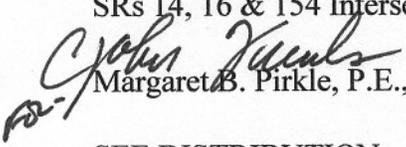


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P. I. No. 0004406, Coweta County **OFFICE** Preconstruction  
MSL-0004-00(406)  
SRs 14, 16 & 154 Intersection Improvements **DATE** May 16, 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 Keepler  
Ken Thompson  
Jamie Simpson  
Michael Henry  
Keith Golden  
Joe Palladi (file copy)  
Paul Liles  
Babs Abubakari  
Brent Story  
Kent Sager  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

---

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. No. 0004406, Coweta County **OFFICE** Preconstruction  
MSL-0004-00(406)  
SRs 14, 16, & 154 Intersection Improvements **DATE** May 10, 2005

**FROM** *John 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 consists of safety and operational improvements at 5 locations in Coweta County, as follows:

**Witcher and Glover Roads and SR 16/US 27 Alt.**

This intersection is located in the northwest part of Coweta County just north of Newnan. Witcher Road and Glover Road are two lane roadways with a posted speed of 45 MPH. State Route 16 is a two lane roadway with a posted speed of 55 MPH. Witcher Road and Glover Road are offset from each other at their intersection with SR 16. There is insufficient sight distance at the intersections of Witcher Road and Glover Road at SR 16. Because of the lack of turn lanes, the eastbound approach at the intersection of Witcher Road at SR 16 suffers excessive delay during the a.m. peak hour.

**Hammock Road at SR 154**

This intersection is located in the northwest part of Coweta County, north of Sharpsburg and east of Newnan. Hammock Road and SR 154 are two lane roadways with posted speed limits of 45 MPH within the project limits. The existing traffic control for this intersection is a stop signal for Hammock Road. Because of the lack of a traffic signal or turn lanes, the intersection operates at unacceptable Level of Service (LOS).

**Vaughn Road at SR 154**

This intersection is located in the northeastern part of Coweta County, north of Sharpsburg and east of Newnan. Vaughn Road is a two lane roadway with a 35 MPH posted speed limit and SR 154 is a two lane roadway with a 45 MPH speed limit within the project limits. The existing traffic control for this intersection is a stop signal for Vaughn Road. The westbound approach suffers excessive delay during the a.m. and p.m. peak hours. In addition, there is an existing sight distance problem at the intersection.

**Tanglewood Road at SR 14/US 29**

This intersection is located in the northern part of Coweta County north of Newnan. Tanglewood Road is a two lane roadway with an assumed speed limit of 25 MPH. State Route 14/US 29 is a two lane roadway with a 55 MPH speed limit. The existing traffic control for this intersection is a stop sign for Tanglewood Road. The eastbound and westbound approaches to Tanglewood Road suffer critical delay during the a.m. and p.m. peak hours and there is insufficient sight distance at this intersection.

David Studstill

Page 2

P.I. No. 0004406, Coweta

May 10, 2005

**Hal Jones Road and Green Top Road at SR 14/US 29**

These intersections are located in the northern part of Coweta County just north of Newnan. Hal Jones Road and Green Top Road are two lane roadways with posted speeds of 45 MPH. State Route 14/US 29 is a two lane roadway with a 45 MPH posted speed limit. Green Top Road currently intersects SR 14/US 29 on a skewed angle which causes a sight distance problem and a dangerous intersection. The westbound approach movements at the intersection of Green Top Road and SR 14/US 29 perform poorly during the a.m. and p.m. peak hour.

The proposed construction at Witcher Road and Glover Road and SR 16 will add a left turn lane on the northbound approach for Glover Road, and add a northbound right turn lane and a southbound left turn lane for Witcher Road. The proposed construction at Hammock Road and SR 154 will add a left turn lane on the northbound approach, right turn lanes on the southbound and eastbound approaches, and signalize the intersection. The proposed construction at Vaughn Road and SR 154 will add a left turn lane on the southbound approach and add a right turn lane on the westbound approach. The proposed construction at Tanglewood Road and SR 14/US 29 will add left turn lanes on the eastbound and westbound approaches of US 29, and add right turn lanes on the southbound and westbound approaches. The proposed construction at Hal Jones Road and Green Top Road and SR 14/US 29 will bring Hal Jones Road and Heritage Road into alignment with a northbound left turn lane and southbound left and right turn lanes, relocate Green Top Road north of the intersection with a southbound left turn lane and a northbound right turn lane, and signalize both intersections, if 1000' can be achieved between the intersections.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public meeting is not required; time saving procedures are 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)	\$2,790,000	\$1,800,000	RRB	2006
Right-of-Way & Utilities*	Local	Local		

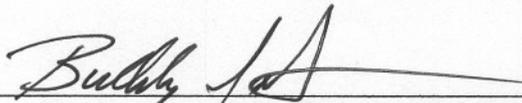
\*Coweta County signed PMA on 1-6-04 for PE, right-of-way, utilities and construction.

I recommend this project concept be approved.

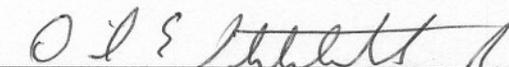
MBP:JDQ/cj

Attachment

CONCUR

  
Buddy Gratton, P.E., Director of Preconstruction

APPROVE

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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** MSL-0004-00(406) Coweta  
P.I. No. 0004406  
S.R 14, 16, & 154 Intersection Improvements

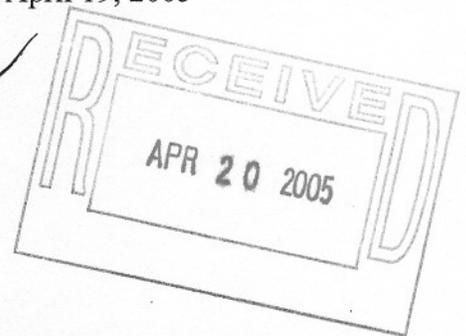
**OFFICE:** Engineering Services

**DATE:** April 19, 2005

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

*REW*

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



**SUBJECT: CONCEPT REPORT**

We have reviewed the Concept Report submitted April 8, 2005 by the letter from Brent Story dated April 7, 2005, and have no comments.

The costs for this project are:

Construction	\$2,120,000
Inflation	\$334,165
E&C	\$245,417
Reimbursable Utilities	\$90,000 (Locals)
Right of Way	\$925,000 (Locals)

REW

c: Brent Story, Attn.: Mike Davidson

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**OFFICE OF ROAD & AIRPORT DESIGN**

**PROJECT CONCEPT REPORT**

Project Number: MSL-0004-00 (406)

County: Coweta

P. I. Number: 0004406

Federal Route Number: 27 Alt, 29

State Route Number: 14, 16 & 154

Location Maps: See pages 2, 3, 4, 5 & 6

**Priority Land Transportation Project  
Intersection Improvements at 5 Locations**

Recommendation for approval:

DATE 4/7/05

DATE 4/7/05

James M. Davidson  
Project Manager  
[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 Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environment/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer  
David J. Mullin *REN*  
Project Review Engineer

DATE 4/19/05

## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> MSL-0004-00(406)		<b>County:</b> Coweta		<b>PI No.:</b> 0004406	
<b>Report Date:</b> April 7, 2005		<b>Concept By:</b> DOT Office: Road Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Clough Harbour & Associates			
<b>Project Type:</b> Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input checked="" type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**OFFICE OF ROAD & AIRPORT DESIGN**

**PROJECT CONCEPT REPORT**  
Project Number: MSL-0004-00 (406)  
County: Coweta  
P. I. Number: 0004406

Federal Route Number: 27 Alt, 29  
State Route Number: 14, 16 & 154

Location Maps: See pages 2, 3, 4, 5 & 6

**Priority Land Transportation Project  
Intersection Improvements at 5 Locations**

Recommendation for approval:

DATE 4/7/05

DATE 4/7/05

James M. Davidson  
Project Manager  
[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 Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environment/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

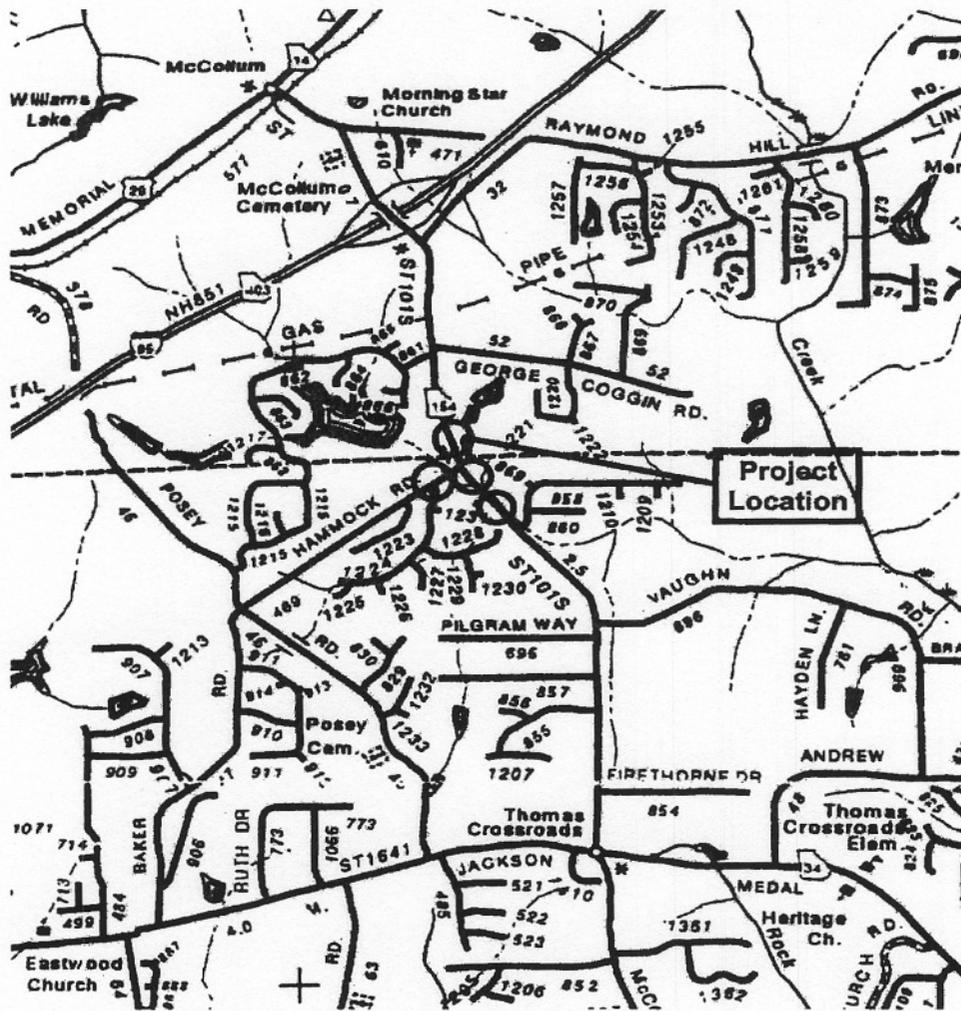
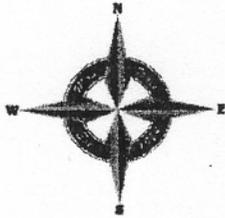
\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

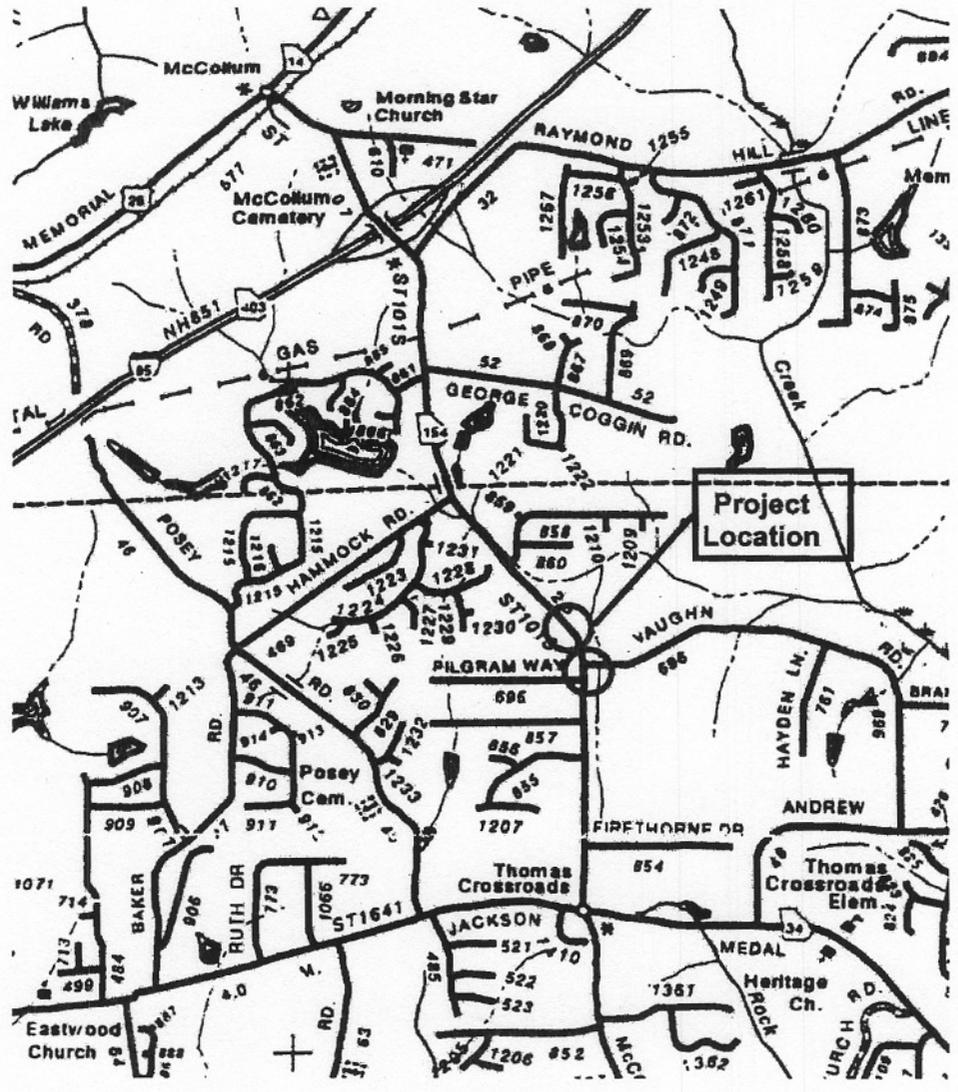
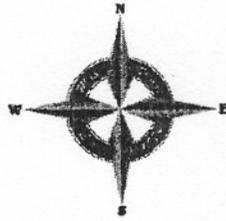
\_\_\_\_\_  
Project Review Engineer



