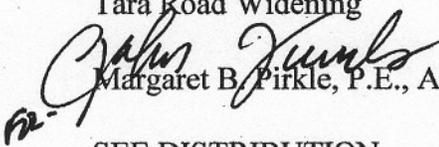


D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 0004401, Clayton County **OFFICE** Preconstruction  
MSL-0004-00(401)  
Tara Road Widening **DATE** April 4, 2005

**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 Keeper  
Ken Thompson  
Jamie Simpson  
Michael Henry  
Keith Golden  
Joe Palladi (file copy)  
Paul Liles  
Babs Abubakari  
Mike Thomas  
BOARD MEMBER  
Brent Story

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. No. 0004401 Clayton County **OFFICE** Preconstruction  
MSL-0004-00(401)  
Tara Road Widening **DATE** March 24, 2005

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

**TO** *David E. Studstill, Jr.*  
David E. Studstill, Jr., P.E., Chief Engineer

**SUBJECT** PROJECT CONCEPT REPORT

This project is the widening of Tara Road from SR 920/McDonough Road to Panhandle Road for a total of 2.53 miles. The purpose of the proposed project is to improve safety and reduce traffic congestion along Tara Road in Clayton County. This road experiences high peak hour traffic volumes because it is a route for commuters between McDonough Road and SR 3/US 19/41 (Tara Boulevard). The existing two lane road is classified as an urban local road; however, because of the density of the adjacent residential development, the current rural design of Tara Road is inadequate to manage access to residential driveways and subdivisions. There were a total of 94 accidents within the project limits during the inventoried years (2000, 2001, and 2002) with the majority of the accidents being rear end and angle accidents, with almost half occurring at the intersection of Panhandle Road. Improvements will improve the overall flow of traffic on Tara Road and reduce the risk of these kinds of accidents, as well as sideswipe and other types of collisions. Base year traffic (2007) is 9,340 VPD and the design year (2027) traffic is 11,845 VPD.

The proposed construction will add a continuous center turn lane and improve shoulders, including curb and gutter and sidewalks on both sides of the road. Construction will occur in stages and will allow for the roadway to remain open during construction.

Environmental concerns include requiring a COE 404 permit; a Categorical Exclusion be prepared; a public information open house has been 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)	\$2,410,000	\$2,500,000	RRB	2006
Right-of-Way & Utilities*	Local	Local	RRB	

David Studstill  
Page 2

P.I. No. 0004401  
March 24, 2005

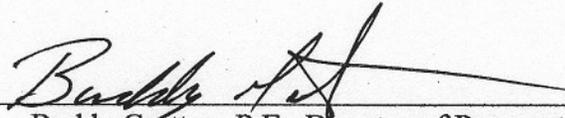
\*Clayton County signed PMA on 11-14-03 for PE, right-of-way, utilities and construction.

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR

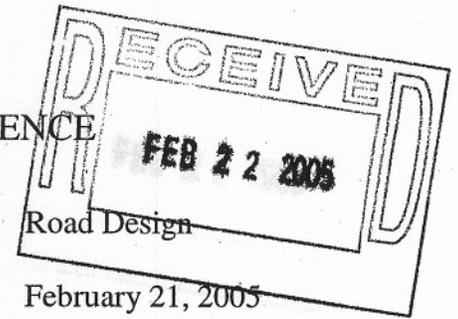
  
Buddy Gratton, P.E., Director of Preconstruction

APPROVE

  
David E. Studstill, Jr., P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**



**FILE** MSL-0004-00(401) Clayton  
PI # 0004401

**OFFICE** Road Design

**DATE** February 21, 2005

**FROM** Brent A. Story, P.E., State Road and Airport Design Engineer *BAS*

**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 for approval in accordance with the Plan Development Process (PDP).

BAS:JMD:ss

Distribution:

David Mulling, Project Review Engineer  
Harvey Keeper, State Environment/Location Engineer  
Keith Golden, State Traffic Safety and Design Engineer  
Joe Palladi, State Transportation Planning Administrator  
Jamie Simpson, State Transportation Financial Management Administrator  
Thomas Howell, District Engineer, Thomaston

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Road Design

PROJECT CONCEPT REPORT

Project Number: MSL-0004-00(401)

County: Clayton

P. I. Number: 0004401

Federal Route Number: N/A

State Route Number: N/A

See page 2 for Location sketch  
Tara Road from McDonough Road to Panhandle Road

Recommendation for approval:

DATE 2/21/05

James M. Davidson, P.E.  
Project Manager

DATE 2/21/05

Burt A. St...  
Office Head/District Engineer

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

DATE 2/24/05

Joseph P. ...  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

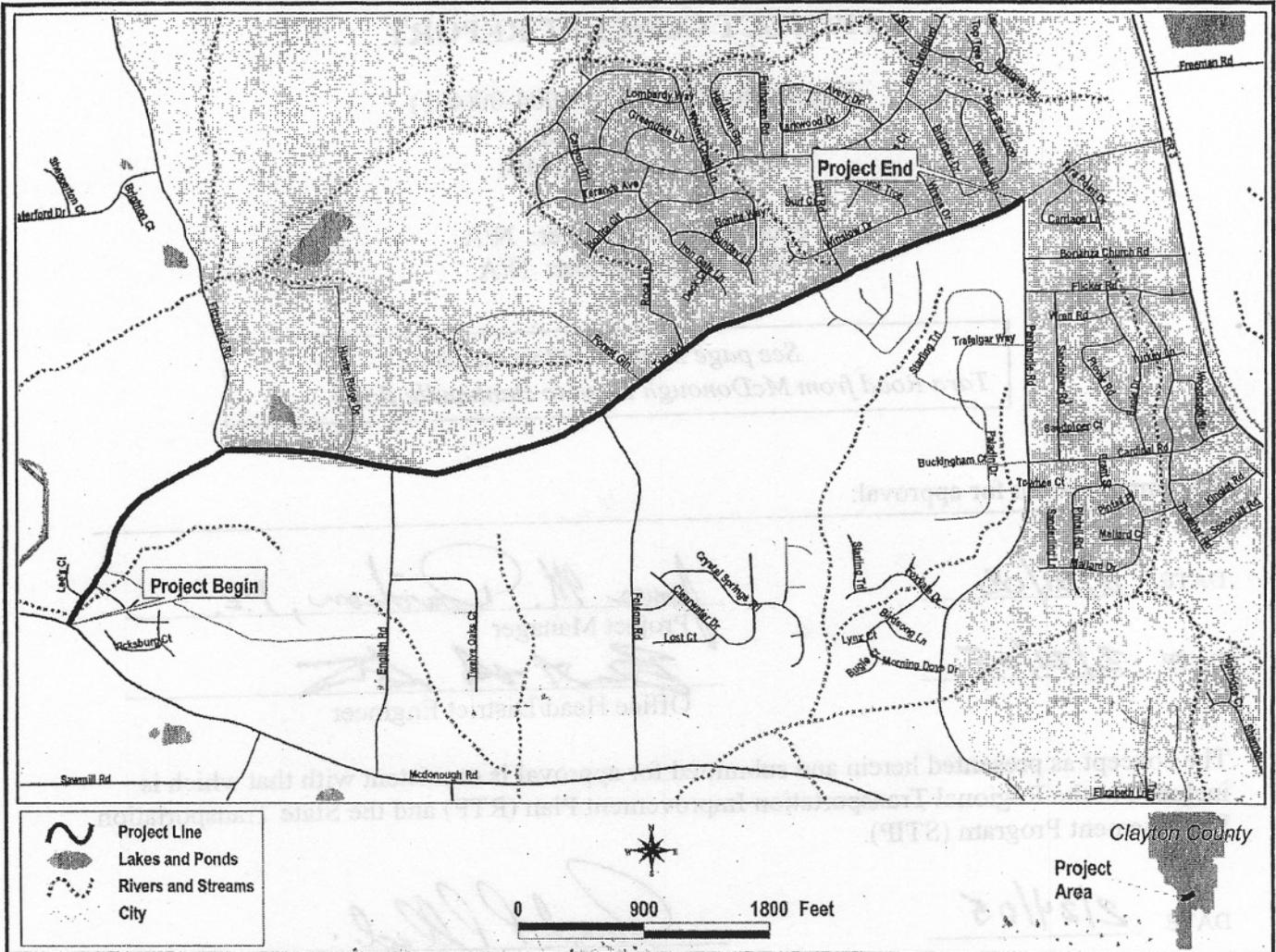
DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

**Project Location Map**



DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

### **Need and Purpose:**

The purpose of the proposed project is to improve safety and reduce traffic congestion along Tara Road in Clayton County. This road experiences high peak hour traffic volumes because it is a route for commuters between McDonough Road and SR 3/US 19/41 (Tara Boulevard). Tara Road also provides access to two elementary schools, one middle school, and one high school. The existing roadway does not provide separate left- and right-turn lanes to the major subdivisions to help separate local and through traffic. The existing two-lane road is classified as an urban local road; however, because of the density of the adjacent residential development, the current rural design of Tara Road is inadequate to manage access to residential driveways and subdivisions.

