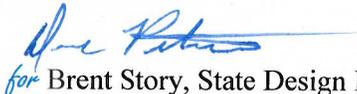


ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0008237 **OFFICE** Design Policy & Support
CSSTP-0008-00(237)
GDOT District 3 - Thomaston
Spalding County **DATE** September 1, 2011
Spalding County Intersection Improvement Program

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
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
David Millen, District Engineer
Bill Rountree, District Preconstruction Engineer
Kerry Gore, District Utilities Engineer
Sue Anne Decker, Project Manager
BOARD MEMBER - 3rd Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSSTP-0008-00(237)

County: Spalding

P. I. Number: 0008237

Federal Route Numbers: NA

State Route Numbers: NA

Spalding County Intersection Improvement Program - Phase I

Submitted for approval:

DATE 6-22-11


Michael Francis, JACOBS Engineering

DATE 6-22-11

City of Griffin

DATE 6/29/11

Office Head (Project Manager's Office)

DATE 6/28/11

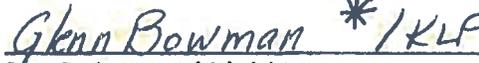

Sue Anne Decker
Project Manager

Recommendation for approval:

DATE _____

Program Control Administrator

DATE 7-22-11


Glenn Bowman * / KLP
State Environmental Administrator

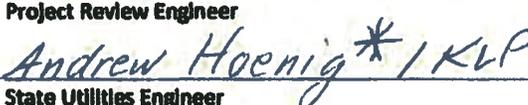
DATE _____

State Traffic Engineer

DATE 7-27-11


Ron Wishon * / KLP
Project Review Engineer

DATE 7-25-11

for 
Andrew Hoenig * / KLP
State Utilities Engineer

DATE _____

District Engineer / District Utilities Engineer

DATE _____

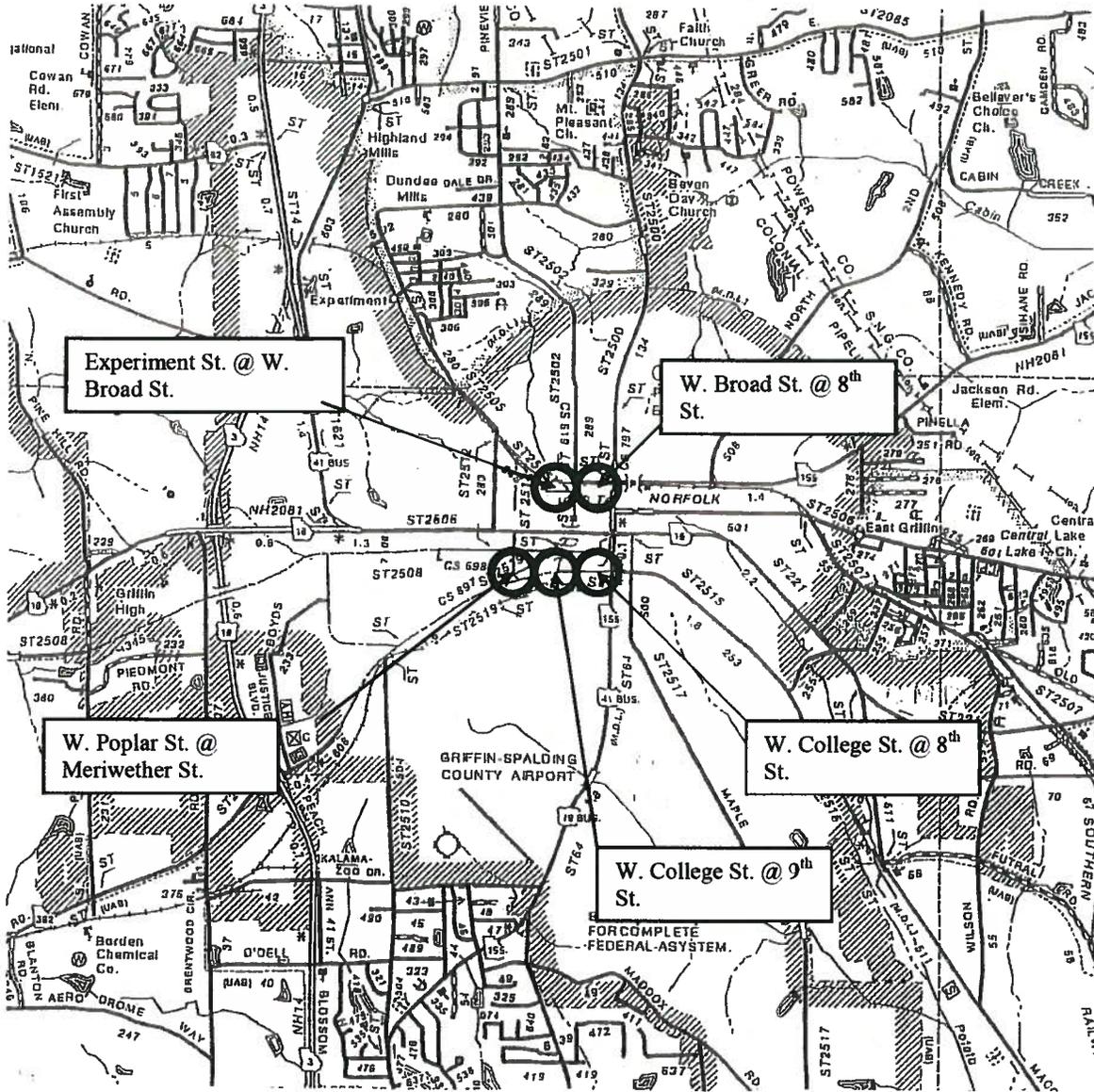
State Transportation Financial Management Administrator

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

DATE 7-27-11


Cynthia L. Kaufke
State Transportation Planning Administrator

Project Location Map



NOT TO SCALE

Project Concept Report page 3
Project Number: CSSTP-0008-00(237)
P. I. Number: 0008237
County: Spalding

Need and Purpose: See the approved Need and Purpose attached.

Project Justification for Intersection Improvements: The City of Griffin, located in Spalding County, has experienced significant increases in traffic flow through and within the City and anticipates continued growth in the future. The City's 2002 Long-Range Comprehensive Transportation Plan identified needs, improvements, and deficiencies of five intersections located on local streets. Atlanta Regional Commission (ARC) includes this project in Envision6 Regional Transportation Plan and FY 2008-2013 Transportation Improvement Program (TIP); (ARC project number SP-069A). The purpose of this project is to improve local traffic operations to meet transportation goals, achieve economic development, and improve the quality of life by enhancing the movement of people, goods, and services within the City of Griffin. This project is needed to reduce current and future problems by improving the system levels of service and to reduce crash frequency and severity.

Project Justification for the Signal Upgrades: Signal deficiencies are characterized by the needs and improvements to meet current design standards outlined in the Manual on Uniform Traffic Control Devices (MUTCD) and the American with Disabilities Act (ADA) requirements. These specific needs for signalized upgrade improvements will aid in maximizing efficiency and effectiveness and include the following: modernization for cost-effective maintenance and communication capability.

The proposed project locations are as follows: See the attached approved Need and Purpose for detail traffic data (existing and future Levels of Service (LOS)) and recent crash history for each intersection.

1. Experiment Street and Broad Street and 10th Street: Intersection Improvement. The intersection is currently operating with acceptable LOS (LOS C or better). However, traffic conditions are expected to degrade under No Build conditions to unacceptable LOS (LOS F) by 2035. For this intersection segment, crash rate has historically exceeded the statewide average for similar type facilities with angle crashes being the most commonly recorded crash type at the intersection from 2006-2008.
2. West Poplar Street and Meriwether Street/New Orleans/10th Street: Intersection Improvement. The intersections are currently operating with acceptable LOS (LOS C or better). However, traffic conditions are expected to degrade under No Build conditions to unacceptable LOS (LOS F) by 2035. The segment crash rate along Meriwether Street has historically exceeded the statewide average for similar type facilities, while the segment crash rate along Poplar Street exceeded the statewide average in 2006. Angle crashes were the most commonly recorded crash type at the intersection from 2006-2008.
3. West Broad Street and 8th Street: Signal Upgrade Only.
4. West College Street and 8th Street: Signal Upgrade Only.
5. West College Street and 9th Street: Signal Upgrade Only.

Description of the proposed project: The proposed project is entirely located in Spalding County, City of Griffin. The project's five locations consist of two (2) intersection improvements and three (3) signal upgrades. The proposed descriptions for the five locations are as follows:

1. Experiment Street and Broad Street and 10th Street: The proposed improvements consist of realigning Experiment Street to intersect Broad Street at an angle closer to 90 degrees. At the intersection of Broad Street and 10th Street, a left-turn lane and right-turn lane would be added in the westbound direction. This will prevent blockage of the westbound through traffic on Broad Street.

2. West Poplar Street and Meriwether Street/New Orleans/10th Street: The New Orleans Street and Meriwether Street intersection is located between two traffic signals and is often blocked due to the queued westbound traffic on Poplar Street turning south on Meriwether Street. The proposed improvement would eliminate access of New Orleans Street at West Poplar Street and would eliminate the skewed intersection of Meriwether Street at West Poplar Street. The improvement would add a westbound left-turn lane on Poplar Street at 10th Street intersection and a northbound right-turn lane on 10th Street at Poplar Street.

3. West Broad Street and 8th Street: Traffic signalization upgrades will consist of using the latest GDOT 2070 controller hardware and software platforms, interconnected communication between intersections using fiber optics, mast arm poles, energy-saving LED signal heads, pedestrian facility improvements to include countdown pedestrian signals, ADA wheel chair ramps, and cross walk striping.

4. West College Street and 8th Street: Traffic signalization upgrades will consist of using the latest GDOT 2070 controller hardware and software platforms, interconnected communication between intersections using fiber optics, mast arm poles, energy-saving LED signal heads, pedestrian facility improvements to include countdown pedestrian signals, ADA wheel chair ramps, and cross walk striping.

