

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006293, Coweta County **OFFICE** Preconstruction
MSL-0006-00(293)
Intersection Improvements at 3 Locations **DATE** May 11, 2005

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

TO *MBP* SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

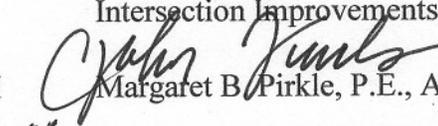
DISTRIBUTION:

David Mulling
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Brent Story
Thomas Howell
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0006293, Coweta County **OFFICE** Preconstruction
MSL-0006-00(293)
Intersection Improvements at 3 Locations **DATE** April 21, 2005

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 consists of safety and operational improvements at 3 intersections in Coweta County.

Lower Fayetteville Road at SR 154

This intersection is located in the eastern part of Coweta County, east of Newnan and north of Sharpsburg. Lower Fayetteville Road is a two lane roadway with a 45 MPH posted speed limit. State Route 154 is a two lane roadway with a 45 MPH posted speed limit in the vicinity of its intersection with Lower Fayetteville Road. The existing traffic control for this intersection is a traffic signal, which operates at a level of service (LOS) "B." Traffic volumes for 2008 are expected to degrade this intersection to LOS "C" and "D" without improvements.

Gordon Road at SR 54

This intersection is located in the southeastern part of Coweta County, south of Sharpsburg and east of Moreland. Gordon Road is a two lane roadway with a posted speed limit of 35 MPH and SR 54 is a two lane roadway with a 45 MPH posted speed limit. There is a vertical curve on SR 54 near its intersection with Gordon Road which does not meet stopping sight distance requirements.

Pine Road and SR 16 at SR 14/US 29

This intersection is located near the center of Coweta County, south of Newnan, north of Moreland, near the I-85 exit for SR 14/US 29. State Route 16 is a two lane roadway with a posted speed of 45 MPH in the vicinity of SR 14. Pine Road is a two lane roadway that runs primarily northwest-southwest with a posted speed of 45 MPH. State Route 14/US 29 is a two lane roadway with a 45 MPH posted speed limit in the project area. Pine Road and SR 16 are currently offset from each other at their intersection with SR 14/US 29, causing a dangerous intersection.

P. I. No. 0006293, Coweta
April 21, 2005

The proposed construction at Lower Fayetteville Road and SR 153 will add turn lanes on all approaches and upgrade the existing signal to operate with protected plus permitted signal phasing. The proposed construction at Gordon Road at SR 54 will adjust SR 54 to improve the sight distance, increase the radii, and improve the shoulders at the intersection. The proposed construction at Pine Road and SR 16 at SR 14/US 29 will bring Pine Road and SR 16 into alignment, add turn lanes to all approaches, and signalize the intersection.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public meeting is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$1,828,000	\$1,500,000	RRB	2006
Right-of-Way & Utilities*	Local	Local		

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

I recommend this project concept be approved.

MBP:JDQ/cj

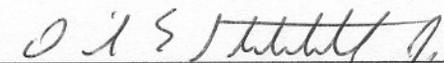
Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

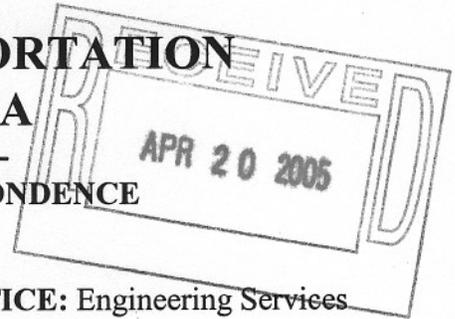
APPROVE



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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE



FILE: MSL-0006-00(293) Coweta
P.I. No. 0006293
S.R 14, 16, 54, & 154 Intersection Improvements

OFFICE: Engineering Services

DATE: April 20, 2005

FROM: David Mulling, Project Review Engineer *REW*

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

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

The costs for this project are:

Construction	\$1,435,000
Inflation	\$226,192
E&C	\$166,120
Reimbursable Utilities	\$45,000 (Locals)
Right of Way	\$665,000 (Locals)

REW

c: Brent Story, Attn.: Mike Davidson

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

OFFICE OF ROAD & AIRPORT DESIGN

PROJECT CONCEPT REPORT
Project Number: MSL-0006-00(293)
County: Coweta
P. I. Number: 0006293

Federal Route Number: 29
State Route Number: 14, 16, 54 & 154

Location Maps: See pages 2, 3 & 4

**Priority Land Transportation Project
Intersection Improvements at 3 Locations**

Recommendation for approval:

DATE 4/17/05

DATE 4/7/05

James M. Davidson
Project Manager
Butch A. [Signature]
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer
David J. Mulligan REW
Project Review Engineer

DATE 4/20/05

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF ROAD & AIRPORT DESIGN

PROJECT CONCEPT REPORT

Project Number: MSL-0006-00(293)

County: Coweta

P. I. Number: 0006293

Federal Route Number: 29

State Route Number: 14, 16, 54 & 154

Location Maps: See pages 2, 3 & 4

Priority Land Transportation Project
Intersection Improvements at 3 Locations

Recommendation for approval:

DATE 4/17/05

DATE 4/7/05

James M. Davidson
Project Manager
[Signature]
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

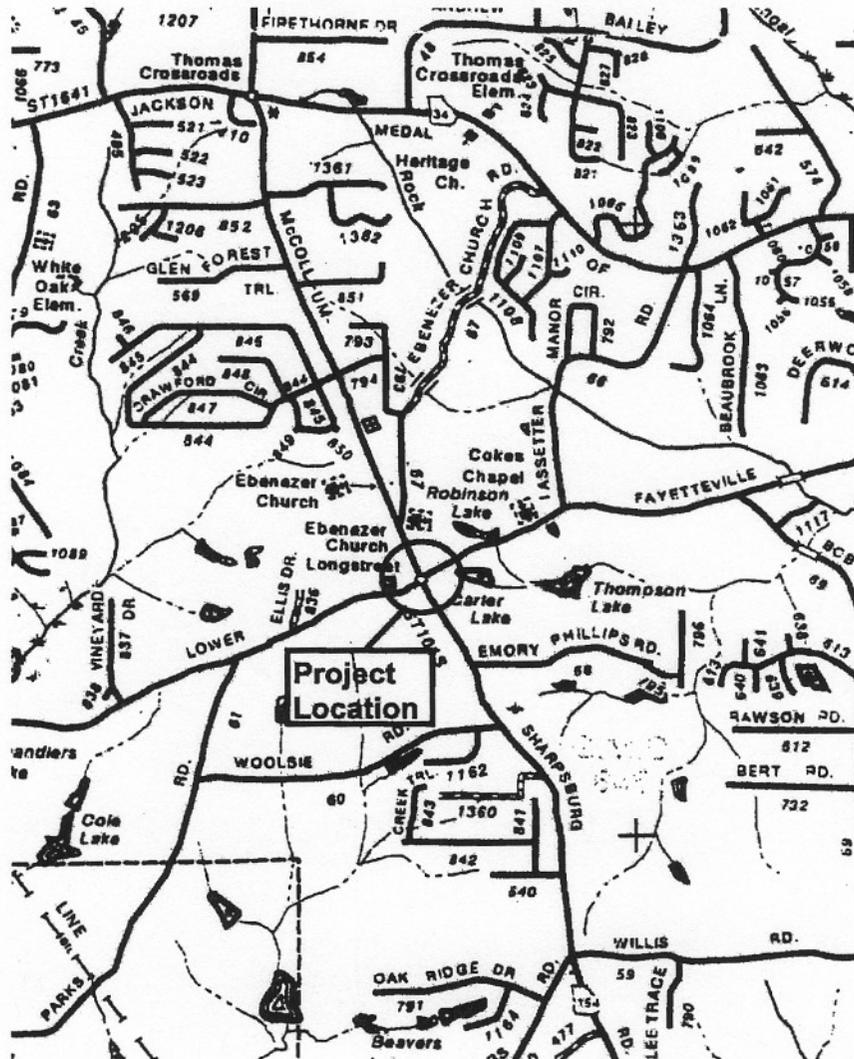
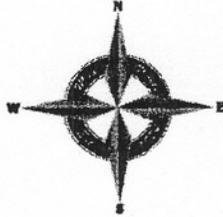
DATE _____

District Engineer

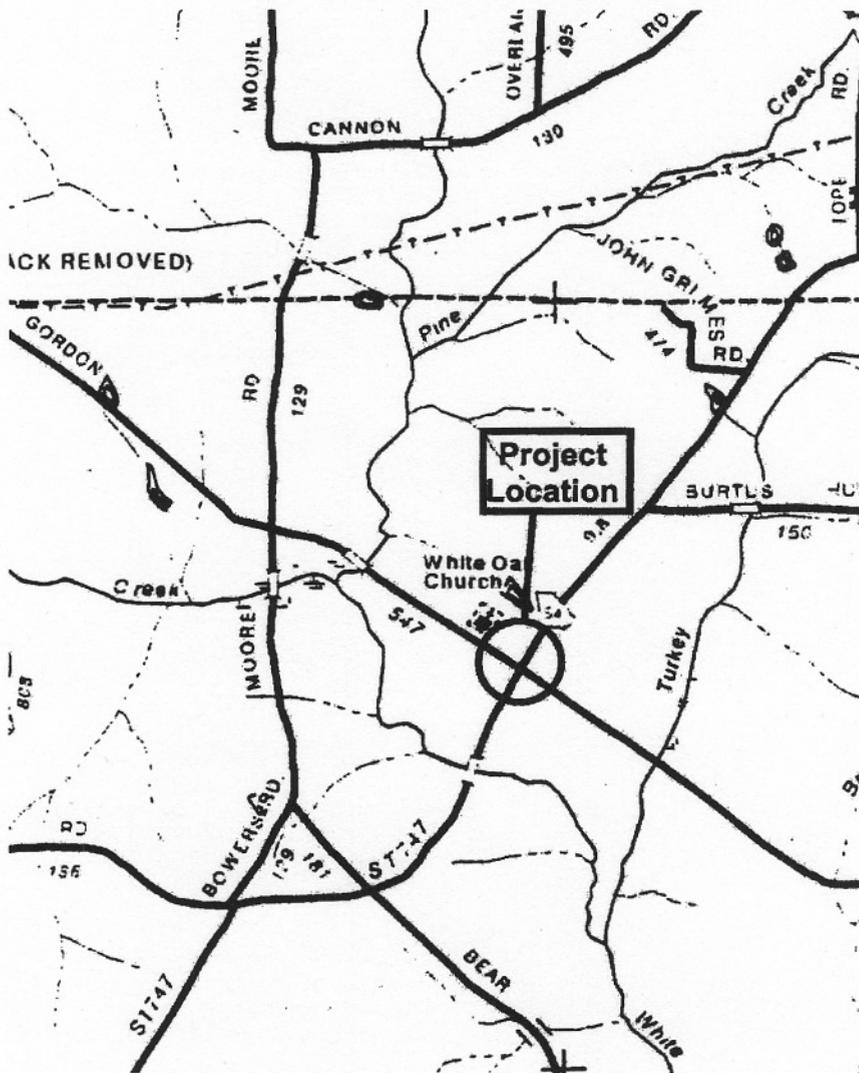
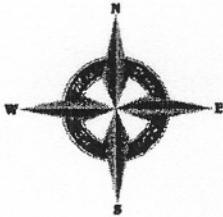
DATE _____

