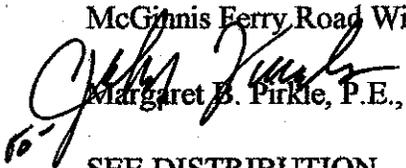


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE MSL-0004-00(429) Forsyth-Fulton Counties **OFFICE** Preconstruction
P. I. No. 0004429
McGinnis Ferry Road Widening **DATE** June 22, 2004

FROM  Margaret B. Firkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

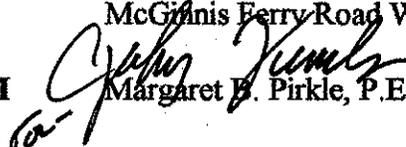
DISTRIBUTION:

David Mulling
Harvey Keeper
Jerry Hobbs
Jamie Simpson
Michael Henry
Phillip Allen
Joe Palladi (file copy)
Paul Liles
Brent Story
Gerald Ross
Todd Long
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE MSL-0004-00(429) Forsyth-Fulton County **OFFICE** Preconstruction
P.I. No. 0004429
McGinnis Ferry Road Widening **DATE** June 9, 2004

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

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

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of McGinnis Ferry Road/CR 458 from Sargent Road to the Chattahoochee River for a total of 5.27 miles. The existing configuration of McGinnis Ferry Road, a two-lane rural roadway, is inadequate to handle the existing or the projected (2027) traffic volumes. Currently, McGinnis Ferry Road carries an increasing functional classification from west to east, serving as a collector from the Fulton County line to Union Hill Road, a minor arterial from Union Hill Road to McFarland Road, and a major arterial from McFarland Road to the Gwinnett County line. Traffic volumes on the existing roadway are operating at capacity during peak hours. The roadway currently serves as a major east-west roadway for local and commercial traffic in the area. The residential, commercial and office park land uses immediately adjacent to or near the roadway contribute to the traffic volumes on the existing facility. As a result, peak time periods are being extended because of the increasing trip demand for east-west movement along the facility. The average daily traffic (ADT) along McGinnis Ferry Road is over 28,800 VPD currently and is projected to be 55,400 VPD by the year 2027.

The proposed construction will provide a six-lane divided urban section with a 20' raised median between Sargent Road and John's Creek Parkway, approximately 1.0 mile. A four-lane divided urban section with a 44' depressed grassed median is proposed between John's Creek Parkway and the Chattahoochee River, approximately 4.27 miles. A 5' sidewalk is proposed on the south side of the mainline and a 10' multi-use path is proposed on the north side of the mainline for the entire length of the project. A separate project STP-2564(4), P. I. No. 742920-, will include a new bridge over the Chattahoochee River and complete the widening of McGinnis Ferry Road to Peachtree Industrial Boulevard in Gwinnett County.

Environmental concerns include requiring a COE 404 Permit; an GEPA Type "B" document will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

Paul V. Mullins
Page 2

MSL-0004-00(429) Forsyth-Fulton
June 9, 2004

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)	\$19,675,000	\$12,600,000	RRBS	2005
Right-of-Way	\$16,482,000	\$ 8,000,000	42220	
Utilities*	Local	Local		

*Forsyth County signed PMA on 10-27-03 for PE, right-of-way, utilities and construction.

I recommend this project concept be approved.

MBP:JDQ/cj

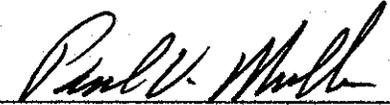
Attachment

CONCUR



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

APPROVE



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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

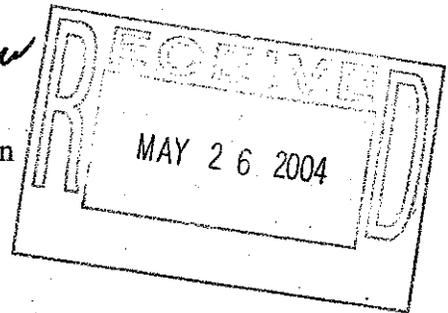
FILE: MSL-0004-00(429) Fulton/Forsyth **OFFICE:** Engineering Services
P.I. No. 0004429
McGinnis Ferry Road Widening/Reconstruction

DATE: May 25, 2004

FROM: David Mulling, Project Review Engineer *REW*

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT



We have reviewed the Concept Report submitted May 25, 2004 by the letter from Gerald Ross dated May 21, 2004, and have the following comments:

- Documentation supporting the approved Design Variance should be submitted to the Office of Engineering Services for our files.
- It does not appear that the R/W cost estimate prepared by the Consultant has been approved by the GDOT Right of Way Office.

The costs for this project are:

Construction	\$16,223,212
Inflation	\$1,662,879
E&C	\$1,788,609
Reimbursable Utilities	\$4,439,400
Right of Way	\$16,481,882

REW

c: Gerald Ross, Attn.: Jason McCook

SCORING RESULTS AS PER MOG 2440-2

Project Number: MSL-0004-00(429)		County: Forsyth/Fulton		PI No.: 0004429	
Report Date: May 24, 2004		Concept By: DOT Office: Road Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Moreland Altobelli			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" 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**

INTERDEPARTMENT CORRESPONDENCE

FILE MSL-0004-00(429) Forsyth/Fulton Counties OFFICE Road Design
P.I. No. 0004429

DATE May 21, 2004

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

TO Meg Pirkle, P.E., Assistant Director of Preconstruction

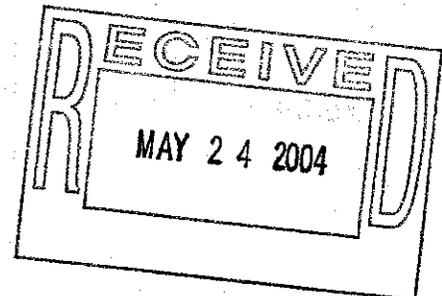
SUBJECT **Project Concept Report**

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

GMR:JLM:ss

cc:

- David Mulling - State Project Review Engineer
- Harvey Keeper - State Environment/Location Administrator
- Phillip Allen - State Traffic Operations Engineer
- Joseph P. Palladi - State Transportation Planning Administrator
- Jamie Simpson - State Transportation Financial Management Administrator
- Buddy Gratton - District Engineer, Chamblee
- Todd Long - District Engineer, Gainesville
- Paul V. Lilies - State Bridge Design Engineer



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Road Design

DRAFT PROJECT CONCEPT REPORT

Project Number: MSL-0004-00(429)

County: Forsyth and Fulton Counties

P. I. Number: 0004429

Federal Route Number: N/A

State Route Number: N/A

*Regional or Wide area location sketch and Project
Description (See Page 2)*

Recommendation for approval:

DATE 5-21-04

DATE 5/24/04


Project Manager



Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

State Transportation Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety & Design Engineer

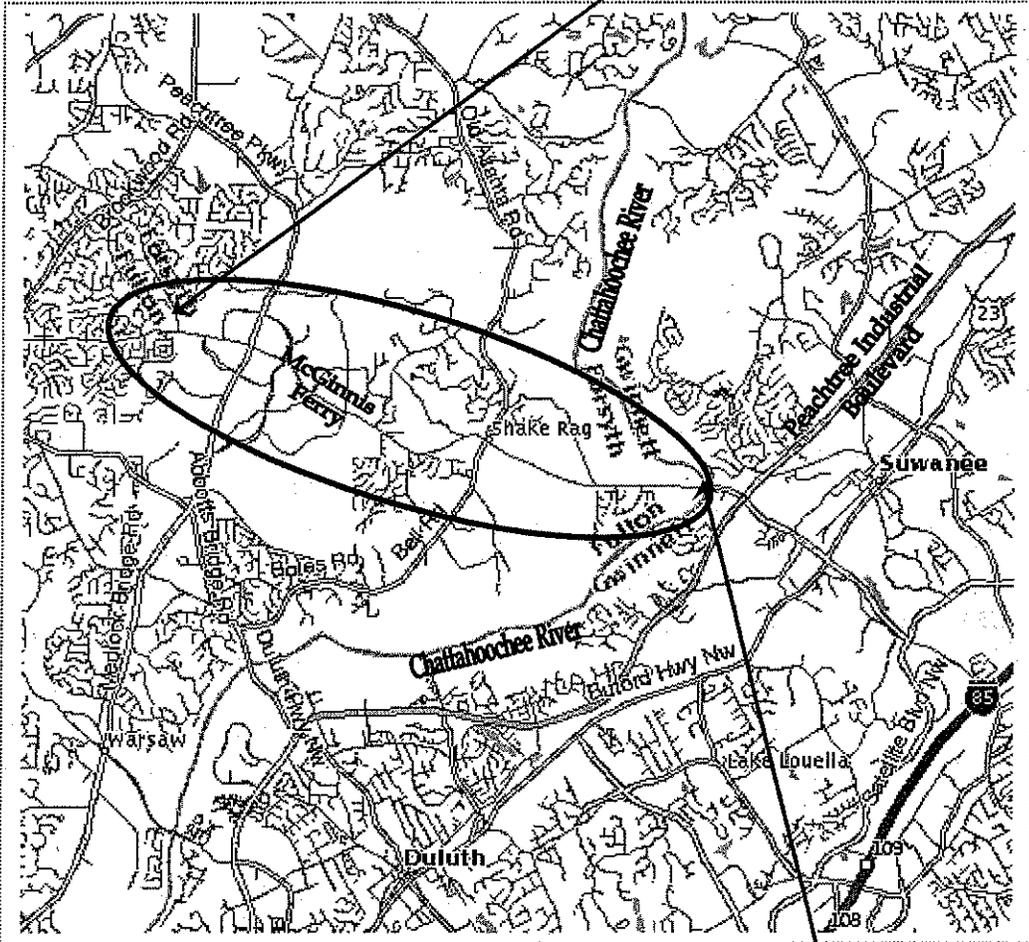
District Engineer

Project Review Engineer

State Bridge & Structural Engineer

Project Concept Report page 2
Project Number: MSL-0004-00(429)
P. I. Number: 0004429
County: Forsyth and Fulton Counties

Begin Project MSL-0004-00(429)



End Project MSL-0004-00(429)

Need and Purpose:

The purpose of the proposed project is to provide additional capacity on McGinnis Ferry Road between Sargent Road and the Chattahoochee River. The current configuration of McGinnis Ferry Road (a two-lane, rural collector) is inadequate to handle either the existing or the projected (year 2027) traffic volumes.