5. West College Street and 9th Street: Traffic signalization upgrades will consist of using the latest GDOT 2070 controller hardware and software platforms, interconnected communication between intersections using fiber optics, mast arm poles, energy-saving LED signal heads, pedestrian facility improvements to include countdown pedestrian signals, ADA wheel chair ramps, and cross walk striping.

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

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

PDP Classification: Major Minor

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

Project Concept Report page 5
Project Number: CSSTP-0008-00(237)
P. I. Number: 0008237
County: Spalding

Functional Classification: Experiment Street: Urban Minor Arterial
West Broad Street: Urban Minor Arterial
Meriwether Street: Urban Minor Arterial
West Poplar Street: Urban Minor Arterial
10th Street: Urban Minor Arterial
West College Street: Urban Collector Street
8th Street: Urban Collector Street
9th Street: Urban Local Road
New Orleans Street: Urban Local Road

U. S. Route Number(s): NA **State Route Number(s):** NA

Traffic (AADT):

Experiment Street - Open Year: (2015) <u>7,000</u>	Design Year: (2035) <u>10,800</u>
West Broad Street - Open Year: (2015) <u>2,150</u>	Design Year: (2035) <u>3,300</u>
West Poplar Street - Open Year: (2015) <u>6,650</u>	Design Year: (2035) <u>10,250</u>
Meriwether Street - Open Year: (2015) <u>4,600</u>	Design Year: (2035) <u>7,100</u>
West College Street - Open Year: (2015) <u>2,100</u>	Design Year: (2035) <u>3,400</u>

Existing design features:

- Typical Sections:
 - Experiment Street: 2-12' lanes, curb, south-west side sidewalk
 - College Street: 2-12'lanes, curb and sidewalks
 - Broad Street: 2-12'lanes, curb and sidewalks
 - Meriwether Street: 2-12'lanes, curb and sidewalks
 - West Poplar Street: 2-12' lanes, curb and sidewalks
 - 8th Street: 2-12' lanes, parking both sides (@ Broad only), curb and sidewalks
 - 9th Street: 2-12' lanes, curb and sidewalks
 - 10th Street: 2-12'lanes
- Posted speed mph:
 - Experiment Street: 25mph
 - West College Street: 30mph
 - Broad Street: 25mph
 - Meriwether Street: 30mph
 - West Poplar Street: 30mph
 - 8th Street: 30mph
 - 9th Street: 30mph
 - 10th Street: 30mph
- Maximum super-elevation rate for curve: NA
- Maximum grade: NA
- Width of right-of-way: varies 60 to 120ft
- Major structures: NA
- Major interchanges or intersections along the project: NA
- Existing length of roadway segment and the beginning mile logs for each county segment.
NA

- 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: NA

Proposed Design Features:

- Proposed typical sections:
 - Experiment Street: 3-12' lanes, curb/gutter, sidewalk westside
 - Broad Street: 2-12' through lanes, 1-12' left turn lane, 1-12' right-turn free flow, curb/gutter, sidewalk southside
 - 10th Street: 2-12'lanes, 1-12' right turn lane, curb and sidewalks
 - West Poplar Street: 2-12' lanes, 1-12' left turn lane, curb/gutter and sidewalks
- Proposed Design Speed Mainline: Urban Arterial, Collector, and Local 35 mph
- Proposed Maximum grade Mainline: Urban Arterial 7% , Urban Collector 9%
- Maximum grade allowable: Urban Arterial 7% , Urban Collector 9%
- Proposed Maximum grade Side Street: 10%
- Maximum grade allowable: 10%
- Proposed Maximum grade driveway: 20%
- Proposed Minimum radius of curve: 205 ft
- Minimum radius allowable: 205 ft
- Maximum allowable superelevation rate: 4.0%
- Proposed maximum superelevation rate: 4.0%
- Right-of-Way:
 - o Width Varies
 - o Easements: Temporary (X) Permanent () Utility () Other ().
 - o Type of access control: Full () Partial () By Permit (x) Other ().
 - o Number of parcels: 11 Number of displacements: 2
 - o Business: 2
 - o Residences: _____
 - o Mobile homes: _____
 - o Other: _____
- Structures: NA
- Major intersections, interchanges, median openings and signal/intersection control locations.
 - o Experiment Street and West Broad Street and 10th Street (Signalized)
 - o West Poplar Street and 10th Street (Signalized)
- For ITS projects identify physical limits of field device location, location of any control centers and/or brief explanation of new features: NA
- Transportation Management Plan Anticipated: Yes () No (X)

- Design Exceptions to controlling criteria anticipated:

	<u>YES</u>	<u>NO</u>	<u>UNDETERMINED</u>
1. DESIGN SPEED:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. LANE WIDTH:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. SHOULDER WIDTH:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. BRIDGE WIDTH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. HORIZONTAL ALIGNMENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. SUPERELEVATION	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. VERTICAL ALIGNMENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. GRADE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. STOPPING SIGHT DISTANCE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. CROSS SLOPE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. VERTICAL CLEARANCE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. LATERAL OFFSET TO OBSTRUCTION	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. BRIDGE STRUCTURAL CAPACITY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- Design Variances: None anticipated.
- Environmental concerns – National Register of Historic Places eligible/listed properties.
- Anticipated Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X) No ()
 - Categorical exclusion anticipated (X).
 - Environmental Assessment/Finding of No Significant Impact anticipated (FONSI) ().
 - Environmental Impact Statement (EIS) ().
- Utility involvements: Norfolk Southern Railroad, Local Electric, Gas, Water, and Communication.
- Public Interest Determination Policy and Procedure Required? Yes () No (X)
- VE Study Anticipated Yes () No (X)
- Benefit/Cost Ratio NA

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST	MITIGATION
By Whom	100% Local	100% Local	100% Local	80% Fed 20% Local	
\$ Amount	NA	\$682,205.00	\$200,000	\$1,908,715.79*	NA

*CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment

Project Concept Report page 8
Project Number: CSSTP-0008-00(237)
P. I. Number: 0008237
County: Spalding

Project Activities Responsibilities:

- Design: Jacobs
- Right-of-Way Acquisition: City of Griffin
- Right-of-Way funding (real property): City of Griffin
- Relocation of Utilities: City of Griffin
- Letting to contract: City of Griffin
- Supervision of construction: City of Griffin, GDOT
- Providing material pits: NA
- Providing detours: NA
- Environmental Studies/Documents/Permits: Edwards Pitman Environmental
- Environmental Mitigation: _____

Coordination

- Initial Concept Meeting date and brief summary. (11-9-10) (Minutes attached)
- Concept meeting date and brief summary. (2-21-11) (Minutes attached)
- P A R meetings, dates and results. (NA, not required)
- FEMA, USCG, and/or TVA. (NA)
- Public involvement.
 - PIOH held May 3, 2011 (Summary attached)
 - City of Griffin held meetings with stakeholders (St Georges Episcopal Church and Second Baptist Church of Griffin) (Minutes attached)
- Local government comments. None
- Other projects in the area.
 - SP-069B (PI 0008238) Spalding County Intersection Improvement Program: Phase II
 - SP-167 (PI 0008579) Traffic Signal Upgrades
 - SP-168 (PI 001033) Downtown Griffin Pedestrian and Bicycle Facilities
 - SP-075 (PI 0009680) East McIntosh Road Resurfacing
 - SP-077 (PI 0009683) Spalding County ARRA C230 Resurfacing Program.
- Railroads. Norfolk Southern
- Peer Review documentation (Roundabouts only) (NA)
- Other coordination to date.

Scheduling – Responsible Parties’ Estimate:

- Time to complete the environmental process: Begin: July 2011 End: Feb 2012
- Time to complete preliminary construction plans: Begin: Aug 2010 End: Sept 2011
- Time to complete right-of-way plans: Begin: Sept 2011 End: Feb 2012
- Time to complete the Section 404 Permit: Begin: NA End: NA
- Time to complete final construction plans: Begin: Apr 2012 End: Jan 2013
- Time to complete the purchase of right-of-way: Begin: Apr 2012 End: Apr 2013
- Time to complete railroad coordination: Begin: NA End: NA

Other alternates considered: NA

Comments: None

Project Concept Report page 9
Project Number: CSSTP-0008-00(237)
P. I. Number: 0008237
County: Spalding

Attachments:

1. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel & Asphalt Price Adjustment form
 - c. Right-of-Way
 - d. Utilities
2. Typical Sections/Concept Layouts
3. Approved Need and Purpose Statement
4. Minutes of Concept Meeting
5. Summary of PIOH Meeting
6. Minutes from meeting with St. George and Second Baptist Church
7. PFA

Concur: Bill R. McManis
Director of Engineering

Approve: D. J. M. R.
Chief Engineer

Date: 8.31.11

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: PROJECT No. CSSTP-0008-00(237), Spalding County
Spalding County Intersection Improvement
Program - Phase I
P.I. No. 0008237

OFFICE: Program Delivery

DATE: 8/9/2011

FOR
FROM: Michael Haithcock, P.E., Assistant Office Head, Office of Program Delivery

TO: Ronald E. Wishon, Project Review Engineer

SUBJECT: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER: Sue Anne Decker, P.E.

MNGT LET DATE: 4/15/2013

MNGT R/W DATE: 4/15/2012

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION: \$2,075,000.00

DATE: 2/5/2010

RIGHT OF WAY: \$n/a

DATE: n/a

UTILITIES: \$n/a

DATE: n/a

REVISED COST ESTIMATES

CONSTRUCTION:* \$1,908,715.79

RIGHT OF WAY: \$ 682,205.00 (100% Local)

UTILITIES: \$ 200,000.00 (100% Local)

*** Cost contains Engineering and Inspection and Fuel and Asphalt Cement Adjustments.**

REASON FOR COST DECREASE: This is a concept cost estimate. The previous cost was based on the City of Griffin's estimate to the ARC for funding.

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

DATE : 08/04/2011
PAGE : 1

JOB NUMBER : 0008237 UPDATED
DESCRIPTION: 0008237 CONCEPT COSTS.

