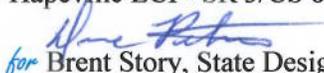


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0008903 **OFFICE** Design Policy & Support
CSSTP-0008-00(903)
GDOT District 7 - Metro Atlanta
Fulton County **DATE** September 2, 2011
Hapeville LCI - SR 3/CS 8028

FROM  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
Bryant Poole, District Engineer
Scott Lee, District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Merishia Robinson, Project Manager
BOARD MEMBER - 5th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: STP-0008-00(903)
County: Fulton
P. I. Number: 0008903
Federal Route Number: US 19/ 41
State Route Number: SR3

North Central Avenue Pedestrian Facilities

Submitted for approval:

DATE 03.17.11
DATE 4-12-11
DATE 5-2-2011
DATE 5-2-2011
DATE 5/2/2011

Alister J. Smith ; B+2
Design Consultant Name and Firm Name (if applicable)
John Chaddah
Local Government (if applicable)
Design Phase Office Head (if applicable)
Robert H. Harkins
Office Head (Project Manager's Office)
Robert Harkins
Project Manager

Recommendation for approval:

DATE _____
DATE 5/6/2011
DATE _____
DATE 5/5/2011
DATE _____
DATE _____
DATE _____
DATE _____

Program Control Administrator
GLENN BOWMAN/EXP*
State Environmental Administrator
State Traffic Engineer
RON WISHON/EXP*
Project Review Engineer
State Utilities Engineer
District Engineer/ District utilities Engineer
State Bridge Design Engineer (if applicable)
State Transportation Financial Management Administrator

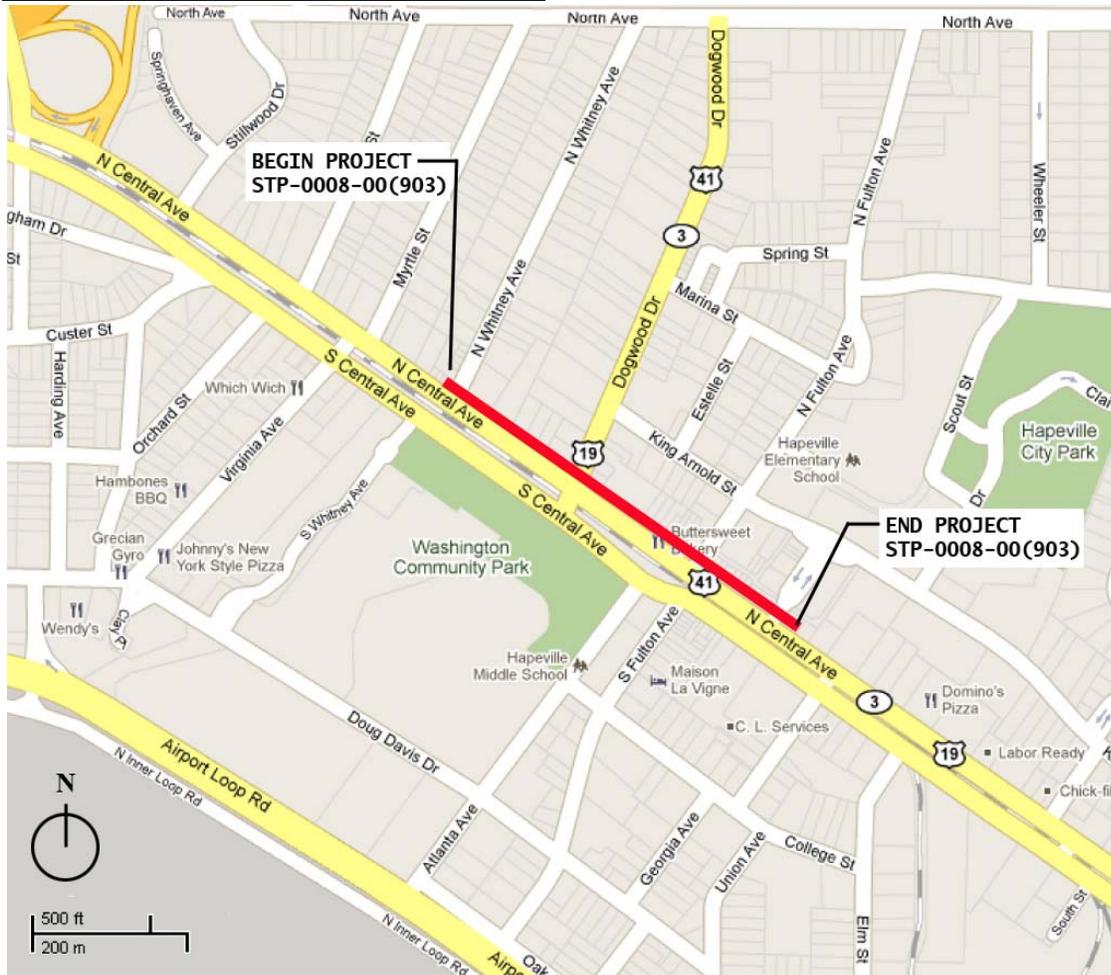
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 5-10-11

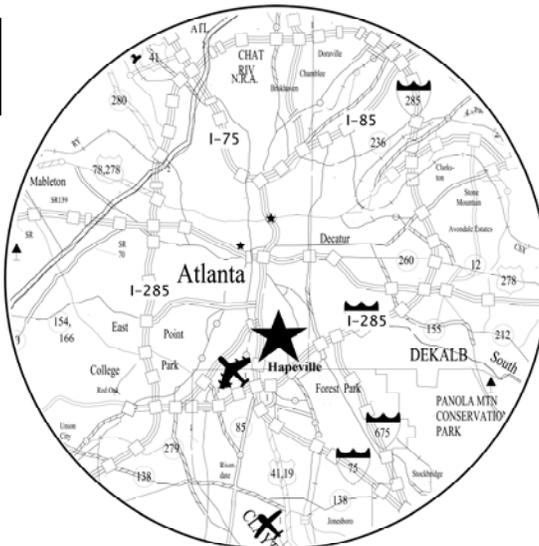
Cynthia L. Nantke
State Transportation Planning Administrator

* - RECOMMENDATION ON FILE

Project Location Map



Vicinity Map Not to scale



Need and Purpose Statement:

Background

The proposed project was identified during development of the Livable Centers Initiative (LCI) planning effort as a high priority project for the historic downtown area of Hapeville. The project would complement city goals to reduce dependence upon the automobile, enhance pedestrian infrastructure, and improve safety within the LCI/greater downtown area.

The proposed project would construct sidewalk and streetscape improvements in Hapeville along North Central Avenue/US 19/41/SR 3, beginning immediately west of North Whitney Avenue and ending immediately east of Dearborn Plaza. The improvements include reconstructing the curb & gutter drainage, improving street crossings, widening sidewalks, and adding signage, lighting, handicap access improvements, landscaping, bicycle parking racks, and street furniture (such as benches and trash receptacles). The total project length is approximately 0.32 mile.

Existing Conditions

The existing conditions in the area are as follows:

- N. Central Avenue (Two lane roadway w/11'+ lanes, variable height header curb, 4' sidewalks on the north side).

Logical Termini

Logical Termini are defined as rational endpoints for a transportation improvement and rational endpoints for a review of the environmental impacts. In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall:

- 1) connect logical termini and be of sufficient length to address environmental matters on a broad scope;
- 2) have independent utility or independent significance, i.e. be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
- 3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The N. Central Avenue corridor constitutes the main thoroughfare in downtown Hapeville. The preferred alternative would have independent utility and would not require additional transportation improvements and is not dependant on any other phases of the trail to provide the desired connectivity. The preferred alternative would not restrict consideration of reasonably foreseeable transportation improvements.

Projects in the Area

There are four federally funded projects in the immediate area:

- CSSTP-0006-00(273): Virginia Avenue Streetscape, Phase I.
- CSTE-0008-00(137): Doug Davis Drive/Virginia Avenue Streetscape, Phase 2

- CSHPP-0007-00(532) & CSHPP-0008-00(819): Loop Access Road Access Improvements.
- CSTE-0009-00(052): Hapeville Depot Rehabilitation enhancement project.

Environmental Justice

The project does not disproportionately burden or benefit any particular community. The project is considered a benefit to all of the citizens in this area. Table 1 (below) provides select demographic data for the City of Hapeville as well as for Fulton County for the purposes of comparison. The proposed project is located within an area of the county which has a higher percentage of middleclass households, but is overall substantially less affluent than Fulton County as a whole. The proposed project would benefit this economic group by enhancing pedestrian mobility, and providing an alternative to automobile-oriented transportation.

TABLE 1
Project Area Demographic Data
2000 U.S. Census

	Total Population	Percent Minority	Average Household Income	2000 Family Income for Household				
				\$0 to 20,000	\$20,000 to 30,000	\$30,000 to 50,000	\$50,000 to 75,000	\$75,000 or more
Fulton County	816,006	51.9%	\$74,933	21.90%	11.10%	19.10%	16.50%	31.50%
Hapeville	6,180	51.7%	\$40,541	22.40%	20.60%	27.70%	19.80%	9.50%

Land Use

A mixture of commercial and institutional buildings are located along the project corridor. The destinations located within the project limits are within a walkable distance to each other and to surrounding neighborhoods. However, due to the limited sidewalk network, awkward crosswalks, and increasing traffic on local roads, access to these destinations can be difficult for pedestrians.