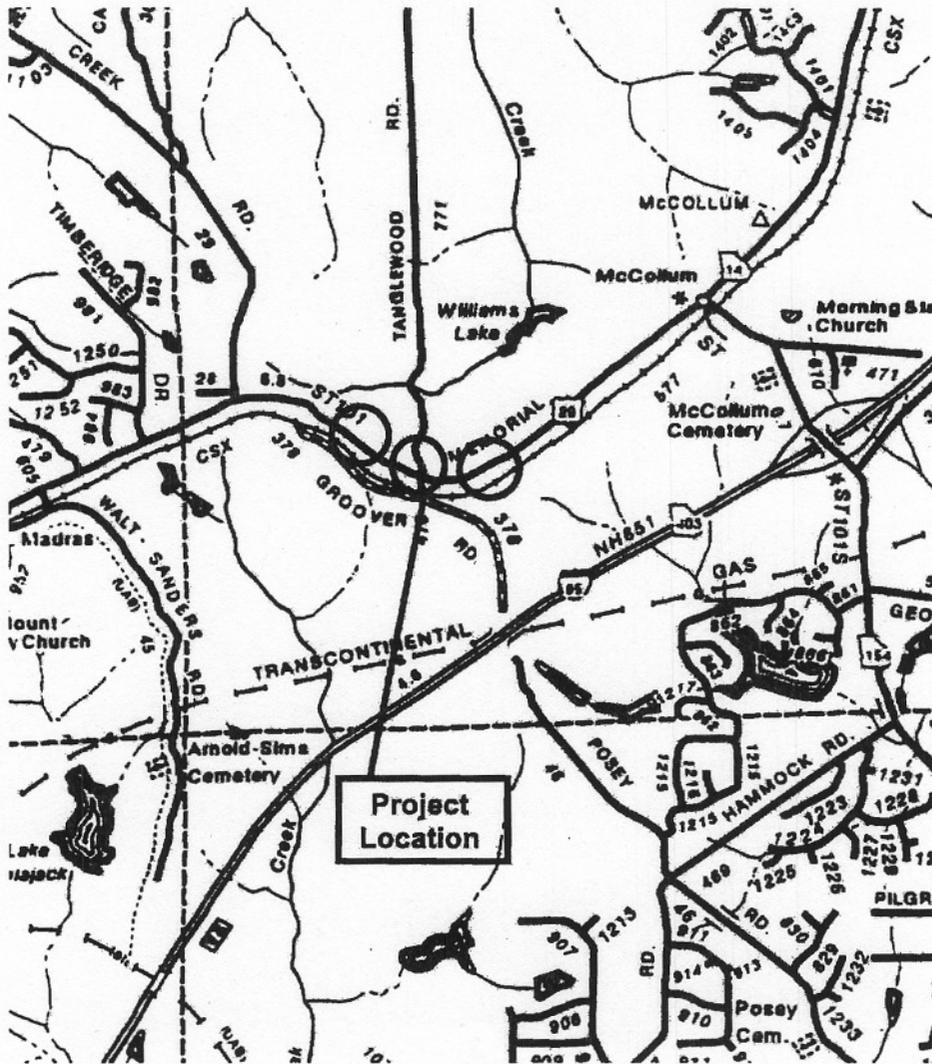
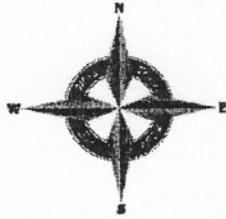
PROJECT LOCATION MAP  
MSL-0004-00(406)  
P.I. No. 0004406  
Hammock Road @ SR154



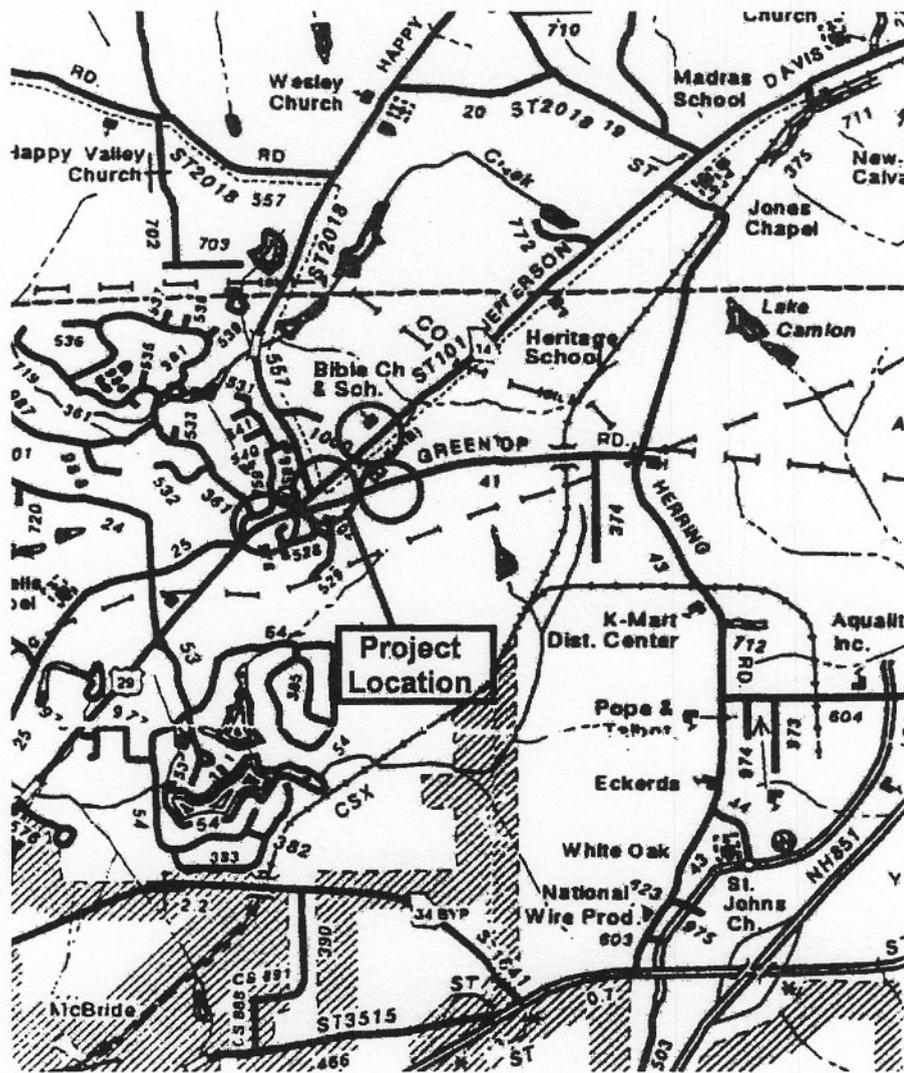
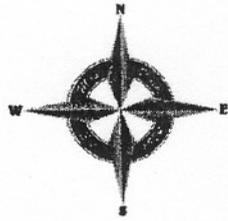
PROJECT LOCATION MAP  
MSL-0004-00(406)  
P.I. No. 0004406  
Vaughn Road @ SR 154



PROJECT LOCATION MAP  
MSL-0004-00(406)  
P.I. No. 0004406  
Tanglewood Road @ US 29



PROJECT LOCATION MAP  
MSL-0004-00(406)  
P.I. No. 0004406  
Hal Jones & Green Top Roads @ US 29



**Need and Purpose:** Need and Purpose statements are attached.

**Description of the proposed project:**

Witcher & Glover Roads @ SR 16/US 27 Alt – This intersection is located in the northwestern part of Coweta County, just north of Newnan. Witcher and Glover Roads are offset from each other, and the intersection improvements expected to extend  $\pm 1150$  feet North of the intersection with Witcher Road,  $\pm 850$  feet South of the intersection with Glover Road, and  $\pm 300$  feet East for a total of approximately 0.65 miles.

Hammock Road @ SR 154 – This intersection is located in the northeastern part of Coweta County, north of Sharpsburg, and east of Newnan. The intersection improvements on this project are expected to extend  $\pm 950$  feet South,  $\pm 600$  feet North, and  $\pm 200$  feet West for a total of approximately 0.35 miles.

Vaughn Road @ SR 154 – This intersection is located in the northeastern part of Coweta County, north of Sharpsburg and east of Newnan. The intersection improvements on this project are expected to extend  $\pm 425$  feet South,  $\pm 650$  feet North, and  $\pm 200'$  East for a total of approximately 0.25 miles.

Tanglewood Road @ SR 14/US 29 – This intersection is located in the northern part of Coweta County, north of Newnan. The intersection improvements on this project are expected to extend  $\pm 800$  feet West,  $\pm 400$  feet East, and  $\pm 200$  feet North for a total of approximately 0.25 miles.

Hal Jones & Green Top Roads @ SR 14/US 29 – This intersection is located in the northern part of Coweta County, just north of Newnan. The intersection improvements on this project are expected to extend  $\pm 1000$  feet North,  $\pm 650$  feet South,  $\pm 400$  feet East, and  $\pm 800$  feet West for a total of approximately 0.40 miles.

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

**PDP Classification:** Minor

**Federal Oversight:** Exempt

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Project Concept Report page 8  
Project Number: MSL-0004-00 (406)  
P. I. Number: 0004406  
County: Coweta

**Functional Classification:**

Witcher Road – Local Road  
Glover Road – Local Road  
SR 16/US 27 Alt – Principal Arterial

Hammock Road – Local Road  
SR 154 – Minor Arterial

Vaughn Road – Local Road  
SR 154 – Minor Arterial

Tanglewood Road – Local Road  
SR 14/US 29 – Minor Arterial

Hal Jones Road – Local Road  
Green Top Road – Local Road  
SR 14/US 29 – Minor Arterial & Urban Minor Arterial

**U. S. Route Number(s):** 27 Alt, 29

**State Route Number(s):** 14, 16 & 154

**Traffic (AADT):**

Witcher Road – Current Year: (2008) 1,002 Design Year: (2028) 1,460  
Glover Road – Current Year: (2008) 1,934 Design Year: (2028) 2,816  
SR 16/US 27 Alt – Current Year: (2008) 16,024 Design Year: (2028) 23,330

Hammock Road – Current Year: (2008) 4,902 Design Year: (2028) 9,486  
SR 154 – Current Year: (2008) 25,294 Design Year: (2028) 48,940

Vaughn Road – Current Year: (2008) 1,274 Design Year: (2028) 2,464  
SR 154 – Current Year: (2008) 21,632 Design Year: (2028) 41,854

Tanglewood Road – Current Year: (2008) 760 Design Year: (2028) 1,538  
SR 14/US 29 – Current Year: (2008) 19,668 Design Year: (2028) 39,824

Hal Jones Road – Current Year: (2008) 5,154 Design Year: (2028) 9,510  
Green Top Road – Current Year: (2008) 3,512 Design Year: (2028) 6,508  
SR 14/US 29 – Current Year: (2008) 18,630 Design Year: (2028) 34,378

Traffic Diagrams are Attached.

