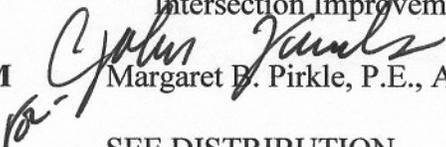


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007241, Fayette County **OFFICE** Preconstruction
CSSTP-0007-00(241)
Jeff Davis Road at SR 85 and SR 314
Intersection Improvements **DATE** January 25, 2006

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

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keeper
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Thomas Howell
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0007241, Fayette County **OFFICE** Preconstruction
 CSSTP-0007-00(241)
 Jeff Davis Road at SR 85 and SR 314
 Intersection Improvement **DATE** January 20, 2006

FROM *Cy John Kunk*
 Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO *ro-* David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the intersection improvement to Jeff Davis Road at SR 85 and SR 314 in the city of Fayetteville. State Route 85 within the project limits is a five lane urban principal arterial. State Route 314 is located on the northwest side of SR 85 at this intersection and consists of a three lane minor arterial. Jeff Davis Road is on the southeast side of SR 85 and consists of a three lane minor arterial. The accident history, especially on SR 314, demonstrates a need to upgrade this intersection for improved operation and safety. The accident rate in 2001 was higher than the state average on both SR 85 and SR 314/Jeff David Road. The purpose of the proposed improvement is to mitigate the high accident rate and improve the overall operation of the intersection.

The proposed construction includes adding one exclusive left turn lane on Jeff Davis Road northbound to SR 85 southbound which will widen Jeff Davis Road to a total of four lanes at the intersection. Jeff David Road will be striped to include a right turn lane onto SR 85 northbound; a thru lane onto SR 314 northbound; a left turn lane onto SR 85 southbound; and a southbound thru lane. State Route 314 will be widened to align with Jeff Davis Road but will remain three lanes as it is currently. The width of SR 85 will remain the same.

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

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$170,000	\$180,000	L240	Lump
Right-of-Way & Utilities*	-0-	-0-		

David Studstill

Page 2

P. I. 0007241, Fayette

January 20, 2006

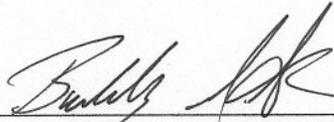
*PMA requesting Fayetteville do PE and utilities; right-of-way and construction to be done by future agreements.

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

APPROVE



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

NOTICE OF LOCATION AND DESIGN APPROVAL

CSSTP-0007-00(241), Fayette County
P. I. No. 0007241

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 JANUARY 25, 2006

The project is located in Fayette County at the intersection of SR 85 and Jeff Davis Rd including SR 314 in the City of Fayetteville. The project is to add a left turn lane on Jeff Davis Rd. The project also includes the widening of SR 314 to better align SR 314 with Jeff Davis Rd and allow improved traffic flow from SR 314 to Jeff Davis Rd. The project is located in Land Lot No. 154 and 155 of tax map 5 in Fayette County.

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

David Coleman, Area Engineer
david.coleman@dot.state.ga.us
1001 Highway 19 South
Griffin, Georgia 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:

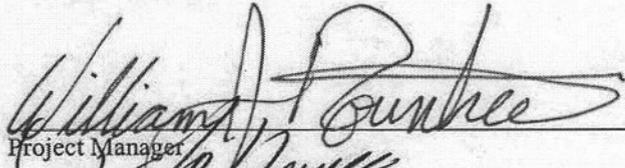
William J. Rountree, P.E., District Design Engineer
bill.rountree@dot.state.ga.us
715 Andrews Drive
Thomaston, Georgia 30286-4524
(706) 646-6604

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

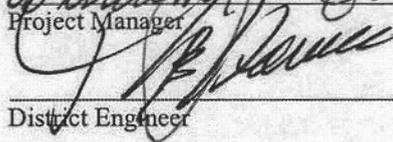
Project Concept Report page 2
Project Number: CSSTP-0007-00(241)
P. I. Number: 0007241
County: Fayette

Recommendation for approval:

DATE 12-18-05


Project Manager

DATE 12-20-05


District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

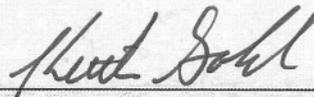
DATE _____

State Environmental / Location Engineer

DATE _____

Project Review Engineer

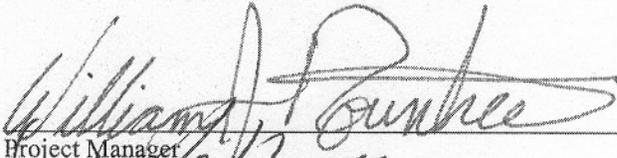
DATE 12-23-05


State Traffic Safety and Design Engineer

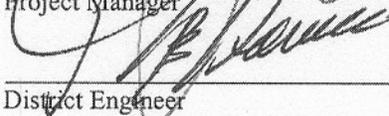
Project Concept Report page 2
Project Number: CSSTP-0007-00(241)
P. I. Number: 0007241
County: Fayette

Recommendation for approval:

DATE 12-18-05

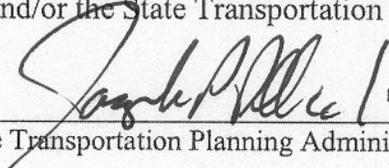

Project Manager

DATE 12-20-05


District Engineer

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

DATE 12/20/05


State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental / Location Engineer

