

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0010333

OFFICE Design Policy & Support

Spalding County
GDOT District 3 - Thomaston
LCI - Bicycle and Pedestrian
Improvements - City of Griffin

DATE 8/13/2015

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Richard Cobb, Statewide Location Bureau Chief
Michael Presley, District Engineer
Adam Smith, District Preconstruction Engineer
Scott Parker, Assistant District Utilities Engineer
Justin Banks, Project Manager
BOARD MEMBER - 3rd Congressional District

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

Project Type: <u>LCI</u>	P.I. Number: <u>0010333</u>
GDOT District: <u>3</u>	County: <u>Spalding</u>
Federal Route Number: <u>N/A</u>	State Route Number: <u>18, 155</u>
Project Number: _____	<u>N/A</u>

Project Description: The proposed LCI project will consist of developing sidewalks, crosswalks, pavement markings, and decorative enhancements along the following corridors within downtown Griffin:

- Hill Street(North & South) from Poplar Street to Tinsley Street
- Solomon Street from 9th Street to 3rd Street
- 5th Street from Taylor Street to Solomon Street

Submitted for approval:

Adam Price, Falcon Design Consultants LLC 3/6/2015

Consultant Designer & Firm of GDOT Concept/Design Phase Office Head & Office Date

City Of Griffin 3/6/2015

Local Government Sponsor Date

Albert Shelby 3/17/15
State Program Delivery Engineer Date

AAAC 3/10/15
GDOT Project Manager Date

Recommendation for approval:

HIRAL PATEL*/EKP 7/22/2015
State Environmental Administrator Date

ANDREN HEATH*/EKP 3/26/2015
State Traffic Engineer Date

MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

CINDY VANDUYKE*/EKP 3/26/2015
State Transportation Planning Administrator Date

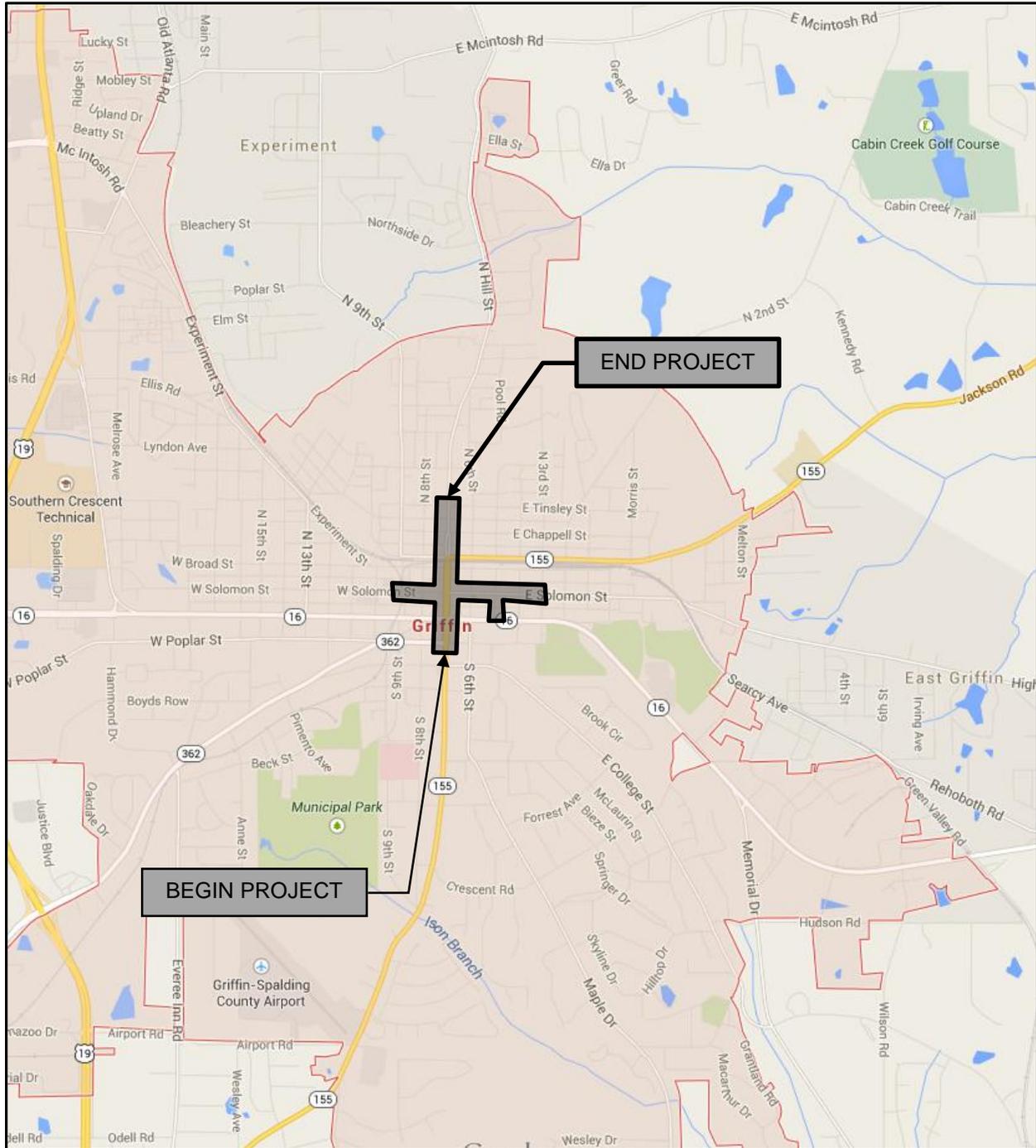
Approval:

Concur: [Signature] 8/4/2015
GDOT Director of Engineering Date

Approve: Margaret B. Pucke 8.10.15
GDOT Chief Engineer Date

X - RECOMMENDATION ON FILE

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Justification Statement:

The proposed project was identified during the development of the Griffin Town Center Livable Centers Initiative (LCI) study effort as a high priority project for the historic downtown area of Griffin. The purpose of this project is to develop a livable center within the City of Griffin by providing a pedestrian friendly environment for citizens and visitors to the downtown district. The proposed project will improve and promote pedestrian and bicycle access in and around the downtown area, improve mobility, provide pedestrian refuge areas, increase parking opportunities to allow citizens to park once and walk through the downtown district with further streetscape amenities. The need for this project is to expand pedestrian facilities along Hill Street (SR 155), Solomon Street, and 5th Street. The proposed improvements would provide pedestrian connection to Taylor Street (SR 16) while improving the connectivity to the store fronts within the downtown district. The City of Griffin needs this LCI project in order to continue developing a pedestrian friendly environment for persons in the downtown district. The area is in need of traffic improvements and pedestrian upgrades.

Although the traffic analysis indicates that design year traffic would require improvements to turn lanes, the City of Griffin and GDOT (see attached September 25, 2014 Guidance Letter) support limiting the roadway improvements to shared lanes also known as road diet configuration on North Hill Street (SR 155). The City of Griffin acknowledges the potential future need of turn lane modifications. However, the shared lane facility is the preferred option that would avoid impacting elements such as the existing historical trees in the raised median that is part of historic downtown and a part of Griffin's identity.

The proposed project will provide the following improvements imperative to pedestrian and bicycle mobility: shared lanes for bicycles and automobiles, traffic calming measures, access management, intersection bump-outs, bicycle parking racks, street furniture, improved pavement markings and wayfinding signage.

Existing conditions:

The existing conditions in the area are as follows:

- Hill Street (North & South) – Four-lane roadway (2 lanes in each direction), 10' to 12' lanes, 21' to 22.5' raised median, angled parking, 8' to 12' sidewalks.
- Solomon Street (West & East) - Two-lane roadway (1 lane in each direction), 11' to 12' lanes, 14' to 21' raised median, angled parking, 8' to 10' sidewalks
- 5th Street - Four-lane undivided roadway (2 lanes in each direction), 11' lanes, angled parking, 3' sidewalks on various locations

Other projects in the area:

City of Griffin Intersection Improvement Program: Phase 1	TIP#SP-069A	P.I. No. 0008237
City of Griffin Intersection Improvement Program: Phase 2	TIP#SP-069B	P.I. No. 0008238

Description of the proposed project:

MPO: Atlanta Regional Commission (ARC) TIP # SP-168

TIA Regional Commission: Three Rivers RC RC Project ID SP-168

Congressional District(s): 3

Federal Oversight: Exempt State Funded Other

Projected Traffic: ADT 24 HR T: 5.5%
 Current Year (2014): 15,350 Open Year (2017): 16,100 Design Year (2037): 19,650
 Traffic Projections Performed by: Wilburn Engineering, LLC

Functional Classification (Mainline): Hill St. from Poplar St. to Taylor St. (Urban Principal Arterial)
 Hill St. from Taylor St. to Tinsley St (Urban Minor Arterial Street)
 Solomon Street (Urban Minor Arterial Street)
 5th Street (Urban Local Road)

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:

Warrants met: None Bicycle Pedestrian Transit

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? No Yes
 Preliminary Pavement Type Selection Report Required? No Yes
 Feasible Pavement Alternatives: HMA PCC HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project: The proposed project would reduce the number of travel lanes on Hill Street from four lanes to two lanes. Hill Street would be restriped to provide 15-foot wide shared lanes with sharrow pavement markings to accommodate both automobiles and bicycles. The existing angled parking spaces would be restriped from 13-foot to 19-foot in length. The proposed project would improve all three project corridors by adding new sidewalks, and curb and gutter drainage where none exists. Existing sidewalks, and curb and gutter drainage would be reconstructed where necessary. Bump-out curb extensions would be constructed at intersection corners where appropriate. Mid-block crossings are not proposed on Hill Street but will be evaluated for potential use along Solomon Street. Resurfacing would be performed where necessary. The project would also add pedestrian level lighting, decorative sign posts, landscaping, street trees, handicap access ramps, bicycle parking racks, and improved markings at street crossings. The project improvements include amenities, such as benches and trash receptacles.

The existing right-of-way is approximately 110 feet in width. Minor right-of-way totaling approximately 1.0 acre, and minor easements totaling approximately 1.0 acre would be required from approximately thirty (30) parcels to provide sufficient space for sidewalk improvements, to reconstruct slopes, and to reconnect driveways. The combined length of the three project corridors is 1.25 miles. All construction will comply with the Americans with Disabilities Act (ADA).

Major Structures: *N/A*

Mainline Design Features: *N. & S. Hill Street*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2-4	4	2
- Lane Width(s)	11'-14'	11'-12'	15' Shared
- Median Width & Type	21' - 22.5' Grass	20'	21' - 22.5' Grass
- Outside Shoulder or Border Area Width	10' - 12'	10'-16'	10' - 12'
- Sidewalks	5.75' – 9.5'	5	5.75' – 9.5'
- Parking	11.5'-14' Angled	N/A	19' Angled
- Bike Lanes	None	4'	15' Shared
Posted Speed	35		35
Design Speed	35	45	35
<i>Additional Items as warranted</i>			

*According to current GDOT design policy if applicable

Side Road Design Features: *Solomon Street*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	4	2
- Lane Width(s)	12.5'-32'	11'-12'	12.5'
- Median Width & Type	14.5' Grass	20'	14.5' Grass
- Outside Shoulder or Border Area Width	10' - 12'	10'-16'	10' - 12'
- Sidewalks	11.25'	5	11.25'
- Parking	0-19' Angled	N/A	19' Angled
- Bike Lanes	None	4'	None
Posted Speed	35		35
Design Speed	35	45	35
<i>Additional Items as warranted</i>			

*According to current GDOT design policy if applicable

Side Road Design Features: *5th Street*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	2	2
- Lane Width(s)	11'-11.5'	10'-12'	15' Shared
- Median Width & Type	None	N/A	22'
- Outside Shoulder or Border Area Width	10' - 12'	10'-16'	10' - 12'
- Sidewalks	N/A	5	N/A
- Parking	12.5' Angled	N/A	8' Parallel
- Bike Lanes	None	N/A	None
Posted Speed	35		35
Design Speed	35	35	35
<i>Additional Items as warranted</i>			

*According to current GDOT design policy if applicable

Major Interchanges/Intersections:

- Hill Street (SR 155) and Taylor Street (SR 16) – Existing signal
- Hill Street (SR 155) and Solomon Street – Existing signal
- Hill Street (SR 155) and Broad Street – Existing signal
- Hill Street (SR 155) and Broadway (SR 155) – Existing stop control
- 5th Street and Taylor Street (SR 16) – Existing signal

Lighting required: No Yes

The City of Griffin currently assumes electric maintenance costs of lighting. The project proposes to add lighting as necessary to compliment the streetscape amenities. An Indication of Support for Streetscape/Enhancement Lighting has been signed by the City of Griffin/GDOT.

Transportation Management Plan [TMP] Required: No Yes
 If Yes: Project classified as: Non-Significant Significant
 TMP Components Anticipated: TTC TO PI

Will Context Sensitive Solutions procedures be utilized? No Yes

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: None

Design Variances to GDOT Standard Criteria anticipated: None

UTILITY AND PROPERTY

Temporary State Route Needed: No Yes Undetermined

Railroad Involvement: There is a single at grade crossing for Norfolk Southern Railroad line at North Hill Street, between Broad Street and Broadway Street. The city will coordinate all easements or permits with the railroad during the preliminary and final design process - ensuring that all coordination issues are resolved prior to the Right-of-Way Certification phase and Letting.

Utility Involvements: The City of Griffin is prepared to coordinate with the proper personnel to address all utilities. Water service lines will be replaced during construction to avoid repair on newly installed improvements. Gas and sewer will also be replaced and or upgraded, as needed. Power will remain overhead, but pole relocations and drops may be improved. City of Griffin/Power Operations is a City entity making coordination less tenuous. The City of Griffin is prepared to incur the cost of all utility impacts/displacements.

SUE Required: No Yes

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way: Existing width: 110ft. Proposed width: 110-120ft.
Required Right-of-Way anticipated: No Yes Undetermined

Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels: 30
Displacements anticipated: Businesses: _____
Residences: _____
Other: _____
Total Displacements: 0

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

GEPA: **NEPA:** CE PCE

MS4 Compliance – Is the project located in an MS4 area? No Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: This LCI project will require a Categorical Exclusion. As part of the Categorical Exclusion, a Section 106 report will be prepared to determine Historical affects, an Archeology study will be prepared as well as an Assessment of Effects. Upon Preliminary site investigations, no streams, wetlands, or state waters were evident; therefore, no U.S. Army Corps of Engineers permitting nor Georgia Environmental Protection Division's Stream Buffer Variance permitting are anticipated. Also, no existing park properties are adjacent to the project.

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
Is the project located in an Ozone Non-attainment area? No Yes
Carbon Monoxide hotspot analysis: Required Not Required TBD

NEPA/GEPA Comments & Information: An environmental document is required due to the nature of the LCI project. The level of documentation is expected to consist of a Categorical Exclusion. Based on preliminary site investigations, there are no streams, wetlands, or state waters in the project area.

The project does about historic properties and is in a historic downtown area. Based on the current scope of project, there are no adverse effects anticipated on any individual properties or the district as a whole. NEPA documentation will be provided to determine if any streetscape and infrastructure improvements have any adverse affect on the historical resources within the downtown district. The State Historical Preservation Office will need to review the proposed improvements.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	City of Griffin
Design	City of Griffin
Right-of-Way Acquisition	City of Griffin
Utility Relocation (Construction)	Utility Company
Utility Relocation (Pre Let)	City of Griffin
Letting to Contract	City of Griffin
Construction Supervision	City of Griffin
Providing Material Pits	Contractor
Providing Detours	City of Griffin
Environmental Studies, Documents, & Permits	City of Griffin
Environmental Mitigation	City of Griffin
Construction Inspection & Materials Testing	City of Griffin

Other coordination to date: None

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT/City of Griffin	City of Griffin	City of Griffin	City of Griffin	City of Griffin	
\$ Amount	\$263,456	\$150,000	\$0	\$2,291,170	\$0	\$2,704,626
Date of Estimate	3-6-15	3-6-15	3-6-15	3-6-15	3-6-15	

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

ALTERNATIVES DISCUSSION

Alternative 1: <i>Bicycle lanes adjacent to parking</i>			
Estimated Property Impacts:	4	Estimated Total Cost:	\$2,704,626
Estimated ROW Cost:	\$150,000	Estimated CST Time:	12 Months
Rationale: <i>Too dangerous for pedestrians riding bikes with cars backing into traffic.</i>			

No-Build Alternative: <i>No changes</i>			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	N/A
Rationale:			

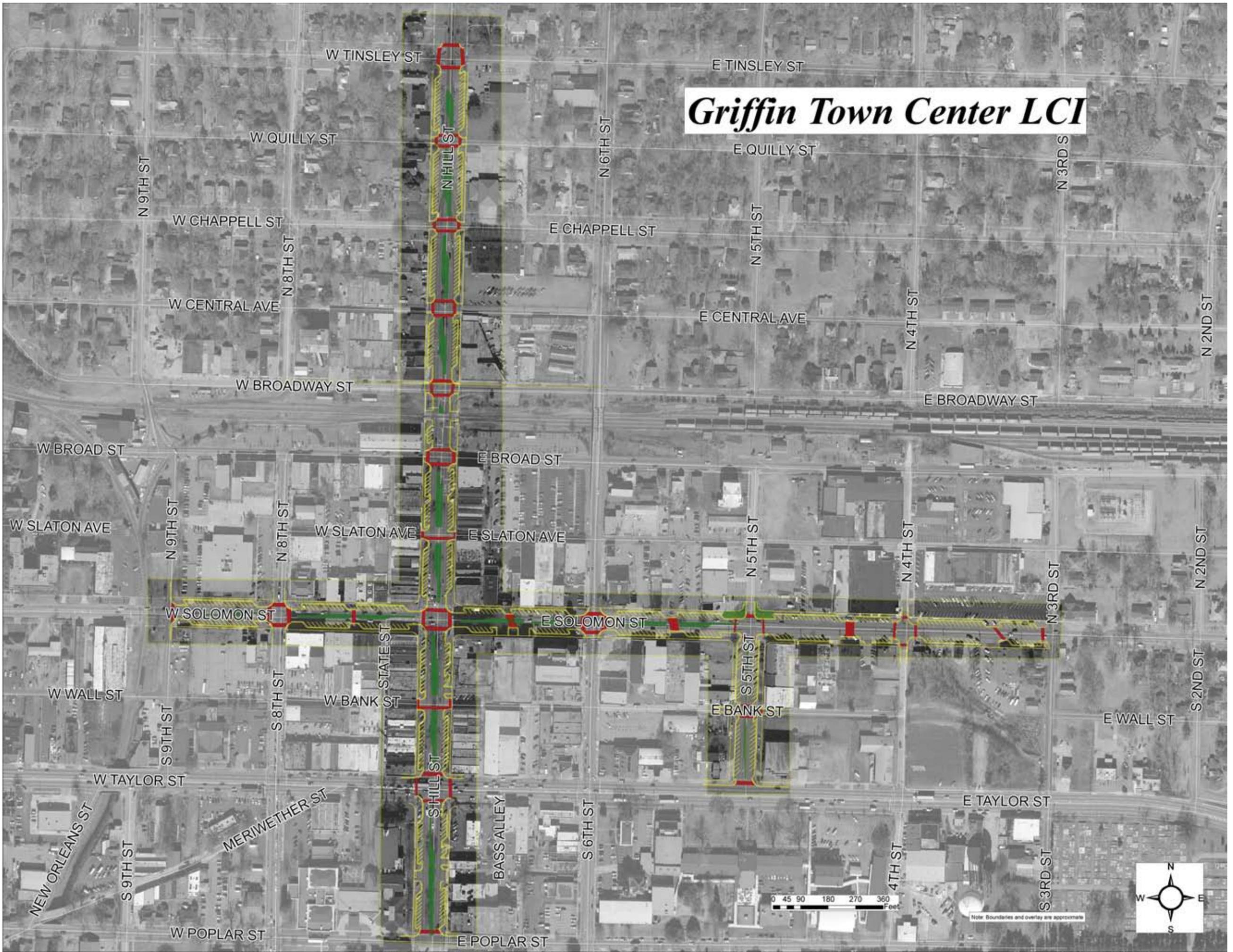
Comments/Additional Information:

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Cost Estimates
 - a. Construction including Contingency and Liquid AC Adjustment Costs
 - b. Liquid AC Adjustment Cost Form
 - c. Preliminary Utility Relocation Cost Estimate
 - d. Right-of-Way (included on Construction Cost Estimate)
4. N. Hill Street LCI Traffic Study
5. Design Traffic
6. Meeting Minutes
7. Signed Project Framework Agreement
8. GDOT Shared Lane and Road Diet Recommendation Letter dated September 25, 2014
9. Signed Indication of Support for Streetscape/Enhancement Lighting

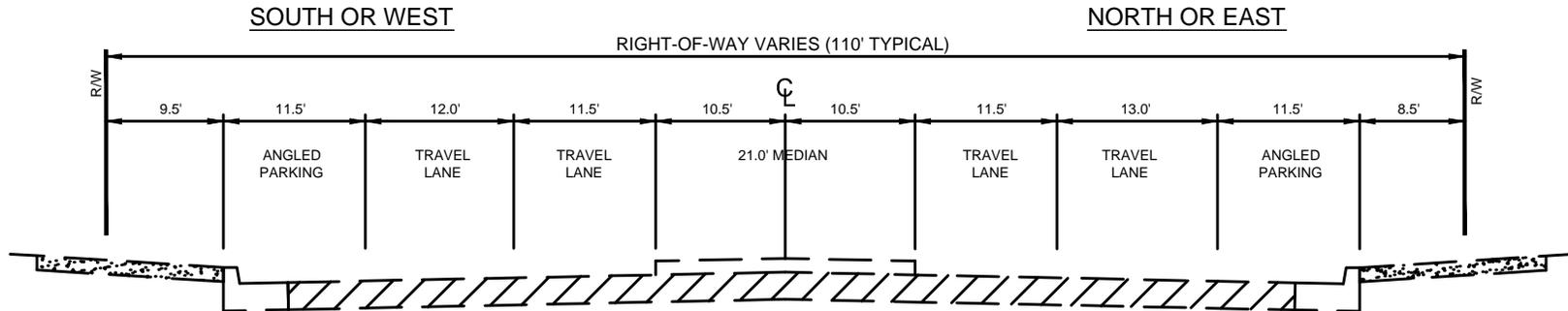
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Griffin Town Center LCI

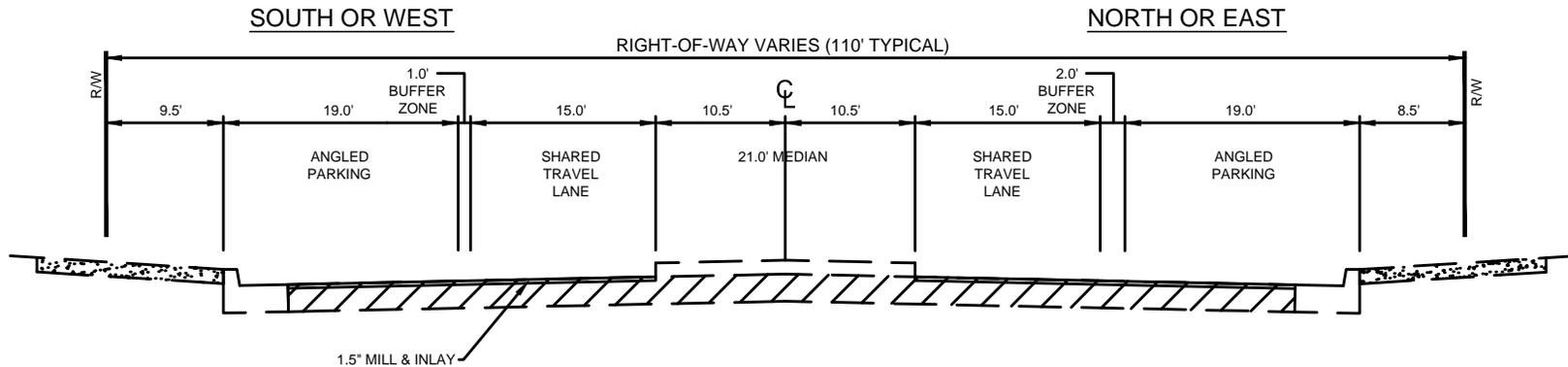


TYPICAL SECTION FOR TE#0010333, CITY OF GRIFFIN

HILL STREET (POPLAR ST. NORTH TO TAYLOR ST.)