Planning Background and Project History

Forsyth County's 1995 Major Transportation Plan (MTP) described McGinnis Ferry Road as having the potential to become a major east-west corridor connecting GA 400 to I-85. McGinnis Ferry Road is currently a four-lane divided facility from Peachtree Industrial Boulevard to Satellite Boulevard in Gwinnett County.

Currently, McGinnis Ferry Road carries an increasing functional classification from west to east, serving as a collector from the Fulton County line to Union Hill Road, a minor arterial from Union Hill Road to McFarland Road, and a major arterial from McFarland Road to the Gwinnett County line. Forsyth County has been working in cooperation with Fulton County on a proposal to widen McGinnis Ferry Road to four lanes with a median between Sargent Road and the Chattahoochee River. The 2002 MTP Update included a list of recommended projects covering short-term (prior to 2005), mid-term (2005-2010) and long-term (2010-2020) planning horizons. The widening of McGinnis Ferry Road to four lanes was identified as a short-term project. The report also recommended that McGinnis Ferry Road from the Brookwood Drive/Jones Bridge Road intersection to the Gwinnett County line be widened to six lanes as a long-term project, and classified McGinnis Ferry Road as a major arterial within the limits of the reference project.

Trends Impacting Transportation

As a result of continued residential, industrial and commercial development consistent with each county's adopted land use plans and policies along this corridor, projected traffic volumes (year 2027) indicate that a six-lane section is necessary. Analysis of existing and future land use indicates that residential development is becoming saturated in the southern portion of the county and that traffic volumes along McGinnis Ferry Road east of SR 400 will be comparable to SR 141 and SR 20, the two major State Routes passing through the county. Detailed analysis concerning existing and future projected traffic volumes along the project corridor is discussed in subsequent sections.

Project Description

The proposed project would widen McGinnis Ferry Road/CR 458 from Sargent Road to the Chattahoochee River. McGinnis Ferry Road presently serves as the border between Forsyth County and Fulton County. A separate project, STP-2564 (4), P.I. Number 742920, would include a new bridge over the Chattahoochee River and complete the widening of McGinnis Ferry Road to Peachtree Industrial Boulevard in Gwinnett County. The Chattahoochee River serves as the division between the counties.

Logical Termini

The logical western terminus of the proposed McGinnis Ferry Road widening would occur at the Sargent Road/McGinnis Ferry Road intersection where the roadway currently turns north. The logical eastern terminus of the proposed project is at the intersection of Peachtree Industrial

Boulevard in Gwinnett County. McGinnis Ferry Road continues east from this intersection as a four-lane divided roadway.

Annual Daily Traffic Volumes and Levels of Service

Traffic volumes on the existing roadway are operating at-capacity during peak hours. The roadway currently serves as a major east-west roadway for local and commercial traffic in the area. The residential, commercial and office park land uses immediately adjacent to or near the roadway contribute to the traffic volumes on the existing facility. As a result, peak time periods are being extended because of the increasing trip demand for east-west movement along the facility. During peak hours, however, increased traffic signal cycles must be used to provide for all the necessary turning movements to and from the side streets. The existing Average Daily Traffic (ADT) on McGinnis Ferry Road is shown in the table below. This table illustrates that sections of McGinnis Ferry Road are projected to grow at different rates. Consequently, the proposed project includes a 6-lane section between Sargent Road and Johns Creek Parkway East, and a 4-lane section for the remainder of the project.

Summary of Projected Annual Daily Traffic Volumes

McGinnis Ferry Road	Year 2004 ADT	Percent Increase	Year 2007 ADT	Percent Increase	Year 2027 ADT
West of SR 141/Peachtree Pkwy	28,800	23%	35,300	56%	55,000
East of SR 141/Peachtree Pkwy	26,400	13%	29,800	86%	55,400

Traffic analysis was performed for the configuration described above and for an alternative with 6-lanes for the entire length of the project. The design year (2027) Level of Service (LOS) for the McGinnis Ferry Road corridor was determined to be "E" with the proposed section, and "C" with the 6-lane alternative section.

Intersection levels of service were determined at all of the major intersections of the project and are shown in the table on the next page. Existing intersection levels of service range from B to F. The projected levels of service are anticipated to decline to F at many of the intersections by the 2027 design year if no action is taken. The proposed project intersections will maintain LOS E or better in the design year (2027) with the following exceptions:

- McGinnis Ferry Rd / SR 141 intersection. The proposed design yields LOS F for the left turn from northbound SR 141 to westbound McGinnis Ferry Rd in the opening year (2007). Without improvements to SR 141, the LOS for the northbound through movement will decline to LOS F by the year 2010, and the overall intersection will operate at LOS F in the design year (2027). Improvements to SR 141 at this location (widening from 4 to 6 lanes and adding double left turn lanes northbound and southbound) would result in LOS E at this intersection in the design year (2027). Consequently, a separate need exists to improve SR 141 as described above. The minimum termini for improvements on SR 141 would be the intersection of Johns Crossing and the intersection of Johns Creek Parkway.
- McGinnis Ferry Rd / John's Creek Parkway East intersection. The proposed design yields LOS F (year 2027) for this intersection. Extending the 6-lane section on McGinnis Ferry Rd east of this intersection would result in LOS D.

- McGinnis Ferry Rd / Old Atlanta Rd / Bell Rd intersection. The proposed design yields LOS F (year 2027) for this intersection. Constructing 6 through-lanes on McGinnis Ferry Rd (in-lieu of the 4-lane section currently proposed) would result in LOS D.
- McGinnis Ferry Rd / Kemp Rd intersection. The proposed design yields LOS F (year 2027) for this intersection. Constructing 6 through-lanes on McGinnis Ferry Rd (in-lieu of the 4-lane section currently proposed) would result in LOS C.

Summary of HCS Analysis Results

McGinnis Ferry Road Intersections	Existing Year 2004		No Build Year 2027		Proposed Design - Year 2017		Proposed Design - Year 2027		** Additional Improvements Year 2027	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Sargent Road	C	B	F	F	B	B	B	B	B	B
Johns Creek Pkwy West	F*	F*	F	F	B	B	B	B	B	B
Commercial Driveway	C	D	F	F	C	C	C	C	C	C
SR 141/Peachtree Pkwy	D	D	F	F	F	F	F	F	E	E
Johns Creek Pkwy East	C	C	F	F	C	C	D	F	D	D
Lakefield Drive	F*	F*	F	F	C	C	D	E	C	C
New Boyd Road / Technology Circle	C	D	F	F	C	C	E	E	C	C
Saint Marlo Country Club / Belcrest	F*	F*	F	F	C	D	D	E	C	D
Rogers Bridge Road	F*	F*	F	F	B	C	D	E	B	C
Old Atlanta Rd/Bell Rd	D	F	F	F	D	D	F	F	C	D
Shakerag Trace / Blackstone Way	F*	F*	F	F	C	C	C	E	C	B
Kemp Road	F*	F*	F	F	B	C	C	F	B	C

* For unsignalized intersections, LOS is given for worst case minor street lane

** Additional improvements analyzed include 6-lane section for McGinnis Ferry Road, 6-lane section for SR 141, and double left turn lanes on SR 141 (northbound and southbound) at McGinnis Ferry intersection. These improvements are not included in the reference project.

Safety Improvements

An inventory of historical accident data from 2000 to 2002 is provided in the table below. The table lists the total number of accidents and injuries coded to McGinnis Ferry Road within the proposed project termini. No fatalities were recorded during this time period. Accordingly, the accident and injury rates were calculated and shown beside the statewide rates for a rural major collector, the assigned functional class of McGinnis Ferry Road for the accident analysis years. The accident and injury rates provided are in units of 100 million vehicle miles.

History of Traffic Accidents

Year	No. Of Accidents	Accident Rate	Statewide Rate	No. Of Injuries	Injury Rate	Statewide Rate
2000	51	118	188	27	63	97
2001	51	126	185	20	49	98
2002	57	143	195	9	23	104

The results indicate that McGinnis Ferry Road currently operates at below average accident and injury rates as compared to similar facilities statewide. However, the proposed improvements to McGinnis Ferry Road, including additional turn lanes at intersections, will help to reduce the risk of various common accidents, specifically rear-end and angle collisions at intersections.

Although originally classified as a rural major collector, McGinnis Ferry Road currently carries traffic of a nature and volume that is more representative of an arterial, serving regional commuter traffic to and from major employment centers of Forsyth, Fulton and Gwinnett counties. Accommodating and distributing traffic between these major traffic generators is the primary purpose of the facility. In order to maintain safety and operational efficiency, a 44-foot depressed median is proposed for the majority of the project. The median will help to reduce the number of accidents by limiting left-turns and crossover traffic movements to locations with median openings. Deceleration (auxiliary) lanes will also be constructed to separate right turning traffic from through traffic.

Other Projects in the Area

- GDOT Project STP-2564(4), PI No. 742920 – Widening/replacement of the existing McGinnis Ferry Bridge over the Chattahoochee River. This project proposes to widen the bridge from two to four lanes. This project will also connect the four-lane section proposed by the reference project, MSL-0004-00(429), with the existing four lane section in Gwinnett County that begins approximately 400’ west of Peachtree Industrial Boulevard.
- GDOT Project STP-104-1(39), PI No. 121980 – Widening and reconstruction of SR 141 from Granite Lane to SR 9 / Bethelview Rd, Forsyth County. Project proposes a 4-lane, divided, rural section with a 44’ depressed median.

Description of the proposed project:

Project MSL-0004-00(429) consists of the widening and reconstruction of McGinnis Ferry Road from Sargent Road to the Chattahoochee River (approximately 5.27 miles) within Fulton and Forsyth Counties, Georgia. A 6-lane, divided, urban section with a 20’ raised median is proposed between Sargent Road and John’s Creek Parkway (approximately 1 mile). A 4-lane, divided, urban section with a 44’ depressed median is proposed between John’s Creek Parkway and the Chattahoochee River (approx. 4.27 miles). A 5’ sidewalk is proposed on the south side of the mainline and a 10’ multi-use path is proposed on the north side of the mainline for the entire length of the project.