There is no consistent typical section for the existing road. Existing conditions include several short sections of three-lane roadway, portions that have curb and gutter and portions with sidewalk. The proposed project will provide a uniform typical section for the entire length of the roadway. The portion between Panhandle Road and US 41 is currently under contract to be widened to three lanes and the proposed project's typical section will match this. It is anticipated that federal funding may be used to guarantee the state issued bonds being used to fund these improvements from McDonough Road to Panhandle Road.

The proposed project has been identified by Clayton County in its Comprehensive Plan and is listed in the Atlanta Regional Commission's (ARC) 2025 Regional Transportation Plan (RTP) as project CL-099 and is programmed for construction in fiscal year 2007. The project is described as including a center turn lane, improving shoulder width and the construction of sidewalks from McDonough Road to US 41.

According to the 1999 adopted future land use plan, with revised land use categories as of January 2003, the land use adjacent to this corridor is assigned as medium density residential (four units per acre). Residential development patterns along this corridor are well defined, and peak hour traffic conditions along Tara Road would greatly improve with a three-lane section with separate left and right turn lanes at key intersections. Detailed analysis concerning existing and future projected traffic volumes along the project corridor is discussed in subsequent sections.

### **Description of the proposed project:**

The proposed project consists of the widening of Tara Road from SR 920/McDonough Road (MP 2.87) to Panhandle Road (MP 0.34) to provide a consistent three lane urban section for a total length of 2.53 miles. The proposed project would add a continuous center left turn lane and improved shoulders, including curb and gutter and sidewalks on both sides of the road. Which will improve safety and reduce traffic congestion along Tara Road.

The logical western project terminus would occur at McDonough Road as this is a three-way intersection and all traffic is required to turn either left or right. The capacity of McDonough Road is adequate to accommodate the existing and projected turning movements at this intersection. The logical eastern project terminus would occur at Panhandle Road where the proposed project would tie into an adjacent project that continues the three-lane section of Tara Road to Tara Blvd/US 41.

Project Concept Report page 4  
Project Number: MSL-0004-00(401) – Tara Road Widening  
P. I. Number: 0004401  
County: Clayton

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

The conforming plan's model description is the same as stated above; however, the model description identifies the eastern terminus occurring at US 41. The portion of Tara Road from Panhandle Road to US 41 is to be widened under a separate contract with GDOT.

PDP Classification: Major  Minor

Federal Oversight: Full Oversight ( ), Exempt() , State Funded() , or Other ( )

Functional Classification: Urban Local Street

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

Traffic (AADT): Current Year: 9,340 (2007) Design Year: 11,845 (2027)

**Existing design features:**

- Typical Section: Pavement width varies from two to three rural lanes depending on location, with curb and gutter and sidewalk in areas near subdivision entrances. Turning lanes and deceleration/acceleration lanes also exist at a number of intersections. Variable width grass shoulders with open ditch.
- Posted speed 40 mph Minimum radius for curve: 1000'
- Maximum super-elevation rate for curve: 4%
- Maximum grade: 7%
- Width of right of way: 60 – 80 ft.
- Major structures: None
- Major interchanges or intersections along the project: At-grade intersections at McDonough, Fitzgerald, English, Folsom and Panhandle Roads
- Existing length of roadway segment: 2.53 miles
- Mile logs: Begin: MP 0.34 (Panhandle Road) End: MP 2.87 (McDonough Road)

**Proposed Design Features:**

- Proposed typical section: Three lane urban section consisting of two 12' travel lanes, separated by a 12' continuous two-way left turn lane; 12' shoulders with 30" curb & gutter and 5' sidewalks on both sides
- Proposed Design Speed Mainline: 40 mph
- Proposed Maximum grade Mainline: 7% Maximum grade allowable 7%
  - Proposed Maximum grade Side Street: 7% Maximum grade allowable 7%
  - Proposed Maximum grade driveway: 15 %
  - Proposed Minimum radius for curve: 1145' Maximum radius allowable n/a
  - Proposed Maximum super-elevation rate for curve: 4%
  - Proposed Maximum degree of curve: 5° 00' 00" Maximum degree allowable 7°51"
- Right of way
  - Width: 80 ft Normal
  - Easements: Temporary (X), Permanent ( ), Utility ( ), Other ( )
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( )

o Number of parcels: 50      Number of displacements:

- o Business: \_\_\_\_\_ 0
- o Residences: \_\_\_\_\_ 0
- o Mobile homes: \_\_\_\_\_ 0
- o Other: \_\_\_\_\_ 0

• Structures:

- o Bridges: There are no proposed bridges on the project
- o Retaining walls: None anticipated

• Major intersections: At this time, the following actions are proposed at intersections along the project. The intersection of Fitzgerald Road may require 500' - 800' of horizontal and/or vertical alignment modifications based on required geometry with respect to the widening of Tara Road. The intersection with Rosewood Circle may require slight alignment corrections. Right-of-way miters for a planned traffic signal are planned for the intersection with Folsom Road/Pine forest Lane, and a northbound right turn lane is planned on Folsom Road. The intersection with Roca Lane may require alignment corrections. During project development, these and other major intersections would be evaluated to determine if additional lanes and/or other improvements would be warranted based on an analysis traffic volumes, accident data, and controlling sight distance.

• Traffic control during construction: Construction would occur in stages and would allow for the roadway to remain open during construction. Staged construction would be divided into phases to allow for partial width construction. Minor detours may be required to provide access to properties with frontage and current access to Tara Road. Access will be maintained during all construction phases of the project.

• Design Exceptions for controlling criteria anticipated:

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

• Design Variances: None anticipated at this time.

• Environmental concerns: The project may cause stream impacts in two locations within the project termini, one associated with a tributary of Flint River near the western project terminus at McDonough Road and one associated with a tributary of Wallis Creek. Field surveys would be made and information databases would be researched to determine the

extent of impact if any as the plan development process proceeds. A Section 404 Nationwide Permit Application from the Corps of Engineers (COE) is not anticipated at this time. An Ecology Assessment will be performed as part of the environmental analysis for this project.

If stream and/or wetland impacts are found, there are two mitigation options:

- Option 1- Purchase the compensation credits at a commercial mitigation bank (preferred)
- Option 2- Create a wetland and up-grade the tributary on site.

Section 106 Coordination is anticipated, including an investigation of historical and archeological resources in the project. A survey for these resources will be conducted as part of the environmental analysis for the project and reported in the appropriate document.

There were no UST locations observed in the initial environmental screening.

- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( ) No (X)
  - GEPA Type B Letter ( )
  - Categorical exclusion (X)
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ), or
  - Environmental Impact Statement (EIS) ( ).
- Utility involvements: The following is a list of utilities and contact person (if available) with facilities within the project area:

**UTILITY**

Atlanta Gas Light  
BellSouth  
Georgia Transmission  
Georgia Power  
Media One Cable  
COMCAST  
Prestige Cable  
Sawnee Electric  
Clayton County Publics Works

**Project responsibilities:**

- Design: Clayton County
- Right of Way Acquisition: Clayton County
- Relocation of Utilities: Clayton County
- Letting to contract: Clayton County
- Supervision of construction: Clayton County
- Providing material pits: Contractor (if required)
- Providing detours: Contractor (if required)

### Coordination

- The Concept Meeting held September 23, 2004
- P. A. R. meetings, dates and results: Not Applicable
- FEMA, USCG, and/or TVA: Not Applicable
- Public involvement: Public Information Open House held December 9, 2004.
- Local government comments: None
- Other projects in the area:
  - GDOT Project STP-2564(4), PI No. 742870:  
Widening of SR 920/McDonough Road from SR 54 to US 19/41/SR 3/Tara Boulevard from two to four lanes. Construction is scheduled for FY-10.
  - GDOT/Clayton County project PR000-S005-00(721), P.I. No. S005721:  
Widening of Tara Road from Panhandle Road to Tara Blvd. Construction in FY 2005.
- Other coordination to date. An early coordination meeting involving GDOT, Clayton County and their consultants was held January 13, 2004 to discuss the scope of work for the project. Early Coordination letters have been sent to all stakeholder agencies in order to allow them to provide input on the project and to help advise of any unforeseen environmental concerns within the project area.
- Railroads: No railroads are located within the project limits.

### Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 8 Months.
- Time to complete preliminary construction plans: 8 Months.
- Time to complete right of way plans: 4 Months.
- Time to complete the Section 404 Permit: 2 Months.
- Time to complete final construction plans: 6 Months.
- Time to complete to purchase right of way: 9 Months.

### Other alternates considered:

#### No-Build Alternative

Under this alternative, no action would be taken to construct the project, and existing congestion and peak hour delay would continue to occur along Tara Road

### Attachments:

1. Cost Estimates:
  - a. Construction including E&C
  - b. Right of Way
  - c. Utilities.
2. Typical sections
3. Accident Summary
4. Capacity Analysis
5. Minutes of Early Coordination Meeting held January 13, 2004
6. Minutes of Concept Team Meetings held September 23, 2004
7. LGPA & GRТА Addendum to LGPA
8. Location and Design Notice
9. Conforming plan's network schematics showing thru lanes
10. Traffic Assignment Diagrams

### SCORING RESULTS AS PER TOPPS 2440-2

<b>Project Number:</b> MSL-0004-00(401)		<b>County:</b> Clayton		<b>PI No.:</b> 0004401		
<b>Report Date:</b> February 21, 2005		<b>Concept By:</b> Clayton Co. – Moreland Altobelli & Assoc.				
		DOT Office: Road and Airport Design				
<input checked="" type="checkbox"/> CONCEPT						
		Consultant: Moreland Altobelli & Assoc.				
<b>Project Type:</b> 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 <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous		
<b>FOCUS AREAS</b>	<b>SCORE</b>	<b>RESULTS</b>				
<b>Presentation</b>						
<b>Judgement</b>						
<b>Environmental</b>						
<b>Right-of-Way</b>						
<b>Utility</b>						
<b>Constructability</b>						
<b>Schedule</b>						

## SUMMARY OF PROJECT COSTS

Tara Road - Project No. MSL-0004-00(401) Clayton Co.

P. I. No. 0004401

### Non-Construction Costs

A.	Right of Way	LGPA
B.	Reimbursable Utilities	LGPA
	Total Non-Construction Cost	<b>LGPA</b>

### Construction Costs

C.	Major Structures	\$0
D.	Grading and Earthwork	\$200,000
E.	Drainage	\$320,100
F.	Base and Paving	\$561,550
G.	Sign, Stripe & Light	\$249,445
H.	Traffic Control	\$70,000
I.	Landscaping & Erosion Control	\$391,000
J.	Miscellaneous Construction Items	\$100,000
	Construction Cost Subtotal	\$1,892,095
	Three years of inflation @ 5%	\$298,241
	E & C; 10%	\$189,210
	Total Construction Cost	<b>\$2,379,546</b>

Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: MSL-0004-00(401), Clayton County  
P.I. No. 0004401

Office: Traffic Safety & Design  
Atlanta, Georgia  
Date: March 03, 2005

From: <sup>KG</sup> Keith Golden, P.E., State Traffic Safety and Design Engineer  
To: Meg Pirkle, Assistant Director of Preconstruction  
  
Subject: Project Concept Report Review

We have reviewed the above referenced concept report for the proposed widening and route improvements along Tara Road, in Clayton County. The Office of Traffic Safety and Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area.

KG/SZ/nr

Attachment (signature page)

Cc: Harvey Keeper, State Environment /Location Engineer  
Paul Liles, State Bridge Engineer  
David Mulling, State Review Engineer  
Thomas Howell, District 3 Engineer  
Attn.: David Millen, District Preconstruction Engineer  
Joe Palladi, State Transportation Planning Administrator  
Jamine Simpson, Financial Management Administrator  
Brent A. Story, State Road and Airport Design Engineer  
Attn.: Mike Davidson, Design Group Manager  
General Files  
Office Files

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

-----  
**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** MSL-0004-00(401) Clayton  
P.I. No. 0004401  
Tara Road Widening/Reconstruction

**OFFICE:** Engineering Services

**DATE:** March 21, 2005

**FROM:** David Mulling, Project Review Engineer *REW*

**TO:** Meg Pirkle, Assistant Director of Preconstruction

**SUBJECT: CONCEPT REPORT**

We have reviewed the Concept Report from Brent Story dated February 21, 2005 and have no comments.

The costs for the project are:

Construction	\$1,892,095
Inflation (2 years)	\$298,241
E&C	\$219,034
Reimbursable Utilities	LGPA
Right of Way	LGPA

REW

c: Brent Story, Attn.: Mike Davidson

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Road Design

PROJECT CONCEPT REPORT

Project Number: MSL-0004-00(401)

County: Clayton

P. I. Number: 0004401

Federal Route Number: N/A

State Route Number: N/A

*See page 2 for Location sketch  
Tara Road from McDonough Road to Panhandle Road*

Recommendation for approval:

DATE 2/21/05

James M. Davidson, P.E.  
Project Manager

DATE 2/21/05

Burt A. St...  
Office Head/District Engineer

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Road Design

PROJECT CONCEPT REPORT

Project Number: MSL-0004-00(401)

County: Clayton

P. I. Number: 0004401

Federal Route Number: N/A

State Route Number: N/A

See page 2 for Location sketch  
Tara Road from McDonough Road to Panhandle Road

Recommendation for approval:

DATE 2/21/05

James M. Davidson, P.E.  
Project Manager

DATE 2/21/05

Burt A. St...  
Office Head/District Engineer

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

DATE \_\_\_\_\_

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

DATE 2-24-05

James G...  
State Transportation Financial Management Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Road Design

PROJECT CONCEPT REPORT

Project Number: MSL-0004-00(401)

County: Clayton

P. I. Number: 0004401

Federal Route Number: N/A

State Route Number: N/A

See page 2 for Location sketch  
Tara Road from McDonough Road to Panhandle Road

Recommendation for approval:

DATE 2/21/05

James M. Davidson, P.E.  
Project Manager

DATE 2/24/05

Burt A. [Signature]  
Office Head/District Engineer

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Engineer

DATE 2.28.05

[Signature]  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Road Design

PROJECT CONCEPT REPORT

Project Number: MSL-0004-00(401)

County: Clayton

P. I. Number: 0004401

Federal Route Number: N/A

State Route Number: N/A

See page 2 for Location sketch  
Tara Road from McDonough Road to Panhandle Road

Recommendation for approval:

DATE 2/21/05

James M. Davidson, P.E.  
Project Manager

DATE 2/21/05

Burt A. Stewart  
Office Head/District Engineer

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

DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

State Transportation Financial Management Engineer

DATE \_\_\_\_\_

State Environmental/Location Engineer

DATE 3-9-05

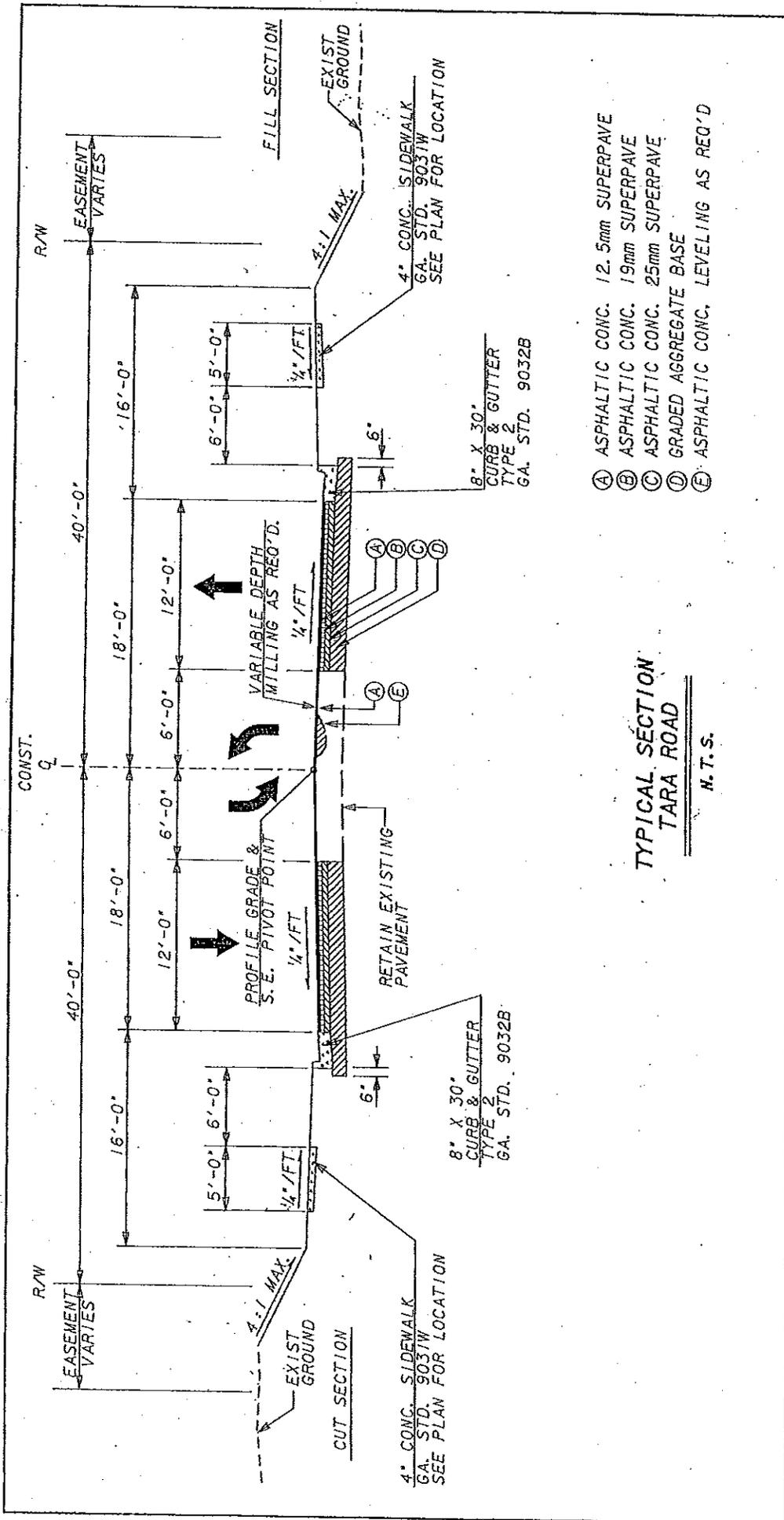
Sheila Bohl  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer



- Ⓐ ASPHALTIC CONC. 12.5mm SUPERPAVE
- Ⓑ ASPHALTIC CONC. 19mm SUPERPAVE
- Ⓒ ASPHALTIC CONC. 25mm SUPERPAVE
- Ⓓ GRADED AGGREGATE BASE
- Ⓔ ASPHALTIC CONC. LEVELING AS REQ'D

**TYPICAL SECTION  
TARA ROAD**

N. T. S.

### History of Traffic Accidents

An inventory of accident data from 2000 to 2002 is provided in the table below. The table lists the total number of accidents and injuries coded to Tara Road within the project limits. No fatalities were recorded during this time period. The calculated accident and injury rates are shown beside the statewide rates for an urban local street, the assigned functional class of Tara Road. The accident and injury rates provided are in units of 100 million vehicle miles.

Year	No. of Accidents	Accident Rate	Statewide Rate	No. of Injuries	Injury Rate	Statewide Rate
2000	36	451	470	17	213	156
2001	25	307	495	12	148	162
2002	33	362	515	15	164	168

The results indicate below average accident and injury rates compared to similar facilities statewide with the exception of the calculated 2000 injury rate. Upon a closer examination of the data, the majority of accidents are rear end and angle accidents, with almost half occurring at the intersection of Panhandle Road. The proposed improvements, specifically the continuous two-way left turn lane, additional turn lanes at intersections and improved shoulders would help improve the overall flow of traffic on Tara Road to reduce the risk of these kinds of accidents at intersections, as well as sideswipe and other type collisions that may otherwise occur by vehicles attempting to maneuver around stopped or turning vehicles on the existing two-lane road.

Sidewalks are planned on both sides of Tara Road for the entire length of the project to provide a safe place for pedestrians separate from the roadway. Deceleration lanes would be constructed as necessary to help separate right turning traffic from through traffic.

Tara Road Detailed Accident Inventory							
2000 Accident Data							
Road of Occurrence	Intersecting Street	Total Accidents	Total Fatalities	Total Injuries	Accident Types		
					Sideswipe/Rear End	Angle	Other
Tara Road	Mainline	14	0	4	5		9
Tara Road	Panhandle Rd	10	0	4	7	3	
Tara Road	Wisteria Lane	1	0	2			1
Tara Road	Wrens Dr	5	0	0	1	1	3
Tara Road	Candlelight Rd	2	0	6		2	
Tara Road	Folsom Rd	2	0	0	1	1	
Tara Road	English Rd	2	0	1	1		1
Totals		36	0	17	15	7	14

Tara Road Detailed Accident Inventory							
2001 Accident Data							
Road of Occurrence	Intersecting Street	Total Accidents	Total Fatalities	Total Injuries	Accident Types		
					Sideswipe/Rear End	Angle	Other
Tara Road	Mainline	11	0	4	4	2	5
Tara Road	Panhandle Rd	7	0	3	2	5	
Tara Road	Wisteria Lane	3	0	4		2	1
Tara Road	Candlelight Rd	4	0	1		2	2
Totals		25	0	12	6	11	8

Tara Road Detailed Accident Inventory							
2002 Accident Data							
Road of Occurrence	Intersecting Street	Total Accidents	Total Fatalities	Total Injuries	Accident Types		
					Sideswipe/Rear End	Angle	Other
Tara Road	Mainline	6	0	3	1	2	3
Tara Road	Panhandle Rd	16	0	5	10	4	2
Tara Road	Wisteria Lane	2	0	0		2	
Tara Road	Wrens Dr	1	0	3			1
Tara Road	Candlelight Rd	4	0	2	2	2	
Tara Road	Folsom Rd	3	0	2		2	1
Tara Road	English Rd	1	0	0		1	
Totals		33	0	15	13	13	7

### Roadway Capacity Analysis

Tara Road currently functions in a unique manor in that it is essentially a rural two-lane highway that operates as an urban minor arterial. Dense adjacent residential development over the past 10-15 years has increased daily traffic volumes from around 3,000 vehicles in the early 1990's to just fewer than 10,000 vehicles in 2004. Turn lanes have been provided at isolated intersections and some entrances to new subdivisions. However, Tara Road has now become a commuter route with steady peak hour traffic volumes, in addition to serving as a collector road for distributing local traffic. The current typical section, which consists of uncontrolled access points, intermittent curb and gutter, and turn lanes at most major intersections, does not accommodate these conflicting travel demands. There are also two all-way stop controlled intersections, at English Road and at Folsom Road/Pine Forest Road. The lack of turn lanes at mid-block locations, combined with uncoordinated traffic control along the length of the roadway, interrupts through movements and creates conditions where vehicles slowing to turn left or right in the mainline cause extended back-ups. There is currently no single direct method to estimate the level of service (LOS) for these conditions using standard capacity analysis. However, the Florida Department of Transportation (FDOT), in its Level of Service Handbook, has developed a service measure for motorists on a two-lane road in a transitioning/suburban area under similar conditions. This analysis procedure is based on the assumption that motorists under these conditions wish to maintain a "reasonable" speed relative to their preferred free flow speed rather than the ability to pass, which is the standard service measure for a two-lane highway. This measure is defined as the percent free flow speed and its LOS thresholds are defined as follows:

**FDOT Two-Lane LOS Thresholds**

LOS	Two-lane (% Free Flow Speed)
A	> 0.917
B	> 0.833
C	> 0.750
D	> 0.667
E	> 0.583
F	< 0.583

*\* For analysis and planning purposes, FDOT presently defines free flow speed to be approximately five miles per hour over the posted speed, which in this case is 40 mph.*

Within the project limits, daily traffic volumes on Tara Road currently range from approximately 3,360 vpd near McDonough Road to approximately 9,340 vpd (vehicles per day) near Panhandle Road. A review of historic traffic volumes and recent development indicates an annual traffic growth rate of over six percent per year from 1994 to 2004. However, based on conversations with county staff and a review of existing and future development and land use plans, only limited future development is forecast along Tara Road. Therefore, a growth rate of approximately one percent per year is assumed for projecting future traffic volumes. Applying this growth factor to the existing daily traffic volumes results in a projected volume ranging from 3,485 to 9,360 vpd for the 2007 Build Year and 4,130 to 11,645 for the 2027 Design Year.

