

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0004433, Rockdale County **OFFICE** Preconstruction
MSL-0004-00(433)
Parker Road from Millers Chapel Road to
Flat Shoals Road, Phase 3 GRTA **DATE** July 6, 2006

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

TO *MBP* SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

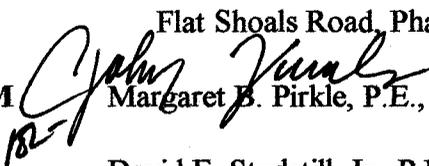
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BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 0004433, Rockdale County **OFFICE** Preconstruction
 MSL-0004-00(433)
 Parker Road from Millers Chapel Road to
 Flat Shoals Road, Phase 3 GRTA **DATE** June 21, 2006

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

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

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of Parker Road from SR 138 to Flat Shoals Road and Millers Chapel Road from SR 20 to SR 138. This project is the third of three phases of the overall project to connect the city of Conyers to SR 20 and SR 138 via the Parker Road bridge over I-20. Existing Parker Road consists of two, 10' lanes, rural shoulders, with left and right turn lanes at SR 138. Miller Chapel Road consists of two, 10' lanes, rural shoulders, with left turn lane at SR 20. During the years 2002-2004, there were a total of 76 accidents on this section of Parker Road and Millers Chapel Road, including 41 accidents at the intersection of SR 138 with Parker Road/Millers Chapel Road, which is currently signalized, and 19 accidents at the intersection with Millers Chapel Road/Jimson Way, which is currently unsignalized. This is a rate of 1070 accidents per 100 million vehicle miles traveled as compared to the statewide average of 568. Traffic estimates are as follows:

<u>ROUTE</u>	<u>2008 ADT</u>	<u>2028 ADT</u>
Millers Chapel Road	4,020	7,600
Parker Road	10,010	18,919

The proposed construction along Parker Road will consist of four, 12' lanes separated by a 20' raised median, 16' urban shoulders with 5' sidewalk on the right (east) side, and 26' urban shoulder with 10' sidewalk on left (west) side, with street and pedestrian lighting on the shoulders and landscaping/street trees on the shoulders and raised median. Millers Chapel Road will consist of two, 15' lanes separated with a 20' raised-grassed median, 16' urban shoulders with 5' sidewalk on the right (east) side, 21' urban shoulder with 10' sidewalk on the left (west) side with street and pedestrian lighting on the shoulders and landscaping/street trees on the shoulders and raised median. Two roundabouts, one located at approximately 570' north of SR 20 and the other approximately 1,200' south of SR 138, consisting of 65' outside radius, one, 20' lane and 8' concrete apron and curb on the inside and outside urban shoulders to match the proposed mainline typical section.

David Studstill

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June 21, 2006

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

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$5,003,000	\$3,000,000	RRB	2008
Right-of-Way	\$1,960,000	\$1,305,000	RRB	2007
Utilities*	\$ 60,000	-----	RRB	

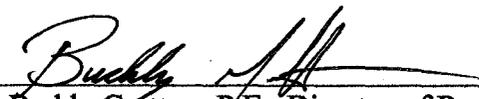
*Rockdale County signed PMA on 9-29-03 for PE, right-of-way, utilities and construction.

I recommend this project concept be approved.

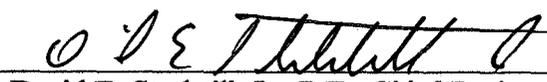
MBP:JDQ/cj

Attachment

CONCUR


Buddy Gratton, P.E., Director of Preconstruction

APPROVE


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

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: MSL-0004-00(433)

County: Rockdale

P. I. Number: 0004433

Federal Route Number: N/A

State Route Number: N/A

Recommendation for approval:

DATE 6-12-06

DATE 6-12-06

W. Neal O'Brien Jr.
Project Manager

James B. Buckner
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 6/28/06

Ben Hool
District Engineer

DATE _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE MSL-0004-00(433) Rockdale County **OFFICE** Urban Design
P.I. No. 0004433
Parker Road from Millers Chapel Road
to Flat Shoals Road Phase 3- GRTA **DATE** June 12, 2006

FROM 
James B. Buchan, P.E., State Urban Design Engineer

TO Margaret 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.

If you have any additional questions or comments, please contact Neal O'Brien or Jill Franks at (404) 656-5442.

JBB: JLF

cc: Brian Summers, Project Review Engineer
Harvey Keeper, State Environmental/Location Engineer
Carla Holmes, State Traffic Operations Engineer
Joe Palladi; State Transportation Planning Administrator
Jamie Simpson; State Transportation Financial Management Administrator
Bryant Poole, District 7 Engineer

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: MSL-0004-00(433)

County: Rockdale

P. I. Number: 0004433

Federal Route Number: N/A

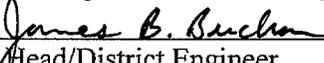
State Route Number: N/A

Recommendation for approval:

DATE 6-12-06

DATE 6-12-06


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 Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

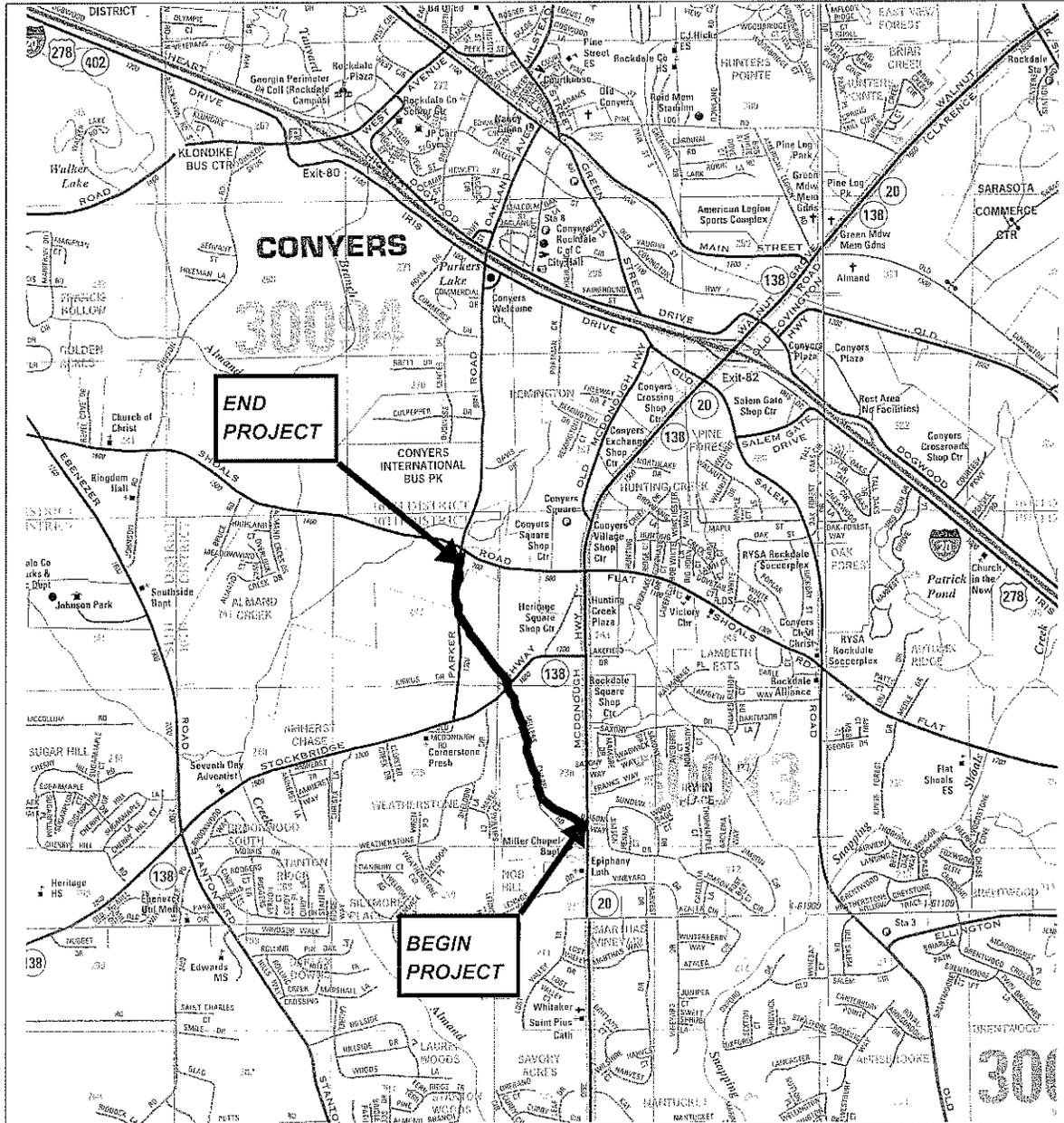
DATE _____

Project Review Engineer

June 5, 2006

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Project Number: MSL-0004-00(433)
P.I.Number: 0004433
County: Rockdale



Location Map

Project: MSL-0004-00(433) Rockdale County PI No.: 0004433

June 5, 2006

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Project Number: MSL-0004-00(433)
P.I.Number: 0004433
County: Rockdale

Need and Purpose:

The proposed project would improve Parker Road, from SR 138 to Flat Shoals Road and Millers Chapel Road, from SR 20 to SR 138 in Rockdale County. The purpose of the project is to provide improved access to both SR 138 and SR 20 to and from the City of Conyers and to provide a uniform typical section for Parker Road and for Millers Chapel Road that will adequately handle future traffic needs, provide for pedestrians and bikes, and incorporates context sensitive design to be compatible with the surrounding community.

