

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. #0007626 **OFFICE** Design Policy & Support  
CSHPP-0007-00(626)  
GDOT District 2 - Tennille  
Dodge County **DATE** May 16, 2011  
City Bus Station Preservation in Downtown Eastman

**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:

Genetha Rice-Singleton, Program Control Administrator  
Bobby Hilliard, State Program Delivery Engineer  
Cindy VanDyke, State Transportation Planning Administrator  
Angela Robinson, Financial Management Administrator  
Glenn Bowman, State Environmental Administrator  
Ben Rabun, State Bridge Engineer  
Kathy Zahul, State Traffic Engineer  
Georgene Geary, State Materials & Research Engineer  
Ron Wishon, State Project Review Engineer  
Jeff Baker, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
Michael Henry, Systems & Classification Branch Chief  
Jimmy Smith, District Engineer  
George Brewer, District Preconstruction Engineer  
Jamie Lindsey, District Utilities Engineer  
Jim Kitchings, District Environmentalist  
Vonda Everett, Project Manager  
BOARD MEMBER - 8th Congressional District

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**PROJECT CONCEPT REPORT**

Project Number: CSHP-0007-00 (626)

County: Dodge

P. I. Number: 0007626

Federal Route Number: N/A

State Route Number: N/A

City Bus Station Preservation in Downtown Eastman

**Submitted for approval:**

DATE 3-22-11

Dill Wood  
Design Consultant

DATE 3-22-11

Ben Edos  
Local Government - City of Eastman

DATE 3-22-11

Sherry Brown  
Office Head (Project Manager's Office)

DATE 3-22-11

Vonda J. Everett  
Project Manager

**Recommendation for approval:**

DATE 4-7-11

for Sal Pirzad \*/KLP  
State Utilities Engineer

DATE 4-21-11

Genetha Rice-Singleton \*/KLP  
Program Control Administrator

DATE 4-13-11

Glenn Bowman \*/KLP  
State Environmental Administrator

DATE 4-7-11

Kathy Zahul \*/KLP  
State Traffic Engineer

DATE 4-6-11

Ron Wishon \*/KLP  
Project Review Engineer

DATE 3-22-11

James H. [Signature]  
District Engineer

DATE \_\_\_\_\_

State Transportation Financial Management Administrator

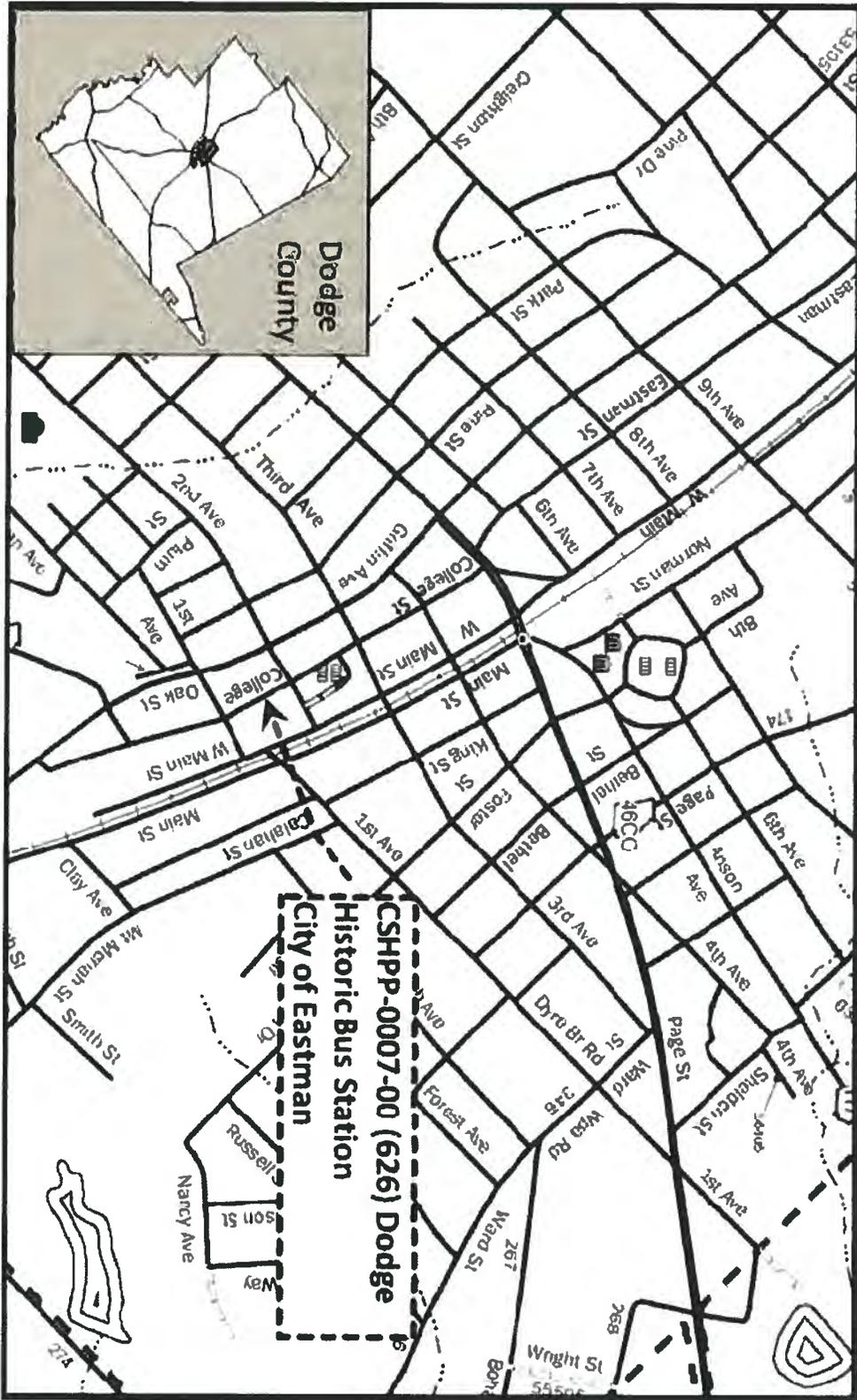
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 4-12-11

Christina K. Nantke  
State Transportation Planning Administrator

*\* Recommendation on file*

Project Concept Report page 2  
Project Number: CSHPP-0007-00 (626)  
P. I. Number: 0007626  
County: Dodge



Project Concept Report page 3  
Project Number: CSHPP-0007-00 (626)  
P. I. Number: 0007626  
County: Dodge

**Need and Purpose:** The purpose of this project is to restore the deteriorating historic bus station located on College Street (CS 062705) in Eastman, Georgia in a way that would not only enhance the aesthetic beauty of the city of Eastman for travelers, but will also allow the city to obtain much needed working space. The city seeks to update the current structure while maintaining the historical significance of the site. The depot is currently an eye sore to the downtown area and is in great need of revitalizing. The rehabilitation will result in meeting and work space for City operations and non-profits currently housed in City Hall.