Need and Purpose

N. Central Avenue is the most heavily traveled corridor in downtown Hapeville. The Hapeville area currently lacks adequate or enhanced pedestrian facilities, handicap access and improved linkage to the multimodal system. The project would provide substantial pedestrian improvements such as new sidewalks, improved street crossings, handicap improvements, lighting and improved signage. The completed project would make Hapeville substantially more pedestrian oriented and improve safety. The project would comply with all ADA requirements.

Due to its location within the greater Atlanta Metropolitan Statistical Area (MSA), the City of Hapeville is expected to remain a high growth area well into the future. The demands created by population and economic growth will require expansion of the transportation network. Due to the poor air quality of the region, alternatives to polluting, auto-oriented transportation are mandated by the United States Environmental Protection Agency (USEPA). The proposed project would provide an environmentally benign alternative to auto travel.

The City of Hapeville is within the 13 County Atlanta non-attainment area for air quality. The proposed project would support efforts to reduce dependence upon automobile-oriented development by investing in a developed area where no pedestrian infrastructure presently exists, which is connected to neighborhoods, schools, businesses and parks via a local street network. The proposed project would support Atlanta Regional Commission (ARC), USEPA and regional efforts to “foster greater livability in activity and employment centers in our region”. The project would provide funding to enhance livability and mobility for residents, and support the fundamental concepts of:

- Connecting homes, shops and offices;
- Enhance streetscaping and sidewalks;
- Emphasizing the pedestrian.

In accordance with the Georgia Planning Act, the improvements are consistent with the City Comprehensive Plan and approved by the Hapeville City Council. The proposed improvements have been added to the five year Short Term Work Program (STWP). The Comprehensive Plan policies provide a framework to facilitate and encourage coordinated comprehensive planning and development. The City of Hapeville Comprehensive Plan currently calls for commercial, institutional and residential uses in the project area and community facilities where the institutional uses are located. These uses would be accentuated by the implementation of the proposed project, which would provide substantial improvement to the pedestrian network and would support the density and development types the City desires for the area.

Alternatives to the Proposed Work

The No Build Alternative is one in which the City of Hapeville would take no action to construct the proposed project. This was the only alternative considered. The No Build alternative would not provide any pedestrian or handicap access improvements in the project area. This alternative would not provide the social, economic, environmental and alternative transportation improvements provided by the build alternative.

Description of the proposed project:

The project is located along the north side of North Central Avenue from North Whitney Avenue to Dearborn Plaza, in the City of Hapeville, Fulton County, Georgia. The project begins 35 feet west of the North Whitney Avenue and North Central Avenue intersection and ends 42 feet 6 inches east of the Dearborn Plaza and North Central Avenue intersection. The project length is 0.32 miles.

It is the intent of the City to construct public streetscape that will improve the needs of the pedestrian and provide ADA access. Improvements would include wide sidewalks, curb & gutter drainage, improved thermoplastic crosswalks at intersections, facing existing walls with stone, various signage, lighting, handicap access improvements, landscaping, bicycle parking racks, and street furniture such as benches and trash receptacles. Proposed decorative elements will coordinate with the City's existing streetscape themes. The City is planning for some utility relocation, specifically the burying of electrical lines and the removal of poles from Dearborn to Dogwood.

The project is located partially on City-owned land, and partially on private property. Some right-of-way and easements are anticipated.

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**

(This project is exempt from the region's air quality model. See attached ARC TIP page for reference.)

PDP Classification: Major _____ Minor _____

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

Functional Classification: Urban Minor Arterial _____

U. S. Route Number(s): 41, 19 State Route Number(s): 3

Traffic (AADT):

Base Year: (2008) 10890 Design Year: (2028) unknown

Existing design features:

- Typical Sections: Starting at the existing edge of traffic lane of North Central Avenue, on the north side there are 4 conditions:
 1. 8' parallel parking space, 6" curb, 5'-13' sidewalk
 2. 8' parallel parking space, 6" curb, 18" gutter, 5'-8' sidewalk
 3. 6" curb, 5'-8' sidewalk
 4. no curb or gutter, 5'-6' sidewalk
- Posted speed 35 mph Minimum radius for curve: N/A no change in road
- Maximum super-elevation rate for curve: N/A no change in road
- Maximum grade: 5 %

- Width of right-of-way: varies 30+ ft.
- Major structures: None
- Major interchanges or intersections along the project. N/A
- Existing length: 0.32 miles

Proposed Design Features:

- Proposed typical section(s): Starting at the existing edge of traffic lane of North Central Avenue, on the north side, the typical improvements occur as follows: An 18" gutter with 6" concrete curb; brick lined sidewalk that varies in width from 8' to 13'; and either a planting strip, existing hardscape, walls, or buildings. Pedestrian lights are located a minimum of 10' from the back of curb to meet GDOT required clear zones. The GDOT Design Policy Manual preferred section for Urban minor arterial streets was considered; however, these standards were not used for multiple reasons: 1.) ADA compliancy would not be met because of inconsistency in the location of the sidewalks and the grades along the street. 2.) The location of the right-of-way in many areas places constraints on the width of passing room for the pedestrian. 3.) Established drive lanes and parallel parking widths.
- Proposed Design Speed Mainline 35 mph
- Proposed Maximum grade Mainline N/A %
- Maximum grade allowable N/A %
- Proposed Maximum grade Side Street N/A %
- Maximum grade allowable N/A %
- Proposed Maximum grade driveway 10 %
- Proposed Minimum radius of curve N/A ft
- Minimum radius allowable N/A ft
- Maximum allowable superelevation rate N/A %
- Proposed maximum superelevation rate N/A %
- Right-of-Way:
 - Width varies 30+ ft.
 - Easements: Temporary () Permanent () Utility () Other ().
 - Type of access control: Full () Partial () By Permit () Other ().
 - Number of parcels: 30 Number of displacements: 0
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: None
 - Retaining walls: None proposed, working around existing
- Major intersections, interchanges, median openings and signal locations: None
- ITS: None

- Transportation Management Plan Anticipated: Yes () No (**X**)
- Traffic Control during construction: Temporary lane closure may be needed.
- Design Exceptions to controlling criteria anticipated:

	<u>YES</u>	<u>NO</u>	<u>UNDETERMINED</u>
HORIZONTAL ALIGNMENT:	()	(X)	()
LANE WIDTH:	()	(X)	()
SHOULDER WIDTH:	()	(X)	()
VERTICAL GRADES:	()	(X)	()
CROSS SLOPES:	()	(X)	()
STOPPING SIGHT DISTANCE:	()	(X)	()
SUPERELEVATION RATES:	()	(X)	()
VERTICAL ALIGNMENT:	()	(X)	()
SPEED DESIGN:	()	(X)	()
VERTICAL CLEARANCE:	()	(X)	()
BRIDGE WIDTH:	()	(X)	()
BRIDGE STRUCTURAL CAPACITY:	()	(X)	()
LATERAL OFFSET TO OBSTRUCTION:	(X)	()	()

- Existing power poles located less than 18" from face of curb

- Design Variances: Yes. Location of proposed pedestrian light poles.
- Environmental concerns: Entire City is NRHP listed district.
- Anticipated Level of environmental analysis: Categorical Exclusion, Section 106 – Hapeville
- Are Time Savings Procedures appropriate? Yes (**X**) No () Time Saving Procedures are appropriate due to the Categorical Exclusion level of environmental documentation and the right of way requirements are not significant.
- Categorical exclusion anticipated (**X**).
- Environmental Assessment/Finding of No Significant Impact anticipated (FONSI) () :
- Environmental Impact Statement (EIS) () .
- Utility involvements: The following utility companies are in the project area: Georgia Power Company, City of Hapeville Water Dept, Comcast, AT&T , Atlanta Gas Light. Design locates have been called in all areas of the project, and the design consultant is working with the City and with the utilities to map locations.
- VE Study Anticipated Yes () No (**X**)

Project Cost Estimate and Funding Responsibilities:

By Whom	PE		ROW	CST		MITIGATION	UTILITIES	
	Local	Fed	Local only	Local	Fed	Local/ Fed	Local	Fed
\$ Amount	\$34,600.00	\$138,400.00	\$43,000.00	\$156,125.66	\$624,502.65	\$0.00	\$220,000	\$229,800

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

Project Activities Responsibilities:

- Design: City of Hapeville; consultant
- Right-of-Way Acquisition: City of Hapeville
- Right-of-Way funding (real property): City of Hapeville
- Relocation of Utilities: City of Hapeville; ARC
- Letting to contract: City of Hapeville
- Supervision of construction: City of Hapeville; Contractor
- Providing material pits: City of Hapeville, Contractor
- Providing detours: City of Hapeville, Contractor
- Environmental Studies/Documents/Permits: City of Hapeville, consultant

Coordination:

- A scoping meeting was held in Hapeville with members of the Atlanta Regional Commission, City of Hapeville, staff of jB+a on September 9, 2009, to kick off the project and review the requirements.
- Initial Concept Meeting: A meeting with the Mayor and City Manager was held on November 5 and December 2, 2009 to review the proposed concepts with representatives from the City.
- Concept Meeting: A meeting was held on November 2, 2009. Concept drawings were presented to gain feedback, derive a direction for the project and discuss the future of the project. The following attendees were: Bill Werner (City Manager), Lee Sudduth (Public Works), Chuck Clanton (Facilities), Jack Burnside (Project Administrator), Katie Blankenstein (Landscape Architect), and Alisha Smith (Landscape Architect).
- GDOT Concept Meeting on 10.12.10.
- Other projects in the Area:
 - Hapeville Depot Museum; CSTE-0009-00(052)
 - Dogwood Drive, Hapeville; Scoping Phase no assigned No. at this time.
- Railroad: The project will not be impacting the RR property.

