

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. #0010325 **OFFICE** Design Policy & Support  
GDOT District 7 - Metro Atlanta  
Cobb County **DATE** April 17, 2012  
CR 1132/Franklin Road Improvements - LCI

**FROM** *for Brent Story*  
for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

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

Attachment

**DISTRIBUTION:**

Genetha Rice-Singleton, Program Control Administrator  
Bobby Hilliard, State Program Delivery Engineer  
Cindy VanDyke, State Transportation Planning Administrator  
Angela Robinson, Financial Management Administrator  
Glenn Bowman, State Environmental Administrator  
Kathy Zahul, State Traffic Engineer  
Georgene Geary, State Materials & Research Engineer  
Lisa Myers, State Project Review Engineer  
Jeff Baker, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
Bryant Poole, District Engineer  
Scott Lee, District Preconstruction Engineer  
Jonathan Walker, District Utilities Engineer  
Kevin Bailey, Project Manager  
BOARD MEMBER - 11th Congressional District

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

County: Cobb  
P. I. Number: 0010325  
Federal Route Number: N/A  
State Route Numbers: N/A

FRANKLIN RD FM TWINBROOKS DR TO LOS COLINAS APTS-LCI

Submitted for approval:

DATE 12/15/11

\* SUBMISSION ON FILE

Matt McQuinn

Design Consultant / ARCADIS

DATE 12/15/11

Janey

Local Government / City of Marietta

DATE \_\_\_\_\_

Design Phase Office Head

DATE 3-26-2012

\* Bobby Hilliard / KLP

Office Head

DATE 3-1-2012

\* Kevin Bailey / KLP

Project Manager

Recommendation for approval:

DATE \_\_\_\_\_

Program Control Administrator

DATE 2-3-2012

\*\* Glenn Bowman / KLP

State Environmental Administrator

DATE 1-31-2012

\*\* Kathy Zahul / KLP

State Traffic Engineer

DATE 1-26-2012

\*\* Lisa Myers / KLP

Project Review Engineer

DATE 1-25-2012

\*\* Patrick Allen / KLP

State Utilities Engineer

DATE 1-27-2012

\*\* Bryant Poole / KLP

District Engineer / District Utilities Engineer

DATE \_\_\_\_\_

State Transportation Financial Management Administrator

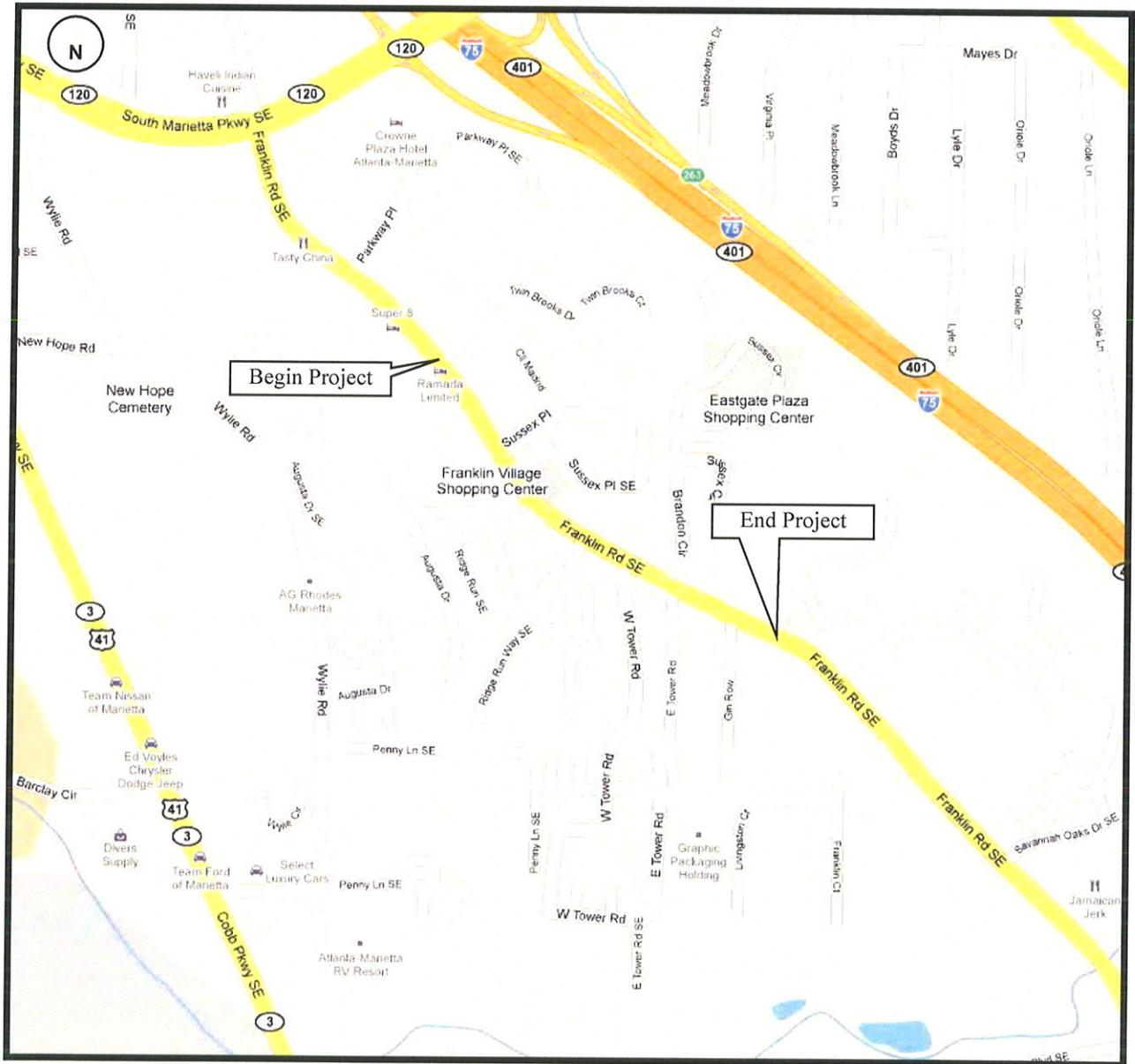
\*\* RECOMMENDATION ON FILE

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

DATE 1-26-12

Cynthia L. Naegele  
State Transportation Planning Administrator

### Project Location Sketch



**Project Justification Statement:**

This project originated from the Franklin / Delk Livable Centers Initiative study prepared by the City of Marietta. The project is intended to address the high crash rate, provide improved pedestrian and multi-use facilities, and provide streetscape enhancements such as landscaping, street / pedestrian lighting, and other aesthetic improvements within the project limits. In addition, the Franklin Road corridor is considered a high crime area. Over a four year period from 2006 to 2009, 24% of the City of Marietta's violent crime occurred along this corridor. Street / pedestrian lighting should discourage nighttime criminal activity.

The northern project limit, Twin Brooks Drive, ties into a City of Marietta project currently under construction. This City project is constructing similar improvements along Franklin Road from Twin Brooks Drive to South Marietta Parkway (SR 120 Loop). The southern project limit, Las Colinas Apartments (861 Franklin Road), is a significant pedestrian generator and presents a logical termini for this phase of the project. There is an LCI pre-qualified project to the south, pending funding, that is expected to tie to this project and continue the improvements south along the Franklin Road corridor.

**Description of the proposed project:**

The project begins at Twin Brooks Drive and end at Las Colinas Apartments (861 Franklin Road).

The project proposes to construct four 11-foot wide through lanes, with an 18-foot wide raised landscaped median (7-foot raised median and 11-foot turn lane where required). The proposed western shoulder is 12-foot wide with 5-foot sidewalk. The proposed eastern shoulder is 18-foot wide with 10-foot multi-use trail. Landscaping and street / pedestrian lighting is proposed along both shoulders. A HAWK (High-Intensity Activated crossWalk beacon) pedestrian signal is proposed at the intersection with Brandon Circle. All sidewalks and crosswalks will meet ADA guidelines.

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

Is the project located in an Ozone Non-attainment area?  Yes  No  
This project does not add capacity and is air quality exempt.

PDP Classification: Major \_\_\_\_\_ Minor

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

Functional Classification: Local Urban Road

U.S. Route Number(s): N/A

State Route Number(s): N/A

**Traffic (AADT):**

Base Year (2013): 16,020 VPD  
24 Hour Trucks: 10%

Design Year (2033): 19,600 VPD

**Existing Design Features:**

- Typical Section:
  - Urban section with four 12-foot through lanes and no median. There is one 11-foot wide left turn lane at Twin Brooks Way, but no other turn lanes within the project limits. There is 24-inch curb and gutter with a sidewalk on both sides of the roadway for a majority of the project, however sidewalk is missing in some areas.
- Posted speed:
  - 35 mph
- Minimum radius for curve:
  - 533'
- Maximum super-elevation rate for curve:
  - 4.00%
- Maximum grade:
  - Mainline: 6.00%
  - Crossroads: 8.00%
  - Driveways: 13.00%
- Width of right of way:
  - varies 80-feet to 95-feet (typically 80-feet)
- Major structures:
  - None
- Major Intersections:
  - Existing traffic signal at Twin Brooks Way at Franklin Road
- Existing Length of Roadway Segment:
  - Approximately 2500 feet

**Proposed Design Features:**

- Proposed typical section:
  - Urban section with four 11-foot wide through lanes, with an 18-foot wide raised landscaped median (7-foot raised median and 11-foot turn lane where required). The proposed western shoulder is 12-foot wide with 5-foot sidewalk. The proposed eastern shoulder is 18-foot wide with 10-foot multi-use trail. Landscaping and street / pedestrian lighting is proposed along both shoulders.
- Proposed design speed:
  - 35 mph
- Proposed maximum grade:
  - Mainline: 6.00%
  - Crossroads: 8.00%
  - Driveways: 13.00%
- Maximum allowable grade:
  - Mainline: 11.00%
  - Crossroads: 11.00%
  - Driveways: 27.00%
- Proposed minimum radius for curve: 533'
- Minimum radius allowable: 371'

- Proposed maximum super-elevation rate for curve: 4.00%
- Right of way
  - Widths: Proposed Right-of-way width varies 80' to 110'
  - Easements: Temporary (X), Permanent (X), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
  - Number of parcels: 16                      Number of displacements:
    - Business: 0
    - Residences: 0
    - Mobile homes: 0
    - Other: 0
- Structures:
  - No proposed bridges, major culverts, or major walls within the project limits
- Major Intersections, median openings and signal locations:
  - Traffic signal at Twin Brooks Way at Franklin Road
  - Median opening at Ridge Run
  - Median opening with HAWK (High-Intensity Activated crossWalk beacon) pedestrian signal at Brandon Circle
  - Median opening at Las Colinas Apartments
- Transportation Management Plan Anticipated: Yes ( )    No ( X )
- Design Exceptions to controlling criteria anticipated:

|                                | UNDETERMINED | YES | NO |
|--------------------------------|--------------|-----|----|
| DESIGN SPEED:                  |              |     | X  |
| LANE WIDTH:                    |              |     | X  |
| SHOULDER WIDTH:                |              |     | X  |
| BRIDGE WIDTH:                  |              |     | X  |
| HORIZONTAL ALIGNMENT:          |              |     | X  |
| SUPERELEVATION:                |              |     | X  |
| VERTICAL ALIGNMENT:            |              |     | X  |
| GRADE:                         |              |     | X  |
| STOPPING SIGHT DISTANCE:       |              |     | X  |
| CROSS SLOPE:                   |              |     | X  |
| VERTICAL CLEARANCE:            |              |     | X  |
| LATERAL OFFSET TO OBSTRUCTION: |              |     | X  |
| BRIDGE STRUCTURAL CAPACITY:    |              |     | X  |

- Potential Design Deviations:
  - Eleven foot travel lanes will be utilized to minimize right-of-way impacts.
  - An 18-foot raised median will be utilized to minimize right-of-way impacts.
  - The project will tie into the existing horizontal curve on the south end of the project. The existing super elevation will be matched for this curve.

- Pedestrian light poles will be placed within buffer strip between the curb and sidewalk. The face of pole will be installed a minimum of 1.5' from the face of curb and breakaway poles will be utilized.
  - The project has restrictive right-of-way conditions which require the use of 2-foot wide curb and gutter. An engineering study will be prepared to justify use of the 2-foot wide curb and gutter.
- Design Variances: Lateral offset to obstruction, median width
  - Environmental Concerns:
    - UST's located at Quik Trip (640 Franklin Rd) and Citgo Food Mart (780 Franklin Road)
    - Historic property located at 866 Franklin Road (Livingston Property)
  - Anticipated Level of environmental analysis:
    - Are Time Saving Procedures Appropriate: Yes ( X ) No ( )
    - Categorical exclusion anticipated: Yes ( X ) No ( )
    - Environmental Assessment/Finding of No Significant Impact anticipated: Yes ( ) No ( X )
    - Environmental Impact Statement (EIS) Yes ( ) No ( X )
  - Utility Involvements:

All overhead utilities are to be relocated underground. Owners within the project limits include:

    - Communications
      - AT&T
      - Zayo Fiber Solutions
    - Power
      - Marietta Power
    - Gas
      - Atlanta Gas Light
    - Cable
      - Comcast
    - Water
      - Marietta Water & Sewer
  - Public Interest Determination Policy and Procedure Required?: Yes ( ) No ( X )
  - VE Study Anticipated: Yes ( ) No ( X )

**Project Cost Estimate and Funding Responsibilities:**

|           | PE                              | ROW         | UTILITY  | CST                             | MITIGATION |
|-----------|---------------------------------|-------------|----------|---------------------------------|------------|
| By Whom   | (80%) Federal<br>(20%) Marietta | Marietta    | Marietta | (80%) Federal<br>(20%) Marietta | N/A        |
| \$ Amount | \$427,000                       | \$1,116,000 | \$88,432 | \$3,045,829                     | N/A        |

**Project Activities Responsibilities:**

- Design: City of Marietta / ARCADIS
- Right-of-Way Acquisition: City of Marietta
- Right-of-Way funding (real property): City of Marietta
- Relocation of Utilities: Owners
- Letting of Contract: City of Marietta
- Supervision of construction: City of Marietta
- Providing Material Pits: Contractor
- Providing detours: Contractor
- Environmental Studies/Documents/Permits: City of Marietta / ARCADIS
- Environmental Mitigation: N/A

**Coordination**

- Concept meeting date and brief summary: September 22, 2011 (minutes attached)
- P A R meetings, dates and results: N/A
- FEMA, USCG and/or TVA: N/A
- Public Involvement: Public Meetings were held on September 23, 2008 and February 7, 2012. An information meeting with apartment property managers within the project limits was held on February 15, 2012.
- Local Government Comments: N/A
- Other projects in the area:
  - Will tie into City project to the north (currently under construction)
  - Will allow for future LCI-prequalified project to the south
- Railroads: N/A
- GDOT Lighting Group: Coordination will be required for the review and approval of the lighting photometrics and design.
- Other coordination to date:
  - LCI Kickoff Meeting held on July 29, 2010
  - Will coordinate with CCT and shelter vender throughout design and construction

**Other alternatives considered:**

1. No Build
2. Typical Sections:
  - a. 15-foot wide shoulders with 8-foot sidewalks: Alternative not advanced because it did not meet need & purpose to provide bicycle facilities.
  - b. 13-foot wide shoulders with 6-foot sidewalks: Alternative not advanced because it did not meet need & purpose to provide bicycle facilities.
  - c. Full bike lanes on roadway: Multi-use trail was selected in lieu of bike lanes to tie into a planned off-road multi-use trail to the south of the project.
  - d. Shared-use lanes: Multi-use trail was selected in lieu of shared-use lanes to tie into a planned off-road multi-use trail to the south of the project.
3. Project Limits:
  - o Twin Brooks Drive to Wood Glen Apartments (875 Franklin Road): Alternative not advanced due to impacts to the historic property located at 866 Franklin Road (Livingston Property)

**Comments:**

Crash Modification Factors from Highway Safety Manual:

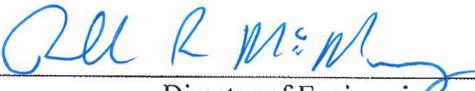
Crash modification factors (CMF) were obtained from the Highway Safety Manual 2010 (HSM). CMF's were documented based on the type of the improvements / modifications within the project limits along Franklin Road and these factors are summarized in table shown below.

| Project Improvements / Modifications      | Treatment Category Type | Crash Modification Factor (CMF)                                |
|---|-------------------------|--|
| Construct raised median                   | Roadway Segments        | All types (Injury) : 0.78<br>All types (Non-Injury) : 1.09     |
| Reduce lane width from 12 feet to 11 feet | Roadway Segments        | CMF Not Available  |
| Add turn lanes on major road approaches   | Intersection            | All types (All severities) : 0.53<br>All types (Injury) : 0.50 |

In general, the number and severity of crashes can be expected to reduce with the proposed median and turn lane improvements along Franklin Road.

