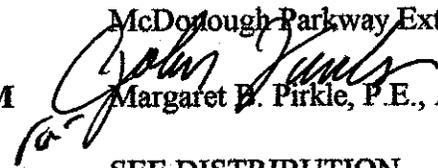


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0001-00(096) Henry County **OFFICE** Preconstruction
P. I. No. 0001096
McDonough Parkway Extension **DATE** May 20, 2004
FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

- David Mulling
- Harvey Keepler
- Jerry Hobbs
- Jamie Simpson
- Michael Henry
- Phillip Allen
- Joe Palladi (file copy)
- Paul Liles
- Gerald Ross
- Thomas Howell
- BOARD MEMBER**

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0001-00(096) Henry County **OFFICE** Preconstruction
 P.I. No. 0001096
 McDonough Parkway Extension **DATE** May 12, 2004

FROM *John Kunk*
 Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO *PM* Paul V. Mullins, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project comprises the McDonough Parkway Extension from the intersection of the existing McDonough Parkway with Jonesboro Road continuing northeasterly on new location to US 23/SR 42. The length of the proposed extension is 1.20 miles. This project will complete a connection of SR 20/81 west of McDonough to SR 42 north of McDonough with traffic on SR 20/81 or Jonesboro Road. This project, in conjunction with the existing McDonough Parkway, will provide a west bypass of McDonough. Base year traffic (2005) is 8980 VPD and the design year (2024) traffic is 20,468.

McDonough Parkway Extension will taper from the current 3 lanes at the existing McDonough Parkway to 2 lanes and maintain 2 lanes for 4000'±. Just prior to intersecting Ivey Edwards Lane, it tapers back to 3 lanes. From its intersection with Ivey Edwards Lane to the end of the project at US 23/SR 42, it will become a 4-lane divided roadway with a 20' raised median. A bridge will be constructed over the Norfolk Southern Railroad. The proposed typical section will vary from two, 12' lanes to four, 12' lanes with a 20' median with 5' sidewalks on 120' of proposed right-of-way. The typical section will provide for future widening to a 20' raised median section. Access will be by permit and the proposed speed design is 35 MPH. Traffic will be maintained on existing roads during construction.

Environmental concerns include requiring a COE 404 Permit; an Environmental Effects Report (EER) will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$5,091,000	\$5,091,000	42210	2005
Right-of-Way & Utilities*	Local	Local		

Paul V. Mullins
Page 2

STP-0001-00(096) Henry
May 12, 2004

*Henry County signed PMA on 8-19-03 for PE, right-of-way, utilities and 20% of construction costs.

I recommend this project concept be approved.

MBP:JDQ/cj

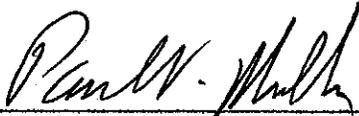
Attachment

CONCUR



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

APPROVE



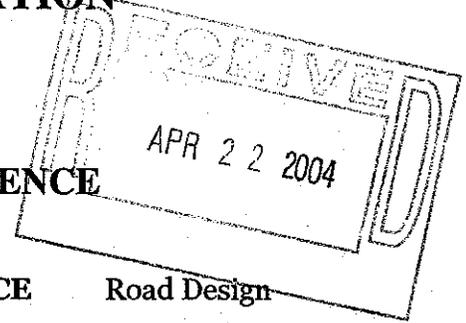
Paul V. Mullins, P.E., Chief Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-0001-00(096)		County: Henry		PI No.: 0001096	
Report Date: April 22, 2004		Concept By: DOT Office: Road Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: URS			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input 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 type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	90	Basis for determining cost for Earthwork and the new bridge should be included in the Cost Estimate. Any Right of Way and Reimbursable Utility costs should also be shown.			
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

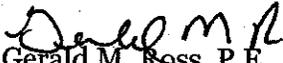
INTERDEPARTMENT CORRESPONDENCE



FILE STP-0001-00 (096) Henry County
PI # 0001096

OFFICE Road Design

DATE April 21, 2004

FROM 
Gerald M. Ross, P.E., State Road & Airport Design Engineer

TO Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

Attached is the original copy of the Concept Report for your further handling and approval in accordance with the Plan Development Process (PDP).

If there are any questions, please contact Jim Simpson at 404-657-9192.

GMR:JSS:ss

Attachment

cc: Thomas L. Turner
Joe Palladi w/att.
James Simpson w/att.
Harvey Keepler w/att.
Thomas Howell w/att.
David Mulling w/att.
Phillip Allen w/att.
Paul Liles w/att.

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

PROJECT CONCEPT REPORT

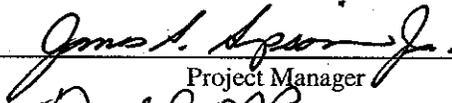
Project Number: STP-0001-00(096)
P.I. NO. 0001096
County: HENRY

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

Prepared by:

DATE 04/21/04

DATE 04/24/04



Project Manager



Road & Airport 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

DATE

Project Review Engineer

DATE

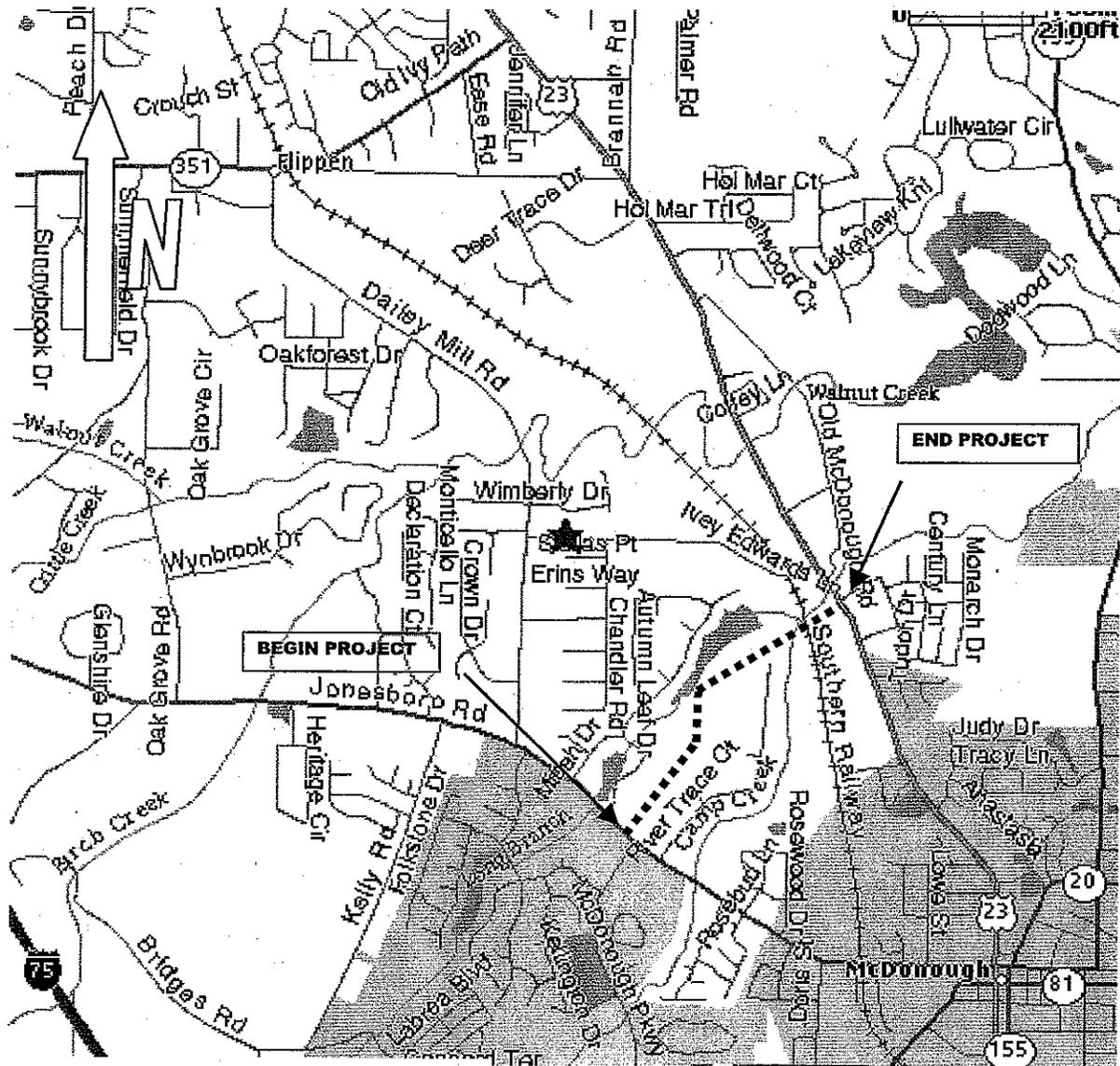
State Traffic Safety and Design Engineer

DATE

State Bridge & Structural Design Engineer

DATE

District Engineer



PROJECT LOCATION MAP

Need and Purpose: The need and purpose for McDonough Parkway Extension focuses on three primary benefits including meeting area growth and demand through improved access and connectivity as well as hazard elimination. Population growth in the McDonough area is projected to increase 102% in the next twenty years. This tremendous growth is evidenced in the base year traffic (2005 AADT) of 8,980 with design year volumes (2025 AADT) of 20,468. This section of the McDonough Parkway Extension is part of a loop /bypass facility around the City of McDonough and is included in Henry County's current SPLOST transportation plan. McDonough Parkway currently terminates at Jonesboro Road. The project will complete a connection of SR 20/1 west of McDonough to SR 42 north of McDonough and will reduce congestion in the downtown square which currently must access 42 North of McDonough with traffic on SR 20/1 or Jonesboro Road (temporary SR 920). Resulting benefits include increased needed access and connectivity for the area. Additionally, shorter travel times and reduced congestion will result in increased energy conservation and fuel efficiency. Improved access and connectivity is supported by the proposed project.