SPEC YEAR: 01

ITEMS FOR JOB 0008237 UPDATED

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	310-1101		TN	GR AGGR BASE CRS, INCL MATL	1867.000	18.73	34975.59
0010	402-1812		TN	RECYL AC LEVELING, INC BMEHL	327.000	66.52	21753.16
0015	402-3121		TN	RECYL AC 25MM SP,GPI/2,BM&HL	468.000	67.17	31436.31
0020	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	654.000	70.85	46336.48
0025	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BMEHL	313.000	68.97	21589.14
0029	413-1000		GL	BITUM TACK COAT	1500.000	2.31	3467.96
0030	432-0206		SY	MILL ASPH CONC PVMT/ 1.50" DEP	6848.000	2.49	17094.46
0035	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	114.000	34.64	3949.09
0040	441-0104		SY	CONC SIDEWALK, 4 IN	348.000	39.85	13870.73
0045	441-0748		SY	CONC MEDIAN, 6 IN	83.000	44.93	3729.83
0050	441-6012		LF	CONC CURB & GUTTER/ 6"X24"TP2	4394.000	8.87	38988.53
0055	609-1000		SY	REMOVE ROADWAY SLAB	446.000	51.43	22938.24
0060	210-0100		LS	GRADING COMPLETE - LS	1.000	75000.00	75000.00
0065	005-0002		LS	INSTALL/LIGHTING FACILITIES LS	1.000	50000.00	50000.00
0070	009-3500		LS	MISC LANDSCAPE ITEMS	1.000	75000.00	75000.00
0075	647-1000		LS	TRAF SIGNAL INSTALLATION NO - NEW SIGNAL	1.000	150000.00	150000.00
0077	647-1000		LS	TRAF SIGNAL INSTALLATION NO - NEW SIGNAL	1.000	150000.00	150000.00
0078	647-1000		LS	TRAF SIGNAL INSTALLATION NO - NEW SIGNAL	1.000	150000.00	150000.00
0083	647-1000		LS	TRAF SIGNAL INSTALLATION NO - NEWSIGNAL	1.000	150000.00	150000.00
0088	647-1000		LS	TRAF SIGNAL INSTALLATION NO - SIGNAL MOD	1.000	100000.00	100000.00
0093	647-1000		LS	TRAF SIGNAL INSTALLATION NO - SIGNAL MOD	1.000	100000.00	100000.00
0098	232-0001		LS	RAILROAD CONSTRUCTION	1.000	200000.00	200000.00
0108	150-1000		LS	TRAFFIC CONTROL - LS	1.000	150000.00	150000.00
0113	161-1000		LS	EROSION CONTROL - LS	1.000	10000.00	10000.00
0118	001-0000		\$	MISC ITEMS LS COST, DRNG AND SIGN & MARK	1.000	100000.00	100000.00

ITEM TOTAL
INFLATED ITEM TOTAL

1720129.51
1720129.52

TOTALS FOR JOB 0008237 UPDATED

ESTIMATED COST:
CONTINGENCY PERCENT (0.0) :
ESTIMATED TOTAL:

1720129.52
0.00
1720129.52

P.I. Number 0008237

County Spalding

Date 8/9/2011

Project Number CSSTP-0008-00(237)

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

ENTER FPL DIESEL	4.079
ENTER FPM DIESEL	9.178

ENTER FPL UNLEADED	3.862
ENTER FPM UNLEADED	8.6895

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

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	1867.000	0.29	541.43	0.24	448.08	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	1762.000	2.90	5109.80	0.71	1251.02	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

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

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Drilled Caisson____ (LF) Section 524				8.00		1.50		
Drilled Caisson____ (LF) Section 524				8.00		1.50		
Drilled Caisson____ (LF) Section 524				8.00		1.50		
Pile Encasement____(LF) Section 547				8.00		1.50		
Pile Encasement____(LF) Section 547				8.00		1.50		
SUM QF DIESEL=				6651.23	SUM QF UNLEADED=		1699.10	
DIESEL PRICE ADJUSTMENT(\$)					\$28,509.07			
UNLEADED PRICE ADJUSTMENT(\$)					\$7,546.21			

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

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

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

ENTER APL

ENTER APM

Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 150px;" type="text"/>		
REMARKS: <input style="width: 100%;" type="text"/>		

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 150px;" type="text"/>		
REMARKS: <input style="width: 100%;" type="text"/>		

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$26,509.07</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$7,546.21</u>
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	<u>\$4,669.63</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	<u>\$63,854.88</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	

REMARKS:



CITY OF GRIFFIN

SINCE 1840

Commission Members

Joanne Todd
Chairperson

Cynthia Reid Ward
Vice Chairperson

William Evans

Douglas S. Hollberg

Ryan McLemore

Dick Morrow

Shaheer Beyah

Kenny L. Smith
City Manager

**Director Public Works
and Utilities**
Brant D. Keller PhD

June 20, 2011

JACOBS
Mr. Michael Francis
Project Manager
6801 Governors Lake Parkway
Bldg 200
Norcross, GA 30071

RE: PI 0008237 Right Of Way Cost Estimate

Mr. Francis:

The City of Griffin estimates the right-of-way costs of \$682,205 for the project. This cost includes land cost, relocations, damages, and acquisitions service cost. Should you have questions please contact Steve Manley at 770 228 0013.

Brant D. Keller PhD
Director Public Works and Utilities



"The Iris City"

One Griffin Center • 100 South Hill Street • Griffin, Georgia 30223 • Tel. 770-229-6603 • FAX 678-692-0930

Post Office Box T • Griffin, Georgia 30224

Web Site: www.cityofgriffin.com



CITY OF GRIFFIN

SINCE 1840

Commission Members

Joanne Todd
Chairperson

Cynthia Reid Ward
Vice Chairperson

William Evans

Douglas S. Hollberg

Ryan McLemore

Dick Morrow

Shaheer Beyah

Kenny L. Smith
City Manager

Director Public Works
and Utilities
Brant D. Keller PhD

June 20, 2011

JACOBS
Mr. Michael Francis
Project Manager
6801 Governors Lake Parkway
Bldg 200
Norcross, GA 30071

RE: PI 0008237 Utility Cost Estimate

Mr. Francis:

The City of Griffin anticipates approximately 8 utility power poles to be impacted and relocated for the project. For this LOCAL project, the reimbursable utility cost is estimated to be \$200,000.

The power utility poles are located at the following intersections:

- Experiment Street and Broad Street and 10th Street (5 poles)
- West Poplar Street and Meriwether Street (3 poles)