**Attachments:**

1. Detailed Cost Estimate
  - a. Construction including Engineering and Inspection
  - b. Completed Fuel & Asphalt Price Adjustment forms
  - c. Right-of-Way
  - d. Utilities
2. Concept Layout
3. Typical Sections
4. Capacity Analysis
5. Accident Analysis
6. Pedestrian Signal Warrant Summary
7. Traffic Diagrams
8. Marietta City School Bus Schedule
9. Minutes from LCI Kickoff Meeting
10. Minutes from Concept Team Meeting
11. PFA
12. Lighting energy, operation, and maintenance letter

Concur:   
Director of Engineering

Approve:   
Chief Engineer

Date: 4-13-12

JOB ESTIMATE REPORT  
STATE HIGHWAY AGENCY

DATE : 02/14/2012  
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0010325-000 SPEC YEAR: 01  
DESCRIPTION: FRANKLIN RD FM TWINBROOKS DR TO LOS COLINAS APTS-LCI

ITEMS FOR JOB 0010325-000

| LINE | ITEM     | ALT | UNITS | DESCRIPTION                               | QUANTITY | PRICE     | AMOUNT    |
|------|----------|-----|-------|---|----------|-----------|-----------|
| 0005 | 150-1000 |     | LS    | TRAFFIC CONTROL - TRAFFIC CONTROL - TBD   | 1.000    | 80000.00  | 80000.00  |
| 0010 | 210-0100 |     | LS    | GRADING COMPLETE - GRADING COMPLETE - TBD | 1.000    | 480000.00 | 480000.00 |
| 0015 | 310-1101 |     | TN    | GR AGGR BASE CRS, INCL MATL               | 5000.000 | 18.28     | 91421.15  |
| 0020 | 402-1812 |     | TN    | RECYL AC LEVELING, INC BM&HL              | 3500.000 | 63.19     | 221196.04 |
| 0025 | 402-3121 |     | TN    | RECYL AC 25MM SP, GP1/2, BM&HL            | 1400.000 | 64.29     | 90017.62  |
| 0030 | 402-3130 |     | TN    | RECYL AC 12.5MM SP, GP2, BM&HL            | 1400.000 | 67.90     | 95070.47  |
| 0035 | 402-3190 |     | TN    | RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL  | 700.000  | 68.39     | 47879.44  |
| 0040 | 413-1000 |     | GL    | BITUM TACK COAT                           | 2500.000 | 2.25      | 5639.70   |
| 0045 | 441-0016 |     | SY    | DRIVEWAY CONCRETE, 6 IN TK                | 100.000  | 35.62     | 3562.68   |
| 0050 | 441-0104 |     | SY    | CONC SIDEWALK, 4 IN                       | 4000.000 | 30.99     | 123988.56 |
| 0055 | 441-0748 |     | SY    | CONC MEDIAN, 6 IN                         | 600.000  | 39.85     | 23912.48  |
| 0060 | 441-4030 |     | SY    | CONC VALLEY GUTTER, 8 IN                  | 800.000  | 37.45     | 29962.37  |
| 0065 | 441-6216 |     | LF    | CONC CURB & GUTTER/ 8"X24"TP2             | 9000.000 | 10.17     | 91359.97  |
| 0070 | 432-5010 |     | SY    | MILL ASPH CONC PVT, VARB DEPTH            | 6000.000 | 2.71      | 16309.50  |
| 0075 | 500-3107 |     | CY    | CL A CONC, RET WALL                       | 400.000  | 522.63    | 209055.35 |
| 0080 | 500-9999 |     | CY    | CL B CONC, BASE OR PVT WIDEN              | 100.000  | 147.48    | 14748.37  |
| 0085 | 550-1180 |     | LF    | STM DR PIPE 18", H 1-10                   | 2500.000 | 28.43     | 71091.63  |
| 0090 | 550-1240 |     | LF    | STM DR PIPE 24", H 1-10                   | 1000.000 | 35.26     | 35264.59  |
| 0095 | 643-8300 |     | LF    | ORNAMENTAL FENCE                          | 1000.000 | 53.04     | 53042.10  |
| 0100 | 647-1000 |     | LS    | TRAF SIGNAL INSTALLATION NO - TRAF        | 1.000    | 140000.00 | 140000.00 |
| 0105 | 647-1000 |     | LS    | SIGNAL INSTALLATION - HAWK                | 1.000    | 140000.00 | 140000.00 |
| 0110 | 668-1100 |     | EA    | TRAF SIGNAL INSTALLATION NO - TRAF        | 20.000   | 1804.92   | 36098.58  |
|      |          |     |       | SIGNAL INSTALLATION - TB                  |          |           |           |
|      |          |     |       | CATCH BASIN, GP 1                         |          |           |           |
| 0115 | 636-1020 |     | SF    | HWY SGN, TP1MAT, REFL SH TP3              | 160.000  | 13.44     | 2151.47   |
| 0120 | 636-1033 |     | SF    | HWY SIGNS, TP1MAT, REFL SH TP 9           | 200.000  | 19.22     | 3844.57   |
| 0125 | 636-2070 |     | LF    | GALV STEEL POSTS, TP 7                    | 440.000  | 7.51      | 3307.59   |
| 0130 | 639-4004 |     | EA    | STRAIN POLE, TP IV                        | 4.000    | 5186.02   | 20744.11  |
| 0134 | 653-0160 |     | EA    | THERM PVT MARK, ARROW, TP 6               | 14.000   | 102.08    | 1429.17   |
| 0135 | 653-1501 |     | LF    | THERMO SOLID TRAF ST 5 IN, WHI            | 7000.000 | 0.35      | 2517.48   |

JOB ESTIMATE REPORT

|      |          |     |   |          |           |           |
|------|----------|-----|---|----------|-----------|-----------|
| 0140 | 653-1502 | LF  | THERMO SOLID TRAF ST, 5 IN YEL  | 6500.000 | 0.34      | 2272.01   |
| 0145 | 653-1704 | LF  | THERM SOLID TRAF STRIPE,24",WH  | 500.000  | 3.39      | 1699.51   |
| 0150 | 653-1804 | LF  | THERM SOLID TRAF STRIPE, 8",WH  | 3000.000 | 1.68      | 5051.70   |
| 0155 | 653-3501 | GLF | THERMO SKIP TRAF ST, 5 IN, WHI  | 7000.000 | 0.20      | 1461.18   |
| 0160 | 653-6004 | SY  | THERM TRAF STRIPING, WHITE  | 1000.000 | 2.83      | 2832.39   |
| 0165 | 653-6006 | SY  | THERM TRAF STRIPING, YELLOW   | 200.000  | 3.06      | 613.30    |
| 0170 | 654-1001 | EA  | RAISED PVMT MARKERS TP 1  | 10.000   | 4.68      | 46.82     |
| 0175 | 654-1003 | EA  | RAISED PVMT MARKERS TP 3  | 150.000  | 3.45      | 518.34    |
| 0180 | 681-1301 | EA  | LT STD, ALUM,30' MH, 8' ARM   | 26.000   | 3500.00   | 91000.00  |
| 0185 | 681-4121 | EA  | LT STD, 13' MH, POST TOP  | 52.000   | 2349.00   | 122148.00 |
| 0190 | 682-9030 | LS  | LIGHTING SYSTEM   | 1.000    | 386850.00 | 386850.00 |
| 0195 | 163-0232 | AC  | TEMPORARY GRASSING  | 1.000    | 124.79    | 124.80    |
| 0200 | 163-0240 | TN  | MULCH   | 27.000   | 252.10    | 6806.93   |
| 0205 | 163-0300 | EA  | CONSTRUCTION EXIT   | 4.000    | 1005.12   | 4020.51   |
| 0210 | 163-0550 | EA  | CONS & REM INLET SEDIMENT TRAP  | 25.000   | 130.45    | 3261.35   |
| 0215 | 165-0030 | LF  | MAINT OF TEMP SILT FENCE, TP C  | 3300.000 | 0.70      | 2321.19   |
| 0220 | 165-0101 | EA  | MAINT OF CONST EXIT   | 4.000    | 518.03    | 2072.15   |
| 0225 | 165-0105 | EA  | MAINT OF INLET SEDIMENT TRAP  | 25.000   | 51.81     | 1295.45   |
| 0230 | 167-1000 | EA  | WATER QUALITY MONITORING AND SAMPLING   | 2.000    | 295.93    | 591.88    |
| 0235 | 167-1500 | MO  | WATER QUALITY INSPECTIONS   | 12.000   | 540.55    | 6486.71   |
| 0240 | 171-0030 | LF  | TEMPORARY SILT FENCE, TYPE C  | 6600.000 | 2.66      | 17591.44  |
| 0245 | 700-8000 | TN  | FERTILIZER MIXED GRADE  | 4.000    | 415.38    | 1661.52   |
| 0250 | 700-8100 | LB  | FERTILIZER NITROGEN CONTENT   | 60.000   | 1.99      | 119.95    |
| 0255 | 700-9300 | SY  | SOD   | 6000.000 | 3.48      | 20896.20  |
| 0260 | 702-0095 | EA  | BERBERIS THUNBERGII - BERBERIS  | 440.000  | 25.00     | 11000.00  |
| 0265 | 702-0254 | EA  | THUNBERGII THUNBERGII ATROPURP  | 115.000  | 27.00     | 3105.00   |
| 0270 | 702-0330 | EA  | EUONYMUS ALATUS - EUONYMUS ALATUS - BURNING BUSH  | 220.000  | 13.62     | 2997.92   |
| 0275 | 702-0358 | EA  | HEMEROCALLIS SPECIES - HEMEROCALLIS SPECIES - STELLA D'ORO DAYL   | 880.000  | 25.00     | 22000.00  |
| 0280 | 702-0470 | EA  | ILEX CORNUTA - ILEX CORNUTA - CARISSA HOLLY   | 170.000  | 25.00     | 4250.00   |
| 0285 | 702-0474 | EA  | ILEX VOMITORIA - ILEX VOMITORIA - DWF. YAUXON HOLLY   | 12.000   | 320.00    | 3840.00   |
| 0290 | 702-0559 | EA  | ILEX X - ILEX X 'NELLIE STEVENS' - NELLIE STEVENS   | 2700.000 | 4.35      | 11745.08  |
| 0295 | 702-0678 | EA  | LIRIOPE MUSCARI - LIRIOPE MUSCARI - BIG BLUE LIRIOPE  | 27.000   | 24.00     | 648.00    |
| 0300 | 702-0977 | EA  | MULLENBERGIA CAPILLARIS- MULLENBERGIA CAPILLARIS - MUHLY GRASS RHAPHIOLEPIS INDICA - RHAPHIOLEPIS INDICA - DWF. INDIAN HAWTHO | 440.000  | 22.00     | 9680.00   |

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

|                     |          |    |                                       |        |        |            |
|---------------------|----------|----|---------------------------------------|--------|--------|------------|
| 0305                | 702-1081 | EA | ULMUS AMERICANA -<br>CHINESE ELM      | 23.000 | 550.00 | 12650.00   |
| 0310                | 702-1102 | EA | VITEX AGNUS-CASTUS -<br>- CHASTE TREE | 7.000  | 475.00 | 3325.00    |
| ITEM TOTAL          |          |    |                                       |        |        | 2900789.33 |
| INFLATED ITEM TOTAL |          |    |                                       |        |        | 2900789.33 |

TOTALS FOR JOB 0010325-000

ESTIMATED COST: 2900789.33  
 ENGINEERING & INSPECTION PERCENT ( 5.0): 145039.47  
 ESTIMATED TOTAL: 3045828.80

NOTE: The item totals include all alternate items. The estimated totals include only the low cost alternate items.

**PROJ. NO.**

P.I. NO.

DATE

|            |
|------------|
|            |
| 0010325    |
| 12/14/2011 |

CALL NO.

**INDEX (TYPE)**

REG. UNLEADED

DIESEL

LIQUID AC

DATE

INDEX

|        |           |
|--------|-----------|
| Nov-11 | \$ 3.353  |
|        | \$ 3.847  |
|        | \$ 558.00 |

Link to Fuel and AC Index:

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

**LIQUID AC ADJUSTMENTS**

PA=[((APM-APL)/APL)]xTMTxAPL

**Asphalt**

Price Adjustment (PA)

Monthly Asphalt Cement Price month placed (APM)

Monthly Asphalt Cement Price month project let (APL)

Total Monthly Tonnage of asphalt cement (TMT)

|          |        |    |            |
|----------|--------|----|------------|
|          | 117180 | \$ | 117,180.00 |
| Max. Cap | 60%    | \$ | 892.80     |
|          |        | \$ | 558.00     |
|          | 350    |    |            |

**ASPHALT**

|           | Tons        | %AC  | AC ton     |
|-----------|-------------|------|------------|
| Leveling  | 3500        | 5.0% | 175        |
| 12.5 OGFC |             | 5.0% | 0          |
| 12.5 mm   | 1400        | 5.0% | 70         |
| 9.5 mm SP |             | 5.0% | 0          |
| 25 mm SP  | 1400        | 5.0% | 70         |
| 19 mm SP  | 700         | 5.0% | 35         |
|           | <b>7000</b> |      | <b>350</b> |

**BITUMINOUS TACK COAT**

Price Adjustment (PA)

Monthly Asphalt Cement Price month placed (APM)

Monthly Asphalt Cement Price month project let (APL)

Total Monthly Tonnage of asphalt cement (TMT)

|          |            |    |          |
|----------|------------|----|----------|
|          | 3,595.00   | \$ | 3,595.00 |
| Max. Cap | 60%        | \$ | 892.80   |
|          |            | \$ | 558.00   |
|          | 10.7377523 |    |          |

**Bitum Tack**

Gals

gals/ton

tons

232.8234

10.7377523

|      |
|------|
| 2500 |
|------|



GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 2/21/2012 Project: Franklin Road - LCI  
 Revised: County: Cobb  
 PI: 10325

Description: Franklin Road - LCI Improvements  
 Project Termini: Twin Brooks Drive to Los Colinas Apartments

Existing ROW: 80 ft  
 Required ROW: varies 80 - 110 ft  
 Parcels: 16

Land and Improvements \$737,775.00

|                      |             |
|----------------------|-------------|
| Proximity Damage     | \$0.00      |
| Consequential Damage | \$20,000.00 |
| Cost to Cures        | \$20,000.00 |
| Trade Fixtures       | \$0.00      |
| Improvements         | \$0.00      |

Valuation Services \$62,500.00

Legal Services \$123,300.00

Relocation \$32,000.00

Demolition \$23,000.00

Administrative \$137,000.00

TOTAL ESTIMATED COSTS \$1,115,575.00

**TOTAL ESTIMATED COSTS (ROUNDED) \$1,116,000.00**

| Preparation Credits | Hours | Signature |
|---------------------|-------|-----------|
|                     |       |           |
|                     |       |           |
|                     |       |           |

Prepared By: Lashone Alexander CG#: 286999 Date: 02/27/2012  
 Approved By: Lashone Alexander CG#: 286999 Date: 02/27/2012

**NOTE: No Market Appreciation Is Included In this Preliminary Cost Estimate**

# Preliminary Utility Cost Estimate

**Date:** December 5, 2011

**P.I. Number:** 0006803

**Net Project Length:** 0.47 miles

**Twin Brooks Drive to Los Colinas Apartments**

**Project Description:** FRANKLIN RD FM TWINBROOKS DR TO LOS COLINAS APTS-LCI

The following companies have facilities that occupy the public Right-of-way and prior rights have not been determined at this time:

Atlanta Gas Light  
AT&T Southeast Network  
Comcast  
Marietta Power  
Marietta Water & Sewer  
Zayo Fiber Solutions