Ivey Edwards Lane presently serves as a school bus route with an at-grade crossing. The proposed grade separation will eliminate this hazard and enhance the safety of school bus traffic in the area. Additionally, the response time of emergency vehicles will be expedited when trains are passing.

The proposed project is included the air quality conformity analysis dated October 23, 2002 for the currently conforming Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP).

Description of the proposed project: The McDonough Parkway Extension project is approximately 1.2 miles in length on new location and will involve the construction of a new bridge over the Norfolk Southern Railroad. The project begins at the termini of the existing McDonough Parkway approximately 1200 feet north of its intersection with Jonesboro Road. The existing McDonough Pkwy. is an urban 3 lane roadway with 12 foot lanes. At the point of tie-in with existing McDonough Pkwy., the new roadway will taper from the current 3 lanes to 2 lanes and then maintain 2 lanes for approximately 4000 feet. Just prior to intersecting Ivey Edwards Lane it tapers back to 3 lanes. From its intersection with Ivey Edwards to the end of the project at US 23 / SR. 42 will become a 4 lane divided roadway with a 20 foot raised median.

The at- grade crossing of Ivey Edwards Lane with Norfolk Southern Railroad will be closed. Ivey Edwards will be realigned to intersect the new alignment at two locations approximately 750 feet apart. The short segment of Ivey Edwards at its approach to the railroad will be cul-de-saced.

The typical section on this project provides for the future widening of the proposed alignment from a two lane urban section to a four lane urban section with a 20 foot raised median.

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): N/A County Route Number(s): N/A

Traffic (AADT): Base Year: (2005) 8980 Design Year: (2025) 20468

Existing design features:

- Typical Section: N/A (on new location)
- Posted speed : N/A
- Maximum grade: N/A

- Width of right of way: N/A ft.
- Major structures: N/A
- Major interchanges or intersections along the project: Ivey Edwards Lane and Ga Hwy 23 /Route 42
- Existing length of roadway segment: 0 miles

Proposed Design Features:

- Proposed typical section(s) Roadway varies from 2-12 ft. lanes to 4-12 ft. lanes with a 20 ft. raised planted median, 30" curb and gutter, 5 ft. sidewalk
- Proposed Design Speed: 35 mph
- Proposed Maximum grade Mainline: 10 %
- Maximum grade allowable: 10 %
- Proposed Maximum grade Side Street : 4.97%
- Maximum grade allowable: 15%
- Proposed Maximum grade driveway: 15%
- Proposed Maximum degree of curve: 8
- Maximum degree allowable: 13

- Right of way
 - Width: 120 ft.
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (), Other ()
 - Number of parcels: 3 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0

- Structures:
 - Bridges – Bridge over Norfolk Southern Railroad.
 - Detour bridge – N/A
 - Double 10x10 Box Culvert

- Traffic control during construction: Traffic flow on Ivey Edwards to be maintained during construction
- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
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: wetlands and possible Cultural Resources
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (no),
 - Categorical exclusion, (no)
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), 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.
- Providing Detour, N/A

Coordination

- Concept meeting date and brief summary. Attach minutes: May not be required.
- P. A. R. meetings, dates and results:
- FEMA, USCG, and/or TVA:).
- Public involvement: PIM and or Public Hearing to be held.
- Local government comments:
- Other projects in the area: None
- Railroad coordination with Norfolk Southern Railroad is to be maintained throughout the life of the project

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: ~~(3) Months.~~ **9-12 MONTHS - DEP 5/11/2004**
- Time to complete preliminary construction plans: (1) Months.
- Time to complete right of way plans: (1) Months.
- Time to complete the Section 404 Permit: (3) Months.
- 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

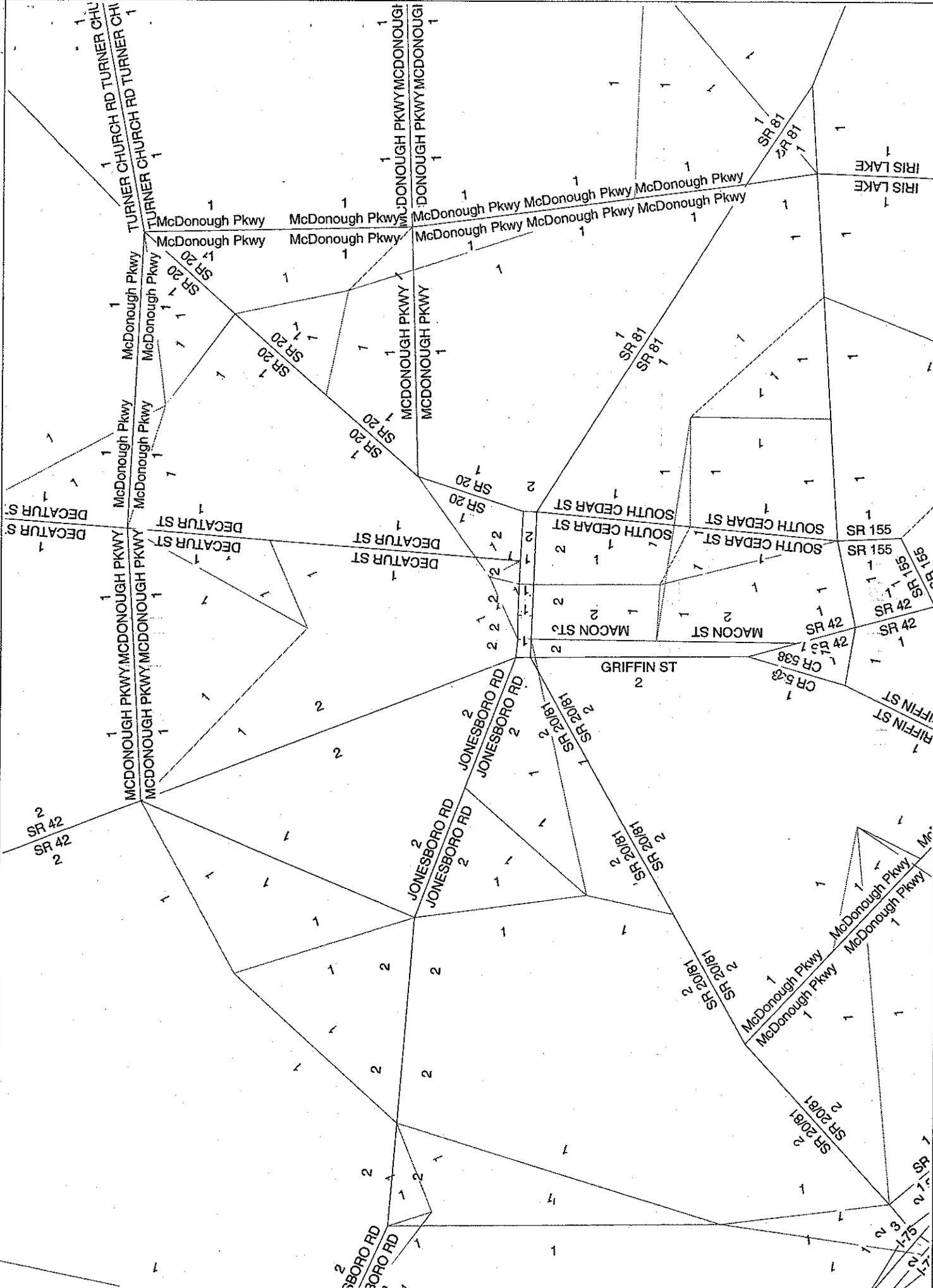
Attachments:

1. Estimates Cost:
 - a. Construction
 - b. Right of Way : (Right of Way To Be Donated By Property Owners)
2. ARC Travel Demand Model Network
3. Capacity Analysis
4. Project Management Agreement
5. Typical Sections