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

The conforming plan's model description is to reconstruct existing McGinnis Ferry Road from Sargent Road to the Chattahoochee River from two through lanes to four through lanes. The conforming plan also calls for the reconstruction of the Chattahoochee River Bridge to provide four through lanes. The proposed limits of this project are from Sargent Road to the Chattahoochee River. Reconstruction of the McGinnis Ferry Bridge over the Chattahoochee River will be completed under a separate project, STP-2564(4).

The proposed opening date in the conforming plan is 2007. The proposed construction letting date is Fiscal Year 2005, with a construction schedule of 24 months.

PDP Classification: Major X Minor
Federal Oversight: Full Oversight (), Exempt(), State Funded(X), or Other ()

Functional Classification: Major Arterial

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

Traffic (AADT):
Current Year: (2007) 35,300 Design Year: (2027) 55,400

Existing design features:

- Typical Section: For the majority of the project corridor, McGinnis Ferry Road is currently a 2-lane, rural roadway with 12-foot lanes in each direction and varying width asphalt shoulders. The segment of McGinnis Ferry Road between SR 141 and John's Creek Parkway is currently a 4-lane, divided, urban section with 12-foot lanes and a 20' raised median. Auxiliary lanes and curb & gutter exist at several intersections within the project area.
- Posted speed 45 mph Minimum radius for curve: 730'
- Maximum super-elevation rate for curve: 8.00%
- Maximum grade: 7 %
- Width of right of way: 60 - 80 ft.
- Major structures: 24.1' wide x 60' long - channel beam structure
 Bridge Rating - 4.00
- Major interchanges or intersections along the project: State Route 141
- Existing length of roadway segment 5.27 miles
- Beginning mile logs for each county segment.
 - Forsyth County mile post: 6.71 Fulton County mile post: 4.51
- Ending mile logs for each county segment.
 - Forsyth County mile post: 11.97 Fulton County mile post: 9.78

Proposed Design Features:

- Proposed typical sections: There are two typical sections that are being utilized for this project. Both typical sections require a right-of-way width of 120 feet. The first typical section includes three 12-foot travel lanes in each direction, with a 20-foot raised median. This section includes curb & gutter on the median and outside shoulders. The second typical section includes two 12-foot travel lanes in each direction with a 44-foot grass median. This section includes 6-foot paved inside shoulders and curb & gutter on the outside shoulders. A 5-foot wide sidewalk will be provided on the south side of McGinnis Ferry Road and a 10-foot wide paved multi-use path will be provided on the north side for the entire length of the project. The medians on both typical sections will be utilized for left-turn lanes where applicable.
- Proposed Design Speed Mainline 45 mph
- Proposed Posted Speed Mainline 45 mph
- Proposed Maximum grade Mainline 7 % Maximum grade allowable 7%
- Proposed Maximum grade Side Street 7 % Maximum grade allowable 7%
- Proposed Maximum grade driveway 20 %
- Proposed Minimum radius for curve 1145.309' Minimum radius allowable 730'
- Proposed Maximum super-elevation rate for curve 4.00%
- Proposed Maximum degree of curve 5°00'00" Maximum degree allowable 7°51"
- Right of way
 - Width 120 ft. and varies
 - Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 100 Number of displacements:
 - Business: 1
 - Residences: 4
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: There are no bridges on the project
 - Culvert: A 42' wide x 165' long bottomless culvert is currently proposed at John's Creek. Soil conditions may require an alternate structure (bridge or box culvert) at this location. The bottomless culvert alternative will be validated during the preliminary design process.
 - Retaining walls: Four retaining walls are proposed for the project. Two special design walls (case I, II, III or MSE) are required to reduce environmental impacts. The remaining two walls are needed to reduce impacts to properties.
- Major intersections and interchanges: One major intersection, McGinnis Ferry Road @ SR 141 (Peachtree Parkway), will be reconstructed. The existing traffic signal at this location will be upgraded.
- Traffic control during construction: Traffic control will consist of staged construction and will allow for the roadway to remain open during construction. The construction will be divided into four phases that will allow for partial width construction. Minor detours may be required to provide access to properties with frontage and current access to McGinnis Ferry Road. Access will be maintained during all construction phases of the project.

- Design Exceptions for controlling criteria anticipated:

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

- Design Variances: A Design Variance will be needed for the proposed median opening at Quailbrook Chase that is spaced less than the required minimum of 660 feet between median openings. The proposed median opening at Quailbrook Chase is located 419 feet from the median opening at St. Marlo Country Club Drive. The Design Variance was approved in May 2001 by GDOT.

- Environmental concerns:

Wetland / Stream Impacts

The widening of McGinnis Ferry Road will create both stream and wetland impacts to Johns Creek near Sargent Road, and stream impacts to two unnamed streams within the project area. The impacts include approximately 0.037 acres of wetland impacts, 175 feet of impact to Johns Creek and 270 feet of impact (relocation) to a side tributary. A Section 404 Nationwide Permit Application from the Corps of Engineers (COE) is required for this project. (See attached approval letter). In addition, a Georgia Environmental Policy Act (GEPA) Type B document will also be required for this project. An Ecology Assessment will also be required as part of the GEPA Type B document.

There are two options to mitigate the above-mentioned environmental impacts:

- Option 1- purchase the compensation credits at a commercial mitigation bank
- Option 2- create a wetland and upgrade the tributary on site.

Option 1 is the preferred alternative to mitigate the environmental impacts.

If the bottomless culvert is determined to be undesirable during the preliminary design process, the 404 permit and GEPA document will both require re-evaluation / revision to reflect impacts associated with a new alternative at this location.

Historical Investigation

A historic resources survey was conducted and identified 15 historic resources within the study area. Of these, seven are recommended eligible for the National Register of Historic Places (NRHP). However, it was determined that this project will have no adverse effect to the seven properties identified in the effects assessment. A letter from the Georgia Department of Natural Resources confirming the above statement has been attached to this report.

Archeological Investigation

Four archaeological sites were found within the McGinnis Ferry Road project area. Two sites (site #s 9FU337 and 9FU345) are recommended NRHP ineligible based on data obtained during the field survey. One site (site # 9F0218) was recommended eligible for the NRHP during archaeological testing conducted in 1996. Phase II evaluation in the southernmost area of this site, covering the project corridor and an additional 30 feet north of the existing edge of pavement of McGinnis Ferry Road, does not contain a significant quantity or quality of archaeological deposits. No additional management consideration within this 200 feet area of the site is recommended. Phase II site evaluation was also conducted at the fourth site (site # 9FU344). Numerous surviving examples of this site type are present in the vicinity and this site is recommended ineligible for the NRHP

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

<u>UTILITY</u>	<u>CONTACT</u>	<u>TELEPHONE</u>
Atlanta Gas Light	James Cika	404-584-4751
BellSouth	Brian Leavell (Fulton-Co.)	—
Forsyth DPU		
Georgia Transmission	Jeannine Rispin	770-270-7741
	Tony Pritchard	770-270-7511
Georgia Power	William Logan	770-993-2079
	Nancy Davis	
	Bill Maddox (Transmission)	
Media One Cable	Cathy Campbell	770-559-242
COMCAST	Charlie Simpson	
Prestige Cable		
Sawnee Electric	Kevin Laseter	770-887-2362
FULTON COUNTY PUBLIC WORKS	John McClland	

Project responsibilities:

- Design: Forsyth County (40%) / Fulton County (40%) / Technology Park (20%).
The design is being completed by Moreland Altobelli Associates, Inc.
- Right of Way Acquisition: Forsyth County / Fulton County
- Relocation of Utilities: Forsyth County
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor (if required)
- Providing detours: GDOT

Coordination

- Initial Concept Meeting: The Initial Concept Meeting was held on December 17, 1998.
- The Concept Meeting: The Concept Meeting was held on October 14, 1999. It was discussed that GDOT State Aid District 1 office will schedule a Preliminary Field Plan Review (PFRR). HDR will also submit the full GDOT Concept Report.
- P. A. R.: A Practical Alternatives Report (P.A.R.) was not prepared for the project even though a Section 404 permit is required. It was determined that because of the following constraints and factors that there was only one practical alignment for this project:
 - The proposed project consisted of reconstructing an obsolete roadway from two to four lanes.
 - The existing electrical transmission lines that are adjacent to the project greatly limited the available area for widening alternative.
 - The large amount of development that has taken place on McGinnis Ferry Road was also a limiting factor, however many of the developers provided dedicated right-of-way for the proposed project widening.

It was determined that utilizing the basic existing horizontal and vertical alignments would prove to be the most cost effective and would result in the least amount of impacts through the project area.

- FEMA: FEMA review was not required since the proposed culvert on Johns Creek is located outside the limit of the 100-year flood plan boundary as defined on the Flood Plan Boundary Map. The limit of the FEMA 100-Flood Plain boundary on Johns Creek is at the Fulton/Forsyth County Line. The county line in the project area is located on the existing centerline of McGinnis Ferry Road. The proposed culvert is located at the upstream end of the existing bridge, in Forsyth County. The proposed culvert will be sized so that the headwater and tailwater elevation will not be increased over the existing condition. The other two stream crossings are also not within the 100-year flood plan boundary.

- USCG: United States Coast Guard (USCG) review was not required since Johns Creek and the other two streams impacted are not navigable waterways.
- Public involvement: A Public Meeting was held on April 20, 1999 at Big Creek Elementary School. Residents of the Laurelwood and Riverwalk subdivision inquired if a median opening could be provided at the entrance to the subdivision to provide direct access both westbound and eastbound on McGinnis Ferry Road. Additional traffic signal warrant analyses were requested by residents of subdivisions where no signal was proposed. Based on concerns of a resident, the historic significance of the Bell house was to be re-investigated.
- Local government comments. The project is a combined Forsyth and Fulton County project, with Forsyth County review.
- Other projects in the area:
 - McGinnis Ferry Road bridge over the Chattahoochee River
GDOT P.I. No. 742920 Project No. STP-2564(4)
 - SR 141 from Granite Lane to S.R. 9/Bethelview Road
GDOT P.I. No. 121980 Project No. STP-104-1(39)
- Other coordination to date: Coordination has taken place between Forsyth County, Fulton County and various property owners and developers to ensure that developments proposed along the McGinnis Ferry Road corridor will not conflict with the proposed widening of the roadway. In addition, through coordination with the developers, Right of Way has been provided for the proposed roadway widening on the Forsyth County side. Fulton County Zoning Regulations requires a 55' wide Right of Way from the centerline for all new developments.
- Railroads: No railroads are located within the project limits.

