmental/Location Engineer

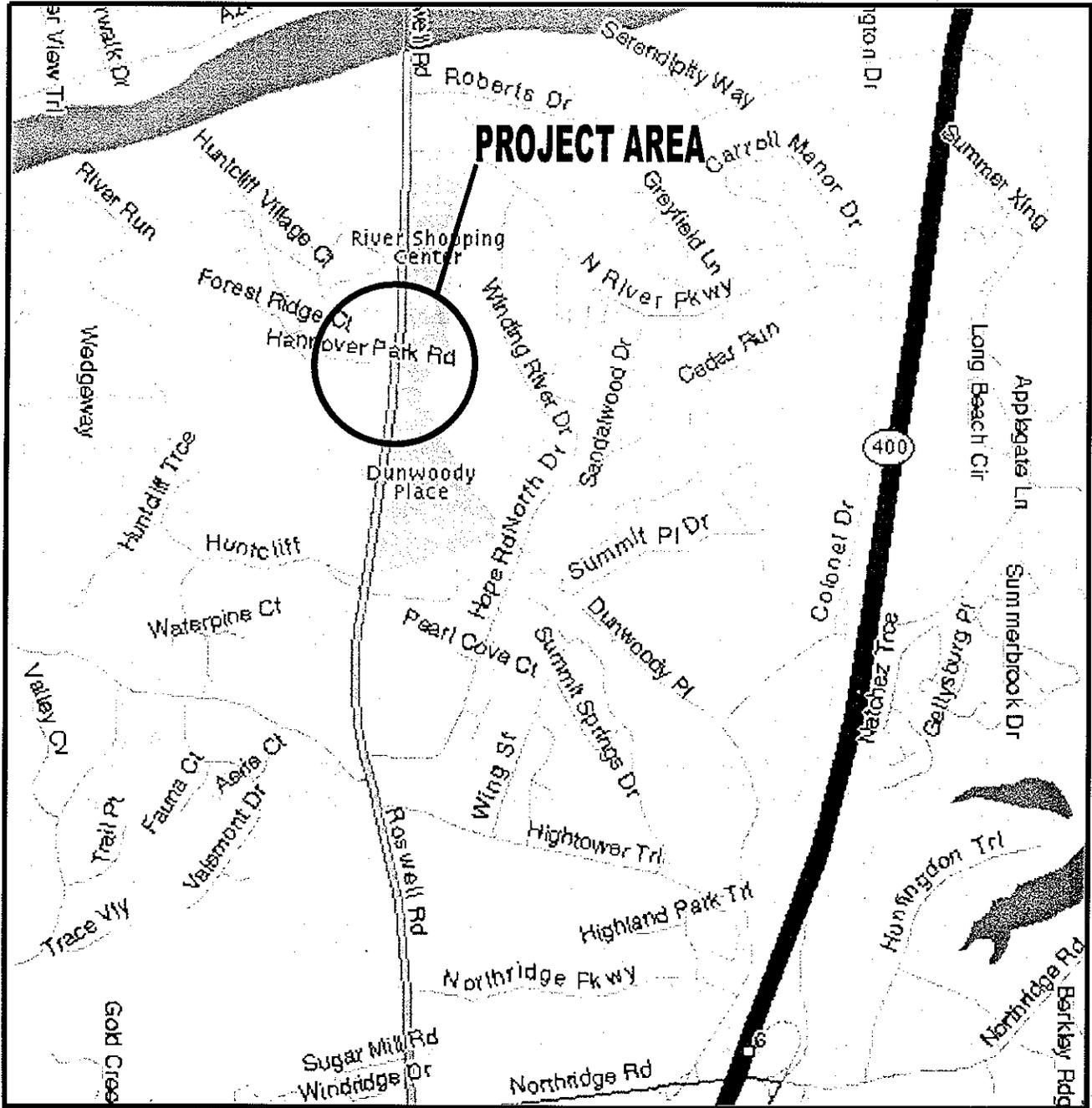
State Traffic Operations Engineer

District Engineer

Project Review Engineer

State Urban Design Engineer

Georgia Dept. of Transportation Project Manager



INTERSECTION IMPROVEMENT PROJECT
ROSWELL RD (SR9) @ DUNWOODY PLACE

Need and Purpose:

The purpose of project HPP-0000-00(248) consists of reconstructing the intersection of Roswell Road and Dunwoody Place in Fulton County to help to improve the current congested intersection. The reconstruction consists of adding an additional left turn lane on southbound Roswell Road and on Dunwoody Place. The intersection sight distance will be improved by shifting the intersection 75-ft to the south, and by realigning the existing intersection; providing a more desirable intersection skew angle closer to 90 degrees. This project will begin approximately 1500-ft south of the intersection of Roswell Road and Dunwoody Place and extend northward along Roswell Road to a point approximately 1500-ft north of the existing Roswell Road and Dunwoody Place intersection. Total project length is 0.85 miles.

Description of the proposed project:

The project consists of the addition of a southbound left turn lane to Roswell Rd to provide dual lefts onto Dunwoody Place as well as the addition of lanes to Dunwoody Place. Roswell Rd (southbound) would have a dual left, two straight, and a right turn lane. Roswell Rd (northbound) would have a single left, two straight, and a right turn lane. In addition four foot wide bicycle lanes and five foot wide sidewalks will be added to the outside of both the northbound and southbound lanes of Roswell Rd. Dunwoody Place would have a westbound left turn lane added, giving it a dual left onto southbound Roswell Rd, and a westbound right turn lane onto northbound Roswell Rd. Dunwoody Place would end up with a dual left, a straight, and a right turn lane. In addition, all lanes (northbound and southbound) on Roswell Road will be widened to 12 feet of pavement through the intersection. The existing intersection skew angle would be improved and the intersection would actually be shifted to the south approximately 75'. Hanover Park would be shifted to realign it with the new intersection of Roswell Rd and Dunwoody Place. Five-foot sidewalks would be placed along the project limits to replace the existing sidewalks that would be impacted. A new traffic signal would also be installed. The project begins approximately 1500' south of the existing intersection of Roswell Rd and Dunwoody Place and extends northward along Roswell Rd to a point approximately 1500' north of the Roswell Rd at Dunwoody Place intersection. The project extends eastward along Dunwoody Place approximately 1000' and extends westward along Hanover Park approximately 500'. Total project length is approximately 0.85 miles or 4,500 feet.

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

PDP Classification: ^{MINOR} ~~Major Urban Arterial~~

PROJECT DESIGNATION: Full Oversight (), Exempt(X), State Funded(), or Other ()

Functional Classification: Roswell Rd - Urban Arterial,
Dunwoody Place/Hanover Park Urban Collector

U. S. Route Number(s): N/A State Route Number(s): SR9

Traffic (AADT):

Current Year: (2000) 52,562 Design Year: (2020) 64,135

Proposed Design Features:

- Proposed typical section: (See attached A,B & C)
 Roswell Road - NB - 2 - 12' through lanes, 1 - 12' left turn and 1 - 12' right turn lane
 Roswell Road - SB - 2 - 12' through lanes, 2 - 12' left turns and 1 - 12' right turn lane
 Hanover Park - EB - 1 - 12' shared through / right turn lane and 1 - 12' left turn lane
 Dunwoody Place - WB - 2 - 12' left turn lanes, 1 - 12' through lane, and 1 - 12' right turn lane

- Proposed Design Speed Mainline 45 mph
- Proposed Maximum grade Mainline 4.5 % Maximum grade allowable 4.5 %.
- Proposed Maximum grade Side Street 4.5 % Maximum grade allowable 4.5 %.
- Proposed Maximum grade driveway N/A %
- Proposed Maximum degree of curve 5.0 Maximum degree allowable 5.0

- Right of way
 - Width Roswell Rd. - 150ft ; Dunwoody Place/Hanover Park - 120ft
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 12 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: N/A

- Structures:
 - Bridges N/A
 - Retaining walls N/A
- Major intersections and interchanges. N/A
- Traffic control during construction: Maintain Existing traffic
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances N/A
- Environmental concerns: N/A
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No (),
 - Categorical exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or N/A
 - Environmental Impact Statement (EIS) ().