Brant D. Keller PhD
Director Public Works and Utilities

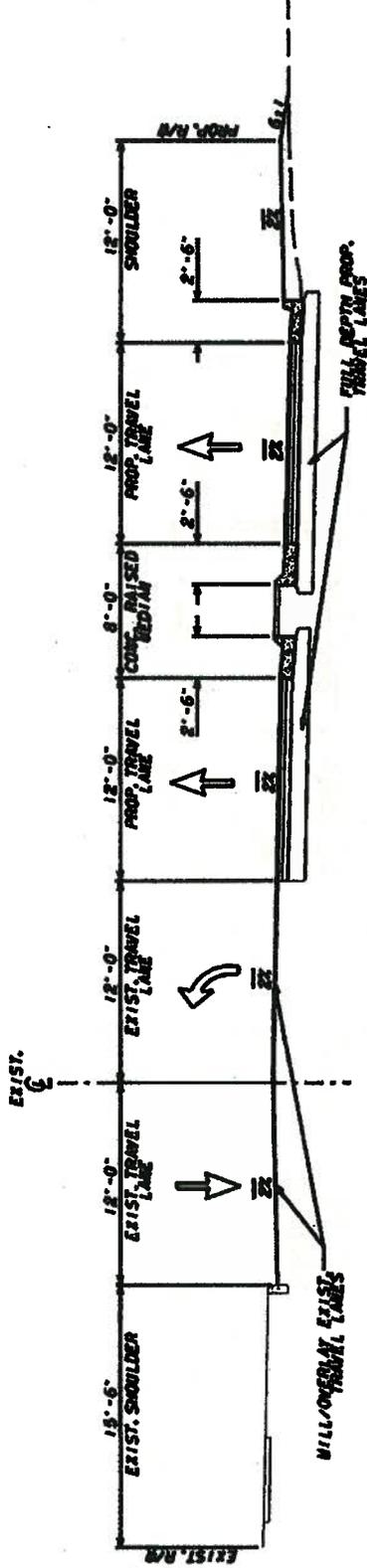


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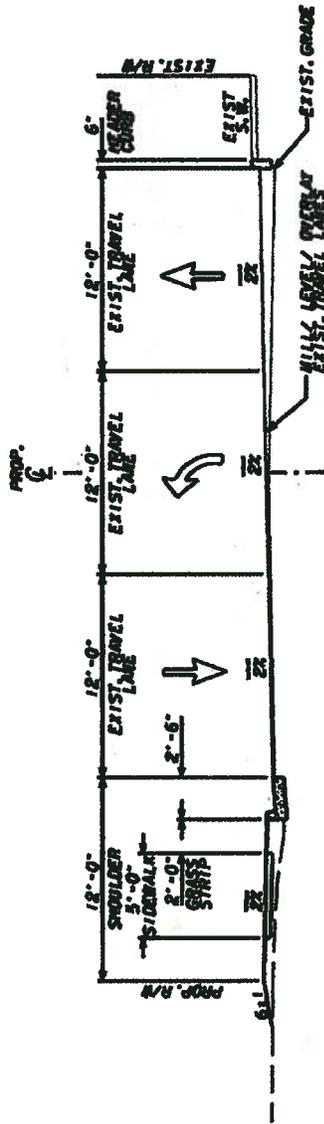
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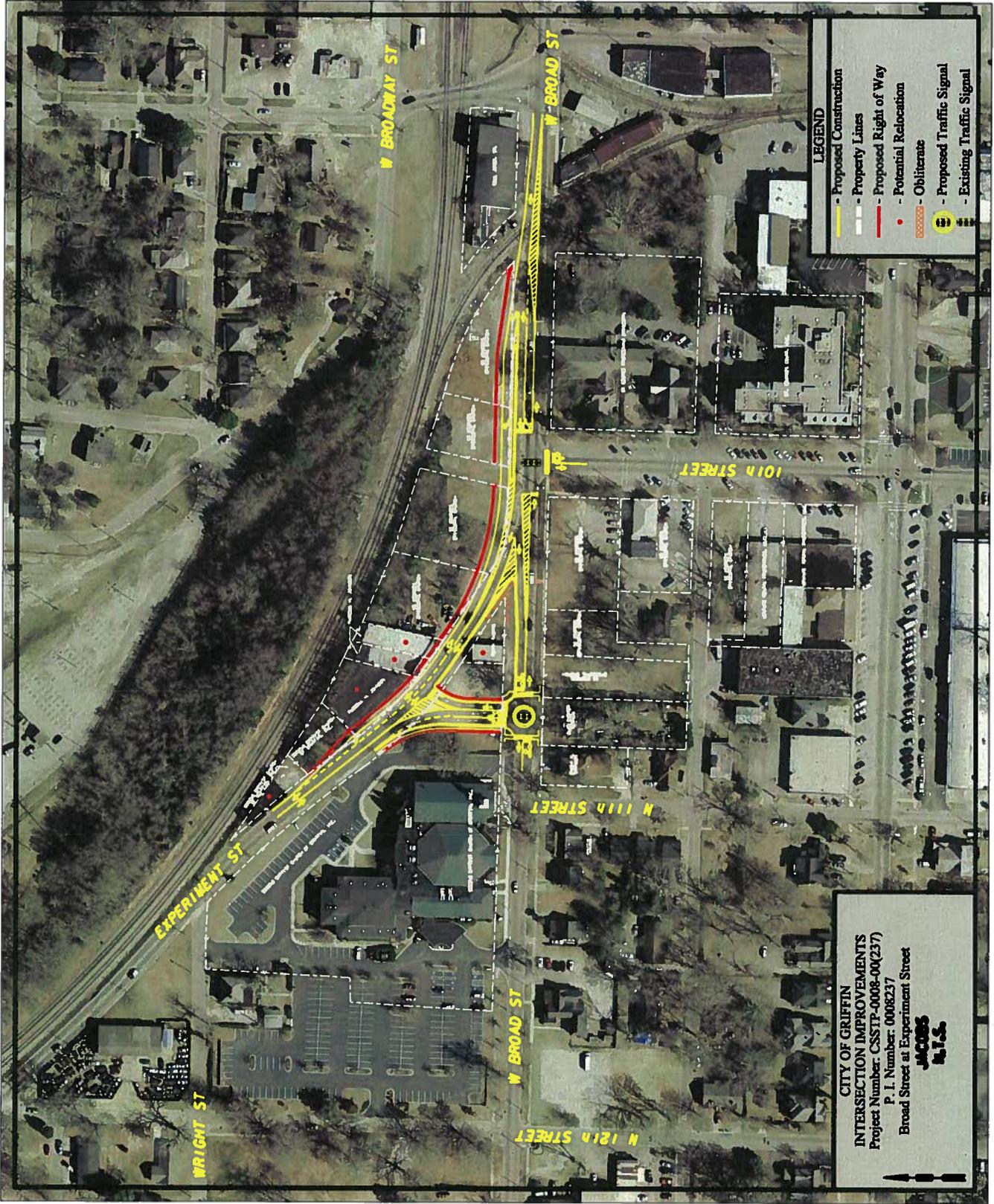
TYPICAL SECTION
 W. BROAD ST. @ BROAD ST.
 east of 10th ST.
 N. T. S.

TYPICAL SECTION
 EXPERIMENT ST. @ BROAD ST.
 P. I. No. 0008237
 CSSTP-0008-00(237)



TYPICAL SECTION
 W. POPLAR ST. east of
 10th ST. / MERIWETHER ST.
 N. T. S.

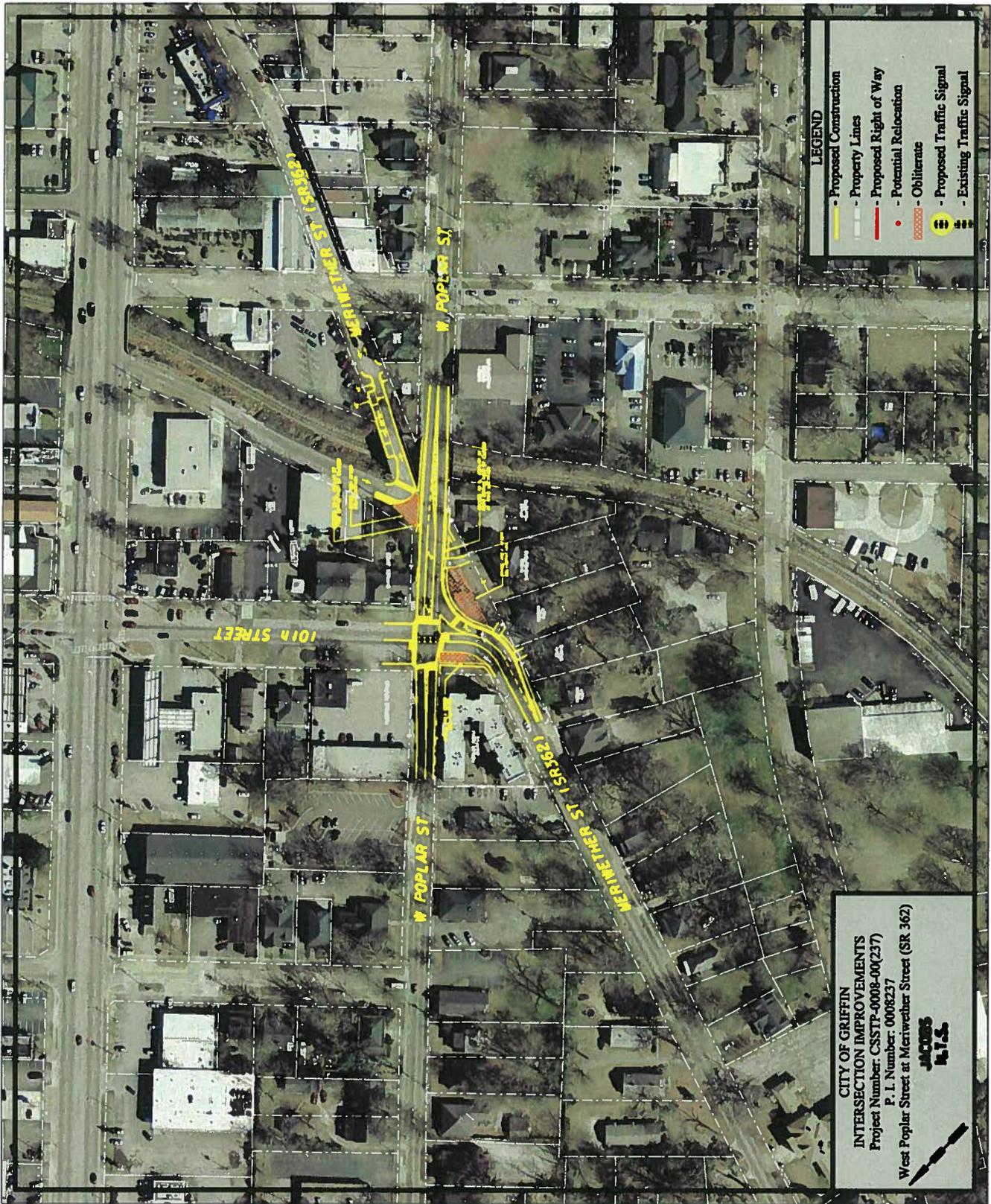
W. POPLAR ST. @ MERIWETHER ST.
 P.I. No. 0008237
 CSSTP-0008-00(237)



LEGEND

- Proposed Construction
- Property Lines
- Proposed Right of Way
- Potential Relocation
- Obliterate
- Proposed Traffic Signal
- Existing Traffic Signal

CITY OF GRIFFIN
INTERSECTION IMPROVEMENTS
 Project Number: CSSTP-0008-00(237)
 P. I. Number: 0008237
 Broad Street at Experiment Street
JACOBS
 Inc.



LEGEND

- Proposed Construction
- Property Lines
- Proposed Right of Way
- Potential Relocation
- Obliterate
- Proposed Traffic Signal
- Existing Traffic Signal

CITY OF GRIFFIN
INTERSECTION IMPROVEMENTS
 Project Number: CSSTP-0008-00(237)
 P. I. Number: 0008237
 West Poplar Street at Meriwether Street (SR 362)

JACOBS
U.S.

Project Number: CSSTP-0008-00(237)
P.I. 0008237

Need and Purpose: The City of Griffin, located in Spalding County, has experienced significant increases in traffic flow through and within the City and anticipates continued growth in the future. The City's 2002 Long-Range Comprehensive Transportation Plan identified needs, improvements, and deficiencies of five intersections located on local streets. Atlanta Regional Commission (ARC) includes this project in Envision6 Regional Transportation Plan and FY 2008-2013 Transportation Improvement Program (TIP); (ARC project number SP-069A). The purpose of this project is to improve local traffic operations to meet transportation goals, achieve economic development, and improve the quality of life by enhancing the movement of people, goods, and services within the City of Griffin. This project is needed to reduce current and future problems by improving the system levels of service and to reduce crash frequency and severity. Signal deficiencies are characterized by the needs and improvements to meet current design standards outlined in the Manual on Uniform Traffic Control Devices (MUTCD) and the American with Disabilities Act (ADA) requirements. These specific needs for signalized upgrade improvements will aid in maximizing efficiency and effectiveness and include the following: modernization for cost-effective maintenance and communication capability.

