

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P. I. No. 0006814, Fayette County  
CSSTP-0006-00(814)  
Crosstown Drive at South Peachtree Parkway-  
Intersection Improvement

**OFFICE** Preconstruction

**DATE** July 20, 2009

**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:**

Ron Wishon  
Glenn Bowman  
Ken Thompson  
Michael Henry  
Keith Golden  
Allen Gee  
Paul Liles  
Thomas Howell  
David Millen  
Bill Rountree  
BOARD MEMBER

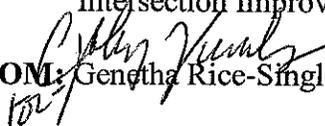
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** P.I. No. 0006814, Fayette County  
CSSTP-0006-00(814)  
Crosstown Drive at South Peachtree Parkway-  
Intersection Improvements

**OFFICE:** Program Control

**DATE:** July 15, 2009

**FROM:**  Genetha Rice-Singleton, Program Control Administrator

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

**SUBJECT: PROJECT CONCEPT REPORT**

This project is the intersection improvements of Crosstown Drive at South Peachtree Parkway in Peachtree City, Georgia. The intersection is currently a four way stop controlled intersection. All approaches have medians at the intersection, although the medians are short and narrow on the Crosstown Drive approaches. The Crosstown Drive approaches have one lane for both left turning and through movements and short channelized right turn lanes at the intersection. The South Peachtree Parkway approaches consist of two through travel lanes and a left turn lane. South Peachtree Parkway is a four lane divided roadway that extends from SR 74 to the north across SR 54, then down to the southern portion of Peachtree City. Crosstown Drive is a two lane roadway that runs from SR 74 through South Peachtree Parkway, continuing through a residential area to the east to Robinson Road. The primary purpose of this project is to increase the capacity of the intersection in order to accommodate future developmental growth and increased traffic.

The proposed project consists of the installation of a traffic signal in conjunction with the addition of left and right turn lanes. Crosstown Road will be widened to provide dedicated left and right turn lanes in both the eastbound and westbound directions. South Peachtree will be widened to provide dedicated right turn lanes in both directions. The project will also add crosswalks and ramps at the intersection for future multi-path/pedestrian facility improvements.

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

The estimated costs for this project are:

|                             | <u>PROPOSED</u> | <u>APPROVED</u> | <u>FUNDING</u> | <u>PROG DATE</u> |
|-----------------------------|-----------------|-----------------|----------------|------------------|
| Construction (includes E&C) | \$ 1,060,000    | \$ 1,283,802    | L230           | 2011             |
| Right-of-way & Utilities*   | Local           | Local           |                |                  |

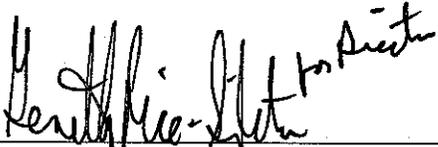
\* Peachtree City signed PFA on 8-16-2006 for PE, & Utilities/ ROW and CST to be done by future agreements.

P.I. No. 0006814, Fayette County  
Page 2  
July 15, 2009

I recommend this project concept be approved.

GRS: JDQ  
Attachment

CONCUR

  
\_\_\_\_\_  
Director of Preconstruction

APPROVED

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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

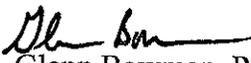
**FILE: P.I. No. 0006814**

**OFFICE: Environment/Location**

**PROJECT No. CSSTP-0006-00(814) / FAYETTE  
County**

**DATE: 5/11/09**

**Intersection Improvement / Crosstown Drive @ South Peachtree Parkway**

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

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

**SUBJECT: PROJECT CONCEPT REPORT REVIEW**

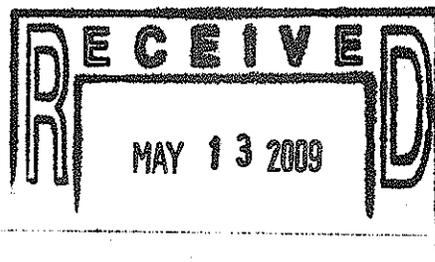
The Concept Report for the above project has been reviewed and appears satisfactory subject to the following comments:

1. The current TIP years are 2008-2013. Please make sure the project is in the current TIP and perhaps revise that text.
2. Please list "Environmental" in the project responsibilities section of the report.
3. The proposed project is currently scheduled for December '09 right of way authorization. Additional coordination should occur between the PM and this office concerning meeting the current schedule.
4. Contrary to the Project Kick-off Meeting notes, the Environmental Document does not need to be "recertified" every six (6) months. A reevaluation is required if and when any significant changes occur after the document is approved or if the document is over six (6) months old at the time of authorization.
5. There does not appear to be any significant ecological concerns within the project corridor. One stream is located just outside of the project's western limits.

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

GB:lc

cc: Ron Wishon  
Angela Whitworth  
Keith Golden  
Angela Alexander  
Thomas Howell



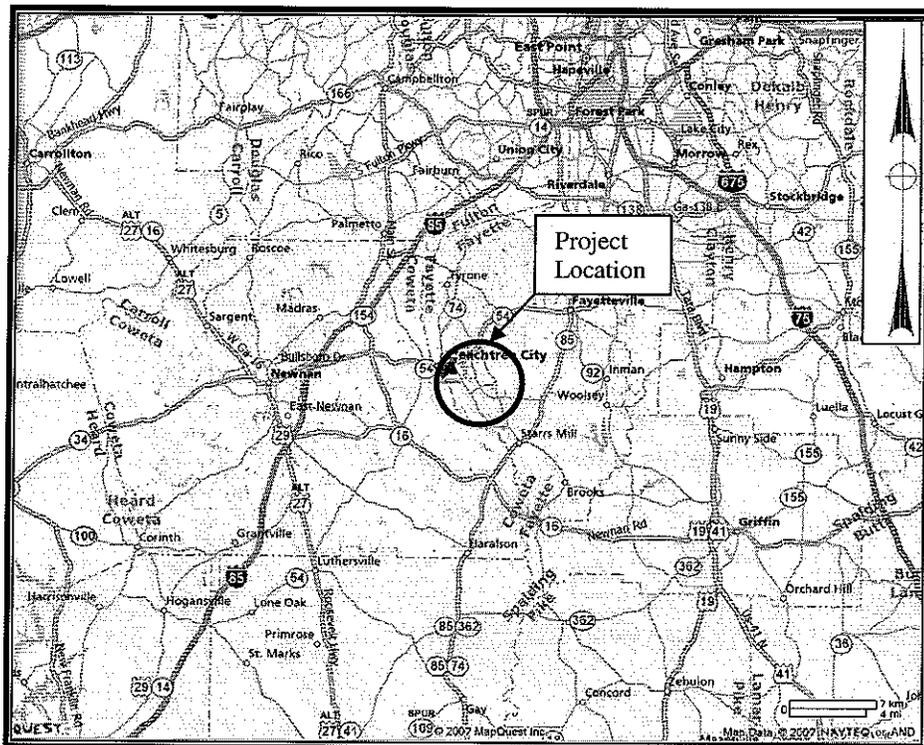
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(814)  
County: Fayette  
PI No.: 0006814

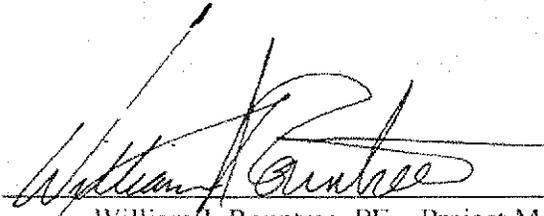
Federal Route Number: N/A  
State Route Number: N/A

*Regional Sketch  
Intersection Improvement  
Crosstown Drive at South Peachtree Parkway*

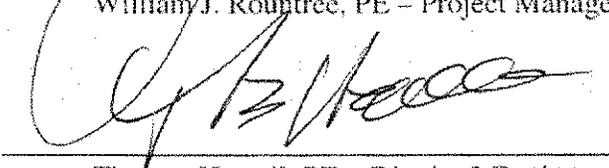


Recommendation for approval

DATE 4/8/09

  
\_\_\_\_\_  
William J. Rountree, PE - Project Manager

DATE 4/8/09

  
\_\_\_\_\_  
Thomas Howell, PE - District 3 Engineer

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

DATE

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

DATE

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

DATE

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

DATE 5-18-09

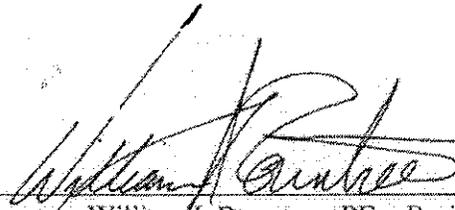
  
\_\_\_\_\_  
State Traffic Safety and Design Engineer

DATE

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

Recommendation for approval

DATE 4/8/09

  
\_\_\_\_\_  
William J. Rountree, PE - Project Manager

DATE 4/10/09

  
\_\_\_\_\_  
Thomas Howell, PE - District 3 Engineer

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

DATE 5/19/09

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

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

**NOTICE OF LOCATION AND DESIGN APPROVAL**

**Project No. CSSTP-0006 00(814) Fayette County  
P.I. No. 0006814**

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: July 20, 2009

The proposed project involves the construction of improvements at the intersection of Crosstown Drive and South Peachtree Parkway in GMD 495, District 6, and Lot 40 in Peachtree City, Fayette County, Georgia. The proposed project would be constructed along South Peachtree Parkway from approximately 200' south of the intersection to 300' north of the intersection. The limits of construction will extend along Crosstown Drive from 650' west of the intersection to 500' east of the intersection. The improvements include widening the roadway on all approaches for dedicated turn lanes, and adding pedestrian crossings to the intersection.

