

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #s 0010282 & 0010681 **OFFICE** Design Policy & Support
Lumpkin County
GDOT District 1 - Gainesville **DATE** January 8, 2013
Streetscape Enhancement/Redevelopment in
Downtown Dahlonega

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:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Tamaya Huff, State Pedestrian and Bicycle Coordinator
Bayne Smith, District Engineer
Brent Cook, District Preconstruction Engineer
Neil Kantner, District Utilities Engineer
Hiral Patel, Project Manager
Stevonn Dilligard, Project Manager
BOARD MEMBER - 9th Congressional District

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

Project Type: Pedestrian Improvements	P.I. Number: 10681/10282
GDOT District: District 1	County: Lumpkin
Federal Route Number: N/A	State Route Number: N/A

Project consists of pedestrian space improvements in downtown Dahlonega, Georgia. The project consists of several corridors including West Main Street (from Sunset Drive to Waters Street); East Main Street (Chestatee Street to Enota Street); South Chestatee Street (Choice Street to Morrison Moore Parkway) and ten adjacent side streets.

Submitted for approval:

Andrew D. Kohr _____ DATE 6/28/12

Andrew Kohr, Robert and Company
 Hiral Patel Digitally signed by Hiral Patel
DN: email=H.Patel@Program.Delivery.com#44002270, emailHydr@dd.gdgc.com, cn=5
Date: 2012.07.06 16:53:28 -0400 _____ DATE 7-6-12
 GDOT Project Manager

Recommendation for approval: ** Recommendations on file*

Program Control Administrator _____ DATE _____
** Glenn Bowman / KLP* _____ DATE 7-23-12
 State Environmental Administrator (recommendation required)

State Traffic Engineer (recommendation required for roundabout projects) _____ DATE _____
** Lisa Myers / KLP* _____ DATE 7-13-12
 Project Review Engineer

** For Patrick Allen / KLP* _____ DATE 7-26-12
 State Utilities Engineer

** Bayne Smith / KLP* _____ DATE 8-27-12
 District Engineer (projects not originating in District Office)

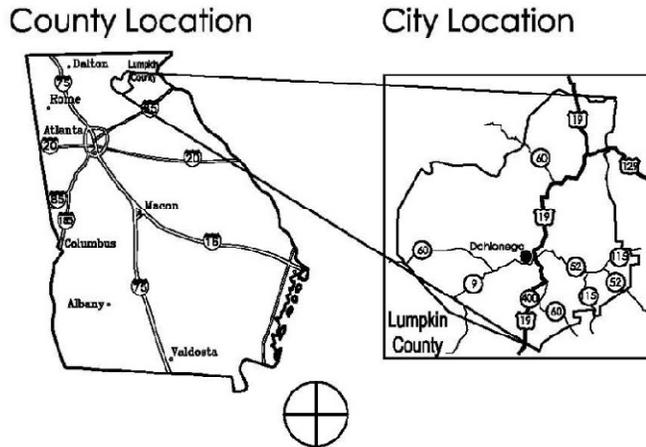
State Transportation Financial Management Administrator _____ DATE _____

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).

Cynthia L. Nauke _____ DATE 7-13-12
 State Transportation Planning Administrator (recommendation required)

PROJECT LOCATION

County/City Location Map



Beginning/Ending Point Table

Project includes multiple streets, therefore a point table (below) was developed that corresponds to the map on the following page.

Reference Point, Nearest Mile Marker at 0.00 (South Chestatee Street & West Main Street intersection)

0010681: Beginning & Ending Project Locations

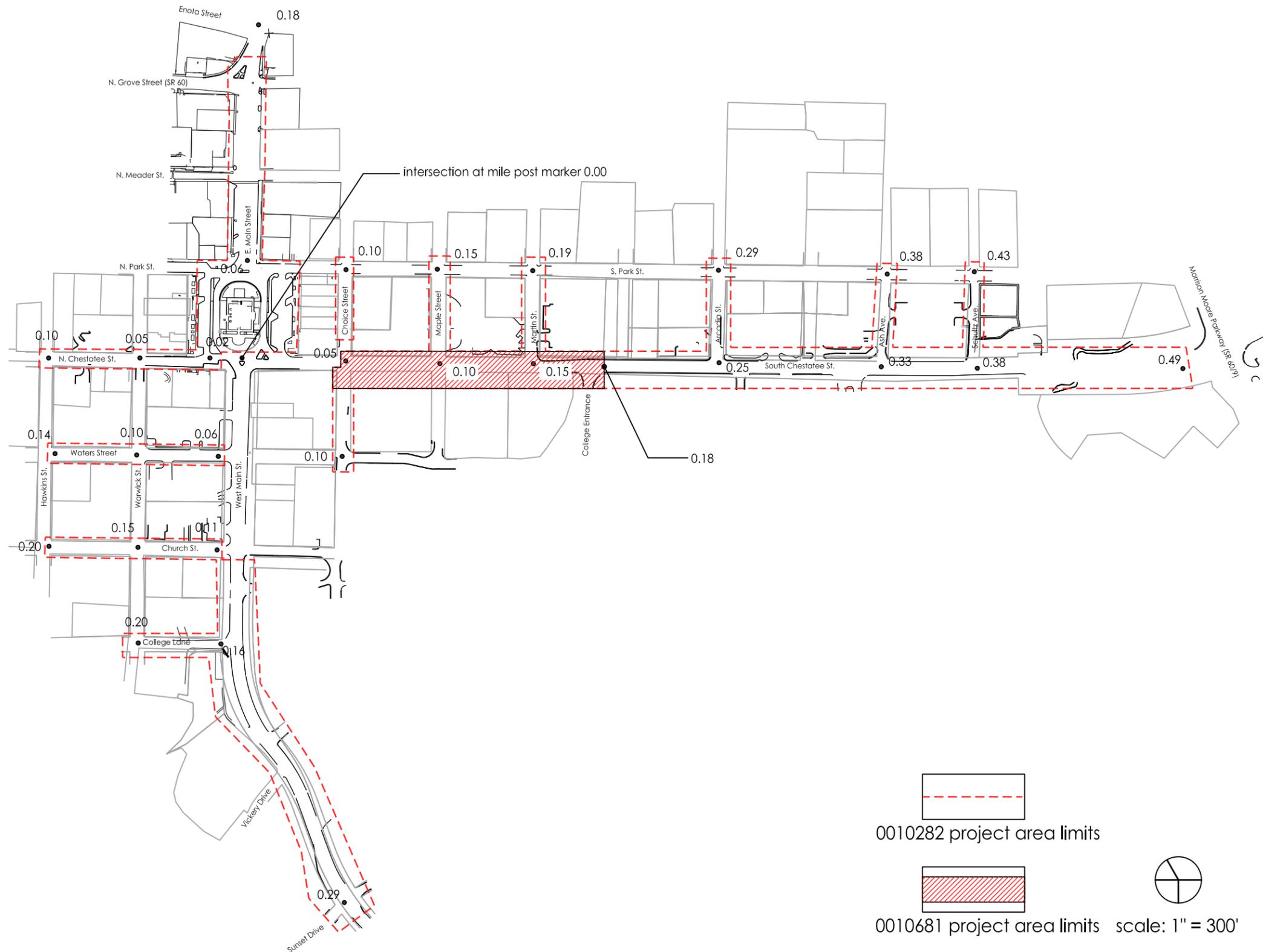
<u>South Chestatee St.</u>	
Choice Street Intersection (Project Beginning Point)	0.05
College Entrance (Project Ending Point)	0.18

0010282: Beginning & Ending Project Locations

NOTE: There are multiple streets and intersections. The points below represent the beginning and ending points for each street.

South Chestatee St.	(0.18-0.49)
Choice St. (E. of South Chestatee Street)	(0.05-0.10)
Choice St. (W. of South Chestatee Street)	(0.05-0.10)
Maple St.	(0.10-0.15)
Martin St.	(0.15-0.19)
Arcadia St.	(0.25-0.29)
Ash Ave.	(0.33-0.38)
Schultz Ave.	(0.38-0.43)
West Main St.	(0.11-0.29)
East Main St.	(0.00-0.18)
N. Chestatee St.	(0.02-0.10)
Waters St.	(0.06-0.14)
Church St.	(0.11-0.20)
College Lane	(0.16-0.20)

Project Location Map



PLANNING & BACKGROUND DATA

Project Justification Statement:

- This project (0010282) is being funded by a TIGER 2 (Transportation Investment Generating Economic Recovery discretionary program) planning grant from FHWA. The purpose of this planning grant is to make projects "shovel-ready" so they are more competitive for future funding, can be built more quickly, and can generate economic development. A portion of the project area (0010681) has recently been funded for construction with a Transportation Enhancement award. The remaining portions of the 0010282 project areas are not currently funded for construction and will be built over a period of years using local, state, federal, and private resources.
- The need to improve the pedestrian and circulation of downtown Dahlonega originated from a 2008 Master Plan in which the local community provided significant public feedback. Through public input, the master plan identified the Main Street and Chestatee Street corridors as being the highest priority for improved connectivity and pedestrian spaces. A phase 1 enhancement project is currently under design (0008912/0009104), and both 0010282 and 0010681 were outgrowths from this original project.
- Several major issues are being addressed including
- Project limits for 0010282 (TIGER 2) are based on project boundaries outlined in the original discretionary grant application which include:
 - An extension of the Phase 1 project along West Main Street from Waters (0.11) to Sunset Drive (0.29). Sunset Drive is the major intersection for North Georgia College and State University and provides a number of vehicular and pedestrian connection opportunities.
 - East Main Street from South Chestatee St. (0.00) through the downtown public square and terminating at Enota Street (0.18). The Chestatee intersection is where Phase 1 begins, and the Grove Street intersection serves as the entrance into the historic downtown.
 - South Chestatee Street from Choice Street (0.06) to Morrison Moore Parkway (0.49). This is also an extension of Phase 1. A portion of this corridor has received construction funding (PI 0010681) and includes the area from Choice Street (0.06) southeast to the College Entrance (0.18).
 - Improved access to adjacent residential neighborhoods and secondary commercial corridors via four side streets running north from West Main:
 - College Lane: West Main Street (0.16) to Warwick Street (0.20)
 - Church Street: West Main Street (0.11) to Hawkins Street (0.20)
 - Waters Street: West Main Street (0.06) to Hawkins Street (0.14)
 - North Chestatee Street: West Main Street (0.02) to Hawkins Street (0.10)
 - Improved access to adjacent residential neighborhoods and secondary commercial corridors via six side streets connecting to South Chestatee:
 - Choice Street: Waters Street (0.10) to Park Street (0.10)

- Maple Street: South Chestatee Street (0.10) to Park Street (0.15)
- Martin Street: South Chestatee Street (0.15) to Park Street (0.19)
- Arcadia Street: South Chestatee Street (0.25) to Park Street (0.29)
- Ash Avenue: South Chestatee Street (0.33) to Park Street (0.38)
- Schultz Avenue: South Chestatee Street (0.38) to Park Street (0.43)
- The project is intended to address the following issues:
 - Improved Access
 - Improved Pedestrian Connections
 - Improved Opportunities for Economic Development
 - Improved Pedestrian Space
 - Improved Transit Options
 - Improved Stormwater Management
- Performance goals for this project include:
 - Providing a safe, accessible pedestrian crossing at every intersection.
 - Expanding and visibly improving the pedestrian space along the project corridors.
 - Improve pedestrian connections along each roadway in the project area.
 - Connecting the historic downtown area to nearby residential areas.
 - Improve the functions of utilities including stormwater management along the corridor.
 - Providing multi-modal transit options to the local and regional population.
 - Encouraging opportunities for economic development within the commercial portions of the project area.
 - Encouraging healthy habits such as biking and walking

Description of the proposed project:

Description (0010282): This project incorporates a large portion of downtown Dahlonega, adjacent areas within the North Georgia College and State University Campus, and nearby residential areas. This is a design project (no construction funds are currently allocated for this project, with the exception noted below) and is being funded by a TIGER 2 Planning Grant. The total linear project length encompasses approximately 1.5 miles of Rural Minor Collector and Urban Local Roads. The project involves the enhancement of pedestrian, bicyclist, and automobile facilities with wider sidewalks, improved accessibility and pedestrian connections, bicycle lanes (where appropriate), improved stormwater management, relocation of overhead utilities (where appropriate), and installation of street trees, on-street parking, signage, and other pedestrian amenities.

Description (0010681): Within the project area for 0010282, a portion of South Chestatee Street has been funded for construction (0010681). The project runs along South Chestatee Street from Choice Street (mile marker 0.05) southeast to the College Entrance (mile marker 0.18). The project area is approximately 0.13 miles long. The project involves the enhancement of pedestrian and bicyclist facilities with wider sidewalks, improved accessibility and pedestrian connections, improved stormwater management, relocation of overhead utilities, and installation of street trees, on-street parking, signage, and other pedestrian amenities. In addition, retaining walls will be constructed to address topographic challenges.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Choose
MPO Project TIP #

Regional Commission: N/A RC – Choose
RC Project ID #

Congressional District(s): 9

Projected Traffic:

NOTE: This is a pedestrian enhancement project and will not affect the traffic capacity. No AADT/ADT Numbers are required.

Current Year (20WW): Open Year (20XX): Design Year (20YY):

Available Traffic Counts (Current Year - 2012):

- West Main Street - 6450
- Public Square, South Side - 8680
- Public Square, North Side - 4990
- East Main Street - 8570
- South Chestatee Street - 7890

Functional Classification (Mainline):

Minor Rural Collector: West Main Street; East Main Street; South Chestatee Street; Public Square North & South

Urban Local Road: North Chestatee Street; Waters Street; Church Street; College Lane; Choice Street; Maple Street; Martin Street; Arcadia Street; Ash Avenue; Schultz Avenue

Is this project on a designated bike route? No YES

Is this project located on a pedestrian plan? No YES

Is this project located on or part of a transit network? No YES

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: Several issues of concern include: the number of stakeholders within the project area including North Georgia College and State University; the amount of available parking in downtown Dahlonega and how redesign may affect this parking; the geographic size of the project area and the need for ongoing coordination; the variations or lack of stormwater structures; the location of the project within a historic downtown setting.

Context Sensitive Solutions: We addressed the identified issues above using the following solutions:

- **Stakeholders.** North Georgia College and State University (NGCSU) is providing technical support to complete the project; public participation coordinated by the City of Dahlonega/NGCSU and the consultant has positively addressed a number of potential concerns with the design. A stakeholder committee is meeting with the consultant on a regular basis to address issues and provide input.

- **Parking.** During the course of this project, the consultant and the City have used a 2010 Parking Management Plan to guide decision making. The proposed design increases the number of available parking spaces, and ensures that nearby public parking facilities are within a reasonable distance and accessible. New designs make current parking facilities more accessible through the construction of sidewalks.
- **Coordination.** The consultant is an interdisciplinary team of landscape architects, engineers, transportation specialists, and urban planners that are working with utility agencies, stakeholders, and other municipal organizations to ensure the design process is successful.
- **Stormwater Management.** The project area has a mixture of stormwater facilities constructed with a variety of materials and methods. The current stormwater system is aging and has failed in some situations. New solutions are being implemented including the construction of new piping and structures, and installing features such as bioswales and permeable pavers to better improve the stormwater facilities and surrounding watershed.
- **Historic Downtown.** Much of the project area is either within a historic district or is occurs within historic areas of the community. The planning and design of this project is sensitive to ensuring no impact to existing structures or facilities. The final design will ultimately create a more aesthetically pleasing appearance, provide better access to existing historic structures, and contribute to the character of the community.

DESIGN AND STRUCTURAL DATA

Mainline Design Features:

Roadway Name/Identification: S. Chestatee (0010681) - Choice St. to College Entrance

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	11-13 ft.	10-12 ft.	11 ft.
- Median Width & Type	N/A		5-8 ft. wide/vegetated ¹
- Outside Shoulder Width & Type	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width & Type	N/A		N/A
- Sidewalks	0-6 ft. ²	5 ft.	6-23 ft.
- Auxiliary Lanes	1	1	1
- Bike Lanes	N/A		N/A
- Vegetated Buffer Zone	3' Turf Buffer Strip / 10' vegetated swale and shoulder		6-8' wide vegetated buffer strip with street trees ³
- Parallel Parking (On-Street)	N/A		9 ft. x 20 ft.
Posted Speed	25 mph		25 mph
Design Speed	N/A	N/A	N/A
Min Horizontal Curve Radius	N/A		N/A
Superelevation Rate	N/A		N/A
Grade	N/A		N/A

Access Control	N/A		N/A
Right-of-Way Width	42 ft.		62-77 ft.
Maximum Grade – Crossroad	N/A		N/A
Design Vehicle	BUS-40	BUS-40 or SU	BUS-40
Sidewalk Material	Concrete		Clay Brick Paver
Pedestrian Lighting	Various Distances and Various Spacing	Lateral offset: 6' min. from face of curb	Spacing: Varies Distance from curb: between 1.5 and 6' ⁴

*According to current GDOT design policy if applicable

¹ Median located between Martin St. and College Entrance. Median to be vegetated with groundcover/perennials/annuals (Max. height – 18")

² Some portions of the roadway have no existing sidewalks.

³ Street trees will be selected that are appropriate for urban conditions.

⁴ Light spacing will meet footcandle requirements. Design variance will be required for lateral offset to obstruction.

Roadway Name/Identification: S. Chestatee (0010282) - College Entrance to Morrison Moore

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	12/13 ft.	10-12 ft.	11 ft.
- Median Width & Type	N/A		7-8' Wide/Vegetated ⁵
- Outside Shoulder Width & Type	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width & Type	N/A		N/A
- Sidewalks	4-6 ft.	5 ft.	5-8 ft.
- Auxiliary Lanes	1	1	1
- Bike Lanes	N/A		N/A
- Vegetated Buffer Zone	4-7' wide grass shoulder or 2' grass buffer strip		7' wide vegetated buffer with street trees ⁶
- Parallel Parking (On-Street)	N/A		9 ft. x 20 ft.
Posted Speed	25 mph		25 mph
Design Speed	N/A	N/A	N/A
Min Horizontal Curve Radius	N/A		N/A
Superelevation Rate	N/A		N/A
Grade	N/A		N/A
Access Control	N/A		N/A
Right-of-Way Width	42 ft./150 ft.		60 ft./150 ft.
Maximum Grade – Crossroad	N/A		N/A
Design Vehicle	BUS-40	BUS-40 or SU	BUS-40
Sidewalk Material	Concrete		Clay Brick Paver

Pedestrian Lighting	Various Distances and Various Spacing	Lateral offset: 6' min. from face of curb	Spacing: Varies Distance from curb: between 1.5 and 6'⁷
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*According to current GDOT design policy if applicable

⁵ Two vegetated medians exist in this area:

- Located between College Entrance and Arcadia. Median to be vegetated with groundcover/perennials/annuals (Max. height – 18")
- Located between Schultz Avenue and Morrison Moore. Median to be vegetated with groundcover (max. height – 18") and ornamental street trees

⁶ Street trees will be selected to avoid overhead utility conflicts and are appropriate for urban conditions.

⁷ Light spacing will meet footcandle requirements. Design variance will be required for lateral offset to obstruction.

Roadway Name/Identification: West Main (0010282) - Church Street to Sunset Drive

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	12/15 ft.	10-12 ft.	11 ft.
- Median Width & Type	N/A		5' wide/vegetated ⁸
- Outside Shoulder Width & Type	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width & Type	N/A		N/A
- Sidewalks	4-6 ft.	5 ft.	5-8 ft.
- Auxiliary Lanes ⁹	1	1	1
- Bike Lanes	N/A	5 ft.	5 ft.
- Parallel Parking (On-Street)	8 ft. x 20 ft.		9 ft. x 20 ft.
Vegetated Buffer Zone	3-5' wide vegetated buffer strip		7' wide vegetated buffer with street trees ¹⁰
Posted Speed	25 mph		25 mph
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Superelevation Rate	N/A		N/A
Grade	N/A		N/A
Access Control	N/A		N/A
Right-of-Way Width	90 ft.		90 ft.
Maximum Grade – Crossroad	N/A		N/A
Design Vehicle	BUS-40	BUS-40 or SU	BUS-40, Bike
Sidewalk Material	Concrete		Concrete

Pedestrian Lighting	Various Distances and Various Spacing	Lateral offset: 6' min. from face of curb	Spacing: Varies Distance from curb: between 1.5 and 6'¹¹
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*According to current GDOT design policy if applicable

⁸ Median is located between College Circle and College Lane. Median to be vegetated with groundcover/perennials/annuals (Max. height – 18")

⁹ Left/right turn storage lanes are located at Sunset Drive intersection, in addition to auxiliary lane & gore zone at Vickery Drive.

¹⁰ Street trees will be selected to avoid overhead utility conflicts and are appropriate for urban conditions.

¹¹ Light spacing will meet footcandle requirements. Design variance will be required for lateral offset to obstruction.

Roadway Name/Identification: East Main (0010282) - Park to Enota

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	13/16/20 ft.	10-12 ft.	11 ft.
- Median Width & Type	N/A		10 ft. wide/vegetated¹²
- Outside Shoulder Width & Type	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width & Type	N/A		N/A
- Sidewalks	4-6 ft.	5 ft.	5-8 ft.
- Auxiliary Lanes¹²	1	1	1
- Bike Lanes	N/A	5 ft.	5 ft.
- Parallel Parking (On-Street)	Angled Pkg. (No parallel parking)		9 ft. x 20 ft.
Posted Speed	25 mph		25 mph
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Superelevation Rate	N/A		N/A
Grade	N/A		N/A
Access Control	N/A		N/A
Right-of-Way Width	90 ft.		90 ft.
Maximum Grade – Crossroad	N/A		N/A
Design Vehicle	BUS-40	BUS-40 or SU	BUS-40, Bike
Sidewalk Material	Clay Paver/Concrete		Clay Paver
Pedestrian Lighting	Various Distances and Various Spacing	Lateral offset: 6' min. from face of curb	Spacing: Varies Distance from curb: between

			1.5 and 6'¹³
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*According to current GDOT design policy if applicable

¹² Median is extends from Park to Meador. Median to be vegetated with groundcover/perennials/annuals (Max. height – 18”). Median changes to an auxiliary lane (left turn lane) east of Meador.

¹³ Light spacing will meet footcandle requirements. Design variance will be required for lateral offset to obstruction.

Roadway Name/Identification: **The Square (0010282)** - Chestatee St to Park St.

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	17 ft.	10-12 ft.	12 ft.
- Median Width & Type	N/A		N/A
- Outside Shoulder Width & Type	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width & Type	N/A		N/A
- Sidewalks	3-5 ft.	5 ft.	7 ft.
- Auxiliary Lanes	0	0	0
- Bike Lanes	N/A	5 ft.	5 ft.
- Vegetated Buffer Zone	4' wide vegetated buffer strip with street trees		4' wide vegetated buffer with street trees
Posted Speed	25 mph		25 mph
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Superelevation Rate	N/A		N/A
Grade	N/A		N/A
Access Control	N/A		N/A
Right-of-Way Width	90 ft.		90 ft.
Maximum Grade – Crossroad	N/A		N/A
Design Vehicle	BUS-40	BUS-40 or SU	BUS-40, Bike
Roadway Pavement	Asphalt		Concrete Unit, Permeable Pavers ¹⁴
Sidewalk Material	Clay Paver		Clay Paver
Pedestrian Lighting	Various Distances and Various Spacing	Lateral offset: 6' min. from face of curb	Spacing: Varies Distance from curb: between 1.5 and 6' ¹⁵

*According to current GDOT design policy if applicable

¹⁴ Interlocking Concrete Unit Pavers will be industrial strength and assist in improving stormwater management.

¹⁵ Light spacing will meet footcandle requirements. Design variance will be required for lateral offset to obstruction.

Roadway Name/Identification: Secondary Commercial Streets (0010282)

Streets included:

- Choice Street (Parking Deck to Park Street)
- Maple Street (Chestatee to Park)
- North Chestatee (West Main to Hawkins)
- Waters Street (West Main to Warwick)
- Church Street (West Main to Warwick)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)**	10/15 ft.	10-12 ft.	10 ft. ¹⁶
- Median Width & Type	N/A		N/A
- Outside Shoulder Width & Type	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width & Type	N/A		N/A
- Sidewalks	0-6 ft.	5 ft.	10 ft. ¹⁷
- Auxiliary Lanes	0	0	0
- Bike Lanes	N/A		N/A
- Parallel Parking (On-Street)	8 ft. x 20 ft.		9 ft. x 20 ft. ¹⁸
Posted Speed	None Posted		N/A
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Superelevation Rate	N/A		N/A
Grade	N/A		N/A
Access Control	N/A		N/A
Right-of-Way Width	40 ft.		40 ft.
Maximum Grade – Crossroad	N/A		N/A
Design Vehicle	BUS-40	BUS-40 or SU	BUS-40
Sidewalk Material	Concrete/Clay Paver		Sidewalk: Concrete Furniture Zone: Clay Paver
Pedestrian Lighting	Various Distances and Various Spacing	Lateral offset: 6' min. from face of curb	Spacing: Varies Distance from curb: between 1.5 and 6' ¹⁹

*According to current GDOT design policy if applicable

¹⁶ North Chestatee St. is one lane road with a 17 ft. wide road width. See Attachment 3G

¹⁷ Sidewalk includes a 6’ pedestrian walkway zone; and a 4’ wide furniture zone for street trees, trash receptacles, pedestrian lighting, and benches.

¹⁸ Parallel Parking currently exists on Maple Street. Angled Parking currently exists on N. Chestatee Street. Parallel Parking is proposed on North Chestatee, Choice Street (east of S. Chestatee), and Maple Street.

¹⁹ Light spacing will meet footcandle requirements. Design variance will be required for lateral offset to obstruction.

Roadway Name/Identification: Residential Streets (0010282)

Streets included:

- College Lane (West Main to Warwick)
- Church Street (Warwick to Hawkins)
- Waters Street (Warwick to Hawkins)
- Martin Street (South Chestatee to Park)
- Arcadia Street (South Chestatee to Park)
- Ash Avenue (South Chestatee to Park)
- Schultz Avenue (South Chestatee to Park)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)**	10 ft.	10-12 ft.	10 ft.
- Median Width & Type	N/A		N/A
- Outside Shoulder Width & Type	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width & Type	N/A		N/A
- Sidewalks	0-4 ft.	5 ft.	6 ft.
- Auxiliary Lanes	0	0	0
- Bike Lanes	N/A		N/A
- Vegetated Buffer Zone	N/A		4’ wide vegetated buffer with street trees ²⁰
Posted Speed	None Posted		N/A
Design Speed	N/A	N/A	N/A
Min Horizontal Curve Radius	N/A		N/A
Superelevation Rate	N/A		N/A
Grade	N/A		N/A
Access Control	N/A		N/A
Right-of-Way Width	40 ft.		40 ft.
Maximum Grade – Crossroad	N/A		N/A
Design Vehicle	SU	SU	SU
Sidewalk Material	Concrete		Concrete
Pedestrian Lighting	Various Distances and Various Spacing	Lateral offset: 6’ min. from face of curb	Spacing: Varies Distance from curb: between 1.5 and 6’ ²¹

*According to current GDOT design policy if applicable

²⁰ Street trees will be selected to avoid overhead utility conflicts and are appropriate for urban conditions.

²¹ Light spacing will meet footcandle requirements. Design variance will be required for lateral offset to obstruction.

Major Structures: 0010681 (South Chestatee: Choice to College Entrance)

Structure	Existing	Proposed
Retaining Wall (East Side of S. Chestatee; Choice to Maple)	N/A	New tiered retaining wall; stone or granite veneer; Will meet GDOT Standard 9031L

Major Structures: 0010282

Structure	Existing	Proposed
Retaining Wall (East corner of S. Chestatee and Arcadia)	Segmental Retaining Wall adjacent to building	Reconstruction of retaining wall to support construction of pedestrian space; stone or granite veneer; Will meet GDOT Standard 9031L
Retaining Wall (East Side of S. Chestatee; Ash to Schultz)	N/A	Construction of retaining wall to support construction of new pedestrian space; stone or granite veneer; Will meet GDOT Standard 9031L
Church Street (East & West Sides of Street; North of Warwick)	N/A	Construction of retaining wall to support construction of new pedestrian space; stone or granite veneer; Will meet GDOT Standard 9031L
Waters Street (West Side of Street; North of Warwick)	N/A	Construction of retaining wall to support construction of new pedestrian space; stone or granite veneer; Will meet GDOT Standard 9031L
Maple Street (North Side of Street at Old Methodist Church Annex)	Existing Concrete Retaining Wall	Construction of retaining wall to support construction of new pedestrian space; granite veneer; Will meet GDOT Standard 9031L

Major Interchanges/Intersections:

- Morrison Moore Parkway and South Chestatee Street: Morrison Moore (SR 60/9) serves as a bypass for Dahlonega. South Chestatee Street is the primary gateway into the downtown. This intersection is signalized.
- Grove Street/East Main Street: Grove Street is SR60. East of Grove Street, Main Street is also SR60. A school is located north of this intersection providing heavy traffic at certain times of the day. East Main Street connects downtown to a heavily used shopping center east of town. This intersection is signalized.
- West Main Street/Sunset Drive: This intersection is in the heart of the North Georgia College and State University. This intersection is signalized.

Utility Involvements:

- Power/Electricity (Pedestrian Lighting): A full set of lighting plans will be developed and submitted to the GDOT Lighting Group for approval prior to bidding.
- Power/Electricity (General Service): Georgia Power - material supply and relocation of existing overhead power lines underground with new service connects along West Main Street, South Chestatee Street, and East Main Street.
- Telephone/Cable: Windstream Communications - Material Supply and relation of existing telephone/cable connections underground with new service connects along West Main Street, East Main Street, and South Chestatee Street. Undergrounding utilities will be coordinated with other utilities.
- Water: City of Dahlonega - No relocation of existing lines is anticipated. Adjustment of meter and valve boxes to new grade may be required.
- Gas: City of Dahlonega - No relocation of existing lines is anticipated. Adjustment of valve boxes to new grade may be required.

Public Interest Determination Policy and Procedure recommended (Utilities)? YES NO

SUE Required: Yes No

Railroad Involvement: N/A

Right-of-Way:

Required Right-of-Way anticipated: YES NO Undetermined
Easements anticipated: Temporary Permanent Utility Other

0010681:

Anticipated number of impacted parcels:	5
Anticipated number of displacements (Total):	0
Businesses:	0
Residences:	0
Other:	0

0010282:

Anticipated number of impacted parcels:	36
Anticipated number of displacements (Total):	0
Businesses:	0
Residences:	0
Other:	0

Location and Design approval: Not Required Required

Note: Funding for construction is only available for PI 0010681 at this time. ROW will be acquired at a later date for PI 0010282 as funding becomes available.

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan Anticipated: YES NO

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lane Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Shoulder Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Bridge Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Horizontal Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Superelevation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Vertical Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Grade	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Cross Slope	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Vertical Clearance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Lateral Offset to Obstruction	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Bridge Structural Capacity	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - Median Opening Spacing	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Safety Edge	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

4. Lateral Offset to Obstruction: Throughout the project area there are street trees and pedestrian light poles located within the 6-ft. lateral offset to obstruction requirement. A design variance will be required to allow these elements in their planned locations.

NOTE: Due to the time requirements for 0010681/0010282, the Design Variance will be submitted following the submittal of the Concept Report.

VE Study anticipated: No Yes Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS

Air Quality:

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

Environmental Permits/Variances/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Stream Buffer Encroachment (0010282); Will acquire when construction funds are available for project area
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There is encroachment on a stream adjacent to South Chestatee Street requiring NPDES (0010282). NPDES permit will be acquired when construction funds are available for the project area
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA: The NEPA Document (Categorical Exclusion) is being developed , and the environmental review is ongoing.

Ecology:

0010681:

- Ecology Survey and Assessment of Effects Report prepared
- No habitat or occurrences of protected species within project limits

- No Section 404 resources
- No permits required

.0010282:

- Ecology Survey and Assessment of Effects Report prepared
- No habitat or occurrences of protected species within project limits
- One perennial stream located in the project area with the following impacts
 - Only potential impact is up to 0.02 acre of buffer encroachment for perennial stream, as a narrow strip along existing South Chestatee Street where much of the buffer already has been disturbed in the past
- No Section 404 Permit required.
- There is a potential requirement for a Buffer Variance under Criterion A, with no mitigation required. Timeline for buffer variance will be determined based upon completion of design and obtained prior to construction of the relevant section.

History: New South

- Both project areas are partially located within a National Register Historic District (0010681 & 0010282).
- Both project areas will include ground disturbing activity where new sidewalk and curbing will be installed. Due to the nature of the activity and that mitigation includes the preservation of any existing granite curbing and avoidance of historic trees, the project should not cause a direct adverse affect on eligible resources (0010681 & 0010282).
- The History Section is currently under review and SHPO concurrence has not been received yet on either project (0010681 & 0010282).

Archeology: New South

- No publicly documented archaeological resources (including cemeteries) are present in either project area (0010681 & 0010282).
- SHPO concurrence has been received on both project areas (0010681 & 0010282).

Air & Noise: Adrian

- Air Quality Impact Screening Assessment prepared and approved for both projects (0010681 and 0010282).
- Noise Screening Assessment prepared and approved for both projects (0010681 and 0010282).

Public Involvement: The project area was identified in a Master Plan created for Dahlonega and approved by the City in August 2008. Stakeholder/public input was a component of the master plan approval process. This project implements portions of their recommendations.

In addition, a Stakeholder Committee was formed to provide input and direction to the design team. This committee consists of the City Engineer, City Manager, Downtown Development Authority Director, City Council member, Mayor, a Local Business Representative, and the College Architect. These meetings are generally informal and consist of project updates.

Multiple meetings were held to provide an opportunity for stakeholders to offer feedback to the community. These included:

- **Existing Conditions Meeting - June 15, 2011 (Dahlonega City Hall - Stakeholder Committee).** The design team met with the stakeholder committee to provide initial

feedback on the existing conditions of the project area based on fieldwork and survey work to date. 14 People in Attendance

- **Concept Creation Meeting - November 30, 2011 (Dahlonega City Hall).** The Design Team provided a brief introduction to the project and then allowed stakeholders to review concepts and offer feedback. The project area was divided into 6 different streetscape "typologies" with their cross-sections and design criteria. The meeting was generally positive and the design team took the feedback and made appropriate changes. 35 people in attendance.
- **Parking Meeting - January 24, 2012 (Dahlonega City Hall).** The Design Team met with the Stakeholder Committee and the City Council to discuss issues with the current parking management system and review designs that may affect parking. The meeting was generally positive, and City Council members were aware that long-term parking management solutions are needed for the downtown commercial district. 15 people in attendance.
- **Concept Presentation Meeting - April 19, 2012 (Dahlonega City Hall).** The Design Team held a second meeting for stakeholders to provide feedback on the finalized Project Concept. Stakeholders were able to interact with the design team and review the entire rendered plan. The feedback was generally positive and some alterations were made to the final concept plan based on stakeholder feedback. 30 people in attendance.

Major stakeholders: City of Dahlonega, North Georgia College and State University, the North Georgia College and State University Development Foundation, Dahlonega Downtown Development Authority, Visitors to the City of Dahlonega, Downtown Business Owners and nearby residents.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: Staging will be a priority (one block face at a time; one side of the street) to avoid adversely affecting local business. Construction will work around seasonal restrictions related to festivals and high volume tourist seasons.

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Robert and Company/Stantec (Engineering Consultant for City of Dahlonega)
Design	Robert and Company/Stantec (Engineering Consultant for City of Dahlonega)
Right-of-Way Acquisition	City of Dahlonega
Utility Relocation	Georgia Power, Windstream
Letting to Contract	City of Dahlonega
Construction Supervision	City of Dahlonega, GDOT, GA Power, Windstream, Robert and Company
Providing Material Pits	N/A
Providing Detours	N/A

Environmental Studies, Documents, & Permits	City of Dahlonega, Robert and Company, New South Associates, Adrian Collaborative
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	N/A

Lighting required: No Yes

Pedestrian Lighting will be required on this project. A full set of lighting plans will be developed for this project and submitted to the GDOT Lighting Group for approval.

Initial Concept Meeting: N/A

Concept Meeting: TBD

Other projects in the area: 0008912/0009104 (Lumpkin): Phase 1 Downtown Streetscape Improvements. The project area is West Main Street from Waters Street to South Chestatee & South Chestatee Street from West Main to Choice Street. The project has an approved Concept Report. Preliminary Design will begin by August 2012 and the Environmental Evaluation (NEPA/Categorical Exclusion) is currently under review.

Other coordination to date: N/A

Project Cost Estimate and Funding Responsibilities: 0010681

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	City of Dahlonega	City of Dahlonega	City of Dahlonega	FHWA/City of Dahlonega	N/A	
\$ Amount	\$15,000**	\$253,000	\$371,500	\$500,000 (FHWA)/ \$352,472.28 (City)	N/A	\$1,491,972.28
Date of Estimate	6/19/2012	6/19/2012	6/19/2012	11/21/2012	6/19/2012	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

** A Majority of PE for 0010681 is being funded by the 0010282 project (TIGER II Planning Grant)

Project Cost Estimate and Funding Responsibilities: 0010282

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	FHWA/City of Dahlonega	City of Dahlonega**	City of Dahlonega**	N/A**	N/A	
\$ Amount	\$720,069 (FHWA); \$63,539 (City)	\$1,214,000	\$2,290,665	\$6,232,213.78	N/A	\$10,520,486.78
Date of Estimate	6/19/2012	6/19/2012	6/19/2012	11/21/2012	6/19/2012	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.
 ** There is an estimate for ROW, Utility, Construction, however no funds have been identified or awarded to implement 0010282 at this time.

ALTERNATIVES DISCUSSION

Alternative selection (0010681):

Preferred Alternative: Design and Construction of new sidewalks, new on-street parking facilities, new stormwater management features, undergrounding of utilities, new wayfinding and signage, improved accessibility and pedestrian connectivity.			
Estimated Property Impacts:	Ground disturbing activities; preservation of existing character defining features; improved accessibility	Estimated Total Cost (includes utility relocation):	\$1,181,444.00
Estimated ROW Cost:	\$253,000.00	Estimated CST Time:	6 months
Rationale: This alternative was selected because its builds upon a previous project (0009104/0008912) to continue to improve the physical identity of downtown Dahlonega. This project improves pedestrian connectivity, pedestrian accessibility, stormwater management and utility infrastructure, and aesthetics of project area. Selection of this alternative mitigated property impacts, improved economic opportunities for local businesses, and improved social issues such as reduced accessibility and mobility.			

No-Build Alternative: Maintain project area as currently laid out. This includes lack of sidewalks, curbing, stormwater structures, unsafe intersections, higher risk of pedestrian injury, and poor aesthetics and wayfinding.			
Estimated Property Impacts:	Property devaluation over time; potential for utility failure (esp. stormwater)	Estimated Total Cost:	0
Estimated ROW Cost:	0	Estimated CST Time:	0
Rationale: This alternative was not selected because it fails to meet the needs laid out for project justification. Leaving the current project “as-is” would result in long-term property devaluation, would restrict business opportunities, and has the potential to cause long-term damage due to insufficient utility infrastructure. This alternative also fails to provide for pedestrian accessibility and connectivity, and does not improve the aesthetics of the project area.			

Alternative selection (0010282):

Preferred Alternative: Design and Construction of new sidewalks, new on-street parking facilities, new stormwater management features, undergrounding of utilities, new wayfinding and signage, improved accessibility and pedestrian connectivity.			
Estimated Property Impacts:	Ground	Estimated Total Cost	8,187,481.00

	disturbing activities; preservation of existing character defining features; improved accessibility	(includes utility relocation):	
Estimated ROW Cost:	\$1,214,000.00	Estimated CST Time:	6-18 months (depending how much of project area is funded in future)

Rationale: This alternative was selected because it builds upon a previous project (0009104/0008912) to continue to improve the physical identity of downtown Dahlonega. This project improves pedestrian connectivity, pedestrian accessibility, stormwater management and utility infrastructure, and aesthetics of project area. Selection of this alternative mitigated property impacts, improved economic opportunities for local businesses, and improved social issues such as reduced accessibility and mobility.

No-Build Alternative: Maintain project area as currently laid out. This includes lack of sidewalks, curbing, stormwater structures, unsafe intersections, higher risk of pedestrian injury, and poor aesthetics and wayfinding.