The northern terminus of the project is Flat Shoals Road where it connects to Parker Road, Phase II STP-9349(4), PI No 752380. Existing Parker Road is a two lane road at Flat Shoals with a posted speed of 35 mph. The project follows along existing Parker Road to its intersection with SR 138, a four-lane urban roadway divided by a raised median with a posted speed of 45 mph. After crossing SR 138 it follows existing Millers Chapel Road, a two-lane rural roadway with a posted speed of 35 mph, to the southern terminus at State Route 20, a four-lane urban road divided by a raised median with a posted speed of 45 mph. There is an existing entrance to a residential development, Jimson Way, directly opposite Millers Chapel Road at its terminus at SR 20. The total length of the project is about 1.2 miles. Both Parker Road and Millers Chapel Road are classified as urban minor arterials in the Federal Functional Classification System.

The 2005 ADT for Parker Road is 8,632 vehicles with a 24 hour truck percentage of 9%. The AADT is estimated to increase 16% by the year 2008 to 10,010 vehicles and another 89% by the year 2028 to 18,919 vehicles. The existing two-lane road is less than 20' wide for most of its length, with little or no shoulders. The horizontal alignment at the southern end is less than desirable due to a realignment of the road between Old Parker Road and SR 138. The 2005 Level of Service for Parker Road is at a level "D". With the projected growth in volume, the Level of Service will decrease to level "E" by 2028 if no improvements are made.

The 2005 ADT for Millers Chapel Road is 2,912 vehicles with a 24 hour truck percentage of 5.2%. The AADT is estimated to increase 38% by the year 2008 to 4,020 vehicles and another 100% by the year 2028 to 7,600 vehicles. The existing two-lane road is less than 20' wide for most of its length, with little or no shoulders and deficient horizontal alignment at its southern end. The 2005 Level of Service for Millers Chapel Road is at a level "C". With the projected growth in volume, the Level of Service will decrease to level "D" by 2028 if no improvements are made.

Historical accident and injury rates were calculated based on 2002, 2003, and 2004 data as shown in the table below. The historical data includes no record of fatalities during

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Project Number: MSL-0004-00(433)
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County: Rockdale

this time period. The table also shows statewide average accident and injury rates corresponding to an urban minor arterial functional classification.

Year	Accidents			Injuries		
	Total	Rate	Statewide	Total	Rate	Statewide
2002	13	593	577	5	228	222
2003	20	885	585	4	177	223
2004	30	1289	509	12	515	194

The analysis indicates a increasing trend over the three-year period, with accident and injury rates above the statewide average for all three years. Of the 63 total accidents, 19 involved rear-end collisions and 34 involved angle collisions. These accidents occurred mostly at the two major intersections within the project limits, 21 accidents at the unsignalized intersection with SR 20 and 33 at the signalized intersection with SR 138.

Planning Background and Project History:

The proposed project is the third of three phases of the overall project to connect the City of Conyers to SR 20 and SR 138 via the Parker Road Bridge over I-20. Phase I of the project, including the Parker Road Bridge over I-20 has been constructed and is open to traffic. Phase II of the project is currently in Right-of-way Acquisition and Final Design phase with an expected 2007 letting. The design and construction of Phase III is being partially funded through the Georgia Regional Transportation Authority (GRTA) Arterial Road Bond Program.

Land Use and Development Trends:

The current land use along both roads consists primarily of older rural residential development with a developing commercial node at the intersection with SR 138. The future land use along Parker Road is expected to be higher density single family and multifamily residential. The segment of the project along Millers Chapel Road falls within the City of Conyers Mixed Use Village Overlay District which will allow for a mix of single family, multi-family, and commercial development. The Overlay District also provides specifications for roadway widths, right-of-way widths, sidewalk and multi-use path requirements, and street landscaping requirements. The Parker Road/Millers Chapel Road corridor is included in the Rockdale County Bike and Pedestrian Plan as a bike corridor. To meet the requirements of the Overlay District and the County, it will be desirable to include pedestrian and bike facilities within the proposed typical section along with street and median landscaping.

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Description of the proposed project

Project MSL-0004-00(433) is the third of three phases of the overall project to connect the City of Conyers to SR 20 and SR 138 via the Parker Road Bridge over I-20. Parker Road Phase III is programmed as a four-lane roadway in the Mobility 2030 Regional Transportation Plan (RTP) and the 2005-10 Transportation Improvement Program (TIP), Project RO-015E, with a Right-of-Way Acquisition date of 2007, a Construction date of 2008, and a completion date of 2010. Other projects identified in the RTP and TIP in the vicinity are:

Other Projects in the Area:

RO-138A SR 138 from E. Fairview Rd to Ebenezer Rd (Long Range) Widening
RO-138B SR 138 from Ebenezer Rd to Parker Rd (Long Range) Operations
RO-138C SR 138/SR20 Gateway Beautification
 Honey Creek Rd to SR 20/138 Landscaping
RO-015D Parker Road, Phase II from Flat Shoals Rd to Culpepper Rd Widening
RO-212 Lakefield Drive Extension from SR 20 to Flat Shoals Rd New Road

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P.I.Number: 0004433
County: Rockdale

Is the project located in a Non-attainment area? Yes. The project is modeled in the 2030 RTP and 2005-10 TIP capacity project with 4 lanes and a 2009 completion date.

PDP Classification: Major XX Minor _____

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

Functional Classification: Urban Minor Arterial

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

State Route Number(s): N/A

Traffic (AADT):

Millers Chapel Base Year: (2008) 4,020	Design Year: (2028) 7,600
Parker Road Base Year: (2008) 10,010	Design Year: (2028) 18,919

Existing design features:

- . • Typical Section:
 - . Parker Rd: 2-10' lanes, rural section, with left and right turn lanes at SR138
 - . Miller Chapel Rd: 2-10' lanes, rural section, with left turn lane at SR 20
- . • Posted speed: 35 mph
- . • Minimum Radius: Parker Road: 163'
Millers Chapel Road: 220'
- . • Maximum grade: 3.5 % mainline
- . • Width of right-of-way: Varies from 40ft to 100 ft.
- . • Major structures: NONE
- . • Major interchanges or intersections along the project:
 - . Signalized intersection at SR 138
 - . Un-signalized intersection at SR 20
- . • Existing length of roadway segment: 1.23 miles:

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Project Number: MSL-0004-00(433)
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County: Rockdale

Proposed Design Features:

• Proposed typical section(s):

Parker Road: 4-12' Lanes separated with a 20' raised median 16' urban shoulder with 5' sidewalk on right (east) side and 26' urban shoulder with 10' sidewalk on left (west) side with street and pedestrian lighting on the shoulders and landscaping/street trees on the shoulders and raised median.

Millers Chapel Rd: 2-15' Lanes separated with a 20' raised-grassed median and 16' urban shoulder with 5' sidewalk on right (east) side and 21' urban shoulder with 10' sidewalk on left (west) side with street and pedestrian lighting on the shoulders and landscaping/street trees on the shoulders and raised median. Two roundabouts, one located at approximately 570' north of SR 20 and the other approximately 1260' south of SR 138, consisting of 65' outside radius, 1-20' lane, and 8' concrete apron and curb on the inside and outside urban shoulder to match proposed mainline typical section.

• Proposed Design Speed Mainline 35 mph

• Proposed Maximum grade Mainline: 4%

Maximum grade allowable 8%

• Proposed Maximum grade Side Street: 3%

Maximum grade allowable 10%

• Proposed Maximum grade Driveway:

Residential 10% Commercial 10%

• Proposed Minimum radius 450'

Minimum radius allowable 340'

• Right-of-Way

○ Width: Parker Road 120' Millers Chapel Rd 95' Minimum

○ Easements: Temporary (X), Permanent (X), Utility (), Other ().

○ Type of access control: Full (), Partial (), By Permit (X), Other ().

○ Number of parcels: 32 Number of displacements: 0

○ Business: 0

○ Residences: 0

○ Mobile homes: 0

○ Other: 0

• Structures:

○ Bridges: NONE

○ Retaining walls: N/A

• Major intersections and interchanges

- Upgrade Signalized intersection with SR 138

- Signalize intersection with SR 20

• Traffic control during construction: On-Site Staging

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County: Rockdale

- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: Variance required for proposed median opening spacing of 620' on SR 138 west of the intersection with Parker Road (less than the minimum required spacing of 660')
- Environmental concerns: None
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical exclusion (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - Environmental Impact Statement (EIS) ().

- Utility involvements:

Water:	Rockdale County Water Resources
Gas:	Atlanta Gas Light
Telephone:	Bellsouth, MCI Communications, AT&T
Power:	Georgia Power, Snapping Shoals EMC
Cable TV:	Comcast

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P.I.Number: 0004433
County: Rockdale

Project responsibilities:

- Design: Rockdale County
- Right-of-Way Acquisition: Rockdale County
- Relocation of Utilities: Rockdale County
- Letting to contract: Rockdale County
- Supervision of construction: Rockdale County
- Providing material pits: Contractor
- Providing detours: N/A

Coordination

- Initial Concept Meeting April 4, 2005. Minutes attached.
- Concept meeting date. April 18, 2006. Minutes attached
- Public involvement. Public Information Open House August 9, 2005
- Other projects in the area:

RO-138A SR 138 from E. Fairview Rd to Ebenezer Rd (Long Range) Widening

RO-138B SR 138 from Ebenezer Rd to Parker Rd (Long Range) Operations

RO-138C SR 138/SR20 Gateway Beautification

Honey Creek Rd to SR 20/138 Landscaping

RO-015D Parker Road, Phase II from Flat Shoals Rd to Culpepper Rd Widening
STP-9349(4), PI 752380

RO-212 Lakefield Drive Extension from SR 20 to Flat Shoals Rd New Road

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 8 Months.
- Time to complete preliminary construction plans: 8 Months.
- Time to complete right-of-way plans: 2 Months.
- Time to complete the Section 404 Permit: 8 Months.
- Time to complete final construction plans: 7 Months.
- Time to complete to purchase right-of-way: 18 Months.

