

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. # 0010746 **OFFICE** Design Policy & Support  
Whitfield County  
GDOT District 6 - Cartersville **DATE** October 17, 2013  
Carbondale Business Park – Local Access Road

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

**TO** SEE DISTRIBUTION

**SUBJECT** **APPROVED CONCEPT REPORT**

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

Attachment

**DISTRIBUTION:**

Bobby Hilliard, Program Control Administrator  
Genetha Rice-Singleton, State Program Delivery Engineer  
Glenn Bowman, State Environmental Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Kathy Zahul, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Mike Bolden, State Utilities Engineer  
Jeff Fletcher, Statewide Location Bureau Chief  
DeWayne Comer, District Engineer  
Mike Haithcock, District Preconstruction Engineer  
Kerry Bonner, District Utilities Engineer  
Kim Nesbitt, Project Manager  
BOARD MEMBER - 14th Congressional District

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

Project Type: <u>New Location</u>	P.I. Number: <u>0010746</u>
GDOT District: <u>6</u>	County: <u>Whitfield</u>
Federal Route Number: <u>N/A</u>	State Route Number: <u>N/A</u>
	Project Number: _____

Dalton-Whitfield County Joint Development Authority is planning an industrial park on a 185 acre tract of undeveloped land that has road frontage along Carbondale Road and South Dixie Highway. The site is immediately adjacent to I-75 at exit 326, approximately 40 miles south of Chattanooga. The proposed construction is a two lane, heavy duty asphalt access road which will be 28' in width including curb and gutter.

**Submitted for approval:**

<p><i>Clark Patterson Lee</i> Clark Patterson Lee, P.E.</p> <p><i>Brent Benson</i> Whitfield County, P.E.</p> <p><i>Kimberly Aebhitt</i> Office Hours (GDOT Project Manager's Office)</p> <p><i>Bennett King</i> GDOT Project Manager</p>	<p><u>8/16/2013</u> DATE</p> <p><u>8/19/13</u> DATE</p> <p><u>8/21/13</u> DATE</p> <p><u>8/23/2013</u> DATE</p>
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**Recommendation for approval:**

<p>Program Control Administrator</p> <p><i>* Glenn Bowman / KLP</i> State Environmental Administrator</p> <p><i>* Kathy Zahul / KLP</i> State Traffic Engineer</p> <p><i>* Lisa Myers / KLP</i> Project Review Engineer</p> <p><i>* Jun Birnkammer / KLP</i> State Utilities Engineer</p> <p><i>* Dewayne Comer / KLP</i> District Engineer</p>	<p>DATE</p> <p><u>8-29-13</u></p> <p>DATE</p> <p><u>9-3-13</u></p> <p>DATE</p> <p><u>8-29-13</u></p> <p>DATE</p> <p><u>9-2-13</u></p> <p>DATE</p> <p><u>8-29-13</u></p> <p>DATE</p>
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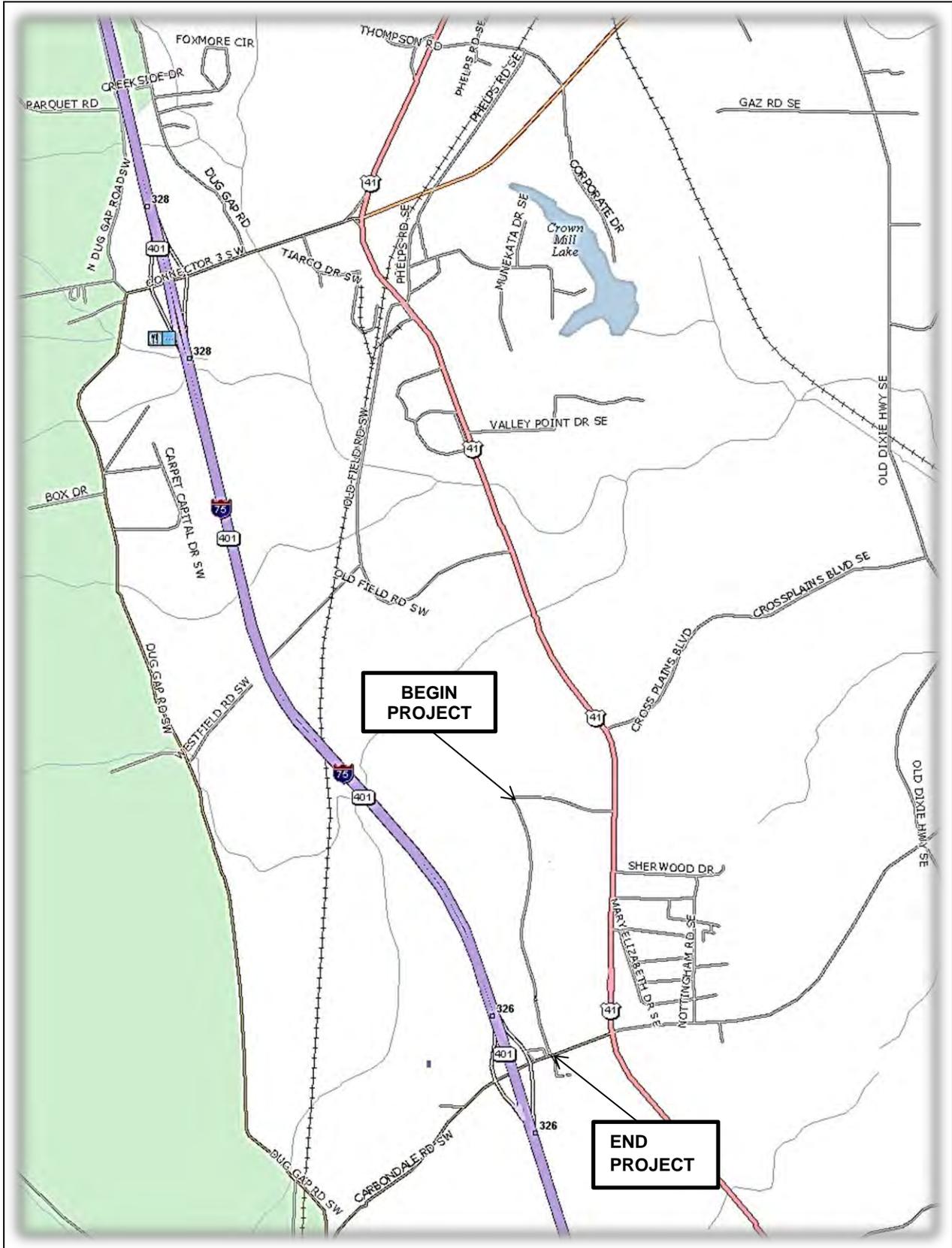
State Transportation Financial Management Administrator

*\* Recommendation on file*

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

<p><i>Cynthia L. Vandeke</i> State Transportation Planning Administrator (recommendation required)</p>	<p>DATE</p> <p><u>9-3-13</u></p>
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### PROJECT LOCATION



County: Whitfield

## PLANNING & BACKGROUND DATA

### Project Justification Statement:

The proposed project would construct a local access road for a planned business park along the east side of I-75 near the Carbondale Road Interchange in Whitfield County, Georgia. North Carbondale Business Park Road, a 4,100-foot north-south oriented roadway would be constructed as a 24-foot asphalt roadway plus concrete curb and gutter. The proposed project would terminate to the south at Carbondale Road with a T-intersection. The northern terminus of the proposed access road would connect to an east-west oriented access road that was previously constructed with County funds.

The proposed Carbondale Business Park Road would have a dedicated right-of-way varying from 80 to 140 feet. All the right-of-way for Carbondale Business Park Road is located within the 185-acre proposed business park property owned by the Dalton-Whitfield County Joint Development Authority. No additional right-of-way is required for improvements on Carbondale Road.

**Description of the proposed project:** The proposed roadway will be a two-lane, heavy-duty asphalt, 4100 foot roadway with curb and gutter. It begins at Carbondale Road, just east of I-75 and goes north until it connects to an east-west oriented access road that was previously constructed with county funds that terminates at SR 3. A left-turn and a right-turn lane is proposed to be constructed on Carbondale Road should the I-75 Interchange @ Carbondale Road, Project No IMSTP-0075-03(208) not be awarded for construction. If the project is awarded, a median will be installed and the left turns will be prohibited. North Carbondale Business Park Road access will operate as a right in, right out.

**Federal Oversight:**  Full Oversight  Exempt  State Funded  Other

**MPO:** Greater Dalton MPO

MPO Project ID N/A

**Regional Commission:** Northwest Georgia RC

RC Project ID None

**Congressional District(s):** 14

**Projected Traffic:** ADT

Current Year (2012): N/A    Open Year (2014): 500    Design Year (2034): 2570  
Traffic Projections Performed by: Moreland Altobelli Associates, Inc.

**Functional Classification (Mainline):** Urban Local Road

**Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project?**  No  Yes

**Is this project on a designated Bike Route, Pedestrian Plan, or Transit Network?**

None  Bike Route  Pedestrian Plan  Transit Network

County: Whitfield

## CONTEXT SENSITIVE SOLUTIONS

**Issues of Concern:** Because this project is on previously undeveloped land, there are no particular issues in this project that require context sensitive solutions.

## DESIGN AND STRUCTURAL DATA

### Mainline Design Features: *North Carbondale Business Park Road*

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>	N/A	2 Lanes	2 Lanes
- Number of Lanes	N/A	2	2
- Lane Width(s)	N/A	12 FT	12 FT
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder or Border Area Width	N/A	16 FT	14 FT
- Outside Shoulder Slope	N/A	2%	2%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	N/A	5 FT	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	N/A		25 MPH
Design Speed	N/A	35 MPH	35 MPH
Min Horizontal Curve Radius	N/A	371 FT	500 FT
Superelevation Rate	N/A	4%	3.9%
Grade	N/A	5%	4.5%
Access Control	N/A	By Permit	By Permit
Right-of-Way Width	N/A	54 FT	80 FT
Maximum Grade – Crossroad	N/A	5%	N/A
Design Vehicle	N/A	SU or P	WB-62

\*According to current GDOT design policy if applicable

**Major Structures:** N/A

**Major Interchanges/Intersections:** The only intersection in this project is where the mainline terminates at a right-in-right-out T-intersection with Carbondale Road. This project ties into the previous phase via a cul-de-sac.

**Utility Involvements:** Since the area is currently undeveloped, no existing utilities will be impacted, but new water, electricity, sewer and storm-water utilities will need to be placed.

**Public Interest Determination Policy and Procedure recommended (Utilities)?**  No  Yes

**SUE Required:**  No  Yes

County: Whitfield

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

Warrants met:  None  Bicycle  Pedestrian  Transit

**Right-of-Way:** Refer to Chapter 3 of GDOT’s Design Policy Manual for guidance.

Required Right-of-Way anticipated:  No  Yes  Undetermined

Whitfield County owns the right-of-way.

Easements anticipated:  None  Temporary  Permanent  Utility  Other

Check all easement types that apply.

Anticipated number of impacted parcels: None  
 Displacements anticipated: 0 Total:  
 Businesses:  
 Residences:  
 Other:

**Location and Design approval:**  Not Required  Required

**Off-site Detours Anticipated:**  No  Undetermined  Yes

**Transportation Management Plan [TMP] Required:**  No  Yes

If Yes: Project classified as:  Non-Significant  Significant

TMP Components Anticipated:  TTC  TO  PI

This project is on new location and the traffic control cost estimate is less than \$250,000.

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:**

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

**Design Variances to GDOT Standard Criteria anticipated:**

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

VE Study anticipated:  No  Yes  Completed – Date:

**ENVIRONMENTAL DATA**

**Anticipated Environmental Document:**

GEPA:  NEPA:  CE  EA/FONSI  EIS

**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  
 Is a Carbon Monoxide hotspot analysis required?  No  Yes

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

This project will be constructed on right of way purchased by Whitfield County prior to June 30, 2012.

County: Whitfield

**Environmental Permits/Variations/Commitments/Coordination anticipated:** *List all anticipated permits, variations, commitments, and coordination needed –Section 404, TVA, Water Quality, etc.*

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	NWP 404 Permit
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required?  No  Yes  Completed – Date:

**NEPA/GEPA:** This project is anticipated to require an EA/FONSI, which is currently being prepared.

**Ecology:** Ecology Survey completed and submitted for review on 3/13/2013.

**History:** The proposed project was field surveyed in compliance with Section 106 of the National Historic Preservation Act of 1966 and amendments thereto. The survey boundary and methodology were established using the GDOT/FHWA Cultural Resource Survey Guidelines.

**Archeology:** No cemeteries have been identified along the proposed alignment.

**Air & Noise:** Air and Noise studies are required for this project. Mitigation measures will be determined once the studies are complete, but none are anticipated at this time.

**Public Involvement:** Public Hearing required

**Major stakeholders:** Dalton-Whitfield County Joint Development Authority, GDOT

**CONSTRUCTION**

**Issues potentially affecting constructability/construction schedule:** Aside from the tie in at Carbondale Road, the project is on new location so there are no known constructability issues.

**Early Completion Incentives recommended for consideration:**  No  Yes

County: Whitfield

**PROJECT RESPONSIBILITIES**

**Project Activities:**

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Whitfield Co/Clark Patterson Lee
Design	Whitfield Co/Clark Patterson Lee
Right-of-Way Acquisition	N/A
Utility Relocation	N/A
Letting to Contract	Whitfield County
Construction Supervision	Whitfield County
Providing Material Pits	Construction Contractor
Providing Detours	N/A
Environmental Studies, Documents, and Permits	Whitfield County/Moreland Altobelli Associates
Environmental Mitigation	Whitfield County
Construction Inspection & Materials Testing	Whitfield County

Lighting required:  No  Yes

Concept Meeting: July 17, 2013

Other projects in the area: I-75 Interchange @ CR 665/ Carbondale Road, Project No IMSTP-0075-03(208), PI NO 610890.

Other coordination to date:

**Project Cost Estimate and Funding Responsibilities:** Add additional rows as necessary; Attach current cost estimates to report.

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
By Whom	Whitfield Co	Whitfield Co	Whitfield Co	Whitfield Co/GDOT	Whitfield Co	
\$ Amount	\$43,000	\$0 County owned R/W	\$0	\$1,940,232.8	\$206,101	\$2,146,633.8 **2,189,333.8
Date of Estimate				9/11/2013	8/8/2013	

\*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment. Water and Sewer cost are funded by Whitfield County.