Drawings and/or maps, and/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**  
**msanford@dot.ga.gov**  
**115 Transportation Blvd.**  
**Thomaston, GA 30286**  
**Tel. No. 706-646-6100**

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

**William J. Rountree, PE, District Design Engineer**  
**Georgia Department of Transportation**  
**brountree@dot.ga.gov**  
**115 Transportation Blvd.**  
**Thomaston, GA 30286-4524**  
**Tel. No. 706-646-6990**

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

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(814)

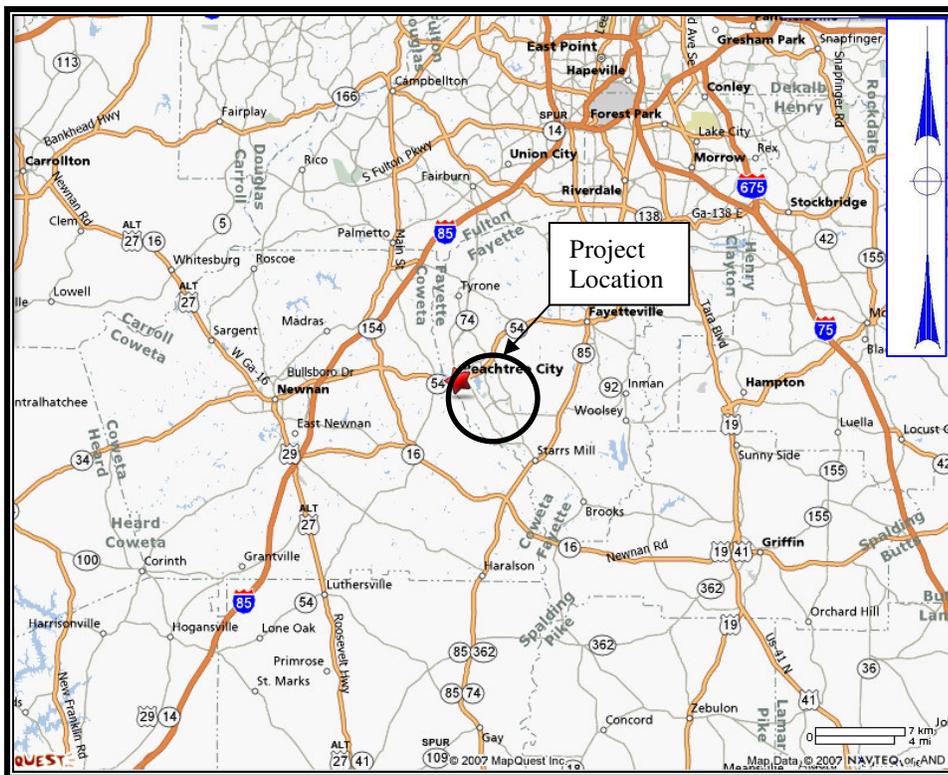
County: Fayette

PI No.: 0006814

Federal Route Number: N/A

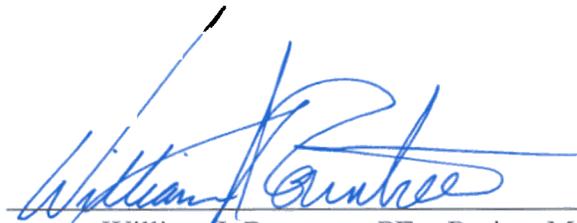
State Route Number: N/A

*Regional Sketch  
Intersection Improvement  
Crosstown Drive at South Peachtree Parkway*

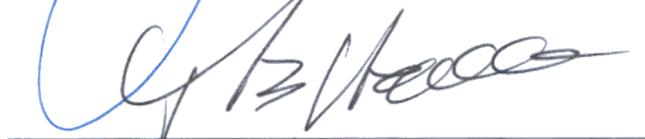


Recommendation for approval

DATE 4/8/09

  
\_\_\_\_\_  
William J. Rountree, PE – Project Manager

DATE 4/8/09

  
\_\_\_\_\_  
Thomas Howell, PE – District 3 Engineer

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

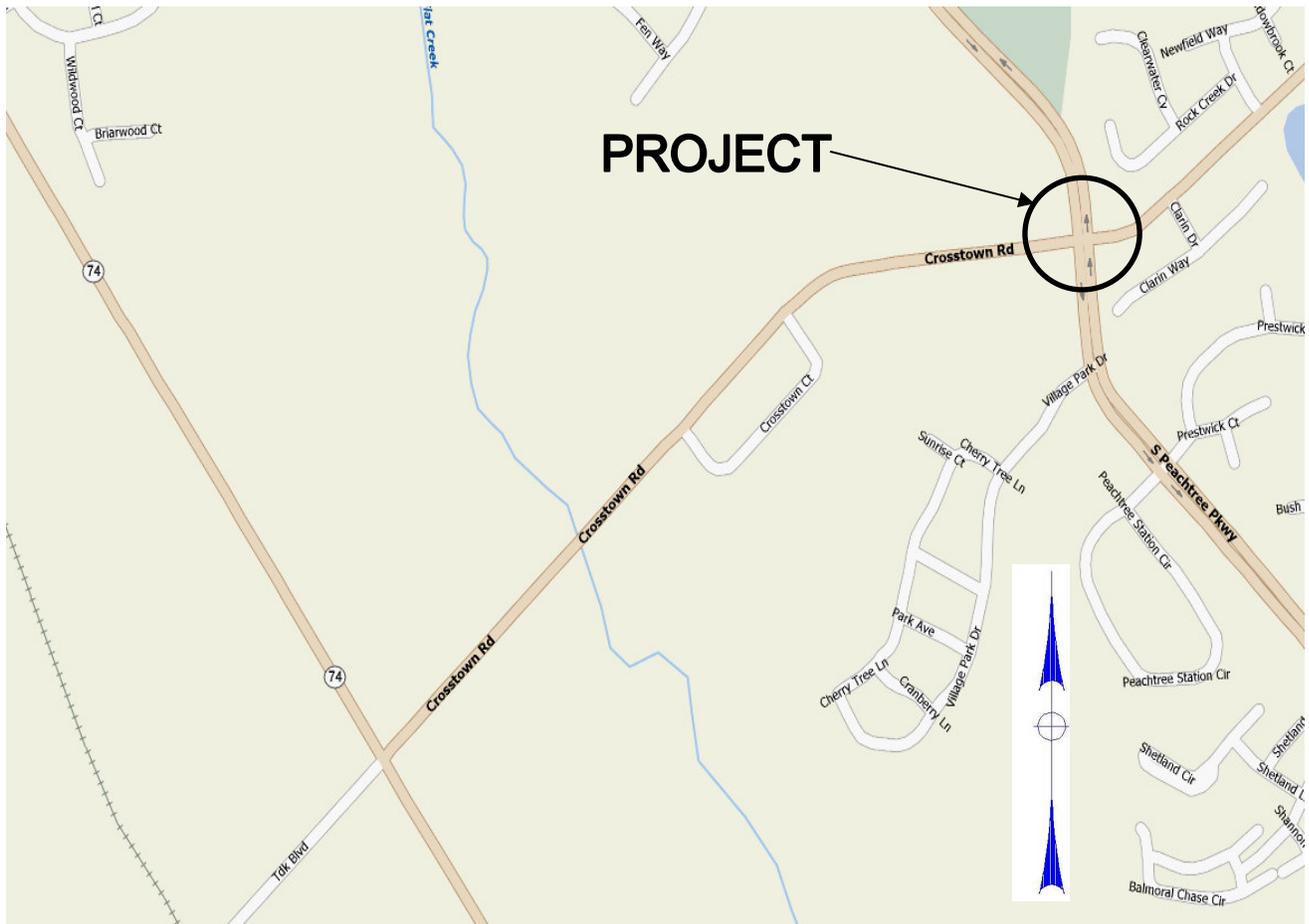
DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

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

## PROJECT LOCATION MAP



### **Need & Purpose**

The primary purpose and need of this project is to increase the capacity of the intersection in order to accommodate existing and future traffic volumes at the intersection of Crosstown Drive and South Peachtree Parkway.

The purpose for the Crosstown Drive - South Peachtree Parkway project is to improve the transportation link within one of the City's most used intersections that:

- Would strengthen the transportation network along South Peachtree Parkway
- Reduce existing and projected traffic congestion
- Improve emergency access during peak hours

### **Planning Background and Project History:**

The City of Peachtree City submitted the Project on February 5, 2004 for funding consideration within the FY 2005-2010 Transportation Improvement Program (TIP). The Atlanta Regional Commission (ARC) selected the project to receive funding assistance within the FY 2005-2010 TIP utilizing Q23 funding, with funding programmed for FY 2008. The project is the intersection of Crosstown Drive and South Peachtree Parkway and is not part of the National Highway System

(NHS). This location was identified for local assistance to place a traffic signal and add dedicated turn lanes to reduce congestion.

**Existing 2007 and Projected Traffic Conditions 2027**

[Peak Hour Distribution of Traffic AM (PM)]

|                         |                                                                               |           |                                                                               |
|-------------------------|-------------------------------------------------------------------------------|-----------|-------------------------------------------------------------------------------|
| Exist. Crosstown Rd     | EB Left Turn 38 (88)<br>EB Straight thru 62 (168)<br>EB Right Turn 121 (339)  | Projected | EB Left Turn 57 (131)<br>EB Straight thru 92 (250)<br>EB Right Turn 180 (505) |
| Exist. Crosstown Rd     | WB Left Turn 38 (18)<br>WB Straight thru 201 (107)<br>WB Right Turn 39 (43)   | Projected | WB Left Turn 57 (27)<br>WB Straight thru 299 (159)<br>WB Right Turn 58 (64)   |
| Exist. S Peachtree Pkwy | NB Left Turn 379 (243)<br>NB Straight thru 344 (247)<br>NB Right Turn 40 (23) | Projected | NB Left Turn 565 (362)<br>NB Straight thru 513 (368)<br>NB Right Turn 60 (34) |
| Exist. S Peachtree Pkwy | SB Left Turn 27 (39)<br>SB Straight thru 162 (753)<br>SB Right Turn 88 (43)   | Projected | SB Left Turn 40 (58)<br>SB Straight thru 241 (1122)<br>SB Right Turn 131 (64) |

**Projects in the Area**

No other projects are in the vicinity.