Scheduling – Responsible Parties’ Estimate:



Time to complete Section 404 Permit: N/A

Other major items that will affect the project schedule: None

Other alternates considered:

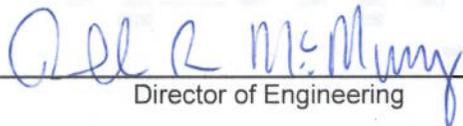
The GDOT Design Policy Manual preferred section for Urban minor arterial streets was considered; however, these standards were not used for multiple reasons: 1.) ADA compliancy would not be met because of inconsistency in the location of the sidewalks and the grades along the street. 2.) The location of the right-of-way in many areas places constraints on the width of passing room for the pedestrian. 3.) Established drive lanes and parallel parking widths.

Comments:

TE Project CSTEE-0009-00(052) Hapeville Depot Museum & Tourist Information Center, Fulton County, City of Hapeville, Georgia is being designed near this project, but not directly connected.

Attachments:

1. Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel & Asphalt Price Adjustment Forms.
 - c. Right-of-Way (included on Construction Cost Estimate)
 - d. Utilities (included on Construction Cost Estimate)
2. Project Location Map
3. Concept Plan
4. Typical Sections
5. Meeting Minutes
6. Signed Project framework agreement
7. Traffic Data
8. ARC TIP Exemption

Concur: 
Director of Engineering

Approve: 
Chief Engineer

Date: 8/30/11

City of Hapeville LCI; PI No. 0008903

Conceptual Construction Cost Estimate

Date: July 21, 2011

Description: North Central Avenue (from Dearborn Plaza to North Whitney)

Item No.	ITEM DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT PRICE	TOTAL
ROADWAY					
005-0023	Ada Ramps	29	EA	\$ 1,000.00	\$ 29,000.00
150-1000	Traffic Control	1211	LF	\$ 12.00	\$ 14,532.00
201-1500	Clearing & grubbing	LS	LS	\$ 10,000.00	\$ 10,000.00
205-0001	Unclass excav	3321	CY	\$ 1.50	\$ 5,000.00
210-0100	Grading Complete	LS	LS	\$ 30,000.00	\$ 30,000.00
310-1101	Gr Aggr base crs, incl matl	98	TN	\$ 30.00	\$ 2,940.00
402-1801	Recycled Asph conc patching, incl bitum matl	7	TN	\$ 512.00	\$ 3,584.00
430-0140	Plain PC conc pvmt, cl 1 conc, 4 inch thk	1040	SY	\$ 40.00	\$ 41,600.00
430-0180	Plain PC conc pvmt, cl 1 conc, 8 inch thk	45	SY	\$ 100.00	\$ 4,500.00
441-0016	Driveway Concrete, 6 in tk	66	SY	\$ 35.00	\$ 2,310.00
441-5002	Concrete Header Curb, 6 in, TP2	80	LF	\$ 16.00	\$ 1,280.00
441-6012	Conc Curb & Gutter, 6 in x 24 in, TP2	1624	LF	\$ 12.00	\$ 19,488.00
444-2000	Sawed joints in exist pavements - Asphalt	1000	LF	\$ 4.00	\$ 4,000.00
610-0355	Rem conc curb & gutter all sizes	1000	LF	\$ 7.00	\$ 7,000.00
610-2815	Rem conc sidewalk	1335	SY	\$ 14.00	\$ 18,690.00
610-4170	Rem Asph Pvmt, incl Base	70	SY	\$ 12.00	\$ 840.00
611-5551	Reset sign	LS	LS	\$ 5,000.00	\$ 5,000.00
611-8056	Adjust minor structure to grade	LS	LS	\$ 10,000.00	\$ 10,000.00
653-1704	Thermoplastic solid traf stripe, 24 in, white	120	LF	\$ 1.56	\$ 187.20
653-1804	Thermoplastic solid traf stripe, 8 in, white	1512	LF	\$ 1.83	\$ 2,766.96
627-2000	Facing existing retaining wall (stone)	900	LF	\$ 30.00	\$ 27,000.00
900-0039	Brick Pavers- field	1325	SF	\$ 13.00	\$ 17,225.00
900-0040	Brick Pavers- banding	3940	LF	\$ 16.00	\$ 63,040.00
STORMWATER					
550-1040	Misc. Stormwater	LS	LS	\$ 25,000.00	\$ 25,000.00
550-1180	Storm Drain Pipe, 18 in H 1-10	115	LF	\$ 32.00	\$ 3,680.00
611-3010	Reconstruct drop inlet, group 1	3	EA	\$ 845.00	\$ 2,535.00
611-8140	Adjust valve box to grade	15	EA	\$ 275.00	\$ 4,125.00
668-2100	Drop inlet, GP 1	2	EA	\$ 1,390.00	\$ 2,780.00
EROSION AND SEDIMENT CONTROL					
163-0010	Misc. Erosion Control	LS	LS	\$ 3,000.00	\$ 3,000.00
163-0550	Construct and Remove inlet sediment trap	20	EA	\$ 125.00	\$ 2,500.00
165-0001	Maintenance Erosion Control Devices	LS	LS	\$ 3,000.00	\$ 3,000.00
165-0010	Maintenance of temporary silt fence, TP A	1350	LF	\$ 2.00	\$ 2,700.00
165-0105	Maintenance of inlet sediment trap	20	EA	\$ 0.50	\$ 10.00
171-0010	Temporary silt fence TP A	2700	LF	\$ 1.30	\$ 3,510.00
ELECTRICAL					
681-1001	Lighting Std., Pedestrian light - preparation & Wiring	23	EA	\$ 7,200.00	\$ 165,600.00
681-1002	Lighting Std., Street light - preparation & Wiring	4	EA	\$ 9,000.00	\$ 36,000.00
681-1003	Pedestrian Crossing Signals- preparation & Wiring	8	EA	\$ 4,800.00	\$ 38,400.00
682-6222	Conduit, Nonmetl, Tp 2, 2 in	1400	LF	\$ 3.00	\$ 4,200.00
682-9021	Electrical Junction Box, Conc Ground Mounted	3	EA	\$ 528.00	\$ 1,584.00
LANDSCAPE					
700-9300	Sod	88	SY	\$ 3.94	\$ 346.72
702-0001	Misc. Landscaping	LS	LS	\$ 14,000.00	\$ 14,000.00
702-0837	Prunus subhirtella	24	EA.	\$ 850.00	\$ 20,400.00
702-0908	Quercus shumardii	5	EA.	\$ 1,500.00	\$ 7,500.00
702-9020	Mulch, hardwood mulch, 2-3 in thk	340	CY	\$ 18.00	\$ 6,120.00
708-1000	Plant topsoil	275	CY	\$ 16.00	\$ 4,400.00
708-1001	Structural Soil/ complete landscape mix	600	CY	\$ 30.00	\$ 18,000.00
SITE FURNISHINGS					
636-1000	Street name signs with decorative posts	LS	LS	\$ 20,000.00	\$ 20,000.00
754-4000	Waste receptacle unit	6	EA.	\$ 1,000.00	\$ 6,000.00
754-5000	Bench	12	EA.	\$ 1,300.00	\$ 15,600.00
754-6000	Bicycle Rack	4	EA.	\$ 1,000.00	\$ 4,000.00
				CONSTRUCTION COST SUBTOTAL =	\$ 734,973.88
				E & I RATE 5% =	\$ 36,748.69
				ASPHALT/ FUEL PRICE ADJUSTMENT =	\$ 8,905.75
				TOTAL =	\$ 780,628.32
				UTILITIES =	\$ 450,000.00
				RIGHT OF WAY =	\$ 43,000.00

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

ENTER FPL DIESEL	3.861
ENTER FPM DIESEL	8.687

ENTER FPL UNLEADED	3.455
ENTER FPM UNLEADED	7.77375

<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)	3321.000	0.29	963.09	0.15	498.15	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	98.000	0.29	28.42	0.24	23.52	
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)	7.000	2.90	20.30	0.71	4.97	
PCC Pavement paid as specified by the square yard under Section 430 (SY)	1085.000	0.25	271.25	0.20	217.00	

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=				1283.06	SUM QF UNLEADED=		743.64	
DIESEL PRICE ADJUSTMENT(\$)					\$5,696.98			
UNLEADED PRICE ADJUSTMENT(\$)					\$2,954.67			

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

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

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

ENTER APL

605

ENTER APM

1361.25

125.00%

INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
TMT =				

PRICE ADJUSTMENT(\$)

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL

605

ENTER APM

1361.25

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

125.00%

INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-1801		7	5.00	0.35	Asphalt Patching only.
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
TMT =				0.35	

PRICE ADJUSTMENT(\$)

\$254.10

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

125.00%	INCREASE ADJUSTMENT
---------	---------------------

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	
------------------------------	--

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$5,696.98

UNLEADED PRICE ADJUSTMENT(\$) \$2,954.67

ASPHALT CEMENT PRICE ADJUSTMENT (*BITUMINOUS TACK COAT 125% MAX*)