**Description of the proposed project:** This project entails rehabilitating the bus station, listed on the National Register of Historic Places. Some stabilization and remediation of existing damage will be required. All new HVAC, Plumbing and Electric will be required, as well. Work will be designed and built to comply with the Secretary of Interior's Standards for Rehabilitation. Minimal revisions to the layout are anticipated, as both the segregated lobbies and upper level residence are contributing historic features.

Is the project located in a PM 2.5 Non-attainment area? \_\_\_\_ Yes X No

Is this project located in an Ozone Non-attainment area? \_\_\_\_ Yes X No

PDP Classification: Major \_\_\_\_\_ Minor X

Federal Oversight: Full Oversight ( ) Exempt (X) State Funded ( ) or Other ( )

Functional Classification: College Street (CS 062705) Urban, Minor Arterial

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

Traffic (AADT):

Open Year: N/A

Design Year: N/A

**Existing design features:** The Eastman Bus Station was constructed in 1945 as a two-story, square, brick building. In 1946, a two-story addition was constructed at the back. The building has gas or oil cabinet heaters, no central heating or air. A cantilevered canopy covers the entire front of the building.

- Typical Section: This project does not involve roadway work; therefore, no typical section is required.
- Posted speed N/A mph
- Minimum radius for curve: N/A
- Maximum super-elevation rate for curve: N/A
- Maximum grade: N/A%
- Width of right-of-way: N/A
- Major structures: None
- Major interchanges or intersections along the project: None
- Existing length of roadway segment: N/A
- If an expansion or add-on to an existing ITS system (such as NaviGator), identify physical limits of field device location and/or brief explanation of new features. N/A



Project Concept Report page 5  
 Project Number: CSHPP-0007-00 (626)  
 P. I. Number: 0007626  
 County: Dodge

- Design Variances: None
- Environmental concerns: None
- Anticipated Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( X ) No ( )
  - Categorical exclusion anticipated Yes ( X ) No ( )
  - Environmental Assessment/Finding of No Significant Impact anticipated (FONSI) ( )
  - Environmental Impact Statement (EIS) ( )
- Utility involvements: None
- VE Study Anticipated: Yes ( ) No ( X )

**Project Cost Estimate and Funding Responsibilities:**

	PE	ROW	UTILITY	CST	MITIGATION
By Whom	City	N/A	N/A	DOT/Local	N/A
\$ Amount	\$13,775			*\$178,651.34	

*\*CST Cost includes: CST Cost Estimate, Engineering & Inspection, Fuel Price Adjustment, Asphalt Cement Price Adjustment*

**Project Activities Responsibilities:**

- Design: David L. Woodburn, AIA, Architects
- Right-of-Way Acquisition: N/A
- Right-of-Way funding (real property): N/A
- Relocation of Utilities: N/A
- Letting to contract: David L. Woodburn, AIA, Architects, City of Eastman
- Supervision of construction: David L. Woodburn, AIA, Architects
- Providing material pits: N/A
- Providing detours: N/A
- Environmental Studies/Documents/Permits: Ocmulgee / Altamaha RDC
- Environmental Mitigation N/A

**Coordination**

- Concept meeting date and brief summary: 02/03/2011 – Minutes Attached
- P A R meetings, dates and results: N/A
- FEMA, USCG, and/or TVA: N/A
- Public Involvement: Even though a public hearing is not required and one was not held, this project is regularly discussed at City Council meetings that are open to the public
- Local government comments: None
- Railroads: N/A
- Other coordination to date: N/A
- Coordination held with State Facilities Manager on 3/22/11

Project Concept Report page 6  
Project Number: CSHPP-0007-00 (626)  
P. I. Number: 0007626  
County: Dodge

#### **Scheduling – Responsible Parties' Estimate**

- Time to complete the concept process:                   Begin: 6/20/2011                   End: 8/15/2011
- Time to complete the environmental process:           Begin: 8/16/2011                   End: 3/26/2012
- Time to complete preliminary construction plans:   Begin: 8/16/2011                   End: 11/07/2011
- Time to complete right-of-way plans:                   Begin: N/A                           End: N/A
- Time to complete the Section 404 Permit:           Begin: N/A                           End: N/A
- Time to complete final construction plans:           Begin: 3/27/2012                   End: 3/27/2012
- Time to complete to purchase right-of-way:        Begin: N/A                           End: N/A
- List other major items that will affect the project schedule: N/A

#### **Other alternates considered: No Build**

The No Build Alternative was not chosen because this alternate does not meet the need and purpose for the project.