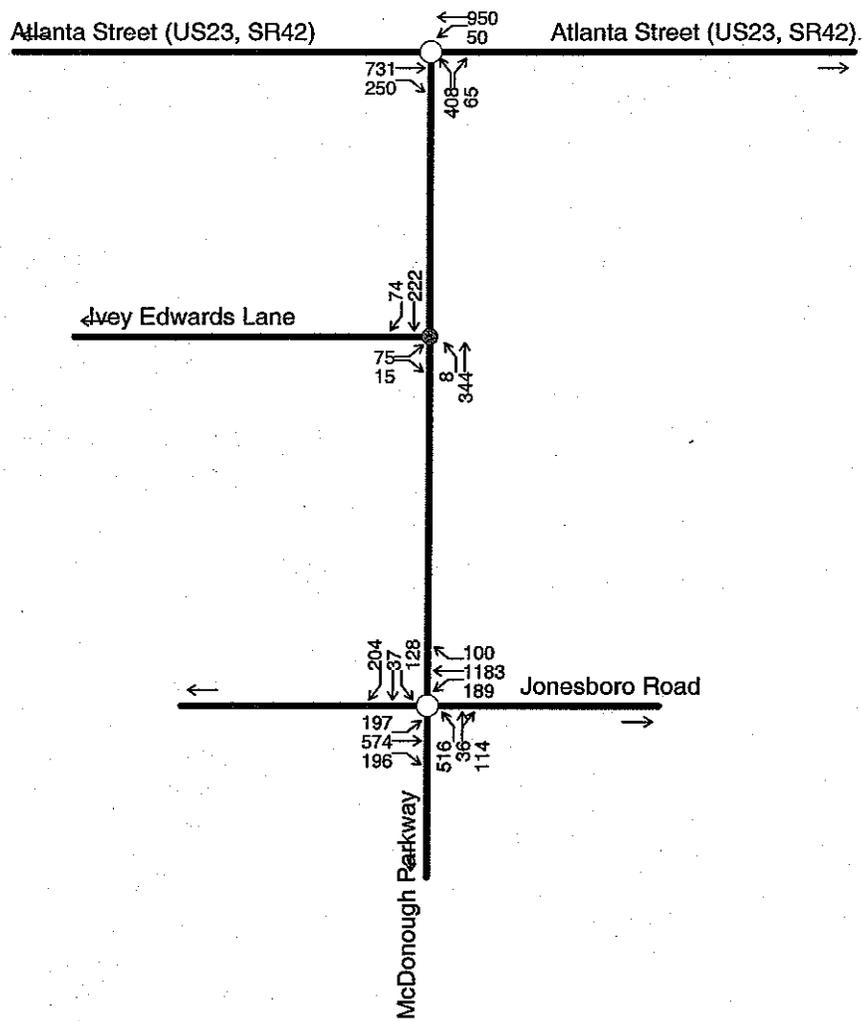
McDONOUGH PKWY EXTENSION (CONSTRUCTION COST ESTIMATE)

23-Mar-04

ITEM NO.	ROADWAY ITEMS	UNIT	QUANTITY	UNIT COST	TOTAL COST
007-0010	RIGHT-OF-WAY ACQUISITION AND INCIDENTAL (NON-PART)	LS	1		\$0.00
007-1000	RIGHT OF WAY ACQUISITION	LS	1		\$0.00
007-2000	RIGHT OF WAY INCIDENTAL	LS	1		\$0.00
007-3000	RIGHT-OF-WAY RELOCATION ASSISTANCE	LS	1		\$0.00
007-5000	RIGHT-OF-WAY - LAST RESORT HOUSING	LS	1		\$0.00
150-1000	TRAFFIC CONTROL -	LS	1	30000	\$30,000.00
153-1300	FIELD ENGINEERS OFFICE TP 3	EA	1	50000	\$50,000.00
210-0100	GRADING COMPLETE -	LS	1	452781	\$452,781.00
310-5100	GR AGGR BASE CRS, 10 INCH, INCL MATL	TN	13675	15	\$205,125.00
318-3000	AGGR SURF CRS	TN	1000	18	\$18,000.00
402-3147	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITU	TN	2376	45	\$106,920.00
402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	TN	4298	43	\$184,814.00
413-1000	BITUM TACK COAT	GL	1008	1.2	\$1,209.60
441-0014	DRIVEWAY CONCRETE, 4 IN TK	SY	140	24	\$3,360.00
441-0104	CONC SIDEWALK, 4 IN	SY	3470	28	\$97,160.00
441-0301	CONC SPILLWAY, TP 1	EA	2	1350	\$2,700.00
441-0600	CONC HEADWALLS	CY	15	450	\$6,750.00
441-0748	CONCRETE MEDIAN, 6	SY	1229	36	\$44,244.00
441-6222	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	LF	15429	13	\$200,577.00
446-1001	PVMT REINF FABRIC STRIPS, TP 1, INCL BITUM BINDER	LF	945	4	\$3,780.00
500-9999	CLASS B CONC, BASE OR PVMT WIDENING	CY	24	127	\$3,048.00
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	2678	35	\$93,730.00
550-1240	STORM DRAIN PIPE, 24 IN, H 1-10	LF	1890	41	\$77,490.00
550-1300	STORM DRAIN PIPE, 30 IN, H 1-10	LF	1050	44	\$46,200.00
550-1360	STORM DRAIN PIPE, 36 IN, H 1-10	LF	630	53	\$33,390.00
550-1600	STORM DRAIN PIPE, 60 IN, H 1-10	LF	210	115	\$24,150.00
550-4218	FLARED END SECTION 18 IN, STORM DRAIN	EA	2	428	\$856.00
550-4224	FLARED END SECTION 24 IN, STORM DRAIN	EA	0	538	\$0.00
550-4230	FLARED END SECTION 30 IN, STORM DRAIN	EA	3	673	\$2,019.00
603-2182	STN DUMPED RIP RAP, TP 3, 24 IN	SY	501	48	\$24,048.00
634-1200	RIGHT OF WAY MARKERS	EA	63	87	\$5,481.00
641-1100	GUARDRAIL, TP T	LF	126	38	\$4,788.00
641-1200	GUARDRAIL, TP W	LF	1470	11	\$16,170.00
641-5001	GUARDRAIL ANCHORAGE, TP 1	EA	7	386	\$2,702.00
641-5012	GUARDRAIL ANCHORAGE, TP 12	EA	7	1307	\$9,149.00
668-1100	CATCH BASIN, GP 1	EA	38	1833	\$69,654.00
668-1110	CATCH BASIN, GP 1, ADDL DEPTH	LF	0	177	\$0.00
668-2100	DROP INLET, GP 1	EA	4	1695	\$6,780.00
668-2110	DROP INLET, GP 1, ADDL DEPTH	LF	0	181	\$0.00
668-4300	STORM SEWER MANHOLE, TP 1	EA	0	1539	\$0.00
668-4311	STORM SEWER MANHOLE, TP 1, ADDL DEPTH, CL 1	LF	0	209	\$0.00
					\$1,827,075.60
ITEM NO.	BOX CULVERT	UNIT	QUANTITY	UNIT COST	TOTAL COST
500-3101	CLASS A CONCRETE	CY	497	425	\$211,225.00
511-1000	BAR REINF STEEL	LB	52809	0.6	\$31,685.40
					\$242,910.40
ITEM NO.	EROSION CONTROL	UNIT	QUANTITY	UNIT COST	TOTAL COST
163-0232	TEMPORARY GRASS	AC	5	573	\$2,865.00
163-0240	MULCH	TN	196	327	\$64,092.00
163-0501	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 1	EA	7	680	\$4,760.00
163-0530	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	LF	0	3	\$0.00
165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	4752	2	\$9,504.00
165-0070	MAINTENANCE OF BALED STRAW EROSION CHECK	LF	0	2	\$0.00
165-0085	MAINTENANCE OF SILT CONTROL GATE, TP 1	EA	7	128	\$896.00
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	9503	4	\$38,012.00
700-6910	PERMANENT GRASSING	AC	10	940	\$9,400.00
700-7000	AGRICULTURAL LIME	TN	30	59	\$1,770.00
700-7010	LIQUID LIME	GL	37	22	\$814.00
700-8000	FERTILIZER MIXED GRADE	TN	1	242	\$242.00
700-8100	FERTILIZER NITROGEN CONTENT	LB	489	2	\$978.00
700-9300	SOD	SY	1388	9	\$12,492.00
716-2000	EROSION CONTROL MATS, SLOPES	SY	47275	2	\$94,550.00
					\$240,375.00



2024 AM Peak Hour



3: Atlanta Street (US23, SR42) & McDonough Parkway
 HCM Signalized Intersection Capacity Analysis

2024 AM Peak Hour
 3/16/2004



Movement	EBT	FBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	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
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted	1.00	1.00	0.16	1.00	0.95	1.00
Satd. Flow (perm)	1863	1583	294	1863	1770	1583
Volume (vph)	731	250	50	950	408	65
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	795	272	54	1033	443	71
Lane Group Flow (vph)	795	272	54	1033	443	71
Turn Type		Perm	pm+pt		Perm	
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	74.0	74.0	82.0	82.0	40.0	40.0
Effective Green, g (s)	74.0	74.0	82.0	82.0	40.0	40.0
Actuated g/C Ratio	0.57	0.57	0.63	0.63	0.31	0.31
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	1060	901	231	1175	545	487
v/s Ratio Prot	0.43		0.01	0.55	0.25	
v/s Ratio Perm		0.17	0.14			0.04
v/c Ratio	0.75	0.30	0.23	0.88	0.81	0.15
Uniform Delay, d1	21.0	14.6	17.3	19.9	41.5	32.6
Progression Factor	1.00	1.00	1.00	1.00	0.88	0.66
Incremental Delay, d2	4.9	0.9	2.4	9.5	10.5	0.5
Delay (s)	25.9	15.4	19.7	29.4	46.9	22.1
Level of Service	C	B	B	C	D	C
Approach Delay (s)	23.3			28.9	43.5	
Approach LOS	C			C	D	

Intersection Summary			
HCM Average Control Delay	29.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Cycle Length (s)	130.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	D

c Critical Lane Group

5: Ivey Edwards Lane & McDonough Parkway
 HCM Unsignalized Intersection Capacity Analysis