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT *125% MAX* \$254.10

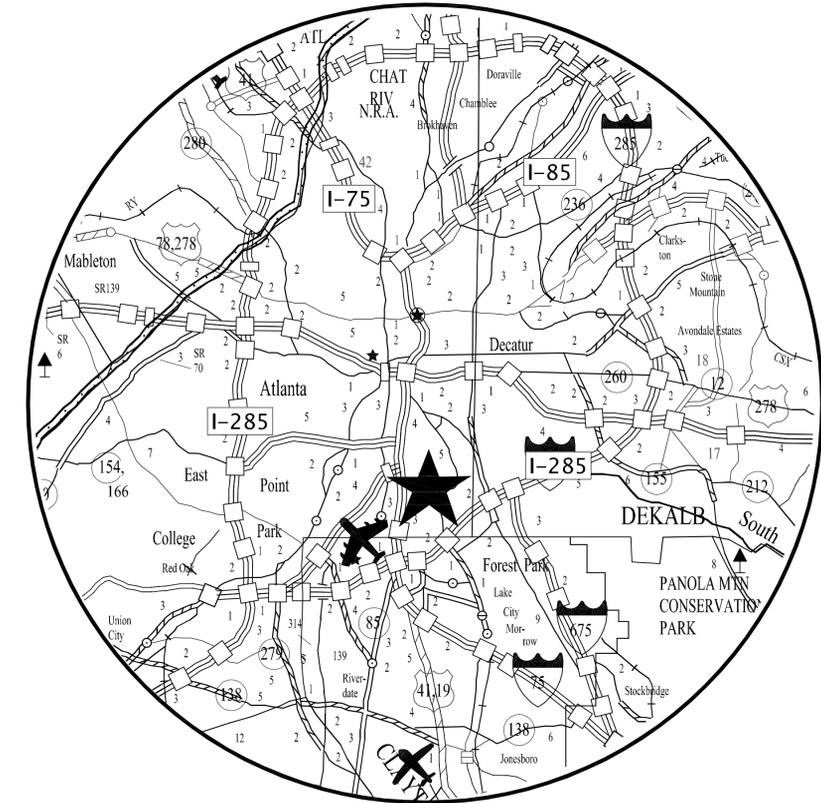
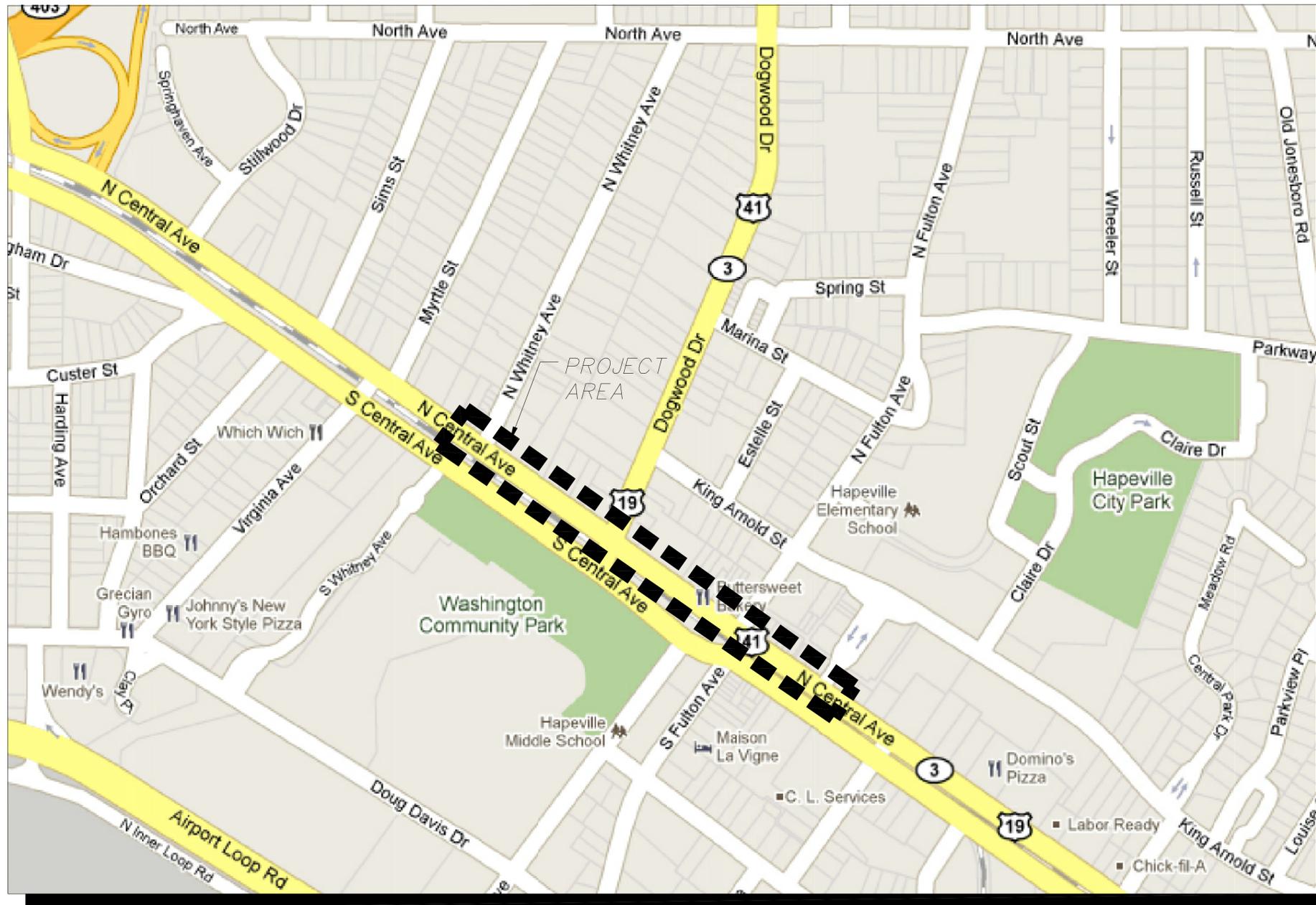
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(*Surface Treatment 125% MAX*)

REMARKS:	
----------	--

TOTAL ADJUSTMENTS	\$8,905.75
--------------------------	-------------------

CITY OF HAPEVILLE

LCI Project: North Central Avenue
Pedestrian Facilities
Fulton County, Georgia



VICINITY MAP
NTS. NORTH

PROJECT LOCATION MAP



NTS.

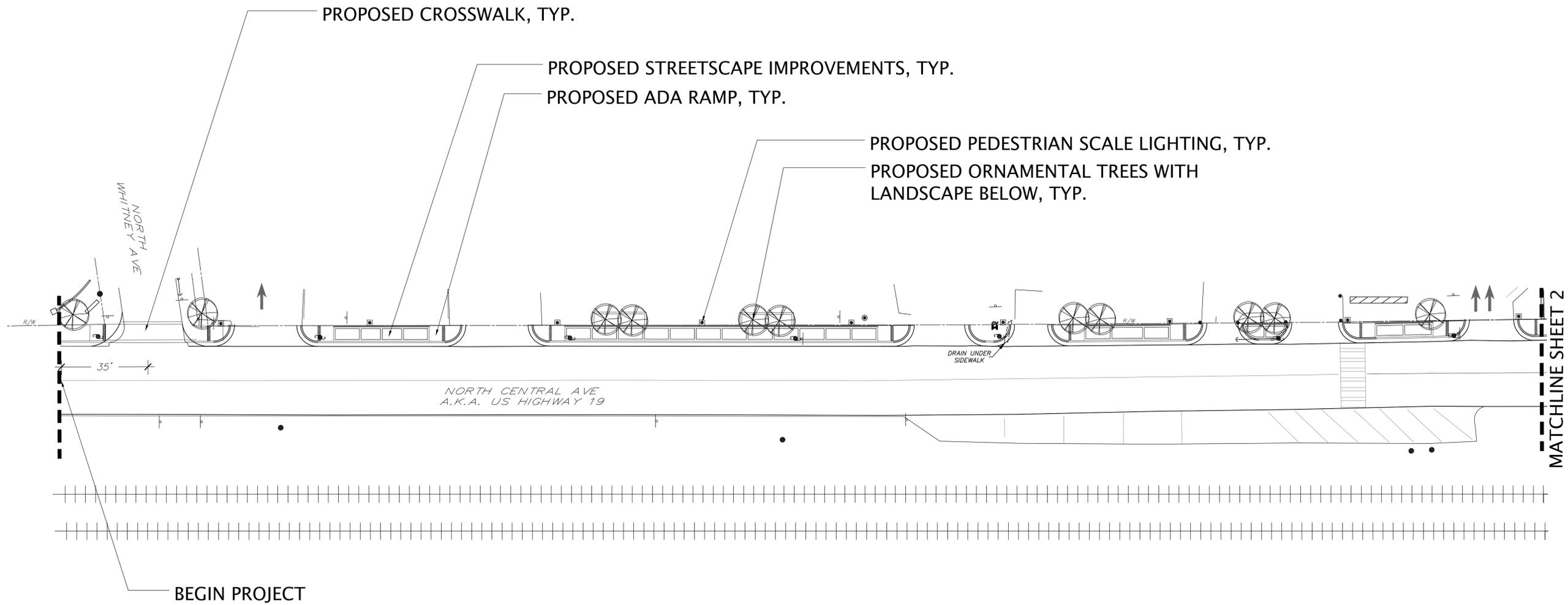
Project Area:
North Central Avenue from Dearborn Plaza to North
Whitney Ave.