Estimated Property Impacts:	Property devaluation over time; potential for utility failure (esp. stormwater)	Estimated Total Cost:	0
Estimated ROW Cost:	0	Estimated CST Time:	0

Rationale: This alternative was not selected because it fails to meet the needs laid out for project justification. Leaving the current project “as-is” would result in long-term property devaluation, would restrict business opportunities, and has the potential to cause long-term damage due to insufficient utility infrastructure. This alternative also fails to provide for pedestrian accessibility and connectivity, and does not improve the aesthetics of the project area. This alternative also does not assist in connecting nearby residential and institutional areas with the commercial core of Dahlonega leading to fewer transportation options and greater social inequality.

Comments: N/A

Attachments:

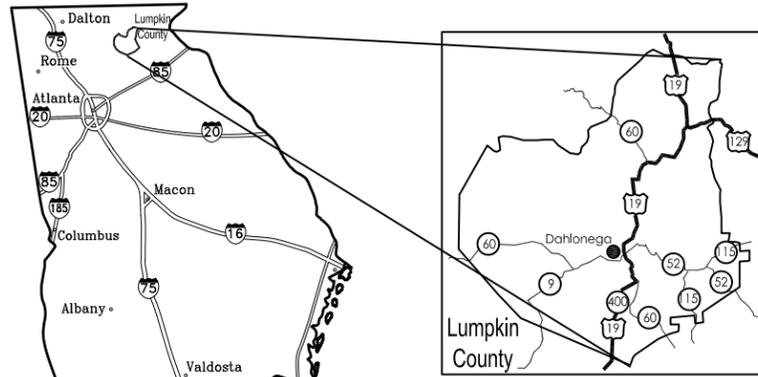
1. Concept Layout & Sketch Location Map
2. Typical sections
 - a. 0010681: South Chestatee Street
 - a1. 0010681: South Chestatee Street
 - a2. 0010681: South Chestatee Street
 - b. 0010282: South Chestatee Street
 - c. 0010282: South Chestatee Street
 - d. 0010282: West Main Street
 - e. 0010282: East Main Street
 - f. 0010282: East Main Street

Project Location Maps
 Complete Streets Program
 City of Dahlonega, GA
 November 12, 2012

ATTACHMENT 1
 Project Site Location

County Location

City Location



Reference Point, Nearest Mile Marker at 0.00 (South Chestatee Street & West Main Street intersection)

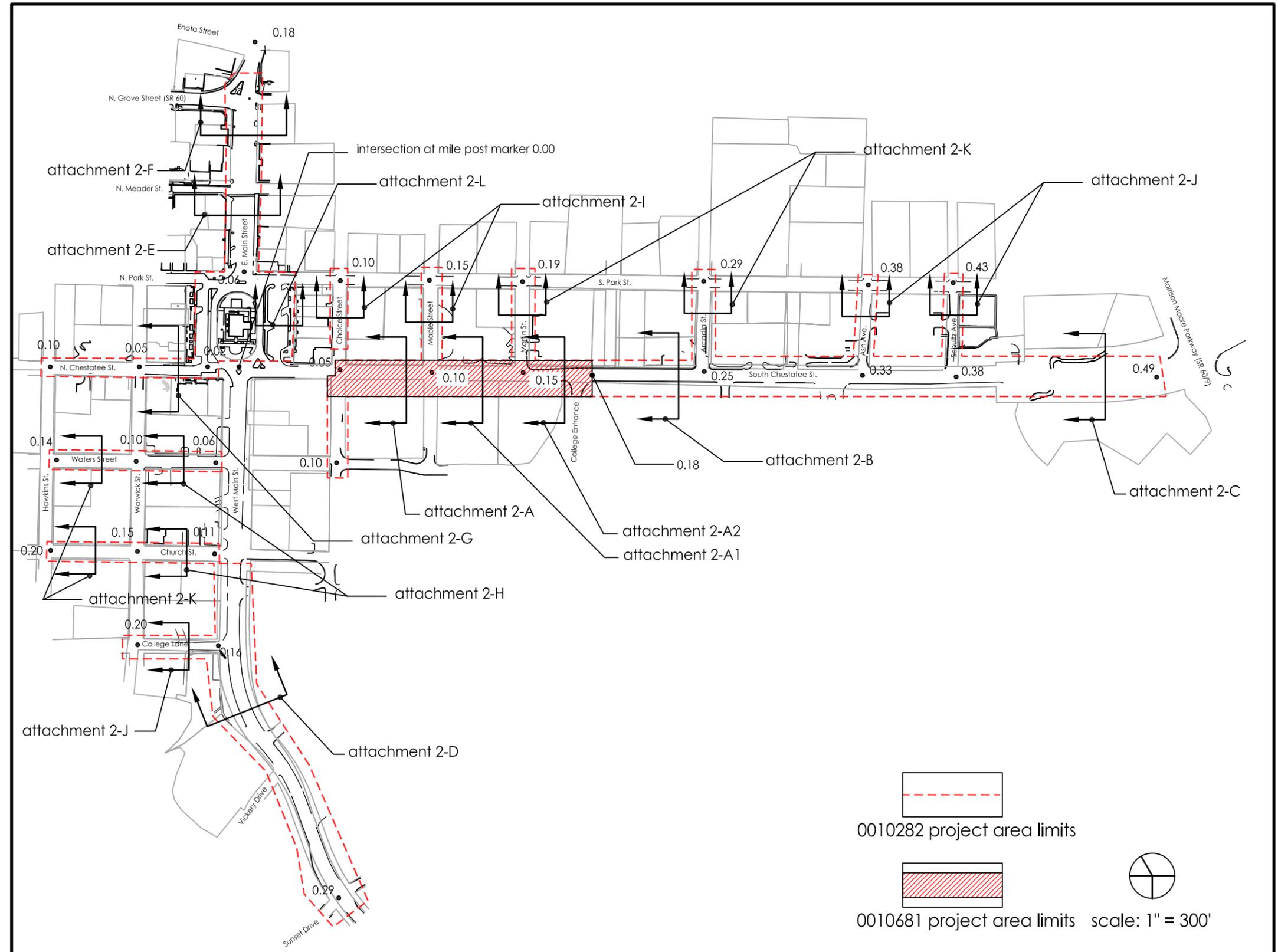
0010681: Beginning & Ending Project Locations

South Chestatee St.	
Choice Street Intersection (Project Beginning Point)	0.05
College Entrance (Project Ending Point)	0.18

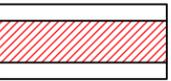
0010282: Beginning & Ending Project Locations

NOTE: There are multiple streets and intersections. The points below represent the beginning and ending points for each street.

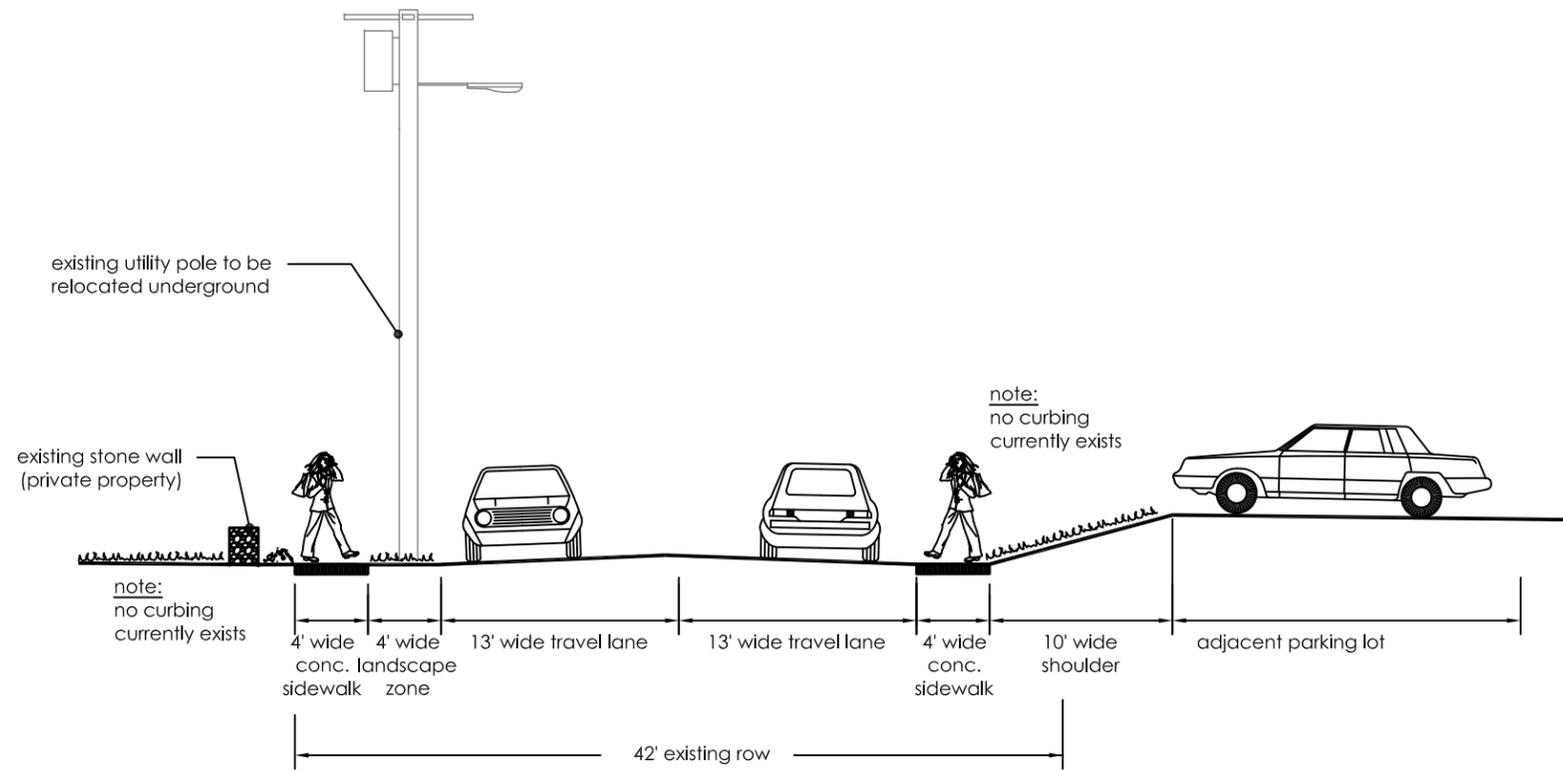
South Chestatee St.	(0.18-0.49)
Choice St. (E. of South Chestatee Street)	(0.05-0.10)
Choice St. (W. of South Chestatee Street)	(0.05-0.10)
Maple St.	(0.10-0.15)
Martin St.	(0.15-0.19)
Arcadia St.	(0.25-0.29)
Ash Ave.	(0.33-0.38)
Schultz Ave.	(0.38-0.43)
West Main St.	(0.11-0.29)
East Main St.	(0.00-0.18)
N. Chestatee St.	(0.02-0.10)
Waters St.	(0.06-0.14)
Church St.	(0.11-0.20)
College Lane	(0.16-0.20)



 0010282 project area limits

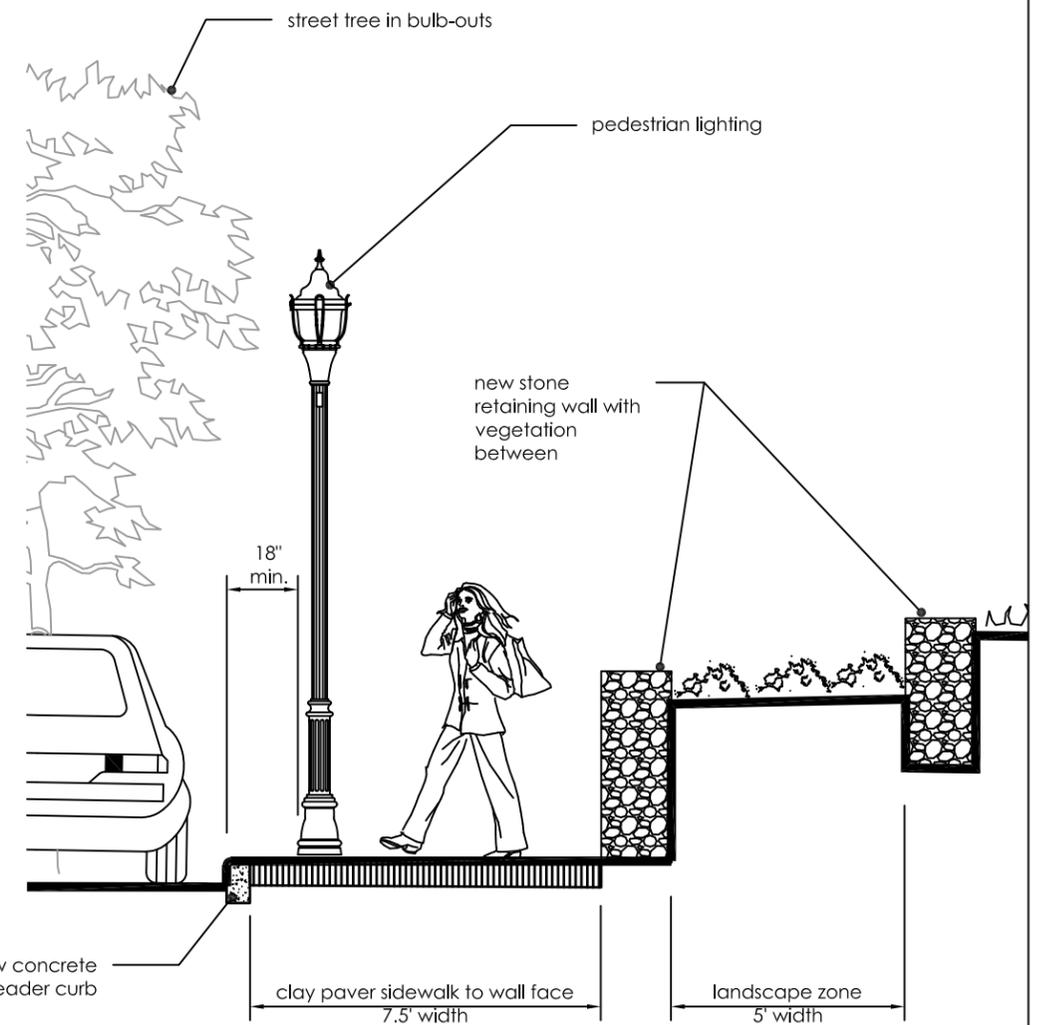
 0010681 project area limits

 scale: 1" = 300'



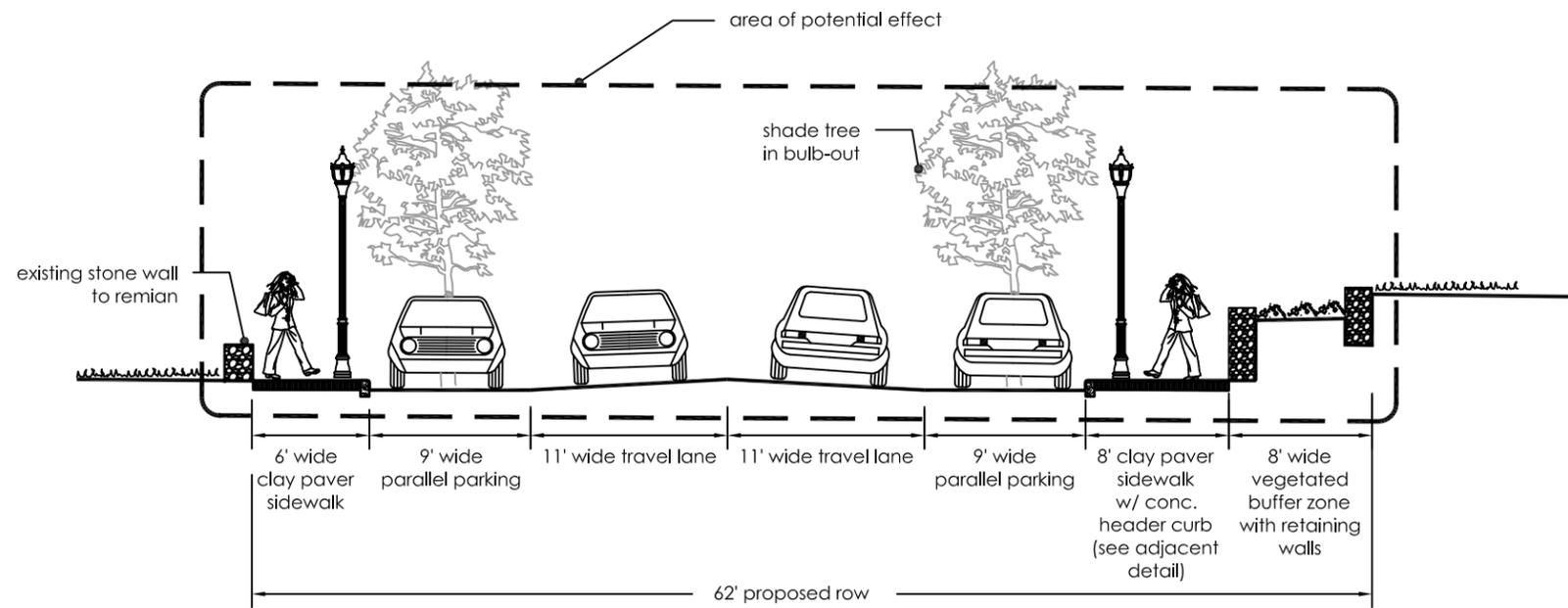
A - existing typical section - south chestatee street

scale: 1" = 10'



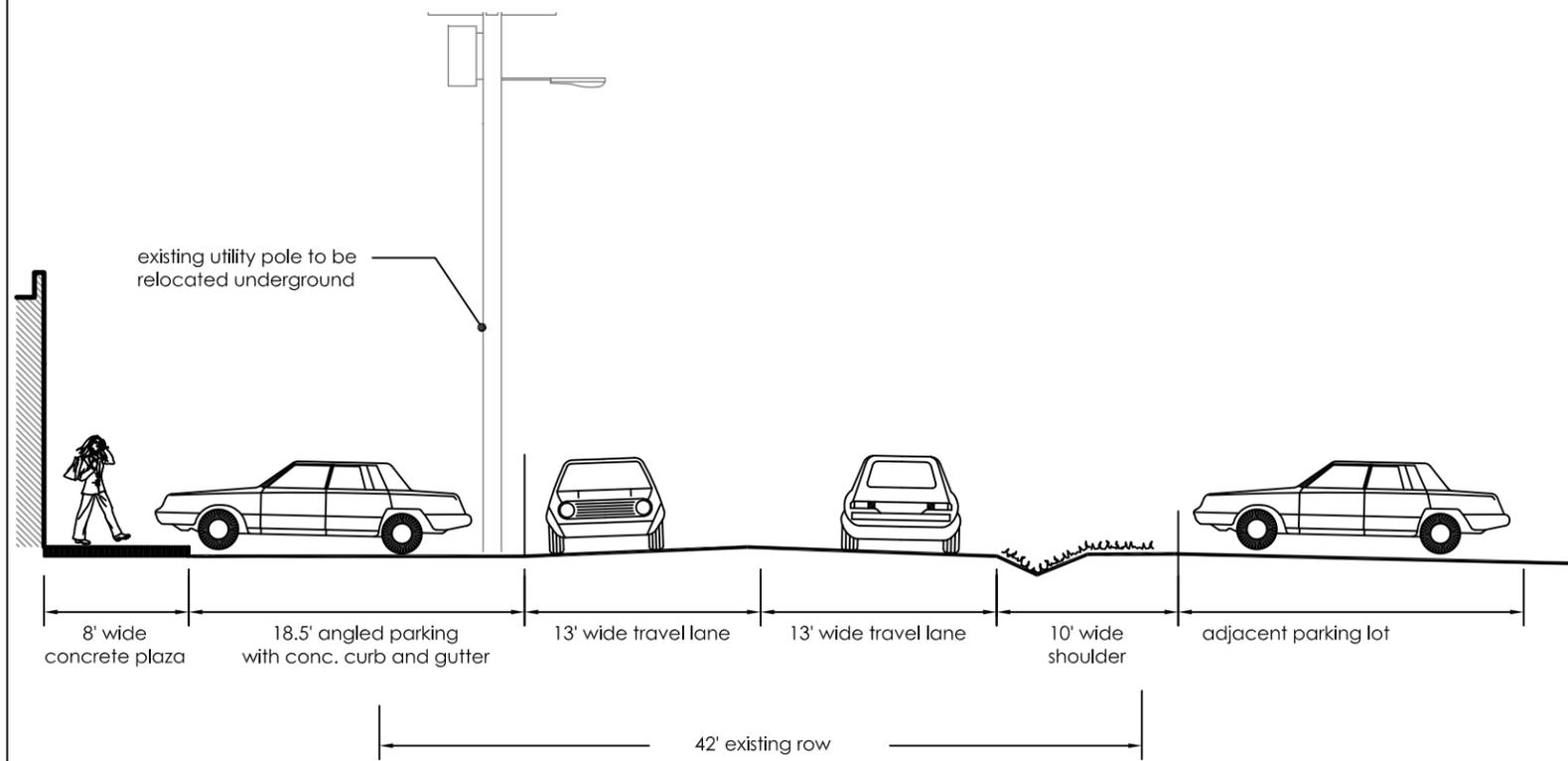
enlarged view: pedestrian zone

not to scale



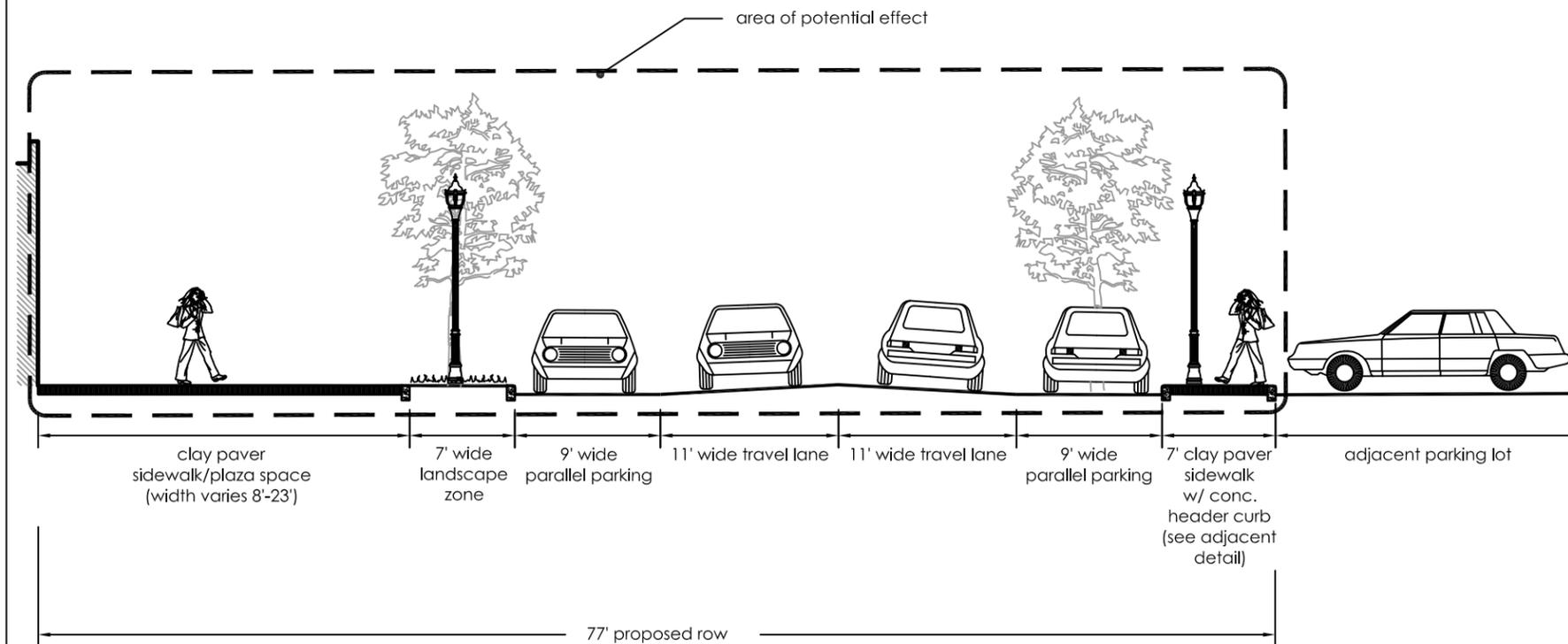
A - proposed typical section - south chestatee street

scale: 1" = 10'



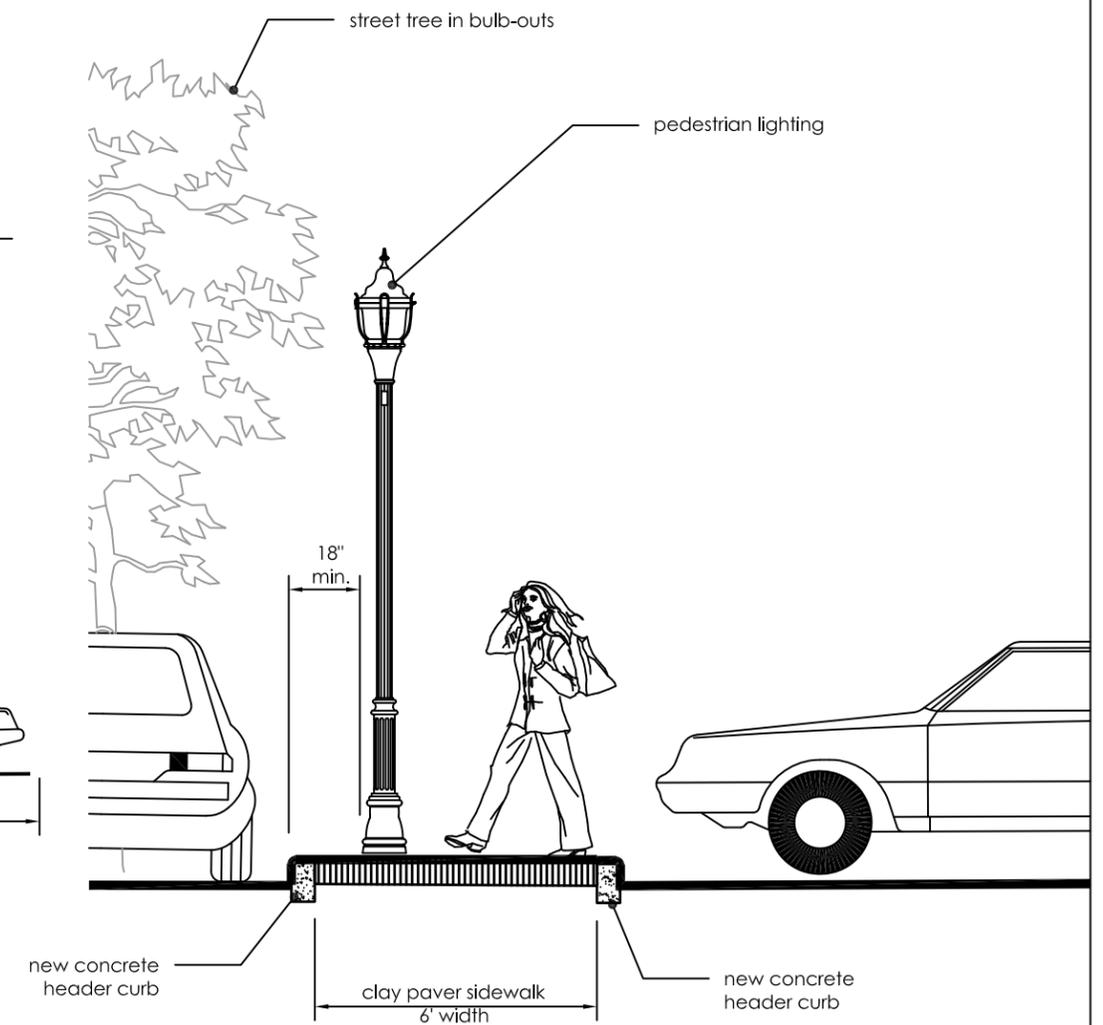
A - existing typical section - south chestatee street

scale: 1" = 10'



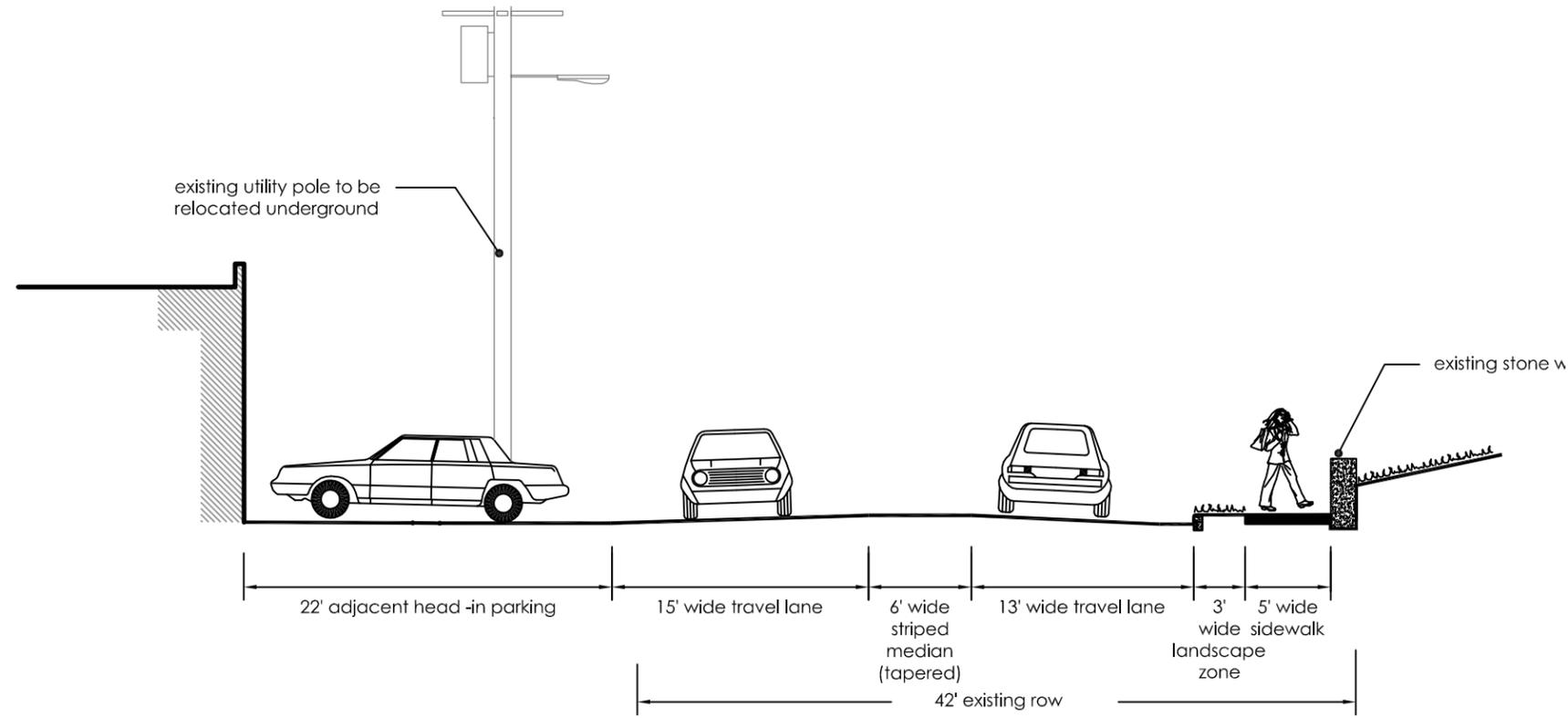
A - proposed typical section - south chestatee street

scale: 1" = 10'



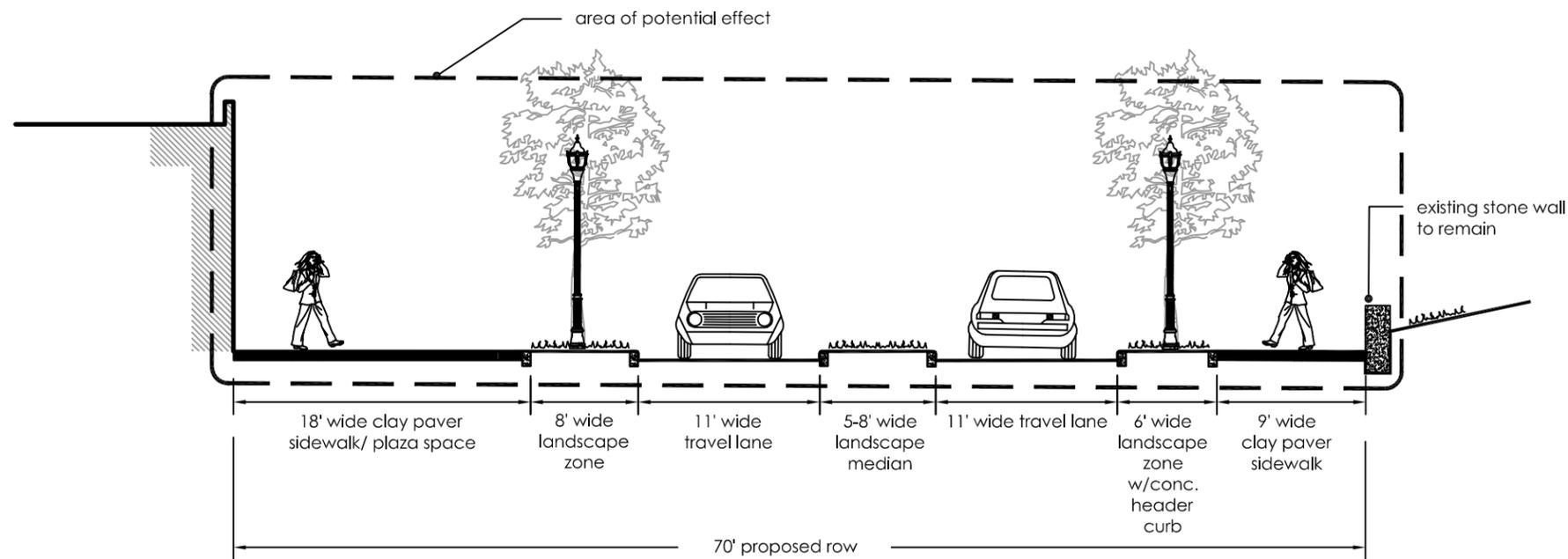
enlarged view: pedestrian zone

not to scale



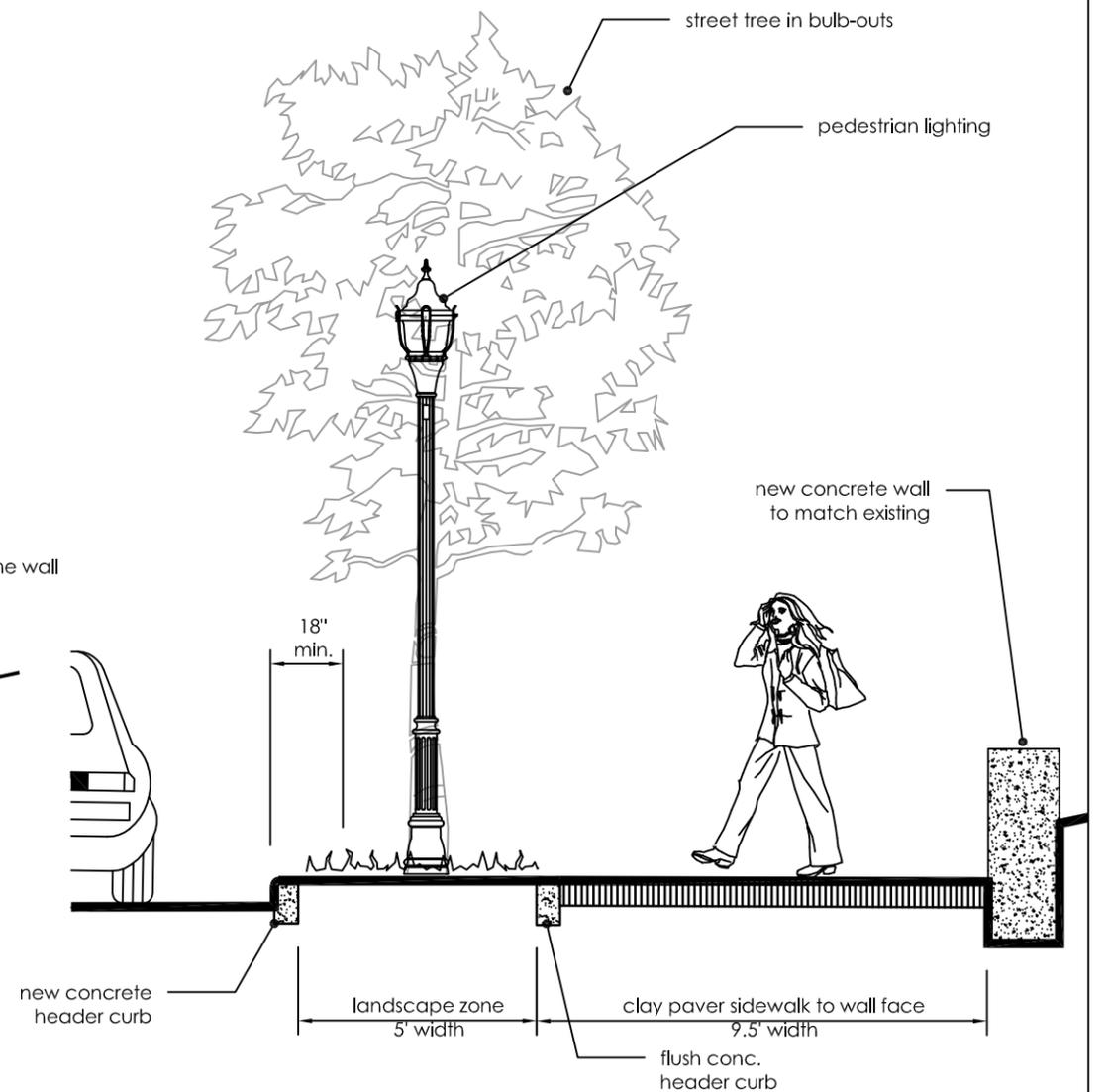
A - existing typical section - south chestatee street

scale: 1" = 10'



A - proposed typical section - south chestatee street

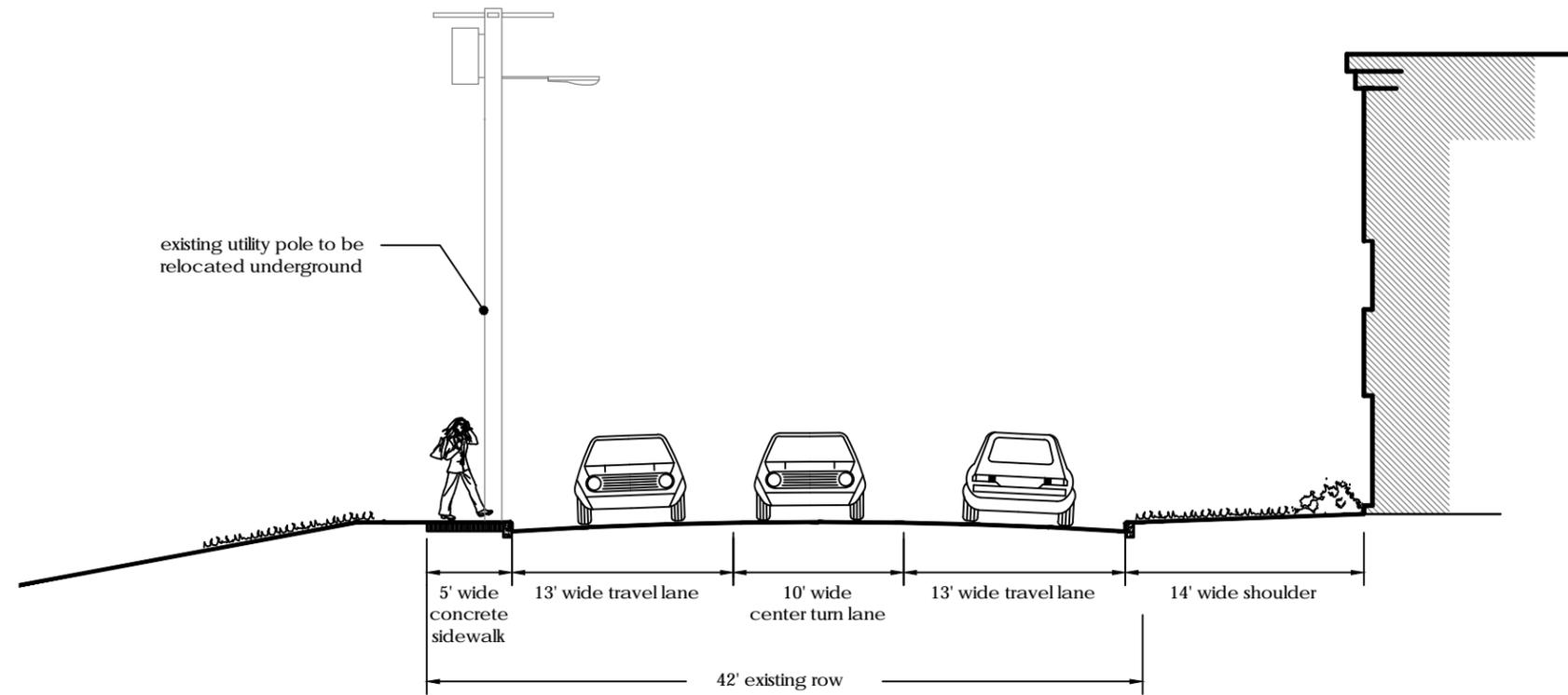
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enlarged view: pedestrian zone

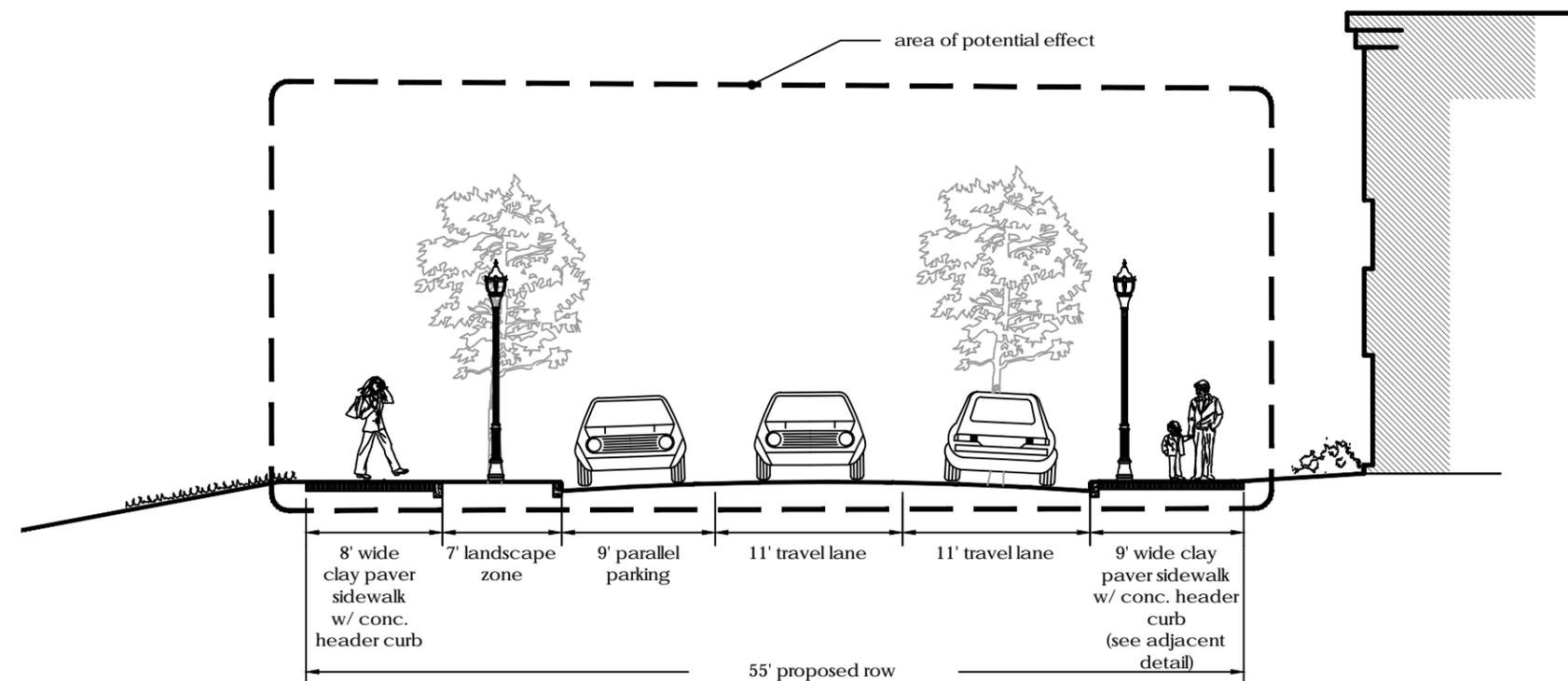
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0010282: South Chestatee Street
(College Entrance to Schultz Ave.)