Other alternates considered:

No build Alternative:

Comments:

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Project Number: MSL-0004-00(433)
P.I.Number: 0004433
County: Rockdale

Attachments:

1. Cost Estimates: Construction including E&C, Right-of-Way, and Utilities
2. Typical sections
3. Concept Layout
4. Accident Summaries
5. Capacity analysis
6. Minutes of Initial Concept Meeting
7. Minutes of Concept Team Meeting
8. LGPA
9. Conforming plan's network schematics showing thru lanes

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Project Number: MSL-0004-00(433)
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County: Rockdale

SCORING RESULTS AS PER TOPPS 2440-2

Project Number:		County:		PI No.:	
Report Date:		Concept By:			
<input type="checkbox"/> CONCEPT		DOT Office:			
		Consultant:			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input type="checkbox"/> Minor	<input type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation					
Judgement					
Environmental					
Right-of-Way					
Utility					
Constructability					
Schedule					

Project No: MSL-0004-00(433) Rockdale County
PI No. 0004433
Parker Road Phase III
Estimate Report for file "0004433_2006-06-06"

Section Earthwork

Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1	LS	850000	GRADING COMPLETE -	850000
Section Sub Total:					\$850,000.00

Section Base and Paving

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	21800	TN	18	GR AGGR BASE CRS, INCL MATL	392400
402-3121	6500	TN	75	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	487500
402-3130	4000	TN	75	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	300000
402-3190	3300	TN	75	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	247500
413-1000	3900	GL	2	BITUM TACK COAT	7800
Section Sub Total:					\$1,435,200.00

Section Drainage

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3800	8	CY	663.19	CLASS A CONCRETE, INCL REINF STEEL	5305.52
550-1180	2600	LF	33.94	STORM DRAIN PIPE, 18 IN, H 1-10	88244
550-1240	2200	LF	41.08	STORM DRAIN PIPE, 24 IN, H 1-10	90376
550-1300	700	LF	51.73	STORM DRAIN PIPE, 30 IN, H 1-10	36211
550-4218	4	EA	506.97	FLARED END SECTION 18 IN, STORM DRAIN	2027.88
550-4224	4	EA	567.58	FLARED END SECTION 24 IN, STORM DRAIN	2270.32
550-4230	2	EA	695.21	FLARED END SECTION 30 IN, STORM DRAIN	1390.42
573-2006	200	LF	13.77	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	2754
668-1100	32	EA	1839.55	CATCH BASIN, GP 1	58865.6
668-1110	12	LF	200.9	CATCH BASIN, GP 1, ADDL DEPTH	2410.8
668-2100	6	EA	2712.13	DROP INLET, GP 1	16272.78
Section Sub Total:					\$306,128.32

Section Concrete Work

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0014	500	SY	25.78	DRIVEWAY CONCRETE, 4 IN TK	12890
441-0104	12300	SY	27.89	CONC SIDEWALK, 4 IN	343047
441-0740	350	SY	28.3	CONCRETE MEDIAN, 4 IN	9905
441-0748	6100	SY	28.62	CONCRETE MEDIAN, 6 IN	174582
441-4020	275	SY	32.7	CONC VALLEY GUTTER, 6 IN	8992.5
441-4050	400	SY	28.97	CONC VALLEY GUTTER WITH CURB, 8 IN	11588
441-6022	15100	LF	17.17	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	259267
441-6740	13200	LF	12.35	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	163020
441-7011	10	EA	536.88	CURB CUT WHEELCHAIR RAMP, TYPE A	5368.8
441-7014	30	EA	818.7	CURB CUT WHEELCHAIR RAMP, TYPE D	24561
Section Sub Total:					\$1,013,221.30

Section Traffic Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	Sum	300000	Traffic Control - MSL-0004-00(433)	300000
Section Sub Total:					\$300,000.00

Project No: MSL-0004-00(433) Rockdale County

PI No. 0004433

Parker Road Phase III

Section Erosion Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	6	AC	475.27	TEMPORARY GRASSING	2851.62
163-0240	280	TN	195.35	MULCH	54698
163-0300	6	EA	1783.62	CONSTRUCTION EXIT	10701.72
163-0503	3	EA	500.3	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	1500.9
163-0504	36	EA	137.91	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 4	4964.76
163-0531	2	EA	7746.41	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	15492.82
165-0010	7500	LF	1.06	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	7950
165-0030	800	LF	1.22	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	976
165-0060	2	EA	1055.38	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	2110.76
165-0087	3	EA	182.56	MAINTENANCE OF SILT CONTROL GATE, TP 3	547.68
165-0088	18	EA	50.21	MAINTENANCE OF SILT CONTROL GATE, TP 4	903.78
165-0101	6	EA	459.81	MAINTENANCE OF CONSTRUCTION EXIT	2758.86
167-0100	18	MO	623.18	WATER QUALITY MONITORING	11217.24
167-0200	18	EA	52.78	WATER QUALITY SAMPLING	950.04
167-1500	18	MO	874.52	WATER QUALITY INSPECTIONS	15741.36
171-0010	15000	LF	1.88	TEMPORARY SILT FENCE, TYPE A	28200
171-0030	1600	LF	3.24	TEMPORARY SILT FENCE, TYPE C	5184
603-2024	300	SY	44.6	STN DUMPED RIP RAP, TP 1, 24 IN	13380
603-7000	300	SY	4.07	PLASTIC FILTER FABRIC	1221
700-6910	9	AC	800.65	PERMANENT GRASSING	7205.85
700-7000	27	TN	58.99	AGRICULTURAL LIME	1592.73
700-7010	34	GL	18.91	LIQUID LIME	642.94
700-8000	9	TN	271.66	FERTILIZER MIXED GRADE	2444.94
700-8100	700	LB	1.6	FERTILIZER NITROGEN CONTENT	1120
716-2000	12000	SY	1.06	EROSION CONTROL MATS, SLOPES	12720
Section Sub Total:					\$207,077.00

Section Signs, Striping, Signals, Lighting

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	320	SF	14.03	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	4489.6
636-1029	60	SF	20.01	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	1200.6
636-2070	920	LF	7.14	GALV STEEL POSTS, TP 7	6568.8
639-4004	8	EA	4454.38	STRAIN POLE, TP IV	35635.04
647-1000	2	LS	60000	TRAFFIC SIGNAL INSTALLATION NO -	120000
653-0120	30	EA	62.17	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1865.1
653-0170	6	EA	77.97	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	467.82
653-1501	3500	LF	0.29	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	1015
653-1502	16000	LF	0.28	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	4480
653-1704	300	LF	3.51	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	1053
653-1804	4000	LF	1.71	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	6840
653-3501	9000	GLF	0.18	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	1620
653-6004	500	SY	2.56	THERMOPLASTIC TRAF STRIPING, WHITE	1280
653-6006	1500	SY	2.76	THERMOPLASTIC TRAF STRIPING, YELLOW	4140
654-1001	150	EA	3.54	RAISED PVMT MARKERS TP 1	531
654-1003	150	EA	3.8	RAISED PVMT MARKERS TP 3	570
Section Sub Total:					\$191,755.96

Section Landscaping

Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-9999	400	EA	100	Trees	40000
Section Sub Total:					\$40,000.00

Section Miscellaneous

Item Number	Quantity	Units	Unit Price	Item Description	Cost
634-1200	75	EA	91.91	RIGHT OF WAY MARKERS	6893.25
Section Sub Total:					\$6,893.25

Total Estimated Cost: \$4,350,275.83

**Project No: MSL-0004-00(433) Rockdale County
 PI No. 0004433
 Parker Road Phase III**

Subtotal Construction Cost		\$4,350,275.83	
E&C Rate 15.0 %		\$652,541.37	
Inflation Rate 0.0 % @ 0.0 Years		\$0.00	
<hr/>			
Total Construction Cost		\$5,002,817.20	
Right Of Way		\$1,960,000.00	
ReImb. Utilities	\$	60,000.00	
Rockdale Co Water Resources			\$ 60,000.00
Non-ReImb. Utilities	\$	35,000.00	
Georgia Power			\$ 35,000.00
<hr/>			
Grand Total Project Cost		\$7,057,817.20	



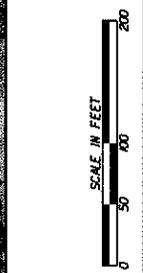
DATE/TIME
 11/20/13

11/20/13

11/20/13

11/20/13

REVISION DATES	



LOWE
 ENGINEERS

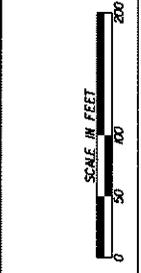
STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE-URBAN DESIGN

MAINLINE PLAN
 PROJECT NO MSL-0004-001433/
 ROCKDALE COUNTY
 DRAWING NO.
13-1



STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: URBAN DESIGN
SMAGIN@DEPBANS
 PROJECT NO MSL-0004-001(433)
 ROCKDALE COUNTY

REVISION DATES



LOWE
 ENGINEERS

PARKER ROAD PH III
ACCIDENT SUMMARIES

LOCATION A	LOCATION Z	YEAR 2002		YEAR 2003		YEAR 2004	
		Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
Parker Road	Flat Shoals	1	1	3	1	0	
Parker Road	Old Parker Road	1	0	3		0	
Parker Road	Parker Connector	0		1		0	
Parker Road	GA HWY 138	5	2	9	1	13	5
Millers Chaper Road	GA HWY 20	1	0	3	1	13	1
Millers Chaper Road	GA HWY 138	5	2	0		1	1
Jimson Way	GH HWY 20	0		1	1	3	5
		13	5	20	4	30	12

PARKER ROAD PH III
ACCIDENT SUMMARIES

LOCATION A	LOCATION Z	Rt Angle	Run Off	Rear End	Deer	Head-on
Parker Road	Flat Shoals	2		1	1	
Parker Road	Old Parker Road	1	1	2		
Parker Road	Parker Connector			1		
Parker Road	GA HWY 138	17	1	4	4	1
Millers Chaper Road	GA HWY 20	7		8	2	
Millers Chaper Road	GA HWY 138	4	1	2		
Jimson Way	GH HWY 20	3		1		
		34	3	19	7	1

Project Number: MSL-0004-00(433)

PI Number: 0004433

Traffic Analysis

The purpose of this study is to evaluate current and design year traffic conditions along Parker Road and Millers Chapel Road within the project limits, from SR 20 to just south of Flat Shoals Road, and to provide recommendations for intersection improvements.

