

## **VIII. DESIGN CRITERIA**

Mr. Hill then stated the proposed design speed, maximum grade and proposed maximum degree of curve for each roadway in the project as shown on page 7 of the concept report.

## **IX. PROPOSED PROJECT DESCRIPTION - Moreland Altobelli and Associates, Inc. (Karla Poshedly)**

Ms. Poshedly then described the project as contained in the concept report on pages 4 and 5. Ms. Poshedly stressed that the proposed developments that are displayed on the concept plan presented are only possible development layouts that may take place in the future. Mr. Rick Ford inquired about potential wetland impacts. Mr. Robert Whitesides of Moreland Altobelli responded that there were three wetland sites that were identified; however, all are located outside of the construction limits and should not be impacted by the project. *(However, this was found not to be the case. The concept report has been corrected as follows: Two wetlands and three stream crossings were identified within the project survey area during preliminary field surveys; however, the proposed project would result in only one wetland and open water impact within the proposed construction limits.)*

## **X. MAJOR STRUCTURES**

Mr. Hill stated there is one major structure listed in the concept report, the bridge over SR 10 Loop.

## **XI. DESIGN VARIANCES/EXCEPTIONS**

Mr. Hill stated that there are no design exceptions required for this project as indicated by the concept report. However, there is a design variance required for the median spacing on Jennings Mill Parkway Extension. Mr. Hill stated that Ms. Poshedly conducted a traffic analysis and determined that the median spacing proposed would not negatively impact the traffic operations of the roadway. He referred to page 9 of the concept report and the traffic analysis attachment for more details concerning the design variance.

Mr. Hill then stated that there are proposed commercial access driveways/intersections shown on the concept along the new Jennings Mill Parkway would not meet the State policy of locating major driveways/intersections. However, he then stated that access permits for driveways would remain the responsibility of the county since Jennings Mill Parkway is a county road.

## **XII. RIGHT-OF-WAY DISPLACEMENTS/RELOCATIONS – Mr. Rick Ford**

Mr. Hill asked Mr. Rick Ford of the GDOT Right-of-way Department for comments on the right-of-way for the project. Mr. Ford stated that the cost estimate was not accurate. He indicated that his cost estimate was \$1,490,400 with one displacement and 17 parcels impacted. He stated that he revised the ~~right-of-way estimate using the GDOT multipliers that take into consideration historic increases in~~ right-of-way costs of long-range projects. Ms. Poshedly said that she would adjust the right-of-way cost estimate with the new multipliers that Mr. Ford provided.

## **XIII. UTILITIES**

Mr. Todd Long, District Preconstruction Engineer, stated that Mr. Thomas E. Davis of the District Utilities Office could not attend but he provided the following estimates: \$30K from Georgia Power (both their Distribution Division and Transmission Division), \$14K from Charter Communications, \$50K from Oconee County, and \$80K from Walton EMC. He stated that he did not have estimates for other affected utilities, which include Bell South (formerly with AT&T) and Atlanta Gas Light. He stated that MA's estimation of \$100K for utilities needed to be revised accordingly.

#### **XIV. ALTERNATES CONSIDERED AND REASONS FOR REJECTION**

Mr. Hill also asked Ms. Poshedly if there were any other alternatives that were evaluated? Ms. Poshedly stated that there were three alternatives: A no-build alternative, an alternative that included the extension of Jennings Mill Parkway with no interchange with SR 10 Loop, and the preferred alternative. *Ms. Poshedly stated that both the no-build alternative and the no interchange alternative would not satisfy the stated Need and Purpose of the project in that it would not provide necessary roadway connectivity and access to proposed developments which are to be located on Jennings Mill Parkway. Without the Jennings Mill Parkway, Oconee County residential traffic primarily located south of SR 316 would have to travel onto SR 316 and then turn left onto Jennings Mill Parkway to access developments. This traffic pattern would create many undesirable local trips on SR 316.*

#### **XV. LEVEL OF ENVIRONMENTAL ANALYSIS & ENVIRONMENTAL CONCERNS**

- a. **HISTORIC AREAS**
- b. **HAZARDOUS WASTES**
- c. **UNDERGROUND STORAGE TANKS**

Mr. Robert Whitesides stated that there are no historic properties in the area impacted by the project. There are no known possible hazardous wastes sites. There is one UST site in the project area at the southwest corner of the Jennings Mill Parkway at Epps Bridge Road.