The higher range of daily traffic volumes along with other existing roadway and traffic input variables were analyzed to determine the existing LOS using software developed by FDOT. This same software was then used to estimate LOS for the 2027 Design Year traffic volumes under the build and no-build condition. The primary determining factor between the build and no-build condition was the presence of a median, or in this case the two-way left turn lane. The results are presented in the table below.

**Summary of Roadway LOS Analysis Results**

Scenario	ATS (mph)	% Free Flow	LOS
2004 Existing	32.4	0.719	D
2027 No-Build	29.9	0.664	E
2027 Build	30.5	0.679	D

\* Average Travel Speed

This analysis assumes that the posted speed would not change in the build condition. Currently, traffic flow suffers during peak hours due to conflicts between local and through traffic as a result of multiple residential cross street intersections with limited left-and right-turn storage capacity, no storage for mid-block left-turns, and an inconsistent typical section. With only moderate increases in traffic volumes, service declines to LOS E under the no-build condition. The presence of a median along the length of the road brings the LOS back to D under the build condition. However, this analysis is based on a limited number of actual and assumed input variables and does not qualitatively reveal the comprehensive benefits of the proposed improvements. The symmetric widening of the road to a consistent 3-lane section with separate right-turn lanes, the addition of acceleration and deceleration lanes, improved shoulders with curb and gutter, and continuous sidewalk on both sides will help control access and separate through from local traffic. This will improve the long-term operational efficiency of the roadway without requiring significant amounts of additional right-of-way.

Intersection Capacity Analysis:

With the exception of Panhandle and McDonough Road, all intersections along Tara Road operate at LOS C or better. Traffic growth is expected to cause LOS ratings to deteriorate along the study corridor in the No-Build scenario. Without improvements, only two intersections would operate at LOS C or better in 2027. These results are summarized in the table below.

The Build alternative includes several proposed improvements that would improve intersection operations along Tara Road. These recommendations include the future signalization of the McDonough Road, Folsom Road, and Panhandle Road intersections. Although not warranted in the expected 2007 build year, these intersections will require signalization by 2027 in order to handle projected traffic volumes. Two-way and all-way stop control alternatives were analyzed, but found insufficient for these locations. Recommendations for additional turn lanes were based on both operational and safety considerations. Implementing these improvements would bring all LOS values to C or better, as indicated by the table below.

Project Concept Report Attachment  
 Project Number: MSL-0004-00(401) – Tara Road Widening  
 P. I. Number: 0004401  
 County: Clayton

### Summary of Intersection LOS Analysis Results

Intersection/LOS <i>(or Existing Control)</i>	2004 Existing		2027 No-Build		Proposed Improvements	2027 Build	
	AM	PM	AM	PM		AM	PM
McDonough Rd. (TWSC)	E	E	F	F	Signalize; add WB Right Turn.	<b>B</b>	<b>A</b>
Fitzgerald Rd. (TWSC)	B	C	C	C	Add EB Left, WB Right.	C	C
Hunter Ridge Rd. (TWSC)	C	C	D	D	Add EB Left, WB Right.	C	C
English Rd. (AWSC)	B	B	B	B	None necessary.	B	B
Folsom Rd. (AWSC)	C	B	E	C	Signalize; add NB Right Turn.	<b>B</b>	<b>B</b>
Panhandle Rd. (TWSC)	D	D	F	F	Signalize.	<b>B</b>	<b>B</b>

\* Either Two-Way Stop Control (TWSC) or All-Way Stop Control (AWSC). **BOLD:** Signalized Intersection.

Minutes of Early Coordination Meeting  
January 13, 2004

MSL-0004-00(401) Clayton County  
Tara Road from McDonough Rd to Panhandle Rd.  
P.I. No. 0004401

<u>ATTENDEES</u>	<u>ORGANIZATION</u>	<u>PHONE &amp; e-MAIL</u>
Mike Davidson	GaDOT Road Design	404 656 5383 mike.davidson@dot.state.ga.us
Scott MacLean	GaDOT Road Design	404 656 5383 scott.macleam@dot.state.ga.us
Andrew Adams	Clayton County	770 473 5453 andrew.adams@co.clayton.ga.us
Jerry Brooks	Moreland Altobelli	770 263 5945 jbrooks@maai.net
Chris Kingsbury	Moreland Altobelli	770 263 5945 ckingsbury@maai.net
Lisa Favors	GaDOT OEL	404 699 6883 lisa.favors@dot.state.ga.us

The meeting was held at 1:30 PM on January 13, 2004 at the Georgia Department of Transportation, Office of Road and Airport Design in the Consultant Design conference room.

Mike Davidson opened the meeting and everyone to introduce themselves. Mike Davidson is the Project Manager for the Georgia Department of Transportation for this project. Andy Adams is the Assistant Director of Transportation for Clayton County. It was noted that this project was a GRTA Arterial Bond project and that Clayton County had signed a Project Management Agreement (PMA) for all phases of the project including letting to construction. There is \$3.1 million set up in the bond agreement for this project.

A general discussion of the project was held. Andy Adams explained that Clayton County had hired Moreland Altobelli (MA) to design the project for the County. Jerry Brooks is the Project Manager for MA. He stated that MA had reviewed the PMA and was aware that it required that the GDOT plan Development Process (PDP) be followed throughout the design and right of way process.

The project was described as being from McDonough Road to near Panhandle Road. The existing roadway is 2 travel lanes with right turn bays in place at various locations of side roads along the project. It is believed that most of the existing right of way is 80'. Most of the corridor is a rural section with a few locations having curb and gutter. There are some sidewalks along the project that are located at various offsets from the roadway. There is a school located within the project limits. The proposed typical section will be 2 travel lanes separated by a continuous left turn lane built in 80' right of way. The proposed typical section will be curb and gutter with sidewalks on both sides.

Minutes of Concept Team Meeting  
September 23, 2004

MSL-0004-00(401) Clayton County  
Tara Road from McDonough Rd to Panhandle Rd.  
P.I. No. 0004401

<u>ATTENDEES</u>	<u>ORGANIZATION</u>	<u>PHONE &amp; e-MAIL</u>
Gerald Ross	GaDOT Road Design	404 656 5386 gerald.ross@dot.state.ga.us
Mike Davidson	GaDOT Road Design	404 656 5383 mike.davidson@dot.state.ga.us
Scott MacLean	GaDOT Road Design	404 656 5383 scott.macleam@dot.state.ga.us
Andrew Adams	Clayton County	770 473 5453 andrew.adams@co.clayton.ga.us
Jerry Brooks	Moreland Altobelli	770 263 5945 jbrooks@maai.net
Alex Stone	Moreland Altobelli	770 263 5945 astone@maai.net
Alex Laffey	GaDOT Traffic Ops	770 986 1277 alex.laffey@dot.state.ga.us
Ron Wishon	GaDOT Eng. Services	404 651 7470 ron.wishon@dot.state.ga.us
Jerry Milligan	GaDOT R/W	770 986 1541 jerry.milligan@dot.state.ga.us
Babs Abubakari	GaDOT Road Design	404 656 5587 babs.abubakari@dot.state.ga.us
Nabil Raad	GaDOT Traffic Safety	404 635 8126 nabil.raad@dot.state.ga.us
Marshall Troup	GaDOT Dist 7	770 986 1050 marshall.troup@dot.state.ga.us
Wade Woodard	GaDOT Dist 7	770 986 1090
Joseph Brown	Comcast Cable	770 559 2215 joey_brown@cable.comcast.com
Lisa Favors	GaDOT OEL	404 699 6883 lisa.favors@dot.state.ga.us
Ferdinand Henderson	Bell South	770 514 1480 ferdinand.Henderson@bellsouth.com

The meeting was held at 1:30 PM at the Georgia Department of Transportation, Office of Road and Airport Design conference room.

Mike Davidson opened the meeting and asked everyone to introduce themselves.