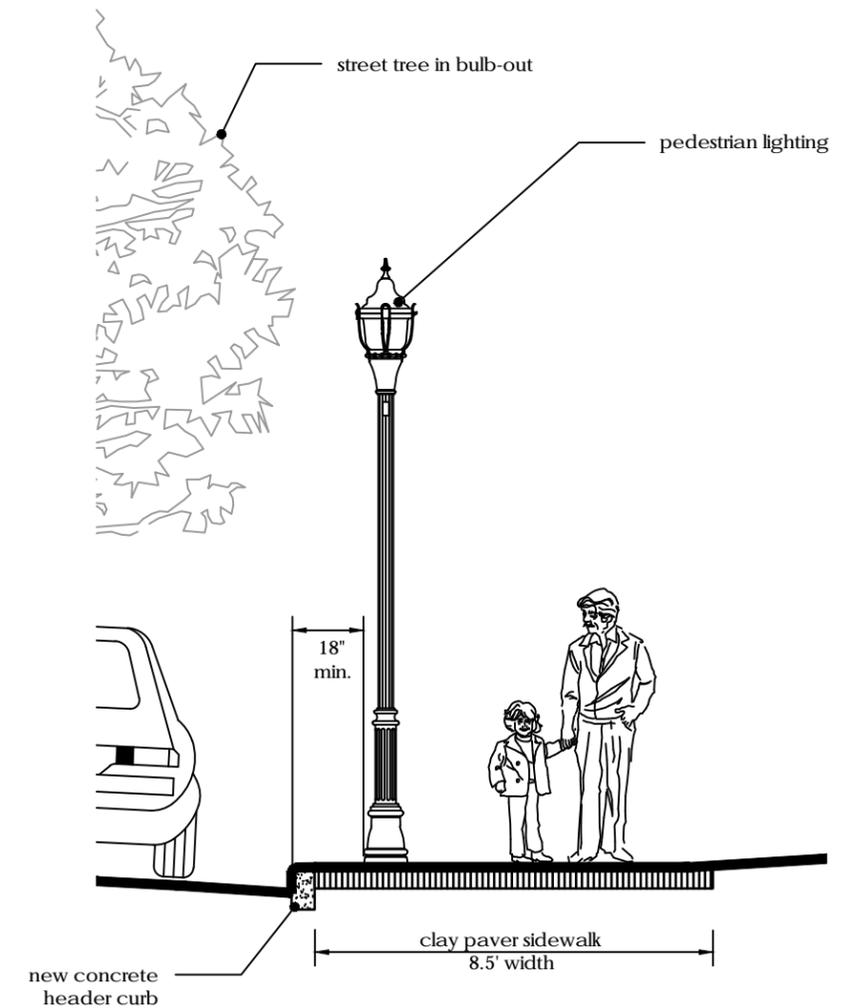
B - existing typical section - south chestatee street

scale: 1" = 10'



B - proposed typical section - south chestatee street

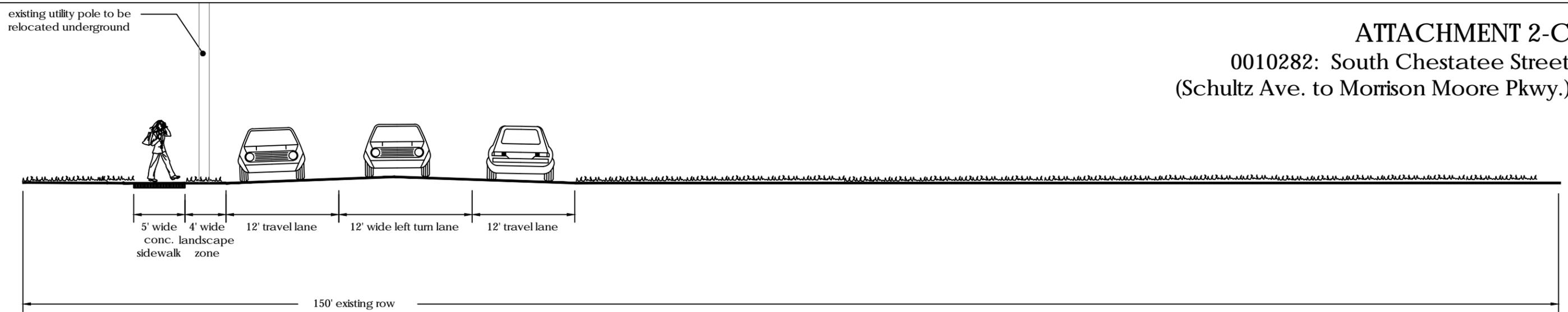
scale: 1" = 10'



enlarged view: pedestrian zone

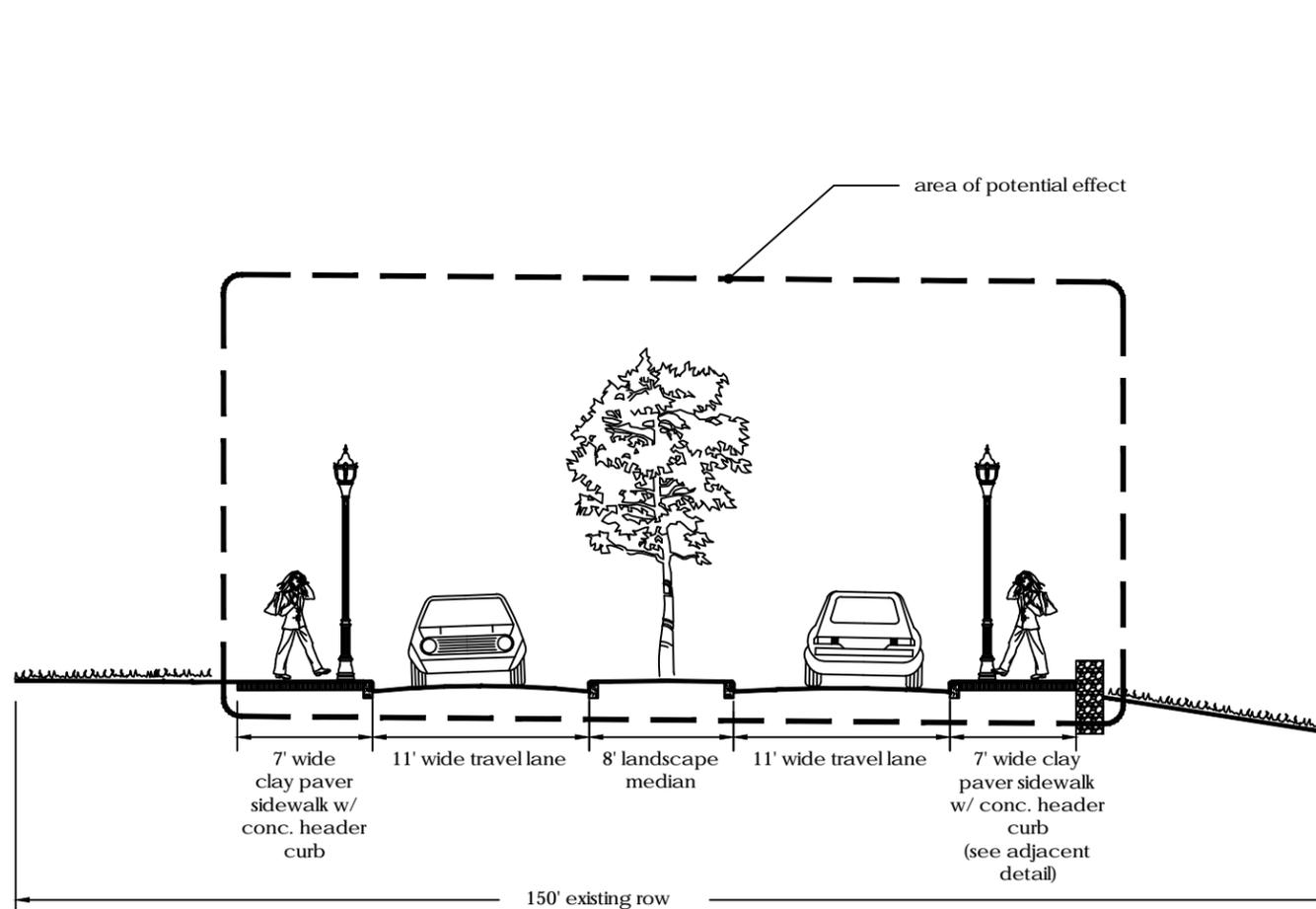
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ATTACHMENT 2-C
 0010282: South Chestatee Street
 (Schultz Ave. to Morrison Moore Pkwy.)



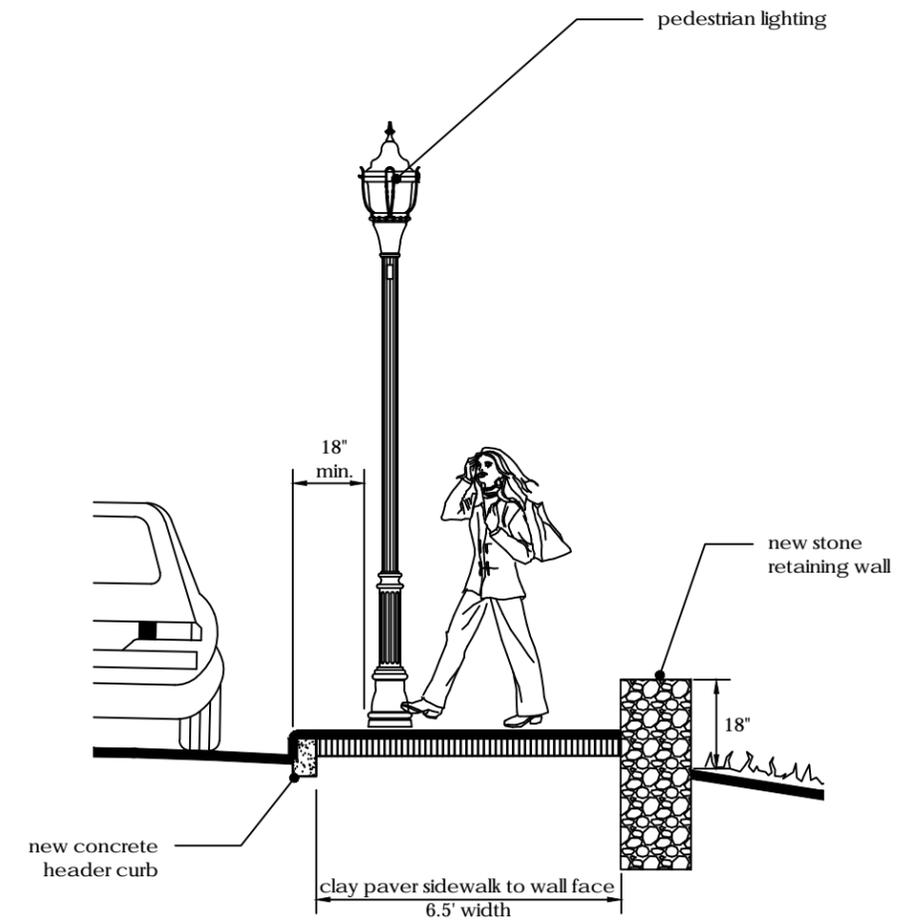
C - existing typical section - south chestatee street

scale: 1" = 10'



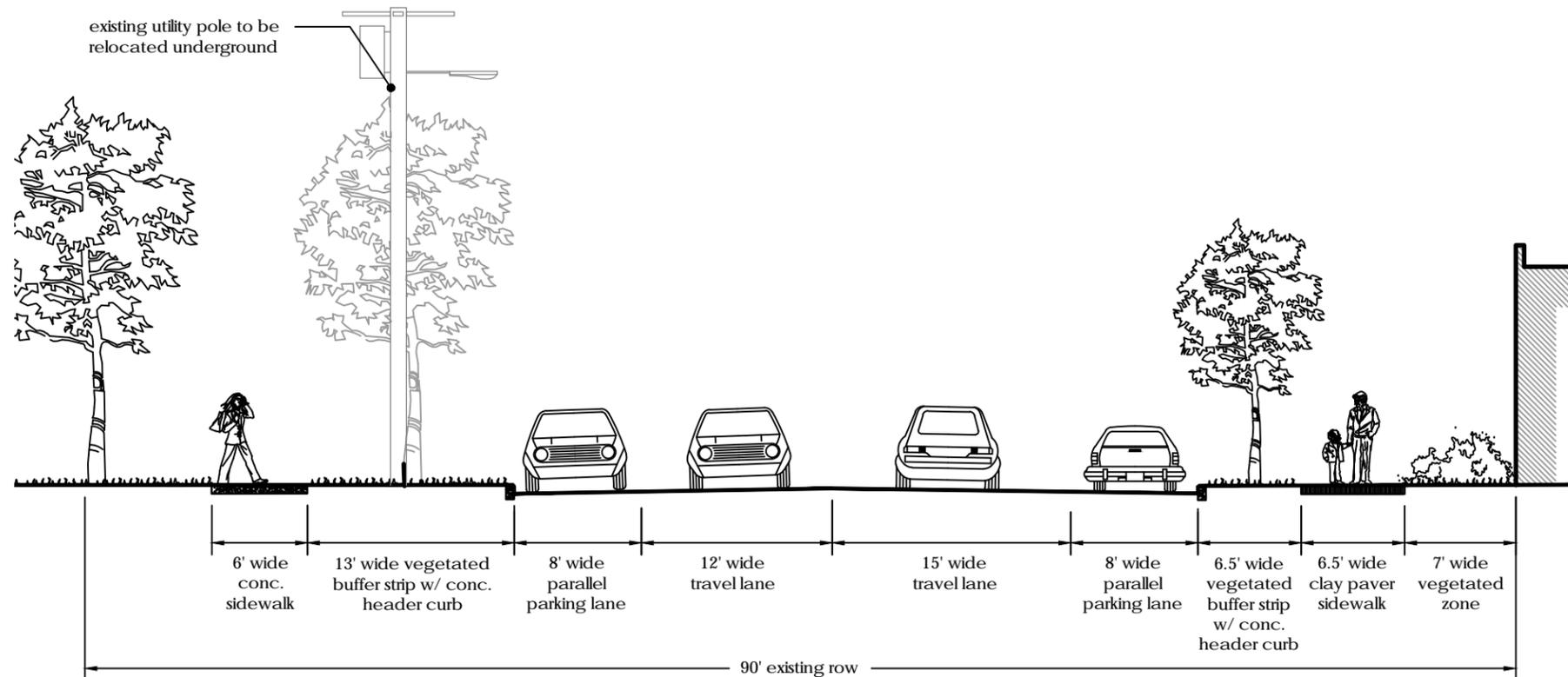
C - proposed typical section - south chestatee street

scale: 1" = 10'



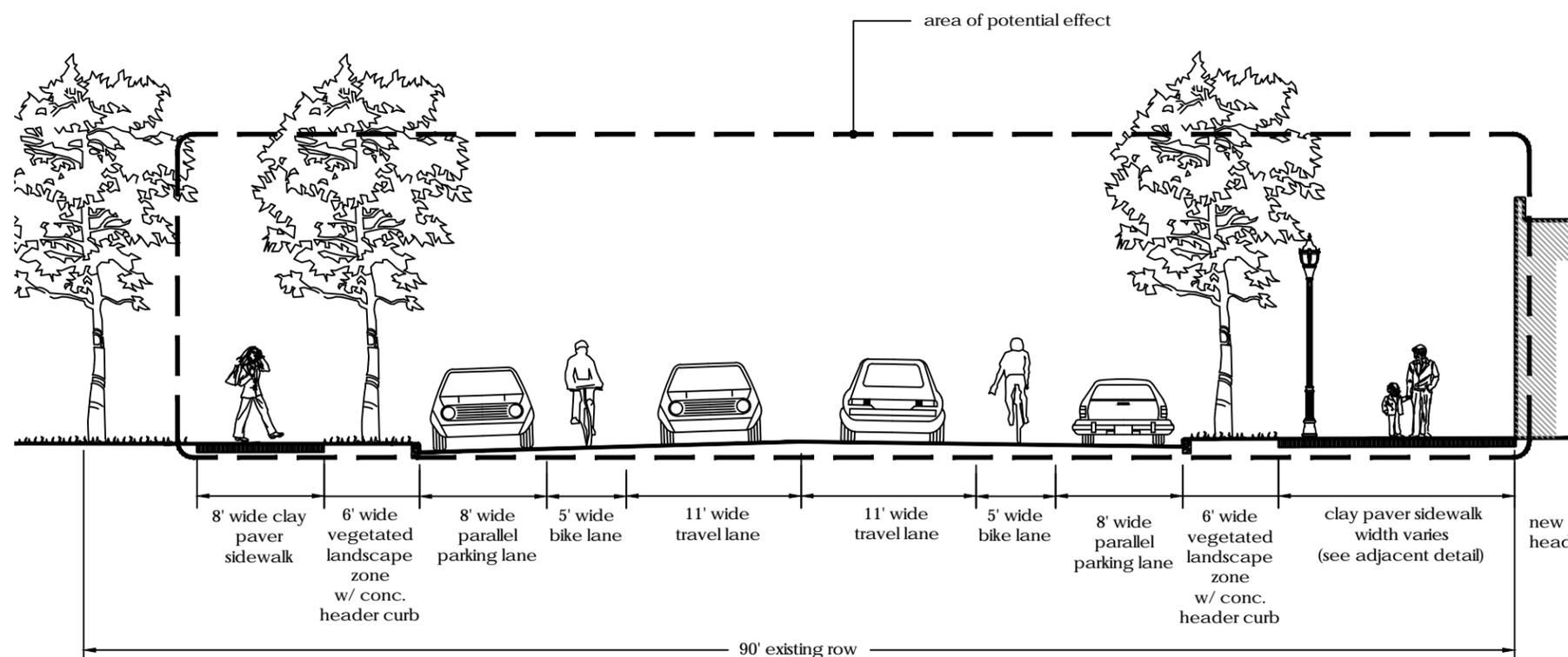
enlarged view: pedestrian zone

not to scale



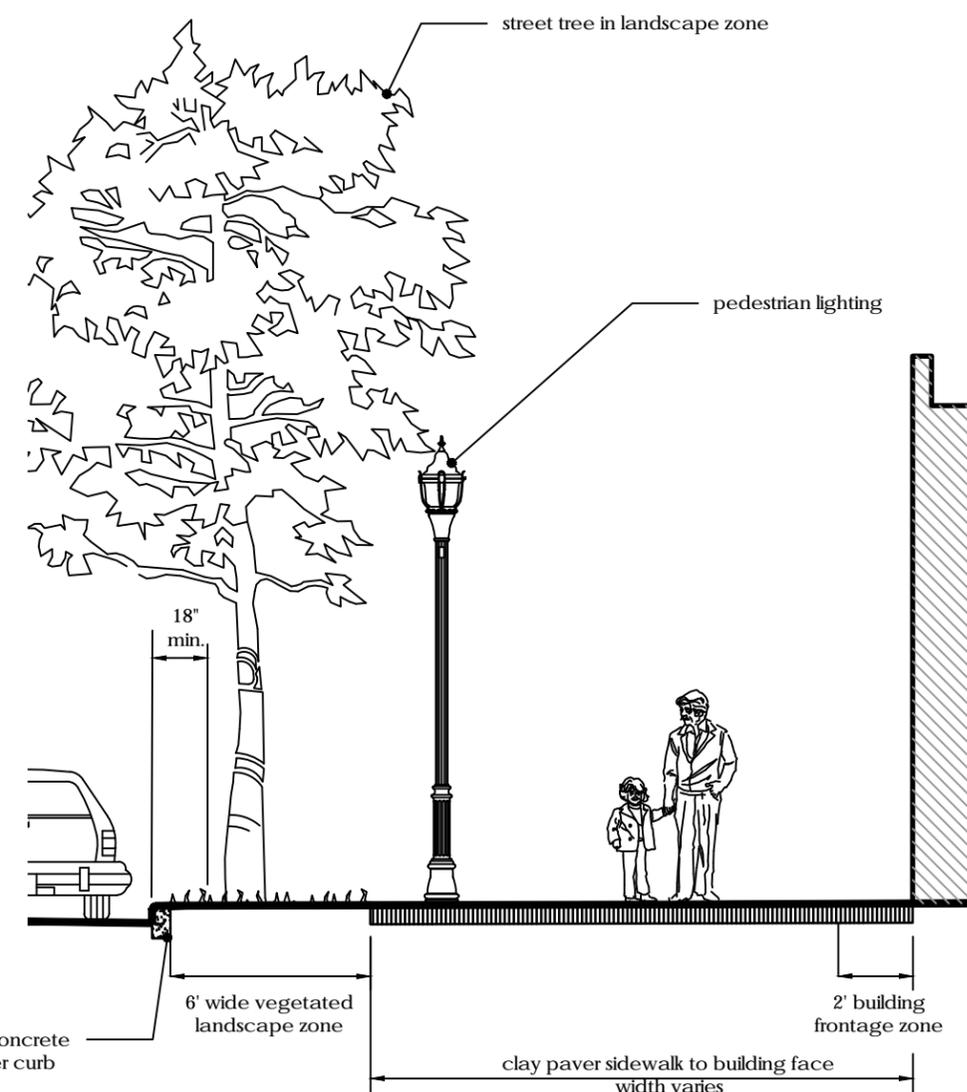
D - existing typical section - w. main st.

scale: 1" = 10'



D - proposed typical section - w. main st.

scale: 1" = 10'

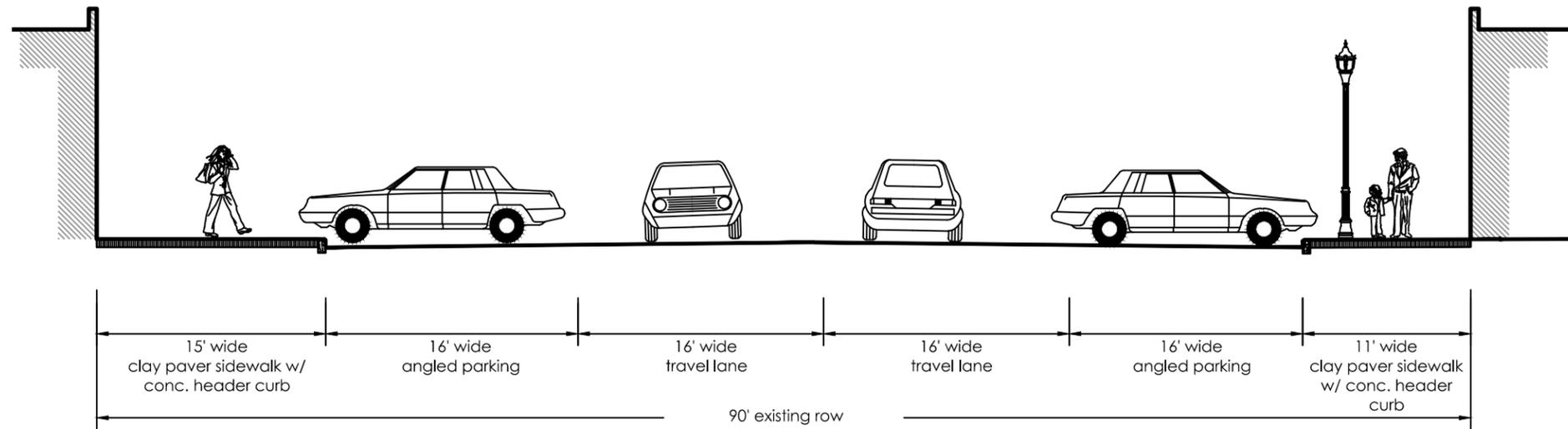


enlarged view: pedestrian zone

not to scale

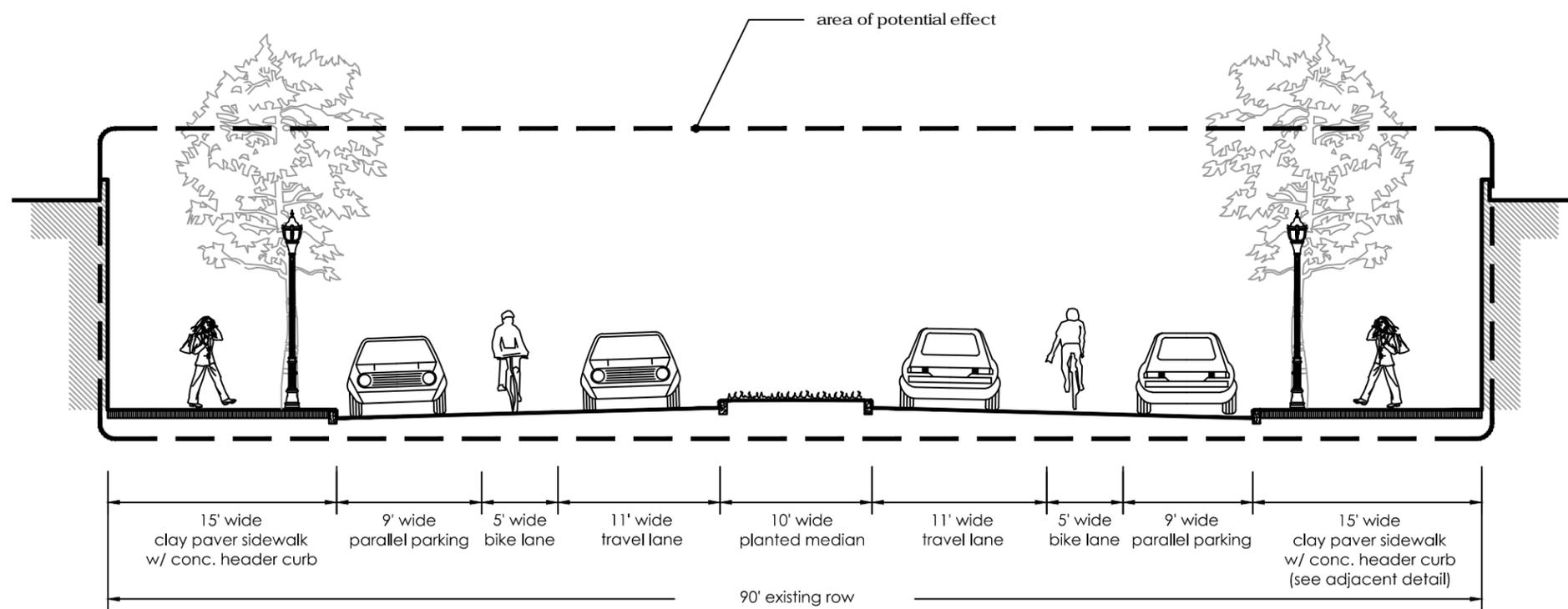
ATTACHMENT 2-E

0010282: East Main Street
(Park St. to Meader St.)



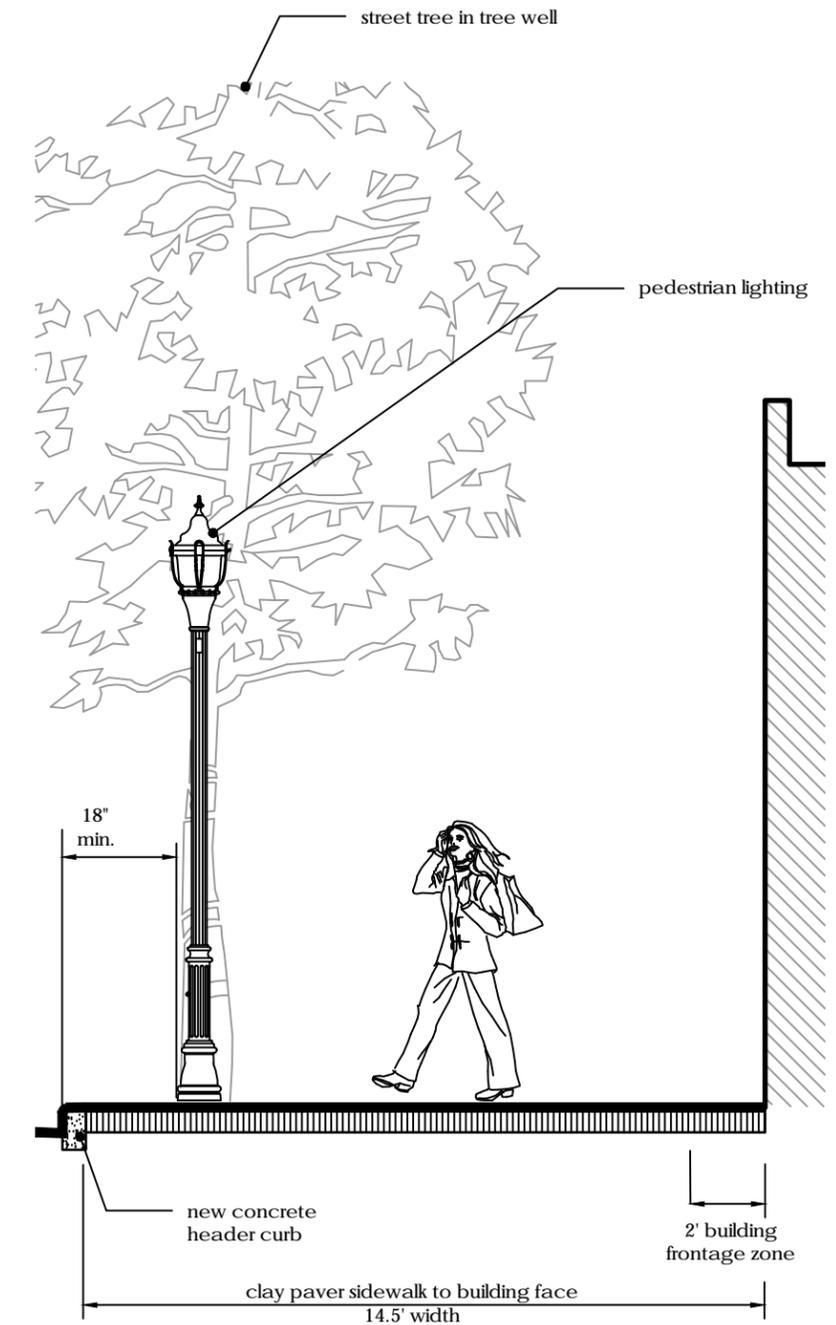
E - existing typical section - e. main st.

scale: 1" = 10'



E - proposed typical section - e. main st.

scale: 1" = 10'

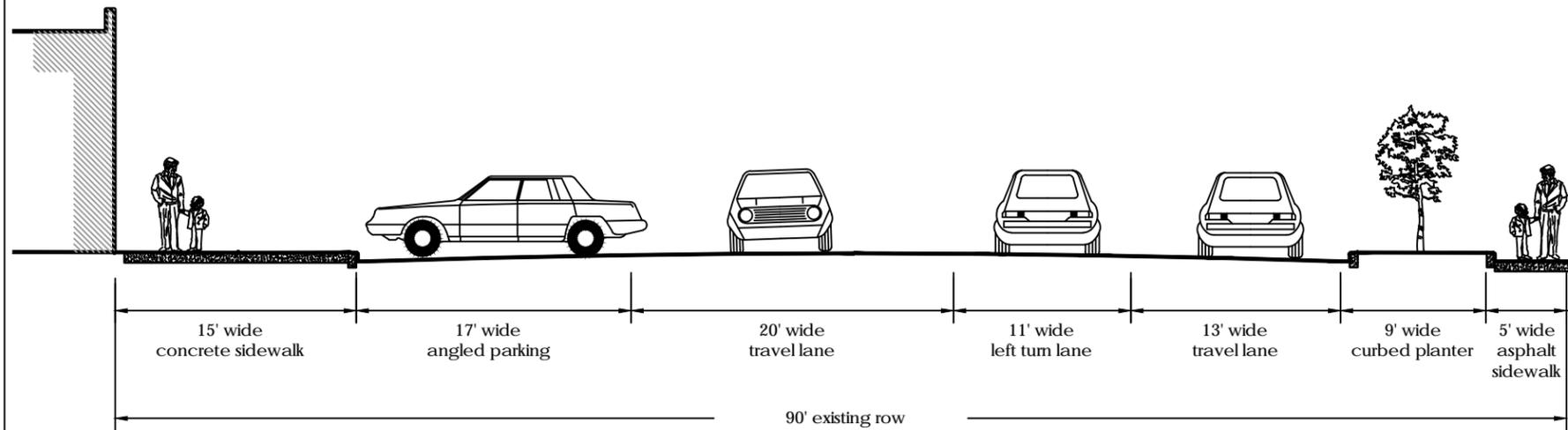


enlarged view: pedestrian zone

not to scale

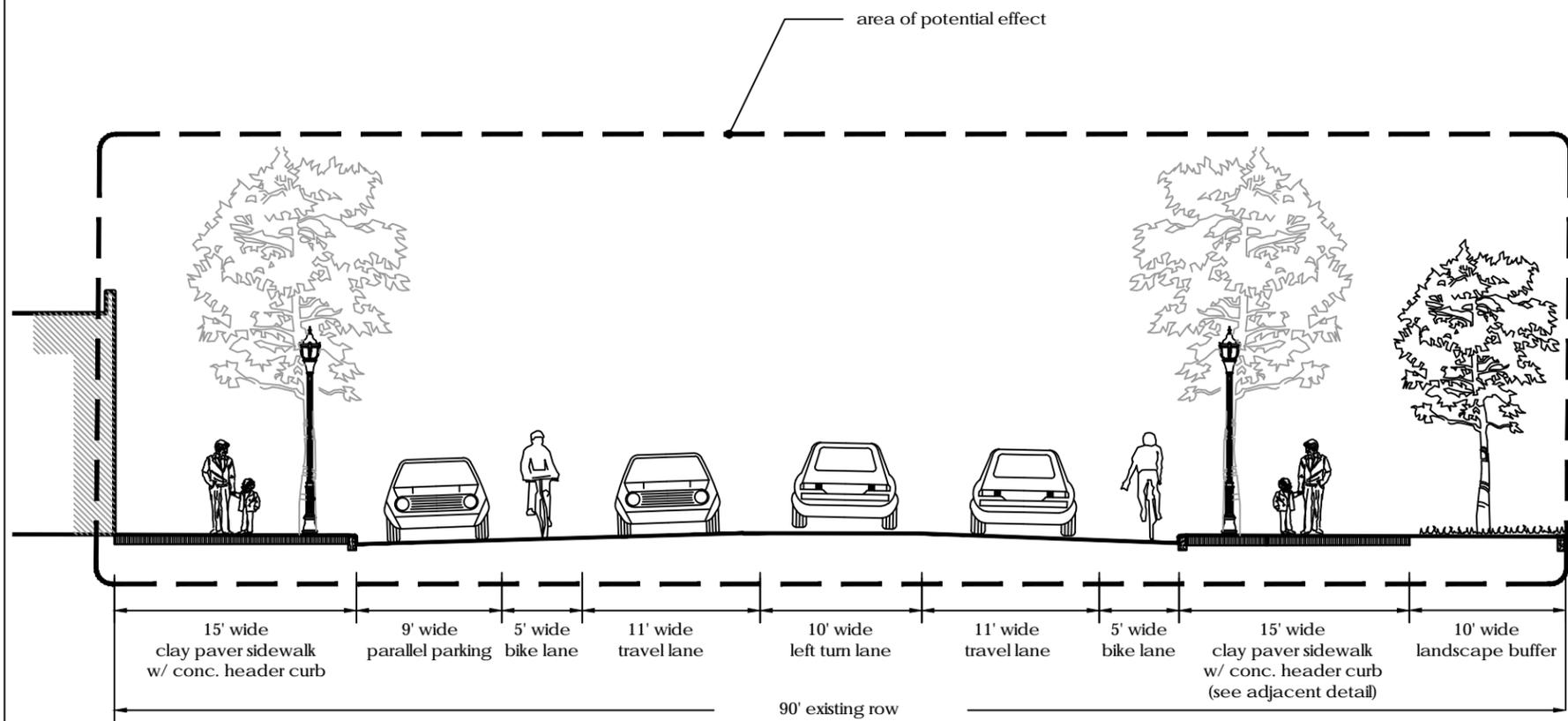
ATTACHMENT 2-F

0010282: East Main Street
(Meader St. to Enota St.)