### **Existing Roadway Conditions:**

The intersection of Crosstown Drive and South Peachtree Parkway is currently a four-way stop controlled intersection. All approaches have medians at the intersection, although the medians are short and narrow on the Crosstown Drive approaches. The Crosstown Drive approaches have one lane for both left turning and through movements and short channelized right turn lanes at the intersection. The South Peachtree Parkway approaches consist of two through travel lanes and a left turn lane. The South Peachtree Parkway approaches also have short channelized right turn lanes at the intersection. There are golf cart paths in the shopping area northeast of the intersection and in the residential areas adjacent to the intersection however, there are no golf cart path crossings or pedestrian facilities at the Crosstown – South Peachtree Parkway intersection.

South Peachtree Parkway is a four-lane divided roadway that extends from SR 74 to the north, across SR 54, and then down to the southern portion of Peachtree City. South Peachtree Parkway is a Community Collector road that provides a vital connection from the northern portion of the City to the southern portion, and connects both areas to SR 54 and SR 74. Crosstown Drive is a two lane roadway with short medians at the intersection and additional channelized right turn lanes. Crosstown Drive runs from SR 74 through South Peachtree Parkway, continuing through a residential area to the east to Robinson Road. Crosstown Drive is also a Community Collector and provides a vital east-west link.

Long wait times and heavy congestion during peak hours have been reported at the intersection of Crosstown Drive and South Peachtree Parkway. Confusion as to who has the right-of-way when multiple vehicles arrive at the intersection at the same time is also apparent.

### **Pedestrian and Bicycle Facilities/Routes**

There are no existing pedestrian facilities at the intersection. There is a multi-use path that crosses underneath Crosstown Drive approximately 500 feet west of S. South Peachtree Parkway.

### **Proposed Improvements:**

The Crosstown Drive – South Peachtree Parkway intersection has been analyzed by an independent engineering consulting firm that recommends the installation of a traffic signal in conjunction with the addition of left and right turn lanes. Specifically, the consultant recommends widening Crosstown Drive to provide dedicated left and right turn lanes in both the eastbound and westbound directions. The consultant also recommends widening South Peachtree Parkway to provide dedicated right turn lanes in both directions. The project will also add crosswalks and ramps at the intersection, for future multi-path/pedestrian facility improvements.

Right-of-way miters would be required from the northwest, northeast, and southeast quadrants of the intersection. A strip of right-of-way up to 15 feet wide would be required along the east side of South Peachtree Parkway south of the intersection. The total amount of required right-of-way would be approximately 4,939 square feet (0.11 acre).

**Level-of-Service:**

Level-of-Service (LOS) is rated A to F, and is a qualitative measure of the operational traffic conditions as perceived by a motorist. LOS A is best, and represents free flow traffic conditions. LOS F is perceived by the average motorist as heavy congestion.

The Highway Capacity Manual (HCM) does not define the Level-of-Service for all way stop-controlled intersections with more than two lanes on an approach. Therefore the existing conditions at Crosstown Drive and South Peachtree Parkway LOS could not be defined directly due to the fact that South Peachtree Parkway has three lanes on each approach.

In order to determine if the concerns over the existing conditions LOS were valid, the consultant analyzed the intersection with a traffic signal. The analysis showed that the intersection is at LOS E with existing traffic volumes and a traffic signal. It can reasonably be expected that the existing LOS of this intersection is most likely lower than LOS E as a four-way stop. The results of this analysis are presented in Table 5 below.

**Table 5 – 2007 LOS with Signal**

| Location                                  | Approach     | Time |             |     |             |
|-------------------------------------------|--------------|------|-------------|-----|-------------|
|                                           |              | AM   |             | PM  |             |
|                                           |              | LOS  | Delay (Sec) | LOS | Delay (Sec) |
| Crosstown Drive & South Peachtree Parkway | Intersection | B    | 14.7        | E   | 61.1        |
|                                           | Eastbound    | B    | 17.6        | F   | 101.9       |
|                                           | Westbound    | C    | 20.7        | B   | 18.9        |
|                                           | Northbound   | B    | 11.0        | D   | 53.0        |
|                                           | Southbound   | B    | 16.4        | D   | 45.4        |

In the future, the LOS of the intersection will continue to degrade through 2027 as shown in Table 8 below, even with traffic signal.

**Table 8 – 2027 with Signal**

| Location                                  | Approach     | Time |             |     |             |
|-------------------------------------------|--------------|------|-------------|-----|-------------|
|                                           |              | AM   |             | PM  |             |
|                                           |              | LOS  | Delay (Sec) | LOS | Delay (Sec) |
| Crosstown Drive & South Peachtree Parkway | Intersection | E    | 59.9        | F   | 225.6       |
|                                           | Eastbound    | F    | 118.7       | F   | 370.3       |
|                                           | Westbound    | F    | 138.7       | C   | 20.9        |
|                                           | Northbound   | C    | 22.8        | F   | 159.1       |
|                                           | Southbound   | D    | 36.2        | F   | 204.5       |

The consultant also analyzed the intersection with a traffic signal and the proposed geometric improvements. With the traffic signal and the proposed turn lanes, the intersection functions at an acceptable LOS through 2027. During the analysis the signal timing was optimized for the volumes present during each approach peak hour. This was to achieve the best Level of Service for the intersection and for each approach. The results of this analysis are shown below in Table 9.

**Table 9 – 2027 LOS with Signal and Widening**

| Location                                  | Approach     | Time |             |     |             |
|-------------------------------------------|--------------|------|-------------|-----|-------------|
|                                           |              | AM   |             | PM  |             |
|                                           |              | LOS  | Delay (Sec) | LOS | Delay (Sec) |
| Crosstown Drive & South Peachtree Parkway | Intersection | C    | 25.7        | D   | 50.6        |
|                                           | Eastbound    | B    | 15.4        | D   | 38.8        |
|                                           | Westbound    | D    | 40.5        | E   | 79.0        |
|                                           | Northbound   | C    | 21.8        | D   | 50.5        |
|                                           | Southbound   | C    | 29.7        | D   | 53.4        |

**Daily Traffic Volumes:**

| Road                    | Date          | Direction  | Morning | Afternoon |
|-------------------------|---------------|------------|---------|-----------|
| South Peachtree Parkway | Aug. 28, 2007 | Southbound | 1967    | 4799      |
|                         | Aug. 29, 2007 | Southbound | 2080    | 5086      |
| Crosstown Drive         | Aug. 21, 2007 | Eastbound  | 1612    | 4641      |
|                         | Aug. 22, 2007 | Eastbound  | 1706    | 4917      |
| South Peachtree Parkway | Aug. 21, 2007 | Northbound | 3121    | 3950      |
|                         | Aug. 22, 2007 | Northbound | 3268    | 4144      |
| Crosstown Drive         | Aug. 21, 2007 | Westbound  | 1178    | 1707      |
|                         | Aug. 22, 2007 | Westbound  | 1106    | 1618      |

**Logical Termini:**

This project will widen an existing intersection by adding turn lanes at the intersection. The project will extend approximately 300' north and 200' south and will tie in with existing travel lanes on South Peachtree Parkway. The project will extend approximately 500' east and 650' west of the intersection and tie back into the existing lanes on Crosstown Drive.

**Project/System Linkage:**

Project is programmed in the Atlanta Regional Commission Transportation Improvement Plan (TIP) FY 2005-2010.

**Environmental Justice:**

Low environmental impact – PCE permit will be anticipated.

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:** Crosstown Drive – Urban Local Street; South Peachtree Parkway – Urban Minor Arterial

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

**State Route Number(s):** N/A

**Traffic (AADT):**

| Traffic(AADT)<br>Two Way Traffic | Crosstown Drive | South Peachtree<br>Parkway |
|----------------------------------|-----------------|----------------------------|
| <b>Current Year: (2007)</b>      | <b>12875</b>    | <b>14475</b>               |
| <b>Design Year: (2027)</b>       | <b>19125</b>    | <b>21500</b>               |
| <b>K =</b>                       | <b>9.51%</b>    | <b>9.51%</b>               |
| <b>D =</b>                       | <b>60%</b>      | <b>69%</b>                 |
| <b>T =</b>                       | <b>1%</b>       | <b>1%</b>                  |
| <b>24 HR T =</b>                 | <b>1%</b>       | <b>1%</b>                  |

**Existing design features:**

- Typical Sections:
  - South Peachtree Parkway: 4-12’ travel lanes, 1-12’ left turn lane, both directions, grass median, 2’-11’ shoulders
  - Crosstown Drive: 2-12’ travel lanes, grass median, channelized right turn lanes, 6’ shoulders
- Existing Maximum Grade, Driveway: 7%
- Existing Maximum Grade: Crosstown Drive- 5.22% , South Peachtree Parkway- 3.19%.
- Existing Minimum Grade: Crosstown Drive- 0.28%, South Peachtree Parkway- 0.17%
- Existing Right of Way: Crosstown Drive - 100’, South Peachtree Parkway- 134’
- Major structures: None.
- Major intersections along the project: Crosstown Drive at South Peachtree Parkway.
- Existing Roadway Length: Crosstown Drive – 1120’, South Peachtree Parkway – 620’.
- Mile Point Reference: Crosstown Drive – 1.3, South Peachtree Parkway – 5.58.
- Posted Speed Limit: Crosstown Drive – 40 mph, South Peachtree Parkway – 40 mph
- Minimum Radius: Crosstown Drive – 400’, South Peachtree Parkway – 600’.

**Proposed Design Features:**

- Typical Section:
  - South Peachtree Parkway: 4-12’ travel lanes, 2-12’ auxiliary lanes, 14.5’ urban shoulders
  - Crosstown Drive: 2-12’ travel lanes, 2-12’ auxiliary lanes, 14.5’ urban shoulders
- Proposed Maximum Grade, Driveway: 11%
- Proposed Maximum Grade South Peachtree Pkwy: 5% Allowable: 8%
- Proposed Maximum Grade Crosstown Drive: 5% Allowable: < 8%
- Proposed Maximum Cross Slope: 4%
- Proposed Design Speed: 40 mph for both roads
- Proposed Minimum Radius: 400 ft.
- Right of Way: As needed for construction of right turn lanes. Minimum 0’, Maximum 150’. Peachtree City parcels are designated as green belts / buffer areas can be disturbed, but need to be replanted as applicable to maintain clear zone and site distance requirements.
  - Easements: Temporary , Permanent , Utility , Other .