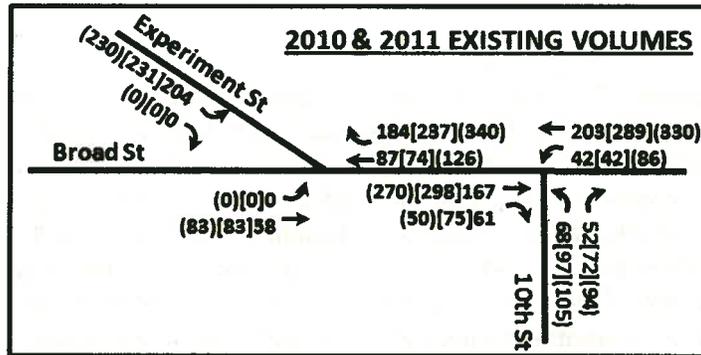
Future Planned/Programmed projects in the area include:

- SP-167 (PI 0008579) Traffic Signal Upgrades
 - Project Limits/Locations-SR 155 @ Broad St, SR 155 @ Solomon, SR 155 @ Poplar St
- SP-168 (PI 001033) Downtown Griffin Pedestrian and Bicycle Facilities
 - Project Limits – Solomon Street from 9th Street to 4th Street
 - Project Limits- 5th Street from Taylor Street to East Broad Street
- SP-075 (PI 0009680) East McIntosh Road Resurfacing
 - Project Limits – From Old Atlanta Road to North Hill Street
- SP-077 (PI 0009683) Spalding County ARRA C230 Resurfacing Program.
 - Project Limits – West Poplar Street from New Orleans Street to 8th Street

The proposed project locations are as follows:

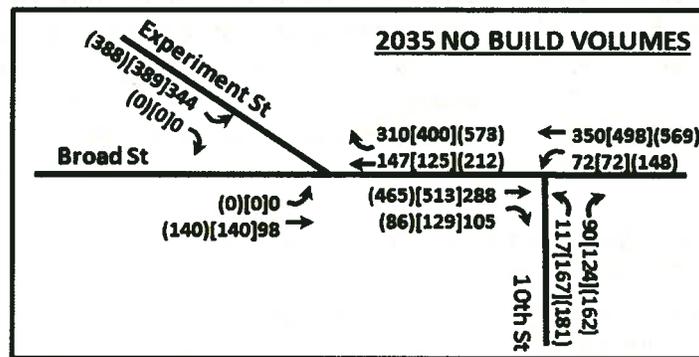
1. **Experiment Street and Broad Street and 10th Street: Intersection Improvement**
Figures 1a and 1b show the existing and future traffic volumes, respectively. Table 1a shows existing and future Levels of Service (LOS). Table 1b summarizes recent crash history along major roadway segments containing the study intersection. Table 1c shows the crash types occurring at the intersection. For analysis purposes, crashes within 250 feet on each approach were considered to be occurring at the intersection.

Figure 1a – Existing Volumes



Note: AM, [MIDDAY], (PM) volumes depicted

Figure 1b – 2035 Design Year No Build Volumes



Note: AM, [MIDDAY], (PM) volumes depicted

Table 1a – Existing and Future Intersection LOS

2010 & 2011 Existing Year Intersection LOS								
Intersection	Control	LOS Reported	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Experiment St at Broad St	Signal	Intersection	B	15.7	C	22.9	C	22.6
Broad St at 10 th St	Signal	Intersection	C	22.0	C	26.8	C	30.3
2035 Design Year (No Build) Intersection LOS								
Intersection	Control	LOS Reported	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Experiment St at Broad St	Signal	Intersection	D	37.2	F	88.6	F	93.5
Broad St at 10 th St	Signal	Intersection	D	53.9	F	144.2	F	233.1

Table 1b – Crash History

Experiment Street		Mile Point 0.08-0.71				
Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate
2006	10	865 (531)	3	260 (201)	0	0 (1.51)
2007	17	972 (514)	6	343 (190)	0	0 (1.47)
2008	11	729 (471)	3	199 (176)	0	0 (1.46)
Broad Street		Mile Point 0.7-1.42				
Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate
2006	16	1142 (531)	4	286 (201)	0	0 (1.51)
2007	14	867 (514)	4	248 (190)	0	0 (1.47)
2008	12	792 (471)	1	66 (176)	0	0 (1.46)

Note: All rates are per 100 million miles of travel. Numbers in parentheses are statewide average rates for Minor Urban Arterials.

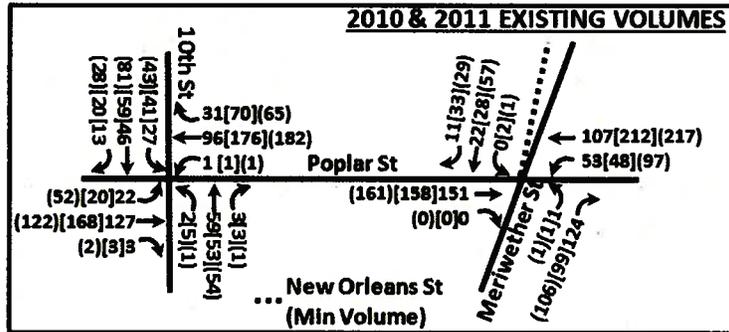
Table 1c – Crash Types, Broad St at Experiment St and 10th St

Experiment Street Approach				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	1	1 – Rear End	0	0
2007	5	3 – Angle, 2 – Rear End	2	0
2008	3	1 – Angle, 1 – Rear End, 1 – Sideswipe Same Direction	0	0
Broad Street Approaches				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	2	1 – Angle, 1 – Head On	0	0
2007	0	0	0	0
2008	0	0	0	0
10th Street Approach				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	6	2 – Angle, 1 – Rear End, 1 – Sideswipe Opposite Direction, 2 – Not a Collision with a motor vehicle	3	0
2007	8	4 – Angle, 4 – Rear End	1	0
2008	2	1 – Angle, 1 – Rear End	0	0

As shown in Table 1a, the intersections are currently operating with acceptable LOS (LOS C or better). However, traffic conditions are expected to degrade under No Build conditions to unacceptable LOS (LOS F) by 2035. Additionally, Table 1b shows the segment crash rate has historically exceeded the statewide average for similar type facilities with angle crashes being the most commonly recorded crash type at the intersection from 2006-2008.

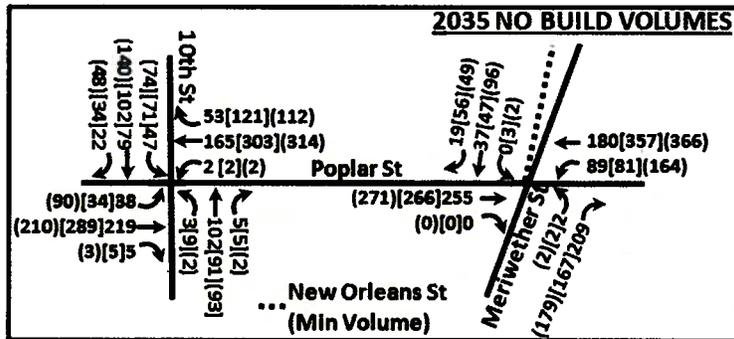
2. **West Poplar Street and Meriwether Street/New Orleans/10th Street: Intersection Improvement.** Figures 2a and 2b show the existing and future traffic volumes, respectively. Table 2a shows existing and future Levels of Service (LOS). Table 2b summarizes recent crash history along major roadway segments containing the study intersection. Table 2c shows the crash types occurring at the intersection. For analysis purposes, crashes within 250 feet on each approach were considered to be occurring at the intersection.

Figure 2a – Existing Volumes



Note: AM, [MIDDAY], (PM) volumes depicted

Figure 2b – 2035 Design Year No Build Volumes



Note: AM, [MIDDAY], (PM) volumes depicted

Table 2a – Existing and Future Intersection LOS

2011 Existing Year Intersection LOS								
Intersection	Control	LOS Reported	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Poplar St at 10 th St	Signal	Intersection	A	7.5	A	7.6	A	8.7
Poplar St at Meriwether St	Stop	NB Approach	B	10.1	B	10.1	B	10.1
		SB Approach	B	12.1	B	12.5	C	17.4
2035 Design Year (No Build) Intersection LOS								
Intersection	Control	LOS Reported	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Poplar St at 10 th St	Signal	Intersection	A	8.4	A	9.6	B	12.3
Poplar St at Meriwether St	Stop	NB Approach	B	12.2	B	12.4	B	13.8
		SB Approach	C	17.1	C	20.4	F	91.6

Table 2b – Crash History

Poplar Street							Mile Point 0.29-0.82						
Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate	Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate
2006	14	1693 (531)	7	847 (201)	0	0 (1.51)	2006	6	768 (531)	5	640 (201)	0	0 (1.51)
2007	5	469 (514)	2	188 (190)	0	0 (1.47)	2007	9	823 (514)	1	91 (190)	0	0 (1.47)
2008	2	210 (471)	1	105 (176)	0	0 (1.46)	2008	7	996 (471)	3	427 (176)	0	0 (1.46)
Meriwether Street							Mile Point 0.78-1.37						
Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate	Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate
2006	6	768 (531)	5	640 (201)	0	0 (1.51)	2006	6	768 (531)	5	640 (201)	0	0 (1.51)
2007	9	823 (514)	1	91 (190)	0	0 (1.47)	2007	9	823 (514)	1	91 (190)	0	0 (1.47)
2008	7	996 (471)	3	427 (176)	0	0 (1.46)	2008	7	996 (471)	3	427 (176)	0	0 (1.46)

Note: All rates are per 100 million miles of travel. Numbers in parentheses are statewide average rates for Minor Urban Arterials.

