

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P. I. No. 0007546, Henry County **OFFICE** Preconstruction  
CSHPP-0007-00(546)  
Intersection Improvements- **DATE** December 11, 2007  
US 23/SR 42 at Harris Drive

**FROM**  Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

Attachment

**DISTRIBUTION:**

Brian Summers  
Glenn Bowman  
Ken Thompson  
Michael Henry  
Keith Golden  
Angela Alexander  
Paul Liles  
Thomas Howell  
Bill Rountree  
BOARD MEMBER

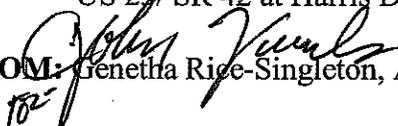
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** P.I. No. 0007546, Henry County  
CSHPP-0007-00(546)  
Intersection Improvements-  
US 23/ SR 42 at Harris Drive

**OFFICE:** Preconstruction

**DATE:** November 16, 2007

**FROM:**  Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO:** Gerald M. Ross, P.E., Chief Engineer

**SUBJECT: PROJECT CONCEPT REPORT**

This project is the intersection improvements at U.S. 23/ S.R. 42 at Harris Drive, located 2.5 miles north of Locust Grove, Georgia. U.S. 23/ S.R. 42 is a north-west arterial that parallels I-75 through Henry County. The purpose of this project is to improve the safety and operations of the intersection of S.R. 42 and Harris Drive. The rapid growth in residential development in the corridor will generate significantly higher traffic volumes that will further compromise the safe operation of this route. U.S. 23/ S.R. 42 is a two lane facility that is classified as an urban minor arterial. Harris Drive is a two lane local road that provides east-west connectivity to the rapidly growing residential areas in the east central portion of Henry County. The intersection of US 23/ SR 42 at Harris Drive is poorly aligned. Currently, the existing skew at the intersection contributes to safety and operational challenges. In the project area, fifteen (15) accidents occurred between 2003 and 2005, four (4) in 2003, four (4) in 2004 and seven (7) in 2005. Projected traffic volumes for this section of U.S. 23/ S.R. 42 are 16,800 VPD in the year 2011 and 33,000 VPD for the design year 2031. The projected volumes along Harris Drive are 9,200 VPD for the year 2011 and 13,600 VPD in the design year 2031. The intersection will operate at Level of Service "F" by the year 2031 unless improvements are made.

The proposed project will realign Harris Drive south of the current intersection with U.S. 23/ S.R. 42, to provide a perpendicular intersection and widened to provide a westbound right turn lane. A southbound left and northbound right turn lane will be added along U.S. 23/ S.R. 42. All improvements will meet the design speed of 55 MPH for U.S. 23/ S.R. 42 and 45 MPH for Harris Drive. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a Categorical Exclusion will be prepared; a Public hearing is not required; Time saving procedures is appropriate.

P.I. No. 0007546, Henry County  
November 16, 2007

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 1,057,000	\$ 1,141,000	LY10	2009
Right-of-way &	Local	Local	Local	Local

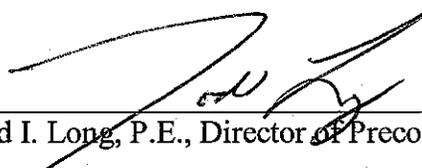
\*PFA sent 7-19-07 requesting Henry County be responsible for right-of-way and utilities/  
\$120k toward PE and 20% construction costs and 100% of construction costs over \$600K

I recommend this project concept be approved.

  
GRS: JDQ

Attachment

CONCUR

  
\_\_\_\_\_  
Todd I. Long, P.E., Director of Preconstruction

APPROVED

  
\_\_\_\_\_  
Gerald M. Ross, P.E., Chief Engineer

**PRECONSTRUCTION STATUS REPORT**

PROJ ID	COUNTY	DESCRIPTION	MGMT. ROW DATE	SCHED DATE	MGMT. LET DATE
0007546	Henry	SR 42/US 23 @ CR 367/HARRIS DRIVE	Aug-08	Jul-10	Aug-09
CSHPP-0007-00(546)	FIELD DIST: 3				
TIP #: HE-168	TWIN:	US: 23			
MPO: Atlanta TMA		EST DATE: 9/20/07			
MODEL YR: 2010					
PROJ MGR: Rountree, Bill	PROJ LENGTH: 0.40				
PROG: Reconstruction/Rehabilitation	TYPE WORK: Intersection Improvement				
CONCEPT:	LET RESP: DOT	Congressional Districts: 3			

Phase	Approved	Proposed	Cost	Fund	Status
PE	2007	2007	135,000.00	LY10	AUTHORIZED
ROW	LOCL	LOCL	478,000.00	LOC	PRECST
CST	2009	2010	1,141,000.00	LY10	PRECST

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
		Define Project Concept	6/12/07	6/25/07	100	D3 to cmplt PE activities in-house (CAH) 022306; WILL BEGIN CONCEPT BY JULY 07
		Concept Meeting	6/26/07	6/26/07	100	
		Concept Submittal and Review	8/17/07	9/20/07	100	
11/23/07	12/6/07	Receive Preconstruction Concept Approval			0	
12/6/07	12/6/07	Management Concept Approval Complete			0	
12/28/07	12/28/07	Public Information Open House Held			0	
12/7/07	7/11/08	Environmental Approval			0	
12/31/07	2/1/08	Field Surveys/SDE			0	
2/4/08	3/13/09	Preliminary Plans			0	
12/7/07	1/11/08	Underground Storage Tanks			0	
4/14/08	6/27/08	404 Permit Obtainment			0	
4/6/09	4/7/09	FFPR Inspection			0	
5/13/09	5/15/09	L & D Report Development and Approval			0	
5/13/09	5/29/09	R/W Acquisition			0	
5/13/09	5/26/09	Stake R/W			0	
5/13/09	5/22/09	Soil Survey			0	
5/18/09	3/19/10	Final Design			0	
4/12/10	4/13/10	FFPR Inspection			0	
4/27/10	5/10/10	FFPR Response			0	

BIKE PROVISIONS INCLUDED?: N      MEASUREMENT      CONSULTANT: N      UT EST:

Bridge: NO BRIDGE REQUIRED

EIS: PRUITT

LGPA: PFA REQ HENRY DO ROW|UTIL|\$120K TOWARD PE & 20% CST/100% OVER \$600K 7-19-07|NOTIFICATION LETTER SENT TO HENRY 7-26-06.