- Type of Access Control: Full , Partial , By Permit , Other .
- Number of Parcels: 3                      Number of Displacements:
  - Business: 0
  - Residences: 0
  - Mobile Homes: 0
  - Other: 0

- Structures: None.
- Major Intersections: Crosstown Drive at South Peachtree Parkway.
- Traffic Control during Construction: No significant staging will be necessary. Access to all roads and drives will be maintained during construction. No road closures are expected.
- 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: Sidewalk design variance may be required since no sidewalks will be provided with the urban typical section.
- Environmental Concerns: There are no significant environmental concerns. Project will be partly constructed within existing Peachtree City ROW and partly outside of Peachtree City ROW.
- Level of Environmental Analysis:
  - Are Time Saving Procedures Appropriate? Yes , No ,
  - Categorical Exclusion , (PCE)
  - Environmental Assessment/Findings of No Significant Impact (FONSI) , or
  - Environmental Impact Statement (EIS) .
- Utility Involvements
  - i) Power – GA Power/ Coweta Fayette EMC
  - ii) Water – Fayette County Water Department
  - iii) Telephone – AT&T
  - iv) Cable – Comcast
  - v) Gas – Atlanta Gas Light
  - vi) Water and Sewer – Peachtree City Water and Sewerage Authority
  - vii) Fiber Optic – Newnan Utilities

**Project Responsibilities:**

- Design - Professional Engineering Consultants, Inc. with support from Gresham Smith & Partners
- Right of Way Acquisition - Peachtree City with GDOT oversight
- Relocation of Utilities - Peachtree City with GDOT oversight
- Letting of Contract - Peachtree City with GDOT oversight

- Supervision of Construction - Peachtree City with GDOT oversight
- Providing Material Pits - Contractor
- Providing Detours - None Expected

#### Coordination

- Kick-Off Meeting/Initial Concept Team Meeting, Held on June 22, 2007. See Attached Minutes.
- Concept Team Meeting, Held January 21, 2009.
- P.A.R., Not Required.
- FEMA, USCG and/or TVA, None Expected.
- Public Involvement, None Expected (PCE).
- Local Government Comments, None.
- Other Projects in Area, None.
- Other Coordination to Date, None.
- Railroads, 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: 1 month.
- Time to complete Section 404 Permit: N/A.
- Time to complete final construction plans: 1 month
- Time to complete the purchase of right of way: 6 months
- List all other major items that will affect the project schedule: Utility coordination and City Council approval of timeline: 2 months

#### **Alternates Considered:**

- Improve the intersection with additional right-of-way: This option was chosen to meet the present and future traffic levels.
- No Build: This would not improve the level of service for the intersection.
- Build within PTC right of way: In order to build the auxiliary lanes to improve traffic flow, additional right-of-way is required.

#### **Attachments:**

1. Cost Estimates:
  - a) Construction including E&C
  - b) Right of Way, and
  - c) Utilities
2. Concept Layout
3. Typical Section
4. Kick-Off Meeting/Initial Concept Team Meeting Minutes.
5. Concept Team Meeting Minutes
6. PMA
7. Location and Design Notice for Minor Project

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

-----  
INTERDEPARTMENT CORRESPONDENCE

**FILE** PROJECT No. CSSTP-0006-00(814), FAYETTE  
Crosstown Drive at South Peachtree Parkway  
P.I. No. 0006814

**OFFICE D3 Design**

**DATE** 4/6/2009

**FROM** Adam Smith, DDSL

**TO** Ron Wishon, Project Review Engineer

**SUBJECT REVISIONS TO PROGRAMMED COSTS**

PROJECT MANAGER Bill Rountree

MNGT LET DATE 12/15/2010

MNGT R/W DATE 12/15/2009

**PROGRAMMED COST (TPro W/OUT INFLATION)**

**LAST ESTIMATE UPDATE**

CONSTRUCTION \$1,283,802

DATE 10/10/2008

RIGHT OF WAY \$60,450.00

DATE 6/4/2008

UTILITIES \$LCL

DATE Select Date

**REVISED COST ESTIMATES**

CONSTRUCTION\* \$1,059,528.91

RIGHT OF WAY \$67,000.00

UTILITIES\*\* \$LCL

\* Costs contain 5% Engineering and Inspection and 5% Construction Contingencies and Fuel and Liquid AC Adjustments.

\*\* Costs contain 30% contingency.

**REASON FOR COST INCREASE** Unit Price Adjustments, Fuel Adjustments, Contingencies



**Estimate Report for file "CSSTP-0006-00(814)\_2009-02-19"****Section ROADWAY**

| Item Number               | Quantity | Units | Unit Price | Item Description                                                          | Cost                |
|---------------------------|----------|-------|------------|---------------------------------------------------------------------------|---------------------|
| 150-1000                  | 1        | LS    | 75000.00   | TRAFFIC CONTROL -                                                         | 75000.00            |
| 207-0203                  | 2        | CY    | 53.25      | FOUND BKFILL MATL, TP II                                                  | 106.50              |
| 210-0100                  | 1        | LS    | 125000.00  | GRADING COMPLETE -                                                        | 125000.00           |
| 310-1101                  | 4310     | TN    | 18.06      | GR AGGR BASE CRS, INCL MATL                                               | 77838.60            |
| 402-1812                  | 400      | TN    | 69.41      | RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME                     | 27764.00            |
| 402-3113                  | 1130     | TN    | 67.89      | RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME | 76715.70            |
| 402-3121                  | 1690     | TN    | 59.90      | RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME   | 101231.00           |
| 402-3190                  | 845      | TN    | 67.17      | RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME   | 56758.65            |
| 413-1000                  | 210      | GL    | 2.13       | BITUM TACK COAT                                                           | 447.30              |
| 432-5010                  | 5818     | SY    | 1.25       | MILL ASPH CONC PVMT, VARIABLE DEPTH                                       | 7272.50             |
| 441-0108                  | 43       | SY    | 79.83      | CONC SIDEWALK, 8 IN                                                       | 3432.69             |
| 441-6222                  | 1660     | LF    | 15.89      | CONC CURB & GUTTER, 8 IN X 30 IN, TP 2                                    | 26377.40            |
| 550-1180                  | 1000     | LF    | 39.05      | STORM DRAIN PIPE, 18 IN, H 1-10                                           | 39050.00            |
| 550-1240                  | 200      | LF    | 46.58      | STORM DRAIN PIPE, 24 IN, H 1-10                                           | 9316.00             |
| 550-4218                  | 1        | EA    | 616.11     | FLARED END SECTION 18 IN, STORM DRAIN                                     | 616.11              |
| 550-4224                  | 2        | EA    | 744.82     | FLARED END SECTION 24 IN, STORM DRAIN                                     | 1489.64             |
| 600-0001                  | 5        | CY    | 180.54     | FLOWABLE FILL                                                             | 902.70              |
| 603-2182                  | 30       | SY    | 53.72      | STN DUMPED RIP RAP, TP 3, 24 IN                                           | 1611.60             |
| 603-7000                  | 30       | SY    | 4.43       | PLASTIC FILTER FABRIC                                                     | 132.90              |
| 615-1000                  | 100      | LF    | 248.95     | JACK OR BORE PIPE -                                                       | 24895.00            |
| 634-1200                  | 4        | EA    | 99.08      | RIGHT OF WAY MARKERS                                                      | 396.32              |
| 643-8200                  | 100      | LF    | 2.78       | BARRIER FENCE (ORANGE), 4 FT                                              | 278.00              |
| 668-1100                  | 8        | EA    | 2541.90    | CATCH BASIN, GP 1                                                         | 20335.20            |
| 668-1110                  | 10       | LF    | 202.02     | CATCH BASIN, GP 1, ADDL DEPTH                                             | 2020.20             |
| 668-2100                  | 4        | EA    | 2425.77    | DROP INLET, GP 1                                                          | 9703.08             |
| 668-4300                  | 1        | EA    | 2250.04    | STORM SEWER MANHOLE, TP 1                                                 | 2250.04             |
| <b>Section Sub Total:</b> |          |       |            |                                                                           | <b>\$690,941.13</b> |

**Section PERMANENT EROSION CONTROL**

| Item Number               | Quantity | Units | Unit Price | Item Description                     | Cost               |
|---------------------------|----------|-------|------------|--------------------------------------|--------------------|
| 163-0240                  | 40       | TN    | 172.38     | MULCH                                | 6895.20            |
| 700-6910                  | 2        | AC    | 825.66     | PERMANENT GRASSING                   | 1651.32            |
| 700-7000                  | 5        | TN    | 63.09      | AGRICULTURAL LIME                    | 315.45             |
| 700-7010                  | 12       | GL    | 21.49      | LIQUID LIME                          | 257.88             |
| 700-8000                  | 1        | TN    | 384.56     | FERTILIZER MIXED GRADE               | 384.56             |
| 700-8100                  | 73       | LB    | 2.30       | FERTILIZER NITROGEN CONTENT          | 167.90             |
| 710-9000                  | 80       | SY    | 4.66       | PERMANENT SOIL REINFORCING MAT       | 372.80             |
| 715-2200                  | 300      | SY    | 1.59       | BITUMINOUS TREATED ROVING, WATERWAYS | 477.00             |
| 716-2000                  | 1500     | SY    | 0.96       | EROSION CONTROL MATS, SLOPES         | 1440.00            |
| <b>Section Sub Total:</b> |          |       |            |                                      | <b>\$11,962.11</b> |