\*\* \$1,000,000 Appalachian Region Commission Grant

County: Whitfield

**Attachments:**

- 1. Concept Layout
- 2. Typical sections
- 3. Detailed Cost Estimates:
  - a. Construction including Engineering and Inspection
  - b. Completed Fuel & Asphalt Price Adjustment forms
  - c. Mitigation Credit for potential Stream and Wetland impacts
- 4. Traffic diagrams
- 5. Summary of TE Study and/or Signal Warrant Analysis
- 6. Minutes of Concept meeting
- 7. PFA
- 8. Proposed site development

**APPROVALS**

Concur:  9/30/2013  
Director of Engineering Date

Approve:  10/10/13  
Chief Engineer Date

**ATTACHMENT 1**

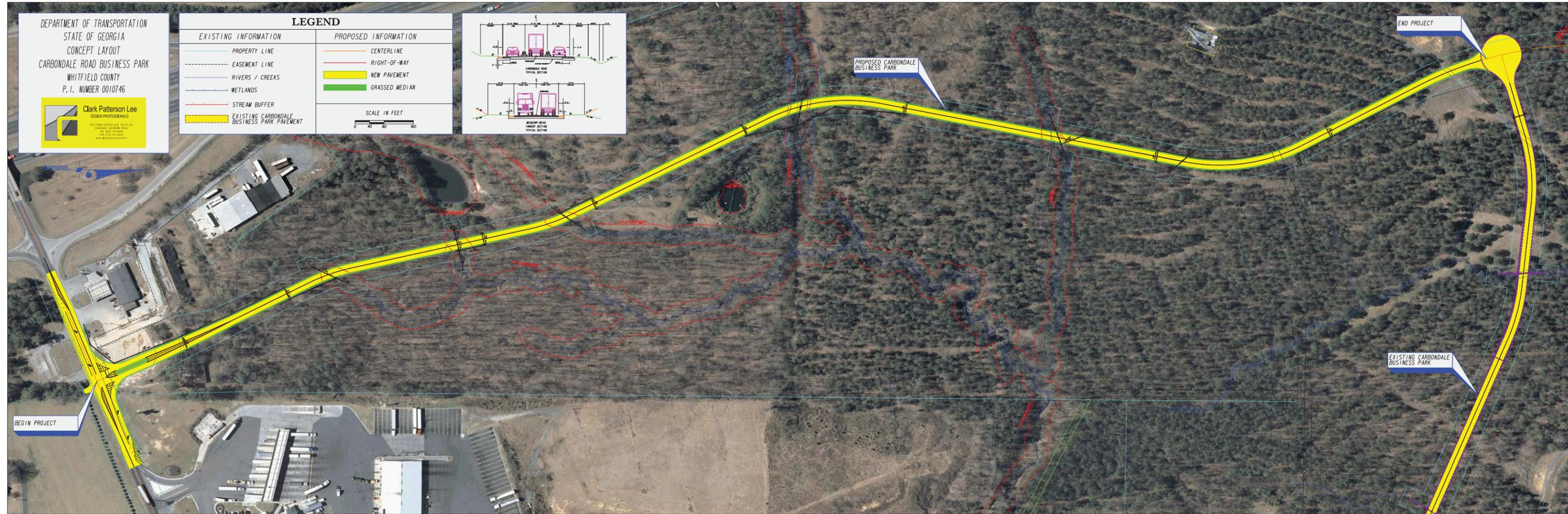
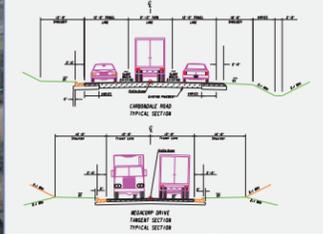
**CONCEPT LAYOUT**

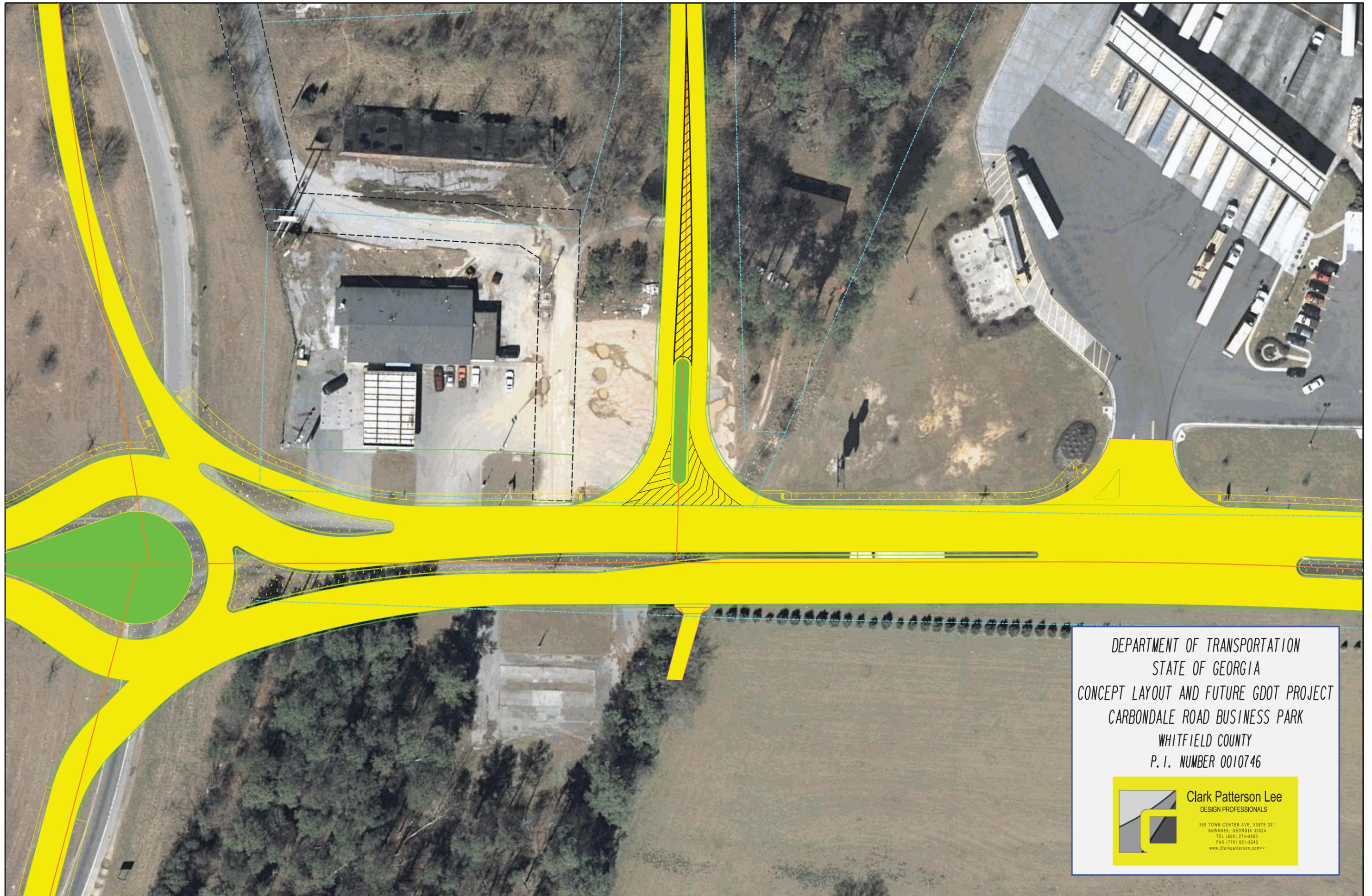
DEPARTMENT OF TRANSPORTATION  
 STATE OF GEORGIA  
 CONCEPT LAYOUT  
 CARBONDALE ROAD BUSINESS PARK  
 WHITFIELD COUNTY  
 P. I. NUMBER 0010746



Clark Patterson Lee  
 DESIGN PROFESSIONALS  
 180 TOWN CENTER AVE., SUITE 201  
 CUMMINGS, GEORGIA 30628  
 TEL: 770.274.4300  
 FAX: 770.274.4301  
 WWW.CLPDESIGN.COM

LEGEND	
EXISTING INFORMATION	PROPOSED INFORMATION
PROPERTY LINE	CENTERLINE
EASEMENT LINE	RIGHT-OF-WAY
RIVERS / CREEKS	NEW PAVEMENT
WETLANDS	GRASSED MEDIAN
STREAM BUFFER	
EXISTING CARBONDALE BUSINESS PARK PAVEMENT	





DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
CONCEPT LAYOUT AND FUTURE GDOT PROJECT  
CARBONDALE ROAD BUSINESS PARK  
WHITFIELD COUNTY  
P. I. NUMBER 0010746



**Clark Patterson Lee**  
DESIGN PROFESSIONALS

350 TOWN CENTER AVE, SUITE 201  
SUWANEE, GEORGIA 30024  
TEL (800) 274-9000  
FAX (770) 831-8243  
[www.clarkpatterson.com](http://www.clarkpatterson.com)

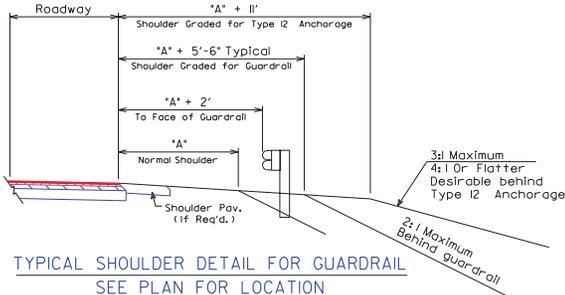
# ATTACHMENT 2

## TYPICAL SECTIONS

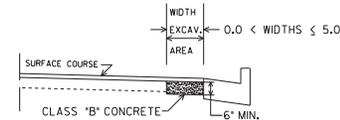
△ SHOULDER SLOPE% / 1'-0" OR RATE OF S.E. WHICHEVER IS GREATER

ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPES NOT TO EXCEED 0.08' / FT

THE 2' PAVED SHOULDER SHALL SLOPE THE SAME AS THE ADJOINING PAVEMENT



TYPICAL SHOULDER DETAIL FOR GUARDRAIL  
SEE PLAN FOR LOCATION

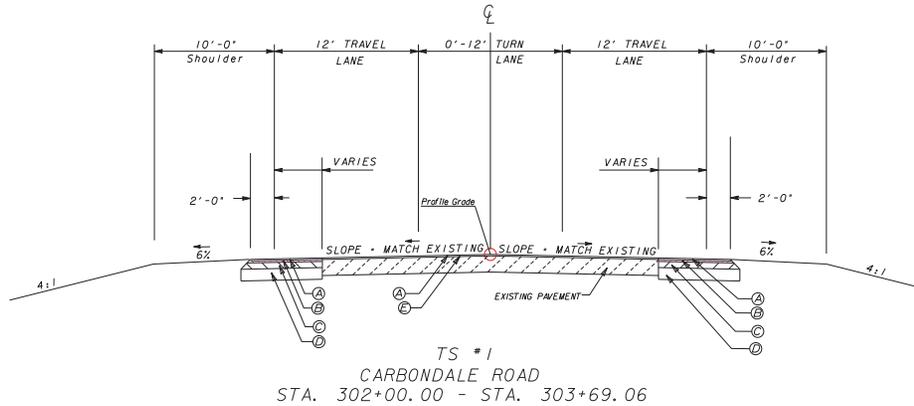


NO SCALE  
CLASS 'B' CONCRETE BASE OR PAVEMENT WIDENING  
Item Code 500-9999 - Cu. Yds.

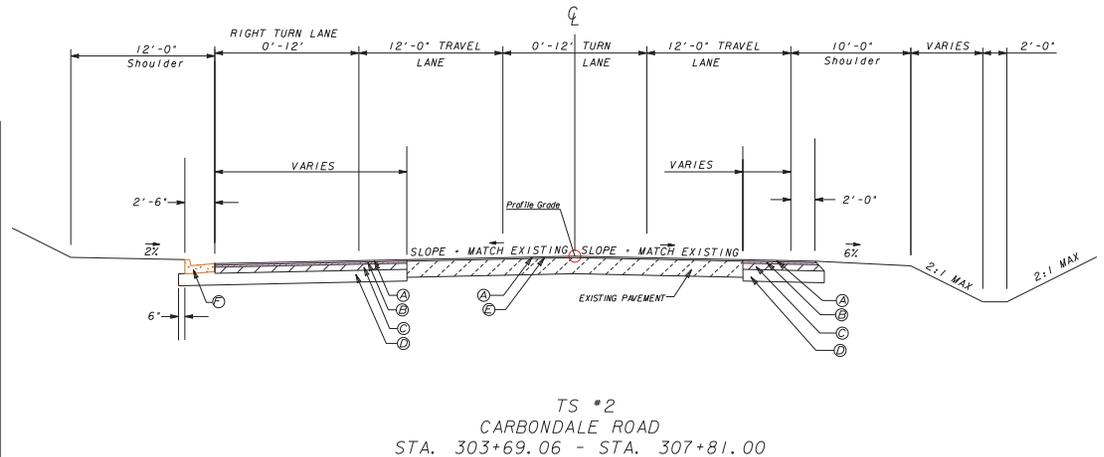
In excavated areas between the existing paving and new curb and gutter that are 5'-0" or less in width, Class 'B' concrete shall be placed in lieu of the base and paving specified by the typical section. Payment will be made under 'Class B Concrete Base and Pavement Widening'.

In excavated areas greater than 5'-0" in width, the Contractor shall place base and paving as specified on the typical section. See plans for details of curb and gutter construction.