Currently there is one existing traffic signal within the project limits at the intersection of Parker Road/Millers Chapel Road with SR 138. At the intersection of Millers Chapel Road/Jimson Way and SR 20, there is two-way stop control for Millers Chapel Road and Jimson Way. There are two other roads, Old Millers Chapel Road and Old Parker Road, along with several commercial driveways, with stop sign control for the side streets.

The land use in the area is currently largely rural residential with a commercial node at the intersection with SR 138. However, many of the residential tracts along both Millers Chapel Road and Parker Road are anticipated to be developed as commercial or higher density residential in the future. The tract on the east side of Millers Chapel Road at SR 20 is currently under development as a shopping center.

The proposed widening of Parker Road is to a four-lane divided roadway with a 20-foot raised median. Millers Chapel Road is proposed to be improved to a two-lane divided roadway with a 20-foot raised median and 15-foot travel lanes.

Existing and Projected Traffic Volumes

Existing traffic volumes for Parker Road and Millers Chapel Road were collected from turning movement counts and 24-hour AADT counts taken in January, 2005. Traffic growth rates were determined from analysis of GDOT historical traffic counts for the years 1997 to 2002 as shown in Figure 1. Regression of this data suggests an annual growth rate of approximately 3.2% for Parker Road and 3.5% for Millers Chapel Road. These growth rates were applied to the current traffic volumes and turning movements to project AADT and AM/PM DHV for the 2008 Base Year and the 2028 Design Year. The projected traffic AADT and AM/PM DHV for Millers Chapel Road and Parker Road and the intersections within the project limits are shown on the attached traffic diagrams.

Level of Service Analysis

A capacity analysis of the existing roadway was conducted using the procedures of the 2002 Highway Capacity Manual (HCM) - Two Lane Segment Analysis and the Highway Capacity Software, Version 4.1e (HCS). This analysis indicates the existing Millers Chapel Road will operate at a Level of Service (LOS) C in both the AM and PM Peak Hours in the base year 2008 and at LOS C/D in the AM and PM Peak Hours in the design year 2028 for the segment from SR 20 to SR 138. With the proposed shoulder and median improvements to the two-lane Millers Chapel Road, the LOS will remain at LOS C in 2008 and LOS C/D in 2028. The analysis of the existing two-lane Parker Road

Project Number: MSL-0004-00(433)

PI Number: 0004433

indicates that will operate at a Level of Service (LOS) D/D in the base year 2008 and at LOS D/E in the design year 2028 for the segment from SR 138 to Flat Shoals Road. Using the procedures of the HCM - Multi-lane Analysis, the proposed four-lane road was analyzed for current and future conditions. This analysis shows that the four-lane facility will operate at a LOS A/A in 2008 and a LOS B/B in 2028. The detailed segment analysis outputs are provided in the attachments.

There is one existing signalized intersection, the intersection of Parker Road/Millers Chapel Road with SR 138, and two unsignalized intersections, Millers Chapel Road with SR 20 and Parker Road with Old Parker Road within the project limits. A capacity analysis of these intersections was conducted for the No-Build and Build conditions for the years 2008 and 2028 utilizing the methodology of the 2002 Highway Capacity Manual (HCM) - Unsignalized Intersections and Signalized Intersections and the Highway Capacity Software, Version 4.1e (HCS). The results indicate that all intersections except the intersection with SR 20 will operate at a satisfactory level through the year 2028. The deficient LOS of this intersection is primarily due to the through traffic volumes on SR 20, which indicates that the widening of SR 20 to a six lane facility, which is outside of the scope of this project, would be necessary to provide an adequate LOS. AM and PM Peak-Hour Levels of Service is provided in the table below. The detailed intersection capacity analysis outputs are provided in the attachments.

Intersection/Approach	2008 No Build		2028 No Build		2008 Build		2028 Build	
	AM	PM	AM	PM	AM	PM	AM	PM
SR 20	n/a	n/a	n/a	n/a	B	D	F	F
Northbound/SR 20	B	F	F	F	B	D	F	F
Southbound/SR 20	C	B	F	F	B	D	C	F
Westbound/Jimson	F	F	F	F	D	D	F	F
Eastbound/Millers Ch	B	F	C	F	C	E	E	F
SR 138	B	C	F	F	B	B	D	D
Northbound/Millers Ch	C	C	F	F	C	C	F	E
Southbound/Parker	B	C	C	E	B	C	C	F
Westbound/SR 138	C	B	D	E	B	B	B	C
Eastbound/SR 138	B	B	E	F	B	B	D	D
Old Parker Road	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Northbound/Parker	A	A	A	B	A	B	A	B
Eastbound/Old Parker	C	C	F	F	B	B	C	D

Safety Analysis

During the years 2002-04, there were a total of 76 accidents on this section of Parker Road and Millers Chapel Road, including 41 accidents at the intersection of SR 138 with Parker Road/Millers Chapel Road which is currently signalized and 19 accidents at the intersection of SR 20 with Millers Chapel Road/Jimson Way which is currently

Project Number: MSL-0004-00(433)

PI Number: 0004433

unsignalized. This is a rate of 1070 accidents per 100 million vehicle miles traveled as compared to the statewide average of 568. The historical data includes no record of fatalities during this time period.

Intersection Recommendations:

A discussion of proposed improvements at the three individual intersections is provided below.

SR 20/Jimson Way - A traffic signal is proposed to be added at this existing unsignalized intersection. A Warrant Analysis, using the methodology of the MUTCD, 2003 Edition was performed for this intersection and indicates that in the base year of 2008, the traffic conditions in the intersection will satisfy the requirements for Warrants 1A, 1B, 1A&B, 2, 3B, and 8. A summary of the warrant analysis is provided in the attachments. It is recommended to not add any additional lanes to the intersection under this project, even though this intersection is shown to operate at an unsatisfactory LOS in the design year. Analysis indicates that improvement of the operation would require the widening of SR 20 to six lanes which is beyond the scope of the current project. The recommended lanes assignments for this intersection are the same as the existing assignment:

- Northbound (SR 20) - 1 Left, 2 Through, 1 Right
- Southbound (SR 20) - 1 Left, 1 Through, 1 Through/Right
- Westbound (Jimson Way) - 1 Left/Through/Right
- Eastbound (Millers Chapel Rd) - 1 Left/Through, 1 Right