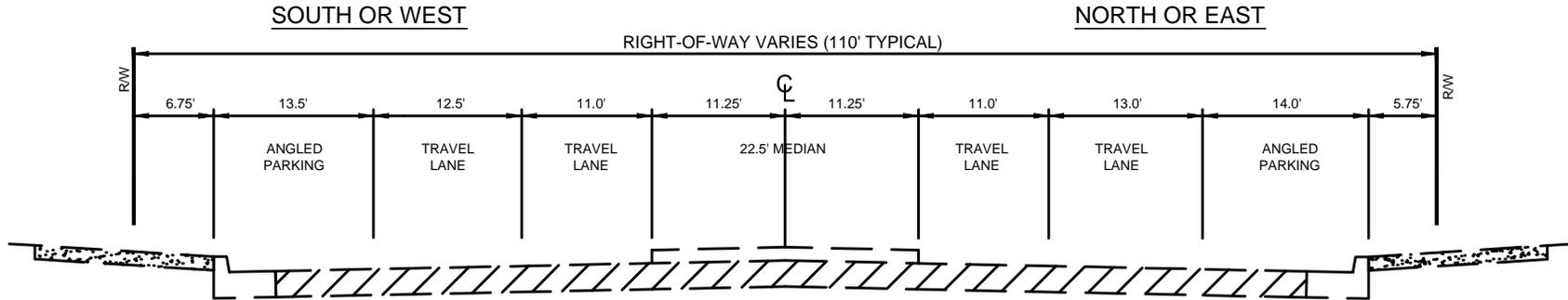
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NTS



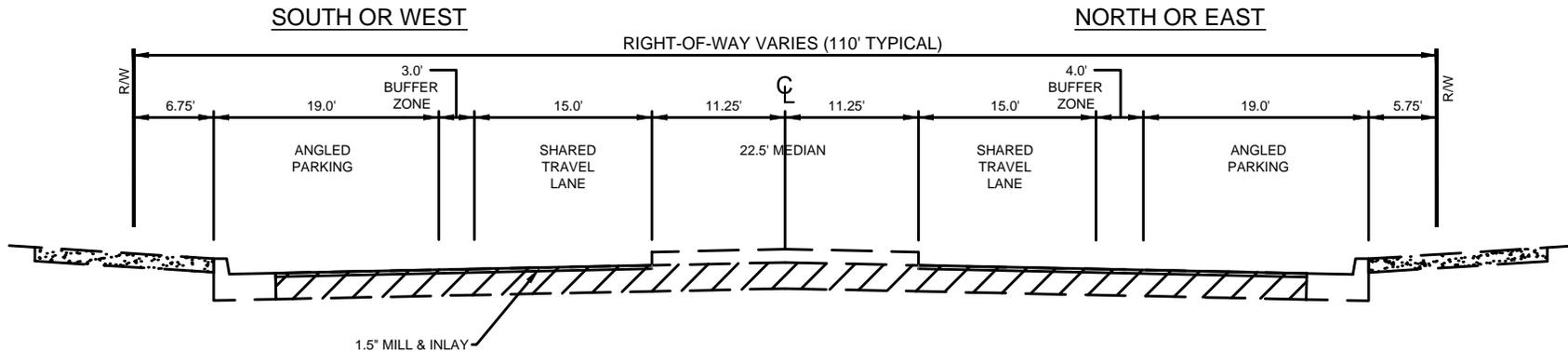
PROPOSED ROAD SECTION
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TYPICAL SECTION FOR TE#0010333, CITY OF GRIFFIN

HILL STREET (TAYLOR ST. NORTH TO CHAPPEL ST.)



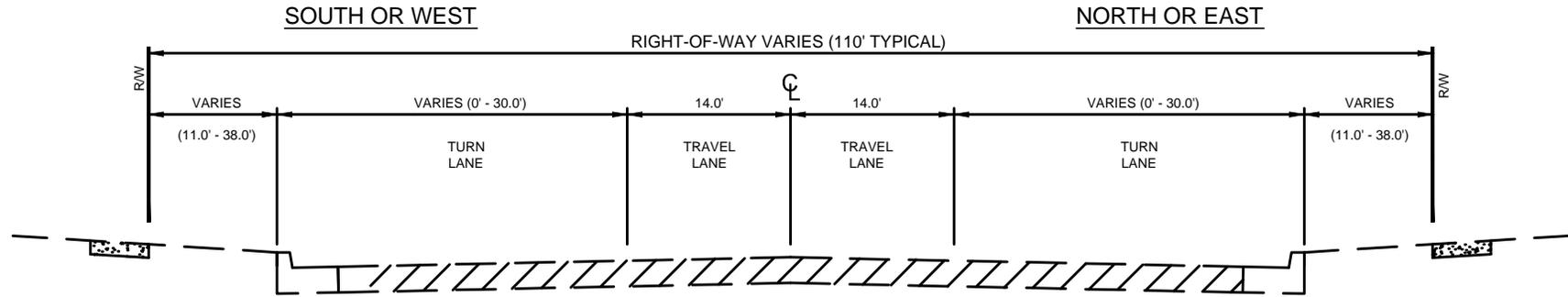
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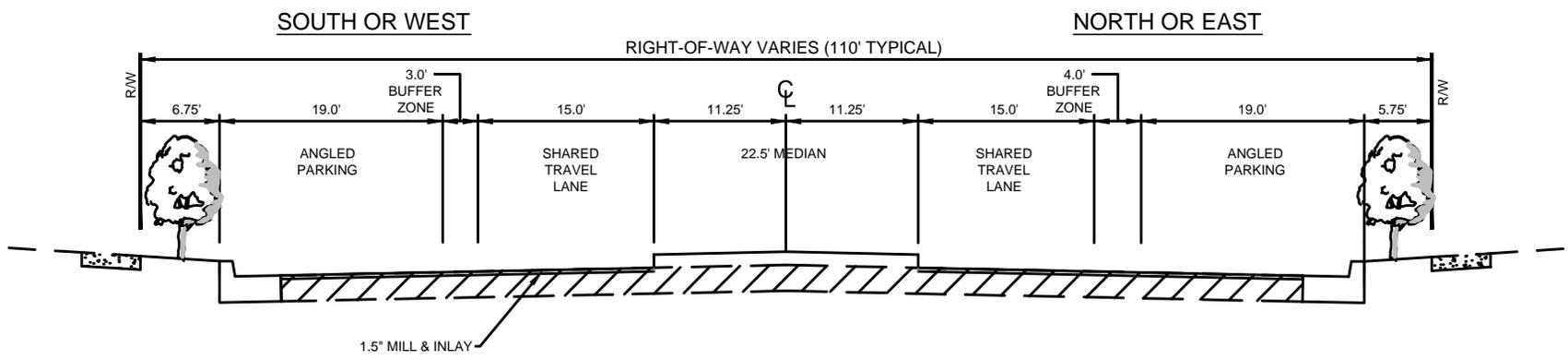
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TYPICAL SECTION FOR TE#0010333, CITY OF GRIFFIN

HILL STREET (CHAPPEL ST. NORTH TO QUILLY ST.)



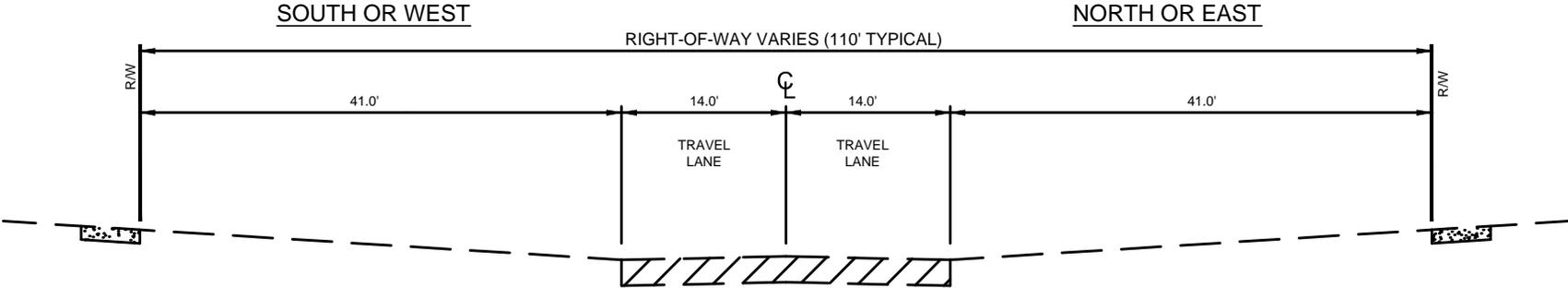
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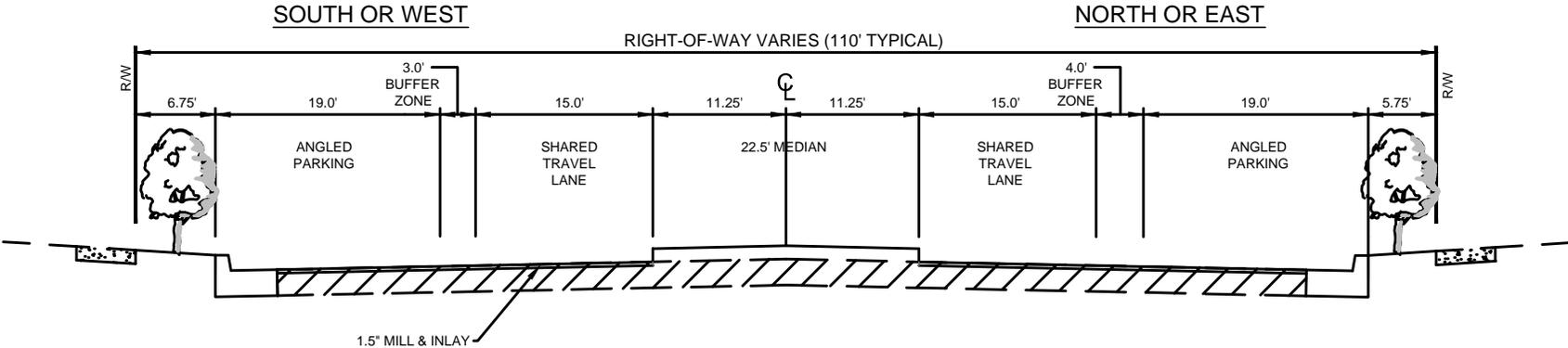
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TYPICAL SECTION FOR TE#0010333, CITY OF GRIFFIN

HILL STREET (QUILLY ST. NORTH TO TINSLEY ST.)



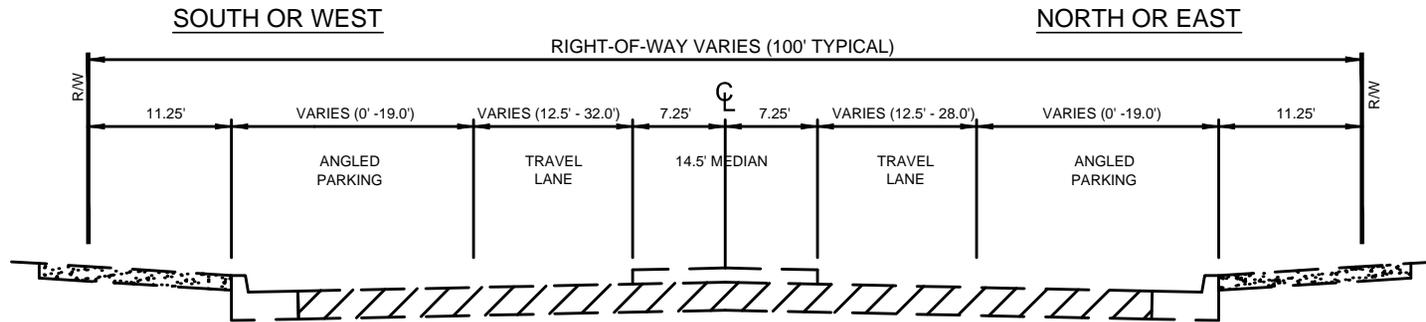
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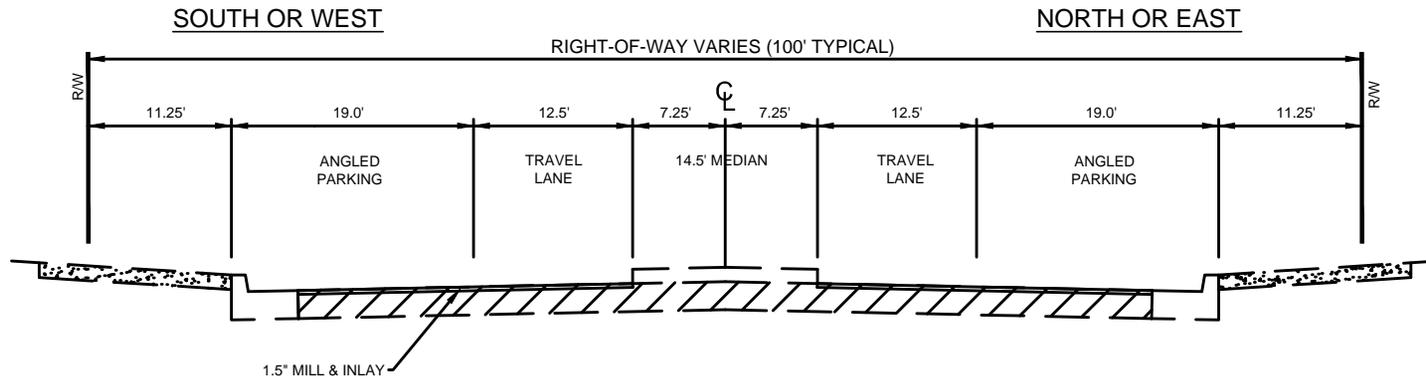
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TYPICAL SECTION FOR TE#0010333, CITY OF GRIFFIN

SOLOMON STREET (9TH ST. EAST TO 3RD ST.)



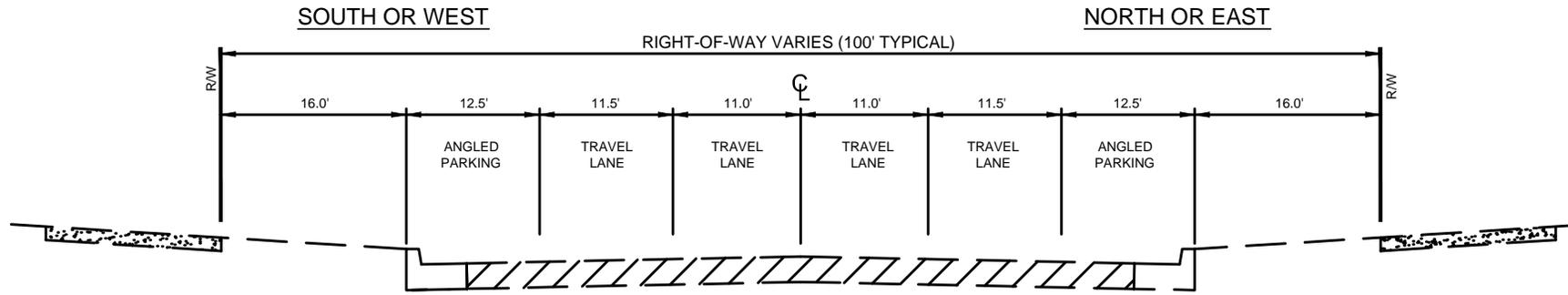
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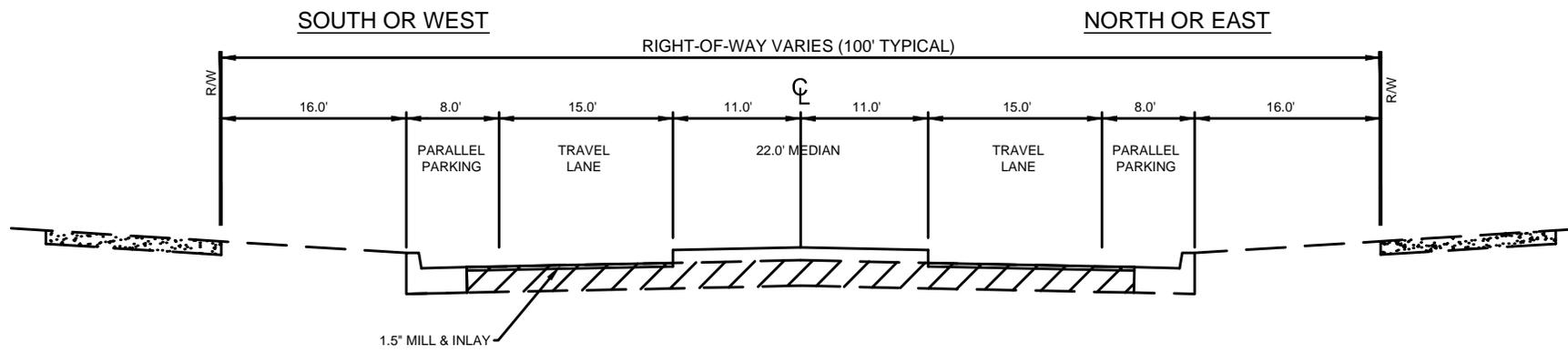
PROPOSED ROAD SECTION
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TYPICAL SECTION FOR TE#0010333, CITY OF GRIFFIN

5TH STREET (TAYLOR ST. NORTH TO SOLOMON ST.)



