

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. #0009324 **OFFICE** Design Policy & Support  
CSAPD000900324  
GDOT District 1 - Gainesville  
Hart County **DATE** April 4, 2011  
Gateway II Access Road  
**FROM**  for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator  
Bobby Hilliard, State Program Delivery Engineer  
Cindy VanDyke, State Transportation Planning Administrator  
Angela Robinson, Financial Management Administrator  
Glenn Bowman, State Environmental Administrator  
Kathy Zahul, State Traffic Engineer  
Georgene Geary, State Materials & Research Engineer  
Ron Wishon, State Project Review Engineer  
Jeff Baker, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
Michael Henry, Systems & Classification Branch Chief  
Todd McDuffie, District Engineer  
Robert Mahoney, District Preconstruction Engineer  
Allen Ferguson, District Utilities Engineer  
Laura Dixon, District Environmentalist  
Jonathan Dills, Project Manager  
BOARD MEMBER - 10th Congressional District

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

Project Number: CSAPD-0009-00(324)  
County: Hart  
P. I. Number: 0009324  
Federal Route Number: N/A  
State Route Number: SR 77 & SR 59

**Hart County Gateway II Access Road**  
Symmetrical Widening Project for Economic Development  
(See following page for Vicinity Map)

Submitted for approval:

DATE 2/1/11

*Springel Armin*  
Moreland Altobelli Associates, Inc.

DATE 2/1/11

*[Signature]*  
Hart County

DATE 2/1/11

*Robert W. Mahoney (WAK)*  
District Preconstruction Engineer

DATE 2/1/11

*[Signature]*  
Project Manager

DATE 2/1/11

*[Signature]*  
District Engineer/ District Utilities Engineer

Recommendation for approval:

DATE 2-21-11

*Genetha Rice Sindeton\*/KLP*  
Program Control Administrator

DATE 3-23-11

*Glenn Bowman\*/KLP*  
State Environmental Administrator

DATE 2-15-11

*Kathy Zahul\*/KLP*  
State Traffic Engineer

DATE 2-2-11

*Ron Wishon\*/KLP*  
Project Review Engineer

DATE 3-24-11

*Sal Pirzad\*/KLP*  
For State Utilities Engineer

DATE \_\_\_\_\_

State Transportation Financial Management Administrator

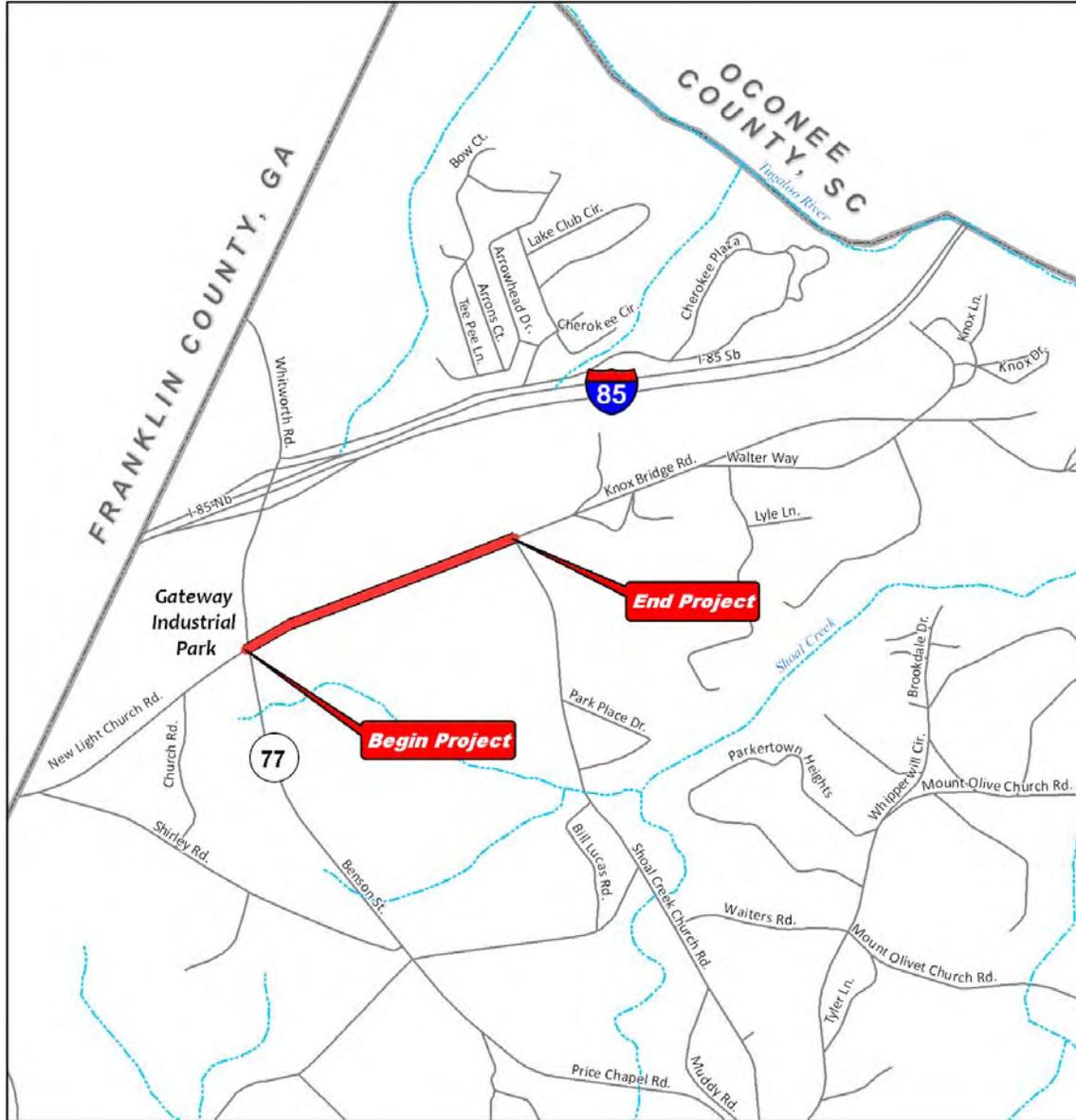
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 2-3-11

*Cynthia VanDyke\*/KLP*  
State Transportation Planning Administrator

*\* Recommendation on file*

### PROJECT LOCATION MAP



SOURCE - GA GIS Data Clearinghouse

3-25-10

	<p>Project Location Map</p>  <p>Project Area</p> <p>0 1,800 3,600 Feet</p>	<p>GDOT Project #:          CSAPD-0009-00(324)          P.I. #0009324          Gateway II Access Road          Hart County, Georgia</p>	
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**Need and Purpose:**

The proposed Gateway Access II improves the access to the proposed industrial park via the interstate as well as addressing design-year operational deficiency of the intersection at SR 77 and Knox Bridge Crossing Road (Gateway Access Road). This roadway, with a proposed additional left turn lane, will enable planned growth for the new industrial developments. The surrounding project area consists of industrial and commercially zoned properties adjacent to I-85. Future development will require better roadway access for heavy truck traffic and ensure smooth traffic flow in the area near the interstate.

This project provides access between I-85, SR 77, and the Gateway Access Road. Proposed design of the Access Road consists of a three-lane rural roadway section and improvements to the intersection.

Planning Background and Project History

The proposed project is listed in the short-range fiscal years 2010-2013 State Transportation Improvement Program (STIP). This project is also included in the local access road (LAR) projects, funded by the Appalachian Regional Commission (ARC).

