

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0008238
CSSTP-0008-00(238)
GDOT District 3 - Thomaston
Spalding County
Griffin Intersection Improvements

OFFICE Design Policy & Support

DATE January 26, 2012

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
Lisa Myers, Acting 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(238)

County: Spalding

P. I. Number: 0008238

Federal Route Numbers: NA

State Route Numbers: NA

Spalding County Intersection Improvement Program - Phase II

Submitted for approval:

DATE 6-22-11


Michael Francis, JACOBS Engineering

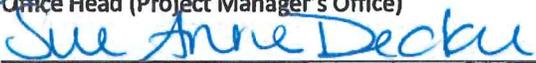
DATE 6-22-11


City of Griffin

DATE 6/29/11


Office Head (Project Manager's Office)

DATE 6/28/11


Project Manager

Recommendation for approval:

DATE _____

Program Control Administrator

DATE 12/14/2011


State Environmental Administrator

DATE 9/26/2011


State Traffic Engineer

DATE 9/19/2011


Project Review Engineer

DATE 9/20/2011


FOR State Utilities Engineer

DATE 9/19/2011

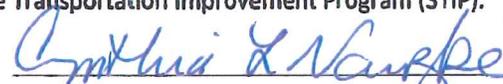

District Engineer / District Utilities Engineer

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 9-26-11


State Transportation Planning Administrator

(please see attached)

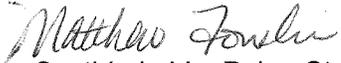
* RECOMMENDATION
ON FILE

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

OFFICE: Planning

DATE: September 26, 2011

FROM  Cynthia L. VanDyke, State Transportation Planning Administrator
TO  Brent Story, P.E., State Design Policy Engineer
ATTN Dave Peters, Office of Policy and Support
SUBJECT PI 0008238 – Spalding Co. Intersection Improvement Program – Phase II

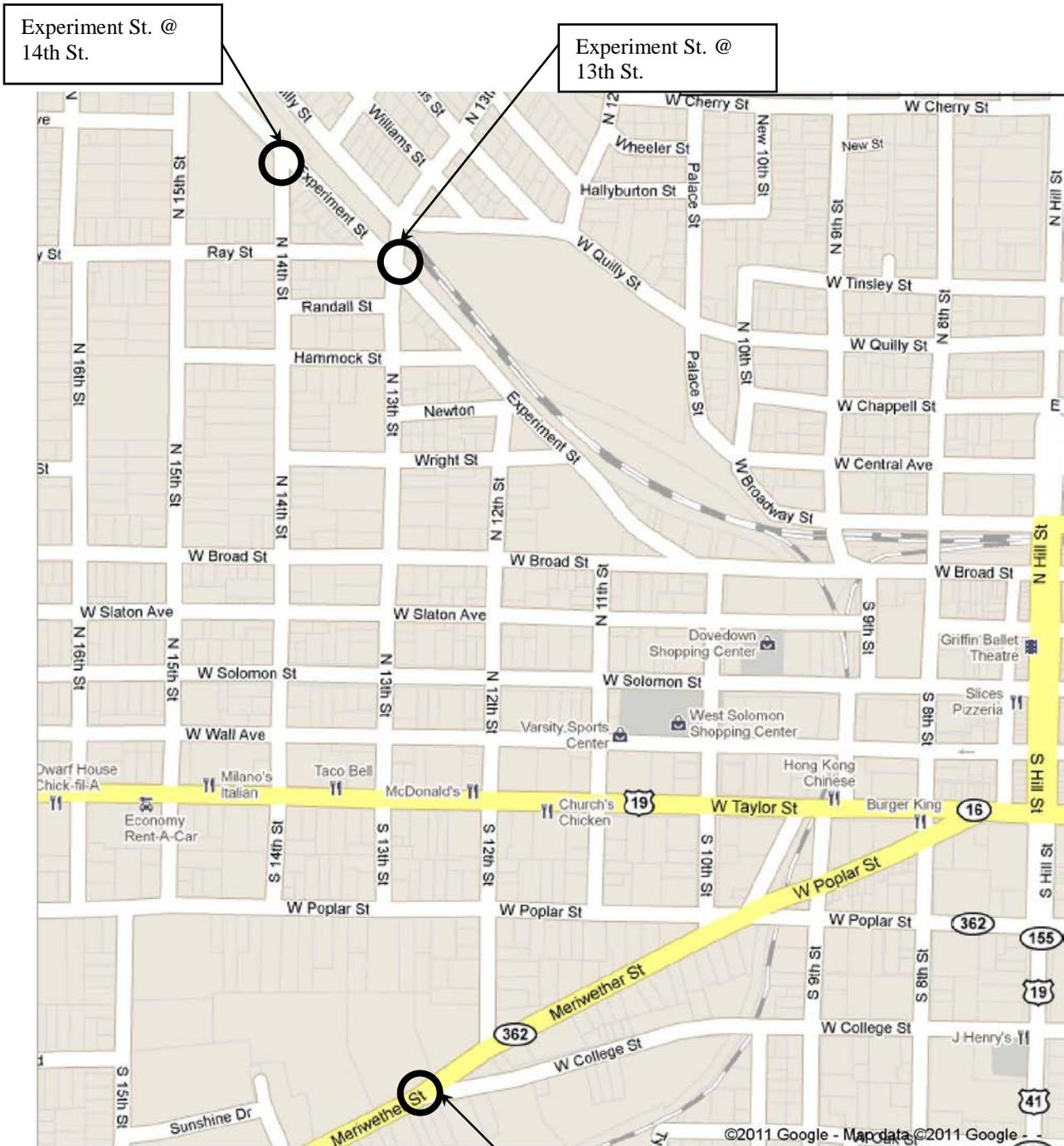
The concept report for Project ID No. 0008238 is recommended for approval by the Office of Planning. While the concept to do intersection improvements in Spalding County, City of Griffin is consistent with the Atlanta Regional Commission's TIP or the PLAN 2040 Regional Transportation Plan (RTP), the project information is not consistent with the TIP/RTP. The TIP/RTP does not include the ROW phase identified for local funding in the amount of \$345,290.00 in FY 2012. The addition of a locally funded phase to a current project in the ARC TIP could be considered an administrative modification that can be initiated in October 2011, with inclusion in the ARC TIP anticipated to occur in December 2011.

In order for this administrative modification to occur, the project sponsor, the city of Griffin, will need to coordinate with the ARC to include the ROW phase in the TIP and PLAN 2040. If you have any questions, please call Jason Crane at (404) 631-1774.

cc: Genetha Rice-Singleton
Henry Green
Anthony Dukes

CLV:jfc

Project Location Map



NOT TO SCALE

W. College St. @
Meriwether St.

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 intersections located on three 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-069B). 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.