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 4.5 Months.
- Time to complete preliminary construction plans: 3 Months.
- Time to complete right of way plans: 3 Months.
- Time to complete the Section 404 Permit: 0 Months. (completed)
- Time to complete final construction plans: 6 Months.
- Time to complete to purchase right of way: 12 Months.
- List other major items that will affect the project schedule: _____ Months.
404 permit expires 2 years after the approval date of December 2002

Project Concept Report page 13
Project Number: MSL-0004-00(429)
P. I. Number: 0004429
County: Forsyth and Fulton Counties

Other alternates considered:

No-Build Alternative

The no-build alternative is an alternative in which both Forsyth and Fulton counties would take no action to construct the project. This is not a prudent alternative because it would not alleviate the traffic problem in the project area. Increased traffic flows in the area have caused traffic and operational problems. The Average Daily Traffic (ADT) along McGinnis Ferry Road is over 28,800 vehicles per day currently and is projected to be 55,400 by the year 2027. The existing facility is inadequate to handle either the existing or the projected (year 2027) traffic volumes.

Comments:

Project Concept Report page 14
Project Number: MSL-0004-00(429)
P. I. Number: 0004429
County: Forsyth and Fulton Counties

Attachments:

1. Cost Estimates:
 - a. Construction including E&C
 - b. Right of Way
 - c. Utilities
2. Sketch location map
3. Typical sections
4. Accident summaries
5. Traffic Flow Diagrams and Capacity analysis
6. Bridge inventory
7. LGPA
8. Historic Preservation Division Agreement Letter
404 Permit Approval Letter

SUMMARY OF PROJECT COSTS

PROJECT MSL-0004-00(429)

P.I. 0004429

Non-Construction Costs

A.	Right of Way	\$16,481,882
B.	Reimbursable Items (Utilities, etc.)	\$4,439,400
	Non-Construction Subtotal	<u>\$20,921,282</u>

Construction Costs

C.	Bridges	
	Alternate 1	\$414,280
	Alternate 2	\$584,280
D.	Walls	\$634,300
E.	Base and Paving	\$5,753,792
F.	Earthwork	\$1,171,525
G.	Drainage	\$1,700,736
H.	Concrete Work	\$3,551,005
I.	Signing, Striping, and Lighting	\$1,291,250
J.	Roadside Features (guardrail, etc.)	\$38,908
K.	Clearing & Landscaping	\$682,930
L.	Traffic Control	\$768,486
M.	Miscellaneous Items	<u>\$46,000</u>

ALTERNATE 1 (Project with Conspan)

Construction Subtotal	\$16,053,212
Inflation @ 5%	\$1,645,454
10% E&C	\$1,769,867
Construction Subtotal	<u>\$19,468,533</u>

Total Cost \$40,389,815

ALTERNATE 2 (Project with Box Culvert)

Construction Subtotal	\$16,223,212
Inflation @ 5%	\$1,662,879
10% E&C	\$1,788,609
Construction Subtotal	<u>\$19,674,700</u>

Total Cost \$40,595,982

ITEMIZED PROJECT COSTS

**McGinnis Ferry Road Reconstruction from Sargent Road to Chattahoochee River
PROJECT MSL-0004-00(429)**

P.I. 0004429

A. Right of Way				\$16,481,882
B. Reimbursable Items				
1 Transmission Poles, 30 @ \$100,000 each				\$3,000,000
2 Miscellaneous Utilities, \$250,000 per mile				\$1,312,500
3 Wetland Mitigation Credits (2820 @ \$45 each)				\$126,900
			Subtotal	\$4,439,400
C. Bridges / Major Structures				
1 New Culvert at John's Creek				
Alternative 1 - Conspan (10' x 42' 3-Sided, L=165')				\$400,000
Alternative 2 - Box Culvert (5-10' x 10' Boxes, L=165')				\$570,000
2 Existing Bridge Removal over John's Creek				\$14,280
			Alternative 1 Subtotal	\$414,280
			Alternative 2 Subtotal	\$584,280
D. Walls				
1 McGinnis Ferry, from Sta 168+06 to Sta 170+62	3,360	SF @	\$50.00	\$168,000
2 Sargent Road, from Sta 11+21 to Sta 12+65	2,325	SF @	\$50.00	\$116,250
3 McGinnis Ferry, from Sta 225+70 to Sta 228+20	1,125	SF @	\$50.00	\$56,250
4 McGinnis Ferry, from Sta 244+15 to Sta 248+55	5,876	SF @	\$50.00	\$293,800
			Subtotal	\$634,300
E. Base & Paving				
1 Recycled Asphalt Concrete 12.5 mm Superpave (165#/SY)	20,417	TON @	\$36.04	\$735,829
2 Recycled Asphalt Concrete 19.0 mm Superpave (220#/SY)	27,223	TON @	\$36.74	\$1,000,173
3 Recycled Asphalt Concrete 25.0 mm Superpave (330#/SY)	40,834	TON @	\$35.47	\$1,448,382
4 Graded Aggregate Base	179,323	TON @	\$14.10	\$2,528,454
5 Asphaltic Leveling	173	TON @	\$36.45	\$6,306
6 Tack Coat	34,648	GAL @	\$1.00	\$34,648
			Subtotal	\$5,753,792
F. Earthwork				
1 In-Place Embankment	234,305	CY @	\$5.00	\$1,171,525
G. Drainage				
1 Catch Basins	198	EA @	\$1,611.52	\$319,081
2 Manholes	8	EA @	\$1,477.12	\$11,817
3 Drop Inlets	81	EA @	\$1,520.85	\$123,189
4 Flared End Sections	33	EA @	\$600.00	\$19,800
5 18" RCP	18,499	LF @	\$26.61	\$492,258
6 24" RCP	7,700	LF @	\$32.99	\$254,023
7 30" RCP	5,526	LF @	\$40.25	\$222,422
8 36" RCP	4,674	LF @	\$51.16	\$239,122
9 42" RCP	165	LF @	\$66.90	\$11,039
10 48" RCP	114	LF @	\$70.05	\$7,986
			Subtotal	\$1,700,736

H. Concrete Work				
1	Concrete Median Paving, 6"	65,122 SY @	\$27.08	\$1,763,504
2	Concrete Median Paving, 4"	2,712 SY @	\$23.09	\$62,620
3	Curb & Gutter	60,807 LF @	\$9.00	\$547,263
4	Concrete Sidewalk, 4"	16,379 SY @	\$19.83	\$324,796
5	Multi-use Path, Concrete, 6"	24,813 SY @	\$34.37	\$852,823
			Subtotal	\$3,551,005
I. Signing, Striping, and Lighting				
1	Signs	325 EA @	\$50.00	\$16,250
2	Signals and Interconnect	12 EA @	\$100,000.00	\$1,200,000
4	Striping		Lump Sum	\$75,000
			Subtotal	\$1,291,250
J. Roadside Features				
1	Guardrail, Type W	3462 LF @	\$9.00	\$31,158
2	Anchors TP 12	5 EA @	\$1,200.00	\$6,000
3	Anchors TP 1	5 EA @	\$350.00	\$1,750
			Subtotal	\$38,908
K. Clearing & Landscaping				
1	Clearing & Grubbing	25.3 Acre @	\$10,000.00	\$253,000
2	Grassing	25.3 Acre @	\$4,000.00	\$101,160
3	Erosion Control	25.3 Acre @	\$13,000.00	\$328,770
			Subtotal	\$682,930
L. Traffic Control & Mobilization			Lump Sum	\$768,486
M. Miscellaneous Items				
1	Field Office	1 EA @	\$46,000.00	\$46,000
			Subtotal	\$46,000

ALTERNATE 1 (Project with Conspan)

Construction Subtotal \$16,053,212

Two years of inflation @ 5% \$1,645,454

10% E&C \$1,769,867

Total Construction Cost-Alternate 1 **\$19,468,533**

ALTERNATE 2 (Project with Box Culvert)

Construction Subtotal \$16,223,212

Two years of inflation @ 5% \$1,662,879

10% E&C \$1,788,609

Total Construction Cost-Alternate 2 **\$19,674,700**

Conceptual Right-of-Way Cost Estimate

Harvey P. Booker
Right-of-Way Administrator

Date: April 15, 2004
Project: MSL-0004-00(429)
Existing/Required R/W: Varies from 60' to 120'/Varies
Project Termini: Sargent Road to Chattahoochee River
Project Description: McGinnis Ferry Road Widening and Pavement Replacement

P.I. Number: 0004429
No. Parcels: 77

Land:

Commercial - Forsyth			
223,929 SF x \$8.00 / SF	=	\$1,791,432	
Commercial - Fulton			
130,219 SF x \$8.00 / SF	=	\$1,041,752	
		Total Commercial Land	\$2,833,184
Residential - Forsyth			
239,422 SF x \$2.00 / SF	=	\$ 478,844	
Residential - Fulton			
333,274 SF x \$2.00 / SF	=	\$ 666,548	
		Total Residential Land	\$1,145,392
		Total Land	\$3,978,576

Easements:

Commercial - Forsyth			
188,005 SF x \$4.00 / SF	=	\$ 752,020	
Commercial - Fulton			
102,414 SF x \$4.00 / SF	=	\$ 409,656	
		Total Commercial Easements	\$1,161,676
Residential - Forsyth			
149,445 SF x \$1.00 / SF	=	\$ 149,445	
Residential - Fulton			
268,786 SF x \$1.00 / SF	=	\$ 268,786	
		Total Residential Easements	\$ 418,231
		Total Easements	\$1,579,907

\$ 5,558,483 *

Improvements:

4 residential @ \$20,000 / parcel	=	\$80,000	
			\$ 80,000

Relocation:

Parcel 40 (Residential)	=	\$250,000	
Parcel 42 (Residential)	=	\$275,000	
Parcel 59 (Residential)	=	\$ 75,000	
Parcel 77 (Residential)	=	\$100,000	
			\$ 700,000

Damages:

Proximity - 5 Parcels	=	\$125,000	
Consequential - 0 Parcels	=	\$ 0	
Cost To Cure - 0 Parcel	=	\$ 0	
			\$ 125,000

Net Cost of Right-of-Way		\$ 6,463,483
Scheduling Contingency	55%	\$ 3,554,916
Adm./Court Cost.	60%	\$ 3,878,090
Inflation Factor	40%	\$ 2,585,393
		<hr/>
		\$16,481,882