PREPARED FOR:
FULTON COUNTY
DEPARTMENT OF TRANSPORTATION
NOVEMBER 22, 2010



IN ASSOCIATION WITH:



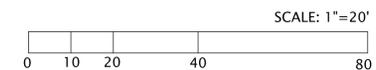


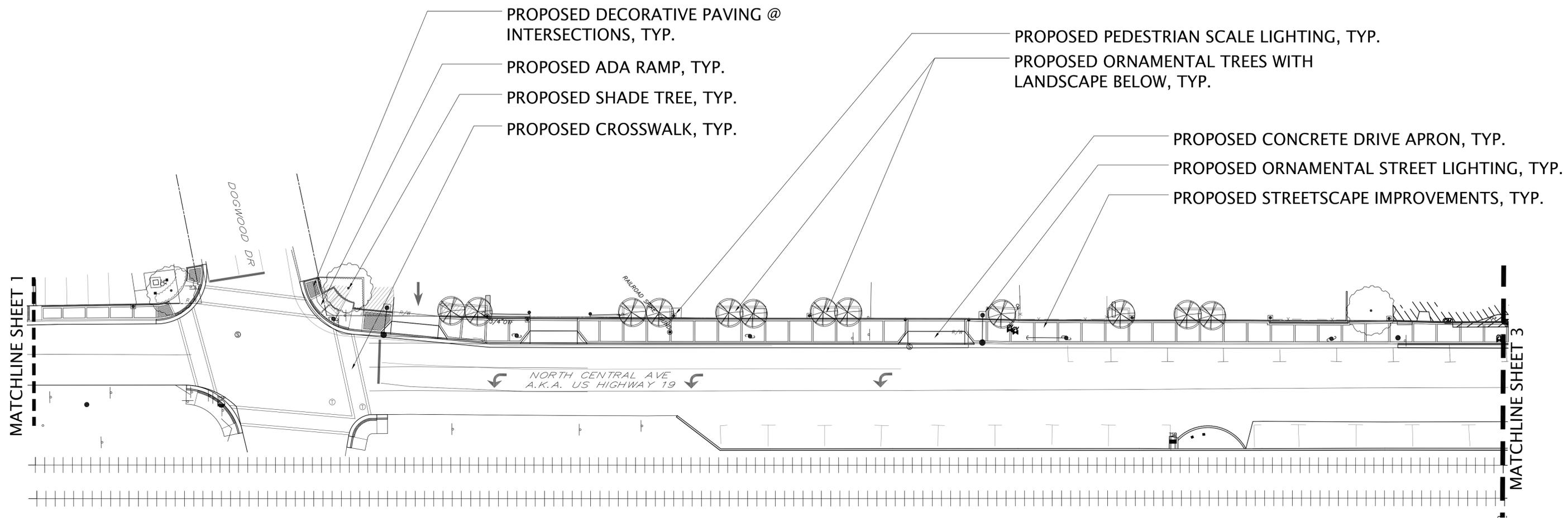
CITY OF HAPEVILLE LCI PROJECT

CONCEPT PLAN

PREPARED FOR:
 CITY OF HAPEVILLE, GEORGIA
 NOVEMBER 5, 2009

B^{ta} urban design studio
 planning + landscape architecture
 IN ASSOCIATION WITH:



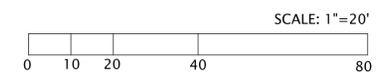


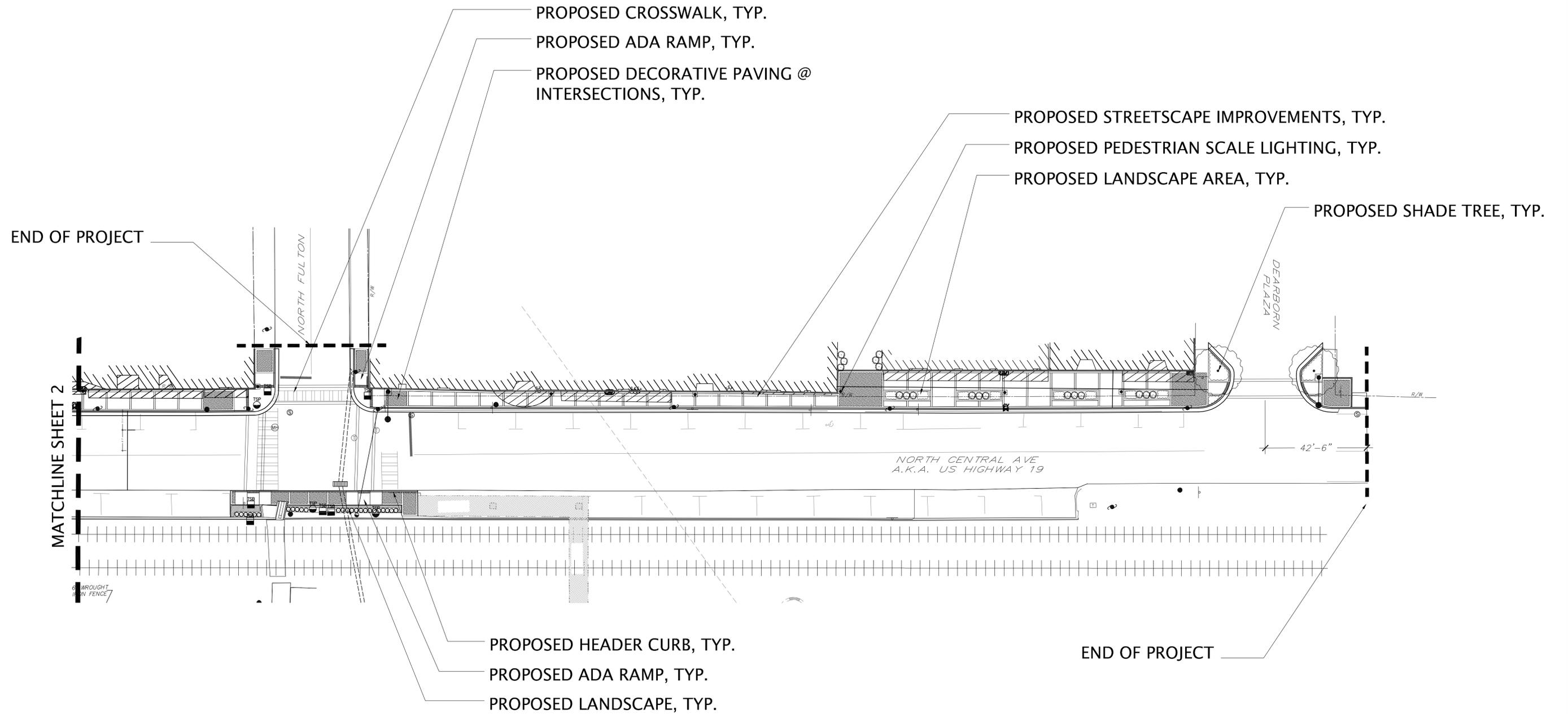
CITY OF HAPEVILLE LCI PROJECT

CONCEPT PLAN

PREPARED FOR:
CITY OF HAPEVILLE, GEORGIA
NOVEMBER 5, 2009

B^{ta} urban design studio
planning + landscape architecture
IN ASSOCIATION WITH:





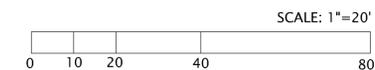
PREPARED FOR:
CITY OF HAPEVILLE, GEORGIA
NOVEMBER 5, 2009

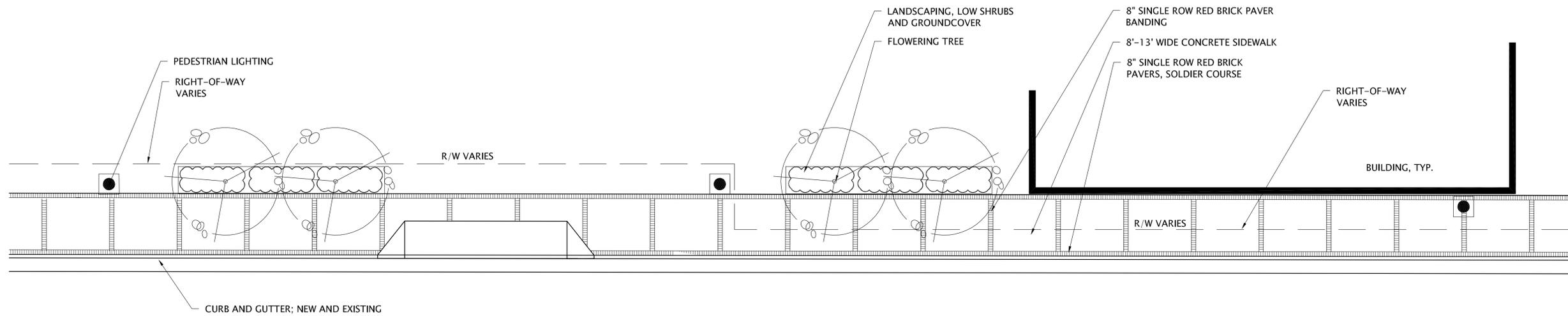
CITY OF HAPEVILLE LCI PROJECT

CONCEPT PLAN

B^{ta} urban design studio
planning + landscape architecture

IN ASSOCIATION WITH:



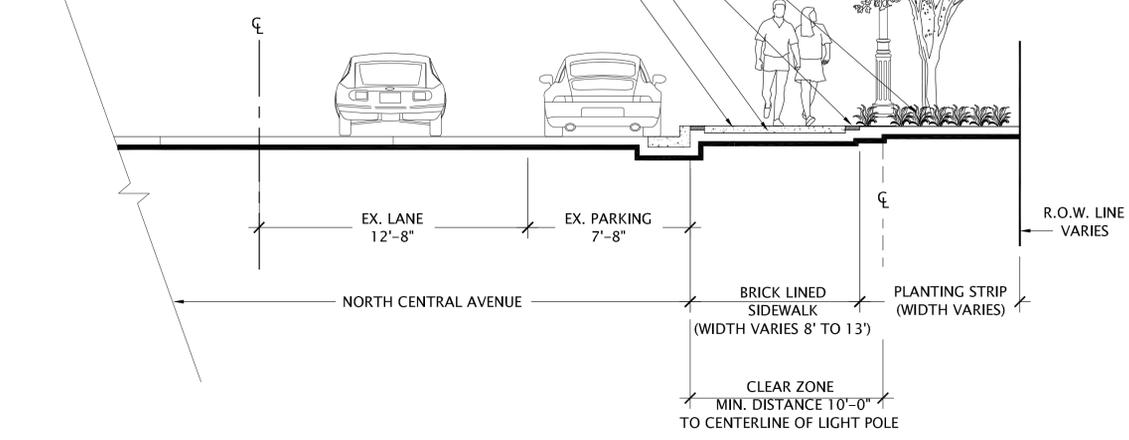


1

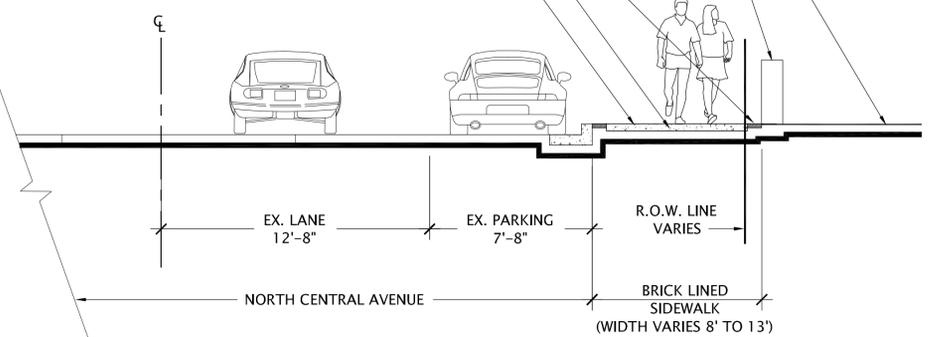
TYPICAL STREETScape PLAN

Scale: 1/8" = 1'-0"

- FLOWERING STREET TREE, WHERE POSSIBLE
- PEDESTRIAN SCALE LIGHTING
- LANDSCAPING, LOW SHRUBS AND GROUND COVER WHERE POSSIBLE
- 8" SINGLE ROW RED BRICK PAVERS, SOLDIER COURSE
- CONCRETE SIDEWALK
- 8" SINGLE ROW RED BRICK PAVERS, SOLDIER COURSE



- EXISTING HARDSCAPE AREAS
- EXISTING RETAINING WALL
- 8" SINGLE ROW RED BRICK PAVERS, SOLDIER COURSE
- CONCRETE SIDEWALK
- 8" SINGLE ROW RED BRICK PAVERS, SOLDIER COURSE



2

TYPICAL STREETScape SECTION

Scale: 1/4" = 1'-0"

CITY OF HAPEVILLE LCI PROJECT

TYPICAL SECTIONS

PREPARED FOR:
CITY OF HAPEVILLE, GEORGIA
NOVEMBER 5, 2009

B^{ta} urban design studio
planning + landscape architecture

IN ASSOCIATION WITH:





CITY OF HAPEVILLE STREETSCAPE – Mtg. Minutes

Minutes from: 07.06.09

Attendees: Bill Werner, Lee Sudduth, Allie O'Brien, Jack Burnside, Katie Blankenstein, Alisha Smith, David Hannon, Lew Valero

Location: City of Hapeville, Community Development Bldg.

Time: 10:00 am

A kick off meeting was held for the City of Hapeville Streetscape. In addition to meeting at the Community Development Building, the attendees walked the site and discussed existing and proposed conditions.

Welcome to all and introductions.

Newly Renovated Sidewalk

- Discussions were held on whether to leave this in place or remove it.

Retaining walls adjacent to the RR Tracks

- Bill mentioned he would like the walls addressed. They would like to reface them. Katie recommended using granite facing for the walls.
- There was question on whether this item was included in the original study.
- There was concern of whether GDOT would allow the City to use the LCI funds to face the wall. In addition this might create a negative focus (from GDOT) on the parallel parking adjacent to the wall and they might ask you to remove it.

Pedestrian Crossing across RR Tracks

- There was discussion about wanting to provide a new pedestrian crossing over the RR tracks at North Fulton to the Depot site. There were discussions about what sort of coordination would need to take place with the RR.
- Additional, would there be a better location of a pedestrian crossing due to the grade change at North Fulton.
- Jack recommended staying off the RR property for this LCI project. Working with the RR will take a lot of time and will have a large cost, this should be handled under a different project of by the City.

Street corners and Radius concerns

- Lee shared his concern of the radius corner at North Fulton turning onto North Central. The fire trucks already have a hard time making the turn, so placing bulb outs or anything creating a tighter turn in this location would not be an option.
- The corner of Dogwood Drive by the Perk Place Bistro is a tight corner. This should be addressed as well.

Power Poles

- There was discussion of removing the power poles off North Central and relocating the service to the back of the buildings. jB+a will talk with Ga Power to get a better idea of how much this will cost.
- Jack recommended moving the poles as this would really clean up the street.
- Some of the poles are actually located in the street; would GDOT handle these?

Storm Water

- There are currently storm water issues at the corners of N. Fulton and N. Central and at Dogwood Drive and N. Central. LAI will look into these areas.
- Lee also demonstrated where a large outpour of storm water surfaces on N. Fulton right before City Hall. The water creates a "river" down the street. The water eventually turns onto King Arnold Street while some carries across the intersection to a low point in front of the school. This issue needs to be addressed.

There are no underground storage tanks at the corner of North Central and Dogwood; J Buffalo's Corner.

The City is not aware if a parking count has been completed.

Dearborn Street

- The property adjacent to Dearborn Street is owned by the Authority. A proposal was made to include this property in the scope and possibly eliminate some of the scope past Dogwood Drive. This property is a prime focus when entered Hapeville from the east.
- Suggestions were made to add bulb outs at Dearborn to narrow the street connection onto North Central. Dearborn is currently very wide and this would reduce the scale and enhance the look.

If there are any additions or corrections to these meeting minutes, please contact Alisha Smith of jB+a immediately at 678-247-0731.

LCI MEETING

Date: September 11, 2009

Location/Time: Hapeville City Hall / 9:30 – 10:30 AM

Attendees:

Haley Fleming	ARC	404-463-3311	hffleming@atlantaregional.com
Bill Werner	City of Hapeville	404-669-2117	bwerner@hapeville.org
Lee Sudduth	City of Hapeville	404-669-2124	lsudduth@hapeville.org
Jack Burnside	Project Administrator	770-241-8677	jackburnside@bellsouth.net
Alisha Smith	jB+a, inc.	678-247-0731	asmith@jbplusa.com
Lane Conville	jB+a advantage	678-247-0725	lconville@jbaadvantage.com
Anthony Prevost	HNTB	404-946-5728	aprevost@hntb.com

Purpose: Discuss the North Central Avenue Pedestrian Facilities LCI project

The following were items discussed at the meeting:

1. Haley acknowledged that Hapeville has a NTP in hand on the project, but that some new procedures/actions need to be taken on all LCI projects in order to make the process of advancing the project to construction through GDOT run as smoothly as possible.
2. The [LCI Sponsor Manual](#) is being updated and will continue to be a great resource for local governments to better understand the process.
3. Haley went over the LCI Transportation Project Implementation Checklist and asked Hapeville to fill out the contact information at the beginning of the checklist and the estimated dates of completion for each of the milestones.
4. The Checklist is a means to produce a schedule for GDOT in order to better assist GDOT in prioritizing the LCI projects in an attempt to keep projects moving. GDOT also intends to update TPRO with the dates provided.
5. A monthly status report, provided by ARC to the Sponsor, shall be filled out by the Sponsor in order to maintain schedule awareness.
6. Haley mentioned that the local government must, according to the [LAP Manual](#), have a full-time staff person monitor and be responsible for the LCI project.
7. Bill stated that Lee would fulfill this role.
8. Haley mentioned that the [PDP](#) must be followed throughout the life of the project. PDP training is required.
9. Haley spoke about the LCI workshop/sponsors meeting to be held on October 6th at the ARC from 9am to 4pm.
10. Haley mentioned that the chain of communication needs to be from the local government to ARC and then the ARC can contact GDOT. The local government/consultant is not to contact GDOT directly concerning the LCI project unless the GDOT PM specifically says to do so in which case ARC/Haley is to be copied on all correspondence.
11. A Professional Engineer must be on the design team and, according to Alisha, there is a PE on the project.