2024 AM Peak Hour
 3/16/2004



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↑	↗
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	75	15	8	374	222	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	82	16	9	374	241	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	633	241	322			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	633	241	322			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	82	98	99			
cM capacity (veh/h)	441	798	1238			
Direction Lane #						
	EB1	EB2	NB1	NB2	SB1	SB2
Volume Total	82	16	9	374	241	80
Volume Left	82	0	9	0	0	0
Volume Right	0	16	0	0	0	80
cSH	441	798	1238	1700	1700	1700
Volume to Capacity	0.18	0.02	0.01	0.22	0.14	0.05
Queue Length (ft)	17	2	1	0	0	0
Control Delay (s)	15.0	9.6	7.9	0.0	0.0	0.0
Lane LOS	C	A	A			
Approach Delay (s)	14.1		0.2		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay	1.8					
Intersection Capacity Utilization	30.9%					
ICU Level of Service	A					

7: Jonesboro Road & McDonough Parkway
 HCM Signalized Intersection Capacity Analysis

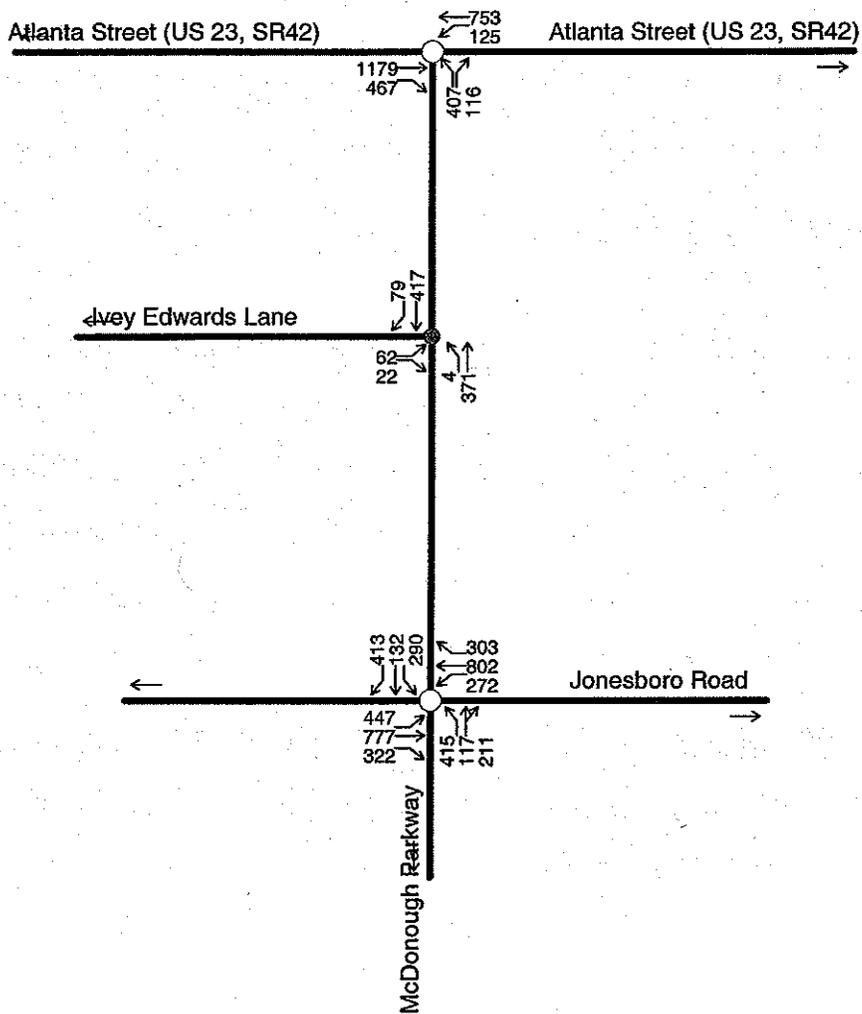
2024 AM Peak Hour
 3/16/2004



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
Fr _t	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89	1.00	1.00	0.85	1.00
Fl _i Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1650	1770	1863	1583	1583
Fl _i Permitted	0.06	1.00	1.00	0.21	1.00	1.00	0.60	1.00	0.65	1.00	1.00	1.00
Satd. Flow (perm)	116	1863	1583	387	1863	1583	1114	1650	1218	1863	1583	1583
Volume (vph)	197	574	196	189	1183	100	516	36	114	128	37	204
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)	214	624	213	205	1286	109	561	39	124	139	40	222
Lane Group Flow (vph)	214	624	213	205	1286	109	561	163	0	139	40	222
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		pm+pt		Perm	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		6		6	
Actuated Green, G (s)	72.0	64.0	64.0	82.0	70.0	70.0	40.0	26.0	28.0	18.0	18.0	18.0
Effective Green, g (s)	72.0	64.0	64.0	82.0	70.0	70.0	40.0	26.0	28.0	18.0	18.0	18.0
Actuated g/C Ratio	0.55	0.49	0.49	0.63	0.54	0.54	0.31	0.20	0.22	0.14	0.14	0.14
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)	166	917	779	393	1003	852	434	330	305	258	219	219
v/s Ratio Prot	c0.08	0.33		0.06	c0.69		c0.18	0.10	0.04	0.02		
v/s Ratio Perm	0.63		0.13	0.27		0.07	c0.22		0.06		0.14	
v/c Ratio	1.29	0.68	0.27	0.52	1.28	0.13	1.29	0.49	0.46	0.16	1.01	1.01
Uniform Delay, d1	63.2	25.2	19.4	16.4	30.0	14.9	43.6	46.2	43.4	49.3	56.0	56.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.08	1.07	1.12	1.12
Incremental Delay, d2	167.6	4.1	0.9	4.9	134.7	0.3	148.0	5.2	4.8	1.3	64.2	64.2
Delay (s)	230.8	29.3	20.2	21.3	164.7	15.2	191.6	51.4	51.6	50.9	127.0	127.0
Level of Service	F	C	C	C	F	B	F	D	D	D	F	F
Approach Delay (s)		68.5			136.1			160.0			93.6	
Approach LOS		E			F			F			F	
Intersection Summary												
HCM Average Control Delay	117.3			HCM Level of Service				F				
HCM Volume to Capacity ratio	1.28											
Cycle Length (s)	130.0			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	127.3%			ICU Level of Service				H				

c Critical Lane Group

2024 PM Peak Hour



3: Atlanta Street (US 23, SR42) & McDonough Parkway
 HCM Signalized Intersection Capacity Analysis

2024 PM Peak Hour
 3/16/2004



Movement	EBL	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	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
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted	1.00	1.00	0.05	1.00	0.95	1.00
Satd. Flow (perm)	1863	1583	87	1863	1770	1583
Volume (vph)	1179	467	125	753	407	116
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1282	508	136	818	442	126
Lane Group Flow (vph)	1282	508	136	818	442	126
Turn Type	Perm		pm		pl	
Protected Phases	4		3	8	2	
Permitted Phases		4		8		2
Actuated Green, G (s)	82.0	82.0	91.0	91.0	31.0	31.0
Effective Green, g (s)	82.0	82.0	91.0	91.0	31.0	31.0
Actuated g/C Ratio	0.63	0.63	0.70	0.70	0.24	0.24
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	1175	999	126	1304	422	377
v/s Ratio Prot	0.69		0.04	0.44	0.25	
v/s Ratio Perm		0.32	0.72			0.08
v/c Ratio	1.09	0.51	1.08	0.63	1.05	0.33
Uniform Delay, d1	24.0	13.0	64.7	10.4	49.5	41.0
Progression Factor	1.00	1.00	1.00	1.00	1.30	2.41
Incremental Delay, d2	54.7	1.8	103.0	2.3	50.9	1.8
Delay (s)	78.7	14.9	167.8	12.7	100.5	42.8
Level of Service	E	B	F	B	F	F
Approach Delay (s)	60.6			34.8	112.1	
Approach LOS	E			C	F	
Intersection Summary						
HCM Average Control Delay	62.0		HCM Level of Service		E	
HCM Volume to Capacity ratio	1.06					
Cycle Length (s)	130.0		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	109.5%		ICU Level of Service		F	

c Critical Lane Group

5: Ivey Edwards Lane & McDonough Parkway
 HCM Unsignalized Intersection Capacity Analysis

2024 PM Peak Hour
 3/16/2004



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↑	↗
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	62	22	4	371	417	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (veh/h)	67	24	4	403	453	86

Pedestrians

Lane Width (ft)

Walking Speed (ft/s)

Percent Blockage

Right turn flare (veh)

Median type: None

Median storage (veh)

Upstream signal (ft)

pX, platoon unblocked

vC, conflicting volume	865	453	539			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	865	453	539			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	79	96	100			
cM capacity (veh/h)	323	607	1029			

Direction / Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	67	24	4	403	453	86
Volume Left	67	0	4	0	0	0
Volume Right	0	24	0	0	0	86
cSH	323	607	1029	1700	1700	1700
Volume to Capacity	0.21	0.04	0.00	0.24	0.27	0.05
Queue Length (ft)	19	3	0	0	0	0
Control Delay (s)	19.1	11.2	8.5	0.0	0.0	0.0
Lane LOS	C	B	A			
Approach Delay (s)	17.0		0.1		0.0	
Approach LOS	C					

Intersection Summary

Average Delay	1.5
Intersection Capacity Utilization	34.3%
ICU Level of Service	A

7: Jonesboro Road & McDonough Parkway
 HCM Signalized Intersection Capacity Analysis