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

1. Experiment Street and 13th/Ray Street and Quilly Street: Intersection Improvement. The intersection is currently operating with unacceptable LOS (LOS F). Traffic conditions are expected to degrade under No Build conditions, resulting in more approaches having unacceptable LOS (LOS F) by 2035. 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. Experiment Street and 14th Street: Intersection Improvement. The intersection is currently operating with acceptable LOS (LOS C or better). Traffic conditions are expected to degrade to unacceptable LOS (LOS F) by 2035. The segment crash rate has historically exceeded the statewide average for similar type facilities. However, there was only one crash recorded at the intersection from 2006-2008.
3. West College Street and SR 362(Meriwether Street) and 12th Street: Intersection Improvement. The intersection is currently operating with acceptable LOS (LOS C or better). Traffic conditions are expected to degrade to LOS D by 2035. The segment crash rate has historically exceeded the statewide average for similar type facilities. However, only two crashes were recorded at the intersection from 2006-2008.

Description of the proposed project: The proposed project is entirely located in Spalding County, City of Griffin. The projects three (3) locations consist of intersection improvements. The proposed descriptions for the (3) locations are as follow:

1. Experiment Street and 13th/Ray Street: The proposed improvement consists of realigning 13th Street at Experiment Street and installing a traffic signal to improve traffic operations and reduce crash frequency. This is a five-leg intersection with limited sight distance at Ray Street approach to Experiment Street. The improvement would eliminate the access of Ray Street to/from Experiment Street. Quilly Street and 13th Street (located east of Experiment Street) form a triangular intersection with a grass island in the middle which causes confusion to drivers. This project proposes to remove the triangular intersection and a round-about be constructed at this location.
2. Experiment Street and 14th Street: The proposed improvements consist of realigning 14th Street to the south (creating a 90 degree angle with Experiment Street) and realigning the school's north driveway to intersect 14th Street offset from the intersection.
3. West College Street and Meriwether Street and 12th Street: The proposed improvement would eliminate the access of West College to/from at Meriwether Street. Westbound through traffic on West College Street between Meriwether Street and 12th Street would be prohibited. Residential traffic will be allowed to access drives for this segment of West College Street and this street would become cul-de-sac. Through traffic on West College Street would now access Meriwether Street via 12th Street. The intersection of 12th Street and Meriwether Street would be improved and realigned to intersect at an angle closer to 90 degrees.

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 ()

Functional Classification: Experiment Street: Urban Minor Arterial
Meriwether Street: Urban Minor Arterial
West Quilly Street: Urban Collector Street
West College Street: Urban Collector Street
13th Street: Urban Collector Street
14th Street: Urban Local Road
12th Street: Urban Local Road
Ray Street: Urban Local Road

Project Concept Report page 5
Project Number: CSSTP-0008-00(238)
P. I. Number: 0008238
County: Spalding

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

Traffic (AADT):

Experiment Street - Open Year: (2015) 12,200 Design Year: (2035) 18,850
Meriwether Street - Open Year: (2015) 8,100 Design Year: (2035) 12,500
West College Street - Open Year: (2015) 2,200 Design Year: (2035) 3,400

Existing Design Features:

- Typical Sections:
 - Experiment Street: 2-12' lanes, parallel parking west side, angle parking east side, west side curb and sidewalk
 - 13th Street: 2-12' lanes, west side curb and sidewalk
 - 14th Street: 2-12' lanes, curb, sidewalk west side
 - 12th Street: 2-12' lanes
 - West Quilly Street: 2-12- lanes, curb
 - West College Street: 2-12' lanes, curb, south side sidewalks
 - Meriwether Street: 2-12' lanes, curb, sidewalks
- Posted speed mph:
 - Experiment Street: 25mph
 - 13th Street: 30mph
 - 14th Street: 30mph
 - 12th Street: 30mph
 - Ray Street: 30mph
 - West Quilly Street: 25mph
 - West College Street: 30mph
 - Meriwether Street: 30mph
- Maximum super-elevation rate for curve: Not Applicable
- Maximum grade: Not Applicable
- Width of right-of-way: varies 60 to 120ft
- Major structures: Not Applicable
- Major interchanges or intersections along the project: Not Applicable
- Existing length of roadway segment and the beginning mile logs for each county segment: Not Applicable
- 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: Not Applicable

Proposed Design Features:

- Proposed typical sections:
 - Experiment Street: 2-12' lanes, 1-12' left turn lane, angle parking east side curb/gutter, sidewalk west side
 - 13th Street: 2-12' lanes, curb/gutter, sidewalks
 - 14th Street: 2-12' lanes, curb/gutter, sidewalks
 - West Quilly Street: 2-12' lanes, curb/gutter, sidewalk east side
 - West Quilly Street and 13th Street: Intersection Roundabout
 - West College Street: 2-12' lanes, curb/gutter, sidewalk southside
 - Meriwether Street: 2-12' lanes, curb/gutter, 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: 371 ft
- Minimum radius allowable: 371 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: 10 Number of displacements: 3
 - o Business: 2
 - o Residences: 1
 - o Mobile homes: _____
 - o Other: _____
- Structures: Not Applicable
- Major intersections, interchanges, median openings and signal/intersection control locations.
 - o Signal Warrant –Experiment Street and 13th Street (Proposed) (See the attached traffic report for Warrants)
- For ITS projects identify physical limits of field device location, location of any control centers and/or brief explanation of new features: Not Applicable
- 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:	()	(X)	()
2. LANE WIDTH:	()	(X)	()
3. SHOULDER WIDTH:	()	(X)	()
4. BRIDGE WIDTH	()	(X)	()
5. HORIZONTAL ALIGNMENT	()	(X)	()
6. SUPERELEVATION	()	(X)	()
7. VERTICAL ALIGNMENT	()	(X)	()
8. GRADE	()	(X)	()
9. STOPPING SIGHT DISTANCE	()	(X)	()
10. CROSS SLOPE	()	(X)	()
11. VERTICAL CLEARANCE	()	(X)	()
12. LATERAL OFFSET TO OBSTRUCTION	()	(X)	()
13. BRIDGE STRUCTURAL CAPACITY	()	(X)	()
- Design Variances: None anticipated
- Environmental concerns - National Register of Historic Places eligible/listed properties.
- Anticipated Level of environmental analysis:
 - o Are Time Savings Procedures appropriate? Yes (X) No ()
 - o Categorical exclusion anticipated (X).
 - o Environmental Assessment/Finding of No Significant Impact anticipated (FONSI) ().
 - o 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 Not Applicable

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	\$345,290.00	\$225,000	\$2,067,067.34	Not Applicable

**CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment. The 80%Fed/20%Local construction funding is capped at \$1,950,000.00 total (\$1,560,000.00 Fed/\$390,000.00 Local). Any amount over \$1,950,000.00 would be the 100% local funding (see attached Project Framework Agreement)*

Project Activities Responsibilities:

- Design: City of Griffin
- 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: Not Applicable
- Providing detours: Not Applicable
- Environmental Studies/Documents/Permits: Edwards Pitman Environmental
- Environmental Mitigation: Not Applicable

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)
- Local government comments. None
- Other projects in the area.
 - SP-069A (PI 0008237) Spalding County Intersection Improvement Program: Phase I
 - 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. (None To Date; begin Preliminary Phase)
- Peer Review documentation (Roundabouts only) (To Be Announced)
- 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 |

* Note: A PCRf will be submitted to update the schedule.