Level of environmental analysis cont'd:

- o Utility involvements: The following utility companies are located within the general project vicinity, a more defined list will be provided as the project progresses: Atlanta Gas Light Co., E Spire Communications, Inc., MCI, R & U Investigations, Sawnee EMC, Fulton County Public Works, United Water Services Atlanta, City of Atlanta Public Works, Georgia Power Company, Distribution; Transmission; Underground, AT&T Broadband, Access Transmission Services, City of Alpharetta, Metrex Corporation, Metromedia Fiber Network Services, Teleport Communications Group, and Georgia Transmission Corporation.

Project responsibilities:

- o Design: Fulton County
- o Right of Way Acquisition: Fulton County
- o Relocation of Utilities: Fulton County
- o Letting to contract: Georgia Department of Transportation
- o Supervision of construction: Georgia Department of Transportation
- o Providing material pits: by Contractor if required
- o Providing detours: as per state construction plans

Coordination

- Initial Concept Meeting date: N/A
- Concept meeting date and brief summary. October 11, 2000. Minutes attached.
- P. A. R. meetings, dates and results. N/A
- Public involvement. Public information meeting will be held.
- (Local government comments. None
- Other projects in the area. HPP-0000-00(248) Roswell Rd @ Dunwoody
- Other coordination to date.

Scheduling – Responsible Parties' Estimate

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

Other alternates considered:

1. No Build
2. Maintain the existing 10' & 11' lanes on NB & SB Roswell Rd and add an additional SB turning lane with no bicycle lanes. This alternative was not chosen due to the high volume of traffic at this intersection.
3. Widen existing lanes to 12' on Roswell Rd but with no bicycle lanes. This alternative was not chosen because Roswell Rd is a designated bike facility by Fulton County.

Comments: See Minutes attached.

Attachments:

1. Cost Estimates: pages 8-10
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
2. Sketch location map, page 2
3. Typical sections, pages 11-13
4. Accident summaries, page 14
5. Capacity analysis, pages 15-28 (unnumbered)
6. Minutes of Concept meetings, pages 29 & 30
7. LGPA's or PMA's,
8. Location and Design Notice,
9. Conforming plan's network schematics showing thru lanes

Approvals:

Concur: _____
Director of Preconstruction

Approve: _____
Chief Engineer

PRELIMINARY COST ESTIMATE

	<u>Qty</u>	<u>Unit</u>	<u>Cost</u>	<u>Total</u>
A. Right of Way (this cost is subsequently reaffirmed from FCo's Land Dept)				
Right-of-Way	11650	SF	\$ 7.00	\$ 81,550
Easements	40640	SF	\$ 0.70	\$ 28,450
			Subtotal A	\$ 110,000
B. Reimbursable Utilities				
			Subtotal B	\$ 75,000
C. Major Structures				
	None		Subtotal C	\$ 0
D. Grading and Earthwork				
Unclassified Excavation & borrow			Lump Sum	\$ 25,000
Clearing and Grubbing			Lump Sum	\$ 10,000
			Subtotal D	\$ 35,000
E. Drainage				
Storm Drain Pipe, 18"	130	LF	\$ 28.85	\$ 3,751
Catch Basin	5	EA	\$ 1,900.00	\$ 9,500
Storm Sewer Manhole	3	EA	\$ 6,600.00	\$ 19,800
			Subtotal E	\$ 33,051
F. Base & Paving				
Asphalt Concrete 9.5 mm, Super 165#/SY (1-1/2)	1900	TN	\$ 34.64	\$ 65,816
Asphalt Concrete 19.0 mm, Super 220#/SY (2")	2120	TN	\$ 40.96	\$ 86,835
Asphalt Concrete 25mm, Super 440#/SY (4")	4230	TN	\$ 39.34	\$ 166,408
Graded Aggregate Base, incl. Material	3850	TN	\$ 15.51	\$ 59,714
Asphaltic Conc. Leveling	1300	TN	\$ 39.22	\$ 50,986
Bitum. Tack Coat	1160	GL	\$ 0.91	\$ 1,056
			Subtotal F	\$ 430,815
G. Concrete Work				
Conc. Sidewalk, 4in	1820	SY	\$ 32.59	\$ 59,314
Conc. Curb & Gutter, GA. STD. 9032B, type 2, 8"x30"	4830	LF	\$ 12.15	\$ 58,685
Con. Valley Gutter, 8 in.	1200	SY	\$ 34.31	\$ 41,172
			Subtotal G	\$ 159,170

PRELIMINARY COST ESTIMATE cont'd.**H. Sign, Stripe, & Signal**

Signs			Lump Sum	\$ 20,000
Signals	1	EA	\$ 80,000.00	\$ 80,000
Mast Arm	4	EA	\$ 5,000.00	\$ 20,000
Arrow	24	EA	\$ 78.00	\$ 1,872
Striping-5in SOLID WHITE	7900	LF	\$ 0.54	\$ 4,266
5in SOLID YELLOW	4770	LF	\$ 0.55	\$ 2,624
24in SOLID WHITE	25000	LF	\$ 4.91	\$ 122,750
5in SKIP WHITE	5000	LF	\$ 0.40	\$ 2,000
5in SKIP YELLOW	2500	LF	\$ 0.13	\$ 325
THERMOPLASTIC YELLOW	350	SY	\$ 2.59	\$ 907
			Subtotal H	\$ 254,744

I. Miscellaneous Items

Field Engineer Office TP3	1	EA	\$ 65,000.00	\$ 65,000
			Subtotal I	\$ 65,000

J. Traffic Control & Mobilization

Traffic Control			Lump Sum	\$ 120,000
Mobilization			Lump Sum	\$ 40,000
			Subtotal J	\$ 160,000

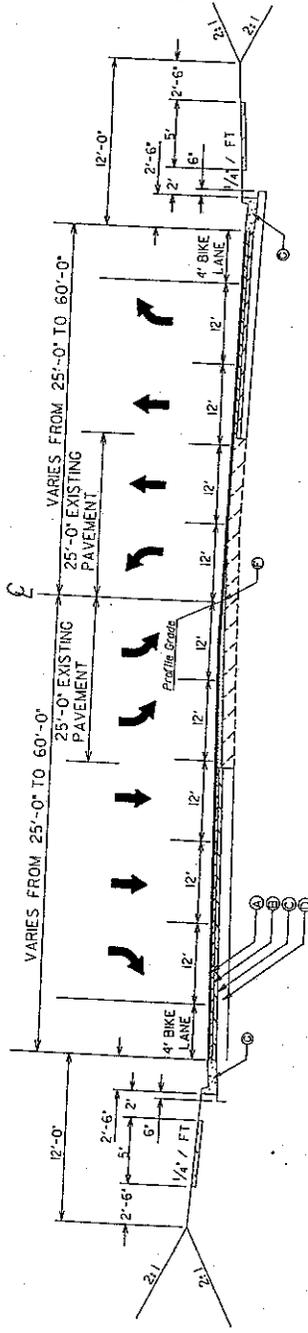
K. Grassing/Landscaping (Restore)

Grassing			Lump Sum	\$ 60,000
Landscaping			Lump Sum	\$ 40,000
			Subtotal K	\$ 100,000

L. Erosion Control

Temporary Grass	250	LB	\$ 1.00	\$ 250
Temporary Mulch	4	TN	\$ 150.00	\$ 600
Temporary Silt Fence, Type A	4000	LF	\$ 4.00	\$ 16,000
Temporary Silt Fence, Type C	5000	LF	\$ 5.00	\$ 25,000
Maintenance of Temporary Silt Fence, Type A	2000	LF	\$ 1.50	\$ 3,000
Maintenance of Temporary Silt Fence, Type C	2500	LF	\$ 1.50	\$ 3,750
Silt Control Gates	6	EA	\$ 650.00	\$ 3,900
Maintenance of Silt Control Gates	3	EA	\$ 250.00	\$ 750
Construction Entrance	8	EA	\$ 1,500.00	\$ 12,000
Maintenance of Erosion Control Check dams/ Ditch Check	23	EA	\$ 250.00	\$ 5,750
			Subtotal L	\$ 71,000