Project Review Engineer

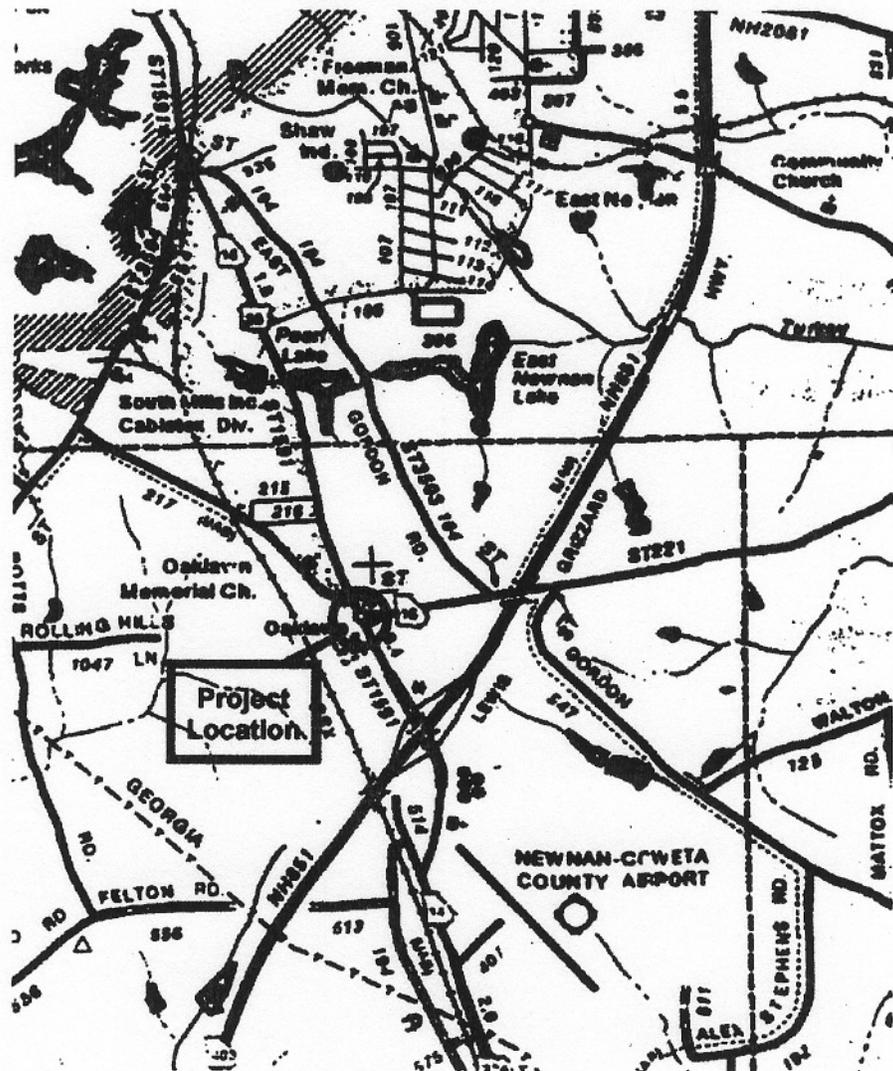
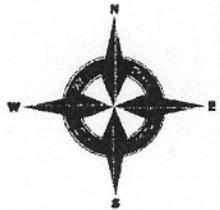
PROJECT LOCATION MAP
MSL-0006-00 (293)
P.I. No. 0006293
Lower Fayetteville Road @ SR 154



PROJECT LOCATION MAP
MSL-0006-00 (293)
P.I. No. 0006293
Gordon Road @ SR 54



PROJECT LOCATION MAP
MSL-0006-00 (293)
P.I. No. 0006293
Pine Road & SR 16 @ US29



Traffic (AADT):

Lower Fayetteville Road – Current Year: (2008) 10,542 Design Year: (2028) 24,088
SR 154 – Current Year: (2008) 17,532 Design Year: (2028) 34,038

Gordon Road – Current Year: (2008) 1,116 Design Year: (2028) 2,040
SR 54 – Current Year: (2008) 3,182 Design Year: (2028) 4,744

Pine Road – Current Year: (2008) 5,342 Design Year: (2028) 10,614
SR 16 – Current Year: (2008) 14,830 Design Year: (2028) 35,114
SR 14/US 29 – Current Year: (2008) 20,786 Design Year: (2028) 47,926

Traffic Diagrams are Attached.

Existing design features:

Lower Fayetteville Road @ SR 154

- Typical Section: Both Lower Fayetteville Road and SR 154 are existing two-lane rural sections with ± 12 foot lanes. In the vicinity of the intersection, SR 154 widens to add a left turn lane onto Lower Fayetteville Road.
- Posted speed: 45 mph Maximum degree of curvature: 0
- Maximum grade: 4 %
- Width of right-of-way: 80 feet
- Major structures: None
- Major interchanges or intersections along the project: None
- Existing length of roadway segment and the beginning mile logs for each county segment:
Mainline: MP 3.23 to 3.45 Side Street: MP 8.14 to 8.36

Gordon Road @ SR 54

- Typical Section: Both Gordon Road and SR 54 are existing two-lane rural sections with ± 12 foot lanes.
 - Posted speed: Gordon Road - 35 mph Maximum degree of curvature: 1.7
 - SR 54 - 45mph
 - Maximum grade: 5.7 %
 - Width of right-of-way: Gordon Road - 60 feet, SR 54 - 80 feet
 - Major structures: None
 - Major interchanges or intersections along the project: None
 - Existing length of roadway segment and the beginning mile logs for each county segment:
Mainline: MP 5.06 to 5.27 Side Street: MP 5.47 to 5.51
-

Pine Road & SR 16 @ SR 14/US 29

- Typical Section: Pine Road, SR 16 and SR 14/US 29 are existing two-lane rural sections with ±12 foot lanes.
- Posted speed: 45 mph Maximum degree of curvature: 19 (on slip ramp)
- Maximum grade: 2.5 %
- Width of right-of-way: Pine Road - 80 feet, SR 16 – 100 feet, SR 14/US 29 – varies from 60 feet to 270 feet
- Major structures: None
- Major interchanges or intersections along the project: None
- Existing length of roadway segment and the beginning mile logs for each county segment:
Mainline: MP 10.69 to 11.16 Side Street: Pine MP 0.00 to 0.11 SR 16 MP 12.96 to 13.11

Proposed Design Features:

Lower Fayetteville Road @ SR 154

- Proposed typical section(s): Both Lower Fayetteville Road and SR 154 will be widened to contain four 12 foot lanes: two through lanes, a left turn lane and a right turn lane. This intersection is signalized, and will have curb & gutter and sidewalks in the vicinity of the intersection to meet ADA requirements, and will then taper back to its existing rural section.
 - Proposed Design Speed Mainline: 45 mph
 - Proposed Maximum grade Mainline: 4 % Maximum grade allowable: 6 %
 - Proposed Maximum grade Side Street: 4 % Maximum grade allowable: 8 %
 - Proposed Maximum grade driveway: 15 %
 - Proposed Maximum degree of curve: 0 Maximum degree allowable: 8.5
 - Right-of-Way
 - Width – 100 feet
 - Easements: Temporary (x), Permanent (), Utility (), Other ().
 - Type of access control: By Permit
 - Number of parcels: 19 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
 - Structures:
 - Bridges: None
 - Retaining walls: None
 - Major intersections and interchanges: None
-

- Right-of-Way
 - Width – Gordon Road – 60 feet SR 54 - 80 feet
 - Easements: Temporary (x), Permanent (), Utility (), Other ().
 - Type of access control: By Permit
 - Number of parcels: 4 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0

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

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

- Design Variances: None
- Environmental concerns: An environmental scan letter is attached. No permits are anticipated for this project. No USTs or hazardous waste sites were identified in the project area. The Bailey House property near the intersection was studied and judged eligible for inclusion by the National Register of Historic Places. The house was constructed circa 1870 and has a proposed legal boundary which extends to the edge of pavement at both Gordon Road and SR 54. The plans should avoid relocating the edge of pavement in this quadrant to prevent impacts to the National Register Boundary. Two archeological properties were located within the area of potential effects for this project: One site consisted of historic refuse dating to the late nineteenth to twentieth centuries and the second represented the remains of a historic house site including a chimney and house foundation. Due to their research potential, these sites were considered ineligible for inclusion in the National Register of Historic Places by a trained archaeologist. There are no threatened or endangered species; no wetlands; no ephemeral, intermittent, or perennial streams; no stream buffers; no parklands or other Section 4(f) resources.
- Level of environmental assessment:
 - Are Time Savings Procedures appropriate? Yes (x), No ()
 - Categorical exclusion (CE) (x), Finding of No Significant Impact (FONSI) (), or Environmental Impact Statement (EIS) ().

Pine Road & SR 16 @ SR 14/US 29

- Proposed typical section(s): Pine Road will remain a two-lane roadway. SR 16 will be widened to contain four 12 foot lanes: two through lanes, a left turn lane and a right turn lane. SR 14/US 29 will be widened to contain four 12 foot lanes: two through lanes, a left turn lane and a right turn lane. This intersection will be signalized, and will have curb & gutter and sidewalks in the vicinity of the intersection to meet ADA requirements, and will then taper back to its existing rural section.
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: 2.5 % Maximum grade allowable: 6 %
- Proposed Maximum grade Side Street: 5 % Maximum grade allowable: 8 %
- Proposed Maximum grade driveway: 15 %
- Proposed Maximum degree of curve: 7.5 Maximum degree allowable: 8.5
- Right-of-Way
 - Width – Pine Road - 100 feet, SR 16 – 120 feet, SR 14/US 29 – 140 feet
 - Easements: Temporary (x), Permanent (x), Utility (), Other ().
 - Type of access control: By Permit
 - Number of parcels: 14 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: None
 - Retaining walls: None
- Major intersections and interchanges: None
- Traffic control during construction: Construction to be performed under traffic.
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: None

- Environmental concerns: An environmental scan letter is attached. No permits are anticipated for this project. One former UST site was identified at the intersection of Pine Road @ US 29. The UST was installed in 1978 and according to Georgia EPD records was closed-in-place in 1998. The UST was not listed in the State of Georgia Leaking UST (LUST) database. No hazardous waste sites were identified in the project area. No National Register listed properties or National Historic Landmarks are located within the area of potential effects. However, field survey identified four properties 50 years old or older within the area of potential effects. Based on the application of the Criteria for Eligibility, three of the four properties were considered eligible for inclusion in the National Register of Historic Places. These properties include: Old Grierson Indian Trail Historic Marker, Valentiques, and a residence at 1185 South Highway 29. No archeological properties were located within the area of potential effects for this project. There is one cemetery located outside the project limits. There are no threatened or endangered species; no wetlands; no ephemeral, intermittent, or perennial streams; no stream buffers; no parklands or other Section 4(f) resources.
- Level of environmental assessment:
 - Are Time Savings Procedures appropriate? Yes (x), No ()
 - Categorical exclusion (CE) (x), Finding of No Significant Impact (FONSI) (), or Environmental Impact Statement (EIS) ().

