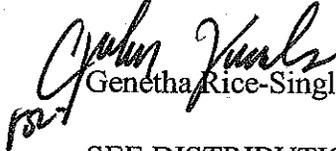


DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007547, Henry County **OFFICE** Preconstruction
CSHPP-0007-00(547)
Intersection Improvements- **DATE** November 8, 2007
SR 81 @ CR 452/Lake Dow Road

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

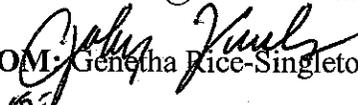
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0007547, Henry County
CSHPP-0007-00(547)
Intersection Improvements-
SR 81 @ CR 452/ Lake Dow Road

OFFICE: Preconstruction

DATE: October 26, 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 SR 81 and CR 452/ Lake Dow Road, located 1.0 mile east of McDonough, Georgia. SR 81 is a southeasterly-northwesterly arterial that provides access to the city of McDonough for residents of the rapidly growing eastern portion of Henry County. SR 81 is a two lane facility that is classified as an urban principal arterial. CR 452/Lake Dow Road 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 SR 81 and CR 452/Lake Dow Road is poorly aligned. Currently, the existing skew (45degrees) at the intersection contributes to safety and operational challenges. In the project area, fourteen (20) accidents occurred between 2003 and 2005, four (5) in 2004, and six (15) in 2005. Projected traffic volumes for this section of SR 81 are 26,000 VPD in the year 2011 and 54,000 VPD for the design year 2031. The projected volumes along CR 452/Lake Dow Road are 6,800 VPD for the year 2011 and 11,200 VPD in the design year 2031.

The proposed project will realign CR 452/Lake Dow Road 615' west of the current intersection with SR 81, adding left and right turn lanes on all approaches and adding a traffic signal to control the intersection. All improvements will meet the design speed of 55 MPH for SR 81 and 45 MPH for CR 452/Lake Dow Road. 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. 0007547, Henry County
October 26, 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)	\$ 1,190,000	\$ 1,284,000	LY10	2009
Right-of-way &	Local	Local	Local	Local

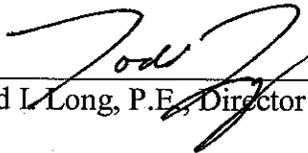
*PFA sent 7-19-07 requesting Henry County be responsible for right-of-way and utilities/
\$120k toward PE and 20% construction costs and 100% of construction costs over \$600K

I recommend this project concept be approved.

JDQ
GRS: JDQ

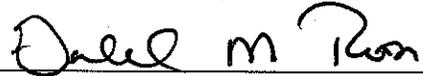
Attachment

CONCUR



Todd L. Long, P.E., Director of Preconstruction

APPROVED



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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSHPP-0007-00(547) 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 21, 2007 from Bill Rountree and have no comments:

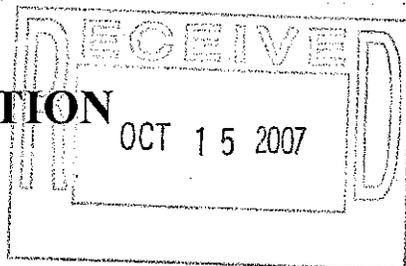
The costs for this project are:

Construction	\$1,080,943
E & C	\$108,094
Reimbursable Utilities	\$49,800
Right of Way	by Henry County

REW

c: Thomas Howell, Attn.: Bill Rountree

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**



INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0007547

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(547) / Henry County
SR 81 Intersection Improvements at Lake Dow Road / CR 452**

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

- 1) A historic house is known to exist about half mile north of the Lake Dow Road intersection on SR 81.

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

GB:lc

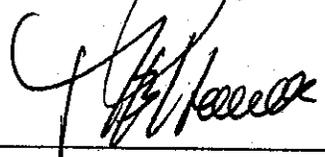
Attachment

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

Project Concept Report Page 2
Project Number: CSHPP-0007-00(547)
P.I. Number: 0007547
County: Henry

Recommendation for approval:

DATE 9/20/07 
Project Manager

DATE 9/20/07 
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

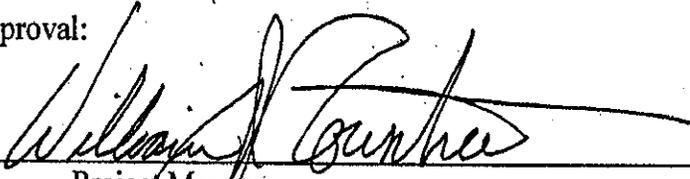
DATE _____
State Transportation Financial Management Administrator

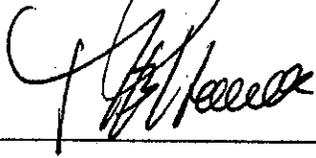
DATE _____
State Environmental/Location Engineer

DATE _____
State Traffic Safety & Design Engineer

DATE 10/25/07  REA
Project Review Engineer

Recommendation for approval:

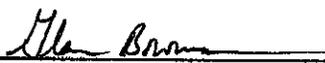
DATE 9/20/07 
Project Manager

DATE 9/21/07 
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

Recommendation for approval:

DATE 9/20/07 
Project Manager

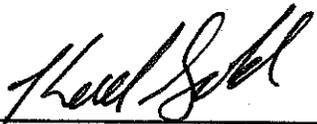
DATE 9/20/07 
District Engineer

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

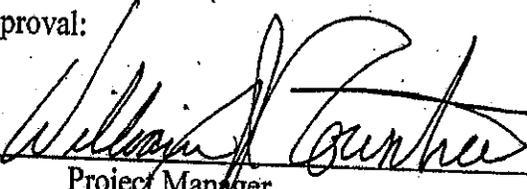
DATE _____
State Environmental/Location Engineer

DATE 10-1-07 
State Traffic Safety & Design Engineer

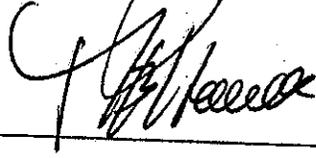
DATE _____
Project Review Engineer

Recommendation for approval:

DATE 9/20/07


Project Manager

DATE 9/20/07

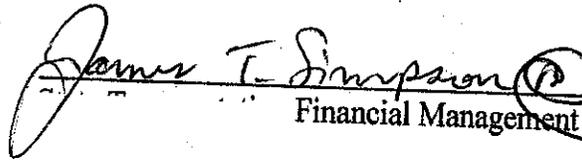

District Engineer

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 9-26-07


Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

Project Concept Report Page 2
Project Number: CSHPP-0007-00(546)
P.I. Number: 0007546
County: Henry

Recommendation for approval:

DATE 9-14-07 William Parker
Project Manager

DATE 9/17/07 [Signature]
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 9-25-07 Keith Golden (KB)
State Traffic Safety & Design Engineer

DATE _____
Project Review Engineer

Recommendation for approval:

DATE 9-14-07 William J. Carter
Project Manager

DATE 9/17/07 J. B. Peace
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 9-24-07 Angela J. Alexander
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

SCORING RESULTS AS PER MOG 2440-2

Project Number: CSHPP-0007-00(547)		County: Henry		PI No.: 0007547	
Report Date: September 21, 2007		Concept By: DOT Office: District 3			
<input checked="" type="checkbox"/> Concept Stage		Consultant: N/A			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input checked="" type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

NOTICE OF LOCATION AND DESIGN APPROVAL

CSHPP-0007-00(547) Henry County

P. I. Number: 0007547

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 NOVEMBER 8, 2007

Intersection improvement on State Route 81 at the intersection of Lake Dow Road located in Henry County, Georgia Militia District 498, Land District 7, and Land Lots 152 & 153.

This project will re-align Lake Dow Road ^{615'}~~1215~~ feet west of the current intersection along State Route 81, add left and right turn lanes on all approaches, and add a traffic stop-and-go signal.

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(547)

