

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0007578 **OFFICE** Design Policy & Support
Tift County
GDOT District 4 - Tifton **DATE** 10/9/2013
Sidewalk and Streetscapes in Tifton

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Paul Tanner, Asst. State Transportation Data Administrator
Attn: Systems & Classification Branch
Jeff Fletcher, Statewide Location Bureau Chief
Joe Sheffield, District Engineer
Brent Thomas, District Preconstruction Engineer
Tim Warren, District Utilities Engineer
Aghdas Ghazi, Project Manager
BOARD MEMBER - 8th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type: Sidewalks P.I. Number: 0007578
 GDOT District: 4 County: Tift
 Federal Route Number: N/A State Route Number: N/A

Project Description (provide a very brief description of the project)
 Sidewalk and streetscape amenities along with surface improvements on Brumby Way in the city of Tifton

Submitted for approval:

<u>Glenn Bowman</u> Local Government <u>City of Tifton, City manager</u>	<u>8-14-13</u> DATE
<u>John Watter</u> AICP, ADEC E & I, Inc. Consultant Designer & Firm or GDOT Concept/Design Phase Office Head & Office	<u>8/14/2013</u> DATE
<u>Glenn Bowman</u> GDOT Project Manager	<u>8/16/2013</u> DATE
<u>Benett Rio</u> State Program Delivery Engineer	<u>8/22/2013</u> DATE

Recommendation for approval:

<u>Glenn Bowman*/EKP</u> State Environmental Administrator	<u>9/5/2013</u> DATE
<u>Kathy Zohul*/EKP</u> State Traffic Engineer (required for roundabout projects)	<u>9/13/2013</u> DATE
<u>N/A</u> State Bridge Design Engineer (required for projects with major structures)	<u>—</u> DATE

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).

<u>Cindy Van Dyke*/EKP</u> State Transportation Planning Administrator	<u>9/9/2013</u> DATE
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Approval:

Concur: <u>[Signature]</u> GDOT Director of Engineering	<u>9/30/2013</u> DATE
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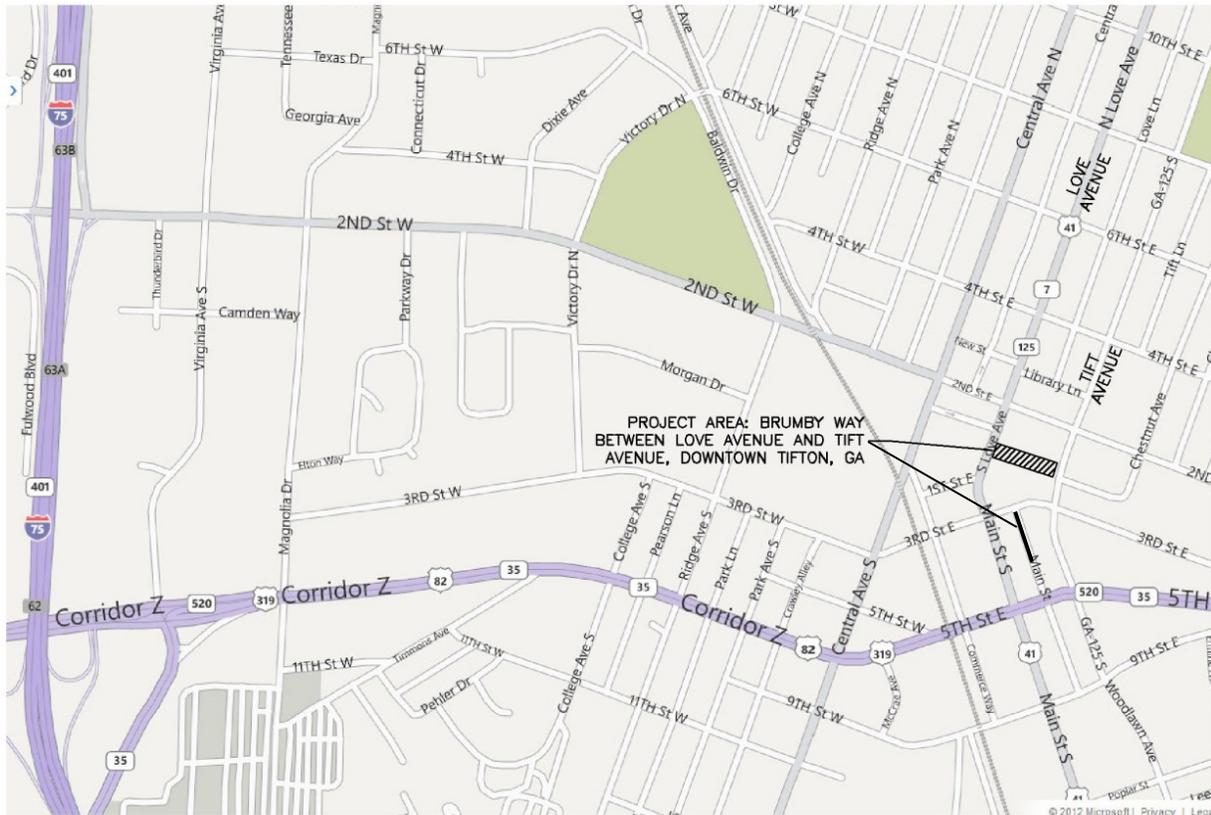
Approve: <u>[Signature]</u> GDOT Chief Engineer	<u>10/7/13</u> DATE
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* - RECOMMENDATION ON FILE

Project Number: CSHPP-0007-00(578), P.I. Number: 00075789

PROJECT LOCATION MAP

DOWNTOWN TIFTON, TIFT COUNTY



PLANNING & BACKGROUND DATA

Project Justification Statement:

The downtown Tifton area is comprised of a variety of buildings, open spaces and land uses within a relatively dense urban environment. Within this downtown core area, connectivity and facilities for comfortable and safe pedestrian movement are important. The City of Tifton and Tifton Downtown Development Authority have prepared a comprehensive master plan for the downtown core area with associated recommendations for transportation enhancements, including streetscape improvements. Guided by public input, the downtown master plan also addresses the local desire for downtown enhancement, public/private revitalization, and increased business and tourism activity. Tifton is at an important time in its downtown revitalization initiative, and the master plan addresses the need for integrated, planned enhancements to the multi-modal transportation facilities and multi-use public spaces in the downtown core.

The City and DDA have also placed major emphasis on the historic features and structures in downtown

County: Tift

Tifton. Local buildings such as the Tifton Terminal Railway Museum and the Myon Hotel (City Hall) as well as public spaces such as Tifton Gardens Park and Gateway Park are important components of downtown Tifton. Located within the Tifton Downtown Historic District, the area broadly surrounding these landmark properties serves as an important public gathering area for special events including a seasonal farmers market and downtown festivals.

The street network in the core of downtown Tifton is functionally appropriate for downtown vehicular traffic, however there are insufficient or lacking pedestrian facilities in many locations. The primary road through downtown Tifton is Main Street/Love Avenue (U.S. 41/S.R. 125/17), which follows a general southwest to northeast alignment within the subject area and provides access to I-75 and U.S. 82. Traffic conditions along this corridor in downtown Tifton are generally uncongested. There is appropriate on-street downtown parking along portions of the corridor which is heavily used and functions well as a traffic calming element. And most of Main Street south of the Railroad crossing has adequate sidewalk facilities due to a previously completed Transportation Enhancement project.