EXISTING ROAD SECTION
NTS



PROPOSED ROAD SECTION
NTS

GRIFFIN - TOWN CENTER LCI

OPINION OF PROBABLE COST

Revised: March 4, 2015

Item No.	ITEMS	Unit	Qty	Price	Cost
<u>ROADWAY ITEMS</u>					
150-1000	TRAFFIC CONTROL	LS	1.0	\$ 25,000.00	\$ 25,000.00
210-0100	GRADING COMPLETE	LS	1.0	\$ 25,000.00	\$ 25,000.00
	DEMOLITION OF EXIST PAVEMENT AND CURBING	LS	1.0	\$ 40,000.00	\$ 40,000.00
432-5010	MILL ASPH CONC PVMT, 1.5 INCHES	SY	47,600.0	\$ 2.75	\$ 130,900.00
	RECYC 1.5" ASPH CONC 12.5 MM SUPERPAVE, INCL				
402-3910	BITUM MATL W/ H LIME	TN	3,930.0	\$ 85.00	\$ 334,050.00
310-5080	GR AGGR BASE CRS, 8 INCH, INCL MATL	SY	3,380.0	\$ 15.00	\$ 50,700.00
	RECYC 2" ASPH CONC 19 MM SUPERPAVE, INCL BITUM				
402-3190	MATL W/ H LIME	TN	372.0	\$ 150.00	\$ 55,800.00
	RECYC 3" ASPH CONC 25 MM SUPERPAVE, INCL BITUM				
402-3121	MATL W/ H LIME	TN	558.0	\$ 175.00	\$ 97,650.00
413-1000	BITUMINUS TACK COAT	GAL	6,110.0	\$ 3.00	\$ 18,330.00
441-6012	CONC CURB & GUTTER, 6 IN X 24 IN, TP 2	LF	8,450.0	\$ 15.00	\$ 126,750.00
441-6720	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	LF	400.0	\$ 20.00	\$ 8,000.00
441-5002	CONC MEDIAN 6" HEADER CURB, TP 2	LF	3,100.0	\$ 12.00	\$ 37,200.00
500-3107	CLASS "A" CONCRETE, RETAINING WALL	CY	75.0	\$ 400.00	\$ 30,000.00
900-0039	BRICK PAVERS AT CROSSWALKS	SF	22,110.0	\$ 8.00	\$ 176,880.00
	CONC. RIBBON CURB ADJACENT TO CROSSWALKS	LF	5,160.0	\$ 10.00	\$ 51,600.00
441-0104	CONC. SIDEWALK, 4" THICK	SY	650.0	\$ 30.00	\$ 19,500.00
	HANDICAP RAMP WITH DETECTOR PAVERS	EA	118.0	\$ 750.00	\$ 88,500.00
611-8051	ADJUST SANITARY SEWER MANHOLES TO GRADE	EA	16.0	\$ 500.00	\$ 8,000.00
611-8140	ADJUST WATER VALVE BOX TO GRADE	EA	15.0	\$ 250.00	\$ 3,750.00
702-0001	MISC LANDSCAPING	LS	1.0	\$ 120,000.00	\$ 120,000.00
754-6000	BENCH	EA	38.0	\$ 3,500.00	\$ 133,000.00
550-1180	STORM DRAIN PIPE, 18 IN	LF	1,200.0	\$ 40.00	\$ 48,000.00
668-2100	DROP INLET	EA	8.0	\$ 2,500.00	\$ 20,000.00
668-5000	JUNCTION BOX	EA	4.0	\$ 2,000.00	\$ 8,000.00
681-4121	PEDESTRIAN LIGHTING	EA	60.0	\$ 4,500.00	\$ 270,000.00
	PRECAST RAILROAD GRADE CROSSING	LF	200.0	\$ 400.00	\$ 80,000.00
<u>EROSION CONTROL- PERMANENT</u>					
700-9300	PERMANENT GRASSING (SOD)	SY	4,750.0	\$ 5.00	\$ 23,750.00
700-7000	AGRICULTURAL LIME	TN	2.5	\$ 70.00	\$ 175.00
700-7010	LIQUID LIME	GL	2.5	\$ 25.00	\$ 62.50
700-8000	FERTILIZER MIXED GRADE	TN	1.5	\$ 475.00	\$ 712.50
700-8100	FERTILIZER NITROGEN CONTENT	LB	34.0	\$ 3.00	\$ 102.00
702-9025	LANDSCAPE MULCH	SY	2,000.0	\$ 3.00	\$ 6,000.00
<u>EROSION CONTROL- TEMPORARY</u>					
163-0232	TEMPORARY GRASSING	AC	1.0	\$ 500.00	\$ 500.00
163-0240	MULCH	TN	2.0	\$ 330.00	\$ 660.00
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	12.0	\$ 170.00	\$ 2,040.00
165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TPC	LF	1,400.0	\$ 0.75	\$ 1,050.00
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	12.0	\$ 75.00	\$ 900.00
167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	2.0	\$ 500.00	\$ 1,000.00
167-1500	WATER QUALITY INSPECTIONS	MO	12.0	\$ 750.00	\$ 9,000.00

171-0030	TEMPORARY SILT FENCE, TYPE C	LF	1,400.0	\$	3.75	\$	5,250.00
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SIGNING AND MARKING

636-1020	HANDICAP SIGNS REFL SHEETING	SF	65.0	\$	25.00	\$	1,625.00
653-0095	THERMOPLASTIC PVMT MARKING, HANDICAP SYMBOL	EA	38.0	\$	250.00	\$	9,500.00
653-0120	THERMOPLASTIC PVMT MARKING, ARROW	EA	54.0	\$	150.00	\$	8,100.00
653-0330	THERMOPLASTIC PVMT MARKING, BICYCLE	EA	48.0	\$	150.00	\$	7,200.00
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	11,500.0	\$	0.50	\$	5,750.00
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	6,900.0	\$	0.60	\$	4,140.00
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	950.0	\$	5.00	\$	4,750.00
653-3501	THERMOPLASTIC SOLID PARK STRIPE, 4 IN, WHITE	LF	10,500.0	\$	0.45	\$	4,725.00

ROADWAY SUBTOTAL						\$	2,006,610.00
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EROSION CONTROL- PERMANENT SUBTOTAL						\$	30,802.00
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EROSION CONTROL - TEMPORARY SUBTOTAL						\$	20,400.00
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SIGNING, MARKING, SIGNAL SUBTOTAL						\$	45,790.00
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<u>CONSTRUCTION SUBTOTAL</u>						\$	<u>2,103,602.00</u>
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5% CONSTRUCTION CONTINGENCY						\$	105,180.10
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LIQUID AC COSTS						\$	82,388.38
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TOTAL PROBABLE CONSTRUCTION COST						\$	2,291,170.48
---	--	--	--	--	--	-----------	---------------------

UTILITIES - ASSUMED NON-REIMBURSABLE - SEE ATTACHMENT						\$	-
---	--	--	--	--	--	-----------	----------

SURVEYING/ENGINEERING DESIGN						\$	263,455.50
------------------------------	--	--	--	--	--	-----------	-------------------

RIGHT OF WAY							
--------------	--	--	--	--	--	--	--

RIGHT OF WAY AQUISITION						\$	75,000.00
-------------------------	--	--	--	--	--	-----------	------------------

CONSTRUCTION EASEMENTS						\$	25,000.00
------------------------	--	--	--	--	--	-----------	------------------

LEGAL FEES						\$	50,000.00
------------	--	--	--	--	--	-----------	------------------

FINAL PROJECT ESTIMATE						\$	2,704,625.98
-------------------------------	--	--	--	--	--	-----------	---------------------

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010333

DATE

3/6/2015

INDEX (TYPE)

REG. UNLEADED

DATE	INDEX
Mar-15	\$ 2.291

DIESEL

INDEX
\$ 2.848

LIQUID AC

INDEX
\$ 510.00

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)				74358	\$	74,358.00
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	816.00		
Monthly Asphalt Cement Price month project let (APL)			\$	510.00		
Total Monthly Tonnage of asphalt cement (TMT)				243		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	3930	5.0%	196.5
9.5 mm SP		5.0%	0
25 mm SP	558	5.0%	27.9
19 mm SP	372	5.0%	18.6
	4860		243

BITUMINOUS TACK COAT

Price Adjustment (PA)			\$	8,030.38	\$	8,030.38
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	816.00		
Monthly Asphalt Cement Price month project let (APL)			\$	510.00		
Total Monthly Tonnage of asphalt cement (TMT)						26.24306663

Bitum Tack

Gals	gals/ton	tons
6110	232.8234	26.2430666

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010333

DATE

3/6/2015

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	816.00			
Monthly Asphalt Cement Price month project let (APL)				\$	510.00			
Total Monthly Tonnage of asphalt cement (TMT)					0			

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

TOTAL LIQUID AC ADJUSTMENT							\$	82,388.38
-----------------------------------	--	--	--	--	--	--	----	------------------

Preliminary Utility Estimate
Shown for Informational Purposes Only

Utility Description	Reimbursable Cost	Non-Reimbursable Cost
Water - City of Griffin		\$74,870
Sewer - City of Griffin		\$29,100
Telephone (Underground) - AT&T		\$12,550
Power (Overhead) - City of Griffin		\$100,000
Natural Gas - AGL		\$39,000

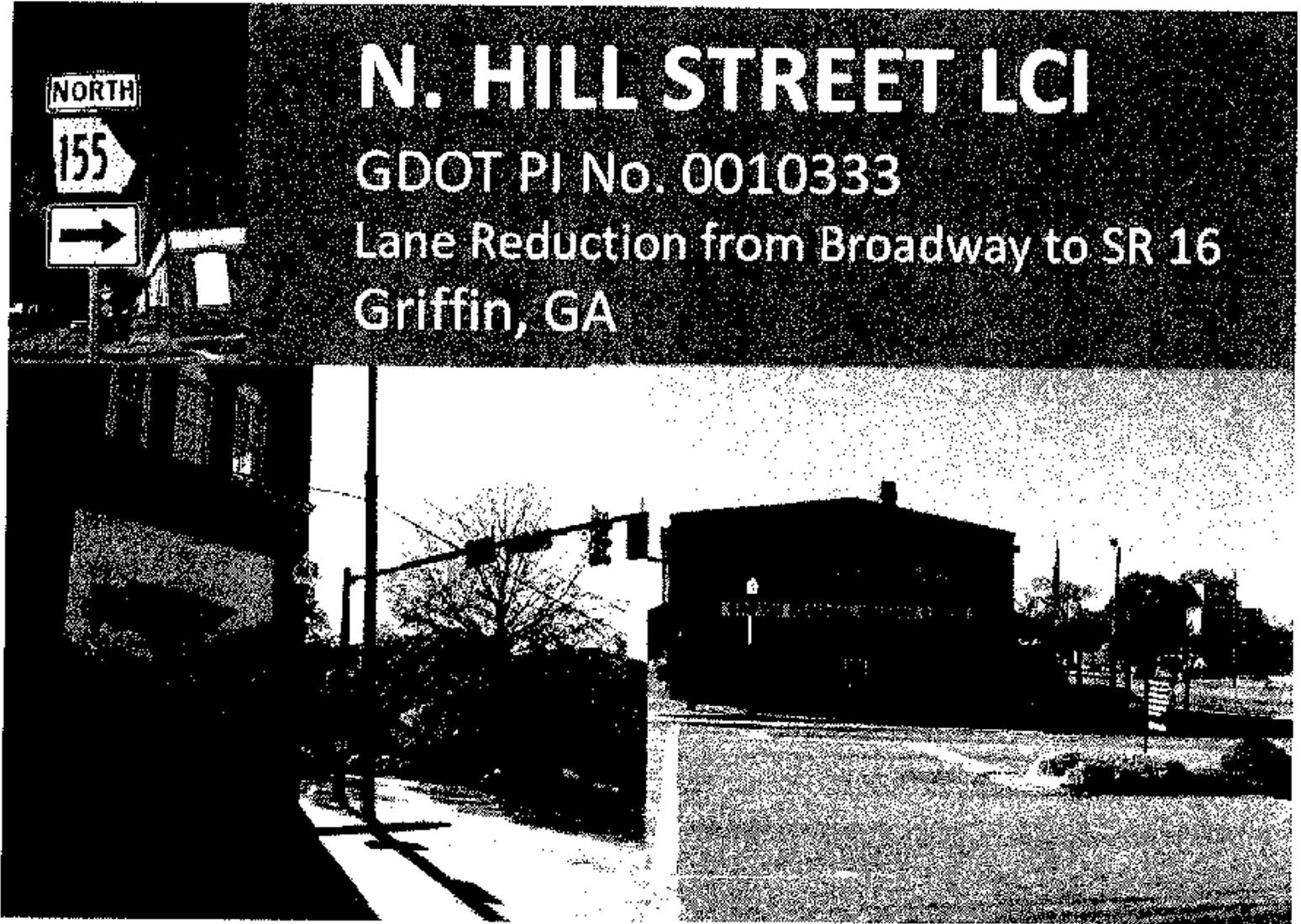
Preliminary Total Cost		\$255,520
-------------------------------	--	-----------

Traffic Study

N. HILL STREET LCI

GDOT PI No. 0010333

Lane Reduction from Broadway to SR 16
Griffin, GA



January 2013

Revised: March 2013

Revised: July 2014

<p><i>Title</i> Traffic Study N. Hill Street LCI – SR 155 Relocation GDOT PI No. 0010333 Griffin, GA</p>	
<p style="text-align: center;"><i>Prepared For</i></p> <p style="text-align: center;">The City of Griffin, GA</p> <p style="text-align: center;"><i>and</i></p> <p>Falcon Design Consultants, LLC 2010 Avalon Parkway, Suite 300 McDonough, GA 30253</p>	<p style="text-align: center;"><i>Date</i></p> <p style="text-align: center;">January 30, 2013 Revised: March 2013 Revised: July 2014</p>
<p style="text-align: center;"><i>Prepared By</i></p> <p>Wilburn Engineering, LLC 931 Lower Fayetteville Road Suite 1 Newnan, Georgia 30263</p> <p style="text-align: center;">678.423.0050</p>	<p style="text-align: center;"><i>Principal Investigator</i></p> <p style="text-align: center;">Donald "Speedy" Boutwell, PE, PTOE</p> <p style="text-align: center;"><i>Additional Investigator</i></p> <p style="text-align: center;">Vern Wilburn, PE, PTOE</p>
<p><i>Executive Summary</i></p>	
<p>The following summarizes the findings of this study:</p> <ol style="list-style-type: none"> 1. As part of a streetscape project along the N. Hill Street corridor (SR 16 to Broadway Street), the City of Griffin is investigating the impacts of reducing the number of through lanes along this section from two to one (in each direction). 2. The study was conducted using two scenarios: <ul style="list-style-type: none"> • Scenario 1 incorporated a two lane section (in each direction) on N. Hill Street or similar to existing conditions and, • Scenario 2 incorporated one through lane section (in each direction) on N. Hill Street (from SR 16 to Broadway Street). 3. The capacity analyses show that the intersections on N. Hill Street, that are currently signalized, operate at LOS C or better at present and are estimated to continue to operate at LOS D or better through the Construction Year (2017) in either scenario. 	

4. The following results are expected if Scenario 1 (two through lanes in each direction) is selected:
 - The N. Hill Street / Taylor Street intersection is expected to operate at LOS D (45.38) by the Design Year (2037).
 - Queuing analysis on N. Hill Street shows that traffic is not likely to back up the entire length of the typical blocks.
 - The southbound traffic approaching Broad Street may extend back to the Broadway intersection due to the very short length of this block (200'). This block also has a railroad crossing. In future years, the Broadway Street intersection is likely to be signalized and both it and the Broad Street signal should have railroad preemption. Signal timing should also be such that blocking of the upstream intersection is minimized. This can be accomplished with correct cycle lengths, splits, and offsets.
5. The following results are expected if Scenario 2 (one through lane in each direction) is selected:
 - The N. Hill Street / Taylor Street intersection is expected to operate at LOS E (73.2) by the Design Year (2037).
 - Queuing analysis for N. Hill Street shows that queues are anticipated to increase over those from Scenario 1.
 - However, queue lengths do not extend back through a typical block length with the exception of the southbound queue between Solomon Street and Taylor Street during the Design Year (2037).
 - The queue for the short block between Broad Street and Broadway Street (200') is expected to extend back to the upstream intersection, in both directions, by the Design Year (2037). Proper signal timing along with railroad preemption will minimize blocking.
6. The intersection of N. Hill Street and Broadway Street, which is unsignalized, has some movements that currently operate at LOS F. This intersection is expected to worsen as future traffic growth occurs without traffic signal control. Roundabout control was considered but a minimum inscribed radius of approximately 105 feet to accommodate tractor-trailer traffic could not be accomplished without impacting the railroad or building structure adjacent to the north side of E. Broadway Street.
7. If traffic signals were installed at the intersection of N. Hill Street and Broadway Street, it would operate with acceptable levels of service in either scenario through the Design Year.
8. Queuing for Scenario 1 (two lane configuration) is expected to be approximately half that of Scenario 2 (one lane configuration).

9. The analysis indicates that one of the through lanes can be eliminated with only marginal negative impact on corridor operations with some minor improvements.
10. Reducing to one through lane that is 12 feet wide will allow the parking stall depth to be increased to accommodate 45° parking, a 2 ½ - 3 feet buffer and 5 feet bike lane with improved parking maneuverability. Vehicles that currently overhang into the adjacent through lane would no longer do so. The additional space in the single through lane would increase reaction time for drivers to see vehicles backing out. However, drivers will have difficulty seeing bicyclist travelling in the bike lane.
11. Minor turn lane improvements were identified for the intersections of Taylor Street, Solomon Street, Broad Street, and Broadway Street. The resulting queuing with and without these improvements is provided in Figure 11 on page 20. The operating comparisons for the Design Year (2037) are:
 - Taylor Street will operate at LOS E (73.5) without the proposed improvements and LOS D (44.5) with the proposed improvements. This improvement reduces delay but will impact approximately 75 feet of the southbound approach to the intersection.
 - Solomon Street will operate at LOS B (18.3) without the proposed improvements and LOS B (16.2) with the proposed improvements. This improvement does not reduce delay enough to warrant removing the trees in the median to accomplish.
 - Broad Street will operate at LOS C (29.3) without the proposed improvements and LOS B (18.2) with the proposed improvements. This improvement is more beneficial to the peak hour and is less valuable during the other hours of the day.
 - Broadway Street will operate at LOS F (+) without the proposed improvements and LOS B (11.5) with the proposed improvements (including installing traffic signal operation). This improvement not only significantly reduces delay and queuing at the intersection but improves operations for the corridor.

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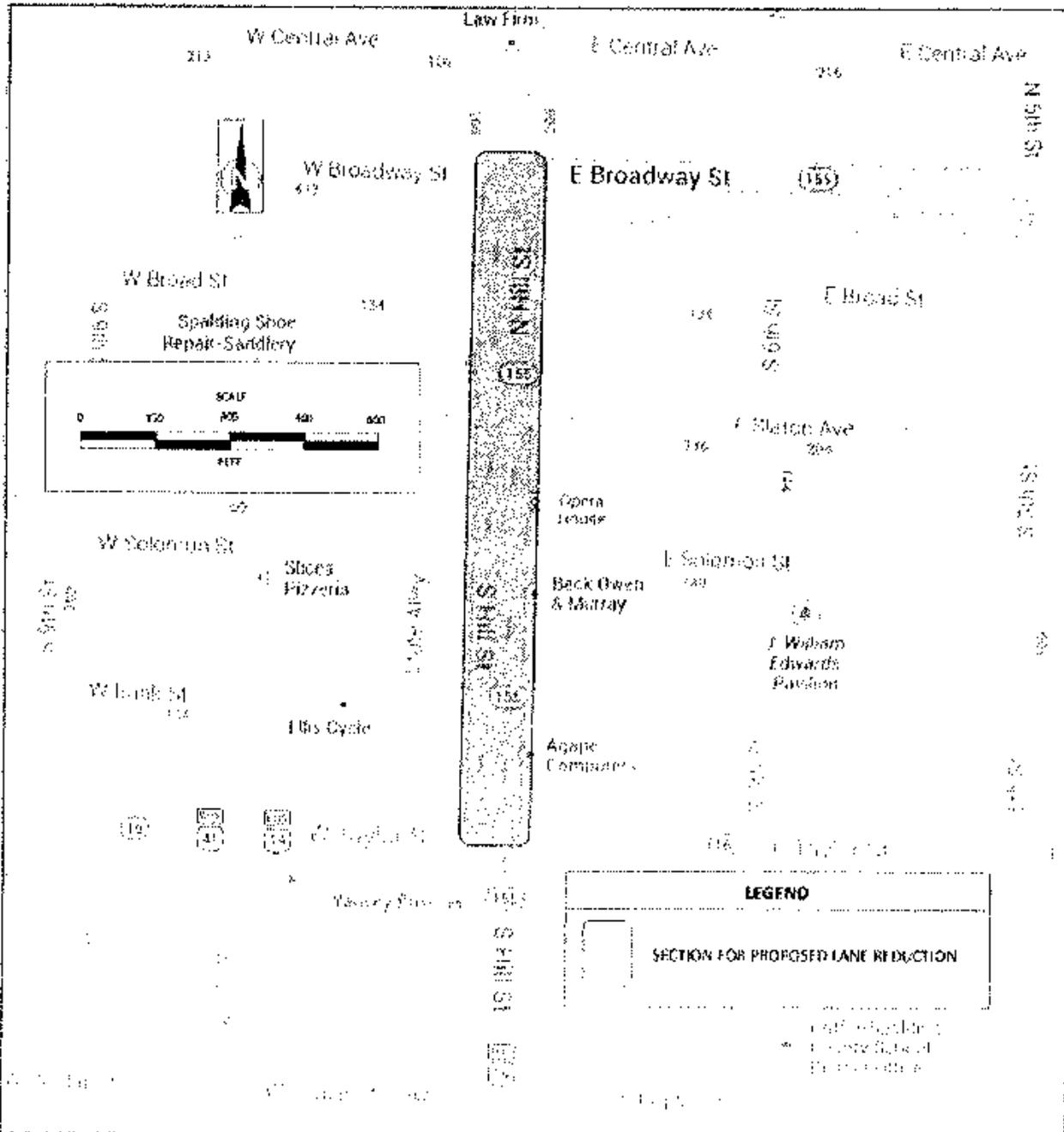
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INTRODUCTION

The purpose of this study is to evaluate the effects of reducing the number of through lanes from two to one on N. Hill Street (SR 155) from Taylor Street (SR 16) to Broadway Street in the City of Griffin, approximately 1,300 feet. The study uses capacity analysis to determine the expected changes. Figure 1 illustrates the section of N. Hill Street where the lane reduction is proposed.