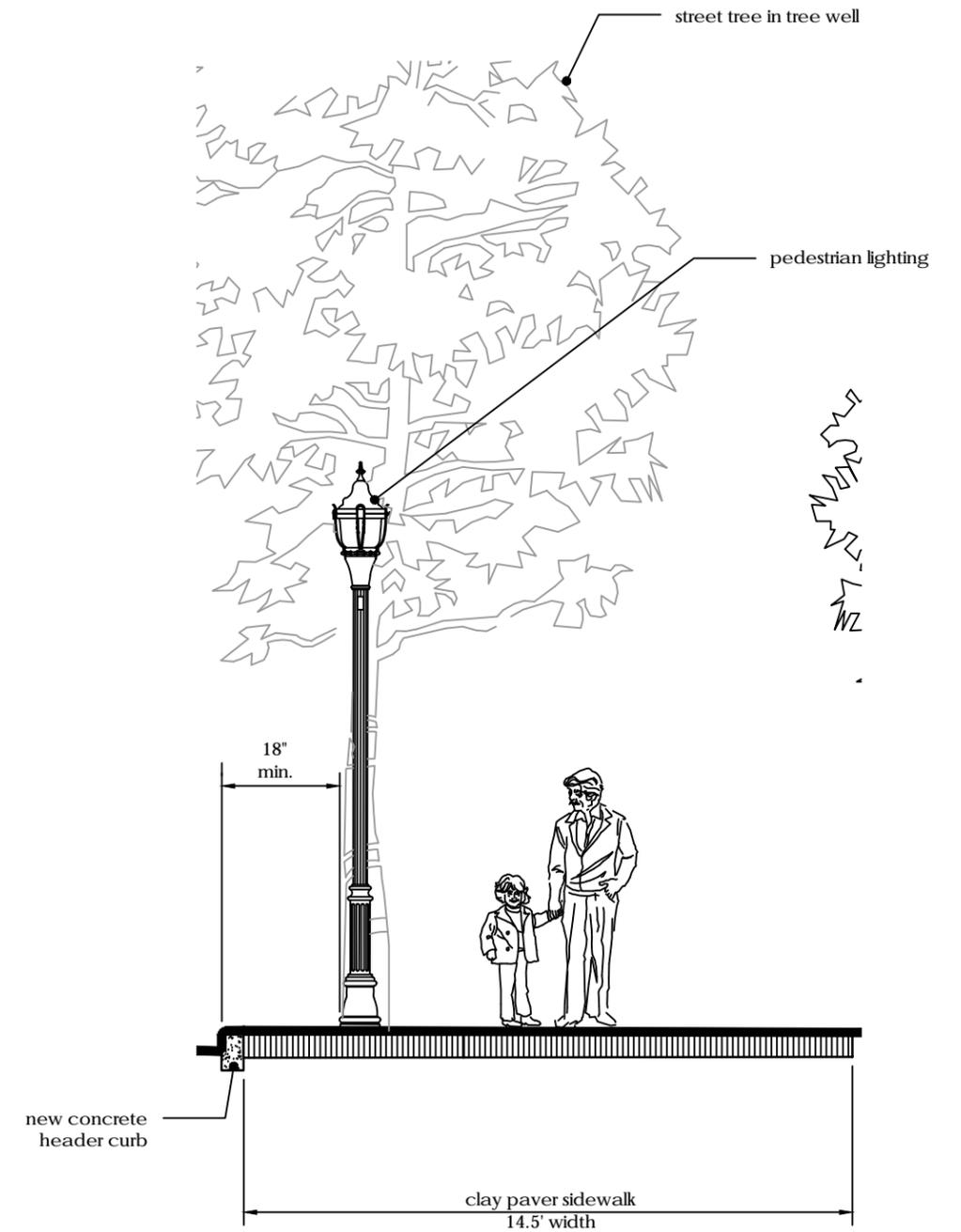
F - existing typical section - e. main st.

scale: 1" = 10'



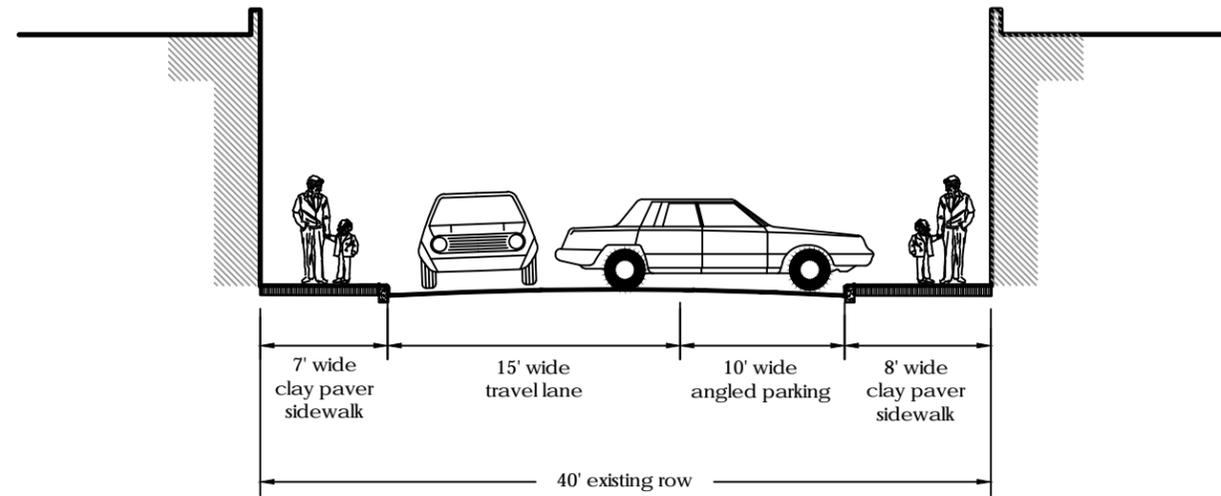
F - proposed typical section - e. main st.

scale: 1" = 10'



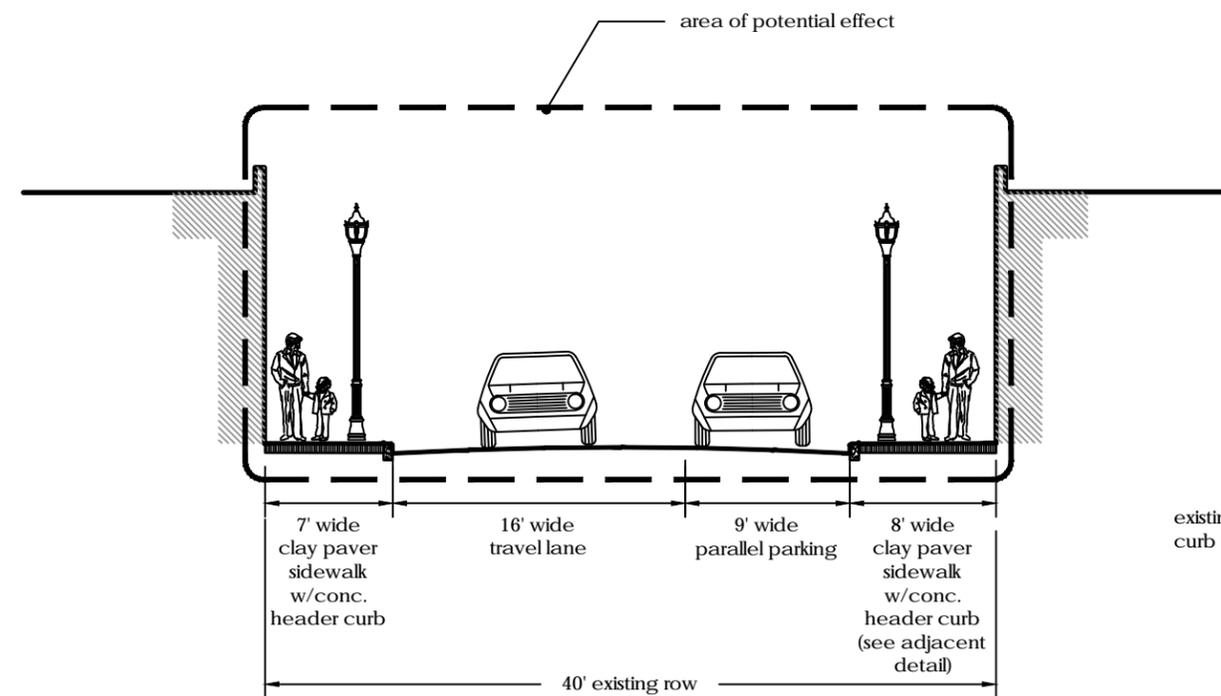
enlarged view: pedestrian zone

not to scale



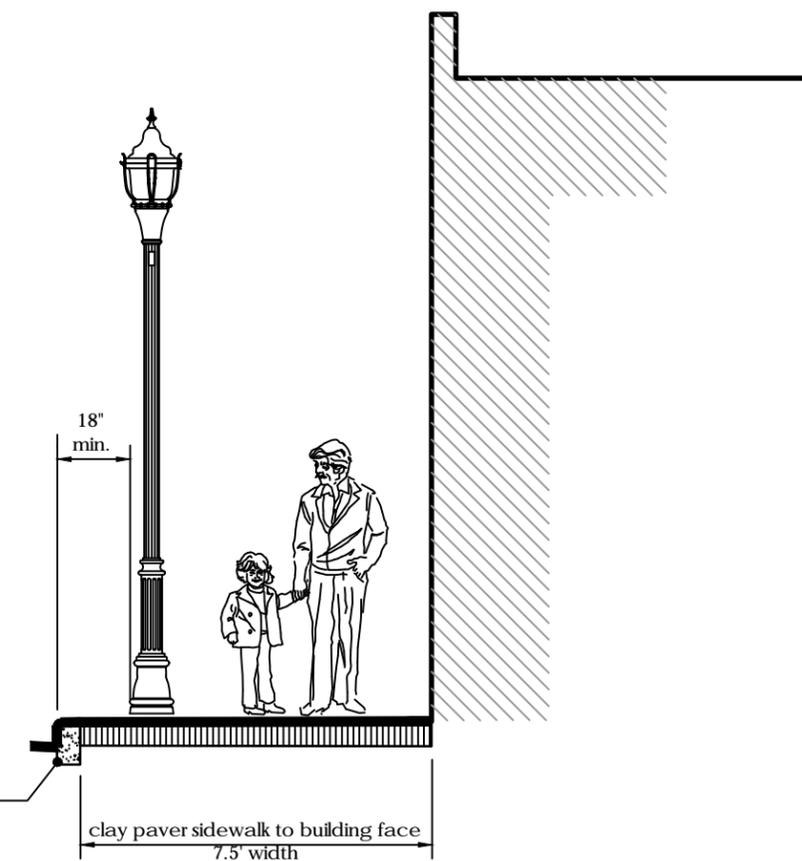
G - existing typical section - n. chestatee

scale: 1" = 10'



G - proposed typical section - n. chestatee

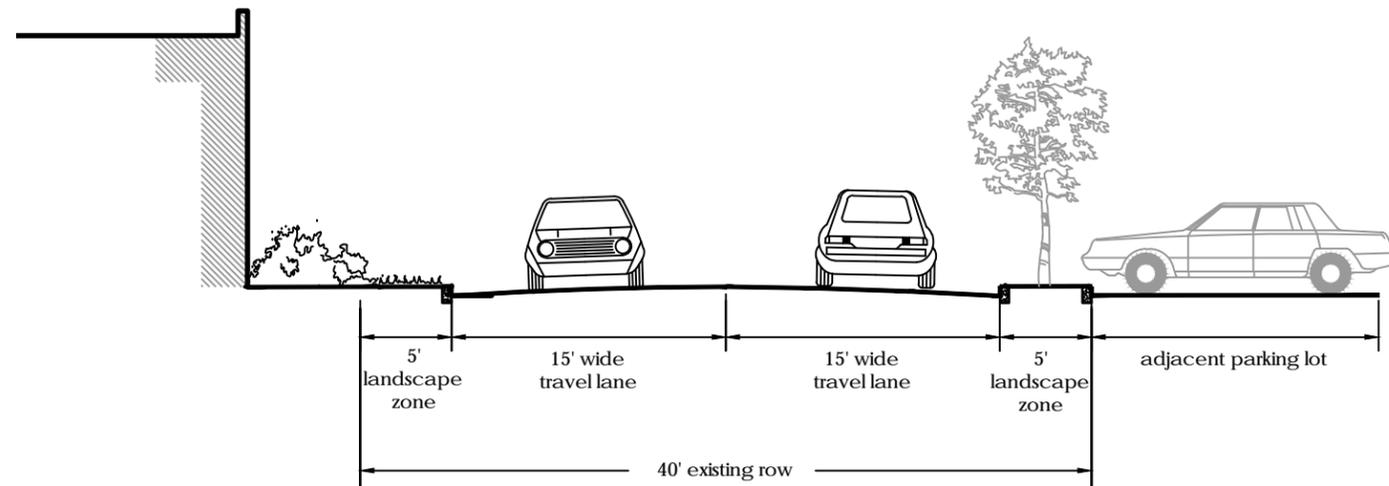
scale: 1" = 10'



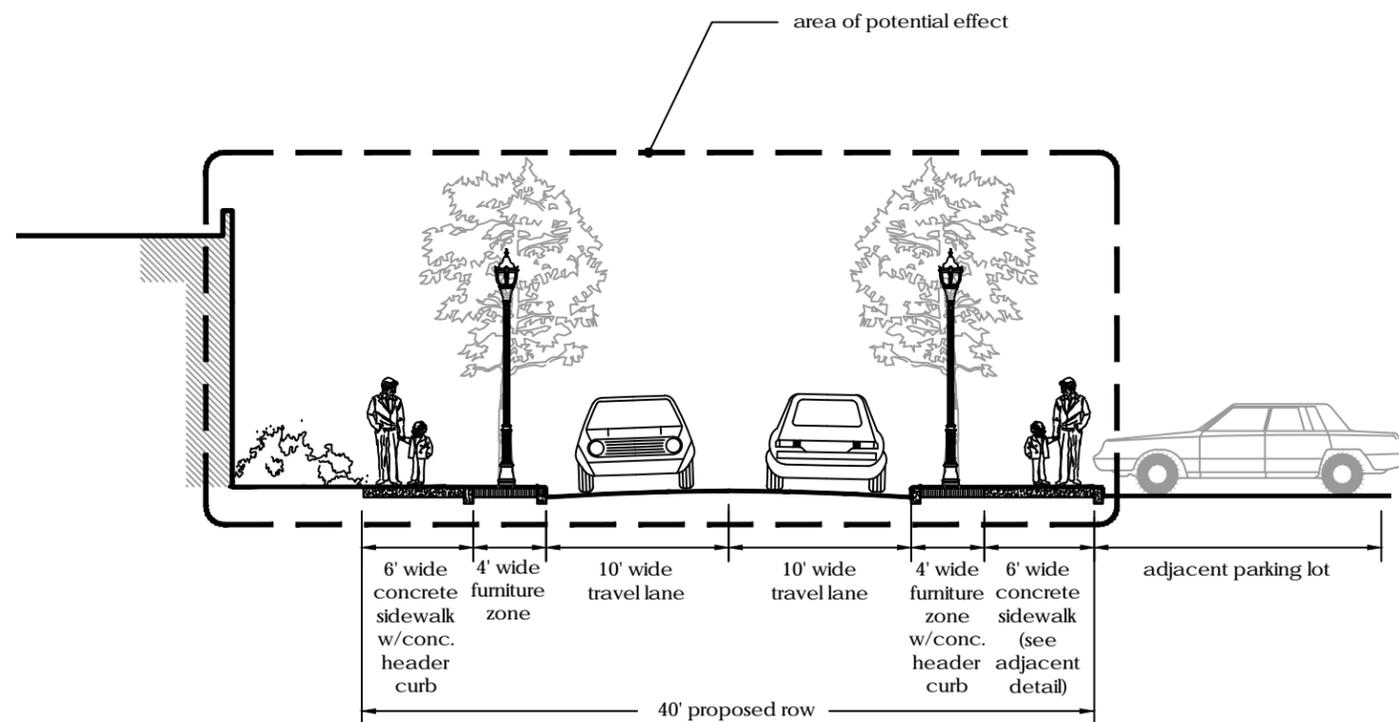
enlarged view: pedestrian zone

not to scale

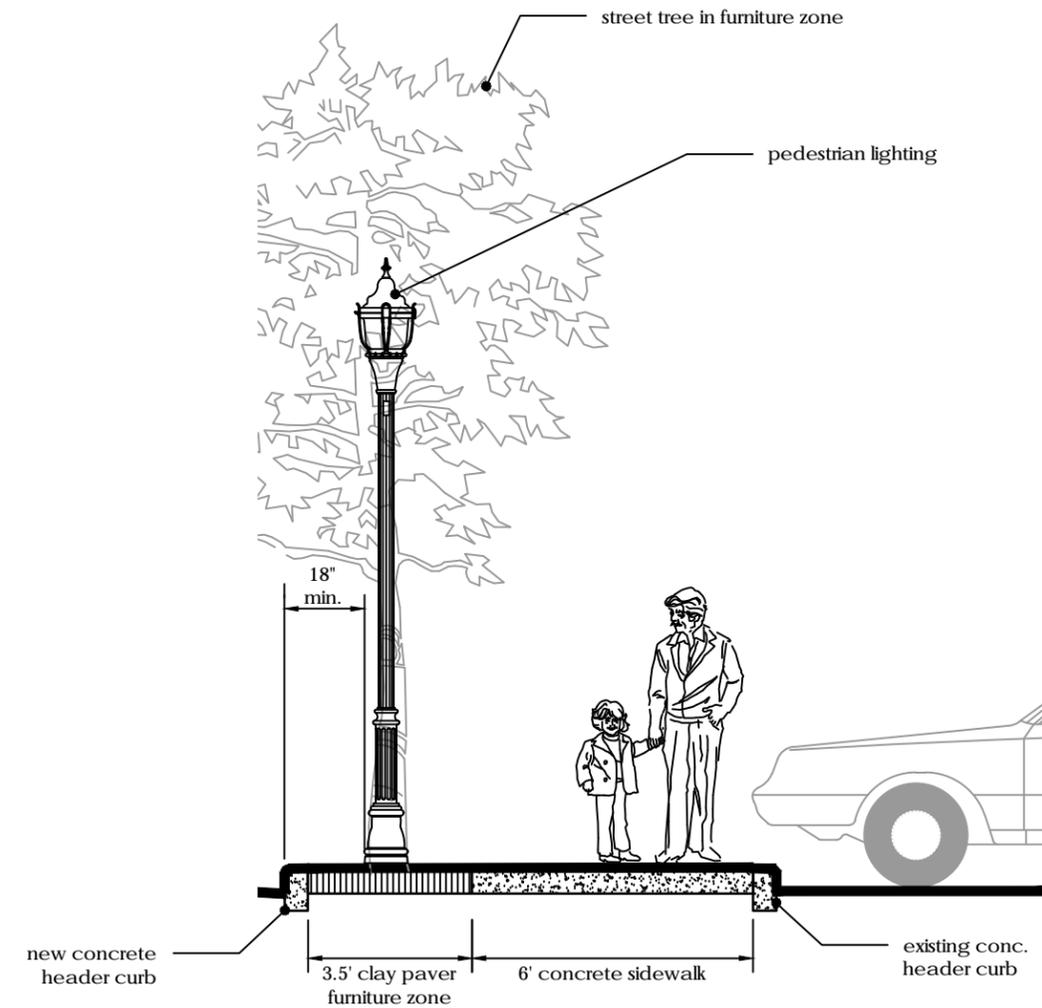
0010282: Secondary Commercial Streets
 Without on-street parking:
 Church Street (West Main to Warwick)
 Waters Street (West Main to Warwick)



H - existing typical section - secondary commercial w/o parking
 scale: 1" = 10'

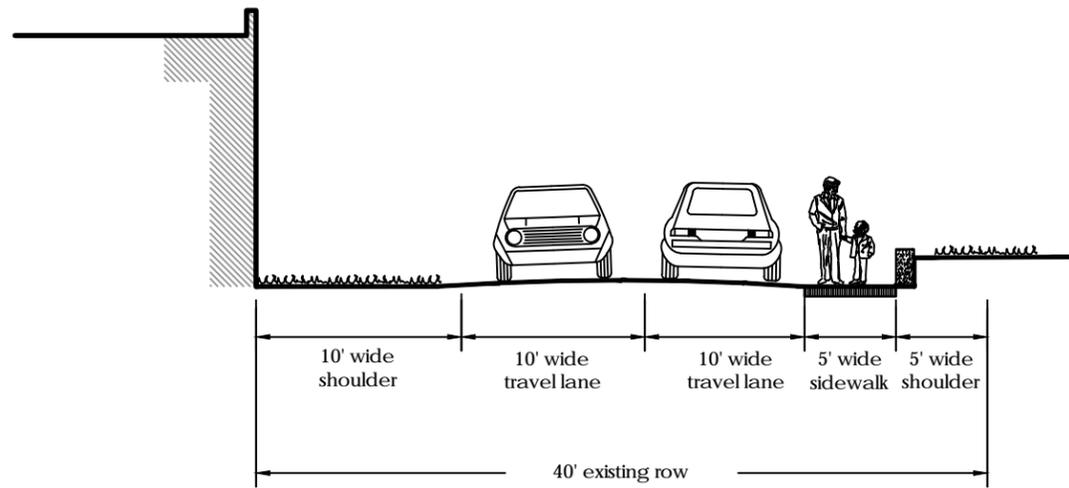


H - proposed typical section - secondary commercial w/o parking
 scale: 1" = 10'

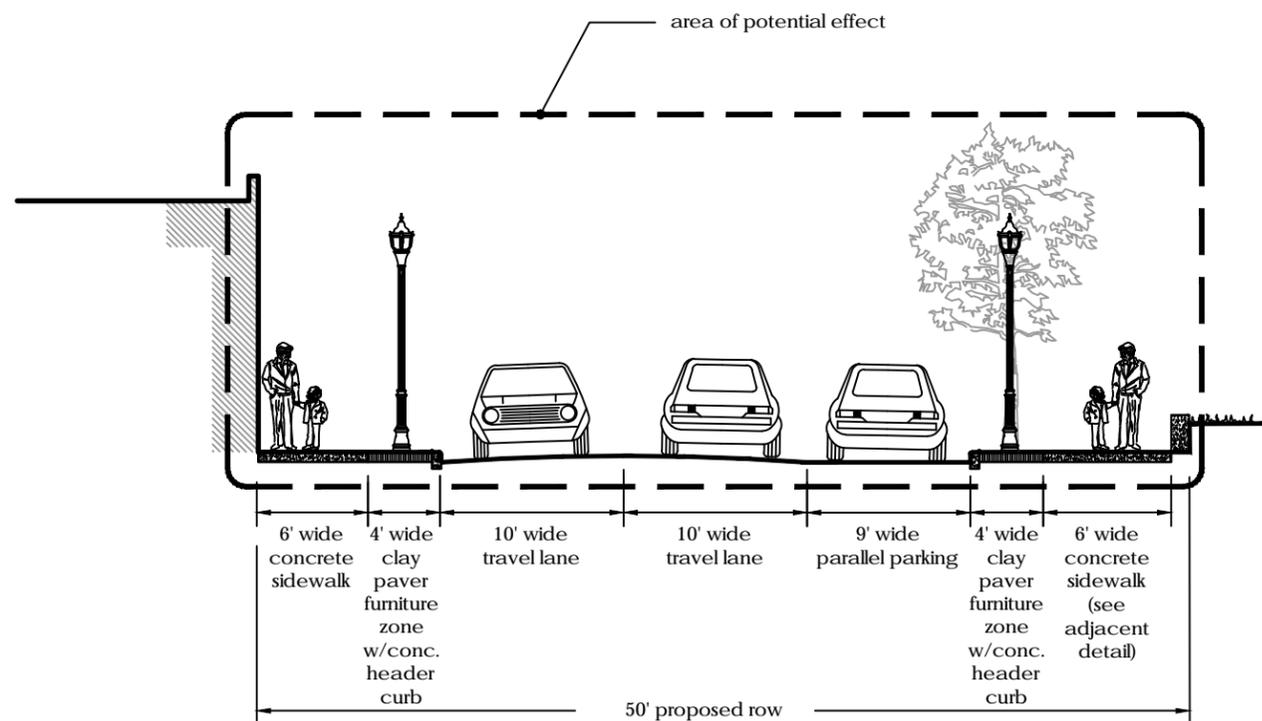


enlarged view: pedestrian zone
 not to scale

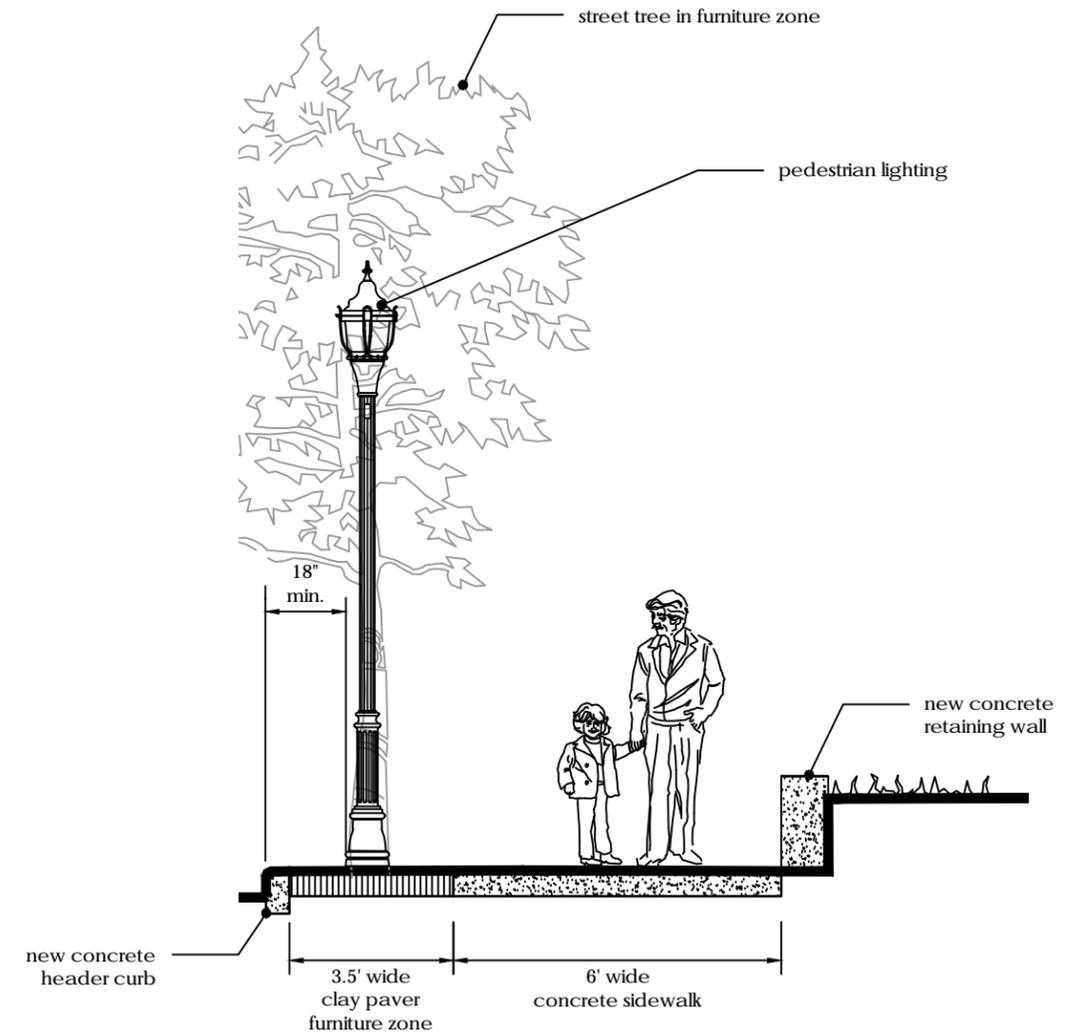
0010282: Secondary Commercial Streets
 With on-street parking:
 Choice Street
 Maple Street



I - existing typical section - secondary commercial with parking
 scale: 1" = 10'

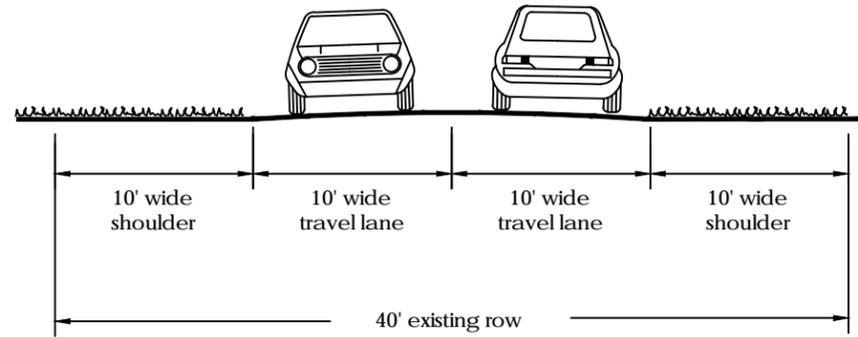


I - proposed typical section - secondary commercial with parking
 scale: 1" = 10'



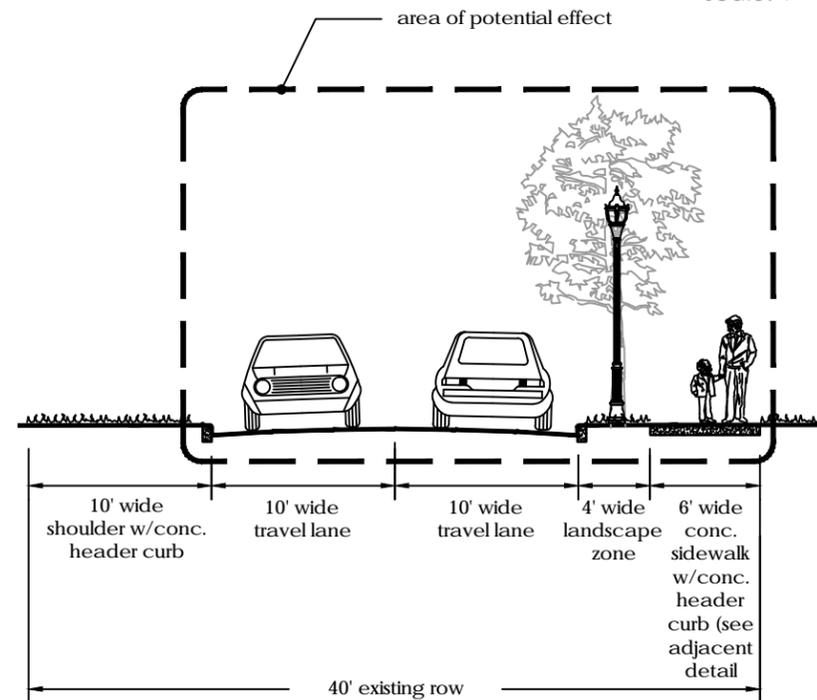
enlarged view: pedestrian zone
 not to scale

0010282: Residential Streets with one side affected:
 College Lane
 Ash Avenue
 Schultz Avenue



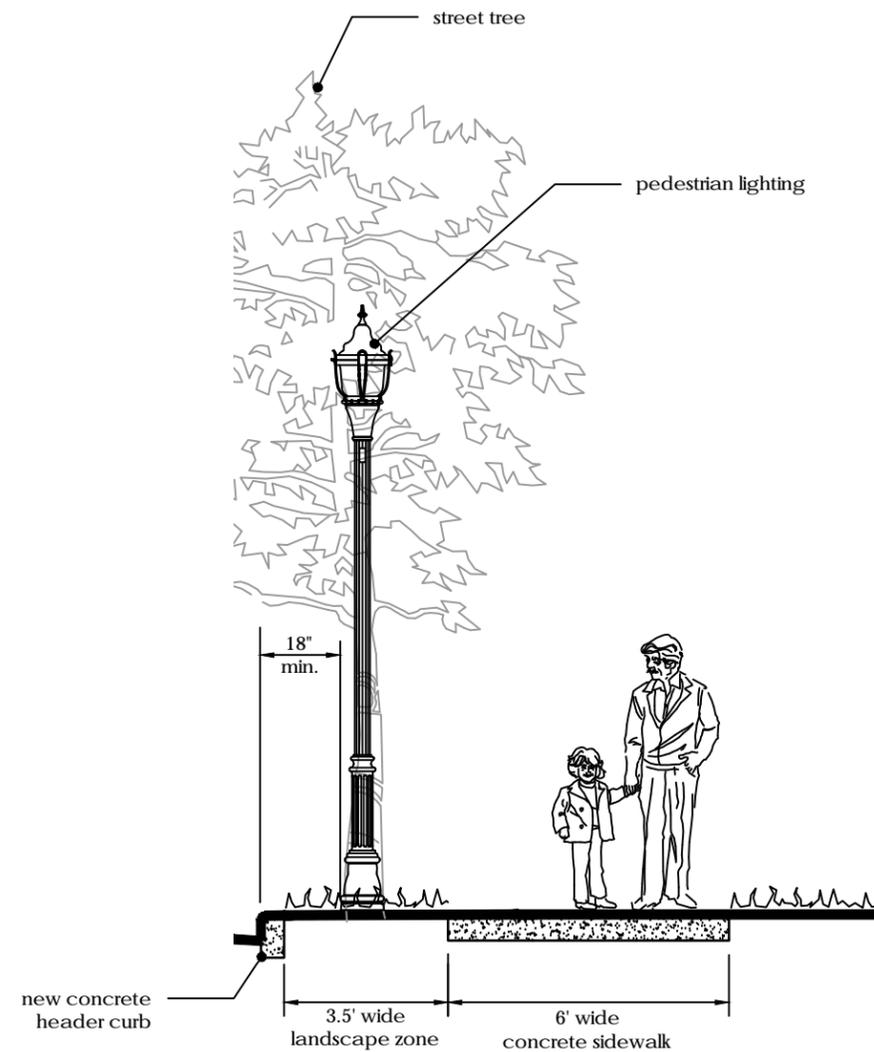
J - existing typical section - residential streets with one side affected

scale: 1" = 10'



J - proposed typical section - residential streets with one side affected

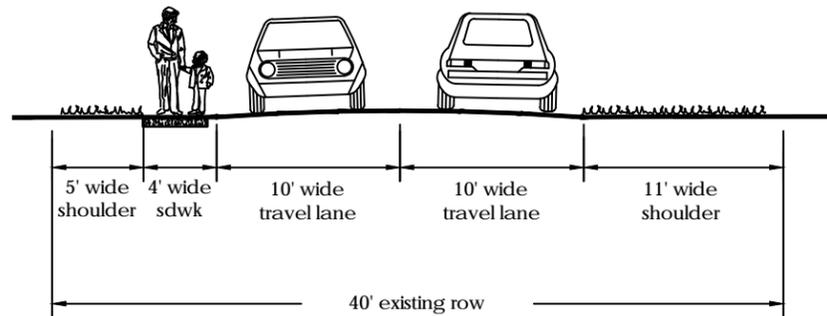
scale: 1" = 10'



enlarged view: pedestrian zone

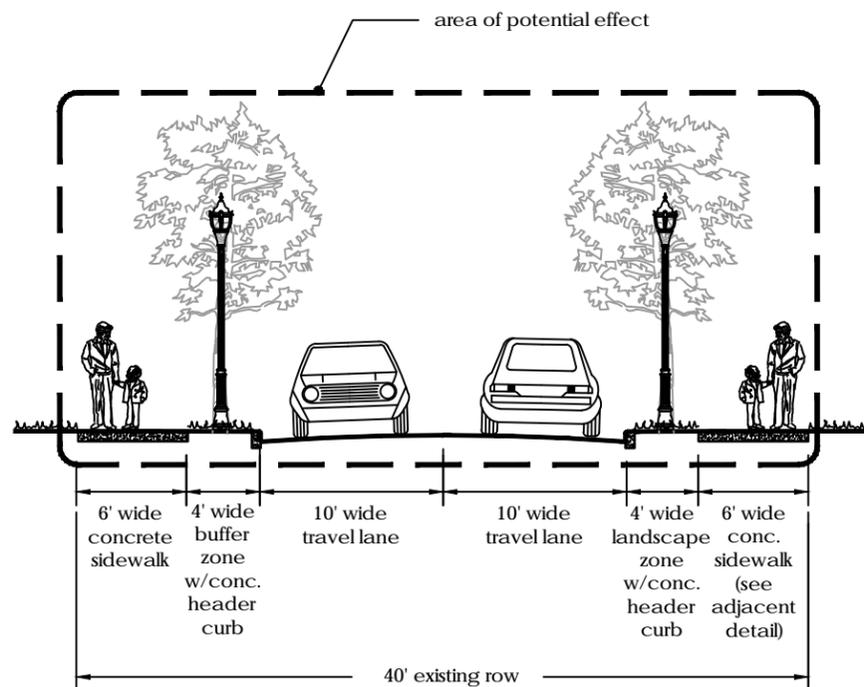
not to scale

0010282: Residential Streets with both side affected:
 Church Street (Warwick to Hawkins)
 Waters Street (Warwick to Hawkins)
 Martin Street
 Arcadia Street



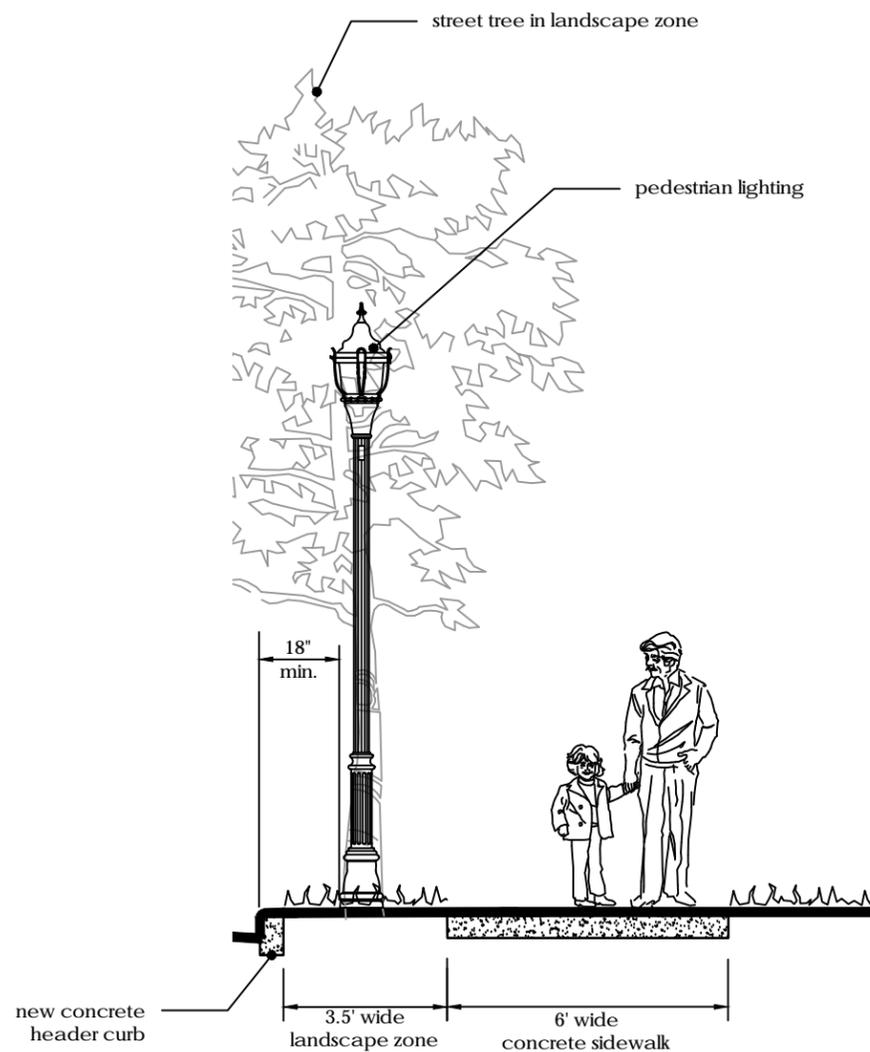
K - existing typical section - residential streets with two sides affected

scale: 1" = 10'