Brumby Way is located adjacent to the north side of Tifton Gardens Park and the historic Atlantic Coastline depot. Brumby Way provides one-way vehicular access between Main Street/Love Avenue and Tift Avenue as well as significant amounts of parking for the downtown core. Brumby Way completely lacks sidewalks and related pedestrian amenities, including ADA-compliant parking spaces and ramps, as well as appropriate lighting, trees and landscaping. Due to the significant amount of parking and pedestrian traffic in this area, there is a strong need for improved pedestrian facilities, lighting, trees and landscaping.

Gateway Alley is a former rail spur route that was later paved and is currently a rough, asphalt surface that serves a few vehicles each day. The Tifton comprehensive downtown master plan designates the Gateway Alley as a new pedestrian corridor. Following completion of TE project 0009134 (anticipated completion October, 2013) there will be a gap of unimproved pedestrian corridor between Gateway Park and East 3rd Street, leaving the need to improve this segment of Gateway Alley for shared vehicular and pedestrian use.

Description of the proposed project:

Based on the above-stated need, the proposed action is intended specifically to improve pedestrian facilities and streetscape, and facilitate pedestrian mobility within the project area. Proposed sidewalks will serve Brumby Way, connecting to Main Street/Love Avenue and Tift Avenue. Construction of sidewalks, curb and gutter will help to define the pedestrian corridors and also convey stormwater. As appropriate for the downtown core context, sidewalk improvements are proposed to include landscaping, street furnishings, lighting, signage and associated amenities. For Gateway Alley between East 3rd Street and Gateway Park, pavement improvements will connect to and continue the surface enhancements that are currently under construction on Gateway Alley between East 3rd Street and 1st Street Extension.

Federal Oversight: Exempt State Funded Other

MPO: N/A

MPO Project ID N/A

Regional Commission: Southern Georgia RC

RC Project ID N/A

County: Tift

Congressional District(s): 8

Projected Traffic: ADT or AADT

Current Year (2013): 1,000 Open Year (2015): 1,050

Design Year (2035): 1,500

Traffic Projections Performed by: AMEC

Functional Classification (Mainline): Urban Local Road

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Will Context Sensitive Solutions procedures be utilized? No Yes

DESIGN AND STRUCTURAL DATA - Mainline Design Features: *Brumby Way*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	1	1	1
- Lane Width(s)	10' - 15' varies	12'	12'
- Sidewalks	None	5'	5' to 6'
Posted Speed	30 mph		15 mph
Design Speed	30 mph	35 mph	15 mph
Right-of-Way Width	50' (varies)	N/A	50' (varies)
Design Vehicle	SU or P	SU or P	SU or P

*According to current GDOT design policy if applicable

Major Structures: N/A

Major Interchanges/Intersections: None

Utility Involvements: No utility relocations planned

Public Interest Determination Policy and Procedure recommended (Utilities)? No Yes

SUE Required: No Yes

Railroad Involvement: Tifton DDA is the owner of Right-of-Way for rail in the project area, between Love Ave. and Tift Ave. Norfolk Southern is the owner of lead lines to the west and spur lines to the east. City of Tifton and Tifton DDA will coordinate with Norfolk Southern re: pedestrian crossings.

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: None Bicycle Pedestrian Transit

Right-of-Way:

Required Right-of-Way anticipated: No Yes Undetermined

Easements anticipated: None Temporary Permanent Utility Other

County: Tift

Anticipated number of impacted parcels:	2
Displacements anticipated: 0	Total: 0
	Businesses: 0
	Residences: 0
	Other: 0

Transportation Management Plan [TMP] Required: No Yes
 If Yes: Project classified as: Non-Significant Significant
 TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: None anticipated

Design Variances to GDOT Standard Criteria anticipated: Intersection sight distance

ENVIRONMENTAL DATA

Anticipated Environmental Document:
 GEPA: NEPA: CE PCE

Project Air Quality:
 Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes
 Is a Carbon Monoxide hotspot analysis required? No Yes

MS4 Compliance – Is the project located in an MS4 area? No Yes

Environmental Permits/Variations/Commitments/Coordination anticipated: Land Disturbance Permit, Railroad Coordination (Norfolk Southern)

NEPA/GEPA Comments & Information: The downtown Tifton area has numerous historic resources and is an established historic district. Their disposition will be further evaluated and addressed during preparation of the environmental document, submission of the Categorical Exclusion (CE) and coordination with other downtown projects. No significant or apparent environmental concerns are anticipated, as the purpose for the project is to enhance the historic downtown environment.

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	City of Tifton
Design	City of Tifton
Right-of-Way Acquisition	City of Tifton
Utility Relocation	City of Tifton (Not Anticipated)

County: Tift

Letting to Contract	City of Tifton
Construction Supervision	City of Tifton
Providing Material Pits	City of Tifton (Not Anticipated)
Providing Detours	City of Tifton
Environmental Studies, Documents, and Permits	City of Tifton
Environmental Mitigation	City of Tifton (Not Anticipated)
Construction Inspection & Materials Testing	City of Tifton

Lighting required: No Yes

Other projects in the area: PI 0009134, PI 0010674

Other coordination to date: Concept meeting held 7/7/2010 (meeting minutes attached). A concept planning charrette was held in July, 2009. An advertised public meeting was an integral part of the charrette, and all charrette meetings were open to the public. Subsequently, the Tifton Downtown Development Authority (DDA) approved the preliminary concept in a public meeting in October, 2009. A revised concept was approved by the Tifton DDA in September, 2010 and a Concept Report for the adjacent TE project (PI 0009134 – currently under construction) was approved in December, 2010. These improvements and the associated under-construction and planned improvements (PI 0009134 and PI 0010674) have support of the Tifton City Council. Coordination with other projects in the area has been extensive. In addition to the previously mentioned TE projects, the Tifton DDA has recently completed Tifton Gateway Park which is at the southern terminus of this project, connecting Main Street to the adjacent Gateway Alley to the east. Additionally, a comprehensive way finding signage project is underway which is being coordinated with downtown streetscape improvements. And coordination with utilities in the general area has been ongoing with respect to the adjacent TE project (PI 0009134).

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
By Whom	(80%)Federal, (\$120,000) (20%)City of Tifton (\$30,000), > (\$150,000) City of Tifton	Temp Const Eastments	N/A	(80%) Federal (\$554,925), (20%) City of Tifton (\$138,731), > (\$693,656) City of Tifton	N/A	
\$ Amount	\$150,000	\$5,000	\$0	\$700,845	\$0	\$855,845
Date of Estimate	8/13/2013	8/13/2013	8/13/2013	8/13/2013	8/13/2013	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

County: Tift

ALTERNATIVES

Preferred Alternative: Reconfiguration of Brumby Way as a one-way westbound local street with a combination of parallel and diagonal on-street parking between Tift Ave. and Love Ave., and reconstruction of the Gateway Alley from East 3rd St. south to the Tifton Gateway Park to enhance connectivity between Tifton Gateway Park and the 1st Street Extension area being improved with PI 0009134 (see attached concept plan).

Estimated Property Impacts:	None	Estimated Total Cost:	\$700,845
Estimated ROW Cost:	\$0	Estimated CST Time:	6 months

Rationale: Preferred alternative coordinates with 1st Street Extension (one-way eastbound) to create a one-way pair, enhancing connectivity and flow for motorists seeking to park in the area and enhancing the pedestrian environment with sidewalks along Brumby Way, across the railroad tracks connecting to 1st St. Extension, and extending south along Gateway Alley to Tifton Gateway Park. Reconfigured on-street parking provides standard size parking spaces. Posting speed limit at 15 MPH is appropriate due to the fact that the total length of Brumby Way is one block (450 ft.). Preferred alternative as modified reduces potential impact on existing utilities in the project area and also does not require ROW acquisition.