County: Henry

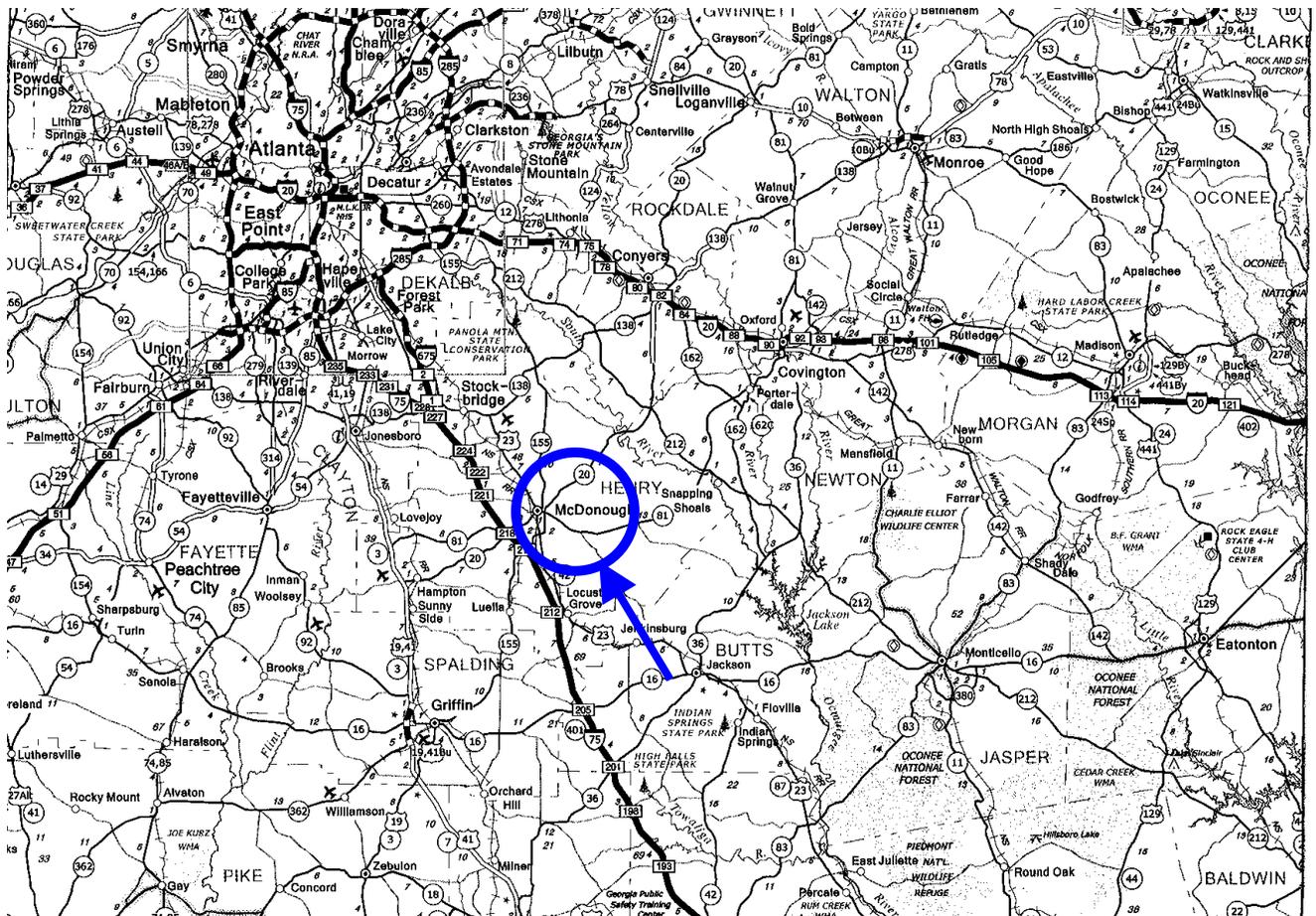
P. I. Number: 0007547



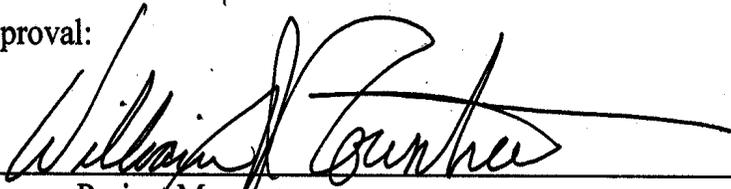
Federal Route Number: none

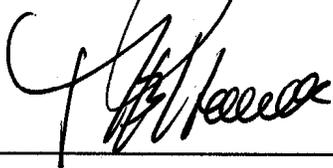
State Route Number: SR 81

Regional Sketch: State Route 81 Intersection Improvements at Lake Dow Road / CR 452



Recommendation for approval:

DATE 9/20/07 
Project Manager

DATE 9/21/07 
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



Project Location Map: State Route 81 Intersection Improvements at Lake Dow Road / CR 452



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

Project Background

SR 81 east of the City of McDonough is a rapidly growing residential area in the eastern portion of Henry County. The Henry County future land use plan for the SR 81 corridor includes commercial and residential development. There is a McDonald's and Zaxby's located on SR 81, opposite Lake Dow road. In addition, there is a Publix Shopping Center located on SR 81 between Lake Dow Road and Travis Road, a distance of approximately 0.3 miles from the intersection. There is a new shopping center proposed for the northeast quadrant of this intersection.

Proposed Improvement

SR 81 is a southeasterly-northwesterly arterial that provides access to the City of McDonough for residents of the rapidly growing eastern portion of Henry County. SR 81 is a two lane facility that is classified as an urban principal arterial. Lake Dow Road is a two lane local road that provides east-west connectivity to rapidly growing residential areas in the east central portion of Henry County. Lake Dow Road intersects SR 81 at a skew of approximately 45 degrees. There are no turn lanes provided on either SR 81 or Lake Dow Road for left turning vehicles. The Publix shopping center has two entrances, with the northern most entrance no more than 500 feet from the SR 81/Lake Dow intersection.

The proposed project will upgrade the intersection of SR 81 and Lake Dow Road by providing turn lanes and operational improvements as appropriate.

Safety

No crashes were reported during 2003 for this section of SR 81. However, in 2004 there were five crashes resulting in two injuries and one fatality. In 2005, there were 15 crashes resulting in five injuries. This trend in the number of crashes reported continue in 2006 data, which is incomplete at the present time. However, the number of crashes recorded to date for 2006 include 15 crashes and two injuries.

SR 81 Crashes	2003	2004	2005
Total Crashes	0	5	15
Total Injuries	0	2	5

A review of the crash reports for this location shows that the majority of crashes occurred on SR 81 where vehicles making left turns were rear ended by through moving vehicles on SR 81. In 2004, there were two rear-ended and two angle collisions. In 2005, the numbers increased to ten rear-end and four angle collisions. Partial data from 2006 shows the same trend with seven rear-end and four angle collisions.