2024 PM Peak Hour
 3/16/2004



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	0.90	1.00	1.00	0.85	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1683	1770	1863	1583	1583
Flt Permitted	0.07	1.00	1.00	0.08	1.00	1.00	0.37	1.00	0.22	1.00	1.00	1.00
Satd. Flow (perm)	135	1863	1583	146	1863	1583	695	1683	414	1863	1583	1583
Volume (vph)	447	777	322	272	802	303	415	117	211	290	132	413
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)	486	845	350	296	872	329	451	127	229	315	143	449
Lane Group Flow (vph)	486	845	350	296	872	329	451	356	0	315	143	449
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		pm+pt		Perm	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		6		6	
Actuated Green, G (s)	80.0	59.0	59.0	68.0	51.0	51.0	42.0	23.0	33.0	18.0	18.0	18.0
Effective Green, g (s)	80.0	59.0	59.0	68.0	51.0	51.0	42.0	23.0	33.0	18.0	18.0	18.0
Actuated g/C Ratio	0.62	0.45	0.45	0.52	0.39	0.39	0.32	0.18	0.25	0.14	0.14	0.14
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)	398	846	718	289	731	621	390	298	262	258	219	219
v/s Ratio Prot	c0.24	0.45		0.13	0.47		c0.18	0.21	0.14	0.08		
v/s Ratio Perm	c0.52		0.22	0.40		0.21	0.20		0.17		c0.28	
v/c Ratio	1.22	1.00	0.49	1.02	1.19	0.53	1.16	1.19	1.20	0.55	2.05	2.05
Uniform Delay, d1	54.7	35.5	24.9	42.5	39.5	30.3	40.8	53.5	45.1	52.3	56.0	56.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.96	0.89	0.89
Incremental Delay, d2	120.2	30.7	2.4	59.3	100.0	3.2	95.5	115.7	120.9	8.1	487.7	487.7
Delay (s)	174.9	66.1	27.3	101.8	139.5	33.5	136.3	169.2	163.5	58.2	537.7	537.7
Level of Service	F	E	C	F	F	C	F	F	F	E	F	F
Approach Delay (s)		89.5			108.8			150.8		332.2		
Approach LOS		F			F			F		F		

Intersection Summary			
HCM Average Control Delay	150.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.33		
Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	124.4%	ICU Level of Service	H

c Critical Lane Group

LOCAL GOVERNMENT PROJECT AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

HENRY COUNTY, GEORGIA

for

PRIORITY LAND TRANSPORTATION PROJECT
MCDONOUGH PARKWAY EXT PHASE 1 FROM JONESBORO RD TO SR 42/US 23

This AGREEMENT is made and entered into this 19th day of August, 2003, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and HENRY COUNTY, GEORGIA, acting by and through its Chairman and Board of Commissioners, hereinafter called the "COUNTY".

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to construct the land transportation project described as McDonough Parkway Extension Phase I from Jonesboro Road to SR 42/ US 23 in Henry County, Georgia, currently described as Georgia Department of Transportation Project Number STP-0001-00(096), P. I. Number 0001096, hereinafter referred to as the "PROJECT"; and

WHEREAS, the DEPARTMENT, the COUNTY, the Georgia Regional Transportation Authority, a public authority of the State of Georgia ("GRTA"), and the State Road and Tollway Authority, a public authority of the State of Georgia ("SRTA"), previously entered into an Intergovernmental Agreement Relating to Land Public Transportation Systems and Land Transportation Projects ("Intergovernmental Agreement") concerning specific commitments of the respective parties to support the implementation of this PROJECT; and

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to participate in certain activities of the PROJECT as set forth in this AGREEMENT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this AGREEMENT.

NOW, THEREFORE in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the COUNTY hereby agree each with the other as follows:

1. The COUNTY shall fund all costs for the PROJECT's preconstruction engineering (design) activities, right of way acquisitions, utility relocations, and construction ("phases"). To fulfill its commitment, the COUNTY may utilize COUNTY funds, the funds identified in the Intergovernmental Agreement, or seek additional funding through, and in accordance with the existing regional transportation TIP or STIP programming process. The amount currently identified in the Intergovernmental Agreement for this project is \$1,800,00.00.
2. The DEPARTMENT shall support the implementation of the PROJECT as outlined in the Intergovernmental Agreement and the parties recognize that no funding is currently available in the regional transportation programming process. Funding for this PROJECT is limited to that amount currently identified in paragraph 1 of this Agreement.
3. The COUNTY shall be responsible for all costs for providing energy, maintenance, and operational costs of any roadway and interchange lighting within the PROJECT limits.
4. The COUNTY shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks within the PROJECT limits.
5. Both the COUNTY and the DEPARTMENT hereby acknowledge that TIME IS OF THE ESSENCE for the implementation of this PROJECT. Both parties shall adhere to the priorities established in the detailed project schedule attached as Schedule A of the Addendum to Local Government Project Agreement, ("Schedule A"), and the approved State Transportation Improvement Program ("STEP") or earlier. In the completion of respective commitments contained herein, changes may be made to the schedule if mutually identified and agreed upon, in writing, by the DEPARTMENT, the COUNTY, GRTA, and SRTA. If, for any reason, the COUNTY does not produce acceptable deliverables at the milestone dates defined in Schedule A or the STIP, the DEPARTMENT reserves the right to delay the project's implementation until the COUNTY comes into compliance with the Schedule A or until a revision can be mutually agreed upon.
6. All preconstruction engineering activities shall be accomplished by the COUNTY and in accordance with the DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications for the

Construction of Transportation Systems, PROJECT schedules, Plan Presentation Guide, and applicable guidelines of the DEPARTMENT. The COUNTY'S responsibility for design shall include, but is not limited to the following items:

- a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the COUNTY as provided for in paragraph 6b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the COUNTY beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the COUNTY as required by the DEPARTMENT and reapproved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.
- b. Develop the PROJECT'S base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (p.m.) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.
- c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.
- d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act, ("NEPA"). This shall include, but not be limited to, any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), hazardous waste site, and environmental justice studies required. The COUNTY shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.
- e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practices.
- f. Perform all surveys, mapping, and soil investigation studies needed for design of the PROJECT.
- g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.

- h. Prepare the PROJECT'S drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.
 - i. Prepare traffic studies, preliminary construction plans, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including signing, marking, and signal plans, erosion control, traffic handling, and construction sequence plans and specifications including special provisions for the PROJECT.
 - j. The COUNTY shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT'S policies and guidelines. The COUNTY shall perform all necessary survey efforts in order to complete the design of the bridge(s) and prepare any required hydraulic and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this AGREEMENT.
 - k. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT guidelines.
 - l. Failure of the COUNTY to follow the DEPARTMENT'S Plan Development Process will jeopardize the use of Federal funds and it shall be the responsibility of the COUNTY to make up a loss of that funding.
7. All Primary Consultant firms hired by the COUNTY to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the COUNTY with a list of prequalified consultant firms in the appropriate area-classes.
 8. The PROJECT construction and right of way plans shall be prepared in English Units.
 9. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software, respectively, and shall be organized as per the DEPARTMENT'S guidelines on electronic file management.
 10. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the COUNTY.
 11. Upon the COUNTY'S determination of the rights of way required for the PROJECT and the approval of the right of way plans by the DEPARTMENT, the necessary rights of way for the PROJECT shall be acquired by the COUNTY. Right of way acquisition shall be in

accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT, and in accordance with the Contract for Acquisition of Right of Way to be prepared by the DEPARTMENT and executed between the COUNTY and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the COUNTY to follow these requirements may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the COUNTY to make up the loss of that funding. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The COUNTY shall further be responsible for making all changes to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right of way or to match actual conditions encountered.

12. The COUNTY shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.
13. The COUNTY shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.
14. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained, the COUNTY shall let the PROJECT for construction. The COUNTY shall be solely responsible for securing and awarding the construction contract for the PROJECT. The COUNTY shall perform and bear all costs associated with inspection and materials testing during construction. Such inspection and materials testing shall be done in accordance with the Transportation Online Policy and Procedure System 5020-1 on file at the DEPARTMENT and available to the COUNTY.
15. The COUNTY shall Certify that the provisions of Section 36-81-7 of the official Code of Georgia Annotated, relating to the "Requirements of Audits" are complied with in full such that:
 - a. Each Unit of local government having a population in excess of 1,500 persons or expenditures of \$175,000.00 or more shall provide for and cause to be made an annual audit of the financial affairs and transactions of all funds and activities of the local government for each fiscal year of the local government.
 - b. The governing authority of each local unit of government not included above shall provide for and cause to be made the audit required not less often than once every two fiscal years.

- c. The governing authority of each local unit of government having expenditures of less than \$175,000.00 in that government's most recently ended fiscal year may elect to provide for and cause to be made, in lieu of the biennial audit, an annual report of agreed upon procedures for that fiscal year.
 - d. A copy of the report and any comments made by the state auditor shall be maintained as a public record for public inspection during the regular working hours at the principal office of the local government. Those units of local government not having a principal office shall provide notification to the public as to the location of and times during which the public may inspect the report.
16. The COUNTY shall review and recommend all shop drawings to the DEPARTMENT for approval by the DEPARTMENT.
17. The COUNTY agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this agreement shall become the property of the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the COUNTY.
18. The COUNTY shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the COUNTY pursuant to this AGREEMENT. The COUNTY shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. Failure by COUNTY to address the errors or deficiencies within 30 days shall cause the COUNTY to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The COUNTY shall, to the extent allowable by law, also be responsible for any claim, damage, loss or expense that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, and other services furnished by or on behalf of the COUNTY pursuant to this AGREEMENT.
19. This AGREEMENT is made and entered into in Fulton County, Georgia, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.
20. The parties agree this AGREEMENT shall not be binding and neither party hereto shall have any obligation or liability to the other whatsoever under this AGREEMENT unless and until such time as that certain Addendum to Local Government Project Agreement (Arterial Road Project) regarding the PROJECT shall have been (a) executed and delivered by the parties,

and acknowledged and consented to by the SRTA and GRTA, and (b) attached to this AGREEMENT.