Project Concept Report page 9
Project Number: CSSTP-0008-00(238)
P. I. Number: 0008238
County: Spalding

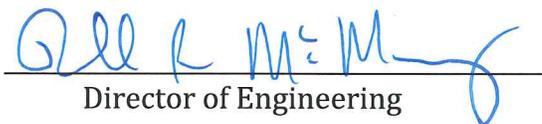
Other alternates considered: For Experiment Street and Quilly Street, two alternates were considered (a roundabout and four-way stop controlled) for the intersection. The four-way stop controlled alternate is not preferred by the City of Griffin. See attached Traffic Capacity Analysis for details.

Comments: From GDOT's Office of Utilities - This is a Local PE, Local Design, and Local Let project. Locals will be responsible for RR Coordination and will need to provide a certification letter. Also, the RR will have a future track requirement for this location. Depending on which side of the existing track the RR wants the future track, there may be design issues. Experiment Street is parallel to the tracks and it is probably located on RR property, a wall may have constructed to allow Experiment St. to remain on RR property and to provide room for the RR's future track requirements. Also, the current RR crossing is a steep humped crossing and it may create design concerns as well. Because of the humped crossing the use of concrete panels may not be possible at this location. If a roadway signal is warranted at 13th Street and Experiment St, RR preemption will be required with the RR Warning Devices. It also appears that a portion of the proposed roundabout will be located on RR property as well.

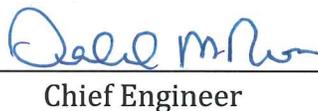
Attachments:

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. Accident Summaries/Summary of Traffic Study/Signal Warrant
4. Minutes of Initial Concept Meeting
5. Minutes of Concept Meeting
6. Summary of PIOH Meeting
7. PFA
8. Lighting Agreement

Concur: _____


Director of Engineering

Approve: _____


Chief Engineer

Date: _____



DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: PROJECT No. CSSTP-0008-00(238), Spalding County
Spalding County Intersection Improvement Program – Phase II
P.I. No. 0008238

OFFICE: Program Delivery
DATE: 11/28/2011

Sue Anne Decker

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:* \$ 2,067,067.34 (80% Fed, 20% Local)

RIGHT OF WAY: \$ 345,290.00 (100% Local)

UTILITIES: \$225,000.00 (100% Local)

* Cost contains Engineering and Inspection or Construction Contingencies.

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.

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$1,945,088.14	(Base Estimate)
Engineering and Inspection:	\$97,254.41	(Base Estimate x 5 %)
Total Liquid AC Adjustment:	\$ 24,724.79	(From attached worksheet)
Construction Total:	\$2,067,067.34	(80% Federal, 20% Local)
Utility Total:	\$225,000.00	(100% Local)

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Attachments

STATE HIGHWAY AGENCY

DATE : 11/28/2011
PAGE : 1

JOB ESTIMATE REPORT

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JOB NUMBER : 0008238 UPDATED SPEC YEAR: 01
DESCRIPTION: 0008238 CONCEPT COSTS.

ITEMS FOR JOB 0008238 UPDATED

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0004	150-1000		LS	TRAFFIC CONTROL - LS	1.000	250000.00	250000.00
0005	310-1101		TN	GR AGGR BASE CRS, INCL MATL	1434.000	19.15	27472.37
0010	402-1812		TN	RECYL AC LEVELING, INC BM&HL	316.000	66.63	21055.96
0015	402-3121		TN	RECYL AC 25MM SP, GP1/2, BM&HL	360.000	68.30	24588.02
0020	402-3130		TN	RECYL AC 12.5MM SP, GP2, BM&HL	553.000	71.74	39672.70
0025	402-3190		TN	RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	240.000	70.14	16834.39
0029	413-1000		GL	BITUM TACK COAT	93.000	2.94	274.10
0030	432-0206		SY	MILL ASPH CONC PVMT/ 1.50" DEP	6003.000	2.56	15401.18
0035	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	537.000	31.88	17123.32
0040	441-0104		SY	CONC SIDEWALK, 4 IN	726.000	36.30	26360.94
0045	441-0748		SY	CONC MEDIAN, 6 IN	345.000	38.63	13327.40
0050	441-6012		LF	CONC CURB & GUTTER/ 6"X24"TP2	5021.000	8.64	43430.95
0055	609-1000		SY	REMOVE ROADWAY SLAB	1513.000	44.05	66658.26
0060	210-0100		LS	GRADING COMPLETE - LS COST	1.000	250000.00	250000.00
0065	005-0002		LS	INSTALL/LIGHTING FACILITIES	1.000	100000.00	100000.00
0070	009-3500		LS	MISC LANDSCAPE ITEMS	1.000	75000.00	75000.00
0075	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 1 SIGNAL @ \$200K	1.000	200000.00	200000.00
0080	232-0001		LS	RAILROAD CONSTRUCTION 1 CROSSING	1.000	500000.00	500000.00
0085	001-0000		\$	MISC ITEMS E/C, DRAINAGE, S/M	1.000	250000.00	250000.00
0090	318-3000		TN	AGGR SURF CRS	500.000	15.77	7888.55
ITEM TOTAL							1945088.12
INFLATED ITEM TOTAL							1945088.12

TOTALS FOR JOB 0008238 UPDATED

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ESTIMATED COST: 1945088.14
CONTINGENCY PERCENT (0.0): 0.00
ESTIMATED TOTAL: 1945088.14

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PROJ. NO.	CSSTP-0008-00(238)
P.I. NO.	0008238
DATE	11/28/2011

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Nov. 2011	\$ 3.353
DIESEL		\$ 3.847
LIQUID AC		\$ 558.00

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

LIQUID AC ADJUSTMENTS

$PA = \left(\frac{APM - APL}{APL} \right) \times TMT \times APL$

Asphalt

Price Adjustment (PA)				24591.06	\$	24,591.06
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	892.80		
Monthly Asphalt Cement Price month project let (APL)			\$	558.00		
Total Monthly Tonnage of asphalt cement (TMT)				73.45		

ASPHALT	Tons	%AC	AC ton
Leveling	316	5.0%	15.8
12.5 OGFC	0	5.0%	0
12.5 mm	553	5.0%	27.65
9.5 mm SP	0	5.0%	0
25 mm SP	360	5.0%	18
19 mm SP	240	5.0%	12
	1469		73.45

BITUMINOUS TACK COAT

Price Adjustment (PA)			\$	133.73	\$	133.73
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	892.80		
Monthly Asphalt Cement Price month project let (APL)			\$	558.00		
Total Monthly Tonnage of asphalt cement (TMT)				0.399444386		

Bitum Tack		
Gals	gals/ton	tons
93	232.8234	0.39944439

PROJ. NO.

CSSTP-0008-00(238)

CALL NO.

P.I. NO.

0008238

DATE

11/28/2011

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	892.80			
Monthly Asphalt Cement Price month project let (APL)				\$	558.00			
Total Monthly Tonnage of asphalt cement (TMT)					0			

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

TOTAL LIQUID AC ADJUSTMENT							\$	24,724.79
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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 0008238 Right Of Way Cost Estimate

Mr. Francis:

The City of Griffin estimates a right-of-way total cost of \$345,290 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 9 utility power poles to be impacted and relocated for the project. For this LOCAL project, the reimbursable utility cost is estimated to be \$225,000.