Figure 1: PROPOSED N. HILL STREET (SR 155) LANE REDUCTION

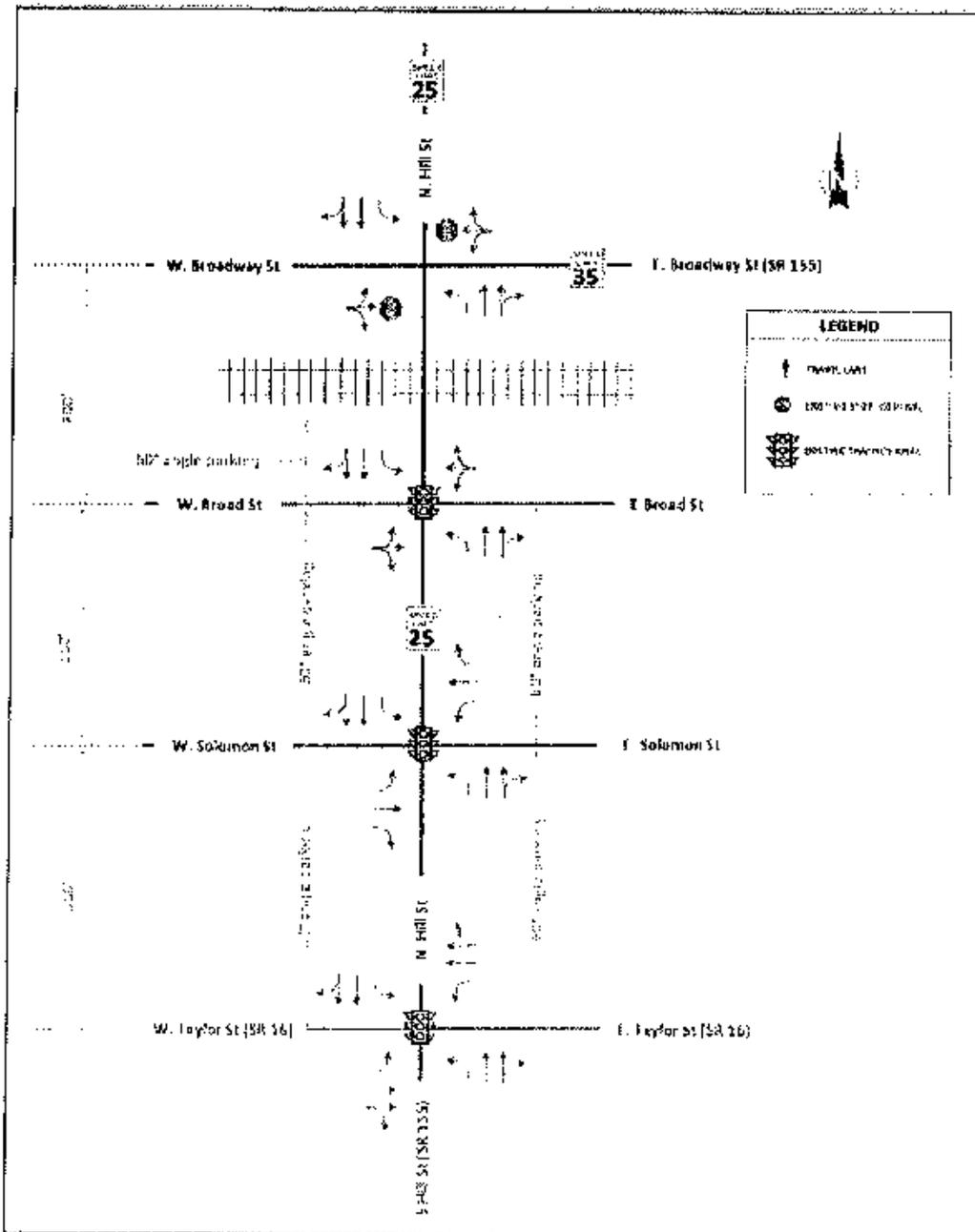


EXISTING CONDITIONS

Inventory of Existing Geometry and Traffic Control

Figure 2 illustrates the general roadway geometries and traffic control for the existing section of N. Hill Street. A photographic inventory is included in Appendix A.

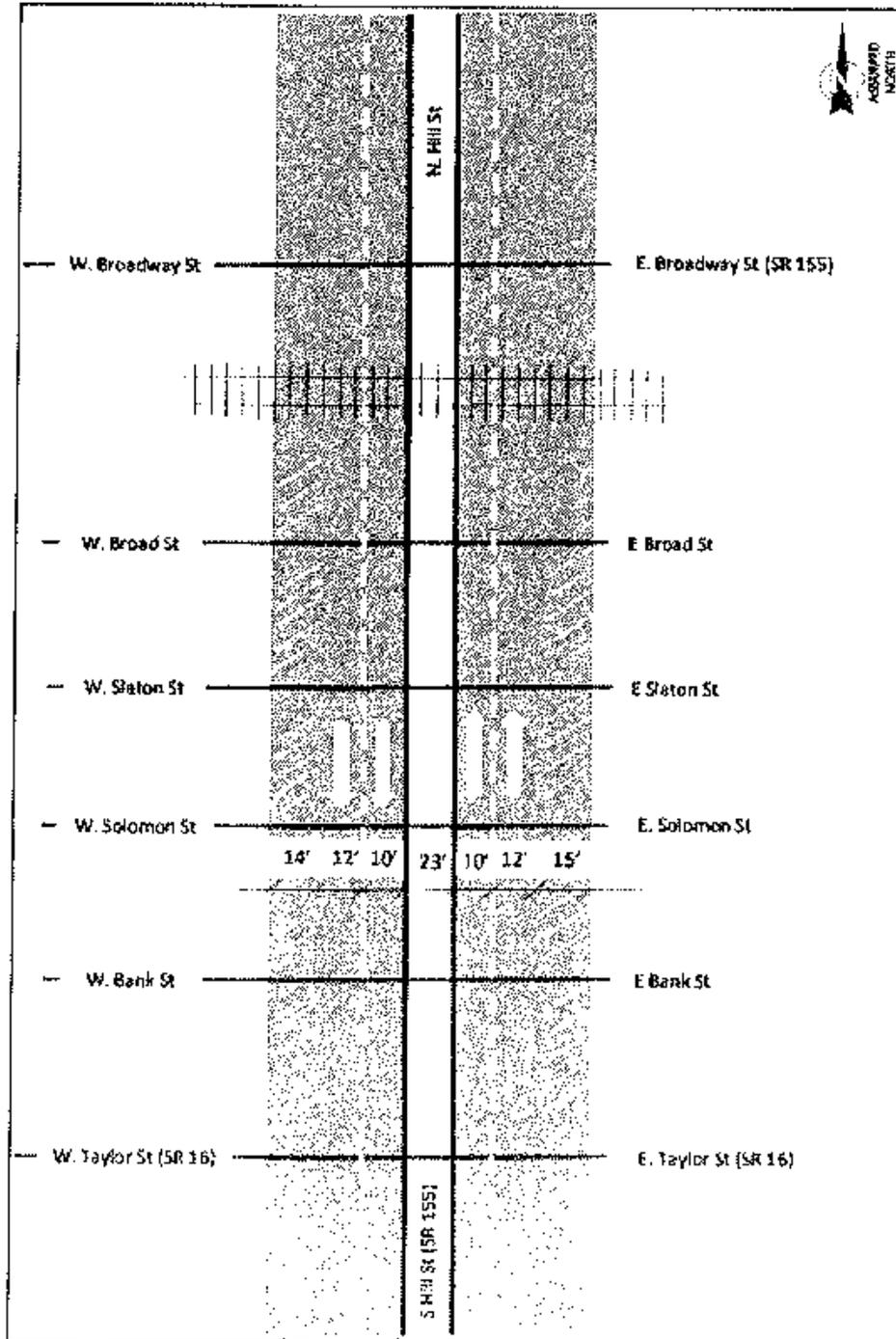
Figure 2: EXISTING CONDITIONS, N. HILL STREET



Existing Parking and Travel Lane Widths

Figure 3 shows the typical dimensions of the travel lanes and the on-street parking along N. Hill Street between Broad Street and Taylor Street.

Figure 3: EXISTING PARKING & LANE WIDTHS



The 60-degree parking along N. Hill Street (northbound and southbound) has an average depth of 13 feet. Standard stall depth for normal typical size vehicles is 18 feet. Field observations along N. Hill Street revealed a significant number of vehicles parked in the 60-degree spaces extended partially into the outside through lane, thus affecting the use of this lane. The photographic inventory in Appendix A shows some occurrences.

Existing Pedestrian Peak Hour Volumes

Pedestrian activity along the sidewalks adjacent to the corridor is minimal during the AM hours and increases moderately into the PM hours. Figure 4, on the following page, shows the AM and PM Peak Hour pedestrian volumes.

Existing Daily Volumes

Georgia DOT (GDOT) traffic count station (TC #0047) is located on N. Hill Street near Solomon Street. The average daily traffic (ADT) for this station as reported by GDOT is 14,620 vehicles per day (vpd). The truck percentage reported for the Year 2011 was 2%.

GDOT TC #0049 is located on SR 155 between N. 3rd and N. 4th Streets. GDOT reports an ADT of 7,020 vpd with a truck percentage of 6% for this location.

Existing Peak Hour Volumes

Existing AM and PM Peak Hour volumes were recently collected by GDOT in April 2014. The peak hour volumes are shown in Figure 5, on page six. Truck and bus traffic were determined to be approximately 2.5% during the peak hours. The existing peak hour and daily traffic volumes provided by GDOT are provided in Appendix B.

Figure 4: EXISTING PEDESTRIAN PEAK HOUR VOLUMES

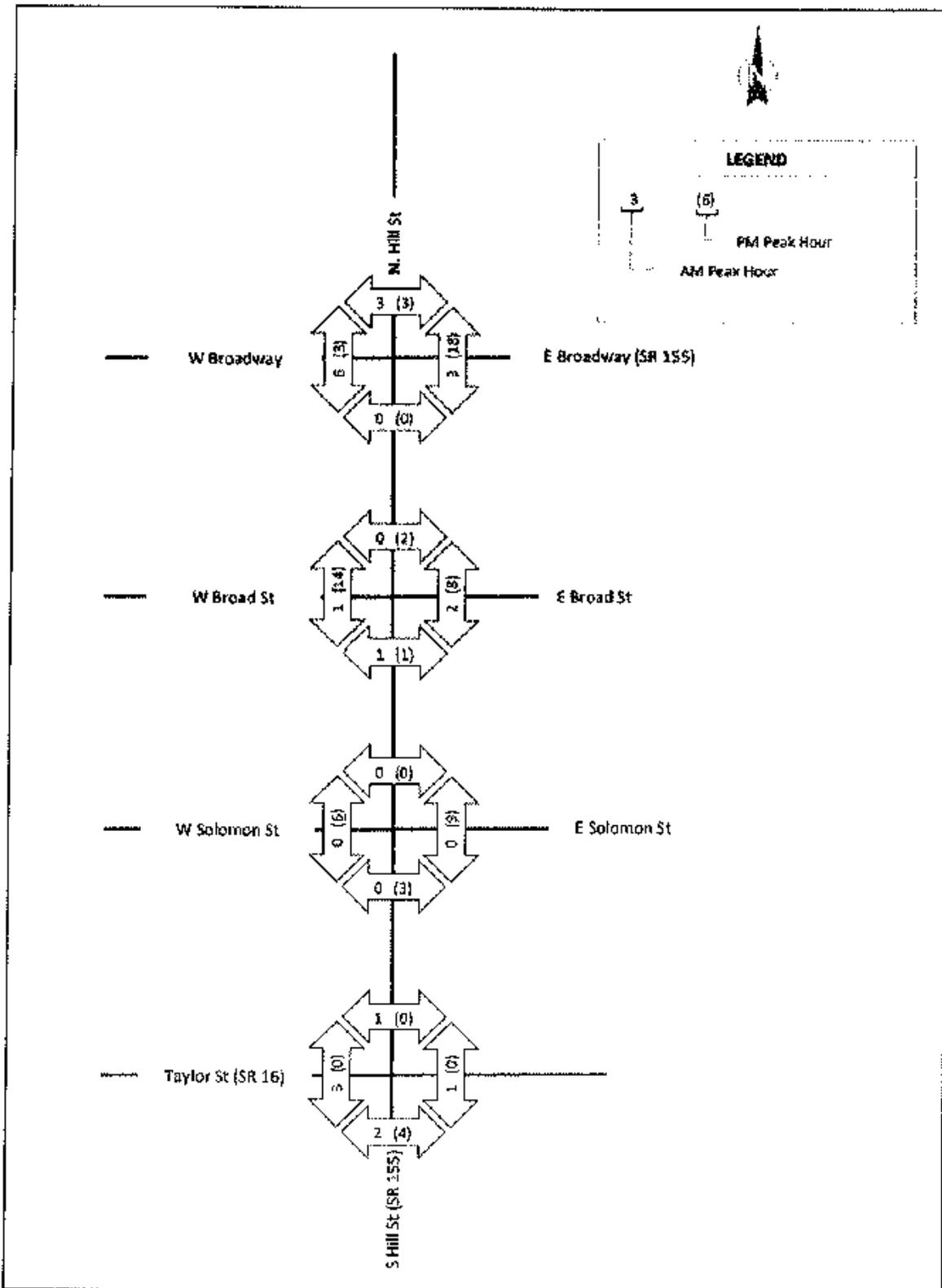
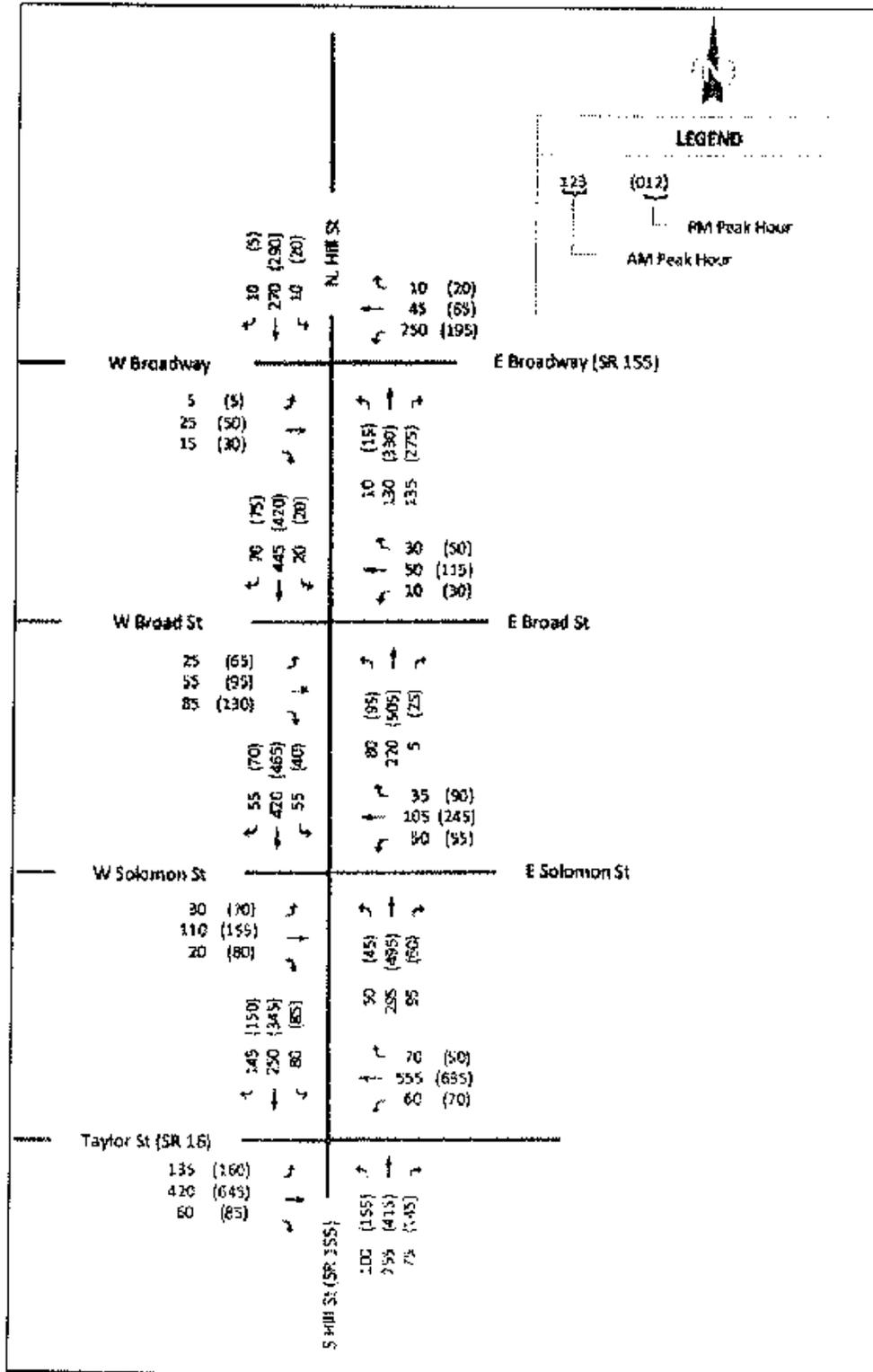


Figure 5: EXISTING PEAK HOUR VOLUMES



CRASH HISTORY

Crash data for the study area, N. Hill St from Broadway to Taylor Street (SR 16), was obtained from the Georgia Department of Transportation. Table 1 summarizes the crash data for the most recent three year period of available data 2007, 2008 and 2009 (January through July). The raw data is provided in Appendix C.

Table 1: YEARLY CRASH FREQUENCY FOR N. HILL ST (SR 16 TO BROADWAY)
(Mile Post 3.95 -- 4.2)

YEAR	TOTAL CRASHES	INJURY CRASHES	FATALITIES	VEHICLE COLLISION With OTHER VEHICLE					VEHICLE COLLISION With PEDESTRIAN
				RIGHT ANGLE	HEAD ON	REAR END	SIDESWIPE	OTHER	
2007	42	5	0	21	0	10	7	4	0
2008	43	6	0	19	1	11	9	2	1 (MP 4.16) ¹
2009 ²	17	1	0	6	0	4	6	1	0
Totals	102	12	0	46	1	25	22	7	1

¹ No Injury Reported

² Summary through July

Most of the right angle and rear end crashes occurred at the intersections (Broadway, Broad, Slaton, Solomon and Bank) and accounted for 70% of all crashes. Nine of the 12 (75%) injuries occurred during right angle and rear end crashes.

Sideswipes accounted for 22% of all crashes. There were no fatalities reported in the period.

HORIZON YEAR TRAFFIC PROJECTIONS

The previous section explained the existing conditions. This section explains the methodology used to estimate the amount of growth that would occur from the present time to the horizon years. The Construction Year is when the Streetscape Improvements are expected to be completed (2017). The Design Year is the end of the design life of the project (2037). The GDOT projected volumes are provided in Appendix D.

Annual growth rates were determined by GDOT based on the following:

- Growth Rates
 - Existing Year to Construction Year (2017) = 1.5%
 - Construction Year to Design Year (2037) = 1.0%
 - K = 8%
 - D = 55%
- The following assumptions were made:
 - Observed a 10-year historical trend
 - Considered ARC projections for Spalding County as an additional tool = 1.9%
 - Since the project proposes arterial enhancement with the construction of bicycle/pedestrian facilities, no volume increase is assumed and "Build = No-Build"

Construction Year (2017) Volumes were projected by applying a growth factor (F) to the existing volumes. The growth factor for the construction year was calculated as follows, since the construction year is 3 years into the future:

$$F = (1+r)^n = (1+r)^3$$

Design Year (2037) Volumes were projected by applying a growth factor to the projected Construction Year (2017) Volumes calculated as follows:

$$F = (1+r)^n = (1+r)^{30}$$

Construction Year and Design Year Hourly Volumes (DHV's) were rounded up to the nearest 5. The volumes were not balanced between intersections.

Calculated Growth Factors

The following provides the calculated growth factor to develop the horizon year projections.