Total Cost **\$16,481,882 ***

* NOTES:

- 1) Land acquisition estimate is contingent on donation agreement between Technology Park (John's Creek) and Forsyth County. Per this agreement, the following has been assumed with this estimate:
 - Parcels to be donated: 1, 4, 9, 10, 17, 17C, 18, 21, 23, 26, 28, 31, 32
 - Required Right-of-Way to be donated: 5.26 acres
 - Construction Easement to be donated: 3.91 acres

- 2) Land acquisition estimate is contingent on donation agreement from Forsyth County. Per this agreement, the following has been assumed with this estimate:
 - Parcels to be donated: 80 and 84
 - Required Right-of-Way to be donated: 9.32 acres
 - Construction Easement to be donated: 3.13 acres

- 3) For budgeting purposes, Moreland Altobelli recommends escalating the net right-of-way estimate by 65% to cover all contingencies and extra costs in-lieu of the standard 155% outlined above. The alternative total right-of-way cost would be as follows:

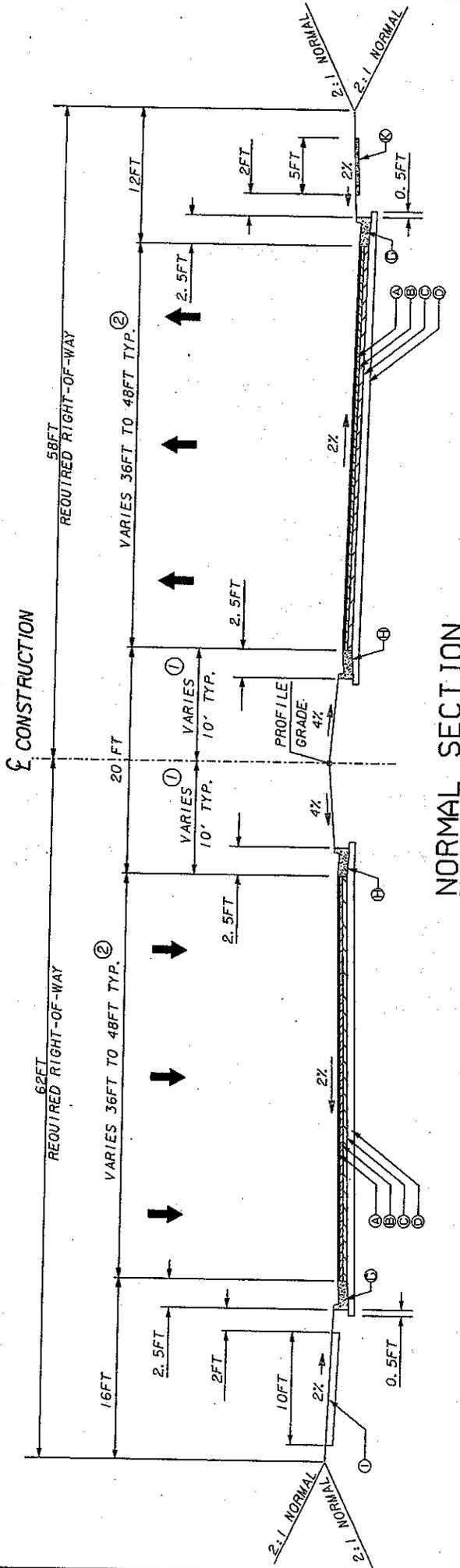
Net Cost of Right-of-Way		\$ 6,463,483
Scheduling Contingency, Adm./Court Costs, Inflation	65%	\$ 4,201,264
		<hr/>

Alternative Total Cost **\$10,664,747**

Prepared by: 
 Moreland Altobelli Associates, Inc.

Approved: _____
 GDOT R/W

TYPICAL SECTION NO 1 MCGINNIS FERRY ROAD (SARGENT ROAD TO JOHN'S CREEK PARKWAY)



PROPOSED PAVEMENT FOR ESTIMATION PURPOSES ONLY

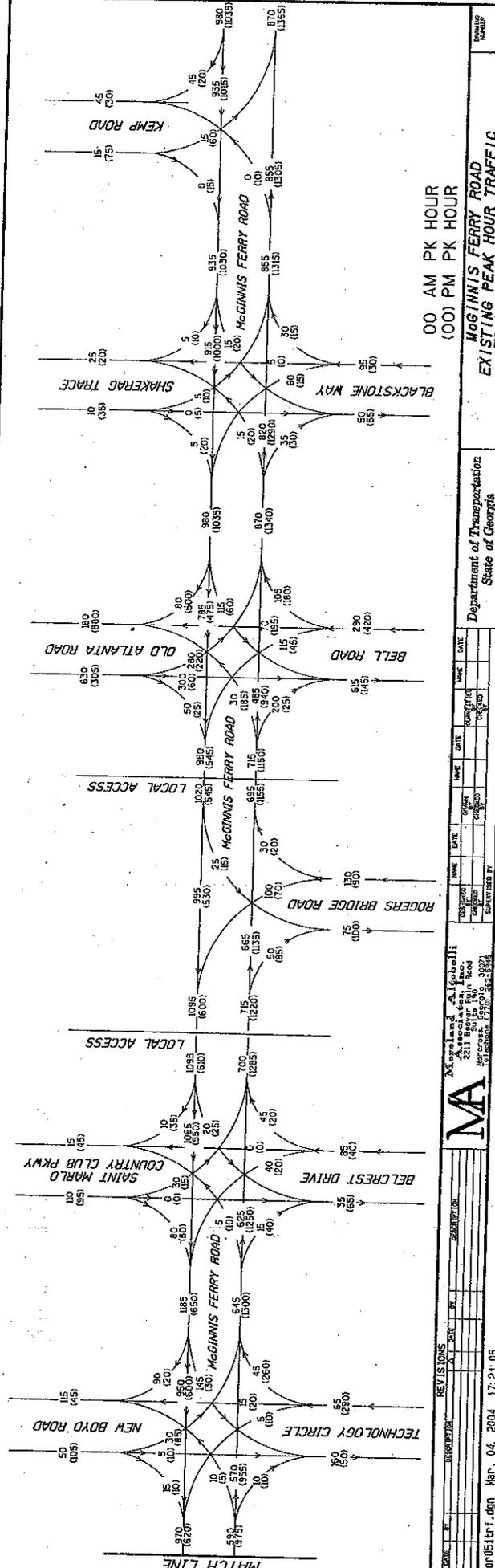
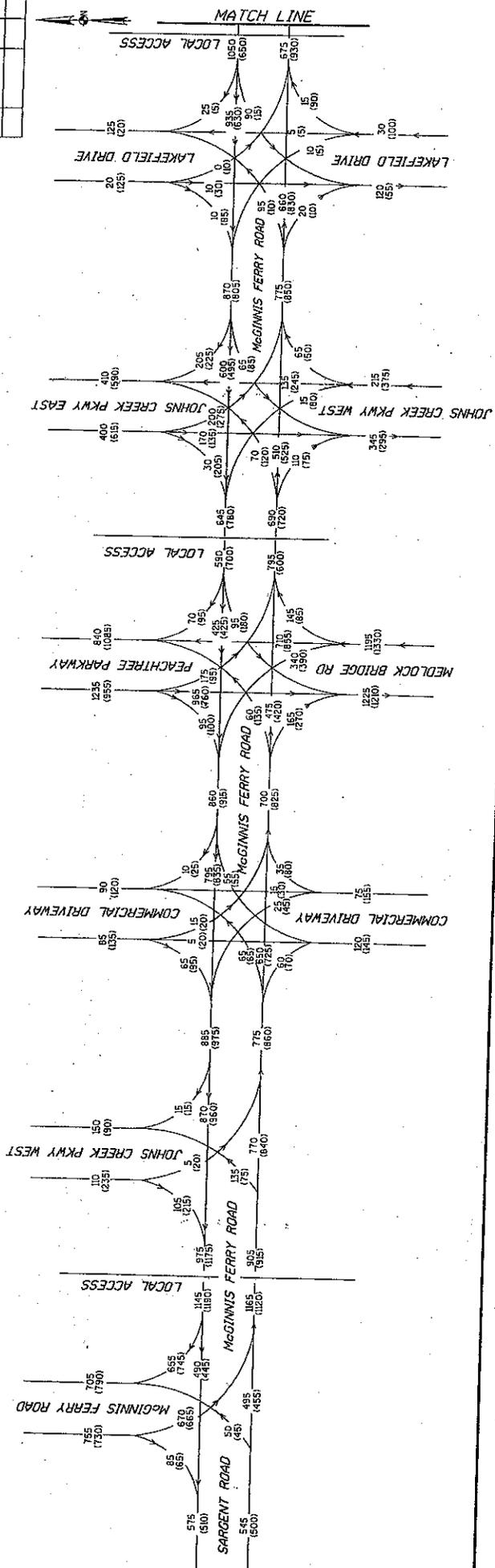
- (A) 12.5 mm SUPERPAVE ASPHALTIC CONCRETE (165 LB/YD)
- (B) 19.0 mm SUPERPAVE ASPHALTIC CONCRETE (220 LB/YD)
- (C) 25.0 mm SUPERPAVE ASPHALTIC CONCRETE (330 LB/YD)
- (D) 12" GRADED AGGREGATE BASE COURSE
- (E) ASPHALTIC CONCRETE LEVELLING
- (G) 8' x 30" CONCRETE CURB & GUTTER, TYPE 2
- (H) 8' x 30" CONCRETE CURB & GUTTER, TYPE 7
- (J) 6" CONCRETE MULTIUSE PATH
- (K) 4" CONCRETE SIDEWALK

- ① ADDITIONAL 12' LEFT TURN LANES WHERE REQUIRED.
- ② ADDITIONAL 12' RIGHT TURN LANES WHERE REQUIRED.