Travel Demand and Operational Characteristics

The change in development patterns along the corridor will result in significantly higher volumes utilizing this intersection. Traffic volumes along this section of SR 81 have ranged from a low of 12,500 AADT in 2000 to 18,500 AADT in 2004. Volumes along SR 81 are projected to increase from approximately 15,000 AADT in 2005 to 26,000 AADT in 2011 and to 54,700 in 2031. Traffic on Lake Dow Road is projected to be 6,800 AADT in 2011 and 11,200 AADT in 2031. Based on 2005 and 2011 volumes, SR 81 operates at Level of Service D, indicating that SR 81 will require additional capacity in the long term. The Lake Dow Road intersection currently operates at Level of Service F but will be able to operate safely in the short term, provided operational improvements are made to accommodate the turning movements at this intersection

Projects in the Area

There are three planned projects in the area. Neither of the projects is contiguous with the SR 81/Lake Dow Road intersection project, but they are all located just south of the intersection.

STP-163-1(22) PI 332975: The purpose of this project is to reconstruct the intersection at SR 81 and Racetrack Road.

CSSTP-008-00(337) PI 0008337: The project will widen and reconstruct Racetrack Road from SR 155 to SR 81.

CSSTP-008-00(338) PI 0008338: SR 81 will be widened from Racetrack Road to North Ola Road

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.

The land uses in the vicinity of the project is a mix of rural agricultural, light industrial and low and medium residential property. The Henry County Land Use Plan projects increased residential and commercial land uses in the SR 81 and Lake Dow corridors.

Need and Purpose

The purpose of this project is to improve the safety and operation of the intersection of SR 81 and Lake Dow Road. The incidence of injury crashes and the one fatality demonstrate the urgency of the project. The rapid growth in residential development in both the SR 81 and Lake Dow Road corridors will generate significantly higher traffic volumes. The need for improvement at this intersection is also needed due to the proximity of the Publix shopping Center and the location of the McDonald's and Zaxby's restaurants. Although traffic volume increases will warrant the addition of capacity to SR 81 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: Intersection improvements including re-aligning Lake Dow Road 615 feet west of the current intersection along State Route 81, adding left and right turn lanes on all approaches and adding a traffic signal to control the intersection.

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 81:** Urban Principal Arterial
Lake Dow Road: Urban Local Road

U. S. Route Number(s): None

State Route Number(s): SR 81

Traffic (AADT):

Traffic(AADT) Two Way Traffic	SR 81	Lake Dow Road
Current Year: (2011)	26000 vpd	6800 vpd
Design Year: (2031)	54000 vpd	11200 vpd
K =	8.5%	8.5%
D =	74%	62%
T =	8.5%	8.5%
24 HR T =	5.5%	5.5%

(See attached traffic diagrams for full traffic movements)

Existing Design Features:

- Typical Section:
 - **State Route 81:** One twelve feet through lane in each direction with six feet shoulders (two feet paved and four feet grassed). There is an eastbound right turn lane with curb and gutter and a five feet sidewalk along the south side of SR 81.
 - **Lake Dow Road:** One eleven feet wide through lane in each direction with five feet wide grass shoulders.
- Posted Speed: SR 81: 55 mph Lake Dow Road: 45 mph
- Minimum Radius: SR 81: 11459' Lake Dow Road: none
- Maximum Grade: SR 81: 5% Lake Dow Road: 5%
- Total Width of Right of Way: SR 81: 100-120 feet Lake Dow Road: 60-150 feet
- Major Structures: none
- Major Interchanges or Intersections Along the Project: SR 81 at Lake Dow Road
- Existing Length of Roadway Segment and the Beginning Mile Logs for Each County Segment:
 - SR 81: MP 12.58 to MP 12.78 (Total 0.20 miles)
 - Lake Dow Road: Mile Log 0 to Mile Log 0.24 (Total 0.24 miles)

Proposed Design Features:

- Proposed Typical Section(s):
 - **State Route 81:** One twelve feet wide through lane in each direction, twelve feet wide left and right turn lanes the through lanes will have a ten feet wide shoulder (two feet paved and 8 feet grass). The right turn lanes will have curb and gutter with five feet wide sidewalk shoulder treatments.
 - **Lake Dow Road:** One twelve feet wide through lane in each direction, twelve feet wide left and right turn lanes with curb and gutter and five feet sidewalk.
- Proposed Design Speed: SR 81: 55 mph Lake Dow Road: 45 mph
- Proposed Maximum Grade Mainline: 5 % Maximum Grade Allowable: 6 %
- Proposed Maximum Grade Lake Dow Road: 6 % Maximum Grade Allowable: %
- Proposed Maximum Grade Driveway: 10 % desirable 27% maximum
- Proposed Minimum Radius of Curve: SR 81: 11459' Lake Dow Road: 763'
- Minimum Radius Allowable: SR 81: 1060' Lake Dow Road: 643'
- Right of Way:
 - Total Width of Right of Way: Easement only SR 81 and Lake Dow Road
 - Easements: Temporary , Permanent , Utility , Other .
 - Type of access control: Full , Partial , By Permit , Other .
 - Number of parcels: 7 Number of displacements: 0
 - Businesses: 0
 - Residents: 0
 - Mobile Homes: 0
 - Other: 0