DATE _____

Project Review Engineer

DATE _____

State Traffic Safety and Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

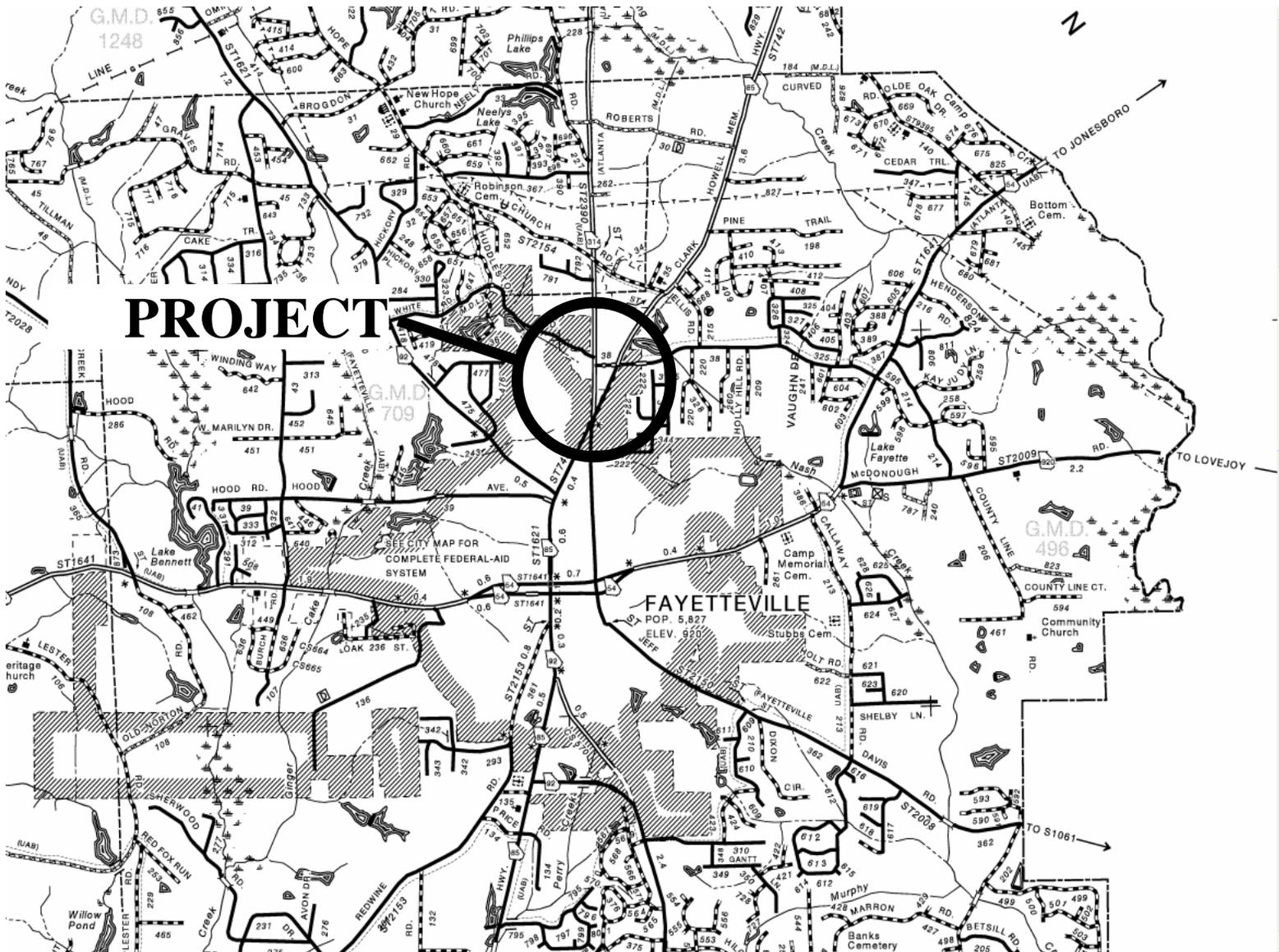
CSSTP-0007-00(241) PI # 0007241

FAYETTE COUNTY

JEFF DAVIS RD @ SR 85 & SR 314

FEDERAL ROUTE NO: NONE

STATE ROUTE NO: 85 & 314

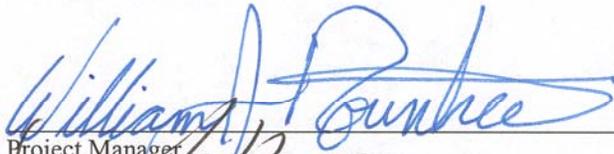


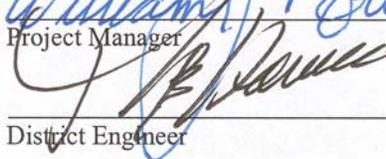
Project Concept Report page 2
Project Number: CSSTP-0007-00(241)
P. I. Number: 0007241
County: Fayette

Recommendation for approval:

DATE 12-18-05

DATE 12-20-05



Project Manager


District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

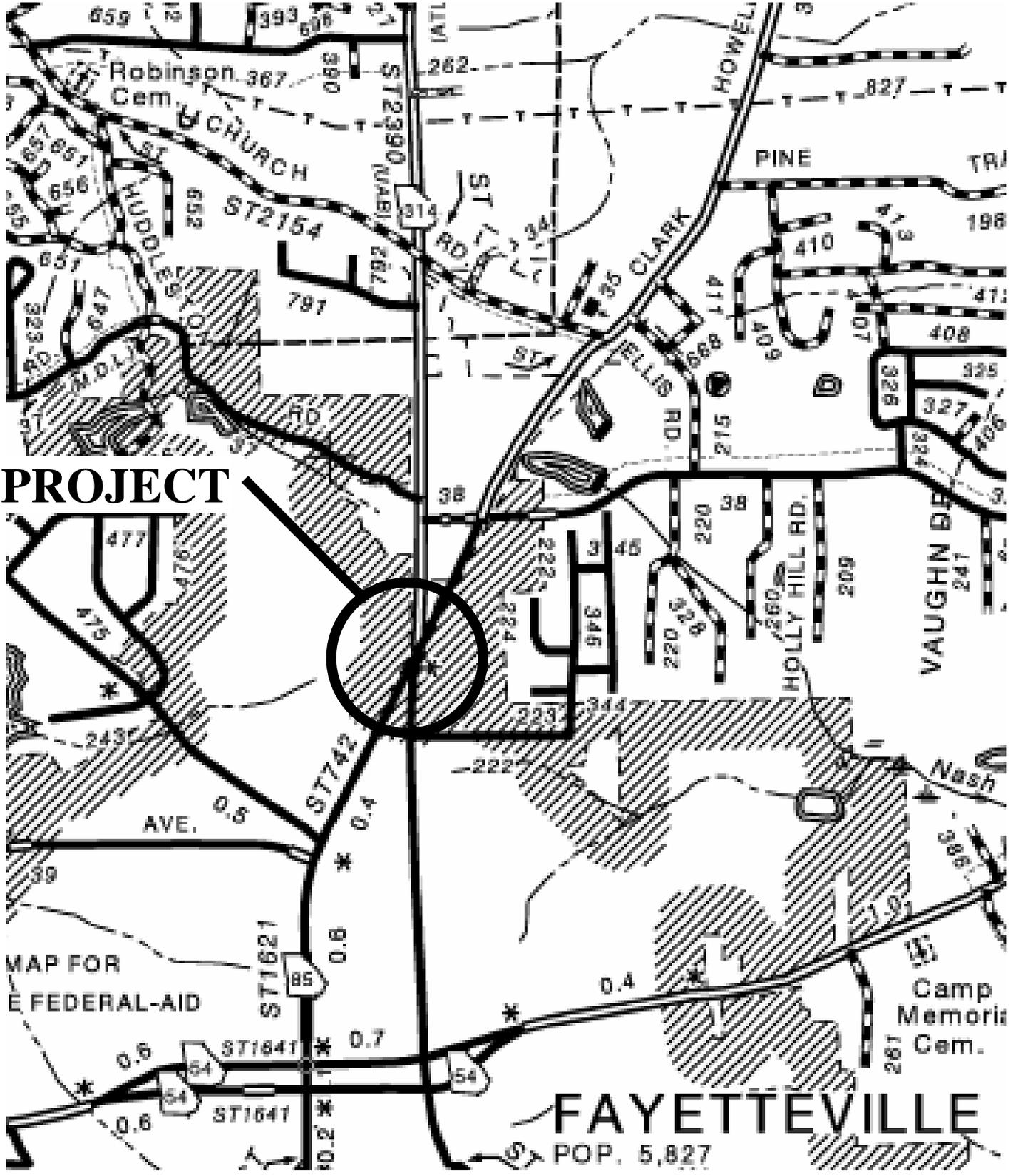
State Environmental / Location Engineer

DATE _____

Project Review Engineer

DATE _____

State Traffic Safety and Design Engineer



PROJECT

Need and Purpose:

**CSSTP-0007-00(241), PI # 0007241
Fayette County
SR 85 @ SR 314/Jeff Davis Road**

Background

This project was submitted for programming in December 2004 by the Office of Traffic Safety and Design as an operation and safety improvement project. It is located at the intersection of SR 85 and SR 314/Jeff Davis Road in Fayette County and is not part of the National Highway System (NHS). From 2001-2003, this intersection has experienced 78 accidents including 32 that have resulted in injuries. This project is funded by Q24 funds administered by the Georgia Department of Transportation (GDOT) as a lump sum to make operational and safety improvements. Because this project is a safety project, it is exempt from the Atlanta Regional Commission's (ARC) air quality modeling process.

Existing Roadway Conditions/Proposed Improvements

SR 85 within the project limits is a five (5) lane urban principal arterial with two (2) 12 ft lanes in each direction and one (1) center turn lane with curb and gutter along the shoulders and no sidewalks. The posted speed limit is 45 mph. The intersection of SR 85 and SR314 / Jeff Davis Road is signalized.

SR 314 is located on the north (west) side of SR 85 at this intersection. SR 314 within the project limits is a three (3) lane minor arterial street with one (1) northbound through lane, one (1) left turning lane from SR 314 southbound to SR 85 northbound, one southbound through lane, and a channalized right turn lane from SR 314 southbound to SR 85 southbound. SR 314 within the project area has curb, gutter and sidewalks. The posted speed limit is 35 mph.

Jeff Davis Road is on the south (east) side of SR 85 at this intersection. Jeff Davis Road is a three (3) lane minor arterial street with one (1) southbound through lane, a combined left turn lane from Jeff Davis Road northbound to SR 85 southbound or a through lane to SR 314 northbound, and a right turn lane from Jeff Davis Road northbound to SR 85 northbound. Jeff Davis Road within the project area has curb, gutter, and sidewalks. The posted speed limit is 35 mph.

The proposed project includes adding one (1) exclusive left turn lane on Jeff Davis Road northbound to SR 85 southbound which will widen Jeff Davis Road to a total of four (4) lanes at the intersection. Jeff Davis Road will be reconfigured to include a right turn lane onto SR 85 northbound; a through lane onto SR 314 northbound; a left turn lane onto SR 85 southbound, and a southbound through lane. SR 314 will be widened to align it better with Jeff Davis Road but will remain three (3) lanes as it is currently. The width of SR 85 will remain the same. Please see the attached LOCATION SKETCH and PLAN'S NETWORK SCHEMATICS SHOWING THRU LANES in the attachments for more information.