The power utility poles are located at the following intersections:

- Experiment Street and 13th Street and Quilly Street (6 poles)
- Experiment Street and 14th Street (1 pole)
- West College Street and Meriwether Street and 12th Street (2 poles)

Brant D. Keller PhD
Director Public Works and Utilities

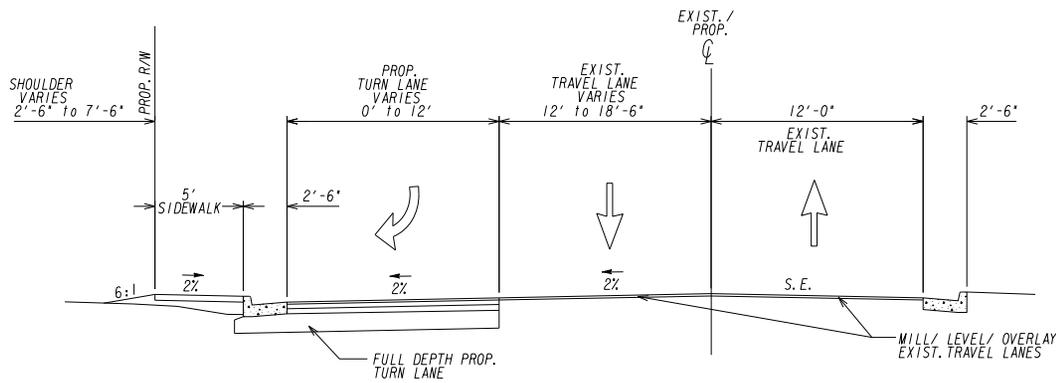


"The Iris City"

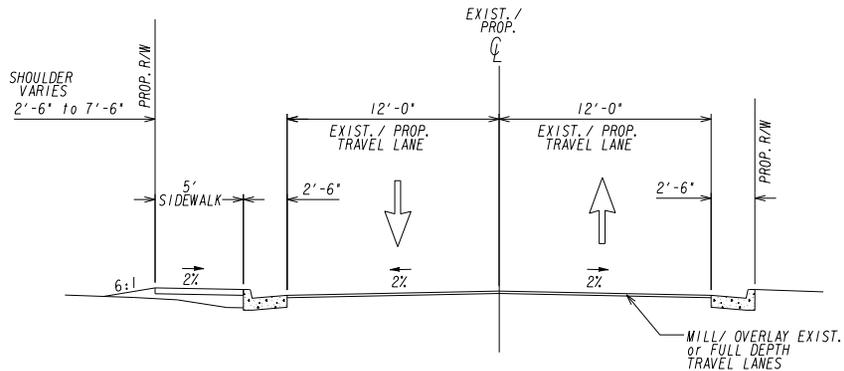
One Griffin Center 🌿 100 South Hill Street 🌿 Griffin, Georgia 30223 🌿 Tel. 770-229-6603 🌿 FAX 678-692-0930

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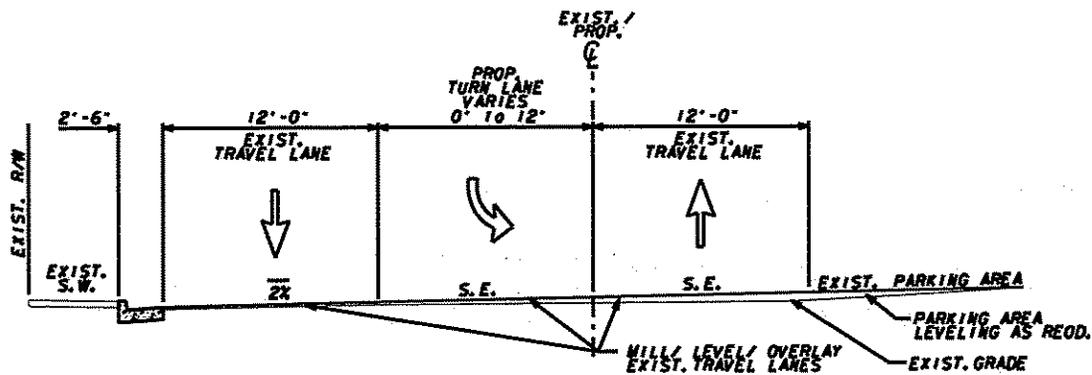


TYPICAL SECTION
 EXPERIMENT ST.
 south of existing
 N. 13th ST.
 N. T. S.



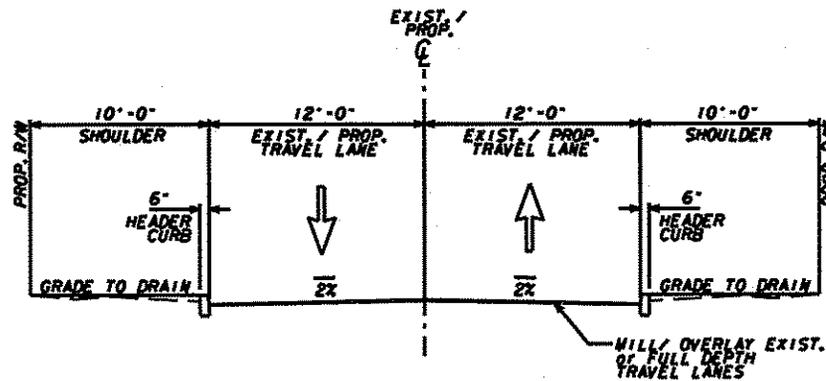
TYPICAL SECTION
 RANDALL ST. / N. 13th ST. /
 W. QUILLY ST.
 N. T. S.