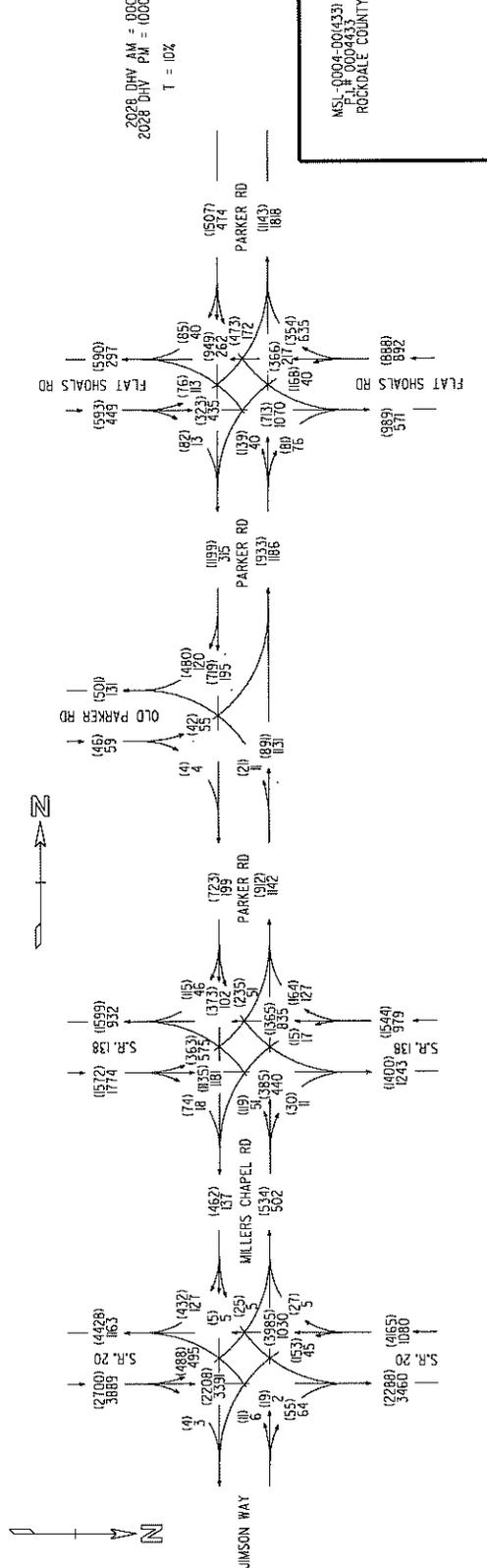
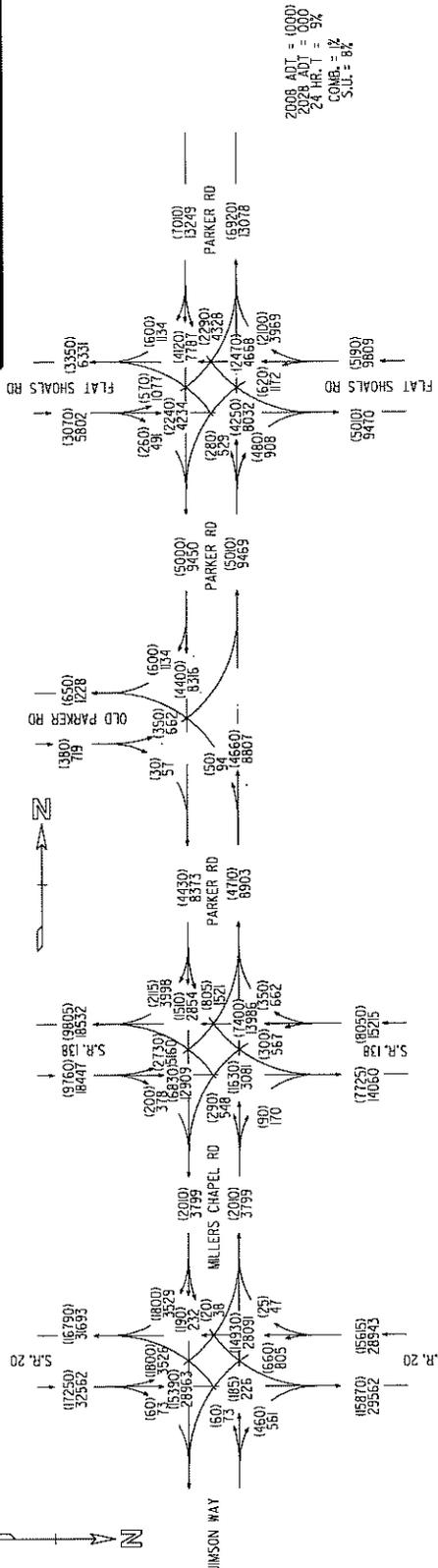
SR 138 - The existing traffic signal at this intersection is proposed to be upgraded to add a protected/permitted left turn in the Northbound and Southbound approaches and a double left turns, under a protected only left phase, in the eastbound direction. It is recommended to add a separate northbound left turn lane and add a second eastbound left turn lane, making this approach a double left turn. The recommended lane assignments are as follows:

- Northbound (Millers Chapel Road) - 1 Left, 1 Through/Right
- Southbound (Parker Road) - 1 Left, 1 Through, 1 Right
- Westbound (SR 138) - 1 Left, 2 Through, 1 Right
- Eastbound (SR 138) - 2 Left, 1 Through, 1 Through/Right

Old Parker Road - The recommended lane assignments are as follows:

- Northbound (Parker Road) - 1 Left, 2 Through
- Southbound (Parker Road) - 1 U-turn, 2 Through, 1 Right
- Eastbound (Old Parker Rd) - 1 Left/Through

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



SHEET 1 OF 1

AFE-04-99



ROCKDALE COUNTY
DEPARTMENT OF PUBLIC SERVICES AND ENGINEERING

Initial Concept Meeting Minutes

DATE:

April 4, 2005

SUBJECT:

Parker Road, Phase III

SR 20 to South of Flat Shoals Road

P.I. # 0004433

MSL-0004-00(433)

1) Introductions and Responsibilities-Neal O'Brien

- Neal O'Brien, GDOT Urban Design, 404.656.5442, nobrien@dot.state.ga.us (GDOT PM)
- Geoff Dennis, Rockdale Water, 770.918.6541, geoff.dennis@rockdalecounty.org
- Charles McGiboney, Rockdale Public Service and Engineering, 770.785.6908, charles.mcgiboney@rockdalecounty.org
- Frank Hellman, Rockdale Public Service and Engineering, 770.785.6908, frank.hellman@rockdalecounty.org (primary Rockdale contact)
- Tim Evans, GDOT Traffic Ops
- Terri Malone, Edwards Pitman, 770.333.9484, TMalone@Edwardfs-Pitman.com
- Richard Meehan, Lowe Engineers, LLC, 770.857.8434, Meehan@loweengineers.com (Consultant PM)
- Abbie Dement, Lowe Engineers, LLC, 770.857.8403, dement@loweengineers.com (Lead Engineer)
- Wayne Kitchens, Snapping Shoals EMC, 770.385.2709, wkitchens@ssemc.com
- Sharon Witherspoon, GDOT Utilities, 404.463.4953, Sharon.witherspoon@dot.state.us
- James Gordon, GDOT Traffic Ops, 404.635.8061, james.gordon@dot.state.ga.us
- Glenn Bowman, GDOT Urban Design, 404.656.5436, Glenn.bowman@dot.state.ga.us
- Brian Leavell, AGL Resources, 404.584.4702, bleavell@aglresources.com
- Ben Buchan, GDOT Urban Design, 404.656.5436, ben.buchan@dot.state.ga.us
- Daryl Cranford, GDOT Planning, 404.656.5360, daryl.cranford@dot.state.ga.us
- Terry McCollister, GDOT for DOT/R/W, listed contact as: jerry.miligan@dot.state.ga.us
- Balogun Bisi, GDOT Urban Design, 404.656.5442, balogun.bisi@dot.state.ga.us
- Sal Pirzad, GDOT Urban Design. 44.656.5442, Sal.pirzad@dot.state.ga.us
- Michael Womack, GPC, 404.473.0181, mlwomack@southernco.com
- Amy Goodwin, GDOT (Bike contact), 404.657.6692, amy.goodwin@dot.state.ga.us



2) Corridor Review-Richard Meehan

- a) Existing Roadways include a combined 1.2 mile section of Millers Chapel Road and Parker Road, which are currently two lane rural roadways with pavement widths averaging between 20' and 22' and very little areas with shoulders. The project is known as Rockdale County Parker Road Project Phase III. The posted speed is 35mph.
- b) Existing Right-of-way along Parker Road is an average of 70' ROW and Millers Chapel is 45' ROW except at the intersection where it is 90'-100.' There is a known development buying a large commercial tract along Parker Road. The local jurisdiction is making sure that their plans are in coordination with this project. Parker Road Phase II ROW purchase is underway now and it is anticipated that ROW will need to be bought twice from a few parcels because of the overlap of the projects.
- c) Existing Utilities are not completely parallel for the entire length. The project site includes fiber optic, water, overhead telephone and electrical lines. It is anticipated that the widening section will affect the water main and that it will need to be relocated to the other side. Rockdale County officials requested information regarding the feasibility of moving the utilities underground. Sharon added that GDOT can only request such if Rockdale will send a letter saying that they will pay for it. Wayne added that he knows of possible areas of rock in the site area and suggested that going completely underground might quickly become expensive. It is not known if there is any interconnect Fiberoptic at the intersection.

3) Need and Purpose-Richard Meehan

- a) Evaluation- Millers Chapel has a deficient curve for 35mph and is currently LOS B. Parker Road is currently LOS D. It is desired to have a uniform typical section, have context sensitive design in regards to the City of Conyers Overlay District, provides traffic calming
- b) RTP/STIP Conformity- This is a GRTA Arterial road funding project. Construction is planned for 2007 and completion for 2009. ROW is to be acquired by Rockdale County-Charles. It was noted that Phase II Parker Road is scheduled for a 2006 letting. Charles added that the county is in the process of trying to change Old Salem Connector project from long range.
- c) Traffic Data-Neal requested additional review of the traffic data provided for the meeting, specifically in regard to the K value. Richard agreed to review the calculations in an expedited manner in order to keep the Environmental documents progressing on schedule.
- d) Accident Data shows 76 accidents, 41 at one intersection and 19 at another intersection.

4) Design Criteria-Richard Meehan

- a) Typical Section
 - i) A 120' ROW is required along Millers Chapel to comply with City of Conyers overlay district
 - i) Parker Road is shown as a four lane, median divided highway with a 6ft minimum grass strip, sidewalk to the west and multiuse path to the west.