Projects in the Vicinity

- 1) NTIM0-0085-02(175), PI 110710, Widening of I-85 from SR 17 to South Carolina state line. This project is in Long Range and will have no effect on the operations of the SR 77 and CR 359 intersection.
- 2) CSNHSM00400014, PI M004014, Resurfacing and Maintenance of I-85 from SR 17 to the South Carolina state line. This project has been let and will have no effect on the operations of the SR 77 and CR 359 intersection.
- 3) STP00-003-00(898), PI 0003898, Landscaping of I-85 in Franklin and Hart Counties. This project is in the CWP and will have no effect on the operations of the SR 77 and CR 359 intersection.

Traffic Operations

The intersection of SR 77 and CR 359 (Knox Bridge Crossing Road/Gateway Access Road) was analyzed using the methodologies of the Highway Capacity Manual. The existing condition is a two-way stop controlled intersection with the main road being SR 77.

The table shows that roadway improvements are required for operational efficiency. Otherwise the level of service (LOS) of the intersection will be F in the design year under the no-build condition.

The build condition assumes the addition of a right turn lane from CR 359 westbound to SR 77 northbound and no change in traffic control. The intersection would remain a two-way stop controlled intersection

Highway Capacity Manual - Analysis Results										
2009			2014				2034			
Existing Condition			No Build		Build		No Build		Build	
	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>
AM	B	11.2	B	14.2	B	12.9	F	282.4	D	32.8
PM	B	10.5	B	12.6	B	11.7	F	198.1	D	26.3

<sup>1</sup> Delay measured in seconds

Crash Analysis

There was only one collision and no injuries within the project limits in the period 2006-2008. The collision was a run-off-the-road collision during wet conditions near the northern project limit in 2008. There are no existing or anticipated safety issues that will be addressed by the project.

	Number of Crashes	Crash Rate	Statewide Crash Rate (Rural Major Collector)
2006	0	0	203
2007	0	0	203
2008	1	49	194

Logical Termini

The logical southern terminus for the Gateway Access Road to the proposed Hart County Industrial Park is SR 77, including improvements at the intersection. These improvements consist of resurfacing and the addition of a westbound right turn lane. The logical northern terminus for the Gateway Access Road is just east of the existing Shoal Creek Church Road intersection. The project would come to its logical end at the proposed driveway leading into the industrial park. This aim of this project is to spur economic development; therefore the logical terminus for a project of this nature would be at the proposed development's entrance. The logical termini adjoining roads in the area are paved roads suitable for the anticipated traffic generated by the proposed industrial development. The termini points are also locations where traffic, to the access road, will enter and exit the facility from these adjacent roadways.

Demographics

The project is contained within Census tract 9602. According to the latest decennial census (2000), the following characteristics are evident, compared to the Georgia statewide numbers.

Georgia	Census Tract 9602, Hart County
<b>Caucasian</b>	<b>Non-Caucasian</b>
5,412,371	2,836
2,897,421	287
54%	10%

The below table demonstrates the ratio of Income to the Poverty Level, compared between the relevant census tract and Georgia as a whole.

	Georgia	Census Tract 9602, Hart County, Georgia
Total:	7,959,649	3,096
Under .50	488,190	119
.50 to .74	249,711	92
.75 to .99	295,892	178
1.00 to 1.24	334,498	159
1.25 to 1.49	350,960	175
1.50 to 1.74	347,032	174
1.75 to 1.84	155,405	142
1.85 to 1.99	206,878	194
2.00 and over	5,531,083	1,863

The statewide percentage of people below the poverty level is 12.99%. The Hart County, Census Tract 9602 percentage is 12.56%

The project area has a lower percentage of minorities and a lower number of people below the poverty level than the statewide average. No adverse impact to an Environmental Justice population is expected.

**Description of the proposed project:**

The proposed project is located in Hart County, Georgia. The begin and end mile logs are 0.0 and 0.7 respectively. The project would consist of approximately 4300 linear feet of road improvements including the widening from two lanes to three on Knox Bridge Crossing Road from the intersection of SR 77 to Shoal Creek Church Road. This project will satisfy the stated need and purpose by providing suitable access to the proposed developments planned in this section of Hart County. The termini points of this project are entrance of the development and the intersection with a state route.

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

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

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

**Federal Oversight:**      Full Oversight ( ),      Exempt (x),      State Funded ( ),      or Other ( )

**Functional Classification:**

- SR 77 – Rural Major Collector
- Knox Bridge Crossing Road (SR 59) – Rural Minor Collector

**U.S. Route Number(s):**  N/A       **State Route Number(s):**  SR 77 & SR 59

**Traffic (AADT):**

Open Year: 6,140 (2014)

Design Year: 10,690 (2034)

**Existing design features:**

- Typical Sections:
  - SR 77 – North bound two 12-foot travel lanes and a left-turn lane at the intersection of SR 77 & Knox Bridge Crossing Rd. South bound, three 12' lanes with a left turn lane at the intersection of SR 77 & Knox Bridge Crossing Rd.
  - Knox Bridge Crossing Rd – Two 10 foot travel lanes.
- Posted speed:
  - SR 77 –  55 mph                                       Minimum radius of curve:  1060
  - Knox Bridge Crossing Rd–  45 mph                                       Minimum radius of curve:  643
- Maximum super-elevation rate for curve:  6.00%
- Maximum grade:
  - SR 77  6% .
  - Knox Bridge Crossing Rd -  6%
- Width of right-of-way:
  - SR 77 –  varies 46 to 70 ft.
  - Knox Bridge Crossing Rd–  varies 44 to 54 ft.
- Major structures: None
- Major interchanges or intersections along the project: The closest major intersection is located north of the project, approximately 0.5 mile at the interchange of I-85 and SR 77.
- Existing Length of roadway segment:  0.74 mile
- Beginning Mile Log:  0.0 mile

**Proposed Design Features:**

- Proposed Typical Sections:
  - Knox Bridge Crossing Rd – This rural typical section consist of two 12 foot travel lanes with a 14-foot flush median and a right turn decel lane at the intersection of SR 77 &

Knox Bridge Crossing Rd. Shoulders will be 8 feet wide, with 4 foot paved.

- Proposed Design Speed Mainline: Knox Bridge Crossing Rd – 45 mph
- Proposed Maximum grade Mainline: Knox Bridge Crossing Rd - 6%
- Maximum grade allowable: Knox Bridge Crossing Rd - 6%
- Proposed Maximum grade driveway: 10 %
- Proposed Minimum radius of curve: Knox Bridge Crossing Rd - 643'
- Maximum radius allowable: Knox Bridge Crossing Rd - 643'
- Maximum superelevation rate for curve: 6.00%
- Proposed maximum superelevation rate for curve: 6.00%
- Right of way:
  - Width (SR 77) – varies 46 to 70 ft.
  - Width (Knox Bridge Crossing Rd) - varies 46 to 70 ft.
  - Easements: Temporary (X), Permanent ( ), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit ( X ), Other ( ).
  - Number of parcels: 9 Number of displacements: 0
    - Business: 0
    - Residences: 0
    - Mobile homes: 0
    - Other: 0
- Structures: None
- Major intersections and interchanges along the project: The closest major intersection is located north of the project, approximately 0.5 mile at the interchange of I-85 and SR 77.
- Transportation Management Plan Anticipated: Yes ( ) No (X)  
 During construction: Traffic control will be utilized to maintain traffic during construction. Some temporary lane closures may be required during stage construction where grade changes are significant.
- Design Exceptions for controlling criteria anticipated:

	<u>YES</u>	<u>NO</u>	<u>UNDETERMINE</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)	( )

- Design Variances: None
- Environmental concerns:
  - Wetlands – There are no known wetland areas and streams identified within the project limits.
  - Historic properties - There are no known historical properties identified within the project limits.
  - There are no impacts anticipated to any hazardous waste or archeological sites. There are no cemeteries near this project.
- Anticipated Level of environmental analysis:
  - Are Time Saving Procedures appropriate? Yes (X) No ( )
  - Categorical exclusion anticipated (X).