1. Existing Year to Construction Year

$$F = (1+r)^n = (1+0.015)^3 = 1.05$$

2. Construction Year to Design Year (2037)

$$F = (1+r)^n = (1+0.01)^{20} = 1.22$$

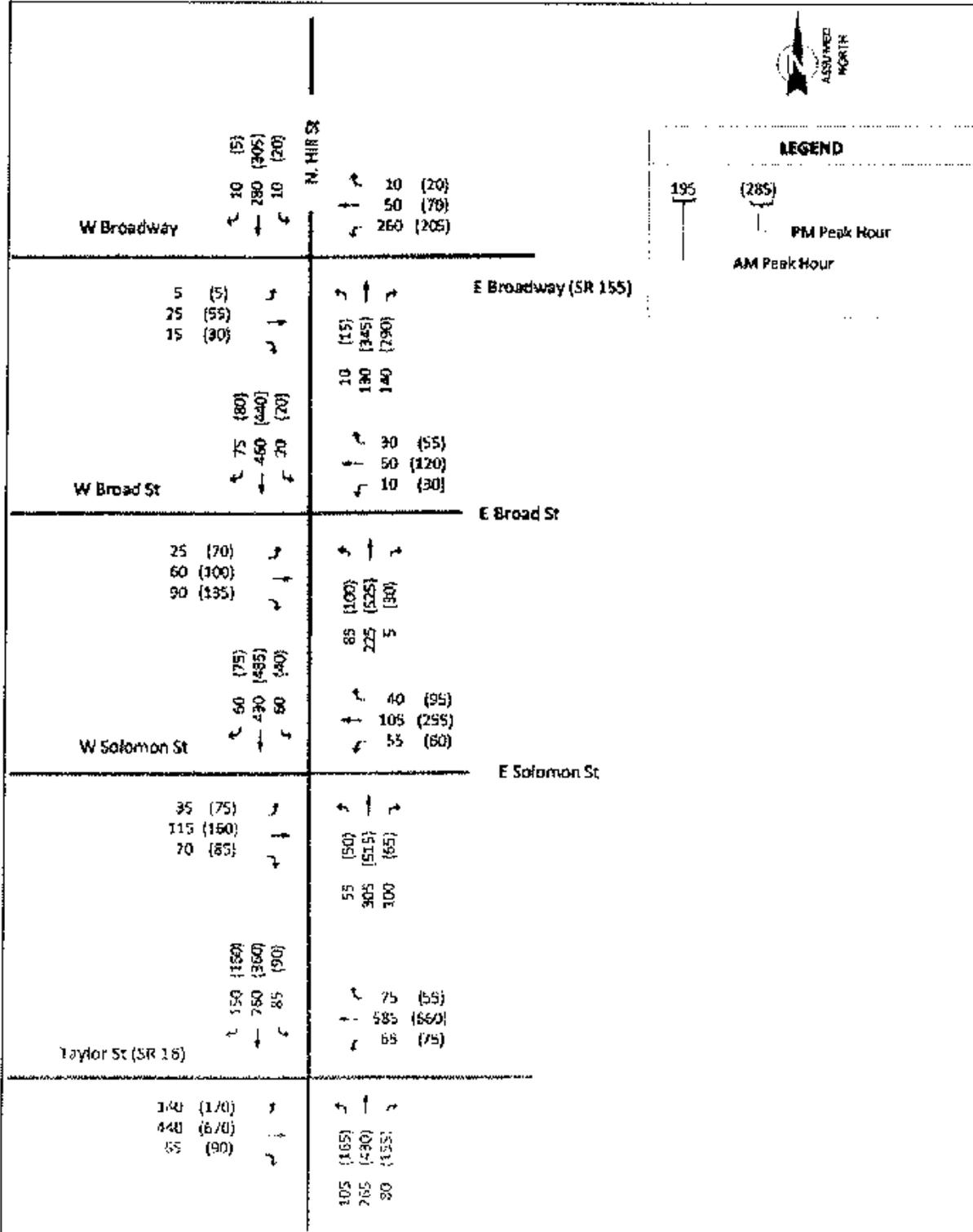
Projected Changes in Truck Percentages

Truck traffic percentages are expected to remain constant throughout the design life of the facility.

Peak Hour Traffic Projections, Construction Year (2017)

Figure 6 illustrates the peak hour projections for the Construction Year (2017).

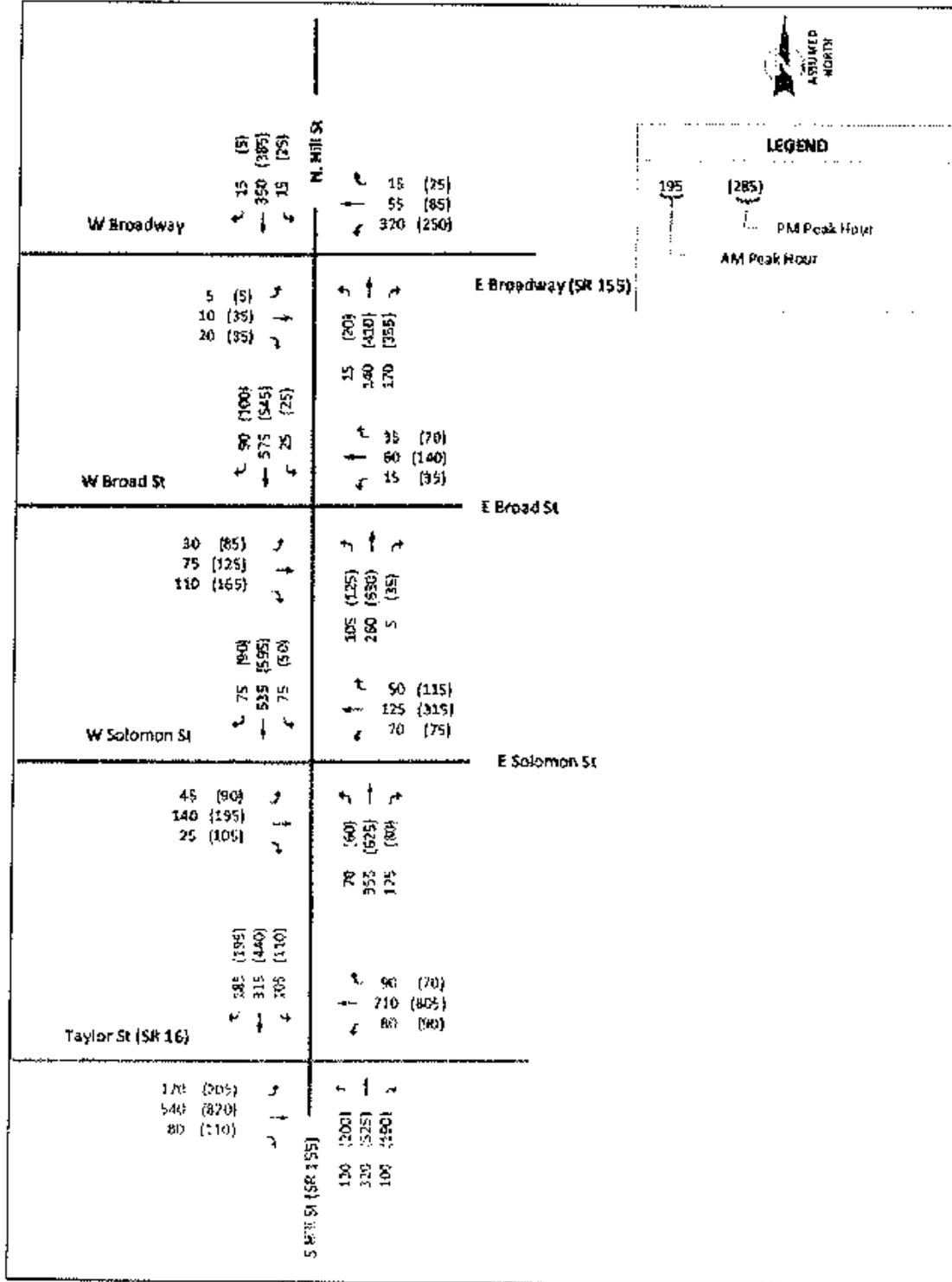
Figure 6: CONSTRUCTION YEAR (2017) PEAK HOUR VOLUMES



Peak Hour Traffic Projections, Design Year (2037)

Figure 7 illustrates the peak hour projections for the Design Year (2037).

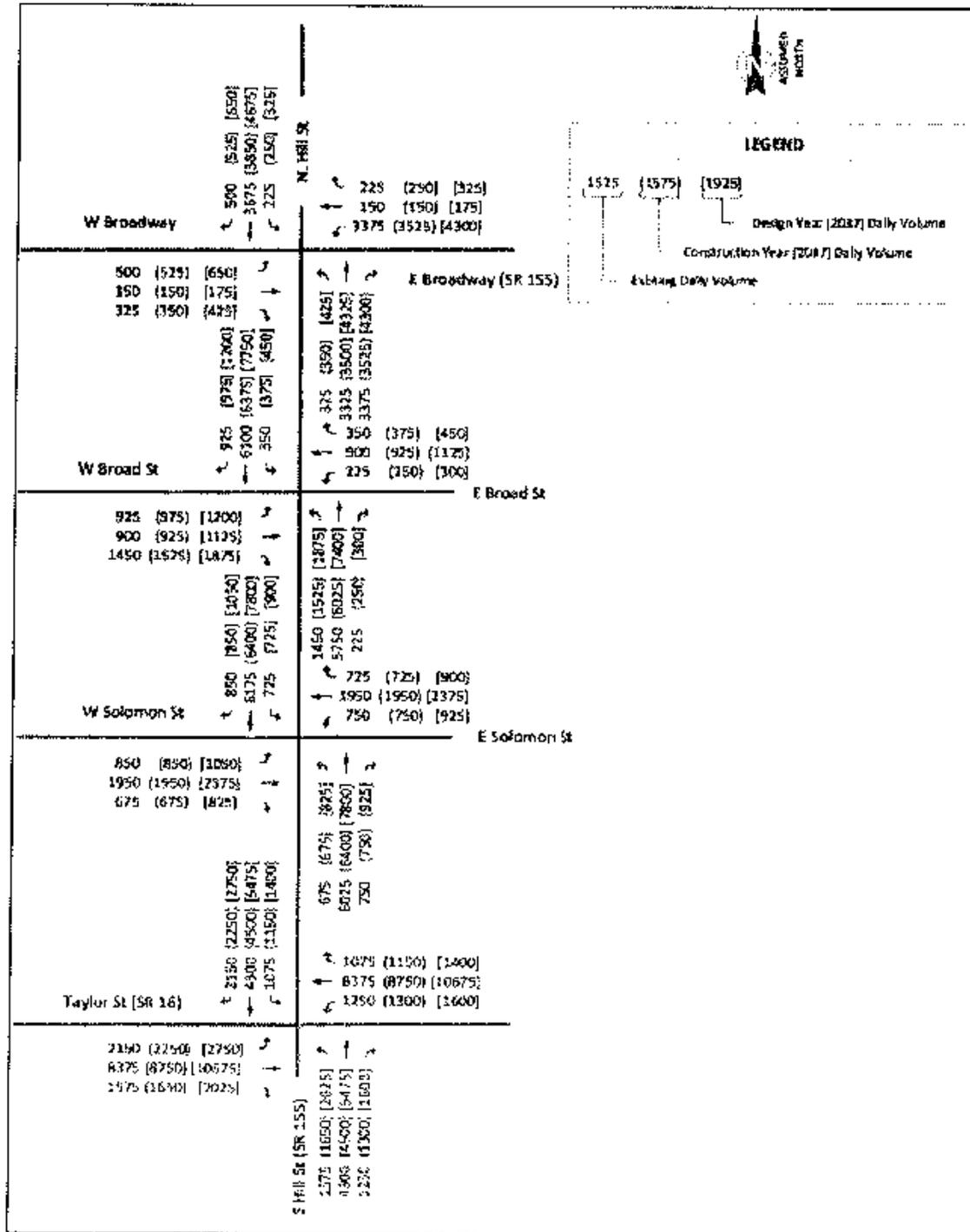
Figure 7: DESIGN YEAR (2037) PEAK HOUR VOLUMES



Daily Traffic Volumes, Existing, Construction Year & Design Year

Figure 8 illustrates the daily volumes for the Existing, the Construction Year (2017) and the Design Year (2037).

Figure 8: EXISTING, CONSTRUCTION YEAR (2017) & DESIGN YEAR (2037) DAILY VOLUMES



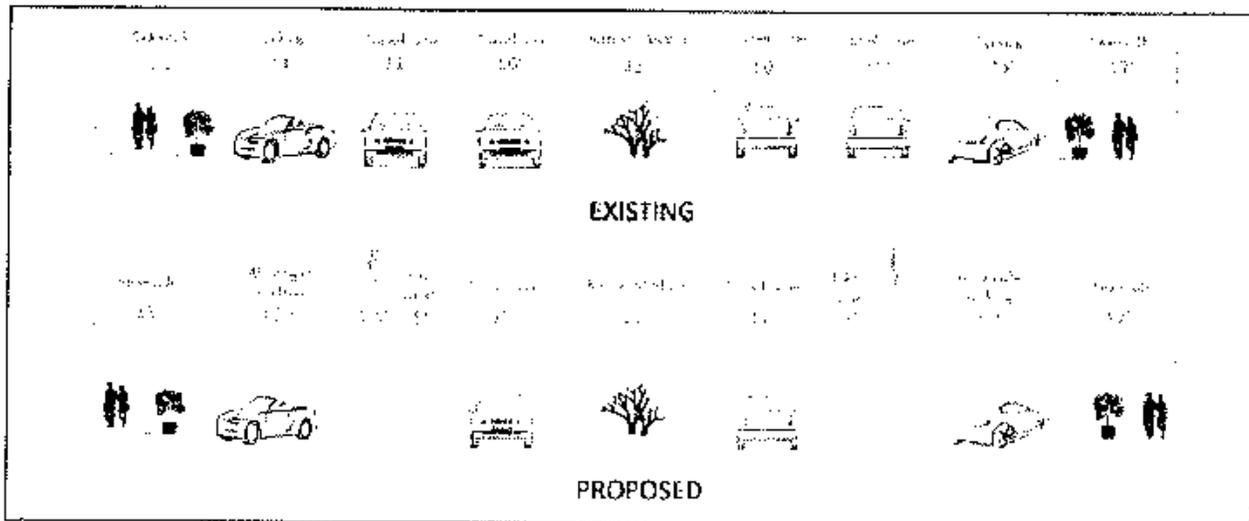
RECOMMENDED TYPICAL SECTION OF N. HILL ST

The previous section provided traffic projections. This section presents an evaluation to determine if the projected traffic along N. Hill Street would allow the number of through lanes to be reduced from two lanes (in each direction) to one lane.

The total width of the existing pavement on the northbound side of N. Hill Street is approximately 37 feet and approximately 36 feet on the southbound side (from the edge of the median to the sidewalk). This width is only sufficient to support one travel lane with adjacent 45 degree parking. Therefore, it is recommended that the extra pavement from the lane reduction be used to increase the parking depth and to provide a standard aisle to enter and exit the parking space (the term 'aisle' in this context corresponds to the adjacent travel lane).

The typical section proposes to maintain the sidewalk width of 12, widen the parking bay to 17 feet on the northbound side and 16.5 feet on the southbound side, provide 45° angled parking, provide a 3 feet buffer, provide a 5 feet bike lane, reduce from two to one through lane (12' wide), and the median to remain. Figure 9 illustrates the existing and proposed typical sections on N. Hill Street between SR 16 and Broadway.

Figure 9: RECOMMENDED TYPICAL SECTION, N. HILL ST

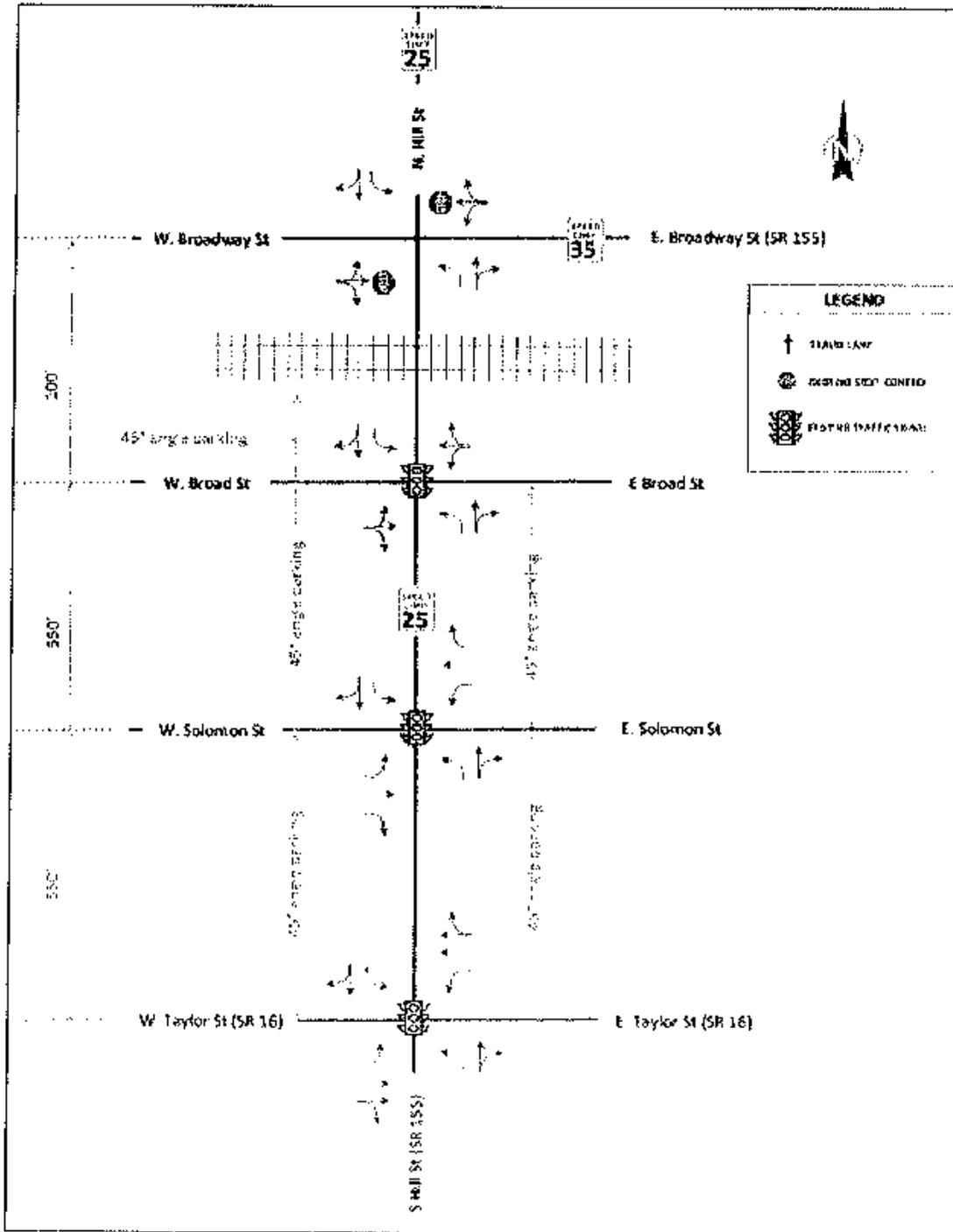


The reduction in the number of through lanes will allow less conflict between traffic flow and parking maneuvers. Capacity analysis will be further evaluated in the following section.

Proposed N. Hill Street Geometry

Based on the evaluation of the parking and geometric evaluation as discussed in the last section, the recommended lane geometries as shown in Figure 10 were used to conduct capacity analysis for the projected condition.

Figure 10: PROPOSED N. HILL ST LANE CONFIGURATION



CAPACITY ANALYSIS

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 2010. The *Synchro Program* (Version 8) from Trafficware was used to facilitate the analysis.

The HCM level of service definitions are summarized in Table 2. Capacity analysis results for unsignalized intersections provide estimates of the level of service (LOS) for each minor movement that is required to yield to free flow movements. No overall intersection LOS is given for unsignalized intersections.

Table 2: LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	SIGNALIZED INTERSECTIONS	STOP CONTROLLED INTERSECTIONS
	STOPPED DELAY PER VEHICLE (SECONDS)	STOPPED DELAY PER VEHICLE (SECONDS)
A	≤ 10.0	≤ 10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	> 80.0	>50.0

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010

Lane Utilization Factor

As discussed earlier, the outside lanes along N. Hill street are not used as much as the inside lanes. The capacity analysis procedure accounts for this with *Lane Utilization Factors*.

A Lane Utilization Factor of one (1) indicates equal distribution across all lanes. Values less than one lower the capacity because not all lanes are working at full potential.

The lane utilization was observed for the southbound approach of N. Hill Street at Taylor Street (SR 16) during the PM Peak Hour. The lane utilization factor for this approach was calculated as follows:

$$LUF = \frac{\text{Lane 1} + \text{Lane 2 Volume}}{(\text{No. of Lanes}) * (\text{High Lane Volume})} = \frac{182 + 250}{2 * 250} = 0.864$$

Capacity Analysis Results

Table 3 shows capacity analysis for the existing two lane section and the proposed one lane section for the Construction Year (2017) and the Design Year (2037). The table is separated into two parts, the signal controlled intersections are shown in the top half while the stop controlled intersection is shown in the bottom half.

Table 3: EXISTING AND EXPECTED LEVELS OF SERVICES

SIGNAL CONTROLLED INTERSECTIONS

INTERSECTION	AM PEAK HOUR					PM PEAK HOUR				
	EXISTING	CONST. YEAR		DESIGN YEAR		EXISTING	CONST. YEAR		DESIGN YEAR	
		Two Thru Lanes	One Thru Lane	Two Thru Lanes	One Thru Lane		Two Thru Lanes	One Thru Lane	Two Thru Lanes	One Thru Lane
N. Hill Street & Taylor St (SR 16)	C (26.3)	C (26.7)	C (32.3)	D (35.5)	D (43.7)	C (30.6)	C (32.2)	D (40.0)	D (45.8)	E (73.5)
N. Hill Street & Solomon St	B (12.1)	B (12.4)	B (14.2)	B (16.5)	B (18.9)	B (12.7)	B (13.0)	B (17.8)	B (17.2)	B (18.3)
N. Hill Street & Broad St	A (9.8)	B (10.1)	B (11.6)	B (13.9)	B (13.2)	B (15.1)	B (15.8)	B (19.0)	C (24.0)	C (29.3)

STOP SIGN CONTROLLED INTERSECTIONS

INTERSECTION	MOVEMENT	AM PEAK HOUR					PM PEAK HOUR				
		EXISTING	CONST. YEAR		DESIGN YEAR		EXISTING	CONST. YEAR		DESIGN YEAR	
			Two Thru Lanes	One Thru Lane	Two Thru Lanes	One Thru Lane		Two Thru Lanes	One Thru Lane	Two Thru Lanes	One Thru Lane
N. Hill Street & Broadway	EB	B (14.5)	B (14.8)	C (15.4)	B (14.5)	C (15.1)	C (24.7)	D (28.5)	F (50.9)	E (35.3)	F (*)
	WB	F (53.7)	F (67.0)	F (115.1)	F (185.7)	F (354.5)	F (296.0)	F (394.2)	F (*)	F (860.3)	F (*)
	NBL	A (8.0)	A (8.1)	A (8.1)	A (8.4)	A (8.4)	A (8.0)	A (8.1)	A (8.1)	A (8.4)	A (8.4)
	SBL	A (8.0)	A (8.0)	A (8.0)	A (8.1)	A (8.2)	A (8.8)	A (8.9)	A (9.6)	A (9.3)	B (10.7)

* = Delay too high to calculate

The capacity analysis reports for the various conditions are included in the appendices:

- Appendix E – Existing Conditions
- Appendix F – Construction Year (2017) – Two Thru Lanes
- Appendix G – Construction Year (2017) – One Thru Lane
- Appendix H – Design Year (2037) – Two Thru Lanes
- Appendix I – Design Year (2037) – One Thru Lane
- Appendix J – Design Year (2037) – One Thru Lane w/ Geometric Improvements

The capacity analyses show that the intersections on N. Hill Street that are currently signalized will operate at LOS C or better through the Construction Year and LOS D or better by the Design Year while maintaining two thru lanes.