**The estimated reimbursable utility cost for the project is:**

**\$ 88,432**

**The local government is responsible for this cost.**

Prepared By: ARCADIS



**FRANKLIN ROAD IMPROVEMENTS  
PHASE A**

- PROPOSED ROADWAY
- EXISTING ROADWAY
- EXISTING SIDEWALK
- EXISTING LANDSCAPE
- PROPOSED SIDEWALK
- PROPOSED LANDSCAPE
- PROPOSED TRAFFIC SIGNAL
- PROPOSED STREET LIGHT
- PROPOSED SIGN

SCALE IN FEET  
0 100 200



END PROJECT  
THE TO LEFT OF MAINWAY  
AND WEST SIDEWAY  
UNDER CONSTRUCTION

TWIN BROOKS WAY

FRANKLIN ROAD

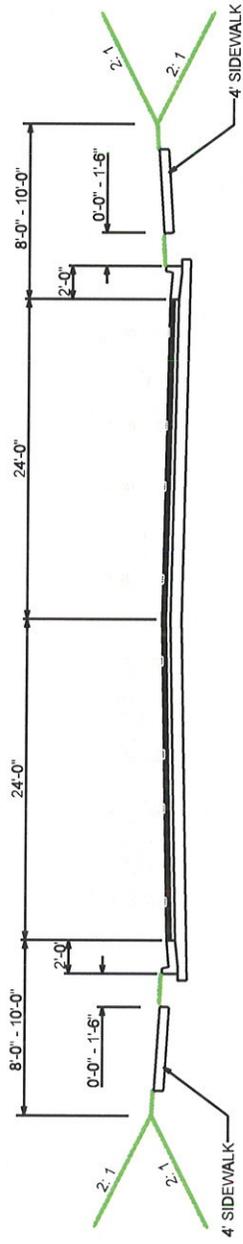
FRANKLIN CIRCLE

FRANKLIN ROAD

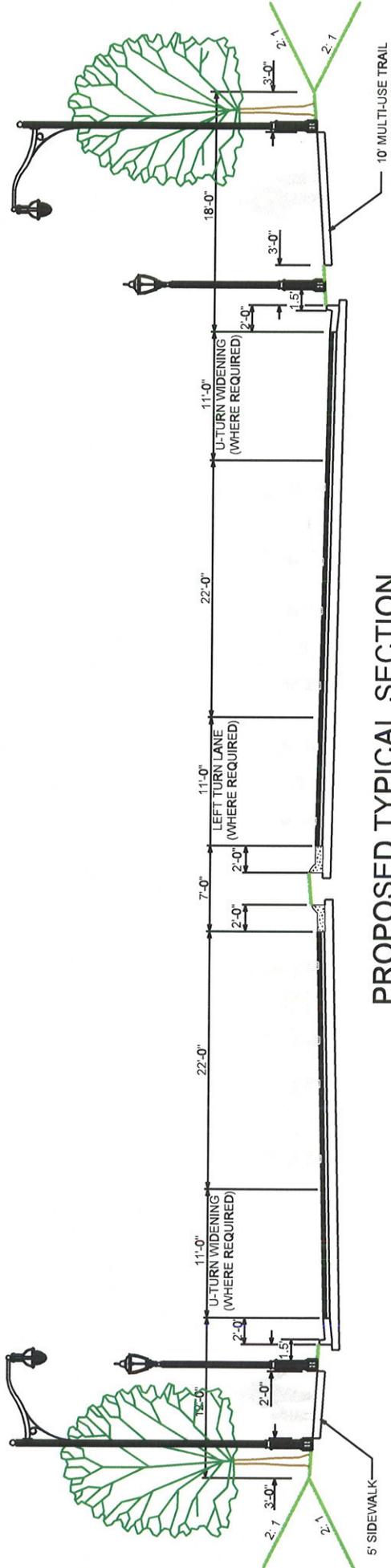
LAB COLINAS APTS

BEGIN PROJECT

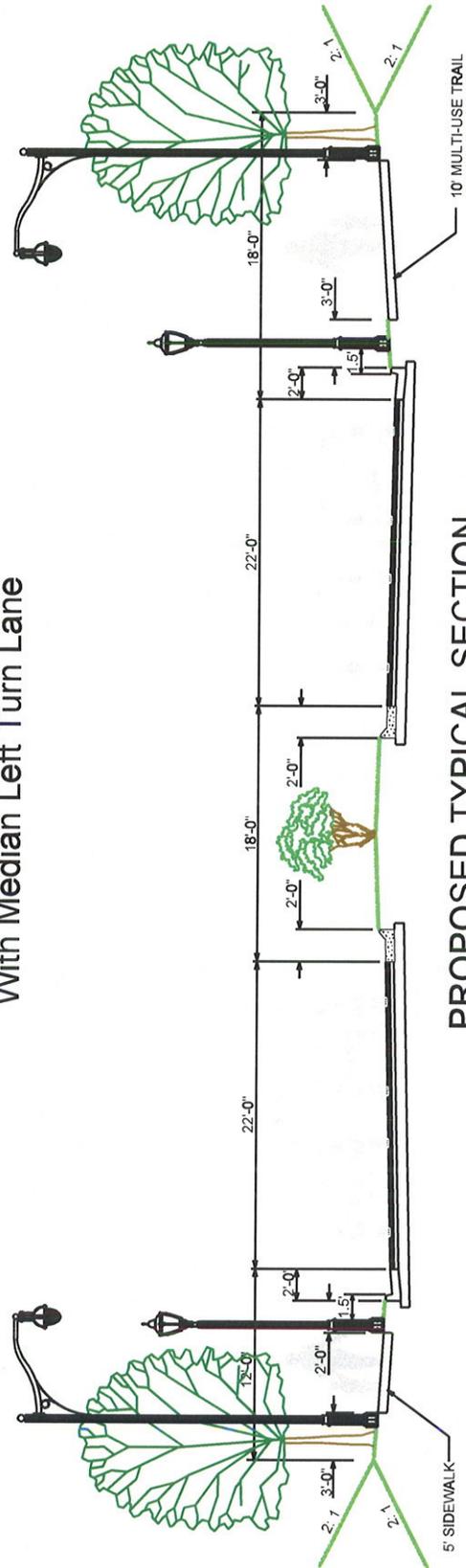
FRANKLIN ROAD  
UNDER CONSTRUCTION



EXISTING TYPICAL SECTION



**PROPOSED TYPICAL SECTION**  
 With Median Left Turn Lane



**PROPOSED TYPICAL SECTION**  
 Full Width Landscaped Median

## Capacity Analysis

**Table 1: Existing Unsignalized Intersection Delay Summary**

| Intersection                             | EXISTING (2011) |                             |     |                             |
|--|-----------------|-----------------------------|-----|-----------------------------|
|  | AM              |                             | PM  |                             |
|  | LOS             | Side Street Delay (sec/veh) | LOS | Side Street Delay (sec/veh) |
| Franklin Road @ Sussex Place             | C               | 17.8                        | C   | 18.2                        |
| Franklin Road @ Ridge Run                | C               | 21.8                        | D   | 28.4                        |
| Franklin Road @ Ridge Run Way            | C               | 18.4                        | C   | 18.1                        |
| Franklin Road @ West Tower Road          | C               | 18.5                        | C   | 24.6                        |
| Franklin Road @ Brandon Circle           | C               | 15.3                        | D   | 28.1                        |
| Franklin Road @ Gin Row                  | B               | 14.9                        | C   | 16.5                        |
| Franklin Road @ Los Colinas Apartments   | B               | 14.1                        | C   | 16.8                        |
| Franklin Road @ The Crossings Apartments | C               | 15.2                        | C   | 15.9                        |

- All intersections operate at LOS D or better during existing conditions (2011).

**Table 2: Open Year (2013) Capacity Analysis Summary**

| Intersection                             | OPEN YEAR (2013) NO-BUILD |                             |     |                             | OPEN YEAR (2013) BUILD |                             |     |                             | CHANGE IN DELAY |        |         |        |
|--|---------------------------|-----------------------------|-----|-----------------------------|------------------------|-----------------------------|-----|-----------------------------|-----------------|--------|---------|--------|
|  | AM                        |                             | PM  |                             | AM                     |                             | PM  |                             | AM              |        | PM      |        |
|  | LOS                       | Side Street Delay (sec/veh) | LOS | Side Street Delay (sec/veh) | LOS                    | Side Street Delay (sec/veh) | LOS | Side Street Delay (sec/veh) | Seconds         | %      | Seconds | %      |
| Franklin Road @ Sussex Place             | C                         | 18.2                        | C   | 18.6                        | B                      | 10.8                        | B   | 12.5                        | -7.4            | -40.7% | -6.1    | -32.8% |
| Franklin Road @ Ridge Run                | C                         | 22.5                        | D   | 29.6                        | C                      | 22.5                        | D   | 29.6                        | 0.0             | 0.0%   | 0.0     | 0.0%   |
| Franklin Road @ Ridge Run Way            | C                         | 18.8                        | C   | 18.6                        | B                      | 11.0                        | B   | 10.3                        | -7.8            | -41.5% | -8.3    | -44.6% |
| Franklin Road @ West Tower Road          | C                         | 18.9                        | D   | 25.4                        | B                      | 10.1                        | B   | 12.2                        | -8.8            | -46.6% | -13.2   | -52.0% |
| Franklin Road @ Brandon Circle           | C                         | 15.2                        | D   | 29.4                        | C                      | 15.2                        | D   | 28.1                        | 0.0             | 0.0%   | -1.3    | -4.4%  |
| Franklin Road @ Gin Row                  | B                         | 15.1                        | C   | 16.9                        | A                      | 9.9                         | A   | 9.8                         | -5.2            | -34.4% | -7.1    | -42.0% |
| Franklin Road @ Los Colinas Apartments   | B                         | 14.3                        | C   | 18.4                        | B                      | 14.3                        | C   | 20.6                        | 0.0             | 0.0%   | 2.2     | 12.0%  |
| Franklin Road @ The Crossings Apartments | C                         | 15.3                        | C   | 17.4                        | C                      | 15.3                        | C   | 17.2                        | 0.0             | 0.0%   | -0.2    | -1.1%  |

- The proposed improvements along Franklin Road would result in a slight reduction in side street delay when comparing the build to no-build open year (2013) condition.
- The slight reduction in delay is due to the proposed median creating a right-in/right-out condition.
- The median openings at Ridge Run, Brandon Circle, and Los Colinas Apartment complex experience U-turns due to vehicles unable to make a left turn along the proposed limited access roadway.

**Table 3: Design Year (2033) Capacity Analysis Summary**

| Intersection                             | DESIGN YEAR (2033) NO-BUILD |                             |     |                             | DESIGN YEAR (2033) BUILD |                             |     |                             | CHANGE IN DELAY |        |         |        |
|--|-----------------------------|-----------------------------|-----|-----------------------------|--------------------------|-----------------------------|-----|-----------------------------|-----------------|--------|---------|--------|
|  | AM                          |                             | PM  |                             | AM                       |                             | PM  |                             | AM              |        | PM      |        |
|  | LOS                         | Side Street Delay (sec/veh) | LOS | Side Street Delay (sec/veh) | LOS                      | Side Street Delay (sec/veh) | LOS | Side Street Delay (sec/veh) | Seconds         | %      | Seconds | %      |
| Franklin Road @ Sussex Place             | D                           | 25.0                        | D   | 27.6                        | B                        | 11.7                        | B   | 14.5                        | -13.3           | -53.2% | -13.1   | -47.5% |
| Franklin Road @ Ridge Run                | E                           | 49.4                        | F   | 50.5                        | E                        | 43.3                        | F   | 50.5                        | -6.1            | -12.3% | 0.0     | 0.0%   |
| Franklin Road @ Ridge Run Way            | C                           | 25.2                        | D   | 26.0                        | B                        | 11.8                        | B   | 10.9                        | -13.4           | -53.2% | -15.1   | -58.1% |
| Franklin Road @ West Tower Road          | D                           | 26.3                        | E   | 45.4                        | B                        | 10.6                        | B   | 13.9                        | -15.7           | -59.7% | -31.5   | -69.4% |
| Franklin Road @ Brandon Circle           | C                           | 20.5                        | F   | 68.1                        | C                        | 21.7                        | F   | 65.4                        | 1.2             | 5.9%   | -2.7    | -4.0%  |
| Franklin Road @ Gin Row                  | C                           | 20.4                        | C   | 20.2                        | B                        | 10.4                        | B   | 10.3                        | -10.0           | -49.0% | -9.9    | -49.0% |
| Franklin Road @ Los Colinas Apartments   | C                           | 18.8                        | C   | 21.1                        | C                        | 18.9                        | D   | 25.8                        | 0.1             | 0.5%   | 4.7     | 22.3%  |
| Franklin Road @ The Crossings Apartments | C                           | 20.1                        | C   | 21.7                        | C                        | 20.3                        | C   | 22.5                        | 0.2             | 1.0%   | 0.8     | 3.7%   |

- The proposed improvements along Franklin Road would result in an overall reduction in side street delay when comparing the build to no-build design year (2033) condition.
- The overall reduction in delay is due to the proposed median creating a right-in/right-out condition.
- The median openings at Ridge Run, Brandon Circle, and Los Colinas Apartment complex experience U-turns due to vehicles unable to make a left turn in the proposed limited access roadway.
- Increases in delay are only seen in a few locations, but these increases negligible.

**Table 4: Recommended Left Turn Bay Lengths**

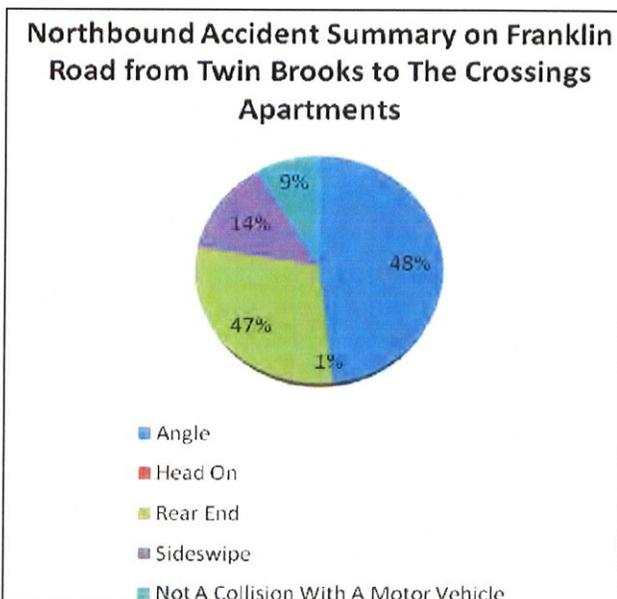
| Intersection                           | NORTH BOUND | SOUTH BOUND |
|--|-------------|-------------|
| Franklin Road @ Ridge Run              | 100 FT      | 100 FT      |
| Franklin Road @ Brandon Circle         | 100 FT      | 100 FT      |
| Franklin Road @ Los Colinas Apartments | N/A         | 100 FT      |

- The minimum storage lengths for the left turn bays along Franklin Road at the proposed median openings.