Utility involvements:

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

Project responsibilities:

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

Project Concept Report page 12
Project Number: MSL-006-00 (293)
P. I. Number: 0006293
County: Coweta

Coordination

- Initial Concept Meeting date and brief summary. Not Applicable.
- Concept meeting date was held on 2/24/2005. Meeting Minutes are attached.
- P A R meetings, dates and results. Not Applicable.
- FEMA, USCG, and/or TVA. Not Applicable.
- Public involvement. A Public Information Open House is not required.
- Local government comments. Coordination with Coweta County is in progress and will be ongoing throughout the life of the project.
- Other projects in the area. PI #0004407, widening of Lower Fayetteville Road.
- Railroads: None.

Scheduling – Responsible Parties' Estimate

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

Other alternates considered: None

Comments:

Attachments:

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

SCORING RESULTS AS PER TOPPS 2440-2

Project Number:		County:		PI No.:	
Report Date:		Concept By:			
		DOT Office:			
<input type="checkbox"/> CONCEPT					
		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					

**NEED AND PURPOSE STATEMENT
MSL-0006-00(293), COWETA COUNTY
P.I. NUMBER 0006293
LOWER FAYETTEVILLE ROAD @ SR 154**

GENERAL PROJECT INFORMATION

Lower Fayetteville Road is a two lane roadway with a 45 mph posted speed limit. It runs approximately east-west, from downtown Newnan on the west to Fischer Road on the east. Adjacent developments are primarily low density residential, residential subdivisions, and undeveloped land.

State Route 154 (SR 154) is a two lane roadway with a 45 mph posted speed limit in the vicinity of its intersection with Lower Fayetteville Road. It runs approximately northwest-southeast from SR 14 on the north to Sharpsburg on the south. Bordering developments include commercial at major intersection nodes, residential, and undeveloped land.

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

DEFICIENCIES IN THE SYSTEM

The existing traffic control for this intersection is a traffic signal, which operates at a LOS B. Traffic volumes for 2008 are expected to degrade this intersection to LOS C and D without improvements.

BUILD ALTERNATIVE

The proposed project would add turn lanes on all approaches at the intersection of Lower Fayetteville Road and SR 154 with protected plus permitted signal phasing. The purpose of the project would be to improve the traffic flow on both Lower Fayetteville Road and SR 154 and would improve the operational functions of the intersection. Motorists would have easier north-south access along SR 154 and improved east-west access along Lower Fayetteville towards the cities of Newnan and Fayetteville. Improving the operation of the intersection should also provide a reduction in accident potential by reducing the number of potential conflicts.

NO BUILD ALTERNATIVE

Under the no-build alternate, the intersection would remain with no left turn lanes on Lower Fayetteville Road, and no right turn lanes on any of the approaches. Additionally, the left turners on SR 154 will continue to be provided with only permitted signal phasing.

**NEED AND PURPOSE STATEMENT
MSL-0006-00(293), COWETA COUNTY
P.I. NUMBER 0006293
GORDON ROAD @ SR 54**

GENERAL PROJECT INFORMATION

Gordon Road is a two lane roadway with a 35 mph posted speed limit in the vicinity of its intersection with SR 54. It runs approximately northwest-southeast, from SR 14 to the Haralson community. Bordering areas are primarily pastoral, undeveloped, and low density residential land.

State Route 54 (SR 54) is a two lane roadway with a 45 mph posted speed limit. It runs approximately northeast-southwest, connecting to Sharpsburg on the north and Luthersville on the south. The adjacent developments are primarily low density residential land and undeveloped land.

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

DEFICIENCIES IN THE SYSTEM

There is a vertical curve on SR 54 near its intersection with Gordon Road which does not meet stopping sight distance requirements. All radii at the intersection of Gordon Road and SR 54 are inadequate; all shoulders do not meet the required clear zone.

BUILD ALTERNATIVE

The proposed project would adjust SR 54 to improve the sight distance to meet the requirements for a 45 mph roadway, increase radii and improve the shoulders at the intersection of Gordon Road and SR 54.

NO BUILD ALTERNATIVE

Under the no-build alternate, the intersection would remain with insufficient sight distance, reduced radii, and inadequate shoulders.

**NEED AND PURPOSE STATEMENT
MSL-0006-00(293), COWETA COUNTY
P.I. NUMBER 0006293
SR 16 & PINE ROAD @ US 29**

GENERAL PROJECT INFORMATION

State Route 16 (SR 16) is a two lane roadway with a posted speed limit of 45 mph in the vicinity of SR 14. It runs approximately east-west, from SR 14 to Turin on the east, and beyond. Adjacent developments are primarily commercial, low density residential, and undeveloped land.

Pine Road is a two lane roadway that runs primarily northwest-southeast. It has a posted speed limit of 45 mph. Pine Road spans approximately one mile in length between Corinth Road and SR 14. The adjacent developments are primarily commercial and undeveloped land.

State Route 14 (SR 14)/US 29 is a two lane roadway with a 45 mph posted speed limit in the vicinity of its intersection with Pine Road and SR 16. It runs approximately north-south, running up through downtown Newnan on the north, and adjacent to the Coweta County Airport on the south. Bordering developments are primarily low-density residential, commercial and undeveloped land.

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

DEFICIENCIES IN THE SYSTEM

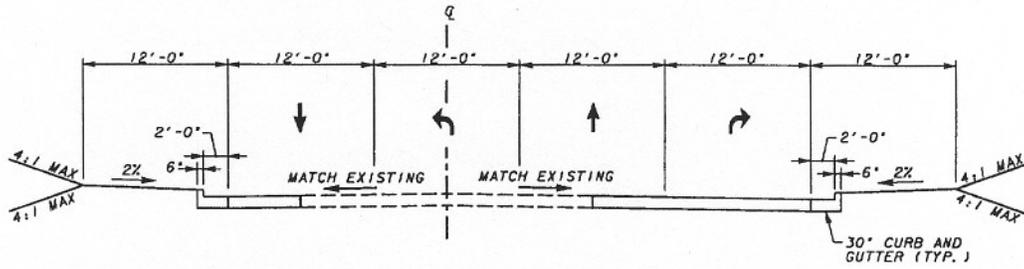
Pine Road and SR 16 are currently offset from each other at their intersection with SR 14/US 29, causing a dangerous intersection. The existing traffic control for this intersection is stop signs for both Pine Road and SR 16. Because of the lack of a traffic signal or turn lanes, the westbound left-turn movement suffers excessive delay during the AM peak hour.

BUILD ALTERNATIVE

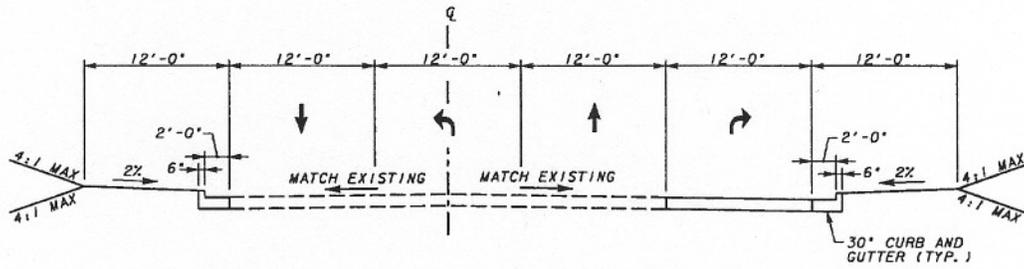
The proposed project would bring both Pine Road and SR 16 into alignment, add turn lanes to all approaches, and signalize the intersection. The realignment will alleviate safety concerns by bringing Pine Road to line up directly across from S.R. 16, which will be reconfigured to come into SR 14/US 29 at a ninety degree angle. The purpose of the project would be to improve the traffic flow on SR 14/US 29, Pine Road and SR 16; and improve the operational functions of the intersection. Motorists would have easier north-south access along SR 14/US 29 to both the city of Newnan and the Newnan Coweta County Airport. Improving the operation of the intersection should also provide a reduction in accident potential by reducing the number of potential conflicts.

NO BUILD ALTERNATIVE

Under the no-build alternate, the intersection would remain with no traffic signal or turn lanes, and with SR 16 and Pine Road offset from one another.



LOWER FAYETTEVILLE ROAD
N. T. S.



SR 154
N. T. S.

PROJECT: MSL-0006-00(293)

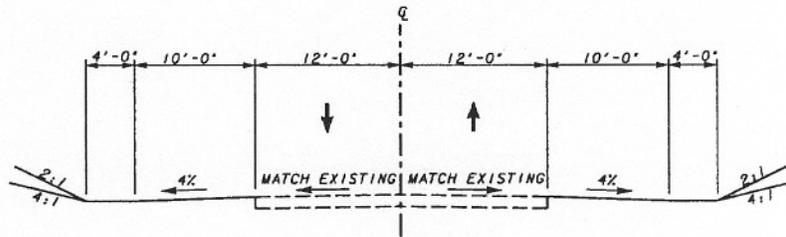
PI # 0006293

COWETA COUNTY



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

LOWER FAYETTEVILLE ROAD @ SR 154
TYPICAL SECTIONS



GORDON ROAD AND SR 54
N. T. S.