Mike Davidson stated that this project was a GRTA Arterial Bond project and that Clayton County had signed a Project Management Agreement for all phases of the project including letting to construction. He stated there was \$3.1 million set up in the bond agreement for this project.

Mike Davidson then turned the meeting over to Moreland Altobelli to discuss the concept.

Alex Stone discussed the need and purpose as shown in the concept report. He said that the base year (2007) traffic was 9340 AADT and the design year (2027) traffic was 11845 AADT. The accident history was below the State average and mostly rear end or angle accidents. The right of way width is 80 feet. He noted that construction was programmed for FY07, the shoulders will be revised to 16 feet, the design speed is 45 mph, there are no major structures, project will be built under traffic, there are 4 major utility crossings of the alignment, a signal warrant study will be prepared for the intersection of McDonough Road as well as English Road. He said there were approximately 50 parcels that could be affected with mainly slope easements and no displacements were expected.

Gerald Ross suggested using wider sidewalks in places in lieu of the 5-foot minimum sidewalks. He recommended to not having cross walks at unsignalized intersections. He recommended using a small radius at intersections to be more pedestrian friendly.

Andy Adams stated that this roadway classified as Urban Local.

Gerald Ross questioned the 45 mph design speed. He said maybe it ought to be lower to provide traffic calming. He also suggested some low cost landscaping to maintain the look of a neighborhood.

Ron Wishon stated that if sidewalks were added on the north side of the project near Panhandle Road that the existing sidewalks on the south side needed to be upgraded to meet current ADA requirements.

Mike Davidson said the 2:1 slopes seem steep.

Gerald Ross recommended using 4:1 slopes because of the residential neighborhood and stated that a Public Information Open House would be required. Mike Davidson will coordinate with Greg Hood to schedule the meeting. Gerald Ross stated that a Public Hearing was not required.

Mike Davidson asked if the center turn lane was 12' or 14'. Alex Stone stated that it was 12'.

Gerald Ross asked that a 14' turn lane be considered but might accept a 12' lane if justified by speed design, accident history and right of way restraints.

It was noted that plan sheets should be submitted to Wade Woodard Metro Utilities Engineer in District 7 as soon as possible in order for the utility companies to indicate the location of their existing facilities.

Ron Wishon asked if the project included bike lanes and Alex Stone said it did not.

There was a discussion regarding the addition of turning lanes to the approaching side streets. It was decided that unless a traffic study indicated they were necessary that they not be added in order to maintain the neighborhood look and feel of the project.

Mike Davidson stated that the concept report had marked that time saving procedures were appropriate and that was incorrect and should be revised.

With no further comments, the meeting was closed.

RECEIVED JUN 10 2004

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LOCAL GOVERNMENT PROJECT AGREEMENT

RECEIVED

BETWEEN

OCT 01 2003

DEPARTMENT OF TRANSPORTATION

CLAYTON COUNTY  
TRANSPORTATION & DEVELOPMENT

STATE OF GEORGIA

AND

CLAYTON COUNTY, GEORGIA

for

PRIORITY LAND TRANSPORTATION PROJECT  
TARA ROAD FROM MCDONOUGH ROAD TO TARA BLVD

This AGREEMENT is made and entered into this 14<sup>th</sup> day of December, 2003, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and CLAYTON 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 Tara Road from McDonough Road to Tara Blvd in Clayton County, Georgia, currently described as Georgia Department of Transportation Project Number MSL-0004-00(401), P. I. Number 0004401, 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 \$3,100,000.00
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 ("STIP") 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.

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

RECOMMENDED:

Doreen M. B.  
Road Design Engineer

Harold L. Brown  
Director of Preconstruction

Paul M. M.  
Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY: David E. Zwickel  
Commissioner

ATTEST:  
Paul M. M.  
Treasurer

Reviewed as to Legal Form:

Sandra L. Brown  
Office of Legal Services

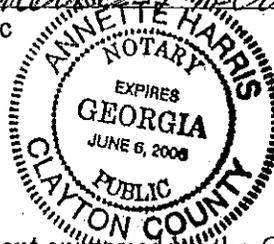
BOARD OF COMMISSIONERS  
Clayton County, Georgia

BY: Conrad Perry  
Chairman

Signed, sealed and delivered this <sup>7th</sup> day of  
October 2003, in the presence of:

Algebra Kingston  
Witness

Annette Harris  
Notary Public



This Agreement approved by the Clayton County Commission at a meeting held at  
112 South St. Jonesboro this  
7th day of October, 2003.

Suzanne Brown  
Clerk of Commission

ADDENDUM TO  
LOCAL GOVERNMENT PROJECT AGREEMENT  
(Arterial Road Project)

This ADDENDUM TO LOCAL GOVERNMENT PROJECT AGREEMENT (this "Addendum") is made effective as of this 14<sup>th</sup> day of November, 2003, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia ("DEPARTMENT"), and CLAYTON 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 Clayton County, dated December 4, 2003 (the "Local Government Project Agreement"), relating to the construction of land transportation improvements described as Tara Road from McDonough Road to Tara Blvd., currently identified as Georgia Department of Transportation Project Number MSL-0004-00(401), P.I. Number 0004401, 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 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.

Clayton COUNTY

APPROVED AS TO FORM:

By: [Signature]  
Name: C. Candale Bray  
Title: Chairman, Board of Commissioners

By: Suzanne Brown

Attest: [Signature]  
Name: Suzanne Brown  
Title: Clerk, Board of Commissioners

APPROVED PER MINUTES:

By: Minutes from 10/7/03 meeting  
will be approved on 10/21/03

(SEAL)

DEPARTMENT OF  
TRANSPORTATION,  
STATE OF GEORGIA

APPROVED AS TO FORM:

By: [Signature]  
Name: Harold E. Linenkohl  
Title: Commissioner

By: Judith S. Berger

ACKNOWLEDGED AND CONSENTED TO BY:

STATE ROAD AND  
TOLLWAY AUTHORITY

By: [Signature]  
Name: J. J. [Signature]  
Title: Exec. Dir. (T&T)

GEORGIA REGIONAL  
TRANSPORTATION  
AUTHORITY

By: [Signature]  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Schedule A

County	Proj Id	Description	Activity Description	Sched Finish
CLAYTON	0004401	TARA ROAD FROM MCDONOUGH RD TO TARA BLVD	PE Funding Authorization	3-Nov-2003
			Environmental Approval Complete	11-Aug-2004
			Let Contract	4-Oct-2005
			Construction 75% Complete	1-Jul-2006
			Construction 100% Complete	29-Sep-2006
			Construction Final Payment	13-Nov-2006



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: \_\_\_\_\_



# NOTICE OF LOCATION AND DESIGN APPROVAL

*MSL-0004-00(401) Clayton County*

*P.I. No. 0004401*

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

The date of location approval is APRIL 4, 2005.

Project MSL-0004-00(401) consists of the widening of Tara Road from SR 920/McDonough Road to Panhandle Road to provide a consistent three lane urban section for a total length of 2.53 miles. The proposed project would add a continuous center left turn lane and improved shoulders, including curb and gutter and sidewalks on both sides of the road. This project is located within Land Lots 142, 145, 146, and 147 of the 5<sup>th</sup> District and Land Lots 96 and 97 of the 6<sup>th</sup> District in Clayton County.