TYPICAL SECTIONS
 EXPERIMENT ST. @ 13th ST.
 P. I. No. 0008238
 CSSTP-0008-00(238)
 SHEET 1 of 2



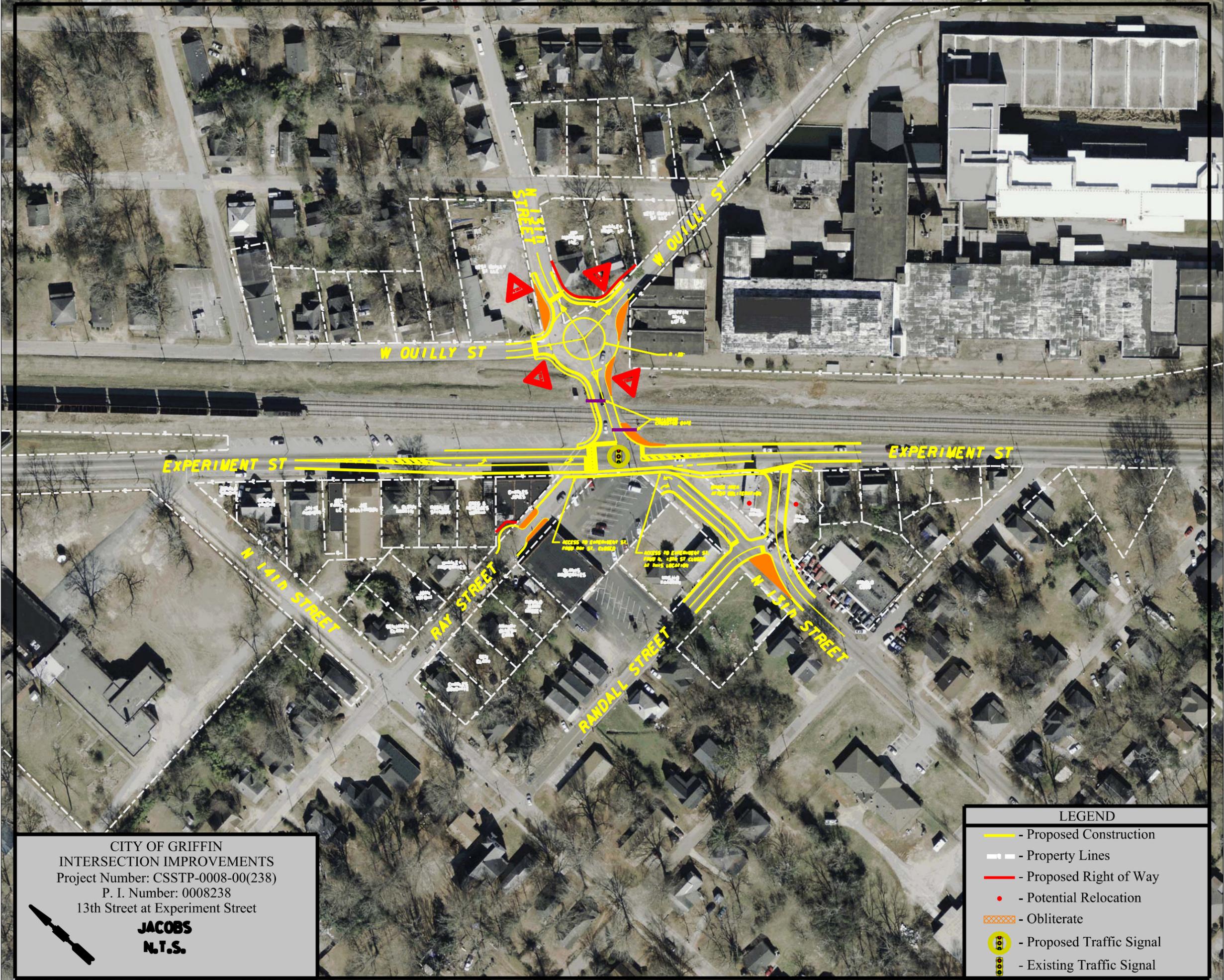
TYPICAL SECTION
 EXPERIMENT ST.
 north of existing
 N. 13th ST.
 N. T. S.

TYPICAL SECTIONS
 EXPERIMENT ST. @ 13th ST.
 P. I. No. 0008238
 CSSTP-0008-00(238)
 SHEET 2 of 2



TYPICAL SECTION
14th ST.
N. T. S.

TYPICAL SECTION
EXPERIMENT ST. @ 14th ST.
P. I. No. 0008238
CSSTP-0008-00(238)



CITY OF GRIFFIN
 INTERSECTION IMPROVEMENTS
 Project Number: CSSTP-0008-00(238)
 P. I. Number: 0008238
 13th Street at Experiment Street
JACOBS
N.T.S.

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(238)
 P. I. Number: 0008238
 14th Street at Experiment Street
JACOBS
N.T.S.

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(238)
 P. I. Number: 0008238
 W. College Street at Meriwether Street (SR 362)
JACOBS
N.T.S.

LEGEND

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

Project Number: CSSTP-0008-00(238)
P.I. 0008238
TRAFFIC REPORT/ACCIDENT SUMMARIES

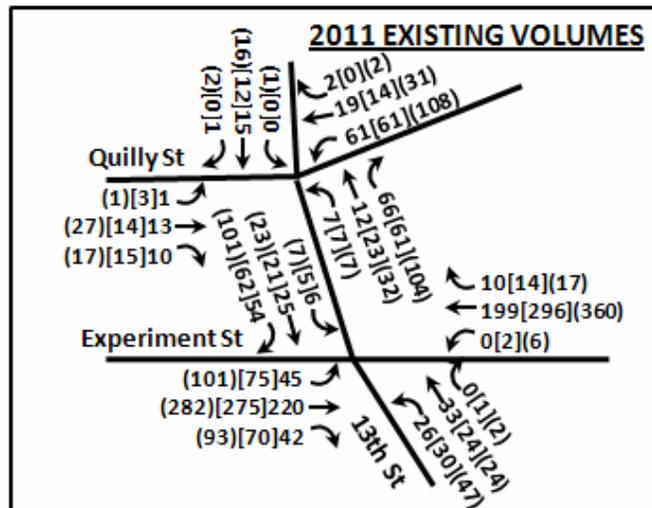
The proposed project locations are as follows:

1. Experiment Street and 13th/Ray Street and Quilly Street: Intersection Improvement.

The Build Alternative consists of realigning 13th Street at Experiment Street and installing a traffic signal. Because of the limited sight distance on northbound 13th Street, this approach will be realigned to intersect Experiment Street approximately 280-feet east of the intersection. Additionally, the Ray Street access at 13th Street will be closed. A left-turn bay will be added to the southbound Experiment Street approach and the triangular intersection of 13th Street and Quilly Street will also be converted to a roundabout.

Figures 1a and 1b show the existing and future no build traffic volumes, respectively. Figure 1c shows the future build condition volumes. 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

Table 1a – 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)
Experiment St at 13 th St	Stop	NB Approach	C	19.1	D	32.1	F	85.9
		SB Approach	B	13.4	C	16.5	C	21.0
13 th St at Quilly St	Stop	NB Approach	A	9.4	A	9.5	A	9.8
		SB Approach	A	9.5	A	9.5	A	9.6
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 13 th St	Stop	NB Approach	F	114.6	F	1013.3	F	*
		SB Approach	D	31.7	F	133.4	F	732.9
13 th St at Quilly St	Stop	NB Approach	A	9.7	A	9.9	B	10.5
		SB Approach	A	9.8	A	9.9	B	10.2
2035 Design Year (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 13 th St	Signal	Intersection	B	10.5	B	11.5	B	11.3
	Stop	NB Approach	D	26.2	F	72.2	F	381.2
		WB Approach	A	MIN	A	0.1	A	0.4
13 th St at Quilly St	Yield	NB Approach	A	4.0	A	4.0	A	5.0
		SB Approach	A	4.0	A	4.0	A	5.0
		EB Approach	A	4.0	A	4.0	A	5.0
		WB Approach	A	4.0	A	4.0	A	5.0

*Delay exceeds HCM calculation

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)

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, Experiment St at 13th St

Experiment Street Approaches						
Year	Crashes	Crash Type			Injuries	Fatalities
2006	0	0			0	0
2007	1	1 – Angle			0	0
2008	2	2 – Angle			0	0
Quilly Street Approaches						
Year	Crashes	Crash Type			Injuries	Fatalities
2006	0	0			0	0
2007	1	1 – Not a Collision with a motor vehicle			0	0
2008	0	0			0	0
13 th Street Approaches						
Year	Crashes	Crash Type			Injuries	Fatalities
2006	9	5 – Angle, 3 – Rear End, 1 – Sideswipe Opposite Direction			3	0
2007	6	3 – Angle, 1 – Head On, 1 – Rear End, 1 – Sideswipe Opposite Direction			3	0
2008	5	1 – Angle, 4 – Rear End			1	0