No-Build Alternative: Brumby Way as one-way eastbound street with undersized diagonal parking as currently striped, no sidewalks, and unimproved Gateway Alley between East 3rd Street and Gateway Park.

Estimated Property Impacts:	None	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	N/A

Rationale: It was determined to be unacceptable to leave the project area in its current condition due to poor pedestrian conditions, undersized parking spaces, inefficient traffic flow, and unattractive landscaping.

Alternative 1: Reconfiguration of Brumby Way as a two-way street with perpendicular parking on the north side of the street, and pedestrian improvements.

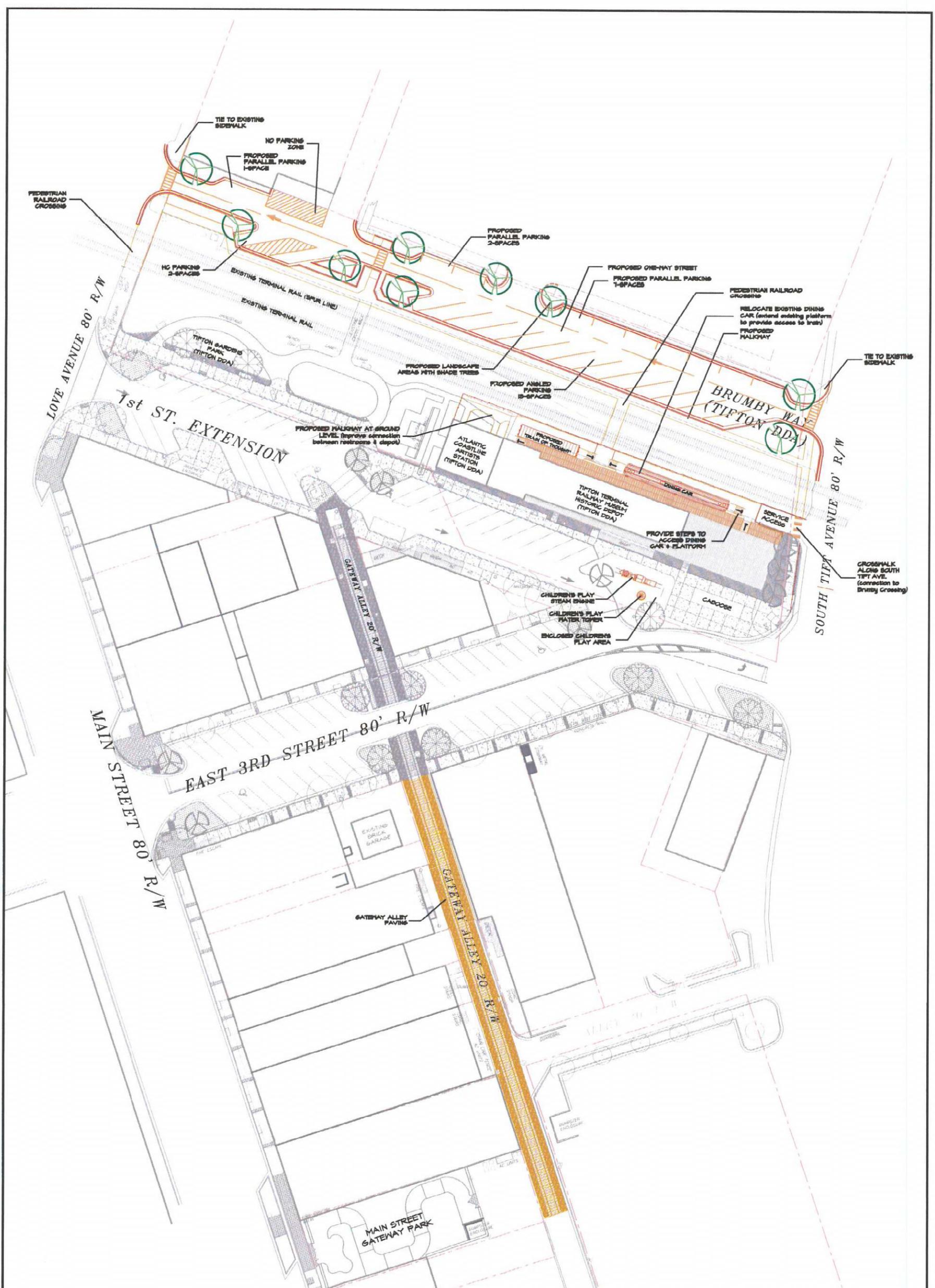
Estimated Property Impacts:	None	Estimated Total Cost:	\$785,241
Estimated ROW Cost:	\$0	Estimated CST Time:	N/A

Rationale Previous review by GDOT District office and other reviewers expressed concern about amount of width required to accommodate two-way traffic and perpendicular parking, and suggested alternate design for traffic lane and parking. Resulting preferred alternative was developed in response to comments and accepted by City of Tifton and Tifton DDA.

Comments/additional information: All planned work will be constructed as one project, with appropriate staging to minimize access impediments to local businesses. Design features and materials will be coordinated with design for PI 0009134.

Attachments:

1. Concept Layout
2. Typical sections
3. Cost Estimates
4. Traffic Projection Calculations
5. Lighting Commitment Letter
6. Meeting Minutes
7. Signed Agreements



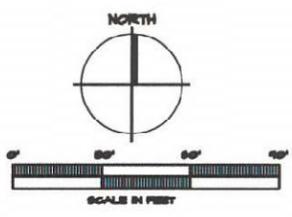
City of Tifton
 DOWNTOWN
 DEVELOPMENT
 AUTHORITY