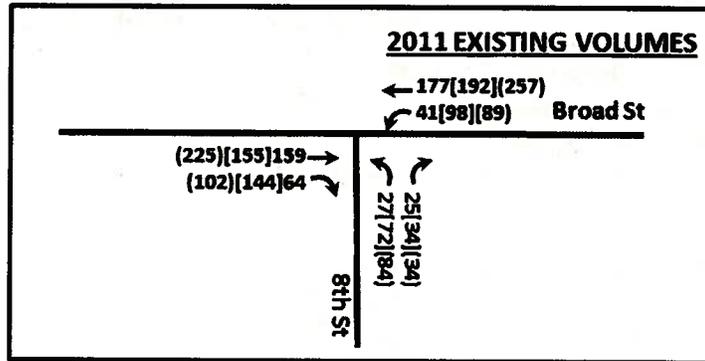
Table 2c – Crash Types, Poplar St at Meriwether St and 10th St

West Poplar Street Approaches				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	1	1 – Rear End	0	0
2007	2	2 – Angle	0	0
2008	0	0	0	0
Meriwether Street Approaches				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	0	0	0	0
2007	2	1 – Sideswipe Same Direction, 1 – Not a Collision with a motor vehicle	0	0
2008	0	0	0	0
10th Street Approaches				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	3	1 – Angle, 2 – Rear End	1	0
2007	4	2 – Angle, 1 – Head On, 1 – Rear End	2	0
2008	5	4 – Angle, 1 – Rear End	3	0
New Orleans Street Approach				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	1	1 – Rear End	1	0
2007	0	0	0	0
2008	0	0	0	0

As shown in Table 2a, the intersections are currently operating with acceptable LOS (LOS C or better). However, traffic conditions are expected to degrade under No Build conditions to unacceptable LOS (LOS F) by 2035. Additionally, Table 2b shows the segment crash rate along Meriwether Street has historically exceeded the statewide average for similar type facilities, while the segment crash rate along Poplar Street exceeded the statewide average in 2006. Angle crashes were the most commonly recorded crash type at the intersection from 2006-2008.

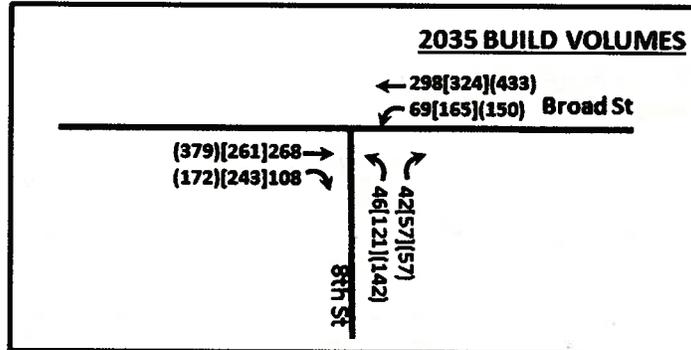
3. **Broad Street and 8th Street: Signal Upgrade.** Figures 3a and 3b show the existing and future traffic volumes, respectively. Table 3a shows existing and future Levels of Service (LOS). Table 3b summarizes recent crash history along major roadway segments containing the study intersection. Table 3c shows the crash types occurring at the intersection. For analysis purposes, crashes within 250 feet on each approach were considered to be occurring at the intersection.

Figure 3a – Existing Volumes



Note: AM, [MIDDAY], (PM) volumes depicted

Figure 3b – 2035 Design Year No Build/Build Volumes



Note: AM, [MIDDAY], (PM) volumes depicted

Table 3a – Existing and Future Intersection LOS

2011 Existing Year Intersection LOS								
Intersection	Control	LOS Reported	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Broad St at 8 th St	Signal	Intersection	A	7.8	B	10.1	B	10.5
2035 Design Year (No Build/Build) Intersection LOS								
Intersection	Control	LOS Reported	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Broad St at 8 th St	Signal	Intersection	A	9.8	C	20.8	D	40.0

Table 3b – Crash History

Broad Street Mile Point 0.7-1.42						
Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate
2006	16	1142 (531)	4	286 (201)	0	0 (1.51)
2007	14	867 (514)	4	248 (190)	0	0 (1.47)
2008	12	792 (471)	1	66 (176)	0	0 (1.46)

Note: All rates are per 100 million miles of travel. Numbers in parentheses are statewide average rates for Minor Urban Arterials.

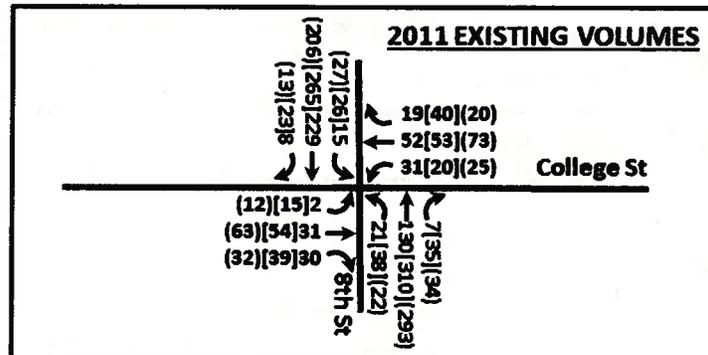
Table 3c – Crash Types, Broad St at 8th St

Broad Street Approaches				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	1	1 – Rear End	0	0
2007	0	0	0	0
2008	0	0	0	0
8 th Street Approach				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	2	1 – Sideswipe Same Direction, 1 – Angle	0	0
2007	2	1 – Angle, 1 – Rear End	2	0
2008	2	1 – Rear End, 1 – Sideswipe Same Direction	0	0

As shown in Table 3a, the intersection is currently operating with acceptable LOS (LOS B or better). Traffic conditions are expected to degrade to LOS D by 2035. Additionally, Table 3b shows the segment crash rate has historically exceeded the statewide average for similar type facilities with rear-end crashes being the most commonly recorded crash type at the intersection from 2006-2008.

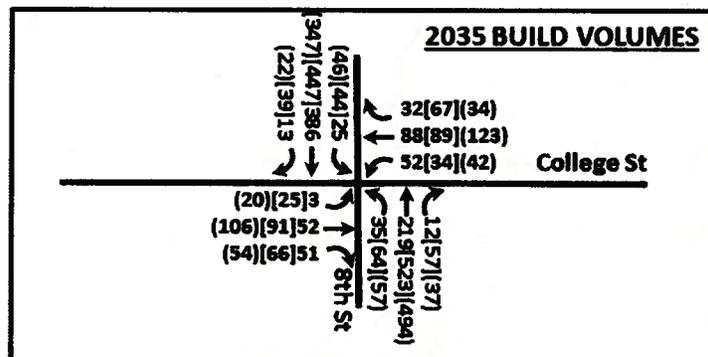
4. **College Street and 8th Street: Signal Upgrade.** Figures 4a and 4b show the existing and future traffic volumes, respectively. Table 4a shows existing and future Levels of Service (LOS). Table 4b summarizes recent crash history along major roadway segments containing the study intersection. Table 4c shows the crash types occurring at the intersection. For analysis purposes, crashes within 250 feet on each approach were considered to be occurring at the intersection.

Figure 4a – Existing Volumes



Note: AM, [MIDDAY], (PM) volumes depicted

Figure 4b – 2035 Design Year No Build/Build Volumes



Note: AM, [MIDDAY], (PM) volumes depicted

Table 4a – Existing and Future Intersection LOS

2011 Existing Year Intersection LOS								
Intersection	Control	LOS Reported	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
College St at 8 th St	Signal	Intersection	A	8.7	A	8.2	A	8.3
2035 Design Year (No Build/Build) Intersection LOS								
Intersection	Control	LOS Reported	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
College St at 8 th St	Signal	Intersection	A	9.5	B	12.2	B	12.6

Table 4b – Crash History

College Street							Mile Point 0.0-0.7						
Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate	Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate
2006	10	1174 (510)	3	352 (184)	0	0 (1.70)	2006	24	2219 (510)	6	555 (184)	0	0 (1.70)
2007	9	1210 (475)	2	269 (166)	0	0 (1.33)	2007	6	927 (475)	0	0 (166)	0	0 (1.33)
2008	12	1537 (443)	2	256 (154)	0	0 (1.12)	2008	11	1668 (443)	0	0 (154)	1	152 (1.12)
8 th Street							Mile Point 0.18-0.68						
Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate	Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate
2006	24	2219 (510)	6	555 (184)	0	0 (1.70)	2006	1	1 - Angle	0	0	0	0
2007	6	927 (475)	0	0 (166)	0	0 (1.33)	2007	0	0	0	0	0	0
2008	11	1668 (443)	0	0 (154)	1	152 (1.12)	2008	2	1 - Sideswipe Same Direction, 1 - Rear End	0	0	0	0

Note: All rates are per 100 million miles of travel. Numbers in parentheses are statewide average rates for Urban Collectors.

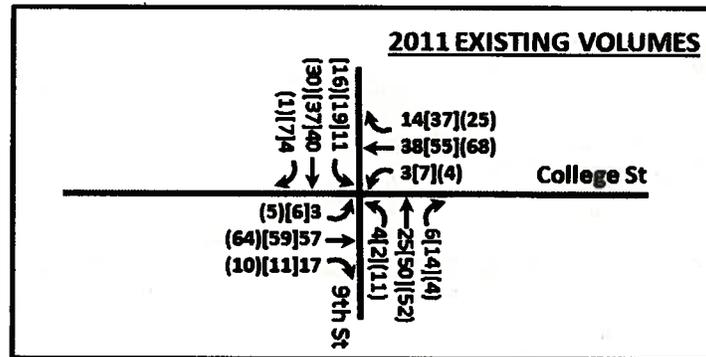
Table 4c – Crash Types, College St at 8th St

College Street Approaches				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	3	2 – Angle, 1 Rear End	0	0
2007	3	2 – Rear End, 1 – Angle	0	0
2008	4	2 – Angle, 2 – Not a Collision with a motor vehicle	0	0
8 th Street Approaches				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	1	1 – Angle	0	0
2007	0	0	0	0
2008	2	1 – Sideswipe Same Direction, 1 – Rear End	0	0

As shown in Table 4a, the intersection is currently operating with acceptable LOS (LOS A). Traffic conditions are expected to degrade to LOS B by 2035. Additionally, Table 4b shows the segment crash rate has historically exceeded the statewide average for similar type facilities with angle crashes being the most commonly recorded crash type at the intersection from 2006-2008.