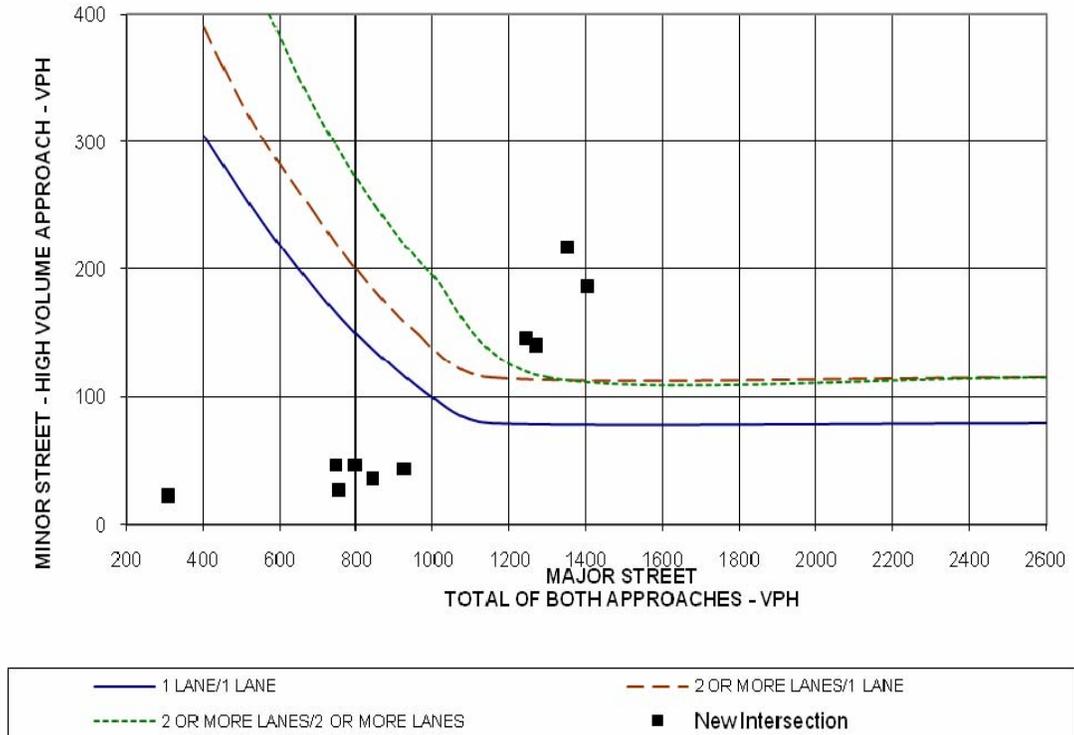
As shown in Table 1a, the intersection of Experiment Street at 13th Street is currently operating with unacceptable LOS (LOS F). Traffic conditions are expected to degrade under No Build conditions, resulting in more approaches having unacceptable LOS (LOS F) by 2035. The proposed Build Alternative is expected to improve traffic conditions to acceptable LOS (LOS B or better) for most approaches by 2035, though the northbound approach of 13th Street at Experiment Street will continue to experience unacceptable LOS. 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.

Experiment Street at 13th Street Signal Warrant

A signal warrant study was completed for the intersection of Experiment Street at 13th Street. Two of the signal warrants were met based on design year volumes: four-hour vehicular volume and peak hour volume. Figure 2 shows the four-hour vehicular volume warrant graph. Because volume exceeds the threshold during four hours of the day, the

signal is warranted based on four-hour vehicular volumes. Figure 3 shows the peak hour volume warrant graph. Because the volume exceeds the threshold during the peak hour, the signal is also warranted based on the peak hour volume.

Figure 2: Warrant 2 - Four Hour Vehicular Volume, Experiment Street at 13th Street

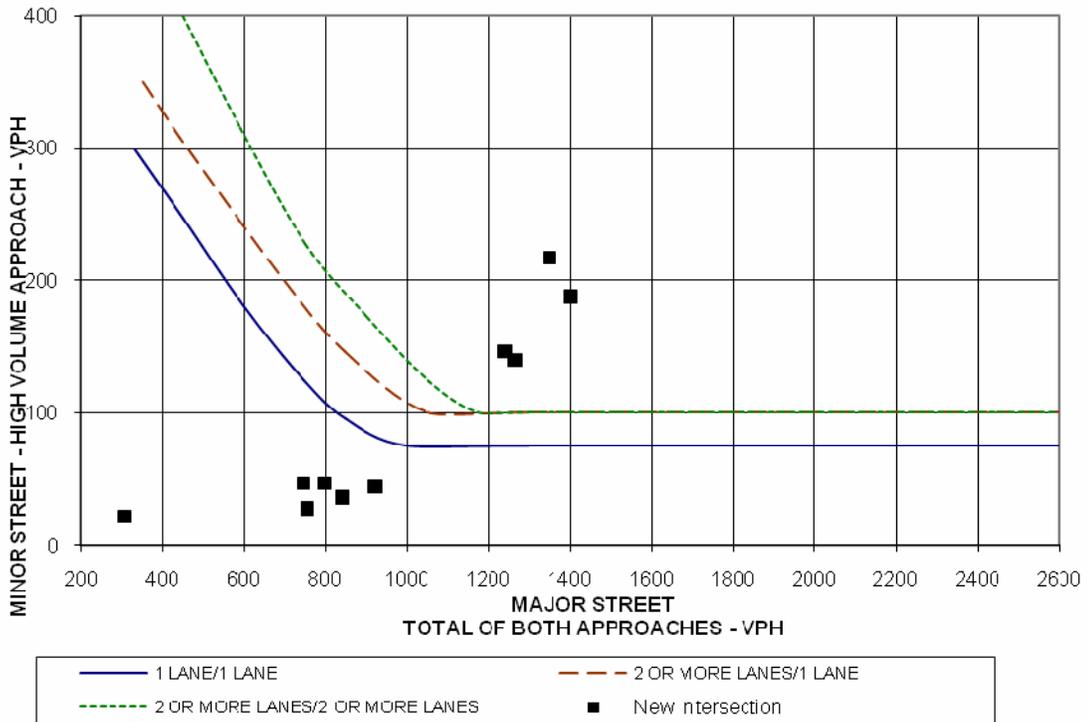


Other Alternate Considered: A second alternative for Experiment Street and 13th/Ray Street and Quilly Street was considered. This alternative proposed a four-way stop control intersection for 13th Street and Quilly Street. Table 1d shows future Levels of Service (LOS) for the stop controlled intersection. Although, the stop control LOS results are LOS B or better, the City of Griffin prefers the roundabout alternative for this intersection. This intersection is located approximately 80 feet from an existing at grade railroad crossing and a proposed four-way stop is not favorable due to conflict with traffic and the railroad.