**Section TEMPORARY EROSION CONTROL**

| Item Number               | Quantity | Units | Unit Price | Item Description                                                       | Cost               |
|---------------------------|----------|-------|------------|------------------------------------------------------------------------|--------------------|
| 163-0232                  | 1        | AC    | 385.22     | TEMPORARY GRASSING                                                     | 385.22             |
| 163-0501                  | 1        | EA    | 661.52     | CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 1                           | 661.52             |
| 163-0503                  | 3        | EA    | 451.42     | CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3                           | 1354.26            |
| 163-0520                  | 50       | LF    | 14.72      | CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN                        | 736.00             |
| 163-0523                  | 40       | EA    | 164.68     | CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - TYPE C SILT FENCE        | 6587.20            |
| 163-0527                  | 20       | EA    | 214.42     | CONSTRUCT AND REMOVE RIP RAP CHECK DAMS, STONE PLAIN RIP RAP/SAND BAGS | 4288.40            |
| 163-0550                  | 13       | EA    | 206.02     | CONSTRUCT AND REMOVE INLET SEDIMENT TRAP                               | 2678.26            |
| 165-0010                  | 500      | LF    | 0.70       | MAINTENANCE OF TEMPORARY SILT FENCE, TP A                              | 350.00             |
| 165-0030                  | 300      | LF    | 0.78       | MAINTENANCE OF TEMPORARY SILT FENCE, TP C                              | 234.00             |
| 165-0040                  | 60       | EA    | 57.20      | MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS                  | 3432.00            |
| 165-0087                  | 3        | EA    | 110.72     | MAINTENANCE OF SILT CONTROL GATE, TP 3                                 | 332.16             |
| 165-0105                  | 7        | EA    | 83.16      | MAINTENANCE OF INLET SEDIMENT TRAP                                     | 582.12             |
| 171-0010                  | 1000     | LF    | 2.45       | TEMPORARY SILT FENCE, TYPE A                                           | 2450.00            |
| 171-0030                  | 600      | LF    | 3.46       | TEMPORARY SILT FENCE, TYPE C                                           | 2076.00            |
| <b>Section Sub Total:</b> |          |       |            |                                                                        | <b>\$26,147.14</b> |

**Section TRAFFIC SIGNING AND MARKING**

| Item Number               | Quantity | Units | Unit Price | Item Description                                  | Cost                |
|---------------------------|----------|-------|------------|---------------------------------------------------|---------------------|
| 636-1033                  | 48       | SF    | 20.20      | HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9     | 969.60              |
| 636-2070                  | 64       | LF    | 9.14       | GALV STEEL POSTS, TP 7                            | 584.96              |
| 639-3004                  | 4        | EA    | 12505.85   | STEEL STRAIN POLE, TP IV                          | 50023.40            |
| 647-1000                  | 1        | LS    | 55515.34   | TRAFFIC SIGNAL INSTALLATION NO -                  | 55515.34            |
| 653-0120                  | 11       | EA    | 73.08      | THERMOPLASTIC PVMT MARKING, ARROW, TP 2           | 803.88              |
| 653-0130                  | 1        | EA    | 87.22      | THERMOPLASTIC PVMT MARKING, ARROW, TP 3           | 87.22               |
| 653-1501                  | 1205     | LF    | 0.47       | THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE      | 566.35              |
| 653-1502                  | 2390     | LF    | 0.48       | THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW     | 1147.20             |
| 653-1704                  | 321      | LF    | 3.48       | THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE     | 1117.08             |
| 653-1706                  | 331      | LF    | 3.00       | THERMOPLASTIC SOLID TRAF STRIPE, 24 IN,<br>YELLOW | 993.00              |
| 653-1804                  | 1992     | LF    | 1.70       | THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE      | 3386.40             |
| 653-3501                  | 510      | GLF   | 0.33       | THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE       | 168.30              |
| 653-3502                  | 100      | GLF   | 0.24       | THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW      | 24.00               |
| <b>Section Sub Total:</b> |          |       |            |                                                   | <b>\$115,386.73</b> |

**Total Estimated Cost: \$844,437.11**

**Special Provision, Section 109-Measurement and Payment**  
**FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

|                  |       |
|------------------|-------|
| ENTER FPL DIESEL | 2.056 |
| ENTER FPM DIESEL | 4.626 |

|                    |        |
|--------------------|--------|
| ENTER FPL UNLEADED | 1.818  |
| ENTER FPM UNLEADED | 4.0905 |

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

|                            |
|----------------------------|
| <b>INCREASE ADJUSTMENT</b> |
| <b>125.00%</b>             |

|                            |
|----------------------------|
| <b>INCREASE ADJUSTMENT</b> |
| <b>125.00%</b>             |

| ROADWAY ITEMS                                                            | QUANTITY | DIESEL FACTOR | GALLONS DIESEL | UNLEADED FACTOR | GALLONS UNLEADED | REMARKS |
|--------------------------------------------------------------------------|----------|---------------|----------------|-----------------|------------------|---------|
| Excavations paid as specified by Sections 205 (CUBIC YARD)               |          | 0.29          |                | 0.15            |                  |         |
| Excavations paid as specified by Sections 206 (CUBIC YARD)               |          | 0.29          |                | 0.15            |                  |         |
| GAB paid as specified by the ton under Section 310 (TON)                 | 4310.000 | 0.29          | 1249.90        | 0.24            | 1034.40          |         |
| Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)    |          | 2.90          |                | 0.71            |                  |         |
| Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)    | 4065.000 | 2.90          | 11788.50       | 0.71            | 2886.15          |         |
| PCC Pavement paid as specified by the square yard under Section 430 (SY) |          | 0.25          |                | 0.20            |                  |         |

| BRIDGE ITEMS                          | Quantity | Unit Price | QF/1000 | Diesel Factor | Gallons Diesel | Unleaded Factor | Gallons Unleaded | REMARKS |
|---------------------------------------|----------|------------|---------|---------------|----------------|-----------------|------------------|---------|
| Bridge Excavation (CY) Section 211    |          |            |         | 8.00          |                | 1.50            |                  |         |
| Class __ Concrete (CY) Section 500    |          |            |         | 8.00          |                | 1.50            |                  |         |
| Class __ Concrete (CY) Section 500    |          |            |         | 8.00          |                | 1.50            |                  |         |
| Class __ Concrete (CY) Section 500    |          |            |         | 8.00          |                | 1.50            |                  |         |
| Superstru Con Class__(CY) Section 500 |          |            |         | 8.00          |                | 1.50            |                  |         |
| Superstru Con Class__(CY) Section 500 |          |            |         | 8.00          |                | 1.50            |                  |         |
| Superstru Con Class__(CY) Section 500 |          |            |         | 8.00          |                | 1.50            |                  |         |
| Concrete Handrail (LF) Section 500    |          |            |         | 8.00          |                | 1.50            |                  |         |
| Concrete Barrier (LF) Section 500     |          |            |         | 8.00          |                | 1.50            |                  |         |

| BRIDGE ITEMS                                 | Quantity | Unit Price | QF/1000         | Diesel Factor           | Gallons Diesel     | Unleaded Factor | Gallons Unleaded | REMARKS |
|----------------------------------------------|----------|------------|-----------------|-------------------------|--------------------|-----------------|------------------|---------|
| Stru Steel Plan Quantity (LB)<br>Section 501 |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Stru Steel Plan Quantity (LB)<br>Section 501 |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| PSC Beams_____(LF)<br>Section 507            |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| PSC Beams_____(LF)<br>Section 507            |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| PSC Beams_____(LF)<br>Section 507            |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Stru Reinf Plan Quantity(LB)<br>Section 511  |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Stru Reinf Plan Quantity(LB)<br>Section 511  |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Bar Reinf Steel (LB) Section<br>511          |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Piling____ inch (LF) Section<br>520          |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Piling____ inch (LF) Section<br>520          |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Piling____ inch (LF) Section<br>520          |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Piling____ inch (LF) Section<br>520          |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Piling____ inch (LF) Section<br>520          |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Piling____ inch (LF) Section<br>520          |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Drilled Caisson,____(LF)<br>Section 524      |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Drilled Caisson,____(LF)<br>Section 524      |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Drilled Caisson,____(LF)<br>Section 524      |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Pile Encasement,____(LF)<br>Section 547      |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| Pile Encasement,____(LF)<br>Section 547      |          |            |                 | 8.00                    |                    | 1.50            |                  |         |
| <b>SUM QF DIESEL=</b>                        |          |            | <b>13038.40</b> | <b>SUM QF UNLEADED=</b> |                    |                 | <b>3920.55</b>   |         |
| <b>DIESEL PRICE ADJUSTMENT(\$)</b>           |          |            |                 |                         | <b>\$30,827.99</b> |                 |                  |         |
| <b>UNLEADED PRICE ADJUSTMENT(\$)</b>         |          |            |                 |                         | <b>\$8,196.69</b>  |                 |                  |         |



**ASPHALT CEMENT PRICE ADJUSTMENT FOR  
TACK COAT(Surface Treatment 125% MAX)**

**BITUMINOUS**

*APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT*

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

**125.00% INCREASE ADJUSTMENT**

**Use this side for Asphalt Emulsion Only**

| L.I.N.   | TYPE | ASPHALT EMULSION (GALLONS) |
|----------|------|----------------------------|
|          |      |                            |
| TMT =    |      | <input type="text"/>       |
| REMARKS: |      |                            |

**Use this side for Asphalt Cement Only**

| L.I.N.   | TYPE | TACK (GALLONS)       |
|----------|------|----------------------|
|          |      |                      |
| TMT =    |      | <input type="text"/> |
| REMARKS: |      |                      |

**MONTHLY PRICE ADJUSTMENT(\$)**

**ADJUSTMENT SUMMARY**

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) **\$30,827.99**

UNLEADED PRICE ADJUSTMENT(\$) **\$8,196.69**

ASPHALT CEMENT PRICE ADJUSTMENT (*BITUMINOUS TACK COAT 125% MAX*) **\$404.80**

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT *125% MAX* **\$91,218.60**

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(*Surface Treatment 125% MAX*)