PROJECT: MSL-0006-00(293)

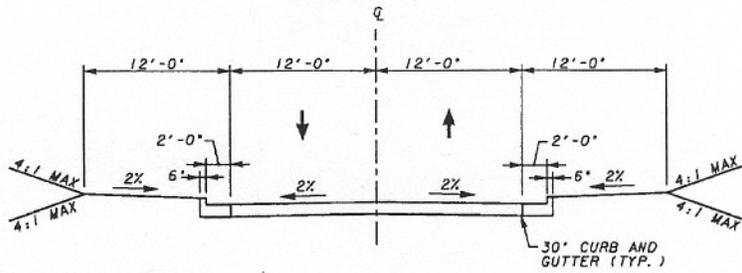
PI # 0006293

COWETA COUNTY

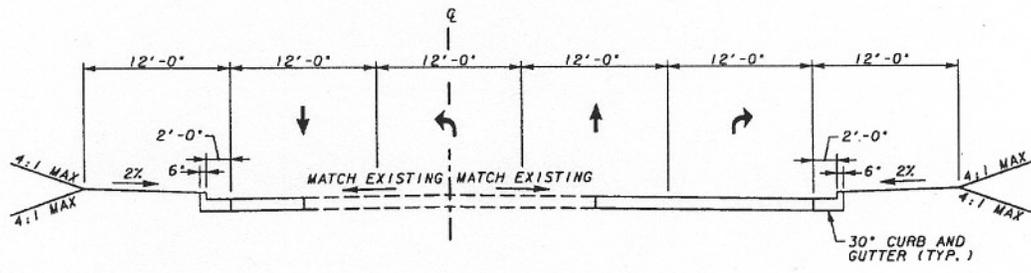


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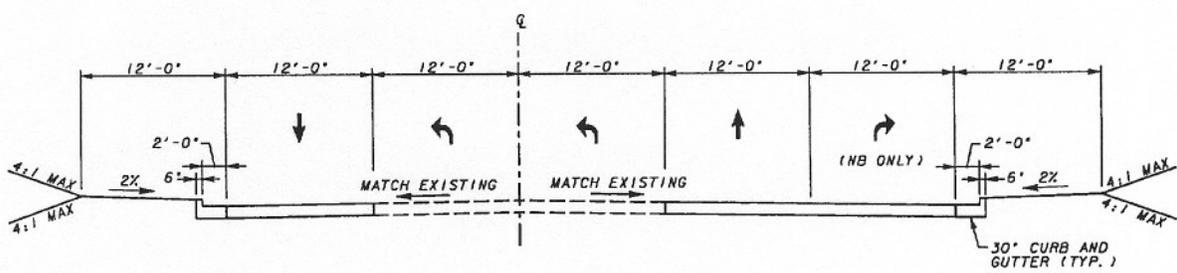
GORDON ROAD @ SR 54
TYPICAL SECTIONS



PINE ROAD
N. T. S.



SR 16
N. T. S.



SR 14 / US 29
N. T. S.

PROJECT: MSL-0006-00(293)

PI # 0006293

COWETA COUNTY



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PINE ROAD & SR 16 @ SR 14 / US 29

TYPICAL SECTIONS

CONCEPT COST ESTIMATE

DATE: 2/10/2005 **PREPARED BY:** Shannon M. Dodd
PROJECT NO.: MSL-0006-00(293) **FILE NAME:** Concept cost estimate.xls
P.I. NO.: 0006293

PROJECT DESCRIPTION/CONCEPT: Lower Fayetteville Road @ SR 154
 Gordon Road @ SR 54
 Pine Road & SR 16 @ SR 14/US 29

TRAFFIC:	CURRENT ADT	PROJECTED ADT
Lower Fayetteville Rd SR 154	10,190 (2008) 18,146 (2008)	21,480 (2028) 38,250 (2028)
Gordon Rd SR 54	1,116 (2008) 3,406 (2008)	1,260 (2028) 3,844 (2028)
Pine Rd SR 16 SR 14/US 29	5,158 (2008) 13,918 (2008) 19,565 (2008)	9,983 (2028) 40,303 (2028) 39,775 (2028)

PROJECT COSTS:

A. RIGHT OF WAY

Lower Fayetteville Rd @ SR 154	lump sum	\$140,000
Gordon Rd @ SR 54	lump sum	\$25,000
Pine Rd & SR 16 @ SR 14/US 29	lump sum	\$500,000
	SUBTOTAL	\$665,000

B. UTILITIES

Lower Fayetteville Rd @ SR 154	lump sum	\$15,000
Gordon Rd @ SR 54	lump sum	\$5,000
Pine Rd & SR 16 @ SR 14/US 29	lump sum	\$25,000
	SUBTOTAL	\$45,000

C. CLEARING AND GRUBBING

Lower Fayetteville Rd @ SR 154	6 acres @	\$10,000	\$60,000
Gordon Rd @ SR 54	3 acres @	\$10,000	\$30,000
Pine Rd & SR 16 @ SR 14/US 29	10 acres @	\$10,000	\$100,000
	SUBTOTAL		\$190,000

D. EARTHWORK (Grading Complete)

Lower Fayetteville Rd @ SR 154	lump sum	\$50,000
Gordon Rd @ SR 54	lump sum	\$25,000
Pine Rd & SR 16 @ SR 14/US 29	lump sum	\$75,000
	SUBTOTAL	\$150,000

E. BASE AND PAVINGLower Fayetteville Rd @ SR 154

12.5 mm Superpave	1230	tons	@	\$45	\$55,713
19 mm Superpave	890	tons	@	\$40	\$35,600
25 mm Superpave	505	tons	@	\$40	\$20,200
Bituminous Tack Coat	940	gallons	@	\$1	\$940
Leveling	200	tons	@	\$40	\$8,000
Graded Aggregate Base	2370	tons	@	\$14	\$33,180

Gordon Rd @ SR 54

12.5 mm Superpave	220	tons	@	\$45	\$9,965
19 mm Superpave	275	tons	@	\$40	\$11,000
25 mm Superpave	370	tons	@	\$40	\$14,800
Bituminous Tack Coat	240	gallons	@	\$1	\$240
Leveling	100	tons	@	\$40	\$4,000
Graded Aggregate Base	725	tons	@	\$14	\$10,150

Pine Rd & SR 16 @ SR 14/US 29

12.5 mm Superpave	1715	tons	@	\$45	\$77,683
19 mm Superpave	1765	tons	@	\$40	\$70,600
25 mm Superpave	1735	tons	@	\$40	\$69,400
Bituminous Tack Coat	1570	gallons	@	\$1	\$1,570
Leveling	300	tons	@	\$40	\$12,000
Graded Aggregate Base	4640	tons	@	\$14	\$64,960

SUBTOTAL**\$500,000****F. DRAINAGE**

Lower Fayetteville Rd @ SR 154				lump sum	\$50,000
Gordon Rd @ SR 54				lump sum	\$5,000
Pine Rd & SR 16 @ SR 14/US 29				lump sum	\$100,000

SUBTOTAL**\$155,000****G. CONCRETE WORK**Lower Fayetteville Rd @ SR 154

Curb and Gutter	401	lin. ft.	@	\$15	\$5,989
4" Sidewalk	430	sy	@	\$25	\$10,750

Pine Rd & SR 16 @ SR 14/US 29

Curb and Gutter	302	lin. ft.	@	\$15	\$4,511
4" Sidewalk	150	sy	@	\$25	\$3,750

SUBTOTAL**\$25,000****H. TRAFFIC CONTROL**

Lower Fayetteville Rd @ SR 154				lump sum	\$35,000
Gordon Rd @ SR 54				lump sum	\$10,000
Pine Rd & SR 16 @ SR 14/US 29				lump sum	\$70,000

SUBTOTAL**\$115,000**

I. EROSION CONTROL

Lower Fayetteville Rd @ SR 154	lump sum		\$20,000
Gordon Rd @ SR 54	lump sum		\$10,000
Pine Rd & SR 16 @ SR 14/US 29	lump sum		\$30,000
		SUBTOTAL	\$60,000

J. GUARDRAIL

Lower Fayetteville Rd @ SR 154	lump sum		\$0
Gordon Rd @ SR 54	lump sum		\$0
Pine Rd & SR 16 @ SR 14/US 29	lump sum		\$0
		SUBTOTAL	\$0

K. SIGNS, STRIPING, SIGNALS

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

Gordon Rd @ SR 54

Striping	lump sum		\$5,000
Roadside Signs	lump sum		\$5,000

Pine Rd & SR 16 @ SR 14/US 29

Striping	lump sum		\$25,000
Roadside Signs	lump sum		\$5,000
Traffic Signals	1 each @	\$75,000	\$75,000
		SUBTOTAL	\$205,000

L. GRASSING/LANDSCAPING

Lower Fayetteville Rd @ SR 154	lump sum		\$10,000
Gordon Rd @ SR 54	lump sum		\$5,000
Pine Rd & SR 16 @ SR 14/US 29	lump sum		\$20,000
		SUBTOTAL	\$35,000

M. MISCELLANEOUS

SUBTOTAL \$0

N. MAJOR STRUCTURES

SUBTOTAL \$0

ESTIMATE SUMMARY

A. RIGHT OF WAY	\$665,000
B. UTILITIES	\$45,000

CONSTRUCTION COST SUMMARY

C. Clearing and Grubbing	\$190,000
D. Earthwork	\$150,000
E. Base and Paving	\$500,000
F. Drainage	\$155,000
G. Concrete Work	\$25,000
H. Traffic Control	\$115,000
I. Erosion Control	\$60,000
J. Guardrail	\$0
K. Signs, Striping, Signals, Lighting	\$205,000
L. Grassing / Landscaping	\$35,000
M. Miscellaneous	\$0
N. Major Structures	\$0

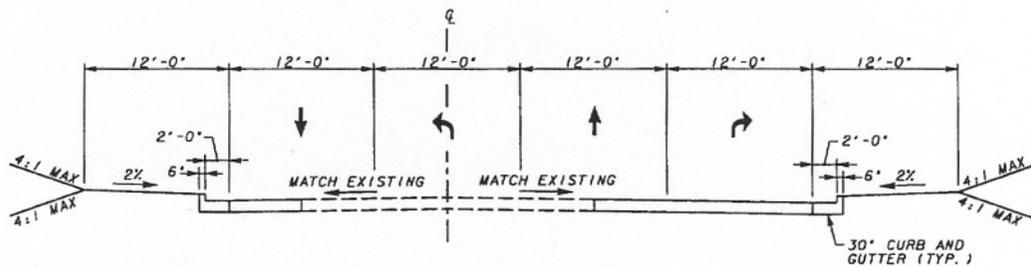
SUBTOTAL CONSTRUCTION \$1,435,000

3 years of inflation at 4 % \$179,179.89

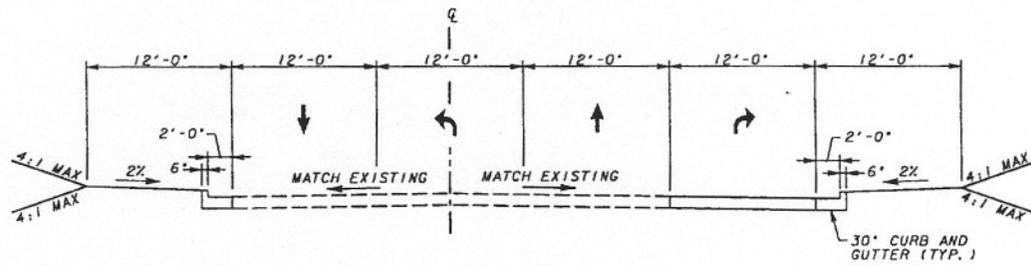
10 % E & C \$161,418

TOTAL CONSTRUCTION ESTIMATE: \$1,775,598

TOTAL PROJECT COST ESTIMATE \$2,485,598



LOWER FAYETTEVILLE ROAD
N. T. S.



SR 154
N. T. S.