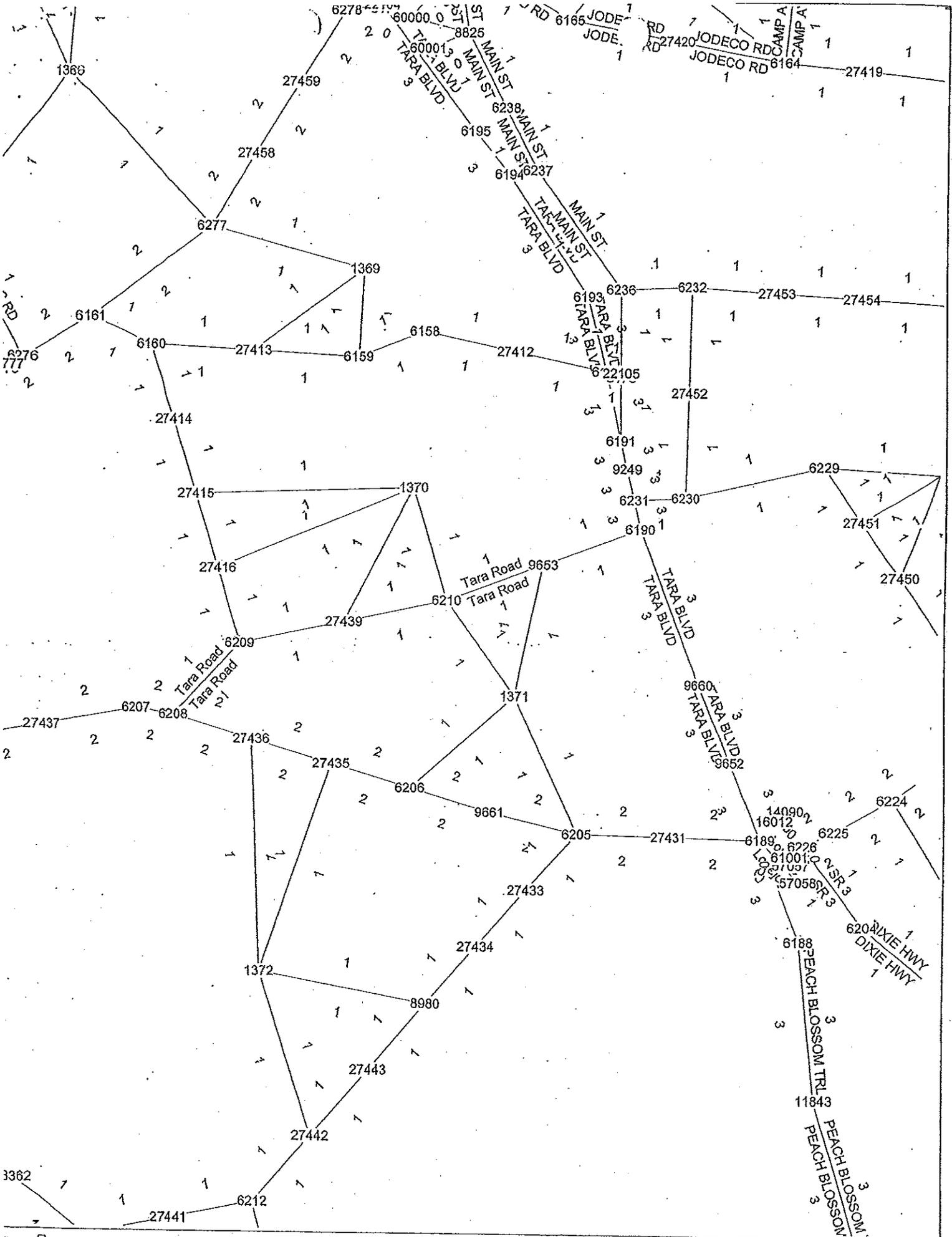
Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Mr. David Farmer  
Area Engineer  
940 Virginia Avenue  
Hapeville, GA 30354  
Phone: (404) 559-6655  
Email: [david.farmer@dot.state.ga.us](mailto:david.farmer@dot.state.ga.us)

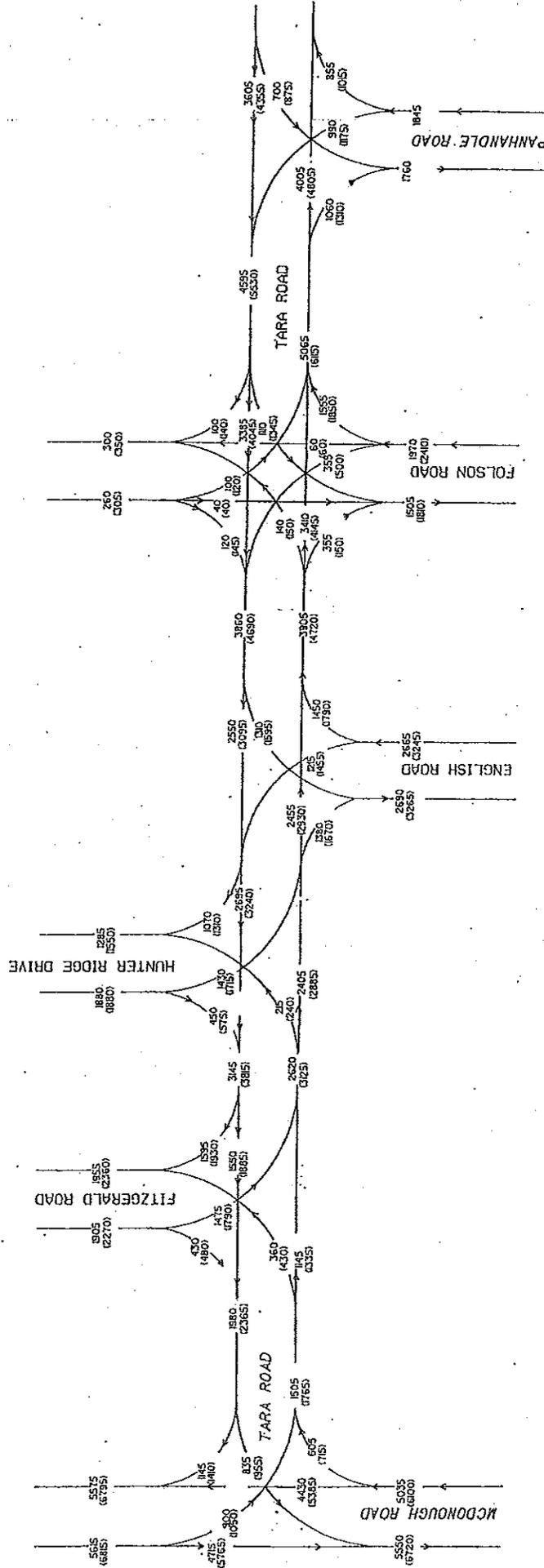
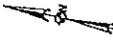
Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mr. James M. (Mike) Davidson, P.E.  
Design Engineer Group Manager  
Office of Road and Airport Design  
#2 Capitol Square, S.W.  
Room 444  
Atlanta, GA 30334-1002  
Phone: (404) 656-5383  
Email: [mike.davidson@dot.state.ga.us](mailto:mike.davidson@dot.state.ga.us)

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.



STATE	PROJECT NUMBER	TOTAL SHEETS



**LEGEND**  
 00 2007 ADT  
 (00) 2027 ADT

**NA Associates, Inc.**  
 2111 Peachtree Dunwoody Road  
 Atlanta, Georgia 30328  
 Phone: 404.488.3333

Department of Transportation  
 State of Georgia

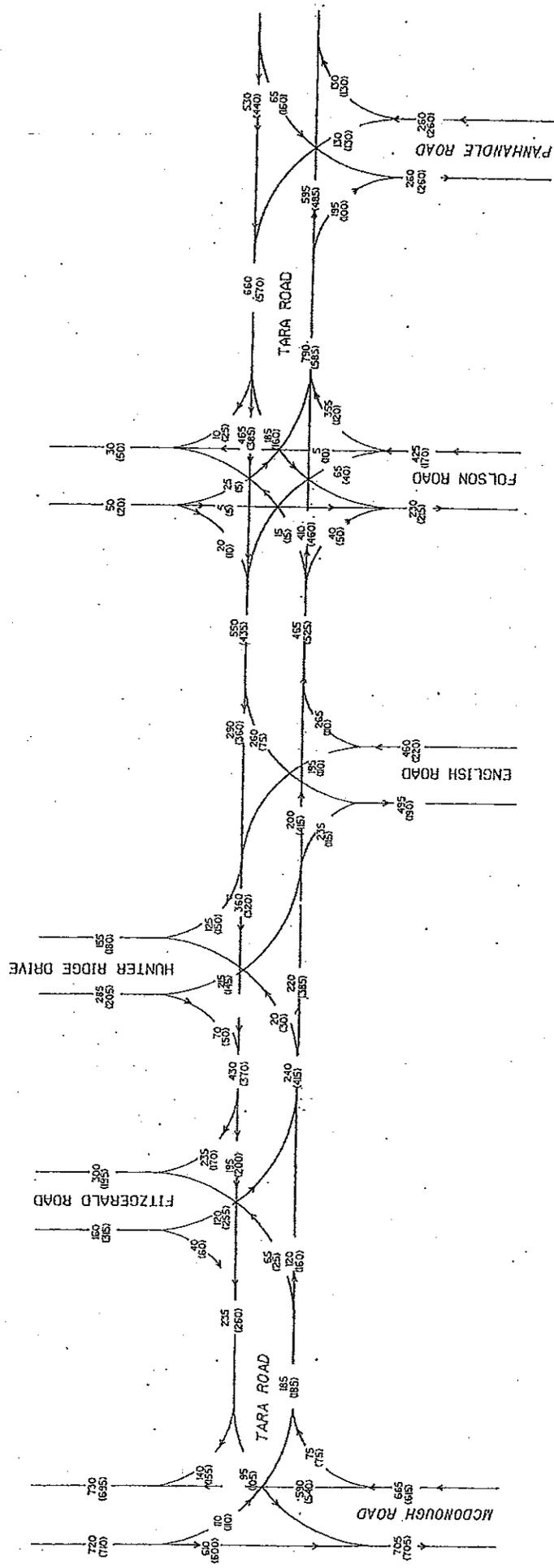
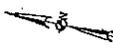
PROJECT NUMBER: \_\_\_\_\_ SHEET NUMBER: \_\_\_\_\_ TOTAL SHEETS: \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_