- Major Structures: none
- Major Intersections: SR 81 @ Lake Dow Road
- 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:
 - UST in the southeast quadrant of the intersection
 - Henry County Park located north of the old Lake Dow Road tie-in.
- Level of Environmental Analysis:
 - Are Time Savings Procedures appropriate? Yes , No .
 - Categorical Exclusion
 - Environmental Assessment/Finding of No Significant Impact (FONSI)
 - Environmental Impact Statement (EIS)
- Utility Involvements:
 - Henry County Water and Sewer
 - AT&T
 - Atlanta Gas and Light Company
 - Snapping Shoals EMC
 - Charter Communications
 - Georgia Power Distribution

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 Date and Brief Summary. (date and See attached minutes)
- Other projects in the Area: 0008338 Henry – widening project in long range that is beyond the project limits
- Other Coordination to Date: none

Scheduling – Responsible Parties’ Estimate

- Time to Complete the Environmental Process: 6 Months
- Time to Complete the Preliminary Construction Plans: 4 Months
- Time to Complete Right of Way Plans: 2 Months
- Time to Complete the Section 404 Permit: 6 Months
- 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: 8 Months

Alternates Considered:

- **Alternate 1:** Re-align Lake Dow Road 1215 feet west of the current intersection along State Route 81, add left and right turn lanes on all approaches and add a traffic signal to control the intersection.
- **Alternate x:** 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. Typical Sections
3. Project Sketch
4. Capacity Analysis
5. Concept Team Meeting Minutes
6. Notice of Location and Design Approval

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: CSHPP-0007-00(547)		County: Henry		PI No.: 0007547	
Report Date: (date)		Concept By: District 3 Design			
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					

Section ROADWAY

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1.00	LS	75000.00	TRAFFIC CONTROL -	75000.0
201-1500	1.00	LS	50000.00	CLEARING & GRUBBING -	50000.0
205-0001	4900.00	CY	5.21	UNCLASS EXCAV	25529.0
206-0002	3000.00	CY	6.23	BORROW EXCAV, INCL MATL	18690.0
207-0203	20.00	CY	60.01	FOUND BKFILL 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 RECYCLED ASPH CONC	1938.0
402-1811	300.00	TN	97.00	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	700.00	GL	2.05	BITUM TACK COAT	1434.99
432-5010	1200.00	SY	2.23	MILL ASPH CONC PVMT, VARIABLE DEPTH	2676.0
441-0104	210.00	SY	39.88	CONC SIDEWALK, 4 IN	8374.80
441-0303	1.00	EA	2205.14	CONC SPILLWAY, TP 3	2205.14
441-6022	1500.00	LF	19.37	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	29055.0
500-3101	80.00	CY	611.14	CLASS A CONCRETE	48891.2
500-3200	1.00	CY	391.43	CLASS B CONCRETE	391.43
511-1000	7800.00	LB	0.96	BAR REINF STEEL	7488.0
550-1180	48.00	LF	42.82	STORM DRAIN PIPE, 18 IN, H 1-10	2055.36
550-1240	470.00	LF	54.32	STORM DRAIN PIPE, 24 IN, H 1-10	25530.4
550-1300	450.00	LF	72.14	STORM DRAIN PIPE, 30 IN, H 1-10	32463.0
550-2180	60.00	LF	36.98	SIDE DRAIN PIPE, 18 IN, H 1-10	2218.79
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
610-9099	2.00	LS	6889.66	REM WINGWALLS & PARAPETS, STA -	13779.32
634-1200	26.00	EA	105.44	RIGHT OF WAY MARKERS	2741.44
641-1200	370.00	LF	18.05	GUARDRAIL, TP W	6678.5
641-5001	1.00	EA	653.72	GUARDRAIL ANCHORAGE, TP 1	653.72
641-5012	3.00	EA	1811.86	GUARDRAIL ANCHORAGE, TP 12	5435.58
Section Sub Total					\$1,016,577.27

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	1200.00	LF	1.03	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	1236.0
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	2400.00	LF	2.08	TEMPORARY SILT FENCE, TYPE A	4992.0
171-0030	400.00	LF	4.08	TEMPORARY SILT FENCE, TYPE C	1632.0
Section Sub Total					\$34,265.89