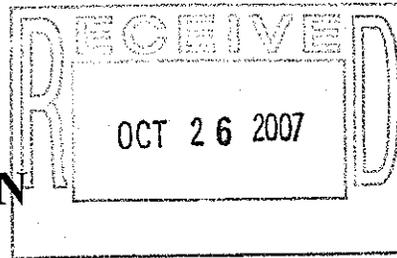
EMG: RECST/REHAB (INTERSECTION IMPROVEMENT)

R/W INFORMATION:

PREL PARCEL CT:      TOTAL PARCEL CT:      ACQUIRED BY: LOC      ACQ MGR:

UNDER-REVIEW CT:      RELEASED      OPT-PEND CT:      DEEDS CT:      COND-PEND CT:      COND-FILED CT:

RW CERT DT:      ACQUIRED CT:      RELOCATION CT:



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** CSHPP-0007-00(546) Henry  
P.I. No. 0007546  
Intersection Improvements

**OFFICE:** Engineering Services

**DATE:** October 25, 2007

**FROM:** Brian K. Summers, P.E., Project Review Engineer *REW*

**TO:** Genetha Rice Singleton, Assistant Director of Preconstruction

**SUBJECT: REVISED CONCEPT REPORT**

We have reviewed the Revised Concept Report submitted September 17, 2007 from Bill Rountree and have no comments:

The costs for this project are:

Construction	\$960,370
E & C	\$96,037
Reimbursable Utilities	\$50,000
Right of Way	\$478,300

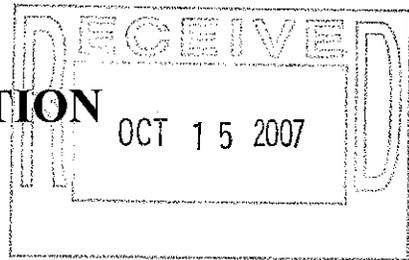
REW

c: Thomas Howell, Attn. Bill Rountree

## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> CSHPP-0007-00(546)		<b>County:</b> Henry		<b>PI No.:</b> 0007546	
<b>Report Date:</b> September 17, 2007		<b>Concept By:</b> DOT Office: District 3			
<input checked="" type="checkbox"/> <b>Concept Stage</b>		Consultant: N/A			
<b>Project Type:</b> Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input checked="" type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
<b>FOCUS AREAS</b>	<b>SCORE</b>	<b>RESULTS</b>			
<b>Presentation</b>	100				
<b>Judgement</b>	100				
<b>Environmental</b>	100				
<b>Right of Way</b>	100				
<b>Utility</b>	100				
<b>Constructability</b>	100				
<b>Schedule</b>	100				

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

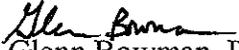


**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** P.I. No. 0007546

**OFFICE:** Environment/Location

**DATE:** October 15, 2007

**FROM:**   
Glenn Bowman, P.E., State Environmental/Location Engineer

**TO:** Genetha Rice-Singleton, Assistant Director of Preconstruction

**SUBJECT:** **PROJECT CONCEPT REPORT**  
**CSHPP-0007-00(546) / Henry County**  
**Intersection Improvements on SR 42 / US 23 at Harris Drive**

The above subject Concept Report has been reviewed and appears satisfactory subject to the following comments:

- 1) The Norfolk Southern Railroad in the vicinity of the project would be considered eligible for the National Register.
- 2) Page 7—the level of Environmental analysis should be a CE at this time. Depending on impacts, it may become a PCE.

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

GB:lc

Attachment

cc: Brian Summers  
Jamie Simpson  
Keith Golden  
Angela Alexander  
Thomas Howell  
Paul Liles

Recommendation for approval:

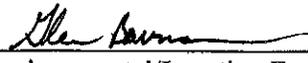
DATE 9-14-07   
Project Manager

DATE 9/17/07   
District Engineer

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

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

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

DATE 10/12/07   
State Environmental/Location Engineer

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

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

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## NOTICE OF LOCATION AND DESIGN APPROVAL

*CSHPP-0007-00(546) Henry County*

**P. I. Number: 0007546**

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

The date of location approval is DECEMBER 11, 2007

Intersection improvement on State Route 42 at the intersection of Harris Drive located in Henry County, Georgia Militia Districts 498 & 576, Land Districts 2 & 7, and Land Lots 248 & 249.

This project will re-align Harris Drive south of the current intersection along State Route 42, add a southbound left and northbound right turn lane on state route 42, and add a westbound right turn lane on Harris Drive.

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

**Mark Sanford, Area Engineer**  
**mark.sanford@dot.state.ga.us**  
**1001 Hwy. 19 South**  
**Griffin, GA 30223**  
**770-228-7205**

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

***William J. Rountree, P.E., District Design Engineer***

**Department Of Transportation**

**bill.rountree@dot.state.ga.us**

**715 Andrews Drive**

**Thomaston, Georgia 30286-4524**

**(706) 646-6604**

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

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office of District 3 Design

## PROJECT CONCEPT REPORT

Project Number: CSHPP-0007-00(546)