12. The DBE goal request should be submitted as early as possible to ARC to be forwarded on to GDOT.
13. A photometric study is required for any lighting and if any proprietary lighting will be used on the project, FHWA approval is necessary.
14. Design variances need to be submitted as soon as possible. Jack said that there are no design variances on this project.
15. Reviews by ARC's technical consultant may take 5-7 days. Comments would be sent to the local government to be addressed with responses. The comments with responses would then be forwarded on to GDOT for review.
16. GDOT review may take 30-60 days. Responses to comments for Preliminary Plans are sufficient. Responses and pdf of plans for Final Plans comments is required.
17. Final Plans and Bid documents will be submitted together. Final Plans need to be stamped by a PE but they can have "Not for Construction" on them.
18. All anticipated construction engineering (CE) costs, contingencies, etc. need to be line-items on a cover letter to be submitted with the cost estimate sent to ARC to be forwarded to GDOT before certification and advertising the project for bids. If the bids come in lower than what is programmed in the TIP, the sponsor can then seek GDOT/FHWA approval for the use of federal funding for CE, contingencies, etc.
19. Robert Hughes is the new LCI Project Manager within Planning at GDOT.
20. The only possible utility issue on this project is related to the utility poles that may be relocated in order to make the project more aesthetically pleasing.
21. The City of Hapeville expects to produce a concept report within the next month.

IMMEDIATE ACTION ITEMS

1. Haley to send Checklist to Hapeville for completion. (COMPLETE – 9/11/09)
2. Hapeville/Consultant to complete Checklist and return to Haley.
3. Section 106 document will be sent directly to OEL. Haley to be copied on transmittal/e-mail for submittal.
4. Jack will send Haley any submittals and approvals for environmental that have been completed.

This is our understanding of items discussed and decisions reached. Please contact us if there are changes or additions.

Submitted by,

HNTB CORPORATION

Anthony Prevost, P.E.

Engineer III

cc: Attendees, Robert Lewis (HNTB)



CITY OF HAPEVILLE LCI STREETScape

Meeting Minutes

Minutes from: 10.12.10

Attendees: Robert Hughes, Amy Goodwin, Chris Montesinos, Mac Crawford, Jack Burnside, Alisha Smith, Katie Blankenstein, Lewis Brooker

Location: GDOT - District Seven Office

Time: 1:00pm

Introductions of meeting attendees.

Cover sheet and General

- Use new template. Robert gave a copy to Katie.
- Correct Project number and county.
- Remove signature.
- Update PI # on top of sheets.

Map

- Adjust length of project graphically to depict portion extending to North Whitney.
- Remove the "A" on the map.
- Add vicinity map to this sheet to show more context.

Need and Purpose

- Replace this need and purpose with the one previously submitted by Jack. His version has already been approved.

Description of Project

- Chris gave a description of the grant scope. What is outlined in the grant is not what is reflected in the concept report.
- jB+a was directed by Bill Werner and Lee Sudduth to change the scope of the project/ limit of work. This was decided during sidewalk on 07.06.09. This change is shown in the concept report.
- ARC did not have a problem with either scope, however by revising the original scope from the grant application this may need to be changed on the TIP which in turn could delay the process and create additional paperwork.
- It was decided to stay with the scope from the grant application – North Whitney to Dearborn.
- The terminus of the project was discussed in regards to the roads mentioned above. It was decided that if you stay within approx. 100' or so from your stated terminus that would be fine. The terminus should be at a logical point.
- Utilities/ Power Poles must be relocated; Lewis agreed they are usually relocated to approximately 8'-0" behind the sidewalk. * It was noted that in some areas along North Central, 8'-0" behind the sidewalk is in a building. There are some very narrow areas for improvements.
- It was mentioned that some utilities could be relocated while others weren't.

- Discussions took place on removing the crosswalk at Dogwood located parallel and adjacent to the Railroad Tracks. This was because of the non-stop traffic coming across the RR tracks. It as decided to leave this at the time until further comment in the review process.
- Amy asked for further descriptions for the scope of proposed work.
- There is a conflict stating that right of way and easements will be anticipated; however on page 7 it states none anticipated. This will be resolved.

Ozone Non-attainment

- Remove "text" shown under statement. Robert will send Katie the statement to be inserted here.

US and State Route Numbers to be inserted.

Traffic (ADT) – use base year 2010. This would make the design year 2030. Amy will follow up with information on this item.

Existing Design Features

- Remove text about "proposed" features.
- Description of location for ped lights to be re-written as located at back of sidewalk.
- Add a description of the existing typical roadway.
- Maximum grade... remove text "(list mainline, cross roads, and driveways)"
- Major structures...remove "....."
- Existing... remove "+/-". Word "length" might be missing.

Proposed Design Features

- Insert proposed features description here.
- Describe why "preferred buffer" section by GDOT not used here. Amy said to refer to Chapter 6.
- Right-of-Way...remove "+/-" and double check quantity.

Transportation Management Plan Anticipated...change to "No." Per direction of Mac and Robert.

Traffic Control during construction...state temporary lane closures may be needed.

Design Exceptions

- Update list so all is not undetermined.
- Lateral offset obstruction should say "yes." Under this item add a description why.

Design Variances...change to "yes."

Environmental Concerns...add terminology "Entire City is NRHP listed district."

Are Time Saving Procedures appropriate...change to "yes."

Environmental Assessment...remove "N/A."

Environmental Impact...remove "N/A."

Utility involvement...Bellsouth should be AT&T.

Project Cost Estimate

- Conflict with statement on page 4. Clarify.
- Amy said the ARC will cover 20% of total construction cost for utility relocation. This is approximately \$229,000.00.

Project Activities Responsibilities

- Mac asked if jB+a was prequalified for Supervision of Construction. He could not find this listed anywhere. Katie to follow up.

Coordination

- Mac asked to clarify some of the verbiage. Refer to new template received.

Scheduling

- Katie said the schedule will be revised.
- Amy recommended giving some items more time and to spread it out.
- Amy would also like to see the schedule graphically. (Bar graph style)
- Estimated times by all:
 - 1 ½ months for PFPR
 - 2 months for ROW
 - 1 ½ months for FPR
 - 12 months for ROW acquisition

Other Alternates Considered

- It was recommended by Mac to state the GDOT Design Policy Manual preferred section as an alternate considered; however state why it wasn't used. Reasons discussed were ADA compliancy would not be met because of inconsistency in the location of the sidewalk as well as right of way locations.

Comments

- It was discussed whether to add the Dogwood Drive project to the comment section. This project does not have a number yet and is in the scoping phase. So we will not add it at this time.

Attachments

- The signature lines below the list of attachments should be deleted. This is not necessary.

Concept Drawings

- Show entire length of project extending to N. Whitney as discussed prior.
- Mac recommended looking at the drive apron closes to the corner of N. Central and Dogwood. At this scale he wasn't sure there was enough room for the 4 foot wide area behind the drive apron. jB+a will double check this area.

Cost Estimate

- Change description at top of estimate to include length of N. Whitney.
- Pull Utility costs out of estimate and place at bottom as separate line item.
- Mac said to also put on the estimate at the bottom items such as PE and ROW costs. Also include costs for Engineering.
- Mac and Robert discussed that the cost estimate needs to be in CES format. They will double check on this. However they do want to see pay item numbers at this stage. Katie informed everyone that jB+a was familiar with the CES program due to another project we are working on. However, our experience with the program is that someone at GDOT has to set up access for jB+a with passwords, etc. in order for us to access it for the project. At this time jB+a will wait to be notified of access to CES for this project.

Other

- Mac recommended keeping the Railroad updated on the plans since some improvements fall within 25 feet.
- Lewis will send Katie an email with all information he will require.
- Amy confirmed who to copy on emails in regards to this project.
- LD Notice
 - Robert said this was not longer needed.

- o Mac said LD was necessary and would be approved after environmental.
- o Robert will check on this item.

If there are any additions or corrections to these meeting minutes, please contact Alisha Smith of jB+a immediately at 678-247-0731.

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
THE CITY OF HAPEVILLE
FOR
TRANSPORTATION FACILITY IMPROVEMENTS

This Framework Agreement is made and entered into this 1st day of July, 2008 by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the CITY OF HAPEVILLE, acting by and through its Mayor and City Council, 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 contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design), all reimburseable utility relocation 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 and eligible for reimbursement by the DEPARTMENT shall not be considered reimbursible to the LOCAL GOVERNMENT until the LOCAL GOVERNMENT receives a written notice to proceed for each phase of the PROJECT.

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

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

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

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation

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

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

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

7. The LOCAL GOVERNMENT shall accomplish all of the design activities for the PROJECT. The design activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction

of Transportation Systems, the DEPARTMENT's Plan Presentation Guide, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The LOCAL GOVERNMENT responsibility for design shall include, but is not limited to the following items:

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

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

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

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

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

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

g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT. As part of the design an environmental assessment will be conducted, which may or may not result in environmental impacts of the surrounding area. If it is determined that there will be impacts that will require mitigation, then it will be the responsibility of the LOCAL GOVERNMENT to resolve the matter.

h. Prepare the PROJECT drainage design including erosion control plans and the development of the hydraulic studies for the Federal

Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

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

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

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

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

the Project must be compliant to applicable state and federal regulations relating to the procurement of design services in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act.

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

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

11. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

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

and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

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

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

15. If the right of way phase is 100% local funding with no Federal or State reimbursement, upon the DEPARTMENT's approval of the project right of way plans, verification that the approved environmental document is current, which shall mean that the approval of the environmental document occurred within six (6) months of the approval notice by the DEPARTMENT's for project right of way plans, and delivery of a written notice to proceed, the LOCAL GOVERNMENT may proceed with the acquisition of the necessary right of way for the PROJECT. If the right of way phase involves federal and/or state funding reimbursement, upon the Department's approval of the project right of way plans, the Local Government may proceed with all pre-acquisition right of way activities, however, property negotiation and acquisition cannot commence until right of way funding authorization is approved. Right of way acquisition shall be in accordance with the law and the rules

and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT and in accordance with the "Contract for the Acquisition of Right of Way" to be prepared by the Office of Right of Way and executed between the LOCAL GOVERNMENT and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. In the event the LOCAL GOVERNMENT is to receive reimbursement of all or part of the acquisition funding, reimbursable right of way costs are to include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the required right of way.