REMARKS:

**TOTAL ADJUSTMENTS \$130,648.09**

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE **STP-0006-00(814), Fayette County, P.I.#0006814** OFFICE Thomaston  
*CS 340/Peachtree Parkway @ CS 597/Crosstown Drive* DATE May 6, 2008

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

TO Bill Rountree, P.E., District Design Engineer

SUBJECT **UTILITY COST ESTIMATE**

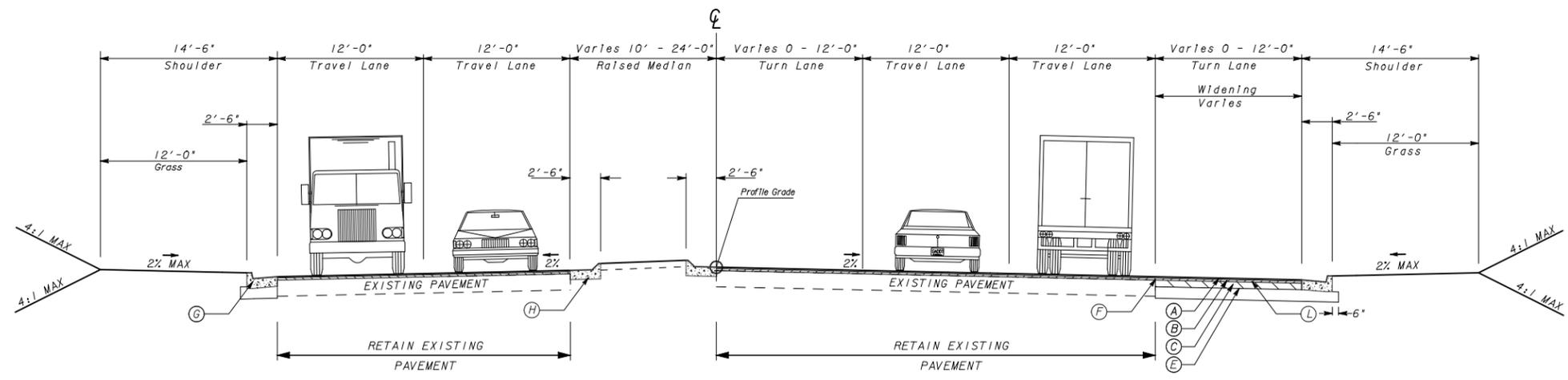
The following is a ballpark utility cost estimate for facilities located within the scope of the above referenced project.

| UTILITY OWNER                | PUBLIC OR PRIVATE | TYPE OF UTILITY | REIMBURSABLE | NON-REIMBURSABLE |
|------------------------------|-------------------|-----------------|--------------|------------------|
| Peachtree City Water & Sewer | Public            | Water/Swr       | 0            | 40,000           |
| Coweta-Fayette EMC           | Private           | Electric        | 0            | 80,000           |
| Comcast                      | Private           | Cable           | 0            | 10,000           |
| Atlanta Gas Light            | Private           | Nat Gas         | 0            | 25,000           |
| BellSouth d/b/a AT&T GA      | Private           | Telecom         | 0            | 35,000           |
| Fayette County Water         | Public            | Water           | 0            | 25,000           |
| <b>TOTAL PROJECT COST</b>    |                   |                 | <b>\$0</b>   | <b>\$215,000</b> |

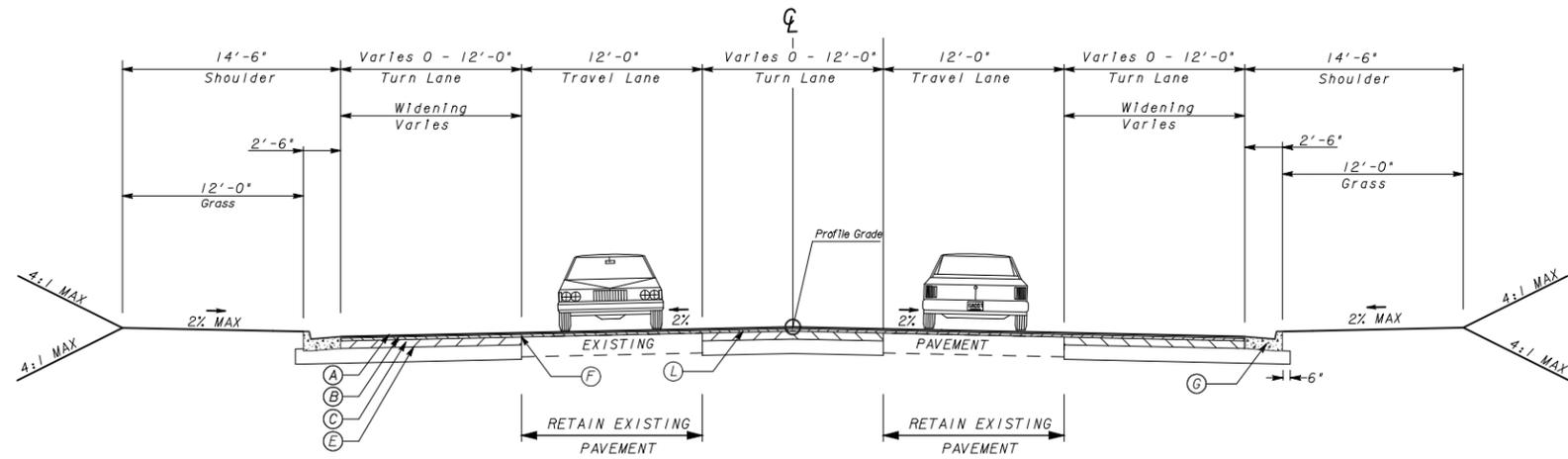
If you have any questions, please call Kim Brown at 706-646-6695.

KMG:KB:pls

cc: Jeff Baker, P.E., State Utilities Engineer (*via: e-mail*)  
Terry Brigman, State Utilities Preconstruction Engineer (*via: e-mail*)



**TYPICAL SECTION NO. 1**  
**S. PEACHTREE PARKWAY**  
**TANGENT SECTION**

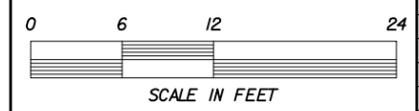


**TYPICAL SECTION NO. 2**  
**CROSTOWN DRIVE**  
**TANGENT SECTION**

**REQUIRED PAVEMENT**

- (A) RECYCLED ASPHALTIC CONCRETE 12.5 mm, SUPERPAVE, GP 2 ONLY, INCL. BITUM MAT'L & H. LIME (165 LB/SQ. YD.)
- (B) RECYCLED ASPHALTIC CONCRETE 19 mm, SUPERPAVE, GP 1 OR 2, INCL. BITUM MAT'L & H. LIME (220 LB/SQ. YD.)
- (C) RECYCLED ASPHALTIC CONCRETE 25 mm, SUPERPAVE, GP 1 OR 2, INCL. BITUM MAT'L & H. LIME (330 LB/SQ. YD.)
- (E) GRADED AGGREGATE BASE, 8 IN
- (F) PAVEMENT FABRIC
- (G) CONCRETE CURB & GUTTER 8 IN X 30 IN, GA STD. 9032B, TYPE 2
- (H) CONCRETE CURB & GUTTER 8 IN X 30 IN, GA STD 9032B, TYPE 7
- (L) LEVELING AS DIRECTED BY ENGINEER

NOTE:  
AT BEGIN & END PROJECT AND AT LIMIT OF CONSTRUCTION, MILL AND INLAY 50 LINEAR FEET OF EXISTING PAVEMENT TO TIE -IN PROPOSED PAVEMENT

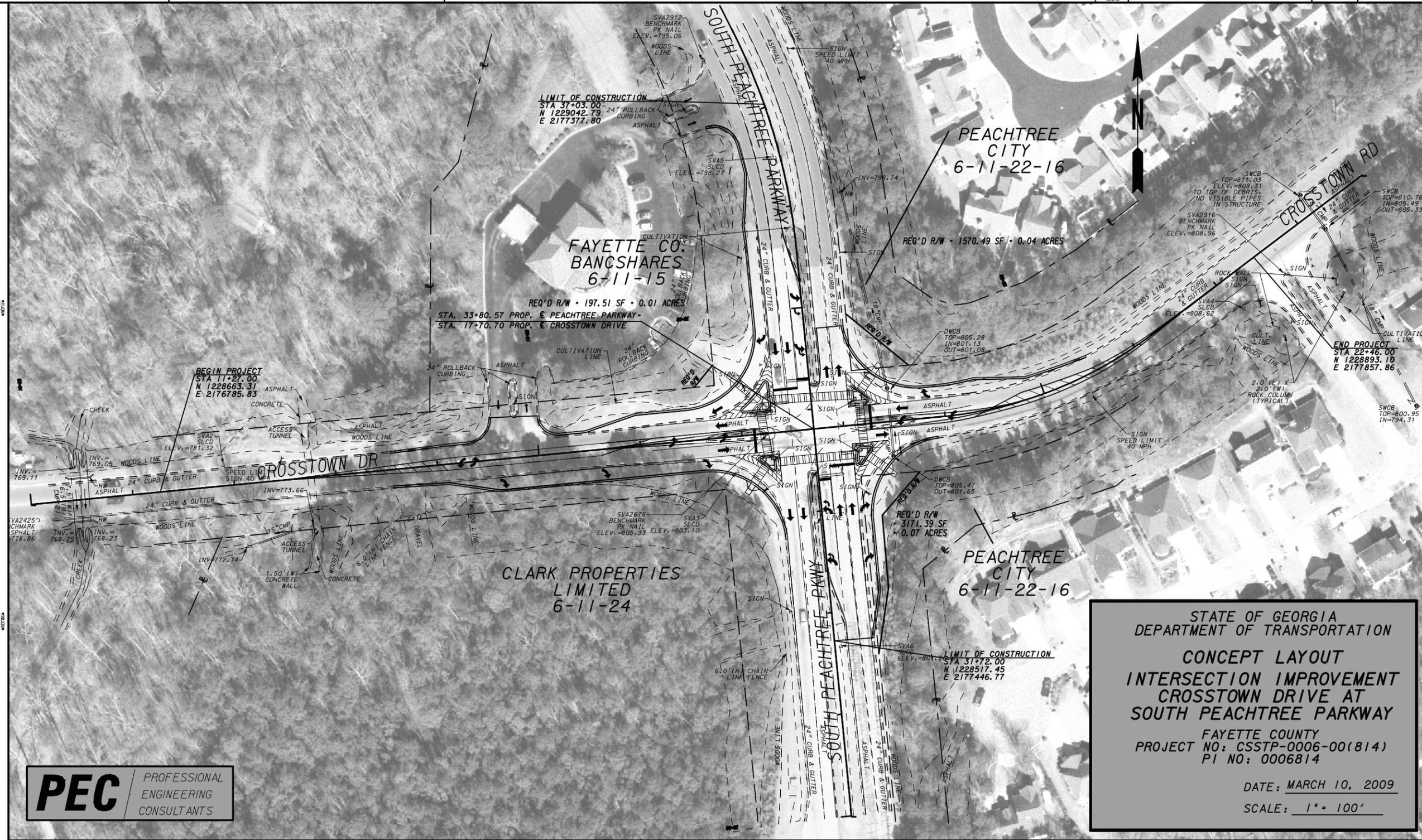


**REVISION DATES**

|  |  |  |  |  |  |
|--|--|--|--|--|--|
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |

**TYPICAL SECTIONS**

DRAWING No.



**PEC** PROFESSIONAL ENGINEERING CONSULTANTS

STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
**CONCEPT LAYOUT**  
 INTERSECTION IMPROVEMENT  
 CROSTOWN DRIVE AT  
 SOUTH PEACHTREE PARKWAY  
 FAYETTE COUNTY  
 PROJECT NO: CSSTP-0006-00(814)  
 PI NO: 0006814  
 DATE: MARCH 10, 2009  
 SCALE: 1" = 100'

|                                             |                        |
|---------------------------------------------|------------------------|
| PROPERTY AND EXISTING R/W LINE              | ---                    |
| REQUIRED R/W LINE                           | ---                    |
| CONSTRUCTION LIMITS                         | C-F                    |
| EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES | [Hatched Box]          |
| EASEMENT FOR CONSTR OF SLOPES               | [Diagonal Hatched Box] |
| EASEMENT FOR CONSTR OF DRIVES               | [Cross-hatched Box]    |

BEGIN LIMIT OF ACCESS.....BLA  
 END LIMIT OF ACCESS.....ELA  
 LIMIT OF ACCESS  
 REQ'D R/W & LIMIT OF ACCESS



| REVISION DATES |  |
|----------------|--|
|                |  |
|                |  |
|                |  |
|                |  |

**CONCEPT LAYOUT**

DRAWING No.



PROFESSIONAL ENGINEERING CONSULTANTS, INC.

MEMORANDUM

To: Dave Borkowski, PE  
From: Michael Bywaletz, PE  
Date: June 22, 2007  
Subject: Project Kick-Off Meeting  
STP-0006-00(814) Fayette County, PI No. 0006814  
STP-0006-00(815) Fayette County, PI No. 0006815  
STP-0006-00(816) Fayette County, PI No. 0006816

This meeting was held at the Peachtree City offices on June 22, 2007. Present at the meeting were:

Michael Bywaletz, PE - PEC  
Dave Borkowski, PE – Peachtree City  
Bill Rountree, PE – GDOT  
Adam Smith – GDOT

Bill began the meeting by going through GDOT procedures during projects like this where the county is performing design and purchasing R/W and GDOT is providing some funds toward construction. Some notable comments that came from this were there we are still following the PDP. All construction plans will be signed by the consultant. The E&S plans will also be signed by a Certified Level 2 E&S person with the consultant. The PFPR and FFPR will go through the District and not engineering services. Audry Gooch will give NTP on R/W acquisition after plans are approved by the City. R/W plans will require GDOT signatures. Phil Copeland's name was mentioned. Environmental coordination for NEPA through OEL. No R/W Acquisition until NEPA document is signed. Some short cuts in this type of process is that the Environmental Document does not have to be approved before PFPR, though would be good if it were.

Before letting the project through the City, Engineering Services will have to certify the R/W, Utilities, and Environmental. Adam Smith will certify the plans for GDOT. The Environmental will need to be recertified every 6 months, once completed through construction of the projects. Engineering Services will need to certify the bid and review the contract before it is let to the chosen construction firm by the City.

A contract will have to be written that covers construction inspection responsibilities, etc. and carry through to end and final acceptance.

Need to keep project status sheets updated in TPRO. PEC will send monthly reports to GDOT and Peachtree City.

We then went into project specifics.

*Civil & Environmental Engineers*

Georgia  
Atlanta

Florida  
Orlando  
Tampa  
Deland  
Lake City



*PROFESSIONAL ENGINEERING CONSULTANTS, INC.*

For Walt Banks at Peachtree Parkway it was noted that the City Council turned down a roundabout and was not in favor of a signal, but wanted a traditional intersection design.. Traffic studies will reveal what will be required. May need a design variance for having no sidewalk with curb and gutter. Though a golf cart path exists in the area. Will not require a signal permit thru GDOT with the Signal Warrant.

For Crosstown and Peachtree Parkway it was noted that Crosstown has bigger implications to the west. Most of the lane configuration is there already. Traffic study will reveal what else will need to be done.

For the Multiuse trail along SR 74 it was noted that Tom Queen was currently the PM and would try to get it transferred to Adam Smith. GDOT is currently constructing 4-lanes. There are dual water lines on this same side of the road. PEC will contact Todd Long to see if there can be an agreement between City and GDOT to have the path in the R/W, but outside of clear zone. The path will need to meet the Bike and Pedestrian AASHTO manual.

PEC will send current schedule from its proposal to Adam White. Dave will convey all info to PEC as soon as possible on disk.

Added from Emails:

From Bill Rountree: The FPR group will review the plans, but in the end we have to let Engineering Service (ES) know whether or not the plans meet GDOT requirements in order to certify the project for letting.

The city will have to provide us with a certification package that we will forward to ES so they can authorize the construction funds. The certification package needs to include PFPR responses with the PFPR package, FFPR Responses with the PFPR package, a letter showing RW certification from Phil Copeland, a letter showing Utility Certification from Jeff Baker, and a letter showing our plan certification.

Engineering services will not be participating in the review process but, they will authorize the construction funding package and the district construction office will review the estimates not engineering services.

Georgia  
Atlanta

Florida  
Orlando  
Tampa  
Deland  
Lake City

*Civil & Environmental Engineers*

12600 Deerfield Parkway • Suite 100 • Alpharetta, Georgia 30004 • 678-566-3578 • FAX 678-566-3551

## CONCEPT TEAM MEETING MINUTES

CCSTP-0006-00(814) – Fayette County

P.I. 0006814

Intersection Improvements for Crosstown Drive and South Peachtree Parkway

The concept team meeting for Georgia DOT project CCSTP-0006-00(814) in Fayette County, P.I. 0006814 was held at 10:00 A.M. on 21<sup>st</sup> day of January 2009 with Bill Rountree, PE, District 3 Design Engineer, officiating. Team members present were:

|                   |                                                                    |
|-------------------|--------------------------------------------------------------------|
| Bill Rountree     | GDOT, District 3 Design Engineer (706-646-6990)                    |
| Audrey Gooch      | GDOT, Local Government R/W Coordinator (706-646-6965)              |
| Kim Brown         | GDOT, District 3 District Utility Engineer (706-646-6695)          |
| David Millen      | GDOT, District 3 Preconstruction Engineer (706-646-6987)           |
| Mike England      | GDOT, District 3 Traffic Engineer (706-646-6676)                   |
| Adam Smith        | GDOT, District 3 Design Squad Leader (706-646-6662)                |
| William Boyd      | GDOT, District 3 Design Engineer II (706-646-6664)                 |
| Katherine Russett | GDOT, OEL (404-699-6882)                                           |
| Colandra Barron   | GDOT, District 3 Support Assistant (706-646-6982)                  |
| Thomas Howell     | GDOT, District 3 District Engineer (706-646-6900)                  |
| Michael Bywaletz  | Gresham, Smith and Partners, Representing PEC, Inc. (678-518-3685) |
| Lisa Uhlman       | Gresham, Smith and Partners (678-518-3685)                         |
| Jill Brown        | Edwards Pittman Environmental, Inc. (770-333-9484)                 |
| Dave Borkowski    | Peachtree City, City Engineer (770-631-2538)                       |
| Matt Bergen       | Fayette County Water (770-320-6020)                                |

The following constitutes the minutes for the concept team meeting held on the 21<sup>st</sup> day, January, 2009. 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. The meeting began at approximately 10:00 A.M. This was a joint meeting with CSSTP-0006-814 Crosstown Drive and South Peachtree Parkway to follow this meeting.
- II. Each member was provided with a concept report draft and meeting agenda. A layout of the concept and typical section was displayed as a visual aid. Introductions were made.
- III. Michael Bywaletz began by giving a project description using the Project Layouts displayed on the tables and in the concept report. Explained how this was an existing stop controlled intersection with Crosstown Drive being a 2-lane road with no turn lanes and South Peachtree Parkway being a 4-lane road with left turn lanes. The proposed condition would now be signalized with added right turn lanes in all four directions and left turn lanes added in the east and west bound direction.
- IV. Additionally, Michael Bywaletz led the group through the draft concept report. The project is in the FY 2005-2010 TIP.
- V. After the draft concept report review, comments and questions were requested from members present. Such comments have been listed below and are categorized by department.
  - a. Planning: No Comment.
  - b. Office of Financial Management: N/A
  - c. Environmental: PIOH not required since this is a Categorical Exclusion (CE).
  - d. Utilities: Make sure buffer lines show up on drawings and any easements. Get from Peachtree City.
  - e. Right of Way: Purchase of R/W will require a valuation method obtained by an approved appraiser, submitted to GDOT for review and approval before meeting with the property owner. The property owner (bank) can initiate a donation prior to your meeting to make them an offer for the required easement. A Donation Memo will be sent to Peachtree City by Audrey Gooch. Check to see if pole for light can be moved so that no R/W is needed. All other R/W is Peachtree City's already. If no R/W is required we can get a waiver. Send plans to David Jennings office with the waiver.
  - f. Traffic Operations: Get notes for Signal from Mike England to put on plans. Need a design variance to not have sidewalks in an urban section with ADA ramps at corners. Budget \$120k to \$130k for the mast arms.
  - g. Construction: No comment.
  - h. Maintenance: No comment.