County: Henry

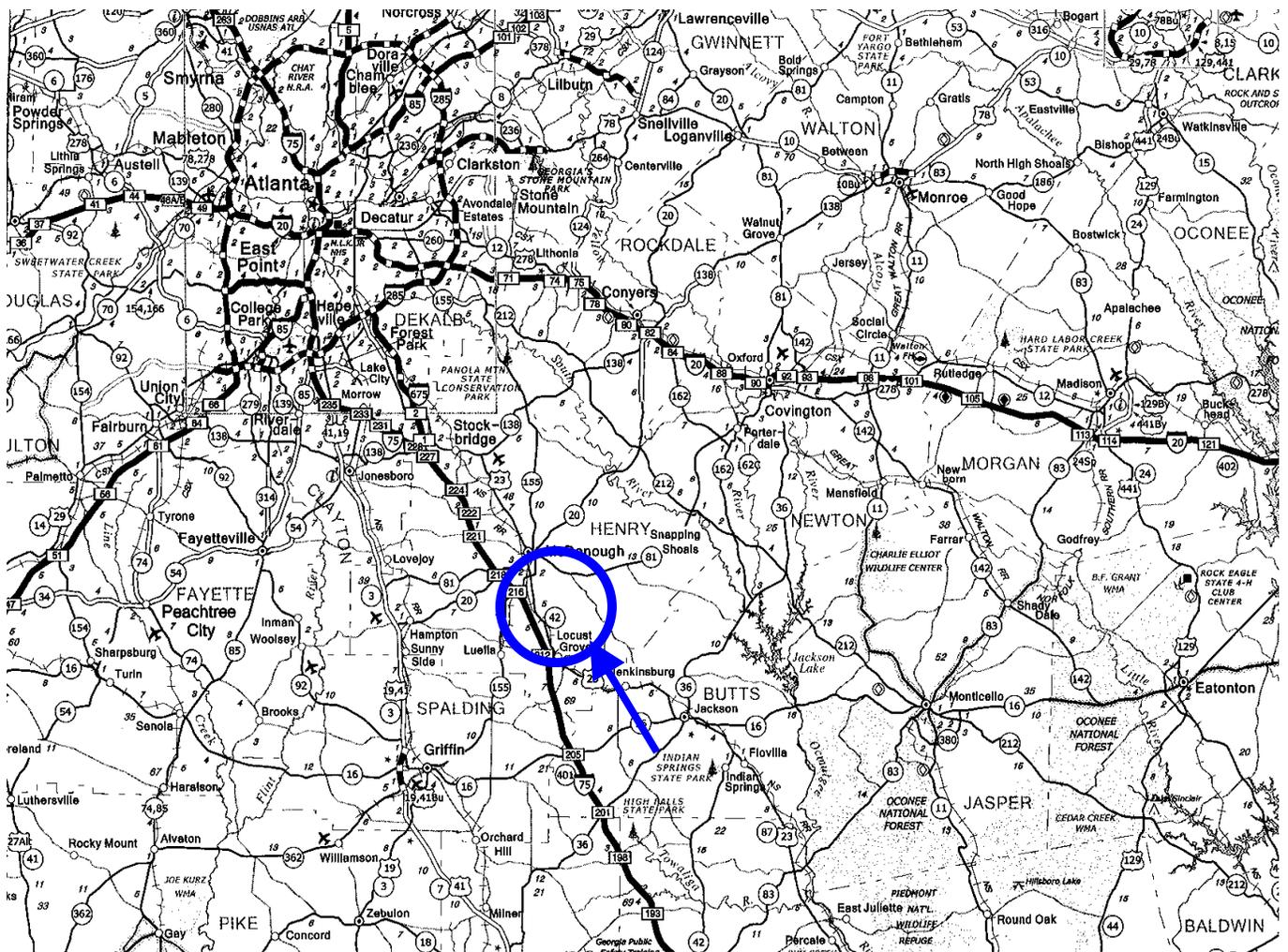
P. I. Number: 0007546



Federal Route Number: US 23

State Route Number: SR 42

### *Regional Sketch: Intersection Improvements on State Route 42 / US 23 at Harris Drive*



Recommendation for approval:

DATE 9-14-07   
Project Manager

DATE 9/17/07   
District Engineer

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

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

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

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

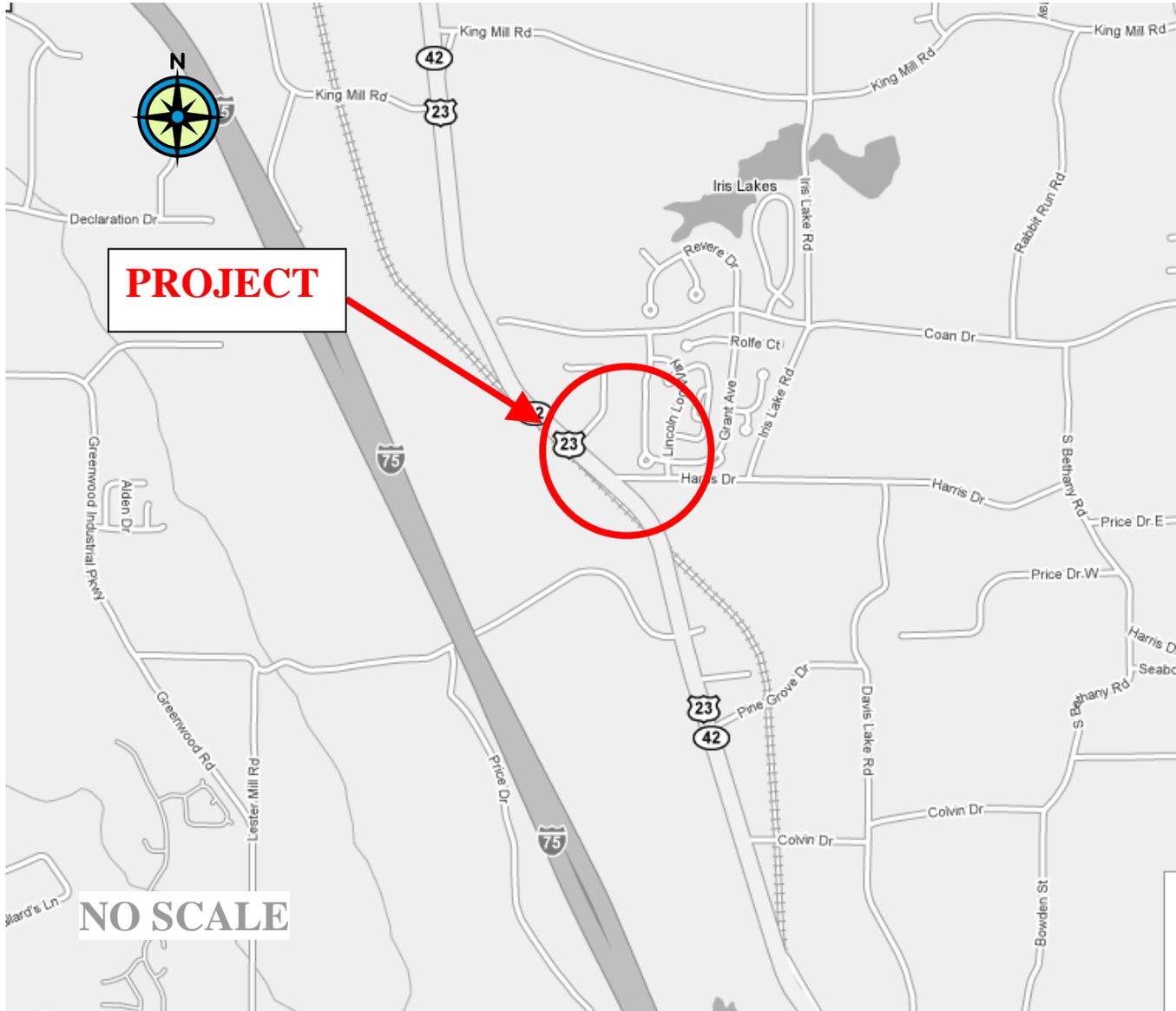
DATE \_\_\_\_\_  
State Traffic Safety & Design Engineer

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

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***Project Location Map: Intersection Improvements on State Route 42 / US 23 at Harris Drive***



## **Planning Background**

This project is included in the Atlanta Regional Commission's 2030 Regional Transportation Plan and Transportation Improvement Program as project HE-168. Funding for the project was provided by a congressional earmark from the SAFETEA-LU legislation enacted in 2005

## **Proposed Improvement**

SR 42 is a major north-west arterial that parallels I-75 through Henry County. Henry County has placed a high priority on improving this facility to meet the needs of this rapidly growing county. SR 42 at the intersection with Harris Drive is a two lane facility having 12' lanes, no turn lanes and a posted speed of 55 miles per hour. SR 42 is functionally classified as an Urban Minor Arterial.

Harris Drive is one of the few local roads that provide east-west connectivity in the southeastern portion of Henry County, connecting SR 42 and Jefferson Road. Harris Drive (CR367) is a two lane facility with a posted speed of 45 miles per hour. Harris Drive is classified as an Urban Local Street.

Harris Drive intersects SR 42 at a severe angle, compromising the operation of SR 42 and reducing the safety of the intersection. The proposed improvement will improve the operational characteristics and safety of the intersection by relocating Harris Drive to improve the angle at which Harris Drive intersects SR 42 and provide appropriate turn lanes and traffic control as required. The proposed improvement will also provide improved sight distance for drivers using both facilities.