Table 1d – Future Intersection LOS

2035 Design Year (Build) AWSC Intersection LOS								
Intersection	Control	LOS Reported	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
13 th St at Quilly St	Stop	NB Approach	A	8.3	A	8.5	B	10.4
		SB Approach	A	8.0	A	8.1	A	8.7
		EB Approach	A	7.9	A	8.0	A	8.9
		WB Approach	A	9.2	A	9.1	B	11.0

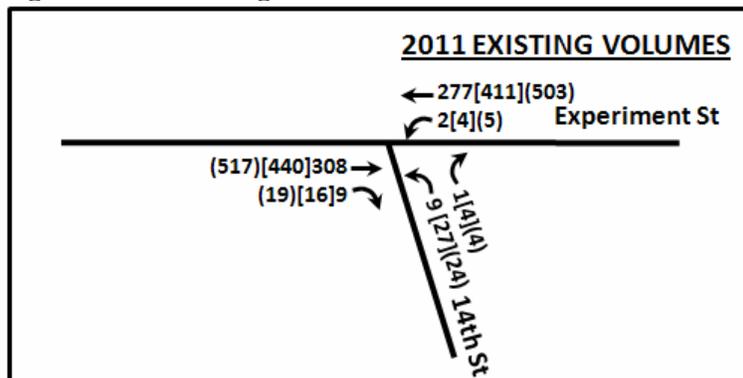
Figure 3: Warrant 3 - Peak Hour, Experiment Street at 13th Street



2. Experiment Street and 14th Street: Intersection Improvement.

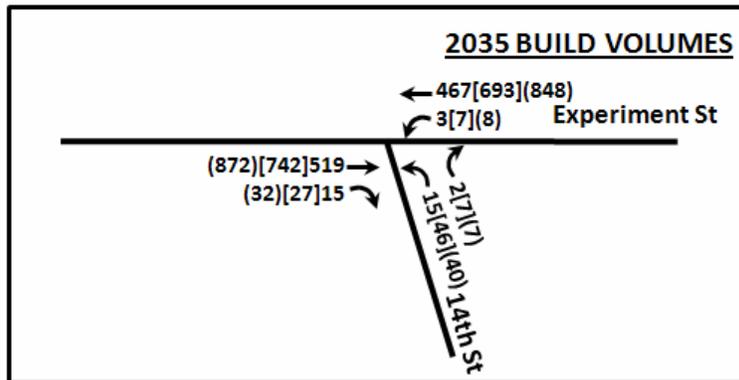
The Build Alternative eliminates the existing intersection skew and realigns the approach along Experiment Street approximately 170-feet to the southeast. Figures 4a and 4b show the existing and future traffic volumes, respectively. Table 2a shows existing and future Levels of Service (LOS). Table 2b 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 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 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)
Experiment St at 14 th St	Stop	NB Approach	B	14.3	C	20.1	C	24.6
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)
Experiment St at 14 th St	Stop	NB Approach	C	24.6	F	84.6	F	195.3

Table 2b – Crash History

Experiment Street							Mile Point 0.08-0.71						
Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate	Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate
2006	10	865 (531)	3	260 (201)	0	0 (1.51)	2006	10	865 (531)	3	260 (201)	0	0 (1.51)
2007	17	972 (514)	6	343 (190)	0	0 (1.47)	2007	17	972 (514)	6	343 (190)	0	0 (1.47)
2008	11	729 (471)	3	199 (176)	0	0 (1.46)	2008	11	729 (471)	3	199 (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, Experiment St at 14th St

Experiment Street Approaches				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	0	0	0	0
2007	1	1 – Not a Collision with a motor vehicle	0	0
2008	0	0	0	0
14th Street Approach				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	0	0	0	0
2007	0	0	0	0
2008	0	0	0	0

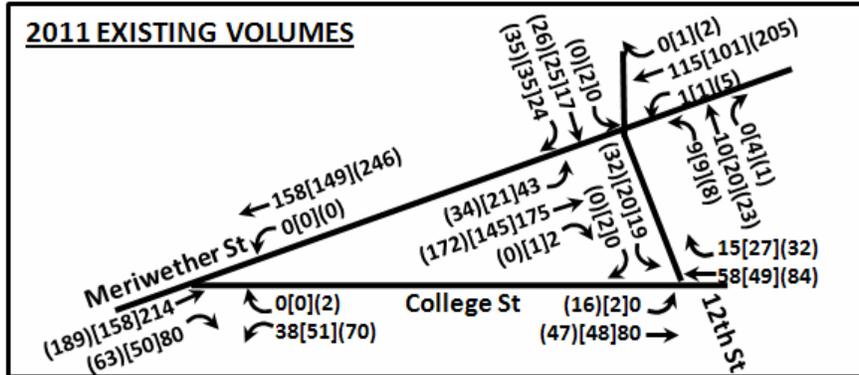
As shown in Table 2a, the intersection is currently operating with acceptable LOS (LOS C or better). Traffic conditions are expected to degrade to unacceptable LOS (LOS F) by 2035. Additionally, Table 2b shows the segment crash rate has historically exceeded the statewide average for similar type facilities. However, there was only one crash recorded at the intersection from 2006-2008.

3. West College Street and SR 362(Meriwether Street) and 12th Street: Intersection Improvement.

Because of the intersection skew, the future build alternative was evaluated to address the limited sight distance on the westbound approach at this intersection. Access to and from Meriwether Street at West College Street is planned to be closed in the future and traffic will be re-routed onto 12th Street. West College Street will be converted to a cul-de-sac and access to driveways will be maintained to adjacent properties for this segment.

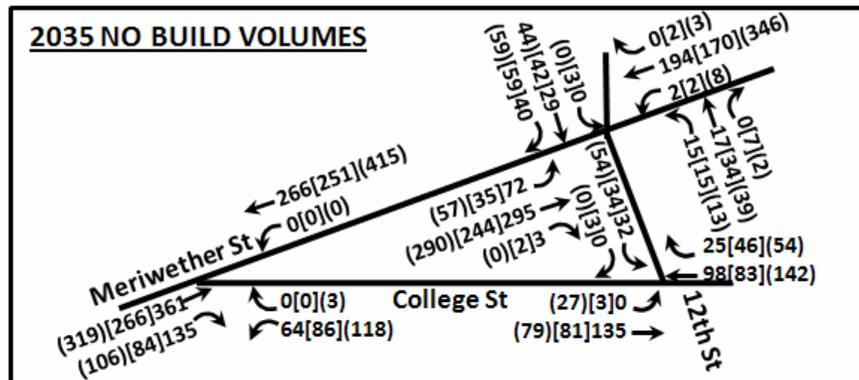
Figures 5a and 5b show the existing and future no build traffic volumes, respectively. Figure 5c shows the future build condition volumes. Table 3a shows existing and future Levels of Service (LOS). Table 3b summarizes recent crash history along major roadway segments containing the study intersection. 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 5a – Existing Volumes