STATE	PROJECT NUMBER	TOTAL SHEETS

DATE	REVISION	BY	DESCRIPTION	DATE	DATE	DATE	DATE
				Moreland, A. Nicholls Associates, Inc. 2211 South 15th Road Tallahassee, Florida 32310			
Department of Transportation State of Georgia				MCGINNIS FERRY ROAD WIDENING TYPICAL SECTION MSL-0004-00(429) P. I. NUMBER 0004429			

STATE	PROJECT NUMBER	DATE



00 AM PK HOUR
(00) PM PK HOUR

**McGINNIS FERRY ROAD
EXISTING PEAK HOUR TRAFFIC
TRAFFIC FLOW DIAGRAM**

Department of Transportation
State of Georgia

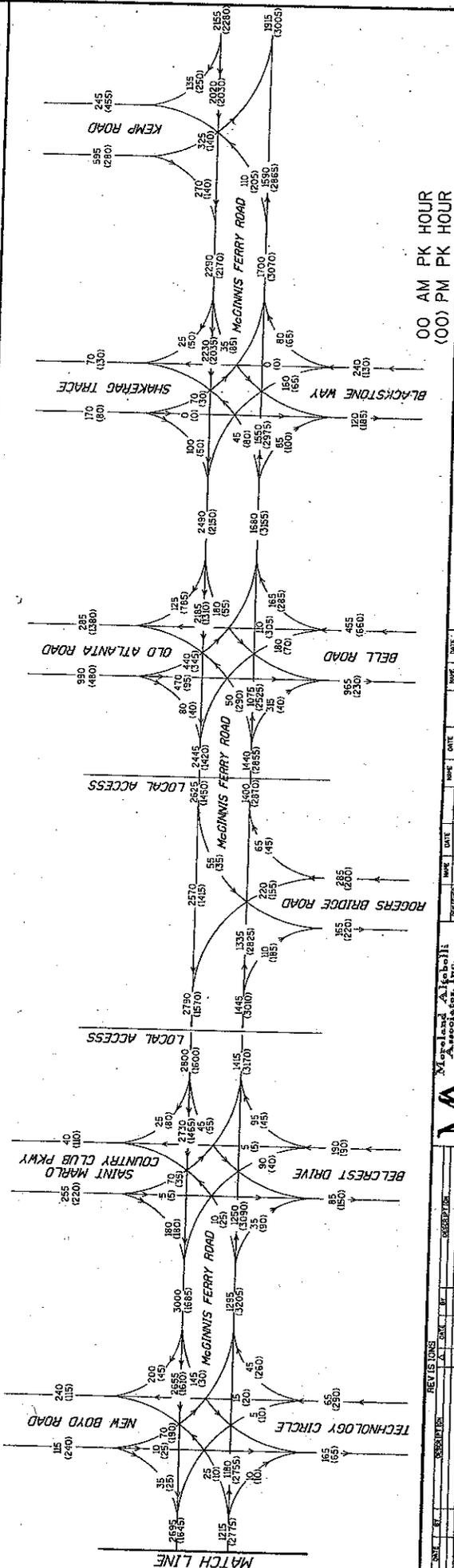
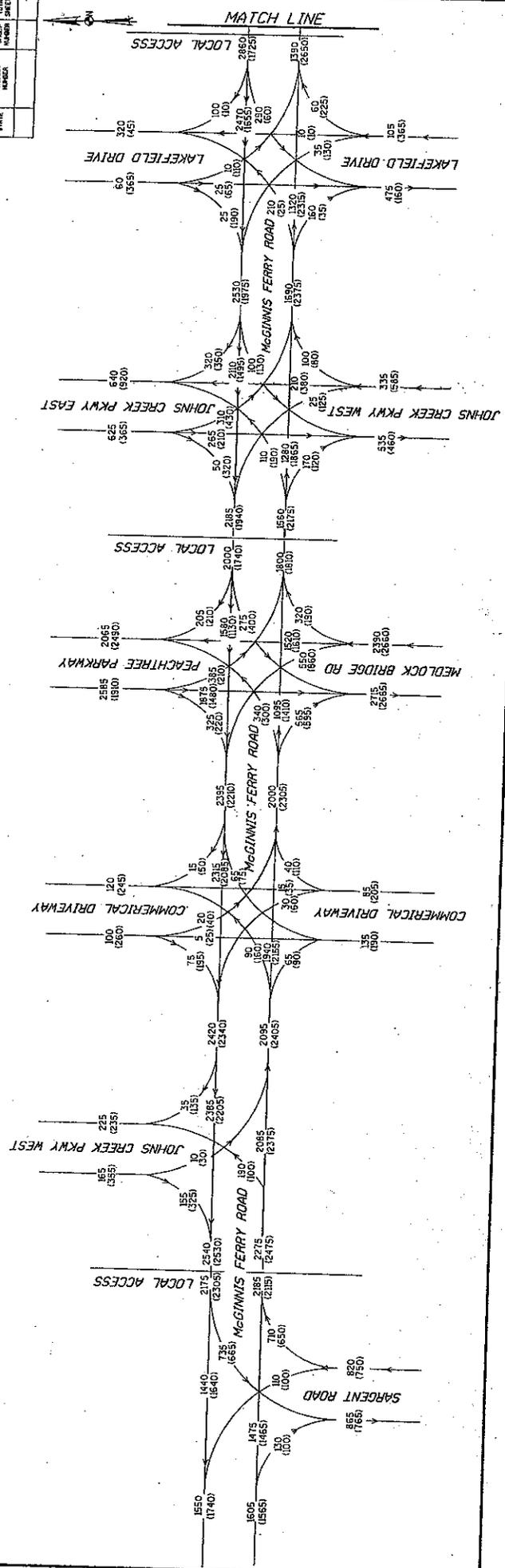
NO.	DATE	BY	REVISIONS

MA
211 Robert Williams Road
Marietta, GA 30067
Phone: 770-575-3333

Author: A. G. Goff
Checked: A. G. Goff
Reviewed: A. G. Goff
Date: 03/04/04

...\\n051br.dgn Mar. 04, 2004 17:21:05

DATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS



00 AM PK HOUR
(00) PM PK HOUR

**McGINNIS FERRY ROAD
YEAR 2027 PEAK HOUR TRAFFIC FLOW DIAGRAM**

Department of Transportation
State of Georgia

DATE	TIME	BY	REVISIONS

Mapeland Architects
2115 Peachtree Lane
Atlanta, GA 30309
Phone: 404.525.3333



for 051trf.dgn Mar. 04, 2004 17:21:19

Summary of HCS Analysis Results

McGinnis Ferry Road Intersections With	Existing Year 2004		No Build Year 2027		Proposed 4-Lane Design Year 2027		Proposed 4-Lane Design Year 2017		Proposed 6-Lane Design Year 2027	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Sargent Road	C	B	F	F	B	B	B	B	B	B
Johns Creek Pkwy West	F*	F*	F	F	B	B	B	B	B	B
Commercial Driveway	C	D	F	F	C	C	C	C	C	C
SR 141/Peachtree Pkwy	D	D	F	F	F	F	F	F	E	E
Johns Creek Pkwy East	C	C	F	F	D	F	C	C	D	D
Lakefield Drive	F*	F*	F	F	D	E	C	C	C	C
New Boyd Road / Technology Circle	C	D	F	F	E	E	C	C	C	C
Saint Marlo Country Club / Belcrest	F*	F*	F	F	D	E	C	D	C	D
Rogers Bridge Road	F*	F*	F	F	D	E	B	C	B	C
Old Atlanta Road / Bell Road	D	F	F	F	F	F	D	D	C	D
Shakerag Trace / Blackstone Way	F*	F*	F	F	C	E	C	C	C	B
Kemp Road	F*	F*	F	F	C	F	B	C	B	C

* For unsignalized intersections, LOS is given for worst case minor street lane

Summary of HCS Analysis Results

McGinnis Ferry Road Intersections With	Existing Year 2004		No Build Year 2027		Current 4-Lane Design Year 2027		Proposed 4-Lane Design Year 2027		Proposed 4-Lane Design Year 2017		Proposed 6-Lane Design Year 2027	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Sargent Road	C	B	F	F	F	F	B	B	B	B	B	B
Johns Creek Pkwy West	F*	F*	F	F	D	C	B	B	B	B	B	B
Commercial Driveway	C	D	F	F	F	E	C	C	C	C	C	C
SR 141/Peachtree Pkwy	D	D	F	F	F	F	F	F	F	F	E	E
Johns Creek Pkwy East	C	C	F	F	F	F	D	F	C	C	D	D
Lakefield Drive	F*	F*	F	F	D	E	D	E	C	C	C	C
New Boyd Road / Technology Circle	C	D	F	F	F	F	E	E	C	C	C	C
Saint Marlo Country Club / Belcrest	F*	F*	F	F	D	E	D	E	C	D	C	D
Rogers Bridge Road	F*	F*	F	F	D	E	D	E	B	C	B	C
Old Atlanta Road / Bell Road	D	F	F	F	F	F	F	F	D	D	C	D
Shakerag Trace / Blackstone Way	F*	F*	F	F	D	E	C	E	C	C	C	B
Kemp Road	F*	F*	F	F	E	E	C	F	B	C	B	C

* For unsignalized intersections, LOS is given for worst case minor street lane

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0288-0

Fulton Area 9

SUFF. RATING

4.00

Location & Geography

* Structure I.D.No: 121-0288-0
 * 200 Bridge Information: 06
 * 6A Feature Int: JOHNS CREEK
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: CR01319
 * 7B Facility Carried: MCGINNIS FERRY RD
 * 9 Location: 6.7 MIE OF ALPHARETTA

2 DOT District: 7
 207 Year Photo: 1999
 * 91 Inspection Frequency: 24 Date: 11/07/2002
 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 92B Underwater Insp Freq: 00 Date: 02/01/1901
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1

Type: 4
 Designation: 1
 Number: 02564
 Direction: 0
 * 16 Latitude: 34-03.9 MMS Prefix: 0
 * 17 Longitude: 84-10.8 MMS Suffix: 0 MP: 0.00
 98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000

* 100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1212131900
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 004.70
 * 208 Inspection Area: 09 Initials: JMC
 Engineer's Initial: jal

* Location I.D. No.: 121-02564F-007.12B

Signs & Attachments

* 104 Highway System: 0
 * 26 Functional Classification: 07
 * 204 Federal Route Type: S No.: 02564
 * 105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 * 19 Bypass Length: 03
 * 20 Toll: 3
 * 21 Maintenance: 02
 * 22 Owner: 02
 * 31 Design Load: 0
 37 Historical Significance: 5
 205 Congressional District: 06
 27 Year Constructed: 1962
 106 Year Reconstructed: 0000
 33 Bridge Median: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 3
 * 42 Type of Service on: 1
 214 Movable Bridge: 0
 203 Type Bridge: G-N-O-O
 259 Pile Encasement: 2
 * 43 Structure Type Main: 1 01
 45 No. Spans Main: 002
 44 Structure Type Appr: 0 00
 46 No. Spans Appr: 0000
 226 Bridge Curve Horiz: 0 Vert: 0
 111 Pier Protection: 0
 107 Deck Structure Type: 2
 108 Wearing Surface Type: 6
 Me 1
 P 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0288-0