- Environmental Assessment/Finding of No Significant Impact anticipated (FONSI) ( ).
- Environmental Impact Statement (EIS) ( ).
- Utility involvements: There are both overhead and underground utilities located near the project limits. These may include AT&T, City of Toccoa Water and Sewer, Comcast, Hart Telephone Company, Georgia Power, Hart EMC, City of Hartwell Gas, Windstream, and Hart County Water and Sewer. However, there are no anticipated impacts at this time.
- VE Study Required Yes ( ) No (X)
- Benefit/Cost Ratio – N/A

**Project Cost Estimate and Funding Responsibilities:**

BY WHOM	PE	ROW	UTILITY	CST*			MITIGATION
	Local	Local	Local	Federal	State	Local	N/A
\$ AMOUNT	\$100,000	\$0**	\$0***	\$493,485.00	\$0	\$1,011,992.74	\$0
				<b>TOTAL – \$1,505,477.74</b>			

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

\*\*No right of way required.

\*\*\*No overhead and underground utilities anticipated within the project limits. No reimbursable utilities.

**Project Activities responsibilities:**

- Design: Hart County
- Utility Coordination: Hart County
- Right-of-Way Acquisition: Hart County
- Right-of-Way Funding (real property): Hart County
- Relocation of Utilities: Hart County
- Letting to contract: Hart County
- Supervision of construction: Hart County
- Providing material pits: Contractor (if required)
- Providing detours: Contractor (if required)
- Environmental Studies/Documents/Permits: Hart County
- Environmental Mitigation: Hart County

**Coordination**

- Project kick-off meeting date: December 16, 2009
- Concept Team Meeting: September 27, 2010
- PAR meetings: N/A
- A Public Information Open House (PIOH): N/A
- FHWA
- Local government comments.
- Other projects in the area:
  - GDOT Project 110710, NHIM0-0085-02(175) – I-85 FM N OF SR 17 TO N/SC STATE LINE IN HART– Widening
  - GDOT Project M004014, CSNHSM00400014 – I-85 FROM S OF SR 17/FRANKLIN TO SOUTH CAROLINA STATE LINE – Resurface & Maintenance.
  - GDOT Project A000048, RMEMR-2005-01(001) – I-85 NEAR SOUTH CAROLINA STATE LINE – Miscellaneous Improvements

**Scheduling – Responsible Parties’ Estimate**

- Time to complete the environmental process: Begin: 1/2011 End: 8/2011
- Time to complete preliminary construction plans: Begin: 1/2011 End: 9/2011
- Time to complete right-of-way plans: Begin: 2/2012 End: 5/2012
- Time to complete the Section 404 Permit: Begin: N/A End: N/A

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Project Number: CSAPD-0009-00(324)  
P. I. Number: 0009324  
County: Hart

- Time to complete final construction plans: Begin: 5/2012 End: 8/2012
- Time to complete to purchase right-of-way: Begin: 6/2012 End: 1/2013
- List other major items that will affect the project schedule: Begin: N/A End: N/A

**Other Alternates considered:**

Parallel Alignment

Because of the physical constraints in the proximity of the project location, an alignment parallel to the current could be further studied. Lake Hartwell and I-85 are physical barriers to providing alternate access to development sites from the north or east. Only a roadway parallel to the preferred alternative would even be feasible. However, a parallel alignment would not be practical due to right of way acquisition costs.

Asymmetrical Widening

Widening to the north or south of the existing pavement was studied. However, the widening to either side would not take complete advantage of work already done for the proposed development. There would also be impacts to utilities that have already been placed in accordance with a symmetrical widening. In addition, the intersections of SR 77 and Shoal Creek Church Road would have to be reconfigured adding to cost and construction time.

No-Build Alternative

The no-build alternative is an alternative in which Hart County would take no action to improve the intersection. Traffic congestion and operational problems would continue and the intersections would be inadequate to handle the future (year 2034) traffic volumes.

**Comments:** None.

**Attachments:**

1. Detailed Cost Estimates
  - a. Construction including Engineering and Inspection
  - b. Completed Fuel & Asphalt Price Adjustments Forms
2. Typical sections
3. Traffic Diagrams
4. Minutes of Kickoff meeting
5. Minutes of Concept Team Meeting
6. PFA
7. Project Layout

Concur: Ben Buckan <sup>BAS</sup> 3/30/11  
Director of Engineering

Approve: Quemr 4/1/11  
Chief Engineer Date

DATE : 11/30/2010  
 Concept Cost Estimate\_113010.txt  
 STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