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**Existing design features (continued):**

Tanglewood Road @ SR 14/US 29

- Typical Section: Both Tanglewood Road and SR 14/US 29 are existing two-lane rural sections with  $\pm 12$  foot lanes.
- Posted speed: SR 14/US 29 - 55 mph                      Assumed speed: Tanglewood - 25 mph
- Maximum degree of curvature: 12.7
- Maximum grade: 7.8 %
- Width of right-of-way: Tanglewood Road - 60 feet, SR 14/US 29 – 60 feet
- Major structures: None
- Major interchanges or intersections along the project: None
- Existing length of roadway segment and the beginning mile logs for each county segment:  
Mainline: MP 21.90 to 22.18                      Side Street: MP 0.00 to 0.02

Hal Jones & Green Top Roads @ SR 14/US 29

- Typical Section: Hal Jones Road, Green Top Road and SR 14/US 29 are existing two-lane rural sections with  $\pm 12$  foot lanes.
- Posted speed: 45 mph    Maximum degree of curvature: 1
- Maximum grade: 4 %
- Width of right-of-way: Hal Jones Rd - 80 feet, Green Top Rd – 80 feet, SR 14/US 29 – 50 feet
- Major structures: None
- Major interchanges or intersections along the project: None
- Existing length of roadway segment and the beginning mile logs for each county segment:  
Mainline: MP 17.87 to 18.5    Side Street: Hal Jones MP 6.94 to 7.03, Green Top MP 0.0 to 0.1

**Proposed Design Features:**

Witcher & Glover Roads @ SR 16/US 27 Alt

- Proposed typical section(s): SR 16/US 27 Alt will be widened to four 12 foot lanes: two through lanes, a left turn lane onto both Witcher and Glover Roads, and a right turn lane onto Witcher Road.
  - Proposed Design Speed Mainline: 55 mph
  - Proposed Maximum grade Mainline: 4 %                      Maximum grade allowable: 6 %
  - Proposed Maximum grade Side Street: 6.5 %                      Maximum grade allowable: 8 %
  - Proposed Maximum grade driveway: 15 %
  - Proposed Maximum degree of curve: 19                      Maximum degree allowable: 8.5
-

- Right-of-Way
    - Width – 80 feet
    - Easements: Temporary (x), Permanent ( ), Utility ( ), Other ( ).
    - Type of access control: By Permit
    - Number of parcels: 11
- Number of displacements:
- Business: 0
  - Residences: 0
  - Mobile homes: 0
  - Other: 0

- Structures:
  - Bridges: None
  - Retaining walls: None
- Major intersections and interchanges: None
- Traffic control during construction: Construction to be performed under traffic.
- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
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
- Environmental concerns: An environmental scan letter is attached. No permits are anticipated for this project. No hazardous waste sites were identified in the project area. One UST site containing an 8,000 gallon UST was found at the Witcher Road @ SR 16 intersection. The UST was installed on 1/1/1991 and is currently in use. The site is not a leaking UST (LUST) site according to Georgia EPD records. One historic property and an historic railroad line were identified within the area of potential effects for this project. The project concept should be designed to avoid taking additional right of way along the east side of SR 16 on the Susan Alice Jones property to prevent taking of a National Register of Historic Places property, and therefore a section 4(f) resource. In addition, the project concept should be designed to avoid taking any property within the proposed historical boundary for the railroad bed. There are no threatened or endangered species; no wetlands; no ephemeral, intermittent, or perennial streams; no stream buffers; and no parklands.
- Level of environmental assessment:
  - Are Time Savings Procedures appropriate? Yes (x), No ( )
  - Categorical exclusion (CE) (x), Finding of No Significant Impact (FONSI) ( ), or Environmental Impact Statement (EIS) ( ).



- Environmental concerns: An environmental scan letter is attached. This intersection is located in the 100-year flood plain. There are wetlands located on the west side of SR 154 to the north and south of Hammock Road, and on the east side of SR 154 to the north of Hammock Road. The project concept should be designed to avoid wetlands impacts altogether or at least minimize the impacts to be under the 0.1-acre regulatory threshold. There are also two perennial streams (tributaries of Shoal Creek) that flow from the wetlands and cross under SR 154, just north and south, respectively, of Hammock Road. The two streams combine on the east side of SR 154 and run parallel to SR 154 for a distance of approximately 1500 linear feet south of the intersection. Neither stream is a Georgia trout stream nor tributary of a wild and scenic river. The project concept should be designed to avoid encroachment of these streams. Impacting more than 100 linear feet of stream requires compensatory mitigation. Impacting more than 300 linear feet of stream cannot be permitted via a Nationwide Permit. An environmental permit is anticipated for this project for unavoidable impacts to wetlands and perennial streams. Three UST sites were identified in the vicinity of this intersection, and all three are located greater than one mile away. While releases were confirmed at two of the UST sites, Georgia EPD has granted "no further action" status to both of these sites. Based on their distance from the intersection, it is unlikely that either leaking UST site impacted these project areas. This intersection does not contain historic properties or properties considered eligible for inclusion in the National Register of Historic Places. There are no threatened or endangered species; no parklands or other Section 4(f) resources.
- Level of environmental assessment:
  - Are Time Savings Procedures appropriate? Yes (x), No ( )
  - Categorical exclusion (CE) (x), Finding of No Significant Impact (FONSI) ( ), or Environmental Impact Statement (EIS) ( ).

Vaughn Road @ SR 154

- Proposed typical section(s): SR 154 will be widened to contain four 12 foot lanes: two through lanes, a left turn lane and a right turn lane. Vaughn Road will be widened to contain three 12 foot lanes: two through lanes and a right turn lane.
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: 1.2 %                      Maximum grade allowable: 6 %
- Proposed Maximum grade Side Street: 9.8 %                Maximum grade allowable: 10 %
- Proposed Maximum grade driveway: 15 %
- Proposed Maximum degree of curve: 6.0                    Maximum degree allowable: 8.5
- Right-of-Way
  - Width – Vaughn Road - 65 feet, SR 154 - 100 feet
  - Easements: Temporary (x), Permanent ( ), Utility ( ), Other ( ).
  - Type of access control: By Permit
  - Number of parcels: 6    Number of displacements:
    - Business: 0
    - Residences: 0
    - Mobile homes: 0
    - Other: 0



- Right-of-Way
  - Width – 80 feet
  - Easements: Temporary (x), Permanent (x), Utility ( ), Other ( ).
  - Type of access control: By Permit
  - Number of parcels: 8

- Number of displacements:
- Business: 0
  - Residences: 0
  - Mobile homes: 0
  - Other: 0

- Structures:
  - Bridges: None
  - Retaining walls: None
- Major intersections and interchanges: None
- Traffic control during construction: Construction to be performed under traffic.
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: None
- Environmental concerns: An environmental scan letter is attached. No permits are anticipated for this project. No USTs or hazardous waste sites were identified in the project area. This intersection contains an historic railroad line within the project limits. The project concept should be designed to avoid taking any property within the proposed historical boundary for the railroad bed. No archeological properties were located within the area of potential effects for this project. There are no threatened or endangered species; no wetlands; no ephemeral, intermittent, or perennial streams; no stream buffers; no parklands or other Section 4(f) resources.
- Level of environmental assessment:
  - Are Time Savings Procedures appropriate? Yes (x), No ( )
  - Categorical exclusion (CE) (x), Finding of No Significant Impact (FONSI) ( ), or Environmental Impact Statement (EIS) ( ).

Hal Jones & Green Top Roads @ SR 14/US 29

- Proposed typical section(s): SR 14/US 29 will be widened to contain four 12 foot lanes: two through lanes, a left turn lane and a right turn lane. Hal Jones Road will be widened to contain three 12 foot lanes: two through lanes and a right turn lane. Green Top Road will contain two 12 foot through lanes. The Green Top and Hal Jones intersection will be signalized, and will have curb and gutter and sidewalks in the vicinity of the intersection to meet ADA requirements.
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: 4 % Maximum grade allowable: 6 %
- Proposed Maximum grade Side Street: 6 % Maximum grade allowable: 8 %
- Proposed Maximum grade driveway: 15 %
- Proposed Maximum degree of curve: 3.5 Maximum degree allowable: 8.5
- Right-of-Way
  - Width – 80 feet
  - Easements: Temporary (x), Permanent (x), Utility ( ), Other ( )
  - Type of access control: By Permit
  - Number of parcels: 40 Number of displacements:
    - Business: 0
    - Residences: 0
    - Mobile homes: 0
    - Other: 0
- Structures:
  - Bridges: None
  - Retaining walls: None
- Major intersections and interchanges: None
- Traffic control during construction: Construction to be performed under traffic.
- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
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

- Environmental concerns: An environmental scan letter is attached. No permits are anticipated for this project. Two UST sites were identified near this intersection. The first UST site is located at the intersection of Green Top Road and US 29 and contains four gasoline tanks installed in 1998. The State of Georgia LUST database indicates that a release was confirmed and cleanup initiated in 1998. The second UST site is located at the intersection of Hal Jones Road and US 29. It contains four USTs that were installed in 1981. None of the tanks at this site are listed in the State of Georgia LUST database. Given the proximity of both UST sites to the project area, soil and groundwater due diligence investigations may be warranted if additional right of way must be acquired from these properties. This intersection does not contain historic properties or properties considered eligible for inclusion in the National Register of Historic Places. No archeological properties were located within the area of potential effects for this project. There are no threatened or endangered species; no wetlands; no ephemeral, intermittent, or perennial streams; no stream buffers; no parklands or other Section 4(f) resources.
- Level of environmental assessment:
  - Are Time Savings Procedures appropriate? Yes (x), No ( )
  - Categorical exclusion (CE) (x), Finding of No Significant Impact (FONSI) ( ), or Environmental Impact Statement (EIS) ( ).

**Utility involvements:**

- |                                     |                        |
|-------------------------------------|------------------------|
| • Georgia Power                     | Power                  |
| • Coweta Fayette EMC                | Power                  |
| • Atlanta Gas Light                 | Natural Gas            |
| • Charter Communications            | Cable TV               |
| • Comcast                           | Cable TV               |
| • Bellsouth                         | Telephone              |
| • Coweta County Water & Sewer Dept. | Water & Sewer          |
| • Newnan Utilities                  | Power, Water, Cable TV |

**Project responsibilities:**

- Design – Coweta County
- Right-of-Way Acquisition – Coweta County
- Relocation of Utilities – Coweta County
- Letting to contract – Coweta County
- Supervision of construction – Coweta County
- Providing material pits – Coweta County
- Providing detours – Coweta County

### **Coordination**

- Initial Concept Meeting date and brief summary. Not Applicable.
- Concept Team Meeting was held on 2/23/2005. Meeting minutes are attached.
- P A R meetings, dates and results. Not Applicable.
- FEMA, USCG, and/or TVA. The Hammock Road @ SR 154 intersection may require FEMA coordination as it is located in the 100 year flood plain. All others are Not Applicable.
- Public involvement. A Public Information Open House is not required.
- Local government comments. Coordination with Coweta County is in progress and will be ongoing throughout the life of the project.
- Other projects in the area. None.
- Railroads: None.

### **Scheduling – Responsible Parties' Estimate**

- Time to complete the environmental process: 9 Months
- Time to complete preliminary construction plans: 3 Months
- Time to complete right-of-way plans: 1 Month
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 5 Months
- Time to complete to purchase right-of-way: 6 Months

**Other alternates considered: None**

### **Comments:**

### **Attachments:**

1. Need and Purpose Statements
  2. Cost Estimates:
    - a. Construction including E&C,
    - b. Right-of-Way, and
    - c. Utilities.
  3. Typical sections
  4. Traffic study (including accident summaries and capacity analysis)
  5. Traffic diagrams
  6. Environmental Scan Letter
  7. Minutes of Concept Team Meeting.
  8. LGPA
  9. Location and Design Notice
-

Project Concept Report page 19  
 Project Number: MSL-0004-00 (406)  
 P. I. Number: 0004406  
 County: Coweta

### SCORING RESULTS AS PER TOPPS 2440-2

<b>Project Number:</b>		<b>County:</b>		<b>PI No.:</b>	
<b>Report Date:</b>		<b>Concept By:</b>			
<input type="checkbox"/> CONCEPT		DOT Office:			
		Consultant:			
<b>Project Type:</b> Choose One From Each Column		<input type="checkbox"/> Major	<input type="checkbox"/> Urban	<input type="checkbox"/> ATMS	
		<input type="checkbox"/> Minor	<input type="checkbox"/> Rural	<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 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>					

**NEED AND PURPOSE STATEMENT  
MSL-0004-00(406), COWETA COUNTY  
P.I. NUMBER 0004406  
WITCHER & GLOVER ROADS @ SR 16**

**GENERAL PROJECT INFORMATION**

Witcher Road is a two-lane roadway with a posted speed limit of 45 mph in the vicinity of SR 16. It runs primarily east-west from its intersection with SR 16 to its terminus at Macedonia Road. The adjacent developments are primarily low-density residential, commercial and undeveloped land.

Glover Road is a two-lane roadway with a posted speed limit of 45 mph in the vicinity of SR 16. It runs primarily east-west from its intersection with SR 16 to its terminus at Arnco Road. The adjacent developments are primarily low-density residential and undeveloped land.

State Route 16 (SR 16) is a two-lane roadway with a posted speed limit of 55 mph in the vicinity of Witcher Road and Glover Road. It runs approximately north-south, running through downtown Newnan on the south and to Carrollton on the north. Bordering developments are primarily low-density residential, commercial and undeveloped land.

The project (CW-033A) is included in the 2030 Regional Transportation Plan and FY 2005-2010 Transportation Improvement Program, as air quality exempt.

**DEFICIENCIES IN THE SYSTEM**

Witcher Road and Glover Road are offset from each other at their intersection with SR 16. There is insufficient sight distance at the intersections of Witcher Road and Glover Road @ SR 16. Witcher Road currently intersects SR 16/US 27 on a skewed angle which needs to be corrected. The existing traffic control for this intersection are stop signs for both Witcher Road and Glover Road. Because of the lack of turn lanes, the eastbound approach at the intersection of Witcher Road @ SR 16 suffers excessive delay during the AM peak hour.