## **Project Background**

At the present time, development along SR 42 is largely rural in nature. However, the increasing amount of residential development in the SR 42 corridor is contributing to steadily growing traffic volumes. The rural character of Harris Drive is changing rapidly as shown by the new major residential development being constructed within a mile of the SR 42 intersection.

Future land use plans for the county show significant changes in the corridor. The Henry County future land use plan for the SR 42 corridor includes a mix of industrial development, attracted by good railroad access, and higher levels of residential development. The proposed changes in land use will result in higher traffic volumes along both SR 42 and Harris Drive.

## **Safety**

The number of crashes has steadily increased this intersection. The number of crashes at this location has almost doubled from 4 in 2003 to 7 in 2005. More importantly the character of these crashes has changed. In 2003, three of four were not with another vehicle such as a tree or a deer. In 2005, six crashes were rear end collisions and one angle collision. In addition, the number of accidents involving injuries has also increase as shown in the table below.

<b>SR 42 crashes</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
<b>Total Crashes</b>	<b>4</b>	<b>4</b>	<b>7</b>
<b>Total Injuries</b>	<b>0</b>	<b>4</b>	<b>2</b>

### **Travel Demand and Operational Characteristics**

Traffic volumes along SR 42 have steadily increased during the past 5 years from 7,100 AADT in 2001 to 10,200 AADT in 2005. The projected AADT for SR 42 in 2007 is 16,800 north of the Harris Drive intersection and 10,000 AADT south of the intersection. The projected AADT on Harris Drive is 9,200 in 2007. It is anticipated that by 2031 the AADT will increase to 32,300 on SR 42 and 13,600 on Harris Drive. This is an increase in traffic of approximately 92% on SR 42 and a 47% increase on Harris Drive. More importantly, the volume of left turn movements along both SR 42 and Harris Drive will increase as well, increasing the probability of crashes at this location. More than half of the projected volume southbound on SR 42 in 2011, 4,000 ADT, is projected to turn left at Harris Drive. By 2031, this volume will increase to 6,800 ADT. The intersection will operate at Level of Service F by the year 2031 unless improvements are made.

### **Projects in the Area**

The Construction Work Program has no projects in the immediate vicinity of the SR 42/Harris Drive intersection.

### **Community Issues**

Henry County is part of the Atlanta metropolitan area and is a rapidly growing residential area. The 2000 Census listed the population in Henry County as 120,000. During the 1990 Census year, Henry County had a population of 59,200. Between 1990 and 2000, Henry County gained 60,800 residents, a 50.6 percent increase which ranked highest in the region in net population increase. Population is expected to grow rapidly and employment growth will likely accelerate as population density increases. The 2010 population projection for Henry County is 211,828. These factors would not impact the proposed project. The land uses in the vicinity of the project is a mix of rural agricultural, light industrial and low and medium residential property.

### **Need and Purpose**

The purpose of this project is to improve the safety and operation of the intersection of SR 42 and Harris Drive. Traffic crash data supports the need to provide for left turn movements to Harris Drive. The rapid growth in residential development in the corridor will generate significantly higher traffic volumes that will further compromise the safe operation of this state highway. Although traffic volume increases will warrant the addition of capacity to SR 42 in the long term, the current traffic patterns and the number of injury crashes indicate that a shorter term safety improvement is needed at this location.

**Description of the Proposed Project:** State Route 42 / US Route 23 intersection improvements at Harris Drive that will add a southbound left and northbound right turn lanes along State Route 42. Harris Drive will be realigned to provide a perpendicular intersection and widened to provide a westbound right turn lane.

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

**PDP Classification:** Major  Minor

**Federal Oversight:** Full Oversight , Exempt , State Funded , or Other

**Functional Classification:** SR 42: Urban Minor Arterial Harris Drive: Urban Local Street

**U. S. Route Number(s):** 23

**State Route Number(s):** 42

**Traffic (AADT):**

Traffic(AADT) Two Way Traffic	SR 42/ US 23	Harris Drive
<b>Current Year: (2011)</b>	<b>16800 vpd</b>	<b>9200 vpd</b>
<b>Design Year: (2031)</b>	<b>33300 vpd</b>	<b>13600 vpd</b>
<b>K =</b>	<b>66%</b>	<b>60%</b>
<b>D =</b>	<b>4.5%</b>	<b>4.5%</b>
<b>T =</b>	<b>9%</b>	
<b>24 HR T =</b>	<b>13%</b>	

**Existing Design Features:**

- Typical Section: Along State Route 42, twelve feet wide through lanes with six foot wide shoulders (two feet paved). Along Harris Drive, Ten feet wide through lanes with five feet wide shoulder.
- Posted Speed: SR 42 / US 23: 55 mph Harris Drive: 45 mph (stop condition)
- Minimum Radius: SR 42 / US 23: 1875 feet Harris Drive: none
- Maximum Grade: State Route 42: 4% Harris Drive: 7%
- Total Width of Right of Way: SR 42: 100 feet Harris Drive: 80 feet
- Major Structures: None
- Major Interchanges or Intersections Along the Project: SR 42 / US 23 at Harris Drive
- Existing Length of Roadway Segment and the Beginning Mile Logs for Each County Segment:
  - SR 42: Begin mile post at 6.64 and ending mile post at 6.93 (Total 0.29 miles)
  - Harris Drive: Begin mile log at 1.50 and ending mile log at 1.66 (Total 0.11 miles)

**Proposed Design Features:**

- Proposed Typical Section(s): State Route 42 will be overlaid twenty four feet on the two through lanes, widened six feet on the both sides to provide a southbound left turn lane and twelve feet on the east side to provide a northbound right turn lane with two feet wide paved and eight feet wide grassed shoulders (a total of ten feet wide shoulders). Harris Drive will have a twelve feet wide right and left westbound turn lanes and a twelve feet wide eastbound through lane with ten feet wide grass shoulders.
- Proposed Design Speed: SR 42 / US 23: 55 mph Harris Drive: 45 mph (stop condition)
- Proposed Maximum Grade SR 42: 4% Maximum Grade Allowable: 6%
- Proposed Maximum Grade Harris Drive: 7% Maximum Grade Allowable: 15%
- Proposed Maximum Grade Driveway: 10%
- Minimum Radius: SR 42 / US 23: 1875 feet Harris Drive: 400 feet
- Minimum Radius Allowable: SR 42 / US 23: 1060 feet Harris Drive: 340 feet

- Right of Way:
  - Width: SR 42: 100 to 140' feet Harris Drive: 80 to 130 feet
  - Easements: Temporary , Permanent , Utility , Other .
  - Type of access control: Full , Partial , By Permit , Other .
  - Number of parcels: 10 Number of displacements: 0
    - Businesses: 0
    - Residents: 0
    - Mobile Homes: 0
    - Other: 0