Section EROSION CONTROL - PERMANENT

Item Number	Quantity	Units	Unit Price	Item Description	Cost
603-2182	80.00	SY	59.81	STN DUMPED RIP RAP, TP 3, 24 IN	4784.8
603-7000	80.00	SY	4.94	PLASTIC FILTER FABRIC	395.20
700-6910	3.00	AC	1070.77	PERMANENT GRASSING	3212.31
700-7000	9.00	TN	70.85	AGRICULTURAL LIME	637.65
700-7010	6.00	GL	20.69	LIQUID LIME	124.14
700-8000	3.00	TN	350.44	FERTILIZER MIXED GRADE	1051.32
700-8100	200.00	LB	2.37	FERTILIZER NITROGEN CONTENT	474.0
710-9000	300.00	SY	3.77	PERMANENT SOIL REINFORCING MAT	1131.0
715-2200	200.00	SY	2.30	BITUMINOUS TREATED ROVING, WATERWAYS	459.99
716-2000	200.00	SY	1.28	EROSION CONTROL MATS, SLOPES	256.0
Section Sub Total					\$12,526.42

Section SIGNING AND MARKING

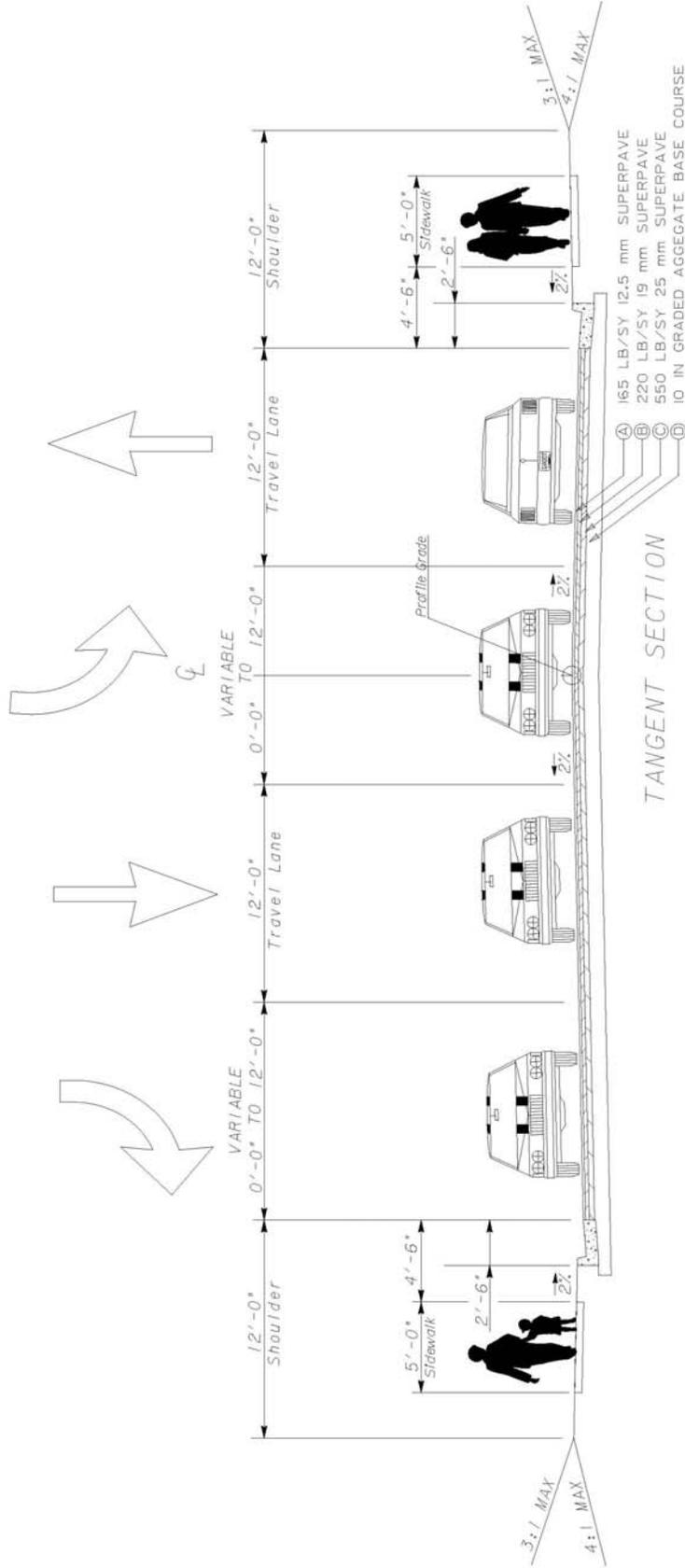
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	40.00	SF	14.93	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	597.2
636-2070	200.00	LF	8.29	GALV STEEL POSTS, TP 7	1657.99
653-0110	2.00	EA	70.73	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	141.46
653-0120	20.00	EA	71.07	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1421.39
653-0130	1.00	EA	105.87	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	105.87
653-1501	6300.00	LF	0.64	THERMOPLASTIC SOLID	4032.0