#### **XVI. PROJECT DEVELOPMENT SCHEDULE – Ms. Windy Bickers**

Ms. Windy Bickers indicated that the project was programmed as follows: PE is programmed for year 2003; right-of-way is to be purchased by the local government; and construction is programmed for long range at this time.

#### **XVI. PUBLIC HEARING**

Ms. Poshedly indicated that a Public Information Meeting has been held and that a Public Hearing was required under the NEPA environmental process.

#### **XVIII. OTHER PROJECTS IN AREA**

Mr. Hill listed four other projects in the area of this project as reported in the concept report: Twenty-six interchanges along SR 316 in Barrow/Oconee counties, the Mars Hill Road widening and improvement project, and two commuter rail projects. Mr. Todd Long indicated that the two commuter rail projects were not directly related to this project and should be removed from the report. Mr. Hill asked Ms. Poshedly to remove them from the concept report.

#### **XIX. COMMENTS FROM ATTENDEES**

Mr. Hill then opened up the meeting for questions/comments:

##### **a. LOCAL GOVERNMENT REPRESENTATIVES**

##### **1. OCONEE COUNTY**

Mr. Mike Leonas, the Oconee County engineer, thanked the Department for all of their efforts and stressed that the project area is considered a major node for commercial development for the county, and indicated if possible that the project be moved up in the Department's construction schedule.

##### **b. ENGINEERING SERVICES**

Mr. Ron Wishon indicated that the square footage listed in the concept report for the bridge over SR 10 Loop was incorrect. He asked that it be recalculated and that the cost estimate would likewise be updated. *This is an action item that MA will complete.*

Mr. Wishon also raised the question about whether or not the consultant reviewed possible alternatives planned for the reconstruction of the SR 316/US 78 Interchange when determining the proposed configuration of the interchange of Jennings Mill Parkway at SR 10 Loop. *Ms. Poshedly responded that the improvement of SR316/US 78 Interchange is a separate project and is independent of this project. In other words, she stated that it was assumed that SR 316/US 78 Interchange would be built to handle traffic with or without this project.*

**c. OFFICE OF FINANCIAL MANAGEMENT**

Ms. Windy Bickers stated that she had no further comments or concerns.

**d. TRAFFIC SAFETY AND DESIGN**

Scott Zehngraft of the Office of Traffic Safety and Design asked why relocated Jennings Mill Road was shown to terminate into Virgil Langford Road and not simply terminate into the new Jennings Mill Parkway (due to the traffic on Jennings Mill Road being much greater than traffic on Virgil Langford Road). *Ms. Poshedly responded by saying that a meeting was previously held where an alignment as Mr. Zehngraft described was presented. In attendance at this meeting were as follows: Mr. Todd Long and Mr. Joe Garland of the GDOT District Office; Mr. Stanley Hill and Ms. Cynthia Clements of GDOT Road & Airport Design Office; and Mr. Mike Leonas and Mr. Dan Wilson of Oconee County Public Works Department. However, that alternative was eliminated from consideration because of the following undesirable geometric design features: 1) The relocated Jennings Mill Road would have to bend at a 300-foot radius in order to tie into Jennings Mill Parkway, 2) Virgil Langford Road would have to intersect the relocated Jennings Mill Road at the 300-foot radius bend, and 3) the intersection would be located too close to Jennings Mill Parkway to allow signalization.*

*Although not anticipated at this time, redevelopment along Virgil Langford Road is possible and could occur within the 20-year design horizon for this project. This would increase traffic on Virgil Langford Road beyond what is projected in this study, resulting in more balanced traffic at its intersection with Jennings Mill Road. Should traffic volumes require signalization at this intersection, under the proposed concept layout there would be adequate distance along Virgil Langford Road between the relocated Jennings Mill Road and Jennings Mill Parkway to provide a traffic signal at the intersection of relocated Jennings Mill Road and Virgil Langford Road. Mr. Zehngraft then pointed out that the intersection of Virgil Langford Road with Jennings Mill Road as shown on the current concept layout would have failing levels of service under the present design, and that he wanted to see an HCS analysis of this intersection to verify its operation. Ms. Poshedly said that MA would produce an analysis of the intersection, and would also review the concept again to determine if all viable alternatives have been considered.*

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Mr. Zehngraft asked if a through lane on Frontage Road East was going to be provided at its intersection with Jennings Mill Parkway. *Ms. Poshedly stated that the lane configuration on the display shows that a 300-foot through lane is being provided for through traffic.*

**e. ENVIRONMENTAL/LOCATION**

There was no one from this Office present to comment.