21. This AGREEMENT contains the entire understanding between the parties relating to the subject matter of the previously executed Local Government Project Agreement and supercedes all prior oral and written understandings, arrangements and agreements between the parties relating thereto. Any amendments to this AGREEMENT must be in writing, executed by the parties and have express reference to be made a part of this AGREEMENT.
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IN WITNESS WHEREOF, the DEPARTMENT and the COUNTY have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

BOARD OF COMMISSIONERS
Henry County, Georgia

David M. B.
Road Design Engineer

BY: Linda Malley
Chairman

Norman L. L...
Director of Preconstruction

Signed, sealed and delivered this day of
October 2003, in the _____ presence of:

Paul W. Miller
Chief Engineer

Reginald DeLoach
Witness
Shunda L. Mathis
Notary Public

DEPARTMENT OF TRANSPORTATION

SHUNDA L. MATHIS
Notary Public, Henry County, Georgia
My Commission Expires July 6, 2004

BY: David C. ...
Commissioner

This Agreement approved by the Henry
County Commission at a meeting held at
140 Henry Parkway this
19th day of August, 2003.

ATTEST:
[Signature]
Treasurer

Norman B. Craig
Clerk of Commission

Reviewed as to Legal Form:

[Signature]
Office of Legal Services

ADDENDUM TO
LOCAL GOVERNMENT PROJECT AGREEMENT
(Arterial Road Project)

This ADDENDUM TO LOCAL GOVERNMENT PROJECT AGREEMENT (this "Addendum") is made effective as of this 19th day of December, 2003, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia ("DEPARTMENT"), and HENRY COUNTY, GEORGIA, acting by and through its Board of Commissioners ("COUNTY").

WITNESSETH: That;

WHEREAS, the DEPARTMENT and the COUNTY entered into that certain Agreement between Department of Transportation State of Georgia and Henry County, dated August 19, 2003 (the "Local Government Project Agreement"), relating to the construction of land transportation project improvements described as McDonough Parkway Extension Phase 1 from Jonesboro Road to SR 42/US23 in Henry County, Georgia, currently identified as Georgia Department of Transportation Project Number STP-0001-00(096), P.I. Number 0001096, hereinafter referred to as the "PROJECT"; and

WHEREAS, the DEPARTMENT and the COUNTY, together with the GEORGIA REGIONAL TRANSPORTATION AUTHORITY, a public authority of the State of Georgia ("GRTA"), and the STATE ROAD AND TOLLWAY AUTHORITY, a public authority of the State of Georgia ("SRTA") entered into that certain Intergovernmental Agreement Relating to Land Public Transportation Systems and Land Transportation Projects, dated June 13, 2002 (the "Intergovernmental Agreement"); and

WHEREAS, Section 2.6 of the Intergovernmental Agreement requires the DEPARTMENT and the COUNTY to amend the Local Government Project Agreement to clearly indicate the parties' respective roles and responsibilities with respect to each Land Transportation Project (as defined in the Intergovernmental Agreement); and

WHEREAS, the DEPARTMENT and the COUNTY desire to enter into this Addendum to the Local Government Project Agreement as required by the Intergovernmental Agreement, on the terms and conditions hereinafter set forth; and

NOW, THEREFORE, for and in consideration of the mutual promises made and of the benefits to flow from one to the other, the adequacy and sufficiency of which are hereby acknowledged, the DEPARTMENT and the COUNTY agree as follows:

1. Recitals; Definitions. The foregoing Recitals are true, correct and complete and are hereby incorporated in this Addendum by this reference. All capitalized terms used herein and not otherwise defined herein shall have the meanings ascribed to them in the Intergovernmental Agreement.

2. Projects. The PROJECT identified under this Addendum to the Local Government Project Agreement is acknowledged to be one of the Land Transportation Projects specified in the Intergovernmental Agreement. The COUNTY acknowledges and agrees that the PROJECT is and shall at all times be for the essential public purpose of providing facilities and services to meet land public transportation needs and environmental standards for the State of Georgia and to aid in the accomplishment of the purposes of GRTA.
3. Schedule. In addition to the provisions of the Local Government Project Agreement, the DEPARTMENT and the COUNTY recognize the need to maintain the PROJECT schedule for SRTA purposes and shall complete the PROJECT in accordance with the detailed project schedule attached hereto as Schedule A as near as practicable, provided that SRTA shall be notified by the COUNTY if a PROJECT milestone will be missed and what corrective actions will take place to reinstate the PROJECT schedule.
4. Funding. Notwithstanding the provisions of the Local Government Project Agreement, the PROJECT shall be funded as described in the Intergovernmental Agreement and as set forth below:
 - 4.1 The COUNTY will submit requisitions to the DEPARTMENT solely for, and will apply the proceeds received from the DEPARTMENT solely to, the payment of costs associated with the PROJECT.
 - 4.2 Each requisition for funds shall include the certifications substantially as described in Schedule B hereto, including a certificate of compliance with the Sources and Uses of Funds attached as Schedule C hereto (the "Sources and Uses of Funds Schedule") or an explanation of variances thereto.
 - 4.3 Each requisition for funds shall include evidence of payment by the COUNTY of the work or services for which the COUNTY would seek reimbursement.
5. Applicable Regulations. The COUNTY shall follow the DEPARTMENT's Plan Development Process and all applicable federal regulations, requirements, and restrictions in order to maintain federal eligibility for reimbursement through the Federal Highway Administration, if any, regardless of fund availability through the Intergovernmental Agreement.
6. Intergovernmental Agreement. The Intergovernmental Agreement is hereby incorporated in this Addendum by this reference. Nothing contained herein shall modify or amend any provision of the Intergovernmental Agreement. In the event of a conflict between the Local Government Project Agreement, this Addendum to the Local Government Project Agreement, and the Intergovernmental Agreement, the provisions of the Intergovernmental Agreement shall control.
7. No Further Modification. In the event of any inconsistency between the Local Government Project Agreement and this Addendum, the terms of this Addendum shall control. Except as otherwise modified herein; all terms and conditions in the Local Government Project Agreement shall remain in full force and effect.

8. Limited Purposes. The parties to this Addendum acknowledge and agree that this is a limited undertaking for the sole purpose of addressing the matters expressly agreed to herein. The parties hereto agree to work together in good faith to resolve any issues that arise and are not addressed in this Addendum.
9. Non-Discrimination. During the term of this Addendum, the parties agree to abide by the provisions of Executive Order 11246 on non-discrimination and will not discriminate against any person because of race, color, religion, sex or national origin. The parties will take affirmative action to ensure that perspective employees are employed without regard to their race, color, religion, sex or national origin. It is further agreed that the parties shall comply and shall require their contractors and consultants to comply with the regulations for COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended, and 23 CFR 200.
10. Awards of Contract. The parties agree that in any contracts to be developed and awarded pursuant to this Addendum and all work and procedures relating to said contracts shall, at all times, conform to the applicable Federal and State of Georgia laws, rules, regulations, orders and approvals, including specifically procedures and requirements relating to labor standards, equal employment opportunity, non-discrimination and compliance with the Americans with Disabilities Act.
11. Miscellaneous.
 - 11.1 Assignment. Without the express written consent of the other parties, no party may assign, in whole or in part, any of its rights and obligations hereunder to any other party.
 - 11.2 No Third-Party Beneficiaries. Nothing herein shall be construed as conferring upon or giving to any person or entity, other than the parties hereto, any rights or benefit under or by reason of this Addendum.
 - 11.3 Notices. It shall be sufficient service or any notice, approval, consent, request, complaint, demand or other communication if the same shall be delivered or mailed by first class registered or certified mail, return receipt requested, or by facsimile transmission immediately followed by a telephone call to confirm receipt, and addressed as follows:

If to the DEPARTMENT:

Georgia Department of Transportation
No. 2 Capital Square
Atlanta, Georgia 30334
Attention: J. Tom Coleman, Jr., Commissioner
(404) 656-5206
(404) 657-8389 Fax

If to the COUNTY: The Honorable Leland Maddox, Chairman
Henry County Commission
140 Henry Parkway
McDonough, Georgia 30253

The date upon which such notice is delivered will be deemed the date of receipt thereof. The persons listed above may, by notice given hereunder, designate any further or different addresses to which subsequent notices, approvals, consents, requests, complaints, demands or other communications shall be sent or persons to whose attention the same shall be directed.