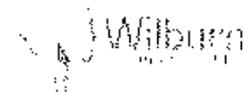
If the N. Hill Street corridor were reduced to one thru lane in each direction, the capacity analyses show that the intersections currently signalized will operate at LOS D or better though the Construction Year and LOS E or better by the Design Year.

The intersection of N. Hill Street and Broadway Street will operate at LOS F without traffic signal control under either scenario. In fact, it is operating poorly under Existing Conditions.

If traffic signals were installed at the intersection of N. Hill Street and Broadway Street, it would operate with acceptable levels of service. The expected conditions with signal control are summarized in Table 4. The capacity analysis reports for projected conditions and Broadway with signal control are provided at the back of each corresponding Appendices.

Table 4: LEVELS OF SERVICE, W/ SIGNAL CONTROL – N. HILL ST & BROADWAY ST

EXISTING	AM PEAK HOUR				EXISTING	PM PEAK HOUR			
	CONSTRUCTION YEAR		DESIGN YEAR			CONSTRUCTION YEAR		DESIGN YEAR	
	TWO THRU LANES	ONE THRU LANE	TWO THRU LANES	ONE THRU LANE		TWO THRU LANES	ONE THRU LANE	TWO THRU LANES	ONE THRU LANE
B (16.4)	B (16.9)	C (21.3)	B (17.8)	B (18.7)	B (13.5)	B (15.1)	B (17.3)	B (15.5)	C (33.4)



The Taylor Street intersection and a few of the movements at the other intersections do not operate acceptably for Scenario 2 (the one thru-lane alternative) in the design year. Some minor improvements were identified to provide acceptable operations by adding or lengthening turn lanes. The improvements include the following:

- Taylor Street (SR 16)
 - Extend existing northbound left turn lane to 200 feet.
 - Extend existing southbound left turn lane to 150 feet.
 - Provide 75 feet southbound right turn lane.
- Solomon Street
 - Extend northbound and southbound left turn lanes to 100 feet.
- Broad Street
 - Remove the four parallel parking spaces on the eastbound approach (E Broad) and provide a 75 feet right turn lane (back to the alley).
- Broadway
 - Provide a 150 feet through/right combination lane on the westbound approach
 - Convert the existing approach lane on the westbound approach to a left turn lane
 - Restripe existing pavement on the northbound approach to form a left turn lane, through lane, and right turn lane. The through lane and right turn lane should extend back to Broad Street (across the railroad tracks as it is today).
 - Provide a minimum 50 feet radius on the northbound right turn lane for tractor-trailer traffic.

Table 5 shows the results with traffic signal control at Broadway and the geometric improvements described above for the One Thru-lane alternative in the design year. Appendix J provides the capacity analysis reports.

Table 5: DESIGN YEAR EXPECTED LEVELS OF SERVICE
WITH TRAFFIC SIGNAL & GEOMETRIC IMPROVEMENTS – ONE LANE ALTERNATIVE
SIGNAL CONTROLLED INTERSECTIONS

INTERSECTION	DESIGN YEAR	
	AM PEAK HOUR	PM PEAK HOUR
N. Hill Street & Taylor St (SR 16)	D (47.7)	D (44.5)
N. Hill Street & Solomon St	B (13.8)	B (16.2)
N. Hill Street & Broad St	D (11.5)	B (18.2)
N. Hill Street & Broadway St	B (15.2)	B (11.5)

Queuing Analysis Results

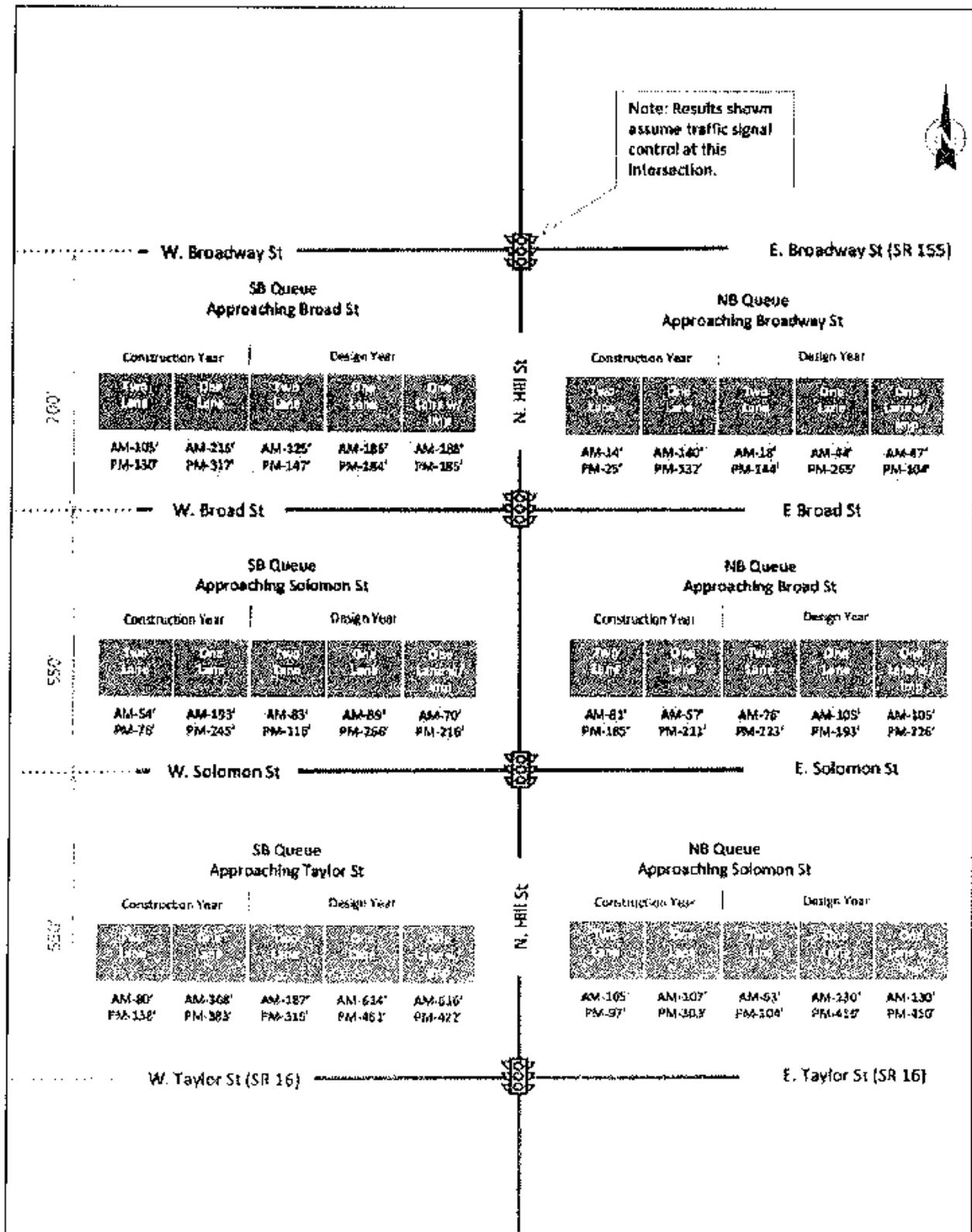
Figure 11 on the following page summarizes the results of the queuing analysis.

The illustration contains two tables within each block (one for each direction of travel along N. Hill Street). The tables show the estimated length of the longest queue for each scenario. The two scenarios shown in the tables are one through lane and two through lanes. The tables show two conditions Construction Year (2017) and Design Year (2037).

The results show that the queue lengths for the one through lane scenario are longer than the two through lane scenario. The queue lengths for the one through lane scenario, with the minor geometric improvements, are shorter than the block lengths with the exception of the southbound direction between Solomon and Taylor during the PM Peak Hour for the Design Year (2037).

The results show traffic is not likely to back up the entire length of the typical blocks for any of the conditions with the exception of the southbound direction in the AM Peak Hour. The block between Broad and Broadway (200') will queue back near to the railroad tracks in either the one lane or two lane sections. However, for the one lane condition, the queues are anticipated to extend back near both intersections in the Design Year (2037). Optimized signal timing with railroad preemption can minimize these queues.

Figure 11: QUEUING ANALYSIS RESULTS



SUMMARY OF FINDINGS

The following statements summarize the findings of this study:

1. As part of a streetscape project along the N. Hill Street corridor from Taylor Street (SR 16) to Broadway Street, the City of Griffin is investigating the impacts of reducing the number of through lanes along this section from two to one.
2. The GDOT collected traffic data in the spring of 2014. GDOT provided Construction and Design Year Traffic Volumes. The growth rate established by GDOT was 1.5% from Existing Year to Base Year (2017) and 1.0% from Base Year to Design Year (2037).
3. The study was conducted using two Scenarios. Scenario 1 incorporated a two lane section (in each direction) on N. Hill Street or existing conditions. Scenario 2 incorporated one through lane section (in each direction) on N. Hill Street.
4. The capacity analyses show that the intersections on N. Hill Street that are currently signalized operate at LOS C or better at present and are estimated to continue to operate at LOS D or better through the Construction Year (2017) in either scenario.
5. By the Design Year (2037), the N. Hill Street and Taylor Street (SR 16) intersection is expected to operate at LOS D (45.8) in Scenario 1 and LOS E (73.5) in Scenario 2.
6. The intersection of N. Hill Street and Broadway Street, which is unsignalized, has some movements that currently operate at LOS F. This intersection is expected to worsen as future traffic growth occurs with stop control on Broadway Street.
7. If traffic signals were installed at the intersection of N. Hill Street and Broadway Street, the intersection would operate with acceptable levels of service in either scenario through the Design Year.
8. In Scenario 1 (two-lane configuration), queuing analysis on the N. Hill Street intersections show that traffic is not likely to back up the entire length of the typical blocks for any of the conditions. The southbound traffic approaching Broad Street may extend back to the Broadway intersection due to the very short length of this block (200'). This block also has a railroad crossing. In future years, the Broadway Street intersection is likely to be signalized and both it and the Broad Street signal should have railroad preemption. Signal timing should be optimized such that blocking of the upstream intersection is minimized. This can be done with correct cycle lengths, splits, and offsets.
9. In Scenario 2 (one-lane configuration), queuing analysis for N. Hill Street results show that queues are anticipated to increase over those from Scenario 1. However, queue lengths do not extend back through a typical block length with the exception of the southbound queue between Solomon Street and Taylor Street near the Design Year (2037). The queue for the short block between Broad Street and Broadway Street (200')

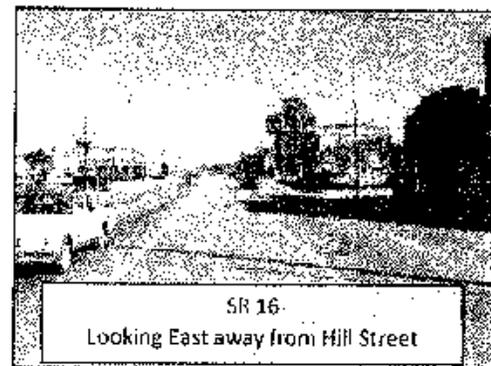
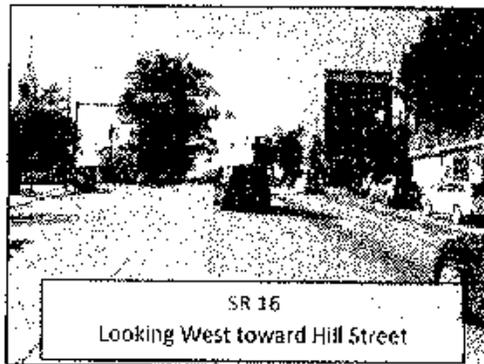
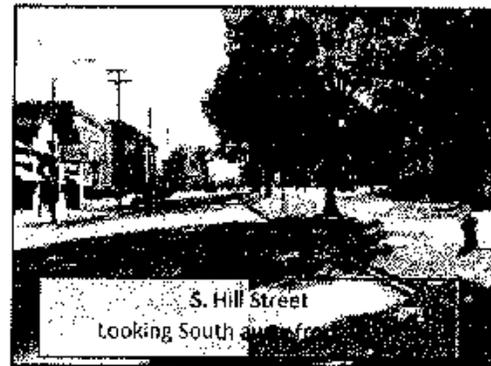
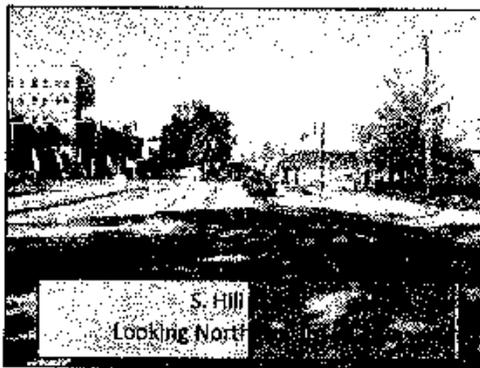
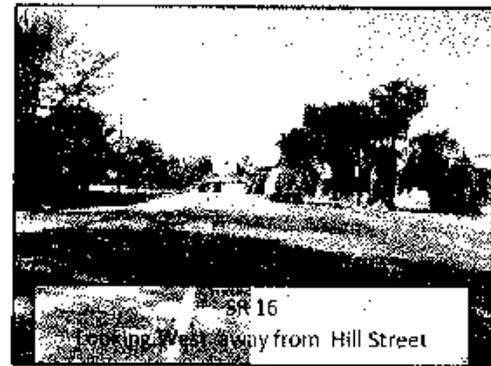
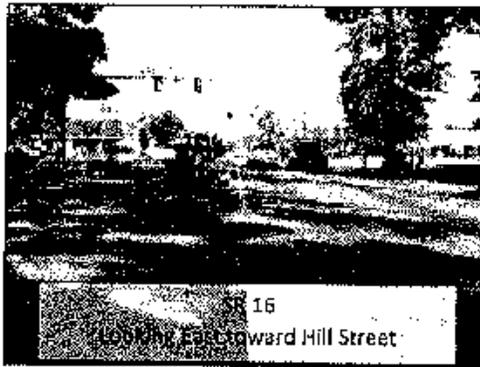
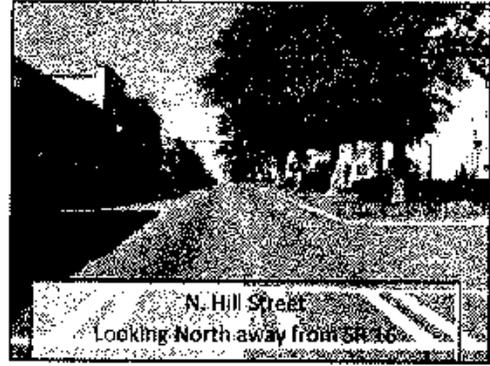
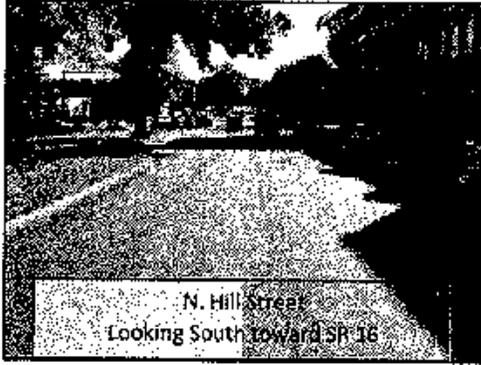
is expected to extend back to the upstream intersection, in both directions, by the Design Year (2037). Proper signal timing along with railroad preemption will minimize blocking.

10. The analysis indicates that one of the through lanes can be eliminated with marginal negative impact on corridor operations. The recommended turn lane improvements would reduce some queuing issues. During the AM Peak Hour, the southbound movement between Solomon Street and Taylor Street will experience some intermittent queuing that will extend the length of the block by the Design Year (2037).
11. Reducing to one through lane that is 12 feet wide will allow for a standard 45° parking stall depth of 16.5 feet to be provided with a 2½ - 3 feet buffer, which would provide improved parking maneuverability. Vehicles that currently overhang into the adjacent through lane would no longer do so. The additional space in the single through lane would increase reaction time for drivers to see vehicles backing out. However, the 5 feet bike lane planned between the buffer and the single through lane should be implemented with caution. It will be difficult for drivers to see oncoming bicyclist while backing out of parking spaces.
12. At Taylor Street (The intersection will operate at LOS E (73.5) without improvements, and LOS D (44.5) with improvements during the PM Peak Hour):
 - extend existing northbound left turn lane to 200 feet
 - extend existing southbound left turn lane to 150 feet
 - provide 75 feet southbound right turn lane
13. At Solomon Street (The intersection will operate at LOS B (18.3) without improvements and LOS B (16.2) with improvements) This improvement does not reduce delay enough to warrant removing the trees in the median:
 - extend existing northbound left turn lane to 100 feet
 - extend existing southbound left turn lane to 100 feet
14. At Broad Street (The intersection will operate at LOS C (29.3) without improvements and LOS B (18.2) with improvements). This improvement mostly helps the peak hour:
 - remove the four parallel parking spaces on the eastbound approach (E Broad) and provide a 75 feet right turn lane (back to State Alley).
15. At Broadway Street (The intersection will operate at LOS F (*) without the improvements and LOS B (11.5) with the improvements and includes signalization):
 - provide a 150 feet through/right combination lane on the westbound approach
 - widen south to provide westbound left turn lane
 - restripe existing pavement on the northbound approach to include
 - one left turn lane
 - one through lane
 - one right turn lane
 - provide a minimum 50 feet radius on the northbound right turn lane for tractor-trailer traffic.