**BUILD ALTERNATIVE**

The proposed project would add a southbound left and northbound right turn lane onto Witcher Road, and a northbound left turn lane onto Glover Road. These lanes will help to resolve limited stopping sight distance issues at the intersection and improve the traffic flow.

**NO BUILD ALTERNATIVE**

Under the no-build alternate, the intersection would remain with no turn lanes, and with limited sight distance at both intersections.

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**NEED AND PURPOSE STATEMENT  
MSL-0004-00(406), COWETA COUNTY  
P.I. NUMBER 0004406  
TANGLEWOOD @ SR 14/US 29**

**GENERAL PROJECT INFORMATION**

Tanglewood Road is a two-lane roadway with an assumed speed limit of 25 mph in the vicinity of SR 14/US 29. It runs north from SR 14/US 29 to its terminus approximately one mile later. The adjacent developments are primarily low-density residential and undeveloped land.

State Route 14/US 29 (SR 14/US 29) is a two-lane roadway with a 55 mph posted speed limit in the vicinity of Tanglewood Road. It runs approximately north-south, from downtown Newnan on the south and through Palmetto City on the north. Bordering developments are primarily low-density residential, commercial and undeveloped land.

The project (CW-033A) is included in the 2030 Regional Transportation Plan and FY 2005-2010 Transportation Improvement Program, as air quality exempt.

**DEFICIENCIES IN THE SYSTEM**

The existing traffic control for this intersection is a stop sign for Tanglewood Road. The eastbound and westbound approaches to Tanglewood Road suffer critical delay during the AM and PM peak hour. In addition, there is insufficient sight distance at the intersection.

**BUILD ALTERNATIVE**

The proposed project would add left turn lanes on SR 14/US 29 and right turn lanes on SR 14/US 29 and Tanglewood Road. These lanes will help to resolve limited stopping sight distance issues at the intersection and improve the traffic flow.

**NO BUILD ALTERNATIVE**

Under the no-build alternate, the intersection would remain with no turn lanes, and with limited sight distance at the intersection.

**NEED AND PURPOSE STATEMENT  
MSL-0004-00(406), COWETA COUNTY  
P.I. NUMBER 0004406  
HAMMOCK ROAD @ SR 154**

**GENERAL PROJECT INFORMATION**

Hammock Road is a two-lane roadway with a 45 mph posted speed limit in the vicinity of its intersection with SR 154. It runs primarily east and west between SR 154 and Posey Road. The adjacent developments are primarily low-density residential and undeveloped land.

State Route 154 (SR 154) is a two-lane roadway with a 45 mph posted speed limit in the vicinity of its intersection with Hammock Road. It runs approximately north-south, from SR 14 on the north to SR 54 on the south. Bordering developments are primarily low-density residential, commercial and undeveloped land.

The project (CW-033A) is included in the 2030 Regional Transportation Plan and FY 2005-2010 Transportation Improvement Program, as air quality exempt.

**DEFICIENCIES IN THE SYSTEM**

The existing traffic control for this intersection is a stop sign for Hammock Road. Because of the lack of a traffic signal or turn lanes, the intersection operates at unacceptable levels of service.

**BUILD ALTERNATIVE**

The proposed project would signalize the intersection, add a left turn lane northbound and right turn lanes southbound and eastbound.

**NO BUILD ALTERNATIVE**

Under the no-build alternate, the intersection would remain with no traffic signal or turn lanes.

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**NEED AND PURPOSE STATEMENT  
MSL-0004-00(406), COWETA COUNTY  
P.I. NUMBER 0004406  
VAUGHN ROAD @ SR 154**

**GENERAL PROJECT INFORMATION**

Vaughn Road is a two-lane roadway with a 35 mph posted speed limit in the vicinity of its intersection with SR 154. It runs primarily east and west between SR 154 and Andrew Bailey Road. The adjacent developments are primarily low-density residential and undeveloped land.

State Route 154 (SR 154) is a two-lane roadway with a 45 mph posted speed limit in the vicinity of its intersection with Vaughn Road. It runs approximately north-south, from SR 14 on the north to SR 54 on the south. Bordering developments are primarily low-density residential, commercial and undeveloped land.

The project (CW-033A) is included in the 2030 Regional Transportation Plan and FY 2005-2010 Transportation Improvement Program, as air quality exempt.

**DEFICIENCIES IN THE SYSTEM**

The existing traffic control for this intersection is a stop sign for Vaughn Road. The westbound approach suffers excessive delay during the AM and PM peak hour. In addition, there is an existing sight distance problem at the intersection.

**BUILD ALTERNATIVE**

The proposed project would add a southbound left and westbound right turn lane. These lanes will help to resolve limited stopping sight distance issues at the intersection and improve the traffic flow.

**NO BUILD ALTERNATIVE**

Under the no-build alternate, the intersection would remain with no turn lanes, and with limited sight distance at the intersection.

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## **NEED AND PURPOSE STATEMENT**

**MSL-0004-00(406), COWETA COUNTY  
P.I. NUMBER 0004406  
HAL JONES & GREEN TOP ROADS @ SR 14/US 29**

### **GENERAL PROJECT INFORMATION**

Hal Jones Road is a two-lane roadway with a posted speed limit of 45 mph in the vicinity of SR 14/US 29. It runs primarily northwest-southeast between SR 14/US 29 and Frank Cook Road. The adjacent developments are primarily low-density residential and undeveloped land.

Green Top Road is a two-lane roadway that has a posted speed limit of 45 mph in the vicinity of SR 14/US 29. It runs approximately east and west between SR 14/US 29 and Herring Road. The adjacent developments are primarily low-density residential, commercial and undeveloped land.

Heritage Drive is a two-lane roadway which serves as the primary access for a residential subdivision that runs north and south. It has a posted speed limit of 30 mph in the vicinity of Green Top Road.

State Route 14/US 29 (SR 14/US 29) is a two-lane roadway with a 45 mph posted speed limit in the vicinity of Hal Jones Road and Green Top Road. It runs approximately north-south, from downtown Newnan on the south and through Palmetto on the north. Bordering developments are primarily low-density residential, commercial and undeveloped land.

The project (CW-033A) is included in the 2030 Regional Transportation Plan and FY 2005-2010 Transportation Improvement Program, as air quality exempt.

### **DEFICIENCIES IN THE SYSTEM**

Green Top Road currently intersects SR 14/US 29 on a skewed angle which causes a sight distance problem and a dangerous intersection. The existing traffic control is stop signs for both Hal Jones Road and Green Top Road. The westbound approach movements at the intersection of Green Top Road at SR 14/US 29 perform poorly during the AM and PM peak hour.

### **BUILD ALTERNATIVE**

The proposed project would relocate Hal Jones and Green Top Roads approximately 800 feet north of their existing intersection with SR 14/US 29, extend Heritage Drive to SR 14/US 29, signalize the Hal Jones Road and Green Top Road intersection at SR 14/US 29, and add turn lanes at the approaches.

### **NO BUILD ALTERNATIVE**

Under the no-build alternate, the intersection would remain skewed and operate with no traffic signal or turn lanes.

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## CONCEPT COST ESTIMATE

**DATE:** 2/11/2005                      **PREPARED BY:** Shannon M. Dodd  
**PROJECT NO.:** MSL-0004-00(406)      **FILE NAME:** Concept cost estimate.xls  
**P.I. NO.:** 0004406

**PROJECT DESCRIPTION/CONCEPT:** Witcher & Glover Roads @ SR 16/US 27 Alt  
 Hammock Road @ SR 154  
 Vaughn Road @ SR 154  
 Tanglewood Road @ SR 14/US 29  
 Hal Jones & Greentop Roads @ SR 14/US 29

TRAFFIC:	CURRENT ADT	PROJECTED ADT
Witcher Road	1,002 (2008)	1,460 (2028)
Glover Road	1,934 (2008)	2,816 (2028)
SR 16/US 27 Alt	16,024 (2008)	23,330 (2028)
Hammock Road	4,902 (2008)	9,486 (2028)
SR 154	25,294 (2008)	48,940 (2028)
Vaughn Road	1,274 (2008)	2,464 (2028)
SR 154	21,632 (2008)	41,854 (2028)
Tanglewood Road	760 (2008)	1,538 (2028)
SR 14/US 29	19,668 (2008)	39,824 (2028)
Hal Jones Road	5,154 (2008)	9,510 (2028)
Greentop Road	3,512 (2008)	6,508 (2028)
SR 14/US 29	18,630 (2008)	34,378 (2028)

**PROJECT COSTS:**

**A. RIGHT OF WAY**

Witcher & Glover Roads @ SR 16	lump sum	\$100,000
Hammock Road @ SR 154	lump sum	\$40,000
Vaughn Road @ SR 154	lump sum	\$40,000
Tanglewood Road @ SR 14/US 29	lump sum	\$45,000
Hal Jones & Greentop Roads @ SR 14	lump sum	\$700,000
	<b>SUBTOTAL</b>	<b>\$925,000</b>

**B. UTILITIES**

Witcher & Glover Roads @ SR 16	lump sum	\$15,000
Hammock Road @ SR 154	lump sum	\$15,000
Vaughn Road @ SR 154	lump sum	\$10,000
Tanglewood Road @ SR 14/US 29	lump sum	\$25,000
Hal Jones & Greentop Roads @ SR 14	lump sum	\$25,000
	<b>SUBTOTAL</b>	<b>\$90,000</b>

**C. CLEARING AND GRUBBING**

Witcher & Glover Roads @ SR 16	7	acres	@	\$10,000	\$70,000
Hammock Road @ SR 154	5	acres	@	\$10,000	\$50,000
Vaughn Road @ SR 154	3	acres	@	\$10,000	\$30,000
Tanglewood Road @ SR 14/US 29	4	acres	@	\$10,000	\$40,000
Hal Jones & Greentop Roads @ SR 14	7	acres	@	\$10,000	\$70,000
				<b>SUBTOTAL</b>	<b>\$260,000</b>

**D. EARTHWORK (Grading Complete)**

Witcher & Glover Roads @ SR 16				lump sum	\$50,000
Hammock Road @ SR 154				lump sum	\$100,000
Vaughn Road @ SR 154				lump sum	\$25,000
Tanglewood Road @ SR 14/US 29				lump sum	\$25,000
Hal Jones & Greentop Roads @ SR 14				lump sum	\$75,000
				<b>SUBTOTAL</b>	<b>\$275,000</b>

**E. BASE AND PAVING**Witcher & Glover Roads @ SR 16

12.5 mm Superpave	1375	tons	@	\$47	\$64,332
19 mm Superpave	705	tons	@	\$40	\$28,200
25 mm Superpave	730	tons	@	\$40	\$29,200
Bituminous Tack Coat	1090	gallons	@	\$1	\$1,090
Leveling	200	tons	@	\$40	\$8,000
Graded Aggregate Base	1835	tons	@	\$14	\$25,690

Hammock Road @ SR 154

12.5 mm Superpave	620	tons	@	\$47	\$29,008
19 mm Superpave	320	tons	@	\$40	\$12,800
25 mm Superpave	380	tons	@	\$40	\$15,200
Bituminous Tack Coat	505	gallons	@	\$1	\$505
Leveling	100	tons	@	\$40	\$4,000
Graded Aggregate Base	850	tons	@	\$14	\$11,900

Vaughn Road @ SR 154

12.5 mm Superpave	510	tons	@	\$47	\$23,861
19 mm Superpave	185	tons	@	\$40	\$7,400
25 mm Superpave	185	tons	@	\$40	\$7,400
Bituminous Tack Coat	385	gallons	@	\$1	\$385
Leveling	100	tons	@	\$40	\$4,000
Graded Aggregate Base	505	tons	@	\$14	\$7,070

Tanglewood Road @ SR 14/US 29

12.5 mm Superpave	640	tons	@	\$47	\$29,944
19 mm Superpave	360	tons	@	\$40	\$14,400
25 mm Superpave	400	tons	@	\$40	\$16,000
Bituminous Tack Coat	520	gallons	@	\$1	\$520
Leveling	100	tons	@	\$40	\$4,000
Graded Aggregate Base	940	tons	@	\$14	\$13,160

Hal Jones & Greentop Roads @ SR 14

12.5 mm Superpave	980	tons	@	\$47	\$45,851
19 mm Superpave	1505	tons	@	\$40	\$60,200
25 mm Superpave	1035	tons	@	\$40	\$41,400
Bituminous Tack Coat	905	gallons	@	\$1	\$905
Leveling	200	tons	@	\$40	\$8,000
Graded Aggregate Base	3970	tons	@	\$14	\$55,580
				<b>SUBTOTAL</b>	<b>\$570,000</b>

**F. DRAINAGE**

Witcher & Glover Roads @ SR 16			lump sum		\$50,000
Hammock Road @ SR 154			lump sum		\$75,000
Vaughn Road @ SR 154			lump sum		\$25,000
Tanglewood Road @ SR 14/US 29			lump sum		\$50,000
Hal Jones & Greentop Roads @ SR 14			lump sum		\$75,000
				<b>SUBTOTAL</b>	<b>\$275,000</b>