PROJECT: MSL-0006-00(293)

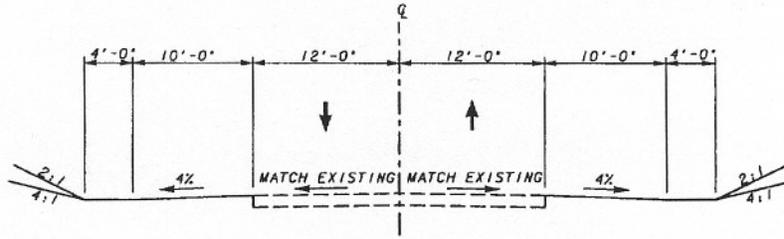
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COWETA COUNTY

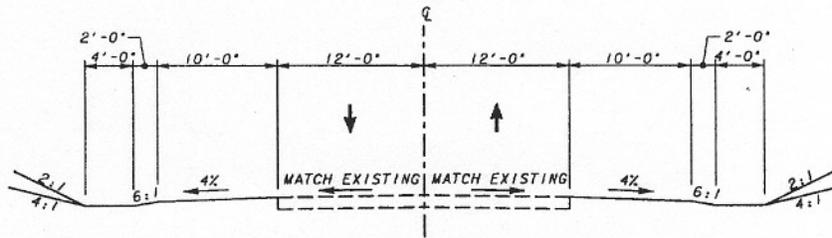


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LOWER FAYETTEVILLE ROAD @ SR 154
TYPICAL SECTIONS



GORDON ROAD
N. T. S.



SR 54
N. T. S.

PROJECT: MSL-0006-00(293)

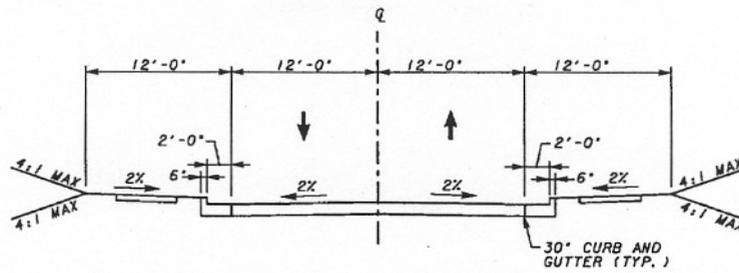
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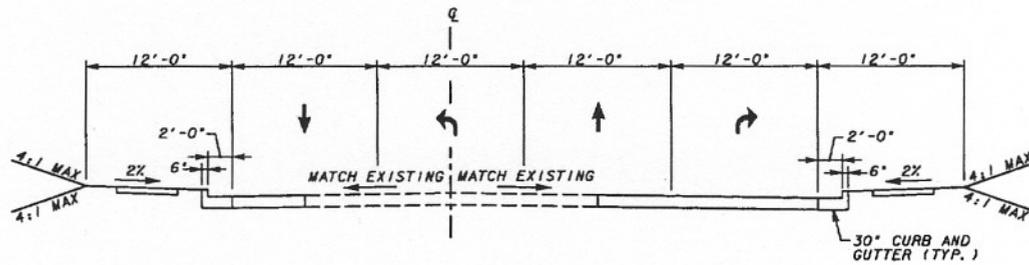


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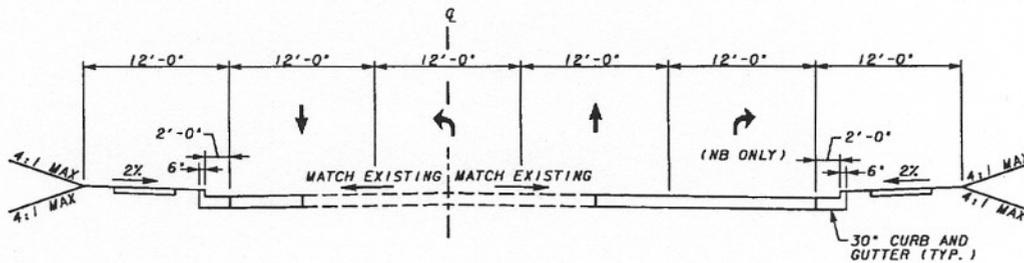
GORDON ROAD @ SR 54
TYPICAL SECTIONS



PINE ROAD
N. T. S.



SR 16
N. T. S.



SR 14 / US 29
N. T. S.

PROJECT: MSL-0006-00(293)

PI # 0006293

COWETA COUNTY



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PINE ROAD & SR 16 @ SR 14 / US 29
TYPICAL SECTIONS

3/11/05

CONCEPT TEAM MEETING MINUTES

MEETING DATE: February 24, 2005, 10:00 a.m.

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

PROJECT: GRTA Intersections, MSL-0006-00 (293), P.I. #0006293

ATTENDEES:	Scott MacLean, GDOT Road Design	404-656-5383
	Shannon Dodd, Clough, Harbour & Associates	404-352-9200
	Wayne Kennedy, Coweta County	770-254-3775
	Jennifer Little, Applied Technology & Mgmt	912-238-3002
	Bill McKinley, Coweta County Water & Sewer	770-254-3710
	Dory Marsh, Clough, Harbour & Associates	404-352-9200
	Kim Brown, GDOT District 3 Utilities	706-646-6548
	Ron Wishon, GDOT	404-651-7470
	Klint Rommel, GDOT OEL	404-699-4415
	Paul Condit, GDOT OEL	404-699-4413
	Larry Overn, Street Smarts	770-813-0882
	Katy Allen, FHWA	404-562-3657
	Richard Amadon, Clough, Harbour & Associates	404-352-9200
	Scott Zehngraft, GDOT TS&D	404-635-8127
	Nabil Raad, GDOT	404-635-8126
	Brad McManus, GDOT Road Design	404-656-5383
	Mike Davidson, GDOT Road Design	404-656-5383

Project Descriptions:

Lower Fayetteville Road @ SR 154 – This intersection is located in the eastern part of Coweta County, east of Newnan, and north of Sharpsburg. The intersection improvements on this project are expected to extend ±600 feet North, ±600 feet South, ±600 feet East, and ±600 feet West for a total of approximately 0.5 miles.

Gordon Road @ SR 54 – This intersection is located in the southeastern part of Coweta County, south of Sharpsburg, and east of Moreland. The intersection improvements on this project are expected to extend ±100 feet Northwest, ±100 feet Southeast, ±100 feet Southwest, and ±1000 feet Northeast for a total of approximately 0.25 miles.

Pine Road & SR 16 @ SR 14/US 29 – This intersection is located near the center of Coweta County, south of Newnan, north of Moreland, and very near the Interstate 85 exit for SR 14/US 29. The intersection improvements on this project are expected to extend ±800 feet North, ±1000 feet South, ±800 feet East, and ±600 feet West for a total of approximately 0.65 miles.

I. Welcome

Mr. Mike Davidson welcomed everyone to the meeting.

3/11/05

II. Introduction of Each Attendee

Each attendee introduced themselves and the company they represent.

III. Project Identification

The project was identified as GRTA intersection safety improvements in Coweta County, Project No. MSL-0006-00 (293), P.I. Number 0006293.

IV. Functional Classification

Lower Fayetteville Road – Major Collector
SR 154 – Minor Arterial

Gordon Road – Major Collector
SR 54 – Major Collector

Pine Road – Local Road
SR 16 – Urban Minor Arterial
SR 14/US 29 – Urban Principal Arterial (Free Access)

V. Need and Purpose Statement

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

Lower Fayetteville Road @ SR 154

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

The existing traffic control for this intersection is a traffic signal, which operates at a LOS B. Traffic volumes for 2008 are expected to degrade this intersection to LOS C and D without improvements.

The proposed project would add turn lanes on all approaches at the intersection of Lower Fayetteville Road and SR 154 with protected plus permitted signal phasing. The purpose of the project would be to improve the traffic flow on both Lower Fayetteville Road and SR 154 and would improve the operational functions of the intersection. Motorists would have easier north-south access along SR 154 and improved east-west access along Lower Fayetteville towards the cities of Newnan and Fayetteville. Improving the operation of the intersection should also provide a reduction in accident potential by reducing the number of potential conflicts.

Gordon Road @ SR 54

Gordon Road is a two lane roadway with a 35 mph posted speed limit in the vicinity of its intersection with SR 54. State Route 54 (SR 54) is a two lane roadway with a 45 mph posted speed limit.

3/11/05

There is a vertical curve on SR 54 near its intersection with Gordon Road which does not meet stopping sight distance requirements.

The proposed project would adjust SR 54 to improve the sight distance to meet the requirements for a 45 mph roadway, increase radii and improve the shoulders at the intersection of Gordon Road and SR 54.

SR 16 & Pine Road @ US 29

State Route 16 (SR 16) is a two lane roadway with a posted speed limit of 45 mph in the vicinity of SR 14. Pine Road is a two lane roadway that runs primarily northwest-southeast. It has a posted speed limit of 45 mph. State Route 14 (SR 14)/US 29 is a two lane roadway with a 45 mph posted speed limit in the vicinity of its intersection with Pine Road and SR 16.

Pine Road and SR 16 are currently offset from each other at their intersection with SR 14/US 29, causing a dangerous intersection. The existing traffic control for this intersection is stop signs for both Pine Road and SR 16. Because of the lack of a traffic signal or turn lanes, the westbound left-turn movement suffers excessive delay during the AM peak hour.

The proposed project would bring both Pine Road and SR 16 into alignment, add turn lanes to all approaches, and signalize the intersection. The realignment will alleviate safety concerns by bringing Pine Road to line up directly across from S.R. 16, which will be reconfigured to come into SR 14/US 29 at a ninety degree angle. The purpose of the project would be to improve the traffic flow on SR 14/US 29, Pine Road and SR 16; and improve the operational functions of the intersection. Motorists would have easier north-south access along SR 14/US 29 to both the city of Newnan and the Newnan Coweta County Airport. Improving the operation of the intersection should also provide a reduction in accident potential by reducing the number of potential conflicts.

VI. Traffic Projections

Lower Fayetteville Road – Current Year: (2008) 10,542 Design Year: (2028) 24,088

SR 154 – Current Year: (2008) 17,532 Design Year: (2028) 34,038

Gordon Road – Current Year: (2008) 1,116 Design Year: (2028) 2,040

SR 54 – Current Year: (2008) 3,182 Design Year: (2028) 4,744

Pine Road – Current Year: (2008) 5,342 Design Year: (2028) 10,614

SR 16 – Current Year: (2008) 14,830 Design Year: (2028) 35,114

SR 14/US 29 – Current Year: (2008) 20,786 Design Year: (2028) 47,926

VII. Existing Typical Section

Lower Fayetteville Road @ SR 154

- Typical Section: Both Lower Fayetteville Road and SR 154 are existing two-lane rural sections with ±12 foot lanes. In the vicinity of the intersection, SR 154 widens to add a left turn lane onto Lower Fayetteville Road.

3/11/05

Gordon Road @ SR 54

- Typical Section: Both Gordon Road and SR 54 are existing two-lane rural sections with ± 12 foot lanes.