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

LOCAL GOVERNMENT the PROJECT shall be let for construction. The DEPARTMENT, unless shown otherwise on Attachment A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

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

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

19. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or

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

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

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

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

RECOMMENDED:

THE CITY OF HAPEVILLE

Angela J. Alexander
State Transportation Planning
Administrator

BY: [Signature], Mayor
Name
Title

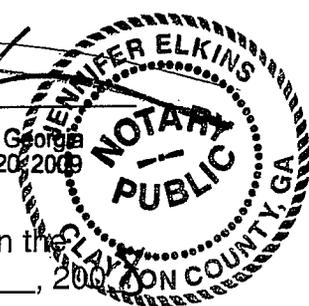
Angela J. Alexander
Director of Planning, Data and
Intermodal

Signed, sealed and delivered this
1st day of July,
2008 in the presence of:

[Signature]
Chief Engineer

[Signature]
Witness

DEPARTMENT OF
TRANSPORTATION

[Signature]
Notary Public, Clayton County, Georgia
My Commission Expires June 20, 2009


BY: [Signature]
Commissioner

This Agreement approved on the
1 day of July, 2008

ATTEST: [Signature]
Treasurer - Asst.

[Signature]
City Clerk

REVIEWED AS TO LEGAL FORM:

[Signature]
Office of Legal Services

FEIN: 58-6000589

ATTACHMENT "A"
Project Number: CSSTP-0008-00(903) – The City of Hapeville

Project (PI#, Project #Description)	Work Type	Preliminary Engineering		Right of Way		Construction		Utilities Relocation Costs by
		Funding	Design	Funding of Real Property	Acquisition & Administrative Cost by	Funding	Letting by	
PI# 0008903 STP-0008-00(903) SR 3/CS8028/N Central from N Whitney Ave to Dearborn Plaza	L230 Ped Project	\$173,000 20% by City = \$34,600; 80% by Fed = \$138,400	City of Hapeville	100% Local	City of Hapeville	\$1,149,000 20% by City = \$229,800; 80% by Fed = \$919,200	Local	100% City of Hapeville

- Note:
1. Maximum allowable GDOT reimbursible amount may be shown above in lieu of percentages when applicable. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated.
 2. Cash participation limits may be shown above in lieu of percentages when applicable.
 3. Utility relocations costs are not reimbursable for LCI projects.
 4. If actual costs for any or all of the funding categories exceed the amounts set forth in Attachment "A", the SPONSOR shall fund 100% or such excess costs.

Georgia Department of Transportation
Office of Transportation Data
2008 Annual Average Daily Traffic Report (AADT)

County	Traffic Counter	RT	Route Num	Beg Mile	End Mile	Dir1	Dir2	AADT 2-Way	Truck %	Beg Intersection	End Intersection	Type	RCLINK
Fulton	5009	CS	347903	1.08	2.13			7290		NORTH AVE	SPRING ST	E	1213347903
Fulton	5012	SR	000800	7.25	7.61			21830		CHERRY ST	I-75	E	1211000800
Fulton	5014	SR	000800	6.74	7.24			10250		NORTH AVE	TECH PKWY	E	1211000800
Fulton	5016	SR	000300	9.83	10.57			28490		MARIETTA ST	ETHEL ST	A	1211000300
Fulton	5018	SR	000300	10.49	11.63			21280		14TH ST	I-75	E	1211000300
Fulton	5021	SR	000300	11.64	12.14	5240 N	4800 S	10040		ON FR I-75 SB	COLLIER RD	A	1211000300
Fulton	5023	SR	000300	12.15	13.42			8980		COLLIER RD	WESTOVER DR	E	1211000300
Fulton	5025	SR	000300	13.43	14.11			10880	3	W WESLEY RD	ARDEN RD	A	1211000300
Fulton	5027	SR	000300	14.12	14.63			10180		NORTHSIDE DR	RHODENHAVEN DR	E	1211000300
Fulton	5029	SR	000300	14.64	15.67	5790 N	5790 S	11580	2	MOORES MILL RD	OFF TO I-75 NB	A	1211000300
Fulton	5032	SR	000300	15.68	16.75			25260		W PACES FERRY RD	OFF TO I-75 NB	E	1211000300
Fulton	5034	SR	000300	16.76	17.98	7600 N	5390 S	12990		I-75	NORTHGATE DR	A	1211000300
Fulton	5035	SR	000300	0.00	0.39			19910		3900 CROWN RD	ON TO I-75 NB	E	1211000300
Fulton	5036	SR	000300	0.40	1.43			10890		I 75	N FULTON AVE	A	1211000300
Fulton	5038	SR	000300	1.44	2.90			6910		N CENTRAL AVE	OLD JONESBORO RD	E	1211000300
Fulton	5041	SR	000300	2.91	4.42			13780		CLEVELAND AVE	FLEA MKT USA	A	1211000300
Fulton	5043	SR	000300	4.44	5.72			12010		FAIR DR	ERIN AVE	E	1211000300
Fulton	5045	SR	000300	5.73	6.81	6200 N	6180 S	12380	4	UNIVERSITY AVE	BRONNER BROS WAY	A	1211000300
Fulton	5047	SR	000300	6.84	7.58			21990		RALPH D ABERNATHY BLVD		E	1211000300
Fulton	5049	SR	000300	7.27	8.66			22200	4	LARKIN ST	THURMOND ST	A	1211000300
Fulton	5052	SR	000300	8.69	9.19			24190		SIMPSON ST	NORTH AVE	E	1211000300
Fulton	5054	SR	000300	9.20	9.50			27380		LAMBERT ST	TRAVIS ST	E	1211000300
Fulton	5056	SR	000300	9.51	9.72			19900		DONALD LEE HOLLOWEL PKWY	DONALD LEE HOLLOWEL PKWY	E	1211000300
Fulton	5058	CS	349803	0.00	0.80			19010		NORTHSIDE DR	8TH ST	E	1213349803
Fulton	5061	CS	349803	0.81	1.49			11600		ASHBY ST	RICE ST	E	1213349803
Fulton	5062	CS	349803	1.50	2.72			14040		MARIETTA BLVD	IND PARK	E	1213349803
Fulton	5063	CS	349803	2.73	4.54			17440		CARROLL DR	QUEEN ST	E	1213349803
Fulton	5067	CS	349803	4.55	4.88			19620		BOLTON RD	BOLTON RD	E	1213349803

Type:A=Actual, E=Estimated

Envision6 Regional Transportation Plan and FY 2008-2013 Transportation Improvement Program - Sorted by ARC Project Number

FS-209	SOUTH FULTON SCENIC BYWAY MULTI-USE TRAIL - PHASE I	Jurisdiction	Fulton (South)	Existing	Planned	Length (mi.)	Network Year
0002308/0009643	FROM COCHRAN MILL PARK TO PHILLIPS ROAD	Sponsor	Chattahoochee Hills	N/A	N/A	3.1	2020
Programmed		Service Type	Multi-Use Bike / Ped Facility	Analysis			Open Year
				Exempt from Air Quality Analysis (40 CFR 93)			2013

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW	2011	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$25,000	\$0,000	\$25,000
CST	2012	SAFETEA-LU Earmark	\$449,950	\$0,000	\$112,487	\$0,000	\$562,437
			\$449,950	\$0,000	\$137,487	\$0,000	\$587,437

FS-210	NORTH CENTRAL AVENUE PEDESTRIAN FACILITIES	Jurisdiction	Fulton (South)	Existing	Planned	Length (mi.)	Network Year
0008903	FROM N. WHITNEY AVENUE TO DEARBORN PLAZA	Sponsor	City of Hapeville	N/A	N/A	0.4	2020
Programmed		Service Type	Pedestrian Facility	Analysis			Open Year
				Exempt from Air Quality Analysis (40 CFR 93)			2012

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE AUTH	2009	STP-Urban Setaside for LCI Projects	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
ROW	2011	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$264,244	\$0,000	\$264,244
CST	2012	STP-Urban Setaside for LCI Projects	\$919,200	\$0,000	\$229,800	\$0,000	\$1,149,000
			\$919,200	\$0,000	\$494,044	\$0,000	\$1,413,244

FS-211	SEMME STREET BICYCLE AND PEDESTRIAN IMPROVEMENTS - PHASE 1	Jurisdiction	Fulton (South)	Existing	Planned	Length (mi.)	Network Year
0007540	FROM WASHINGTON ROAD TO NORMAN BERRY DRIVE	Sponsor	City of East Point	2	2	0.7	2020
Programmed		Service Type	Bicycle/Pedestrian Facility	Analysis			Open Year
				Exempt from Air Quality Analysis (40 CFR 93)			2013

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE AUTH	2009	SAFETEA-LU Earmark	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
CST	2012	SAFETEA-LU Earmark	\$707,900	\$0,000	\$176,975	\$0,000	\$884,875
CST	2012	SAFETEA-LU Earmark	\$495,000	\$0,000	\$0,000	\$0,000	\$495,000
			\$1,202,900	\$0,000	\$176,975	\$0,000	\$1,379,875