**CLASS "B" CONCRETE BASE OR WIDENING DETAIL**



S.E. RATE	Shoulder Slope
2.0% OR 3.0%	4.0%
4.0% OR 5.0%	2.0%
6.0% OR 7.0%	1.0%
8.0% +	0.0%



**REQUIRED PAVEMENT**

- Ⓐ RECYCLED ASPH CONC 12.5 mm. GROUP 2 ONLY SUPERPAVE. INCL BITUM MATL & H LIME. 165 LBS/SY
- Ⓑ RECYCLED ASPH CONC 19 mm SUPERPAVE. GROUP 1 OR 2. INCL BITUM MATL & H LIME. 220 LBS/SY
- Ⓒ RECYCLED ASPH CONC 25 mm SUPERPAVE. GROUP 1 OR 2. INCL BITUM MATL & H LIME. 440 LBS/SY
- Ⓓ GRADED AGGREGATE BASE COURSE. INCL MATL. 12'
- Ⓔ RECYCLED ASPH CONC LEVELING. AS REQ'D
- Ⓕ 8" X30" CONC. CURB & GUTTER, GA. STD. 9032 B. TYPE 2

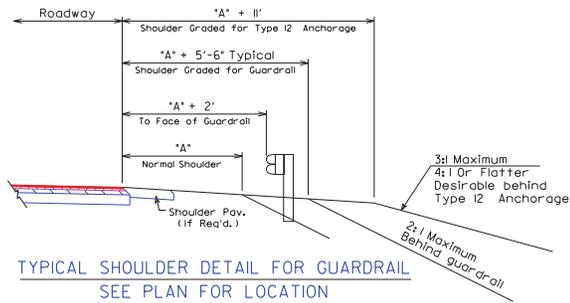
**Clark Patterson Lee**  
DESIGN PROFESSIONALS  
360 TOWN CENTER AVE, SUITE 201  
SUWANEE, GEORGIA 30024  
TEL (678) 274-9000  
FAX (770) 881-9249  
www.clarkpatterson.com

REVISION DATES	WHITFIELD COUNTY
	OFFICE:
	<b>TYPICAL SECTIONS</b>
	CARBONDALE BUSINESS PARK
	DRAWING No. <b>5-01</b>

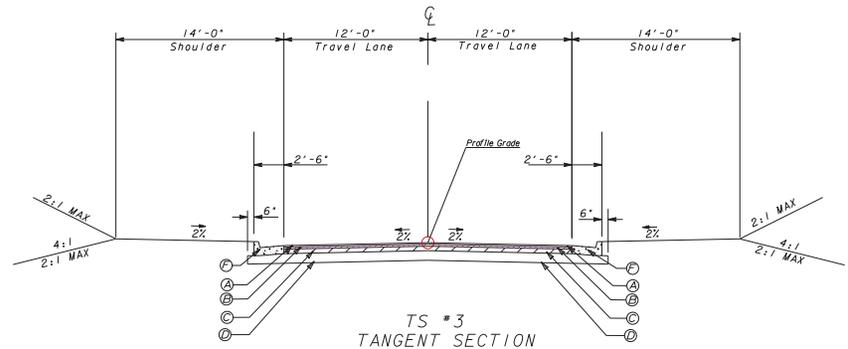
△ SHOULDER SLOPE 1/4" / 1'-0" OR RATE OF S. E.  
WHICHEVER IS GREATER

ALGEBRAIC DIFFERENCE IN PAVING AND  
SHOULDER SLOPES NOT TO EXCEED  
0.08' / FT

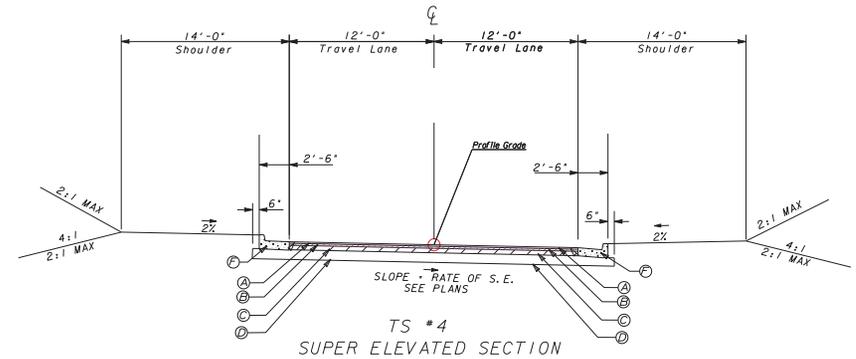
THE 2' PAVED SHOULDER SHALL SLOPE  
THE SAME AS THE ADJOINING PAVEMENT



TYPICAL SHOULDER DETAIL FOR GUARDRAIL  
SEE PLAN FOR LOCATION



TS #3  
TANGENT SECTION  
NORTH CARBONDALE BUSINESS PARK  
STA. 209+97.13 - STA. 211+90.60  
STA. 216+98.33 - STA. 223+69.40  
STA. 228+66.88 - STA. 232+89.92  
STA. 235+85.13 - STA. 239+11.94  
STA. 242+08.46 - STA. 247+62.37



TS #4  
SUPER ELEVATED SECTION  
NORTH CARBONDALE BUSINESS PARK  
STA. 207+17.35 - STA. 209+97.13  
STA. 211+90.60 - STA. 216+98.33  
STA. 223+69.40 - STA. 228+66.88  
STA. 232+89.92 - STA. 235+85.13  
STA. 239+11.94 - STA. 242+08.46

REQUIRED PAVEMENT

- Ⓐ RECYCLED ASPH CONC 12.5 mm, GROUP 2 ONLY SUPERPAVE, INCL BITUM MATL & H LIME, 165 LBS/SY
- Ⓑ RECYCLED ASPH CONC 19 mm SUPERPAVE, GROUP 1 OR 2, INCL BITUM MATL & H LIME, 220 LBS/SY
- Ⓒ RECYCLED ASPH CONC 25 mm SUPERPAVE, GROUP 1 OR 2, INCL BITUM MATL & H LIME, 440 LBS/SY
- Ⓓ GRADED AGGREGATE BASE COURSE, INCL MATL, 10"
- Ⓔ RECYCLED ASPH CONC LEVELING, AS REQ'D
- Ⓕ 8" X 30" CONC. CURB & GUTTER, GA. STD. 9032 B. TYPE 2



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FAX (770) 881-9249  
www.clarkpatterson.com

REVISION DATES


WHITFIELD COUNTY

OFFICE:

TYPICAL SECTIONS

CARBONDALE BUSINESS PARK

DRAWING NO.  
5-02

ATTACHMENT 3

COST ESTIMATES

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

-----  
INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No.  ,

OFFICE

DATE

P.I. No.

FROM

TO Lisa L. Myers, Project Review Engineer

**SUBJECT REVISIONS TO PROGRAMMED COSTS**

MNGT LET DATE

PROJECT MANAGER

MNGT R/W DATE

**PROGRAMMED COST (TPro W/OUT INFLATION)**

**LAST ESTIMATE UPDATE**

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

**REVISED COST ESTIMATES**

CONSTRUCTION\* \$

RIGHT OF WAY \$

UTILITIES \$

\* Costs contain  % Engineering and Inspection

**REASON FOR COST INCREASE**

**CONTINGENCY SUMMARY**

Construction Cost Estimate:	\$ 1,752,007.34	(Base Estimate)
Engineering and Inspection:	\$ 87,600.38	(Base Estimate x 5 %)
Total Liquid AC Adjustment	\$ 100,625.14	(From attached worksheet)
<b>Construction Total:</b>	<b>\$ 1,940,232.85</b>	

**REIMBURSABLE UTILITY COST**

Utility Owner

Reimbursable Cost



Attachments

Cost Estimate Phase 2.txt  
STATE HIGHWAY AGENCY

DATE : 09/11/2013  
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 11901 - PH 2                      SPEC YEAR: 01  
DESCRIPTION: CARBONDALE BUSINESS PARK - PHASE 2

ITEMS FOR JOB 11901 - PH 2

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - PHASE 2 TRAFFIC CONTROL	1.000	15000.00	15000.00
0010	207-0203		CY	FOUND BK FILL MATL, TP II	350.000	3.44	1206.05
0015	210-0100		LS	GRADING COMPLETE - PHASE 2 GRADING COMPLETE	1.000	405000.00	405000.00
0020	210-0250		CY	UNDERCUT EXCAVATION	1150.000	9.02	10373.00
0025	310-1101		TN	GR AGGR BASE CRS, INCL MATL	9150.000	15.53	142127.77
0030	318-3000		TN	AGGR SURF CRS	100.000	5.06	506.90
0035	402-3103		TN	REC AC 9.5 MM SP,TPII,GP2, INCL BM & H L	7.000	71.81	502.71
0040	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	2950.000	66.01	194747.41
0045	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	1250.000	26.85	33562.88
0050	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	1460.000	67.92	99175.41
0055	413-1000		GL	BITUM TACK COAT	1900.000	5.83	11084.77
0060	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	1900.000	1.05	1995.38
0070	441-0748		SY	CONC MEDIAN, 6 IN	200.000	101.33	20266.88
0080	441-6222		LF	CONC CURB & GUTTER/ 8"x30"TP2	10900.000	35.06	382205.99
0085	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	40.000	160.14	6405.72
0107	641-1200		LF	GUARDRAIL, TP W	1400.000	29.43	41206.23
0108	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	7.000	611.57	4281.04
0109	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	7.000	1969.31	13785.22
0110	643-8200		LF	BARRIER FENCE (ORANGE), 4 FT	1200.000	58.69	70429.02
0120	550-1180		LF	STM DR PIPE 18",H 1-10	1800.000	3.63	6549.23
0123	550-1181		LF	STM DR PIPE 18",H 10-15	115.000	33.96	3905.73
0125	550-1240		LF	STM DR PIPE 24",H 1-10	525.000	9.54	5011.69
0130	550-1241		LF	STM DR PIPE 24",H 10-15	200.000	38.98	7796.94
0135	550-1242		LF	STM DR PIPE 24",H 15-20	750.000	38.17	28628.87
0140	550-1420		LF	STM DR PIPE 42",H 1-10	20.000	99.35	1987.09
0145	550-1421		LF	STM DR PIPE 42",H 10-15	120.000	105.00	12600.00
0153	550-4218		EA	FLARED END SECT 18 IN, ST DR	3.000	482.71	1448.15
0155	550-4224		EA	FLARED END SECT 24 IN, ST DR	9.000	600.28	5402.57
0164	550-4242		EA	FLARED END SECT 42 IN, ST DR	2.000	1422.28	2844.56
0165	573-2006		LF	UNDDR PIPE INCL DRAIN AGGR 6"	1100.000	2.04	2247.61
0170	668-1100		EA	CATCH BASIN, GP 1	29.000	2050.74	59471.71
0175	668-1110		LF	CATCH BASIN, GP 1, ADDL DEPTH	46.000	165.71	7622.89
0179	668-2100		EA	DROP INLET, GP 1	2.000	1683.46	3366.93
0188	668-4300		EA	STORM SEW MANHOLE, TP 1	3.000	1802.38	5407.15
0189	668-4311		LF	ST SEW MANHOLE,TP 1,A DEP,CL 1	14.000	163.41	2287.80
0194	009-3000		LS	MISCELLANEOUS CONSTRUCTION EROSION CONTROL	1.000	30000.00	30000.00
0195	163-0300		EA	CONSTRUCTION EXIT	2.000	1225.75	2451.52

Cost Estimate Phase 2.txt  
STATE HIGHWAY AGENCY

DATE : 09/11/2013  
PAGE : 2

JOB ESTIMATE REPORT

0200	163-0503	EA	CONSTR AND REMOVE SILT CONTROL GATE,TP 3	8.000	351.97	2815.80
0205	163-0520	LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	500.000	4.79	2398.06
0210	163-0527	EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	10.000	224.00	2240.07
0220	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	58.000	156.74	9091.12
0225	165-0010	LF	MAINT OF TEMP SILT FENCE, TP A	1900.000	4.63	8797.87
0230	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	3700.000	2.59	9608.46
0235	165-0041	LF	MAINT OF CHECK DAMS - ALL TYPES	225.000	1.65	372.85
0240	165-0087	EA	MAINT OF SILT CONTROL GATE, TP 3	8.000	92.32	738.61
0245	165-0101	EA	MAINT OF CONST EXIT	2.000	570.14	1140.30
0250	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	64.000	25.41	1626.85
0255	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	4.000	150.48	601.94
0260	171-0010	LF	TEMPORARY SILT FENCE, TYPE A	1900.000	0.09	187.82
0265	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	3700.000	3.96	14686.93
0270	603-2181	SY	STN DUMPED RIP RAP, TP 3, 18"	160.000	92.40	14784.87
0275	603-7000	SY	PLASTIC FILTER FABRIC	160.000	4.83	773.98
0280	700-5000	LS	GRASSING (COMPLETE) -	1.000	8000.00	8000.00
0285	716-2000	SY	EROSION CONTROL MATS, SLOPES	20700.000	0.23	4805.92
0290	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	71.000	14.35	1019.31
0295	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	56.000	48.68	2726.61
0300	636-2030	LF	GALV STEEL POSTS, TP 3	158.000	10.73	1696.06
0309	653-0110	EA	THERM PVMT MARK, ARROW, TP 1	3.000	75.30	225.91
0310	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	6.000	118.00	708.02
0315	653-0210	EA	THERM PVMT MARK, WORD , TP 1	1.000	105.23	105.24
0320	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	800.000	0.52	418.71
0325	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	10100.000	1.38	13998.70
0330	653-1704	LF	THERM SOLID TRAF STRIPE,24",WH	36.000	0.43	15.50
0335	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	1150.000	0.44	510.73
0340	653-6004	SY	THERM TRAF STRIPING, WHITE	330.000	8.52	2813.17
0345	653-6006	SY	THERM TRAF STRIPING, YELLOW	320.000	6.51	2085.66
0350	654-1001	EA	RAISED PVMT MARKERS TP 1	30.000	1.91	57.35
0355	654-1003	EA	RAISED PVMT MARKERS TP 3	44.000	1.41	62.10
ITEM TOTAL						1752007.31
INFLATED ITEM TOTAL						1752007.31
TOTALS FOR JOB 11901 - PH 2						
ESTIMATED COST:						1752007.34
CONTINGENCY PERCENT ( 0.0 ):						0.00
ESTIMATED TOTAL:						1752007.34



10746	CALL NO.
0010746	
8/20/2013	

PROJ. NO.  
P.I. NO.  
DATE

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA) \$ 0  
 Monthly Asphalt Cement Price month placed (APM) \$ 921.60  
 Monthly Asphalt Cement Price month project let (APL) \$ 576.00  
 Total Monthly Tonnage of asphalt cement (TMT) 0

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

**TOTAL LIQUID AC ADJUSTMENT \$ 100,625.14**

PI Number 0010746  
Whitfield County

Mitigation Credits for potential stream and wetland impacts

Listed below, based on the ecological fieldwork and preliminary analysis, are the **estimated** stream and wetland credits that will be required for mitigation and the **estimated** cost:

2556.8 Stream Credits X \$70.00/per stream credit = \$178,976.00

2.17 Wetland Credits X \$12,500.00/per wetland credit = \$ 27,125.00

Total = **\$206,101.00**

The stream and wetland credits figures are **not** official pending approval of the ecology report and the dollar amounts are **estimates**; however, based on past projects similar in scope, this will provide an idea for future project planning.