**G. CONCRETE WORK**

Witcher & Glover Roads @ SR 16

Curb and Gutter	0	lin. ft.	@	\$19	\$0
4" Sidewalk	0	sy	@	\$30	\$0

Hammock Road @ SR 154

Curb and Gutter	135	lin. ft.	@	\$19	\$2,507
4" Sidewalk	70	sy	@	\$30	\$2,100

Vaughn Road @ SR 154

Curb and Gutter	210	lin. ft.	@	\$19	\$3,900
4" Sidewalk	0	sy	@	\$30	\$0

Tanglewood Road @ SR 14/US 29

Curb and Gutter	0	lin. ft.	@	\$19	\$0
4" Sidewalk	0	sy	@	\$30	\$0

Hal Jones & Greentop Roads @ SR 14

Curb and Gutter	341	lin. ft.	@	\$19	\$6,333
4" Sidewalk	172	sy	@	\$30	\$5,160
				<b>SUBTOTAL</b>	<b>\$20,000</b>

**H. TRAFFIC CONTROL**

Witcher & Glover Roads @ SR 16			lump sum		\$35,000
Hammock Road @ SR 154			lump sum		\$35,000
Vaughn Road @ SR 154			lump sum		\$35,000
Tanglewood Road @ SR 14/US 29			lump sum		\$35,000
Hal Jones & Greentop Roads @ SR 14			lump sum		\$75,000
				<b>SUBTOTAL</b>	<b>\$215,000</b>

**I. EROSION CONTROL**

Witcher & Glover Roads @ SR 16	lump sum			\$20,000
Hammock Road @ SR 154	lump sum			\$30,000
Vaughn Road @ SR 154	lump sum			\$10,000
Tanglewood Road @ SR 14/US 29	lump sum			\$20,000
Hal Jones & Greentop Roads @ SR 14	lump sum			\$30,000

**SUBTOTAL \$110,000**

**J. GUARDRAIL**

Witcher & Glover Roads @ SR 16	lump sum			\$0
Hammock Road @ SR 154	lump sum			\$85,000
Vaughn Road @ SR 154	lump sum			\$0
Tanglewood Road @ SR 14/US 29	lump sum			\$0
Hal Jones & Greentop Roads @ SR 14	lump sum			\$0

**SUBTOTAL \$85,000**

**K. SIGNS, STRIPING, SIGNALS**

<u>Witcher &amp; Glover Roads @ SR 16</u>				
Striping	lump sum			\$10,000
Roadside Signs	lump sum			\$5,000

<u>Hammock Road @ SR 154</u>				
Striping	lump sum			\$10,000
Roadside Signs	lump sum			\$5,000
Traffic Signals	1 each @	\$75,000		\$75,000

<u>Vaughn Road @ SR 154</u>				
Striping	lump sum			\$10,000
Roadside Signs	lump sum			\$5,000

<u>Tanglewood Road @ SR 14/US 29</u>				
Striping	lump sum			\$10,000
Roadside Signs	lump sum			\$5,000

<u>Hal Jones &amp; Greentop Roads @ SR 14</u>				
Striping	lump sum			\$25,000
Roadside Signs	lump sum			\$5,000
Traffic Signals	1 each @	\$75,000		\$75,000

**SUBTOTAL \$240,000**

**L. GRASSING/LANDSCAPING**

Witcher & Glover Roads @ SR 16	lump sum			\$10,000
Hammock Road @ SR 154	lump sum			\$15,000
Vaughn Road @ SR 154	lump sum			\$10,000
Tanglewood Road @ SR 14/US 29	lump sum			\$10,000
Hal Jones & Greentop Roads @ SR 14	lump sum			\$25,000

**SUBTOTAL \$70,000**

**M. MISCELLANEOUS**

**SUBTOTAL \$0**

**N. MAJOR STRUCTURES**

**SUBTOTAL \$0**

**ESTIMATE SUMMARY**

<b>A. RIGHT OF WAY</b>	<b>\$925,000</b>
<b>B. UTILITIES</b>	<b>\$90,000</b>

**CONSTRUCTION COST SUMMARY**

C. Clearing and Grubbing	\$260,000
D. Earthwork	\$275,000
E. Base and Paving	\$570,000
F. Drainage	\$275,000
G. Concrete Work	\$20,000
H. Traffic Control	\$215,000
I. Erosion Control	\$110,000
J. Guardrail	\$85,000
K. Signs, Striping, Signals, Lighting	\$240,000
L. Grassing / Landscaping	\$70,000
M. Miscellaneous	\$0
N. Major Structures	\$0

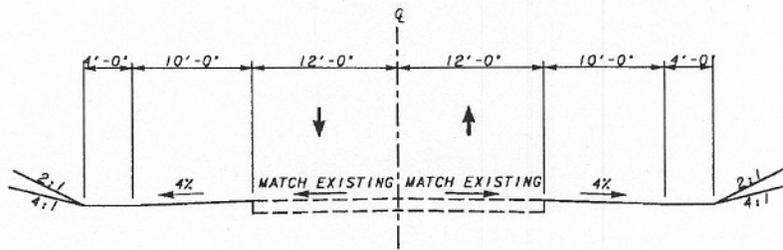
**SUBTOTAL CONSTRUCTION      \$2,120,000**

3 years of inflation at      4 %      \$264,711.65

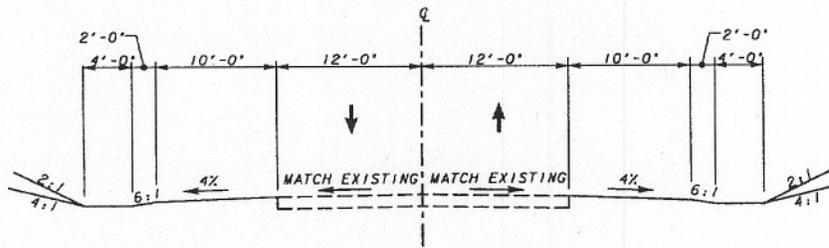
10 % E & C      \$238,471

**TOTAL CONSTRUCTION ESTIMATE:      \$2,623,183**

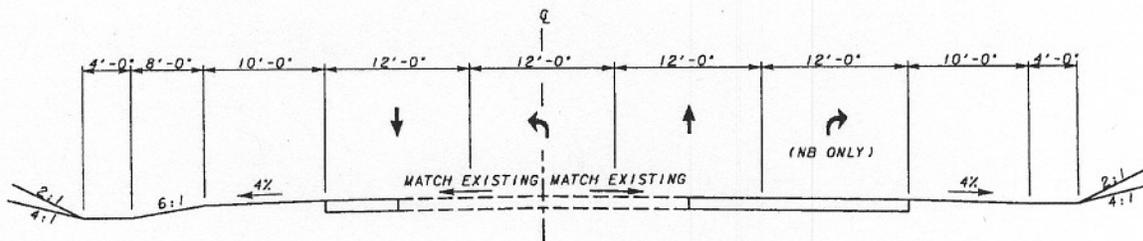
**TOTAL PROJECT COST ESTIMATE      \$3,638,183**



WITCHER ROAD  
N. T. S.



GLOVER ROAD  
N. T. S.



SR 16  
N. T. S.

PROJECT: MSL-0004-00(406)

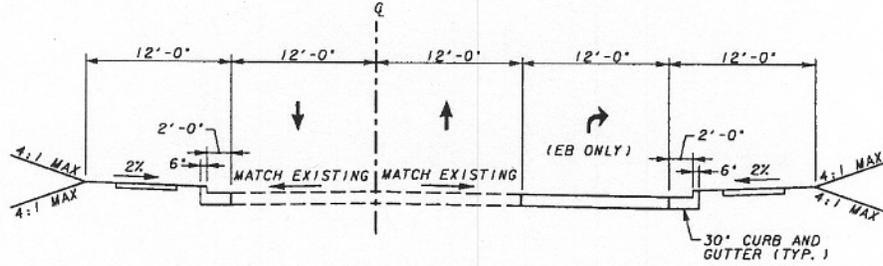
PI # 0004406

COWETA COUNTY

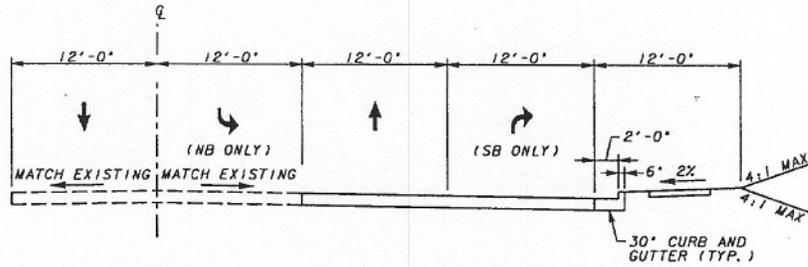


**CLOUGH HARBOUR & ASSOCIATES LLP**  
ENGINEERS, SURVEYORS PLANNERS  
& LANDSCAPE ARCHITECTS  
1800 PEACHTREE ST. NW - ATLANTA, GA 30309  
404-352-9200

WITCHER AND GLOVER ROADS @ SR 16  
TYPICAL SECTIONS



HAMMOCK ROAD  
N. T. S.



SR 154  
N. T. S.

PROJECT: MSL-0004-00(406)

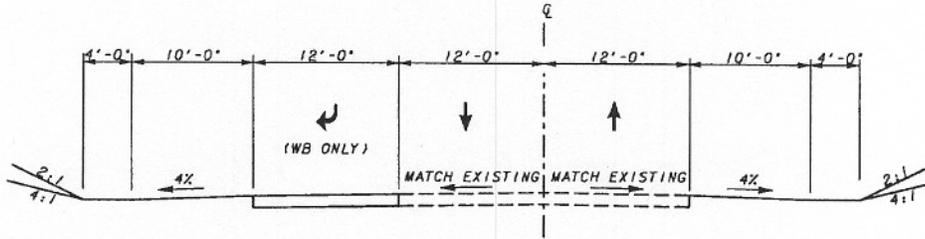
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COWETA COUNTY

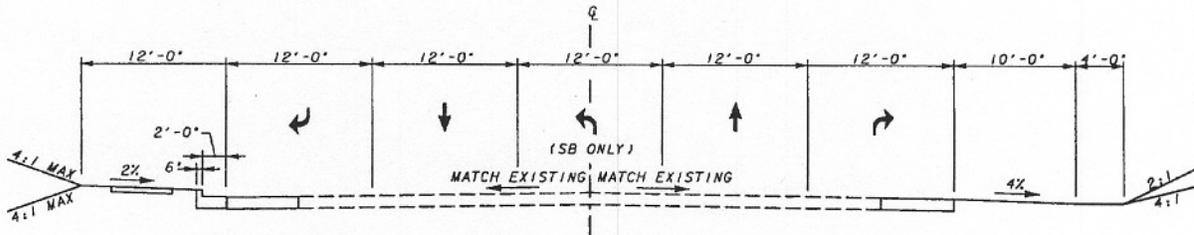


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1800 PEACHTREE ST. NW - ATLANTA, GA 30309  
404-352-9200

HAMMOCK ROAD @ SR 154  
TYPICAL SECTIONS



VAUGHN ROAD  
N. T. S.



SR 154  
N. T. S.

PROJECT: MSL-0004-00(406)

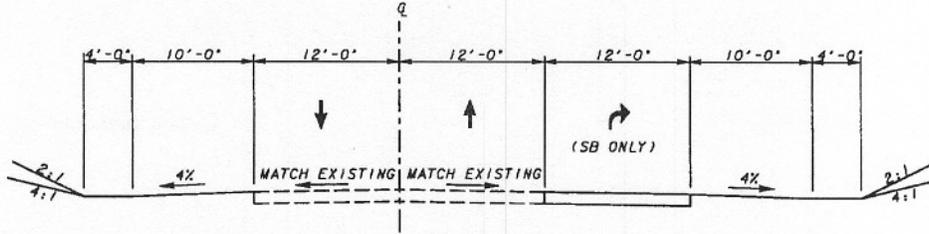
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COWETA COUNTY

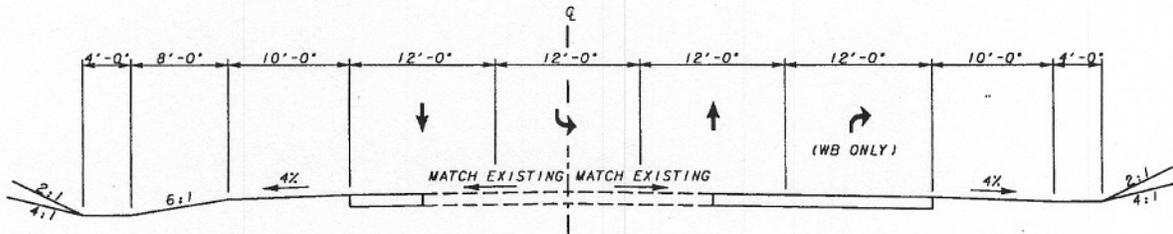


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& LANDSCAPE ARCHITECTS  
1800 PEACHTREE ST. NW - ATLANTA, GA 30309  
404-352-9200

VAUGHN ROAD @ SR 154  
TYPICAL SECTIONS



TANGLEWOOD ROAD  
N. T. S.



SR 14 / US 29  
N. T. S.