Other Projects in the Area

- PI# M003174, CSSTP-M003-00(174), SR 85 from SR 92 to Clayton County Line: Resurface and Maintenance – Currently Under Construction
- PI# 333185, BRST-074-2(41), SR 85 Northbound Lanes @ Morning Creek 3.5 Miles North of Fayetteville: Bridge Replacement – Construction is scheduled for 2007.

Existing and Projected Traffic Conditions

The 2003 average annual daily traffic (AADT) count for SR 85 within the project limits was 29,770 in 2003. By 2028 traffic is anticipated to increase to 50,455 AADT using a 2% growth rate. This is an increase of 69% for this section of SR 85. The level of service (LOS) for this stretch of SR 85 was LOS C in 2003. The LOS will decrease to a LOS F by 2028. This roadway is classified as urban principal arterial and 5% of its traffic is trucks.

The 2003 AADT count for SR 314 within the project area was 19,480 in 2003. By 2028 traffic is projected to increase to 33,015 AADT using a 2% growth rate. This is an increase of 69% for this section of SR 314. The LOS for SR 314 in the project area was LOS B in 2003. The LOS will decrease to LOS C by 2028. This roadway is classified as a minor arterial street and 2% of its traffic is trucks.

This intersection has encountered accident rates higher than the statewide average for this classification of roadway, including 32 that had injuries. Most of the accidents that occurred at this intersection were rear ends or angle accidents.

SR 85 @ SR 314/Jeff Davis Rd

	2001	2002	2003
Total Accidents	18	11	11
Accidents Per 100 MVMT	910	475	475
Statewide Accidents Per 100 MVMT	547	588	775
Accident % Higher/Lower Than Statewide Average	+66%	-19%	-39%

SR 314/Jeff Davis Rd @ SR 85

	2001	2002	2003
Total Accidents	14	14	10
Accidents Per 100 MVMT	783	727	519
Statewide Accidents Per 100 MVMT	550	568	585
Accident % Higher/Lower Than Statewide Average	+42%	+28%	-11%

Logical Termini

The termini for this project are logical because the project can stand on its own; it has no significant adverse effects of the SR 85 and SR 314 corridors beyond the boundaries of this project. This project addresses the immediate safety needs at the intersection.

Pedestrian and Bicycle Facilities/Routes

There is a project in the ARC's 2030 Regional Transportation Plan (RTP) for a paved bicycle lane along SR 314 within the project area.

Community Issues

In 1990 Fayette County had a population of 62,413 and in 2000 the total population grew to 91,263. The growth rate of Fayette County between 1990 and 2000 was 46% compared to the state average of 26%. According to the 2000 Census, 83.7% of the total population was white and 16.13% were minorities. The per capita income for Fayette County in 1999 was \$29,464 which is 28% higher than the state average of \$21,154. The median household income in 1999 for Fayette County was \$71,227, or 40% higher than the state median household income of \$42,433.

Need & Purpose

The accident history, especially on SR 314, demonstrates a need to upgrade this intersection for improved operation and safety. The accident rate in 2001 was higher than the state average on both SR 85 and SR 314/Jeff Davis Rd. In 2002 the accident rate on SR 314/Jeff Davis Rd was higher than the state average. The need of this project is to add a left turn lane on Jeff Davis Rd to SR 85 southbound and to realign SR 314 on the west side of the intersection so it will be better aligned with Jeff Davis Rd on the east side of the intersection. The purpose of these safety improvements is to mitigate the high accident rate and to improve the overall operation of the intersection.

Description of the proposed project: The project is an intersection improvement of SR 85 @ SR 314/ Jeff Davis Rd. The project will add a left turn lane on Jeff Davis Rd. The project also includes the widening of SR 314 to align SR 314 with Jeff Davis Rd and allow improved traffic flow at the intersection. The width of SR 85 will not be changed. Construction along SR 314 will begin at mile post 0.00 and end at mile post 0.05. Approximately 650 feet of construction will take place on Jeff Davis Rd. The project is located in the City of Fayetteville at mile post 11.29 on SR 85. The project is to improve the safety and traffic flow at the intersection of SR 85 @ SR 314/ Jeff Davis Rd. The intersection will meet AASHTO geometric design standards and will serve current and future traffic.

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

The proposed project includes adding one (1) exclusive left turn lane on Jeff Davis Rd northbound to SR 85 southbound which will widen Jeff Davis Rd to a total of four (4) lanes at the intersection. Jeff Davis Rd will be striped to include a right turn lane onto SR 85 northbound; a thru lane onto SR 314 northbound; a left turn lane onto SR 85 southbound, and a southbound thru lane. SR 314 will be widened to align with Jeff Davis Rd but will remain three (3) lanes as it is currently. The width of SR 85 will remain the same.

PDP Classification: Major Minor

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

Functional Classification: Urban Principal Arterial (SR 85)
Minor Arterial Street (SR 314)
Local Street (Jeff Davis Rd)

U. S. Route Number(s): NONE **State Route Number(s):** 85 & 314

Traffic (AADT): Current Year: 2010 Design Year: 2030

	<i>SR 85</i>	<i>SR 314</i>	<i>JEFF DAVS RD</i>
<i>CURRENT TRAFFIC</i>	44,400	23,300	20,800
<i>DESIGN TRAFFIC</i>	66,100	34,600	30,900
<i>K</i>	5 %	7 %	5 %
<i>D</i>	55 %	66 %	62 %
<i>T</i>	6 %	4 %	4 %
<i>24 HR T</i>	8 %	5 %	5 %

Existing design features:

- Typical Section: SR 314 has two thru lanes northbound, one thru lane, one left turn lane, and one right turn lane southbound. SR 85 has two northbound and two southbound thru lanes with one center left turn lane in both directions. Jeff Davis Rd has two thru lanes southbound, one shared thru and left turn lane northbound, and one right turn lane northbound. SR 314, SR 85 and Jeff Davis Rd have curb and gutter. Jeff Davis Rd has guardrail behind the curb and gutter on the right side with a retaining wall behind the guardrail.
- Posted speed: 45 mph (SR 85), 35 mph (SR 314), and 25 mph (Jeff Davis Rd)
- Minimum radius of curvature: 100'
- Maximum grade: 1%
- Total width of right of way: 120 ft (SR 85), 120 ft (SR 314), and 60 ft (Jeff Davis Rd)
- Major structures: NONE
- Major interchanges or intersections along the project: SR 85 @ SR 314 & Jeff Davis Rd
- Existing length of roadway: 0.125 mi

Proposed Design Features:

SR 85

- Proposed Typical Section(s): Jeff Davis Rd will have two thru lanes southbound, one thru lane, one left turn lane and one right turn lane northbound. Jeff Davis Rd will have curb and gutter and guardrail on the right side with a retaining wall behind the guardrail. SR 314 will remain the same width but will be aligned to match Jeff Davis Rd.
- Posted speed 45 mph (SR 85), 35 mph (SR 314), and 25 mph (Jeff Davis Rd).
- Proposed Maximum grade Mainline 1 % Maximum grade allowable 6 %.
- Proposed Maximum grade Side Street 1 % Maximum grade allowable 6 %.
- Proposed Maximum grade driveway 1 %
- Proposed Minimum radius 100'. Minimum radius allowable _____.
- Right of way
 - Width SAME AS EXISTING.
 - Easements: Temporary , Permanent , Utility , Other .
 - Type of access control: Full , Partial , By Permit , Other .
 - Number of parcels: 0 Number of displacements: NONE
 - Business: _____
 - Residences: _____
 - Mobile homes: _____
 - Other: _____
- Structures:
 - Bridges - NONE
 - Retaining wall: Jeff Davis Rd on right side behind the guardrail (50 ft length)
 - Major intersections: SR 85 @ SR 314 & Jeff Davis Rd
- Traffic control during construction: *No proposed detours.*

- Design Exceptions to controlling criteria anticipated:

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

- Design Variances; NONE
- Environmental concerns: NONE
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes , No ,
 - Categorical exclusion ,
 - Environmental Assessment/Finding of No Significant Impact (FONSI) , or
 - Environmental Impact Statement (EIS) .
- Utility involvements:
 - Bell South
 - City of Fayetteville Water & Sewer
 - Comcast
 - Coweta-Fayette EMC
 - Georgia Power

Project responsibilities:

- Design, - City of Fayetteville
- Right of Way Acquisition, - None
- Relocation of Utilities, - GDOT
- Letting to contract, - GDOT
- Supervision of construction, - GDOT
- Providing material pits, - Contractor

Coordination

- Public involvement. *None*
- Local government comments. *The City of Fayetteville initiated the project and they are for the project.*
- Other projects in area:
 - PI# M003174, CSSTP-M003-00(174), SR 85 from SR 92 to Clayton County Line: Resurface and Maintenance – Currently Under Construction
 - PI# 333185, BRST-074-2(41), SR 85 Northbound Lanes @ Morning Creek 3.5 Miles North of Fayetteville: Bridge Replacement – Construction is scheduled for 2007.

Project Concept Report page 10
Project Number: CSSTP-0007-00(241)
P. I. Number: 0007241
County: Fayette

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 2 Months.
- Time to complete preliminary construction plans: 3 Months.
- Time to complete right of way plans: NA Months.
- Time to complete the Section 404 Permit: 4 Months.
- Time to complete final construction plans: 3 Months.
- Time to complete to purchase right of way: NA Months.

Other alternates considered:

- Build
- No build

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
2. Sketch location map,
3. Typical sections,
4. Accident summaries,
5. PMA (Not signed yet),
6. Location and Design Notice,
7. Conforming plan’s network schematics showing thru lanes