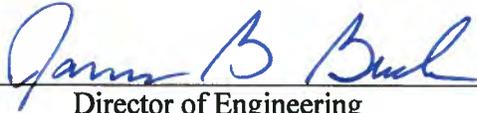
**Comments:** As appropriate

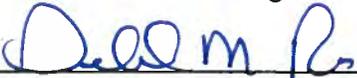
#### **Attachments:**

1. Detailed Cost Estimates:
  - a. Construction including Engineering and Inspection
2. QCQA
3. Minutes of Concept Meetings
4. Concept Architectural Plans
5. Concept Architectural Narrative
6. PFA

Project Concept Report page 7  
Project Number: CSHPP-0007-00 (626)  
P. I. Number: 0007626  
County: Dodge

**Exempt projects**

Concur:   
Director of Engineering

Approve:  Date: 5/10/11  
Chief Engineer

**Eastman Bus Station Rehabilitation  
Schematic Phase Cost Projection**

A	B	B1	B2	B3	C
Item #	Description of Work	Quantity	Units	Unit Cost	Scheduled Value
0.1	Survey	0	ls	\$ -	\$ -
0.2	Hazmat Testing	1	ls	\$ 1,000.00	\$ 1,000.00
0.3	Printing / Shipping Plans	1	ls	\$ 2,500.00	\$ 2,500.00
<b>1</b>	<b>General Conditions</b>				
1.1	Supervision	5.5	mo	\$ 4,000.00	\$ 22,000.00
1.2	Waste Disposal	1	ls	\$ 3,000.00	\$ 3,000.00
1.3	Final Cleanup	1	ls	\$ 3,000.00	\$ 3,000.00
1.4	Insurance & Bond Premiums	2%			\$ 3,434.34
1.5	Material Storage	1	ls	\$ 1,000.00	\$ 1,000.00
1.6	Material Testing	1	ls	\$ 500.00	\$ 500.00
1.7	Temporary Utilities	5.5	mo	\$ 200.00	\$ 1,100.00
1.8	Tool Rental	1	ls	\$ 1,500.00	\$ 1,500.00
1.9	Misc. Overhead	1	ls	\$ 1,500.00	\$ 1,500.00
<b>2</b>	<b>Sitework / Demo</b>				
2.1	Selective Building Demolition	1	ls	\$ 5,000.00	\$ 5,000.00
2.2	Accessible Parking Space	320	sf	\$ 4.00	\$ 1,280.00
2.2	Detectable Warning mat	1	ea	\$ 400.00	\$ 400.00
2.2	Parking spot sign	1	ea	\$ 100.00	\$ 100.00
2.3	Hazmat Abatement	2,000	sf	\$ 3.00	\$ 6,000.00
2.4	Landscaping	1	ls	\$ 2,000.00	\$ 2,000.00
2.5	Site Utilities	1	ls	\$ 2,000.00	\$ 2,000.00
<b>3</b>	<b>Concrete</b>				
3.1	Sidewalk repairs	1	ls	\$ 1,000.00	\$ 1,000.00
3.2	Slab Cut and Patch	1	ls	\$ 2,000.00	\$ 2,000.00
<b>4</b>	<b>Masonry</b>				
4.1	Brick-up Brick-Wall Openings	-	sf	\$ 6.00	\$ -
4.2	Masonry Cleaning	1	ls	\$ 500.00	\$ 500.00
<b>5</b>	<b>Metals</b>				
5.1	Replace Steel Canopy Hangers	-	ea	\$ 250.00	\$ -
<b>6</b>	<b>Woods and Plastics</b>				
6.1	New Wood Stud Partitions	130	sf	\$ 2.50	\$ 325.00
6.2	Framing to Drop Ceilings	200	s.f	\$ 2.50	\$ 500.00
6.3	Display Cabinets	16	lf	\$ 160.00	\$ 2,560.00
6.4	Kitchen Cabinets	24	lf	\$ 120.00	\$ 2,880.00
6.5	Countertops	28	lf	\$ 50.00	\$ 1,400.00
6.6	Closet Shelves	18	lf	\$ 70.00	\$ 1,260.00
6.7	Running Trim	1	ls	\$ 500.00	\$ 500.00
6.8	Replace Rear Addition Roof Deck	662	sf	\$ 2.50	\$ 1,655.00
6.9	Eave Restoration	1	ls	\$ 5,000.00	\$ 5,000.00
<b>7</b>	<b>Thermal and Moisture Protection</b>				
7.1	Spray Foam Roof Insulation	1,800	sf	\$ 1.50	\$ 2,700.00
7.2	Fiberglass Ceiling Insulation	1,800	sf	\$ 0.80	\$ 1,440.00
7.3	Shingle Roofing	1,430	sf	\$ 2.50	\$ 3,575.00
7.4	Membrane Roofing	1,030	sf	\$ 3.50	\$ 3,605.00
7.5	Caulking	1	ls	\$ 1,000.00	\$ 1,000.00
7.6	Gutter Replacement	144	lf	\$ 8.00	\$ 1,152.00
<b>8</b>	<b>Doors and Windows</b>				
8.1	Storefront Rehabilitation / Re-glazing	84	sf	\$ 10.00	\$ 840.00
8.2	Window Rehabilitation (single units)	33	ea	\$ 250.00	\$ 8,250.00
8.3	Window Replacement (single units)	19	ea	\$ 600.00	\$ 11,400.00
8.4	New Exterior Doors	6	ea	\$ 350.00	\$ 2,100.00
8.5	New Interior Doors	3	ea	\$ 200.00	\$ 600.00
8.6	New Door Hardware Sets	17	ea	\$ 150.00	\$ 2,550.00