**f. PLANNING**

There were no further comments from this office.

**g. DISTRICT**

Mr. Todd Long raised concerns about the geometry conditions at the intersection of Epps Bridge Road and Jennings Mill Parkway. In particular, concern was raised as to whether the current lane configuration would work operationally and whether it would present an unsafe transition for through traffic traveling across Epps Bridge Parkway on Jennings Mill Parkway due to the slight skew and proposed striping plan. *Ms. Poshedly stated that the proposed lane configuration and design is sufficient to handle the projected traffic and that Jennings Mill Parkway on the other side of Epps Bridge Road would be modified by removing a median, resurfacing and restriping the roadway. Ms. Poshedly then stated that in the future, when Jennings Mill Parkway is extended over to Daniel Bridge Road, an additional lane would be constructed in order to accommodate double left turn lanes and two through lanes in each direction on Jennings Mill Parkway. It was determined however, that the concept needed to show better striping and to include the yellow concept layout color through this intersection. This is an action item that MA will complete.*

Mr. Garland pointed out that Paul Broun Parkway north of the SR 316 interchange did not carry the designation of US 78 and that "SR 10-Loop" be added in all references to this roadway. He stated that US 78 only pertains to the segment south of the SR 316 interchange where it is an additional designation to the SR 10-Loop. *This is an action item that MA will complete.*

Mr. Long made a comment about the STP designation in the project number and said that he understood this project was to have a BR designation. However, Mr. Hill pointed out that the original BR designation was changed and MA was asked to revise the designation to STP as currently shown.

Mr. Long, upon further review of the long-term use of the project, recommended that limited access rights be purchased along Jennings Mill Parkway from Virgil Langford Road through the interchange area to Frontage Road East. After some discussion with the County, it was agreed that this would be desirable.

Mr. Long suggested that at the intersection of Virgil Langford Road and Jennings Mill Road, which was previously discussed, that "around-about" should be considered. *Ms. Poshedly stated that MA would evaluate the intersection capacity of the proposed intersection concept and would also review the concept again to determine if all viable alternatives have been considered.*

Mr. Long raised the question as to whether an Interchange Justification Report (IJR) is required for this project to move forward. *Ms. Michele Caldwell, GDOT Planning Office, said that she would have to check into whether an IJR is required. Ms. Caldwell said that she was not aware as to when the new GDOT policy on IJR's became effective and whether it would apply to this project, which was not in the planning stage anymore. Ms. Caldwell said she would let Mr. Hill know the answer to this question.*

Mr. Long opened a discussion about providing a median throughout the entire length of Jennings Mill Parkway. Mr. Long indicated that with a median, the County would then specify the spacing of openings when developers request access driveways. The County, however, stated that they would prefer to keep a five-lane flush median section from Frontage Road East to Epps Bridge Road in order to allow for flexibility with the final development of site plans.

Mr. Long commented that there are so many different street names for roadways that are continuous for miles in this area of the County. He suggested that one street name be designated throughout the entire length of this project and beyond. *Mr. Mike Leonas stated that Oconee County is reviewing this issue and is internally discussing some roadway name changes.*

**h. RIGHT-OF-WAY**

There were no further comments from this office.

**i. UTILITIES**

1. **ELECTRICAL** – Mr. Hal Peters of Georgia Power asked about whether there are any plans yet on the SR 316/US 78 Interchange Reconstruction Project. *Mr. Hill stated that the project is being managed under a different road design squad. Mr. Long said that there is concept plans that show additional loop ramps. However, Ms. Poshedly stated that the early concept plans that Mr. Long is referring to might have changed.*
2. **TELEPHONE** – No representative present at meeting.
3. **WATER/SEWER** – No representative present at meeting.
4. **GAS** – No representative present at meeting.
5. **CABLE** – No representative present at meeting.