STATE	PROJECT NUMBER	SHEET TOTAL
GA.	RP-400-20.01a	11



TS-1
TANGENT SECTION
ROSWELL ROAD

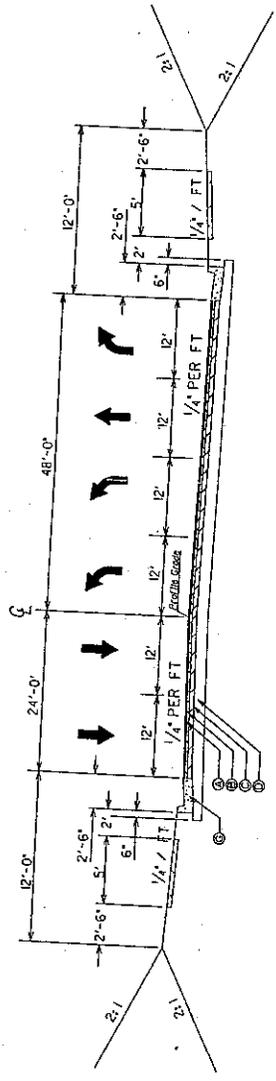
NOTE: Standard Cross-slope of 1/4" per foot may be used as directed by the engineer to best fit the roadway as per Sec. 149 of the Supplemental Specifications. See "Allowable Ranges Table".

NOTE: All vegetation (trees, shrubs, grass, etc.) that is not directly affected by the actual construction limits is not to be disturbed.

- (A) ASPHALTIC CONC 9.5 mm, SUPERPAVE, 165 LBS./S.Y.
- (B) ASPHALTIC CONC 19 mm, SUPERPAVE, 220 LBS./S.Y.
- (C) ASPHALTIC CONC 25 mm, SUPERPAVE, 440 LBS./S.Y.
- (D) GRADED AGGREGATE BASE, 10"
- (E) ASPHALTIC CONC. LEVELING, AS REQ'D
- (F) CONC. CURB & GUTTER, GA. STD. 9032B, TYPE 2, 8"x30"

	ATTACHMENT "A" ROSWELL ROAD @ OUNWOODY PLACE INTERSECTION IMPROVEMENT PROJECTS TYPICAL SECTION	SHEET NUMBER 2-01
STATE PATENTERS ASSOCIATION 1000 N. W. Peachtree Street, N.W. Atlanta, Georgia 30309 (404) 525-1000	DATE: _____ DRAWN BY: _____ CHECKED BY: _____ APPROVED BY: _____	PROJECT NUMBER: RP-400-20.01a SHEET TOTAL: 11

STATE	PROJECT NUMBER	SHEET TOTAL
G.A.	HP-9908-048	NO. SHEETS
		21



TS-2
TANGENT SECTION
DUNWOODY PLACE

- (A) ASPHALTIC CONC 9.5 mm, SUPERPAVE, 165 LBS./S.Y.
- (B) ASPHALTIC CONC 19 mm, SUPERPAVE, 220 LBS./S.Y.
- (C) ASPHALTIC CONC 25 mm, SUPERPAVE, 440 LBS./S.Y.
- (D) GRADED AGGREGATE BASE, 10"
- (E) CONC. CURB & GUTTER, GA. STD. 9032B, TYPE 2, 8"x30"

NOTE: Standard Cross-slopes of 1/4" per foot may be varied as directed by the engineer to best fit the existing roadway conditions. See the Supplemental Specifications for Allowable Ranges Table.

NOTE: All vegetation (i.e. trees, shrubs, grass, etc.) that is not directly affected by the actual construction limits is not to be disturbed.

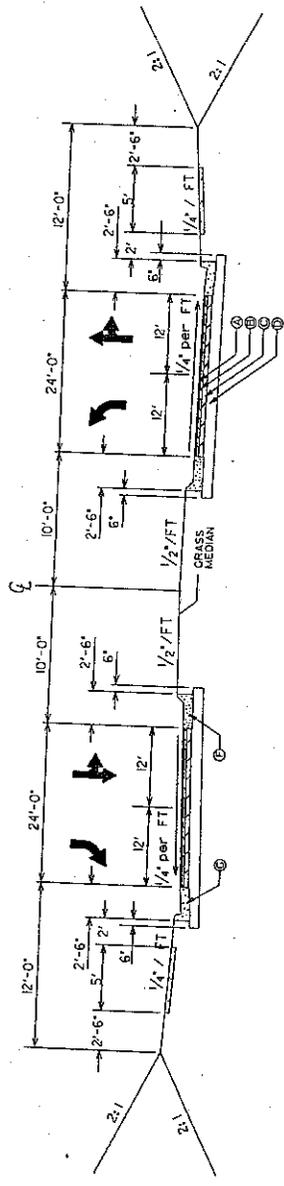
DATE	BY	CHECKED	DATE	BY	DATE	BY

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

ATTACHMENT "B"
ROSSELL ROAD @ DUNWOODY PLACE
INTERSECTION IMPROVEMENT PROJECTS
TYPICAL SECTION

2-02

STATE	PROJECT NUMBER	SHEET TOTAL
GA.		NO. SHEETS
	APPROVED DATE	11



TS-3
TANGENT SECTION
HANOVER PARK RD

NOTE: Standard Cross-slope of 1/4" per foot may be varied as directed by the engineer, but it shall fit the existing roadway as per Sec. 198 of the Supplemental Specifications. See "Allowable Ranges" Table.

NOTE: All vegetation (i.e. trees, shrubs, grass, etc.) shall not be directly affected by the actual construction limits is not to be disturbed.

- (A) ASPHALTIC CONC 9.5 mm, SUPERPAVE, 165 LBS./S.Y.
- (B) ASPHALTIC CONC 19 mm, SUPERPAVE, 220 LBS./S.Y.
- (C) ASPHALTIC CONC 25 mm, SUPERPAVE, 440 LBS./S.Y.
- (D) GRADED AGGREGATE BASE, 10"
- (E) CONC. CURB & GUTTER, GA. STD. 9032B, TYPE 2, 8"x30"

REV.	DATE	REVISIONS	BY	CHK	DATE	REVISIONS	BY	CHK	DATE
STATE PATRIOTISM ASSOCIATION 1000 Peachtree Street, N.E., Atlanta, Georgia 30309 (404) 521-1234 FAX (404) 521-1235									
ACTION COMMITTEE DEPARTMENT OF PUBLIC WORKS									
PROJECT: ROSWELL ROAD @ DUNWOODY PLACE INTERSECTION IMPROVEMENT PROJECTS TYPICAL SECTION									
ATTACHMENT "C" DRAWING NUMBER: 2-03									

ACCIDENT SUMMARY TABLE

ACCIDENTS PER MILLION ENTERING VEHICLES

Intersection	Incidents by year		
	97	98	99
Roswell Road / Dunwoody Place	4.4	6.5	5.9

The numerical values above were compared with the GDOT statewide average accident rate for same/similar roadways of 3.8 per MEV. Accidents at Roswell Road at Dunwoody Place exceed the statewide average accident rate for each year represented for same/similar roadways..

ACCIDENT SUMMARY TABLE

STUDY METHODOLOGY

Traffic conditions are evaluated in terms of average vehicle delay and based on Level of Service (LOS) measurements from the 1997 Highway Capacity Manual (HCM). LOS is a measure of a roadway facility's ability to accommodate a moving stream of vehicles. LOS measurements range from "A" to "F", with LOS A being the best operating conditions and LOS F the worst. Generally, LOS D or better is acceptable. LOS E and F are unacceptable in most cases and warrant improvements to the intersection geometry or signal timing adjustments. Table 1 and Table 2 list the LOS criteria for signalized and unsignalized intersections, respectively.