A	B	B1	B2	B3	C
Item #	Description of Work	Quantity	Units	Unit Cost	Scheduled Value
8.7	Rehabilitate Exist. Doors	8	ea	\$ 50.00	\$ 400.00
8.7	Rehabilitate Exist. Frames	17	ea	\$ 50.00	\$ 850.00
<b>9</b>	<b>Finishes</b>				
9.1	Wood Stair Refinishing	-	sf		\$ -
9.2	Resilient Flooring	240	sf	\$ 2.00	\$ 480.00
9.3	Carpet	1,040	sf	\$ 3.00	\$ 3,120.00
9.4	Tile - First Floor Toilet Rooms	140	sf	\$ 6.00	\$ 840.00
9.5	New Gyp. Board @ Partitions	240	sf	\$ 1.50	\$ 360.00
9.6	Plaster Restoration - Second Floor	-	sf		\$ -
9.7	New Gyp. Board @ Ceilings	200	sf	\$ 1.50	\$ 300.00
9.8	Acoustical Ceiling Tile Replacement	1,030	sf	\$ 2.00	\$ 2,060.00
9.9	Painting - Exterior & 1st Floor	1	ls	\$ 8,600.00	\$ 8,600.00
9.10	Exist. Gyp. Board Ceiling Rehabilitation	490	sf	\$ 0.50	\$ 245.00
<b>10</b>	<b>Specialties</b>				
10.1	Kitchen Appliances	-	ea		\$ -
10.2	Public Toilet Accessories	12	ea	\$ 100.00	\$ 1,200.00
10.3	Fire Extinguishers	2	ea	\$ 100.00	\$ 200.00
10.4	Accessible Signage	2	ea	\$ 50.00	\$ 100.00
10.5	Project Signage	1	ea	\$ 400.00	\$ 400.00
10.6	Toilet Partitions	-	ea		\$ -
10.7	Visual Display Boards	-	ea	\$ 600.00	\$ -
<b>15</b>	<b>Mechanical</b>				
15.1	Fire Sprinkler Heads (domestic)	3	ea	\$ 300.00	\$ 900.00
15.2	Plumbing	9	fixt.	\$ 1,100.00	\$ 9,900.00
15.3	HVAC - First Floor	4	tons	\$ 2,500.00	\$ 10,000.00
15.4	HVAC - Exhaust	1	ls	\$ 1,000.00	\$ 1,000.00
15.5	HVAC - Second Floor	-	tons	\$ 2,500.00	\$ -
<b>16</b>	<b>Electrical</b>				
16.1	New Service	1	ls	\$ 6,000.00	\$ 6,000.00
16.2	First Floor Power - complete	1,830	sf	\$ 5.00	\$ 9,150.00
16.3	First Floor Lighting - complete	1,830	sf	\$ 2.00	\$ 3,660.00
16.4	Second Floor - Only to J-box	1,780	sf	\$ 1.00	\$ 1,780.00
16.5	Telecom Backboard, Conduit upstairs	1	ls	\$ 1,000.00	\$ 1,000.00
16.6	Building Security	-	ls		\$ -
16.7	Fire Alarm	-	ls		\$ -
					\$ 178,651.34

**David L. Woodburn AIA, Architects**



**1316 BELLEVUE AVENUE  
DUBLIN, GEORGIA 31021  
478-272-8392  
FAX 478-272-5095  
EMAIL woodburnaia@yahoo.com**

February 17, 2011

Vonda Everett  
GDOT  
P.O. Box 8  
Tennille, GA 31089

RE: Historic Eastman Bus Station Rehabilitation  
Project Number CSHPP-0007-00 (626)

Dear Ms. Everett:

I hereby certify that, to the best of my knowledge, information and belief, the attached Concept report for this project was prepared in accordance with Georgia Department of Transportation policies, procedures and standards. I further certify that the attached Concept Report for the above referenced project has been prepared and reviewed in a manner consistent with the QC/QA plan of David L. Woodburn, AIA, Architects.

A handwritten signature in blue ink that reads "David L. Woodburn". The signature is fluid and cursive, with a long horizontal line extending to the right from the end of the name.

David L. Woodburn, AIA  
Georgia Registered Architect #5988



**1316 BELLEVUE AVENUE  
DUBLIN, GEORGIA 31021  
478-272-8392**

**FAX 478-272-5095**

**EMAIL woodburnaia@yahoo.com**

February 14, 2011

**Concept Meeting Minutes  
Thursday, February 3, 2011  
Eastman City Hall**

Eastman City Council  
P.O Drawer 40  
Eastman, Georgia 31023  
Attn: Bea Edge, City Manager

RE: Historic Eastman Bus Station Rehabilitation

Present: David L. Woodburn, Architect  
Robin Nail, HOG/Altamaha RDC  
Randy Knight, City of Eastman  
Jason Cobb, HOG/Altamaha RDC  
Vonda L. Everett, GADOT  
Bea Edge, City of Eastman

1. Copies of the Concept Architectural Report and the Architect's cost estimate were distributed.
2. Grant funding was confirmed to be a total of \$179,980 for construction, including \$143,984 Federal funds and \$35,996 local match. Architect's fees and administrative fees are not included in this amount.
3. We reviewed the information required in the GADOT Project Concept Report. Many of the questions in the form are directed to highway projects, and are not applicable to this project.
  - a. Vonda is to furnish the CES template for cost estimating, which may not be applicable to this project, as it contains unit cost format for highway construction.
  - b. Vonda is to furnish the PFA.
  - c. Jason is to furnish a statement of Need and Purpose.
  - d. Jason is to furnish a statement of Public Involvement.
  - e. Robin is to furnish data related to the building's existing historic documentation, as she was involved in the National Register Nomination.
4. We reviewed the architect's Concept Architectural Report and Concept Drawings. Afterward the meeting moved to the project site.
5. The architect indicated on the site the limited scope of site work. Vonda indicated the DOT will verify that a topographic survey will not be required.
6. It was noted that a reception counter was a contributing feature in the National Register Nomination that has since been removed. We discussed the possibility that the documentation may allow it to be recreated.
7. We discussed several other items of work as they pertain to the State Historic Preservation Office approval. Some items, including exterior door replacement, may be questioned.
8. Areas where historic rehabilitation standards are at odds with building codes were discussed. Areas requiring variance from the local Authority Having Jurisdiction include front door width, steps at the front door, and doors swinging in. The building inspector, Randy, was Present and made no objections to this intent.

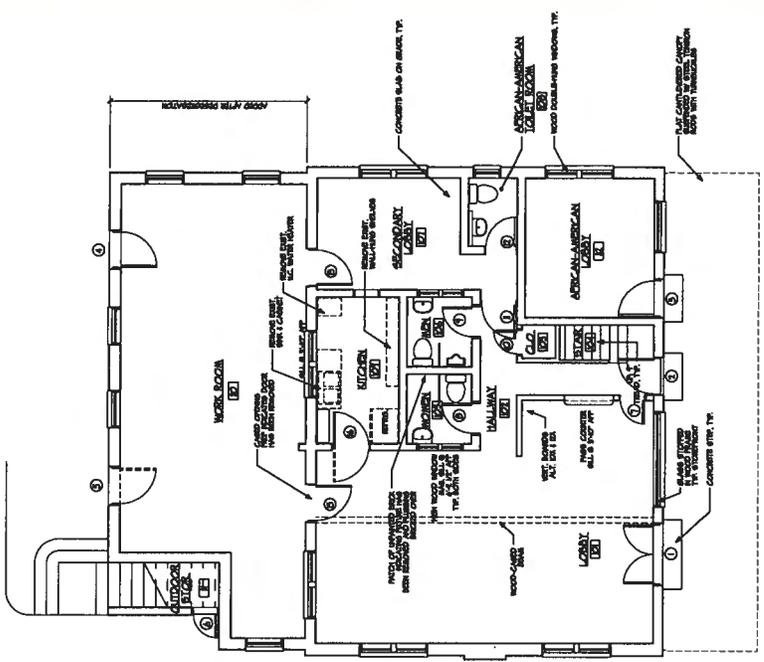
Submitted by:  
David L. Woodburn, AIA, Architect