## Accident Analysis

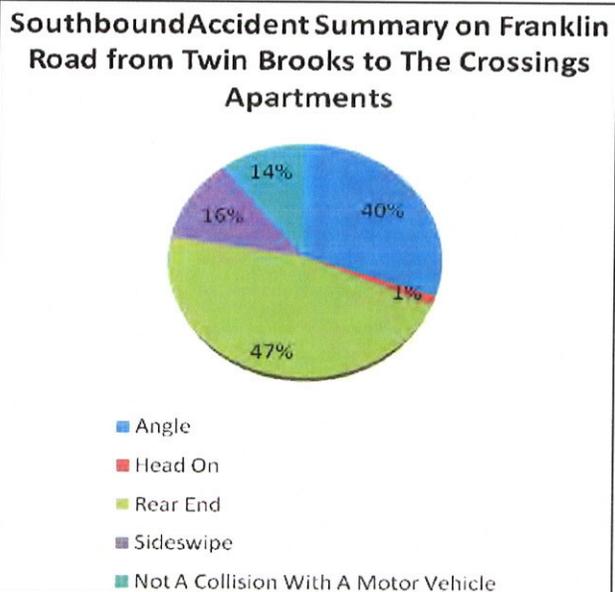
| <b>Northbound Accident Summary on Franklin Rd From Twin Brooks Dr To The Crossings Apartments</b> |      |      |      |      |           |
|---|------|------|------|------|-----------|
| Collision Type  | 2006 | 2007 | 2008 | 2009 | Total     |
| Angle   | 10   | 16   | 5    | 7    | <b>28</b> |
| Head On   | 0    | 0    | 0    | 0    | <b>0</b>  |
| Rear End  | 10   | 10   | 6    | 1    | <b>17</b> |
| Sideswipe   | 5    | 3    | 1    | 4    | <b>8</b>  |
| Not A Collision With A Motor Vehicle  | 3    | 4    | 1    | 0    | <b>5</b>  |
| Total Accidents   | 28   | 33   | 13   | 12   | <b>58</b> |
| Total Non-Fatal Injuries  | 23   | 12   | 7    | 6    | <b>25</b> |
| Total Fatalities  | 0    | 0    | 0    | 0    | <b>0</b>  |
| AADT  | 6680 | 6820 | 6950 | 7090 |           |
| Accident Rate (per 100 MVMT)  | 851  | 982  | 380  | 343  |           |
| Statewide Accident Rate (per 100 MVMT)  | 510  | 475  | 443  | 443  |           |
| Non-Fatality Injury Rate (per 100 MVMT)   | 699  | 357  | 204  | 172  |           |
| Statewide Non-Fatality Injury Rate (per 100 MVMT)   | 123  | 114  | 105  | 105  |           |
| Fatality Rate (per 100 MVMT)  | ---  | ---  | ---  | ---  |           |
| Statewide Fatality Rate (per 100 MVMT)  | 1.7  | 1.25 | 1.08 | 1.08 |           |

- The above accident data is based on the latest 4 year accident data. These accidents are from vehicles traveling in the northbound direction along Franklin Road within the study area.
- It is clear that the two most frequent crash types are angle collisions and rear end collisions, with the angle collisions being the most prevalent. These crashes are due to vehicles frequently turning into and out of the apartment complexes along Franklin Road.
- The northbound vehicles along Franklin Road were experiencing higher than average accidents during 2006 and 2007. These frequent collisions were significantly reduced by more than half during the years 2008 and 2009.
- The non-fatality rate continues to be higher than the statewide average, but has reduced since 2006.



| <b>Southbound Accident Summary on Franklin Rd From Twin Brooks Dr To The Crossings Apartments</b> |             |             |             |             |              |
|---|-------------|-------------|-------------|-------------|--------------|
| <b>Collision Type</b>   | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2009</b> | <b>Total</b> |
| Angle   | 11          | 13          | 5           | 5           | <b>23</b>    |
| Head On   | 0           | 0           | 0           | 1           | <b>1</b>     |
| Rear End  | 19          | 18          | 9           | 8           | <b>35</b>    |
| Sideswipe   | 1           | 6           | 1           | 2           | <b>9</b>     |
| Not A Collision With A Motor Vehicle  | 4           | 4           | 3           | 1           | <b>8</b>     |
| Total Accidents   | 35          | 41          | 18          | 17          | <b>76</b>    |
| Total Non-Fatal Injuries  | 24          | 11          | 14          | 6           | <b>31</b>    |
| Total Fatalities  | 0           | 0           | 0           | 0           | <b>0</b>     |
| AADT  | 6680        | 6820        | 6950        | 7090        |              |
| Accident Rate (per 100 MVMT)  | 1063        | 1220        | 526         | 487         |              |
| Statewide Accident Rate (per 100 MVMT)  | 510         | 475         | 443         | 443         |              |
| Non-Fatality Injury Rate (per 100 MVMT)   | 729         | 327         | 409         | 172         |              |
| Statewide Non-Fatality Injury Rate (per 100 MVMT)   | 123         | 114         | 105         | 105         |              |
| Fatality Rate (per 100 MVMT)  | ---         | ---         | ---         | ---         |              |
| Statewide Fatality Rate (per 100 MVMT)  | 1.7         | 1.25        | 1.08        | 1.08        |              |

- The above accident data is based on the latest 4 year accident data. These accidents are from vehicles traveling in the southbound direction along Franklin Road within the study area.
- It is clear that the two most frequent crash types are again angle crashes and rear end crashes, but here the rear end collisions are the most prevalent.
- The accident rates along Franklin Road, southbound, are much higher than statewide average accident rates during 2006 and 2007. These frequent collisions were significantly reduced by more than half during the years 2008 and 2009, but are still higher than the statewide average.
- The non-fatality injury rate has reduced substantially since 2006, but is still higher than the statewide average.



## Hybrid Beacons Signal Warrant Summary

### **Locations:**

Three unsignalized intersections were observed for pedestrian hybrid beacons. These intersections are Ridge Run, Brandon Circle, and the Los Colinas Apartment complex along Franklin Road located in the city of Marietta, GA.

### **Reason for the Investigation:**

The pedestrian-vehicle interactions at these locations raise safety concerns within the local community.

### **Topography:**

#### Existing:

At the subject mid block locations, Franklin Road is a north-south, four-lane section roadway. Each approach currently consists of two through lanes and no turning lanes.

Currently there are no crosswalks, pedestrian signal heads, or ramps. Both sides of the road have sidewalks.

#### Proposed:

With the proposed project, the topography of the study area will change slightly. A median is being proposed along Franklin Road between Twin Brooks Drive and the Los Colinas Apartment complex. Median breaks are proposed at Ridge Run and at Brandon Circle. These two streets are also the locations of the proposed hybrid pedestrian beacons.

### **Mid Block Location History:**

The studied mid block locations have pedestrian crossing volumes, but do not have sufficient pedestrian facilities.

### **Vehicle Volumes:**

The DHV's below are the corresponding bidirectional vehicle peak hours during the pedestrian peak hours.

#### Ridge Run and Franklin Road

- Existing Condition (2011) ADT is 16,020
- Existing Condition (2011) DHV is 1,160

#### Brandon Circle and Franklin Road

- Existing Condition (2011) ADT is 16,020
- Existing Condition (2011) DHV is 1,071

#### Los Colinas Apartments and Franklin Road

- Existing Condition (2011) ADT is 14,840
- Existing Condition (2011) DHV is 913

**Vehicular Speeds:**

The posted speed limit on Franklin Road is 35 miles per hour (mph).

**Existing Traffic Control:**

The subject mid block locations do not have traffic control devices.

**Other Modes of Transportation Present (bicycle facilities, transit, bus stops, etc.):**

There are four Cobb County Transit (CCT) stops within close proximity of the three potential hybrid beacon locations, two in the northbound direction of Franklin Road and two in the southbound direction. CCT #50 bus runs along this corridor. During peak hours from 6 am to 11 am and from 4 pm to 8 pm the bus runs every 30 minutes. During mid-day hours the bus runs every hour.

In addition to the CCT bus stop, there are school bus stops at Ridge Run, Brandon Circle, and Los Colinas Apartment Complex. The school buses stop to pick up children during the AM peak and come back just before the PM peak to drop the children off.

**Adjacent Signalized Intersections:**

The closest signalized intersections along Franklin Road are at Twin Brooks Drive and Franklin Court. Twin Brooks Drive is located north of the subject intersections, while Franklin Court is located to the south of the subject intersections.

**Warrant Analysis:**

According to the 2009 edition of MUTCD (Page 509 to 510), the number of pedestrians crossing Franklin Road at Ridge Run and the Los Colinas Apartment complex does not justify the installation of pedestrian hybrid beacons. The number of pedestrians crossing Franklin Road at Brandon Circle however does justify the installation of pedestrian hybrid beacons. A peak hourly volume of 28 pedestrians crossing Franklin Road was observed.

**Recommendations:**

A pedestrian hybrid beacon is recommended for the intersection of Franklin Road and Brandon Circle. Pedestrian hybrid beacon is not recommended to be installed at Franklin Road at Ridge Run or Franklin Road at the Los Colinas Apartment complex, due to the lack of pedestrian demand and not meeting pedestrian warrants.

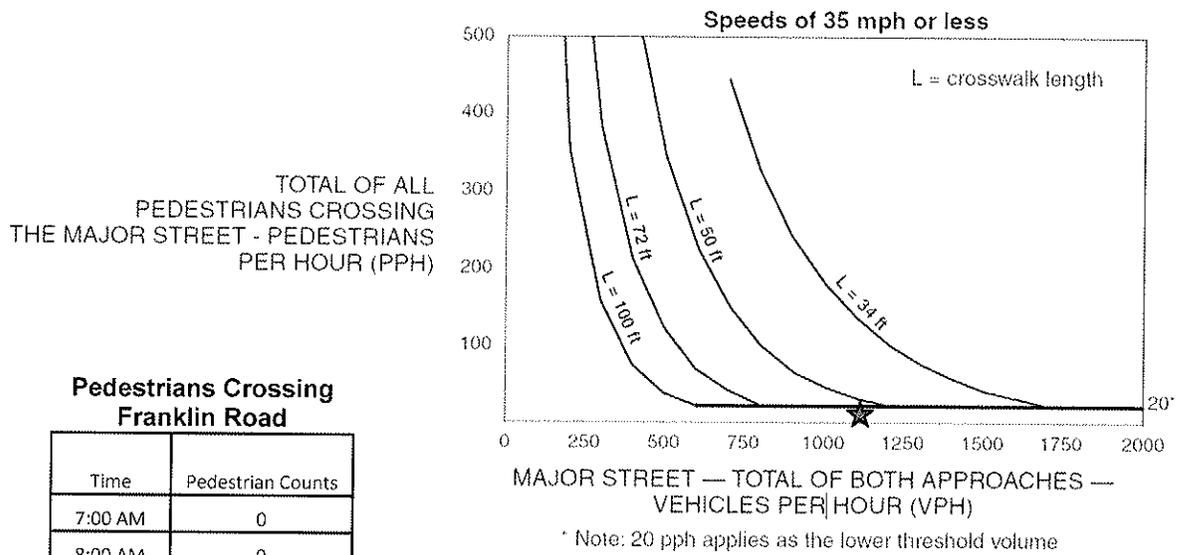
## 2011 Pedestrian Hybrid Beacon Warrant Evaluation

Georgia Department of Transportation PI No.0010325  
Cobb County  
Ridge Run @ Franklin Road

| Mid Block Location        | Projected Vehicular ADT Year 2013 | Hourly Vehicular Volume* (vph) | Crosswalk Length (ft) | Peak Hour Pedestrian Crossing Volume | Required Hourly Pedestrian Crossing Volume | Warrant Meet? |
|---------------------------|-----------------------------------|--------------------------------|-----------------------|--------------------------------------|--|---------------|
| Ridge Run @ Franklin Road | 16,020                            | 1,160                          | 73                    | 5                                    | 20   | NO            |

*\*Traffic volume corresponds to peak pedestrian crossing volume*

**Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways**



### Pedestrians Crossing Franklin Road

| Time    | Pedestrian Counts |
|---------|-------------------|
| 7:00 AM | 0                 |
| 8:00 AM | 0                 |
| 9:00 AM | 0                 |
| 4:00 PM | 5                 |
| 5:00 PM | 0                 |
| 6:00 PM | 0                 |

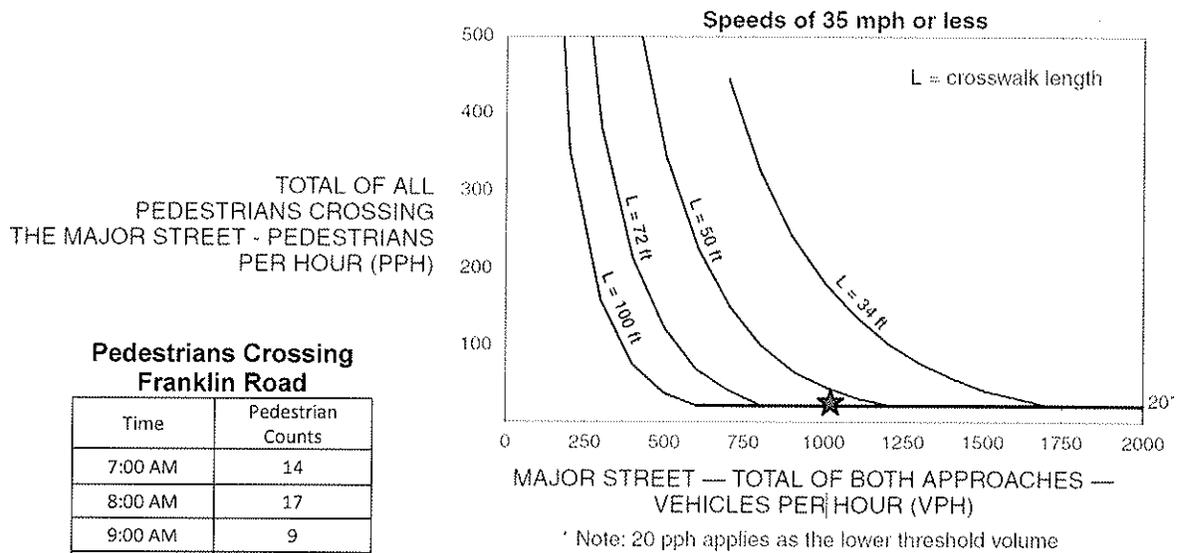
## 2011 Pedestrian Hybrid Beacon Warrant Evaluation

Georgia Department of Transportation PI No.0010325  
Cobb County  
Brandon Circle @ Franklin Road

| Mid Block Location             | Projected Vehicular ADT Year 2013 | Hourly Vehicular Volume* (VPH) | Crosswalk Length (ft) | Peak Hour Pedestrian Crossing Volume | Required Hourly Pedestrian Crossing Volume | Warrant Meet? |
|--------------------------------|-----------------------------------|--------------------------------|-----------------------|--------------------------------------|--|---------------|
| Brandon Circle @ Franklin Road | 16,020                            | 1,071                          | 73                    | 28                                   | 20   | YES           |

*\*Traffic volume corresponds to peak pedestrian crossing volume*

**Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways**



## 2011 Pedestrian Hybrid Beacon Warrant Evaluation

Georgia Department of Transportation PI No.0010325

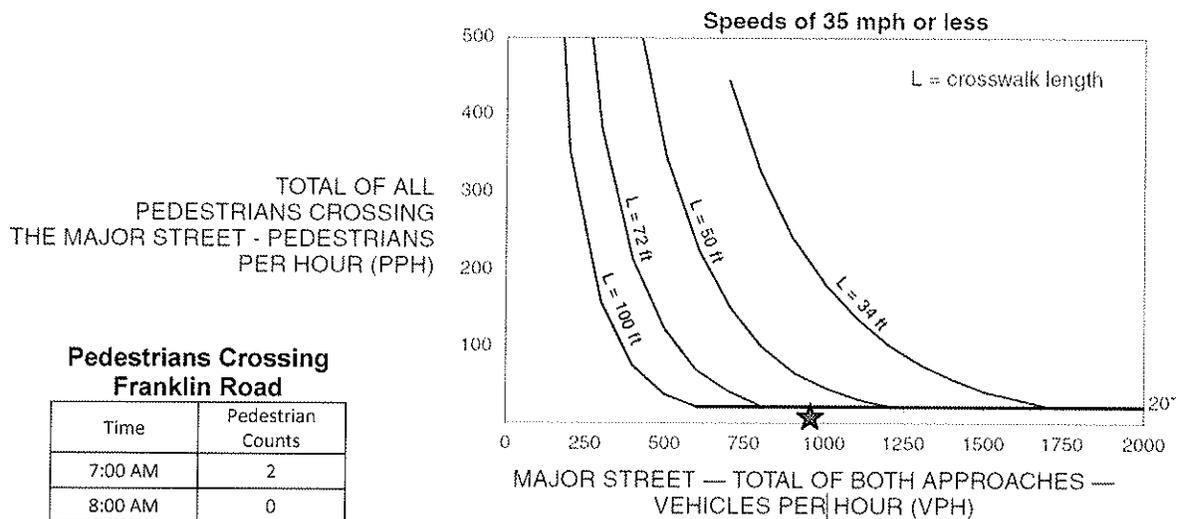
Cobb County

Los Colinas Apartments @ Franklin Road

| Mid Block Location                     | Projected Vehicular ADT Year 2013 | Hourly Vehicular Volume* (VPH) | Crosswalk Length (ft) | Peak Hour Pedestrian Crossing Volume | Required Hourly Pedestrian Crossing Volume | Warrant Meet? |
|--|-----------------------------------|--------------------------------|-----------------------|--------------------------------------|--|---------------|
| Los Colinas Apartments @ Franklin Road | 14,840                            | 913                            | 73                    | 6                                    | 20   | NO            |