JOB NUMBER : 0009324  
 SPEC YEAR: 01  
 DESCRIPTION: HART COUNTY GATEWAY 2 ACCESS RD

ITEMS FOR JOB 0009324

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0001	150-1000		LS	TRAFFIC CONTROL - CSAPD-0009-00(324)	1.000	100000.00	100000.00
0002	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	71159.68	71159.68
0003	163-0232		AC	TEMPORARY GRASSING	4.000	261.18	1044.72
0004	163-0240		TN	MULCH	116.000	196.26	22766.24
0005	163-0300		EA	CONSTRUCTION EXIT	4.000	1039.89	4159.57
0006	163-0503		EA	CONSTR AND REMOVE SILT CONTROL GATE, TP 3	8.000	405.38	3243.10
0007	163-0520		LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	1000.000	12.29	12292.12
0008	163-0528		LF	CONS & REM INLET SEDIMENT TRAP	800.000	3.40	2726.82
0009	165-0010		EA	MAINT OF TEMP SILT FENCE, TP A	4.000	149.27	597.11
0010	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	5500.000	0.55	3073.51
0011	165-0041		LF	MAINT OF CHECK DAMS - ALL TYPES	2500.000	0.94	2353.50
0012	165-0087		EA	MAINT OF SILT CONTROL GATE, TP 3	810.000	1.13	920.44
0013	165-0101		EA	MAINT OF INLET SEDIMENT TRAP	4.000	509.19	2036.78
0014	165-0105		EA	WATER QUALITY MONITORING AND SAMPLING	4.000	57.17	228.71
0015	167-1000		MO	TEMPORARY SILT FENCE, TYPE A	12.000	690.00	8280.00
0016	167-1500		LF	GRADING COMPLETE - CSAPD-0009-00(324)	1.000	18.00	18.00
0017	171-0010		LN	RECYL AC 12.5MM SP GP1/2, BM&HL	8000.000	67.66	541328.00
0018	171-0030		TN	RECYL AC 19 MM SP, GP 1 OR 2, INC BM&HL	700.000	63.90	44732.70
0019	210-0100		TN	RECYL AC 12.5MM SP GP1/2, BM&HL	1900.000	63.75	121125.00
0020	210-0101		TN	RECYL AC 19 MM SP, GP 1 OR 2, INC BM&HL	2400.000	62.45	149880.00
0021	402-1812		TN	BITUM TACK COAT	10000.000	2.35	23500.00
0022	402-3171		GL	MILL ASPH CONC PAVT VARB DEPTH	10000.000	2.54	25400.00
0023	402-3171		GL	PWMT REF FAB STRIPS, TP2, 18 INCH WIDTH	10000.000	3.72	37200.00
0024	402-3171		GL	STM DR PIPE 18" H 1-10	150.000	34.70	5205.00
0025	402-3171		GL	STM DR PIPE 24" H 1-10	150.000	45.56	6834.00
0026	413-1000		LF	STM DR PIPE 30" H 1-10	150.000	55.74	8361.10
0027	432-5010		LF	SIDE DR PIPE 18" H 1-10	100.000	28.23	2823.00
0028	446-1100		LF	SIDE DR PIPE 24" H 1-10	40.000	35.63	1425.21
0029	550-1180		EA	SAFETY END SECTION 18", STD. 4:1	2.000	736.15	1472.31
0030	550-1240		EA	SAFETY END SECTION 30", STD. 4:1	2.000	1375.15	2750.31
0031	550-1300		EA	SAFETY END SECTION 18", STD. 6:1	2.000	649.70	1299.40
0032	550-2180		EA	SAFETY END SECTION 30", STD. 6:1	2.000	1645.37	3290.75
0033	550-3318		EA	SAFETY END SECT 18 IN, SIDE DR	2.000	578.28	1156.58
0034	550-3330		EA	FLARED END SECT 24 IN, SIDE DR	2.000	408.23	816.46
0035	550-3530		EA	STN DUMPED RIP RAP, TP 3, 18"	2.000	530.81	1061.63
0036	550-3530		EA	PLASTIC FILTER FABRIC	500.000	31.96	15981.96
0037	550-3618		SY	HWY SIGNS, TP1MAT, REFL SH TP 9	500.000	3.65	1829.44
0038	550-4114		SY	GALV STEEL POSTS, TP 8	500.000	20.58	10290.00
0039	550-4178		LF	GALV STEEL POSTS, TP 9	140.000	9.83	1376.22
0040	603-7000		LF	THERM SOLID TRAF STRIPE, 24" WH	50.000	10.48	524.00
0041	603-7000		LF	THERM SOLID TRAF ST 5 IN, WH	20.000	70.83	1416.60
0042	636-1033		LF	THERM SOLID TRAF ST 5 IN, YEL	8600.000	0.40	3440.00
0043	636-2080		LF	THERM SOLID TRAF STRIPE, 24" WH	10000.000	0.35	3500.00
0044	636-2080		LF	THERM SOLID TRAF STRIPE, 24" WH	2000.000	3.45	6900.16

Concept Cost Estimate\_113010.txt

0050	653-1804	LF	THERM SOLID TRAF STRIPE, 8" WH	4800.000	1.84	8865.36
0051	653-3501	GLF	THERMO SKIP TRAF ST' 5 IN, WHI	420.000	0.39	165.16
0052	653-3502	GLF	THERMO SKIP TRAF ST' 5 IN, YEL	200.000	0.31	63.71
0053	653-6006	SY	THERM TRAF STRIPING, YELLOW	500.000	3.00	1501.30
0054	654-1001	EA	RAISED PVMT MARKERS TP 1	100.000	4.17	417.20
0055	654-1003	EA	RAISED PVMT MARKERS TP 3	50.000	3.79	189.70
0056	700-6910	AC	PERMANENT GRASSING	8.000	503.36	4026.93
0057	700-7000	TN	AGRICULTURAL LIME	8.000	57.95	463.65
0058	700-7010	GL	LIQUID LIME	20.000	19.26	385.25
0059	700-8000	TN	FERTILIZER MIXED GRADE	6.000	375.78	2254.73
0060	700-8100	LB	FERTILIZER NITROGEN CONTENT	400.000	2.08	834.48
0061	710-9000	SY	PERM SOIL REINFORCING MAT	500.000	4.12	2064.29
0062	715-2200	SY	BITUM TRTD ROVING, WATERWAYS	500.000	1.27	639.37

ITEM TOTAL 1141305.73  
 UNPLATED ITEM TOTAL 1141305.73

TOTALS FOR JOB 0009324

ESTIMATED COST: 1141305.73  
 PRICE ADJ - UNLEADED FUEL 21041.85  
 PRICE ADJ - DIESEL FUEL 77105.20  
 PRICE ADJ - ASPHALT CEMENT 208959.67  
 ENGINEERING & INSPECTION PERCENT ( 5.0 ) : 57065.29  
 CONTINGENCY PERCENT ( 0.0 ) : 0.0  
 ESTIMATED TOTAL: 1505477.74

P.I. Number 9324 County Hart Date 7/19/2010  
 Project Number CSAPD-0009-00(324)

Special Provision, Section 109-Measurement and Payment								
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)								
<b>ENTER FPL DIESEL</b>	<b>2.89</b>	<b>ENTER FPL UNLEADED</b>	<b>2.602</b>					
<b>ENTER FPM DIESEL</b>	<b>6.503</b>	<b>ENTER FPM UNLEADED</b>	<b>5.8545</b>					
<a href="http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx">http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx</a>								
<b>INCREASE ADJUSTMENT</b>			<b>INCREASE ADJUSTMENT</b>					
<b>125.00%</b>			<b>125.00%</b>					
ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS		
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15				
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15				
GAB paid as specified by the ton under Section 310 (TON)	8000.000	0.29	2320.00	0.24	1920.00			
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)	7200.000	2.90	20880.00	0.71	5112.00			
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20				
BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