Table 1 - LOS for Signalized Intersections

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	10.0 - 20.0
C	20.0 - 35.0
D	35.0 - 55.0
E	55.0 - 80.0
F	> 80.0

Reference: Highway Capacity Manual, 1997 Update

Table 2 - LOS for Unsignalized Intersections

LEVEL OF SERVICE	AVERAGE TOTAL DELAY (SEC/VEH)
A	≤ 10.0
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Reference: Highway Capacity Manual, 1997 Update

EXISTING TRAFFIC OPERATIONS

Using procedures outlined in the Synchro Release 4.0 traffic modeling software, an analysis of the existing intersection capacity during the peak periods identified earlier was performed. The software uses the following data to evaluate traffic conditions at studied intersections.

- Turning Movement Counts
- Traffic Signal Controller Database Settings and Timings, if applicable
- Intersection Geometry (See Exhibits 6 - 9)
- Pedestrian Phasing, if applicable

Synchro Release 4.0 was used to model signalized intersections and the Highway Capacity Software (HCS), Version 3.1b was used to analyze the unsignalized intersection. HCS provides the LOS for the approach(s) to the intersection that is controlled by the stop sign. The overall LOS of the intersections is determined by procedures outlined in the HCM (1997).

A capacity analysis was performed for each studied intersection using the existing lane configurations. Table 3 shows the existing LOS for each intersection during the studied peak period.

Table 3 – Existing Intersection Level of Service (LOS)

INTERSECTION	AM PEAK PERIOD	PM PEAK PERIOD
Roswell Road at Dunwoody Place	E	F
Roswell Road at Northridge Drive	D	E
Arnold Mill Road at Green Road	A	F
Glenridge Drive at Abernathy Road	C	C

EXISTING LANE CONFIGURATION ROSWELL ROAD AT DUNWOODY PLACE

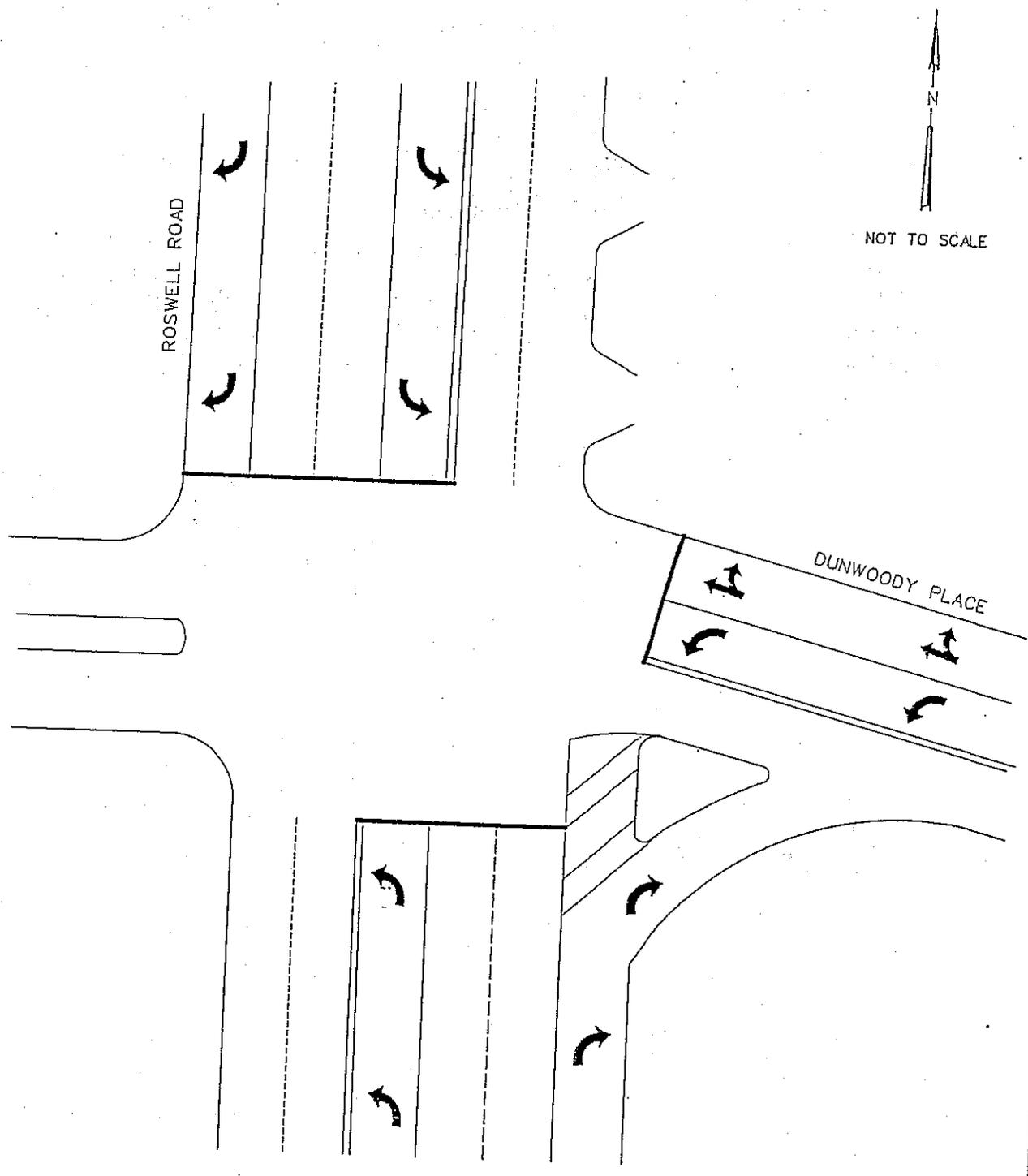


EXHIBIT 6

GA 400 CORRIDOR/NORTH FULTON
INTERSECTIONS - I

GRICE
& ASSOCIATES

JUNE 2000

FUTURE TRAFFIC OPERATIONS

The GA 400 Intersection Improvement Project consists of intersection improvements located in the vicinity of the GA 400 corridor. The proposed limits extend just beyond the intersections in the immediate project area. Each intersection was analyzed for traffic operations, safety, and geometric lane configuration. This analysis utilized existing (2000), build year (2002), and projected (2020) traffic volumes. Projected build year (2002) traffic volumes are shown on Exhibits 10 - 13 while projected (2020) traffic volumes are shown on Exhibits 14 - 17. These volumes were computed based upon historical ADT volumes collected by GDOT. The volume growth rate was determined to be 2.89 percent per year. Thus, for our purposes, the growth factor used for this analysis was three (3) percent.

Traffic Signal Warrant Analysis

The determination of the need for a traffic signal at Arnold Mill Road at Green Road was evaluated using the Manual of Uniform Traffic Control Devices (MUTCD) Traffic Signal Warrant Analysis procedure. This analysis processes several iterations of algorithms to analyze the volume of traffic during particular time periods of the day. It evaluates eleven warrants as part of this procedure. The output displays the warrants that are and are not met as a result of the analysis of the studied intersection. The MUTCD provides the following eleven traffic signal warrants:

- Warrant 1 – Minimum Vehicular Volume
- Warrant 2 – Interruption of Continuous Traffic
- Warrant 3 – Minimum Pedestrian Volume
- Warrant 4 – School Crossing
- Warrant 5 – Progressive Movement
- Warrant 6 – Accident Experience
- Warrant 7 – Systems
- Warrant 8 – Combination of Warrants
- Warrant 9 – Four Hour Volumes
- Warrant 10 – Peak Hour Delay
- Warrant 11 – Peak Hour Volume

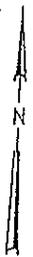
Below is the warrant that was met for the studied intersection.