DAVID L. MOONENY, P.E.  
 ARCHITECT  
 1000 WEST 10TH AVENUE, SUITE 100  
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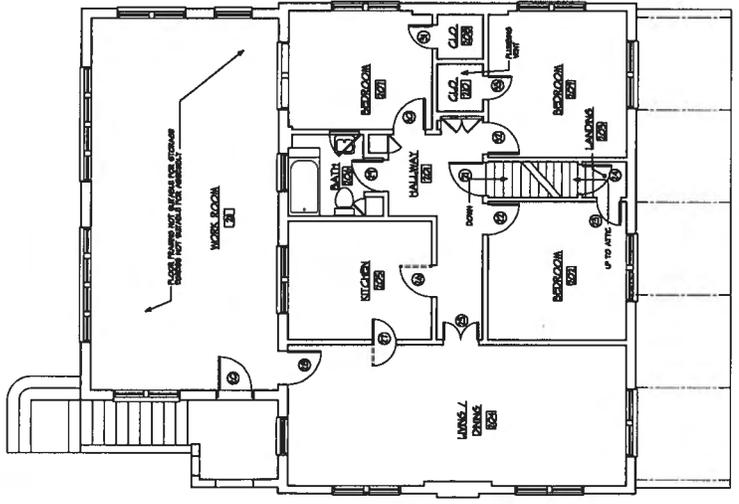
DAVID L. MOONENY, P.E.  
 ARCHITECT



NO. 001	DATE	REVISION



**1 FIRST FLOOR PLAN**  
 SCALE: 1/8" = 1'-0"  
 EXISTING CONDITION / DEMOLITION  
 TOTAL AREA = 1532 SQ. FT.



**2 SECOND FLOOR PLAN**  
 SCALE: 1/8" = 1'-0"  
 EXISTING CONDITION / DEMOLITION  
 TOTAL AREA = 1176 SQ. FT.







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DUBLIN, GEORGIA 31021**

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February 16, 2011

## Concept Architectural Narrative

Eastman City Council  
P.O Drawer 40  
Eastman, Georgia 31023  
Attn: Bea Edge, City Manager

RE: Historic Eastman Bus Station Rehabilitation

### I. Existing Conditions

#### A. Site Conditions

1. Site fronts College Street, a City of Eastman street.
2. No drainage problems are known to exist.
3. Building water and waste systems will require modification in order to bring the building up to Plumbing and Accessibility codes. It is anticipated that new water and sewer connections to the City utilities will be required.
4. There are existing parking spaces all across the College Street frontage. Existing parking spaces and drives are to remain.
5. There is currently no Accessible Parking, Accessible route to the building, or Accessible Egress from it. A new accessible parking space is to be planned. There is currently a step down all across the front of the building of 8-10", with steps at three doors across the front.
  - a) Bringing grades up to the building floor elevation with limited dimension between the building and the right-of-way would indicate excessively steep slopes.
  - b) It is considered detrimental to the historic fabric to bring the front elevation onto compliance.
  - c) It is proposed to add an Accessible parking space to the rear, with access from an existing dirt driveway. An accessible route to and through the building would be provided from this location. Appropriate signage would direct disabled users to this location. This door would remain unlocked or be equipped with a doorbell.
6. Existing Landscape is minimal. Disturbed areas are to be re-grassed. It would be desirable as an energy-saving measure to plant vertical shade in the area to the WSW of the storefront. This would likely require deleting some parking spaces, and is therefore considered unfeasible.
  - a) A tree cluster near the front corner of the building is grown up with vines. It should be cleaned up and possibly pruned.
  - b) Some vines with no historic or aesthetic value are climbing on the building. These are to be removed.

#### B. Building Enclosure

1. The building exterior walls are primarily bonded brick. In keeping with the style and technology, there is a headed bond course every few courses. The original building has a standard size brick, with a horizontal and vertical module of 8 ½". Brick for the rear addition are jumbo.

- Brickwork in exterior walls is currently unpainted and in good condition. Work should consist of gentle detergent cleaning.
2. All exterior doors are painted, paneled wood with glass lites in the top. Condition is generally poor with regard to stability and security. Frames are wood, and are generally sound, but with stops and some outer edges that are worn and weathered. Hardware is inexpensive replacement with no historic value, which does not comply with egress code requirements.
    - a) Proposed work includes repairing frames as required to be consistent in appearance with the existing.
    - b) Proposed work includes replacing exterior doors with painted wood paneled doors with lites and panels to match existing.
    - c) New hardware will be designed and furnished to comply with egress and accessibility codes, while attempting to remain consistent with historic precedent, in the absence of existing historic hardware.
    - d) Weatherstripping is to be replaced.
  3. Doors across the front have a single tread with two risers down to grade. It is not considered feasible to eliminate this condition. The step-down at the door may require a variance from the Authority Having Jurisdiction. It would be feasible, and is proposed to add handrails at doors that are required for egress.
  4. Storefront openings facing College Street are direct-stopped in wood frames that generally match the shapes of door frames. Stops consist of wood quarter rounds that are probably newer replacements. Glazing is single-glazed, un-tinted plate glass.
    - a) Proposed work includes re-glazing insulating units with a minimally gray-tinted low-e glass in order to optimize thermal performance with minimal visual impact. Wood stops are to be replaced with shapes consistent with other original door and window stops.
  5. Exterior windows are wood double-hung, with interiors and exteriors painted.
    - a) Those on the front original portion of the building appear to be original wood with concealed counter-weights. They are in fair to good condition. Some members, especially sills, are badly rotted. Windows are single-glazed. Some glass panels are wavy, common for their age. It is proposed to rehabilitate these windows in place. It is not considered feasible to install insulating glass into these sashes. Weatherstripping is to be replaced.
    - b) Those on the rear portion, believed to be more recent, appear to be manufactured using modern techniques. According to the National Register Nomination, the Addition was built only a year after the original. We believe the windows in the addition to be later replacements based on their construction with metal sash slides. The lite pattern does not match those on the front. They are also single-glazed using clear glass. They are not believed to contribute to the building's historic fabric or character. Upstairs they are in poor condition with water damage. Accordingly, it is proposed to replace these with higher performance clad wood double-hung windows with lite pattern to match the existing to remain. Glass will be insulating units with a minimally gray-tinted low-e glass in order to optimize thermal performance while minimizing visual impact.
  6. Exterior eaves, including soffits, fascias, and crowns are painted