- Structures: none
- Major Intersections and Interchanges: SR 42 / US 23 at Harris Drive
- Traffic Control during Construction: Traffic will be maintained on the existing roadway.
- Design Exceptions to Controlling Criteria Anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
○ HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances: None
- Environmental Concerns: None anticipated
- Level of Environmental Analysis: PCE
  - Are Time Savings Procedures appropriate? Yes , No ,
  - Categorical Exclusion
  - Environmental Assessment/Finding of No Significant Impact (FONSI)
  - Environmental Impact Statement (EIS)
- Utility Involvements:
  - AGL Resources, Inc.
  - BellSouth Telecommunications, Inc.
  - Central Georgia EMC
  - Charter Communications
  - Henry County Water and Sewerage Authority

**Project Responsibilities:**

- Design: GDOT
- Right of Way Acquisition: Locals
- Relocation of Utilities: Locals
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor

**Coordination:**

- Concept Meeting 6-27-07 (See attached minutes)
- Other projects in the Area: none
- Other Coordination to Date: none

**Scheduling – Responsible Parties’ Estimate**

- Time to Complete the Environmental Process: 6 Months
- Time to Complete the Preliminary Construction Plans: 6 Months
- Time to Complete Right of Way Plans: 3 Months
- Time to Complete the Section 404 Permit: not required
- Time to Complete Final Construction Plans: 4 Months
- Time to Complete the Purchase of Right of Way: 12 Months
- Time to Complete the Utilities Relocation: 4 Months

**Alternates Considered:**

- **Alternate 1:** State Route 42 / US Route 23 intersection improvements at Harris Drive that will add a southbound left and northbound right turn lanes along State Route 42. Harris Drive will be realigned to provide a perpendicular intersection and widened to provide a westbound right turn lane.
- **Alternate 2:** No Build – This alternative was rejected because it did not meet need and purpose for the project.

**Attachments:**

1. Cost Estimates:
  - a. Construction including E&C
  - b. Right of Way
  - c. Utilities
2. Layout
3. Typical Sections
4. Capacity Analysis
5. Concept Team Meeting Minutes
6. Accident History
7. Notice of Location and Design Approval

## Concept Construction Cost Estimate

### Section ROADWAY

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1.00	LS	90000.00	TRAFFIC CONTROL -	90000.0
201-1500	1.00	LS	60000.00	CLEARING & GRUBBING -	60000.0
205-0001	5300.00	CY	5.21	UNCLASS EXCAV	27613.0
206-0002	3800.00	CY	6.23	BORROW EXCAV, INCL MATL	23674.0
207-0203	20.00	CY	60.01	FOUND BK FILL MATL, TP II	1200.2
310-1101	6000.00	TN	18.89	GR AGGR BASE CRS, INCL MATL	113340.0
318-3000	100.00	TN	19.38	AGGR SURF CRS	1938.0
402-1811	300.00	TN	97.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	29100.0
402-3121	3000.00	TN	85.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	255000.0
402-3130	1200.00	TN	93.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	111600.0
402-3190	1500.00	TN	90.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	135000.0
413-1000	800.00	GL	2.05	BITUM TACK COAT	1639.99
432-5010	200.00	SY	2.23	MILL ASPH CONC PVMT, VARIABLE DEPTH	446.0
500-3200	1.00	CY	391.43	CLASS B CONCRETE	391.43
550-1180	48.00	LF	42.82	STORM DRAIN PIPE, 18 IN, H 1-10	2055.36
550-1240	60.00	LF	54.32	STORM DRAIN PIPE, 24 IN, H 1-10	3259.2
550-1300	60.00	LF	72.14	STORM DRAIN PIPE, 30 IN, H 1-10	4328.4
550-2180	200.00	LF	36.98	SIDE DRAIN PIPE, 18 IN, H 1-10	7395.99
550-3418	2.00	EA	678.05	SAFETY END SECTION 18 IN, SIDE DRAIN, 4:1 SLOPE	1356.1
550-3518	2.00	EA	929.76	SAFETY END SECTION 18 IN, STORM DRAIN, 6:1 SLOPE	1859.52
550-4118	2.00	EA	452.74	FLARED END SECTION 18 IN, SIDE DRAIN	905.48
550-4124	2.00	EA	425.89	FLARED END SECTION 24 IN, SIDE DRAIN	851.78
550-4130	2.00	EA	1567.25	FLARED END SECTION 30 IN, SIDE DRAIN	3134.5
634-1200	26.00	EA	105.44	RIGHT OF WAY MARKERS	2741.44
Section Sub Total					\$878,830.41

### Section SIGNING AND MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	60.00	SF	14.93	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	895.8
636-2070	300.00	LF	8.29	GALV STEEL POSTS, TP 7	2486.99
653-0110	2.00	EA	70.73	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	141.46
653-0120	10.00	EA	71.07	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	710.69
653-1501	6300.00	LF	0.64	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	4032.0
653-1502	4000.00	LF	0.64	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	2560.0
653-1704	84.00	LF	5.50	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	462.0
653-3501	3800.00	GLF	0.50	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	1900.0
653-6004	500.00	SY	2.68	THERMOPLASTIC TRAF STRIPING, WHITE	1340.0
653-6006	1800.00	SY	3.37	THERMOPLASTIC TRAF STRIPING,	6066.0

654-1001	30.00	EA	3.64	YELLOW RAISED PVMT MARKERS TP 1	109.2
654-1002	280.00	EA	3.37	RAISED PVMT MARKERS TP 2	943.6
654-1003	15.00	EA	3.72	RAISED PVMT MARKERS TP 3	55.80
<b>Section Sub Total</b>					<b>\$21,703.56</b>

**Section EROSION CONTROL - TEMPORARY**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	2.00	AC	726.07	TEMPORARY GRASSING	1452.14
163-0240	10.00	TN	168.06	MULCH	1680.6
163-0300	2.00	EA	1518.45	CONSTRUCTION EXIT	3036.9
163-0503	3.00	EA	556.54	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	1669.62
163-0522	20.00	EA	142.98	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - TYPE A SILT FENCE	2859.6
163-0530	800.00	LF	3.87	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	3096.0
165-0010	1500.00	LF	1.03	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	1545.0
165-0030	200.00	LF	1.77	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	354.0
165-0040	20.00	EA	76.69	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	1533.8
165-0070	200.00	LF	2.10	MAINTENANCE OF BALED STRAW EROSION CHECK	420.0
165-0087	3.00	EA	167.51	MAINTENANCE OF SILT CONTROL GATE, TP 3	502.53
165-0101	2.00	EA	617.94	MAINTENANCE OF CONSTRUCTION EXIT	1235.88
167-1000	2.00	EA	1334.19	WATER QUALITY MONITORING AND SAMPLING	2668.38
167-1500	6.00	MO	982.74	WATER QUALITY INSPECTIONS	5896.44
171-0010	3000.00	LF	2.08	TEMPORARY SILT FENCE, TYPE A	6240.0
171-0030	400.00	LF	4.08	TEMPORARY SILT FENCE, TYPE C	1632.0
<b>Section Sub Total</b>					<b>\$35,822.89</b>