*\*Traffic volume corresponds to peak pedestrian crossing volume*

**Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways**

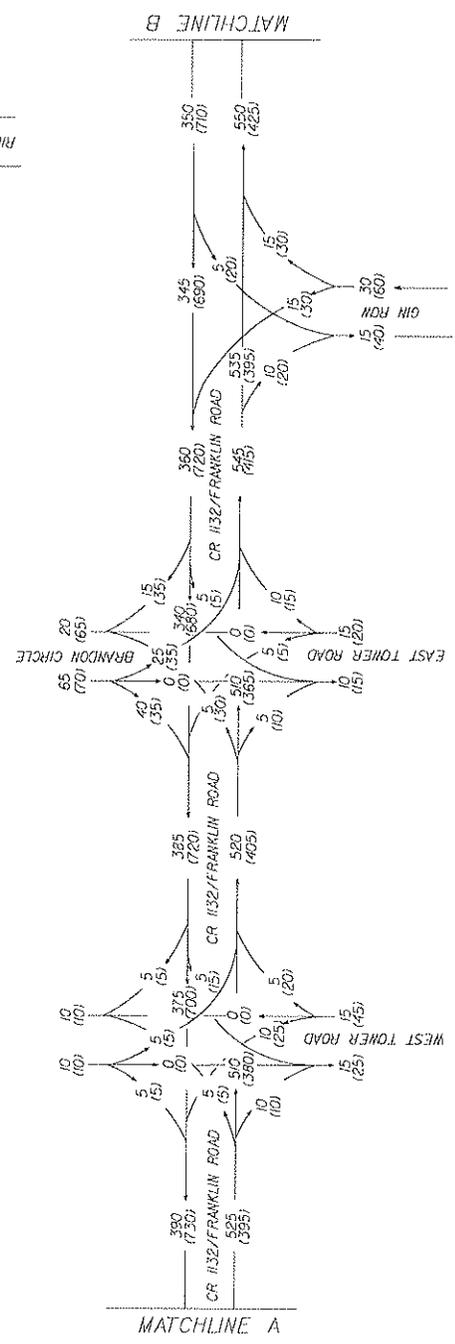
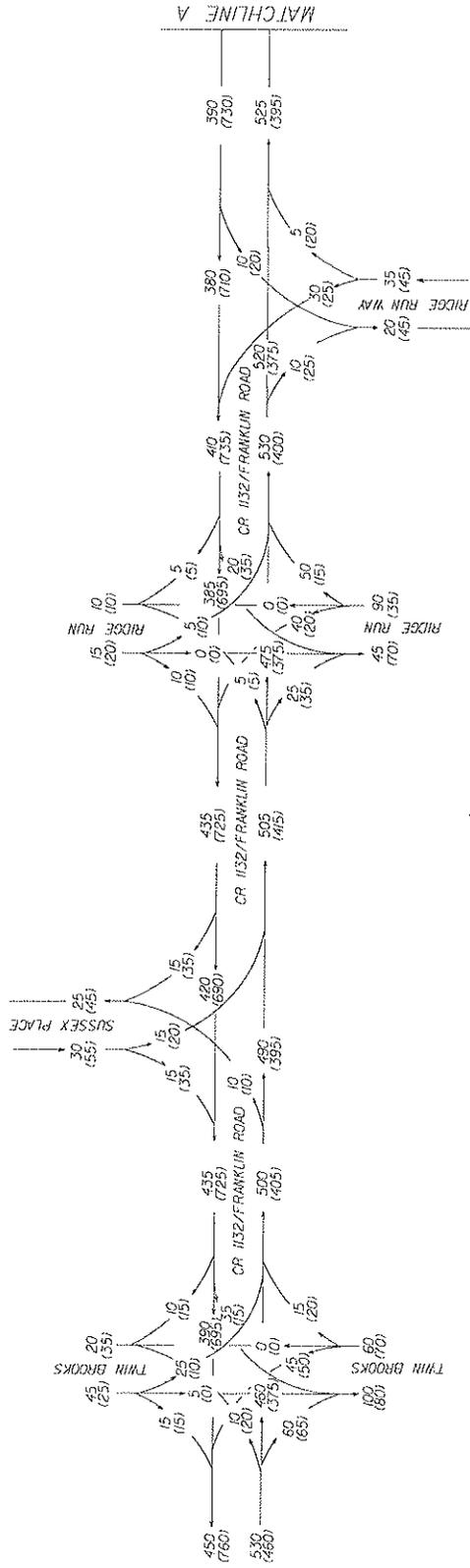


\* Note: 20 pph applies as the lower threshold volume

### Pedestrians Crossing Franklin Road

| Time     | Pedestrian Counts |
|----------|-------------------|
| 7:00 AM  | 2                 |
| 8:00 AM  | 0                 |
| 9:00 AM  | 1                 |
| 10:00 AM | 5                 |
| 11:00 AM | 2                 |
| 12:00 PM | 3                 |
| 1:00 PM  | 3                 |
| 2:00 PM  | 5                 |
| 3:00 PM  | 4                 |
| 4:00 PM  | 3                 |
| 5:00 PM  | 2                 |
| 6:00 PM  | 3                 |

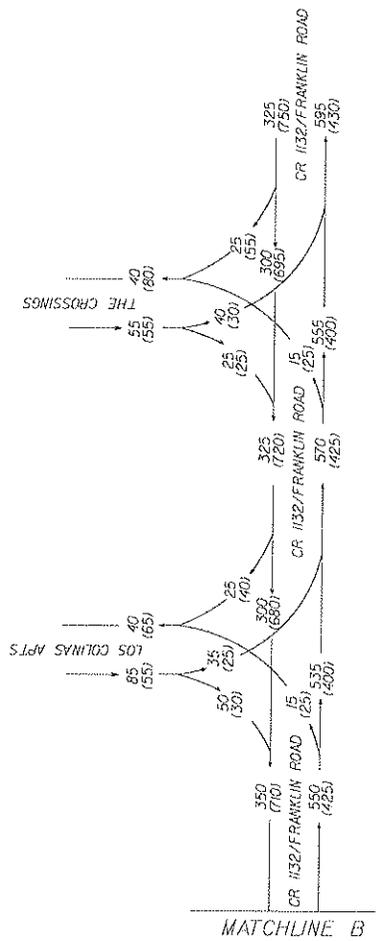
# EXISTING 2011 DESIGN HOURLY VOLUMES



GEORGIA DEPARTMENT OF  
TRANSPORTATION  
FD0010325  
CR 1132/FRANKLIN ROAD  
IMPROVEMENTS  
COBB COUNTY  
2011 AM - 000  
2011 PM - 000  
AM PEAK PM PEAK  
S.U. 10X S.U. 7X  
COMB. 2X COMB. 2X  
T - 12X T - 12X  
ROADS  
11/2011

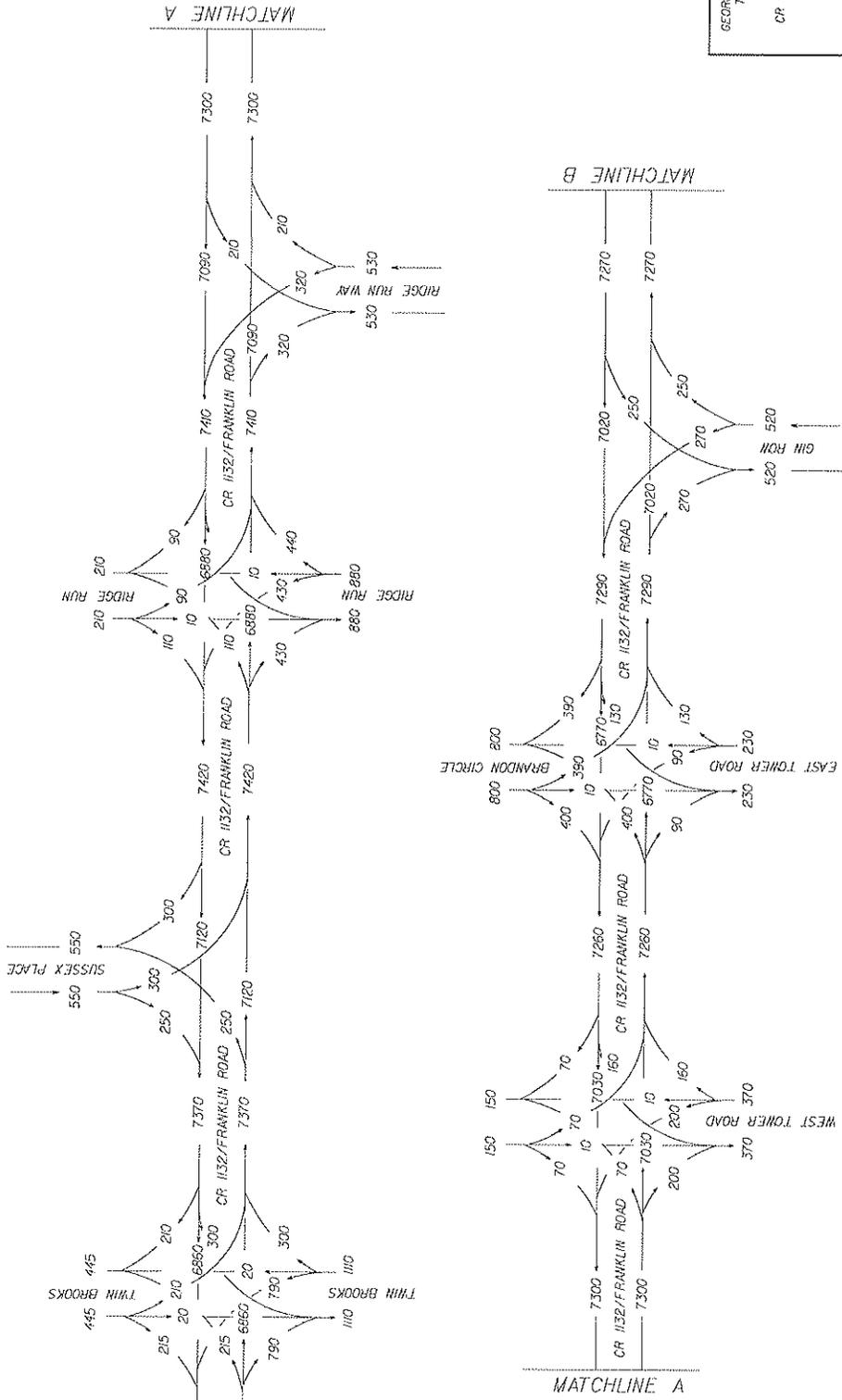
SHEET 2

# EXISTING 2011 DESIGN HOURLY VOLUMES



GEORGIA DEPARTMENT OF  
TRANSPORTATION  
PJ 0210325  
CR 1132/FRANKLIN ROAD  
IMPROVEMENTS  
COBB COUNTY  
2011 AM - 000  
2011 PM - 0201  
AM - PEAK PM - PEAK  
S.U. - 10% S.U. - 7%  
COMB. - 2% COMB. - 2%  
T - 12% T - 9%  
ARADIS  
1/12/11

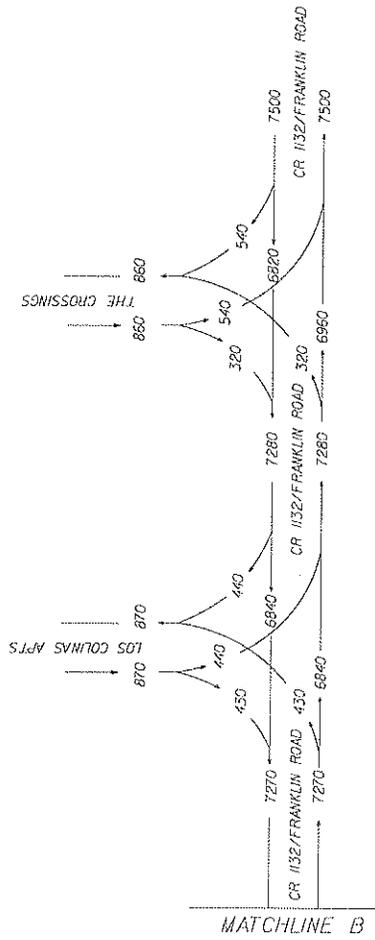
# EXISTING (2011) DAILY VOLUMES



GEORGIA DEPARTMENT OF  
TRANSPORTATION  
PI 0000325  
CR 1132/FRANKLIN ROAD  
IMPROVEMENTS  
COBB COUNTY  
2011 ADT - 000  
24 HOUR TRUCKS...  
SJJ - 8/2  
COMB - 2/2  
T - 10/2  
AS205  
1/2/08

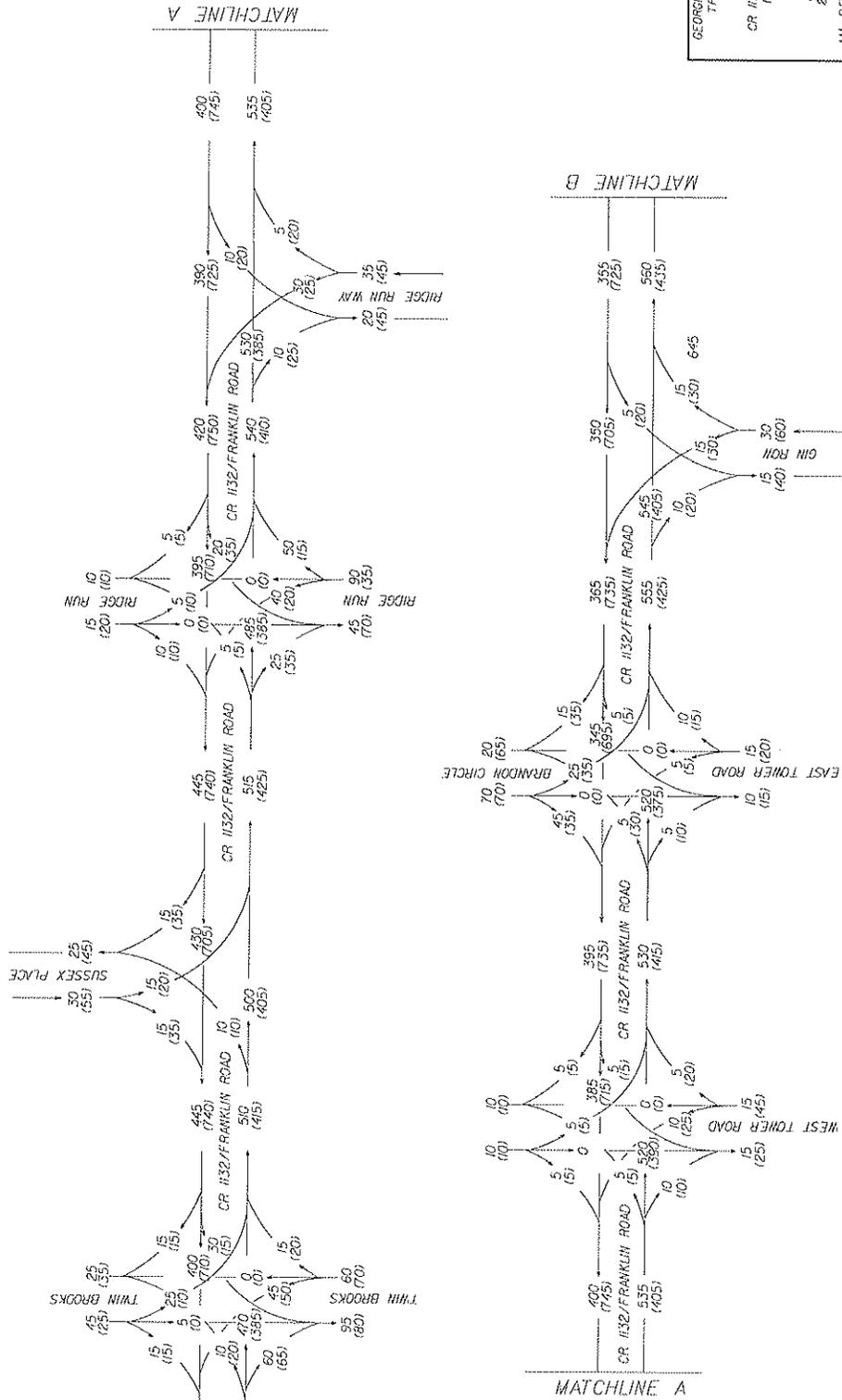
SHEET 4

# EXISTING (2011) DAILY VOLUMES



GEORGIA DEPARTMENT OF  
TRANSPORTATION  
PJ000325  
CR 1132/FRANKLIN ROAD  
IMPROVEMENTS  
COBB COUNTY  
2011 ADT - 000  
24 HOUR TRUCKS  
S.U.I. - 8%  
COMB. 2%  
ASAP  
11/25