wood, in variable condition. These are to be rehabilitated. Some replacement of boards is to be expected. Soffits are painted wood with framed screen vent panels.

a) Exterior soffit for the cantilevered canopy is a sheet product with heavy linear texture, in square panels arranged with a checkerboard pattern alternating texture orientation. It appears to be in good condition, but is unusual for the period of this building, and is believed to be a replacement. Pending further evidence about the original material, it is to remain.

7. Existing gutters and downspouts are to be replaced. They are recent replacements and are not believed to have historic value. They need to be removed to provide access to the eaves, and are not expected to be reusable once removed.

8. Roofing for the main building is 3-tab composition shingles that are almost certainly not original, nor of the original type. With moderate pitch, approximately 6.5 in 12, the roof is visible from the street. Age of the roofing is unknown. Pending physical, photographic or anecdotal evidence regarding the original roofing, it is to remain, or be replaced in-kind. Age is unknown, and shingle roof is not believed to be leaking at this time.

9. Roof for the rear addition is low slope. It is too flat for a recommended shingle installation. It is not visible from the ground. Re-roofing, if required, will be using an energy efficient low-slope membrane such as a single-ply thermoplastic over rigid insulation.

10. All exterior sealants are to be replaced to prevent air and water intrusion.

#### C. Interior Construction

1. First level floors are concrete slab-on-grade. Most spaces have this floor painted. The concrete is fairly rough. There are no historically significant floor finishes. Proposed work includes adding resilient sheet flooring, loop-pile commercial carpet, and ceramic mosaic tile as appropriate for the intended uses of the spaces.

2. First level walls are painted brick, with the exception of a couple areas in the main lobby and circulation areas that have framed walls with vertical vee-joint board finish, alternating 10" and 12" widths. Existing finishes are to be cleaned and re-painted. Paint is to be tested for lead, and abated as required.

3. Most first and second level ceilings are a generally 16" x 32" acoustic panels in running bond, believed to be a later addition attached over wood strips on the bottom of 2x10 joists. Some pieces are missing or damaged. This ceiling is to be replaced. Assuming the original to have been plaster, it is to be replaced with gypsum board with a smooth or knock-down finish.

a) Some smaller spaces have square acoustical tiles with the same installation method, but not running bond.

b) Secondary Lobby has an unpainted plywood ceiling, to remain.

c) Rear addition first level has a painted gypsum board ceiling, to be refinished.

d) Rear addition second level has a painted t&g wood ceiling, to be refinished.

4. Upper level floors are tongue and groove wood boards: 2 1/4" wide pine. The Kitchen has linoleum over wood. The Hallway and Bathroom have 9x9 tile believed to be V&T over wood. Rehabilitating upper level finishes is believed to be beyond the scope of this project budget. If

testing reveals friable asbestos, it should be removed and disposed-of properly.

5. Upper level walls are plaster. Rehabilitating upper level finishes is believed to be beyond the scope of this project budget.

6. Walls and ceilings for the rear addition of both floors is gypsum board. It is to be refinished as required on the lower level.

7. Existing interior doors are painted wood 5-panel doors and fully-glazed French doors in wood frames. They are to be rehabilitated. Hardware is to be replaced to comply with egress and accessibility codes. Some doors are missing. Where replacement is required for function or code, they will be replaced to match those existing that remain.

#### D. Toilet Rooms

1. There are existing male and female "white" toilet rooms, and a unisex African-American toilet room. This arrangement is believed to be historically significant. None of the three rooms is adequately sized to meet current accessibility standards, even by reducing the number of fixtures. Swinging a door out would make this possible but not without moving a partition where the hallway is currently too narrow to provide an accessible route. It is proposed to leave these rooms intact, replacing fixtures leaving them usable. Replica signage is not proposed, though non-historic interpretive signage may be added. In order to meet current codes, a new single-fixture unisex toilet room is proposed.

#### E. Adaptive Re-use of Spaces

1. The first floor contains four major spaces: a main lobby, a smaller secondary lobby with a separate rear door that has since been made an interior door by the rear addition, a separate African-American Lobby fronting College Street with no connectivity with any other interior spaces, and the addition across the rear, believed to be a ticket office. Each of these is available as meeting rooms for City functions and community events.

2. A small historic document and artifact collection is to be housed. It is anticipated this will be in one of the major spaces in cabinetry designed for this purpose. The room selected will need to balance security for the collection, should the space be used after-hours by a community user; and the desire for it to be readily accessible to all visitors.

3. The main Lobby has a shadow on the floor of a reception type counter that has been removed. There is an associated block-out in the floor slab for electrical which suggests that this may have been original. There is photographic documentation of this counter in the National Register Nomination. Consideration is to be given to replacing this cabinet. It is possible that this could house the collection.

4. There is a small kitchen that opens to the main lobby with a double-acting door, and opens to the secondary lobby with a pass window. It is to be rehabilitated to function for catered events and staff convenience. There will be no food preparation or cooking facilities proposed.