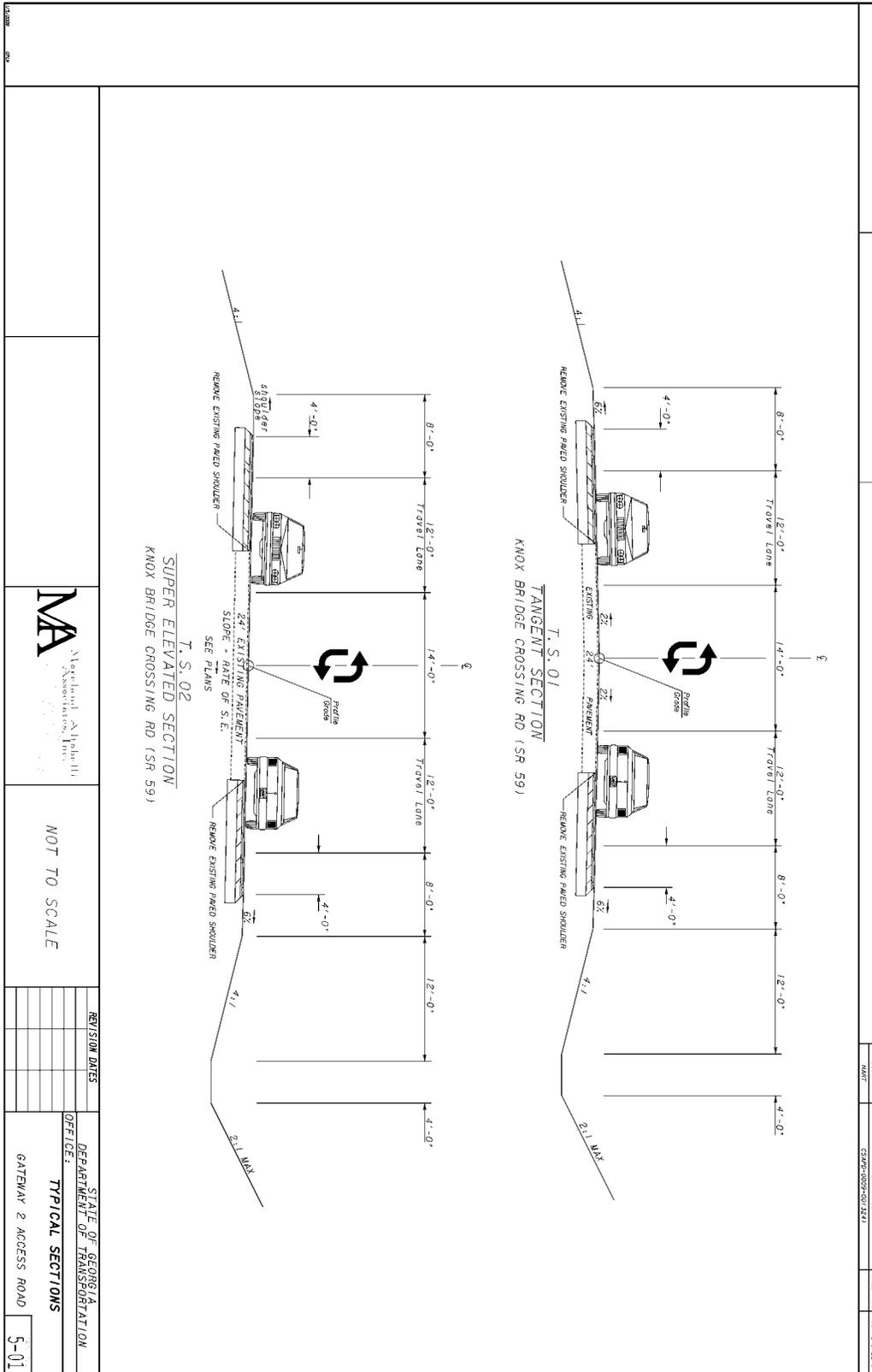
BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
PSC Beams____(LF) Section 507				8.00		1.50		
PSC Beams____(LF) Section 507				8.00		1.50		
PSC Beams____(LF) Section 507				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		16 IN
Piling____inch (LF) Section 520				8.00		1.50		18 IN
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		
<b>SUM QF DIESEL=</b>				<b>23200.00</b>	<b>SUM QF UNLEADED=</b>		<b>7032.00</b>	
<b>DIESEL PRICE ADJUSTMENT(\$)</b>					<b>\$77,105.20</b>			
<b>UNLEADED PRICE ADJUSTMENT(\$)</b>					<b>\$21,041.85</b>			



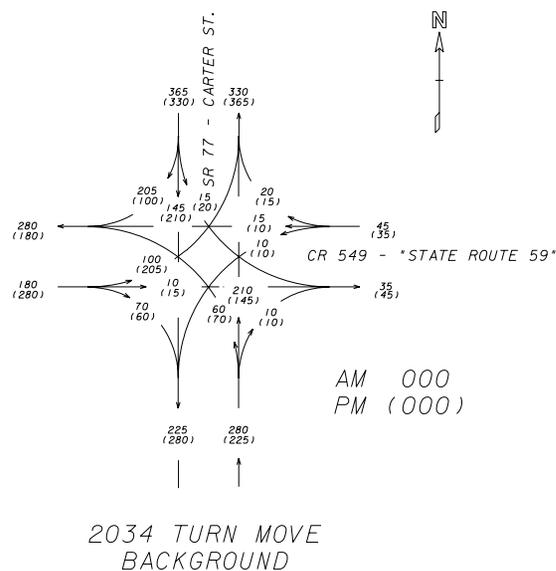
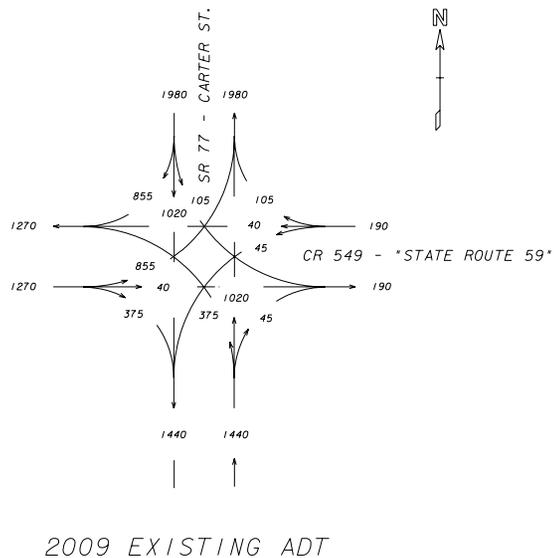
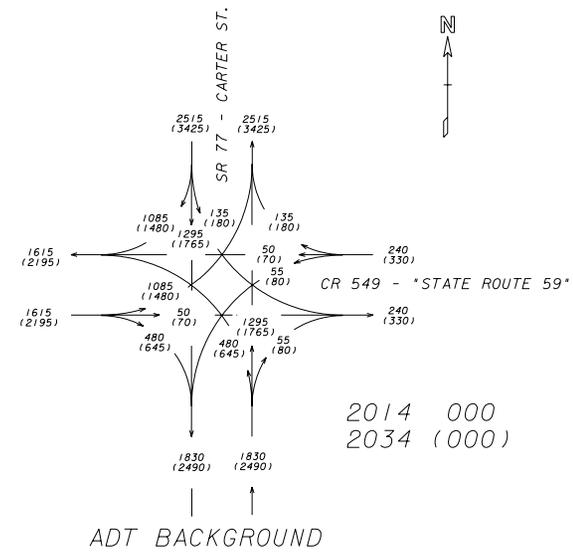
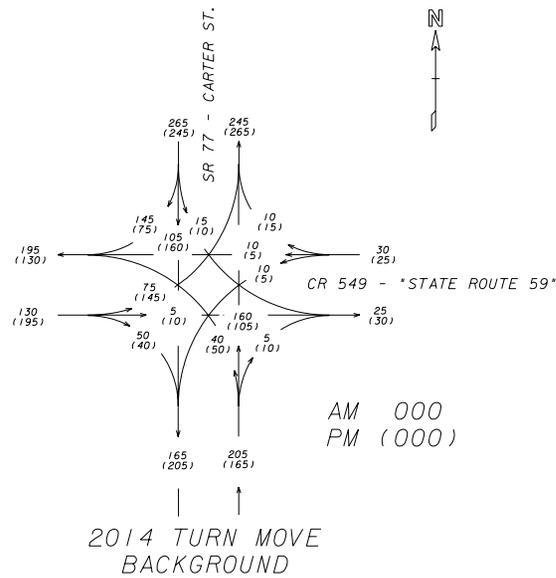
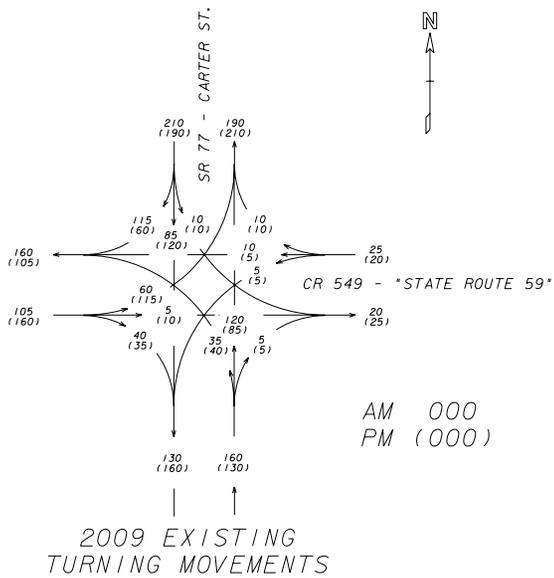
<b>ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)</b>					
APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT					
<a href="http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx">http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx</a>					
ENTER APL <input style="width: 50px;" type="text"/>		ENTER APM <input style="width: 50px;" type="text"/>			
<b>MISSING APL OR APM</b>			<b>MISSING APL OR APM</b>		
Use this side for Asphalt Emulsion Only			Use this side for Asphalt Cement Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)	L.I.N.	TYPE	TACK (GALLONS)
TMT =		<input style="width: 80px;" type="text"/>	TMT =		<input style="width: 80px;" type="text"/>
REMARKS:			REMARKS:		
<b>MONTHLY PRICE ADJUSTMENT(\$)</b>			<b>MISSING APL OR APM</b>		