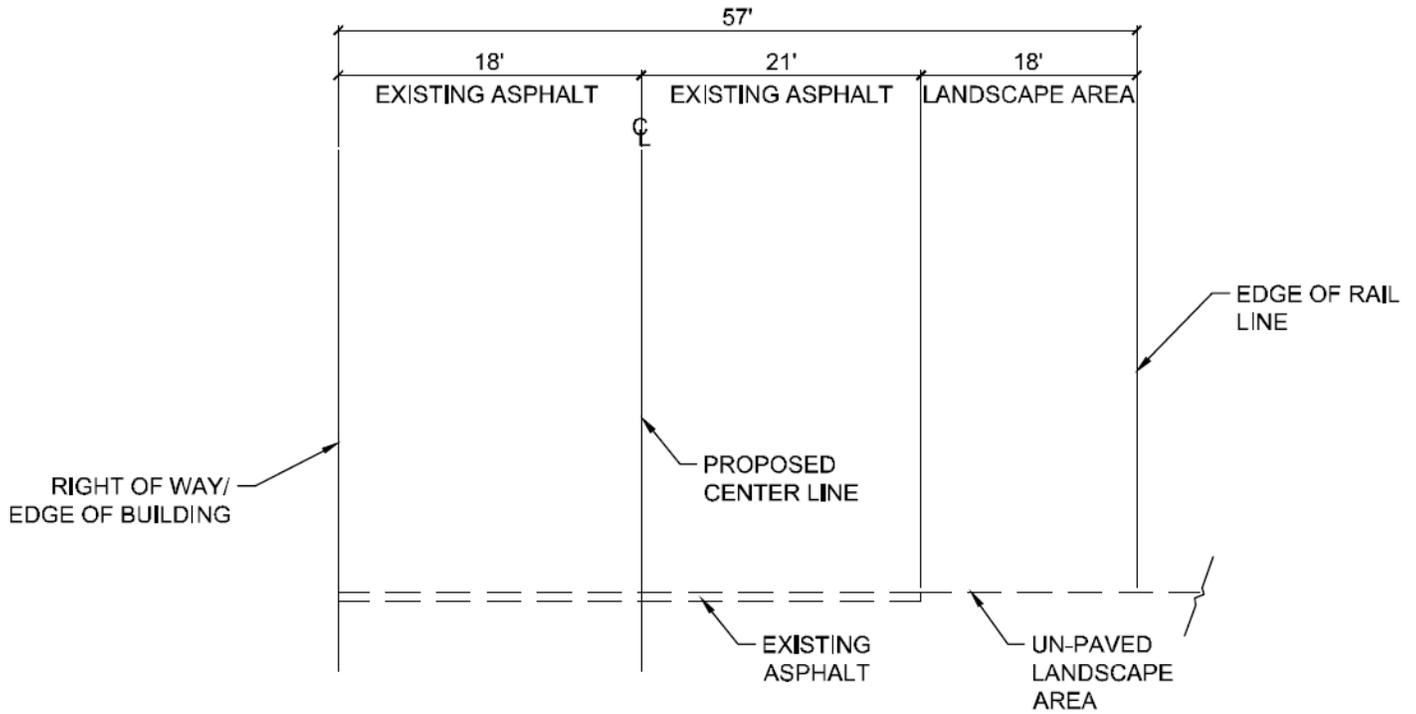
Brumby Way
 CONCEPT

August 9, 2013

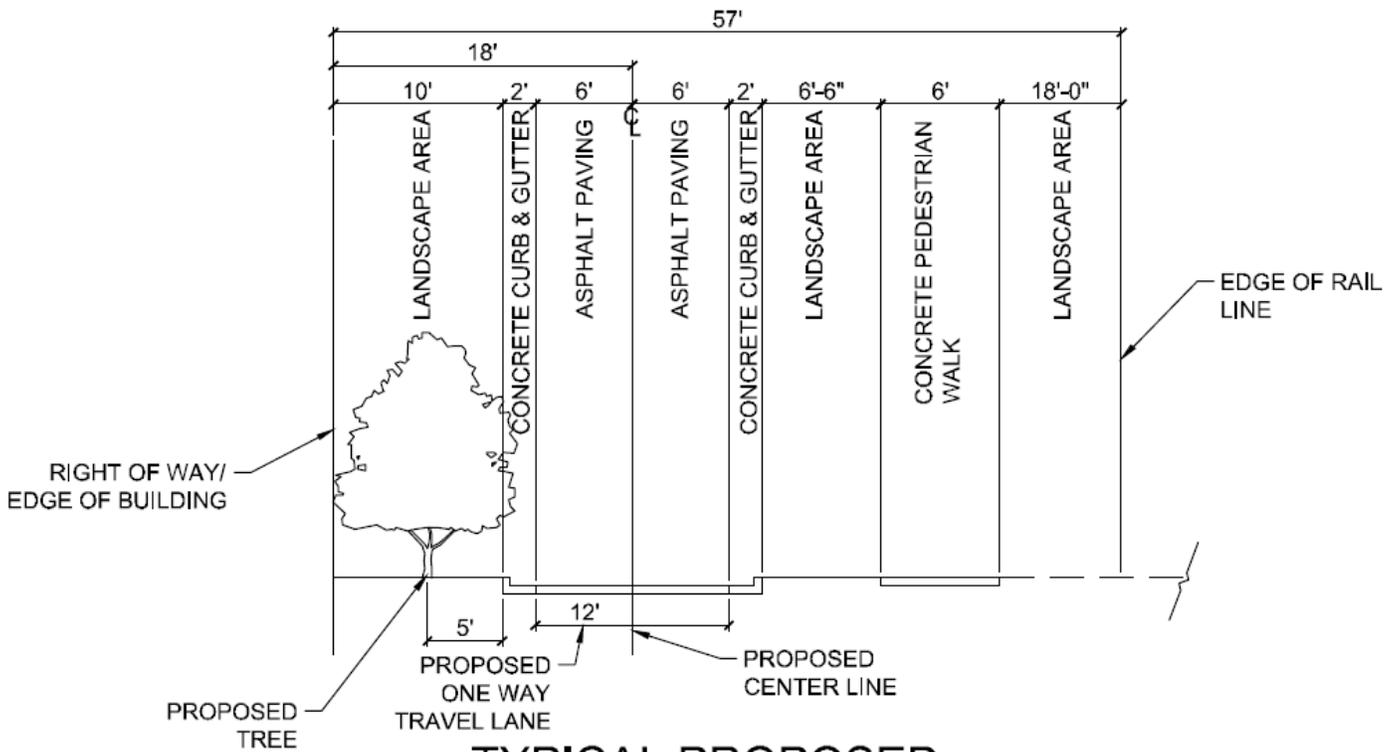
CITY OF
 TIFTON

amec

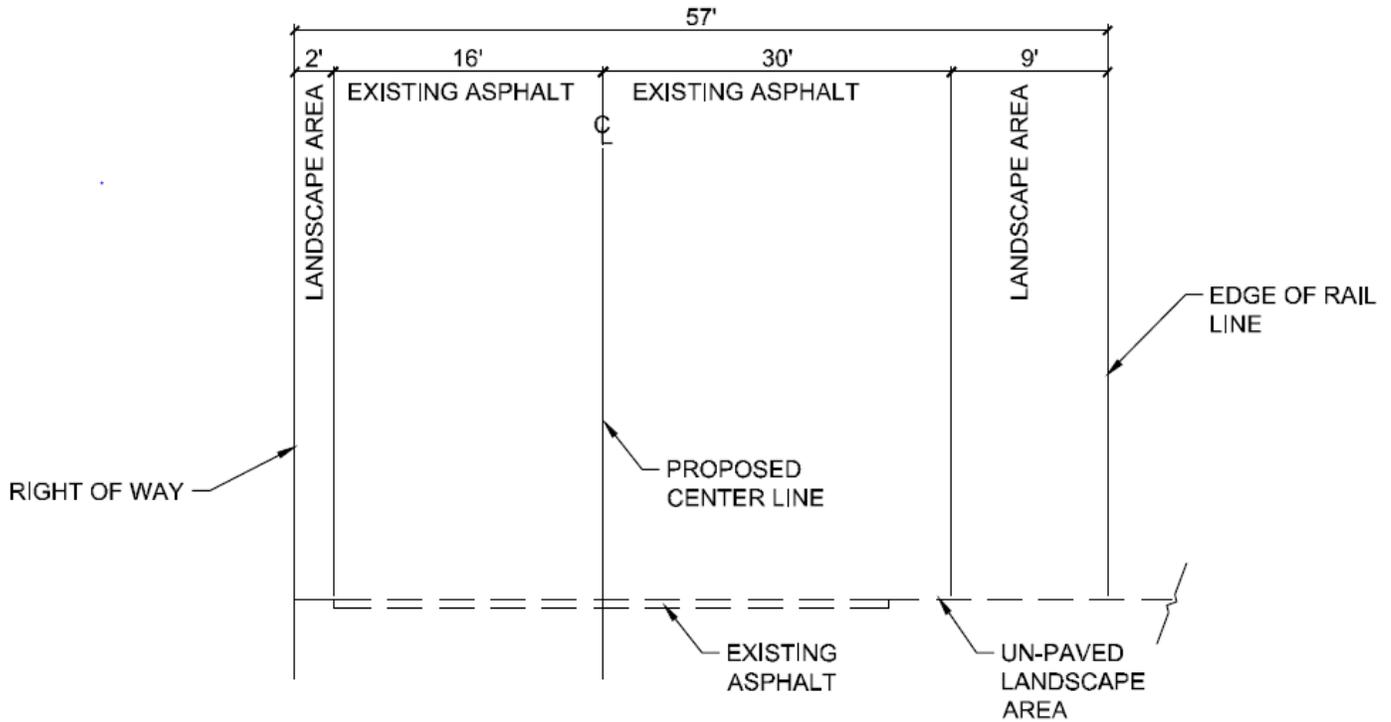




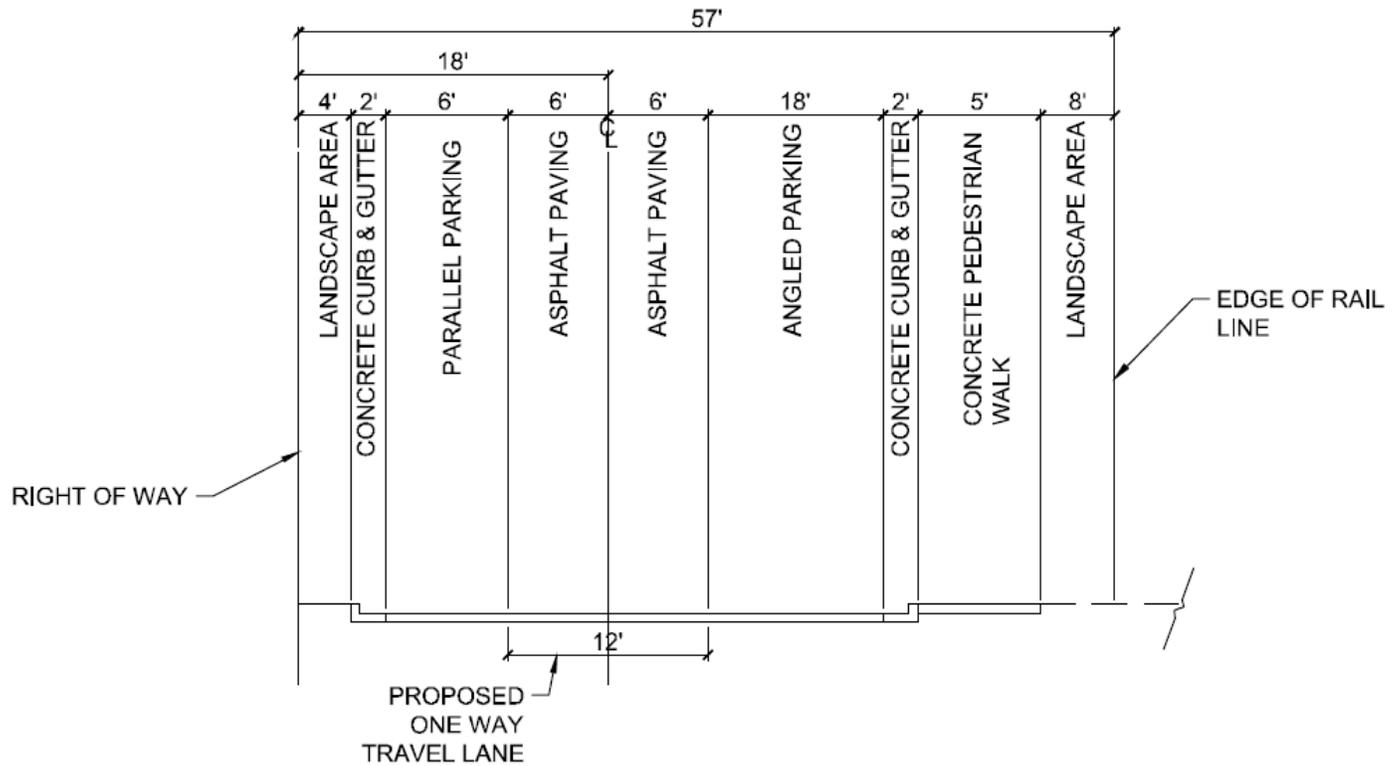
**TYPICAL EXISTING
SECTION A:
BRUMBY WAY**



**TYPICAL PROPOSED
SECTION A:
BRUMBY WAY**



**TYPICAL EXISTING
SECTION B:
BRUMBY WAY**



**TYPICAL PROPOSED
SECTION B:
BRUMBY WAY**

STATE HIGHWAY AGENCY

DATE: 09/13/2013

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JOB ESTIMATE REPORT

JOB NUMBER : 0007578 SPEC YEAR: 01
 DESCRIPTION : DOWNTOWN TIFTON STREETScape AND PEDESTRIAN ENHANCEMENTS
 BRUMBY WAY

ITEMS FOR JOB 0007578

LINE ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
MOBILIZATION AND TRAFFIC CONTROL						
0005	150-1000	LS	TRAFFIC CONTROL - TRAFFIC CONTROL - CSHPP-0007-00 (578)	1.000	5000.00	5000.00
0010	151-1000	LS	MOBILIZATION - MOBILIZATION - CSHPP-0007-00 (578)	1.000	8000.00	8000.00
EROSION AND SEDIMENT CONTROL						
0015	161-1000	LS	EROSION CONTROL - TEMP EROSION & SEDIMENT CONTROL	1.000	4000.00	4000.00
REMOVALS AND OTHER SITE PREPARATION						
0020	210-0100	LS	GRADING COMPLETE - GRADING COMPLETE - CSHPP-0007-00 (758)	1.000	100000.00	100000.00
0025	432-0208	SY	MILL ASPH CONC PVMT / 2" DEP	800.000	3.64	2913.78
0035	610-6605	EA	REM LIGHTING STANDARD	7.000	444.33	3110.36
0040	611-3010	EA	RECONSTR DROP INLET, GROUP 1	8.000	1071.12	8569.03
ROAD PAVING, STRIPING AND SIGNAGE						