Pine Road & SR 16 @ SR 14/US 29

- Typical Section: Pine Road, SR 16 and SR 14/US 29 are existing two-lane rural sections with ± 12 foot lanes.

VIII. Design Criteria

Lower Fayetteville Road @ SR 154

This intersection has a design speed of 45 mph, with a maximum degree of curvature of 0 degrees, and a maximum grade of 4%.

Gordon Road @ SR 54

This intersection has a design speed of 45 mph, with a maximum degree of curvature of 1.7 degrees, and a maximum grade of 5.7%.

Pine Road & SR 16 @ SR 14/US 29

This intersection has a design speed of 45 mph, with a maximum degree of curvature of 7.5 degrees, and a maximum grade of 5%.

IX. Proposed Project Description

Ms. Shannon Dodd presented the displays of the conceptual layouts for the 3 intersections in this project. Each intersection location was identified on the Coweta County Highway map. The existing and proposed typical sections, as well as the need and purpose were discussed for each intersection. The specific discussion related to each intersection is listed below.

Lower Fayetteville Road @ SR 154

There was some discussion regarding the proposed Coweta County government property which will be located northeast of this intersection. The east leg of Lower Fayetteville Road will not taper to two lanes as shown on the concept layout, but will actually remain a full three lane section and tie onto the three lane section being built as part of the government project.

Scott Zehngraft suggested to look at curbed islands for pedestrian safety on all 45 mph intersections with signals.

Mike Davidson requested that the queue lengths be checked to verify that the storage and tapers shown on the concept layout were adequate. If not, then they may need to be extended in order to allow the vehicles to access the turn lanes.

3/11/05

Gordon Road @ SR 54

It was stated that there was a historically eligible property on the NW corner of the intersection, and that the boundary of the property was the edge of pavement. Therefore, there could be no widening or increasing of the radius in that area. Right of way acquisition is not anticipated.

There are several large trees on the historically eligible property near the existing right of way line. CHA is proposing replacing the existing typical section of the ditches in order to protect the trees. Because the location of the project is at the crest of a vertical curve, there should not be much water to be held in the ditches.

The intersection sight distance is being designed for 55 mph, although the current speed is 45 mph.

The construction is to be performed in place because the total cut will be less than two feet, and can be handled with some temporary pavement. Flaggers will be used if required. A detour route does exist, but it would be approximately 3 miles, so it has been discounted.

The question was raised of why there was no right turn lane shown onto Gordon Road. Larry Overn from Street Smarts answered that there was very low capacity, and that a right turn lane was not even necessary with 2028 traffic volumes. Scott Zehngraft suggested that in the future a right turn lane might be necessary, but agreed that since this area was outside the project limits that it should not be required as part of this project.

Katy Allen stated that the historically eligible property would need to be coordinated with the State Historic Preservation Office. Shannon Dodd stated that she believed this had already been done, but that ATM would verify.

Pine Road & SR 16 @ SR 14/US 29

It was stated that this project had 2 historically eligible properties, 1 historically eligible marker, a former UST and a cemetery.

It was stated that the intersection was designed to the 2011 traffic year in order to handle the anticipated volumes from the Newnan Bypass.

Katy Allen stated that from an environmental standpoint, the design shown needs to be a "stand alone" design based on current need. The design can't be predicated on the future volumes of the Newnan Bypass. Shannon Dodd stated that even if the Newnan Bypass did not extend from this intersection in the future, Pine Road still needed to be brought to line up across from SR 16. Katy Allen stated that should be clear in the environmental document.

There was discussion about the best way for the two commercial properties that front US 29 to access both US 29 and Pine Road without conflict. A right in right out exit onto US 29 was considered. Another consideration was no access to US 29, with access only to Pine Road via a small driveway. Wayne Kennedy stated that he will look at these options during right of way negotiations. Shannon Dodd asked if Wayne Kennedy would meet with the owners sooner to determine access requirements so that they could be coordinated into the design. Wayne Kennedy stated that he would.

3/11/05

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

X. Major Structures

Bridges: None.
Retaining Walls: None.
Culvert Extensions: None.

XI. Design Variances / Exceptions –

No design variances or exceptions are required at this time.

XII. Right of Way Displacements / Relocations

None.

XIII. Utilities

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

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

XIV. Alternates Considered and Reasons for Rejection

None.

XV. Level of Environmental Analysis and Environmental Concerns

Ms. Jennifer Little of ATM stated that the level of environmental analysis would be a Categorical Exclusion.

a. Historic Areas –

Lower Fayetteville @ SR 154 – None.

Gordon @ SR 54 – There is an historically eligible property at the NW corner of the intersection, whose boundaries are the existing edges of pavement.

Pine & SR 16 @ US 29 – There are two historically eligible properties, one historically eligible marker, and a cemetery within the project limits.

b. Hazardous Wastes – None.

3/11/05

c. Underground Storage Tanks

Lower Fayetteville @ SR 154 – There are 3 USTs at the intersection, but none has been reported as leaking.

Gordon @ SR 54 – None.

Pine & SR 16 @ US 29 – There was a former UST at the intersection of Pine Road @ US 29.

XVI. Project Development Schedule

This project is scheduled for construction in 2006.

XVII. Public Information Meeting

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

XVIII. Other Projects in Area

No other projects were identified.

XIX. Comments from Attendees

a. Local Government/Others

1. Coweta County

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

b. Engineering Services – No additional comments.

c. Programming – No additional comments.

d. Traffic Operations – No additional comments.

e. Environmental / Location – No additional comments.

f. Planning – No additional comments.

g. District – No additional comments.

h. Right of Way – No additional comments.

3/11/05

i. Utilities – No additional comments.

- 1. Electrical**
- 2. Telephone**
- 3. Water / Sewer**
- 4. Gas**
- 5. Others**

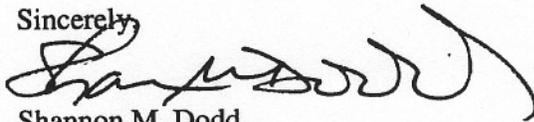
XX. Other Comments or Concerns – Open Discussion

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

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

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

Sincerely,



Shannon M. Dodd
Clough, Harbour & Associates LLP

cc: Attendees

COPY

AMENDMENT NO. 2 TO
INTERGOVERNMENTAL AGREEMENT
RELATING TO LAND PUBLIC TRANSPORTATION SYSTEMS
AND LAND TRANSPORTATION PROJECTS

Regarding Project:
0006293 Intersection Improvements Phase 3

THIS AMENDMENT TO THE AGREEMENT is made this 28th day of October, 2004, between the GEORGIA REGIONAL TRANSPORTATION AUTHORITY (hereinafter referred to as "GRTA"), a public authority of the State of Georgia, the State of Georgia STATE ROAD AND TOLLWAY AUTHORITY (hereinafter referred to as "SRTA"), a public corporation of the State of Georgia, the GEORGIA DEPARTMENT OF TRANSPORTATION (hereinafter referred to as "GDOT") a department of the State of Georgia, and COWETA COUNTY (hereinafter referred to as the "County", a county of the State of Georgia (all collectively referred to as the "Parties")

WITNESSETH

WHEREAS, the Parties entered into an Intergovernmental Agreement on June 13, 2002 (hereinafter referred to as the "Agreement"), for the purpose of implementing a land Public Transportation System and Land Public Transportation Projects as defined in the Agreement; and

WHEREAS, the Parties amended the Agreement (Amendment No. 1) on February 6, 2004 to allow the County contribution to be used for express bus capital and operating costs; and

WHEREAS, the County has made the following request: to modify the Intersection Improvements Phase 3 project (PI # 0006293) by replacing the Old SR 16 @ SR 154 intersection improvement with an intersection improvement at Lower Fayetteville Road @ SR 154; and

WHEREAS, the reason for the request is as follows: a nearby bridge replacement project over Old SR 16 is disrupting the normal traffic flow and making it impossible to design an appropriate intersection improvement to address existing traffic operations until sometime after the bridge project is complete. To keep on schedule, Coweta Country desires to replace the Old SR 16 @ SR 154 intersection improvement with one of equal cost at another intersection – Lower Fayetteville Road @ SR 154; and

WHEREAS, additional commitments and stipulations, if any, are as follows: Coweta County commits to complete design and construction of the modified Intersection Improvements Phase 3 project (PI # 0006293) under the terms of the Intergovernmental Agreement as Amended;

NOW, THEREFORE, the Parties hereby amend the Agreement as follows:

1. The Intersection Improvements Phase 3 project (PI # 0006293) is modified to delete the Old SR 16 @ SR 154 intersection improvement and to replace it with the Lower Fayetteville Road @ SR 154 intersection improvement; and

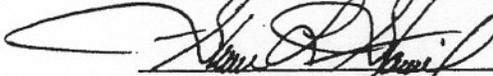
2. Any additional costs for the modified project in #1 above, above that currently programmed in the Intergovernmental Agreement as Amended, will be provided by sufficient Coweta County local funds in the appropriate years in order to assure completion of the project; and
3. Exhibit "A" to the Amended Agreement No. 1 is deleted in its entirety and replaced with the attached Exhibit "A", dated September 22, 2004 to document the changes described in # 1 and #2 above.

Except as amended, the Agreement dated June 13, 2002, as amended by Amendment No. 1, dated February 6, 2004, shall remain in full force and effect.

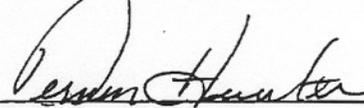
IN WITNESS WHEREOF, GRTA, SRTA, GDOT and the County have hereunto executed this amendment to the Agreement and affixed their seals through their duly authorized representative, who have been first authorized to do so, on the day and year first above specified.