**XX. OTHER COMMENTS OR CONCERNS – OPEN DISCUSSION**

With no additional comments Mr. Hill indicated that a final report will be sent to him in three weeks time, and that a copy of the concept layout without the proposed reconfiguration of the SR 316/US 78 interchange be submitted with that report.

With no further comments, Mr. Hill adjourned the meeting.

**ATTENDANCE SIGN IN SHEET FOR CONCEPT TEAM MEETING**

PROJECT NO. STP-F001-00(098), P.I. NO. 0001098

COUNTY/COUNTIES Oconee

DATE December 12, 2002

NOTE: Everyone attending this meeting is requested to sign below. Attendees representing agencies or companies outside DOT and desiring a copy of the minutes of this meeting are requested to print their name, mailing address, organization, and telephone number below.

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL ADDRESS	PHONE NUMBER
Stanley Hill	GDOT	2 CAPITOL SQUARE	Stanley.Hill@dot.state.ga.us	(404)656-5180
Cynthia Clements	GDOT/Road Design	"	Cynthia.Clements@dot.state.ga.us	404-656-5180
Rick Ford	GDOT R/W	"	Rickford@dot.state.ga.us	404-463-2576
Windy Bickers	GDOT OFM	"	Windy.Bickers@dot.state.ga.us	404-463-5023
KEVIN DE WITT	GDOT District 1	450 Old Hill Rd Athens GA 30601	Kevin.Dewitt@dot.state.ga.us	706-369-5627
KELVIN H. MULLINS	GDOT DIST 1 CONST	450 Old Hill Rd Athens GA 30601	KELVIN.MULLINS@dot.state.ga.us	706-369-5627
JERRY MULLIGAN	GDOT R/W	2 CAPITOL SQUARE	JMulligan@dot.state.ga.us	404-463-2575
MICHAEL L. LEWIS	Oconee Public Works	PO Box 145 Waverlyville GA 30677	mlewis@occonee.ga.us	706-769-2937
Matthew S. New	GDOT	2 Capitol Square	Matthew.New@dot.state.ga.us	404-656-9657
Scott Zeanclaff	GDOT - OTS/D		scott.zeanclaff@dot.state.ga.us	404-656-8127
Beniquez A. Jones	GDOT-Road Design		Beniquez.A.Jones@dot.state.ga.us	(404)656-9739
Larry Smith	GDOT	2 Capitol Sq.		656 6896
Ron Matheson	GDOT	"	ron.matheson@dot.state.ga.us	(4) 651-7470
Michelle Caldwell	GDOT. PLANNING	2 CAPITOL CAP TO COVAGE	Michelle.Caldwell@dot.state.ga.us	4-651-5327
KEN TAMPSON	M'GEE PARTNERS	1799 LAURELVIEW HWY DECATUR GA 30033	KTEMPSON@MCGEEPARTNERS.COM	7-938-6400
Jill Hodges	McGee Partners	"	jhodges@mcgeepartners.com	770-938-6400
JOE GINELANO	GDOT D 1	2505 ATHENS HWY GWINNETT	joeg@land@dot.state.ga.us	770-532-5523
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Rob Whitesides	MVAI	2311 Beaver Run Rd. St 190	rwhitesides@moreland-attobelli.com	(770)263-5945
Karl Koshedly	MVAI	2211 Beaver Run Rd St 190	Kkoshedly@moreland-attobelli.com	770-263-5945
Todd Long	GADOT	No 2 Capitol Square	Todd.L@dot.state.ga.us	770-532-5520
GERAD ROSS	GDOT	"	geraldross@dot.state.ga.us	404-656-5386
Tommy Crockett	McGee Partners	2749 Willis Hwy Decatur	tcrockett@mcgeepartners.com	770-938-6400



Summary of Comments

July 12, 2002

Page 2

Ms. Margaret Hale- Oconee County Commissioner- Post 3

Oconee County Engineer- Dan Wilson

Oconee Public Works – Jeff Maddox

Oconee County Planning Wayne Provost, Matt Forshee

Oconee County

DISPOSITION OF COMMENTS:

The consultant will respond to all comments.