- i. Location: Not Present.
- j. District Engineer: No Comment.
- k. District Preconstruction: Check clear zone and/or Adjust 2:1 to be 4:1. Check sight distance on Crosstown Drive approaching intersection from the west. Submit L&D to Adam Smith for them to advertise. Submit electronic word document with L&D date inserted.
- l. City and/or County: None.
- m. Other Comments:
  - Provide cost estimate in new format
  - Attach copy of PMA to Concept report that the PMA was signed by Peachtree City (10-4-05) to do PE & Util/ROW & Cst to be done by future agreements 8-16-06.
  - Adjust cost estimate up per comments
  - Make sure the typical section is correct for this project. Section thickness appears too thick.
  - Fix typographical errors.
- VI. The overall consensus of the members of the design team was to continue with the current concept.
- VII. The meeting was adjourned at approximately 11:00 A.M. Continued then into next CTM.





# Department of Transportation

HAROLD E. LINNENKOHL  
COMMISSIONER  
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.  
CHIEF ENGINEER  
(404) 656-5277

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

August 23, 2006

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

EARL L. MAHFUZ  
TREASURER  
(404) 656-5224

| TO      | OUT |
|---------|-----|
| D.E.    |     |
| Constr. |     |
| Adm.    |     |
| St. Aid |     |
| Maint.  |     |
| Precon. |     |
| Loc.    |     |
| T & S   |     |
| Util.   |     |
| SED     |     |
| Safety  |     |
| Marls.  |     |
| Design  |     |
| Cts.    |     |
| R/W     |     |

The Honorable Harold Logsdon, Mayor  
City of Peachtree City  
151 Willowbend Road  
Peachtree City, Georgia 30269

Dear Mayor Logsdon:

I am returning for your files an executed agreement between the Georgia Department of Transportation and Fayette County for the following project:

- PROJECT#:STP-0006-00(814) Fayette County, P.I.#0006814
- PROJECT#:STP-0006-00(815) Fayette County, P.I.#0006815
- PROJECT#:STP-0006-00(816) Fayette County, P.I.#0006816

We look forward to working with you on the successful completion of the joint project. Should you have any questions, please contact the project manager Bill Roundtree at (706)646-6604.

Sincerely,

*James T. Simpson*  
James T. Simpson,  
Financial Management Administrator

JTS:as

Enclosure

- c: Bob Rogers
- Thomas Howell – District 3
- Jeff Baker – Utilities

AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

City of Peachtree City

FOR

TRANSPORTATION FACILITY IMPROVEMENTS  
CSSTP-0006-00 (814), (815), (816), Fayette County  
PIDs 0006814, 0006815, 0006816

This AGREEMENT is made and entered into this 10<sup>th</sup> day of August, 200~~6~~, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the City of Peachtree City acting by and through its Mayor and Board of Commissioners, hereinafter called the "SPONSOR".

WHEREAS, the SPONSOR has represented to the DEPARTMENT a desire to construct intersection improvements in Peachtree City described in **Exhibit A**, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

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

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

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

1. The SPONSOR shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities as per Exhibit "A", utility relocations, right of way acquisitions as per a future Right of Way Agreement and construction as per a future Construction Agreement. Expenditures incurred by the SPONSOR and eligible for reimbursement by the DEPARTMENT shall not be considered reimbursible to the SPONSOR until execution of this agreement and written notice to proceed for each phase.

2. It is understood and agreed by the DEPARTMENT and the SPONSOR that the funding portion as identified in Exhibit "A" of this agreement only applies to the Preconstruction Engineering Activities. Additional agreements will be required to be executed by the DEPARTMENT and the SPONSOR for the funding portion of subsequent phases.

3. The SPONSOR 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.

4. The SPONSOR 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" as stated in attachment A of this Agreement and will comply in full with said provisions.

5. When applicable engineering invoicing can only be submitted following submittal and acceptance of project milestones. Project milestones are defined as approval of the Concept Report, Completion and verification of the Database Preparation, approval of the Environmental Document, submittal of Preliminary Plans for PFPR, approval of Right of Way plans, and submittal of Final Plans for letting.

6. The SPONSOR 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 SPONSOR's responsibility for design shall include, but is not limited to the following items:

a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the SPONSOR as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the SPONSOR

beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the SPONSOR 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's base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (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 SPONSOR 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's drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.
- i. Prepare traffic studies, preliminary construction plans 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 SPONSOR 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 SPONSOR to make up the loss of that funding.

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

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

9. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software respectively, and shall be organized as per the Department's guidelines on electronic file management.

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

11. The SPONSOR 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 SPONSOR 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.

12. The SPONSOR shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.

13. The SPONSOR shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.

14. Upon the SPONSOR's determination of the rights of way required for the PROJECT and the approval of the right of way plans by the DEPARTMENT, the necessary rights of way for the PROJECT shall be acquired by the SPONSOR. 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 DEPARTMENT and executed between the SPONSOR and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the SPONSOR to follow these requirements may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the SPONSOR to make up the loss of that funding. All required right of way shall be obtained and cleared of obstructions, including

underground storage tanks, prior to advertising the PROJECT for bids. The SPONSOR shall further be responsible for making all changes to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right of way or to match actual conditions encountered.

15. 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 SPONSOR, the PROJECT shall be let for construction. The SPONSOR, unless shown otherwise on EXHIBIT A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

16. The SPONSOR 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.

17. The SPONSOR 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 SPONSOR.

18. The SPONSOR 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 SPONSOR pursuant to this AGREEMENT. The SPONSOR 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 SPONSOR to address the errors or deficiencies within 30 days shall cause the SPONSOR 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 SPONSOR 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 SPONSOR pursuant to this AGREEMENT.

19. Both the SPONSOR and the DEPARTMENT hereby acknowledge that time is of the essence and both parties shall adhere to the priorities established in the approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP) or earlier. Furthermore, all parties shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the completion of respective commitments contained herein, if a change in the schedule is needed, the DEPARTMENT shall have final authority. If, for any reason, the SPONSOR does not produce acceptable deliverables at the milestone dates defined in the current TIP/STIP, or in 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.

20. 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 SPONSOR have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

[Signature]  
District Engineer – Thomaston

[Signature]  
Deputy Commissioner

[Signature]  
Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY: [Signature]  
Deputy Commissioner

ATTEST  
[Signature]  
Treasurer

REVIEWED AS TO LEGAL FORM:

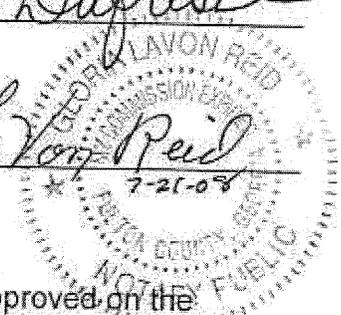
[Signature] 5.4.06  
Office of Legal Services

BY: [Signature]  
Name Harold K. Wagsdon  
Title Mayor

Signed, sealed and delivered this 13 day of April, 2006, in the presence of:

[Signature]  
Witness

[Signature]  
Notary Public 7-21-03



This Agreement approved on the 6 day of April, 2006.

[Signature]  
City/County Clerk (as appropriate)  
Deputy

FEIN: 58-1079955

SPONSOR City of Peachtree City

**EXHIBIT "A"**  
**CSTSTP-0006-00 (814), (815), (816) – Fayette County**

| Project                         | Description                                                   | Project Type | Authorized CST Amount | Maximum Allowable Reimbursable to SPONSOR by GDOT for PE* (80% of the Authorized Amount) | Responsible Parties (Subject to change pending future agreements) |                      |                      |
|---------------------------------|---------------------------------------------------------------|--------------|-----------------------|------------------------------------------------------------------------------------------|-------------------------------------------------------------------|----------------------|----------------------|
|                                 |                                                               |              |                       |                                                                                          | R/W Acquisition                                                   | Utilities Relocation | Construction Letting |
| STP-0006-00(814)<br>PI# 0006814 | Peachtree Parkway @ Crosstown Drive Intersection Improvements | L230         | \$270,000             | \$216,000                                                                                | Peachtree City                                                    | Peachtree City       | Peachtree City       |
| STP-0006-00(815)<br>PI# 0006815 | Walt Banks Road @ Peachtree Parkway Intersection              | L230         | \$285,000             | \$228,000                                                                                | Peachtree City                                                    | Peachtree City       | Peachtree City       |
| STP-0006-00(816)<br>PI# 0006816 | Peachtree City Multi-Use Trail                                | L230         | \$250,000             | \$200,000                                                                                | Peachtree City                                                    | Peachtree City       | Peachtree City       |
|                                 |                                                               |              |                       |                                                                                          |                                                                   |                      |                      |
|                                 |                                                               |              |                       |                                                                                          |                                                                   |                      |                      |
|                                 |                                                               |              |                       |                                                                                          |                                                                   |                      |                      |
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|                                 |                                                               |              |                       |                                                                                          |                                                                   |                      |                      |
|                                 |                                                               |              |                       |                                                                                          |                                                                   |                      |                      |

\* NOTE: LOCALS WILL ONLY BE REIMBURSED 80% OF THE INVOICED AMOUNT UP TO BUT NOT TO EXCEED THE MAXIMUM ALLOWABLE GDOT REIMBURSIBLE AMOUNT.