- Warrant 11 – Peak Hour Volume

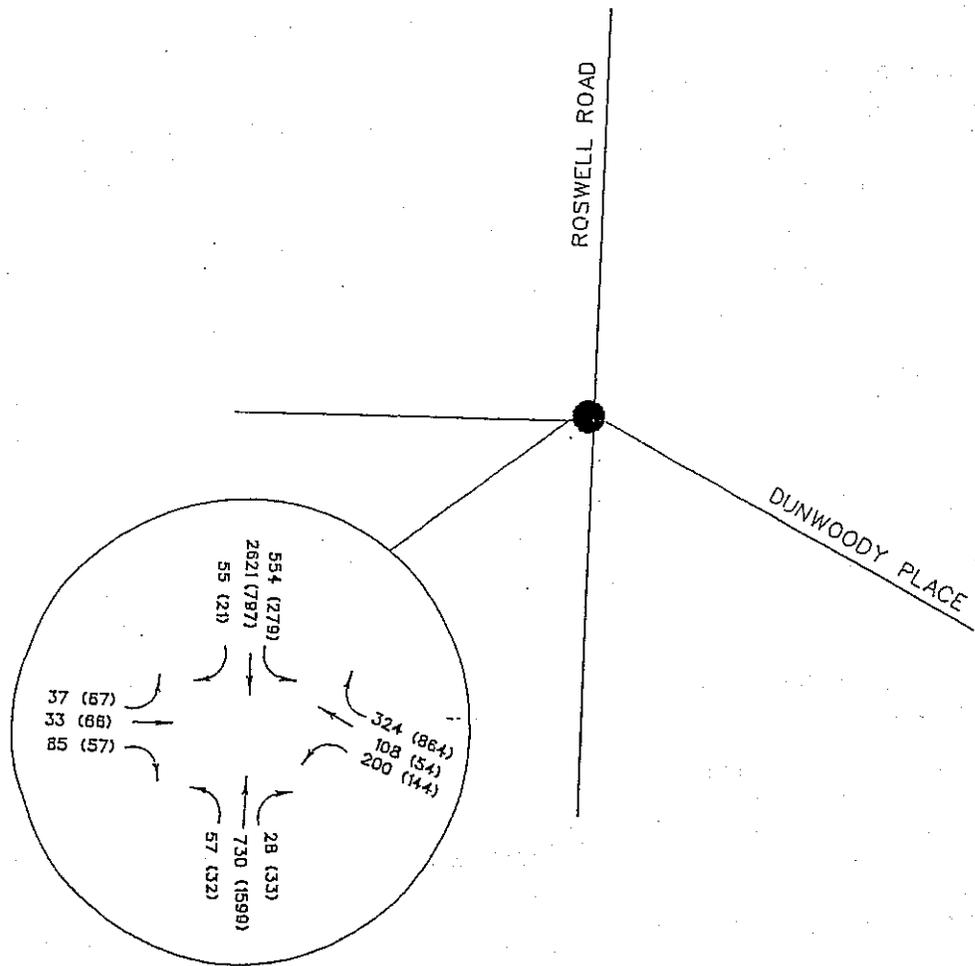
Geometric Modifications

Based upon traffic engineering principles and specific study area needs and expectations, several geometric modifications were analyzed to improve traffic operations and safety. The recommended geometric modifications can be found in Exhibits 18 - 21 - Proposed Lane Configuration.

2002 PROJECTED TURNING MOVEMENT COUNTS ROSWELL ROAD AT DUNWOODY PLACE



NOT TO SCALE



● - Signalized Intersection
100 (100) - Turning Movements AM(PM)

EXHIBIT 10

GA. 400 CORRIDOR/NORTH FULTON
INTERSECTIONS - I

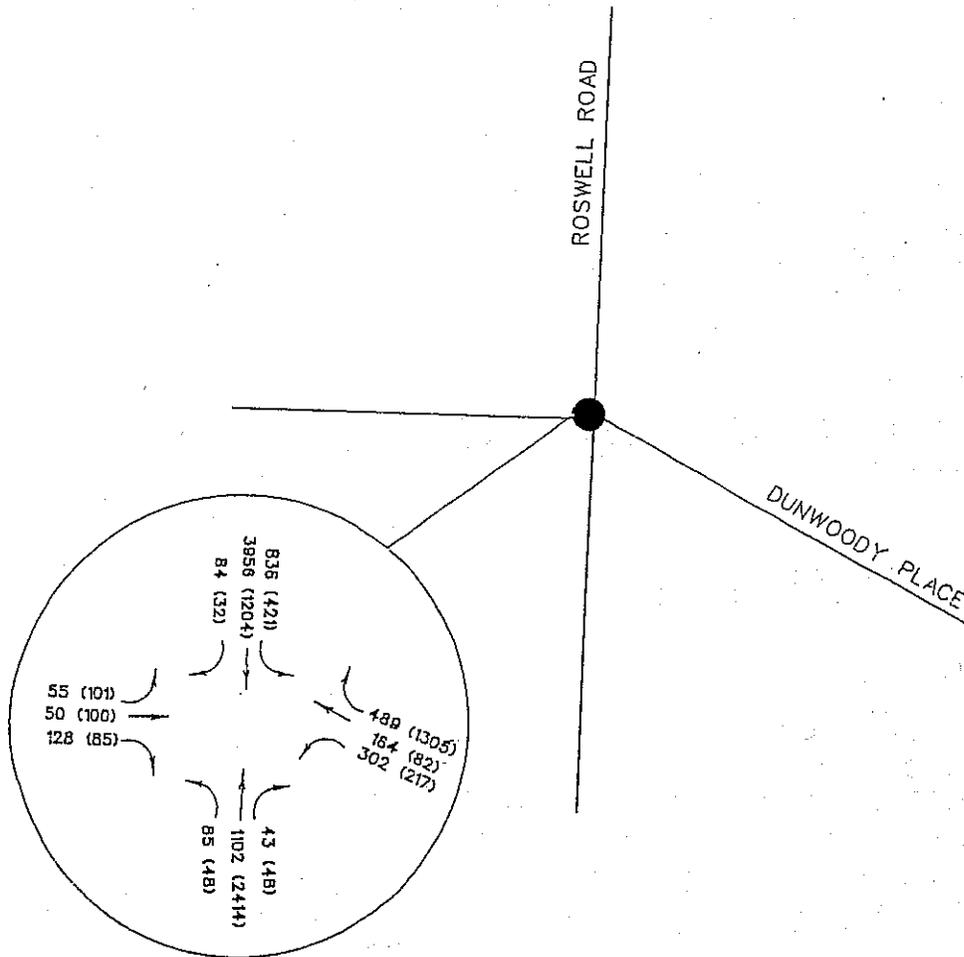
GRICE
& ASSOCIATES

JUNE 2000

2020 PROJECTED TURNING MOVEMENT COUNTS ROSWELL ROAD AT DUNWOODY PLACE



NOT TO SCALE



● - Signalized Intersection
100 (100) - Turning Movements AM(PM)

EXHIBIT 14

GA 400 CORRIDOR/NORTH FULTON
INTERSECTIONS - 1

GRICE
& ASSOCIATES

JUNE 2000

Future Level of Service (LOS) Analysis

A capacity analysis was performed for each intersection using the projected traffic volumes and the geometric modifications. Several iterations were developed and analyzed to attempt to produce an acceptable level of service. The capacity analysis results are shown in the following tables - Future Intersection Level of Service (LOS).