Attached is a complete transcript of the comments received during the comment period and a copy of the public information meeting handout.

If you have any questions about the comments, please call Mary Mitchell at (404) 699-4408.

HDK/mm/gth

Attachments

DISTRIBUTION: Thomas L. Turner, P. E.; Larry Dent

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Department of Transportation

State of Georgia  
#2 Capitol Square, S.W.  
Atlanta, Georgia 30334-1002

J. TOM COLEMAN, JR.  
COMMISSIONER  
(404) 656-5206

FRANK L. DANCHETZ  
CHIEF ENGINEER  
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HAROLD E. LINNENKOHL  
DEPUTY COMMISSIONER  
(404) 656-5212

BILLY F. SHARP  
TREASURER  
(404) 656-5224

11-20/00  
11/18/00  
copy BOC  
Finance  
Engineering  
C/LUTK  
WD

November 16, 2000

Gina, Agas  
for 11/28/00  
HTG

The Honorable Wendell T. Dawson, Commission Chairman  
Oconee County Commissioner  
P.O. Box 145  
Watkinsville, GA 30677

Dear Chairman Dawson:

I am pleased to notify you that the Georgia Department of Transportation is agreeable to participate in the improvement of the following project.

STP-0001-00(098) Oconee County, P.I.#0001098  
For Jennings Mill Parkway Extension From Paul Broun Parkway to  
SR316 and Interchange

Please review the attached agreement and if satisfactory, then you will need to execute all three (3) originals and return them to this office. Once all parties have signed the agreement, I will return a copy of the agreement to you for your file.

Should you have any questions please call me at (404) 656-5320.

Sincerely yours,  
  
Herman T. Griffin, P.E.  
State Transportation Programming Engineer

HTG:as  
attachments(3)  
c: Percy Middlebrooks w/attachment  
James Kennerly  
Larry Dent - District 1

COPY



Gina  
file

# Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

J. TOM COLEMAN, JR.  
COMMISSIONER  
(404) 656-5206

FRANK L. DANCHETZ  
CHIEF ENGINEER  
(404) 656-5277

HAROLD E. LINNENKOHL  
DEPUTY COMMISSIONER  
(404) 656-5212

BILLY F. SHARP  
TREASURER  
(404) 656-5224

December 21, 2000

The Honorable Wendell T. Dawson, Commission Chairman  
Oconnee County Commission  
P.O. Box 145  
Watkinsville, GA 30677

Dear Chairman Dawson:

I am returning for your files an executed agreement between the Georgia Department of Transportation and Oconee County for the following project:

**PROJECT#: STP-0001-00(098) Oconee County, P.I.#0001098**  
**Jennings Mill Parkway Extension From Paul Broun Parkway To SR316 And Interchange**

We look forward to working with you on the successful completion of this joint Project. Should you have any questions, please contact me at (404) 656-5320.

Sincerely,

A handwritten signature in cursive script, appearing to read "Herman T. Griffin".

Herman T. Griffin, P.E.  
State Transportation Programming Engineer

HTG:as  
Enclosure

c: Percy Middlebrooks, w/attachment  
Larry Dent -- District 1  
James Kennerly

File in  
Contract Fi  
07981D

**AGREEMENT**  
**BETWEEN**  
**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
**AND**  
**OCONEE COUNTY, GEORGIA**

for

**JENNINGS MILL PARKWAY EXTENSION FROM PAUL BROUN PARKWAY TO  
S. R. 316 AND INTERCHANGE**

This AGREEMENT is made and entered into this 19<sup>th</sup> day of December, 2000, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and OCONEE 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 a new roadway facility described as Jennings Mill Parkway Extension from a point near Epps Bridge Parkway and extending across Paul Broun Parkway to the Oconee Connector and including a partial interchange at the Paul Broun Parkway in Oconee County, Georgia, currently described as Georgia Department of Transportation Project Number STP-0001-00 (098) P. I. Number 0001098, hereinafter referred to as the "PROJECT"; and

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to participate in providing the preconstruction engineering activities needed for the improvements, relocating the utilities, purchasing the right of way, and other costs as specified in the AGREEMENT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in the funding of the construction of the PROJECT with funds of the DEPARTMENT, funds apportioned to the DEPARTMENT by the Federal Highway Administration, hereinafter referred to as the "FHWA", under Title 23, United States Code, Section 104, or a combination of funds from any of the above sources; subject to those certain conditions set forth in the AGREEMENT.