# ATTACHMENT 4

## TRAFFIC

# Department of Transportation State of Georgia

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## INTERDEPARTMENT CORRESPONDENCE

**FILE** Whitfield County  
P.I. # 0010746

**OFFICE** Planning

**DATE** October 23, 2012

**FROM** Cynthia L. VanDyke, State Transportation Planning Administrator

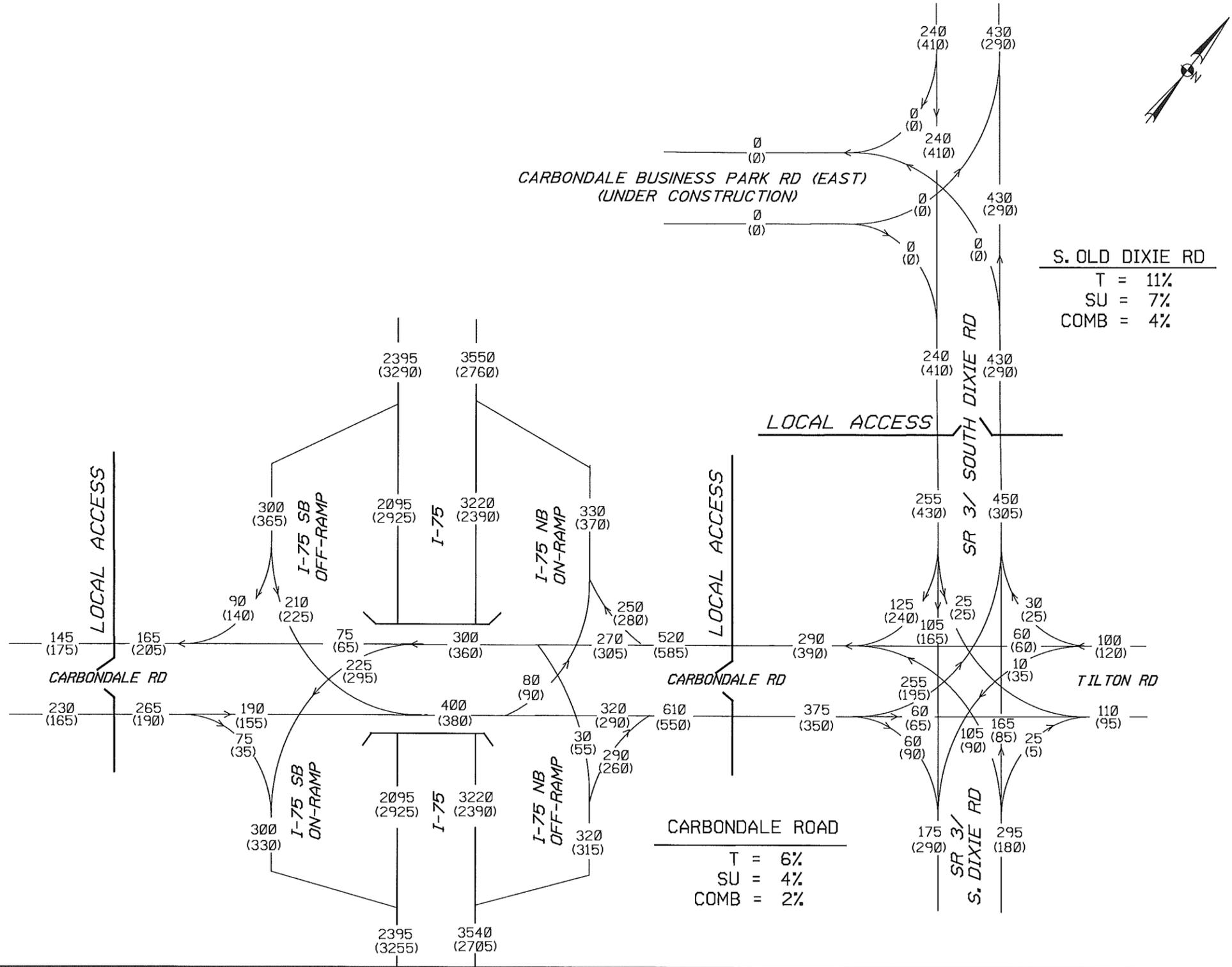
**TO** Genetha Rice-Singleton, State Program Delivery Design Engineer  
**Attention:** Kimberly Nesbitt

**SUBJECT** **Reviewed** Design Traffic for CARBONDALE BUSINESS PARK - LOCAL  
ACCESS ROAD

As per your request, we reviewed the consultant's Design Traffic for the  
above project.

The Design Traffic is approved based on the information furnished by the  
consultant, Moreland Altobelli Associates, Inc. Any questions that you may  
have concerning this review should be addressed to Leslie R. Woods at  
(404) 631-1773.

CLV/LRW

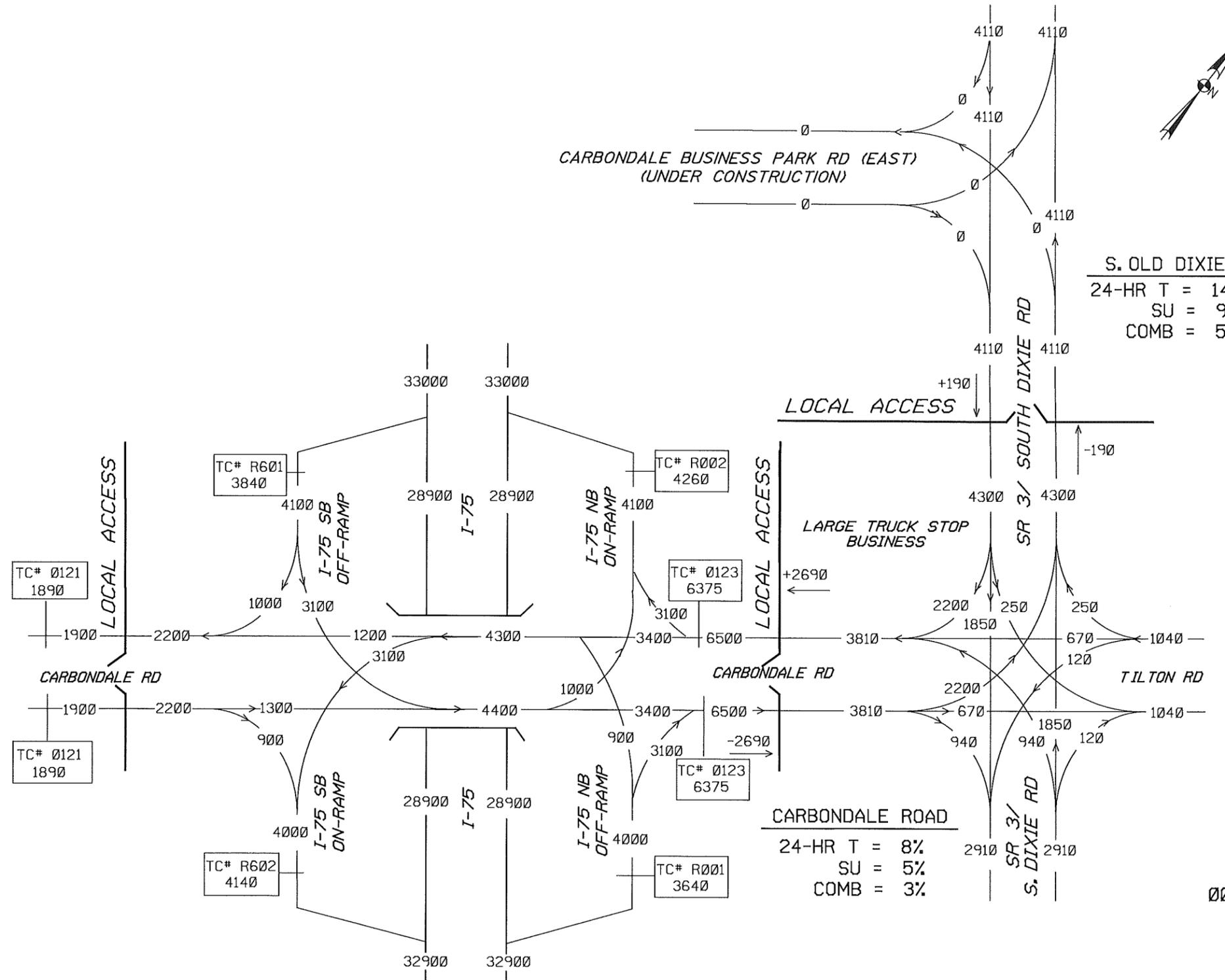


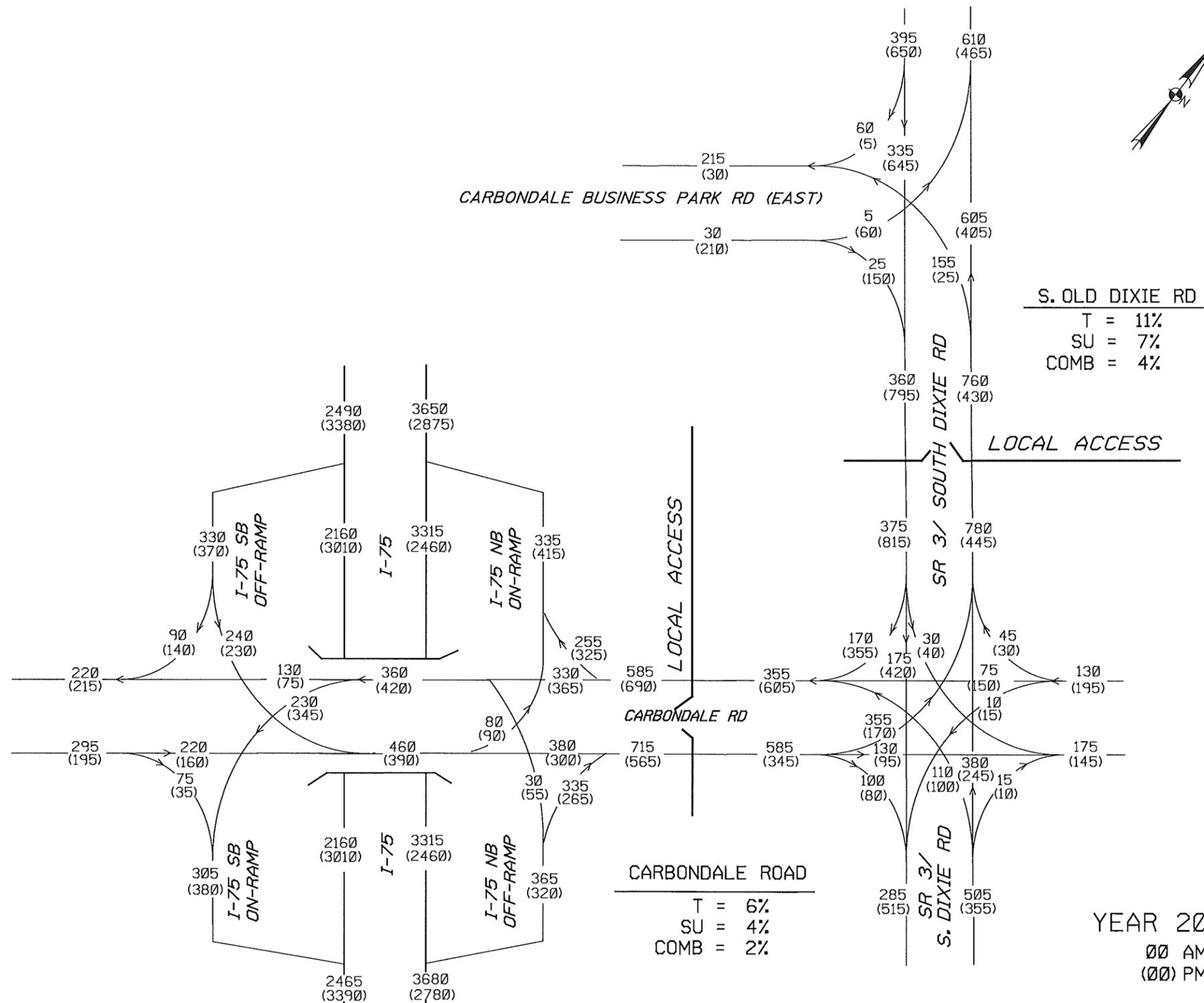
**MA** Moreland Altabelli Associates, Inc.  
 2211 Beaver Run Road  
 Suite 190  
 Norcross, Georgia 30071  
 Telephone (770) 263-5945

GEORGIA DEPARTMENT OF TRANSPORTATION  
 WHITFIELD COUNTY, GEORGIA  
 P.I. NUMBER: 0010746

REVISION DATES	

STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE: PROGRAM DELIVERY  
**TRAFFIC FLOW DIAGRAMS**  
 YEAR 2011 EXISTING PEAK HOUR TRAFFIC  
 CARBONDALE BUSINESS PARK ROAD





DATE: 11/11/07  
 TIME: 10:00 AM  
 SHEET: 10-03

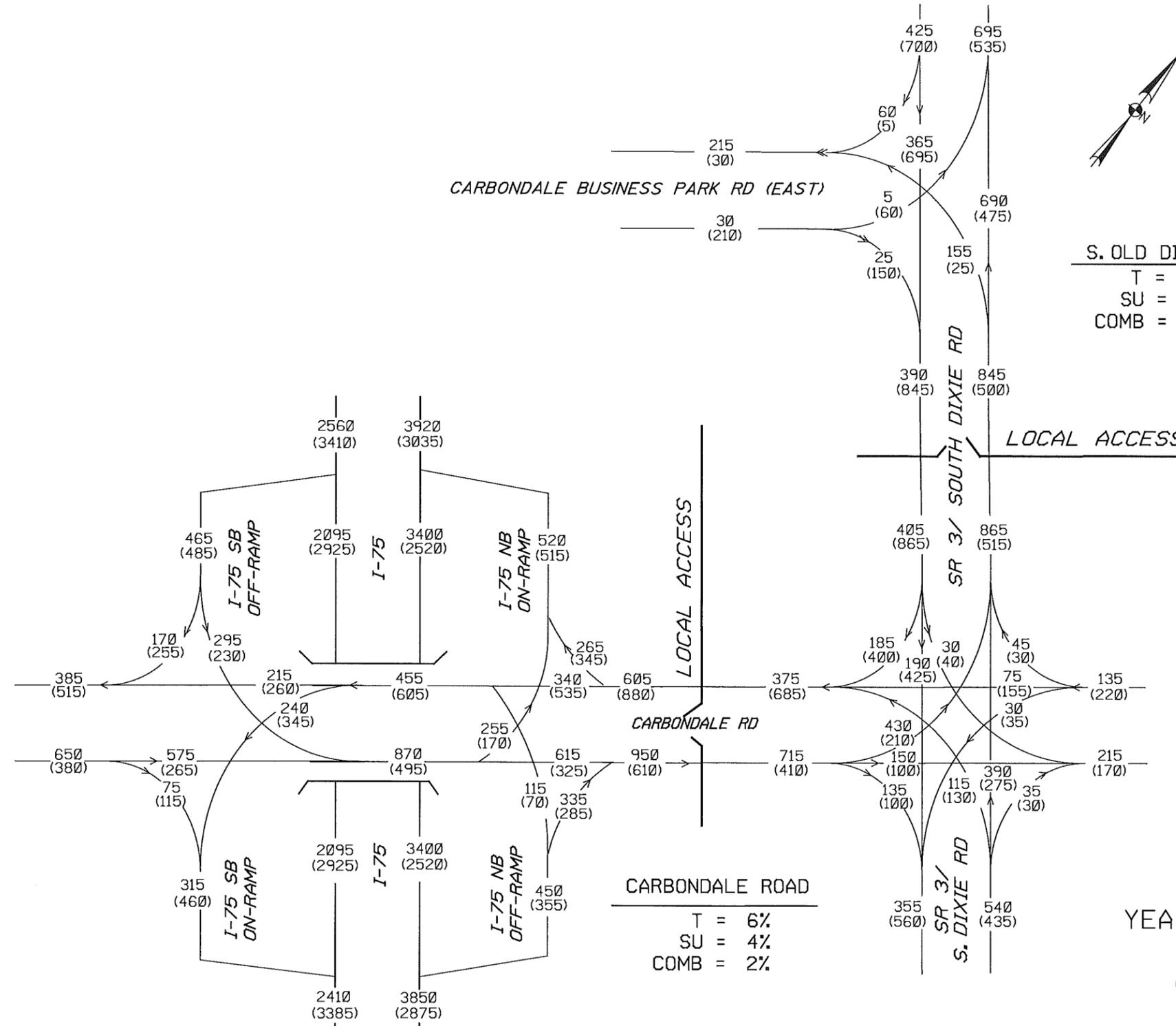
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REVISION DATES	

STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE: PROGRAM DELIVERY  
**TRAFFIC FLOW DIAGRAMS**  
 YEAR 2014 NO-BUILD  
 PEAK HOUR TRAFFIC  
 CARBONDALE BUSINESS PARK ROAD

DRAWING No. **10-03**

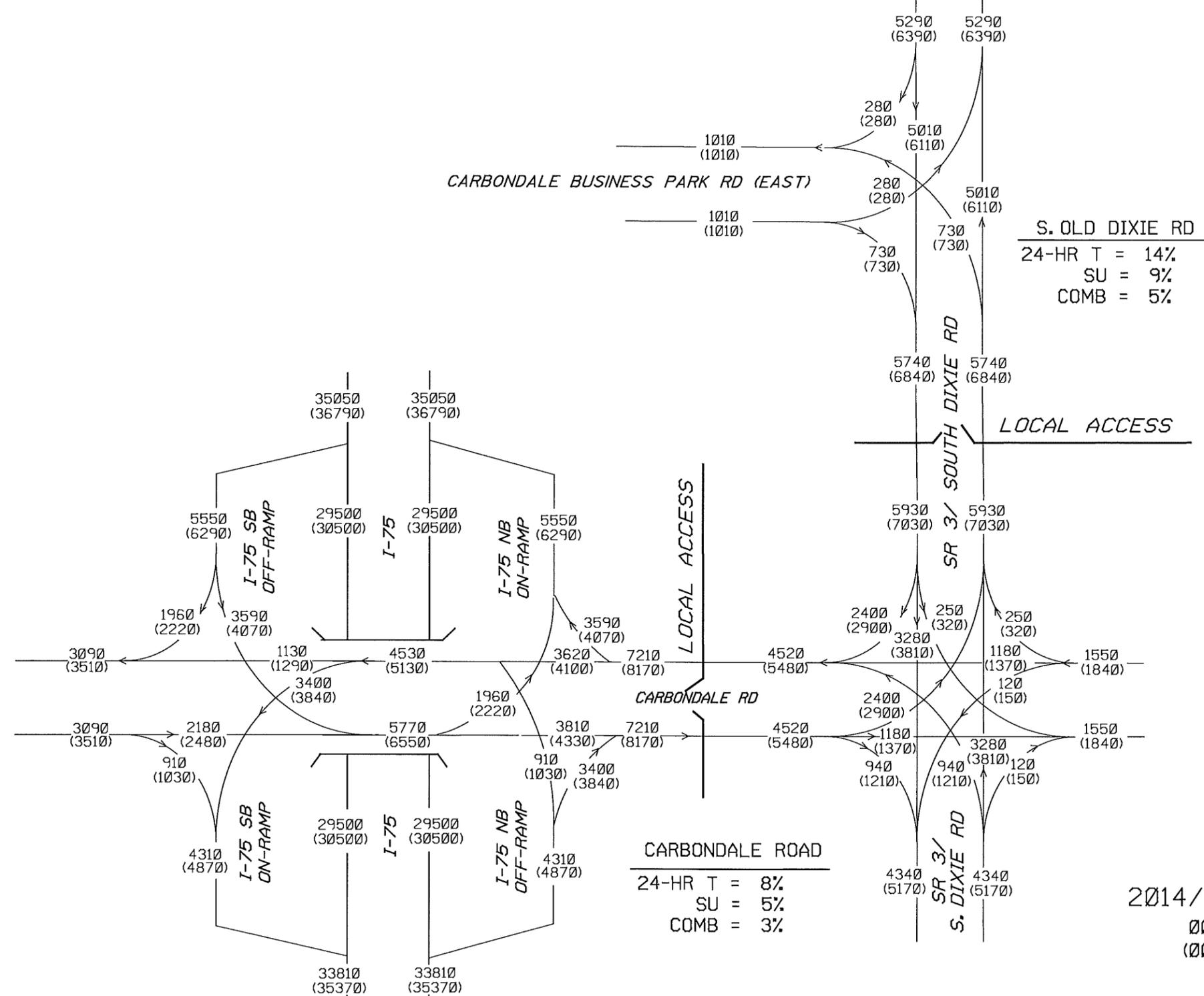


S. OLD DIXIE RD  
T = 11%  
SU = 7%  
COMB = 4%

CARBONDALE ROAD  
T = 6%  
SU = 4%  
COMB = 2%

YEAR 2034 NO-BUILD  
00 AM PEAK HOUR  
00 PM PEAK HOUR

<p>34/2007</p> <p style="font-size: small;">GPM  INGENIERIA  INGENIERIA  INGENIERIA  INGENIERIA</p>	<p>Moreland Altabelli  Associates, Inc.  2211 Beaver Run Road  Suite 190  Norcross, Georgia 30071  Telephone (770) 263-5945</p>	<p>GEORGIA  DEPARTMENT OF TRANSPORTATION  WHITFIELD COUNTY, GEORGIA  P.I. NUMBER: 0010746</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <tr><th colspan="2">REVISION DATES</th></tr> <tr><td> </td><td> </td></tr> </table>	REVISION DATES												<p>STATE OF GEORGIA  DEPARTMENT OF TRANSPORTATION  OFFICE: PROGRAM DELIVERY  <b>TRAFFIC FLOW DIAGRAMS</b>  YEAR 2034 NO-BUILD  PEAK HOUR TRAFFIC  CARBONDALE BUSINESS PARK ROAD</p>	<p>DRAWING No.  <b>10-04</b></p>
REVISION DATES																	



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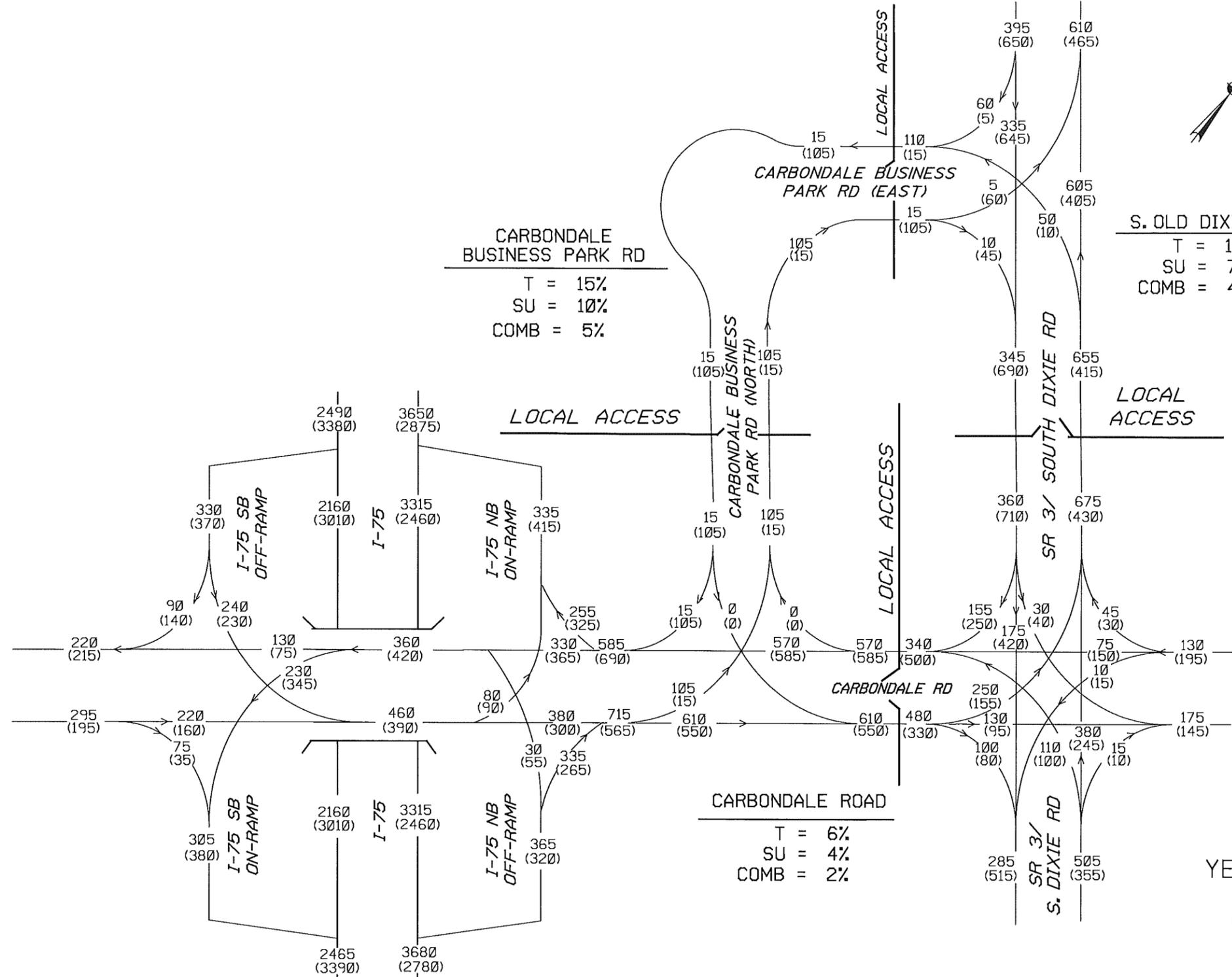
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 WHITFIELD COUNTY, GEORGIA  
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REVISION DATES	

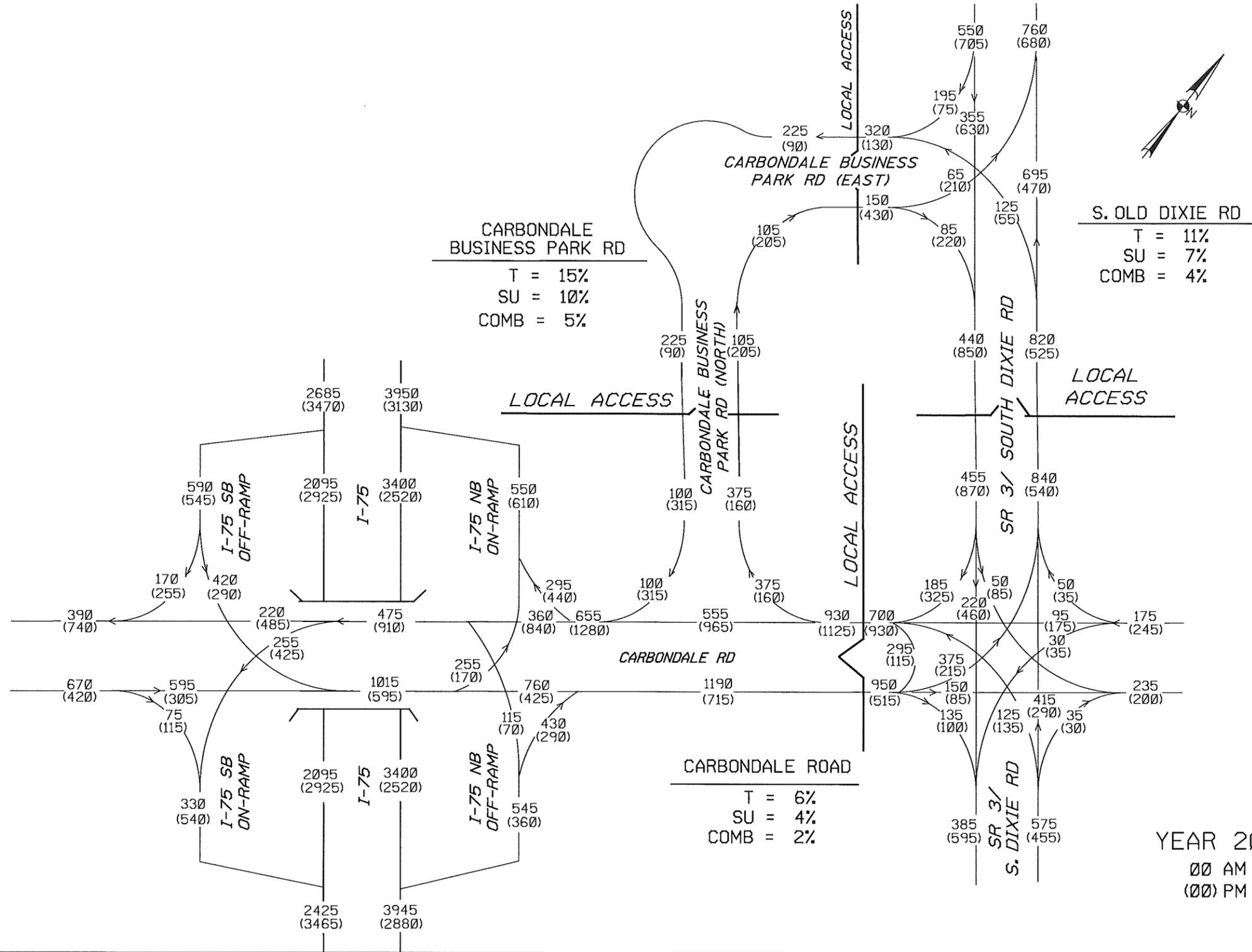
STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE: PROGRAM DELIVERY