PROJECT: MSL-0004-00(406)

PI # 0004406

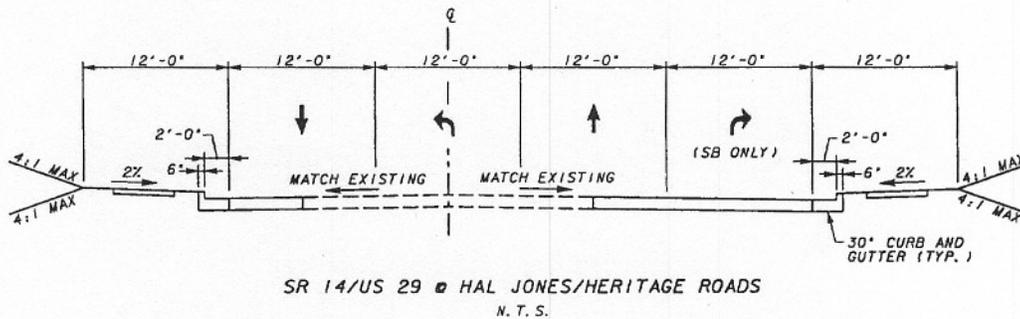
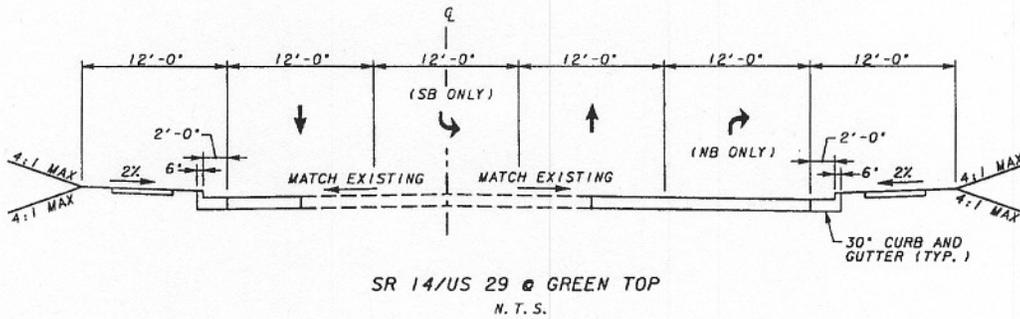
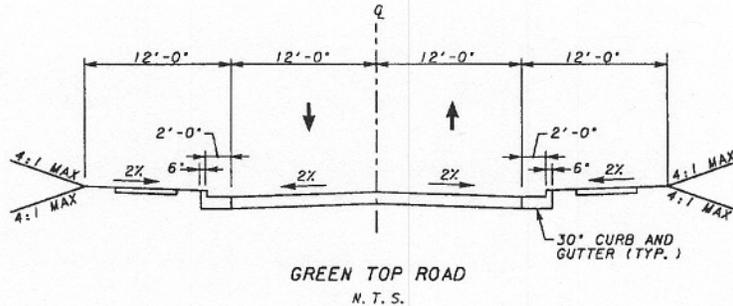
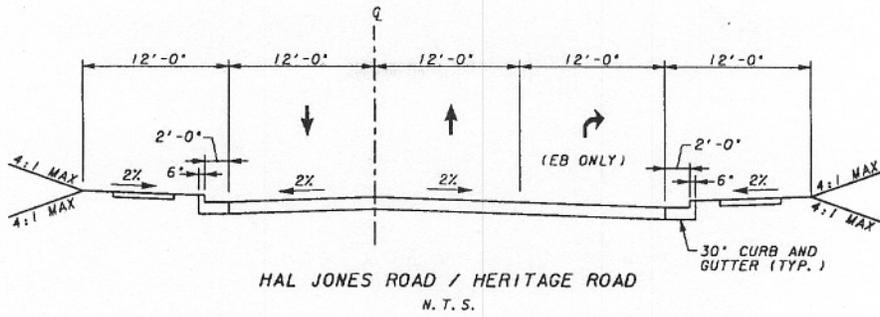
COWETA COUNTY



**CLOUGH HARBOUR & ASSOCIATES LLP**

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TANGLEWOOD ROAD @ SR 14/US 29  
TYPICAL SECTIONS



PROJECT: MSL-0004-00(406)

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COWETA COUNTY



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HAL JONES & GREEN TOP ROADS  
@ SR 14/US 29  
TYPICAL SECTIONS

3/11/05

**CONCEPT TEAM MEETING MINUTES**

**MEETING DATE:** February 23, 2005, 10:00 a.m.

**MEETING LOCATION:** Georgia Department of Transportation (GDOT)  
Room # 444 in Atlanta, GA

**PROJECT:** GRTA Intersections, MSL-0004-00 (406), P.I. #0004406

**ATTENDEES:**

Scott MacLean, GDOT Road Design	404-656-5383
Mike Davidson, GDOT Road Design	404-656-5383
Brad McManus, GDOT Road Design	404-656-5383
Jeff Pecce, Newnan Utilities	770-683-0994
Richard Amadon, Clough, Harbour & Associates	404-352-9200
Kim Brown, GDOT District 3 Utilities	706-646-6548
Dory Marsh, Clough, Harbour & Associates	404-352-9200
Brent Story, GDOT Road & Airport Design	404-656-5386
Ron Wishon, GDOT	404-651-7470
Nabil Raad, GDOT	404-635-8126
Klint Rommel, GDOT OEL	404-699-4415
Jennifer Little, Applied Technology & Mgmt	912-238-3002
Wayne Kennedy, Coweta County	770-254-3775
Patrick Graham, Applied Technology & Mgmt	912-238-3002
Shannon Dodd, Clough, Harbour & Associates	404-352-9200
Bill McKinley, Coweta County Water & Sewer	770-254-3710
Dale Petticord, Georgia Power Company	404-506-4425
Larry Overn, Street Smarts	770-813-0882

**Project Descriptions:**

Witcher & Glover Roads @ SR 16/US 27 Alt – This intersection is located in the northwestern part of Coweta County, just north of Newnan. Witcher and Glover Roads are offset from each other, and the intersection improvements expected to extend  $\pm 600$  feet North of the intersection with Witcher Road,  $\pm 600$  feet South of the intersection with Glover Road,  $\pm 300$  feet East, and  $\pm 100$  feet West for a total of approximately 0.75 miles.

Hammock Road @ SR 154 – This intersection is located in the northeastern part of Coweta County, north of Sharpsburg, and east of Newnan. The intersection improvements on this project are expected to extend  $\pm 600$  feet South,  $\pm 500$  feet North, and  $\pm 150$  feet West for a total of approximately 0.25 miles.

Vaughn Road @ SR 154 – This intersection is located in the northeastern part of Coweta County, north of Sharpsburg and east of Newnan. The intersection improvements on this project are expected to extend  $\pm 300$  feet South,  $\pm 600$  feet North, and  $\pm 300'$  East for a total of approximately 0.25 miles.

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Tanglewood Road @ SR 14/US 29 – This intersection is located in the northern part of Coweta County, north of Newnan. The intersection improvements on this project are expected to extend ±750 feet West, ±750 feet East, and ±100 feet North for a total of approximately 0.30 miles.

Hal Jones & Green Top Roads @ SR 14/US 29 – This intersection is located in the northern part of Coweta County, just north of Newnan. The intersection improvements on this project are expected to extend ±2000 feet North, ±1000 feet South, ±500 feet East, and ±500 feet West for a total of approximately 0.80 miles.

**I. Welcome**

Mr. Mike Davidson welcomed everyone to the meeting.

**II. Introduction of Each Attendee**

Each attendee introduced themselves and the company they represent.

**III. Project Identification**

The project was identified as GRTA intersection safety improvements in Coweta County, Project No. MSL-0004-00 (406), P.I. Number 0004406.

**IV. Functional Classification**

Witcher Road – Local Road  
Glover Road – Local Road  
SR 16/US 27 Alt – Principal Arterial

Hammock Road – Local Road  
SR 154 – Minor Arterial

Vaughn Road – Local Road  
SR 154 – Minor Arterial

Tanglewood Road – Local Road  
SR 14/US 29 – Minor Arterial

Hal Jones Road – Local Road  
Green Top Road – Local Road  
SR 14/US 29 – Minor Arterial & Urban Minor Arterial

**V. Need and Purpose Statement**

It was stated that the full Need and Purpose Statements were included in the Draft Concept Report, but a brief description was provided during the presentation of the concept layouts.

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Witcher & Glover Roads @ SR 16/US 27 Alt

Witcher Road is a two-lane roadway with a posted speed limit of 45 mph in the vicinity of SR 16. Glover Road is a two-lane roadway with a posted speed limit of 45 mph in the vicinity of SR 16.

State Route 16 (SR 16) is a two-lane roadway with a posted speed limit of 55 mph in the vicinity of Witcher Road and Glover Road.

Witcher Road and Glover Road are offset from each other at their intersection with SR 16. There is insufficient sight distance at the intersections of Witcher Road and Glover Road @ SR 16. Witcher Road currently intersects SR 16/US 27 on a skewed angle which needs to be corrected. The existing traffic control for this intersection are stop signs for both Witcher Road and Glover Road. Because of the lack of turn lanes, the eastbound approach at the intersection of Witcher Road @ SR 16 suffers excessive delay during the AM peak hour.

The proposed project would add a southbound left and northbound right turn lane onto Witcher Road, and a northbound left turn lane onto Glover Road. These lanes will help to resolve limited stopping sight distance issues at the intersection and improve the traffic flow.

Hammock Road @ SR 154

Hammock Road is a two-lane roadway with a 45 mph posted speed limit in the vicinity of its intersection with SR 154. State Route 154 (SR 154) is a two-lane roadway with a 45 mph posted speed limit in the vicinity of its intersection with Hammock Road.

The existing traffic control for this intersection is a stop sign for Hammock Road. Because of the lack of a traffic signal or turn lanes, the intersection operates at unacceptable levels of service.

The proposed project would signalize the intersection, add a left turn lane northbound and right turn lanes southbound and eastbound.

Vaughn Road @ SR 154

Vaughn Road is a two-lane roadway with a 35 mph posted speed limit in the vicinity of its intersection with SR 154. State Route 154 (SR 154) is a two-lane roadway with a 45 mph posted speed limit in the vicinity of its intersection with Vaughn Road.

The existing traffic control for this intersection is a stop sign for Vaughn Road. The westbound approach suffers excessive delay during the AM and PM peak hour. In addition, there is an existing sight distance problem at the intersection.

The proposed project would add a southbound left and westbound right turn lane. These lanes will help to resolve limited stopping sight distance issues at the intersection and improve the traffic flow.

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Tanglewood Road @ SR 14/US 29

Tanglewood Road is a two-lane roadway with an assumed speed limit of 25 mph in the vicinity of SR 14/US 29. State Route 14/US 29 (SR 14/US 29) is a two-lane roadway with a 55 mph posted speed limit in the vicinity of Tanglewood Road.

The existing traffic control for this intersection is a stop sign for Tanglewood Road. The eastbound and westbound approaches to Tanglewood Road suffer critical delay during the AM and PM peak hour. In addition, there is insufficient sight distance at the intersection.

The proposed project would add left turn lanes on SR 14/US 29 and right turn lanes on SR 14/US 29 and Tanglewood Road. These lanes will help to resolve limited stopping sight distance issues at the intersection and improve the traffic flow.

Hal Jones & Green Top Roads @ SR 14/US 29

Hal Jones Road is a two-lane roadway with a posted speed limit of 45 mph in the vicinity of SR 14/US 29. Green Top Road is a two-lane roadway that has a posted speed limit of 45 mph in the vicinity of SR 14/US 29. Heritage Drive is a two-lane roadway which serves as the primary access for a residential subdivision that runs north and south. It has a posted speed limit of 30 mph in the vicinity of Green Top Road. State Route 14/US 29 (SR 14/US 29) is a two-lane roadway with a 45 mph posted speed limit in the vicinity of Hal Jones Road and Green Top Road.

Green Top Road currently intersects SR 14/US 29 on a skewed angle which causes a sight distance problem and a dangerous intersection. The existing traffic control is stop signs for both Hal Jones Road and Green Top Road. The westbound approach movements at the intersection of Green Top Road at SR 14/US 29 perform poorly during the AM and PM peak hour.

There are currently 3 alternates being considered to improve this intersection. Alternate one would relocate Green Top Road approximately 1000 feet north of its existing intersection with SR 14/US 29; realign Heritage Drive with Hal Jones Road; signalize the Hal Jones Road and Heritage Drive intersection at SR 14/US 29; signalize the Green Top Road at SR 14/US 29 intersection; and add turn lanes at all approaches. Alternate two would align Hal Jones and Green Top Roads across from one another through the existing fire station location; signalize the intersection; and add turn lanes at all approaches. Alternate three would relocate both Hal Jones and Green Top Roads approximately 1000 feet north of their existing intersection with SR 14/US 29; signalize the intersection; and add turn lanes at all approaches.

**VI. Traffic Projections**

Witcher Road – Current Year: (2008) 1,002 Design Year: (2028) 1,460  
Glover Road – Current Year: (2008) 1,934 Design Year: (2028) 2,816  
SR 16/US 27 Alt – Current Year: (2008) 16,024 Design Year: (2028) 23,330

Hammock Road – Current Year: (2008) 4,902 Design Year: (2028) 9,486  
SR 154 – Current Year: (2008) 25,294 Design Year: (2028) 48,940

Vaughn Road – Current Year: (2008) 1,274 Design Year: (2028) 2,464  
SR 154 – Current Year: (2008) 21,632 Design Year: (2028) 41,854

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Tanglewood Road – Current Year: (2008) 760 Design Year: (2028) 1,538  
SR 14/US 29 – Current Year: (2008) 19,668 Design Year: (2028) 39,824

Hal Jones Road – Current Year: (2008) 5,154 Design Year: (2028) 9,510  
Green Top Road – Current Year: (2008) 3,512 Design Year: (2028) 6,508  
SR 14/US 29 – Current Year: (2008) 18,630 Design Year: (2028) 34,378

## **VII. Existing Typical Section**

### **Witcher & Glover Roads @ SR 16/US 27 Alt**

- Typical Section: Witcher Road, Glover Road, and SR 16/US 27 Alt are existing two-lane rural sections with  $\pm 12$  foot lanes.