2002 Future Intersection Level of Service (LOS) with Fulton's Concept

INTERSECTION	AM PEAK PERIOD	PM PEAK PERIOD
Roswell Road at Dunwoody Place	D	F
Roswell Road at Northridge Drive	D	D
Arnold Mill Road at Green Road	A	C
Glenridge Drive at Abernathy Road	C	C

2020 Future Intersection Level of Service (LOS) with Fulton's Concept

INTERSECTION	AM PEAK PERIOD	PM PEAK PERIOD
Roswell Road at Dunwoody Place	F	F
Roswell Road at Northridge Drive	F	F
Arnold Mill Road at Green Road	F	F
Glenridge Drive at Abernathy Road	F	F

2020 Future Intersection Level of Service (LOS) with Major Improvements

INTERSECTION	AM PEAK PERIOD	PM PEAK PERIOD
Roswell Road at Dunwoody Place	C	D
Roswell Road at Northridge Drive	D	D
Arnold Mill Road at Green Road	B	C
Glenridge Drive at Abernathy Road	C	C

CONCLUSION AND RECOMMENDATIONS

Based on the findings of this study, traffic operations at the intersections are forecasted to be acceptable in 2002 with the exception of the PM peak period at the intersection of Roswell Road at Dunwoody Place. Furthermore, it is recommended to install a traffic signal at the intersection of Arnold Mill Road (Highway 140) at Green Road. Due to the current physical constraints and limitations, the most optimum level of service and the coinciding geometry is recommended (See Exhibits 18-21).

Proposed Conditions with Geometric Improvements

To obtain the Level of Service (LOS) as described in the 2002 table, the following geometric improvements are required:

Roswell Road at Dunwoody Place

- Southbound
 - One right turn storage lane – 150 feet
 - Two through lanes
 - Two Left turn storage lanes – 350 feet each
- Northbound
 - One right turn lane – 150 feet
 - Two through lanes
 - One Left turn storage lane – 100 feet
- Eastbound
 - One right turn lane – 150 feet
 - One left and through shared lane
- Westbound
 - One right turn lane – 150 feet
 - One through lane
 - Two Left turn storage lanes – 125 feet each

Roswell Road at Northridge Drive

- Northbound
 - One right turn lane – 150 feet
 - Two through lanes
 - One Left turn storage lane – 100 feet
- Southbound
 - One right turn lane – 150 feet
 - Two through lanes
 - Two Left turn storage lanes – 475 feet each

- Eastbound
One through and right shared lane
One Left turn lane – 100 feet
- Westbound
One right turn lane – 150 feet
One left and through shared lane
One Left turn storage lane – 450 feet

Arnold Mill Road at Green Road

- Northbound
One right turn lane – 150 feet
One through lane
- Southbound
One through lane
One Left turn storage lane – 200 feet
- Westbound
One right turn lane
One Left turn storage lane – 100 feet

Glenridge Drive at Abernathy Road

- Northbound
One through and right shared lane
One Left turn storage lane – 275 feet
- Southbound
One right turn lane – 150 feet
One through lane
One Left turn storage lane – 150 feet
- Eastbound
One through and right shared lane
One through lane
One Left turn storage lane – 150 feet
- Westbound
One through and right shared lane
One through lane
One Left turn storage lane – 150 feet

PROPOSED LANE CONFIGURATION ROSWELL ROAD AT DUNWOODY PLACE

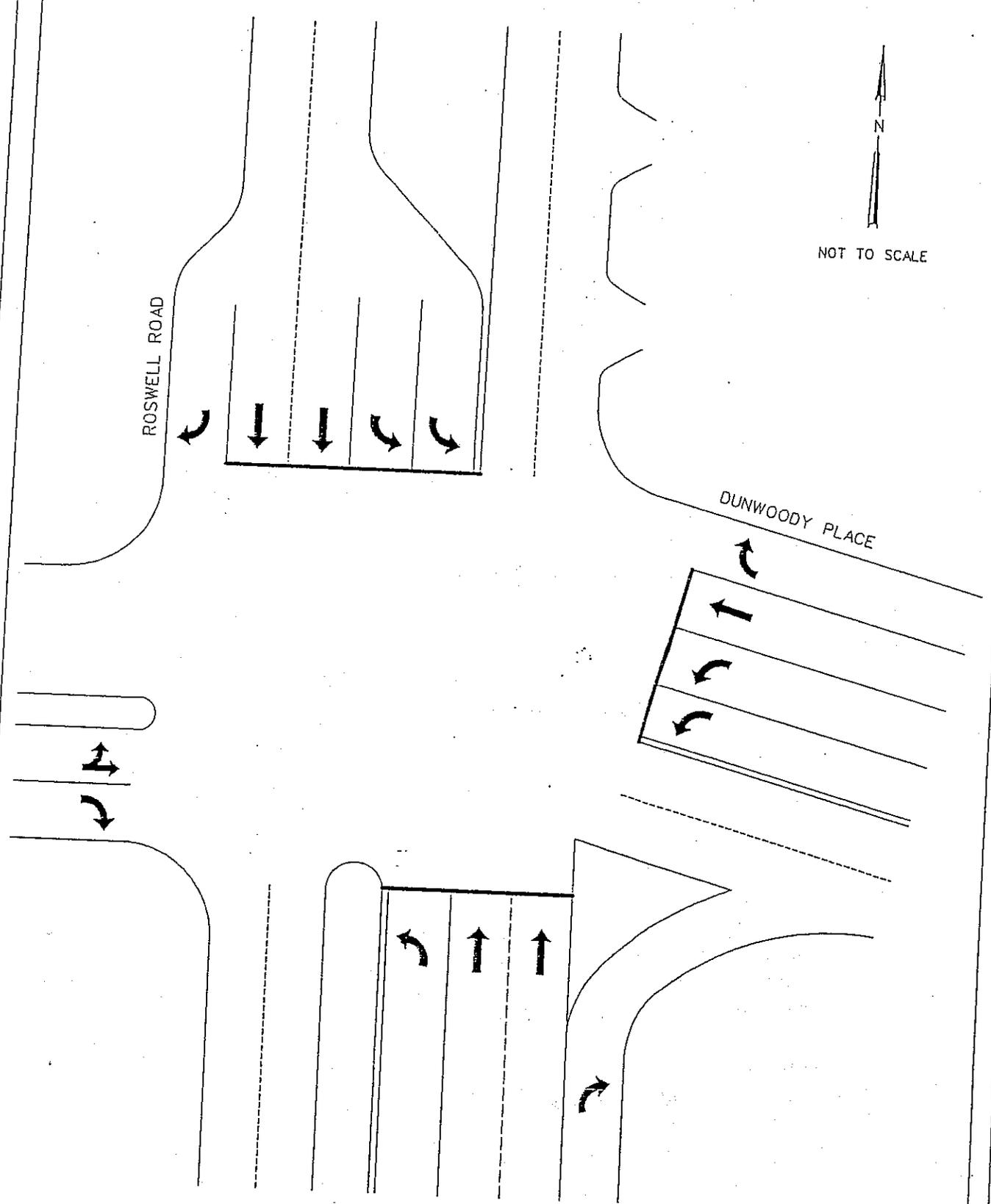


EXHIBIT 18

GA 400 CORRIDOR/NORTH FULTON
INTERSECTIONS - I

GRICE
& ASSOCIATES

JUNE 2000

The projected year analysis for 2020 forecasted unacceptable levels of service for all intersections studied. Current physical constraints limit the potential for further geometric improvements beyond the design year. Therefore, these intersections should be further analyzed in conjunction with major roadway improvement (widening) projects to produce an acceptable level of service for all intersections in the year 2020.