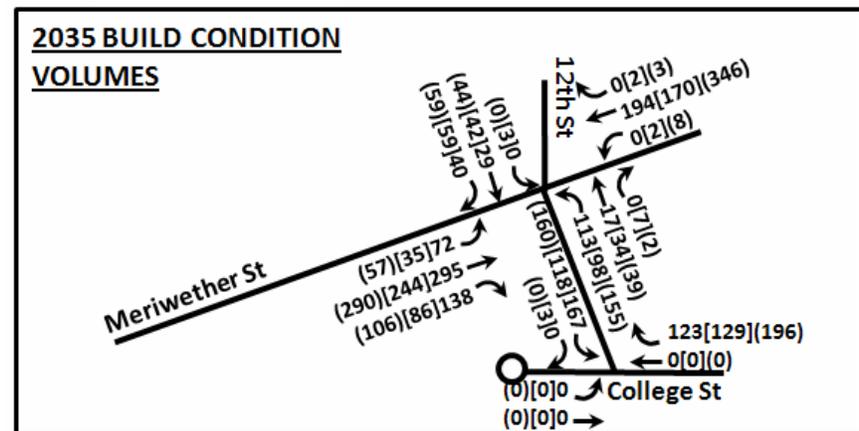
Note: AM, [MIDDAY], (PM) volumes depicted

Figure 5b – 2035 Design Year No Build Volumes



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

Figure 5c – 2035 Design Year No 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)
College St at Meriwether St	Stop	WB Approach	B	13.2	B	11.8	B	14.2
College St at 12 th St	Stop	SB Approach	A	9.6	A	9.5	B	10.1
Meriwether St at 12 th St	Stop	NB Approach	B	13.1	B	11.7	C	15.3
		SB Approach	B	10.9	B	10.6	B	12.5
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)
College St at Meriwether St	Stop	WB Approach	C	23.0	C	16.7	D	28.8
College St at 12 th St	Stop	SB Approach	B	10.6	B	10.3	B	11.6
Meriwether St at 12 th St	Stop	NB Approach	C	20.1	C	15.8	D	32.1
		SB Approach	B	13.9	B	13.2	C	20.2
2035 Design Year (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 12 th St	Stop	SB Approach	B	10.6	A	9.9	B	10.6
		EB Approach	A	MIN	A	MIN	A	MIN
Meriwether St at 12 th St	Signal	Intersection	A	9.6	B	11.4	B	14.7

Table 3b – 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)

Meriwether Street		Mile Point 0.78-1.37				
Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate
2006	6	768 (531)	5	640 (201)	0	0 (1.51)
2007	9	823 (514)	1	91 (190)	0	0 (1.47)
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 Urban Collectors (College Street) and Minor Urban Arterials (Meriwether Street).

Table 3c – Crash Types, College St at Meriwether St

West College Street Approach				
Year	Crashes	Crash Type	Injuries	Fatalities
2006	0	0	0	0
2007	1	1 – Rear End	0	0
2008	1	1 – Angle	0	0

Meriwether 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 3a, the intersection is currently operating with acceptable LOS (LOS C or better). Traffic conditions are expected to degrade to LOS D by 2035. The proposed Build Alternative is expected to improve traffic conditions to LOS B or better by 2035. Additionally, Table 3b shows the segment crash rate has historically exceeded the statewide average for similar type facilities. However, only two 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 Building	Client	City of Griffin
Meeting Date/Time	11-9-10	Project	Intersection Improvement Projects
Subject	Kick-Off Meeting/Initial Concept Team Meeting	Project No.	PI :0008237,0008238
Participants	Michael Francis, Jacobs David Kasbo, Jacobs Brant Keller, City of Griffin Chris Walker, City of Griffin Chris Bergen, City of Griffin Cynthia Burney, GDOT Kerry Gore, GDOT Scott Parker, GDOT Jason Mobley, GDOT Andy Pitman, Edwards-Pitman Env Mark Banfield, Transystems Dan Banister, Moreland-Altobelli	Notes Prepared By:	Michael Francis

Meeting Discussion

The meeting started with introductions from the group. The agenda was covered by Jacobs discussing the meeting purposes, key team members and their roles for the project, description for the improvements, potential design issues, and project schedule.

Next Steps/Action Items

- Jacobs to revise project schedule; a possible dual schedule for the two projects was suggested. Jacobs to work with Cynthia B. and Dr. Keller on the schedule and milestone dates to be in accordance with GDOT's Local Let requirements.
- Jacobs to arrange a field visit with GDOT and City of Griffin anticipated in January once base mapping/topo is completed by the surveyor.
- Jacobs to prepare and issue subconsultant agreements.
- Intersection Concerns
 - Experiment Street and Broad Street - Existing building between road and railroad may be historic, Edwards-Pitman to verify status and the impacts.

- Consider possibly an offset alignment here; however this is may not work well with the intersection signal timing due to close proximity of the signal spacing.
- Experiment Street and 13th and Ray Street – If signal is warranted, recommend mass arms to be placed on west side of Experiment Street opposite of railroad. The existing intersection is a five leg intersection and will need to be revised to a four leg intersection for operations reasons.
 - College Street at SR 362 (Meriwether) – Turning radius for trucks is a concern at College Street and 12th Street. Truck counts are needed for this intersection as the design is prepared.

Schedule

GDOT MGMT Let Date - April 2013

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.



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.

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	Comments about operation of intersection of West College Street and 12 th Street (PI 0008238) <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) 	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.
	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.
	4	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.	The City will assess the impacts of making the segment of Meriwether Street from New Orleans to 9 th Street a one-way operation. However, with the intersection improvements of West Poplar and 10 th 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.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Right-of-Way	3	Owns 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)

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, ¶1(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

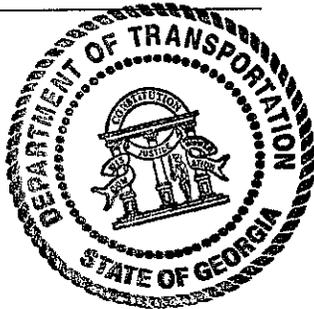
CITY OF GRIFFIN

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)
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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.

From: Brant Keller [BKeller@cityofgriffin.com]
Sent: Monday, July 18, 2011 2:10 PM
To: Decker, Sue Anne
Cc: 'Francis, Michael L.'
Subject: RE: 0008238 Spalding - Roundabout Consideration

understood

Brant D. Keller PhD
City of Griffin
Director Public Works & Utilities
100 S. Hill Street
P.O. Box T
Griffin, GA 30224
Tel. 678-692-0391
Fax 678-692-0392
Email: bkeller@cityofgriffin.com
Web: www.griffinstorm.com

"However beautiful the strategy, you should occasionally look at the results."



From: Decker, Sue Anne [<mailto:sdecker@dot.ga.gov>]
Sent: Wednesday, July 13, 2011 2:42 PM
To: Brant Keller
Cc: 'Francis, Michael L.'
Subject: 0008238 Spalding - Roundabout Consideration

Dr. Keller,

According to GDOT policy, all roundabouts must be lit. As part of the concept report, I need to be sure the City understands that the maintenance and utility costs will be the City's responsibility. Your email concurrence will be sufficient.

If you have any questions/comments, please feel free to contact me.

Thanks and have a great day!

Sue Anne H. Decker, P.E.
Project Manager
Office of Program Delivery
Office: 706-646-6974
Blackberry: 404-987-1990

115 Transportation Blvd
Thomaston, GA 30286
Fax: 706-646-6722

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