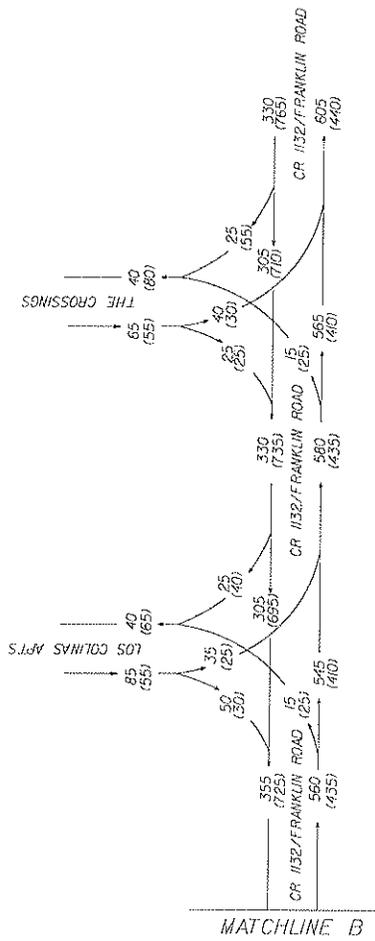
OPEN YEAR 2013  
 DESIGN HOURLY VOLUMES  
 (NO-BUILD)  
 (30)



GEORGIA DEPARTMENT OF  
 TRANSPORTATION  
 P1000325  
 CR 1132/FRANKLIN ROAD  
 IMPROVEMENTS  
 COBB COUNTY  
 2013 AM - 0000  
 2013 PM - 0000  
 AM PEAK PM PEAK  
 S.U. 10% S.U. 7%  
 COMB. 2% COMB. 2%  
 T - 9% T - 9%  
 10/20/13

SHEET 5

# OPEN YEAR 2013 DESIGN HOURLY VOLUMES (NO-BUILD)



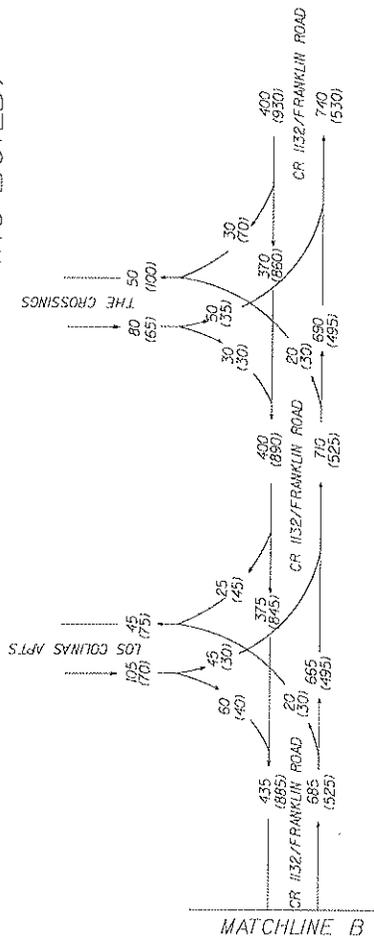
MATCHLINE B

GEORGIA DEPARTMENT OF  
TRANSPORTATION  
PJ 0000325  
CR 1132/FRANKLIN ROAD  
IMPROVEMENTS  
COBB COUNTY  
2013 AM - 0000  
2013 PM - 0000  
AV. PEAK PM PEAK  
S.U. - 10% S.U. - 7%  
COMB. - 2% COMB. - 2%  
T - 12% T - 9%  
08/20/13  
1/2/2013



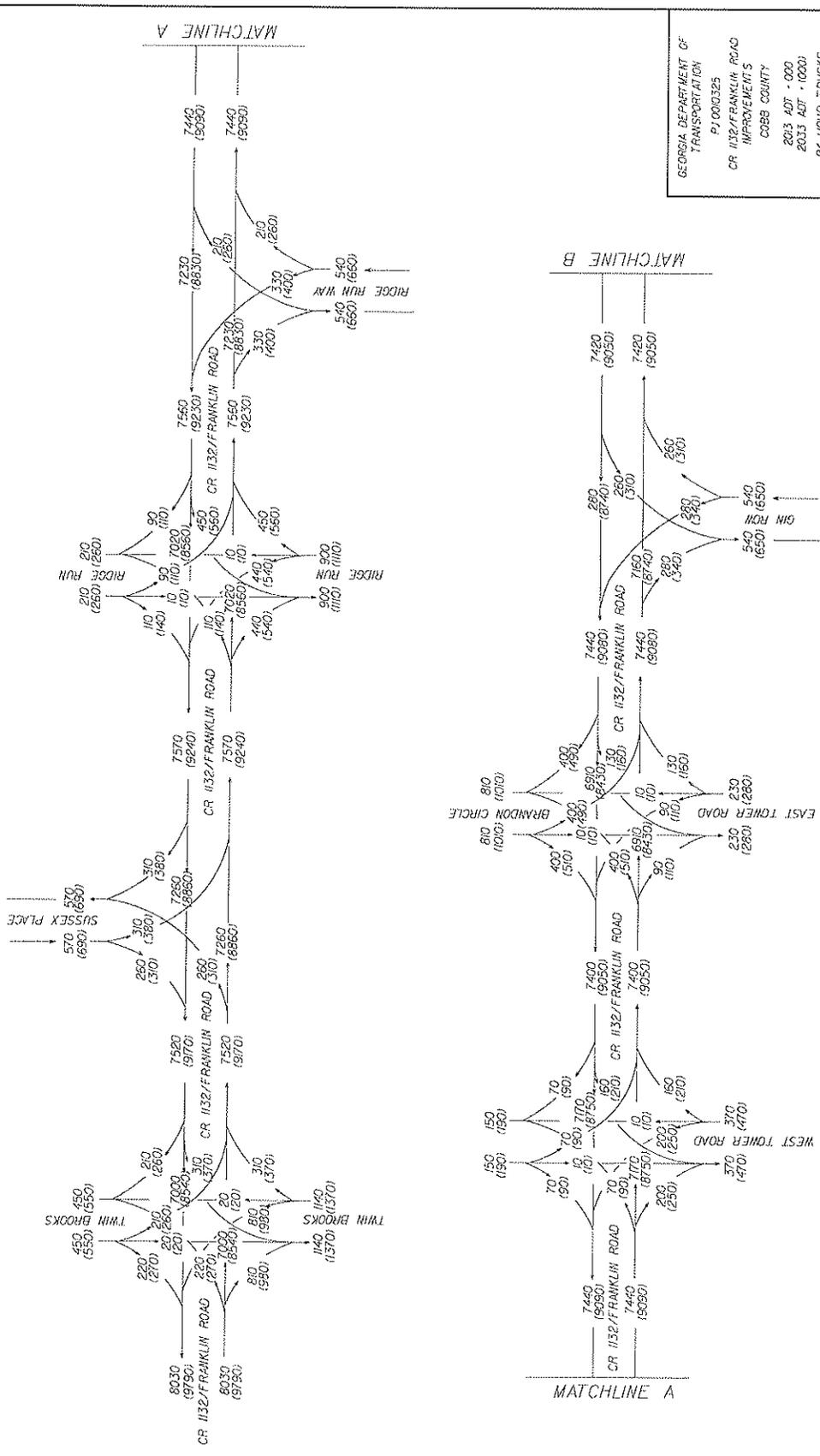
SHEET 8

# DESIGN YEAR 2033 DESIGN HOURLY VOLUMES (NO-BUILD)



GEORGIA DEPARTMENT OF  
TRANSPORTATION  
PJ 020325  
CR 1132/FRANKLIN ROAD  
IMPROVEMENTS  
COBB COUNTY  
2033 AM - 000  
2033 PM - 000  
AM PEAK PM PEAK  
S.U. - 10% S.U. - 7%  
COMB. - 2% COMB. - 2%  
T - 9% T - 9%  
ARCS  
1/2/20

# OPEN YEAR (2013) & DESIGN YEAR (2033) DAILY VOLUMES (NO BUILD)



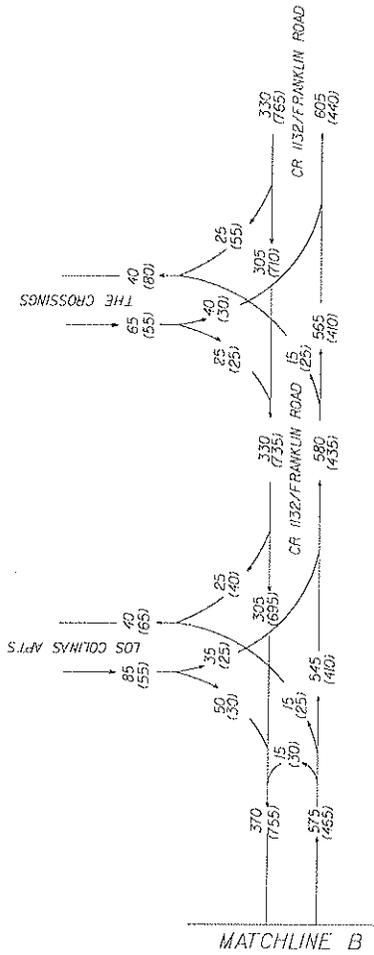
GEORGIA DEPARTMENT OF  
TRANSPORTATION  
P1000325  
CR 1132/FRANKLIN ROAD  
IMPROVEMENT 5  
COBB COUNTY  
2013 ADT - 000  
2033 ADT - 1000  
24 HOUR TRUCKS  
S.U. - 82  
CONR. - 22  
T. - 102  
48205  
11/26





SHEET 12

# OPEN YEAR 2013 DESIGN HOURLY VOLUMES (BUILD)

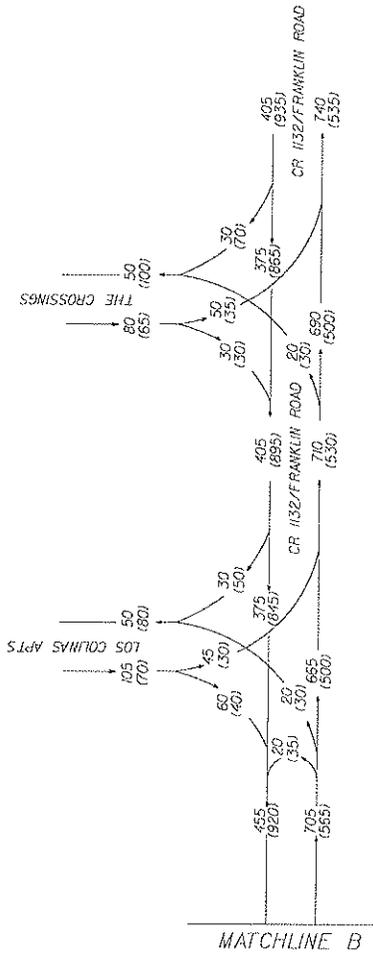


GEORGIA DEPARTMENT OF  
TRANSPORTATION  
PJ 000325  
CR 1132/FRANKLIN ROAD  
IMPROVEMENTS  
COBB COUNTY  
2013 AM - 500  
2013 PM - 1000  
AM PEAK PM PEAK  
S.U. - 10% S.U. - 7%  
COMB. - 2% COMB. - 2%  
T - 12% T - 9%  
APR 2013  
10/26



SHEET 14

# OPEN YEAR 2033 DESIGN HOURLY VOLUMES (BUILD)

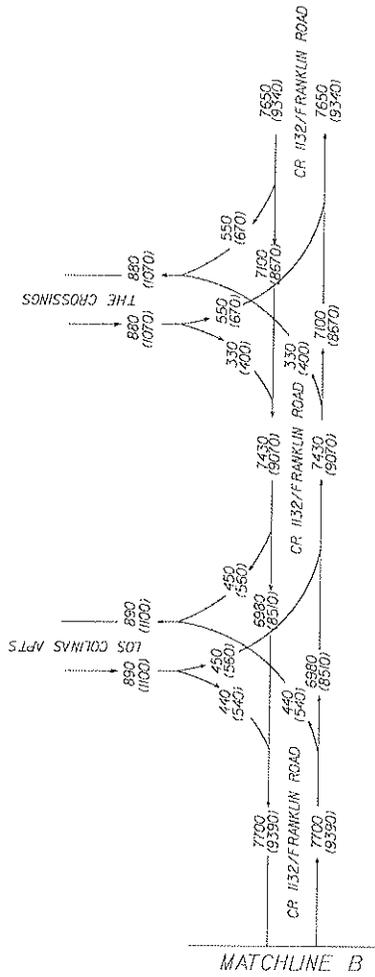


GEORGIA DEPARTMENT OF  
TRANSPORTATION  
PI 0010325  
CR 1132/FRANKLIN ROAD  
IMPROVEMENTS  
COBB COUNTY  
2033 AM - 000  
2033 PM - 000  
AM PEAK PM PEAK  
S.U. - 10% S.U. - 7%  
COMB. - 2% COMB. - 2%  
T - 9% T - 9%  
APR 2005  
11/2/04



SHEET 16

# OPEN YEAR (2013) & DESIGN YEAR (2033) DAILY VOLUMES (BUILD)



GEORGIA DEPARTMENT OF  
TRANSPORTATION  
P/10010325  
CR 1132/FRANKLIN ROAD  
IMPROVEMENTS  
COBB COUNTY  
2013 ADT - 000  
2033 ADT - 1000  
24 HOUR TRUCKS  
S/11 - 6%  
COMB - 2%  
9/28/20  
T - 10%