To obtain acceptable Levels of Service (LOS) in the year 2020, the following major geometric improvements are recommended:

Roswell Road at Dunwoody Place

- Southbound
 - One right turn storage lane – 150 feet
 - Four through lanes
 - Two Left turn storage lanes – 525 feet each
- Northbound
 - One right turn lane – 150 feet
 - Four through lanes
 - One Left turn storage lane – 125 feet
- Eastbound
 - One right turn lane – 150 feet
 - One through lane
 - One left and through shared lane
 - One Left turn storage lane – 150 feet
- Westbound
 - Two right turn storage lanes – 100 feet each
 - Two through lanes
 - Two Left turn storage lanes – 200 feet each

Roswell Road at Northridge Drive

- Northbound
 - One right turn lane – 150 feet
 - Four through lanes
 - One Left turn storage lane – 100 feet
- Southbound
 - One right turn lane – 150 feet
 - Three through lanes
 - Three Left turn storage lanes – 500 feet each

- Eastbound
One right turn lane – 150 feet
Two through lanes
One Left turn storage lane – 100 feet
- Westbound
One right turn lane – 150 feet
Three through lanes
Three Left turn lanes – 450 feet each

Arnold Mill Road at Green Road

- Northbound
One right turn lane – 150 feet
Two through lanes
- Southbound
Two through lanes
One Left turn storage lane – 700 feet
- Westbound
One right turn lane
One Left turn storage lane – 150 feet

Glenridge Drive at Abernathy Road

- Northbound
One through and right shared lane
One through lane
Two Left turn storage lanes – 225 feet each
- Southbound
One right turn lane – 150 feet
Two through lanes
One Left turn storage lane – 200 feet
- Eastbound
One through and right shared lane
Two through lanes
One Left turn storage lane – 200 feet

- Westbound
One through and right shared lane
Two through lanes
One Left turn storage lane – 200 feet

Based on the location of the studied intersections, it is recommended to analyze other signals in the immediate area to determine the need for signal system tie-in or signal coordination.

Concept Team Meeting Minutes
October 11, 2000

Attendees:

Angela Alexander	GaDOT – Urban Design
Darrell Richardson	GaDOT – Urban Design
Darryl VanMeter	GaDOT – Urban Design
Brook Martin	GaDOT – Traffic Operations
Katie Mullins	GaDOT – Programming
Donald Mills	GaDOT – Planning
David Mulling	GaDOT – Engineering Services
Robert Crawford	GaDOT – District 7 Preconstruction
John McClelland	Fulton Co. – Public Works
Sammye Setzer	Fulton Co. – Public Works
Brian Leavell	Atlanta Gas Light Co.
Frank Stone	Bell South
Kevin Laseter	Sawnee EMC
Jeannine Risfin	Georgia Transmission
Mitchell Fowler	RMJ
Valerie Lee	Grice & Associates
Terri Verdone	Edwards & Pitman
Jim Fuerst	Clark Patterson Associates
Chip Randall	Clark Patterson Associates
Tom Harjung	Clark Patterson Associates
Nikki Graham	Clark Patterson Associates

* ALL COMMENTS HAVE BEEN CONSIDERED AND INCORPORATED INTO REPORT SUBMITTAL

HPP-0000-00(248)

PI # 0000248

Roswell Road @ Dunwoody Place Intersection Improvement

RESPONSE 0

Darrell Richardson

- Suggested 12' lanes across the road and include 4' bike lanes (**DONE SEE CONCEPT LAYOUT**)
- Mentioned project funding was \$400,000 (**PROJECT IS FULLY FUNDED**)
- Roswell will have 24' to accept when we widen to 2-12' lanes plus bike lanes (**OK**)

Angela Alexander

- Suggested 11' lanes across the road, later agreed with Darrell for 12' lanes (**OK SEE ABOVE**)
- Question access for Parcel next to BP from Dunwoody (**SEE CONCEPT LAYOUT**)

Darryl VanMeter

- Sidewalk need 2% (**OK**)
- 12' shoulder from EOP to break (**OK**)
- Possible 9.5mm surface pavement (**OK**)
- Use AutoTurn to show workability of dual left turn lanes (**WILL PROVIDE PRIOR TO SUBMITTING PRELIMINARY PLANS**)

Concept Team Meeting Minutes cont'd.

* ALL COMMENTS HAVE BEEN CONSIDERED AND INCORPORATED INTO REPORT SUBMITTAL

HPP-0000-00(248)

PI # 0000248

Roswell Road @ Dunwoody Place Intersection Improvement

RESPONSE 0

David Mullin

- Asked about need of left turn lane from Hanover (Valerie Lee stated turn traffic is minimal) (OK)
- Said to make sure there is enough R/W for signal pole at Southeast Corner (OK)
- Submit Reimbursable utility & R/W cost on PCR (OK)

General Comments

- Project has been moved to fiscal year 2002 (OK)
- Design project, worry about cost later (OK)
- Show amount of materials used and unit cost for material (DONE SEE COST ESTIMATE PAGES 8 - 10)

NOTICE OF LOCATION AND DESIGN APPROVAL

HPP-0000-00 (248)
GDOT P.I. NO. 0000248

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 project consists of the addition of a southbound left turn lane to Roswell Rd to provide dual lefts onto Dunwoody Place as well as the addition of lanes to Dunwoody Place. Roswell Rd (southbound) would have a dual left, two straight, and a right turn lane. Roswell Rd (northbound) would have a single left, two straight, and a right turn lane. In addition four foot bicycle lanes would be added to the outside of both the northbound and southbound lanes of Roswell Rd. Dunwoody Place would have a westbound left turn lane added, giving it a dual left onto southbound Roswell Rd, and a westbound right turn lane onto northbound Roswell Rd. Dunwoody Place would end up with a dual left, a straight, and a right turn lane. The existing intersection skew angle would be improved and the intersection would actually be shifted to the south approximately 75'. Hanover Park would be shifted to realign it with the new intersection of Roswell Rd and Dunwoody Place. Five-foot sidewalks would be placed along the project limits to replace the existing sidewalks that would be impacted. A new traffic signal would also be installed. The project lies entirely within Fulton County, and within District 6, Land Lot 367 and 368.

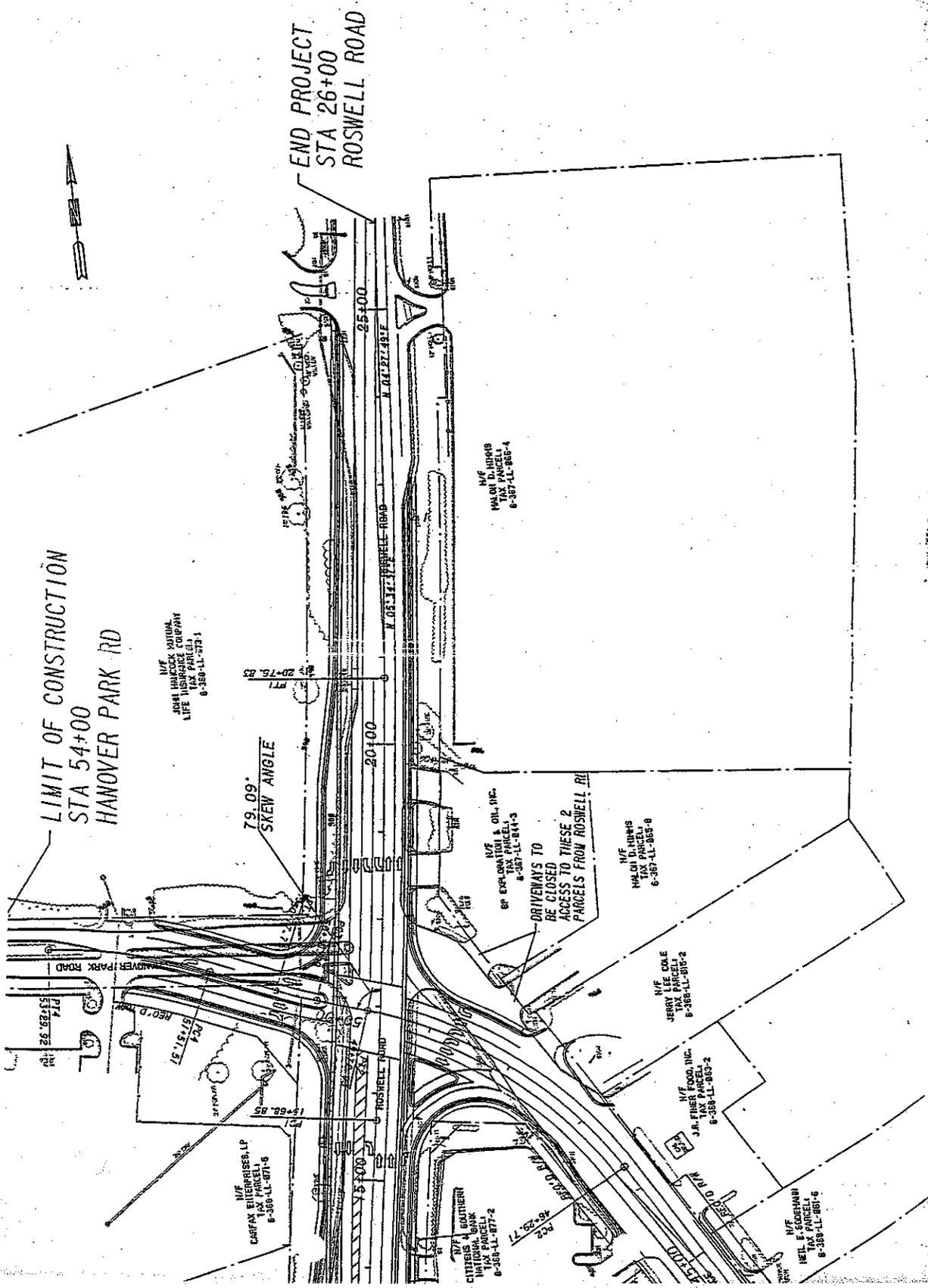
Date of Location and Design Approval: MAY 29, 2001