- 11.4 Governing Law. This Addendum shall be governed by and interpreted in accordance with the laws of the State of Georgia.
- 11.5 Headings. The section and paragraph headings contained in this Addendum are for reference purposes only and shall not affect the meaning or interpretation of this Addendum.
- 11.6 No Waivers. No failure of a party to exercise any power given such party hereunder or to insist upon strict compliance by the other to its obligation hereunder, and no custom or practice of the parties in variance with the terms hereof, shall constitute a waiver of any rights of a party to demand exact compliance with the terms hereof.
- 11.7 Severability. If any provision of this Addendum, or any portion thereof, should be ruled void, invalid, unenforceable or contrary to public policy by any court of competent jurisdiction, then any remaining portion of such provision and all other provisions of this Addendum shall survive and be applied, and any invalid or unenforceable portion shall be construed or reformed to preserve as much of the original words, terms, purpose and intent as shall be permitted by law.
- 11.8 Interpretation. Should any provision of this Addendum require judicial interpretation, it is agreed and stipulated by and between the parties hereto that the court interpreting or construing the same shall not apply a presumption that the terms, conditions and provisions hereof shall be more strictly construed against one party by reason of the rule of construction that an instrument is to be construed more strictly against the party who prepared the same.
- 11.9 Time of the Essence. Time is of the essence in this Addendum and with respect to each and every provision herein.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the DEPARTMENT and the COUNTY have hereunto executed this Addendum and affixed their seal through their duly authorized representatives, who have been first authorized to do so, on the day and year first above specified

Henry COUNTY

APPROVED AS TO FORM:

By: Leland Maddox
Name: Leland Maddox
Title: Chairman

By: _____

Attest: Susan B Craig
Name: Susan Craig
Title: Clerk

APPROVED PER MINUTES:

By: Phonda L. Matis

(SEAL)

DEPARTMENT OF
TRANSPORTATION,
STATE OF GEORGIA

APPROVED AS TO FORM:

By: Harold E. Linnenthohl
Name: Harold E. Linnenthohl
Title: Commissioner

By: Sandra S. Burgen

ACKNOWLEDGED AND CONSENTED TO BY:

STATE ROAD AND
TOLLWAY AUTHORITY

By: [Signature]
Name: _____
Title: _____

GEORGIA REGIONAL
TRANSPORTATION
AUTHORITY

By: [Signature]
Name: _____
Title: _____

Schedule A

County	Proj Id	Description	Activity Description	Schedule Dates
HENRY	0001096	MCDONOUGH PARKWAY EXT PHASE 1 FM JONESBORO RD TO SR 42/US 23	PE Funding Authorization	24-Aug-2003
			Environmental Approval Complete	12-Jan-2004
			Let Contract	20-Dec-2004
			Construction 75% Complete	16-Sep-2005
			Construction 100% Complete	15-Dec-2005
			Construction Final Payment	29-Jan-2006

Project: UUU1U96(0) MCDONOUGH PARKWAY EXT PHASE 1 FM JONESBORO RD TO SR 42/US 23

Activity Name	Description	scheduled start date	scheduled finish date	2004	2005	2006
30000	Project	25Aug03	20Dec04	[Gantt bar spanning 2004 and 2005]		
30200	Concept Development	28Aug03	29Oct03	[Gantt bar in 2004]		
30300	Define Project Concept	29Aug03	22Sep03	[Gantt bar in 2004]		
39000	Public Information Meeting	30Oct03	20Nov03	[Gantt bar in 2004]		
10000	Environmental Approval	30Oct03	12Jan04	[Gantt bar in 2004]		
11000	Ecology	31Oct03	13Nov03	[Gantt bar in 2004]		
2000	History/Archaeology	31Oct03	06Nov03	[Gantt bar in 2004]		
3000	Noise/Air	31Oct03	13Nov03	[Gantt bar in 2004]		
5000	NEPA	14Nov03	12Jan04	[Gantt bar in 2004]		
10000	Database Preparation	30Oct03	15Dec03	[Gantt bar in 2004]		
10450	Field Surveys/SDE	21Nov03	11Dec03	[Gantt bar in 2004]		
10700	Preliminary Plans	16Dec03	10Feb04	[Gantt bar in 2004]		
2000	Preliminary Bridge Design	13Jan04	27Jan04	[Gantt bar in 2004]		
8000	Underground Storage Tanks	30Oct03	04Dec03	[Gantt bar in 2004]		
0000	404 Permit Obtainment	14Nov03	26Feb04	[Gantt bar in 2004]		
0200	PFPR Inspection	18Feb04	19Feb04	[Gantt bar in 2004]		
0000	RW Plans	26Mar04	12May04	[Gantt bar in 2004]		
0000	Location and Design Approval	26Mar04	22Jun04	[Gantt bar in 2004]		
0000	RW Acquisition	13May04	23Aug04	[Gantt bar in 2004]		
0100	Soil Survey	26Mar04	26Apr04	[Gantt bar in 2004]		
0700	Bridge Foundation Investigation	26Mar04	02Apr04	[Gantt bar in 2004]		
1300	Final Design	31Mar04	02Sep04	[Gantt bar in 2004]		
2400	Final Bridge Plans Preparation	24Jun04	24Jun04	[Gantt bar in 2004]		
3200	FFPR Inspection	10Sep04	13Sep04	[Gantt bar in 2004]		
5100	Final Plans Submission	05Oct04	18Oct04	[Gantt bar in 2004]		
5800	Let Contract	20Dec04	20Dec04	[Gantt bar in 2004]		
3300	Construction 75% Complete	21Dec04	16Sep05	[Gantt bar spanning 2004 and 2005]		
3400	Construction 100% Complete	17Sep05	15Dec05	[Gantt bar in 2005]		
3500	Construction Final Payment	16Dec05	29Jan06	[Gantt bar in 2005]		



Schedule B

Requisition Form

As the _____ of the COUNTY, I hereby certify that an obligation in the stated amount has been incurred by the COUNTY for the PROJECT, as defined in that certain Local Government Project Agreement dated _____, as amended by Addendum to Local Government Project Agreement (Arterial Road Project) dated _____ (as amended, the "LGPA"), as follows:

[specify the purpose and circumstances of such obligation in reasonable detail],

that a bill or statement of amount for such obligation or a copy thereof is on file with the COUNTY, that such obligation has been paid by the COUNTY, and, has not been the subject of a previous requisition, and [is] [is not] in compliance with the Sources and Uses of Funds Schedule (as defined in the LGPA). *[If not in compliance, specify the variances here:*

_____.]

I oversee systems to discover errors, if any, in the information described in the foregoing sentence, and upon any such discovery will submit a corrective requisition posthaste.

Name: _____

Title: _____

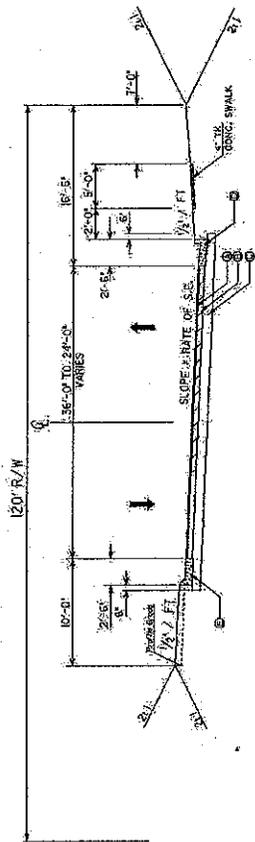
Date: _____

ALLOCATIONS
CASH FLOW SCHEDULE C
 Projected Cash Flow by Month
 For Project Number
 0001096
 FOR FUNDCODE
 LGPAA

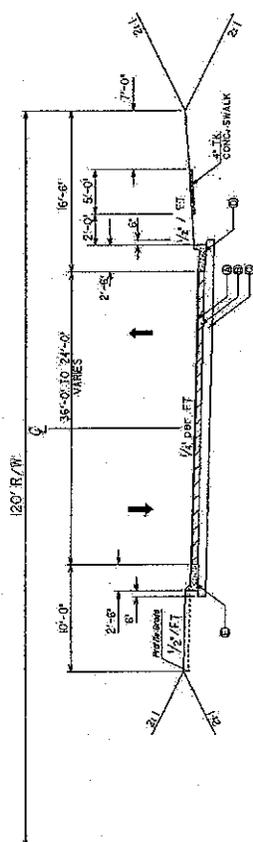
Report Date: August 15, 2003

Month	Year	PI#	Pe Amount	ROW Amount	Cst Amount	Total
October	2004	0001096	\$0.00	\$0.00	\$0.00	\$0.00
November	2004	0001096	\$0.00	\$0.00	\$0.00	\$0.00
December	2004	0001096	\$0.00	\$0.00	\$94,500.00	\$94,500.00
Total for Year 2004			\$0.00	\$0.00	\$94,500.00	\$94,500.00
January	2005	0001096	\$0.00	\$0.00	\$94,500.00	\$94,500.00
February	2005	0001096	\$0.00	\$0.00	\$94,500.00	\$94,500.00
March	2005	0001096	\$0.00	\$0.00	\$94,500.00	\$94,500.00
April	2005	0001096	\$0.00	\$0.00	\$126,000.00	\$126,000.00
May	2005	0001096	\$0.00	\$0.00	\$126,000.00	\$126,000.00
June	2005	0001096	\$0.00	\$0.00	\$126,000.00	\$126,000.00
July	2005	0001096	\$0.00	\$0.00	\$126,000.00	\$126,000.00
August	2005	0001096	\$0.00	\$0.00	\$126,000.00	\$126,000.00
September	2005	0001096	\$0.00	\$0.00	\$126,000.00	\$126,000.00
October	2005	0001096	\$0.00	\$0.00	\$166,500.00	\$166,500.00
November	2005	0001096	\$0.00	\$0.00	\$166,500.00	\$166,500.00
December	2005	0001096	\$0.00	\$0.00	\$166,500.00	\$166,500.00
Total for Year 2005			\$0.00	\$0.00	\$1,800,000.00	\$1,800,000.00
January	2006	0001096	\$0.00	\$0.00	\$166,500.00	\$166,500.00
Total for Year 2006			\$0.00	\$0.00	\$166,500.00	\$166,500.00
Total \$ for the Fundcode:			\$0.00	\$0.00	\$1,800,000.00	\$1,800,000.00

STATE	PROJECT NUMBER	SHEET	TOTAL SHEETS
GA.	STP-000-00000	11	11
	DESIGN DATE		



SUPERELEVATED SECTION:
 APPLIES TO STA. 23 +74 TO STA. 27 +05
 APPLIES TO STA. 65 +06 TO STA. 69 +20



TANGENT SECTION
 APPLIES TO STA. 22 +64 TO STA. 23 +74

NOTE: All vegetation (i.e. trees, shrubs, grass, etc.) that is not within the construction limits and needed for erosion control measures is not to be disturbed.