**TRAFFIC FLOW DIAGRAMS**  
 YEAR 2014 & 2034 NO-BUILD  
 AVERAGE DAILY TRAFFIC  
 CARBONDALE BUSINESS PARK ROAD

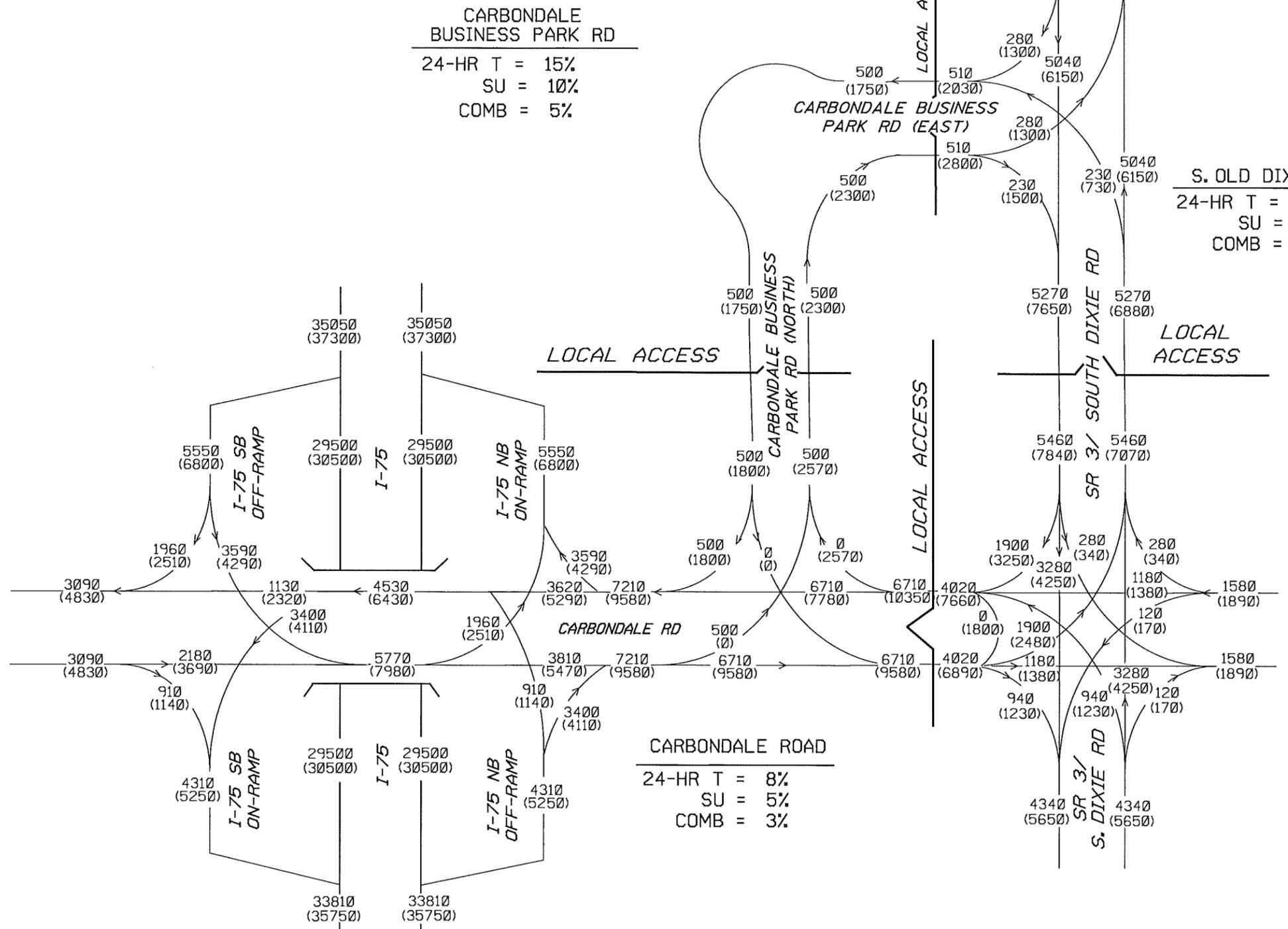
DRAWING No. **10-05**



<p><b>MA</b>                  Moreland Altobelli Associates, Inc.                  2211 Beaver Run Road                  Suite 190                  Norcross, Georgia 30071                  Telephone (770) 263-5945</p>	<p>GEORGIA                  DEPARTMENT OF TRANSPORTATION                  WHITFIELD COUNTY, GEORGIA                  P.I. NUMBER: 0010746</p>	<p>REVISION DATES</p> <table border="1" style="width: 100%; height: 40px;"> <tr><td> </td><td> </td><td> </td></tr> </table>				<p>STATE OF GEORGIA                  DEPARTMENT OF TRANSPORTATION                  OFFICE: PROGRAM DELIVERY  <b>TRAFFIC FLOW DIAGRAMS</b>                  YEAR 2014 BUILD                  PEAK HOUR TRAFFIC                  CARBONDALE BUSINESS PARK ROAD</p>
			<p>DRAWING No. <b>10-06</b></p>			



 <p>Moreland Altobelli Associates, Inc. 2211 Beaver Run Road Suite 190 Norcross, Georgia 30071 Telephone (770) 263-5945</p>	GEORGIA DEPARTMENT OF TRANSPORTATION WHITFIELD COUNTY, GEORGIA P.I. NUMBER: 0010746	REVISION DATES <table border="1" style="width:100%; height: 40px;"> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>													STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PROGRAM DELIVERY <b>TRAFFIC FLOW DIAGRAMS</b> YEAR 2034 BUILD PEAK HOUR TRAFFIC CARBONDALE BUSINESS PARK ROAD
			DRAWING No. <b>10-07</b>												



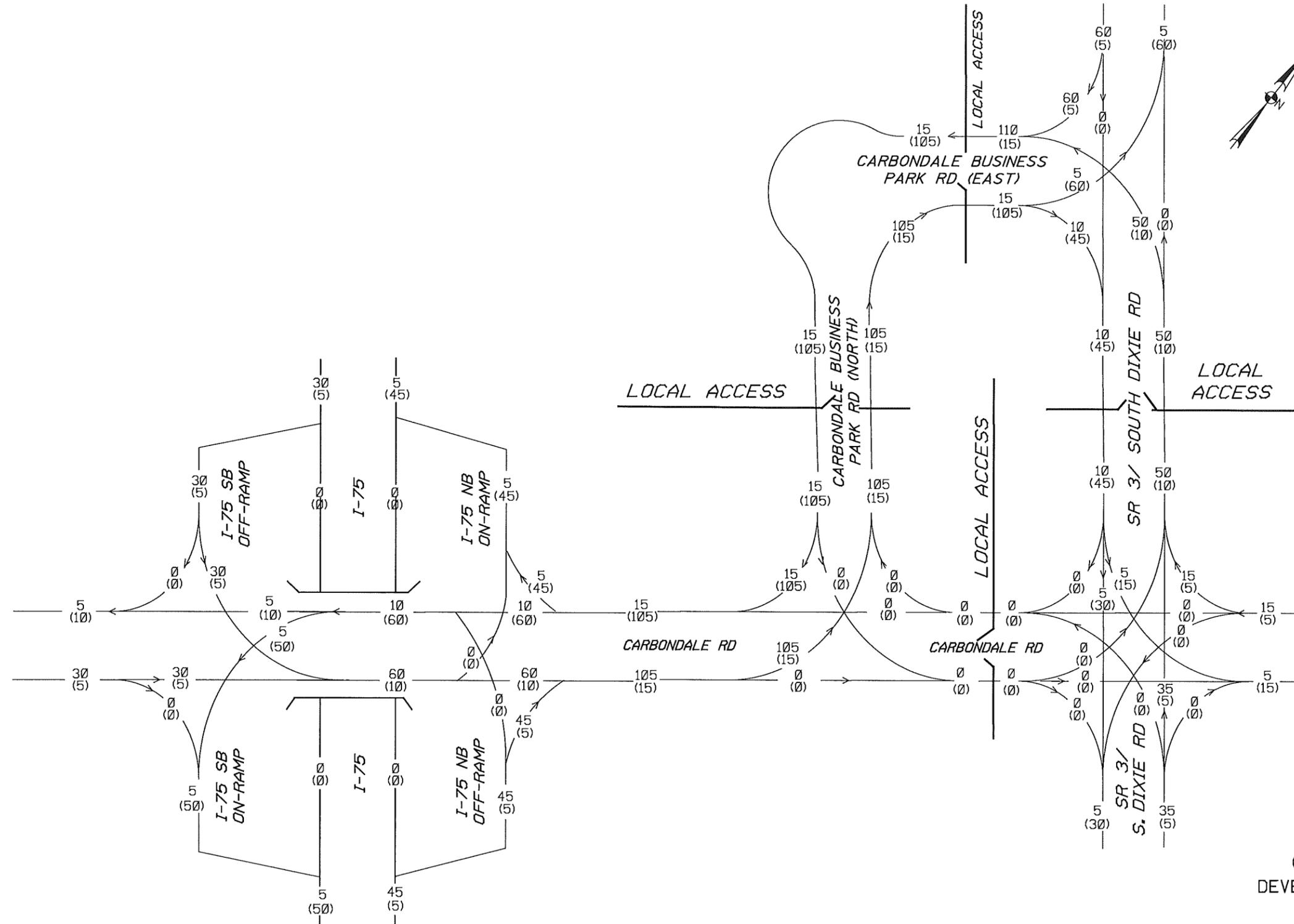
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GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 WHITFIELD COUNTY, GEORGIA  
 P.I. NUMBER: 0010746

REVISION DATES	

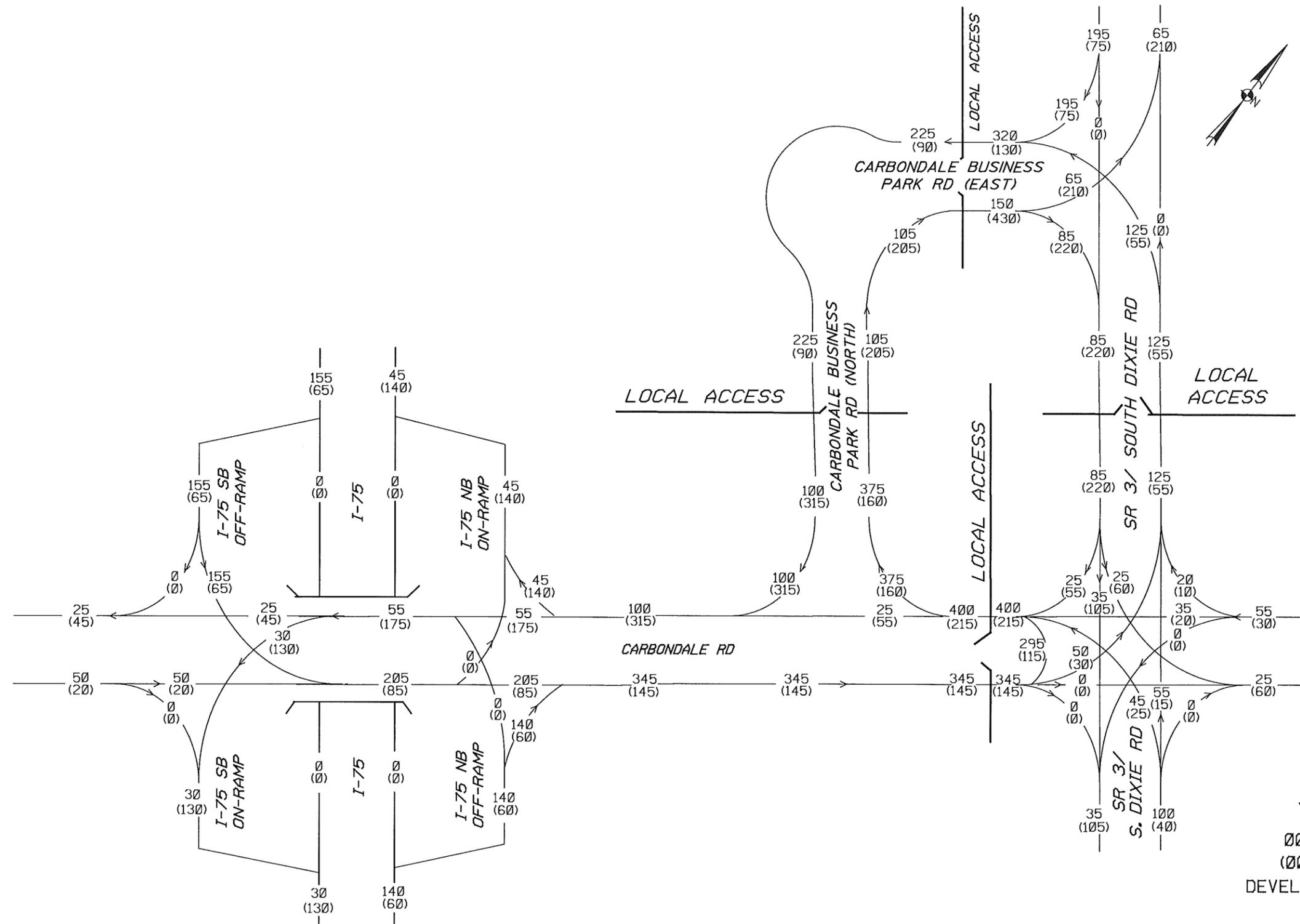
STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE: PROGRAM DELIVERY  
**TRAFFIC FLOW DIAGRAMS**  
 YEAR 2014 & 2034 BUILD  
 AVERAGE DAILY TRAFFIC  
 CARBONDALE BUSINESS PARK ROAD