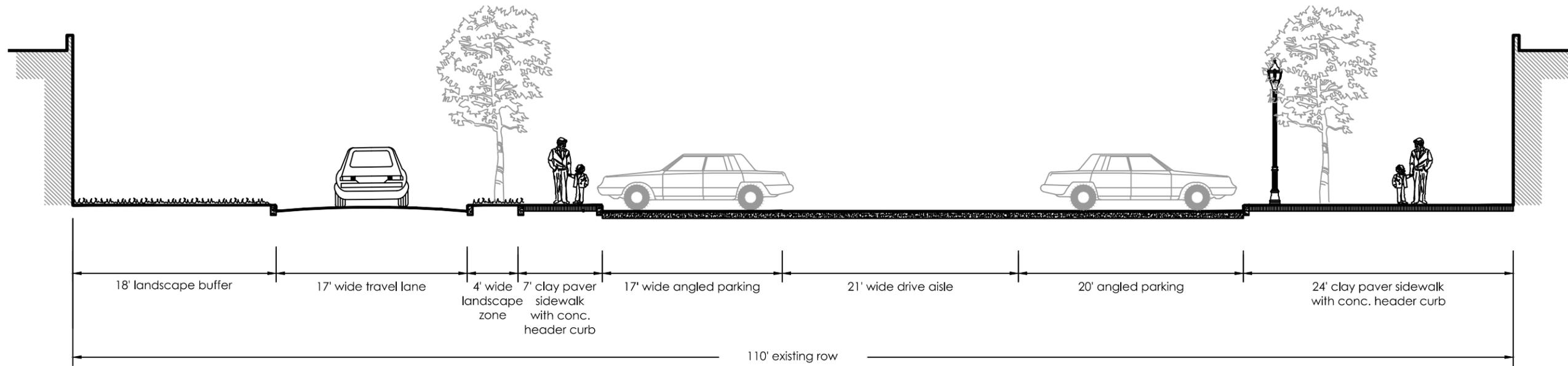
K - proposed typical section - residential streets with two sides affected

scale: 1" = 10'



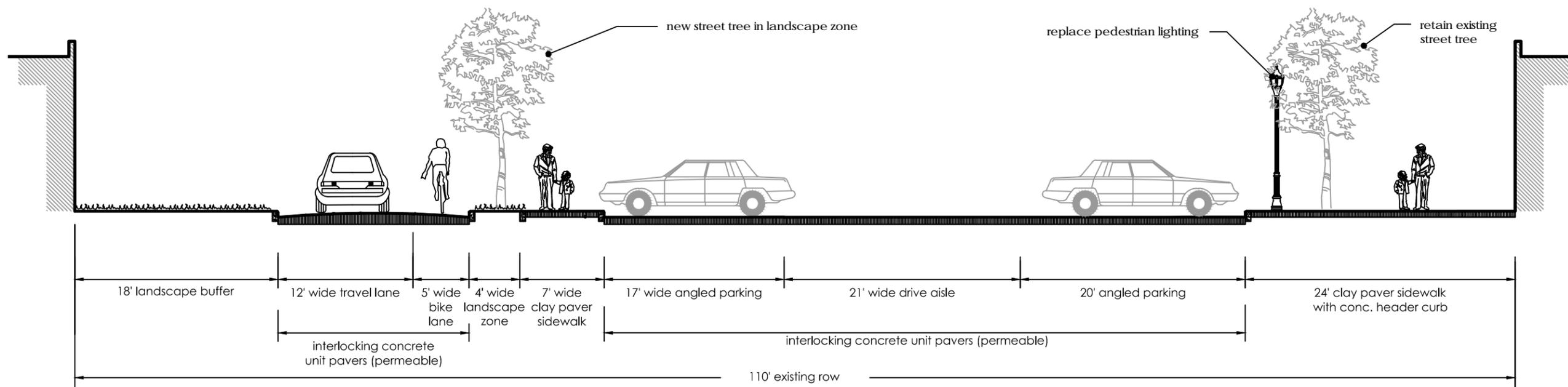
enlarged view: pedestrian zone

not to scale



L - existing typical section - downtown square

scale: 1" = 10'



L - proposed typical section - downtown square

scale: 1" = 10'

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JOB DETAIL ESTIMATE

JOB NUMBER : 0010681 SPEC YEAR: 01
DESCRIPTION: SOUTH CHESTATEE STREET
 CHOICE TO COLLEGE ENTRANCE

ITEMS FOR JOB 0010681

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0001	210-0100		LS	GRADING COMPLETE - REMOVAL, DEMO., & SAW CUTTING	1.000	108514.00	108514.00
0002	005-6005		LS	SITE PREP FOR - FINE GRADING, EROSION & SED. CONTRL	1.000	32000.00	32000.00
0003	611-8120		EA	ADJUST WATER METER BX TO GRADE	12.000	100.00	1200.00
0004	009-3000		LS	MISCELLANEOUS CONSTRUCTION STORMWATER IMPROVEMENTS	1.000	80000.00	80000.00
0005	900-0039		SF	BRICK PAVERS SIDEWALK	15353.000	9.00	138177.00
0006	009-3000		LS	MISCELLANEOUS CONSTRUCTION TRUNCATED DOME, CLAY PAVERS (ADA)	1.000	2070.00	2070.00
0007	441-5002		LF	CONC HEADER CURB, 6", TP 2	1661.000	15.00	24915.00
0008	310-5100		SY	GR AGGR BS CRS 10IN INCL MATL NEW PARKING SPACES	535.000	15.00	8025.00
0009	402-4514		TN	RECYL AC 19 MM SP,GP 1OR2,INCL PMBM&HL NEW PARKING SPACES	24.000	65.00	1560.00
0010	402-3100		TN	REC AC 9.5 MM SP,TPI,GP1ORBL1,INCL BM&HL NEW PARKING SPACES	11.500	72.00	828.00
0011	402-1812		TN	RECYL AC LEVELING,INC BM&HL NEW PARKING SPACES	8.000	76.00	608.00
0012	413-1000		GL	BITUM TACK COAT NEW PARKING SPACES	4.400	5.00	22.00
0013	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	45.000	175.00	7875.00
0014	441-0106		SY	CONC SIDEWALK, 6 IN 6" CONC. ADA RAMPS/TRANSITION AREAS	160.000	45.00	7200.00
0015	441-0104		SY	CONC SIDEWALK, 4 IN	35.000	38.00	1330.00
0016	700-9300		SY	SOD	450.000	5.00	2250.00
0017	702-0030		EA	ACER RUBRUM - SPECIES HAS NOT BEEN CONFIRMED YET	27.000	450.00	12150.00
0018	682-9030		LS	LIGHTING SYSTEM PED. LIGHTING SYSTEM (LED);	1.000	78000.00	78000.00
0019	754-5000		EA	BENCH TO MATCH EXISTING BENCHES	15.000	1500.00	22500.00
0020	754-4000		EA	WASTE RECEPTACLE UNIT TO MATCH EXISTING TRASH RECEPTACLES	10.000	875.00	8750.00
0021	009-3000		LS	MISCELLANEOUS CONSTRUCTION STREET/REGULATORY SIGNAGE	1.000	30000.00	30000.00
0022	653-1804		LF	THERM SOLID TRAF STRIPE, 8",WH	1500.000	2.00	3000.00
0023	653-1704		LF	THERM SOLID TRAF STRIPE,24",WH	200.000	5.15	1030.00
0024	009-3000		LS	MISCELLANEOUS CONSTRUCTION DECORATIVE ASPHALT PAVING	1.000	2100.00	2100.00
0025	009-3000		LS	MISCELLANEOUS CONSTRUCTION ORNAMENTAL IRON BARRIER RAILING	1.000	20000.00	20000.00
0026	009-3000		LS	MISCELLANEOUS CONSTRUCTION WAYFINDING SIGNAGE	1.000	10000.00	10000.00
0027	009-3000		LS	MISCELLANEOUS CONSTRUCTION MORTAR, SET	1.000	162000.00	162000.00

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JOB DETAIL ESTIMATE

ITEM NO	DESCRIPTION	QTY	UNIT PRICE	TOTAL PRICE
0028	009-3000 LS STACKED STONE RETAINING WALL MISCELLANEOUS CONSTRUCTION 6"X9" CONC. FLUSH HEADER BANDING	1.000	24085.00	24085.00
0029	009-3000 LS MISCELLANEOUS CONSTRUCTION LIQUID AC ADJUSTMENT	1.000	945.62	945.62
0030	001-1999 *\$* CONSTRUCTION ENGR INSPECTION 5% OF CONSTRUCTION COSTS	1.000	40545.65	40545.65

 ITEM TOTAL 831680.27
 INFLATED ITEM TOTAL 852472.28

TOTALS FOR JOB 0010681

 ESTIMATED COST: 852472.28
 CONTINGENCY PERCENT (0.0): 0.00
 ESTIMATED TOTAL: 852472.28

TASKS FOR JOB ITEM LINE NUMBER: 0001

=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: N
 VALUE: 130515.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

TASK: REF 002 TYPE: REFERENCE PRICE ACTIVE?: N
 VALUE: 1.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

TASK: REF 003 TYPE: REFERENCE PRICE ACTIVE?: N
 VALUE: 118514.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

TASK: REF 004 TYPE: REFERENCE PRICE ACTIVE?: Y
 VALUE: 108514.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0002

=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: N
 VALUE: 12000.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

TASK: REF 002 TYPE: REFERENCE PRICE ACTIVE?: Y

JOB DETAIL ESTIMATE

=====

VALUE: 32000.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0003
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 100.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0004
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 80000.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0005
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 9.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0006
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 2070.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0007
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 15.00000

JOB DETAIL ESTIMATE

=====

FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0008
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 15.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0009
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 65.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0010
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 72.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0011
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 76.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

JOB DETAIL ESTIMATE

TASKS FOR JOB ITEM LINE NUMBER: 0012

=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
 MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
 COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
 VALUE: 5.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0013

=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
 MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
 COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
 VALUE: 175.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0014

=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
 MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
 COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: N
 VALUE: 60.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

TASK: REF 002 TYPE: REFERENCE PRICE ACTIVE?: Y
 VALUE: 45.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0015

=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
 MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
 COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y

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=====

VALUE: 38.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0016
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: N
VALUE: 1.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASK: REF 002 TYPE: REFERENCE PRICE ACTIVE?: N
VALUE: 9.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASK: REF 003 TYPE: REFERENCE PRICE ACTIVE?: N
VALUE: 4.50000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASK: REF 004 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 5.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0017
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 450.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0018
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 78000.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0019
=====

JOB DETAIL ESTIMATE

=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: N
VALUE: 15.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASK: REF 002 TYPE: REFERENCE PRICE ACTIVE?: N
VALUE: 1515.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASK: REF 003 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 1500.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0020
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 875.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0021
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 30000.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0022
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 2.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0023
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

JOB DETAIL ESTIMATE

=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 5.15000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0024
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 2100.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0025
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 20000.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0026
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 10000.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0027
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 162000.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0028
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 24085.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0029
=====

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TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 945.62000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0030
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: BID 002 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: N
VALUE: 4054565.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASK: REF 002 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 40545.65000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

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JOB DETAIL ESTIMATE

JOB NUMBER : 0010282 SPEC YEAR: 01
DESCRIPTION: DAHLONEGA - COMPLETE STREETS PROJECT
 TIGER 2 PLANNING GRANT

ITEMS FOR JOB 0010282

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0001	210-0100		LS	GRADING COMPLETE - REMOVAL, DEMO., & SAW CUTTING	1.000	933565.00	933565.00
0002	005-6005		LS	SITE PREP FOR - FINE GRADING, EROSION, SED. CONTROL	1.000	387000.00	387000.00
0003	611-8120		EA	ADJUST WATER METER BX TO GRADE	109.000	100.00	10900.00
0004	009-3000		LS	MISCELLANEOUS CONSTRUCTION STORMWATER IMPROVEMENTS	1.000	610000.00	610000.00
0005	310-5100		SY	GR AGGR BS CRS 10IN INCL MATL NEW PARKING SPACES	1315.000	15.00	19725.00
0006	402-4514		TN	RECYL AC 19 MM SP,GP 1OR2,INCL PMBM&HL NEW PARKING SPACES	80.000	65.00	5200.00
0007	402-3100		TN	REC AC 9.5 MM SP,TPI,GP1ORBL1,INCL BM&HL NEW PARKING SPACES	40.000	72.00	2880.00
0008	402-1812		TN	RECYL AC LEVELING,INC BM&HL NEW PARKING SPACES/MILL&OVERLAY	540.000	76.00	41040.00
0009	413-1000		GL	BITUM TACK COAT NEW PARKING SPACES/MILL&OVERLAY	172.400	5.00	862.00
0010	400-3206		TN	ASPH CONC 12.5 MM OGFC,GP 2,INCL PMBM&HL MILL&OVERLAY	1064.000	95.00	101080.00
0011	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	470.000	175.00	82250.00
0012	900-0039		SF	BRICK PAVERS SIDEWALK	53234.000	9.00	479106.00
0013	009-3000		LS	MISCELLANEOUS CONSTRUCTION TRUNCATED DOME PAVERS, CLAY (ADA)	1.000	24480.00	24480.00
0014	441-0106		SY	CONC SIDEWALK, 6 IN ADA RAMPS/TRANSITION AREAS	1090.000	45.00	49050.00
0015	441-0104		SY	CONC SIDEWALK, 4 IN	4290.000	38.00	163020.00
0016	441-5002		LF	CONC HEADER CURB, 6", TP 2	16904.000	14.50	245108.00
0017	009-3000		LS	MISCELLANEOUS CONSTRUCTION 6"X9" D. CONC. FLUSH CURB BANDING	1.000	76200.00	76200.00
0018	437-1571		LF	ST GRANITE CURB,5" X 17",TP A	230.000	45.00	10350.00
0019	700-9300		SY	SOD	4540.000	5.00	22700.00
0020	702-0030		EA	ACER RUBRUM - SPECIES HAS NOT BEEN IDENTIFIED YET	228.000	450.00	102600.00
0021	702-0474		EA	ILEX X - SPECIES HAS NOT BEEN IDENTIFIED YET	300.000	25.00	7500.00
0022	682-9030		LS	LIGHTING SYSTEM PED. LIGHTING SYSTEM (LED)	1.000	872600.00	872600.00
0023	754-5000		EA	BENCH	175.000	1500.00	262500.00
0024	754-4000		EA	WASTE RECEPTACLE UNIT	119.000	875.00	104125.00
0025	009-3000		LS	MISCELLANEOUS CONSTRUCTION STRET AND REGULATORY SIGNAGE	1.000	212000.00	212000.00
0026	653-1804		LF	THERM SOLID TRAF STRIPE, 8",WH	27250.000	2.00	54500.00
0027	653-6006		SY	THERM TRAF STRIPING, YELLOW BICYCLE	2000.000	12.00	24000.00

STATE HIGHWAY AGENCY

DATE : 12/20/2012
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JOB DETAIL ESTIMATE

ITEM NO	DESCRIPTION	QTY	UNIT PRICE	TOTAL PRICE
0028	LANES THERM SOLID TRAF STRIPE,24",WH	12000.000	5.15	61800.00
0029	MISCELLANEOUS CONSTRUCTION DECORATIVE ASPHALT PAVING	1.000	8400.00	8400.00
0030	MISCELLANEOUS CONSTRUCTION ORNAMENTAL IRON BARRIER RAILING	1.000	97750.00	97750.00
0031	MISCELLANEOUS CONSTRUCTION WAYFINDING SIGNAGE (4 SIGNS)	1.000	40000.00	40000.00
0032	MISCELLANEOUS CONSTRUCTION MORTAR SET, STACKED STONE RETAINING WALL	1.000	645525.00	645525.00
0033	MISCELLANEOUS CONSTRUCTION VEHICULAR DIRECTIONAL SIGNS (2)	1.000	5000.00	5000.00
0034	MISCELLANEOUS CONSTRUCTION PEDESTRIAN DIRECTIONAL SIGNS (2)	1.000	8000.00	8000.00
0035	MISCELLANEOUS CONSTRUCTION INFORMATION KIOSKS (3)	1.000	12000.00	12000.00
0036	TRAF SIGNAL INSTALLATION NO - MAST ARM SIGNAL MODIFICATIONS	1.000	110000.00	110000.00
0037	MISCELLANEOUS CONSTRUCTION EXISTING GATEWAY SIGN RETROFIT	1.000	4000.00	4000.00
0038	MISCELLANEOUS CONSTRUCTION LIQUID AC ADJUSTMENT	1.000	38625.68	38625.68
0039	CONSTRUCTION ENGR INSPECTION	1.000	296772.10	296772.10
ITEM TOTAL				6232213.78
INFLATED ITEM TOTAL				6232213.78

TOTALS FOR JOB 0010282

ESTIMATED COST:	6232213.78
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	6232213.78

TASKS FOR JOB ITEM LINE NUMBER: 0001

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
 VALUE: 933565.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0002

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
 VALUE: 387000.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

JOB DETAIL ESTIMATE

=====

TASKS FOR JOB ITEM LINE NUMBER: 0003

=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
 VALUE: 100.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0004

=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
 VALUE: 610000.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0005

=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
 MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
 COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
 VALUE: 15.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0006

=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
 MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
 COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
 VALUE: 65.00000
 FORMULA:
 COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0007

=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
 MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
 COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
 VALUE: 72.00000

JOB DETAIL ESTIMATE

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FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0008
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 76.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0009
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 5.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0010
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 95.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0011
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 175.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

DATE : 12/20/2012
PAGE : 5

JOB DETAIL ESTIMATE

=====

TASKS FOR JOB ITEM LINE NUMBER: 0012
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 9.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0013
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 24480.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0014
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 45.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0015
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 38.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0016
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N

STATE HIGHWAY AGENCY

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JOB DETAIL ESTIMATE

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MODEL:	WORKTYPE:	AREA:	SEASON:	HIGHWAY TYPE:	URBAN/RURAL:	QUANTITY LEVEL:
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COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 14.50000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0017
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 76200.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0018
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N						
MODEL:	WORKTYPE:	AREA:	SEASON:	HIGHWAY TYPE:	URBAN/RURAL:	QUANTITY LEVEL:

COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: N
VALUE: 15.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASK: REF 002 TYPE: REFERENCE PRICE ACTIVE?: N
VALUE: 25.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASK: REF 003 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 45.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0019
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N						
MODEL:	WORKTYPE:	AREA:	SEASON:	HIGHWAY TYPE:	URBAN/RURAL:	QUANTITY LEVEL:

COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 5.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

DATE : 12/20/2012
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JOB DETAIL ESTIMATE

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TASKS FOR JOB ITEM LINE NUMBER: 0020

=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 450.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

=====

TASKS FOR JOB ITEM LINE NUMBER: 0021

=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 25.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

=====

TASKS FOR JOB ITEM LINE NUMBER: 0022

=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: N
VALUE: 847600.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASK: REF 002 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 872600.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

=====

TASKS FOR JOB ITEM LINE NUMBER: 0023

=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 1500.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

=====

TASKS FOR JOB ITEM LINE NUMBER: 0024

STATE HIGHWAY AGENCY

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JOB DETAIL ESTIMATE

=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 875.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0025
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 212000.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0026
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 2.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0027
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: N
VALUE: 4.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASK: REF 002 TYPE: REFERENCE PRICE ACTIVE?: N
VALUE: 10.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASK: REF 003 TYPE: REFERENCE PRICE ACTIVE?: N
VALUE: 25.00000
FORMULA:

JOB DETAIL ESTIMATE

=====

COMMENT: ADHOC REFERENCE PRICE

TASK: REF 004 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 12.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0028
=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: N
VALUE: 5.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASK: REF 002 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 5.15000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0029
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 8400.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0030
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 97750.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0031
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 40000.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0032

JOB DETAIL ESTIMATE

=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 645525.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0033
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 5000.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0034
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 8000.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0035
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 12000.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0036
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 110000.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0037
=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: N
VALUE: 40000.00000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASK: REF 002 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 4000.00000

JOB DETAIL ESTIMATE

=====

FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0038

=====

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 38625.68000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

TASKS FOR JOB ITEM LINE NUMBER: 0039

=====

TASK: BID 001 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: BID 002 TYPE: BID-BASED ACTIVE?: N
MODEL: WORKTYPE: AREA: SEASON: HIGHWAY TYPE: URBAN/RURAL: QUANTITY LEVEL:
COMMENT: NO LIBRARY SPECIFIED

TASK: REF 001 TYPE: REFERENCE PRICE ACTIVE?: Y
VALUE: 296772.10000
FORMULA:
COMMENT: ADHOC REFERENCE PRICE

PROJ. NO.	N/A
P.I. NO.	0010681
DATE	8/30/2012

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Aug. 2012	3.431/gal
DIESEL		3.786/gal
LIQUID AC		\$ 594.000

Link to Fuel and AC Index:

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

LIQUID AC ADJUSTMENTS

$$PA = \left[\frac{APM - APL}{APL} \right] \times TMT \times APL$$

Asphalt

Price Adjustment (PA)				775.17	\$	775.17
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	950.40		
Monthly Asphalt Cement Price month project let (APL)			\$	594.00		
Total Monthly Tonnage of asphalt cement (TMT)				2.175		

ASPHALT	Tons	%AC	AC ton
Leveling	8	5.0%	0.4
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	11.5	5.0%	0.575
25 mm SP		5.0%	0
19 mm SP	24	5.0%	1.2
	43.5		2.175

BITUMINOUS TACK COAT

Price Adjustment (PA)			\$	6.66	\$	6.66
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	950.40		
Monthly Asphalt Cement Price month project let (APL)			\$	594.00		
Total Monthly Tonnage of asphalt cement (TMT)				0.018683689		

Bitum Tack		
Gals	gals/ton	tons
4.35	232.8234	0.01868369

PROJ. NO.

N/A

CALL NO.

P.I. NO.

0010681

DATE

8/30/2012

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				163.7928146	\$	163.79
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$ 950.40		
Monthly Asphalt Cement Price month project let (APL)				\$ 594.00		
Total Monthly Tonnage of asphalt cement (TMT)				0.459575799		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	535	0.20	107	232.8234	0.459575799
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0.459575799

TOTAL LIQUID AC ADJUSTMENT					\$	945.62
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PROJ. NO.	N/A
P.I. NO.	0010282
DATE	8/30/2012

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Aug. 2012	3.431/gal
DIESEL		3.786/gal
LIQUID AC		\$ 594.000

Link to Fuel and AC Index:

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

LIQUID AC ADJUSTMENTS

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

Asphalt

Price Adjustment (PA)				30721.68	\$	30,721.68
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	950.40		
Monthly Asphalt Cement Price month project let (APL)			\$	594.00		
Total Monthly Tonnage of asphalt cement (TMT)				86.2		

ASPHALT	Tons	%AC	AC ton
Leveling	540	5.0%	27
12.5 OGFC	1064	5.0%	53.2
12.5 mm		5.0%	0
9.5 mm SP	40	5.0%	2
25 mm SP		5.0%	0
19 mm SP	80	5.0%	4
	1724		86.2

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	263.91	\$	263.91
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	950.40			
Monthly Asphalt Cement Price month project let (APL)			\$	594.00			
Total Monthly Tonnage of asphalt cement (TMT)							0.740475399

Bitum Tack			
Gals	gals/ton	tons	
172.4	232.8234	0.7404754	

PROJ. NO.

N/A

CALL NO.

P.I. NO.

0010282

DATE

8/30/2012

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				7640.092877		\$	7,640.09
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	950.40		
Monthly Asphalt Cement Price month project let (APL)				\$	594.00		
Total Monthly Tonnage of asphalt cement (TMT)					21.4368487		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	24955	0.20	4991	232.8234	21.4368487
Double Surf.Trmt.	0	0.44	0	232.8234	0
Triple Surf. Trmt	0	0.71	0	232.8234	0
					21.4368487

TOTAL LIQUID AC ADJUSTMENT						\$	38,625.68
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**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Attachment 3-E

Date: 6/20/2012 Project: Dahlonega Ped.
 Revised: County: Lumpkin
 PI: 10681

Description: Streetscape and Pedestrian Improvements
 Project Termini: S. Chestatee/Choice & S.Chestatee/College Entrance

Existing ROW: 42
 Required ROW: 42-60 (Varies)
 Parcels: 5

Land and Improvements \$151,329.26

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$0.00

Valuation Services \$5,000.00

Legal Services \$40,875.00

Relocation \$10,000.00

Demolition \$0.00

Administrative \$45,000.00

TOTAL ESTIMATED COSTS \$252,204.26

TOTAL ESTIMATED COSTS (ROUNDED) \$253,000.00

Preparation Credits	Hours	Signature

Prepared By: Andrew D. Kohn CG#: 8/20/12 (DATE)
 Approved By: Jason Alayade CG#: 286999 (DATE) 9/17/2012

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Attachment 3-F

Date: 6/20/2012 Project: Dahlonega Ped.
 Revised: County: Lumpkin
 PI: 10282

Description: Streetscape and Pedestrian Improvements
 Project Termini: West Main, East Main, South Chestatee, 10 Side Streets

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 36

Land and Improvements \$542,216.50

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$0.00

Valuation Services \$45,000.00

Legal Services \$249,300.00

Relocation \$72,000.00

Demolition \$0.00

Administrative \$304,500.00

TOTAL ESTIMATED COSTS \$1,213,016.50

TOTAL ESTIMATED COSTS (ROUNDED) \$1,214,000.00

Preparation Credits	Hours	Signature

Prepared By: Andrew D. Kohn CG#: 8/20/12 (DATE)
 Approved By: Judith A. Reynolds CG#: 286999 DATE: 07/17/2012

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

DOT 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA****INTERDEPARTMENT CORRESPONDENCE**

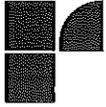
FILE PI 0010681, Lumpkin **OFFICE** Gainesville
Dahlonega Complete Streets Project
FROM ^{NAK} Neil Kantner, P.E., District Utilities Engineer **DATE** November 8, 2012
TO Stevonn Dilligard, Project Manager
SUBJECT Preliminary Utility Cost Estimate

The District Utilities Office has reviewed the utilities cost estimate provided by Robert and Company dated June 28, 2012 and the estimate appears reasonable based on the information provided in the Concept Report. Since this is a Local Sponsor project the District Utilities Office will not do a field verification of the facilities. This is a Local Sponsor responsibility.

NAK

Attachment

Cc Jeff Baker, State Utilities Engineer
Angie Robinson, Office of Financial Management
Michael Seabolt, Area Engineer
File



Memo

To: GDOT Utilities Division
From: Robert and Company
Date: June 28, 2012
Re: Preliminary Reimbursable Utility Cost Estimate
10681 (Lumpkin)

As requested by your office, we are furnishing you with a Preliminary Reimbursable Utility Cost estimate for the subject project.

PRIVATE UTILITIES

<u>FACILITY OWNER</u>	<u>NON - REIMBURSABLE</u>	<u>REIMBURSABLE</u>
Georgia Power-Distribution		\$ 247,500.00
Windstream CATV		\$ 124,000.00
	+	
	Total Private Reimbursable	\$ 371,500.00

PUBLIC UTILITIES

There are no public utilities affected as a part of this project.

Total Public & Private Reimbursable Cost: \$ 371,500.00

Total reimbursable cost for the above project is \$ 371,500.00

If you have any questions, please contact Andrew Kohr, PLA, ASLA (Robert and Company).

DOT 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE PI 0010282, Lumpkin **OFFICE** Gainesville
Dahlonega Complete Streets Project
FROM Neil Kantner, P.E., District Utilities Engineer **DATE** November 8, 2012
NAK
TO Stevonn Dilligard, Project Manager
SUBJECT Preliminary Utility Cost Estimate

The District Utilities Office has reviewed the utilities cost estimate provided by Robert and Company dated June 28, 2012 and the estimate appears reasonable based on the information provided in the Concept Report. Since this is a Local Sponsor project the District Utilities Office will not do a field verification of the facilities. This is a Local Sponsor responsibility.

NAK

Attachment

Cc Jeff Baker, State Utilities Engineer
Angie Robinson, Office of Financial Management
Michael Seabolt, Area Engineer
File



Memo

To: GDOT Utilities Division
From: Robert and Company
Date: June 28, 2012
Re: Preliminary Reimbursable Utility Cost Estimate
10282 (Lumpkin)

As requested by your office, we are furnishing you with a Preliminary Reimbursable Utility Cost estimate for the subject project.

PRIVATE UTILITIES

<u>FACILITY OWNER</u>	<u>NON - REIMBURSABLE</u>	<u>REIMBURSABLE</u>
Georgia Power-Distribution		\$ 1,527,110.00
Windstream CATV		\$ 763,555.00
	+	
	Total Private Reimbursable	\$ 2,290,665.00

PUBLIC UTILITIES

There are no public utilities affected as a part of this project.

Total Public & Private Reimbursable Cost: \$ 2,290,665.00

Total reimbursable cost for the above project is \$ 2,290,665.00

If you have any questions, please contact Andrew Kohr, PLA, ASLA (Robert and Company).

Traffic Engineering Analysis For Dahlonega Complete Streets Project Dahlonega, Georgia November 2011



Stantec

Prepared For:
Robert and Company

Prepared By:
Stantec Consulting
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Ph: 843.740.7700
Fax: 843.740.7707
Project No. 171001191

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1.0 Introduction

1.1 Background

Streetscape improvements along South Chestatee Street and West/East Main Street in downtown Dahlonega are currently being designed by Robert and Company for the City of Dahlonega. This traffic engineering report is included as part of the project's design effort to identify and evaluate potential traffic related needs that might be addressed as part of the streetscape project. This report summarizes traffic related findings for select intersections along the streetscape improvement corridor. Select intersections are those identified by Robert and Company.

1.2 Study Objectives

The intent of this report is to summarize findings related to roadway capacity, pedestrian access, and traffic calming based on field observations conducted by Stantec traffic engineering staff. The report is general in nature, as it does not include collection of traffic volumes, pedestrian volumes, or collision data.

2.0 SITE CONTEXT

2.1 Project Study Area

The project study area is located in downtown Dahlonega, Georgia. The following intersections were identified by Robert and Company as intersections along the streetscape corridor that warranted evaluation for general capacity, safety, and traffic calming needs:

1. West Main Street at Sunset Drive
2. West Main Street at Vickery Drive
3. West Main Street at North Church Street
4. SR 60 East Main Street at SR 60 North/South Grove Street
5. South Chestatee Street at Choice Avenue
6. US 19 / SR 52 South Chestatee Street at Church Street SW
7. US 19 / SR 52 South Chestatee Street at Georgia Circle and at Ash Avenue (two closely spaced intersections)
8. West Main Street at Chestatee Street (two closely spaced intersections)
9. East Main Street at Park Street (two closely spaced intersections)

Exhibit 2.1 shows each of these intersections, with each intersection numbered.

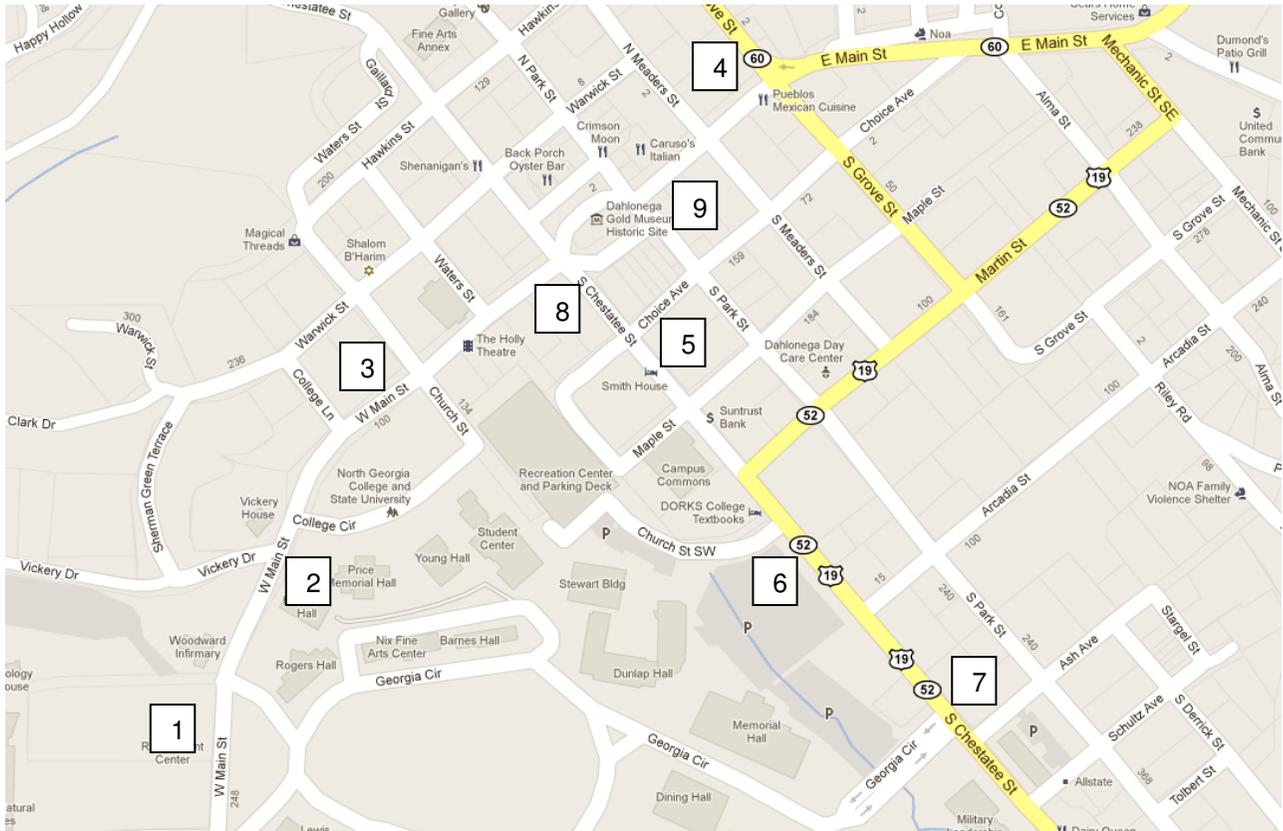


Exhibit 2.1 – Streetscape Corridor Intersections

2.2 Site Data Collection

Because Dahlonge is a mountain area tourist town, vehicular traffic as well as pedestrian traffic increases during the fall season when many tourists plan their vacation to coincide with the leaves changing colors as well as many fall festivals. Stantec visited the study site on Tuesday, October 25th and Wednesday, October 26th, 2011. The timeframe was chosen to reflect an average fall day including vehicular and pedestrian traffic from weekday business, schools, and tourism. Stantec staff observed existing conditions and the AM and PM peak traffic period at each intersection.

2.3 Study Area Roadways

Regional access to Dahlonge is provided by SR 52, SR 9, US 19 / SR 60, US 19 / SR 9 / SR 60, and SR 60. Roadways of the streetscape corridor intersections have the following characteristics:

- **West Main Street** runs southwest to northeast within the study area. West Main Street is west of the downtown square, and East Main Street is east of the downtown square. West Main Street is a two lane roadway with some curb and gutter, some header curb, and some sidewalk. It has on street parking, but only near the downtown square. Posted speed limit is 25 mph.
- **East Main Street** runs southwest to northeast within the study area. East Main Street continues east of Grove Street as US 19 / SR 52 / SR 60 providing access to several shopping centers. These state and highway routes are major regional access routes to Dahlonega. East Main Street is a two-lane roadway with some header curb, some sidewalks on both sides, and angled parking on both sides. The posted speed limit is 25 mph.
- **South Chestatee Street** runs northwest to southeast within the study area. South Chestatee Street is a two lane roadway with curb and gutter and some sidewalk. The posted speed limit is 25 mph.
- **Sunset Drive** runs west to east within the study area. It mainly serves as an access point to parking for visitors, students, faculty, and staff of North Georgia College & State University (NGCSU). The eastern end of Sunset Drive is an entrance and exit to Georgia Circle, which circulates through the NGCSU campus. Sunset Drive is a two lane roadway with curb and gutter and sidewalk. There was no speed limit posting found during site visits.
- **Vickery Drive Northwest** runs west to east within the study area. Its east end is at West Main Street, where it forms a T-intersection. Vickery Drive is a two lane roadway with no curb and gutter or sidewalks. It is a narrow road with no striping and low traffic volumes. No speed limit posting was found during site visits.
- **Church Street** runs northwest to southeast within the study area. The roadway differs on opposite sides of West Main Street. Church Street on the north side of West Main Street is a two-lane roadway with no curb and gutter and sidewalk on the east side of the roadway. The portion of the roadway south of West Main Street is a one-lane roadway with curb and gutter and sidewalk on its west side. No curbing or sidewalk exists on the east side of the roadway, however there is on-street parking marked. No speed limit posting was found during site visits.

- **Park St** runs northwest to southeast within the study area. Park Street forms the northeast portion of the downtown square. South Park Street is a two-lane roadway with header curb and brick paver sidewalks on both sides. North Park Street is a one-lane roadway with header curb, brick paver sidewalks, and angled parking on its east side.
- **Grove Street** runs northwest to southeast within the study area. The north portion of Grove Street leads to several shopping centers and Lumpkin County Elementary School and Lumpkin County Middle School. Grove Street north of East Main Street (North Grove Street) is a two-lane roadway with no curbing and sidewalks on its east side. The south portion of Grove Street (South Grove Street) is a two-lane, unpainted roadway with no curbing and some perpendicular parking and sidewalk on the west side. Some brick paver sidewalk exists on the east side.
- **Choice Avenue** runs southwest to northeast within the study area. Northeast of South Chestatee Street, Choice Avenue is a two lane roadway with header curb, and brick paver sidewalk on the east side of South Chestatee Street. To the west of South Chestatee Street, Choice Avenue is an unpainted, two-lane roadway with some curb and gutter. This roadway provides access to the Recreation Center and a parking deck for NGCSU. No speed limit posting was found during site visits.
- **Church Street SW** runs east to west within the study area. Its eastern end is at South Chestatee, where it forms a T-intersection. Church Street SW is a two-lane roadway with curb and gutter and some sidewalk. The road has a small speed limit sign posting it at 15 mph, but the small sign is not readily noticeable to drivers.
- **Georgia Circle** runs southwest to northeast within the study area, forming a T-intersection at the northern end with South Chestatee. Georgia Circle is a four-lane roadway with a planted median. The roadway has header curb and sidewalks on both sides. The road has a small speed limit sign posting it at 15 mph, but the small sign is not readily noticeable to drivers.
- **Ash Avenue** runs southwest to northeast within the study area. Its western end is at South Chestatee Street, where it forms a T-intersection. Ash Avenue is a two-lane roadway with some curb and gutter and has no striping. No posted speed limit was found during site visits.

2.4 Other Roadway Improvements

There are no known additional roadway improvements at this time.

3.0 Streetscape Corridor Intersections

3.1 West Main Street at Sunset Drive

All approaches are signal controlled. The signal operates as a two-phase signal and also has pedestrian signals across each approach. The west approach of Sunset Drive has a left turn lane with a 50 ft. storage length and a through-right lane. The east approach of Sunset Drive is one lane. The north approach of West Main Street consists of a left turn lane with a 100 ft. storage length and a through-right lane. The south approach of West Main Street consists of a left turn lane with a 135 ft. storage length, a through-lane, and a right turn lane with a 75 ft. storage length.