**GEORGIA REGIONAL
TRANSPORTATION AUTHORITY**

COWETA COUNTY, GEORGIA



GRTA Executive Director



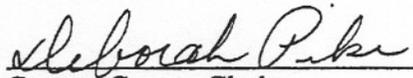
Chairman, Coweta County
Board of Commissioners

APPROVED AS TO FORM BY:



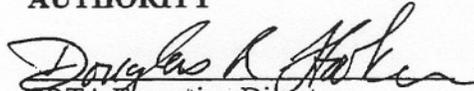
GRTA Chief Legal Counsel

ATTEST:



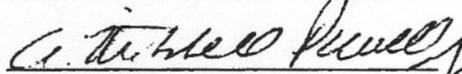
Coweta County Clerk
(Seal)

**STATE ROAD AND TOLLWAY
AUTHORITY**



SRTA Executive Director

APPROVED AS TO FORM BY:



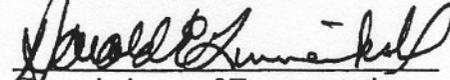
Coweta County Attorney

APPROVED AS TO SUBSTANCE:



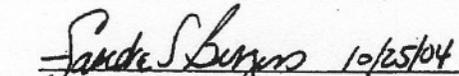
Coweta County Engineer

**GEORGIA DEPARTMENT OF
TRANSPORTATION**



Commissioner of Transportation

APPROVED AS TO FORM BY:



GDOT Office of Legal Services

ATTACHMENT A COWETA COUNTY ARTERIAL IMPROVEMENT/REGIONAL EXPRESS BUS PROJECTS

Section 1

The following represents the cost estimate of \$10,400,000 for arterial improvement projects for Coweta County:

Project	Type	From	To	GDOT PI #	ARC #	Elements Covered	Current Cost to Complete Estimate	
							Total All Sources	Bond Funds
Lower Fayetteville Road	Upgrade	Grieson Trail	Fischer Road	0004407	CW 032	CST	\$6,000,000	\$6,000,000
Various Intersections 1	Intersection Improvements	Witcher/Glover @ SR 16 Vaughn @ SR 154 Hal Jones/Green Top @ US 29	Hammock @ SR 154 Tanglewood @ US 29	0004406	CW 033A	PE, CST	\$1,976,000	\$1,976,000
Various Intersections 2	Intersection Improvements	Stewart/Reese @ SR 54	McIntosh Tr @ SR 54	0005191	CW 033B	PE, CST	\$735,000	\$735,000
Various Intersections 3	Intersection Improvements	L Fayetteville Rd @ SR 154 Gordon @ SR 54	Pine @ SR 16	0008293	CW 033C	PE, CST	\$1,889,000	\$1,889,000
TOTAL							\$10,400,000	\$10,400,000

Section 2

GRTA will provide funding for necessary capital improvements (buses, park & ride lots, maintenance/operating facilities) for regional express bus projects, as generally shown on the attached map:

Coweta County commits \$850,000 towards the costs of the regional express bus system

Notes:

1. Presently, based upon GDOT review, GRTA conceives the schedule for the Coweta County element of the proposed Arterial Improvements Program to be as follows:

Project	Approx. PE Start Date	Approx. ROW Start Date	Approx. CST Start Date	Approx. Open to Traffic
Lower Fayetteville Road			FY 04	FY 06
Various Intersections 1	FY 04		FY 06	FY 07
Various Intersections 2	FY 04		FY 06	FY 07
Various Intersections 3	FY 04		FY 06	FY 07

2. Attaining or accelerating this implementation scheduling of the arterial improvement project(s) will be dependent upon: appropriate project programming in the ARC TIP, timely availability of SRTA bond funding, and timely completion of the GDOT-required project development process and standards

3. Presently, GRTA conceives the Coweta County element of the proposed Regional Express Bus Program to be as follows:

Express Route	Approx. Round Trips Per Weekday	Approx. Start Date	Service Duration
Newman Area to Hartsfield	6	FY 05	2 years

4. Specific express bus operating details and scheduling will be finalized as part of GRTA's ongoing Regional Transit Action Plan, in consultation with Coweta County

LOCAL GOVERNMENT PROJECT AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

COWETA COUNTY, GEORGIA

for

PRIORITY LAND TRANSPORTATION PROJECT
INTERSECTION IMPROVEMENTS AT 3 LOCATIONS

Old SR 16 @ SR 154
Gordon Road @ SR 54
Pine Road @ US 29 @ SR 16 .

This AGREEMENT is made and entered into this 6th day of January, 2004, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and COWETA COUNTY, GEORGIA, acting by and through its Chairman and Board of Commissioners, hereinafter called the "COUNTY".

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to construct the land transportation project described as Intersection Improvements at 3 Locations noted above in Coweta County, Georgia, currently described as Georgia Department of Transportation Project Number MSL-0006-00(293), P. I. Number 0006293, 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

Schedule A

County	Proj Id	Description	Activity Description	Sched Finish
COWETA	0006293	SR 154 @ Old Hwy 16; SR 16 @ Pine Rd; SR 54 @ Gordon Rd.	PE Funding Authorization	3-Nov-2003
			Environmental Approval Complete	3-Feb-2005
			Let Contract	10-Apr-2006
			Construction 75% Complete	5-Apr-2007
			Construction 100% Complete	3-Aug-2007
			Construction Final Payment	17-Sep-2007

Schedule B

Requisition Form

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

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

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

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

Name: _____

Title: _____

Date: _____

**ALLOCATIONS
CASH FLOW SCHEDULE C**

Projected Cash Flow by Month

For Project Number

0006293

FOR FUND CODE

LGPA

Report Date: August 15, 2003

Month	Year	F#	Pe Amount	ROW Amount	Cst Amount	Total
November	2003	0006293	\$28,350.00	\$0.00	\$0.00	\$28,350.00
December	2003	0006293	\$14,175.00	\$0.00	\$0.00	\$14,175.00
January	2004	0006293	\$14,175.00	\$0.00	\$0.00	\$14,175.00
February	2004	0006293	\$4,295.45	\$0.00	\$0.00	\$4,295.45
March	2004	0006293	\$4,295.45	\$0.00	\$0.00	\$4,295.45
April	2004	0006293	\$4,295.45	\$0.00	\$0.00	\$4,295.45
May	2004	0006293	\$4,295.45	\$0.00	\$0.00	\$4,295.45
June	2004	0006293	\$4,295.45	\$0.00	\$0.00	\$4,295.45
July	2004	0006293	\$4,295.45	\$0.00	\$0.00	\$4,295.45
August	2004	0006293	\$4,295.45	\$0.00	\$0.00	\$4,295.45
September	2004	0006293	\$4,295.45	\$0.00	\$0.00	\$4,295.45
October	2004	0006293	\$4,295.45	\$0.00	\$0.00	\$4,295.45
November	2004	0006293	\$4,295.45	\$0.00	\$0.00	\$4,295.45
December	2004	0006293	\$4,295.45	\$0.00	\$0.00	\$4,295.45
January	2005	0006293	\$14,175.00	\$0.00	\$0.00	\$14,175.00
February	2005	0006293	\$14,175.00	\$0.00	\$0.00	\$14,175.00
March	2005	0006293	\$1,350.00	\$0.00	\$0.00	\$1,350.00
April	2005	0006293	\$1,350.00	\$0.00	\$0.00	\$1,350.00
May	2005	0006293	\$1,350.00	\$0.00	\$0.00	\$1,350.00
June	2005	0006293	\$1,350.00	\$0.00	\$0.00	\$1,350.00
July	2005	0006293	\$1,350.00	\$0.00	\$0.00	\$1,350.00
August	2005	0006293	\$1,350.00	\$0.00	\$0.00	\$1,350.00
September	2005	0006293	\$1,350.00	\$0.00	\$0.00	\$1,350.00
October	2005	0006293	\$4,725.00	\$0.00	\$0.00	\$4,725.00
November	2005	0006293	\$4,725.00	\$0.00	\$0.00	\$4,725.00
December	2005	0006293	\$4,725.00	\$0.00	\$0.00	\$4,725.00
January	2006	0006293	\$4,725.00	\$0.00	\$0.00	\$4,725.00
February	2006	0006293	\$9,450.00	\$0.00	\$0.00	\$9,450.00
March	2006	0006293	\$9,450.00	\$0.00	\$0.00	\$9,450.00
April	2006	0006293	\$9,450.00	\$0.00	\$0.00	\$9,450.00
May	2006	0006293	\$0.00	\$0.00	\$0.00	\$0.00
June	2006	0006293	\$0.00	\$0.00	\$105,000.00	\$105,000.00
July	2006	0006293	\$0.00	\$0.00	\$105,000.00	\$105,000.00
August	2006	0006293	\$0.00	\$0.00	\$105,000.00	\$105,000.00
September	2006	0006293	\$0.00	\$0.00	\$105,000.00	\$105,000.00
October	2006	0006293	\$0.00	\$0.00	\$105,000.00	\$105,000.00
November	2006	0006293	\$0.00	\$0.00	\$105,000.00	\$105,000.00
December	2006	0006293	\$0.00	\$0.00	\$78,750.00	\$78,750.00
January	2007	0006293	\$0.00	\$0.00	\$78,750.00	\$78,750.00
February	2007	0006293	\$0.00	\$0.00	\$78,750.00	\$78,750.00
March	2007	0006293	\$0.00	\$0.00	\$78,750.00	\$78,750.00
April	2007	0006293	\$0.00	\$0.00	\$82,500.00	\$82,500.00
May	2007	0006293	\$0.00	\$0.00	\$82,500.00	\$82,500.00
June	2007	0006293	\$0.00	\$0.00	\$82,500.00	\$82,500.00
July	2007	0006293	\$0.00	\$0.00	\$82,500.00	\$82,500.00
August	2007	0006293	\$0.00	\$0.00	\$82,500.00	\$82,500.00
September	2007	0006293	\$0.00	\$0.00	\$82,500.00	\$82,500.00

Total \$ for the Fundcode: \$189,000.00 \$0.00 \$1,500,000.00 \$1,689,000.00

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

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

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

1. The COUNTY shall fund all costs for the PROJECT's preconstruction engineering (design) activities, right of way acquisitions, utility relocations, and construction ("phases"). To fulfill its commitment, the COUNTY may utilize COUNTY funds, the funds identified in the Intergovernmental Agreement, or seek additional funding through, and in accordance with the existing regional transportation TIP or STIP programming process. The amount currently identified in the Intergovernmental Agreement for this project is \$1,689,000.00.
2. The DEPARTMENT shall support the implementation of the PROJECT as outlined in the Intergovernmental Agreement and the parties recognize that no funding is currently available in the regional transportation programming process. Funding for this PROJECT is limited to that amount currently identified in paragraph 1 of this Agreement.
3. The COUNTY shall be responsible for all costs for providing energy, maintenance, and operational costs of any roadway and interchange lighting within the PROJECT limits.
4. The COUNTY shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks within the PROJECT limits.
5. Both the COUNTY and the DEPARTMENT hereby acknowledge that TIME IS OF THE ESSENCE for the implementation of this PROJECT. Both parties shall adhere to the priorities established in the detailed project schedule attached as Schedule A of the Addendum to Local Government Project Agreement, ("Schedule A"), and the approved State Transportation Improvement Program ("STIP") or earlier. In the completion of respective commitments contained herein, changes may be made to the schedule if mutually identified and agreed upon, in writing, by the DEPARTMENT, the COUNTY, GRTA, and SRTA. If, for any reason, the COUNTY does not produce acceptable deliverables at the milestone dates defined in Schedule A or the STIP, the DEPARTMENT reserves the right to delay the project's implementation until the COUNTY comes into compliance with the Schedule A or until a revision can be mutually agreed upon.

6. All preconstruction engineering activities shall be accomplished by the COUNTY and in accordance with the DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications for the Construction of Transportation Systems, PROJECT schedules, Plan Presentation Guide, and applicable guidelines of the DEPARTMENT. The COUNTY'S responsibility for design shall include, but is not limited to the following items:
 - a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the COUNTY as provided for in paragraph 6b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the COUNTY beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the COUNTY as required by the DEPARTMENT and reapproved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.
 - b. Develop the PROJECT'S base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (p.m.) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.
 - c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.
 - d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act, ("NEPA"). This shall include, but not be limited to, any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), hazardous waste site, and environmental justice studies required. The COUNTY shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.
 - e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practices.
 - f. Perform all surveys, mapping, and soil investigation studies needed for design of the PROJECT.