653-1502	4000.00	LF	0.64	TRAF STRIPE, 5 IN, WHITE THERMOPLASTIC SOLID	2560.0
653-1704	84.00	LF	5.50	TRAF STRIPE, 5 IN, YELLOW THERMOPLASTIC SOLID	462.0
653-3501	400.00	GLF	0.50	TRAF STRIPE, 24 IN, WHITE THERMOPLASTIC SKIP TRAF	200.0
653-6004	250.00	SY	2.68	STRIPE, 5 IN, WHITE THERMOPLASTIC TRAF	670.0
653-6006	1500.00	SY	3.37	STRIPING, WHITE THERMOPLASTIC TRAF	5055.0
654-1001	30.00	EA	3.64	STRIPING, YELLOW RAISED PVMT MARKERS TP	109.2
654-1002	150.00	EA	3.37	1	505.5
654-1003	15.00	EA	3.72	2	55.80
				3	
				Section Sub Total	\$17,573.43
				Total Estimated Cost	\$1,080,943.01

Subtotal Construction Cost \$1,080,943.01
E&C Rate 10.0% \$108,094.30
Total Construction Cost \$1,189,037.31

Note: Additional RW cost is minor for this project. Henry County has already secured the property for this project in a previous SPLOST project. Any additional cost for Right of Way or Easements will be funded by Henry County.

TYPICAL SECTION



TANGENT SECTION

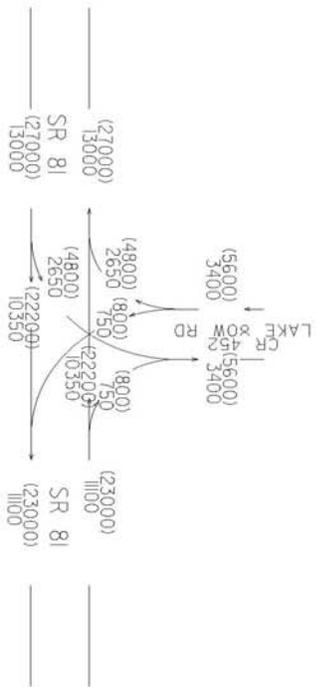
APPLIES TO LAKE DOW ROAD

HCS2000™ DETAILED REPORT												
General Information						Site Information						
Analyst <i>Adam Smith</i>						Intersection <i>Lake Dow @ 81</i>						
Agency or Co. <i>GDOT</i>						Area Type <i>All other areas</i>						
Date Performed <i>9/20/2007</i>						Jurisdiction <i>Henry County</i>						
Time Period <i>AM Peak</i>						Analysis Year <i>2031</i>						
						Project ID <i>CSHPP-0007-00(547)</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N ₁	0	0	0	1	0	1	0	1	1	1	1	0
Lane group				L		R		T	R	L	T	
Volume, V (vph)				100		590		2625	45	270	1105	
% Heavy vehicles, %HV				9		9		9	9	9	9	
Peak-hour factor, PHF				0.90		0.90		0.90	0.90	0.90	0.90	
Pretimed (P) or actuated (A)				A		A		A	A	A	A	
Start-up lost time, I ₁				2.0		2.0		2.0	2.0	2.0	2.0	
Extension of effective green, e				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type, AT				3		3		3	3	3	3	
Unit extension, UE				3.0		3.0		3.0	3.0	3.0	3.0	
Filtering/metering, I				1.000	1.000	1.000		1.000	1.000	1.000	1.000	
Initial unmet demand, Q _b				0.0		0.0		0.0	0.0	0.0	0.0	
Ped / Bike / RTOR volumes	0			0		10	0		20			
Lane width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N		N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N _m												
Buses stopping, N _B				0		0		0	0	0	0	
Min. time for pedestrians, G _p	3.2			3.2			3.2					
Phasing	01	WB Only	03	04	SB Only	Thru & RT	07	08				
Timing	G =	G = 19.8	G =	G =	G = 8.1	G = 76.1	G =	G =				
	Y =	Y = 4	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 116.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v				111		644		2917	28	300	1228	
Lane group capacity, c				282		253		1144	972	116	1326	
v/c ratio, X				0.39		2.55		2.55	0.03	2.59	0.93	
Total green ratio, g/C				0.17		0.17		0.66	0.66	0.07	0.76	
Uniform delay, d ₁				42.8		48.1		19.9	7.0	54.0	11.3	

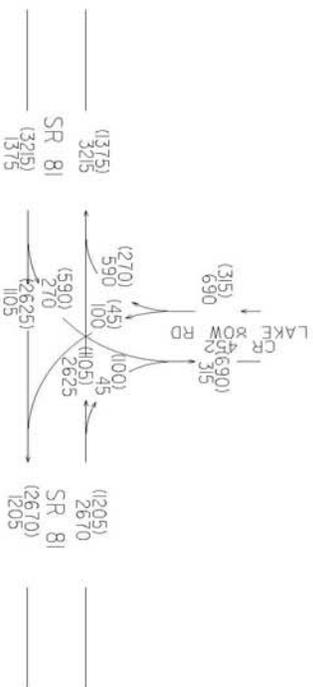
Progression factor, PF			1.000		1.000		1.000	1.000	1.000	1.000
Delay calibration, k			0.11		0.50		0.50	0.11	0.50	0.44
Incremental delay, d_2			0.9		707.0		700.0	0.0	738.3	11.2
Initial queue delay, d_3										
Control delay			43.7		755.1		719.9	7.0	792.2	22.5
Lane group LOS			D		F		F	A	F	C
Approach delay			650.5			713.2			173.6	
Approach LOS			F			F			F	
Intersection delay	546.4	$X_c = 2.55$			Intersection LOS			F		