Marietta City School Bus Schedule

| School                 | CommonName            | Name  | StopTime | Students |
|------------------------|-----------------------|---|----------|----------|
| Hickory Hills          | HICKORY HILLS 02 BLUE | 1035 FRANKLIN RD (AUTUMN VIEW APTS) (BOYS ONLY)             | 7:23 AM  | 28       |
| Hickory Hills          | HICKORY HILLS 05 GRAY | 1035 FRANKLIN RD (AUTUMN VIEW APTS) (GIRLS ONLY)            | 7:24 AM  | 28       |
| Hickory Hills          | HICKORY HILLS 05 GRAY | 1250 FRANKLIN RD (WINGATE INN)                              | 7:19 AM  | 0        |
| Lockheed               | LOCKHEED 06 PURPLE    | 1060 FRANKLIN RD  | 7:25 AM  | 2        |
| Lockheed               | LOCKHEED 03 ORANGE    | 455 FRANKLIN RD (HAMPTON INN)                               | 7:26 AM  | 0        |
| Lockheed               | LOCKHEED 04 GREEN     | 585 FRANKLIN RD (ST AUGUSTINE CONDOS)                       | 7:31 AM  | 6        |
| Lockheed               | LOCKHEED 03 ORANGE    | 610 FRANKLIN RD (SUPER 8 MOTEL)                             | 7:18 AM  | 0        |
| Lockheed               | LOCKHEED 03 ORANGE    | 630 FRANKLIN RD (RAMADA LIMITED)                            | 7:19 AM  | 0        |
| Lockheed               | LOCKHEED 03 ORANGE    | 639 FRANKLIN RD (BAYOU MOTEL)                               | 7:25 AM  | 0        |
| Lockheed               | LOCKHEED 07 RED       | 707 FRANKLIN RD (# 3)                                       | 7:31 AM  | 16       |
| Lockheed               | LOCKHEED 07 RED       | 707 FRANKLIN RD (ASHTON PLACE APTS @ FIRST TURN RIGHT SIDE) | 7:31 AM  | 11       |
| Lockheed               | LOCKHEED 07 RED       | 707 FRANKLIN RD (MAILBOXES @ MAIN INTERSECTION) ES ONLY     | 7:30 AM  | 33       |
| Lockheed               | LOCKHEED 10 WHITE     | 720 FRANKLIN RD (RIDGE POINT APTS) (BOYS ONLY)              | 7:20 AM  | 37       |
| Lockheed               | LOCKHEED 02 BLUE      | 720 FRANKLIN RD (RIDGE POINT APTS) (GIRLS ONLY)             | 7:15 AM  | 34       |
| Lockheed               | LOCKHEED 04 GREEN     | 730 FRANKLIN RD (CINNAMON RIDGE APTS)                       | 7:32 AM  | 60       |
| Lockheed               | LOCKHEED 03 ORANGE    | 750 FRANKLIN RD (NOTTING HILLS APTS)                        | 7:19 AM  | 36       |
| Lockheed               | LOCKHEED 03 ORANGE    | 780 FRANKLIN RD (CHILDCARE NETWORK)                         | 7:20 AM  | 6        |
| Lockheed               | LOCKHEED 06 PURPLE    | 860 FRANKLIN RD (CASTLEBROOK APTS)                          | 7:23 AM  | 31       |
| Lockheed               | LOCKHEED 03 ORANGE    | BANBERRY RD & FRANKLIN RD                                   | 7:36 AM  | 0        |
| Lockheed               | LOCKHEED 03 ORANGE    | FRANKLIN RD & TWIN BROOKS DR (TWIN BROOKS TWN HMS)          | 7:25 AM  | 10       |
| Marietta Middle School | MMS 11                | 1029 FRANKLIN RD (CASA MIA TRACE APTS)                      | 6:44 AM  | 33       |
| Marietta Middle School | MMS 13                | 1035 FRANKLIN RD (AUTUMN VIEW APTS)                         | 6:26 AM  | 16       |
| Marietta Middle School | MMS 13                | 1250 FRANKLIN RD (WINGATE INN)                              | 6:35 AM  | 0        |
| Marietta Middle School | MMS 13                | 1255 FRANKLIN RD (QUALITY INN)                              | 6:39 AM  | 0        |
| Marietta Middle School | MMS 16                | 455 FRANKLIN RD (HAMPTON INN)                               | 6:47 AM  | 0        |
| Marietta Middle School | MMS 17                | 585 FRANKLIN RD (ST AUGUSTINE CONDOS)                       | 6:36 AM  | 10       |
| Marietta Middle School | MMS 16                | 610 FRANKLIN RD (SUPER 8 MOTEL)                             | 6:41 AM  | 0        |
| Marietta Middle School | MMS 17                | 639 FRANKLIN RD (BEST WESTERN MOTEL)                        | 6:39 AM  | 0        |
| Marietta Middle School | MMS 17                | 707 FRANKLIN RD (ASHTON PLACE APTS)                         | 6:38 AM  | 10       |
| Marietta Middle School | MMS 16                | 720 FRANKLIN RD (RIDGE POINT APTS)                          | 6:42 AM  | 28       |
| Marietta Middle School | MMS 16                | 730 FRANKLIN RD (CINNAMON RIDGE APTS)                       | 6:43 AM  | 12       |
| Marietta Middle School | MMS 13                | 750 FRANKLIN RD (NOTTING HILLS APTS)                        | 6:32 AM  | 12       |
| Marietta Middle School | MMS 13                | 780 FRANKLIN RD (CHILDCARE NETWORK)                         | 6:32 AM  | 0        |
| Marietta Middle School | MMS 14                | 849 FRANKLIN RD (FLAGSTONE APTS)                            | 6:44 AM  | 13       |
| Marietta Middle School | MMS 13                | 860 FRANKLIN RD (CASTLEBROOK APTS)                          | 6:33 AM  | 1        |
| Marietta Middle School | MMS 14                | 861 FRANKLIN RD (LOS COLINAS APTS)                          | 6:44 AM  | 12       |
| Marietta Middle School | MMS 14                | 875 FRANKLIN RD (THE CROSSINGS APTS)                        | 6:43 AM  | 18       |
| Marietta Middle School | MMS 13                | FRANKLIN RD & 1600 TWIN BROOKS DR (NE)                      | 6:29 AM  | 8        |
| MHS                    | MHS 17                | 1029 FRANKLIN RD (CASA MIA TRACE APTS)                      | 6:45 AM  | 31       |
| MHS                    | MHS 17                | 1035 FRANKLIN RD (AUTUMN VIEW APTS)                         | 6:45 AM  | 23       |
| MHS                    | MHS 02                | 1250 FRANKLIN RD (HOLIDAY INN EXPRESS)                      | 6:30 AM  | 0        |
| MHS                    | MHS 02                | 1255 FRANKLIN RD (LAQUINTA INN)                             | 6:34 AM  | 0        |
| MHS                    | MHS 02                | 1255 FRANKLIN RD (QUALITY INN)                              | 6:34 AM  | 1        |
| MHS                    | MHS 26                | 585 FRANKLIN RD (ST AUGUSTINE CONDOS)                       | 6:40 AM  | 7        |
| MHS                    | MHS 01                | 610 FRANKLIN RD (SUPER 8 MOTEL)                             | 6:41 AM  | 1        |
| MHS                    | MHS 19                | 707 FRANKLIN RD (ASHTON PLACE APTS)                         | 6:40 AM  | 16       |
| MHS                    | MHS 01                | 720 FRANKLIN RD (RIDGE POINT APTS)                          | 6:42 AM  | 26       |
| MHS                    | MHS 01                | 730 FRANKLIN RD (CINNAMON RIDGE APTS)                       | 6:43 AM  | 19       |
| MHS                    | MHS 14                | 750 FRANKLIN RD (NOTTING HILLS APTS)                        | 6:28 AM  | 18       |
| MHS                    | MHS 19                | 849 FRANKLIN RD (FLAGSTONE APTS)                            | 6:39 AM  | 10       |
| MHS                    | MHS 26                | 860 FRANKLIN RD (CASTLEBROOK APTS)                          | 6:41 AM  | 11       |
| MHS                    | MHS 16                | 861 FRANKLIN RD (LOS COLINAS APTS)                          | 6:47 AM  | 16       |
| MHS                    | MHS 19                | 875 FRANKLIN RD (THE CROSSINGS APTS)                        | 6:37 AM  | 24       |
| MHS                    | MHS 19                | BANBERRY RD & FRANKLIN RD                                   | 6:48 AM  | 2        |
| MHS                    | MHS 19                | FRANKLIN RD & TWIN BROOKS DR (TWIN BROOKS TWN HMS)          | 6:41 AM  | 4        |
| MSGA                   | MSGA/MCAA ROUTE 04    | 1029 FRANKLIN RD (CASA MIA TRACE APTS)                      | 8:30 AM  | 17       |
| MSGA                   | MSGA/MCAA ROUTE 04    | 1035 FRANKLIN RD (AUTUMN VIEW APTS)                         | 8:29 AM  | 6        |
| MSGA                   | MSGA/MCAA ROUTE 08    | 1250 FRANKLIN RD (WINGATE INN)                              | 8:20 AM  | 0        |
| MSGA                   | MSGA/MCAA ROUTE 08    | 1255 FRANKLIN RD (QUALITY INN)                              | 8:24 AM  | 0        |
| MSGA                   | MSGA/MCAA ROUTE 08    | 610 FRANKLIN RD (SUPER 8 MOTEL)                             | 8:16 AM  | 0        |
| MSGA                   | MSGA/MCAA ROUTE 08    | 630 FRANKLIN RD (RAMADA LIMITED)                            | 8:16 AM  | 0        |
| MSGA                   | MSGA/MCAA ROUTE 04    | 707 FRANKLIN RD (ASHTON PLACE APTS)                         | 8:32 AM  | 5        |
| MSGA                   | MSGA/MCAA ROUTE 08    | 730 FRANKLIN RD (CINNAMON RIDGE APTS)                       | 8:17 AM  | 9        |
| MSGA                   | MSGA/MCAA ROUTE 08    | 750 FRANKLIN RD (NOTTING HILLS APTS)                        | 8:17 AM  | 9        |

Marietta City School Bus Schedule

|                        |                       |  |         |    |
|------------------------|-----------------------|--|---------|----|
| MSGA                   | MSGA/MCAA ROUTE 08    | 780 FRANKLIN RD (CHILDCARE NETWORK)                  | 8:17 AM | 0  |
| MSGA                   | MSGA/MCAA ROUTE 08    | 849 FRANKLIN RD (FLAGSTONE APTS)                     | 8:33 AM | 5  |
| MSGA                   | MSGA/MCAA ROUTE 08    | 860 FRANKLIN RD (CASTLEBROOK APTS)                   | 8:18 AM | 1  |
| MSGA                   | MSGA/MCAA ROUTE 08    | 861 FRANKLIN RD (LOS COLINAS APTS)                   | 8:33 AM | 9  |
| MSGA                   | MSGA/MCAA ROUTE 04    | 875 FRANKLIN RD (THE CROSSINGS APTS)                 | 8:31 AM | 4  |
| MSGA                   | MSGA/MCAA ROUTE 08    | FRANKLIN RD & TWIN BROOKS DR (TWIN BROOKS TWN HMS)   | 8:34 AM | 3  |
| Park Street Elementary | PARK STREET 03 ORANGE | 1029 FRANKLIN RD (CASA MIA TRACE APTS) (BOYS ONLY)   | 7:30 AM | 49 |
| Park Street Elementary | PARK STREET 07 RED    | 1029 FRANKLIN RD (CASA MIA TRACE APTS) (GIRLS ONLY)  | 7:32 AM | 50 |
| Park Street Elementary | PARK STREET 02 BLUE   | 780 FRANKLIN RD (CHILDCARE NETWORK)                  | 7:33 AM | 5  |
| Park Street Elementary | PARK STREET 02 BLUE   | 849 FRANKLIN RD (FLAGSTONE APTS) (BLDG 1400) ES ONLY | 7:36 AM | 31 |
| Park Street Elementary | PARK STREET 02 BLUE   | 849 FRANKLIN RD (FLAGSTONE APTS) (BLDG 800) ES ONLY  | 7:35 AM | 10 |
| Park Street Elementary | PARK STREET 06 PURPLE | 861 FRANKLIN RD (LOS COLINAS APTS) (BOYS ONLY)       | 7:33 AM | 28 |
| Park Street Elementary | PARK STREET 05 GRAY   | 861 FRANKLIN RD (LOS COLINAS APTS) (GIRLS ONLY)      | 7:29 AM | 38 |
| Park Street Elementary | PARK STREET 04 GREEN  | 875 FRANKLIN RD (THE CROSSINGS APTS)                 | 7:33 AM | 32 |



ARCADIS U.S., Inc.  
2849 Paces Ferry Road  
Suite 400  
Atlanta  
Georgia 30339  
Tel 770.431.8666  
Fax 770.435.2666

## MEETING REPORT

Subject:  
LCI Franklin Road Improvements – Phase A

Department:  
Transportation

ARCADIS Project No.:  
GA063985

Place/Date of Meeting:  
Marietta City Hall  
2<sup>nd</sup> Floor Conference Room  
205 Lawrence Street  
Marietta, GA 30060  
July 29, 2010

Report No.:  
1

Minutes by:  
Ryan Graves

Issue Date:  
August 9, 2010

Participants:  
See Attached Sign-in Sheet

Copies:  
Participants

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The kickoff meeting for LCI Franklin Road Improvements – Phase A was held July 29, 2010, at Marietta City Hall. Following is a summary of issues discussed and actions to be taken:

1. The project Need and Purpose states that a 14-foot landscaped median will be added to the typical section for the project. This dimension only includes the landscaped area of the median; the total width of the median will be 18 feet. ARCADIS will update the Need and Purpose to indicate these dimensions more clearly.
2. The Need and Purpose statement must be updated to indicate that turn lanes will be added to the project as required. ARCADIS will update the Need and Purpose statement to reflect this addition.
3. Bicycle facilities should be considered for the project corridor. Alternatives that include bicycle facilities (sidewalk/multiuse trail, full bike lanes, shared use lanes, etc.) need to be considered. The potential to reduce the sidewalk on one side of Franklin Road to create a larger multiuse trail on the opposite side of the road should be considered. Bicycle alternatives will be added to the concept study as part of the "Alternates Considered" section of the report. The project team will examine the alternatives for bicycle facilities.
4. Existing transit locations and bus stops need to be identified for the project. ARCADIS will identify these locations on the concept layout.

## ARCADIS

5. It is recommended that a traffic analysis be performed to assist in determining the locations of proposed traffic signals and the project termini at the southern end of the project.
6. It is recommended that the accident data be updated and broken out by location and type of accident.
7. It is recommended that new traffic counts be obtained. These counts should include a breakdown of truck types (heavy, single unit, bus, etc.).
8. Prior to submitting the concept study, an environmental screening will be performed to evaluate potential UST locations and the potential historic property located near the southern termini of the project.
9. Public safety and crime were mentioned as reasons to help justify the proposed project. If crime and public safety are part of the Need and Purpose for the project, data needs to be collected to support this. The City of Marietta will furnish ARCADIS with crime data for the area.
10. When making a determination of median openings, potential cross-parcel access should be examined. Also, parcels with alternate means of access should be identified. The project team will determine the potential for cross-parcel access and identify parcels with alternate means of access.
11. Utility relocation, except for water relocation, will not be a part of the project. However, utility relocations will be coordinated with this project. Utility relocation cost estimates will not be included with cost estimates for this project.
12. A determination must be made as to whether Franklin Road should be temporarily designated as a state route. The Atlanta Regional Commission (ARC) will inform the City of Marietta whether temporary state route designation is required.
13. Coordination with CCT, Marietta Public Schools, and police and fire departments should occur to obtain input on access and facility locations. The project team will coordinate with these entities.
14. A proposed project schedule needs to be included in the concept study. ARCADIS will include this with the concept study.
15. A major component of this project is pedestrian safety. The potential to include items to improve pedestrian safety will be examined; including pedestrian lighting, enhanced crossing facilities such as a HAWK pedestrian signal, and the addition of traffic signals at strategic locations. The project team will further review these options in the concept phase.
16. GDOT design exceptions for light pole offsets, lane width, and superelevation rates are expected for the project. ARCADIS will note these in the concept study and concept report.





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#400  
Atlanta  
Georgia 30339  
Tel 770 431 8666  
Fax 770 435 2666

**MEETING REPORT**

Subject:  
Concept Team Meeting  
Franklin Road Improvements from  
Twin Brooks Drive to Las Colinas Apartments  
LCI Phase A, Cobb County  
P.I. No. 0010325

Department:  
Transportation

ARCADIS Project No.:  
GA063985.00001

Place/Date of Meeting:  
Georgia Department of Transportation  
September 22, 2011

Report No.:  
1

Minutes by:  
Bonnie Bynum

Issue Date:  
October 3, 2011

Participants:  
See attached sign-in sheet

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A concept team meeting was held on September 22, 2011 at the Georgia Department of Transportation. The purpose of the meeting was to review and comment on the Draft Concept Report for project P.I. No. 0010325, Cobb County (City of Marietta), Improvements to Franklin Road from Twin Brooks Drive to Las Colinas Apartments.

Matt McDow, project manager for ARCADIS, began the meeting by reviewing an aerial layout of the corridor and discussing the project's existing and proposed typical section and general project description, as follows: The proposed project would provide pedestrian enhancements along Franklin Road from Twin Brooks Drive to the Las Colinas Apartments (861 Franklin Road) in the City of Marietta, Cobb County, Georgia. The project would include intersection improvements, the construction of an 18-foot landscaped median (7-foot raised median and 11-foot turn lane where required), the provision of an 18-foot-wide shoulder with a 10-foot-wide multi-use trail on the eastern side of the roadway, and the provision of a 12-foot-wide shoulder with a 5-foot-wide sidewalk on the western side of the roadway. The proposed typical section would include 24-inch curb and gutter and grassed buffer strip on both sides of the roadway. Lane widths along Franklin Road would be reduced from 12 feet to 11 feet to minimize right-of-way (ROW) impacts associated with the proposed improvements. Landscaping and street/pedestrian lighting are also proposed along both shoulders. The existing ROW along Franklin Road varies from 80 to 95 feet (80 feet typical). The proposed improvements would require 0 to 20 feet of additional ROW along

## ARCADIS

the roadway. The total distance of the proposed improvements is approximately 2,500 feet (approximately 0.5 mile). One existing traffic signal is located at the Franklin Road/Twin Brooks Drive intersection.

The following is a bulleted list of comments received and action items to be addressed by ARCADIS:

### Project Layout Sheet

- Check that street names on the aerial layout are accurate. Add existing and proposed ROW lines. Use a heavier line to call out retaining walls.