### **Hammock Road @ SR 154**

- Typical Section: Both Hammock Road and SR 154 are existing two-lane rural sections with  $\pm 12$  foot lanes.

### **Vaughn Road @ SR 154**

- Typical Section: Both Vaughn Road and SR 154 are existing two-lane rural sections with  $\pm 12$  foot lanes.

### **Tanglewood Road @ SR 14/US 29**

- Typical Section: Both Tanglewood Road and SR 14/US 29 are existing two-lane rural sections with  $\pm 12$  foot lanes.

### **Hal Jones & Green Top Roads @ SR 14/US 29**

- Typical Section: Hal Jones Road, Green Top Road and SR 14/US 29 are existing two-lane rural sections with  $\pm 12$  foot lanes.

## **VIII. Design Criteria**

### **Witcher & Glover Roads @ SR 16/US 27 Alt**

- This intersection has a design speed of 55 mph, with a maximum degree of curvature of 38 degrees at the stop condition on Witcher Road, and a maximum grade of 6.5%.

### **Hammock Road @ SR 154**

- This intersection has a design speed of 45 mph, with a maximum degree of curvature of 4.2 degrees, and a maximum grade of 3.2%.

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Vaughn Road @ SR 154

- This intersection has a design speed of 45 mph, with a maximum degree of curvature of 6 degrees, and a maximum grade on the side street of 9.8%.

Tanglewood Road @ SR 14/US 29

- This intersection has a design speed of 55 mph, with a maximum degree of curvature of 12.7 degrees, and a maximum grade of 7.8%.

Hal Jones & Green Top Roads @ SR 14/US 29

- This intersection has a design speed of 45 mph, with a maximum degree of curvature of 16.5 degrees, and a maximum grade of 6%.

**IX. Proposed Project Description**

Ms. Shannon Dodd presented the displays of the conceptual layouts for the 5 intersections in this project. Each intersection location was identified on the Coweta County Highway map. The existing and proposed typical sections, as well as the need and purpose were discussed for each intersection. The specific discussion related to each intersection is listed below.

Witcher & Glover Roads @ SR 16/US 27 Alt

Witcher Road has a sub-standard radius at its intersection with SR 16. This will require a design exception regardless of a stop condition.

The vertical sight distance problem was discussed and it was stated that if the State Route had to be reconstructed, it would likely be less than 1 foot.

It was stated that the existing utility poles were currently located outside of the Right of Way, and that two were located on the historic property.

Right of way acquisition appears to be small, and none will be taken on the historic property.

The historic railroad was discussed, and its limits are the toe of the rail bed slope.

The historic document will be CE.

Ron Wishon asked if the lump sum cost estimates could add more detail. Shannon Dodd stated that she had originally produced them with more detail, and could provide them that way if GDOT wanted them that way.

Hammock Road @ SR 154

There are major environmental concerns here due mainly to the intersection being located in the floodplain, and surrounded on both sides by ponds, creeks, and wetlands.

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This direction of widening on this project will be determined by minimizing environmental impacts. There will be linear impacts due to the extension of the box culverts, but if they can be kept under 100 feet, then mitigation can be avoided.

This project will likely require guardrail in order to minimize impacts.

The widening must include a shoulder on the east side in order to place the signal poles.

There will be substantial fill required on this intersection because is a "table top" in fill condition.

There is a high pressure gas main running along the east side of SR 154, and it is believed to be located inside the right of way.

The question was asked if CHA has considered using a retaining wall in this location. Wayne Kennedy stated he did not believe it would work due to bearing pressure issues, and that it might have greater wetlands impacts since so much soil would have to be dug out for the footings.

Patrick Graham stated that there should not be an issue receiving a Nationwide permit for this project.

Klint Rommel discussed that this project should be able to be a CE, but that an EA may be required depending on the impacts. He stated that FHWA (Katy Allen) has the final say. CE approval would take approximately 4-8 months, EA approval 1 year. *Katy Allen stated in the MSL 0005-00 (191) Concept Team Meeting that the project should be a CE, or even if it was an EA it should be classified as programmatic instead of full.*

It was discussed that since this intersection was located in the 100 year floodplain, that coordination with FEMA may be required.

The traffic volumes are very high for a two lane road, and it was questioned whether or not GDOT had plans to widen SR 154 in the future. Mike Davidson checked into it, and said that it was not in GDOT's plans.

Mike Davidson stated that the signal warrant studies must be approved by the District #3. Street Smarts stated that the signal warrant studies had been performed, but not submitted. Street Smarts agreed to submit the studies as requested.

It was stated that crosswalks are required as part of the GDOT signal permitting process. However, there was discussion regarding where those crosswalks would be placed, as there will likely be a need for T-beam guardrail placed at the edge of curb and gutter on the east side of the project. It was noted that if curb and gutter is used without sidewalks, a design variance would be required. If there are no breaks in the guardrail on the east side, then crosswalks should not be shown. The only crosswalk that may end up being required will be across Hammock Road.

#### Vaughn Road @ SR 154

There are many rear end traffic accidents at this location, and the sight distance at this intersection needs to be improved.

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Tanglewood Road @ SR 14/US 29

Wayne Kennedy stated that this area is currently known as "Dead Man's Curve", and there is a significant horizontal sight distance problem due to the existing curve on the State Route.

There are no environmental concerns other than the historic railroad.

Wayne Kennedy stated that the Industrial Park cannot access this intersection as a condition of its zoning, and that Groover Road currently only serves 2 residences.

It was noted that there will likely be a small water relocation required because of the hydrant location.

Jeff Pecce stated that there was overhead fiber optic near the site, but that it shouldn't be an issue, because the pole line does not appear to be an issue.

Mike Davidson asked for CHA to check the horizontal curve and be sure it meets 45 mph. If not, that we consider flattening the curve during design. He stated that the proposed has to meet speed design for both horizontal and vertical.

Dory Marsh indicated that the existing horizontal curve appears to be 3 compound curves.

Hal Jones & Green Top Roads @ SR 14/US 29

Alternate #1:

This intersection warrants a signal.

There is a leaking UST very near the Hal Jones/Heritage intersection and there are concerns that if right of way is required it will require due diligence and be extremely expensive.

Alternate #2:

The intersection angle of this alternate is not optimal, and is not the most safe alternate.

Wayne Kennedy indicated that even though the cost savings for this alternate would likely cover building a new fire station, the timing of construction for this project might be a problem.

Alternate #3:

This right of way impacts for this alternate would take at least one home, possibly two.

This layout is using 350 foot radii in order to reduce right of way impacts, and would require the County to reduce the speed limit from 45 mph to 35 mph. Even still, the super elevation transition would be less than ideal as shown.

All parties are leaning towards Alternate #3 as the preferred alternate. Wayne Kennedy is scheduled to meet with the affected property owners prior to the Coweta County Board of Commissioners making a recommendation.

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Wayne Kennedy stated that \$200,000 in construction funds was being added to this project through a revision to the LGPA.

Ms. Dodd asked at this time if there were any further questions on any of the intersections.

**X. Major Structures**

Bridges: None.

Retaining Walls: None.

Culvert Extensions: 2 on the Hammock Road @ SR 154 project.

**XI. Design Variances / Exceptions –**

A design variance will be needed for the Hammock Road @ SR 154 intersection if curb and gutter is used without sidewalk.

A design exception will be required for the Witcher Road @ SR 16 intersection if the radius is sub-standard.

**XII. Right of Way Displacements / Relocations**

The only known displacements for all 5 intersection projects would be the one to two homes required in order to use Alternate #3 on the Hal Jones/Green Top @ US 29 intersection.

**XIII. Utilities**

These are the potential utilities that will be involved in the project:

- |                                     |                        |
|-------------------------------------|------------------------|
| • Georgia Power                     | Power                  |
| • Coweta Fayette EMC                | Power                  |
| • Atlanta Gas Light                 | Natural Gas            |
| • Charter Communications            | Cable TV               |
| • Comcast                           | Cable TV               |
| • Bellsouth                         | Telephone              |
| • Coweta County Water & Sewer Dept. | Water & Sewer          |
| • Newnan Utilities                  | Power, Water, Cable TV |

**XIV. Alternates Considered and Reasons for Rejection**

The only alternates being considered are the three discussed earlier on the Hal Jones/Green Top @ US 29 intersection.

**XV. Level of Environmental Analysis and Environmental Concerns**

Mr. Patrick Graham of ATM stated that the level of environmental analysis would be a Categorical Exclusion. He stated that the main areas of concern would be the impacts to wetlands and streams on the Hammock Road @ SR 154 project.

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**a. Historic Areas –**

Witcher & Glover @ SR 16 – There is an historic railroad line, and an historic property within the project limits.

Hammock @ SR 154 – None.

Vaughn @ SR 154 – None.

Tanglewood @ US 29 – There is an historic railroad line within the project limits.

Hal Jones/Green Top @ US 29 – None.

**b. Hazardous Wastes – None.**

**c. Underground Storage Tanks**

Witcher & Glover @ SR 16 – There is one UST at the intersection of Witcher Road @ SR 16.

Hammock @ SR 154 – None.

Vaughn @ SR 154 – None.

Tanglewood @ US 29 – None.

Hal Jones/Green Top @ US 29 – There are a total of eight USTs at this intersection, with four of those located at a property which began LUST cleanup in 1998. There was a former UST at the Coweta County fire station.

**XVI. Project Development Schedule**

This project is scheduled for construction in 2006.

**XVII. Public Information Meeting**

Katy Allen (FHWA) clarified that the environmental document could be a CE. Therefore, Mike Davidson confirmed that the Public Information Open House (PIOH) is not required. Mike Davidson asked Wayne Kennedy if he thought there was a need to hold the open house. Wayne Kennedy said that the public is in favor of the intersection improvements, so he did not believe there was a need. Both Wayne Kennedy and Mike Davidson agreed that due to the limited number of impacted parcels, the PIOH would not be held.

**XVIII. Other Projects in Area**

No other projects were identified.

**XIX. Comments from Attendees**

**a. Local Government/Others**

**1. Coweta County**

Mr. Wayne Kennedy expressed concern that the projects were behind schedule by a couple of months, and that the construction schedule might not be met. He stated that he was trying to anticipate the workload for his staff to be able to acquire right of way for these projects.

**b. Engineering Services – No additional comments.**

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- c. **Programming** – No additional comments.
- d. **Traffic Operations** – No additional comments.
- e. **Environmental / Location** – No additional comments.
- f. **Planning** – No additional comments.
- g. **District** – No additional comments.
- h. **Right of Way** – No additional comments.
- i. **Utilities** – No additional comments.
  - 1. **Electrical**
  - 2. **Telephone**
  - 3. **Water / Sewer**
  - 4. **Gas**
  - 5. **Others**

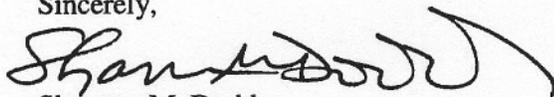
**XX. Other Comments or Concerns – Open Discussion**

Mr. Mike Davidson explained that CHA would prepare Concept Team Meeting Minutes, which would become part of the concept report. He also stated that GDOT comments would be ready for CHA in approximately one week. He indicated that the concept report should be approved in 4-6 weeks.

Mr. Mike Davidson asked that sight triangles be performed on all intersections to check the intersection sight distance. He asked that this documentation be placed in the project files for future use.

Please report any additions or corrections in writing within seven (7) calendar days to the undersigned at Clough Harbour & Associates LLP. If there are any questions, please feel free to call me at (404) 352-9200.