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. 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.

2. The PROJECT construction and right of way plans shall be prepared in English units.

3. Both the COUNTY and the DEPARTMENT hereby acknowledge that time is of the essence and both parties shall adhere to the priorities established in the

approved STIP or earlier. Furthermore, all parties shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the completion of respective commitments contained herein, if a change in the schedule is needed, the DEPARTMENT shall have final authority. If, for any reason, the COUNTY does not produce acceptable deliverables at the milestone dates defined in the STIP, or in the approved schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction or right of way, as applicable.

4. 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.

5. The COUNTY shall contribute to the PROJECT by funding all costs for the preconstruction engineering (design). The preconstruction engineering activities shall be accomplished 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 Construction of Roads and Bridges, PROJECT schedules, 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 5b 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 (pm) 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 and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site 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 practice.

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 including a cost estimate for the Preliminary Field Plan Review, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including a cost estimate for the Final Field Plan Review, erosion control plans, traffic handling plans, and construction sequence plans and specifications including special provisions for the PROJECT.

j. 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

\* { k. Failure of the COUNTY to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds and the COUNTY shall then provide full funding for construction.

6. 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.

7. 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 COUNTY shall fund the acquisition and acquire the necessary rights of way for the PROJECT. 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. Failure to follow these requirements will result in 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 the DEPARTMENT's 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.

8. The COUNTY shall be responsible for the design of all bridge(s) within the limits of this PROJECT. The COUNTY shall be responsible for providing all necessary survey information for the completion of all required hydraulic study report(s). The COUNTY shall perform all necessary survey efforts regarding the design of the bridge(s) and shall incorporate these plans into this PROJECT as a part of this Agreement.

9. The COUNTY shall be responsible for all utility relocation costs necessary for the construction of the PROJECT.

10. 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.

11. 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. Whenever necessary, the COUNTY shall provide 20% of the construction costs to match the 80% Federal funding of the construction costs of any sidewalk proposed within the PROJECT limits.

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 that ~~certification that all needed permits for the PROJECT have been obtained by the~~ COUNTY, the DEPARTMENT shall let the PROJECT for construction. Except as provided herein and upon receipt of an acceptable bid, the DEPARTMENT shall bear all costs for construction, including all costs associated with inspection and materials testing during construction. The DEPARTMENT shall be solely responsible for securing and awarding the construction contract for the PROJECT.

15. 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.

16. 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 the 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 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.

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17. The COUNTY shall review and approve all shop drawings prior to submission to the DEPARTMENT.

18. 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.

IN WITNESS WHEREOF, the DEPARTMENT and the COUNTY have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

James Kesaul  
State Road and Airport Design Engineer

Thomas P. Linn  
Director of Preconstruction

Frank D. Daniels  
Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY: David D. Linn  
Deputy Commissioner

ATTES:  
Billy S. Sharp  
Treasurer

BOARD OF COMMISSIONERS  
Oconee County, Georgia

BY: [Signature]  
Chairman

Signed, sealed and delivered this 28th  
day of November 2000, in the  
presence of:

[Signature]  
Witness

[Signature]  
Notary Public  
Notary Public, Athens-Clarke County, Georgia  
My Commission Expires November 2, 2003

This Agreement approved by the Oconee  
County Commission at a meeting held  
at Oconee County Courthouse  
this 28th day of November, 2000.