<b>ADJUSTMENT SUMMARY</b>	
FUEL PRICE ADJUSTMENT ( <i>ENGLISH 125% MAX</i> )	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$77,105.20</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$21,041.85</u>
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	
	<u>\$2,463.67</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	<u>\$206,496.00</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	<u>MISSING APL OR APM</u>
REMARKS:	<input style="width: 100%; height: 20px;" type="text"/>
<b>TOTAL ADJUSTMENTS</b>	<b>\$307,106.72</b>

DWM 10/08



COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: <b>TYPICAL SECTIONS</b> GATEWAY 2 ACCESS ROAD			
NOT TO SCALE			
REVISION DATES			



BUILD CONDITION TRAFFIC  
IS IDENTICAL TO NO-BUILD

PI 0009324

SR 77	
24 HR T	= 1.4 %
24 HR SU	= 9.3 %
24 HR COMB	= 4.7 %
PK T	= 5.3 %
CR 549	
24 HR T	= 5.3 %
24 HR SU	= 1.6 %
24 HR COMB	= 3.7 %
PK T	= 5.3 %

**MA** Moreland Altobelli  
Associates, Inc.  
2211 Beaver Run Road  
Suite 130  
Norcross, Georgia 30071  
Telephone (770) 263-5945

NOT TO SCALE

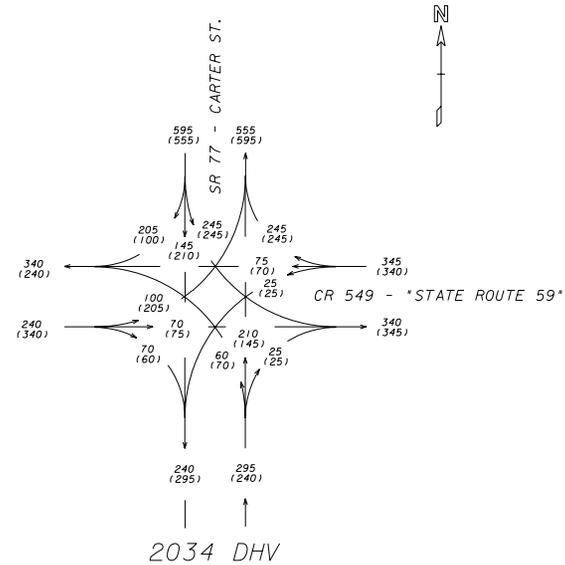
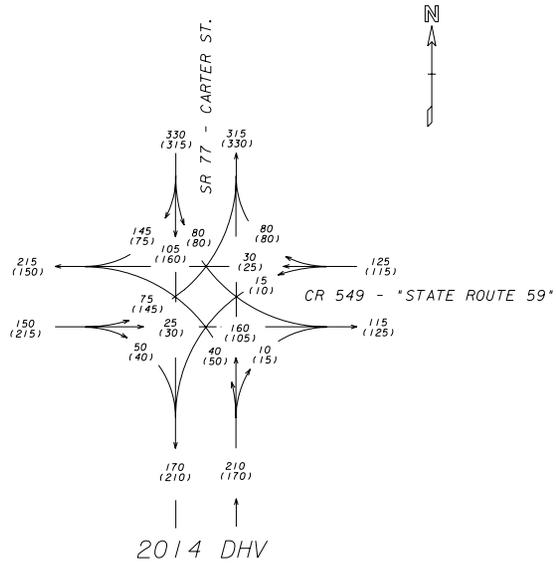
REVISION DATES

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: PROGRAM DELIVERY  
TRAFFIC DIAGRAM

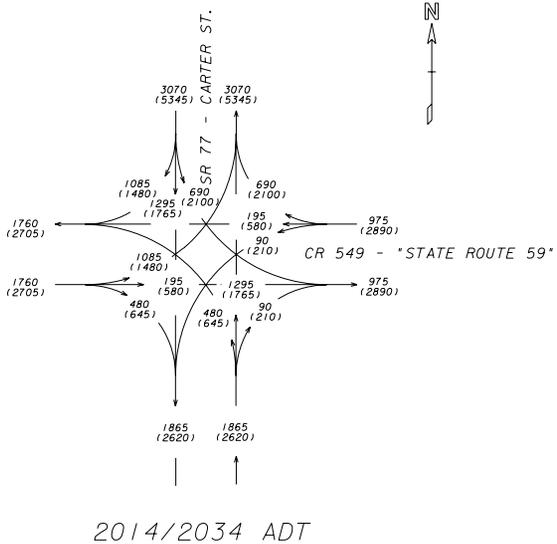
GATEWAY ACCESS II  
CR 549 @ SR 77

DRAWING No.  
**10-01**

AM 000  
PM (000)



2014 000  
2034 (000)



BUILD CONDITION TRAFFIC  
IS IDENTICAL TO NO-BUILD

PI 0009324

SR 77	
24 HR T	= 1.4 %
24 HR SU	= 9.3 %
24 HR COMB	= 4.7 %
PK T	= 5.3 %
CR 549	
24 HR T	= 5.3 %
24 HR SU	= 1.6 %
24 HR COMB	= 3.7 %
PK T	= 5.3 %

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NOT TO SCALE

REVISION DATES

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: PROGRAM DELIVERY  
TRAFFIC DIAGRAM

GATEWAY ACCESS II  
CR 549 @ SR 77

DRAWING No.  
10-02



**Moreland Altobelli Associates, Inc.**  
 2211 Beaver Ruin Road, Suite 190  
 Norcross, Georgia 30071  
 Phone: 770-263-5945 Fax: 770-263-0166

**MEETING MINUTES**

<b>Project:</b>	<b>Hart County Gateway II Access Road</b>
	<b>CSAPD000900324</b>
	<b>0009324 Hart County</b>
<b>Meeting:</b>	<b>Kickoff Meeting</b>
<b>Location:</b>	<b>GDOT District 1 Gainesville</b>
<b>Prepared By:</b>	<b>Shrujal Amin/Jonathan Dills</b>
<b>Prepared On:</b>	<b>12/16/09</b>

Meeting Date	12-03-09
MA Project No.	HART
CC:	File Attendees

ATTENDEES	ORGANIZATION	PHONE or e-mail
Jon Caime Shrujal Amin Neil Kantner Jonathan Dills	Hart County Moreland Altobelli Associates GDOT GDOT	<a href="mailto:pwdirector@hartcom.net">pwdirector@hartcom.net</a> <a href="mailto:samin@maai.net">samin@maai.net</a> <a href="mailto:nkantner@dot.ga.gov">nkantner@dot.ga.gov</a> <a href="mailto:jdills@dot.ga.gov">jdills@dot.ga.gov</a>

The following are key points from the discussion.