DRAWING No.  
**10-08**



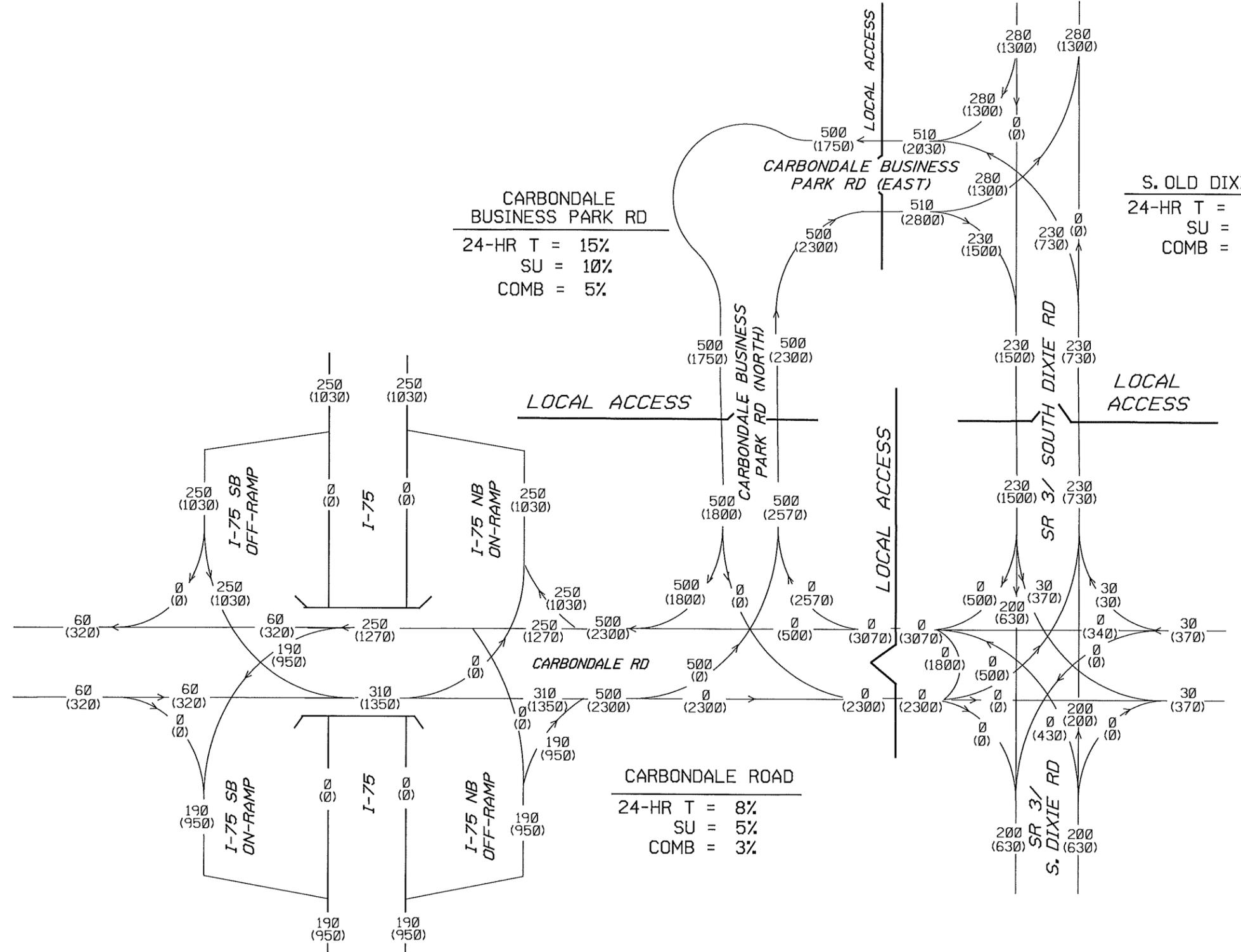
YEAR 2014  
 00 AM PEAK HOUR  
 00 PM PEAK HOUR  
 DEVELOPMENT TRAFFIC ONLY

 <p>Moreland Altabelli Associates, Inc. 2211 Beaver Run Road Suite 190 Norcross, Georgia 30071 Telephone (770) 263-5945</p>	<p>GEORGIA DEPARTMENT OF TRANSPORTATION WHITFIELD COUNTY, GEORGIA P.I. NUMBER: 0010746</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">REVISION DATES</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> </tbody> </table>	REVISION DATES																		<p>STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PROGRAM DELIVERY</p> <p><b>TRAFFIC FLOW DIAGRAMS</b> YEAR 2014 BUILD DEVELOPMENT TRAFFIC ONLY CARBONDALE BUSINESS PARK ROAD</p> <p style="text-align: right;">DRAWING No. <b>10-09</b></p>
REVISION DATES																					



YEAR 2034  
 00 AM PEAK HOUR  
 (00) PM PEAK HOUR  
 DEVELOPMENT TRAFFIC ONLY

<b>Moreland Altobelli Associates, Inc.</b> 2211 Beaver Run Road Suite 190 Norcross, Georgia 30071 Telephone (770) 263-5945	GEORGIA DEPARTMENT OF TRANSPORTATION WHITFIELD COUNTY, GEORGIA P.I. NUMBER: 0010746	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">REVISION DATES</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> </tbody> </table>	REVISION DATES														STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PROGRAM DELIVERY <b>TRAFFIC FLOW DIAGRAMS</b> YEAR 2034 BUILD DEVELOPMENT TRAFFIC ONLY CARBONDALE BUSINESS PARK ROAD
REVISION DATES																	
			DRAWING No. <b>10-10</b>														



**CARBONDALE BUSINESS PARK RD**  
 24-HR T = 15%  
 SU = 10%  
 COMB = 5%

**S. OLD DIXIE RD**  
 24-HR T = 14%  
 SU = 9%  
 COMB = 5%

**CARBONDALE ROAD**  
 24-HR T = 8%  
 SU = 5%  
 COMB = 3%

2014/2034 ADT  
 (0) 2014 ADT  
 (00) 2034 ADT  
 DEVELOPMENT TRAFFIC ONLY

3/1/2007

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 P.I. NUMBER: 0010746

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 DEPARTMENT OF TRANSPORTATION  
 OFFICE: PROGRAM DELIVERY  
**TRAFFIC FLOW DIAGRAMS**  
 YEAR 2014 & 2034 BUILD ADT  
 DEVELOPMENT TRAFFIC ONLY  
 CARBONDALE BUSINESS PARK ROAD

DRAWING No. 10-11

## Traffic Projections/Forecasting Summary Sheet

P.I. # 0010746  
Carbondale Business Park Road  
Whitfield County

**Year the counts** were taken in 2010 and in 2011

### Traffic Growth

#### Carbondale Business Park Road (North)

---ADT given for the New Location Roadway at Carbondale Road--

- 2011 to 2014 - Site Trip Generation of 1,000 vehicles per day (500 enter and 500 exit from the driveway at Carbondale Road. See trip generation and assignment in Traffic Methodology Report and traffic flow diagram Sheet 10-08.
- 2014 to 2034 – Site Trip Generation of 4,370 vpd, (1,800 vpd exiting and 2,570 vpd entering). See trip generation and assignment in Traffic Methodology Report and traffic flow diagram Sheet 10-08.
- $K = 10.8\%$  (Calculated, see traffic flow diagram Sheets 10-07 and 10-08)
- $D = 79/21$  (Calculated using AM peak hour, see traffic flow diagram Sheets 10-07 and 10-08)

### Assumptions

- GDOT Project IMSTP-0075-03 (208), P.I. Number 610890 is assumed not to be constructed and opened until 2016. This project is the widening of Carbondale Road to four-lanes divided and it includes roundabouts at the intersections of the I-75 ramps and SR 3 (South Dixie Road). Therefore, Carbondale Business Park Road (North) in 2016 would be converted into a right-in and right-out street. All eastbound left-turns from Carbondale Road into the Business Park will have to do a U-turn at the truck stop median opening located between the Carbondale Business Park Road and SR 3 (South Dixie Road) or the left-turns can use the roundabout at SR 3 (South Dixie Road). These left-turns are shown in the build traffic flow diagrams as a U-turn at SR 3 (South Dixie Road).
- The 2014 build and no-build traffic are equal because the new traffic is generated by the Carbondale Business Park Road (East) development. However, the traffic is redistributed under the 2014 build condition because Carbondale Business Park Road (North) is constructed and opened to traffic with all traffic movements at its intersection with Carbondale Road. The traffic generated by the Carbondale Business Park (East) is shown in Table 1 of the attached Traffic Methodology Report.
- Under 2034 no-build traffic conditions, it is assumed that the Business Park (North) is not developed because Carbondale Business Park Road (North) is not built.

## **Traffic Forecasting Methodology Report for the Carbondale Business Park Road**

The approved traffic data for GDOT Project IMSTP-0075-03(208), P.I. Number 610890, I-75 interchange improvements and widening of Carbondale Road was obtained from traffic studies conducted by URS, a GDOT traffic consultant. See attached traffic sheets 10-001 to 10-006. The year 2010 existing 24-hour traffic counts and hourly peak hour traffic data for the above referenced traffic was lower than what is reported on GA STARS data website. Therefore to produce traffic diagrams for P.I. Number 0010746, the existing traffic was updated to year 2011 using ADT traffic counts obtained from GA STARS data website. The 2011 existing ADT traffic volumes are shown on Sheet 10-02 of the traffic flow diagrams. The existing 2010 peak hour traffic data was adjusted using the existing 2011 24-hour traffic counts. Truck percentages were obtained through the GA STARS data website. Also, there is an existing large truck stop that is located at the corner of Carbondale Road and SR 3/South Dixie Road. The net ADT traffic exiting and entering is shown on the existing traffic flow diagram sheet (Sheet 10-02) and the driveways are labeled "Local Access".

Future traffic (2016/2036 peak hour and 2017/2037 ADT) from GDOT Project IMSTP-0075-03 (208) was previously approved by GDOT Planning Office. Therefore, to develop the 2014 and 2034 no-build ADT traffic for the project, the 2017 and 2037 traffic data was reduced by 3% (assuming 1% per year) and compared to the 2011 existing traffic volumes. If the volumes were lower than the existing traffic, then the traffic volume was adjusted and balanced to either be equal or be slightly higher than the existing. To develop the 2014 and 2034 no-build peak hour traffic, the 2016 and 2036 peak hour traffic was reduced by 2% (assuming 1% per year). The 2017 and 2037 peak hour traffic was not available. The same procedure of comparing the traffic volumes to existing volumes was employed to adjust and balance the traffic.

To develop the 2014 and 2034 build traffic, the no-build traffic was increased on Carbondale Road and South Dixie Road based upon the traffic generated by phased developments of the Carbondale Business Park. The traffic generated by the development of the business park was calculated with trip generation equations and rates in the *Trip Generation Manual, 7<sup>th</sup> Edition* published by the Institute of Transportation Engineers. Light industrial (Land Use Code 110) was assumed to be the land use of the buildings along Carbondale Business Park Road (East) and Industrial Park (Land Use Code 130) was assumed to be the land use of the buildings along Carbondale Business Park Road (North). See planned industrial park map for location of the buildings. A summary of the trip generation of the proposed developments are shown in the Table 1 for the opening year 2014 and the design year 2034. Carbondale Business Park Road (East) is currently under construction.

**Table 1: Trip Generation**

Land Use	Size	AM Peak Hour			PM Peak Hour			Weekday
		Total	Enter	Exit	Total	Enter	Exit	
Future 2014 Development on Carbondale Business Park Road (East) – Phase 1- under Construction								
Light Industrial Buildings	284,000 SF	245	215	30	240	30	210	2,020
<b>Totals for Year 2014</b>		<b>245</b>	<b>215</b>	<b>30</b>	<b>240</b>	<b>30</b>	<b>210</b>	<b>2,020</b>
Future 2034 - Total Development on Carbondale Business Park Road (North) – Phase 2								
Industrial Park	662,000 SF	440	360	80	550	115	435	4,030
Hotel	150 rooms	90	30	60	85	45	40	1,300
Restaurants (Sit-down)	2-7,300 SF	170	90	80	160	100	60	1,850
<b>Totals for Year 2034</b>		<b>700</b>	<b>480</b>	<b>220</b>	<b>795</b>	<b>260</b>	<b>535</b>	<b>7,180</b>
<b>TOTAL WEEKDAY FOR BOTH PROJECTS</b>								<b>9,200</b>

Note: See attached drawing for assumed proposed development.

The traffic generated from the developments on Carbondale Business Park Road, Phases 1 & 2 were distributed according to the following percentages based on existing traffic volumes:

- 8% to and from the east on Carbondale Road
- 50% to and from the west on Carbondale Road
- 28% to and from the north on SR 3 (South Dixie Road)
- 14% to and from the south on SR 3 (South Dixie Road)

The 50% that travels west on Carbondale Road is further divided at the I-75 interchange with 45% turning onto I-75 northbound, 41% turning onto I-75 southbound and 14% continuing westward on Carbondale Road. Traffic diagrams sheets 9, 10 and 11 contain the assigned traffic from only the development.

The assigned development traffic was added to the 2014 and 2034 no-build traffic and balanced to obtain the projected 2014 opening year and 2034 design year traffic with the project.

**Assumptions**

- GDOT Project IMSTP-0075-03 (208), P.I. Number 610890 is assumed not to be constructed and opened until 2016. This project is the widening of Carbondale Road to four-lanes divided and it includes roundabouts at the intersections of the I-75 ramps and SR 3 (South Dixie Road). Therefore, Carbondale Business Park Road (North) in 2016 would be converted into a right-in and right-out street. All eastbound left-turns from Carbondale Road into the Business Park will have to do a U-turn at the truck stop median opening located between the Carbondale Business Park Road and SR 3 (South Dixie Road) or the left-turns can use the roundabout at SR 3 (South Dixie Road). These left-turns are shown in the build traffic flow diagrams as a U-turn at SR 3 (South Dixie Road).

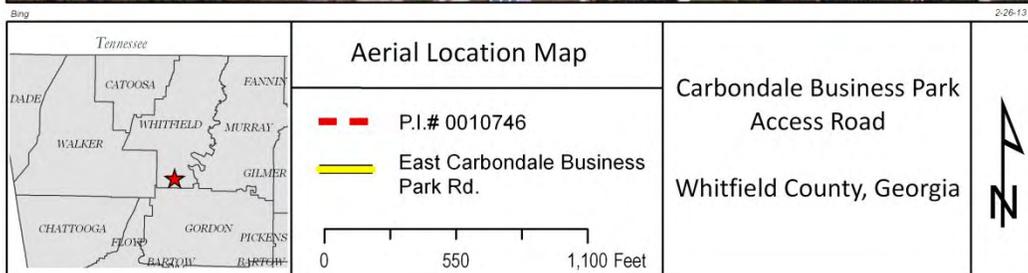
- The 2014 build and no-build traffic are equal because the new traffic is generated by the Carbondale Business Park Road (East) development. However, the traffic is redistributed under the 2014 build condition because Carbondale Business Park Road (North) is constructed and opened to traffic with all traffic movements at its intersection with Carbondale Road. The traffic generated by the Carbondale Business Park (East) is shown in Table 1 of the attached Traffic Methodology Report.
- Under 2034 no-build traffic conditions, it is assumed that the Business Park (North) is not developed because Carbondale Business Park Road (North) is not built.