0044	310-1101	TN	GR AGGR BASE CRS, INCL MATL	200.000	24.04	4809.66
0045	402-3100	TN	REC AC 9.5 MM SP TPI GP10RB INCL BM&HL	80.000 15.000	87.03 3.00	6962.78 45.00
0046	413-1000	GAL	BITUM TACK COAT			
0050	636-0000	\$	SEC 636 HIGHWAY SIGNS TRAFFIC SIGNAGE (ALLOWANCE)	1.000	1000.00	1000.00
0055	652-0000	\$	SEC 652 PAINT TRAFF STRIPE PAVEMENT MARKINGS (ALLOWANCE)	1.000	2500.00	2500.00
0059	900-0039	SF	BRICK PAVERS	8000.000	12.04	96365.04
CONCRETE CURBING, SIDEWALKS, AND DRIVEWAYS						
0065	441-0016	SY	DRIVEWAY CONCRETE, 6 IN TK	45.000	49.16	2212.56
0069	441-0104	SY	CONC SIDEWALK, 4 IN	400.000	39.81	15927.77
0070	441-0106	SY	CONC SIDEWALK, 6 IN	95.000	49.97	4747.99
0074	441-7001	EA	CURB CUT WHEELCHAIR RAMPS, TP 1	4.000	300.00	1200.00
0075	441-6022	LF	CONC CURB & GUTTER, 6"X30"TP2	1000.000	14.09	14091.33
0080	441-9000	EA	PRECAST BUMPER BLOCK	26.000	68.40	1778.53
LIGHTING AND ELECTRICAL						
0085	681-0000	\$	SEC 681 LIGHTING STANDARDS LIGHT POLES AND LUMINAIRES (ALLOWANCE)	1.000	45000.00	45000.00
0090	682-0000	\$	SEC 682 ELEC WIRE, CBL & COND ELECTRICAL (ALLOWANCE)	1.000	15000.00	15000.00
SITE FURNISHINGS						
0095	643-8300	LF	ORNAMENTAL FENCE	200.00	54.83	10966.17
0100	754-4000	EA	WASTE RECEPTACLE UNIT	4.000	1084.46	4337.87
0105	754-5000	EA	BENCH	2.000	1721.43	3442.87
0110	754-6000	EA	BICYCLE RACK	2.000	784.51	1569.03
0115	754-7010	EA	PLAYGROUND SYSTEM PLAYGROUND (ALLOWANCE)	1.000	50000.00	50000.00