ROCKDALE COUNTY
DEPARTMENT OF PUBLIC SERVICES AND ENGINEERING

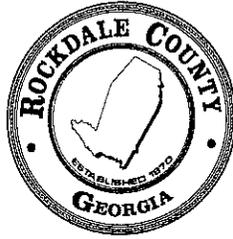
- (1) Ben pointed out that motor fuel tax money (which this is) cannot be used for [winding] multiuse paths per the Attorney General. A parallel sidewalk or bike lanes on the road would meet the motor fuel requirements. Glenn added that GDOT prefers separating the bike and pedestrian movements. Note it is desired and not required. Richard and Abbie noted that multiuse paths may be striped and signed, as with the Big Creek Greenway and portions of paths adjacent to the Avondale MARTA station along Ponce de Leon. Charles asked Neal if this would mean that the County would pick up the cost difference and the response was "yes."
- ii) Millers Chapel Road is shown as a two lane median divided highway with a minimum 8ft grass strip, sidewalk to the west and multiuse path to the east. A median is included with the design along with additional lane width to accommodate one way-one lane traffic.
 - (1) The same comments were brought up about traffic concerns and if the traffic for Millers Chapel would require more than the two lanes proposed. Richard emphasized that the traffic numbers were run in a very conservative way and that it is not likely to change to a four lane design.
 - (2) Terry asked about access permits due to the medians. Richard stated that they would be granted by the local government. Charles and Frank shared what they know at this point in time regarding all driveway locations.
- b) Design Speed-Posted speed is 35 mph, however, the 80% speed is 50mph. It is intended to keep design speed at 35mph. It is desired to reduce the speeding problem, especially on Millers Chapel Road.
- b) Traffic Calming Measures-Richard pointed out the proposed roundabout locations on the corridor maps
 - (1) Daryl voiced concern about the roundabouts shown on the corridor map on the wall. She was concerned about truck traffic on roundabouts. Richard shared that the truck traffic was around 5% for that section and that it is only for a two lane section of roadway. Daryl asked "what type of trucks?" Richard responded mostly SU though the expected development will produce approximately 1% destination traffic by tractor trailers. Richard also iterated that the 100ft outside radii used on the roundabouts meet FHWA guidelines. Daryl stated that GDOT roundabout details mirror FHWA guidelines.
 - (2) Charles asked "what are the state restrictions on landscaping?" Ben responded that if the design standards are met and GDOT receives an agreement from Rockdale County and the City of Conyers to maintain the landscaping, the restrictions will be met.
 - (3) It was suggested by Daryl that the Need and Purpose be made more explicit of exactly what is being done to address current conditions and what will aid them.
- 5) Environmental Concerns-Terri
 - a) Identified Environmental Resources-Terri shared that there are no eligible historical properties or endangered species; however there are 3 wetlands, and 1 stream.



- b) Environmental Document- Terri added that the Historical, Displacement, and Ecology sections are currently underway this month. Richard volunteered to give Terri the permission letter to use. Terri requested more detailed plans by the end of the month showing easement area and limits of construction for the archeology investigation. Environmental approval is scheduled for February, but Terri thinks that it can be done earlier, possibly October. She feels that is dependent upon getting more detailed plans to be able to complete all studies for a July submittal. Richard agreed to have plans to Terri in the next couple of weeks, definitely by the end of the month.
- c) Permits Required- This initial design results in 924 credits of longitudinal impact which definitely a 404. This can be refined and lessened as the project advances toward preliminary layouts. It was noted that Air and Noise will have to be considered since the project is 1.2miles>1.0 mile requirement with the approximately 10,000 vehicle threshold. 4F and 6F are not anticipated. Displacements are not anticipated. Sal requested to see the wetlands and streams on the corridor map. Terri pointed them out-near the existing bank, near a proposed roundabout and near the old Parker Road intersection.
- 6) Initial Concept Layout-Richard
- i) The only intersection breaks other than Hwy 138 and Flat Shoals are planned to be roundabouts on Millers Chapel and at Old Parker Road. The pedestrian and bike connection to Flat Shoals will overlap with Parker Road Phase II.
 - ii) Frank asked about driveway access for those areas along Parker Road. Richard responded that the median will only allow for right in, right out movements and that U-turn at Old Parker and Flat Shoals, including necessary bumpouts, will need to be accommodated.
 - iii) Frank asked if this proposed an unsignalized entrance to the apartments. Richard pointed out that the apartments are actually within the Phase II limits (other project).
 - iv) Neal added that he thinks that free flow right turns from SR 138 to Parker Road should be discouraged and suggested adding a yield condition and potentially tie it into the signal phasing especially with the Multi-use Path crossing
 - v) Charles and Frank stated that the ROW is being protected on another development under review in the county. It is another bank at the corner of SR 138 and Miller Chapel and restricted access has already been discussed.
 - vi) Terry pointed out that a ROW parcel count will be needed soon. Richard estimated that 20-25 parcels, (2-3 of them being very large) will be part of the design and included in the draft concept report.
 - vii) Ben suggested that the multiuse path (wider sidewalk) be placed on the residential side of Parker Road rather than the Commercial side. Neal said that GDOT probably prefers that the 10' path be on the residential side. Frank agreed.
 - viii) Neal asked where the bike path route comes from and goes to.
 - ix) Wayne asked if there is much planned expansion at the intersection with SR 138. Richard replied no, that there is actually slightly less pavement.



- x) Richard shared that the entire length of the project will have urban Stormwater systems in response to a question.
 - xi) Beth asked for the separation distance from the cars to the sidewalk/paths. Richard pointed out the typical section has 6' for sidewalk and a variable from 5'-13' for the multi-use path. Amy added that this meets the 5' minimum separation desired.
- 7) Public Involvement-Richard
- a) Previous Contacts-Rockdale County continues to be in contact with large tract developers along the corridor.
 - b) Coordination with other agencies-GDOT, GRTA, FHWA, Rockdale County, and the City of Conyers are involved. GDOT will handle coordination with GRTA & FHWA. Rockdale County is responsible for coordination with City
 - c) Public Information Open House-Neal asked that when Lowe Engineers, LLC is ready for this to call him. It was noted that this is a 45 day pre-scheduled event. Richard is looking for early to mid June which should be accommodated with this timeline. Richard will talk with Traffic ASAP to make this happen. Once traffic data is corrected and traffic studies updated to reflect the corrected traffic and the layout matches these revised traffic studies then a PIOH will be requested.
 - d) Additional Rockdale PI Meetings-Charles added that Rockdale wants additional public hearings but that either the environmental public hearing or a pre right-of-way acquisition meeting will satisfy the County requirements.
- 8) Schedule
- a) Concept Team Meeting- per Neal to be scheduled after the PIOH is held and comments responded to.
 - b) PIOH-mid June
 - c) Environmental Document-July to September. Trying to move this up in the schedule.
- 9) Open Discussion



ROCKDALE COUNTY
DEPARTMENT OF PUBLIC SERVICES AND ENGINEERING

Meeting Minutes

DATE:

April 18, 2006

SUBJECT:

Parker Road, Phase III

SR 20 to South of Flat Shoals Road

P.I. # 0004433

MSL-0004-00(433)

Concept Team Meeting Minutes

I. ATTENDEES

- a. Neal O'Brien, GADOT Urban Design
- b. Richard Meehan, Lowe Engineers, LLC
- c. Abbie Jones, Lowe Engineers, LLC
- d. Bisi Balogun, GADOT Urban Design
- e. Christa Wilkinson, GADOT Office of Environment/Location
- f. Shannon Hebb, Rockdale County
- g. Alan Walker, GADOT Road Design
- h. Susan Thomas, Edwards-Pitman Environmental
- i. Linda Edwards, Edwards-Pitman Environmental
- j. Glenn Bowman, GADOT Urban Design
- k. Janique Suber, GADOT Urban Design
- l. Jill Franks, GADOT Urban Design
- m. Daryl Crawford, GADOT Planning
- n. Thomas Parker, GADOT District 7 Construction
- o. Jun Birnkammer, GADOT Utilities
- p. Jerry Milligan, GADOT Right-of-Way
- q. Rhonda Barnett, GADOT

II. PROJECT IDENTIFICATION

- a. MSL-0004-00(433) Rockdale County, Parker Road Phase 3
 - i. Widening of Millers Chapel Road from SR 20 to SR 138
 - ii. Widening of Parker Road from SR 138 to south of Flat Shoals Rd - Tie to Parker Rd Phase 2

III. FUNCTIONAL CLASSIFICATION

- a. Urban Minor Arterial

IV. NEED AND PURPOSE STATEMENT

- a. Improved Vehicle access from SR 138 & SR 20 to Conyers
- b. Provide a uniform typical section
- c. Adequately handle future traffic needs



- d. Provide improved vehicular safety
- e. Provide improved pedestrian & bike connectivity & safety
- V. TRAFFIC PROJECTIONS
 - a. Current (2005) – Millers: 2,912 ADT Parker: 8,632 ADT
 - b. Projected (2028) – Millers: 7,600 ADT Parker: 18,919 ADT
- VI. EXISTING TYPICAL SECTION
 - a. Two Lane Road rural, narrow lanes & shoulders. Some widening of Parker just North of SR 138
- VII. DESIGN CRITERIA
 - a. 35 MPH urban design
 - b. Minimum Radius 220' (existing), proposed minimum 340'
 - c. Max grade allowed of 8%, proposed 4%



VIII. PROPOSED PROJECT DESCRIPTION

- a. Millers Chapel
 - i. 2 - 15' lanes, 20' raised median
 - ii. 16' Urban Shoulder/ 5' Sidewalk Right (east) side
 - iii. 21' Urban Shoulder/ 10' Sidewalk Left
 - iv. ROW 95' min
- b. Roundabouts
 - i. 1 - 20' lane, 8' conc apron inside
 - ii. 65' outside radius
 - iii. Shoulders same as on Millers Chapel Rd
- c. Parker Road
 - i. 4 - 12' lanes, 20' median
 - ii. 16' Urban Shoulder/ 5' Sidewalk Right
 - iii. 21' US/ 10' Sidewalk Left
 - iv. ROW 120'
- d. Landscaping & Lighting
 - i. street trees on median & outside shoulders
 - ii. Street Lights on outside shoulders
 - iii. Context Sensitive Design
 - iv. Millers Chapel to meet City of Conyers overlay district Standards

IX. MAJOR STRUCTURES

- a. None

X. DESIGN VARIANCES/EXCEPTIONS

- a. None

XI. RIGHT OF WAY DISPLACEMENTS/RELOCATIONS

- a. 32 Parcels
- b. No Displacements

XII. UTILITIES

- a. Water - 8" water line on Millers Chapel (follows Old Road) up to Lowes. 8" on Parker/Old Parker. The water department would like to retain the existing line as is and adjust valves, relocate FH & WV as necessary. This was discussed and the consensus was that all utilities should be relocated from under the proposed pavement. The existing Water Vault @ Lowes will need to be relocated to east side of the proposed Parker Road
- b. OHP/T, UGT, UG Gas relocate as necessary.