### Concept Report

- Cover Sheet – Insert designer name and signature, appropriate GDOT names and signatures, as well as City of Marietta signature.
- No comments on the project location map/sketch.
- Need and Purpose – Leave the format as is, in spite of the new process to be released in October. Add the word “to” in the first paragraph. Address bicycles. Consideration should be given to the reference of crime in the Need and Purpose and the impact this may have on the lighting that is recommended.
- Project Description – Revise statement to say that the project to the north has been let to construction or is currently under construction. Mention that all sidewalks shall be ADA accessible.
- Provide truck and bus percentages.
- Add a traffic diagram. Ensure that the diagram states the truck / bus percentages.
- Discuss bus stops in the project corridor.
- Continue coordination with CCT and its vendor on bus shelters and construction activities.
- Get school bus information from Mike Cochran with the City of Marietta.
- The review team inquired about crosswalks – The City of Marietta is finalizing pedestrian counts and looking into the need for crosswalks and/or mid-block crossings. The City may recommend that HAWK or Rapid Flashing Beacons be installed.
- Update drainage costs in the concept report.

## ARCADIS

- Right-of-Way – Change to total width.
- Easements – Check that both permanent and temporary are required.
- Update Design Exception check boxes.
- The project must use “breakaway” lighting structures.
- Environmental Concerns – stated as USTs and a historic parcel.
- Utilities – Relocated utilities will be replaced underground, only water is reimbursable and part of the cost estimate.
- Cost Estimate – Revise for new fuel and asphalt costs, use new construction cost table and replace existing table. Revise drainage costs, Class B concrete, and grassing cost – is this under landscaping or does it need to be added? Address erosion control.
- Coordination – Remove initial concept team meeting, add September 22, 2011 as the date of the concept team meeting, and add coordination with CCT.
- Schedule – Update to reflect environmental kickoff in September 2011, and revise entire schedule accordingly. Allow up to one year in the schedule for CE approval. Nineteen parcels will require ROW acquisition – allow one year for this activity.
- Add a statement explaining why the alternatives considered for this project were not advanced.
- Check curb and gutter estimates – 30” x 8” vs. 24” vs. 8”.
- Lighting – The light poles are offset to allow a “bow tie” effect and differential lighting for pedestrian lights and street lights. This configuration covers a larger area without offering glare on the roadway. Review light pole arm lengths to ensure they are sufficient.
- Include the fully executed PFA.
- Public outreach occurred in 2008. Additional outreach is likely and a date is to be determined.

Sign-In

9-22-11

| <u>Name</u>    | <u>Title</u>                   | <u>Company</u>               | <u>Email</u>                 |
|----------------|--------------------------------|------------------------------|------------------------------|
| Kevin Bailey   | Project Manager                | GDOT                         | ke.bailey@dot.ga.gov         |
| Jim Wilkerson  | CITY ENGINEER                  | MARIETTA                     | jkwilkerson@marietta.ga.gov  |
| Matt Dow       | Project Manager                | ARCADIS                      | matt.mcdow@arcad             |
| Joe Palladi    |                                | ARCADIS                      | jpalladi@arcad               |
| Bonnie Byrum   | NEPA Natural Resources Manager | ARCADIS                      | bonnie.byrum@arcad           |
| Amy Goodwin    | Principal Planner              | ARCADIS                      | agoodwin@atlantaregional.com |
| Kylee          |                                | Marietta                     | KClarke@marietta.ga.gov      |
| DYLAN EAQUETON | DESIGN ENGINEER                | GDOT-DESIGN POLICY & SUPPORT | DEAQUETON                    |

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

This Framework Agreement is made and entered into this 6<sup>th</sup> day of May, 2011, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the CITY OF MARIETTA, acting by and through its Mayor and City Council, hereinafter called the "LOCAL GOVERNMENT".

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

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

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

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶1(a).

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

1. The LOCAL GOVERNMENT has applied for and received "Qualification Certification" to administer federal-aid projects. The GDOT Certification Committee has reviewed, confirmed and approved the certification for the LOCAL GOVERNMENT to develop federal project(s) within the scope of its certification using the DEPARTMENT'S Local Administered Project Manual procedures. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, hereinafter referred to as "PE", all reimburseable utility relocations, all non-reimburseable utilities owned by the LOCAL GOVERNMENT, railroad costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT prior to the execution

of this AGREEMENT or subsequent funding agreements shall not be considered for reimbursement by the DEPARTMENT. PE expenditures incurred by the LOCAL GOVERNMENT after execution of this AGREEMENT shall be reimbursed by the DEPARTMENT once a written notice to proceed is given by the DEPARTMENT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the PE, right of way acquisitions, reimbursable utility relocations, railroad costs, or construction as specified in Attachment A.

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

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds if the PROJECT does not proceed forward to completion due to a lack of available funding in future PROJECT phases, changes in local priorities or cancellation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

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

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program, hereinafter referred to as "TIP/STIP". Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

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

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

7. The LOCAL GOVERNMENT shall accomplish the PE activities for the PROJECT. The PE activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process hereinafter referred to as "PDP", the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective PROJECT. Failure to follow the PDP and all applicable guidelines and policies will jeopardize the use of Federal Funds in some or all categories outlined in this agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. The LOCAL GOVERNMENT's responsibility for PE activities shall include, but is not limited to the following items:

a. Prepare the PROJECT Concept Report and Design Data Book in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further

development of the PROJECT plans. It is recognized by the parties that the approved concept may be updated or modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

b. Prepare a Traffic Study for the PROJECT that includes Average Daily Traffic, hereinafter referred to as "ADT", volumes for the base year (year the PROJECT is expected to be open to traffic) and design year (base year plus 20 years) along with Design Hour Volumes, hereinafter referred to as "DHV", for the design year. DHV includes morning (AM) and evening (PM) peaks and other significant peak times. The Study shall show all through and turning movement volumes at intersections for the ADT and DHV volumes and shall indicate the percentage of trucks on the facility. The Study shall also include signal warrant evaluations for any additional proposed signals on the PROJECT.

c. Prepare environmental studies, documentation, reports and complete Environmental Document for the PROJECT along with all environmental re-evaluations required that show the PROJECT is in compliance with the provisions of the National Environmental Policy Act or the Georgia Environmental Policy Act as per the DEPARTMENT's Environmental Procedures Manual, as appropriate to the PROJECT funding. This shall include any and all

archaeological, historical, ecological, air, noise, community involvement, environmental justice, flood plains, underground storage tanks, and hazardous waste site studies required. The completed Environmental Document approval shall occur prior to Right of Way funding authorization. A re-evaluation is required for any design change as described in Chapter 7 of the Environmental Procedures Manual. In addition, a re-evaluation document approval shall occur prior to any Federal funding authorizations if the latest approved document is more than 6 months old. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all studies, documents and reports for review and approval by the DEPARTMENT, the FHWA and other environmental resource agencies. The LOCAL GOVERNMENT shall provide Environmental staff to attend all PROJECT related meetings where Environmental issues are discussed. Meetings include, but are not limited to, concept, field plan reviews and value engineering studies.

d. Prepare all PROJECT public hearing and public information displays and conduct all required public hearings and public information meetings with appropriate staff in accordance with DEPARTMENT practice.

e. Perform all surveys, mapping, soil investigations and pavement evaluations needed for design of the PROJECT as per the appropriate DEPARTMENT Manual.

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency (FEMA) approvals. The LOCAL GOVERNMENT shall provide all mitigation required for the project, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction related mitigation must be obtained and completed 3 months prior to the scheduled let date. These efforts shall be coordinated with the DEPARTMENT.

g. Prepare the stormwater drainage design for the PROJECT and any required hydraulic studies for FEMA Floodways within the PROJECT limits. Acquire of all necessary permits associated with the Hydraulic Study or drainage design.

h. Prepare utility relocation plans for the PROJECT following the DEPARTMENT's policies and procedures for identification, coordination and conflict resolution of existing and proposed utility facilities on the PROJECT. These policies and procedures, in part, require the Local Government to submit all requests for existing, proposed, and relocated facilities to each utility owner within the project area. Copies of all such correspondence, including executed agreements for reimbursable utility/railroad relocations, shall be forwarded to the DEPARTMENT's Project Manager and the District Utilities Engineer and require that any conflicts with the PROJECT be resolved by the LOCAL

GOVERNMENT. If it is determined that the PROJECT is located on an on-system route or is a DEPARTMENT LET PROJECT, the LOCAL GOVERNMENT and the District Utilities Engineer shall ensure that permit applications are approved for each utility company in conflict with the project. If it is determined through the DEPARTMENT's Project Manager and State Utilities Office during the concept or design phases the need to utilize Overhead/Subsurface Utility Engineering, hereinafter referred to as "SUE", to obtain the existing utilities, the LOCAL GOVERNMENT shall be responsible for acquiring those services. SUE costs are considered PE costs.

i. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. All drafting and design work performed on the project shall be done utilizing Microstation and CAICE software respectively using the DEPARTMENT's Electronic Data Guidelines. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to acquire the right of way and construct the PROJECT.

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

Review and Final Plan submission using the applicable method approved by the DEPARTMENT. The cost estimates and B/C ratio shall also be updated yearly if the noted project stages occur at a longer frequency. Failure of the LOCAL GOVERNMENT to provide timely and accurate cost estimates and B/C ratio may delay the PROJECT's implementation until additional funds can be identified for right of way or construction, as applicable.

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

l. Provide certification, by a Level II Certified Design Professional that the Erosion Control Plans have been prepared under the guidance of the certified professional in accordance with the current Georgia National Pollutant Discharge Elimination System.

m. Provide a written certification that all appropriate staff (employees and consultants) involved in the PROJECT have attended or are scheduled to attend the Department's PDP Training Course and Local Administered Project Training. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

8. The Primary Consultant firm or subconsultants hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes. The LOCAL GOVERNMENT shall comply with all applicable state and federal regulations for the procurement of design services and in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act, for any consultant hired to perform work on the PROJECT.

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

10. The LOCAL GOVERNMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The LOCAL GOVERNMENT shall perform all necessary survey efforts in order to complete the hydraulic and hydrological studies and the design of the bridge(s). The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

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

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

13. The LOCAL GOVERNMENT shall be responsible for acquiring a Value Engineering Consultant for the DEPARTMENT to conduct a Value Engineering Study if the total estimated PROJECT cost is \$10 million or more. The Value Engineering Study cost is considered a PE cost. The LOCAL GOVERNMENT shall provide project related design data and plans to be evaluated in the study along with appropriate staff to present and answer questions about the PROJECT to the study team. The LOCAL GOVERNMENT shall provide responses to the study recommendations indicating whether they will be implemented or not. If not, a valid response for not implementing shall be provided. Total project costs include PE, right of way, and construction, reimbursable utility/railroad costs.

14. The LOCAL GOVERNMENT, unless shown otherwise on Attachment A, shall acquire the Right of way in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT. Upon the DEPARTMENT's approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL GOVERNMENT to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNMENT shall not proceed to property negotiation and acquisition whether or not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of Right of Way" prepared by the DEPARTMENT's Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. Failure of the LOCAL GOVERNMENT to adhere to the provisions and

requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. Right of way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 3 months prior to advertising the PROJECT for bids.

15. The DEPARTMENT unless otherwise shown in Attachment "A" shall be responsible for Letting the PROJECT to construction, solely responsible for executing any agreements with all applicable utility/railroad companies and securing and awarding the construction contract for the PROJECT when the following items have been completed and submitted by the LOCAL GOVERNMENT:

a. Submittal of acceptable PROJECT PE activity deliverables noted in this agreement.

b. Certification that all needed rights of way have been obtained and cleared of obstructions.

c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.

d. Certification that all Utility/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved and reimbursable agreements, if applicable, are executed.

If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall provide the above deliverables and certifications and shall follow the requirements stated in Chapter 10 of the DEPARTMENT'S Local Administered Project Manual.

16. The LOCAL GOVERNMENT shall provide a review and recommendation by the engineer of record concerning all shop drawings prior to the DEPARTMENT review and approval. The DEPARTMENT shall have final authority concerning all shop drawings.

17. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if the PROJECT is being let by the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to

use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

18. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all reports, designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the reports, designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days of notification shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

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

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

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

DEPARTMENT OF TRANSPORTATION

CITY OF MARIETTA

BY: James C. Smith, Jr.  
Commissioner

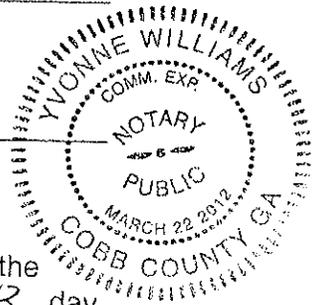
BY: Steve Tumbin  
Name Steve Tumbin  
Title Mayor

ATTEST:  
Kathryn Pfuman  
Treasurer

Signed, sealed and delivered this  
14 day of April,  
2011, in the presence of:

Shirley Thompson  
Witness

Yvonne Williams  
Notary Public



This Agreement approved by the  
CITY OF MARIETTA, the 13 day  
of April, 2011

Attest  
Stephanie Guy  
Name and Title

FEIN: 58-6000616

**ATTACHMENT "A"**  
**Project Number: 0010325 - City of Marietta**

| Project<br>(PI#, Project #,<br>Description)  | Preliminary Engineering   |                | Right of Way                 |            |              | Construction   |            | Utility Relocation |                     |
|--|---|----------------|------------------------------|------------|--------------|--|------------|--------------------|---------------------|
|  | Funding   | PE Activity by | *Funding of Real Property    | Acq. by    | Acq. Fund by | *Funding   | Letting by | Utility Funding by | Railroad Funding by |
| P.I. # 0010325<br>CR 1132/Franklin Rd. Fm. Twinbrooks Dr. to Los Collinas Apts-LCI | (80%) Federal (\$341,600)<br>(20%) LCL GOV (\$85,400)<br>>(\$427,000) 100% Local Gov. | Local Gov.     | (100%) LCL GOV (\$1,012,000) | Local Gov. | Local Gov.   | (80%) Federal (\$2,675,197.60)<br>(20%) LCL GOV (\$668,799.40)<br>>(\$3,343,997) 100% Local Gov. | Local Gov. | 100% Local Gov.    | 100% Local Gov.     |

Note: Maximum allowable GDOT participating amounts for PE category shall be shown above. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated. \*R/W and Construction amounts shown are estimates for budget planning purposes only.

**ATTACHMENT "B"**  
**0010325 – City of Marietta**

Proposed Project Schedule

|                                   |                   |                              |                                    |   |                                     |  |  |  |  |
|-----------------------------------|-------------------|------------------------------|------------------------------------|---|-------------------------------------|--|--|--|--|
| Environmental Phase               |                   |                              |                                    |   |                                     |  |  |  |  |
| Concept Phase                     |                   |                              |                                    |   |                                     |  |  |  |  |
| Preliminary Plan Phase            |                   |                              |                                    |   |                                     |  |  |  |  |
| Right of Way Phase                |                   |                              |                                    |   |                                     |  |  |  |  |
| Deadlines for Responsible Parties | Execute Agreement | Month/Year (Approve Concept) | Month/Year (Approve Env. Document) | Month/Year (Authorize Right of Way funds) | Month/Year (Authorize Const. funds) |  |  |  |  |
|                                   | JUNE 2011         | JAN 2012                     | JUNE 2012                          | MAR 2013                                  | JAN 2014                            |  |  |  |  |

Annual Reporting Requirements

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



DEPARTMENT OF PUBLIC WORKS  
205 Lawrence Street  
P.O. Box 609  
Marietta, GA 30061-0609  
(770) 794-5650  
Fax (770) 794-5585

February 14, 2012

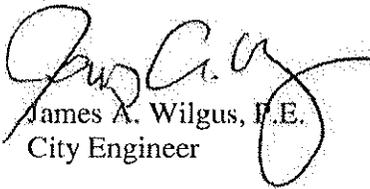
Mr. Kevin Bailey  
Project Manager  
Office of Program Delivery  
Georgia Department of Transportation  
600 West Peachtree Street NW  
Atlanta, GA 30308

**RE: Franklin Road – LCI Improvements  
from Twin Brooks Drive to Los Colinas Apartments  
P.I. Number: 00100325**

Dear Mr. Bailey:

Please let this letter serve as notice that the City of Marietta shall be responsible for all energy, operation, and maintenance costs associated with the lighting system proposed to be installed with the above- referenced project.

Sincerely,

  
James A. Wilgus, P.E.  
City Engineer