- REQUIRED PAVEMENT
- 1 165 LB/50 YD - ASPH. CONC. 12.5 mm SUPERPAVE
 - 2 330 LB/50 YD - ASPH. CONC. 19 mm SUPERPAVE
 - 3 10" GRADED AGGREGATE BASE
 - 4 8 IN. X 30 IN CONC. CURB & GUTTER TP. 2
 - 5 8 IN. X 30 IN CONC. CURB & GUTTER TP. 7

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.

PRELIMINARY

11

MCDONOUGH PKWY - TYPICAL SECTIONS

UBS

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF URBAN DESIGN

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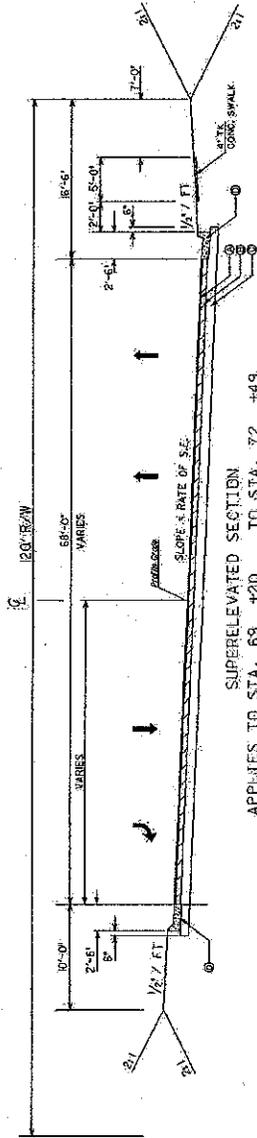
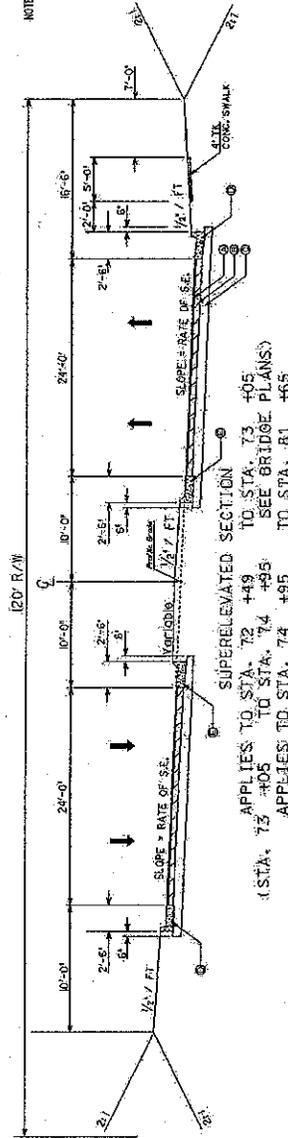
STATE	PROJECT NUMBER	DATE
GA.	STR-000-00000	
	SECTION	

NOTE: All vegetation (tree, trees, shrubs, grass, etc.) that is not within the construction limits and needed for erosion control measures is to not to be disturbed.

REQUIRED PAVEMENT

- ① 165 LB/50 YD - ASPH. CONC. 12.5 mm SUPERPAVE
- ② 330 LB/50 YD - ASPH. CONC. 19 mm SUPERPAVE
- ③ 10% GRADED AGGREGATE BASE
- ④ 8 IN X 30 IN CONC. CURB & GUTTER TP. 2
- ⑤ 8 IN X 30 IN CONC. CURB & GUTTER TP. 7

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.



PRELIMINARY

Sheet No. 1.3

MCDONOUGH PKWY - TYPICAL SECTIONS

URS

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF URBAN DESIGN

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

PROJECT CONCEPT REPORT

Project Number: STP-0001-00(096)
P.I. NO. 0001096
County: HENRY

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

Prepared by:

DATE 04/21/04

DATE 04/24/04

James A. Spaw Jr.
Project Manager
Deirdre M.R.
Road & Airport 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
<u>4/23/04</u> DATE	<u><i>David J. Mullens</i></u> <i>R.C.W.</i> Project Review Engineer
DATE	State Traffic Safety and Design Engineer
DATE	State Bridge & Structural Design Engineer
DATE	District Engineer

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

PROJECT CONCEPT REPORT

Project Number: STP-0001-00(096)
P.I. NO. 0001096
County: HENRY

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

Prepared by:

DATE 04/21/04
DATE 04/24/04

James A. Spring
Project Manager
Derek M. R.
Road & Airport 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
<u>4-22-04</u>	<u><i>James A. Spring</i></u>
DATE	Financial Management Administrator
DATE	State Environmental / Location Engineer
DATE	Project Review Engineer
DATE	State Traffic Safety and Design Engineer
DATE	State Bridge & Structural Design Engineer
DATE	District Engineer

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

Office of Road & Airport Design

PROJECT CONCEPT REPORT

Project Number: STP-0001-00(096)

P.I. NO. 0001096

County: HENRY

FEDERAL ROUTE NO: N/A

STATE ROUTE NO: N/A

Prepared by:

DATE 04/21/04

DATE 04/24/04

James A. Spring Jr.
Project Manager
Derek MR
Road & Airport 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).

5-3-04
DATE

Joseph P. Palladion
State Transportation Planning Administrator

DATE

Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

Project Review Engineer

DATE

State Traffic Safety and Design Engineer

DATE

State Bridge & Structural Design Engineer

DATE

District Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0001096

OFFICE: Environment/Location

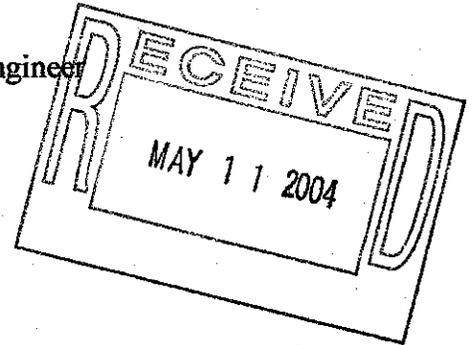
DATE: May 10, 2004



FROM: Harvey D. Keeper, State Environmental/Location Engineer

TO: Meg Pirkle, Assistant Director of Preconstruction

**SUBJECT: PROJECT CONCEPT REPORT
STP-0001-00(096) / Henry County**



The above subject concept report has been reviewed. This project is GEPA; thus, an EER would likely be the document and not an EA/FONSI as stated in report. Time to complete environmental is listed as three (3) months. Because we are anticipating an EER, I would estimate 9-12 months if county's consultant pushes.

If you have any questions, please contact me at (404) 699-4401.

HDK/lc

Attachment

cc: David Mulling, P.E., Project Review Engineer
Gerald M. Ross, P.E., State Road & Airport Design Engineer

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

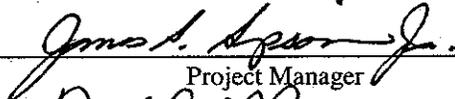
PROJECT CONCEPT REPORT

Project Number: STP-0001-00(096)
P.I. NO. 0001096
County: HENRY

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

Prepared by:

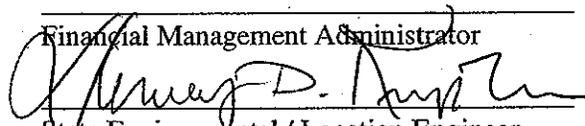
DATE 04/21/04
DATE 04/24/04



Project Manager


Road & Airport 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 <u>5.10.2004</u> DATE	_____ Financial Management Administrator  _____ State Environmental / Location Engineer
_____ DATE	_____ Project Review Engineer
_____ DATE	_____ State Traffic Safety and Design Engineer
_____ DATE	_____ State Bridge & Structural Design Engineer
_____ DATE	_____ District Engineer

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

Office of Road & Airport Design

PROJECT CONCEPT REPORT

Project Number: STP-0001-00(096)

P.I. NO. 0001096

County: HENRY

FEDERAL ROUTE NO: N/A

STATE ROUTE NO: N/A

Prepared by:

DATE 04/21/04

DATE 04/24/04

Project Manager
Road & Airport 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
DATE Project Review Engineer
DATE State Traffic Safety and Design Engineer
DATE State Bridge & Structural Design Engineer
4/22/04 DATE District Engineer

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

PROJECT CONCEPT REPORT

Project Number: STP-0001-00(096)
P.I. NO. 0001096
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Prepared by:

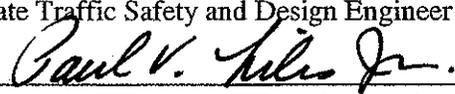
DATE 04/21/04

DATE 04/24/04


Project Manager


Road & Airport 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 _____	State Traffic Safety and Design Engineer
<u>5/13/04</u> DATE _____	 State Bridge & Structural Design Engineer
DATE _____	District Engineer