**Section EROSION CONTROL - PERMANENT**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
603-2182	100.00	SY	59.81	STN DUMPED RIP RAP, TP 3, 24 IN	5981.0
603-7000	100.00	SY	4.94	PLASTIC FILTER FABRIC	494.00
700-6910	5.00	AC	1070.77	PERMANENT GRASSING	5353.85
700-7000	15.00	TN	70.85	AGRICULTURAL LIME	1062.75
700-8000	10.00	TN	350.44	FERTILIZER MIXED GRADE	3504.4
700-8100	2000.00	LB	2.37	FERTILIZER NITROGEN CONTENT	4740.0
710-9000	500.00	SY	3.77	PERMANENT SOIL REINFORCING MAT	1885.0
715-2100	300.00	SY	2.49	BITUMINOUS TREATED ROVING, SLOPES	747.00
716-1000	200.00	SY	1.22	EROSION CONTROL MATS, WATERWAYS	244.0
<b>Section Sub Total</b>					<b>\$24,012.00</b>
<b>Total Estimated Cost</b>					<b>\$960,368.86</b>

Subtotal Construction Cost \$960,368.86  
E&C Rate 10.0% 96,036.80  
Total Construction Cost \$1,056,405.75

Preliminary Right of Way Cost Estimate

**Phil Copeland**  
Right of Way Administrator  
By: Jerry Milligan

**Date:** August 30, 2007

**Project:** CSHPP-0007-06(546)Henry

**Existing/Required R/W:** Varies/Varies

**Project Termini :** SR 42 @ Harris Road Intersection Improvement

**Project Description:** SR 42 @ Harris Road Intersection Improvement

**P.I. Number:** 0007546  
**No. Parcels:** 11

**Land:** R/W Agricultural / Res.: 2.91 acres @ \$.25,000 / acre \$ 72,750

**Improvements :** misc. site improvements 25,000

**Relocation:** Residential ( 0 )  
Commercial ( 0 ) 0

**Damage :** Cost to Cure (0) parcel  
Proximity ( 1 )parcel  
Uneconomic Remnant 40,000

Net Cost \$ 137,750

**Net Cost** \$ 137,750  
**Scheduling Contingency** 55 % 75,762  
**Adm/Court Cost** 60 % 128,107  
**Market Appreciation** 40 % 136,648  
\$ 478,267

Total Cost \$478,300

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE **CSHPP-0007-00(546), HenryCounty, P.I.#0007546** OFFICE Thomaston  
*SR-42 @ CR 367 / Harris Drive*

FROM Thomas B. Howell, P.E., District Engineer

TO David Millen, District Preconstruction Engineer  
*Attn: Bill Rountree, District Design Engineer*

DATE September 20, 2007

SUBJECT **UTILITY COST ESTIMATE**

The following is a ballpark utility cost estimate for facilities located within the scope of the above referenced project.

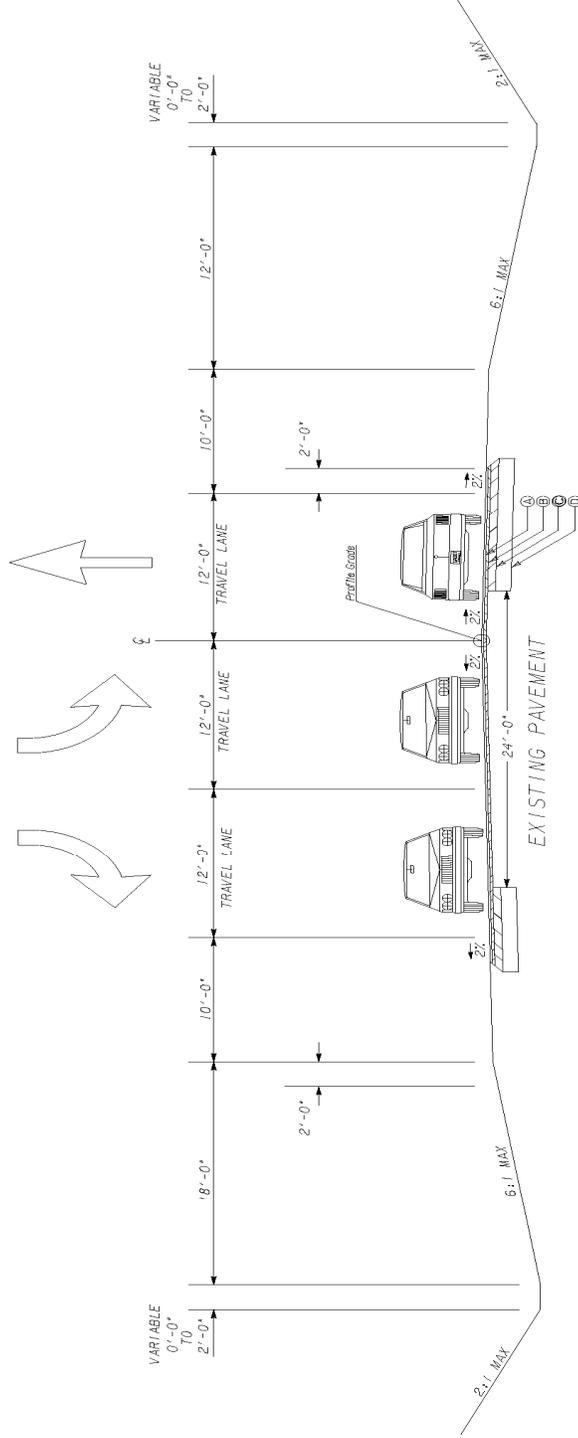
UTILITY OWNER	PUBLIC OR PRIVATE	TYPE OF UTILITY	REIMBURSABLE	NON-REIMBURSABLE
Georgia Power (Distribution)	Private	Electric	50,000	0
<b>TOTAL PROJECT COST</b>			<b>\$50,000</b>	<b>\$ -0-</b>

If you have any questions, please call Glenn A. Williams at 706-646-6696.

KMG:GAW:pls



# TYPICAL PAVING AND GRADING SECTION



APPLIES TO HARRIS DRIVE

- Ⓐ ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, TYPE 1 (165 LBS/SQ. YD)
- Ⓑ ASPHALTIC CONCRETE 19 mm SUPERPAVE, (220 LBS/SQ. YD)
- Ⓒ ASPHALTIC CONCRETE 25.0 mm SUPERPAVE, (880 LBS/SQ. YD)
- Ⓓ GRADED AGGREGATE BASE, 12.0 INCHES

# CONCEPT TEAM MEETING MINUTES

CSHPP-0007-00(546) – Henry County

P.I. 0007546

Intersection Improvement of SR 42/ US 23 @ Harris Drive

The concept team meeting for Georgia DOT project CSHPP-0007-00(546) Henry County, P.I. 0007546 was held at 9:30 A.M. on Tuesday, June 27, 2007 with Bill Rountree, District 3 Design Engineer, officiating. Other concepts discussed during this meeting were CSHHP-0007-00(547) and STP-0003-00(903), both in Henry County. Minutes for those concepts will be documented separately. Team members present were:

Bill Rountree	GDOT, District 3 Design Engineer (706-646-6990)
Tyler Peek	GDOT, District 3 Design (706-646-6665)
Jim Hoskins	GDOT, District 3 Design (706-646-6993)
Daryl Cranford	GDOT Planning (404-656-5360)
Al McGee	AT&T, Engineer (770-514-5914)
Tommy Cleveland	GDOT, District 3 Location Engineer (706-646-6666)
Jay Strange	GDOT, District 3 Right of Way (706-646-6980)
Bob Johnson	GDOT, District 3 Right of Way (706-646-6979)
Lee Hearn	Henry County DOT, Director (770-288-7624)
Terry L. McMickle	Henry County, Public Works Director (770-288-6416)
Debra F. Pruitt	GDOT, District 3 Environmentalist (706-646-6984)
Mike England	GDOT, District 3 Traffic Engineer (706-646-6678)
David Simmons	Henry County DOT, Engineer (770-288-7641)
Cheri Hobson-Matthews	Henry County Trans. Planning, Director (770-288-6427)
Gail Davenport	Georgia State Senator (404-656-7586)

The following constitutes the minutes for the concept team meeting held on Tuesday, June 26, 2007. These minutes are a summary in nature and do not attempt to document every item discussed nor statement made. Should your recollection differ from what is contained herein or you wish to add something, please contact Bill Rountree at 706-646-6990, or via e-mail at [bill.rountree@dot.state.ga.us](mailto:bill.rountree@dot.state.ga.us).

- I. Each member was provided with a concept report draft and meeting agenda. A layout of the concept was displayed on an easel board for visual aid. Since introductions had previously been made, no further introductions were necessary.
- II. Bill Rountree began by giving a project description using the layout.
- III. Additionally, Bill Rountree led the group through the concept report draft and noted some changes throughout:
  - a. Remove all references to Interchanges on page 5
  - b. Show existing grade on page 5..
  - c. Number of parcels could change to 14 on page 5.
  - d. Reword the proposed typical section wording on Harris Drive so that it shows a symmetrical widening 6' on each side on page 5 and in the final alternate section on page 7.
  - e. Terry McMickle wanted PFA from planning as soon as possible.
  - f. Check with utilities to see if enough time is allotted in the schedule.
  - g. Section 404 Permit will not be required.

- h. Check pavement design thickness and remove 2 foot paved shoulder from Harris Drive on the Typical Sections.
- IV. Following the concept report draft review, comments and questions were requested from members present. Such comments have been listed below and are categorized by department.
- a. Planning
    - i. Daryl Cranford is working on the need and purpose.
  - b. Office of Financial Management – not present
  - c. Environmental
    - i. Debra Pruitt had no concerns at this time. She also needs a copy of the layout.
  - d. Utilities – not present
  - e. Right of Way – no comment
  - f. Traffic Operations
    - i. Mike England had no comments.
  - g. Construction – not present
  - h. Maintenance – not present
  - i. Location
    - i. Tommy Cleveland had no comments.
  - j. Henry County
    - i. David Simmons commented that he wanted 2 foot paved shoulders removed from the typical sections on Harris Drive. Check typical section to see if we can use 12 foot front slope on ditch and 8 foot shoulder on Harris Drive.
  - k. AT&T
    - i. Al McGee noted the location of several buried cables at the intersection as a utilities concern given the realignment of Harris Drive.
- V. The overall consensus of the members was in favor of building this project as specified by the layout and concept report draft as long as minor changes previously discussed were made.

**TWO-WAY STOP CONTROL SUMMARY**

General Information		Site Information	
Analyst	Jack Reed	Intersection	SR 42 @ Harris Drive
Agency/Co.	GDOT	Jurisdiction	Henry County
Date Performed	7/17/2007	Analysis Year	2031
Analysis Time Period	AM Peak		
Project Description	PI 0007546		
East/West Street:	Harris Drive	North/South Street:	SR 42
Intersection Orientation:	North-South	Study Period (hrs):	0.25

**Vehicle Volumes and Adjustments**

Major Street	Northbound			Southbound			
	Movement	1	2	3	4	5	6
	L	T	R	L	T	R	
Volume	0	535	10	245	355	0	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR	0	594	11	272	394	0	
Percent Heavy Vehicles	0	--	--	9	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	1	1	1	0	
Configuration		T	R	L	T		
Upstream Signal		0			0		

Minor Street	Westbound			Eastbound			
	Movement	7	8	9	10	11	12
	L	T	R	L	T	R	
Volume	10	0	365	0	0	0	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR	11	0	405	0	0	0	
Percent Heavy Vehicles	9	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	1	0	1	0	0	0	
Configuration	L		R				

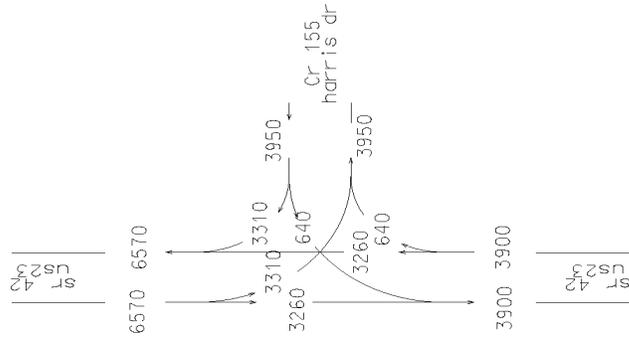
**Delay, Queue Length, and Level of Service**

Approach	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Movement	1	4	7					
Lane Configuration		L	L		R			
v (vph)		272	11		405			
C (m) (vph)		940	88		509			
v/c		0.29	0.13		0.80			
95% queue length		1.20	0.41		7.43			
Control Delay		10.4	51.7		34.3			
LOS		B	F		D			
Approach Delay	--	--		34.7				
Approach LOS	--	--		D				

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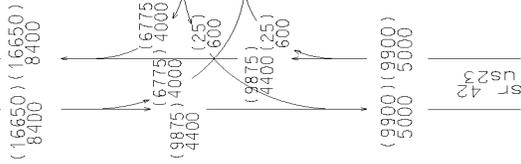
henry county



csnpp\_0007-00(546)  
P.I.# 0007546  
henry county  
SR 42 @ cr 367  
Existing 2006  
TRAFFIC

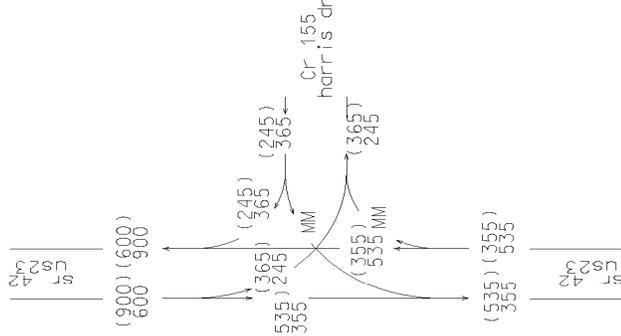
sheet 1 of 1

2031 ADT = (000)  
2011 ADT = 000  
24 HOUR T = 13%  
S.U. = 12%  
COMB. = 1%



Henry county

2031 PM DHV = (000)  
2031 AM DHV = 000  
T = 9%



**AGREEMENT  
BETWEEN  
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
AND  
HENRY COUNTY BOARD OF COMMISSIONERS  
FOR  
TRANSPORTATION FACILITY IMPROVEMENTS**

This Framework Agreement is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 200\_, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the **Henry County Board of Commissioners**, acting by and through its Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT 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; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another “for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide.” Ga. Constitution Article IX, §III, ¶1(a).