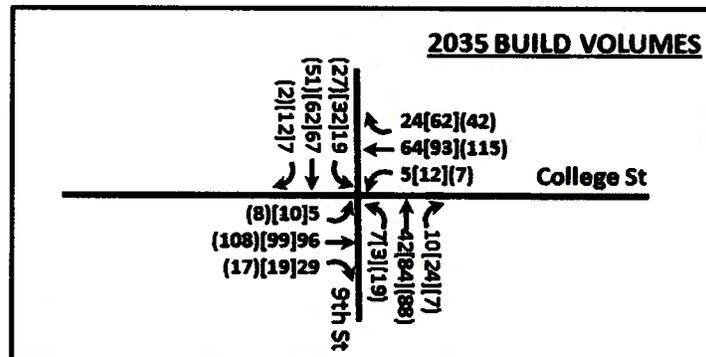
5. **College Street and 9th Street: Signal Upgrade.** Figures 5a and 5b show the existing and future traffic volumes, respectively. Table 5a shows existing and future Levels of Service (LOS). Table 5b summarizes recent crash history along major roadway segments containing the study intersection. Table 5c shows the crash types occurring at the intersection. For analysis purposes, crashes within 250 feet on each approach were considered to be occurring at the intersection.

Figure 5a – Existing Volumes



Note: AM, [MIDDAY], (PM) volumes depicted

Figure 5b – 2035 Design Year No Build/Build Volumes



Note: AM, [MIDDAY], (PM) volumes depicted

Table 5a – Existing and Future Intersection LOS

2011 Existing Year Intersection LOS								
Intersection	Control	LOS Reported	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
College St at 9 th St	Signal	Intersection	C	20.6	A	8.2	A	8.3
2035 Design Year (No Build/Build) Intersection LOS								
Intersection	Control	LOS Reported	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
College St at 9 th St	Signal	Intersection	A	8.2	A	8.5	A	8.5

Table 5b – Crash History

College Street							Mile Point 0.0-0.7						
Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate							
2006	10	1174 (510)	3	352 (184)	0	0 (1.70)							
2007	9	1210 (475)	2	269 (166)	0	0 (1.33)							
2008	12	1537 (443)	2	256 (154)	0	0 (1.12)							

Note: All rates are per 100 million miles of travel. Numbers in parentheses are statewide average rates for Urban Collectors.

Table 5c – Crash Types, College St at 9th St

College Street Approaches				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	2	1 – Angle, 1 – Head On	1	0
2007	1	1 – Not a Collision with a motor vehicle	0	0
2008	0	0	0	0
9 th Street Approaches				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	0	0	0	0
2007	0	0	0	0
2008	0	0	0	0

As shown in Table 5a, the intersection is currently operating with acceptable LOS (LOS C or better). Table 5b shows the segment crash rate has historically exceeded the statewide average for similar type facilities. However, only three crashes were recorded at the intersection from 2006-2008.



6801 Governors Lake Parkway
Building 200
Norcross, Georgia 30071
(770) 455-8555 (Phone)
(770) 455-7391 (Fax)

Meeting Notes

Meeting Location	City of Griffin, Gov Office	Client	City of Griffin
Meeting Date/Time	2-21-11	Project	Inter Improvements
Subject	Concept Team Meeting	Project No.	CSSTP-0008- 00(237), CSSTP- 0008-00(238)
Participants	Michael Francis, Jacobs Kurt Ziegler, Jacobs Perry Banks, Jacobs Brant Keller, City of Griffin (COG) Chris Walker, COG Kenny Smith, COG Adam Causey, COG Anthony Dukes, COG Cynthia Burney, GDOT Jack Reed, GDOT Kerry Gore, GDOT Mike England, GDOT Russ Danser, Edwards Pitman Env. Rep. John Yates, State Rep.	Notes Prepared By	Michael Francis

Meeting Discussion

The Concept Team Meeting purpose was to present and discuss the concept alternatives prepared by Jacobs. The meeting started with introductions from the attendees. Michael Francis then covered the agenda and discussed each alternative with the group. During the discussion concerns with Environmental (History), and Right-of-Way were noted. Below you find a summary of the comments and concerns made on the concept alternatives as well as the next steps for the project.

- **Experiment St and Broad Street**
 - Alt. A
 - Edwards Pitman Environmental stated property adjacent railroad will not likely be eligible for the Historic Reg. (Evaluation still underway)
 - Concerns were voiced with the merge on Experiment St; Jacobs will verify adequate merge distance.
 - Concern with the potential ROW purchase/swap by City of Griffin and Second Baptist to construct parking lot.

- Alt. B
 - RR right impacts, not favorable
- Alt. C
 - Not favorable, a traffic operation is a concern with queuing of traffic.
- **W. Poplar Street and Meriwether Street**
 - Alt. A
 - Recommend curb/gutter at apartment building
 - Alt. B
 - Recommend larger radius for northbound 10th Street tie-in to W. Poplar
 - Driveway tie-in concern
- **Experiment Street and 13th St and Ray St**
 - Alt. A
 - Recommend closing access to Ray Street from Experiment
 - Recommend possible cul-de-sac for Ray St
 - Concern with taking the on street parking on Experiment St (westside)
 - Concern with the Round-A-Bout Lighting Cost
 - Concern with the 13th Street proposed alignment tie-in
 - Alt. B
 - Traffic Operation to be determine for the Quilly Street and 13th St intersection
 - Recommend closing access to Ray Street from Experiment
 - Concern with taking the on street parking on Experiment St (westside)
 - Alt. C
 - 13th St alignment at Experiment St is more favorable
 - Recommend closing access to Ray Street from Experiment
 - Recommend the Round-A-Bout for Quilly St and 13th St intersection; Traffic Operation Study will determine if this will function operational and the degree of the impacts.
 - Recommend a right turn lane with island from 13th St to Quilly St
- **Experiment Street and 14th St**
 - Alt. A
 - No comments favorable
 - Alt. B
 - Concern with ROW take of property, verify if property is condemned.

- **West College St and Meriwether St and 12th St**
 - Alt. A
 - Favorable, no concerns
 - Alt. B
 - Concerns with the one way operation of College St; no favorable

Next Steps

- Jacobs to complete Traffic Study by mid March 2011
- Prepare for and Schedule PIOH early April 2011
- Team to select the preferred Alternatives before PIOH is held
- City of Griffin to meet with impacted property owners (Church, etc.)
- Complete field survey, Jacobs to determine ROW impacts and present to team

Next Meeting

TBD

These meeting minutes reflect the notes and memory of Michael Francis. If any additions, deletions, or corrections are necessary, please contact Michael at 678-333-0505 or Michael.Francis@jacobs.com . If no responses are received within five days, these meeting minutes will be considered final.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0008-00(237) & CSSTP-0008-00(238), Spalding OFFICE: Environmental Services
Spalding County Intersection Improvement Program – Phase I & II
PI Nos. 0008237 & 0008238 DATE: June 2, 2011

FROM: Glenn Bowman, P.E., State Environmental Administrator
TO: Distribution Below

SUBJECT: Projects Summary of Comments Received During the Public Comment Period

COMMENT TOTALS:

A total of 10 people attended the public information open house held for the subject project on May 3, 2011.

From those attending, two comment forms, no letters and no verbal statements were received. An additional three comments were received during the ten-day comment period following the public information open house, for a total of five comments. They are summarized as follows:

No. Opposed	No. In Support	Uncommitted	Conditional
<u>0</u>	<u>0</u>	<u>1</u>	<u>4</u>

MAJOR CONCERNS:

- Protection of trees.
- Consideration of church activities at Experiment Street and Broad Street (PI 0008237).
- Business impacts/property access concerns for intersection of West Poplar Street at Meriwether Street/New Orleans Street/10th Street Intersection (PI 0008237).
- Creation of congestion and existing driver behavior at the intersection of West College Street and 12th Street (PI 0008238).

OFFICIALS:

Officials attending included the following:
Brant Keller, Director of Public Works and Utilities
Kenny Smith, City Manager

MEDIA:

None

DISPOSITION OF COMMENTS:

Jacobs will respond to all comments on behalf of the City of Griffin.

The GDOT offices below are asked to review the responses provided by the consultant for the comments in their section. The project manager will review all responses.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Design	1, 5	<p>Comments about operation of intersection of West College Street and 12th Street (PI 0008238)</p> <ul style="list-style-type: none"> • Commuters using 12th Street believe they always have right of way. (Comment 1) • Block off College Street westbound and leave eastbound access from Meriwether Street to West College Street unchanged. (Comment 5) 	<p>At this location, improvements are proposed that will reduce the potential for driver confusion. The proposed improvements would eliminate access of West College Street to Meriwether Street. It is proposed that West College Street will become cul-de-sac, which would not allow eastbound traffic from Meriwether Street to West College Street preventing the conflict. This proposed improvement will improve sight distance and the skewed alignment of West College Street at Meriwether Street. Commuters traveling to/from on West College Street would now access Meriwether Street through 12th Street. The 12th Street and Meriwether Street intersection would be improved and realigned to intersect at angle closer to 90 degrees.</p>
	2	<p>Provide landscaping (proper) at end of project.</p>	<p>While landscaping is beyond the scope and purpose of the project, design of the projects at each location is being coordinated with the City of Griffin to ensure that all improvements are consistent with the character and nature of the areas in which the improvements are proposed.</p>
	4	<p>Concerned about alternative - West Poplar Street at Meriwether Street/New Orleans Street/10th Street Intersection (PI 0008237). Property at 311 West Poplar Street contains parking lot that would become cut-through to local traffic.</p>	<p>The City will assess the impacts of making the segment of Meriwether Street from New Orleans to 9th Street a one-way operation. However, with the intersection improvements of West Poplar and 10th Street and future signal retiming, it is anticipated that through traffic will utilize the signals because they will be coordinated with signal progression from one signal to the next.</p>

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Right-of-Way	3	Owens a building on New Orleans Street/10th Street Intersection (PI 0008237) that contains three businesses. If New Orleans Street is closed, they wish to have the property purchased because of potential loss of tenants.	The proposed project will not close New Orleans Street. It will close the access of New Orleans Street at West Poplar Street. New Orleans Street will remain a one-way street. Land acquisition for transportation purposes is strictly governed by numerous state and federal laws and regulations. Since it is not appropriate to discuss individual impacts and compensation in this format, the City of Griffin will send out letters under separate cover to those property owners who would be affected by land acquisition for the proposed project. For additional information, please contact the Office of Public Works at (770) 229-6603.
Environment	2	Protect city trees during construction.	The project will be designed in a way that minimizes impacts to trees and greenery.
	2	Provide landscaping (proper) at end of project.	While landscaping is beyond the scope and purpose of the project, design of the projects at each location is being coordinated with the City of Griffin to ensure that all improvements are consistent with the character and nature of the areas in which the improvements are proposed.
	2	Consider church activities during construction (weddings, etc.)	The project's development is being done in coordination with the local churches. In addition, during construction, the City of Griffin will continue to coordinate with the church leadership to minimize the effects of construction activity to church functions and special events.