PRELIMINARY COST ESTIMATE

PREPARED BY: JIM HOSKINS

PROJECT LENGTH: 0.40 MILE

ESTIMATED LETTING DATE: MAY 2006

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

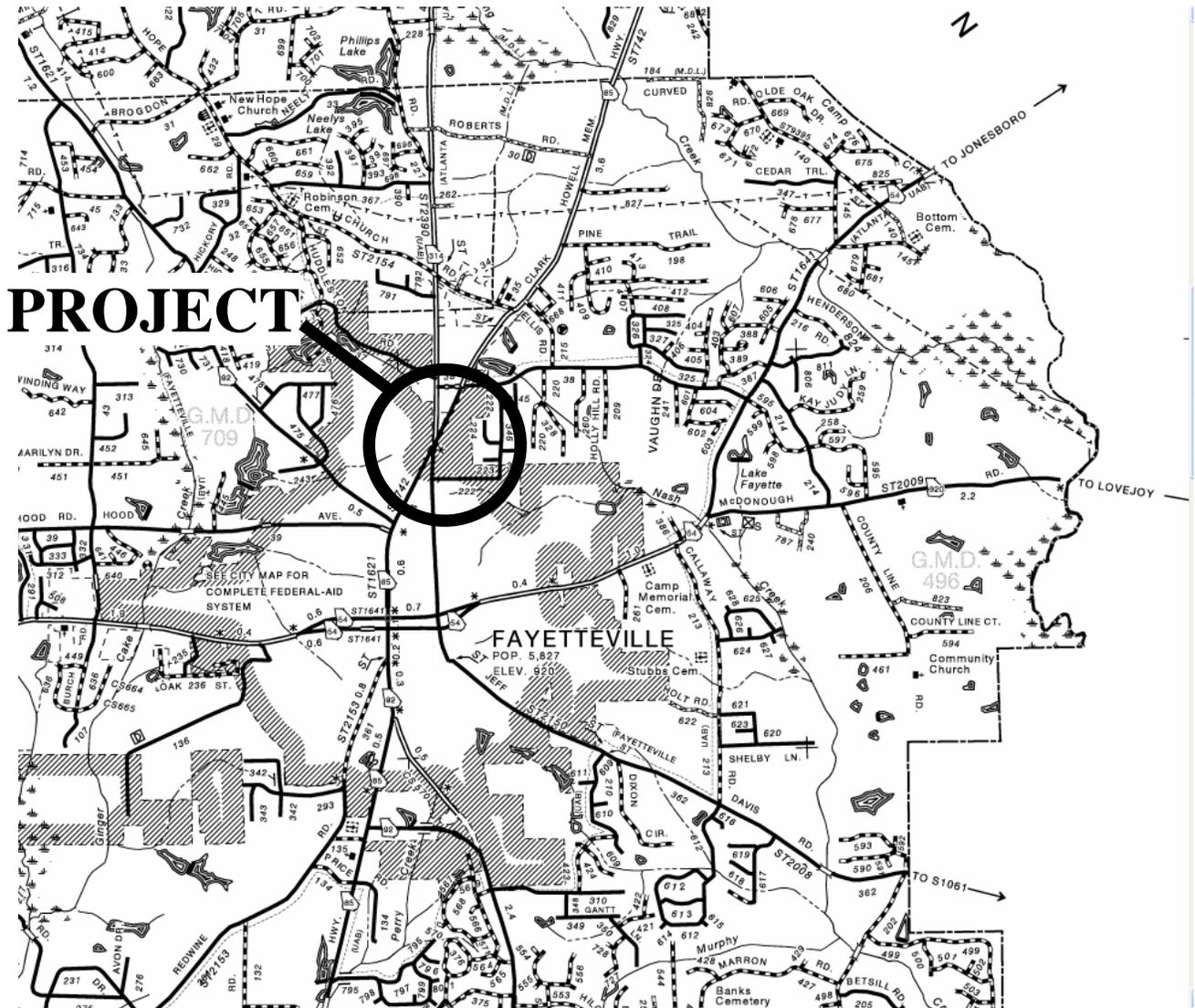
PROJECT COST	
A. RIGHT-TO-WAY:	
1. PROPERTY (LAND & EASEMENT ac @ \$32)	\$ 0.00
2. DISPLACEMENTS; RES: , BUS: , M.H.:	\$ 0.00
3. OTHER COST (ADM./COST, INFLATION)	\$ 0.00
SUBTOTAL:A	\$ 0.00
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$
2. TRANSMISSION LINES	\$
3. SERVICES	\$
SUBTOTAL:B	\$ 0.00
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	\$
a. OVERPASSES	\$
b. RETAINING WALL (16 yd ³ @ \$320.00/ yd ³)	\$ 5120.00
SUBTOTAL:C-1	\$ 5120.00
2. GRADING AND DRAINAGE:	
a. EARTHWORK (grading complete)	\$ 65,000.00
b. DRAINAGE:	
1) Cross Drain Pipe (LUMP)	\$
2) Curb and Gutter (430 ft @ \$12.00/ft)	\$ 5,120.00
3) Longitudinal System(include catch basins)	\$
SUBTOTAL:C-2	\$ 70,120.00

PROJECT COST		
3. BASE AND PAVING:		
a. AGGREGATE BASE (130 Ton @ \$15.00/ Ton)		\$ 1,950.00
b. ASPHALT PAVING: Surface (300 Ton @ \$50.00/ Ton)	\$ 15,000.00	
Binder (30 Ton @ \$50.00/ Ton)	\$ 1500.00	
Base (40 Ton \$50.00/ Ton)	\$ 2000.00	
SUBTOTAL:C-3.b		\$ 18,500.00
c. CONCRETE PAVING		\$ 750.00
d. OTHER (Bituminous Tack: 200 Gal @ \$1.00/ Gal)		\$ 200.00
SUBTOTAL:C-3		\$ 21,400.00
4. LUMP ITEMS:		
a. GRASSING (1 ac @ \$1,600/ ac)		\$ 1600.00
b. CLEARING AND GRUBBING (ac @ \$4,000/ ac)		\$
c. LANDSCAPING		\$
d. EROSION CONTROL (LUMP)		\$ 3,000.00
e. TRAFFIC CONTROL		\$ 25,000.00
SUBTOTAL:C-4		\$ 29,600.00
5. MISCELLANEOUS:		
a. MILL ASPHALT (450 yd ² @ \$4.00/ yd ²)		\$ 1800.00
b. SIGNING - MARKING		\$ 3000.00
c. GUARDRAIL – (70 ft @ \$15.00/ ft)		\$ 1050.00
c. GUARDRAIL ANCHORAGE– (Type 1)		\$ 500.00
d. PAVEMENT REINFORCING FABRIC (240 ft @ \$6.00/ ft)		\$ 1440.00
SUBTOTAL:C-5		\$ 7,790.00
6. SPECIAL FEATURES: signalization		
SUBTOTAL:C-6		\$ 20,000.00