Fulton Area 9

SUFF. RATING

4.00

Programming Data

201 Project No.: COUNTY DESIGN
 202 Plans Available: 0
 249 Prop. Proj. No.: 00000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 00000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 31 1
 94 Bridge Imp. Cost: \$ 88
 95 Roadway Imp. Cost: \$ 58
 96 Total Imp Cost: \$ 170
 76 Imp. Length: 000271
 97 Imp. Year: 1990
 114 Future ADT: 022500 Year: 2021

Measurements

* 29 ADT: 015000 Year: 2001
 109 % Trucks: 1
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0030
 * 49 Structure Length: 60
 51 Br. Rwdy. Width: 22.70
 52 Deck Width: 24.10
 * 47 Tot. Horz. Cl: 22.70
 50 Curb/Sdewik Width: 0.50/0.50
 32 Approach Rdwy Width: 020
 * 229 Shoulder Width:

Rear Lt: 7.00 Type: 8 Rt: 7.00
 Fwd Lt: 6.00 Type: 8 Rt: 6.00
 Pavement Width:

Rear: 20.00 Type: 2
 Fwd: 20.00 Type: 2
 Intersection Rear: 1 Fwd: 0
 36 Safety Features Br. Rail: 3
 Transition: 0

App. G. Rail: 0
 App. Rail End: 0
 53 Minimum Cl. Over: 99 ' 99 "
 Under: N
 * 228 Min. Vertical Cl: 00 ' 00 "
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "

55 Lateral Undercl. Rt: N 99.90
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horiz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 4.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 1.00
 212 Year Last Painted: Sup: 0000 Sub: 1962

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 U
 216 Water Depth: 01.0 Br. Height: 11.5
 222 Slope Protection: 0
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0 Diver: ZZZ
 * 265 U/W Insp. Area: 0

* Location I.D. No.: 121-02564F-007.12E

Ratings

65 Inventory Rating Method: 2
 63 Inventory Rating Method: 2
 66 Inventory Type: 2 Rating: 13
 64 Operating Type: 2 Rating: 23
 231 Calculated Loads
 H-Modified: 10 1
 HS-Modified: 16 0
 Type 3: 12 1
 Type 3s2: 18 1
 Timber: 15 1
 Piggyback: 00 0
 261 H Inventory Rating: 08
 262 H Operating Rating: 14
 67 Structural Evaluation: 2
 58 Deck Condition: 4
 59 Superstructure Condition: 4
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: 6
 60C Underwater Condition: N
 71 Waterway Adequacy: 9
 61 Channel Protection Cond: 7
 68 Deck Geometry: 2
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: N

Posting Data

70 Bridge Posting Required: 1
 41 Struct Open, Posted, Cl: P
 * 103 Temporary Structure: 0
 232 Posted Load -Modified: 10
 HS-Modified: 00
 Type 3: 12
 Type3s2: 18
 Timber: 15
 Piggyback: 00
 253 Notification Date: 02/01/1901
 253 Fed Notify Date: 02/01/1901

LOCAL GOVERNMENT PROJECT AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

FORSYTH COUNTY, GEORGIA

for

PRIORITY LAND TRANSPORTATION PROJECT
MCGINNIS FERRY ROAD FROM SARGENT ROAD TO CHATTAHOOCHEE RIVER

This AGREEMENT is made and entered into this 22th day of NOVEMBER, 2003, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and FORSYTH 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 McGinnis Ferry Road from Sargent Road to Chattahoochee River in Forsyth County, Georgia, currently described as Georgia Department of Transportation Project Number MSL-0004-00(429), P. I. Number 0004429, 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 \$20,600,000.00.
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. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the Georgia Environmental Protection Act, ("GEPA"). 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. The COUNTY understands and acknowledges that in developing the environmental documentation through the GEPA process the project is not eligible for Federal reimbursement for the Project.
- e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practices.
- f. Perform all surveys, mapping, and soil investigation studies needed for design of the PROJECT.
- g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.
- h. Prepare the PROJECT'S drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

- i. Prepare traffic studies, preliminary construction plans, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including signing, marking, and signal plans, erosion control, traffic handling, and construction sequence plans and specifications including special provisions for the PROJECT.
 - j. The COUNTY shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The COUNTY shall perform all necessary survey efforts in order to complete the design of the bridge(s) and prepare any required hydraulic and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this AGREEMENT.
 - k. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT guidelines.
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.
 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. 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 DEPARTMENT shall let the PROJECT for construction. The DEPARTMENT shall be solely responsible for securing and awarding the construction contract for the PROJECT. The DEPARTMENT shall perform and bear all costs associated with inspection and materials testing during construction.
14. 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.
15. The DEPARTMENT shall review and recommend all shop drawings to the DEPARTMENT for approval by the DEPARTMENT.

16. 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.
17. 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.
18. This AGREEMENT is made and entered into in Forsyth 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.
19. 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.
20. 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
Forsyth County, Georgia

Derek M. M
Road Design Engineer

BY: *Jack Conway*
Chairman

Harold L. Smith
Director of Preconstruction

Signed, sealed and delivered this day of
OCTOBER 27th 2003, in the _____ presence of:

Paul H. Malt
Chief Engineer

[Signature]
Witness
Sally P. [Signature]
Notary Public

DEPARTMENT OF TRANSPORTATION

Notary Public, Forsyth County, Georgia
My Commission Expires June 13, 2004

BY: *[Signature]*
Commissioner *EDM*

This Agreement approved by the Forsyth
County Commission at a meeting held at
FORSYTH Co ADMINISTRATION BLDG. this
27th day of OCTOBER, 2003.

ATTEST:
[Signature]
Treasurer

[Signature]
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 8th day of March, 2003, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia ("DEPARTMENT"), and FORSYTH 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 Forsyth County, dated October 27, 2003 (the "Local Government Project Agreement"), relating to the construction of land transportation improvements described as McGinnis Ferry Road from Sargent Road to Chattahoochee River in Forsyth County, Georgia, currently identified as Georgia Department of Transportation Project Number MSL-0004-00(429), P.I. Number 0004429 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: Forsyth County Commission
110 East Main Street
Cumming, GA 30040
Attn: John Cunard

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.

Forsyth COUNTY

By: Jack Conway
Name: JACK CONWAY
Title: CHAIRMAN

APPROVED AS TO FORM:

By: _____

Attest: Betty P. Porter
Name: BETTY P. PORTER
Title: ADMIN. SUPERVISOR

APPROVED PER MINUTES:

By: Sonya Bush

(SEAL)

DEPARTMENT OF
TRANSPORTATION,
STATE OF GEORGIA

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

APPROVED AS TO FORM:

By: Jandra S. By

ACKNOWLEDGED AND CONSENTED TO BY:

STATE ROAD AND
TOLLWAY AUTHORITY

By: Douglas R. Hester
Name: Douglas R. Hester
Title: Ex. Director

GEORGIA REGIONAL
TRANSPORTATION
AUTHORITY

By: [Signature]
Name: _____
Title: Ex. Director

Lorice C. Barrett, Commissioner

Georgia Department of Natural Resources

Historic Preservation Division

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer
156 Trinity Avenue, S.W., Suite 101, Atlanta, Georgia 30303-3600
Telephone (404) 656-2840 Fax (404) 657-1040 <http://www.gashpo.org>

December 4, 2001

Harvey D. Keepler
State Environmental/Location Administrator
Office of Environment & Location
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, Georgia 30336-1593

RE: GDOT Project PROLOP-125-2 (117)
McGinnis Ferry Road Widening Corridor
Fulton, et al., Counties, Georgia
HP-991207-007

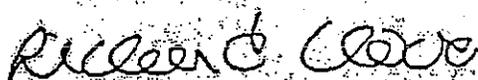
Dear Mr. Keepler:

The Historic Preservation Division (HPD) has reviewed the information submitted to our office concerning the proposed McGinnis Ferry Road Widening Corridor Project in Fulton, et al., Counties, Georgia. Our comments are offered to assist the Georgia Department of Transportation (GDOT) and the Federal Highway Administration (FHWA) in complying with Section 106 of the National Historic Preservation Act.

Based on the information submitted to date, HPD agrees that the proposed project will have no adverse effect to the seven properties identified in the effects assessment.

We look forward to working with the GDOT as this project continues. Please refer to project number HP991207-007 in any future correspondence regarding this project. If we may be of further assistance, please contact Kenneth Gibbs at 404.651.6432.

Sincerely,



Richard Cloues
Deputy State Historic Preservation Officer

RC: mlg

cc: Maurice Ungaro, ATL Regional Commission



DEPARTMENT OF THE ARMY

SAVANNAH DISTRICT, CORPS OF ENGINEERS
THE PLAZA, SUITE 200
NORTHERN SECTION, 1890 ADAMSON PARKWAY
MORROW, GEORGIA 30260-1763

REPLY TO
ATTENTION OF:

JAN 29 2003

Regulatory Branch
200214370

Forsyth County
Attention: Mr. John Cunard
110 East Main Street
Suite 120
Cumming, Georgia 30040

Dear Mr. Cunard:

I refer to your request for Department of the Army authorization to widen and reconstruct McGinnis Ferry Road near the city of Cumming, adjacent to John's Creek, at latitude 34°03'20" north and longitude 84°08'40" west, Forsyth County, Georgia. This project has been assigned number 200214370. Please refer to this number in any future correspondence.

The subject property contains waters of the United States, which are considered to be within the jurisdiction of Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) and/or Section 404 of the Clean Water Act (33 U.S.C. 1344). The placement of dredged or fill material into any waterways and/or their adjacent wetlands including material re-deposited during mechanized land clearing or excavation of those wetlands would require prior Department of the Army authorization.