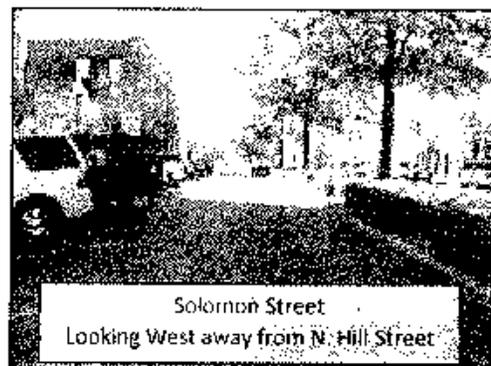
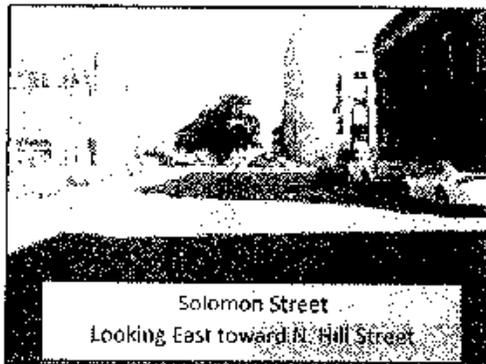
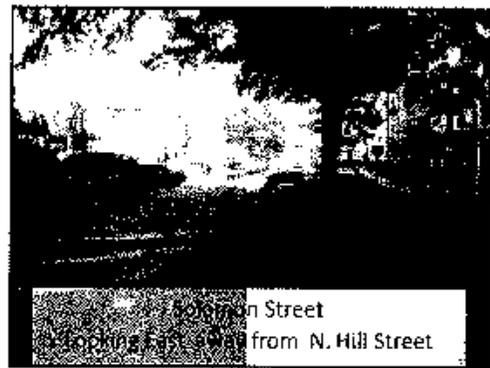
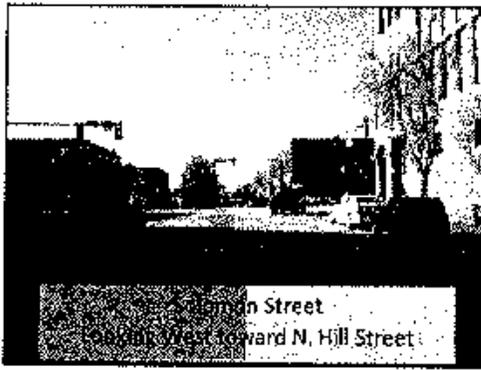
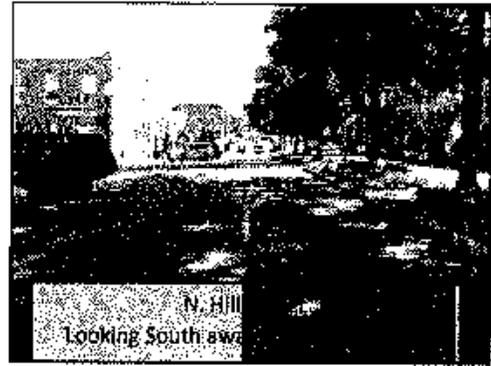
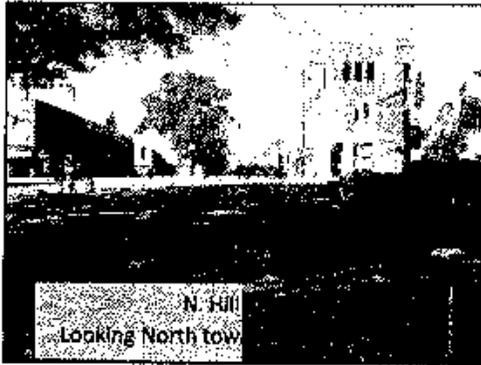
APPENDIX A

PHOTOGRAPHIC INVENTORY

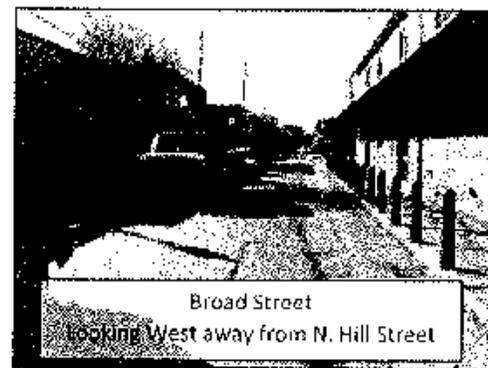
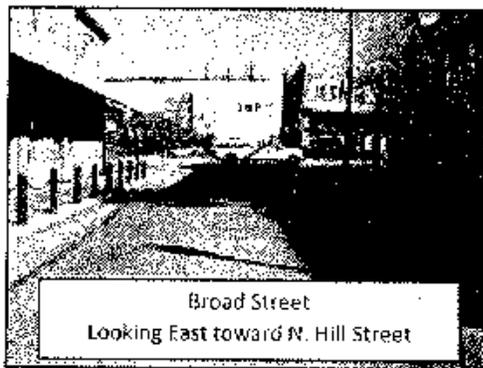
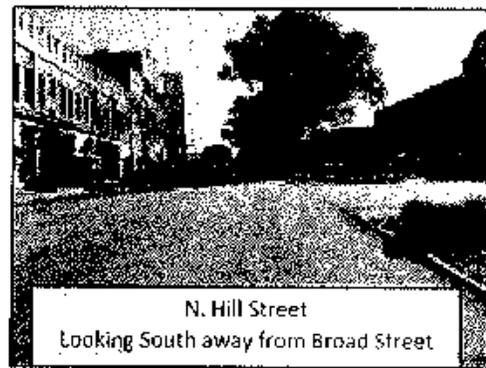
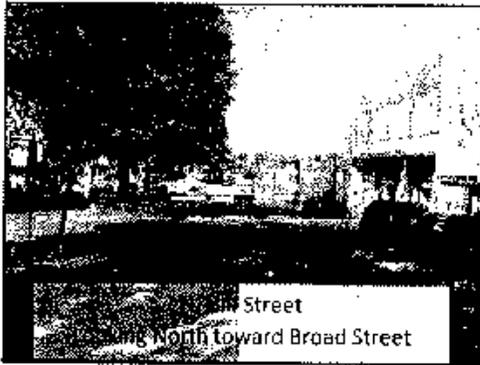
N. Hill Street at SR 16



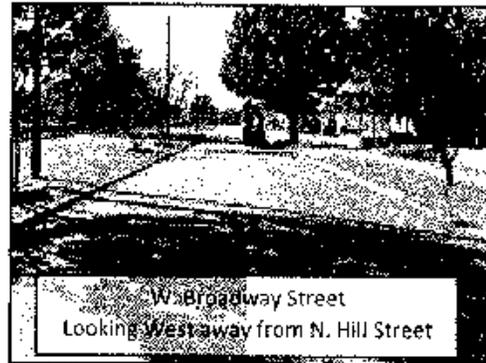
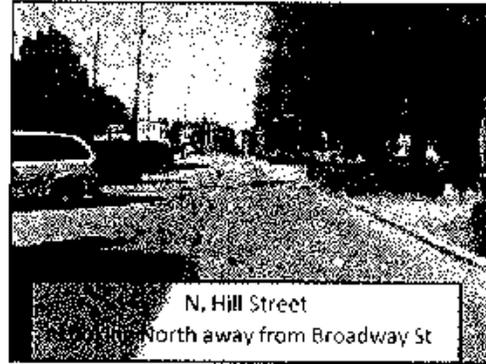
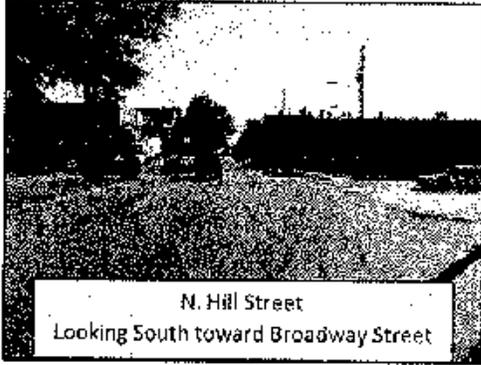
N. Hill Street at Solomon Street



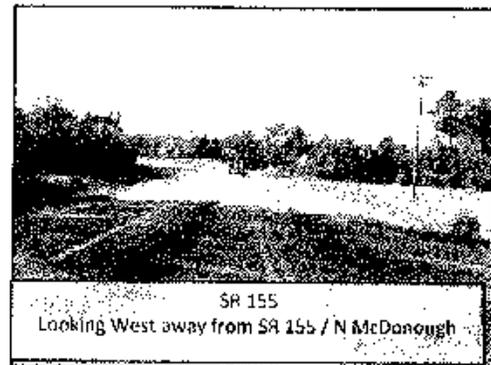
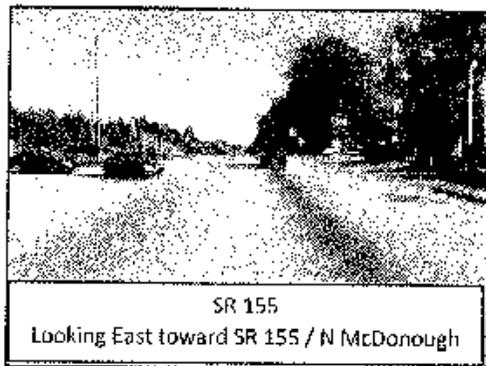
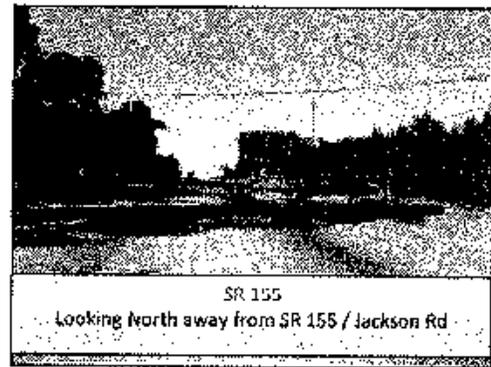
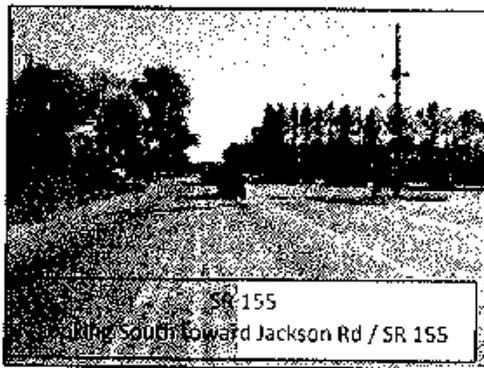
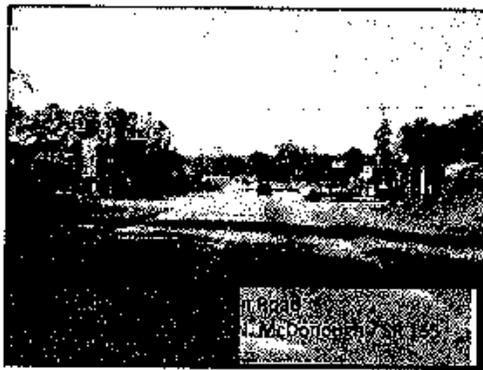
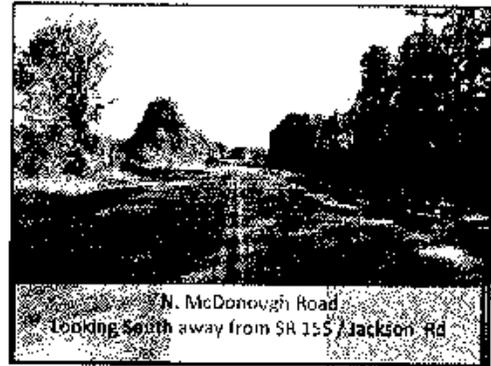
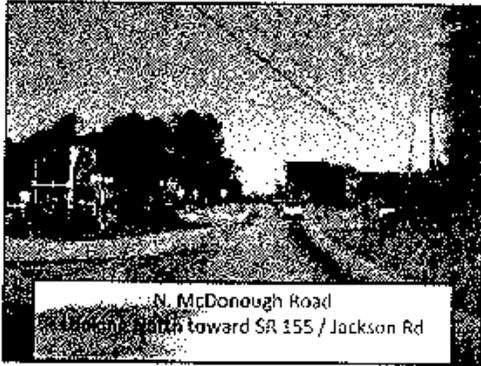
N. Hill Street at Broad Street

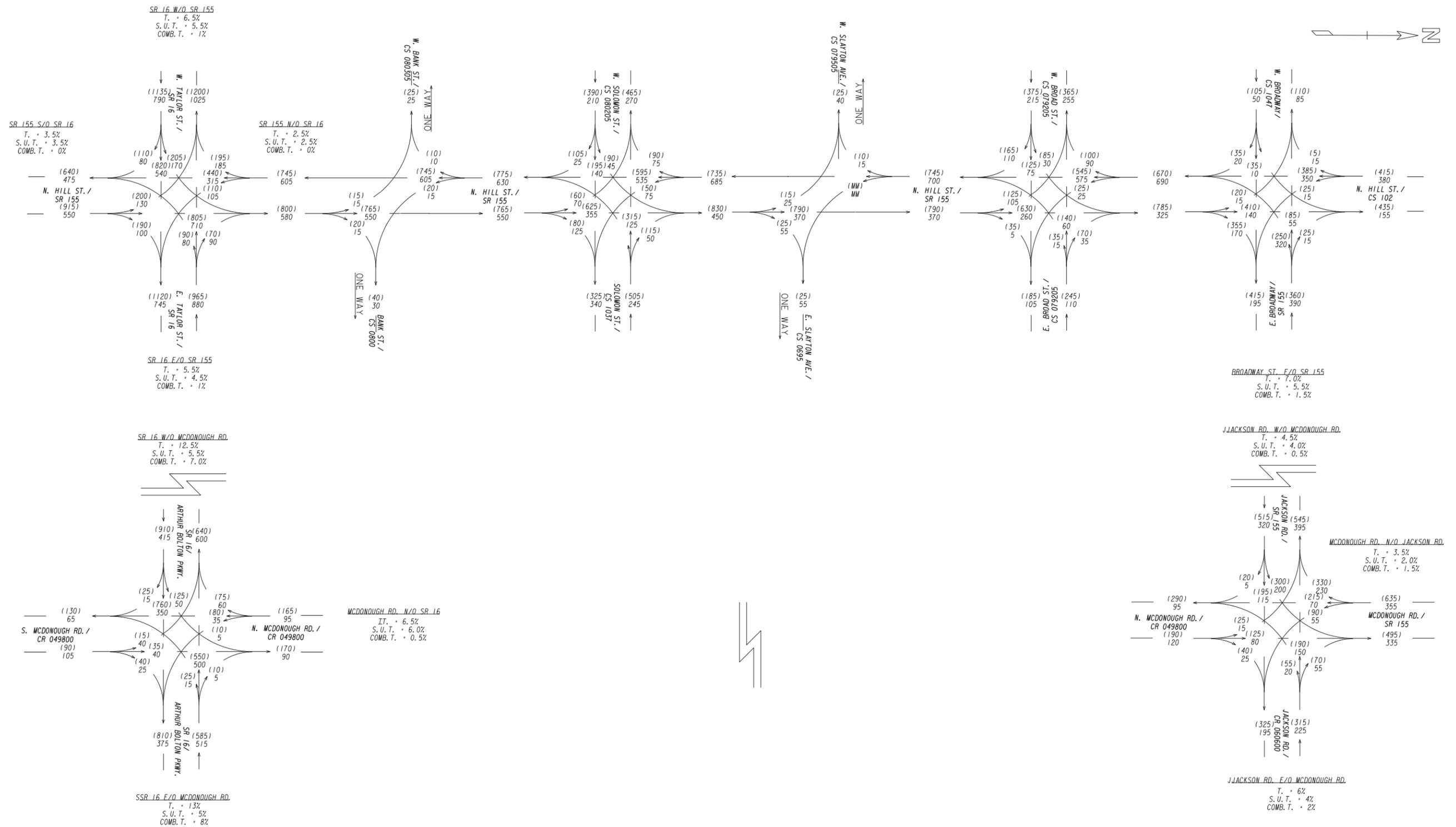


N. Hill Street at Broadway Street



SR 155 at N. McDonough Road





P.I. # 0010333
 SPALDING COUNTY
 NORTH HILL ST; SOLOMON ST.
 & 5TH ST. IN DOWNTOWN GRIFFIN-
 LCI

DESIGN YEAR 2037
 DHV
 PM = (000)
 AM = 000

SPALDING
 COUNTY

REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION

OFFICE: PLANNING

BUILD = NO-BUILD
DHV

DATE: APRIL 2014
 PREPARED BY: LRW

DRAWING No. **10-03**

**CONCEPT TEAM DRAFT MEETING MINUTES
PI 0010333 – Spalding County**

NORTH HILL ST; SOLOMON ST & 5TH ST IN DOWNTOWN GRIFFIN – LCI

December 16, 2013 – 10:00 A.M.

Location: 100 South Hill St. Griffin, Ga 30224

Schedule review meeting in Jan/Feb once schedule is finalized

- Lane Diet – City’s barrel study data
- Contact utility providers – follow GDOT white paper guidelines
 - Once concept is approved – start 1st submission
 - Separate utility meeting with providers
- Traffic Ops – Roundabout (mini – approx 100’ Mountable curb options) at 155 & Hill Street
- Dual lefts at SR16 NB/ longer left turn
- Non signalized crosswalk requirements – mid block crossings
- Pavement evaluation
- Landscaping – thru GDOT for maintenance review
- Can width of bike lane be reduced and added to traffic lane
- Project description
 - Comments from Dist. 3 – need to be more descriptive include reduction of lanes (road diet), bike lane, parking depth.
- Need to remove re-routing of 155 from report, not part of this project scope
- Design Variances/Exceptions
 - Utility poles in clear zone
- Environmental – no comments from GDOT
- Public Involvement
 - Public meeting to be scheduled
- Carbon monoxide analysis may be necessary after intersection traffic counts are completed
- Lighting within GDOT R/W will require permit (mini- roundabout)
- Show Existing and proposed utility poles on typical cross sections
- Bike lanes at intersections

8-6-2014 N. Hill Street LCI Project Meeting

GDOT P.I. 0010333

Meeting Summary

A project meeting was held on Wednesday, August 06, 2014 from 1:30p.m. to 2:30p.m. to discuss the North Hill Street LCI Project (GDOT P.I. 10333).

Anthony Dukes stated that the meeting was held to discuss the latest project recommendations presented in the revised Traffic Study and determine whether there is a consensus among the City of Griffin, Atlanta Regional Commission and the Georgia Department of Transportation to continue the project based upon the traffic improvements outlined in the updated study. Based on the impacts to the medians, available parking and business access, he noted that it was unlikely that the City of Griffin would support moving forward with the project but deferred to the City Manager, Kenny Smith and Public Works Director, Dr. Brant Keller to confirm the City's position.

Dr. Keller agreed that the City would not go for removing trees, sections of the median and parking to accommodate the recommended improvements but would like to see the project move forward with the bike lane and pedestrian improvements as planned. However, it was up to his boss to decide how the City should proceed.

Kenny Smith reiterated some key goals of the Griffin Town Center LCI study such as: improves pedestrian connections and safety; addresses current and future parking needs; promotes economic development; and enhances Griffin's identity and sense of place. If the recommended improvements are required by GDOT and ARC, the purpose of the Town Center LCI would be lost. And, Griffin would wind up with a sea of asphalt similar to other cities and lose its identity and sense of place. He further noted that the City had already spent money on project and would hate to see that investment lost. However, someone needs to make a decision once and for all so that we can move forward on the project without all of the changes.

Justin Banks apologized that no one from GDOT D3 Traffic Operations was available to attend the meeting and stated that had he known of their inability to attend sooner, he would have asked someone from the G.O. in Atlanta to attend. He stated that he would follow up with his supervisor and traffic ops and relay the concerns that were presented at the meeting. He too was hoping that someone would have been available at the meeting to determine whether or not GDOT would require the recommended improvements contained in the revised Traffic Study.

Sean Hayes stated that he hoped that he could gain some direction on the project from GDOT and ARC so that they (Falcon Design) could move forward on the preliminary engineering. The recent project recommendations in the Traffic Study were made by Wilburn Engineering to meet GDOT traffic flow requirements. He noted that there may not be a need for the recommended improvements at the intersection of North Hill Street and Solomon Street after further discussion with Wilburn.

Vern Wilburn noted that the project had already exceeded the scope of work which he was hired to do on the Traffic Study but see he was also interested in seeing the project progress he made the adjustments to the Traffic Study as requested. He mentioned that the additional work was due to the SR 155 Relocation project being pushed out to long range. Once that happened GDOT required them to add

the 155 traffic back to the N. Hill Street projections in the Traffic Study. As a result the recommended improvements would maintain the prescribed level LOS over a 20 year horizon (see Traffic Study).

Amy Goodwin agrees that it should remain a bike-ped project but if turn lanes are required then it will probably kill LCI project. She would like to see the project move forward and is amenable to a shared bike lane and sharrow pavement markings in lieu of a dedicated bike lane if it will keep the project going. Suggested talking w/Russell McMurry since there will be minimal changes in the LOS over a 20 year period. And, with little to no change in LOS, a policy decision could be made that would not require the additional turn lane improvements set forth in the revised Traffic Study report. Advised that a high ranking city official should contact Russell McMurry about the project and assistance in moving the project forward.

Justin Banks requested time to further discuss the project with his supervisors before the City contacts Russell to discuss the project.

Kenny Smith stated that he would hold off requesting a meeting with Russell for one week to give Justin an opportunity to discuss with his supervisors.

Amy noted that trying to get a meeting with Russell in a week's time would be difficult and could take until the end of August.

Justin stated that if indeed Russell is unavailable until the end of August, he would like to work with his supervisor and GDOT Atlanta traffic guys to see if they can determine whether or not the recommended improvements will be required.

Sean Hayes will prepare a supporting project summary for the city to submit with its request to Russell McMurry

Nothing follows.

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

March 14, 2012

The Honorable Cynthia Ward, Mayor
P.O. Box T
100 South Hill Street
Griffin, Georgia 30224

Dear Mayor Ward:

I am returning for your files an executed agreement between the Georgia Department of Transportation and the City of Griffin for the following project:

PROJECT#: Spalding County, P.I. #0010333

We look forward to working with you on the successful completion of the joint project. Should you have any questions, please contact the Project Manager Tyler Peek at (706)646-6668.

Sincerely,

A handwritten signature in black ink, appearing to read "Angela Robinson".