STATE HIGHWAY AGENCY

DATE: 09/13/2013
PAGE: 2

JOB ESTIMATE REPORT

0130	635-0000	\$	SEC 635 BARRICADES "THEMED BARRIER" (ALLOWANCE)	1.000	2500.00	25000.00
0135	754-0000	\$	SEC 754 OUTDOOR FURNITURE PLATFORM ADDITION (ALLOWANCE)	1.000	30000.00	30000.00
0140	754-0000	\$	SEC 754 OUTDOOR FURNITURE "TRAIN OF THOUGHT" (ALLOWANCE)	1.000	75000.00	75000.00
0145	754-0000	\$	SEC 754 OUTDOOR FURNITURE RAILROAD ICON (ALLOWANCE)	1.000	10000.00	10000.00
0150	754-0000	\$	SEC 754 OUTDOOR FURNITURE THEMED GATEWAY (ALLOWANCE)	1.000	15000.00	15000.00
0155	754-0000	\$	RAISED SEATING (ALLOWANCE)	1.000	20000.00	20000.00
0160	232-0001	LS	RAILROAD CONSTRUCTION RELOCATE RAILROAD EQUIPMENT (ALLOWANCE)	1.000	50000.00	50000.00
0165	754-0000	\$	SEC 754 OUTDOOR FURNITURE STAIRS (ALLOWANCE)	7.000	3500.00	24500.00
LANDSCAPING						
0170	700-9300	SY	SOD	113.000	4.48	506.30
0175	702-9025	SY	LANDSCAPE MULCH	20.00	13.61	272.29
0180	708-1000	CY	PLANT TOPSOIL	15.000	54.49	817.42
ITEM TOTAL						664645.78
INFLATED ITEM TOTAL						664645.78
TOTALS FOR JOB 0007578						
ESTIMATED COST:						664645.78
E & I (5.0)						33232.29
SUBTOTAL CONSTRUCTION COST:						697878.07
LIQUID AC ADJUSTMENT						1392.47
TOTAL CONSTRUCTION COST						699,270.54

PROJ. NO. CSHPP-0007-00(578)
P.I. NO. 0007578
DATE 9/13/2013

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Sep-13	\$ 3.523
DIESEL		\$ 3.903
LIQUID AC		\$ 571.00

Link to Fuel and AC Index:
<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				1370.4	\$	1,370.40
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	913.60		
Monthly Asphalt Cement Price month project let (APL)			\$	571.00		
Total Monthly Tonnage of asphalt cement (TMT)				4		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	80	5.0%	4
25 mm SP		5.0%	0
19 mm SP		5.0%	0
	80		4

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	22.07	\$	22.07
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	913.60			
Monthly Asphalt Cement Price month project let (APL)			\$	571.00			
Total Monthly Tonnage of asphalt cement (TMT)				0.064426514			

Bitum Tack

Gals	gals/ton	tons
15	232.8234	0.06442651

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	913.60		
Monthly Asphalt Cement Price month project let (APL)			\$	571.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT \$ **1,392.47**

GDOT PI 0007578 Concept Report Brumby Way Traffic Projection Calculations - City of Tifton			
Current Year	Open Year	Design Year	
2013	2015	2035	
1000	1050	1600	
2.50% Annual Escalation Factor			
Basis: 2009 Southern Georgia Comprehensive Economic Development Strategy (CEDS) prepared by Southern Georgia Regional Commission provides population projection for Tift County indicating projected growth of 20% from 2010 to 2025, equivalent to annualized growth of 1.33%. Traffic growth projection of 2.5% annualized is used as a conservative factor to account for the downtown Tifton project location and potential for non-county origin influence on traffic growth.			
Source: AMEC estimates and projections			

TIFTON

Georgia
The Friendly City

204 North Ridge Avenue
Post Office Box 229
Tifton, Georgia 31793

<http://www.tifton.net>

ELECTED OFFICIALS:

J. G. "JAMIE" CATER, JR.
MAYOR

JOHNNY TERRELL, JR.
VICE MAYOR
DISTRICT 3

MARIANNA KEESEE
DISTRICT 1

CHRISTOPHER PARROTT
DISTRICT 2

JULIE B. SMITH
DISTRICT 4



LARRY RINER
CITY MANAGER



September 16, 2013

Attn: Aghdas S. Ghazi, P.E., Project Manager
Georgia Department of Transportation
Office Of Program Delivery
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308

Re: P.I. 0007578 Tifton Lighting Commitment Letter

Dear Ms. Ghazi,

The City of Tifton is providing this Lighting Commitment Letter in conjunction with the Concept Report for the above referenced project. The City recognizes that the project concept includes installation of new lighting in the project area, and the City agrees to pay for the ongoing maintenance, operation and energy associated with this lighting.

Respectfully,

A handwritten signature in blue ink that reads "Larry Riner".

Larry Riner, City Manager
City of Tifton

SIGN IN SHEET

PROJECT NO.: CSHHP-0007-00(578) &
 CSTEE-0009-00(134)
 P. I. NO.: 0007578 & 0009134
 COUNTY: Tift
 DATE: July 7, 2010
 TIME: 10:00 am

<u>NAME</u>	<u>AGENCY</u>	<u>PHONE NO.</u>
Ralph S. Griffin	GDOT DOE/PM	229-386-3618
LEE WALTON	MACTEC (consultant)	404-817-0265
RON Huffman	MACTEC (consultant)	770-421-3493
BRENT A. THOMAS	GDOT PRECONSTRUCTION	229-386-3800
Bill Cooper	GDOT UTILITIES	229-386-3288
Tim WARREN	GDOT UTILITIES	229-386-3288
Tracy Bullard	GDOT Design	229 386 3039
Dennis Carter	GDOT Environmental	229-386-3046
SONJA THOMPSON	GDOT - CONST.	229-891-7130
SCOTT CHAMBERS	GDOT CONST	229 386 3304
Lequicia Gaskins	City of Tifton/DDA	229 391 3977
Ronnie Hatt	Moreland Altobelli	404-931-3802
Van Mason	GDOT - Traffic Eng.	229-386-3435
GENO HASTY	GDOT - Traffic Eng.	229 386-3435
Cal Carpenter	C.O.T.	229-391-3863
Crystal Craft	C.O.T.	229-391-3944
JOE COWAN	GDOT CONST.	229-386-3304
Syd Blackmar	DDA Design Subcommittee	229 388 1090
DEBORAH REDWINGER	DDA BOARD	229 381 5507
Jamie Carter	Mayor, Tifta	229-326-3111



MACTEC, Inc.
MACTEC Engineering and Consulting
MACTEC Development

CONCEPT MEETING NOTES

DATE:	7 July 2010
FROM:	Lee Walton - MACTEC
SUBJECT:	Concept Meeting - 7 July 2010, 10:00 am
TO:	Ralph S. (Sandy) Griffin - GDOT District 4
COPY TO:	FILE

On 7 July 2010, a Concept Meeting was held at the GDOT District 4 office to review the draft concept report for Project Numbers **CSHPP-0007-00(578) and CSTEE-0009-00(134)**. This was intended as a joint concept meeting to address these related projects. The following attended this meeting:

GDOT:	Ralph S. (Sandy) Griffin	Tifton:	Mayor Jamie Cater
	Brent A. Thomas		Cal Carpenter
	Bill Cooper		Crystal Craft
	Tim Warren	Tifton DDA:	Deborah Redlinger
	Tracy Bullard		Syd Blackmarr
	Dennis Carter		Lequrica Gaskins
	Sonja Thompson	MACTEC:	Lee Walton
	Scott Chambers		Ron Huffman
	Van Mason	MA:	Ronnie Hall
	Geno Hasty		
	Joe Cowan		

Starting the meeting, MACTEC presented the need, purpose and intent of the project, followed by extended discussion of project components and procedural approach. The following is a summary of comments of meeting attendees:

Deborah Redlinger (Tifton DDAA) - The objective is to redesign the Tifton downtown area to be pedestrian friendly. DDA members have based concept decisions on research of other similar downtown areas that have made similar successful improvements.