Summary of Comments
CSSTP-0008-00(237) and CSSTP-0008-00(238)
PI Nos. 0008237 and 0008238, Spalding County
June 2, 2011
Page 4

Attached is a complete transcript of the comments received during the comment period and a copy of the public information open house handout for review. **Your input on the proposed responses is required by June 17, 2011.** Please direct your comments via email to Michael Francis of Jacobs (michael.francis@jacobs.com) and copy Debra Pruitt (dpruitt@dot.ga.gov), GDOT's District 3 Environmental Planner.

If you have any questions about the comments, please either email or call Sue Anne Decker at (706) 646-6974.

GB/rkd-epei

Attachments

DISTRIBUTION:

Project Manager, Sue Anne Decker, P.E., w/attachments
District Engineer, District Three, David Millen w/attachments
Brant Keller, Director of Public Works and Utilities (City of Griffin)
Kenny Smith, City Manager (City of Griffin)



CITY OF GRIFFIN SINCE 1840

Commission Members

Joanne Todd
Chairperson

Cynthia Reid Ward
Vice Chairperson

William Evans

Douglas S. Hollberg

Ryan McLemore

Dick Morrow

Shaheer Beyah

Kenny L. Smith
City Manager

Director Public Works
and Utilities
Brant D. Keller PhD

June 2, 2011

JACOBS
Mr. Michael Francis
Project Manager
6801 Governors Lake Parkway
Bldg 200
Norcross, GA 30071

Mr. Francis:

On April 21, 2011, I met with Daniel Searcy, Cope Copeland and Reverend Nancy of St. Georges Episcopal Church in my office and reviewed with them the project design for the intersection of Broad, Experiment and 10th Street. They were pleased to see the limited amount of property that the City needed to make this project work.

On April 25, 2011, I met with Pastor David Hill of 2nd Baptist Church at his office and reviewed with him the project design for the intersection of Broad, Experiment and 10th Street. Pastor Hill commented on the design was good for traffic flow and would clean up area. He had asked about compensation for loss of property and I advised him that it would be calculated in the future and that we would meet again at that time.

Neither St. Georges nor 2nd Baptist had any real issues at that time.

Brant D. Keller PhD
Director Public Works and Utilities



"The Iris City"

One Griffin Center • 100 South Hill Street • Griffin, Georgia 30223 • Tel. 770-229-6603 • FAX 678-692-0930

Post Office Box T • Griffin, Georgia 30224

Web Site: www.cityofgriffin.com

Vance C. Smith, Jr., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

March 5, 2010

The Honorable Dick Morrow, Mayor
City of Griffin
P.O. Box T
100 South Hill Street
Griffin, Georgia 30224

Dear Mayor Morrow:

I am returning for your files a copy of an executed agreement between the Georgia Department of Transportation and the City of Griffin for the following projects:

PROJECT#: CSSTP-0008-00(237) Spalding County, P.I. #0008237
PROJECT#: CSSTP-0008-00(238) Spalding County, P.I. #0008238

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 ~~Cynthia Burney~~ at (404)635-8149.

Sincerely,

A handwritten signature in cursive script that reads "Angela Robinson".

Angela Robinson
Financial Management Administrator

AR: rm

Enclosure

c: Bob Rogers
David Millen - District 3
Tom Queen - District 3
Kerry Gore - District 3
Jeff Baker - Utilities

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

This Framework Agreement is made and entered into this 3rd day of February, 2010, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the CITY OF GRIFFIN, acting by and through its Mayor and City Commission, 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", all reimburseable utility relocations, all non-reimburseable utilities owned by the LOCAL GOVERNMENT, railroad costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT 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, reimbursable utility relocations, railroad costs, 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 cancellation 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 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,

Public Interest Determination (PID) for utilities, utility/railroad 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 Policy Act or the Georgia Environmental Policy 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 utility relocation plans for the PROJECT following the DEPARTMENT's policies and procedures for identification, coordination and conflict resolution of existing and proposed utility facilities on the PROJECT. These policies and procedures, in part, require the Local Government to submit all requests for existing, proposed, and relocated facilities to each utility owner within the project area. Copies of all such correspondence, including executed agreements for reimbursable utility/railroad relocations, shall be forwarded to the DEPARTMENT's Project Manager and the District Utilities Engineer and require that any conflicts with the PROJECT be resolved by the LOCAL GOVERNMENT. If it is determined that the PROJECT is located on an on-system route or is a DEPARTMENT LET PROJECT, the LOCAL GOVERNMENT and the District Utilities Engineer shall ensure that permit applications are approved for each utility company in conflict with the project. If it is determined through the DEPARTMENT's Project Manager and State Utilities Office during the concept or design phases the need to utilize Overhead/Subsurface Utility Engineering, hereinafter referred to as "SUE", to obtain the existing utilities, the LOCAL GOVERNMENT shall be responsible for acquiring those services. SUE costs are considered PE costs.

i. 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. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software respectively using the DEPARTMENT's Electronic Data Guidelines. 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.

j. Prepare PROJECT cost estimates for construction, Right of Way and Utility/railroad relocation along with a Benefit Cost, hereinafter referred to as "B/C ratio" at the following project stages: Concept, Preliminary Field Plan Review, Right of Way plan approval (Right of Way cost only), 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.

k. 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.

l. 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.

m. 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. 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.

10. 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.

11. The LOCAL GOVERNMENT unless otherwise noted in attachment "A" shall be responsible for funding all LOCAL GOVERNMENT owned utility relocations and all other reimbursable utility/railroad costs. The costs include but are not limited to PE, easement acquisition, and construction activities necessary for the utility/railroad to accommodate the PROJECT. The terms for any such reimbursable relocations shall be laid out in an agreement that is supported by plans, specifications, and itemized costs of the work agreed upon and shall be executed prior to certification by the DEPARTMENT. The LOCAL GOVERNMENT shall certify via written letter to the DEPARTMENT's Project Manager and District Utilities Engineer that all Utility owners' existing and proposed facilities are shown on the plans with no conflicts 3 months prior to advertising the PROJECT for bids and that any required agreements for reimbursable utility/railroad costs have been fully

executed. Further, this certification letter shall state that the LOCAL GOVERNMENT understands that it is responsible for the costs of any additional reimbursable utility/railroad conflicts that arise on construction.

12. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects; the LOCAL GOVERNMENT shall address concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT. If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A" on off-system routes, the LOCAL GOVERNMENT shall be responsible for all railroad coordination and addressing concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT for PROJECT.

13. 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, and construction, reimbursable utility/railroad costs.

14. 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, 3 months prior to advertising the PROJECT for bids.

15. 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/railroad 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/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved and reimbursable agreements, if applicable, are executed.

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.

16. 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.

17. 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.

18. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all reports, 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 reports, designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days of notification 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.

DEPARTMENT OF TRANSPORTATION

CITY OF GRIFFIN

BY: Vann Smith
Commissioner

BY: Dick Morrow
Name Dick Morrow
Title Chairman

ATTEST:
[Signature]
Treasurer

Signed, sealed and delivered this 25th day of November, 2009, in the presence of:



[Signature]
Witness

[Signature]
Notary Public

This Agreement approved by Local Government, the 24th day of November, 2009

Attest
[Signature]
Name and Title Kenny L. Smith, Secretary

APPROVED AS TO FORM

THIS 30th DAY OF Nov, 2009

BY: [Signature]
CITY ATTORNEY

FEIN: 58-6000587

ATTACHMENT "A"
Project Number: CSSTP-0008-00 (237) & (238) Spalding County

Project (PI#, Project #, Description)	Preliminary Engineering		Right of Way		Construction		Utility Relocation		
	Funding	PE Activity by	*Funding of Real Property	Acq. by	Acq. Fund by	*Funding	Letting by	Utility Funding by	Railroad Funding by
PID 0008237, CSSTP-0008-00 (237), Spalding County Intersection Improvements Program Phase I	100% Local Gov.	Local Gov.	(100%) LCL GOV	Local Gov.	Local Gov.	(80%) Federal (\$1,420,000) (0%) State (\$0) (20%) LCL GOV (\$355,000) > (\$1,775,000) 100% Local Gov.	Local	100% Local Gov.	100% Local Gov.
PID 0008238, CSSTP-0008-00 (238), Spalding County Intersection Improvements Program Phase II	100% Local Gov.	Local Gov.	100% Local Gov.	Local Gov.	Local Gov.	(80%) Federal (\$1,560,000) (0%) State (\$0) (20%) LCL GOV (\$390,000) > (\$1,950,000) 100% Local Gov.	Local	100% Local Gov.	100% Local Gov.

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"
CSSTP-0008-00 (237) & (238) SPALDING COUNTY

Proposed Project Schedule

Environmental Phase									
Concept Phase									
Preliminary Plan Phase									
Right of Way Phase									
Deadlines for Responsible Parties	Execute Agreement	01/2010 (Approve Concept)	08/2010 (Approve Env. Document)	11/2010 (Authorize Right of Way funds)	6/2011 (Authorize Const. funds)				

Annual Reporting Requirements

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