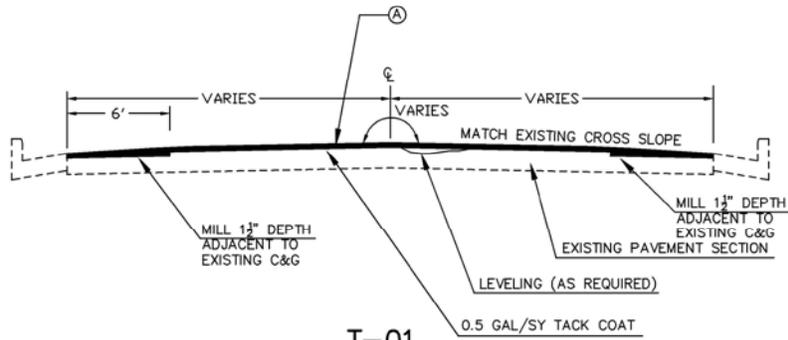
ESTIMATE SUMMARY		
A. RIGHT-OF-WAY ()		
	\$	0.00
B. REIMBURSABLE UTILITIES		
	\$	0.00
C. CONSTRUCTION		
1. MAJOR STRUCTURES		
	\$	5,120.00
2. GRADING AND DRAINAGE		
	\$	70,120.00
3. BASE AND PAVING		
	\$	21,400.00
4. LUMP ITEMS		
	\$	29,600.00
5. MISCELLANEOUS		
	\$	7,790.00
6. SPECIAL FEATURES		
	\$	20,000.00
SUBTOTAL CONSTRUCTION COST		
	\$	154,030.00
E. & C. (10%)		
	\$	15,403.00
INFLATION (5% PER YEAR)		
	\$	0.00
NUMBER OF YEARS	0	
TOTAL CONSTRUCTION COST		
	\$	169,433.00
GRAND TOTAL PROJECT COST		
	\$	169,433.00

This project is 100 percent in congressional district 8.

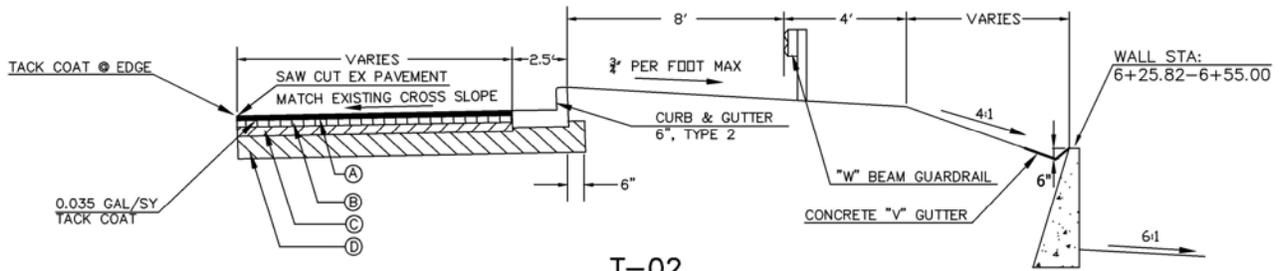
LOCATION SKETCH MAP



TYPICAL SECTION



T-01
TYPICAL OVERLAY SECTION (NORMAL CROWN)
 JEFF DAVIS DRIVE STA. 1+87.25 - 7+19.85
 N.T.S.

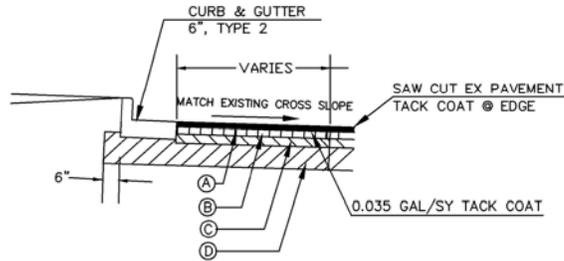


T-02
JEFF DAVIS DRIVE (ALTERNATE SHOULDER RIGHT W/GUARDRAIL)
 STA. 5+96.62 - 6+71.05
 N.T.S.

TYPICAL SECTION

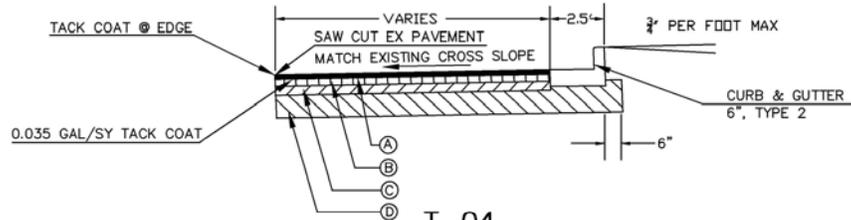
REQUIRED PAVEMENT

- Ⓐ 165 LB/SY RECYCLED ASPH CONC
12.5 mm SUPERPAVE, GP 1 OR 2,
INCL BITUM MATL & H LIME
- Ⓑ 220 LB/SY RECYCLED ASPH CONC
19 mm SUPERPAVE, GP 1 OR 2,
INCL BITUM MATL & H LIME
- Ⓒ 330 LB/SY RECYCLED ASPH CONC
12.5 mm SUPERPAVE, GP 1 OR 2,
INCL BITUM MATL & H LIME
- Ⓓ 8" GRADED AGGREGATE BASE



T-03
JEFF DAVIS DRIVE (ALTERNATE SHOULDER LEFT)

STA. 5+87.85 - 6+31.92
 N.T.S.



T-04
JEFF DAVIS DRIVE (ALTERNATE SHOULDER RIGHT)

STA. 6+71.05 - 6+93.87
 N.T.S.