Dennis Carter – GDOT Environmental – a CE document will be required – no 404 permit will be needed. For the HPP, the Section 106 Historic Assessment should be done on a regular form, not the TE form.

There is a railroad in the area. Norfolk Southern owns the lead and spur. Tifton DDA owns some of the Rail ROW. R.R. coordination will be needed. Mayor Cater has a strong relationship with the Railroad.

Cal Carpenter (Tifton Public Works) – The City already has conduit in the ground for utility relocation. The City will be coordinating with utilities to relocate utilities underground to the extent possible.

Geno Hasty – It would be best not to have two crosswalks on Love Ave. in close proximity. GDOT would prefer that if a new crosswalk is added where shown, the other nearby crosswalk (across Love Avenue at 1st St.) should be eliminated. Also, for safety, consider in-pavement signs on the Love Ave. crosswalk. Crosswalks should be 20' from parking spaces. Check where new spaces are shown.

The intent is for the speed limit lowered on East 3rd Street in association with redesign of the parking (from angled to perpendicular). Noted that GDOT must approve modified speed limit in order for speed limit enforcement to take place.

Construction detail comments:

- Bulb outs – consider turning radii needs for truck deliveries. There have been problems with bulb outs in some other communities due to truck turning radii.
- Drainage - If drainage improvements are involved, a hydraulic study will be required. It is yet to be determined the extent of potential drainage improvement needs. Be aware of potential impacts on basements.
- Construction Schedule - Consider restrictions on contractor activities/time frames, etc. to best represent the interests of area business owners.
- Plants and trees need to meet all clear zone and sight distance requirements. Again, consider large truck impacts.

Public Involvement – Public information meeting records need to be included in the project file. For HPP purposes, public involvement must be conducted in accordance with GDOT procedures.

Cost estimates – The main DETEST/CES cost estimate will need to be broken down into two parts to reflect the two funding sources.

Ronnie Hall (MA) – Construction activities such as milling asphalt, storm drainage improvements, restriping parking spaces, etc. must be directly related to pedestrian improvements in order to be eligible for use of TE funds.

Though it is currently the expectation that the project will not require purchase of ROW, if temporary construction easements are required, then full ROW plans will be required for HPP purposes. Also, if any ROW is required, then it needs to be worked out early so that environmental does not have to be re-done.

Sandy Griffin – It has been understood that the HPP and TE plans can be prepared as one set, but an itemized schedule of values must be designed that distinguishes between TE and HPP. It must remain clear what items go with which funding source

For HPP funding, the process leading to construction, largely due to environmental, could take 5 years or more. The comparable requirements and timeframe involved with TE approval process is significantly less. Due to the difference in anticipated timeframes associated with HPP and TE funding, consider dividing the project in two parts, physically/geographically, to allow TE to proceed first and then HPP to follow. This can speed the overall time frame to starting construction. If the project is divided, then the TE concept report should be separated from the HPP concept report. Both processes can continue simultaneously, but it is expected that the TE process would require significantly less time to reach construction.

GDOT will consult with FHWA regarding the potential to use a joint concept report for the HPP and TE funding. (Follow up result was that District Environmentalist contacted FHWA and learned that they need separate Concepts and Need & Purpose for each project.)

Meeting adjourned at approximately 12:00 pm.

Vance C. Smith, Jr. Commissioner



DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

D-4 DIST ENG JUL 01 2009

June 26, 2009

The Honorable Jamie Cater, Mayor
City of Tifton
P.O. Box 229
Tifton, Georgia 31793

D-4 PLAN/PROG JUL 01 2009

Dear Mr. Cater:

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

PROJECT#: CSHP-0007-00(578) Tift County, P.I. #0007578

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 Sandy Griffin at (229)386-3618.

Sincerely,

Angela O. Whitworth
Angela O. Whitworth, *(R)*
Financial Management Administrator

AOW: rm

Enclosure

c: Bob Rogers
Joe Sheffield - District 4
Jeff Baker - Utilities

BSUT → *SANDY*
SHANE
PI FILE

**AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
CITY OF TIFTON
FOR
TRANSPORTATION FACILITY IMPROVEMENTS**

This Framework Agreement is made and entered into this 4th day of May, 2009, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the City of Tifton, acting by and through its Mayor and City Council or Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

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

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

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

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

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

1. The LOCAL GOVERNMENT shall by following the procedures in the DEPARTMENT's Local Administered Project Manual contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction, engineering (design) activities, hereinafter referred to as "PE", reimburseable utility relocations, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT prior to the execution of this AGREEMENT or subsequent funding agreements shall not be considered for reimbursement by the DEPARTMENT. PE expenditures incurred by the LOCAL GOVERNMENT after execution of this AGREEMENT shall be reimbursed by the DEPARTMENT once a written notice to proceed is given by the DEPARTMENT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the PE, right of way acquisitions, utility relocations or construction as specified in Attachment A.

3. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the PE. The Right of Way and Construction funding estimate levels as specified in Attachment "A" are provided herein for planning purposes and do not constitute a funding commitment for right of way and construction. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for funding applicable to Right of Way or Construction when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds if the PROJECT does not proceed forward to completion due to a lack of available funding in future PROJECT phases, changes in local priorities or cancelation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

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

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program hereinafter referred to as "TIP/STIP". Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

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

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

7. The LOCAL GOVERNMENT shall accomplish the PE activities for the PROJECT. The PE activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process hereinafter referred to as "PDP", 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, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective PROJECT. Failure to follow the PDP and all applicable guidelines and policies will jeopardize the use of Federal Funds in some or all categories outlined in this agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. The LOCAL GOVERNMENT's responsibility for PE activities shall include, but is not limited to the following items:

a. Prepare the PROJECT Concept Report and Design Data Book in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be updated or modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, utility conflicts, or right of way considerations.

b. Prepare a Traffic Study for the PROJECT that includes Average Daily Traffic, hereinafter referred to as "ADT", volumes for the base year (year the PROJECT is expected to be open to traffic) and design year (base year plus 20 years) along with Design Hour Volumes, hereinafter referred to as "DHV", for the design year. DHV includes morning (AM) and evening (PM) peaks and other significant peak times. The Study shall show all through and turning movement volumes at intersections for the ADT and DHV volumes and shall indicate the percentage of trucks on the facility. The Study shall also include signal warrant evaluations for any additional proposed signals on the PROJECT.

c. Prepare environmental studies, documentation, reports and complete Environmental Document for the PROJECT along with all environmental re-evaluations required that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act or the Georgia Environmental Protection Act as per the DEPARTMENT's Environmental Procedures Manual, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, community involvement, environmental justice, flood plains, underground storage tanks, and hazardous waste site studies required. The completed Environmental Document approval shall occur prior to Right of Way funding authorization. A re-evaluation is required for any design change as described in Chapter 7 of the Environmental Procedures Manual. In addition, a re-evaluation document approval shall occur prior to any Federal funding authorizations if the latest approved document is more than 6 months old.