The intersection has sidewalks all around, including a new sidewalk installation on the northwest corner being completed at the time of the field visit. There are four crosswalks with standard GDOT crosswalk striping at each approach of the intersection. The crosswalks are somewhat faded due to age. There is also a crosswalk crossing Sunset Drive just east of the intersection with an R1-6a “State Law – Stop for Pedestrians” sign on the centerline.

The posted speed limit for West Main Street is 25 mph. There is a flasher assembly with “School” and “Speed Limit 25 mph When Flashing” signs just before the intersection heading northbound.

There is a “No Right Turn on Red” sign for Sunset Drive westbound approach. This is mostly due to the poor sight distance created by the new dining hall that was constructed.

Observations of traffic flow during peak AM and PM periods found travel delays at the intersection to be relatively minor. The signalized intersection works well and does not cause major delay on either Sunset or West Main. West Main Street northbound approach experienced queues of up to four vehicles. The southbound approach of West Main Street experienced queues of up to five vehicles. Sunset Drive eastbound approach had a maximum of a four car queue and westbound had a two car queue.

No traffic calming issues were identified at this intersection. The sight distance at the Georgia Circle westbound approach is approximately 110 ft. in the left direction. The sight distance at the northbound approach of West Main Street is approximately 125 ft. looking in the left

direction. However, the intersection is signalized. No other sight distance issues were identified.

3.2 West Main Street at Vickery Drive NW

Both West Main Street approaches are free flowing with no stop control. Vickery Drive NW approach is controlled by stop sign. The stop bar at Vickery Drive NW is faded due to age. There is a right turn lane on the southbound approach of West Main Street with an 85 ft. storage lane.

The intersection has sidewalks on both sides of West Main Street, with none along Vickery Drive. The intersection has a striped crosswalk across West Main Street just south of Vickery Drive. The crosswalk is clearly marked with standard GDOT crosswalk striping and an R1-6a “State Law – Stop for Pedestrians” sign on the crosswalk at the West Main Street centerline.

Observations of traffic flow during peak AM and PM periods found travel delays at the intersection to be within generally acceptable ranges. Left turning vehicles onto Vickery Drive had adequate gaps to allow access. Traffic volumes on the Vickery Drive approach were very light with queues that did not exceed one vehicle during site observations.

No traffic calming or sight distance issues were identified at this intersection.

3.3 West Main Street at North Church Street

Both West Main Street approaches are free flowing with no stop control. North Church Street approaches are controlled by stop signs. The North Church Street northwestbound approach is one way, with “No Entrance” clearly signed. The approach has two lanes, one marked with a left turn arrow and the other marked with left and right turn arrows. The turn arrows appear to be confusing since the opposing North Church Street approach has a receiving lane and an approach lane.

The intersection has sidewalks on both sides of West Main Street and on the southwest side of North Church Street. The intersection has a raised crosswalk across West Main Street just south of North Church Street. The crosswalk is clearly marked with red brick pavers that distinguish it from the rest of the asphalt roadway, white pavement markings leading up to the crosswalk on each side and on the crosswalk slopes, and an R1-6a “State Law – Stop for Pedestrians” sign on the crosswalk at the West Main Street centerline. The Main Street northeastbound and southwestbound approaches each have W11-2 Pedestrian Crossing and

W16-7P Supplemental Arrow signs. The Church Street southeast approach has pedestrian crosswalk striping.

Just beyond the intersection on Main Street southwest bound are a 25-mph speed limit sign and a flasher assembly with “School” and “Speed Limit 25 mph When Flashing” signs.

Observations of traffic flow during peak AM and PM periods found travel delays at the intersection to be within generally acceptable ranges. Left turning vehicles onto North Church Street had adequate gaps to allow access. Traffic volumes on both North Church Street approaches were light with queues that did not exceed one vehicle.

No traffic calming issues were identified at this intersection. The sight distance at the North Church Street northwestbound approach looking in the right direction was approximately 240 feet, which is somewhat lower than the 275-foot recommended sight distance. No other sight distance issues were identified at this intersection.

3.4 SR 60 East Main Street at SR 60 North/South Grove Street

Except for a channelized right turn with yield operation on East Main Street southwestbound approach, the approaches are all signalized. The signalized intersection has one protected/permitted left turn phase with a concurrent right turn and pedestrian signals across each approach. The southwest approach of East Main Street has a left turn lane and a through-right turn lane with 70 ft. of storage. The northeast approach of East Main Street has a channelized right-turn lane with a 95 ft. storage length and a through-left turn lane. The North Grove Street approach contains a through-left turn lane and a right turn lane with 35 ft. of storage. The South Grove Street approach is one lane.

The intersection has crosswalks with standard GDOT striping across North Grove Street, the northeast approach of East Main Street, and the channelized right turn lane of East Main Street. The channelized crosswalk and the crosswalk across North Grove Street are both faded. There is also a raised crosswalk crossing Main Street East just southwest of the intersection. The crosswalk is clearly marked with red brick pavers that distinguish it from the rest of the asphalt roadway, white pavement markings leading up to the crosswalk on each side and on the crosswalk slopes, and an R1-6a “State Law – Stop for Pedestrians” sign on the crosswalk at the South Chestatee Street centerline.

Observations of traffic flow during peak AM and PM periods found some travel delays at the intersection. The signalized intersection created some queuing issues from the southwest approach of East Main Street and North Grove Street (the northwest approach). East Main Street left turn lane approach had queues of up to 13 cars. The North Grove Street through-left lane approach contained queues up to 12 cars. These approaches were specifically heavy in the morning, most likely due to Lumpkin County Elementary and Middle Schools located off of North Grove Street north of this intersection. The northeast approach of East Main Street experienced queues up to five vehicles. The South Grove Street approach had minimal traffic volumes never having more than one car queued at the stop bar. Though some of these queues were high, the green time for the relative approach allowed the queued traffic to clear the intersection in one cycle length, resulting in an acceptable level of service.

No traffic calming issues were identified at this intersection. The sight distance for the East Main Street northeastbound approach is approximately 150 ft. looking in the left direction. However, the intersection is signalized. No other sight distance issues were identified at this intersection.

3.5 South Chestatee Street at Choice Avenue

Both South Chestatee approaches are free flowing with no stop control. The Choice Avenue approaches are controlled by stop signs.

The intersection has sidewalks on both sides of South Chestatee and on the southeast side of Choice Avenue. South Chestatee Street has a pedestrian crossing with standard GDOT crosswalk striping. The striping has some fading due to its age. The Choice Avenue approach has no striping for pedestrian crossing. The South Chestatee Street northbound approach has green directional signing at the intersection just in front of the crosswalk. The approach has no sign warning drivers of the pedestrian crossing. The South Chestatee Street southbound approach has a 25-mph speed limit sign beside the crosswalk, but no sign to warn drivers of the pedestrian crossing. Also, the southwest approach of Choice Avenue has no stop bar.

Observations of traffic flow during peak AM and PM periods found travel delays at the intersection to be within generally acceptable ranges. Left turning vehicles onto Choice Avenue had adequate gaps to allow access. Traffic volumes on both Choice Avenue approaches experienced queues of up to two vehicles, but queues cleared in reasonably short timeframes.

No traffic calming or sight distance issues were identified at this intersection.

3.6 US 19 / SR 52 South Chestatee Street at Church Street SW

Both South Chestatee approaches are free flowing with no stop control. The Church Street SW approach is controlled by stop sign. The Church Street SW approach has a raised concrete island that prohibits left turns from Church Street SW onto South Chestatee Street northbound. It allows right turns only. Access onto Church Street SW is allowed from both directions of South Chestatee Street. South Chestatee northbound has a two-way left-turn lane (TWLTL) that becomes a left turn lane at the intersection. The storage length for the lane is 180 ft.

The intersection has sidewalks and a raised crosswalk across South Chestatee just north of the intersection with Church Street SW. The crosswalk is clearly marked with red brick pavers that distinguish it from the rest of the asphalt roadway, white pavement markings leading up to the crosswalk on each side and on the crosswalk slopes, and an R1-6a "State Law – Stop for Pedestrians" sign on the crosswalk at the South Chestatee Street centerline. The Church Street SW approach has pedestrian crosswalk with standard GDOT crosswalk striping, but is somewhat faded due to age.

Observations of traffic flow during peak AM and PM periods found travel delays at the intersection to be relatively minor. Left turning vehicles onto Church Street SW had adequate gaps to allow access, and traffic volumes on the Church Street approach were light.

No traffic calming or sight distance issues were identified at this intersection.

3.7 US 19 / SR 52 South Chestatee Street at Georgia Circle and at Ash Avenue

This intersection is technically two separate but closely spaced intersections.

Both the South Chestatee Street approaches are free flowing with no stop control. The Georgia Circle approach and Ash Avenue approach are controlled by stop signs. The Georgia Circle approach consists of a left turn lane and a right turn lane that continues until the road becomes an undivided roadway. There is also a painted yellow speed bump on both receiving lanes and approach lanes of Georgia Circle. South of the intersections, South Chestatee Street is a two-lane roadway. The northbound approach of South Chestatee Street at Georgia Circle has a left turn lane with a storage length of 195 ft. North of the intersections, South Chestatee Street is a three-lane roadway with one through lane in each direction and a two-way left-turn lane.

The intersection has sidewalks on the west side of South Chestatee Street as well as both sides of Georgia Circle. There is a pedestrian crosswalk to the south of the intersection that features GDOT crosswalk striping, a R1-6a “State Law – Stop for Pedestrians” sign on the crosswalk at the South Chestatee Street centerline, and two R560-5 “State Law – Stop for Pedestrians in Crosswalk” signs just before the crosswalk.

Observations of traffic flow during peak AM and PM periods found travel delays at the intersection to be relatively minor. Left turning vehicles onto Georgia Circle had adequate gaps to allow access, and traffic volumes on the Georgia Circle and Ash Avenue approaches were light.

No traffic calming or sight distance issues were identified at this intersection.

4.0 Downtown Square

The downtown square has no traffic signals and operates under stop control. The downtown square can be divided into two intersections: West Main Street at Chestatee Street and East Main Street at Park Street.

4.1 West Main Street at Chestatee Street

The West Main Street approach is stop controlled. North Chestatee Street approach is controlled with a yield. South Chestatee Street approach is controlled with a yield. The downtown square approach at this intersection is free flow towards West Main Street. The downtown square approach and North Chestatee Street are stop controlled for drivers not exiting the downtown square. At the stop controlled portion on the inside of the downtown square there are two lanes. One continues around the downtown square and the other exits at South Chestatee Street. The storage length for both lanes is 20 ft.

There are several pedestrian crosswalks at this intersection. There is a crosswalk at each approach for West Main Street, North Chestatee Street, and South Chestatee Street. The crosswalk across West Main Street has a R560-5 “State Law – Stop for Pedestrians in Crosswalk” sign posted with a stop sign. The crosswalk across South Chestatee Street has R560-5 “State Law – Stop for Pedestrians in Crosswalk” sign posted as well as a R1-6a “State Law – Stop for Pedestrians” sign at the crosswalk on the centerline for South Chestatee Street. There is also an extra crosswalk just before the intersection on North Chestatee Street with no signing, and a crosswalk at the parking lot exit with no signing. There are also two crosswalks within the circular pattern of the downtown square close to this intersection with no signing.

There is a slight dog-leg on North Chestatee Street southeastbound approaching the downtown square created by angled parking and a loading zone parking space being on opposite sides of the roadway. Complicating matters more, there is a pedestrian crosswalk before the yield sign on this approach.

Observations of traffic flow during peak AM and PM periods found travel delays at the intersection to be relatively minor. There were queues of up to six vehicles for the downtown square approach. The West Main Street approach experienced queues up to three vehicles, and South Chestatee Street approach experienced queues up to two vehicles. The North

Chestatee Street approach only had one vehicle waiting a few times. The vehicles remaining on the downtown square that were at the stop sign had adequate gaps to continue through the downtown square.

During observations, a pedestrian in a motorized wheelchair did have to use South Chestatee Street roadway to access the crosswalk crossing South Chestatee Street at downtown square south. There is no curb cut for the sidewalk approaching the downtown square on South Chestatee Street on the eastern side.

No traffic calming or sight distance issues were identified at this intersection.

4.2 East Main Street at Park Street

The East Main Street approach and downtown square approach are both free flow. The approach for South Park Street is stop-controlled. Traffic continuing through the downtown square from South Park Street approach and the downtown square approach are stop-controlled. At this stop-controlled portion, there are two lanes. One continues through the downtown square and the other exits onto North Park Street. Both of these lanes have a storage length of 30 ft.

There are several pedestrian crosswalks at this intersection. There is a crosswalk at each approach for South Park Street and East Main Street. The crosswalk at East Main Street has a R560-5 “State Law – Stop for Pedestrians in Crosswalk” sign posted as well as an R1-6a “State Law – Stop for Pedestrians” sign at the crosswalk on the centerline for East Main Street. The crosswalk at South Park Street has no signage. There is a crosswalk just before the intersection on the South Park Street approach as well as a crosswalk across the parking lot exit. Neither of these crosswalks has any signing. There is a crosswalk near the intersection on N Park Street and a crosswalk across the parking lot entrance. Neither of these crosswalks has signing. Also, there are two crosswalks in the circular area of the downtown square near the intersection. These have no signing as well.

Observations of traffic flow during peak AM and PM periods found travel delays at the intersection to be relatively minor. There were queues of up to five cars for the downtown square approach. The other approaches only had one vehicle waiting a few times as both are free flow. The vehicles remaining on the downtown square that were at the stop sign had adequate gaps to continue through the downtown square.

No traffic calming or sight distance issues were identified at this intersection.

5.0 Summary and Recommendations

5.1 West Main Street at Sunset Drive

The “School” and “Speed Limit 25 mph When Flashing” signs on West Main Street might be confusing to drivers since the road is permanently posted at 25 mph. The City might consider keeping the flashing assembly in place, but replacing the signs with an R2-1 “Speed Limit 25 MPH” sign.

The crosswalks at the approaches of this intersection are all faded due to age. This study recommends repainting these crosswalks with thermoplastic paint.

Our site visits and traffic observations found travel times at the intersection to be within generally acceptable ranges for an urban intersection. No capacity improvements are recommended in this study.

5.2 West Main Street at Vickery Drive NW

This study recommends installing W11-2 and W16-7P signs on both sides of the roadway at the crosswalk across West Main Street. The signs would need to be placed behind the sidewalks. A review of the previous study conducted by Stantec in May 2010 for the Dahlonega Streetscape Improvements reveals that W11-2 signs, facing different directions but both on the same post, were posted at the crosswalk on the west side of Main Street West. The signs and post may have been removed to extend the sidewalk to Vickery Rd along West Main Street.

The stop bar for Vickery Drive NW is faded due to age. This report recommends repainting the stop bar with thermoplastic paint.

Our site visits and traffic observations found travel times at the intersection to be within generally acceptable ranges for an urban intersection. No capacity improvements are recommended in this study.

5.3 West Main Street at North Church Street

This study recommends a GDOT type 2 thermoplastic through-right arrow be installed on the North Church Street northwestbound approach right lane to replace the existing left-right arrow.

The opposing North Church Street approach has a receiving lane to accommodate the through movement.

The “School” and “Speed Limit 25 mph When Flashing” signs on West Main Street might be confusing to drivers since the road is permanently posted at 25 mph. The City might consider keeping the flashing assembly in place, but replacing the signs with an R2-1 “Speed Limit 25 MPH” sign, while removing or relocating the existing speed limit sign.

Our site visits and traffic observations found travel times at the intersection to be within generally acceptable ranges for an urban intersection. No capacity improvements are recommended in this study.

5.4 SR 60 East Main Street at SR 60 North/South Grove Street

There are two crossings, the southwest approach of East Main Street and the southeast approach of South Grove Street, with pedestrian signals that do not have a crosswalk. This report recommends standard GDOT crosswalks with striping be applied using thermoplastic paint. The channelized crosswalk and the crosswalk across North Grove Street are both faded and could benefit from new thermoplastic paint. The right turn arrow just before the channelized lane from Main Street East could be replaced with thermoplastic paint as well.

Main Street East left turn lane approach had queues of up to 13 cars. The North Grove Street through-left lane approach contained queues up to 12 cars. The green indication for each of these approaches allowed the queues to clear the intersection each cycle. Therefore, no capacity improvements are recommended.

5.5 South Chestatee Street at Choice Avenue

The pedestrian crosswalk striping across South Chestatee Street is faded and could benefit from new thermoplastic paint. The Choice Avenue approach has no striping for pedestrian crossing. This report recommends standard GDOT crosswalk thermoplastic striping should be applied to it as well. Pedestrian safety could be further improved by installing R560-5 “State Law – Stop for pedestrians in crosswalk” signs in advance of the crosswalk on both South Chestatee Street approaches. W11-2 Pedestrian Crossing and W16-7P Supplemental Arrow signs could be

installed on each side of the crosswalk on South Chestatee Street. The existing speed limit and green guidance signs would need to be relocated to accommodate these new signs.

The southwest approach of Choice Avenue has no stop bar at the intersection. This report recommends installing a stop bar with thermoplastic paint.

Our site visits and traffic observations found travel times at the intersection to be within generally acceptable ranges for an urban intersection. No capacity improvements are recommended in this study.

5.6 US 19 / SR 52 South Chestatee Street at Church Street SW

The crosswalk across The Church Street SW approach is somewhat faded due to age. This report recommends repainting the crosswalk with thermoplastic paint.

No traffic calming needs were identified, and travel times were found to be within generally acceptable ranges for an urban intersection. Therefore, this study finds no traffic related improvements to be required.

5.7 US 19 / SR 52 South Chestatee Street at Georgia Circle and at Ash Avenue

Our site visits and traffic observations found pedestrian access to be acceptable at this intersection. No traffic calming needs were identified, and travel times were found to be within generally acceptable ranges for an urban intersection. Therefore, this study finds no traffic related improvements to be required.

5.8 Downtown Square

This study recommends installing R560-5 “State Law – Stop for pedestrians in crosswalk” signs at each approach of the downtown square. Currently, there are no signs at North Chestatee Street approach or the South Park Street approach. Also, there are two crosswalks before the downtown square that could use W11-2 and W16-7p signs with the same treatment. These crosswalks are on the North Chestatee Street approach and the South Park Street approach. This treatment could also be added to the crosswalk that crosses North Park Street after exiting the downtown square.

The angled parking on North Chestatee Street southeastbound approaching the downtown square could be relocated to the other side of North Chestatee Street. This would align the through lane away from the loading space. However, it would require transitioning the through lane prior to (and northwest of) Warwick Street. The current configuration tends to provide traffic calming for traffic entering the square, so this report finds relocating the parking spaces to be optional but not necessary.

This report recommends installing curb cuts at the parking lot entrance near the South Chestatee Street approach in order to provide access to South Chestatee Street and the crosswalk across South Chestatee Street at the downtown square.

Robert and Company

Engineers, Architects, Planners
229 Peachtree Street, NE
International Tower, Suite 2000
Atlanta, Georgia 30303
(404) 577-4000 FAX: (404) 577-7119

DAHLONEGA STREETScape PROJECTS - CONCEPT TEAM MEETING

DATE & TIME:	September 25, 2012	
ATTENDEES:	Andrew Kohr	Robert and Company
	Tyler Coley	Robert and Company
	Ricky Stewart	City of Dahlonega
	Joel Cordle	City of Dahlonega
	Justin Lott	GDOT
	Andy Edwards	FHWA
	Wesley King	MAAI

MINUTES

The following minutes reflect items discussed in the meeting.

1. Overview of project areas (Phases 1, 2 and 3)
 - 0009104/0008912 (Phase 1): Phase 1 is prepared to moved ahead into final construction drawings/ROW Drawings
 - 0010681 (Phase 2): The consultant is prepared to move into final construction drawings/ROW drawings pending a formal notice to proceed from FHWA to City of Dahlonega and then a notice to proceed from the City of Dahlonega to the consultant.
 - 0010282 (Phase 3): The consultant is prepared to move into final construction drawings/ROW drawings pending a formal notice to proceed from FHWA to City of Dahlonega and then a notice to proceed from the City of Dahlonega to the consultant.
2. Status of Concept Report:
 - 0009104/0008912 (Phase 1) - Approved; Notice and Design Location also complete
 - 0010681 (Phase 2) - Final Edits. Anticipated submittal date is October 5
 - 0010282 (Phase 3) - Final Edits. Anticipated submittal date is October 5
 - *NOTE: All items have been addressed for the Concept Report. However, we may need to update the CES formatted cost estimate based on feedback from GDOT.*
3. Status of Environmental Documents
 - 0009104/0008912 (Phase 1) - Ecology (approved in 2 weeks); History (in process); AOE (still needed); CE (Ready to submit except for items above)
 - 0010681/0010282 (Phases 2 & 3) - Everything approved except for History
4. Field Plan Review Meeting.
 - It was determined that one field plan review meeting will be held when construction drawings have reached approximately 90% completion. Following this review the ROW acquisition process can begin. This will prevent 0010681 (Phase 2) which is being designed under the TIGER 2 planning grant, from being held up significantly. This meeting is planned for Spring of 2013.
5. Next Steps
 - **Notice of Location and Design Approval (0010282/0010681).** This will occur following approval of Concept Report.

- **Photometrics and Lighting Layout (All 3 phases).** During the month of October, the consultant will finalize lighting locations. This will allow us to proceed with design variances and utility certification.
- **Utility Certification (All 3 phases).** This will occur in early November.
- **Proprietary Items Request (All 3 phases).** This will occur in early November.
- **Utility Coordination (All 3 phases).** This will occur in early November.

6. Procedural and Management Issues

- The Consultant will continue to forward information to GDOT and copy MAAI/City of Dahlonega.
- Both Hiral Patel and Justin Lott have received promotions within their District Office. However, they will continue to work with these projects until the projects have been sufficiently transferred to new Project Managers.

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DAHLONEGA COMPLETE STREETS PLAN – INITIAL SITE VISIT OBSERVATIONS

DATE & TIME: June 15, 2011
PROJECT: Dahlongega Complete Streets Plan
LOCATION: Downtown Dahlongega
PARTICIPANTS: RAC: Andrew Kohr, Tyler Coley

:

The purpose of this document is to document initial observations regarding opportunities, constraints, and existing conditions of Dahlongega Complete Streets project area. The items listed are in no particular order and do not indicate prioritization of any kind.

College Lane (West Main to Warwick)

- Southwest side has commercial uses : Bed and Breakfast and West Cleaners/West Carpet Sales
- Northeast side is a residential property
- There is no curbing on this street however storm sewer and drop inlets are present
- The southwest side has topographic issues with the steep decline into the B&B property. This property also includes a steep driveway apron.
- The commercial building housing two businesses has head in parking, making it difficult to navigate for a pedestrian. There is however some existing sidewalk on the southwest side of the street
- There is no sidewalk adjacent to the residential property. A storm sewer ditch also exists along the roadway.
- The northeast side has a dry stack stone wall that is an important feature that should be retained and emphasized in any new design.

Church Street (West Main to Warwick)

- Small café and historic home on the southwest side; staff/BB&T parking lot on the northeast side
- Pedestrian traffic is important to consider because of businesses and access to college opposite West Main.
- Uniformity and consistency on northeast side is a challenge because of the multiple parking configurations (which extends down Warwick). There may be a more efficient option which improves pedestrian movement and provides an equal number of parking spaces.

Church Street (Warwick to Hawkins)

- Church dead ends into Hawkins. This is a unique space with a vacant lot and driveway apron. There is an opportunity for enhancement to make this an aesthetically pleasing open space.
- Commercial and residential properties (with historic structures) on the southwest side; multi-family residential and ecclesiastical space on the northeast side.
- There are some topographic issues on the southwest side at Warwick intersection. Retaining walls may be needed.

- There are opportunities on the northeast side with the space around the church. There is a large amount of concrete/hardscape at the Warwick intersection that could be softened with plant material.
- A stone wall defines parking along Warwick. The parking spaces are striped in the wrong direction and should be configured for better movement.
- The stone wall continues northward and serves as a border between a church garden and the street level above the garden. Can the vacant lot adjacent to the wall be redesigned to serve as open space for pedestrians?
- The multi-family residential property has head-in parking that requires reconfiguration for better pedestrian traffic flow.

Waters Street (West Main to Warwick)

- Both sides of the street are owned by North Georgia and include the BB&T bank building/college offices and a parking lot opposite.
- This is an active pedestrian travelway, however there are no sidewalks on either side of the road.
- Parking continues down Warwick and is bounded by a retaining wall.
- The stone material used around the church and the BB&T building does not match the dry stone vernacular in the area.

Waters Street (Warwick to Hawkins)

- The church sign on Hawkins Street provides a strong visual focal point.
- A surface parking lot and a residential property sits on the northeast side of the road; residential properties and the extension of the church lot are on the southwest side.
- There are topographic issues on the southwest side that will require a retaining wall as the ground rises sharply on the church property.
- There are no sidewalks or curbing north of Warwick. Storm sewer inlets are presents as are roadside swales. (NOTE: there is some sidewalk located near intersection of Hawkins)
- The parking lot contains no vegetation with a lot of hardscape – creating a “hot” environment that is not welcoming.

North Chestatee (Square to Warwick)

- This section of the street is representative of a historic urban downtown.
- Traffic is one way traveling southeast with on-street parking. The configuration of the parking forces traffic to change directions to continue into the square.
- Sidewalks include a mix of clay brick pavers and concrete with concrete curbing.
- A memorial garden provides a passive open space for opportunity adjacent to the Connor House.
- On the northeast side, a small green grass strip separates the angled parking and the concrete sidewalk.
- There are no overhead utilities on this block and no street trees.

North Chestatee (Warwick to Hawkins)

- A parking lot consumes most of the northeast side of the street. The configuration is a bit confusing and it was only partially used. There are 2 trees but nothing separating the lot from pedestrians or street traffic. This space could be a unique “parking room.”
- Opposite the parking lot are businesses and historic buildings.
- There is a concrete sidewalk with curbing running down the southwest side. At some points the walk sits below the road surface, causing the curbing to double as a retaining wall. Drainage may be an issue as a result.

- Storm sewer inlets are present in the street and overhead utility lines are also present.
- No street trees are present.
- This street has great potential for increased pedestrian activity.

The Square

- ADA and Handicap accessibility need to be updated at intersections.
- Clay brick paving is generally intact. There are places where the paving material/pattern is slightly different. Consideration should be given to update these areas to ensure they match.
- Uniform striping for crosswalks and stop bars needs to be employed.
- There are some stormwater grates that appear to be clogged. This should be investigated further to determine causes/issues.
- Street trees around square are generally healthy. Landscape timbers should be replaced by a consistent planter material (granite is present around the square).
- Landscaping can be improved in landscape medians underneath the maples and dogwoods.

East Main (Square to N. Meaders)

- Gutters release roof water directly onto pavement. This is not desirable.
- Angle parking on both sides of the street along both sides of the road. This eliminates any grass strips between the sidewalk and the on-street parking.
- Both sides of the road include awnings over the sidewalk. On the northeast side of the road, there is a grade separation of the sidewalk. The upper sidewalk, adjacent to the on-street parking, is not ADA accessible because it lacks a consistent 4'-wide clear zone. The lower area is separated by a iron fence and does not have clay brick pavers.
- Street trees and overhead utilities are present on the northeast side. The roots of the existing pecan trees are causing damage to the granite walls and sidewalk.
- Clay brick pavers and curbing exist along the majority of the street. There are uneven surfaces and tripping hazards along portions of the walkway.

East Main (N. Meaders to N. Grove)

- Both sides of the street have buildings that have larger setbacks from the road.
- Angled on-street parking exists, however with the greater setbacks there are also two paved lots in front of businesses.
- In these situations pedestrian spaces exist only because of striping along the roadway. There is no actual sidewalk.
- There are no street trees along this segment of the roadway. Combined with the surface parking, the space is not pedestrian friendly, lacks shade, and is dominated by automobiles.
- The intersection of N. Grove and E. Main has been improved recently to include improved signalization, striping, and accessibility.
- Stormwater inlets exist in various forms along the corridor.
- The larger setbacks allow for greater pedestrian opportunities.

Choice (S. Chestatee to S. Park)

- Northwest side of the road is the back of businesses along the Square.
- Overhead utility poles run along the northwest side of the road. There is no curbing along either side of the road.
- Topography challenge with retaining wall at S. Chestatee intersection. This will hopefully be addressed in Phase 1.
- The overhead poles, the minimal rear setback of the buildings, and other features such as timber retaining walls make for a challenging area to place a sidewalk.
- The southeast side of the road has a clay brick paver sidewalk border by flush concrete

curbing.

- A concrete retaining wall on the southeast side poses topographic barriers to sidewalk expansion.

Maple (S. Chestatee to S. Park)

- Sidewalk continues on both sides of the roadway.
- The southeast side is composed of the Sun Trust parking lot and drive-thru ATM. This equates to a great deal of hardscape.
- Utility poles run along the southeast side of the street.

Martin (S. Chestatee to S. Park)

- A majority of the street has no sidewalks (there is a small portion of the southeast side of the street)
- There is no curbing on the street.
- Overhead utility lines run along the southeast side of the street.
- There is a topographic challenge with a vegetated berm of pine trees and shrubs.
- The Baptist Student Union comprises the entire block on the southeast side of the street.

Arcadia (S. Chestatee to S. Park)

- This street has major topography challenges. On the northwest side, the ground rises sharply with a retaining wall sitting behind the curb and gutter. The southeast side has limited by the ground dropping sharply on the car wash property.
- The curb and gutter on both sides of the road stops at driveway aprons on both sides of the road.
- There are less restrictions at the Park intersection.

Ash (S. Chestatee to S. Park)

- Overhead utilities run along the north side of the road.
- Curb and gutter extends to the driveway aprons on both sides of the road.
- There are no sidewalks on either side of the road.
- Topographic issues exist on the southeast side of the road at the Chestatee intersection. The ground rises sharply near the North Georgia building.
- A thick hedge of shrubs and invasive plants exist on the northwest side of the road near the intersection with Park.

Schultz (S. Chestatee to S. Park)

- Curb and gutter run the length of Schultz to Park along the northwest side of the road. The southeast side of the road has no curb and gutter.
- No sidewalks exist on either side of the street.
- Head in parking on the southeast side of the street adds to the amount of hardscape along the corridor.
- Raised timbers define planting beds on the Dairy Queen property on the southeast side of the road. There is also an open ditch at the intersection Chestatee which poses a long-term accessibility/safety problem.
- Overhead utilities run along the north side of the road.

General Notes:

- The side streets in Dahlonga do not have any pedestrian lighting and often they don't have sidewalks and curb/gutter.
- The known right-of-way does not match the publicly maintained areas of streets (i.e. public

sidewalks appear to sit outside ROW)

- The edge of pavement does not parallel the public right of way.
- ADA accessibility issues are present throughout the project area.
- There is a mix of curb and gutter, no curb, and curb with no gutter, throughout the project area.

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DAHLONEGA COMPLETE STREETS PROGRAM COMMUNITY PRESENTATION – COMMENTS ON STUDY AREAS

DATE & TIME: November 30, 2011

ATTENDEES (RAC) Robert Benson
Andrew Kohr
David Sprinkle

Tyler Coley
Brad Davis
Brian Kluttz

35 people in attendance (City staff, College, and other stakeholders)

STUDY AREA 1: COMMERCIAL CORRIDOR TYPE A: W. Main from Church St. to Square

- Intense concern with losing parking spaces
- Addition of street trees very favorable
- Must narrow lanes to slow traffic
- Be carefull of large trees at Visitors Center Plaza, can't block second story balcony
- Bikes lanes may conflict with bus loading on E. Main
- Alternate to thermoplastic crosswalks would be brick/stamped asphalt/etc.

STUDY AREA 2: COMMERCIAL CORRIDOR TYPE B: S. Chestatee

- A concern about the narrowing of traffic lanes and reducing the dedicated center turn lane
- No traffic around BBQ Restaurant (there is gap in traffic)
- Accessibility challenges with some buildings along South Chestatee due to grade
- Dedicated left hand turn lane too short
- Parallel parking does not work

STUDY AREA 3: SECONDARY COMMERCIAL

- Parking spaces are very important
- Need to expand existing off street public parking areas or add new ones w/ convenient access to downtown business core.
- A "close in" parking deck with a commercial space on ground would be well received (if funding can be found)
- Sidewalk connections to Main & Chestatee are important, at least on one side of secondary commercial streets.
- Lighting improvements needed on these streets
- City needs to pursue additional close in off street parking sites

STUDY AREA 4: UNIVERSITY CORRIDOR

- Check visibility at W. Main & Vickery
- Consider raised crosswalks to enhance pedestrian safety, visibility and visual attractiveness of corridor

STUDY AREA 5: RESIDENTIAL CONNECTOR

- Tree limb maintenance on Park
- Bike Lanes if possible? even if narrow? Many prof./students in the residential areas bike to university

STUDY AREA 6: DOWNTOWN SQUARE

- Examine the effect of semi-truck traffic through square
 - Not supposed to be there, but many trucks are – lots of curb jumping
- Bike Lanes? How will they work at angled parking
- Are we going to change from angled to parallel?
- Can bikes be that close to back ends of parked cars
- Traffic flow around Square
- Landscaping at Visitor Center – Need Open space for Christmas trees
 - Whole plaza area widely used – mobile container plants may be necessary
 - Views from balcony are important
 - Bus/Carriage parking adjacent to Visitor's Center
 - Re-examine crosswalks – may need to do a study of pedestrian movements at Visitors Center



Memo

To: Dahlonga Streetscape Committee Meeting

From: Robert and Company/Stantec

Date: June 25, 2012

Re: Parking Issues within project area

Item 1: Reemphasize the Grant

- Focus for Rural Areas
 - Improve access to jobs, groceries, healthcare, education, etc. for the rural poor and those who don't have cars
 - Making roads safer (which are more incomplete in rural areas)
 - Providing healthy choices for children for biking and walking
 - Economic development tool to facilitate reinvestment in downtown. More access for more people = improved economic conditions
- Ease Traffic Woes
 - Providing more travel choices reduces the demand for cars
 - Increase road capacity
- Improved Health
 - Address obesity – encourage healthier habits
 - Narrowing streets reduces strain on existing stormwater management system
 - Landscaping create a more visually interesting downtown and help solve drainage and environmental problems
- Economic Benefits
 - Less driving = money saved on automobile trips
 - More pedestrians = improved local economy through diversified economy and more buyers (this means more visitor potential for Dahlonga)
 - This is especially true for senior citizens who don't have access to parking in front of stores
 - More convenient access reduces a barrier = more money
- Accessibility
 - Removes barriers – options for everyone
 - Provides access to those without a car
 - Consider expansion of NGCSU and how people will move through town; consider tour buses and their impact on the downtown

Item 2: Phasing

- Projects designed under the Complete Streets project are several years away from completion unless additional funds are allocated
- Currently there is a focus on West Main and South Chestatee where there is greater visibility and change occurring
- The plans along East Main and North Chestatee can be constructed in later phases. North Chestatee is less of a priority because of the proposed redesign of the Warwick Street lot

Item 3: Compare Parking Numbers

NOTE: This project was never intended to address parking problems. However, implementation of a parking management plan, development of additional off-street parking solutions, improved signage, and improved use of current facilities (reconfiguration, use of parking deck) can work in tandem with proposed streetscape plan.

- Total:
 - Existing: 248
 - **Proposed: 300**
 - This is a 50 space addition which partially meets the 2020 year demand
 - This does not factor the Parking Deck which would accommodate a potential for another 300 spaces at specified times
- Area 1: South Chestatee:
 - Existing: 34
 - Proposed: 75
- Area 2: West Main Street
 - Existing: 26
 - Proposed: 41
- Area 3: East Main Street
 - Existing: 41
 - Proposed: 22
- Area 4: Residential/Secondary Commercial off of West Main
 - Existing: 147
 - Proposed: 162
- Off-street parking opportunities
 - City owned property north of downtown
 - Expanded Warwick Street Lot (currently planned)
 - Greater use of Rec. Center Parking Deck (during specified hours)
 - Assuming it is available to public after 5 pm and on weekends: 60% of the time it is available to the public.
 - 300 space lot (available to public 60% of time)
- Management and Signage
 - Install proposed signage along Chestatee and Main to direct people to off-street parking (currently there is none)
 - Implement items outlined in the parking management plan

Item 4: Technical design issues

- Queue space is needed on East Main Street for left turn storage (north onto Grove)
- There are safety and accessibility concerns along East Main (currently no sidewalks and excessive curb cuts exist.
- North Chestatee has insufficient angled parking. Stall depth should be a minimum of 16 feet for angled parking; one way roadways require wide drive aisles for emergency vehicles
- Additional items to be discussed during streetscape committee meeting

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DAHLONEGA COMPLETE STREETS PROGRAM COMMUNITY PRESENTATION – COMMENTS ON PRESENTED CONCEPT

DATE & TIME: April 19, 2012
ATTENDEES (RAC) Robert Benson
Andrew Kohr
Tyler Coley

30 people in attendance (City staff, College, and other stakeholders)

SOUTH CHESTATEE

- Questions regarding the future use and design of the Methodist Church Annex property (Between Chestatee and Maple). Property is currently being purchased by College Foundation. Possible futures are TBD
- Current angled parking at the bookstore does not work. *NOTE: the proposed plan will changed angled to parallel parking*

WEST MAIN

- The overall concept matches well with the Landscape Master Plan for the College.

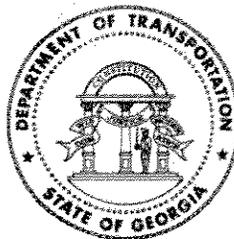
EAST MAIN

- It is preferred that no trees are placed in the landscaped median on East Main. This would allow greater visibility across the street.

SIDE STREETS

- People had concern about current installation of brick pavers on some side streets. This has a great deal to do with the base material and preparation of the base.
- The additional sidewalks were well received.

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

November 7, 2011

City of Dahlonega
Mr. Ricky Stewart, City Engineer
465 Riley Road
Dahlonega, Georgia 30533

**RE: P.I. #0010681; Lumpkin County
Downtown Pedestrian and Streetscape Improvements**

Dear Mr. Stewart:

This letter is a notice to proceed with preliminary engineering for the above Transportation Enhancement project. Enclosed is the executed Memorandum of Understanding explaining the use of innovative financing for funding the proposed Transportation Enhancement project. Funds expended in accordance with the MOU for this project may be credited toward the local government share. Funds expended on the project prior to the execution of the MOU will not be eligible to be credited toward the local match for this project.

During the Concept Phase, the project will be clearly defined and the concept report will be routed for approval to the appropriate GDOT offices. Please note, in some instances, elements contained within the TE application proposal may require modification in order to comply with GDOT standards and/or TE reimbursement eligibility.

Enclosed is a schedule for project development activities. This schedule contains time frames for the various phases of project development and major milestones. This schedule must be followed in order to reach construction within the required time limit of two years. Failure to maintain schedule may jeopardize funding for the project.

The Department has contracted with Moreland Altobelli Associates, Inc. (MA) to provide statewide TE project management. All submittals and correspondence on this project should be sent directly to MA. The necessary forms and TE resource information can be found at <http://www.maai.net/TE>.

If you have any questions or concerns, please contact Jeanne Kerney at 678-728-9027 or jkerney@maai.net.

Sincerely,

A handwritten signature in black ink that reads "Elaine E. Armster". The signature is written in a cursive style.