5. The upper level currently houses spaces designed as an apartment for the bus station operator. Rendering them usable is considered beyond the scope and budget of this project. These spaces are suitable for future offices and/or storage. The presence of an operator's residence is included in the National Register Nomination in its support. It is unlikely that a functioning residence would be contemplated in the current owner's needs, though it could be given alternate use in the future without significant alteration. It is noted that storage occupancy has a significantly higher floor live load requirement than either residential or

office. Before any upper floor spaces are occupied for storage, floor load capacity is to be verified. No upgrades to second floor framing is proposed, but limitation of certain spaces that are inappropriate for storage loading is possible.

a) Certain storage occupancies are required to be protected, either with sprinkler heads which may be off the domestic water system, or with fire-rated construction. These upgrades would be required.

b) The existing door at the head of the stairs may be locked to prevent unauthorized access to this entire floor.

#### F. Building Systems

##### 1. Fire Sprinklers

a) The building is not currently sprinklered. Codes will not require the addition of fire sprinklers with the proposed occupancy.

##### 2. Plumbing

a) Many fixtures can be replaced in their existing location. Piping condition will need to be confirmed. It is understood that existing galvanized water lines are to be removed and/or abandoned, and replaced with new copper lines.

b) A cast iron vent riser was located in one of the upstairs closets.

c) Waste lines for new and relocated fixtures should be routed to intercept existing outside the building due to the existing first floor slab. Alternately an entirely new waste line may be extended to the City sewer.

##### 3. HVAC

a) There is currently no central HVAC system. There are existing gas cabinet room heaters in most major spaces. These are to be removed. Proposed work includes new complete split systems and toilet exhaust.

b) Due to limited available spaces on the first level, first floor slab, and existing ceiling construction hard to the floor framing; it is anticipated that HVAC units will be located on the upper level above first floor support spaces that may have dropped ceilings, allowing side-wall diffusers on the first floor major spaces.

c) Vertical chases for supply, return and outside air are likely required.

d) Since it is anticipated that the upper level will not be rehabilitated at this time, consideration will be given as to whether it is more cost effective on installation and operating costs, to condition the upper level or to wait until it is occupied.

##### 4. Electrical

a) It is anticipated that the existing service is inadequate for the intended use. Accordingly, a new service and main distribution panel are proposed. There are existing fuse boxes on each floor.

b) Existing overhead wiring is cables similar to romex, with plastic or cloth insulation. On the first floor, all wiring in brick walls and across ceiling is in surface-mounted conduit. On the second floor, wiring is concealed in the walls. It is anticipated that wiring will be completely replaced. Due to the predominance of painted brick on the interior surfaces of both interior and exterior walls on the first level, new wiring in walls is to be run using wire mold. Existing conduits may be reused where feasible.

c) Since it is anticipated that the upper level will not be

rehabilitated at this time, consideration will be given as to whether it is more cost effective on installation and operating costs, to re-wire the upper level or to wait until it is occupied.

d) Voice – Data system wiring and wire mold is to be omitted, as the new wiring will be largely surface-mounted, and the raceway could most effectively installed by the cable / jack installer only where devices are actually needed, based on real user needs, not assumptions. An appropriate backboard will be provided.

e) Light fixtures are to be replaced. There are no existing fixtures of historic significance to be retained or replicated. Existing fixtures consist of bare bulb fluorescent fixtures of varying age and configuration, along with some porcelain receptacles. Some fixtures use pull cords. Surface and/or pendant type fixtures selected for lighting effectiveness are proposed. Light fixtures may be omitted from the upper level.

5. Fire Alarms

a) The building does not contain a functioning alarm system. Building and Life Safety Codes will not require their addition with an occupant load less than 300.

b) An intrusion and/or fire alarm system may be added as required by the owner's program.

G. Inherent Code Deficiencies with Existing Arrangements

1. Egress door width

a) The Exterior doors to the Main Lobby consist of a pair of doors, 2'-6" wide. Codes require a minimum leaf width of 3'-0" to provide 32" minimum clear width. It is structurally feasible to replace these doors with a single 3'-0" wide door with one or two side-lites. This, however, is not recommended by the Secretary of Interior's Standards for Rehabilitation. It is recommended that this non-compliance be allowed to remain, seeking a variance if required from the Authority Having Jurisdiction. No exceptions were noted at the Concept Meeting.

2. Egress door swing

a) All exterior doors swing in to the building. It is expected that the occupant load served will exceed 50 people, assuming un-concentrated Assembly occupancy. Stops on the door frames indicate that screen doors were once present on the exterior doors. Reversing the swings would exacerbate the existing steps at the front doors (item 3 below). It is anticipated that a variance be sought from the Authority Having Jurisdiction. No exceptions were noted at the Concept Meeting.

b) Where existing exterior doors are not required for egress, and are not functionally required, consideration may be given to fixing them in a closed position. This includes one door to the rear addition and possibly the door at the bottom of the interior stairs.

3. Accessible Route Clearance

a) Some doors and passages are too narrow to provide for an accessible route. Where alternate routes are available, these are not to be modified. While the Hallway between the primary and secondary lobbies is too narrow, an alternate path is available through the back room. It should remain open and available to users as an accessible route.

b) As the upstairs is to remain un-occupied at this time, the doors there which are predominantly 32" wide, are to remain.

4. Stairs at doors
  - a) Codes require a landing just beyond egress doors before one encounters a stair riser. A violation of this occurs at the top of the interior upper level stairs, and at each exterior door across the front of the building. Upstairs, it would be structurally infeasible to add a 3' wide landing at the door, or to recess the door into the hallway. At the exterior doors, correcting this condition would require large landings. Once modified, they would need to meet accessibility codes which would also require ramps. The distance from the back of the sidewalk at the street to the face of the building is not sufficient to allow new landings and ramps as well as retain existing parking spaces. It is proposed to leave this condition as-is. If required, a variance should be sought from the Authority Having Jurisdiction.
5. Stair dimensions
  - a) Current Life Safety Code requirements for existing stairs allows 36" min. width only if occupant load is less than 50. This precludes the use of upstairs spaces for Assembly occupancy. Max. allowable riser height of 7 1/2" is OK. Min. allowable tread width is 10", whereas the existing treads are 9". It is structurally infeasible to rebuild the stair to comply with these dimensions. It is proposed to leave this condition as-is. If required, a variance should be sought from the Authority Having Jurisdiction.