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

1. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design), all reimburseable utility relocation costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT and eligible for reimbursement by the DEPARTMENT shall not be considered reimbursible to the LOCAL GOVERNMENT until the LOCAL GOVERNMENT receives a written notice to proceed for each phase of the PROJECT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, right of way acquisitions or construction as specified in Attachment A.

3. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the Preconstruction Engineering Activities. Right of Way and Construction funding estimate levels are provided herein for planning purposes. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for applicable Right of Way and Construction.

4. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks and the grass strip between the curb and gutter and the sidewalk within the PROJECT limits.

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP). Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the

DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction or right of way, as applicable.

6. The LOCAL GOVERNMENT shall certify that they have read and understands the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, AND FEDERAL AUDIT REQUIREMENTS" and will comply in full with said provisions.

7. The LOCAL GOVERNMENT shall accomplish all of the design activities for the PROJECT. The design activities shall be accomplished 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 Construction of Transportation Systems, the DEPARTMENT's Plan Presentation Guide, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The LOCAL GOVERNMENT 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 LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

b. Develop the PROJECT 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 (pm) 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 and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include

any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required as well as any environmental reevaluations required. The LOCAL GOVERNMENT 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 practice.

f. Perform all surveys, mapping, soil investigation studies and pavement evaluations 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 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 including a cost estimate for the Preliminary Field Plan Review, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including a cost estimate for the Final Field Plan Review, erosion control plans, lighting plans, traffic handling plans, and

construction sequence plans and specifications including special provisions for the PROJECT.

j. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT guidelines.

k. Failure of the LOCAL GOVERNMENT to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds in some or all of the categories outlined in this Agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding.

8. All Primary Consultant firms hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes.

9. The PROJECT construction and right of way plans shall be prepared in English units.

10. 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.

11. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

12. The LOCAL GOVERNMENT 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 LOCAL GOVERNMENT 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.

13. The LOCAL GOVERNMENT 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.

14. The LOCAL GOVERNMENT shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.

15. If the right of way phase is 100% local funding with no Federal or State reimbursement, upon the DEPARTMENT's approval of the project right of way plans, verification that the approved environmental document is current, which shall mean that the approval of the environmental document occurred within six (6) months of the approval notice by the DEPARTMENT's for project right of way plans, and delivery of a written notice to proceed, the LOCAL GOVERNMENT may proceed with the acquisition of the necessary right of way for the PROJECT. If the right of way phase involves federal and/or state funding reimbursement, upon the Department's approval of the project right of way plans, the Local Government may proceed with all pre-acquisition right of way activities, however, property negotiation and acquisition cannot commence until right of way funding authorization is approved. 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 the Acquisition of Right of Way" to be prepared by the Office of Right of Way and executed between the LOCAL GOVERNMENT and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. In the event the LOCAL GOVERNMENT is to receive reimbursement of all or part of the acquisition funding, reimbursable right of way costs are to include land and improvement costs, property

damage values, relocation assistance expenses and contracted property management costs. Non reimbursable costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the required right of way.

16. 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 by the LOCAL GOVERNMENT the PROJECT shall be let for construction. The DEPARTMENT, unless shown otherwise on Attachment A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

17. The LOCAL GOVERNMENT shall review and make recommendations concerning all shop drawings prior to submission to the DEPARTMENT. The DEPARTMENT shall have final authority concerning all shop drawings.

18. The LOCAL GOVERNMENT 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 if required. 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 LOCAL GOVERNMENT.

19. The LOCAL GOVERNMENT 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 LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT 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 the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days shall cause the LOCAL GOVERNMENT 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 LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

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.

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

RECOMMENDED: Henry County Board of Commissioners

\_\_\_\_\_  
District Engineer - Thomaston

BY: \_\_\_\_\_  
Name  
Title

\_\_\_\_\_  
Deputy Commissioner

Signed, sealed and delivered this  
\_\_\_\_\_  
day of \_\_\_\_\_, 200\_, in  
the  
presence of:

\_\_\_\_\_  
Chief Engineer

DEPARTMENT OF  
TRANSPORTATION

\_\_\_\_\_  
Witness

BY: \_\_\_\_\_  
Commissioner

\_\_\_\_\_  
Notary Public

ATTEST:  
  
\_\_\_\_\_  
Treasurer

This Agreement approved on the  
\_\_\_\_\_  
day of \_\_\_\_\_, 200\_.

REVIEWED AS TO LEGAL FORM:  
  
\_\_\_\_\_  
Office of Legal Services

\_\_\_\_\_  
City/County Clerk (as appropriate)

FEIN: \_\_\_\_\_

**ATTACHMENT "A"**  
**Project Number: CSHPP-0007-00 (546) – Henry County**

Project (PI#, Project #Description)	Work Type	Preliminary Engineering		Right of Way		Construction		Utilities	
		Funding	Design	Funding of Real Property	Acquisition & Administrative Cost by	Funding	Letting by	Relocation Costs by	
PI# 0007547 CSHPP-0007-00 (546), SR 42 @ CR 367/Harris Drive Intersection Improvement	Roadway Project	Federal \$15,000 LY10 Local \$120,000	State	100% Local \$125,000	County	80% DOT/Fed \$465,000 20% County \$135,000 >100% County	GDOT	100% County	

Note: 1. Maximum allowable GDOT reimbursible amount may be shown above in lieu of percentages when applicable. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated.  
 2. Cash participation limits may be shown above in lieu of percentages when applicable.

**ATTACHMENT "B"**  
**CSHPP-0007-00 (546) Henry County**

**Proposed Project Schedule**

<b>Environmental Phase</b>						
<b>Concept Phase</b>						
<b>Preliminary Plan Phase</b>						
<b>Right of Way Phase</b>						

<b>Deadlines for Responsible Parties</b>	<b>Execute Agreement</b>	<b>4/2008</b> (Approve Concept)	<b>11/2008</b> (Approve Env. Document)	<b>9/2009</b> (Authorize Right of Way funds)	<b>10/2010</b> (Authorize Const. funds)
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**Annual Reporting Requirements**

The Local Government shall provide a written status report to the Department's Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

**Training Certification Requirement**

The Local Government shall provide a written certification that all appropriate staff (employees and consultants) involved in the Project have attended or are scheduled to attend the Department's Plan Development Process Training Course. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.