XIII. ALTERNATES CONSIDERED AND REASONS FOR REJECTION

- a. No Build
- b. Putting wide sidewalk on the east side. This was rejected and it would result in too much impact to the commercial developments on the east side of the road. Additionally, there is more residential on west side of the road.

XIV. LEVEL OF ENVIRONMENTAL ANALYSIS AND CONCERNS

- a. Comments from Edwards Pitman Environmental
 - i. Edwards Pitman currently has approval of all studies except Air Quality. This is expected to take a few months as it moves through OEL and FHWA. Approval expected by July/August. Once approved a Public



Hearing will need to be scheduled. FONSI approval expected by end December/begin January.

- ii. 3 small wetland and 1 stream impact-still qualify for 404 general permit
- iii. Noise impact to 2 residents
- iv. EA-NEPA required because some capacity is being added

XV. PROJECT DEVELOPMENT SCHEDULE

- a. Environmental - January 2007
- b. Right-of-way - FY2007
- c. Construction - FY 2008

XVI. PUBLIC HEARING

- a. PIOH held August 2005,
- b. Environmental Public Hearing expected to be scheduled in Fall 2006

XVII. COMMENTS FROM ATTENDEES

- a. Rockdale County
 - i. Combine 1st two paragraphs in Need and Purpose Statement as they are repetitive
 - ii. Millers Chapel-paragraph 3, please use "2 lane rural"
 - iii. On page 4 of Concept Report change the letting date for Parker Road Phase II to FY07
 - iv. List adjacent projects on both Page 5 and page 9 of the concept report. All projects should be in both areas
 - v. In past have split up Concept Reports for roads with different typical sections. It was discussed that due to common funding one Concept Report is needed and that the distinction between the two road sections in the current report is adequate.
 - vi. Rockdale is approaching ARC to design as one project but to build Millers Chapel Road and Parker Road as separate projects. It would be desired to phase as Phase 3A Parker Rd and Phase 3B Millers Chapel Road. It was mentioned that if the project is split for construction they would need 2 PI Numbers issued. Additionally, the Concept Report will need to be revised when the project split is approved. GRTA will also need to be contacted.
 - vii. The County desires that the Typical sections show pedestrian lighting, street lighting, and landscaping and that these items be added to the concept report.
 - viii. The question was raised if the project was required to be a temporary state route for Parker/Millers Chapel for construction only. It would require an agreement to operate and maintain. It was the consensus that because of GRTA bond funding it would need to be a temporary State Route. GDOT Urban Design will confirm.
 - ix. County is buying the right-of-way. Request scheduling 18 months for the acquisition. There are expected to be 32 parcels. This schedule will need to be revised if there is a project split.
- b. Environmental
 - i. Expect the FONSI next December
 - ii. Stream buffer is 6 months (separate from FONSI). The County noted that they have a 75ft stream buffer requirement. The buffer variance will need to go through the Stormwater dept in an administrative variance



application via Bob Taylor x6918. County will look at shifting the multi-use path/sidewalk construction for the section from the apartments to Flat Shoals Road adjacent to the stream to be included in Phase 2 project scheduled for letting in FY07 eliminating the need for a stream buffer variance on Phase 3.

- c. Planning
 - i. No Comments
- d. Traffic
 - i. No one in attendance
- e. Utilities
 - i. Lowe sent all plans for concept to utility companies
 - ii. It was requested that all correspondence be copied to the GDOT district utility engineer Sharon Witherspoon.
 - iii. It is not okay to leave the water under the roadway. Must relocate existing line. Now is seen as the time to this. However, Rockdale can appeal to GDOT.
- f. General
 - i. The church on Old Millers Chapel is relocating and the property is expected to be developed. It is desired that the new development needs to tie at the roundabouts. It was recommended that to control the access of new development that it would desirable to purchase limit of access and to provide breaks at the existing driveways.
 - ii. The Target shopping center at Millers Chapel and SR 20 is about halfway built. The parking lots are under construction also.
 - iii. Concern was raised by GDOT over the location of the first roundabout on the sharp curve would limit the visibility of the roundabout by an approaching vehicle. A roundabout ahead advance warning sign will be necessary.
 - iv. SR138 eastbound needs double left turn lanes with full lane widths. There is an existing median that is striped out that is less than 12-ft wide. Glenn Bowman recommended that a concrete median should be added on SR 138 west of the intersection to at least past the entrance to the bank on the SW corner. In order to add a concrete median, widening on the outside will be required. Also, the opposing side of the intersection will need to be widened so that the lanes match with the new double left turn lanes. Concept and Concept Report will need to be updated to show this widening and the project limits along SR 138 will need to be expanded.
 - v. Glen Bowman also recommended that the median be added all the way to Flat Shoals Road. He also pointed out that it is undesirable to have a median opening at the apartment driveway since it is less than the 660ft minimum from Flat Shoals Road. If a median opening is to be placed at this location or if the median terminates, a design variance will be required.

#C-2003-124

UD062403
Rev. 09/23/03

LOCAL GOVERNMENT PROJECT AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

ROCKDALE COUNTY, GEORGIA

for

PRIORITY LAND TRANSPORTATION PROJECT
PARKER ROAD FROM S.R. 20 @ MILLERS CHAPEL ROAD TO
FLAT SHOALS ROAD PHASE 3

This AGREEMENT is made and entered into this 29 day of Sept., 2003, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and ROCKDALE 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 Parker Road from S.R. 20 at Millers Chapel Road to Flat Shoals Road Phase 3 in Rockdale County, Georgia, currently described as Georgia Department of Transportation Project Number MSL-0004-00(433), P. I. Number 0004433, 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 \$4,375,000.00.
2. The DEPARTMENT shall support the implementation of the PROJECT as outlined in the Intergovernmental Agreement and the parties recognize that no funding is currently available in the regional transportation programming process. Funding for this PROJECT is limited to that amount currently identified in paragraph 1 of this Agreement.
3. The COUNTY shall be responsible for all costs for providing energy, maintenance, and operational costs of any roadway and interchange lighting within the PROJECT limits.
4. The COUNTY shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks within the PROJECT limits.
5. Both the COUNTY and the DEPARTMENT hereby acknowledge that TIME IS OF THE ESSENCE for the implementation of this PROJECT. Both parties shall adhere to the priorities established in the detailed project schedule attached as Schedule A of the Addendum to Local Government Project Agreement, ("Schedule A"), and the approved State Transportation Improvement Program ("STIP") or earlier. In the completion of respective commitments contained herein, changes may be made to the schedule if mutually identified and agreed upon, in writing, by the DEPARTMENT, the COUNTY, GRTA, and SRTA. If, for any reason, the COUNTY does not produce acceptable deliverables at the milestone dates defined in Schedule A or the STIP, the DEPARTMENT reserves the right to delay the project's implementation until the COUNTY comes into compliance with the Schedule A or until a revision can be mutually agreed upon.
6. All preconstruction engineering activities shall be accomplished by the COUNTY and in accordance with the DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications for the Construction of Transportation Systems, PROJECT schedules, Plan Presentation Guide, and applicable guidelines of the DEPARTMENT. The COUNTY'S responsibility for design shall include, but is not limited to the following items:

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

- i. Prepare traffic studies, preliminary construction plans, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including signing, marking, and signal plans, erosion control, traffic handling, and construction sequence plans and specifications including special provisions for the PROJECT.
 - j. The COUNTY shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The COUNTY shall perform all necessary survey efforts in order to complete the design of the bridge(s) and prepare any required hydraulic and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this AGREEMENT.
 - k. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT guidelines.
 - l. Failure of the COUNTY to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds and it shall be the responsibility of the COUNTY to make up a loss of that funding.
7. All Primary Consultant firms hired by the COUNTY to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the COUNTY with a list of prequalified consultant firms in the appropriate area-classes.
 8. The PROJECT construction and right of way plans shall be prepared in English Units.
 9. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software, respectively, and shall be organized as per the DEPARTMENT's guidelines on electronic file management.
 10. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the COUNTY.
 11. Upon the COUNTY's determination of the rights of way required for the PROJECT and the approval of the right of way plans by the DEPARTMENT, the necessary rights of way for the PROJECT shall be acquired by the COUNTY. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT, and in accordance with the Contract for Acquisition of Right of Way to be prepared by the DEPARTMENT and executed between

the COUNTY and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the COUNTY to follow these requirements may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the COUNTY to make up the loss of that funding. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The COUNTY shall further be responsible for making all changes to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right of way or to match actual conditions encountered.

12. The COUNTY shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.
13. The COUNTY shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.
14. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and that certification that all needed permits for the PROJECT have been obtained by the COUNTY, the COUNTY shall let the PROJECT for construction. The COUNTY shall be solely responsible for securing and awarding the construction contract for the PROJECT. The COUNTY shall perform and bear all costs associated with inspection and materials testing during construction. Such inspection and materials testing shall be done in accordance with the Transportation Online Policy and Procedure System 5020-1 on file at the DEPARTMENT and available to the COUNTY.
15. The COUNTY shall 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. 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.
19. This AGREEMENT is made and entered into in Fulton County, Georgia, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.
20. The parties agree this AGREEMENT shall not be binding and neither party hereto shall have any obligation or liability to the other whatsoever under this AGREEMENT unless and until such time as that certain Addendum to Local Government Project Agreement (Arterial Road Project) regarding the PROJECT shall have been (a) executed and delivered by the parties, and acknowledged and consented to by the SRTA and GRTA, and (b) attached to this AGREEMENT.
21. This AGREEMENT contains the entire understanding between the parties relating to the subject matter of the previously executed Local Government Project Agreement and supercedes all prior oral and written understandings, arrangements and agreements between

the parties relating thereto. Any amendments to this AGREEMENT must be in writing, executed by the parties and have express reference to be made a part of this AGREEMENT.