David L. Woodburn, AIA  
Georgia Registered Architect #5988



# Department of Transportation

HAROLD E. LINNENKOHL  
COMMISSIONER  
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State of Georgia  
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January 2, 2007

BUDDY GRATTON, P.E.  
DEPUTY COMMISSIONER  
(404) 656-5212

EARL L. MAHFUZ  
TREASURER  
(404) 656-5224

The Honorable Woody Ward, Chairman of City Council  
City of Eastman  
P O Drawer 40  
Eastman, Georgia 31023

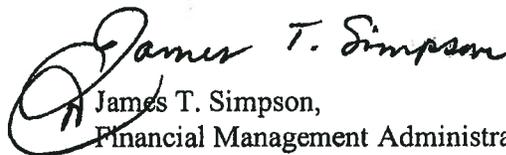
Dear Chairman of City Council Ward :

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

**PROJECT#:CSHPP-0007-00(626) Dodge County, P.I.#0007626**

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 George Brewer at (478)-552-4629.

Sincerely,

  
James T. Simpson,  
Financial Management Administrator

JTS:as

Enclosure

c: Bob Rogers  
Michael L. Thomas, P.E. - District 2  
Jeff Baker - Utilities



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

This Framework Agreement is made and entered into this 13<sup>th</sup> day of December, 2006, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the City of Eastman, acting by and through its Mayor and 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. Const. Art. IX, §III, ¶I(a).

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

1. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design), 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 and eligible for reimbursement by the DEPARTMENT shall not be considered reimbursible to the LOCAL GOVERNMENT until the LOCAL GOVERNMENT receives a written notice to proceed for each phase of the PROJECT.

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

3. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the Preconstruction Engineering Activities.

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

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

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

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

7. The LOCAL GOVERNMENT shall accomplish all of the design activities for the PROJECT. The design activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, the DEPARTMENT's Plan Presentation Guide, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The LOCAL GOVERNMENT responsibility for design shall include, but is not limited to the following items:

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

DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

b. Develop the PROJECT base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (pm) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.

c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required as well as any environmental reevaluations required. The LOCAL GOVERNMENT shall

submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practice.

f. Perform all surveys, mapping, soil investigation studies and pavement evaluations needed for design of the PROJECT.

g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.

h. Prepare the PROJECT drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

i. Prepare traffic studies, preliminary construction plans including a cost estimate for the Preliminary Field Plan Review, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including a cost estimate for the Final Field Plan Review, erosion control plans, lighting plans, traffic handling plans, and construction sequence plans and specifications including special provisions for the PROJECT.

j. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the

professional engineer and are in accordance with AASHTO and DEPARTMENT guidelines.

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

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

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

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

11. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this

agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

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

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

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

15. If the right of way phase is 100% local funding with no Federal or State reimbursement, upon the DEPARTMENT's approval of the project right of way plans, verification that the approved environmental document is current, which shall

mean that the approval of the environmental document occurred within six (6) months of the approval notice by the DEPARTMENT's for project right of way plans, and delivery of a written notice to proceed, the LOCAL GOVERNMENT may proceed with the acquisition of the necessary right of way for the PROJECT. If the right of way phase involves federal and/or state funding reimbursement, upon the Department's approval of the project right of way plans, the Local Government may proceed with all pre-acquisition right of way activities, however, property negotiation and acquisition cannot commence until right of way funding authorization is approved. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT and in accordance with the "Contract for the Acquisition of Right of Way" to be prepared by the Office of Right of Way and executed between the LOCAL GOVERNMENT and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. In the event the LOCAL GOVERNMENT is to receive reimbursement of all or part of the acquisition funding, reimbursable right of way costs are to include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. All required right of way shall be obtained and cleared of

obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the required right of way.

16. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the LOCAL GOVERNMENT the PROJECT shall be let for construction. The DEPARTMENT, unless shown otherwise on Attachment A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

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

18. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if required. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right

to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

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

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

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

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

RECOMMENDED:

Michael L. Thomas  
Michael L. Thomas, PE  
District Engineer, District Two

[Signature]  
Director of Preconstruction

David C. Stundtill, Jr.  
Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY: [Signature]  
Deputy Commissioner *ELM*

ATTEST: [Signature]  
Treasurer *ELM*

REVIEWED AS TO LEGAL FORM:

Sandra S. Byers 11.21.06  
Office of Legal Services

LOCAL GOVERNMENT NAME

BY: Woody Woodward  
Name  
Title

Signed, sealed and delivered this 6<sup>th</sup> day of November, 2006, in the presence of:

[Signature]  
Witness

Lvelyn L. Lampkin  
Notary Public  
Notary Public, Dodge County, Georgia  
My Commission Expires Aug. 19, 2008

This Agreement approved on the 6<sup>th</sup> day of November, 2006

Bea Edge  
City/County Clerk (as appropriate)

FEIN: 58-6000569

**ATTACHMENT "A"**  
**Project Number: CSHPP-0007-00(626) – Dodge County**

Project (PI#, Project # ,Description)	Work  Type	Preliminary Engineering		Right of Way		Construction		Utilities  Relocation Costs
		Funding	Design	Funding	Acquisition	Funding	Letting	
PI# 0007626 CSHPP-0007-00 (626) City Bus Station Preservation in Downtown Eastman	Historic Preservation	100% Local	City	100% Local	City	Federal = \$160,000 Local = \$40,000 >\$200,000 = 100% Local	Local	100% City

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

**ATTACHMENT "B"**  
**0007626 – Dodge County**

**Proposed Project Schedule**

<b>Concept and Environmental Phase</b>		<b>Execute Agreement</b>	<b>12/2006</b> (Approve Concept and Env. Documents)
<b>Preliminary Plan Phase</b>		<b>Execute Agreement</b>	<b>07/2007</b> (Authorize Right of Way)
<b>Right of Way Phase</b>		<b>Execute Agreement</b>	<b>12/2007</b> (Authorize Construction)

**Annual Reporting Requirements**

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

**Training Certification Requirement**

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