2031 ADT = 1000
201 ADT = 000
24 HOUR T = 5.5%
S₁₁ = 5%
COMB = 0.5%

HENRY COUNTY

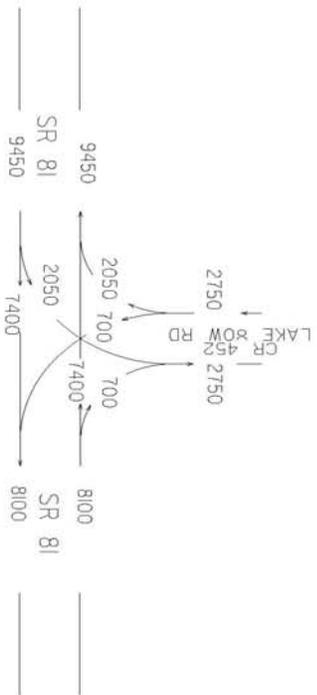


2031 PM DHV = 1000
203 AM DHV = 000
T = 8.5%



CSHPP-0007-00(5477)
P.L.# 0007547
HENRY COUNTY
SR 81 @ CR 452

APR 15/06



CSPPP-0007-001(547)
FILE # 0007341
HENRY COUNTY
SR 81 @ CR 452
EXISTING 2006
TRAFFIC

AMM JSN
11/06

CONCEPT TEAM MEETING MINUTES

CSHPP-0007-00(547) – Henry County

P.I. 0007547

Intersection Improvement of SR 81 @ Lake Dow

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(546) 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.

- 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. Change west to east on page 4 and page 7.
 - b. Remove all references to Interchanges on page 5.
 - c. Change mainline to SR 81 on page 5.
 - d. Show the maximum allowable grade at 15% on Lake Dow Road on page 5.
 - e. Use the term Heritage Park instead of Henry County Park on page 6.
 - f. Instead of locals show Henry County for Right of Way Acquisition and Relocation of Utilities on page 6.
 - g. Terry McMickle wanted PFA from planning as soon as possible.
 - h. Section 404 Permit will not be required.

- i. Use 165 lb/sy 12.5 mm superpave, 220 lb/sy 19 mm superpave, 880 lb/sy 25 mm superpave, and 12 in graded aggregate base on the Typical Section on page 12.
- 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 and wanted a concept layout showing the proposed easements.
 - d. Utilities – not present
 - e. Right of Way – no comment
 - f. Traffic Operations
 - i. Mike England said the intersection may not qualify for a traffic signal. He will do a signal warrant analysis for the intersection.
 - g. Construction – not present
 - h. Maintenance – not present
 - i. Location
 - i. Tommy Cleveland had no comments.
 - j. Henry County
 - i. David Simmons commented that Heritage Park had extra fill dirt that the County would furnish some fill dirt it is suitable for fill.
 - ii. Check the distance from the existing Lake Dow Road to proposed intersection, 1215' seems too far.
 - k. AT&T
 - i. Al McGee noted the location of several buried cables at the intersection as a utilities concern given the realignment of Lake Dow Road.
- 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.

**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, ¶I(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:

This Agreement approved on the

day of _____, 200_.

Treasurer

REVIEWED AS TO LEGAL FORM:

City/County Clerk (as appropriate)

Office of Legal Services

FEIN: _____

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

Project (PI#, Project #Description)	Work Type	Preliminary Engineering		Right of Way		Construction		Utilities Relocation Costs by
		Funding	Design	Funding of Real Property	Acquisition & Administrative Cost by	Funding	Letting 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

Environmental Phase						
Concept Phase						
Preliminary Plan Phase						
Right of Way Phase						
Deadlines for Responsible Parties	Execute Agreement	4/2008 (Approve Concept)	11/2008 (Approve Env. Document)	9/2009 (Authorize Right of Way funds)	10/2010 (Authorize Const. funds)	

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.

NOTICE OF LOCATION AND DESIGN APPROVAL

CSHPP-0007-00(547) Henry County

P. I. Number: 0007547

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 _____.

Intersection improvement on State Route 81 at the intersection of Lake Dow Road located in Henry County, Georgia Militia District 498, Land District 7, and Land Lots 152 & 153.

This project will re-align Lake Dow Road 1215 feet west of the current intersection along State Route 81, add left and right turn lanes on all approaches, and add a traffic stop-and-go signal.

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.