Based on our review of the information you furnished, I have determined that the proposed activity is authorized under Nationwide Permit No. 14 as described in Part B (14) of the enclosed excerpt from our Nationwide Permit Program which was published in the January 15, 2002, Federal Register, Vol. 67, No. 10, Pages 2020-2095 (67 FR), as amended on February 13 and 25, 2002. Your use of this Nationwide Permit is valid only if:

- a. The activity is conducted in accordance with the information submitted and meets the conditions applicable to the Nationwide Permit, as described at Part C of the excerpt from 67 FR and the enclosed copy of the Savannah District Nationwide Permit Regional Conditions.
- b. You obtain a stream buffer variance, if required. Variances are issued by the Director of the Georgia Environmental Protection Division, as defined in the Georgia Erosion and Sedimentation Control Act of 1975, as amended.
- c. You purchase 2.5 wetland mitigation credits and 2,396 stream mitigation credits from an US Army Corps of Engineers approved mitigation bank. You must provide evidence of this

purchase, to this office, prior to the start of any work, including clearing and grubbing of the right-of-way.

d. You fill out and sign the enclosed certification and return it to our office within 30 days of completion of the activity authorized by this permit.

This proposal was reviewed in accordance with Section 7 of the Endangered Species Act. Based on the information we have available, we have determined that the project would have no effect on any threatened or endangered species nor any critical habitat for such species. Authorization of an activity by a Nationwide Permit does not authorize the "take" of threatened or endangered species. In the absence of separate authorization, both lethal and non-lethal "takes" of protected species are in violation of the Endangered Species Act. See Part (C) of the enclosed excerpt from 67 FR for more information.

This verification will be valid for a period of two years from the date of this letter, or until the Nationwide Permit is modified, reissued, or revoked, whichever occurs first. All of the Nationwide Permits are scheduled to expire on March 18, 2007. It is incumbent upon you to remain informed of changes to the Nationwide Permits. If you commence or are under contract to commence this activity before the date the Nationwide Permit is modified or revoked, you will have twelve months from the date of the modification or revocation to complete the activity under the present terms and conditions of this Nationwide Permit.

This authorization should not be construed to mean that any future projects requiring Department of the Army authorization would necessarily be authorized. Any new proposal, whether associated with this project or not, would be evaluated on a case-by-case basis. Any prior approvals would not be a determining factor in making a decision on any future request.

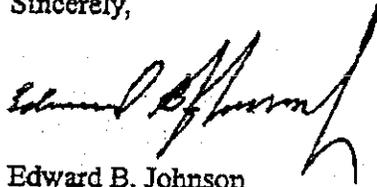
Revisions to your proposal may invalidate this authorization. In the event changes to this project are contemplated, I recommend that you coordinate with us prior to proceeding with the work.

This communication does not relieve you of any obligation or responsibility for complying with the provisions of any other laws or regulations of other federal, state, or local authorities. It does not affect your liability for any damages or claims that may arise as a result of the work. It does not convey any property rights, either in real estate or material, or any exclusive privileges. It also does not affect your liability for any interference with existing or proposed federal projects. If the information you have submitted and on which the US Army Corps of Engineers bases its determination/decision of authorization under the Nationwide Permit is later found to be in error, this determination may be subject to modification, suspension, or revocation.

If the information you have submitted and on which the U.S. Army Corps of Engineers bases its determination/decision of authorization under the Nationwide Permit is later found to be in error, this determination may be subject to modification, suspension, or revocation.

If you have any further questions concerning this matter, please contact Nicholas S. Baggett at (678) 422-2723.

Sincerely,



Edward B. Johnson
Chief, Northern Section

Enclosures

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Road Design

DRAFT PROJECT CONCEPT REPORT

Project Number: MSL-0004-00(429)
County: Forsyth and Fulton Counties
P. I. Number: 0004429

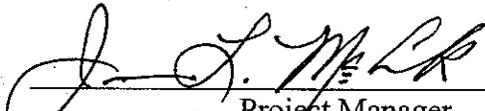
Federal Route Number: N/A
State Route Number: N/A

*Regional or Wide area location sketch and Project
Description (See Page 2)*

Recommendation for approval:

DATE 5-21-04

DATE 5/24/04


Project Manager

Office Head/District Engineer

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

DATE _____

DATE _____

DATE _____

DATE _____

DATE _____

DATE _____

DATE 5/28/04

State Transportation Planning Administrator

State Transportation Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety & Design Engineer

District Engineer

Project Review Engineer


State Bridge & Structural Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Road Design

DRAFT PROJECT CONCEPT REPORT

Project Number: MSL-0004-00(429)
County: Forsyth and Fulton Counties
P. I. Number: 0004429

Federal Route Number: N/A
State Route Number: N/A

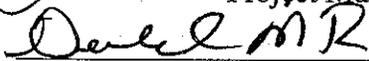
*Regional or Wide area location sketch and Project
Description (See Page 2)*

Recommendation for approval:

DATE 5-21-04

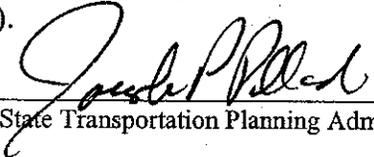

Project Manager

DATE 5/24/04


Office Head/District Engineer

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DATE 6/1/04


State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge & Structural Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 004429

OFFICE: Environment/Location

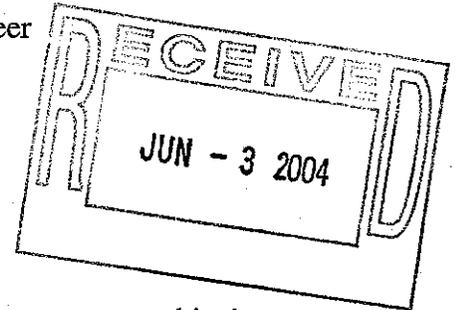
DATE: June 2, 2004



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

TO: Margaret B. Pirkle, Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**
MSL-0004-00(429) / Forsyth and Fulton Counties



The above subject concept report has been reviewed. This Office has no comment at this time.

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

HDK/lc

Attachment

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Road Design

DRAFT PROJECT CONCEPT REPORT

Project Number: MSL-0004-00(429)
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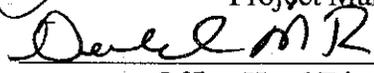
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Description (See Page 2)*

Recommendation for approval:

DATE 5-21-04


Project Manager

DATE 5/24/04

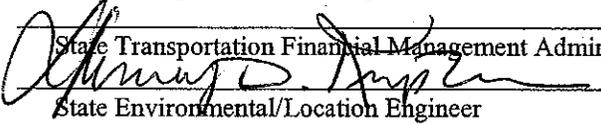

Office Head/District Engineer

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State Transportation Planning Administrator

DATE _____


State Transportation Financial Management Administrator

DATE 6.1.2004

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge & Structural Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Road Design

DRAFT PROJECT CONCEPT REPORT

Project Number: MSL-0004-00(429)

County: Forsyth and Fulton Counties

P. I. Number: 0004429

Federal Route Number: N/A

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*Regional or Wide area location sketch and Project
Description (See Page 2)*

Recommendation for approval:

DATE 5-21-04

DATE 5/24/04


Project Manager


Office Head/District Engineer

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DATE _____

DATE _____

DATE _____

DATE _____

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DATE 5-25-04

DATE _____

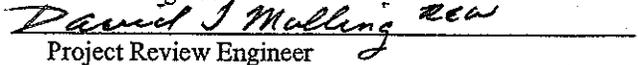
State Transportation Planning Administrator

State Transportation Financial Management Administrator

State Environmental/Location Engineer

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**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Road Design

DRAFT PROJECT CONCEPT REPORT

Project Number: MSL-0004-00(429)
County: Forsyth and Fulton Counties
P. I. Number: 0004429

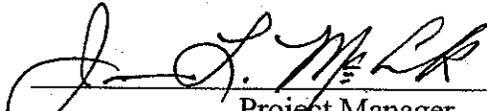
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*Regional or Wide area location sketch and Project
Description (See Page 2)*

Recommendation for approval:

DATE 5-21-04

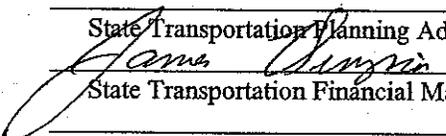
DATE 5/24/04


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Office Head/District Engineer

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DATE _____
DATE _____
DATE _____
DATE _____
DATE _____

State Transportation Planning Administrator

State Transportation Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety & Design Engineer

District Engineer

Project Review Engineer

State Bridge & Structural Engineer



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

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CHIEF ENGINEER
(404) 656-5277

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

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

EARL L. MAHFUZ
TREASURER
(404) 656-5224

February 17, 2005

MSL-004-00(429) Forsyth, Fulton, P.I. 0004429
Widening and Reconstruction of McGinnis Ferry Rd. from Sargent Rd. to the Chattahoochee River

Mr. John V. Cunard, Director
Forsyth County Department of Engineering
110 East Main Street, Suite 120
Cumming, Georgia 30040

Dear Mr. Cunard:

In reference to your request dated February 15, 2005, this letter shall serve as notification that the Department authorizes Forsyth County to begin preliminary right-of-way acquisition activities on the subject McGinnis Ferry Road project prior to a formal field plan review and approval of the Right-of-Way plans. The current funding source for right-of-way and construction phases for this project is 100% state funds with General Obligation Bonds. Please be advised that this authorization and subsequent activity is a variance in the Department's Plan Development Process and may preclude the use of future federal funds on this project.

We have been informed that GRTA has agreed to resolve the need for additional right-of-way funding for this project by shifting the current revenue bonds assigned to the construction phase to the right-of-way phase. We also understand that Forsyth County and GRTA are proposing to shift construction funding already programmed for the project to widen SR 141 in Forsyth County to the McGinnis Ferry Road project to cover the resulting need for construction funds. The Department has invested a great deal of human and financial resources into the progress of the SR 141 project, and all indications are good that the construction plans will be complete and the required right-of-way certified before the scheduled Let date of October 2005. Therefore, the Department will not support any change in the current funding status of the SR 141 project.

We recommend that alternative sources continue to be investigated by Forsyth County and GRTA to fund the construction phase of the McGinnis Ferry Road project. If you would like to discuss these matters further please feel free to contact my office at (404) 656-5187.

Sincerely,

A handwritten signature in black ink, appearing to read "Buddy Gratton".

Buddy Gratton, P.E.
Director of Preconstruction

BG:BAS:ss

cc: Marvin Woodward, GRTA