- g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.
 - h. Prepare the PROJECT'S drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.
 - i. Prepare traffic studies, preliminary construction plans, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including signing, marking, and signal plans, erosion control, traffic handling, and construction sequence plans and specifications including special provisions for the PROJECT.
 - j. The COUNTY shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The COUNTY shall perform all necessary survey efforts in order to complete the design of the bridge(s) and prepare any required hydraulic and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this AGREEMENT.
 - k. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with ASSHTO and DEPARTMENT guidelines.
 - l. Failure of the COUNTY to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds and it shall be the responsibility of the COUNTY to make up a loss of that funding.
7. All Primary Consultant firms hired by the COUNTY to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the COUNTY with a list of prequalified consultant firms in the appropriate area-classes.
8. The PROJECT construction and right of way plans shall be prepared in English Units.
9. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software, respectively, and shall be organized as per the DEPARTMENT's guidelines on electronic file management.
10. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the COUNTY.

11. Upon the COUNTY's determination of the rights of way required for the PROJECT and the approval of the right of way plans by the DEPARTMENT, the necessary rights of way for the PROJECT shall be acquired by the COUNTY. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT, and in accordance with the Contract for Acquisition of Right of Way to be prepared by the DEPARTMENT and executed between the COUNTY and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the COUNTY to follow these requirements may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the COUNTY to make up the loss of that funding. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The COUNTY shall further be responsible for making all changes to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right of way or to match actual conditions encountered.
12. The COUNTY shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.
13. The COUNTY shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.
14. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained, the COUNTY shall let the PROJECT for construction. The COUNTY shall be solely responsible for securing and awarding the construction contract for the PROJECT. The COUNTY shall perform and bear all costs associated with inspection and materials testing during construction. Such inspection and materials testing shall be done in accordance with the Transportation Online Policy and Procedure System 5020-1 on file at the DEPARTMENT and available to the COUNTY.
15. The COUNTY shall Certify that the provisions of Section 36-81-7 of the official Code of Georgia Annotated, relating to the "Requirements of Audits" are complied with in full such that:
 - a. Each Unit of local government having a population in excess of 1,500 persons or expenditures of \$175,000.00 or more shall provide for and cause to be made an annual audit of the financial affairs and transactions of all funds and activities of the local government for each fiscal year of the local government.

- b. The governing authority of each local unit of government not included above shall provide for and cause to be made the audit required not less often than once every two fiscal years.
 - c. The governing authority of each local unit of government having expenditures of less than \$175,000.00 in that government's most recently ended fiscal year may elect to provide for and cause to be made, in lieu of the biennial audit, an annual report of agreed upon procedures for that fiscal year.
 - d. A copy of the report and any comments made by the state auditor shall be maintained as a public record for public inspection during the regular working hours at the principal office of the local government. Those units of local government not having a principal office shall provide notification to the public as to the location of and times during which the public may inspect the report.
16. The COUNTY shall review and recommend all shop drawings to the DEPARTMENT for approval by the DEPARTMENT.
17. The COUNTY agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this agreement shall become the property of the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the COUNTY.
18. The COUNTY shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the COUNTY pursuant to this AGREEMENT. The COUNTY shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. Failure by COUNTY to address the errors or deficiencies within 30 days shall cause the COUNTY to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The COUNTY shall, to the extent allowable by law, also be responsible for any claim, damage, loss or expense that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, and other services furnished by or on behalf of the COUNTY pursuant to this AGREEMENT.
19. This AGREEMENT is made and entered into in Fulton County, Georgia, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.
20. The parties agree this AGREEMENT shall not be binding and neither party hereto shall have any obligation or liability to the other whatsoever under this AGREEMENT unless and until

such time as that certain Addendum to Local Government Project Agreement (Arterial Road Project) regarding the PROJECT shall have been (a) executed and delivered by the parties, and acknowledged and consented to by the SRTA and GRTA, and (b) attached to this AGREEMENT.

21. This AGREEMENT contains the entire understanding between the parties relating to the subject matter of the previously executed Local Government Project Agreement and supercedes all prior oral and written understandings, arrangements and agreements between the parties relating thereto. Any amendments to this AGREEMENT must be in writing, executed by the parties and have express reference to be made a part of this AGREEMENT.

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

RECOMMENDED:

BOARD OF COMMISSIONERS
Coweta County, Georgia

[Signature]
State Road Design Engineer

BY: [Signature]
Chairman

[Signature]
Director of Preconstruction

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

[Signature]
Chief Engineer

[Signature]
Witness
[Signature]
Notary Public

MY COMMISSION EXPIRES MARCH 27, 2007

DEPARTMENT OF TRANSPORTATION

BY: [Signature]
Commissioner ELM

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

ATTEST:
[Signature]
Treasurer

[Signature]
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 6th day of January, 2004, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia ("DEPARTMENT"), and COWETA COUNTY, GEORGIA, acting by and through its Board of Commissioners ("COUNTY").

WITNESSETH: That;

WHEREAS, the DEPARTMENT and the COUNTY entered into that certain Agreement between Department of Transportation State of Georgia and Coweta County, dated January 6, 2004 (the "Local Government Project Agreement"), relating to the construction of intersection improvements at 3 locations in Coweta County, Georgia described as Old SR 16 @ SR 154, Gordon Road @ SR 54, and Pine Road @ US 29 @ SR 16, currently identified as Georgia Department of Transportation Project Number MSL-0006-00(293), P.I. Number 0006293, hereinafter referred to as the "PROJECT"; and

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

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

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

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

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

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

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

If to the DEPARTMENT:

Georgia Department of Transportation
No. 2 Capital Square
Atlanta, Georgia 30334
Attention: Harold E. Linnenkohl, Commissioner
(404) 656-5206
(404) 657-8389 Fax

If to the COUNTY:

The Honorable Leigh Schlumper, Chairwoman
Coweta County Commission
22 East Broad Street
Newnan, Georgia 30263

The date upon which such notice is delivered will be deemed the date of receipt thereof. The persons listed above may, by notice given hereunder, designate any further or different addresses to which subsequent notices, approvals, consents, requests, complaints, demands or other communications shall be sent or persons to whose attention the same shall be directed.

- 11.4 Governing Law. This Addendum shall be governed by and interpreted in accordance with the laws of the State of Georgia.
- 11.5 Headings. The section and paragraph headings contained in this Addendum are for reference purposes only and shall not affect the meaning or interpretation of this Addendum.
- 11.6 No Waivers. No failure of a party to exercise any power given such party hereunder or to insist upon strict compliance by the other to its obligation hereunder, and no custom or practice of the parties in variance with the terms hereof, shall constitute a waiver of any rights of a party to demand exact compliance with the terms hereof.
- 11.7 Severability. If any provision of this Addendum, or any portion thereof, should be ruled void, invalid, unenforceable or contrary to public policy by any court of competent jurisdiction, then any remaining portion of such provision and all other provisions of this Addendum shall survive and be applied, and any invalid or unenforceable portion shall be construed or reformed to preserve as much of the original words, terms, purpose and intent as shall be permitted by law.
- 11.8 Interpretation. Should any provision of this Addendum require judicial interpretation, it is agreed and stipulated by and between the parties hereto that the court interpreting or construing the same shall not apply a presumption that the terms, conditions and provisions hereof shall be more strictly construed against one party by reason of the rule of construction that an instrument is to be construed more strictly against the party who prepared the same.
- 11.9 Time of the Essence. Time is of the essence in this Addendum and with respect to each and every provision herein.

[SIGNATURES ON FOLLOWING PAGE]

NOTICE OF LOCATION AND DESIGN APPROVAL

*MSL-0006-00(293) – COWETA COUNTY
P.I. NUMBER 0006293*

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

The date of location approval is MAY 11, 2005.

This project involves improvements to the following three intersections in Coweta County: Lower Fayetteville Road at SR 154, Gordon Road at SR 54, and Pine Road & SR 16 at SR 14/US 29. The Lower Fayetteville Road at SR 154 intersection is located in the 6th District, Land Lots 63, 66 and 67. The Gordon Road at SR 54 intersection is located in the 1st District, Land Lot 27. The Pine Road & SR 16 at SR 14/US 29 intersection is located in the 2nd District, Land Lots 71 and 72.

The proposed construction at Lower Fayetteville Road and SR 154 would add turn lanes on all approaches and upgrade the existing signal to operate with protected plus permitted signal phasing. The proposed construction at Gordon Road and SR 54 would adjust SR 54 to improve the sight distance, and increase the radii and improve the shoulders at the intersection. The proposed construction at Pine Road & SR 16 at SR 14/US 29 would bring Pine Road and SR 16 into alignment, add turn lanes to all approaches, and signalize the intersection.

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

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

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

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

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

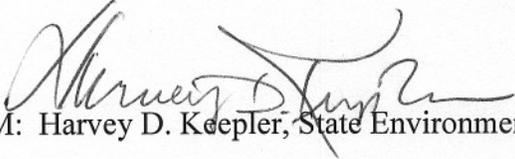
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. # 0006293

OFFICE: Environment/Location

DATE: April 20, 2005


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

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**
MSL-0006-00(293)/Coweta County/P.I. # 0006293

The above subject concept report has been reviewed. Several potential National Register structures are located within the area of potential effect of these intersections. Are we clearing all three intersections under one document (CE)? Projects do not seem to be near each other and seem to demonstrate independent utility. May need to complete individual C.E.'s.

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

HDK/sdw

Attachment

cc: David Mulling, P.E.
Brent A. Story

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

OFFICE OF ROAD & AIRPORT DESIGN

PROJECT CONCEPT REPORT

Project Number: MSL-0006-00(293)

County: Coweta

P. I. Number: 0006293

Federal Route Number: 29

State Route Number: 14, 16, 54 & 154

Location Maps: See pages 2, 3 & 4

**Priority Land Transportation Project
Intersection Improvements at 3 Locations**

Recommendation for approval:

DATE 4/17/05

DATE 4/7/05

James M. Davidson
Project Manager
Butch A. [Signature]
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE 4.19.05

[Signature]
State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF ROAD & AIRPORT DESIGN

PROJECT CONCEPT REPORT
Project Number: MSL-0006-00(293)
County: Coweta
P. I. Number: 0006293

Federal Route Number: 29
State Route Number: 14, 16, 54 & 154

Location Maps: See pages 2, 3 & 4

Priority Land Transportation Project
Intersection Improvements at 3 Locations

Recommendation for approval:

DATE 4/17/05

DATE 4/7/05

James M. Davidson
Project Manager
[Signature]
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment/Location Engineer

DATE _____

[Signature]
State Traffic Safety and Design Engineer

DATE 4-26-05

District Engineer

DATE _____

Project Review Engineer