Angela Robinson,
Financial Management Administrator

AR:rm

Enclosure

c: Bob Rogers
David Millen – District 3
Jack Reed – District 3
Kerry Gore – District 3
Jeff Baker – Utilities

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

This Framework Agreement is made and entered into this 25th day of February, 2012 by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the City of Griffin, acting by and through its Mayor and City Council or Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

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

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

Revised : September 2011

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

WHEREAS, the DEPARTMENT has provided an estimated cost to the LOCAL GOVERNMENT for its participation in certain activities of the PROJECT; 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, ¶(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 Local Administered Project (LAP) 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,

Revised : September 2011

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, affixed hereto and incorporated herein by reference. In addition, the September 17, 2010 Planning Office memorandum titled "Preliminary Engineering Oversight for Project Managers/Project Delivery Staff", outlines the five (5) conditions when the LOCAL GOVERNMENT will be requested to fund the PE oversight activities at 100%. Attached as Attachment "C" 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. The DEPARTMENT shall provide a PE Oversight Estimate to the LOCAL GOVERNMENT, if appropriate, appended as Attachment "D" and incorporated by reference as if fully set out herein. The LOCAL GOVERNMENT will be responsible for providing payment in the form of a check, which represents 100% of the

Revised : September 2011

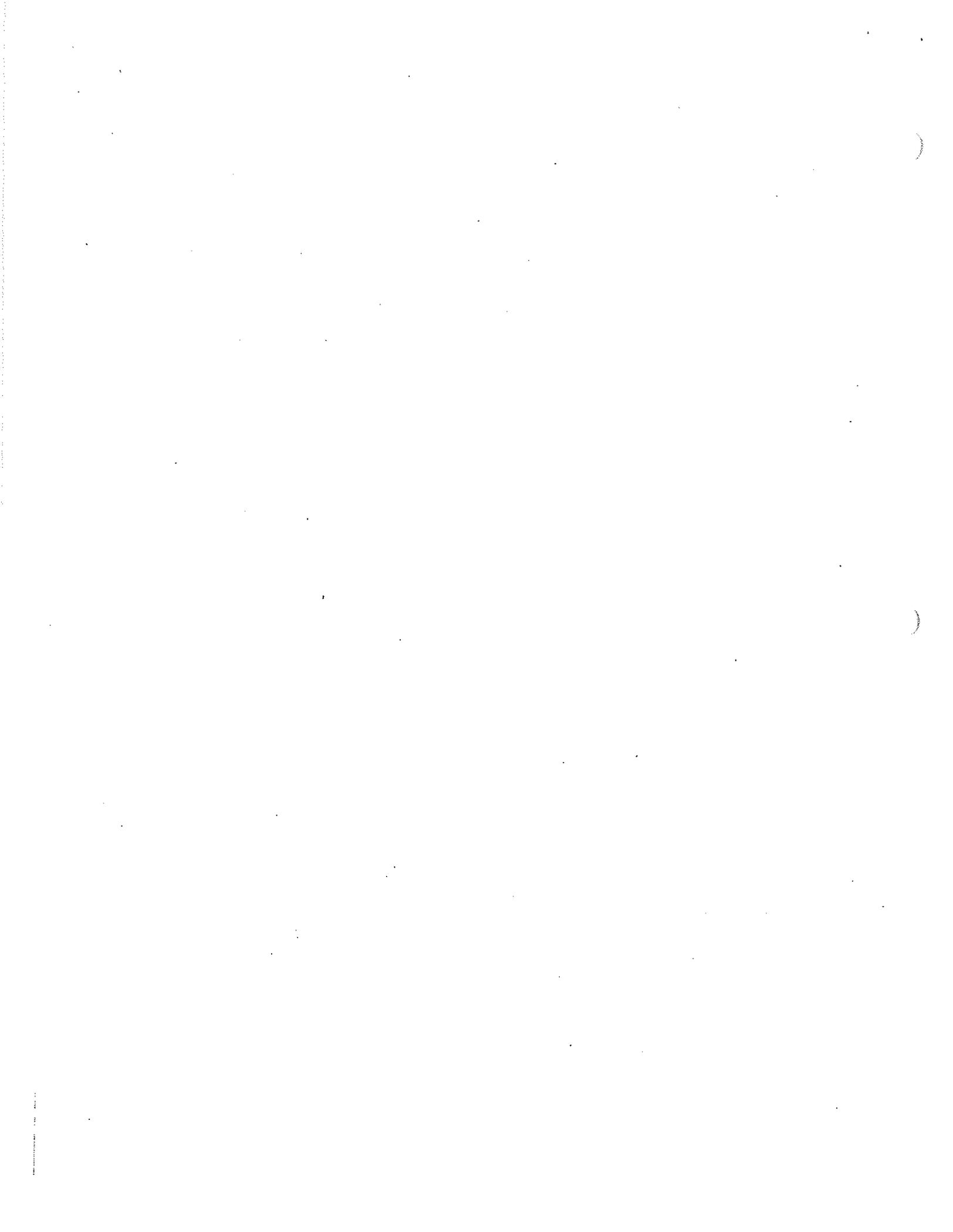
DEPARTMENT's PE Oversight Estimate at the time of the Project Framework Agreement execution.

If at any time the PE Oversight funds are depleted within \$5,000 of the remaining PE Oversight balance and project activities and tasks are still outstanding, the LOCAL GOVERNMENT shall, upon request, make additional payment to the DEPARTMENT. The payment shall be determined by prorating the percentage complete and using the same estimate methodology as provided in Attachment "D". If there is an unused balance after completion of all tasks and phases of the project, then pending a final audit, the remainder will be refunded to the sponsor.

4. 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

Revised : September 2011



cancellation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

5. In accordance with Georgia Code 32-2-2, 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. The LOCAL GOVERNMENT shall also be responsible for the continual maintenance and operation of all lighting systems installed to illuminate any roundabouts constructed as part of this PROJECT. Furthermore, the LOCAL GOVERNMENT shall also be responsible for the maintaining of all landscaping installed as part of any roundabout constructed as part of this PROJECT.

6. 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.

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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 phases, as applicable.

7. 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.

8. 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:

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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-

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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.

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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 Hydrology 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

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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 V8i and InRoads 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 annually 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

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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. 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.

9. 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.

10. 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.

11. 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.

12. 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 utility costs shall 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

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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 during construction.

13. 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.

14. 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

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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.

15. 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

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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,

16. 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

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shall follow the requirements stated in Chapters 10, 11, 12 and 13 of the DEPARTMENT's Local Administered Project Manual. The LOCAL GOVERNMENT shall be responsible for providing qualified construction oversight with their personnel or by employing a Consultant firm prequalified in Area Class 8.01 to perform construction oversight. The LOCAL GOVERNMENT shall be responsible for employing a GDOT prequalified consultant in area classes 6.04a and 6.04b for all materials testing on the PROJECT, with the exception of field concrete testing. All materials testing, including field concrete testing shall be performed by GDOT certified technicians who are certified for the specific testing they are performing on the PROJECT. The testing firm(s) and the individual technicians must be submitted for approval prior to Construction.

17. 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.

18. 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.

19. 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, omissions or deficiencies within 30 days of notification shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays and supplemental agreements 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.

20. The DEPARTMENT shall be furnished with a copy of all contracts and agreements between the LOCAL GOVERNMENT and any other agency or contractor associated with construction activities. The DEPARTMENT's Project Manager shall be the primary point of contact unless otherwise specified.

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21. The LOCAL GOVERNMENT shall provide the DEPARTMENT with a detailed project schedule that reflects milestones, deliverables with durations for all pertinent activities to develop critical path elements. An electronic project schedule shall be submitted to the Project Manager after execution of 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.

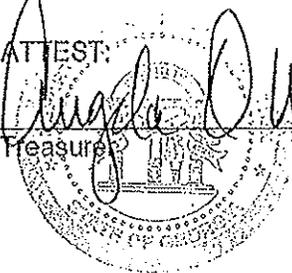
IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

DEPARTMENT OF
TRANSPORTATION

LOCAL GOVERNMENT NAME

BY: *Therese Todd*
Commissioner

BY: *Joanne W. Todd*
Name Joanne W. Todd
Title Chairperson

ATTEST:
Angela D. Whitcomb
Treasurer


Signed, sealed and delivered this 5th
day of December, 2011, in the
presence of:

[Signature]
Witness

[Signature]
Notary Public

This Agreement approved by Local
Government, the 22 day of
November, 2011.

Attest
[Signature]
Name and Title Kenny L. Smith
City Manager

APPROVED AS TO FORM
THIS 3^d DAY OF Nov, 2011

BY: *Amelisa Whitcomb*
CITY ATTORNEY

FEIN: 58-6000-581

Attachment "A" Funding Sources and Distribution
 Project No.: 0010333 County: Spalding Cty: Griffin

Attach "Project Manager" Project Charging Form for Approval

Preliminary Engineering - Phase I				GDOR Oversight for PE Phase I ²				Preliminary Engineering Grand Total (Phase I)			
Percentage	PL Amount	Maximum PE Participation Amount (\$)	Participant	PE Activity Sponsor	Percentage	Amount	Participant	Percentage	Amount	Participant	Amount
30%	\$200,000.00	\$200,000.00	Federal	Local Government	0%	\$0.00	Local	30%	\$200,000.00	Local Government	\$200,000.00
0%	\$0.00	\$0.00	State	Local Government	0%	\$0.00	State	0%	\$0.00	Local Government	\$0.00
20%	\$133,333.33	N/A	Local	Local Government	0%	\$0.00	Local	20%	\$133,333.33	Local Government	\$133,333.33
5%	\$33,333.33	\$0.00	Other	Local Government	0%	\$0.00	Other	5%	\$33,333.33	Local Government	\$33,333.33
Total	\$366,666.67				0%	\$0.00		55%	\$566,666.67		

Right of Way Phase II				Right of Way - Phase II				Utility Phase IV			
Percentage	ROW Amount	Maximum ROW Participation Amount (\$)	Participant	Acquisition Or	Acquisition Paid Or	Utility Participation - Phase IV	Utility Funding Or	Inspection (Phase V) Funding Or	Inspection (Phase VI) Funding Or		
0%	\$0.00	\$0.00	Federal	Local Government	Local Government	Utility - Funding Or	Local Government	Local Government	Local Government		
0%	\$0.00	\$0.00	State	Local Government	Local Government	Local Government	Local Government	Local Government	Local Government		
100%	\$100,000.00	N/A	Local	Local Government	Local Government	Local Government	Local Government	Local Government	Local Government		
0%	\$0.00	\$0.00	Other	Local Government	Local Government	Local Government	Local Government	Local Government	Local Government		
Total	\$100,000.00					100%	\$100,000.00	100%	\$100,000.00		

Construction Phase III				Construction Oversight Phases V & VI			
Percentage	CR Amount	Maximum CR Participation Amount (\$)	Participant	CR Oversight for CR Phase III ²	Inspection (Phase V) Funding Or	Inspection (Phase VI) Funding Or	
30%	\$2,243,600.00	\$2,243,600.00	Federal	Local Government	Local Government	Local Government	
0%	\$0.00	\$0.00	State	Local Government	Local Government	Local Government	
20%	\$585,200.00	N/A	Local	Local Government	Local Government	Local Government	
0%	\$0.00	\$0.00	Other	Local Government	Local Government	Local Government	
Total	\$2,828,800.00			100%	\$2,828,800.00	100%	

Summary of Phases II Through III			
Percentage	CR Amount	Maximum ROW Participation Amount (\$)	Participant
1	\$2,243,600.00	\$0.00	Federal
2	\$0.00	\$0.00	State
3	\$585,200.00	N/A	Local
4	\$0.00	\$0.00	Other
Total	\$2,828,800.00	\$0.00	

1. The funding section is split into Attachment "A" only applies to PE. The Right of Way and Construction funding estimates are provided for planning purposes and do not constitute a funding commitment for Right of Way and construction.

2. The maximum allowable GDOR participating amount for PE phases are shown above. Local Government will only be reimbursed the percentage of the project amount up to that not to exceed the maximum amount indicated.

3. GDOR Oversight for PE (Phase I) is depicted in Attachment "B".

4. The GDOR Oversight detail will be referred to the District Planning and Programming Engineer along with the District Project Framework Agreement (PFA).

5. Right of Way and Construction amount shown are for budget planning purposes only.

ATTACHMENT "B" Project Timeline

PL NO. 0010333 SPALDING CITY OF GRIFFIN

Proposed Project Timeline

Environmental Phase									
Concept Phase									
Preliminary Plan Phase									
Right of Way Phase									
Deadlines for Responsible Parties	Execute Agreement	10/2012 (Approve Concept)	06/2013 (Approve Env. Document)	12/2013 (Authorize Right of Way funds)	03/2015 (Authorize Const. funds)				

Annual Reporting Requirements

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

ATTACHMENT "C"

PI. NO. 0010333 - SPALDING

D.O.T. 68

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE	OFFICE	Planning
	DATE	September 17, 2010
FROM	 Angelo J. Alexander, State Transportation Planning Administrator	
TO	Todd I. Long, PE, PTOE, Director of Planning Gerald M. Ross, PE, Chief Engineer/Deputy Commissioner	
SUBJECT	Preliminary Engineering Oversight for Project Managers/Project Delivery Staff	

Note: This memo supersedes the previous PE Oversight Memo, dated August 17, 2010. PE Oversight funding for Safe Route to School (SRTS) projects are eligible for PE Oversight funds, paid for with funding from the SRTS program. No other changes were made to the memo.

As you are aware, the Department is unable to continue funding PE oversight with 100% motor fuel funds due to the decline in motor fuel revenues. As a result, the Department needs an established procedure detailing the circumstances under which the Department will fund PE oversight with federal-aid funds (matched with state motor fuel funds) and when the Department will request that the local government/project sponsor fund the Department's expenses associated with PE oversight. The PE Oversight funds will be used to fund staff man-hours and any other associated expenses incurred by any GDOT employee working on the project. Please note that the process detailed below applies equally to routes both on and off the state highway system.

GDOT Funds PE Oversight with Federal-Aid:

The Department will fund PE oversight with federal-aid funds (and matching motor fuel funds), only if a subsequent project phase (ROW, UTL, CST) is programmed within the first 4 active years of the currently approved TIP/STIP. The source of federal-aid funds to be used for the PE oversight activities is as follows:

- 1) Projects on the National Highway System will use NHS funds (L050) to finance GDOT's PE oversight expenses
- 2) Projects *not* on the National Highway System but eligible for Surface Transportation Program (STP) funds, will follow one of the scenarios below:
 - a) Projects in urban areas between 5,000 and 199,999 in population will use L200 funds (with MPO approval, if applicable)
 - b) Projects in urban areas with a population greater than 200,000 will use L230 funds (with MPO approval)
 - c) Projects in rural areas with a population less than 5,000 will use L250 funds
 - d) The Department may, at the joint discretion of the Chief Engineer and Director of Planning, apply L240 funds to any federal-aid eligible project

- 3) Projects which have received an earmark in federal legislation, will use a portion of the earmark funding for GDOT's PE oversight expenses, pending MPO approval if applicable. (Note: earmark funded projects could receive PE oversight funding regardless of the funding being programmed within the first 4 active years of a currently approved TIP/STIP).
- 4) Projects funded with Safe Route to School (SRTS) funds will use SRTS funds to finance GDOT's PE oversight expenses, regardless of whether or not a subsequent phase of the project appears in the STIP/TIP.

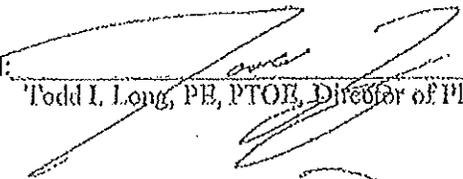
GDOT Requests Local Government/Project Sponsor to Fund PE Oversight:

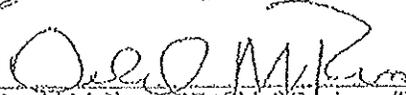
The Department will request that the local government fund PE oversight with 100% local funds under the following conditions:

- 1) A subsequent phase of the project is not programmed within the first 4 active years of the Currently approved TIP/STIP
- 2) The MPO has elected to not approve the use of L200 or L230 funds for GDOT's PE oversight expenses
- 3) The project is funded with CMAQ funds
- 4) The project is funded with an earmark identified in federal legislation and the local government/entity which secured the earmark (or MPO, if applicable) declines to allow GDOT to use a portion of the earmark for PE oversight expenses
- 5) The project is currently funded entirely with local funds; however, the local government intends to secure federal funding at a future date

Once the PE oversight process is implemented, it will be the responsibility of the GDOT Project Manager to work with the GDOT Office of Financial Management to establish an appropriate amount of federal-aid funded PE oversight funding, or work with the local government to secure locally sourced PE oversight funds.

If you approve of this process, please sign below. Once an acceptable process is developed and approved by both the Chief Engineer and Director of Planning, we will provide the finalized process to the Office of Program Control for distribution to the GDOT Project Managers and incorporation into future Project Framework Agreements. If you have any questions, please contact Matthew Fowler at 404-631-1777.

Approved:  _____ 9/27/18
 Todd L. Long, PE, PTOE, Director of Planning Date

Approved:  _____ 10/7/20
 Gerald M. Ross, PE, Chief Engineer/Deputy Commissioner Date

GDOT Oversight Estimate for Consultant Project

PI Number Project Number
 County Project Length Miles
 Project Mnunger Project Cost
 Project Type
 Project Description
 Expected Life of Project Years

Project Phase	Oversight Hours	Oversight Cost
1. Procurement	0	\$ -
2. Consultant	0	\$ -
3. Database	0	\$ -
4. Preliminary	0	\$ -
5. Environmental	0	\$ -
6. Final Design	0	\$ -
Travel Expenses	0	\$ -
Total Oversight Estimate	0	\$ -
Percentage of Project Cost	0.00 %	

GDOT Oversight Estimate for Consultant and Locally Administered Projects - Version 1.0 - July 2011

Revised : September 2011



GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contract No. and Name: 0010333 SPALDING - CITY OF GUFFIN

Name of Contracting Entity: CITY OF GUFFIN

By executing this affidavit, the undersigned person or entity verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or corporation which is contracting with the Georgia Department of Transportation has registered with, is authorized to participate in, and is participating in the federal work authorization program commonly known as E-Verify,* in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

The undersigned person or entity further agrees that it will continue to use the federal work authorization program throughout the contract period, and it will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the undersigned with the information required by O.C.G.A. § 13-10-91(b).

The undersigned person or entity further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation at the time the subcontractor(s) is retained to perform such service.

47205
 EEV / E-Verify™ User Identification Number

9/28/11
 Date of Authorization

[Signature]
 BY: Authorized Officer or Agent
 (Name of Person or Entity)

11/11/12
 Date

DIRECTOR HUMAN RESOURCES
 Title of Authorized Officer or Agent

MICHAEL NEVILLE
 Printed Name of Authorized Officer or Agent

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

12 DAY OF JANUARY, 2012

[Signature]
Notary Public

(NOTARY SEAL)

My Commission Expires: 9/20/2013

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

Revised 8/22/11

Revised : September 2011

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

September 25, 2014
P.I. No. 0010333, Spalding County
North Hill St.; Solomon St. & 5th St. in Downtown Griffin - LCI

Mr. Kenny L. Smith
Griffin City Manager
100 South Hill Street
Griffin, GA 30223

Dear Mr. Smith:

This letter is in response to the meeting held on 8/6/2014 on the above referenced project and the email sent to Deputy Commissioner Todd Long. The project is a Livable Center Initiative (LCI) project which entails bicycle and pedestrian improvements in downtown Griffin.

The City of Griffin has requested a bicycle lane as part of the project. In order to accommodate the space required for a bicycle lane, it was proposed that the travel lanes on North Hill Street (State Route 155) be reduced from two lanes to one lane, also known as a road diet. When a road diet reduces the number of lanes on a roadway, it is necessary to accommodate turning traffic with adequate turn lanes or a two-way left turn lane so that the turning vehicles do not block through-moving vehicles and cause extreme or excessive delays. In order to accommodate turning lanes, the median and downtown parking would be impacted.

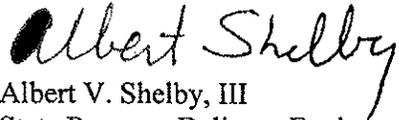
District Traffic Operations has conducted a VISSIM analysis of the intersections within the project corridor. VISSIM is a multi-modal traffic simulation software that is GDOT approved. Based on this model, additional turn lane modifications will be needed along the corridor in the future. Understanding that ARC will not fund the turn lanes or other improvements for this LCI project, GDOT has agreed to program a separate project to add a signal at the intersection of N. Hill St. and Broadway to mitigate some of the increases in traffic delays that will be caused by the proposed road diet. In the future, if traffic increases as expected and modifications are needed, the Department may pursue the extension/addition of turn lanes to improve the level of service along the corridor.

In summary, the City has a couple of options: 1) Pursue the LCI project without the road diet and use existing roadway footprint to construct a shared lane for vehicles and bicycles, 2) Pursue the road diet with the understanding that the Department may install turn lanes in the future or other modifications if traffic demands cause the level of service on the corridor to deteriorate beyond an acceptable level to GDOT. If the city wishes to pursue option 2 (road diet), a Public Meeting (PIOH) would need to be held to inform the traveling public about the potential traffic delays.

Should you have further questions, please feel free to contact the Project Manager, Justin Banks at 404-631-1153 or the District 3 Program Manager, Krystal Stovall-Dixon at 404-631-1572.

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Sincerely,


Albert V. Shelby, III
State Program Delivery Engineer

^{KESD}
AVS:BWS:KESD:JAB

- Cc: Todd Long, Deputy Commissioner
- Russell McMurry, Chief Engineer
- Joe Carpenter, Director P3/Program Delivery
- Thomas Howell, District 3 Engineer
- Dan Pass, District 3 Preconstruction Engineer
- Michael Presley, District 3 Traffic Engineer
- Paul DeNard, State Traffic Operations Manager

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INDICATION OF SUPPORT
STREETScape/ENHANCEMENT LIGHTING

Georgia Department of Transportation
Office of Design Policy & Support
One Georgia Center ~ 26th Floor
600 West Peachtree Street, NW
Atlanta, Georgia 30308
ATTN: Scott MacLean, Lead Design Engineer

Location

The City of Griffin supports the consideration of streetscape/enhancement Lighting at the location specified below.

Description: North Hill Street; Soloman Street & 5th Street in downtown Griffin - LCI

State/County Route Numbers: (see above)

Project: P.I. No. 0010333 ~ Spalding County

Associated Conditions

The undersigned agrees to participate in the following maintenance:

- The full and entire cost to energize the installed Lighting systems and to provide for the operation/maintenance thereof.

We agree to participate in a formal *Local Government Lighting Project Agreement* during the preliminary design phase. This Indication of Support is submitted and all the conditions are hereby agreed to. The undersigned are duly authorized to execute this agreement.

This 13th day of MARCH, 2015

Attest:

Terese A. Watson
City Clerk

By: [Signature]

Title: CITY MANAGER