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

RECOMMENDED:

James B. Baker
State Urban Design Engineer

Norman L. Ingram
Director of Preconstruction

Paul W. Muth
Chief Engineer

BOARD OF COMMISSIONERS
Rockdale County, Georgia

BY: Norman Wheeler
Chairman

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

Walter W. Lorie
Witness
Holly Sabourine
Notary Public, Rockdale Co., Notary Public
My Commission Expires:
JUNE 21, 2006

DEPARTMENT OF TRANSPORTATION

BY: David E. Ginn
Commissioner *ELM*

This Agreement approved by the Rockdale
County Commission at a meeting held at
901 main Street this
29 day of September, 2003.

ATTEST:
Paul M. [Signature]
Treasurer

Jim Rutledge
Clerk of Commission

Reviewed as to Legal Form:
[Signature]
Office of Legal Services

ADDENDUM TO
LOCAL GOVERNMENT PROJECT AGREEMENT
(Arterial Road Project)

This ADDENDUM TO LOCAL GOVERNMENT PROJECT AGREEMENT (this "Addendum") is made effective as of this 29th day of September, 2003, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia ("DEPARTMENT"), and ROCKDALE 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 Rockdale County, dated September 29, 2003 (the "Local Government Project Agreement"), relating to the construction of land transportation improvements described as Parker Road From S.R. 20 at Millers Chapel Road to Flat Shoals Road, Phase 3, currently identified as Georgia Department of Transportation Project Number MSL-004-00(433), P.I. Number 0004433, hereinafter referred to as the "PROJECT"; and

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

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

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

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

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

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

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

If to the DEPARTMENT:

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

If to the COUNTY: Rockdale County
962 Milstead Avenue
Conyers, Georgia 30012
Attn: Norman Wheeler, Chairman
770-929-4053

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.

Rockdale COUNTY

APPROVED AS TO FORM:

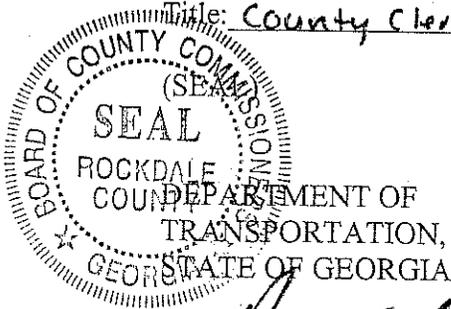
By: Norman Wheeler
Name: Norman Wheeler
Title: Chairman

By: JSUW

Attest: Jin Rutledge
Name: Jennifer Rutledge
Title: County Clerk

APPROVED PER MINUTES:

By: Jin Rutledge



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

APPROVED AS TO FORM:

By: Leah Boyer

ACKNOWLEDGED AND CONSENTED TO BY:

STATE ROAD AND
TOLLWAY AUTHORITY

By: [Signature]
Name: _____
Title: _____

GEORGIA REGIONAL
TRANSPORTATION
AUTHORITY

By: [Signature]
Name: _____
Title: _____

Schedule A

County	Proj Id	Description	Activity Description	Sched Finish
ROCKDALE	0004433	PARKER RD FM MILLERS CHAPEL RD TO FLAT SHOALS RD PHASE 3	PE Funding Authorization	2-Nov-2003
			Environmental Approval Complete	27-Apr-2005
			Let Contract	29-Jun-2006
			Construction 75% Complete	3-Aug-2007
			Construction 100% Complete	21-Dec-2007
			Construction Final Payment	4-Feb-2008

Schedule B

Requisition Form

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

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

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

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

Name: _____

Title: _____

Date: _____

ALLOCATIONS
CASH FLOW SCHEDULE C
Projected Cash Flow by Month
For Project Number
0004433
FOR FUNDCODE
LGPA

Report Date: September 9, 2003

Month	Year	PI#	Pe Amount	ROW Amount	Cst Amount	Total
November	2003	0004433	\$48,750.00	\$0.00	\$0.00	\$48,750.00
December	2003	0004433	\$24,375.00	\$0.00	\$0.00	\$24,375.00
Total for Year:	2003		\$73,125.00	\$0.00	\$0.00	\$73,125.00
January	2004	0004433	\$24,375.00	\$0.00	\$0.00	\$24,375.00
February	2004	0004433	\$7,386.36	\$0.00	\$0.00	\$7,386.36
March	2004	0004433	\$7,386.36	\$0.00	\$0.00	\$7,386.36
April	2004	0004433	\$7,386.36	\$0.00	\$0.00	\$7,386.36
May	2004	0004433	\$7,386.36	\$0.00	\$0.00	\$7,386.36
June	2004	0004433	\$7,386.36	\$0.00	\$0.00	\$7,386.36
July	2004	0004433	\$7,386.36	\$0.00	\$0.00	\$7,386.36
August	2004	0004433	\$7,386.36	\$0.00	\$0.00	\$7,386.36
September	2004	0004433	\$7,386.36	\$0.00	\$0.00	\$7,386.36
October	2004	0004433	\$7,386.36	\$0.00	\$0.00	\$7,386.36
November	2004	0004433	\$7,386.36	\$0.00	\$0.00	\$7,386.36
December	2004	0004433	\$7,386.36	\$0.00	\$0.00	\$7,386.36
Total for Year:	2004		\$105,925.00	\$0.00	\$0.00	\$105,925.00
January	2005	0004433	\$24,375.00	\$0.00	\$0.00	\$24,375.00
February	2005	0004433	\$24,375.00	\$0.00	\$0.00	\$24,375.00
March	2005	0004433	\$2,321.43	\$0.00	\$0.00	\$2,321.43
April	2005	0004433	\$2,321.43	\$0.00	\$0.00	\$2,321.43
May	2005	0004433	\$2,321.43	\$0.00	\$0.00	\$2,321.43
June	2005	0004433	\$2,321.43	\$17,500.00	\$0.00	\$19,821.43
July	2005	0004433	\$2,321.43	\$17,500.00	\$0.00	\$19,821.43
August	2005	0004433	\$2,321.43	\$17,500.00	\$0.00	\$19,821.43
September	2005	0004433	\$2,321.43	\$126,000.00	\$0.00	\$128,321.43
October	2005	0004433	\$8,125.00	\$126,000.00	\$0.00	\$134,125.00
November	2005	0004433	\$8,125.00	\$126,000.00	\$0.00	\$134,125.00
December	2005	0004433	\$8,125.00	\$126,000.00	\$0.00	\$134,125.00
Total for Year:	2005		\$89,375.00	\$554,000.00	\$0.00	\$643,375.00
January	2006	0004433	\$8,125.00	\$126,000.00	\$0.00	\$134,125.00
February	2006	0004433	\$16,250.00	\$157,500.00	\$0.00	\$173,750.00
March	2006	0004433	\$10,833.33	\$157,500.00	\$0.00	\$168,333.33
April	2006	0004433	\$10,833.33	\$26,250.00	\$0.00	\$37,083.33
May	2006	0004433	\$10,833.33	\$26,250.00	\$0.00	\$37,083.33
June	2006	0004433	\$0.00	\$0.00	\$0.00	\$0.00
July	2006	0004433	\$0.00	\$0.00	\$0.00	\$0.00
August	2006	0004433	\$0.00	\$0.00	\$210,000.00	\$210,000.00
September	2006	0004433	\$0.00	\$0.00	\$210,000.00	\$210,000.00
October	2006	0004433	\$0.00	\$0.00	\$210,000.00	\$210,000.00
Total for Year:	2006		\$56,875.00	\$493,500.00	\$945,000.00	\$1,495,375.00
January	2007	0004433	\$0.00	\$0.00	\$157,500.00	\$157,500.00
February	2007	0004433	\$0.00	\$0.00	\$157,500.00	\$157,500.00
March	2007	0004433	\$0.00	\$0.00	\$157,500.00	\$157,500.00
April	2007	0004433	\$0.00	\$0.00	\$157,500.00	\$157,500.00

May	2007	0004433	\$0.00	\$0.00	\$157,500.00	\$157,500.00
June	2007	0004433	\$0.00	\$0.00	\$157,500.00	\$157,500.00
July	2007	0004433	\$0.00	\$0.00	\$138,750.00	\$138,750.00
August	2007	0004433	\$0.00	\$0.00	\$138,750.00	\$138,750.00
September	2007	0004433	\$0.00	\$0.00	\$138,750.00	\$138,750.00
October	2007	0004433	\$0.00	\$0.00	\$138,750.00	\$138,750.00
November	2007	0004433	\$0.00	\$0.00	\$138,750.00	\$138,750.00
December	2007	0004433	\$0.00	\$0.00	\$138,750.00	\$138,750.00
Total for Year:	2007		\$0.00	\$0.00	\$1,777,500.00	\$1,777,500.00
January	2008	0004433	\$0.00	\$0.00	\$138,750.00	\$138,750.00
February	2008	0004433	\$0.00	\$0.00	\$138,750.00	\$138,750.00
Total for Year:	2008		\$0.00	\$0.00	\$277,500.00	\$277,500.00
Total \$ for the Fundcode:			\$325,000.00	\$1,050,000.00	\$3,000,000.00	\$4,375,000.00