The LOCAL GOVERNMENT shall submit to the DEPARTMENT all studies, documents and reports for review and approval by the DEPARTMENT, the FHWA and other environmental resource agencies. The LOCAL GOVERNMENT shall provide Environmental staff to attend all PROJECT related meetings where Environmental issues are discussed. Meetings include, but are not limited to, concept, field plan reviews and value engineering studies.

d. Prepare all PROJECT public hearing and public information displays and conduct all required public hearings and public information meetings with appropriate staff in accordance with DEPARTMENT practice.

e. Perform all surveys, mapping, soil investigations and pavement evaluations needed for design of the PROJECT as per the appropriate DEPARTMENT Manual.

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency (FEMA) approvals. The LOCAL GOVERNMENT shall provide all mitigation required for the project, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction related mitigation must be obtained and completed 3 months prior to the scheduled let date. These efforts shall be coordinated with the DEPARTMENT.

g. Prepare the stormwater drainage design for the PROJECT and any required hydraulic studies for FEMA Floodways within the PROJECT limits. Acquire of all necessary permits associated with the Hydraulic Study or drainage design.

h. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to acquire the right of way and construct the PROJECT.

i. Prepare PROJECT cost estimates for construction, Right of Way and Utility relocation along with a Benefit Cost, hereinafter referred to as "B/C ratio" at the following project stages: Concept, Preliminary Field Plan Review, Final Field Plan Review and Final Plan submission using the applicable method approved by the DEPARTMENT. The cost estimates and B/C ratio shall also be updated yearly if the noted project stages occur at a longer frequency. Failure of the LOCAL GOVERNMENT to provide timely and accurate cost estimates and B/C ratio may delay the PROJECT's implementation until additional funds can be identified for right of way or construction, as applicable.

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

k. Provide certification, by a Level-II Certified Design Professional that the Erosion Control Plans have been prepared under the guidance of the certified professional in accordance with the current Georgia National Pollutant Discharge Elimination System.

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

8. The Primary Consultant firm or subconsultants hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes. The LOCAL GOVERNMENT shall comply with all applicable state and federal regulations for the procurement of design services and in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act, for any consultant hired to perform work on the PROJECT.

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 PPG and Electronic Data Guidelines.

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 LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

11. The LOCAL GOVERNMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The LOCAL GOVERNMENT shall perform all necessary survey efforts in order to complete the hydraulic and hydrological studies and the design of the bridge(s). The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

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

Engineer and require any conflicts with the PROJECT be resolved by the LOCAL GOVERNMENT. If it is determined through the DEPARTMENT's Project Manager and Utility Office during the concept or design phases the need to utilize Subsurface Utility Engineering to locate existing utilities, the LOCAL GOVERNMENT shall be responsible for acquiring those services. Subsurface Utility Engineering costs are considered PE costs. The LOCAL GOVERNMENT shall certify that all Utility owners' existing and proposed facilities are shown on the plans with no conflicts are included in the plans 2 months prior to advertising the PROJECT for bids.

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

14. The LOCAL GOVERNMENT shall be responsible for acquiring a Value Engineering Consultant for the DEPARTMENT to conduct a Value Engineering Study if the total estimated PROJECT cost is \$10 million or more. The Value Engineering Study cost is considered a PE cost. The LOCAL GOVERNMENT shall provide project related design data and plans to be evaluated in the study along with appropriate staff to present and answer questions about the PROJECT to the study team. The LOCAL GOVERNMENT shall provide responses to the study recommendations indicating whether they will be implemented or not. If not, a valid response for not implementing shall be provided. Total project costs include PE, right of way, utility relocation and construction.

15. The LOCAL GOVERNMENT, unless shown otherwise on Attachment A, shall acquire the Right of way 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. Upon the DEPARTMENT's approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL GOVERNMENT to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNMENT shall not proceed to property negotiation and acquisition whether or not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of Right of Way" prepared by the DEPARTMENT's Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. Right of way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 2 months prior to advertising the PROJECT for bids.

16. The DEPARTMENT unless otherwise shown in Attachment "A" shall be responsible for Letting the PROJECT to construction, solely responsible for executing any agreements with all applicable utility companies and securing and awarding the construction contract for the PROJECT when the following items have been completed and submitted by the LOCAL GOVERNMENT:

- a. Submittal of acceptable PROJECT PE activity deliverables noted in this agreement.
- b. Certification that all needed rights of way have been obtained and cleared of obstructions.
- c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.
- d. Certification that all Utility facilities, existing and proposed, within the PROJECT limits are shown and any conflicts have been resolved.

If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall provide the above deliverables and certifications and shall follow the requirements stated in Chapter 10 of the DEPARTMENT's Local Administered Project Manual.

17. The LOCAL GOVERNMENT shall provide a review and recommendation by the engineer of record concerning all shop drawings prior to the DEPARTMENT review and approval. The DEPARTMENT shall have final authority concerning all shop drawings.

18. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if the PROJECT is being let by the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

19. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

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

LOCAL GOVERNMENT NAME

DEPARTMENT OF TRANSPORTATION

BY: [Signature]
Name Michael Volzmann
Title CITY MANAGER

BY: [Signature]
Commissioner

Signed, sealed and delivered this 4th day of May, 2009 in the presence of:

ATTEST: [Signature]
Treasurer - Asst.

[Signature]
Witness

REVIEWED AS TO LEGAL FORM:
[Signature]
Office of Legal Services

[Signature]
Notary Public
Sherry Harrington
Notary Public, Tift County, Georgia
My Commission Expires Jan. 4, 2012

This Agreement approved by Local Government, the 4th day of May, 2009

Attest
[Signature]
Name and Title

FEIN: 58-6000683

ATTACHMENT "A"
Project Number:CSHPP-0007-00(578) Tift County

Project (PI#, Project #, Description)	Work Type	Preliminary Engineering		Right of Way			Construction		Utility Relocation
		Funding	PE Activity by	*Funding of Real Property	Acq. by	Acq. Fund by	*Funding	Letting by	
PI# 0007578 CSHPP- 0007-00(578)Sidewalks; Lighting & Landscaping in Tifton	Enhancement	(80%)Federal (\$120,000) (20%) City of Tifton (\$30,000) , > (\$150,000) 100% City of Tifton	City of Tifton.	(100%) City of Tifton	City of Tifton	City of Tifton	(80%) Federal (\$547,500) (20%)City of Tifton(\$136,875) >(\$684,375). 100% City of Tifton	City of Tifton	100% City of Tifton

Note: Maximum allowable GDOT participating amounts for PE category shall be shown above. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated. *R/W and Construction amounts shown are estimates for budget planning purposes only.

**ATTACHMENT "B"
0007578 – Tift County**

Proposed Project Schedule

<p>Environmental Phase</p> <p>Concept Phase</p> <p>Preliminary Plan Phase</p> <p>Right of Way Phase</p>									
<p>Deadlines for Responsible Parties</p>	<p>Execute Agreement</p>	<p>OCT/2009 (Approve Concept)</p>	<p>MAY/2010 (Approve Env. Document)</p>	<p>NOV/2010 (Authorize Right of Way funds)</p>	<p>APRIL/2011 (Authorize Const. funds)</p>				

Annual Reporting Requirements

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