- The Project Framework Agreement has been signed and a copy will be furnished to Mr. Amin to place in the Project Concept Report.
- The county is responsible for Right of Way Certification. Mr. Caime stated that the county owns the property in vicinity of the project and that no acquisition should be required. Mr. Kantner indicated that certification would still be required.
- Mr. Kantner stated that a construction agreement between the county and GDOT would be required and that Mr. Dills will send a draft agreement for Mr. Caime's review.
- Mr. Caime stated that he would like to ensure that any agreements should be structured such that the county receives the full Federal matching funds that have been allocated.
- Mr. Kantner stated that he would review the match and assist the county in this endeavor.
- Mr. Kantner indicated that this project would follow the GDOT Plan Development Process (PDP) and have federal oversight. The reviewer for this project would be Ms. Kelly Wade (FHWA).
- Mr. Amin requested a copy of the Grant Application and indicated a desire to implement a context sensitive design if at all possible while staying within the allotted construction funds.
- Mr. Dills stated that Utility Submissions as well as all other project correspondence should be routed through his office.
- Mr. Kantner stated that this project might be with in size and scope for the district office to hold and conduct the field plan reviews independent of the Office of Engineering Services.
- Mr. Kantner stated that construction materials testing would be the responsibility of the county. Mr. Amin stated that MA was not contracted to do this work but could provide the service if needed.



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 Phone: 770-263-5945 Fax: 770-263-0166

**MEETING MINUTES**

<b>Project:</b>	<b>Hart County Gateway II Access Road</b>	<b>Meeting Date</b>	9-27-10
	<b>CSAPD000900324</b>	<b>MA Project No.</b>	09104
	<b>0009324 Hart County</b>	<b>CC:</b>	File
<b>Meeting:</b>	<b>Concept Team Meeting</b>		Attendees
<b>Location:</b>	<b>GDOT District 1 Gainesville</b>		
<b>Prepared By:</b>	Shrujal Amin/Jonathan Dills		
<b>Prepared On:</b>	9/29/10		

ATTENDEES	ORGANIZATION	PHONE or e-mail
Jon Caime	Hart County	<a href="mailto:pwdirector@hartcom.net">pwdirector@hartcom.net</a>
Shrujal Amin	Moreland Altobelli Associates	<a href="mailto:samin@maai.net">samin@maai.net</a>
Neil Kantner	GDOT	<a href="mailto:nkantner@dot.ga.gov">nkantner@dot.ga.gov</a>
Jonathan Dills	GDOT	<a href="mailto:jdills@dot.ga.gov">jdills@dot.ga.gov</a>
Audie Laviolette	City of Hartwell	<a href="mailto:audielaviolette@yahoo.com">audielaviolette@yahoo.com</a>
Glenn Cleveland	Hart EMC	<a href="mailto:glenn.cleveland@hartemc.com">glenn.cleveland@hartemc.com</a>
Nathaniel O'Kelley	GDOT Utilities	<a href="mailto:nokelley@dot.ga.gov">nokelley@dot.ga.gov</a>
Claude Cummings	Windstream	<a href="mailto:claudecumming@windstream.net">claudecumming@windstream.net</a>
Freddie Robinson-	Windstream	<a href="mailto:Fredrick.robinson@windstream.net">Fredrick.robinson@windstream.net</a>
Laura Dixon	GDOT, District 1 Environmentalist	<a href="mailto:ldixon@dot.ga.gov">ldixon@dot.ga.gov</a>
Kim Coley	District 1 Planning Programming	<a href="mailto:kcoley@dot.ga.gov">kcoley@dot.ga.gov</a>
Kim Byers	District 1 Local Government Right of Way	<a href="mailto:kbyers@dot.ga.gov">kbyers@dot.ga.gov</a>
Michael Johnson	District 1 Traffic Operations	<a href="mailto:mjohnson@dot.ga.gov">mjohnson@dot.ga.gov</a>
Brent Cook	District 1 Traffic Operations	<a href="mailto:bcook@dot.ga.gov">bcook@dot.ga.gov</a>

Meeting Minutes:

1. Introductions
  - a) Mr. Kantner introduced himself as the District Design Engineer and Mr. Dills as DOT PM.
  - b) Around the table introductions were made by above attendees.
  
2. Concept Report Review
  - a) Mr. Amin reviewed project layout using display posted.
  - b) The Need and Purpose of the project was reviewed.
  - c) Concept Report was reviewed section by section.
  - d) Comments noted include:
    - I. Mr. Caime, Mr. Laviolette and Mr. Amin discussed the recent overlay of SR 77 and restriping which added a left turn lane from SR 77 to Knox Bridge Road.
    - II. Mr. Kantner recommended removing SR 77 if no work was to be performed using Federal Money.
    - III. Mr. Kantner explained with the funding of this project, full oversight would be required.



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## MEETING MINUTES

- IV. Mr. Kantner made the recommendation of changing Gateway II Access Road to Knox Bridge Road throughout the concept report. After discussion with Mr. Caimo and others from the area it was determined Road name was Knox Bridge Road.
- V. Mr. Kantner recommended changing access control from Full to By Permit. This will give the County some control over the number of access points allowed.
- VI. Ms. Byers requested to Shrujal that correct amount of R/W was demonstrated and the drive easements be added at necessary locations. Mr. Amin concurred.
- VII. Mr. Kantner stated that no Transportation Management plan was needed.
- VIII. From a discussion among attendees the following utilities were noted as possible services in this area: Windstream, Hartwell Gas, GA Power, Hart EMC, Hart Water & Sewer, Gumlog of Carnesville Cable TV, and Lavonia Water.
- IX. Mr. O'Kelley was willing to supply a list of utilities in Hart County to Mr. Amin. Mr. O'Kelly also stated that First Submission Utility Plans should be made by Local Government Consultant. The second submission will be reviewed by District Utilities Office.
- X. Mr. Cook and Mr. Johnson of Traffic Operations recommended revising the easterly proposed driveway entrance to line up with Shoal Creek Church Road forming a more typical four legged intersection.
- XI. Mr. Kantner recommended marking N/A on Benefit/Cost rather than using value.
- XII. Mr. Kantner questioned why cost estimate was not in CES. Mr. Amin explained at this time he was unable to print from CES but had trouble ticket filed with DOT to resolve. Mr. Dills commented that if need be DOT would print and provide in CES.
- XIII. Ms. Coley recommended using time frames rather than specific dates on scheduling.

3. Meeting was adjourned at approximately 2:20 PM.

**AGREEMENT  
BETWEEN  
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
AND  
HART COUNTY  
FOR  
(Appalachian Regional Commission Local Access Road Project)  
GATEWAY II ACCESS ROAD**

This Framework Agreement is made and entered into this 19<sup>th</sup> day of October, 2009, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the Hart County, acting by and through its Mayor and City Council or Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT"

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

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

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

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

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

1 The LOCAL GOVERNMENT shall by following the procedures in the DEPARTMENT's Local Administered Project Manual contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, hereinafter referred to as "PE", 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 gutter and the sidewalk within the PROJECT limits

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

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

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

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

7 The LOCAL GOVERNMENT shall accomplish the PE activities for the PROJECT The PE activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process hereinafter referred to as "PDP", the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective PROJECT Failure to follow the PDP and all applicable guidelines and policies will jeopardize the use of Federal Funds in some or all categories outlined in this

agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. The LOCAL GOVERNMENT's responsibility for PE activities shall include, but is not limited to the following items:

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

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.