PROJECT: \_\_\_\_\_



STATE	FEDERAL AID DISTRICT	PROJECT NUMBER	SECTION



**LEGEND**

00 2027 AM PHV  
 (00) 2027 PM PHV

**TARA ROAD  
 YEAR 2027 PEAK HOUR VOLUMES  
 TRAFFIC FLOW DIAGRAM**

Department of Transportation  
 State of Georgia

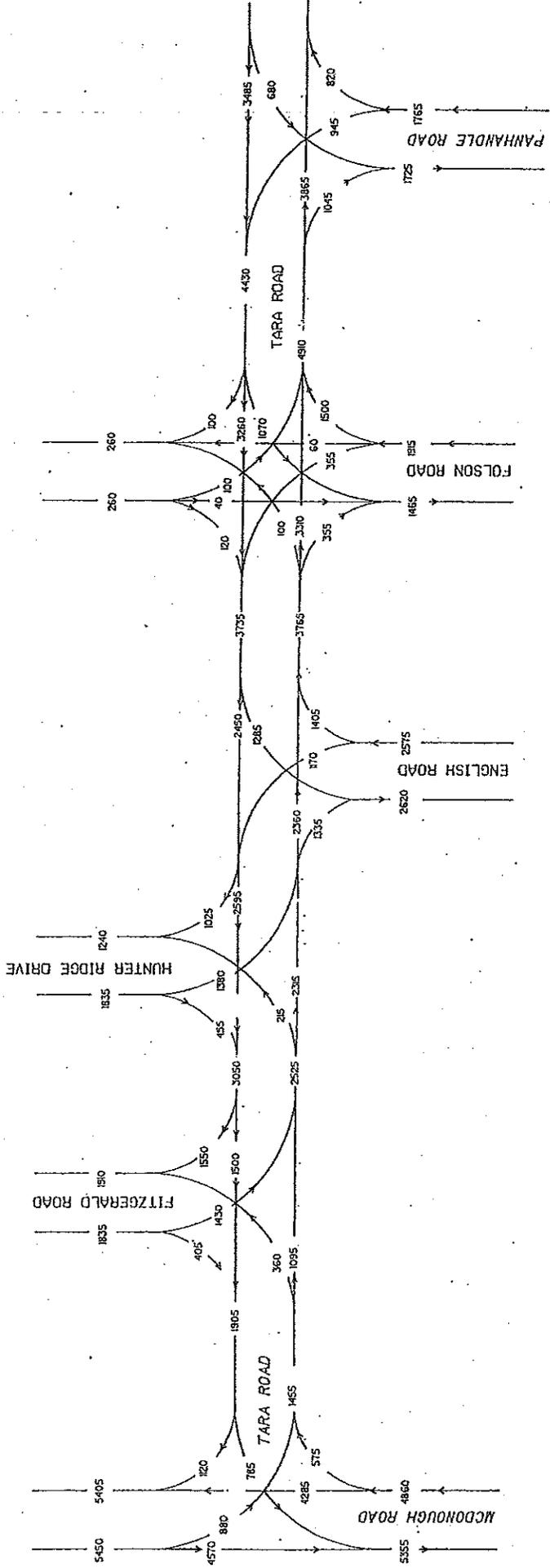
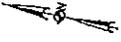
PROJECT NO.	DATE	SCALE

Prepared by: [Name]  
 Checked by: [Name]  
 Date: [Date]



M&A Associates, Inc.  
 2211 South Hill Road  
 Norcross, Georgia 30071  
 Telephone: (404) 447-8300  
 Fax: (404) 447-8301

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS



LEGEND  
00 2004 ADT

MA Associates, Inc.  
2111 Governor Allen Road  
New Smyrna Beach, Florida 32919  
Telephone: (386) 438-2111

Department of Transportation  
State of Georgia

TARA ROAD  
YEAR 2004 AVERAGE DAILY TRAFFIC  
TRAFFIC FLOW DIAGRAM

DATE	REVISION	BY	DATE	BY	REVISION





## Department of Transportation

HAROLD E. LINNENKOHL  
COMMISSIONER  
(404) 656-5206

PAUL V. MULLINS  
CHIEF ENGINEER  
(404) 656-5277

State of Georgia  
710 West Second Street  
P. O. Box 7510  
Tifton, Georgia 31793-7510

LARRY E. DENT  
DEPUTY COMMISSIONER  
(404) 656-5212

EARL L. MAHFUZ  
TREASURER  
(404) 656-5224

March 7, 2005

Clinch County News  
ATTN: Legal Advertising Department  
PO Box 377  
Homerville, Georgia 31634

Gentlemen:

### **SUBJECT: NOTICE OF LOCATION AND DESIGN APPROVAL**

The Department of Transportation wishes to publish the attached legal notice for Project No. EDS-441(46) in Clinch County. We would like for this notice to appear in the **March 16, March 23, March 30, and April 6, 2005**, editions of your newspaper so that we will comply with the requirements for advance advertising as set forth by the Department of Transportation.

Please send the bill and two (2) tear sheets for each printing to the Department of Transportation, District No. 4, 710 West Second Street, P.O. Box 7510, Tifton, GA 31793-7510 (ATTENTION: SHANE PRIDGEN).

Yours very truly,

A handwritten signature in black ink, appearing to read "William S. Pridgen".

William S. Pridgen  
District Planning/Programming Engineer

WSP:bt

Attachment

cc: Buddy Gratton  
Harvey D. Keeper  
Don Brown  
Robert M. Callan (ATTN: Clyde Johnson)  
David Mulling  
Meg Pirkle  
General Files -- Atlanta  
Babs Abubakari  
Joe Sheffield  
Brent Thomas  
Tim Warren  
Craig Solomon  
Jerry Hughes

## NOTICE OF LOCATION AND DESIGN APPROVAL

Project No. EDS-441(46) CLINCH COUNTY  
P.I. No. 422390

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

Date of Location and Design Approval: March 1, 2005

EDS-441(46) in Clinch County, consists of widening and reconstructing 9.19 miles of SR 89/SR31/US 441 from Orange Street in Homerville to a point approximately 5000 feet south of the intersection with CR 101 (Cowart Road), Clinch County, Georgia. The existing two-lane facility is to be replaced with a four-lane roadway. For the first 2.54 miles the proposed section contains a five-lane section until the north end of the Homerville Airport. The five-lane section then tapers to a four-lane section with a 44 ft. depressed grassed median for the remaining 6.65 miles.

This project is located in Land Lots 469, 470, 451, 450, 425, 426, 403, 402, 381, 382, 355, 354, 337, 308 of the 7<sup>th</sup> Land District of Clinch County.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for inspection at the Georgia Department of Transportation:

Jerry Hughes, Area Engineer  
[Jerry.Hughes@dot.state.ga.us](mailto:Jerry.Hughes@dot.state.ga.us)  
1411 Madison Hwy, Valdosta, GA 31601  
(229) 333-5287

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mr. Mohammed (Babs) Abubakari, P.E.  
State Consultant Design & Program Delivery Engineer  
No. 2 Capitol Square, Room 433  
Atlanta, Georgia 30334  
(404) 657-9750  
[Babs.Abubakari@dot.state.ga.us](mailto:Babs.Abubakari@dot.state.ga.us)

Any written request or communication in reference to this project or notice SHOULD include the Project and P.I. Numbers as noted at the top of this notice.