Sincerely,



Shannon M. Dodd  
Clough, Harbour & Associates LLP

cc: Attendees

LOCAL GOVERNMENT PROJECT AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

COWETA COUNTY, GEORGIA

for

PRIORITY LAND TRANSPORTATION PROJECT  
INTERSECTION IMPROVEMENTS AT 5 LOCATIONS

Witcher & Glover Roads @ SR 16  
Hammock Road @ SR 154  
Vaughn Road @ SR 154  
Tanglewood Road @ US 29  
Hal Jones, Green Top @ US 29

This AGREEMENT is made and entered into this 6<sup>th</sup> day of January 2004, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and COWETA 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 Intersection Improvements at 5 Locations noted above in Coweta County, Georgia, currently described as Georgia Department of Transportation Project Number MSL-0004-00(406), P. I. Number 0004406, hereinafter referred to as the "PROJECT"; and

WHEREAS, the DEPARTMENT, the COUNTY, the Georgia Regional Transportation Authority, a public authority of the State of Georgia ("GRTA"), and the State Road and Tollway Authority, a public authority of the State of Georgia ("SRTA"), previously entered into an Intergovernmental Agreement Relating to Land Public Transportation Systems and Land

Transportation Projects ("Intergovernmental Agreement") concerning specific commitments of the respective parties to support the implementation of this PROJECT; and

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

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

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

1. The COUNTY shall fund all costs for the PROJECT's preconstruction engineering (design) activities, right of way acquisitions, utility relocations, and construction ("phases"). To fulfill its commitment, the COUNTY may utilize COUNTY funds, the funds identified in the Intergovernmental Agreement, or seek additional funding through, and in accordance with the existing regional transportation TIP or STIP programming process. The amount currently identified in the Intergovernmental Agreement for this project is \$1,976,000.00.
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 ASSHTO 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:

BOARD OF COMMISSIONERS  
Coweta County, Georgia

*Derald Miller*  
State Road Design Engineer

BY: *Reigh Schlumper*  
Chairman

*Thomas L. Summ*  
Director of Preconstruction

Signed, sealed and delivered this 7 day of  
October 2003, in the presence of:

*Paul W. Wuth*  
Chief Engineer

*[Signature]*  
Witness  
*[Signature]*  
Notary Public

MY COMMISSION EXPIRES MARCH 27, 2007

DEPARTMENT OF TRANSPORTATION

BY: *David R. [Signature]*  
Commissioner *DR*

This Agreement approved by the Coweta  
County Commission at a meeting held at  
Newnan, Georgia this  
7 day of October, 2003.

ATTEST:  
*[Signature]*  
Treasurer *SM*

*Rexie H. Clark*  
Clerk of Commission

Reviewed as to Legal Form:

*Sandra S. [Signature]*  
Office of Legal Services

ADDENDUM TO  
LOCAL GOVERNMENT PROJECT AGREEMENT  
(Arterial Road Project)

This ADDENDUM TO LOCAL GOVERNMENT PROJECT AGREEMENT (this "Addendum") is made effective as of this 6<sup>th</sup> day of January, 2004, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia ("DEPARTMENT"), and COWETA 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 Coweta County, dated January 6, 2004 (the "Local Government Project Agreement"), relating to the construction of intersection improvements at 5 locations in Coweta County, Georgia described as Witcher & Glover Roads @ SR 16, Hammock Road @ SR 154, Vaughn Road @ SR 154, Tanglewood Road @ US 29, and Hal Jones, Green Top @ US 29, currently identified as Georgia Department of Transportation Project Number MSL-0004-00(406), P.I. Number 0004406, 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: Harold E. Linnenkohl, Commissioner  
(404) 656-5206  
(404) 657-8389 Fax

If to the COUNTY: The Honorable Leigh Schlumper, Chairwoman  
Coweta County Commission  
22 East Broad Street  
Newnan, Georgia 30263

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.

Coweta COUNTY

By: Leigh Schlumper  
Name: Leigh Schlumper  
Title: Chairman

Attest: Roxie H Clark  
Name: Roxie H Clark  
Title: Clerk

APPROVED AS TO FORM:

By: A. Herbert Puelly

APPROVED PER MINUTES:

By: Roxie H Clark

(SEAL)

DEPARTMENT OF  
TRANSPORTATION,  
STATE OF GEORGIA

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

APPROVED AS TO FORM:

By: G. H. Judy Boy

ACKNOWLEDGED AND CONSENTED TO BY:

STATE ROAD AND  
TOLLWAY AUTHORITY

By: Douglas R. Hooker  
Name: Douglas R. Hooker  
Title: Executive Director

GEORGIA REGIONAL  
TRANSPORTATION  
AUTHORITY

Steven L. Spaxel  
Name: Steven L. Spaxel  
Title: Ex. Director

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.

Coweta COUNTY

By: Leigh Schlumper  
Name: Leigh Schlumper  
Title: Chairman

Attest: Roxie H Clark  
Name: Roxie H Clark  
Title: Clerk

APPROVED AS TO FORM:

By: A. Tibbets Puelly

APPROVED PER MINUTES:

By: Roxie H Clark

(SEAL)

DEPARTMENT OF  
TRANSPORTATION,  
STATE OF GEORGIA

By: Harold E. Linger Kohl  
Name: Harold E. Linger Kohl  
Title: Commissioner

APPROVED AS TO FORM:

By: G. W. Jones

ACKNOWLEDGED AND CONSENTED TO BY:

STATE ROAD AND  
TOLLWAY AUTHORITY

By: Douglas R. Harker  
Name: Douglas R. Harker  
Title: Executive Director

GEORGIA REGIONAL  
TRANSPORTATION  
AUTHORITY

By: Steven L. Spirel  
Name: Steven L. Spirel  
Title: Ex. Director

**Schedule A**

County	Proj Id	Description	Activity/Description	Sched Finish
COWETA	0004406	SR 16 @ WITCHER/GLOVER;SR 154@HAMMOCK&VAUGHN;US 29@2 LOC	PE Funding Authorization	3-Nov-2003
			Environmental Approval Complete	1-Feb-2005
			Let Contract	4-Apr-2006
			Construction 75% Complete	30-Nov-2006
			Construction 100% Complete	18-Feb-2007
			Construction Final Payment	4-Apr-2007



Schedule B

Requisition Form

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

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

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

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

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**ALLOCATIONS**  
**CASH FLOW SCHEDULE C**  
 Projected Cash Flow by Month  
 For Project Number  
 0004406  
**FOR FUNDCODE**  
 LGPAA

Report Date: August 15, 2003

Month	Year	PI#	Pe Amount	ROW Amount:	Cst Amount	Total
November	2003	0004406	\$28,400.00	\$0.00	\$0.00	\$28,400.00
December	2003	0004406	\$13,200.00	\$0.00	\$0.00	\$13,200.00
January	2004	0004406	\$13,200.00	\$0.00	\$0.00	\$13,200.00
February	2004	0004406	\$4,000.00	\$0.00	\$0.00	\$4,000.00
March	2004	0004406	\$4,000.00	\$0.00	\$0.00	\$4,000.00
April	2004	0004406	\$4,000.00	\$0.00	\$0.00	\$4,000.00
May	2004	0004406	\$4,000.00	\$0.00	\$0.00	\$4,000.00
June	2004	0004406	\$4,000.00	\$0.00	\$0.00	\$4,000.00
July	2004	0004406	\$4,000.00	\$0.00	\$0.00	\$4,000.00
August	2004	0004406	\$4,000.00	\$0.00	\$0.00	\$4,000.00
September	2004	0004406	\$4,000.00	\$0.00	\$0.00	\$4,000.00
October	2004	0004406	\$4,000.00	\$0.00	\$0.00	\$4,000.00
November	2004	0004406	\$4,000.00	\$0.00	\$0.00	\$4,000.00
December	2004	0004406	\$4,000.00	\$0.00	\$0.00	\$4,000.00
January	2005	0004406	\$13,200.00	\$0.00	\$0.00	\$13,200.00
February	2005	0004406	\$13,200.00	\$0.00	\$0.00	\$13,200.00
March	2005	0004406	\$1,257.14	\$0.00	\$0.00	\$1,257.14
April	2005	0004406	\$1,257.14	\$0.00	\$0.00	\$1,257.14
May	2005	0004406	\$1,257.14	\$0.00	\$0.00	\$1,257.14
June	2005	0004406	\$1,257.14	\$0.00	\$0.00	\$1,257.14
July	2005	0004406	\$1,257.14	\$0.00	\$0.00	\$1,257.14
August	2005	0004406	\$1,257.14	\$0.00	\$0.00	\$1,257.14
September	2005	0004406	\$1,257.14	\$0.00	\$0.00	\$1,257.14
October	2005	0004406	\$4,400.00	\$0.00	\$0.00	\$4,400.00
November	2005	0004406	\$4,400.00	\$0.00	\$0.00	\$4,400.00
December	2005	0004406	\$4,400.00	\$0.00	\$0.00	\$4,400.00
January	2006	0004406	\$4,400.00	\$0.00	\$0.00	\$4,400.00
February	2006	0004406	\$8,800.00	\$0.00	\$0.00	\$8,800.00
March	2006	0004406	\$8,800.00	\$0.00	\$0.00	\$8,800.00
April	2006	0004406	\$8,800.00	\$0.00	\$0.00	\$8,800.00
May	2006	0004406	\$0.00	\$0.00	\$0.00	\$0.00
June	2006	0004406	\$0.00	\$0.00	\$189,000.00	\$189,000.00
July	2006	0004406	\$0.00	\$0.00	\$189,000.00	\$189,000.00
August	2006	0004406	\$0.00	\$0.00	\$189,000.00	\$189,000.00
September	2006	0004406	\$0.00	\$0.00	\$189,000.00	\$189,000.00
October	2006	0004406	\$0.00	\$0.00	\$189,000.00	\$189,000.00
November	2006	0004406	\$0.00	\$0.00	\$189,000.00	\$189,000.00
December	2006	0004406	\$0.00	\$0.00	\$133,200.00	\$133,200.00
January	2007	0004406	\$0.00	\$0.00	\$133,200.00	\$133,200.00
February	2007	0004406	\$0.00	\$0.00	\$133,200.00	\$133,200.00
March	2007	0004406	\$0.00	\$0.00	\$133,200.00	\$133,200.00
April	2007	0004406	\$0.00	\$0.00	\$133,200.00	\$133,200.00

Total \$ for the Fundcode: \$176,000.00 \$0.00 \$1,800,000.00 \$1,976,000.00

# NOTICE OF LOCATION AND DESIGN APPROVAL

## *MSL-0004-00(406) – COWETA COUNTY P.I. NUMBER 0004406*

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 \_\_\_\_\_.

This project involves improvements to the following five intersections in Coweta County: Witcher & Glover Roads @ SR 16, Hammock Road @ SR 154, Vaughn Road @ SR 154, Tanglewood Road @ SR 14/US 29, and Hal Jones & Green Top Roads @ SR 14/US 29. The Witcher & Glover Roads @ SR 16 intersection is located in the 5<sup>th</sup> District, Land Lots 68, 69 and 93. The Hammock Road at SR 154 intersection is located in the 6<sup>th</sup> District, Land Lots 40 and 41. The Vaughn Road at SR 154 intersection is located in the 6<sup>th</sup> District, Land Lots 39, 40, 57 and 58. The Tanglewood Road @ SR 14/US 29 intersection is located in the 5<sup>th</sup> District, Land Lot 145. The Hal Jones & Green Top Roads at SR 14/US 29 intersection is located in the 5<sup>th</sup> District, Land Lots 106, 107 and 118.

The proposed construction at Witcher & Glover Roads and SR 16 would add a left turn lane on the northbound approach for Glover Road, and add a northbound right turn lane and a southbound left turn lane for Witcher Road. The proposed construction at Hammock Road and SR 154 would add a left turn lane on the northbound approach, right turn lanes on the southbound and eastbound approaches, and signalize the intersection. The proposed construction at Vaughn Road and SR 154 would add a left turn lane on the southbound approach, and add a right turn lane on the westbound approach. The proposed construction at Tanglewood Road and SR 14/US 29 would add left turn lanes on the eastbound and westbound approaches of US 29, and add right turn lanes on the southbound and westbound approaches. The proposed construction at Hal Jones & Green Top Roads and SR 14/US 29 would bring Hal Jones and Heritage Roads into alignment with a northbound left turn lane and southbound left and right turn lanes, relocate Green Top Road north of the intersection with a southbound left turn lane and a northbound right turn lane, and signalize both intersections if 1000' can be achieved between the intersections.

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:

Ken Crabtree  
[ken.crabtree@dot.state.ga.us](mailto:ken.crabtree@dot.state.ga.us)  
Georgia Dept. of Transportation  
1107 Hogansville Road  
LaGrange, GA 30241  
(706) 845-4115

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:

Mike Davidson, P.E.  
Office of Road & Airport Design  
[mike.davidson@dot.state.ga.us](mailto:mike.davidson@dot.state.ga.us)  
Georgia Dept. of Transportation  
No. 2 Capitol Square, SW  
Room 444  
Atlanta, Georgia 30334  
404-656-5383

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.

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

OFFICE OF ROAD & AIRPORT DESIGN

PROJECT CONCEPT REPORT

Project Number: MSL-0004-00 (406)

County: Coweta

P. I. Number: 0004406

Federal Route Number: 27 Alt, 29

State Route Number: 14, 16 & 154

Location Maps: See pages 2, 3, 4, 5 & 6

Priority Land Transportation Project  
Intersection Improvements at 5 Locations

Recommendation for approval:

DATE 4/7/05

DATE 4/7/05

James M. Davidson  
Project Manager  
[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 Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environment/Location Engineer

DATE \_\_\_\_\_

[Signature]  
State/Traffic Safety and Design Engineer

DATE 4-26-05

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

DATE \_\_\_\_\_

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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**OFFICE OF ROAD & AIRPORT DESIGN**

**PROJECT CONCEPT REPORT**

Project Number: MSL-0004-00 (406)

County: Coweta

P. I. Number: 0004406

Federal Route Number: 27 Alt, 29

State Route Number: 14, 16 & 154

Location Maps: See pages 2, 3, 4, 5 & 6

**Priority Land Transportation Project  
Intersection Improvements at 5 Locations**

Recommendation for approval:

DATE 4/7/05

DATE 4/7/05

James M. Davidson  
Project Manager  
[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 Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environment/Location Engineer

DATE 5-6-05

[Signature]  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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