CSAPD 0009-00(324) Hart County PI 0009324

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

CSAPD-0009-00(324) Hart County PI 0009324

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

HART COUNTY

BY Vance C Smith  
Gerald M. Ross, P.E. Vance C Smith, Jr.  
Commissioner

BY Daniel W. Reyer  
RC Oglesby Daniel W. Reyer  
Chairman, Hart County Board of  
Commissioners

ATTEST

[Signature]  
Treasurer - Asst.

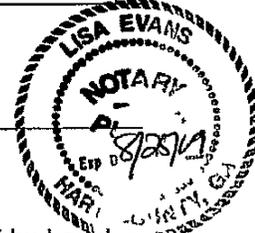
Signed, sealed and delivered this 5th day of August, 2009, in the presence of

REVIEWED AS TO LEGAL FORM

Sandra S. Bryson  
Office of Legal Services

Betty Floyd  
Witness

Lisa Evans  
Notary Public



This Agreement approved by Local Government, the 5th day of August, 2009

Attest  
Luziana Kahn  
Name and Title County Clerk

FEIN 58-6000840

**ATTACHMENT "A"**  
**PI # 0009324:- Hart 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	
0009324, Hart County Gateway II Access Road	(0%)Federal (\$0) (0%) State (\$0) (100%) LCL GOV (\$34,335) > (\$54,335) 100% Local Gov	Local Gov	(0%) Federal(\$0) (0%) State (\$0) (100%) LCL GOV (\$41,000) >(\$41,000) 100% Local Gov	Local Gov	Local Gov	(55%) Federal (\$493,485) (0%)State (\$0) (45%) LCL GOV (\$398,150) >(\$891,635) 100% Local Gov	Local Gov	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"  
 PI # 000923 Hart County

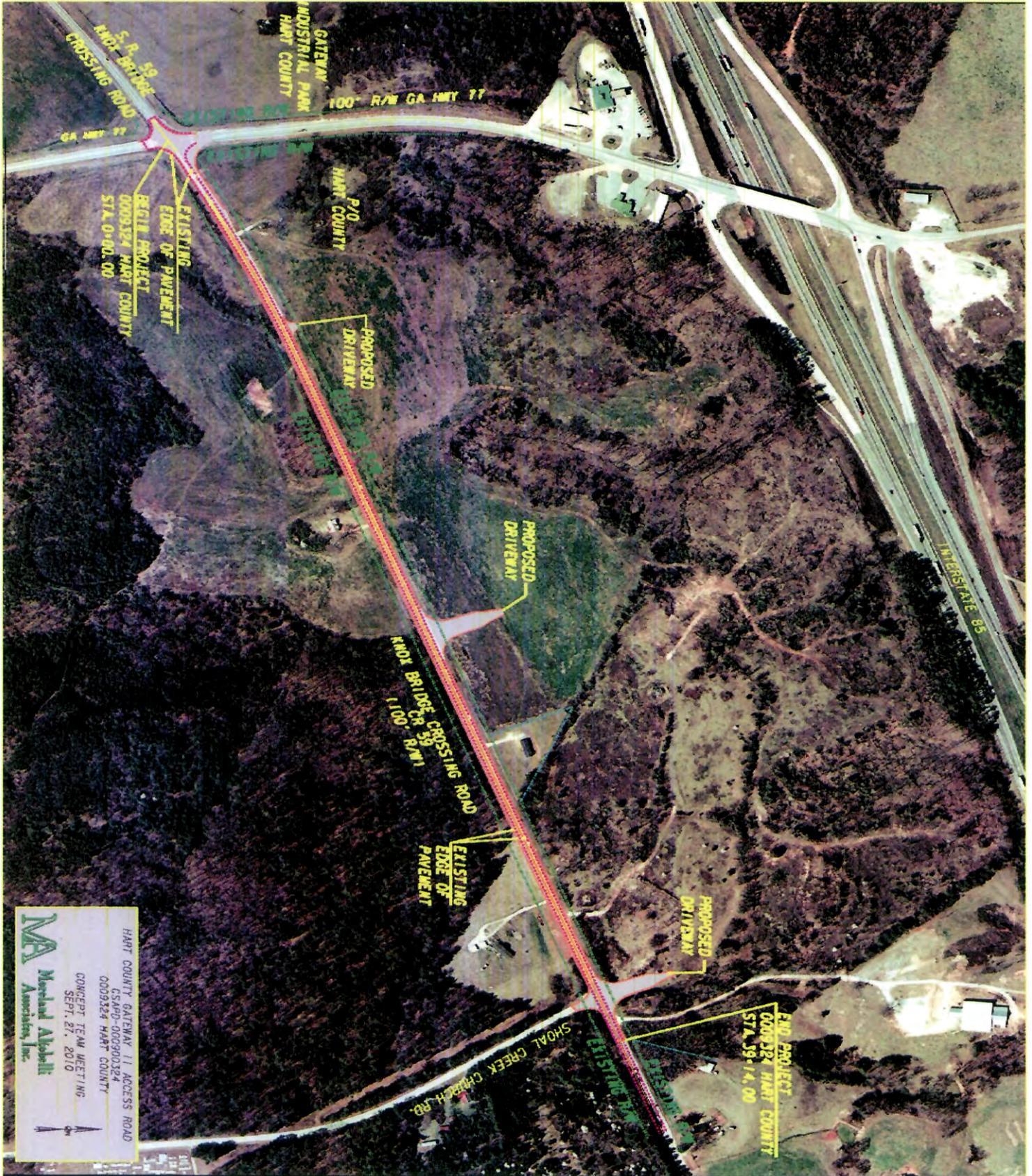
**Proposed Project Schedule**

Environmental Phase					
Concept Phase					
Preliminary Plan Phase					
Right of Way Phase					

Deadlines for Execute Agreement March/2010 (Approve Concept) June/2010 (Approve Env Document) October/2010 (Authorize Right of Way funds) May/2010 (Authorize Const funds)

**Annual Reporting Requirements**

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



HART COUNTY GATEWAY 11 ACCESS ROAD  
CSAPD-000900324  
0009324 HART COUNTY  
CONCEPT TEAM MEETING  
SEPT. 27, 2010  
**MA** Michael Altschell  
Associates, Inc.

MorelandAltobelliAssociates,Inc



2211 Beaver Run Road, Suite 190 • Norcross, Georgia 30071 • 770/263-5945 • Fax: 770/263-0166 • ma@mami.net

Thomas D. Moreland, PE President	Buddy Grallon, PE Executive Vice President	George M. Byrd, PE Senior Vice President	Vickie E. Moreland Senior Vice President	J. Holly Moreland Vice President
L.H. Marchi, PE. Vice President	Henry E. Cozins, Jr. Vice President	Richard C. Bouffain, PE Vice President	Bradley M. Hale, PE Vice President	Albert J. Joyner, Jr. Vice President

January 4, 2011

Jonathon S. Dills  
2505 Athens Hwy SE  
PO Box 1057  
Gainesville, GA 30503-1057

RE: Concept Report  
Project Number: CSAPD-0009-00(324), Hart County  
P. I. Number: 0009324  
Gateway II Access Road

Dear Mr. Dills,

This correspondence is to certify that the attached Concept Report for the subject project has been prepared and reviewed in a manner consistent with Moreland Altobelli Associates QC/QA Program.

If the Department needs any further assistance or additional information in regards to the preparation of the concept, please feel free to contact me at (770) 263-5945.

Sincerely,

Shrujal H. Amin, P.E.  
Project Manager

CC: File 09104