[Signature]  
County Clerk

REVIEWED AS TO LEGAL FORM:

Sandra Boyer 12-6-00  
Office of Legal Services

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Road and Airport Design*

**PROJECT CONCEPT REPORT**

Project Number: STP-F001-00 (098)

County: Oconee

P. I. Number: 0001098

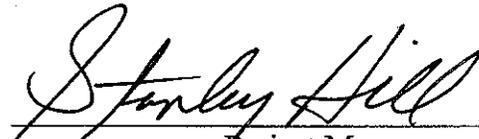
Federal Route Number: None

State Route Number: None

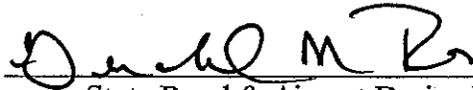
Date of Report: March 6, 2003

Recommendation for approval:

DATE 3-19-03

  
Project Manager

DATE 3/26/03

  
State Road & Airport Design Engineer

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

DATE 4-4-03

  
State Transportation Planning Administrator

DATE \_\_\_\_\_

Office of Financial Management Administrator

DATE \_\_\_\_\_

State Environmental/Location Engineer

DATE \_\_\_\_\_

State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

Bridge Design Engineer

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County: Oconee

P. I. Number: 0001098

Federal Route Number: None

State Route Number: None

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DATE 3-19-03

Stanley Hill  
Project Manager

DATE 3/26/03

Daniel M. R.  
State Road & Airport Design Engineer

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DATE \_\_\_\_\_

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

DATE 4-7-03

Peray B. Middlebrook  
Office of Financial Management Administrator

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

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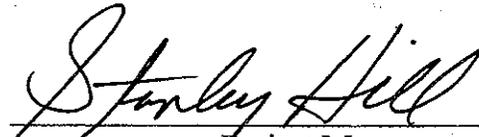
Federal Route Number: None

State Route Number: None

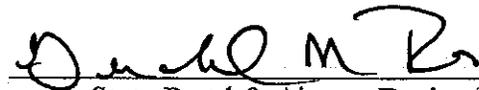
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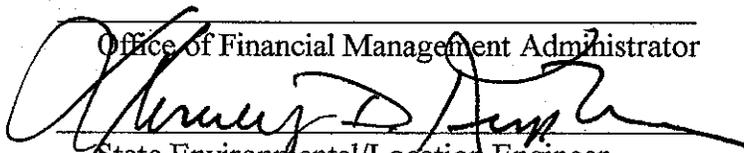
DATE \_\_\_\_\_

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Office of Financial Management Administrator

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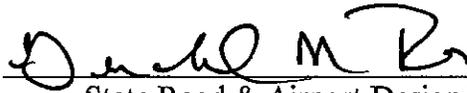
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Office of Financial Management Administrator

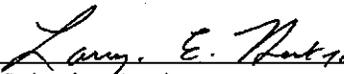
DATE \_\_\_\_\_

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State Traffic Safety & Design Engineer

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District Engineer

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Project Review Engineer

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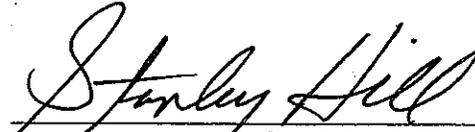
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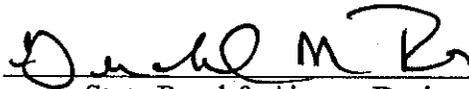
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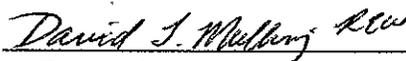
DATE \_\_\_\_\_

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State Traffic Safety & Design Engineer

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

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Bridge Design Engineer

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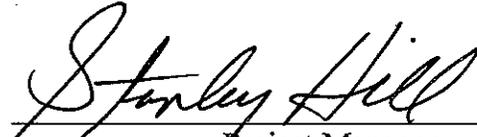
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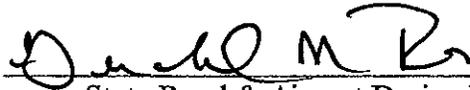
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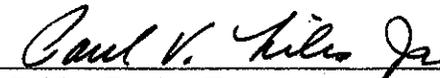
DATE \_\_\_\_\_

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District Engineer

DATE \_\_\_\_\_

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

DATE 3/30/03

  
Bridge Design Engineer



THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

5300 S. DICKINSON DRIVE

CHICAGO, ILLINOIS 60637

TEL: 773-936-3636

FAX: 773-936-3636

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CHICAGO, ILLINOIS 60607

TEL: 773-936-3636