The project consists of adding an additional left turn lane on southbound Roswell Road, separating the left turn and the through movements on eastbound Hanover Park, and adding a dual left turn lane and a right turn lane to westbound Dunwoody Place. Modifications to the existing signal are also included.

Drawings or maps or plats of the proposed project as approved are on file and are available for inspection at the Georgia Department of Transportation, Office of Urban Design, No. 2 Capitol Square, S.W., Room 356, Atlanta, GA 30334. Or any interested party may obtain a copy of the drawings or maps or plats by writing to the Georgia Department of Transportation, Office of Urban Design, No. 2 Capitol Square, S.W., Room 356, Atlanta, GA 30334 and paying a nominal cost therefore.

Any written request in reference to this Notice should include the Project and P.I. Numbers as noted at the top of this Notice and may be referred to:

Joseph P. Palladi, P.E.
State Urban Design Engineer
Georgia Department of Transportation
No. 2 Capitol Square, S.W., Room 356
Atlanta, GA 30334
(404)656-5440



LIMIT OF CONSTRUCTION
 STA 54+00
 HANOVER PARK RD

END PROJECT
 STA 26+00
 ROSWELL ROAD

79.09°
 SKEW ANGLE

N/F
 MALCOLM D. HIRSH
 TAX PARCEL
 8-387-LL-868-4

N/F
 JOSH HARBOCK COMPANY
 LIFE INSURANCE PARCELS
 8-388-LL-273-1

N/F
 BP EXPLORATION & OIL, INC.
 TAX PARCEL
 8-387-LL-814-3

DRIVEWAYS TO
 BE CLOSED TO THESE 2
 PARCELS FROM ROSWELL RD

N/F
 MALCOLM D. HIRSH
 TAX PARCEL
 8-387-LL-868-8

N/F
 JERRY LEE BURN
 TAX PARCEL
 8-388-LL-318-2

N/F
 J.A. FISHER FOOD, INC.
 TAX PARCEL
 8-388-LL-383-2

N/F
 CARFAX ENTERPRISES, LP
 TAX PARCEL
 8-386-LL-871-6

N/F
 CITIZENS & SOUTHERN
 NATIONAL BANK
 TAX PARCEL
 8-388-LL-477-2

N/F
 NEIL E. SCHWARTZ
 TAX PARCEL
 8-388-LL-381-6



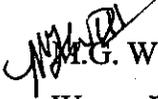
Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: HPP-0000-00(248)/Fulton County
P.I. No. 000248

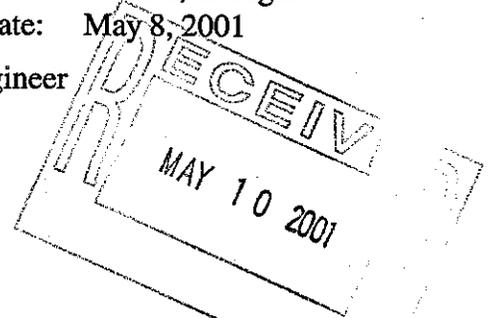
Office: Traffic Operations
Atlanta, Georgia

Date: May 8, 2001

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 above referenced concept report for the intersection improvements on SR 9/Roswell Road at Dunwoody Place in Fulton County.

Roswell Road is currently a 5-lane roadway with 10-foot lanes and a flush median. Dunwoody Place is currently a 3-lane roadway with 12-foot lanes. This project proposes to add an additional left turn lane southbound on Roswell Road. All lanes on Roswell Road will be increased to 12 feet. The proposed typical section for Dunwoody Place will add 1 westbound left turn lane and 1 eastbound right turn lane.

We believe this concept will improve safety and traffic operations within this area, therefore find this report satisfactory for approval.

MGW/BM

Attachment (signature page)

Cc: Harvey Keeper, Office of Environmental Location
Joseph P. Palladi, State Urban Design Engineer
David Mulling, Eng. Services, w/ attachment
Marta Rosen, Office of Planning
Chuck Hasty, TMC
General Files

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT

Project Number: HPP-0000-00 (248) FULTON CO #T104

County: FULTON

P. I. Number: 0000248

Federal Route Number:
State Route Number: SR9

ROSWELL ROAD (SR9) @ DUNWOODY PLACE

Recommendation for approval:

DATE 5-2-01

David Richard

Project Manager

DATE 5-04-01

Joseph P. Wood
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Programming Engineer

DATE _____

State Environmental/Location Engineer

DATE 05/09/01

Marion Shenton
State Traffic Operations Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Urban Design Engineer

DATE _____

Georgia Dept. of Transportation Project Manager

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT

Project Number: HPP-0000-00 (248) FULTON CO #T104

County: FULTON

P. I. Number: 0000248

Federal Route Number:

State Route Number: SR9

ROSWELL ROAD (SR9) @ DUNWOODY PLACE

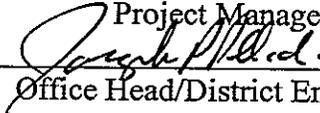
Recommendation for approval:

DATE 5-2-01

DATE 5-07-01



Project Manager



Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Programming Engineer

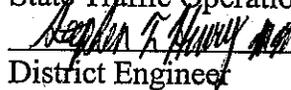
DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Operations Engineer

DATE 5-16-01



District Engineer

DATE _____

Project Review Engineer

DATE _____

State Urban Design Engineer

DATE _____

Georgia Dept. of Transportation Project Manager

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT

Project Number: HPP-0000-00 (248) FULTON CO #T104

County: FULTON

P. I. Number: 0000248

Federal Route Number:

State Route Number: SR9

ROSWELL ROAD (SR9) @ DUNWOODY PLACE

Recommendation for approval:

DATE 5-2-01

David Richard

Project Manager

DATE 5-07-01

Joseph M. ...

Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Programming Engineer

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Operations Engineer

DATE _____

District Engineer

DATE 5/9/01

... M... ..
Project Review Engineer

DATE _____

State Urban Design Engineer

DATE _____

Georgia Dept. of Transportation Project Manager

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT

Project Number: HPP-0000-00 (248) FULTON CO #T104

County: FULTON

P. I. Number: 0000248

Federal Route Number:

State Route Number: SR9

ROSWELL ROAD (SR9) @ DUNWOODY PLACE

Recommendation for approval:

DATE 5-2-01

DATE 5-07-01

David Richard
Project Manager
Joseph M. ...
Office Head/District Engineer

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

DATE _____

DATE 5/4/01

DATE _____

DATE _____

DATE _____

DATE _____

DATE _____

DATE _____

State Transportation Planning Administrator

Heaven J. ...
State Transportation Programming Engineer

State Environmental/Location Engineer

State Traffic Operations Engineer

District Engineer

Project Review Engineer

State Urban Design Engineer

Georgia Dept. of Transportation Project Manager