ACCIDENT SUMMARIES

SR 85 @ SR 314/Jeff Davis Rd

	2001	2002	2003
Total Accidents	18	11	11
Accidents Per 100 MVMT	910	475	475
Statewide Accidents Per 100 MVMT	547	588	775
Accident % Higher/Lower Than Statewide Average	+66%	-19%	-39%

SR 314/Jeff Davis Rd @ SR 85

	2001	2002	2003
Total Accidents	14	14	10
Accidents Per 100 MVMT	783	727	519
Statewide Accidents Per 100 MVMT	550	568	585
Accident % Higher/Lower Than Statewide Average	+42%	+28%	-11%

TRAFFIC DATA

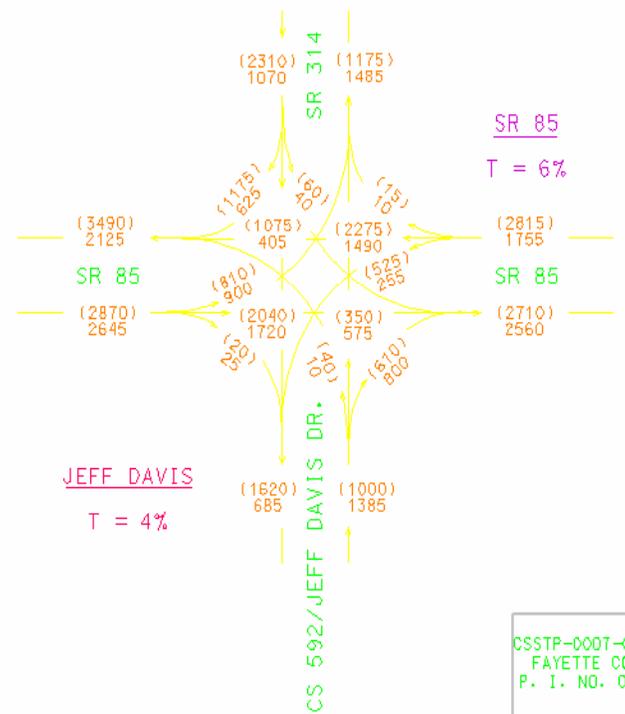
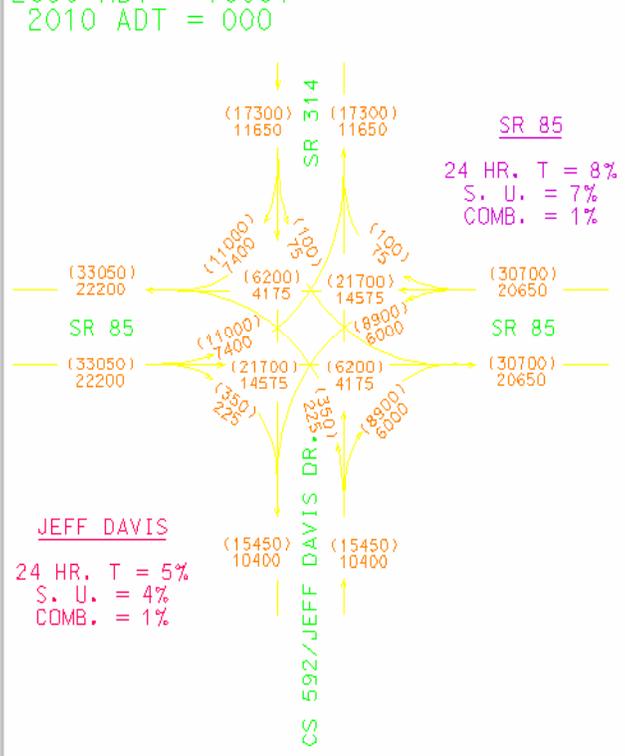
PAGE 1 OF 1

GEORGIA DEPARTMENT OF TRANSPORTATION
 OFFICE OF ENVIRONMENT/LOCATION

FAYETTE COUNTY

2030 ADT = (000)
 2010 ADT = 000

2030 PM DHV = (000)
 2030 AM DHV = 000



CSSTP-0007-00(241)
 FAYETTE COUNTY
 P. I. NO. 0007241
 SR 85 @ SR 314/
 CS 592/JEFF
 DAVIS DR.
 T.J.W.
 01/05

AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

City of Fayetteville

FOR

TRANSPORTATION FACILITY IMPROVEMENTS

This AGREEMENT is made and entered into this ____ day of _____, 2005, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the City of Fayetteville, ___ acting by and through its Mayor and City Council, hereinafter called the "SPONSOR".

WHEREAS, the SPONSOR has represented to the DEPARTMENT a desire to improve the transportation **facility** 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. The DEPARTMENT 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", right of way acquisitions as per a future agreement or construction as per a future construction agreement.

3. 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.

4. 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.

5. 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.

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 a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

b. Perform all surveys and mapping, needed for design of the PROJECT.

c. 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.

d. 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.

e. 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.

f. 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.

8. 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.

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 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.

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. 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.

14. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained 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.

15. 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.

16. 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.

17. 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.

18. 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.

19. This AGREEMENT is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

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

RECOMMENDED:

District Engineer

Deputy Commissioner

Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY: _____
Commissioner

ATTEST:

Treasurer

REVIEWED AS TO LEGAL FORM:

Office of Legal Services

SPONSOR: City of Fayetteville

BY: _____
Name
Title

Signed, sealed and delivered this _____
day of _____, 2005, in the
presence of:

Witness

Notary Public

This Agreement approved on the _____ day of
_____, 2005.

City Clerk

FEIN: _____

EXHIBIT "A"
CSSTP0007-00 (241) – Fayette County

Project	Description	Project Type	Authorized PE & CST Amounts	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
CSSTP-0007 -00 (241) P.I. #0007241	SR 85 @ SR 314/Jeff Davis Road Intersection Imp.	Operational Improvement	\$20,000	\$16,000	City	City	GDOT
			\$180,000	\$144,000	City	City	GDOT

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

**PLAN'S NETWORK SCHEMATICS
SHOWING THRU LANES**