Elaine E. Armster
Special Projects Chief

Enclosure
cc: file

Activity ID	Activity Name	Original Duration	Remaining Duration	Start	Finish	BL Project Start	BL Project Finish
Sample Project		805	805	08-01-11 A	01-01-15	11-09-11	01-01-15
Project Setup		60	60	08-01-11 A	02-06-12	11-09-11	02-06-12
1000	Receive Notification of Selection	0	0	08-01-11 A		11-09-11	
1010	Complete the MOU	45	0	08-01-11 A	11-04-11 A	11-09-11	01-16-12
1020	NTP for PE	5	0	11-04-11 A	11-09-11 A	01-17-12	01-23-12
1030	Consultant Selection	60	60	11-09-11	02-06-12	11-09-11	02-06-12
Concept		120	120	02-07-12	07-25-12	02-07-12	07-25-12
1040	Concept Verification	60	60	02-07-12	04-30-12	02-07-12	04-30-12
1050	Submit Concept Report	0	0	05-01-12		05-01-12	
1060	GDOT Review/Approval of Concept	30	30	05-01-12	06-12-12	05-01-12	06-12-12
1070	Design Variance	30	30	06-13-12	07-25-12	06-13-12	07-25-12
Environmental		150	150	05-01-12	12-03-12	05-01-12	12-03-12
1080	Section 106 Documents	60	60	05-01-12	07-25-12	05-01-12	07-25-12
1090	Ecological Documents	60	60	05-01-12	07-25-12	05-01-12	07-25-12
1100	Air and Noise Documents	55	55	05-01-12	07-18-12	05-01-12	07-18-12
1110	CE Approval Process	90	90	07-26-12	12-03-12	07-26-12	12-03-12
Design		415	415	06-12-12	01-30-14	06-12-12	01-30-14
1120	Survey/Database Development	30	30	06-13-12	07-25-12	06-13-12	07-25-12
1130	Preliminaries Plan Development	45	45	07-26-12	09-27-12	07-26-12	09-27-12
1170	Construction Plans	45	45	09-28-12	12-03-12	09-28-12	12-03-12
1190	Request DBE Goal	15	15	12-04-12	12-24-12	12-04-12	12-24-12
1200	Bid Package Preparation	40	40	12-05-13	01-30-14	12-05-13	01-30-14
ROW		340	340	09-28-12	01-30-14	09-28-12	01-30-14
1140	ROW Plan Development	40	40	09-28-12	11-26-12	09-28-12	11-26-12
1150	ROW Plan Approval	60	60	12-04-12	02-27-13	12-04-12	02-27-13
1155	Preacquisition	45	45	02-28-13	05-01-13	02-28-13	05-01-13
1160	ROW Acquisition	160	160	05-02-13	12-18-13	05-02-13	12-18-13
1180	ROW Certification	30	30	12-19-13	01-30-14	12-19-13	01-30-14
Funds Authorization		70	70	01-31-14	05-09-14	01-31-14	05-09-14
1210	Let Certification	10	10	01-31-14	02-13-14	01-31-14	02-13-14
1220	Federal Work Authorization Request...	30	30	02-14-14	03-27-14	02-14-14	03-27-14
1280	Execute TE Agreement	30	30	03-28-14	05-08-14	03-28-14	05-08-14
1230	NTP to Bid	0	0	05-09-14		05-09-14	
Bid		50	50	05-09-14	07-18-14	05-09-14	07-18-14
1240	Bid Phase Activities	45	45	05-09-14	07-10-14	05-09-14	07-10-14
1250	Bid Evaluation	5	5	07-11-14	07-17-14	07-11-14	07-17-14
1260	NTP to Award Construction Contract	0	0	07-18-14		07-18-14	
Construction		120	120	07-18-14	01-01-15	07-18-14	01-01-15
1270	Construction	120	120	07-18-14	01-01-15	07-18-14	01-01-15
1290	Closeout	0	0		01-01-15		01-01-15

**TRANSPORTATION ENHANCEMENT
MEMORANDUM OF UNDERSTANDING**

BETWEEN

THE GEORGIA DEPARTMENT OF TRANSPORTATION

AND

THE CITY OF DAHLONEGA

The City of Dahlonega, hereinafter called the "SPONSOR", and the Georgia Department of Transportation, hereinafter called the "DEPARTMENT",

RELATIVE TO

The SPONSOR assuming responsibility for tasks associated with Preliminary Engineering for project number 0010681, hereinafter called the "PROJECT".

WHEREAS the PROJECT is a Transportation Enhancement (TE) approved for Federal-Aid funds with a required local match of at least 20% of the PROJECT'S Total Cost; and

I. IT IS THE INTENTION OF THE PARTIES:

That the SPONSOR fund 100% of the Preliminary Engineering for the PROJECT; and that the DEPARTMENT may apply said expenditure toward the SPONSOR'S local match of the PROJECT'S Total Cost, subject to the DEPARTMENT and the Federal Highway Administration's approval.

II. IT IS AGREED:

- A. That the SPONSOR certifies that local funds have been budgeted to undertake Preliminary Engineering for the PROJECT; and that an accounting system has been established to track project-specific Preliminary Engineering expenditures.
- B. That prior to construction of the PROJECT, the SPONSOR will certify, to the DEPARTMENT, the amount of eligible expended funds allowable toward the PROJECT'S Total Local Match.
- C. That if the PROJECT includes structures such as bridges or retaining walls, the SPONSOR will be required to use consultants pre-qualified with the DEPARTMENT.

III. IT IS AGREED:

- A. That construction funding will be dependent upon the SPONSOR receiving historical/environmental clearances through the DEPARTMENT; certifying existing or acquired Right-of-Way to the DEPARTMENT; producing a complete set of biddable construction plans meeting appropriate safety, access, and design standards; and preparing and forwarding construction bid procedures and documents for the DEPARTMENT'S review.
- B. That nothing contained herein shall obligate the DEPARTMENT to proceed with subsequent stages of the PROJECT.
- C. That the SPONSOR'S expenditure prior to execution of an Agreement with the DEPARTMENT for construction of the PROJECT shall be at the sole cost and risk to the SPONSOR. Should the SPONSOR or the DEPARTMENT determine that for any reason the PROJECT is unable to enter subsequent stages, the DEPARTMENT is not responsible for reimbursement of local funds expended on the PROJECT.

IV. The SPONSOR shall be responsible for all costs for the continual maintenance and the continual operations of the project, including any and all sidewalks and the grass strip between the curb and gutter and the sidewalk, within the PROJECT limits.

V. The SPONSOR shall Certify that they have read and understand the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, AND FEDERAL AUDIT REQUIREMENTS" as stated in Attachment "A" of this AGREEMENT and will comply in full with said provisions. If the SPONSOR fails to comply, the DEPARTMENT reserves the right to require reimbursement for any and all project expenses.

VI. The SPONSOR 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, 2001 Edition, the DEPARTMENT'S Plan Presentation Guide, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The SPONSOR'S responsibility for design shall include, but is not limited to the following items:

- a. 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. The SPONSOR shall submit to the

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

b. 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.

c. Prepare the PROJECT's 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.

d. 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.

e. Failure of the SPONSOR 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 SPONSOR to make up the loss of that funding.

VII. All Primary Consultant firms hired by the SPONSOR to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes.

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

IX. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the SPONSOR.

X. The SPONSOR shall be responsible for the design of all structure(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 SPONSOR shall perform all necessary survey efforts in order to complete the design of the structure (s) and prepare any required hydraulic and hydrological studies. The final structural plans shall be incorporated into this PROJECT as a part of this AGREEMENT.

XI. The SPONSOR 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.

XII. The SPONSOR shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.

XIII. Upon the SPONSOR's determination of the rights of way required for the PROJECT and the approval of right of way plans by the DEPARTMENT, the necessary rights of way for the PROJECT shall be acquired by the SPONSOR. 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. Failure of the SPONSOR to follow these requirements may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the SPONSOR to make up the loss of that funding. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The SPONSOR shall further be responsible for making all changes to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right of way or to match actual conditions encountered. The SPONSOR shall be responsible for certifying the Right of Way.

XIV. Upon completion and approval of the PROJECT plans and bid documents, the Department will authorize the SPONSOR to advertise the project for bids. The SPONSOR shall be solely responsible for advertising and awarding the construction contract (subject to the Department's recommendation) for the PROJECT.

XV. The SPONSOR 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.

XVI. The SPONSOR 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 SPONSOR pursuant to this AGREEMENT. The SPONSOR 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 SPONSOR to address the errors or deficiencies within 30 days shall cause the SPONSOR 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 SPONSOR shall also be responsible for any claim, damage, loss or expense that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, and other services furnished by or on behalf of the SPONSOR pursuant to this AGREEMENT.

XVII. Both the SPONSOR and the DEPARTMENT hereby acknowledge that time is of the essence. The Sponsor shall have the project ready to bid within 30 months from the Date of the Notice to Proceed with Preliminary Engineering.

XVIII. 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.

XIX. IT IS AGREED:

- A. That the SPONSOR as the sub-recipient of Federal financial assistance will submit a copy of audited financial statements within 30 days of publication (in compliance with OMB Circular A-133), for all fiscal periods in which the Federal sub-grant funds are expended. GDOT reserves the right to take administrative action if the SPONSOR is unresponsive.

Financial Statements will be submitted to:

A133Audits@dot.ga.gov

IN WITNESS WHEREOF, said parties have hereunto set their hand and affixed their seals the day and year above first written.

DEPARTMENT OF TRANSPORTATION

CITY OF DAHLONEGA

David Sebb
Commissioner (SEAL)

Gary McCullough
Mayor

ATTEST:
Angela Whitworth
Treasurer

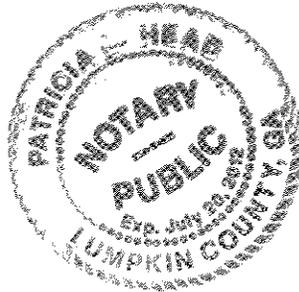
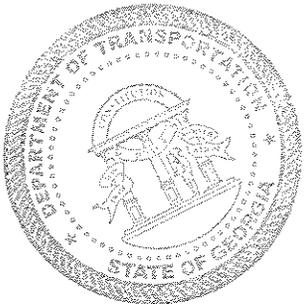
Travis Pierce
Witness

Signed, Sealed & Delivered

This 28 Day of September,
2011.

in the presence of:

Patricia L. Nead
NOTARY PUBLIC



I attest that the Corporate Seal attached to this Document is in fact the seal of the Corporation and that the Officer of this Corporation executing this Document does in fact occupy the official position indicated and is duly authorized to execute such document on behalf of this Corporation.

ATTEST:
Jou Stewart

58-6000555

Federal Employee Tax No.

ATTACHMENT A

CERTIFICATION OF COMPLIANCES

I hereby certify that I am a principle and duly authorized representative of City of Dalton, Ga whose address is 465 Riley Road and it is also certified that:

I. PROCUREMENT REQUIREMENTS

The below listed provisions of Federal Procurement requirements shall be complied with throughout the contract period:

- (a) 49 CFR Part 18 Section 36
Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments – Procurement
- (b) 23 CFR 635 Subpart A – Contract Procedures

II. STATE AUDIT REQUIREMENT

The provisions of Section 36-81-7 of the Official Code of Georgia Annotated, relating to the "Requirement of Audits" shall be complied with throughout the contract period in full such that:

- (a) Each unit of local government having a population in excess of 1,500 persons or expenditures of \$ 300,000.00 or more shall provide for and cause to be made an annual audit of the financial affairs and transactions of all funds and activities of the local government for each fiscal year of the local government.
- (b) The governing authority of each local unit of government not included above shall provide for and cause to be made the audit required not less often than once every two fiscal years.
- (c) The governing authority of each local unit of government having expenditures of less than \$ 300,000.00 in that government's most recently ended fiscal year may elect to provide for and cause to be made, in lieu of the biennial audit, an annual report of agreed upon procedures for that fiscal year.
- (d) A copy of the report and any comments made by the state auditor shall be maintained as a public record for public inspection during the regular working hours at the principal office of the local government. Those units of local government not having a principal office shall provide a notification to the public as to the

location of and times during which the public may inspect the report.

- (e) The audits of each local government shall be conducted in accordance with generally accepted government auditing standards.

III. FEDERAL AUDIT REQUIREMENT

The provisions of OMB Circular A-133 issued pursuant to the Single Audit Act of 1984, P.L. 98-502, and the Single Audit Act Amendments of 1996, P.L. 104-156 shall be complied with throughout the contract period in full such that:

- (a) Non-Federal entities that expend \$ 500,000 or more in a year in Federal awards shall have a single or program-specific audit conducted for that year in accordance with the provisions of OMB Circular A-133.
- (b) Non-Federal entities that expend less than \$ 500,000 a year in Federal awards are exempt from Federal audit requirements for that year, but records must be available for review or audit by appropriate officials of the Federal agency, pass-through entity, and General Accounting Office (GAO).
- (c) Except for the provisions for biennial audits provided in paragraphs (1) and (2) below, audits required shall be performed annually. Any biennial audit shall cover both years within the biennial period.
 - (1) A State or local government that is required by constitution or statute, in effect on January 1, 1987, to undergo its audits less frequently than annually, is permitted to undergo its audits biennially. This requirement must still be in effect for the biennial period under audit.
 - (2) Any non-profit organization that had biennial audits for all biennial periods ending between July 1, 1992, and January 1, 1995, is permitted to undergo its audits biennially.
- (d) The audit shall be conducted in accordance with Generally Accepted Government Auditing Standards.

9/28/11
Date


Signature



GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contract No. and Name: PI 0010681, Lumpkin County, Downtown Pedestrian
and Streetscape Improvements

Contractor's Name: City of Dahlonega

**STATE OF GEORGIA
CONTRACTOR AFFIDAVIT**

By executing this affidavit, the undersigned Contractor verifies its compliance with O.C.G.A. §13-10-91, stating affirmatively that the individual, firm, or corporation which is contracting with the Georgia Department of Transportation has registered with and is participating in a federal work authorization program*, in accordance with the applicability provisions and deadlines established in O.C.G.A. 13-10-91.

The undersigned further agrees that, should it employ or contract with any subcontractor(s) in connection with the physical performance of services pursuant to this contract with the Georgia Department of Transportation, Contractor will secure from such subcontractor(s) similar verification of compliance with O.C.G.A. § 13-10-91 on the Subcontractor Affidavit provided in Rule 300-10-01-.08 or a substantially similar form. Contractor further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation at the time the subcontractor(s) is retained to perform such service.

103346
EEV / E-Verify™ User Identification Number
[Signature]
BY: Authorized Officer or Agent
(Contractor Name)

April 10, 2008
Date of Authorization
10/10/11
Date

City Manager
Title of Authorized Officer or Agent of Contractor

Bill Lewis
Printed Name of Authorized Officer or Agent

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE
10th DAY OF October, 2011
[Signature]
Notary Public



My Commission Expires: _____

*any of the electronic verification of work authorization programs operated by the United States Department of Homeland Security or any equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, pursuant to the Immigration Reform and Control Act of 1986 (IRCA), P.L. 99-603

**UNITED STATES OF AMERICA
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, DC 20590**

**COOPERATIVE AGREEMENT UNDER THE
TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT,
AND RELATED AGENCIES APPROPRIATIONS ACT FOR 2010
(DIV. A OF THE CONSOLIDATED APPROPRIATIONS ACT, 2010
(PUB. L. 111- 117, DEC. 16, 2009)), FOR THE NATIONAL
INFRASTRUCTURE INVESTMENTS DISCRETIONARY GRANT
PROGRAM (TIGER II DISCRETIONARY GRANTS, PLANNING)**

CITY OF DAHLONEGA, GEORGIA

**DOWNTOWN DAHLONEGA
COMPLETE STREETS CORRIDOR IMPROVEMENTS**

FHWA TIGER II Grant No. P-23

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Attachments

- A. Project Scope of Work and Schedule
- B. Approved Project Budget (SF-424 and SF-424A, and supporting budget information)

Exhibits

- EXHIBIT A: Cooperative Agreement Assurances
- EXHIBIT B: Responsibilities and Authorities of Recipient
- EXHIBIT C: Governing Laws and Regulations

SECTION I – AGREEMENT DESCRIPTION

A. Statement of Purpose

This Cooperative Agreement between the Federal Highway Administration (“FHWA” or “Government”) and City of Dahlonega, GA is to perform transportation planning work in downtown Dahlonega that will address redevelopment opportunities through design that promotes a variety of uses, will promote livability using Complete Street Strategies, and will encourage sustainable solutions identified by the Sustainable Sites Initiative. The preliminary and eventual final design will be used as an opportunity to educate the stakeholders within the Dahlonega/NGCSU community, share design solutions and grant administration procedures with other communities through avenues such as the Georgia Downtown Association, and establish a precedent for sharing information between a variety of stakeholders and work groups.

B. Legislative Authority

The U.S. Department of Transportation (“DOT” or also the “Government”) is authorized to award up to \$35 million in TIGER II Discretionary Grants for planning pursuant to Title I (Department of Transportation) of Division A of the Consolidated Appropriations Act, 2010 (Pub. L. 111-117, Dec. 16, 2009) (the “Act”). This appropriation is similar, but not identical to the appropriation for the Transportation Investment Generating Economic Recovery, or “TIGER Discretionary Grant”, program authorized and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the “Recovery Act”). Because of the similarity in program structure and objectives, DOT is referring to the planning grants/cooperative agreement awards for National Infrastructure Investments under the Act as “TIGER II Planning Grants”.

The planning cooperative agreement awards made under the Tiger II Discretionary Grant program are in full compliance with the Act, the Interim Notice of Funding Availability (75 FR 21695, April 26, 2010), and the “Notice of Funding Availability for the Department of Housing and Urban Development’s Community Challenge Planning Grants and the Department of Transportation’s TIGER II Planning Grants” (“Joint DOT-HUD NOFA”, 75 FR 36246, June 24, 2010).

C. General Terms and Conditions

1. The Recipient agrees to carry out and complete the Project without undue delays and in accordance with the terms hereof, including the Project Scope of Work and Schedule set out in Attachment A, and such regulations and procedures as the Government may prescribe.
2. The Recipient agrees to notify the Government within 14 calendar days of any change in circumstances or commitments that may adversely affect the Recipient’s plan to complete the Project as is described in Attachments A-B to this Agreement. In its

notification, the Recipient shall advise the Government of what actions it has taken or plans to take to ensure completion of the Project and shall reaffirm its commitment to the Government as set forth in this Agreement. The Government is not responsible for any funding shortfalls regarding the non-TIGER II Discretionary Grant amount share. The TIGER II Discretionary Grant Amount will remain unchanged. (See Section 5 of this Agreement regarding termination).

3. The Recipient has submitted a request for Federal assistance, hereinafter referred to as the “Technical Application,” hereby incorporated by reference into this Agreement and the Government is relying upon the Recipient’s assurances, certifications, and other representations made in the Technical Application, or any other related documents submitted to the Government; and, in its submissions, the Recipient has demonstrated justification for the Project, and has demonstrated the financial and technical feasibility of the Project, including the ability to start the Project quickly upon receipt of the Grant; to expend Grant funds once the Project starts; and, to the extent applicable, to receive all necessary environmental, state and local planning, and legislative approvals necessary for the Project to proceed in accordance with the Project Schedule.

4. The Government has determined that the Project is an eligible planning project under the Act. The Government has determined that Recipient should receive the award of a Grant based on a review of the Project’s Technical Application, as it meets the requirements specified in the Act, the Interim Notice of Funding Availability (75 FR 21695, April 26, 2010), and the “Notice of Funding Availability for the Department of Housing and Urban Development’s Community Challenge Planning Grants and the Department of Transportation’s TIGER II Planning Grants”(“Joint DOT-HUD NOFA”, 75 FR 36246, June 24, 2010).

5. The Recipient will be monitored periodically by the Government, both programmatically and financially, to ensure that the Project goals, objectives, performance requirements, timelines, milestone completion, budgets, and other related program criteria are being met. Monitoring will be accomplished through a combination of office-based reviews and onsite monitoring visits. Monitoring will involve the review and analysis of the financial, programmatic, performance and administrative issues relative to each program and will identify areas where technical assistance and other support may be needed. The Recipient is responsible for monitoring award activities, to include sub-awards, to provide reasonable assurance that the Federal award is administered in compliance with applicable requirements. Responsibilities include the accounting of receipts and expenditures, cash management, maintaining adequate financial records, and refunding disallowed expenditures.

6. The Recipient agrees to take all steps, including initiating litigation, if necessary, to recover Federal funds if the Government determines, after consultation with the Recipient, that such funds have been spent fraudulently, wastefully, or in violation of Federal laws, or misused in any manner in undertaking the Project. For the purposes of this Agreement, the term “Federal funds” means funds however used or disbursed by the Recipient that were originally paid pursuant to the Agreement.

7. The Recipient agrees to retain all documents relevant to the Grant award for a period of three years from completion of the Project and receipt of final reimbursement from the Government. The Recipient agrees to furnish the Government, upon request, all documents and records pertaining to the determination of the Grant amount or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Recipient, in court or otherwise, involving the recovery of such Grant amount shall be approved in advance by the Government.

8. The Recipient agrees to use best efforts to work to include the Project in the State Transportation Improvement Program or Metropolitan Transportation Improvement Program to the extent that such inclusion is a necessary step in the implementation of the Project's planning recommendations or outcomes.

9. The Government is subject to the Freedom of Information Act (FOIA). The Recipient should therefore be aware that all applications and related materials submitted by the Recipient related to this Agreement will become agency records and thus are subject to FOIA and to public release through individual FOIA requests.

10. The Government shall not be responsible or liable for any damage to property or any injury to persons that may arise from, or be incident to, performance or compliance with this Agreement.

11. The Recipient agrees it will comply with the requirements of Title 23, United States Code, as determined to be applicable.

12. The Recipient understands that the entire project must meet applicable planning requirements under Title 23, United States Code. Where the Government has determined that the planning requirements of Title 23, United States Code, apply, the Recipient further understands that no NEPA decision can be made by FHWA until the Recipient has identified that full funding is reasonably available for completion of all phases of the project.

D. Statement of Work

The work requirements, including deliverables, for this Cooperative Agreement are delineated in the Scope of Work in Attachment A herein.

SECTION II – AWARD INFORMATION

A. Obligated Funding

The total not to exceed amount of Federal funding that may be provided under this Cooperative Agreement by the Government is Seven Hundred Twenty Thousand Sixty-Nine Dollars (\$720,069) for the entire period of performance.

The Government's liability to make payments to the Recipient is limited to those funds obligated under this Agreement, subject to any conditions specified in this agreement, as indicated above and in any subsequent amendments.

The maximum obligation of the Government payable under this award shall be Seven Hundred Twenty Thousand Sixty-Nine Dollars (\$720,069.00), subject to all the terms and conditions in this Cooperative Agreement. Currently, Federal funds for Phase 1, in the amount of Three Hundred Sixty Nine Thousand Three Hundred Fifty-Nine Dollars (\$369,359.00) are obligated to this Agreement. Subject to availability of funds and execution of an amendment to the Cooperative Agreement signed by the Division Administrator or his/her authorized delegee, the Government Option to raise the total value of the grant to Seven Hundred Twenty Thousand Sixty-Nine Dollars (\$720,069.00) to include Phase 2 work may be exercised. The Government's liability to make payments to the Recipient is limited to those funds obligated under this Agreement as indicated above and in any subsequent amendments.

As delineated in the Project Scope of Work (Attachment A), the grant consists of a Phase 1 and option for a Phase 2. The Phase 1 obligation amount consists of Three Hundred Sixty Nine Thousand Three Hundred Fifty-Nine Dollars (\$369,359.00) for costs associated with Planning, Environmental Review, and Preliminary Engineering. Only upon bilateral exercise of the Government Option, via formal amendment to the Cooperative Agreement signed by the Division Administrator or his/her authorized delegee, may the remaining balance of the maximum obligation amount listed in part (a) of this section – Three Hundred Fifty Thousand One Hundred Seventy-One Dollars (\$350,710.00) – be obligated for performance of the optional Phase 2, which includes completion of design documents and completion of construction documents for bidding and contract preparation.

B. Matching or Cost Sharing

As this is considered a rural project, there is no cost share requirement for this grant, pursuant to Public Law 111-117. However, the Recipient has proposed cost sharing in the amount of Thirty One Thousand Seven Hundred Seventy Dollars (\$31, 770.00) for Phase 1 and Thirty One Thousand Seven Hundred Sixty- Nine Dollars (\$31,769.00) for the optional Phase 2, and [or including] in-kind staffing contributions quantified in the total amount of Sixty-Three Thousand Five Hundred Thirty-Nine Dollars (\$63,539.00, in order to complete the work effort as delineated in Attachment A for both Phase 1 and the optional Phase 2.

Note: Cost sharing contributions shall not consist of funds or costs paid by the Federal Government under another award, except where authorized by Federal statute to be used for cost sharing or matching. Only funds expended after the effective date of the award will be eligible for consideration as cost share.

The matching requirements shall be monitored by FHWA for the duration of this effort. At the conclusion of the Agreement, FHWA will determine whether the cost sharing

percent matching requirement has been achieved. The Recipient must ensure a clear audit trail of the matching share costs and in-kind services for the duration of the Agreement.

C. Period of Performance

The period of performance of this Agreement is 36 months, commencing on the effective date of this Agreement.

D. Degree of Federal Involvement

This is a Cooperative Agreement. The Government anticipates substantial Federal involvement between FHWA and the Recipient during the course of this project that will include:

- Coordination of this activity with other activities of the U.S. Department of Transportation;
- Technical assistance and guidance, as applicable;
- Close monitoring during performance; and
- Participation in status meetings including kickoff meeting and annual budget reviews.

The FHWA's Technical Representative (FHWA TR) will participate in the planning and management of this Agreement on behalf of the FHWA and will coordinate activities between the Recipient and the FHWA.

SECTION III – AWARD ADMINISTRATION INFORMATION

A. Governing Laws and Regulations

Performance under this Agreement shall be governed by and in compliance with all applicable Federal regulations and statutes, including those listed in Exhibit C to this Agreement.

B. Responsibilities of the Recipient

In accordance with the Project Schedule in Attachment A, the Recipient shall:

Provide overall program management. Specifically, the Recipient shall be responsible for the following, as a minimum:

Perform the Statement of Work in accordance with Section I(C), General Terms and Conditions.

Coordinate and manage work, including issuing and managing subawards as necessary.

Submitting all required reports including Quarterly Progress Reports and Annual Budget Reviews. Note: See Section entitled "Reporting".

Meet with the FHWA TR as necessary.

Participate in a kick-off meeting with the FHWA TR to discuss Agreement expectations and procedures.

Participate in Annual Budget Review meetings with the FHWA TR.

C. Amendments

Amendments to this Agreement may only be made in writing, signed by both parties for bilateral actions and by the Division Administrator or his/her authorized delegee for unilateral actions, and specifically referred to as an amendment to this Agreement.

D. Cooperative Agreement Assurances

The Recipient will execute the Cooperative Agreement Assurances attached as Exhibit A in conjunction with the execution of this Agreement, or alternatively, if the Grantee already has executed such Cooperative Agreement Assurances, the Grantee will ensure that such existing Cooperative Agreement Assurances remain valid and in effect throughout the term of this Agreement.

E. FHWA's Technical Representative (FHWA TR)

The FHWA has designated Andrew Edwards as its Technical Representative to assist in monitoring the work under this Agreement. The FHWA TR will oversee the technical administration of this Agreement and act as technical liaison with the recipient. The FHWA TR is not authorized to change the scope of work or specifications as stated in the Agreement, to make any commitments or otherwise obligate the Government or authorize any changes which affect the Agreement funding, delivery schedule, period of performance or other terms or conditions.

The Division Administrator or his/her authorized delegee is the only individual who can legally commit or obligate the Government for the expenditure of public funds. The technical administration of this Agreement shall not be construed to authorize the revision of the terms and conditions of performance. The Division Administrator or his/her authorized delegee shall authorize any such revision in writing.

F. Copyrights

The Recipient shall make available to the Government copies of all work developed in performance of this Cooperative Agreement, including but not limited to software and data. The Government and others acting on its behalf shall have unlimited rights to

obtain, reproduce, publish, or otherwise use the data developed in the performance of this Agreement pursuant to 49 C.F.R. Part 18.34.

G. Payment

Payment of costs under this Agreement will be made pursuant to and in accordance with 49 C.F.R. Parts 18 and 19 (to the extent that a non-governmental Recipient receives grant funding), and the provisions of such regulations and procedures as the Government may prescribe. Final determination of the Grant's expenditures may be based upon a final review of the total amount of agreed project costs and settlement will be made for adjustments to the Grant amount in accordance with applicable government-wide cost principles under 2 C.F.R. 225 (State and Local Governments); 2 C.F.R. 215 (Higher Education Institutions); and 2 C.F.R. 230 (Non-Profit Organizations). If there are any differences between the requirements of 49 C.F.R. Parts 18 and 19 and Title 23, United States Code, for projects subject to Title 23, Title 23 shall prevail.

The Recipient may request reimbursement of costs incurred in the performance hereof as are allowable under the applicable cost provisions not to exceed the funds currently available as stated herein. Requests shall be made no more frequently than monthly.

Payments by Reimbursement: The Recipient will be reimbursed in accordance with the terms of a Project agreement or E-76 for the Project that incorporates this Cooperative Agreement by reference. When requesting reimbursement of costs incurred and credit for cost share incurred, the Recipient shall submit supporting cost detail to clearly document costs incurred. Cost detail includes a detailed breakout of all costs incurred including direct labor, indirect costs, other direct costs, travel, etc.

The Recipient will be reimbursed in accordance with the terms of this Agreement between the Government (Modal Administration) or other specified form or agreement as determined by the Government that incorporates this Agreement by reference.

The Recipient shall have entered into obligations for services and goods associated with the Project prior to seeking reimbursement from the Government. Reimbursement will only be made for expenses incurred after execution of this Agreement.

The Recipient shall ensure that the funds provided by the Government are not misappropriated or misdirected to any other account, need, project, line-item, or the like.

Any Federal funds not expended in conjunction with the Project will remain the property of the Government.

Allowable Costs: Determination of allowable costs will be made in accordance with the applicable Federal cost principles, e.g., OMB Circular A-87 (2 C.F.R. Part 225). Disallowed costs are those charges determined to not be allowed in accordance with the applicable Federal cost principles or other conditions contained in this Agreement.

The FHWA reserves the right to withhold processing requests for reimbursement until sufficient detail is received. In addition, reimbursement will not be made without FHWA TR review and approval to ensure that progress on the Agreement is sufficient to substantiate payment. After FHWA TR approval, the payment may be processed by FHWA.

H. Acknowledgement of Support and Disclaimer

An acknowledgment of FHWA support and a disclaimer must appear in any publication of any material, whether copyrighted or not, based on or developed under the Agreement, in the following terms:

“This material is based upon work supported by the FHWA under TIGER II Cooperative Agreement No. P-23.

All materials must also contain the following:

“Any opinions, findings, and conclusions or recommendations expressed in this publication are those of the Author(s) and do not necessarily reflect the view of the FHWA.”

I. Site Visits

The Federal Government, through its authorized representatives, has the right, at all reasonable times, to make site visits to review project accomplishments and management control systems and to provide such technical assistance as may be required. If any site visit is made by the Federal Government on the premises of the Recipient or a subrecipient under this Agreement, the Recipient shall provide and shall require their subrecipients to provide all reasonable facilities and assistance for the safety and convenience of the Government representative in the performance of their duties. All site visits and evaluations shall be performed in such a manner as will not unduly delay work.

J. Enforcement and Termination

The Government may terminate this Agreement in whole or in part, upon providing written notification to the Recipient, if the Division Administrator or his/her authorized delegate determines that a Recipient has failed to complete the technical or administrative terms and conditions of the award, or has failed to make sufficient progress on the Project Schedule in Attachment A, or the Government, in its sole discretion, determines that termination of the Agreement is in the public interest.

K. Budget Revision/Reallocation of Amounts Under 49 C.F.R. 18.30

The Recipient is required to report deviations from budget and program plans, and request prior approval for budget and program plan revisions in accordance with 49 C.F.R. Part 18.30.

Note: The Recipient must obtain prior written approval from the Division Administrator or his/her authorized delegee to transfer amounts budgeted for direct cost categories when the cumulative value of such transfers will exceed 10% of the value of Federal share of this Agreement. When requesting such approval, a letter request suffices.

L. Financial Management System Under 49 C.F.R. Part 18.20 and Title 23

By signing this Agreement, the Recipient verifies that it has, or will implement, a financial management system adequate for monitoring the accumulation of costs and that it complies with the financial management system requirements of 49 C.F.R. Part 18 and Title 23. The Recipient's failure to comply with these requirements may result in Agreement termination.

M. Allowability of Costs

Allowability of costs shall be determined in accordance with 49 C.F.R. Part 18.22.

Any non-domestic travel must be approved by the Division Administrator or his/her authorized delegee prior to incurring costs. Travel requirements under this Agreement shall be met using the most economical form of transportation available. If economy class transportation is not available, the request for payment vouchers must be submitted with justification for use of higher class travel indicating dates, times, and flight numbers.

N. Central Contractor Registry (CCR)

The Recipient, including any direct recipient acting under a delegation from the Applicant, must be registered in the CCR in order to receive payments under this Agreement. Use of the CCR is to provide one location for applicants and Recipients to change information about their organization and enter information on where government payments should be made. The registry will enable Recipients to make a change in one place and one time for all Federal agencies to use. Information for registering in the CCR and online documents can be found at www.ccr.gov.

O. Key Personnel

The Recipient shall request prior written approval from the Division Administrator or his/her authorized delegee for any change in key personnel specified in the award. Key personnel under this Agreement include:

Christopher Austin, City Finance Director (Financial Management Reporting)
Joel Cordle, Downtown Development Authority & Main Street Director (Grant Administration)
Ricky Stewart , City Engineer (Project Manager)

P. Subawards

Unless described in the application and funded in the approved award, the Recipient shall obtain prior written approval from the Division Administrator or his/her authorized delegee for the subawarding of any work under this award. This provision does not apply to the purchase of supplies, material, equipment, or general support services.

The following subawards are currently approved under the cooperative agreement award:

No sub-awards are currently approved under this Agreement.

Q. Debarment and Suspension Requirements

The Recipient shall comply with 2 C.F.R. Part 180 entitled, “OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement).” DOT-specific guidance can be found at 2 C.F.R. Part 1200 entitled, “Nonprocurement Suspension and Department.” Further, the Recipient shall flow down this requirement to applicable subawards by including a similar term or condition in lower-tier covered transactions.

R. Reporting

1. Addresses for Submittal of Reports and Documents

The Recipient shall submit all required reports and documents in RADS or other system designated by the Government, or, if no electronic system is designated by the Government, then under transmittal letter referencing the TIGER II grant number, as follows:

Submit one electronic copy to the FHWA TR at the following address:

Andrew.Edwards@dot.gov

Attention: **Andrew Edwards**

Submit one electronic copy to the FHWA TIGER II Planning Grants Point of Contact (FHWA Planning POC), Kenneth Petty, at the following address:

Kenneth.Petty@dot.gov

2. Quarterly Progress Report

The Recipient shall submit an electronic copy, in PDF format, to the FHWA TR, and one electronic copy to the FHWA Planning POC on or before the 30th of the month following the calendar quarter being reported. Reports submitted under this provision satisfy the NOFA requirement for a midterm and final report.

Calendar Quarters are:

- (1) January - March
- (2) April – June
- (3) July – September
- (4) October- December

Each report shall contain concise statements covering the activities relevant to the project, including:

- a summary of work performed for the current quarter;
- a summary of work planned for the upcoming quarter;
- a description of any problem encountered or anticipated that will affect the completion of the work within the time and fiscal constraints as set forth in the Cooperative Agreement, together with recommended solutions to such problems; or, a statement that no problems were encountered;
- a tabulation of the current and cumulative costs expended for each task, by quarter, versus budgeted costs; and
- SF425, Financial Status Report.

3. Annual Budget Review and Program Plan

The Recipient shall submit one electronic copy of the Annual Budget Review and Program Plan to the FHWA TR and one electronic copy to the FHWA Planning POC 60 days prior to the end of each Agreement year. The Annual Budget Review and Program Plan shall provide a detailed schedule of activities, estimate of specific performance objectives, include forecasted expenditures, and schedule of milestones for the upcoming Agreement year. The Recipient will meet with FHWA to discuss the Annual Budget Review and Program Plan. Work proposed under the Annual Budget Review and Program Plan shall not commence until the Division Administrator's or his/her authorized delegee's written approval is received.

S. Financial Assistance Policy to Ban Text Messaging While Driving

a) *Definitions.* The following definitions are intended to be consistent with the definitions in Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10. For clarification purposes, they may expand upon the definitions in the E.O.

"Driving"-

- (1) Means operating a motor vehicle on a roadway, including while temporarily stationary because of traffic, a traffic light, stop sign, or otherwise.
- (2) It does not include being in your vehicle (with or without the motor running) in a location off the roadway where it is safe and legal to remain stationary.

"Text Messaging" ---means reading from or entering data into any handheld or other electronic device, including for the purpose of short message service texting, e-mailing, instant messaging, obtaining navigational information, or engaging in any other form of electronic data retrieval or electronic data communication. The term does not include the

use of a cell phone or other electronic device for the limited purpose of entering a telephone number to make an outgoing call or answer an incoming call, unless the practice is prohibited by State or local law.

(b) In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, financial assistance recipients and subrecipients of grants and cooperative Agreements are encouraged to:

(1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving--

(i) Company-owned or -rented vehicles or Government-owned, leased or rented vehicles; or

(ii) Privately-owned vehicles when on official Government business or when performing any work for or on behalf of the Government.

(2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as-

(i) Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

(ii) Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

(c) *Assistance Awards.* All recipients and subrecipients of financial assistance to include: grants, cooperative Agreements, loans and other types of assistance, shall insert the substance of this clause, including this paragraph (c), in all assistance awards.

T. Order of Precedence

The scope of work, schedule, and the budget are accepted, approved, and incorporated herein as Attachments A and B. The recipient's original application is incorporated into this Agreement by reference. In the event of any conflict between Attachments A and B and the application, Attachments A and B shall prevail over the application.

AWARD AND EXECUTION OF THE COOPERATIVE AGREEMENT

There are three (3) identical counterparts of this Agreement in hard copy; each counterpart is to be fully signed in writing by the parties and each counterpart is deemed to be an original writing having identical legal effect. Upon final execution of this Agreement by the Grantee, the effective date shall be the date the Government awarded funding under this Agreement as set forth below. When signed and dated by the authorized official of the Government, this instrument will constitute an Award under the Act.

EXECUTION BY THE GOVERNMENT

Executed this 3rd day of March, 2011.

Rodney N. Berry
Signature of Government's Authorized Representative

Rodney N. Berry
Name of Government's Authorized Representative

Division Administrator
Title

EXECUTION BY THE RECIPIENT

By signature below, the Recipient acknowledges that it accepts and agrees to be bound by this Agreement.

Executed this 28th day of February, 2011.

Gary McCullough
Signature of Recipient's Authorized Representative

GARY McCULLOUGH
Name of Recipient's Authorized Representative

MAYOR
Title

EXECUTION BY State Department of Transportation

By signature below, the State Department of Transportation (SDOT) acknowledges that it agrees to act as a limited agent for the Recipient to assist in the receipt and disbursement of the Federal funding obligated by this Agreement and to perform such other administrative and oversight duties with respect to the Award and the Project as the Recipient and the SDOT shall agree upon between themselves. The SDOT acknowledges the fiduciary duty owed to the parties to this agreement and will promptly disburse the Federal funding to the Recipient at Recipient's direction and instructions. Further, the SDOT will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the duties it assumes under this Agreement in compliance with the terms and conditions contained herein.

Executed this 1 day of March, 2011.

Vance C. Smith, Jr.
Signature of State Department of Transportation
Designated Official Representative

Vance C. Smith, Jr.
Name of State Department of Transportation Designated
Official Representative

Commissioner
Title

ATTACHMENT A - PROJECT SCOPE OF WORK AND SCHEDULE

Narrative Description of the Project

The Dahlenega Complete Streets Redevelopment Plan is a surface transportation project that will provide comprehensive design solutions that foster sustainable land use practices while encouraging economic growth. The final design will address redevelopment opportunities through design that promotes a variety of uses, will promote livability using Complete Street Strategies, and will encourage sustainable solutions identified by the Sustainable Sites Initiative. The final design will be used as an opportunity to educate the stakeholders within the Dahlenega/NGCSU community, share design solutions and grant administration procedures with other communities through avenues such as the Georgia Downtown Association, and establish a precedent for sharing information between a variety of stakeholders and work groups.

The project area encompasses significant corridors through downtown Dahlenega and associated cross streets that connect the residential areas to the NGCSU community and the commercial downtown. Design elements in this project will include:

- Addition and expansion of sidewalks to improve accessibility and connectivity
- Traffic calming mechanisms such as narrower street lanes, bulb outs, and on-street parking
- The redesign of stormwater management systems within the project area
- Planning for the undergrounding of utilities in appropriate locations
- Addition of bicycle lanes to promote alternative forms of transportation
- Enhanced vegetated areas that promote sustainability and improve the aesthetics of the corridor

Overall, this planning project will create a 'shovel-ready' project that will enhance the main retail and tourism corridor of the City of Dahlenega, and will address several mobility, character and infrastructure issues in a vibrant, but low-income area.

Project Scope of Work & Schedule

Scope of Work: Project Areas

The following is an overview of the multiple project areas and a work plan that will be followed to successfully complete the project. The project area is broken into seven project areas. Each project area is unique and is at a different stage of design and planning.

Project Area 1:

Boundaries: West Main Street (Waters Street to South Chestatee Street); South Chestatee Street (Main Street to Choice Street)

Current Status and Needs: Project Area 1 is currently being funded through a combination of federal monies. The scope includes survey base mapping, concept planning, design development, NEPA documentation, construction documentation, bid and award, construction, and construction observation. No funding is being sought for this project area.

Project Area 2:

Boundaries: West Main Street (Waters Street to Sunset Drive)

Current Status and Needs: This project is currently being planned through concept development. Additional funding is being sought for survey base mapping, design development, NEPA documentation, and construction documentation.

Project Area 3:

Boundaries: South Chestatee Street (Choice Street to Morrison Moore Parkway)

Current Status and Needs: This project is currently being planned through concept development. Additional funding is being sought for survey base mapping, design development, NEPA documentation, and construction documentation.

Project Area 4:

Boundaries: Choice Street (Waters Street to Park Street); Maple Street (South Chestatee Street to Park Street); Martin Street (South Chestatee Street to Park Street); Arcadia Street (South Chestatee Street to Park Street); Ash Avenue (South Chestatee Street to Park Street); Schultz Avenue (South Chestatee Street to Park Street)

Current Status and Needs: This project area has no current planning. Funding is being sought for survey base mapping, concept planning, design development, NEPA documentation, and construction documentation.

Project Area 5:

Boundaries: Courthouse Square (Public Square North, Public Square South, Chestatee Street, Park Street)

Current Status and Needs: This project area has no current planning. Funding is being sought for survey base mapping, concept planning, design development, NEPA documentation, and construction documentation.

Project Area 6:

Boundaries: East Main Street (Park Street to South Grove Street)

Current Status and Needs: This project area has no current planning. Funding is being sought for survey base mapping, concept planning, design development, NEPA documentation, and construction documentation.

Project Area 7:

Boundaries: College Lane (West Main Street to Warwick Street); Church Street (West Main Street to Hawkins Street); Waters Street (West Main Street to Hawkins Street); North Chestatee Street (West Main Street to Hawkins Street)

Current Status of Needs: This project area has no current planning. Funding is being sought for survey base mapping, concept planning, design development, NEPA documentation, and construction documentation.

Scope of Work: Broken Down by Tasks

The following work plan is broken down by tasks. Following the tasks is a timeline breakdown and deliverable for each task.

1.0 EXISTING CONDITIONS ANALYSIS AND BASE MAPPING

Task 1.1. Survey Base Mapping

Upon notice to proceed, the project areas (PA) will be surveyed. Two levels of survey will be performed:

- Level One: Completion of topographic and underground utility survey for **PA2 and PA3.**
- Level Two: Complete topographic and boundary survey including locations of buildings, edge of pavements, roadways, underground utilities, topography, vegetation, walls, property boundaries, etc. This will be needed for **PA4-PA7.**

Deliverables:

- Completed topographic and boundary surveys in digital and hard copy format for each identified project area.

Task 1.2. Existing Conditions Analysis

Upon completion of a survey basemap for the following work areas, the design consultant will develop an inventory and analysis of the visual and physical assets and liabilities of the following project areas: **PA4-**

PA7. An initial concept for PA-1, PA-2, and PA-3 has already been completed and will be used as a design precedent for the other project areas. Existing conditions will be photographically documented as part of the inventory process. Special attention will be given to understanding the existing and future character as well as the historic context of the surrounding area. Key features and focal points will be noted for inclusion in final concept design.

Deliverables:

- Existing conditions summary separated by project area in hard copy and digital format

Task 1.3. Existing Conditions Traffic Analysis

Transportation Engineers will conduct an initial site analysis and develop a summary report of potential traffic issues within the project area. Engineers will provide initial recommendations as to levels of service, change in traffic patterns, and signage/markings.

Deliverables:

- Existing conditions traffic analysis summary separated by project area in hard copy and digital format

Task 1.4. Existing Conditions Review Meeting

The design consultant will meet with the representatives from the City of Dahlonega, Dahlonega Downtown Development Authority, and North Georgia College and State University (NGCSU) to review the existing conditions and traffic analysis for **PA4-PA7**.

NOTE: There is currently a stakeholder committee to review design work for PA-1. This has been a successful project to date because the comments from the committee also reflect the results of the recently completed master plan for the downtown area. This same process will be followed with future meetings.

2.0 PRELIMINARY DESIGN

Task 2.1: Initial Design

During the initial phase of Preliminary Design, the design consultant will produce concept level preliminary engineering, architectural and landscape architectural design plans for the streetscape design for **PA4-PA7**. Also, supplementary design sketches, elevations and/or sections that may be needed to illustrate the conceptual design intent. These plans will be developed for:

- Coordination with the client and other stakeholders, as necessary, regarding planning, design and infrastructure related requirements
- Preliminary design based on program criteria and current site conditions
- Review meetings/workshops with the client and other interested stakeholders as appropriate
- Concept Reports per GDOT standards for review and approval before proceeding with the Preliminary Design process

Deliverables:

- Initial concept drawings and associated sketches, plans, and renderings for **PA4-PA7** in digital and hard copy format
- Stakeholder meeting to review initial designs and gain feedback.

Task 2.2. Traffic Analysis and Concept Plan Review

Upon completion of the existing traffic conditions report, the transportation consultant will then conduct traffic studies at a minimum at the following intersections:

- West Main Street/Sunset Drive (**PA-2**)
- East Main Street/Grove Street (**PA-6**)
- South Chestatee (Intersections South of Martin) (**PA3**)

Based on the results of the site analysis report and traffic study, appropriate designs will be made to incorporate their recommendations. The transportation consultant will also review the Preliminary Design provided to them by the design consultant.

Deliverables:

- Traffic study for pre-determined intersections in digital and hard copy format

- Formal review comments concerning the Preliminary Design in digital and hard copy format

Task 2.3. Final Preliminary Design

Based on findings from the traffic study and comments from the transportation consultant and stakeholder committee, the design consultant will make appropriate changes to reflect the desires of the community and meet necessary level of service requirements.

NOTE: All proposed concepts will be aesthetically sound and take into consideration practicality of achievement, character, material compatibility, sustainability, previously adopted design guidelines and relationships with the surrounding architectural and landscape context. Following review and approval of the Concept Reports and concurrent with the preparation of the Environmental Documents, the RAC Team will prepare final Preliminary Design Plans that incorporate all input from the client and other relevant stakeholders to date.

Deliverables:

- Revised Preliminary Designs and associated sketches, plans, and renderings for **PA4-PA7** in digital and hard copy format

Task 2.4. Final Review

The design team will meet with the stakeholder committee to review the changes to the Preliminary Design. It is anticipated that two additional meetings will be needed to complete this process.

Deliverables:

- 2 stakeholder meetings to review revised Preliminary Designs.
- Formal review comments concerning the concept plan in digital and hard copy format

Task 2.5. Concept Report

Although no Federal funding is currently available to construct **PA2-PA7**, the design team will proceed with developing a draft concept report and schedule a Concept Report Meeting with Georgia DOT representatives. Results of this meeting will include a revised and completed concept report based on comments from GDOT. If appropriate, the Concept Report will be submitted for formal review and approval.

Deliverables:

- Development of draft Concept Report submitted to GDOT and City of Dahlonega for review
- Concept Team Meeting between design consultant, GDOT, and City of Dahlonega
- Final Concept Report submitted for approval

Task 2.6. Preliminary Design – 30% Completion

Upon completion and approval of the Concept Report, the design consultant will adapt the Preliminary Design plans into a working set of Construction Documents to 30% completion for **PA2-PA7**. This includes final horizontal alignment and layout, revised cross-sections. The design team will review and revise the cost estimate to modify and update the project budget.

Deliverables:

- Completion of 30% Construction Drawings submitted to the City of Dahlonega and GDOT for review.

Task 2.7. Preliminary Field Plan Review

Upon completion of Construction Drawings to 30%, the design consultant will request a Preliminary Field Plan Review meeting with City of Dahlonega staff and GDOT.

Deliverables:

- Preliminary Field Plan Review meeting

TASK 3: NEPA DOCUMENTATION

The objective of this task is to identify and complete all appropriate levels of NEPA documentation that will be anticipated as if the completed plans were federally funded. Concurrent with early design work (Task 2), environmental documentation will begin. It is anticipated that the NEPA documentation will take six to eight

months with Categorical Exclusion as its classification. The documentation will include History, Archaeology, Ecology, Air, Noise, and the Categorical Exclusion.

NOTE: The NEPA documentation will be ongoing concurrent with Task 2.

NOTE: It is understood that should additional federal money be awarded to construct any of the project areas or portions thereof that the NEPA documentation will need to be updated to meet changing federal statutes and timelines.

PHASE II: Post-NEPA Work/Final Design

Upon completion of NEPA Activities and completion of Preliminary Design to 30%, the project will move into Phase II-Final Design. See below for an outline of these tasks.

4.0 CONSTRUCTION DOCUMENTATION

Task 4.1. Design Development – Revised Drawings/Material Selection

Following the Preliminary Field Plan Review, the design consultant will continue to develop the design to 50% completion. This stage will focus on material selection and initial detail design. At 50% completion, drawings will be submitted to the City of Dahlonga for review.

Deliverables:

- Completion of 50% Construction Drawings submitted to the City of Dahlonga for review.

Task 4.2. Construction Documents – 90% Completion

Design plans at the 90% level will incorporate any necessary changes arising from previous reviews. Plans at this stage will take the form of a more complete construction drawing set, incorporating detailed drawings at focal points, as well as finish details including pedestrian walkways, paving patterns, pedestrian amenities, site furnishings and landscaping. This drawing set will be suitable for submittal to governing agencies for necessary approvals and/or required construction permits.

Deliverables:

- Completion of 90% Construction Drawings submitted to the City of Dahlonga and GDOT for review.

Task 4.3. Final Field Plan Review

Upon completion and submission of the 90% construction drawings, the design consultant will request a Final Field Plan Review with the City of Dahlonga and GDOT. Should a meeting occur, the consultant will make changes based on comments from Dahlonga and GDOT.

Deliverables:

- Final Field Plan Review meeting

Task 4.4. Construction Documents - 100% Completion Stage/Ready for Bid

Following review and approval of the 90% set of contract documents, incorporating any comments from the Final Field Plan Review, and verifying that all goals and objectives have been met, the design consultant will incorporate any “last minute” items or adjustments necessary for completion of the Contract Documents and deliver the Final 100% Submittal.

Deliverables:

- The Contract Documents will be comprised of the following series of drawings: Index, Location and General Notes, R/W Data Sheet, Existing Conditions Survey, Erosion Control, Hardscape Plans, Layout and Staking, Cross Sections, Irrigation, Planting, Finishes and Details, and Depot Plans, Elevations, Sections, Reflected Ceiling Plans and Interior and Exterior Details. The Contract Documents will include and clearly identify any additive and deductive bid alternates.
- A Project Manual will be prepared which includes bid documents, contract documents and technical

specifications, and supplemental general conditions to be used in conjunction with standard technical specification documents.

- Construction plans will be structured per GDOT and Dahlonge's standards.

Project Schedule

TASK	DELIVERABLE	TIME TO COMPLETE TASK	SUBMITTAL DATE:
PHASE I: Preliminary Design/NEPA			
TENTATIVE PROJECT START DATE: March 4, 2011			
1.1	Completed topographic and boundary surveys in digital and hard copy format for each identified project area. (PA-2 to PA-6)	60 Calendar Days from Notice to Proceed	5/3/2011
1.2	Existing conditions summary separated by project area in hard copy and digital format	30 Calendar Days from completion of 1.1.	6/2/2011
1.3	Existing conditions traffic analysis summary separated by project area in hard copy and digital format	35 Calendar Days from completion of 1.1.	7/7/2011
1.4	Existing Conditions Meeting	7 Calendar Days from completion of 1.2/1.3	7/14/2011
2.1	a) Initial concept drawings and associated sketches, plans, and renderings for PA4-PA7 in digital and hard copy format b) Stakeholder meeting to review initial designs and gain feedback.	a) 32 Calendar Days from completion of 1.4 b) 7 Calendar Days from completion of 2.1a	a) 8/15/2011 b) 8/22/2011
2.2	a) Traffic study for pre-determined intersections in digital and hard copy format b) Formal review comments concerning the Preliminary Design in digital and hard copy format	a) 30 Calendar Days from completion of 1.4 b) 7 Calendar Days from completion of 2.2a	a) 9/21/2011 b) 9/28/2011
2.3	Revised Preliminary Designs and associated sketches, plans, and renderings for PA4-PA7 in digital and hard copy format	30 Calendar Days from Completion of 2.2b	10/28/2011
2.4	a) 2 stakeholder meetings to review revised Preliminary Designs. b) Formal review comments concerning the concept plan in digital and hard copy format	A total of 70 Calendar Days to complete 2.4 from completion of 2.3	1/6/2012
2.5	a) Development of draft Concept Report submitted to GDOT and City of Dahlonge for review	A total of 90 Calendar Days to complete 2.5	4/5/2012

	b) Concept Team Meeting between design consultant, GDOT, and City of Dahlonge c) Final Concept Report submitted for approval	from completion of 2.4	
2.6	Completion of 30% Construction Drawings submitted to the City of Dahlonge and GDOT for review for PA2-PA7 .	60 Calendar Days from approval of Concept Report	6/4/2012
2.7	Preliminary Field Plan Review meeting	7 Calendar Days from completion of 4.1	6/11/2012
3.0	NEPA Documentation: <ul style="list-style-type: none"> • History • Archaeology • Ecology • Air • Noise • Section 404 Permit • Categorical Exclusion 	Approximately 6-9 months (concurrent with Task 2)	5/4/2012
PHASE II: Post-NEPA/Final Design			
4.1	Design Development – Revised Drawings/Material Selection	30 Calendar Days from completion of 2.7	6/11/2012
4.2	Completion of 90% Construction Drawings submitted to the City of Dahlonge and GDOT for review.	65 Calendar Days upon receipt of review comments in 4.1	9/14/2012
4.3	Final Field Plan Review meeting	7 Calendar Days from completion of 4.2	9/21/2012
4.4	a) The Contract Documents b) A Project Manual will be prepared which includes bid documents, contract documents and technical specifications, and supplemental general conditions to be used in conjunction with standard technical specification documents. c) Construction plans will be structured per GDOT and Dahlonge's standards.	35 Calendar Days from completion of 4.3	10/26/2012

Relation to STIP/TIP

The City of Dahlonge anticipates funding the construction of the proposed improvements through a number of avenues including the STIP, LARP, Transportation Enhancement programs, and other state/federal funding opportunities. The current TIGER II Planning grant will be placed on the current STIP.

ATTACHMENT B - APPROVED PROJECT BUDGET (SF-424 AND SF-424A, AND SUPPORTING BUDGET INFORMATION)

The following cost breakdown is in two sections. This first chart includes in-kind contributions for the project.

In-Kind Work	City	DDA	NGCSU	Subtotal
Grant Administration		\$7,590.00		\$7,590.00
Quality Control/Quality Assurance	\$17,851.00			\$17,851.00
Stakeholder Input/Assistance			\$8,000.00	\$8,000.00
Financial Management/Reporting	\$11,019.00			\$11,019.00

Total: \$44,459.00

Below is a breakdown of the TIGER II Grant and Cash Match for the project. This chart includes a breakdown of cost by each task. The tasks are broken into two phases: Phase One: Preliminary Design/NEPA Documentation & Phase Two: Final Design.

TASK	Description	Local Match	TIGER Grant	Total Cost
Task 1.0: Base Mapping and Analysis				
1.1.	Topographic Survey	\$2,647.50	\$63,507.50	\$66,155.00
1.2.	Existing Conditions Analysis	\$2,647.50	\$16,259.50	\$18,907.00
1.3.	Existing Conditions Traffic Analysis	\$2,647.50	\$7,852.50	\$10,500.00
1.4.	Existing Conditions Meeting	\$2,647.50	\$2,352.50	\$5,000.00
Task 1.0: Subtotal		\$10,590.00	\$89,972.00	\$100,562.00
Task 2.0: Preliminary Design				
2.1.	Initial Design	\$2,647.50	\$37,385.50	\$40,033.00
2.2.	Traffic Analysis	\$2,647.50	\$12,352.50	\$15,000.00
2.3.	Final Preliminary Design	\$2,647.50	\$43,352.50	\$45,000.00
2.4.	Final Review	\$2,647.50	\$2,352.50	\$5,000.00
2.5.	Concept Report	\$2,647.50	\$5,852.50	\$8,500.00
2.6	30% Completion: Construction Drawings	\$2,647.50	\$143,352.50	\$146,000.00
2.7.	Preliminary Field Plan Review Meeting	\$2,647.50	\$2,352.50	\$5,000.00
Task 2.0 Subtotal		\$18,532.50	\$246,000.50	\$264,533.00
Task 3.0: NEPA Documentation				
3.0	NEPA Documentation	\$2,647.50	\$33,386.50	\$36,034.00
Task 3.0 Subtotal		\$2,647.50	\$33,386.50	\$36,034.00

PHASE I TOTAL:		\$31,770.00	\$369,359.00	\$401,129.00
TASK	Description	Local Match	TIGER Grant	Total Cost
PHASE II: Post-NEPA/Final Design				
Task 4.0: Construction Documentation				
4.1.	Design Development – Revised Drawings/Material Selection	\$7,942.00	\$42,048.00	\$50,000.00
4.2.	90% Completion: Construction Drawings	\$7,942.00	\$242,058.00	\$250,000.00
4.3.	Final Field Plan Review Meeting	\$5,000.00	\$0.00	\$5,000.00
4.4.	Final Construction Documents	\$10,885.00	\$66,054.00	\$76,939.00
Task 4.0 Subtotal		\$31,769.00	\$350,710.00	\$382,479.00
PHASE II Subtotal		\$31,769.00	\$350,710.00	\$382,479.00
PHASE I Subtotal		\$31,770.00	\$369,359.00	\$401,129.00
PROJECT TOTAL		\$63,539.00	\$720,069.00	\$783,608.00
In-Kind Services				\$44,459.00
Total Cost (Grant, Cash, In-Kind)				\$828,067.00

EXHIBIT A

COOPERATIVE AGREEMENT ASSURANCES

EXHIBIT A 1

TITLE VI ASSURANCE

(Implementing Title VI of the Civil Rights Act of 1964, as amended)

ASSURANCE CONCERNING NONDISCRIMINATION IN FEDERALLY-ASSISTED PROGRAMS AND ACTIVITIES RECEIVING OR BENEFITING FROM FEDERAL FINANCIAL ASSISTANCE

(Implementing the Rehabilitation Act of 1973, as amended, and the Americans With Disabilities Act, as amended)

49 C.F.R. Parts 21, 25, 27, 37 and 38

By signing and submitting the Technical Application and by entering into the Agreement under the TIGER II Discretionary Grant program, the Recipient hereby agrees that:

1. As a condition to receiving any Federal financial assistance from the U.S. Department of Transportation, Recipient will comply with: Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d--42 U.S.C. 2000d-4; all requirements imposed by or pursuant to: Title 49, Code of Federal Regulations, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation--Effectuation of Title VI of the Civil Rights Act of 1964; and other pertinent directives so that no person in the United States shall, on the grounds of race, color, national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation. This assurance is required by Title 49, Code of Federal Regulations, Section 21.7(a).
2. As a condition to receiving any Federal financial assistance from the U.S. Department of Transportation, Recipient will comply with: Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. 1681 through 1683, and 1685 through 1687, and U.S. DOT regulations, "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 C.F.R. part 25, which prohibit discrimination on the basis of sex. As a condition to receiving any Federal financial assistance from the U.S. Department of Transportation, it will comply with: the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101 et seq.), the Drug Abuse Office and Treatment Act of 1972, as amended (21 U.S.C. 1101 et seq.), the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, as amended (42 U.S.C. 4541 et seq.); and any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance was made; and the requirements of any other nondiscrimination statute(s) which may apply to the Recipient.

3. As a condition to receiving any Federal financial assistance from the Department of Transportation, it will comply with: section 504 of the Rehabilitation Act of 1973, as amended, (29 U.S.C. 794); and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Part 27, Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance; and Part 37, Transportation Services for Individuals With Disabilities; and Part 38, Americans With Disabilities Act – Accessibility Specifications for Transportation Vehicles; and other pertinent directives so that no otherwise qualified person with a disability, be excluded from participation in, be denied the benefits of, be discriminated against by reason of such handicap, or otherwise be subjected to discrimination under any program for which the Recipient receives Federal financial assistance from the Department of Transportation. This assurance is required by Title 49, Code of Federal Regulations, Section 27.9.

4. The Recipient will promptly take any measures necessary to effectuate this Agreement. The Recipient further agrees that it shall take reasonable actions to guarantee that it, its contractors and subcontractors subject to the Department of Transportation regulations cited above, transferees, and successors in interest will comply with all requirements imposed or pursuant to the statutes and Department of Transportation regulations cited above, other pertinent directives, and the above assurances.

5. These assurances obligate the Recipient for the period during which Federal financial assistance is extended. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the statutes and Department of Transportation regulations cited above, other pertinent directives, and the above assurances.

6. These assurances are given for the purpose of obtaining Federal grant assistance under the TIGER II Discretionary Grant Program and are binding on the Recipient, contractors, subcontractors, transferees, successors in interest, and all other participants receiving Federal grant assistance in the TIGER II Discretionary Grant Program. The person or persons whose signatures appear below are authorized to sign this Agreement on behalf of the Recipient.

7. In addition to these assurances, the Recipient agrees to file: a summary of all complaints filed against it within the past year that allege violation(s) by the Recipient of Title VI of the Civil Rights Act of 1964, as amended, section 504 of the Rehabilitation Act of 1973, as amended; or a statement that there have been no complaints filed against it. The summary should include the date the complaint was filed, the nature of the complaint, the status or outcome of the complaint (*i.e.*, whether it is still pending or how it was resolved).

EXHIBIT A 2

DISCLOSURE OF LOBBYING ACTIVITIES

Certification for Contracts, Grants, Loans, and Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement or grant agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, cooperative agreement, or grant agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, cooperative agreement, or grant agreement, the undersigned shall complete and submit Standard Form-LLL (Rev. 7-97), "Disclosure of Lobbying Activities," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, cooperative agreements and grant agreements) and that all subrecipients shall certify and disclose accordingly.
4. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

EXHIBIT A 3

CERTIFICATION REGARDING DRUG-FREE WORKPLACE REQUIREMENTS IN THE PERFORMANCE OF THE TIGER II DISCRETIONARY GRANT PROGRAM

The Recipient certifies that it will, or will continue, to provide a drug-free workplace by:

1. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the Recipient's workplace, and specifying the actions that will be taken against employees for violation of such prohibition.
2. Establishing an ongoing drug-free awareness program to inform employees about:
 - (a) The dangers of drug abuse in the workplace;
 - (b) The Recipient's policy of maintaining a drug-free workplace;
 - (c) Any available drug counseling, rehabilitation, and employee assistance programs; and,
 - (d) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
3. Making it a requirement that each employee to be engaged in the performance of work supported by the grant award be given a copy of the statement required by paragraph 1.
4. Notifying the employee in the statement required by paragraph 1 that, as a condition of employment supported by the grant award, the employee will:
 - (a) Abide by the terms of the statement; and
 - (b) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction.
5. Notifying the agency in writing, within ten calendar days after receiving notice under paragraph (d)(2) from an employee or otherwise receiving actual notice of conviction. Employers of convicted employees must provide notice, including position title, to the Department. Notice shall include the order number of the grant award.
6. Taking one of the following actions, within 30 days of receiving notice under paragraph 4(b), with respect to any employee who is so convicted:
 - (a) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended, or

- (b) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State or local health, law enforcement, or other appropriate agency.
- 7. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e) and (f).
- 8. The Recipient *may*, but is not required to, provide the site for the performance of work done in connection with the specific grant. For the provision of services pursuant to the Agreement, workplaces include outstations, maintenance sites, headquarters office locations, training sites and any other worksites where work is performed that is supported by the grant award. If the Recipient does so, please insert in Section 4 of the Agreement the following information from subsection (a) below:
 - (a) Identify the Places of Performance by listing the street address, city, county, state, zip code. Also identify if there are workplaces on file that are not identified in this section of the Agreement.

EXHIBIT A 4

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS -- PRIMARY COVERED TRANSACTIONS

2 C.F.R. Part 1200, 49 C.F.R. Part 32

By signing and submitting the Technical Application and by entering into the Agreement under the TIGER II Discretionary Grant program, the Recipient is providing the assurance and certification set out below.

1. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
2. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
3. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. See Nonprocurement Suspension and Debarment (2 C.F.R. Part 1200) and Government wide Requirements for Drug-Free Workplace Grants (49 C.F.R. Part 32). The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 C.F.R. part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
5. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in

all lower tier covered transactions and in all solicitations for lower tier covered transactions.

6. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 C.F.R. part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

7. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

8. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 C.F.R. part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters - - Primary Covered Transactions

1. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

2. Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions

By signing and submitting the Technical Application and by entering into the Agreement under the TIGER II Discretionary Grant program, the Recipient is providing the assurance and certification set out below.

1. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
2. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or had become erroneous by reason of changed circumstances.
3. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.
4. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 C.F.R. part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
5. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
6. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 C.F.R. part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from covered transactions, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
7. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause.

The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

8. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 C.F.R. part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility an Voluntary Exclusion -- Lower Tier Covered Transactions

By signing and submitting the Technical Application and by entering into the Agreement under the TIGER II Discretionary Grant program, the Recipient is providing the assurance and certification set out below.

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

EXHIBIT B

RESPONSIBILITY AND AUTHORITY OF THE RECIPIENT

1. Legal Authority.

The Recipient affirms that it has the legal authority to apply for the grant, and to finance and carry out the proposed project identified in its Technical Application; that a resolution, motion or similar action has been duly adopted or passed as an official act of the Recipient's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the Recipient to act in connection with the application and to provide such additional information as may be required.

2. Funds Availability.

Recipient affirms that it has sufficient funds available for that portion of the project costs that are not to be paid by the Government.

3. Preserving Rights and Powers.

Recipient will not take or permit any action that would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in the Agreement without the written approval of the Government, and will act promptly to acquire, extinguish, or modify any outstanding rights or claims of right of others that would interfere with such performance by the Recipient. The Recipient agrees that this will be done in a manner acceptable to the Government.

4. Accounting System, Audit, and Record Keeping Requirements.

(a) The Recipient agrees to keep all project accounts and records that fully disclose the amount and disposition by the Recipient of the proceeds of the grant, the total cost of the project in connection with which the grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984, as amended (31 U.S.C. 7501-7507).

(b) The Recipient agrees to make available to the DOT and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the Recipient that are pertinent to the grant. The Government may require that a Recipient conduct an appropriate audit. In any case in which an independent audit is made of the accounts of a Recipient relating to the disposition of the proceeds of a grant or relating to the project in connection with which the grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

TRANSPARENCY ACT REQUIREMENTS

[THIS SECTION MAY BE UPDATED BASED ON FURTHER OMB GUIDANCE OR REGULATION]

Pursuant to the Federal Funding Transparency and Accountability Act of 2006, as amended (Pub. L. 109–282, as amended by section 6202 of Public Law 110–252, hereafter referred to as “the Transparency Act” or “the Act”) and the OMB Interim Final Rule (75 FR 55663 (September 14, 2010) (available at <http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22705.pdf>) (codified at 2 C.F.R. Part 170), the Recipient is required to report as required under the Act, in addition to including the following clause in all first-tier Subawards:

I. Reporting Subawards and Executive Compensation.

a. Reporting of First-Tier Subawards.

1) Applicability. Unless the Recipient (hereinafter in this section referred to as “you”) are exempt as provided in paragraph d. of this section, you must report each action that obligates \$25,000 or more in Federal funds that does not include Recovery funds (as defined in section 1512(a)(2) of the American Recovery and Reinvestment Act of 2009, Pub. L. 111-5) for a subaward to an entity (see definitions in subsection e. of this section).

2) Where and when to report.

a. You must report each obligating action described in subsection a.1. of this section to <http://www.fsrs.gov>.

b. For subaward information, report no later than the end of the month following the month in which the obligation was made. (For example, if the obligation was made on November 7, 2010, the obligation must be reported by no later than December 31, 2010.)

3) What to report. You must report the information about each obligating action that the submission instructions posted at <http://www.fsrs.gov> specify.

b. Reporting Total Compensation of Recipient Executives.

1) Applicability and what to report. You must report total compensation for each of your five most highly compensated executives for the preceding completed fiscal year, if—

a. the total Federal funding authorized to date under this award is \$25,000 or more;

b. in the preceding fiscal year, you received—

(1) 80 percent or more of your annual gross revenues from Federal procurement contracts (and subcontracts) and Federal financial assistance subject to the Transparency Act, as defined at 2 C.F.R. 170.320 (and subawards); and

(2) \$25,000,000 or more in annual gross revenues from Federal procurement contracts (and subcontracts) and Federal financial assistance subject to the Transparency Act, as defined at 2 C.F.R. 170.320 (and subawards); and

c. The public does not have access to information about the compensation of the executives through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. (To determine if the public has access to the compensation information, see the U.S. Security and Exchange Commission total compensation filings at <http://www.sec.gov/answers/execomp.htm>.)

2) Where and when to report. You must report executive total compensation described in subsection b.1. of this section:

a. As part of your registration profile at <http://www.ccr.gov>.

b. By the end of the month following the month in which this award is made, and annually thereafter.

c. Reporting of Total Compensation of Subrecipient Executives.

1) Applicability and what to report. Unless you are exempt as provided in subsection d. of this section, for each first-tier subrecipient under this award, you shall report the names and total compensation of each of the subrecipient's five most highly compensated executives for the subrecipient's preceding completed fiscal year, if—

a. in the subrecipient's preceding fiscal year, the subrecipient received—

(1) 80 percent or more of its annual gross revenues from Federal procurement contracts (and subcontracts) and Federal financial assistance subject to the Transparency Act, as defined at 2 C.F.R. 170.320 (and subawards); and

(2) \$25,000,000 or more in annual gross revenues from Federal procurement contracts (and subcontracts), and Federal financial assistance subject to the Transparency Act (and subawards); and

b. The public does not have access to information about the compensation of the executives through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. (To determine if the public has access to the compensation information, see the U.S. Security and Exchange Commission total compensation filings at <http://www.sec.gov/answers/execomp.htm>.)

2) Where and when to report. You must report subrecipient executive total compensation described in subsection c.1. of this section:

a. To the recipient.

b. By the end of the month following the month during which you make the subaward. For example, if a subaward is obligated on any date during the month of October of a given year (i.e., between October 1 and 31), you must report any required compensation information of the subrecipient by November 30 of that year.

d. Exemptions.

If, in the previous tax year, you had gross income, from all sources, under \$300,000, you are exempt from the requirements to report:

a. Subawards,

and

b. The total compensation of the five most highly compensated executives of any subrecipient.

e. Definitions. For purposes of this section:

1) Entity means all of the following, as defined in 2 C.F.R. Part 25:

a. A Governmental organization, which is a State, local government, or Indian tribe;

b. A foreign public entity;

c. A domestic or foreign nonprofit organization;

d. A domestic or foreign for-profit organization;

e. A Federal agency, but only as a subrecipient under an award or subaward to a non-Federal entity.

2) Executive means officers, managing partners, or any other employees in management positions.

3) Subaward:

a. This term means a legal instrument to provide support for the performance of any portion of the substantive project or program for which you received this award and that you as the recipient award to an eligible subrecipient.

b. The term does not include your procurement of property and services needed to carry out the project or program (for further explanation, see Sec. — .210 of the attachment

to OMB Circular A-133, “Audits of States, Local Governments, and Non-Profit Organizations”).

c. A subaward may be provided through any legal agreement, including an agreement that you or a subrecipient considers a contract.

4) Subrecipient means an entity that:

a. Receives a subaward from you (the recipient) under this award; and

b. Is accountable to you for the use of the Federal funds provided by the subaward.

5) Total compensation means the cash and noncash dollar value earned by the executive during the recipient's or subrecipient's preceding fiscal year and includes the following (for more information see 17 C.F.R. 229.402(c)(2)):

a. Salary and bonus.

b. Awards of stock, stock options, and stock appreciation rights. Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with the Statement of Financial Accounting Standards No. 123 (Revised 2004) (FAS 123R), Shared Based Payments.

c. Earnings for services under non-equity incentive plans. This does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees.

d. Change in pension value. This is the change in present value of defined benefit and actuarial pension plans.

e. Above-market earnings on deferred compensation which is not tax-qualified.

f. Other compensation, if the aggregate value of all such other compensation (e.g. severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property) for the executive exceeds \$10,000.

SINGLE AUDIT INFORMATION FOR RECIPIENTS OF TIGER II GRANT FUNDS

1. To maximize the transparency and accountability of funds authorized under the Act as required by Congress and in accordance with 2 C.F.R. 215 “Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and other Non-Profit Organizations” and OMB Circular A-102 “Grants and Cooperative Agreements with State and Local Governments.” Common Rules provisions, recipients agree to maintain records that identify adequately the source and application of TIGER II Discretionary Grant funds. OMB Circular A-102 is

available at <http://www.whitehouse.gov/omb/circulars/a102/a102.html>.

2. For recipients covered by the Single Audit Act Amendments of 1996 and OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations," recipients agree to separately identify the expenditures for Federal awards under the Act on the Schedule of Expenditures of Federal Awards (SEFA) and the Data Collection Form (SF-SAC) required by OMB Circular A-133. OMB Circular A-133 is available at <http://www.whitehouse.gov/omb/circulars/a133/a133.html>. This shall be accomplished by identifying expenditures for Federal awards made under the Act separately on the SEFA, and as separate rows under Item 9 of Part III on the SF-SAC by CFDA number, and inclusion of the prefix "TIGER II -" in identifying the name of the Federal program on the SEFA and as the first characters in Item 9d of Part III on the SF-SAC.

EXHIBIT C

GOVERNING AND RELATED LAWS AND REGULATIONS

Performance under this Agreement shall be governed by and in compliance with all applicable Federal regulations and statutes, including the following requirements, as applicable to the type of organization of the Recipient and any applicable subrecipients:

- a. Federal Fair Labor Standards Act - 29 U.S.C. 201, et seq.
- b. Section 404 of the Clean Water Act, as amended 33 U.S.C. 1251, et seq.
- c. Section 7 of the Endangered Species Act, P.L. 93-205, as amended.
- d. Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. 1101, et seq.
- e. Architectural Barriers Act of 1968 - 42 U.S.C. 4151, et seq.
- f. Federal Water Pollution Control Act, as amended - 33 U.S.C. 1251-1376
- g. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.
- h. Americans with Disabilities Act of 1990 - 42 U.S.C. 12101, et seq.
- i. Title IX of the Education Amendments of 1972, as amended - 20 U.S.C. 1681 through 1683, and 1685 through 1687
- j. Section 504 of the Rehabilitation Act of 1973, as amended - 29 U.S.C. 794
- k. Title VI of the Civil Rights Act of 1964 - 42 U.S.C. 2000d *et seq.*
- l. Limitation on Use of Appropriated Funds to Influence Certain Federal Contracting and Financial Transactions – 31 U.S.C. 1352
- m. Freedom of Information Act - 5 U.S.C. 552, as amended
- n. The Federal Funding Transparency and Accountability Act of 2006, as amended (Pub. L. 109–282, as amended by section 6202 of Public Law 110–252) (See Exhibit B for required clause).

Executive Orders

- a. Executive Order 11246 - Equal Employment Opportunity
- b. Executive Order 12372 - Intergovernmental Review of Federal Programs
- c. Executive Order 12549 – Debarment and Suspension
- d. Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- e. Executive Order 13166 – Improving Access to Services for Persons With Limited English Proficiency

General Federal Regulations

- a. 49 C.F.R. 18, Uniform Administrative Requirements for Grants and Agreements to State and Local Governments” [located at: <http://www.dot.gov/ost/m60/grant/49cfr18.htm>];
- b. Cost Principles for State and Local Governments – 2 C.F.R. Part 225
- c. Non-procurement Suspension and Debarment – 2 C.F.R. Part 1200
- d. Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting

- requirements) - 41 C.F.R. Parts 60, et seq.
- e. New Restrictions on Lobbying – 49 C.F.R. Part 20 [located at <http://www.dot.gov/ost/m60/grant/49cfr20.htm>];
 - f. Nondiscrimination in Federally Assisted Programs of the Department of Transportation –Effectuation of Title VI of the Civil Rights Act of 1964 – 49 C.F.R. Part 21
 - g. Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance - 49 C.F.R. Part 25
 - h. Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance - 49 C.F.R. Part 27
 - i. Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation – 49 C.F.R. Part 28
 - j. Governmentwide Requirements for Drug-Free Workplace (Financial Assistance) – 49 C.F.R. Part 32
 - k. DOT's implementing ADA regulations, including the ADA Accessibility Guidelines in Part 37, Appendix A - 49 C.F.R. Parts 37 and 38
 - l. Procedures for Transportation Workplace Drug and Alcohol Testing Programs – 49 C.F.R. Part 40
 - m. Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs – 49 C.F.R. Part 26

[For a project being directly administered by a local public agency, the following two paragraphs apply instead of 49 C.F.R. Part 26.]

The Recipient agrees to: 1) promote the creation of job opportunities for low-income workers through the use of best practice hiring programs and utilization of apprenticeship (including pre-apprenticeship) programs; (2) provide maximum practicable opportunities for small businesses, including veteran-owned small businesses and service disabled veteran-owned small businesses; (3) make effective use of community-based organizations in connecting low income or unemployed workers with economic opportunities; (4) give priority consideration to doing business under the grant with firms that have a sound track record on labor practices and compliance with Federal laws ensuring that American workers are safe and treated fairly; and (5) implement best practices, consistent with our nation’s civil rights and equal opportunity laws, for ensuring that all individuals – regardless of race gender, age, disability, and national origin – benefit from the Recovery Act.

An example of a best practice under (5) would be to incorporate key elements of the Department’s disadvantaged business enterprise (DBE) program (see 49 C.F.R. Part 26) in contracts under this grant. This practice would involve setting a DBE contract goal on contracts under this grant that have subcontracting possibilities. The goal would be to reflect the amount of DBE participation on the contract that the recipient would expect to obtain absent the effects of discrimination and consistent with the availability of certified DBE firms to perform work under the contract. When a DBE contract goal has been established by a recipient, the contract would be awarded only to a bidder/ offeror who has met or made documented, good faith efforts to reach the goal. Good faith efforts are defined as “efforts to achieve a DBE goal or other requirement of this part which, by their

scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the program requirement.” Recipients must provide the Department a plan for incorporating the above best practice into its implementation of the grant within 30 days following execution of this cooperative agreement. If the recipient is not able to substantially incorporate Part 26 elements in accordance with the above-described best practice, the recipient agrees to provide the Department with a written explanation and an alternative program for ensuring the nondiscriminatory use of contractors owned and controlled by socially and economically disadvantaged individuals.

The Recipient also agrees that it will comply with the requirements of Title 23, United States Code, as determined to be applicable.

Office of Management and Budget Circulars

- a. A-87 – Cost Principles Applicable to Grants and Contracts with State and Local Governments [located at: <http://www.whitehouse.gov/OMB/circulars/a087/a087.html>];
- b. A-102 – Grants and Agreements with State and Local Governments [located at: <http://www.whitehouse.gov/omb/circulars/a102/a102.html>];
- c. A-133 - Audits of States, Local Governments, and Non-Profit Organizations [located at <http://www.whitehouse.gov/omb/circulars/a133/a133.html>];
- d. Any other applicable OMB Circular based upon the specific TIGER II Grant Recipient

Specific assurances required to be included in cooperative agreements and grant agreements by any of the above laws, regulations, or circulars and are not included in the attached Exhibit A, are hereby incorporated by reference into the Agreement.