# ATTACHMENT 5

## TE STUDY

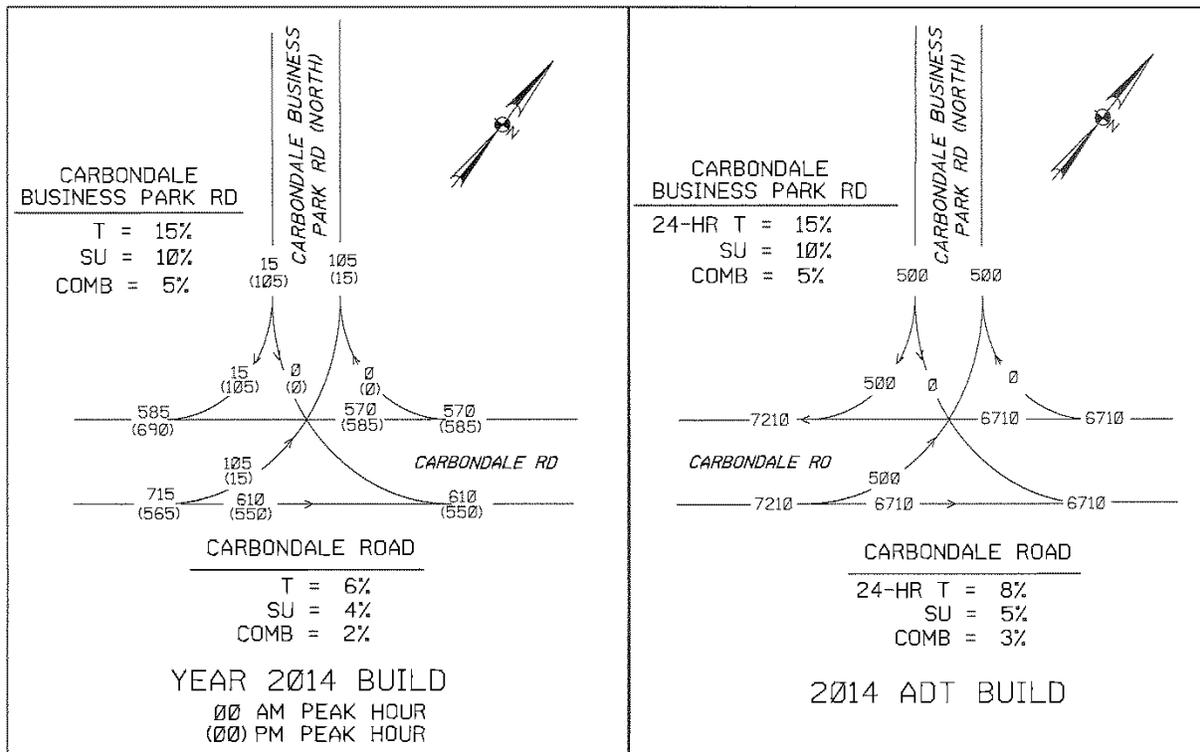
## TRAFFIC ENGINEERING STUDY

The intersection of Carbondale Road at the Carbondale Business Park Road was analyzed using 2014 ADT traffic volumes under the criteria set forth in the *Manual on Uniform Traffic Control Devices, 2009*. The intersection is located approximately 380 feet east of I-75 interchange at Carbondale Road in Whitfield County. It is located approximately eight miles southwest of the city center of Dalton, Georgia. (See Location Map)



2-26-13

The approved 2014 traffic volumes indicate that 500 vpd would enter and exit Carbondale Business Park Road. All of the traffic exiting is shown to turn right onto Carbondale Road and all of the traffic entering would turn left onto Carbondale Business Park Road. (See traffic flow diagram). This assumption was based on the fact that the developed sites within the business park in 2014 are located on East Carbondale Business Park Road near the intersection of SR 3 (South Dixie Highway). Therefore in 2014, the only traffic that would be using the new roadway would be traffic traveling from the west to the developed sites near South Dixie Highway and vice versa. Based upon NCHRP report 457, all of the right-turn volumes on Carbondale Business Park Road would not be considered in the determination of a traffic signal. Consequently, no traffic signal warrants were met for this intersection under the MUTCD criteria.



Additionally, the Georgia Department of Transportation (GDOT) Policy 4A-2, *Use of Modern Roundabouts on State Facilities* was used to analyze the intersection for a roundabout. The location of the intersection is too close to the I-75 northbound interchange ramps to provide a roundabout design. Also, Project IMSTP-0075-03(208), P.I. Number 610890, the I-75 interchange improvements and widening of Carbondale Road, proposed to be constructed in 2016, would modify the access of the Carbondale Business Park Road to allow exclusively right-turns in and right-turns out.

Therefore, the intersection of Carbondale Road at the Carbondale Business Park Road would not meet traffic signal warrants and would not meet the criteria for a roundabout intersection design.

# ATTACHMENT 6

## MINUTES OF CONCEPT MEETING

# CONCEPT TEAM MEETING MINUTES

## Carbondale Business Park

### Whitfield, County

#### P.I. No. 0010746

MEETING DATE: July 17, 2013

MEETING LOCATION: 500 Joe Frank Harris Parkway, Cartersville, GA. 30120 Assembly Room, GDOT Cartersville District Office

RE: Carbondale Business Park, P.I. No. 0010746

TO: Distribution List, See Attached

Introduction: Kimberly Nesbitt opened the meeting with a brief project identification and introductions and turned the meeting to Joe Garland.

Project Schedule: The project is scheduled for FY 2015 construction.

#### Project Issues:

1. Project Justification: The proposed project would construct an access road for a planned business park along the east side of I-75 near the Carbondale Road Interchange in Whitfield County, Georgia. North Carbondale Business Park Road, a 4,100-foot north-south oriented roadway would be constructed as a 24-foot asphalt roadway plus concrete curb and gutter. The proposed project would terminate to the south at Carbondale Road with a T-intersection. The northern terminus of the proposed access road would connect to an east-west oriented access road that was previously constructed with County funds.

The proposed Carbondale Business Park Road would have a dedicated right-of-way varying from 80 to 140 feet. All the right-of-way for Carbondale Business Park Road is located within the 185-acre proposed business park property owned by the Dalton-Whitfield County Joint Development Authority. No additional right-of-way is required for improvements on Carbondale Road.

2. Planning Concept/Conforming plan's project description: The project conforms to the project description.

3. Project Background: Dalton-Whitfield County Joint Development Authority is developing an industrial park on a 184 acre tract of County-owned land that has road frontage along Carbondale Road and South Dixie Highway. The site is immediately adjacent to I -75 at exit 326 and is approximately 40 miles south of Chattanooga. Dalton-Whitfield County Joint Development Authority authorized Clark Patterson Lee to prepare a report to support the funding pre-application process for an Appalachian Regional Commission (ARC) Grant in May 2011.

4. Location of environmental resources

a. Wetlands, open waters, streams and buffers: The Ecology Study is pending approval. A no effect determination was made for all federal and state protected species which are known to occur within Whitfield County Wetlands. Waters and streams are shown on the concept.

b. Park Lands: No parks have been found

c. Historic Properties, potential archaeological sites: None have been found

d. Cemeteries: No cemeteries have been found

e. Location of potential Hazardous Waste Sites: None are known

f. Underground storage tank sites: None are known

g. Threatened and Endangered Species: Some habitats were identified during the Ecology Study, but no species found.

5. Public Involvement: Whitfield County performed public meetings during the acquisition and zoning of the property. Also the project was discussed during the GDOT public meeting of the I-75 interchange @ CR 665/Carbondale Road Project IMSTP-0075-03(208). An additional public meeting will be held in the spring of 2014.

6. Design criteria proposed: The design criteria is shown pages 4 of the concept report. All design features meet the Design Policy Manual.

7. Horizontal and vertical alignments criteria: The horizontal and vertical alignments are designed based on AASHTO requirements for the 35mph design speed. The project will be posted 25 mph.

8. Typical Sections: The typical sections are included as Attachment 2 of the Concept Report and match the proposed design criteria.

9. VE Study is not required

10. Access Control: The R/W for this project will have Full Access Control permitted by the county.

11. Intersection Control additions or modifications that require permitting: Carbondale Road is a county maintained road.

12. Practical Alternatives Review (PAR): Not required

13. Type of environmental document anticipated: EA with FONSI

14. Environmental permits/studies required: 404 Permit SHPO Coordination for History Archeology Air & Noise Floodplain impacts.

15. Project Framework Agreement

16. Right-of-Way requirements- The project is constructed on county owned right-of-way.

17. Potential soil conditions along the project: A soil report was prepared in 2011 and was submitted to the Department for review.

18. Maintenance of traffic- this is a new location, so staging is not expected to be an issue. The intersection at Carbondale Road for phase one is proposed to be widened to include a left turn lane and a right turn lane. Traffic will be maintained during construction. The intersection will be changed to a right-in/right-out upon the completion of the Project IMSTP-0075-03(208).

19. Preliminary construction cost estimates: Included as Attachment 3a Construction -\$2,586,000  
Utility County R/W – County owned R/W

20. Project assignment Included on page 9 of Concept Report. This is a Turn Key project, the CPL team is responsible for the design.

21. Project schedule: This topic was previously covered at the beginning of the meeting.

22. Name, size and location of utilities along the project: water and sanitary sewer construction is included project and the above construction cost includes these utility costs.

#### Comments

##### GDOT District Office Comments:

GDOT had comments pertaining to the scheduling and coordination of the Carbondale Business Park with the GDOT interchange improvement project. The main topics of concern were the need for the coordination of designs, construction, and utilities between the two projects. If at all possible, the project that is to be let to construction first should be designed and constructed to accommodate the construction of the other project.

##### Dalton Utilities:

Dalton Utilities commented on the desire to install gas, water, and sewer lines to exist outside of the edge of pavements for both future projects. This is contingent upon GDOT's right-of-way acquisitions for the properties surrounding the interchange. If the acquisitions can be made within the next few months, Dalton Utilities will install the utility lines in the new required R/W. Clark Patterson Lee will revisit their proposed utility relocations to provide utility lines outside of the edge of pavement for both projects. Again, this is contingent on the right-of-way acquisition scheduling from GDOT.

#### Attendees

See attached Sign in Sheet

## MEETING SIGN-IN SHEET

Project: P.I. # 0010746  
Carbondale Business Park

Meeting Date: July 17, 2013  
Place/Room: Dist#6 Office

Name	Company	Phone	E-Mail
Kimberly Nasett	GDOT - O PD	404 @ 631 - 1575	knesalt@dot.ga.gov
Bradley Cox	CPL	770-831-9000	bcox@clarkpatterson.com
Soc Garland	CPL	770-831-9000	jgarland@clarkpatterson.com
Susan Paredes	GDMPO - Whitfield	770-876-2559	sparedes@whitfieldcountyga.com
Kent Benson	Whitfield Co.	706-275-7552	kbenson@whitfieldcountyga.com
FLOYD MOSER	WINDSTREAM	706-279-7868	Floyd.Moser@windstream.com
BEN KINSEY	DALTON UTILITIES	706-529-1005	bkinsey@duatil.com
Craig Buck	dalton utilities	706-529-4379	cbuck@duatil.com
Steven Boockholdt	GDOT Roadway Design	404 631 1656	sboockholdt@dot.ga.gov
Jennifer Deems	GDOT / DL Util	770-387-3616	jdeems@dot.ga.gov
KERRY BONNER	Dist. Util.	770-387-3614	kbonner@dot.ga.gov
DEE CORSON	DL T-OPS	770-387-3637	dcorson@
MICK WORKMAN	DL R/W	770/387-3658	mworkman@DLT.GA.GOV
MIKE WILSON	MAAI	770/263-5948	mwilson@maai.net

# ATTACHMENT 7

PFA



April 15, 2013

Mr. Mike Babb  
Commission Chairman, Whitfield County  
P.O. Box 248  
Dalton, GA 30722

Dear Mr. Babb:

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

**Whitfield County, PI# 0010746**

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 Kimberly Nesbit at (404) 631-1575.

Sincerely,

A handwritten signature in black ink, appearing to read "Angela Robinson", written over a horizontal line.

Angela Robinson,  
Financial Management Administrator

AR:kp

Enclosure

c: Bob Rogers  
DeWayne Comer – District 6 Engineer  
Greg Hood – District 6 Planning & Programming Engineer  
Kerry Bonner – District 6 Utilities Engineer  
Mike Bolden – State Utilities Engineer

**AGREEMENT**  
**BETWEEN**  
**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
**AND**  
**WHITFIELD COUNTY**  
**FOR**  
**TRANSPORTATION FACILITY IMPROVEMENTS**

**DO NOT OBLIGATE**

This Framework Agreement is made and entered into this 19<sup>th</sup> day of March, 2013 by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the Whitfield County, acting by and through its Mayor and City Council or Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

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

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

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

WHEREAS, the 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, ¶II(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,

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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 not 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 construction (specified in Attachment A) affixed hereto and incorporated herein by reference, and none of the five (5) conditions apply from the Planning Office memorandum dated September 17, 2010 (specified in Attachment C ).

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, which represents 100% of the 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 other activities when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds if the PROJECT does not proceed forward to completion due to a lack of available funding in future PROJECT phases, changes in local priorities or

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

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, drainage, pavement and sidewalk within the PROJECT limits. The LOCAL GOVERNMENT shall also be responsible for the continual maintenance and operation of all lighting systems installed.

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.

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:

a. Prepare the PROJECT Concept Report and Design Data Book in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as

generated by the LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be updated or modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

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

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

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

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

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

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency

(FEMA) approvals. The LOCAL GOVERNMENT shall provide all mitigation required for the project, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction related mitigation must be obtained and completed 3 months prior to the scheduled let date. These efforts shall be coordinated with the DEPARTMENT.

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

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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 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 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 may delay the PROJECT's implementation until additional funds can be identified for right of way or construction, as applicable.

k. Provide certification, by a Georgia Registered Professional Engineer, that the Design and Construction plans have been prepared under the guidance of the

professional engineer and are in accordance with AASHTO and DEPARTMENT Design Policies.

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

m. Provide a written certification that all appropriate staff (employees and consultants) involved in the PROJECT have attended or are scheduled to attend the Department's PDP Training Course. 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

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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 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

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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 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 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.

revised : 12/2011

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 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

revised : 12/2011

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.

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 WHITFIELD 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: [Signature]  
Commissioner

BY: [Signature]  
Name Mike Babb  
Title Crossman

ATTEST: [Signature]  
Treasurer

Signed, sealed and delivered this 16<sup>th</sup> day of July, 2012, in the presence of:

[Signature]  
Witness

[Signature]  
Notary Public



This Agreement approved by Local Government, the 16 day of July, 2012.



Attest

[Signature]  
Name and Title  
Samantha Bearden, County Clerk

FEIN: 50-000-909

**Attachment "A" Funding Sources and Distribution**

Project No.: \_\_\_\_\_ County: \_\_\_\_\_

Attach "Project Manager" Project Charging Form for Approval

Preliminary Engineering - Phase I		GDOT Oversight for PE (Phase I) <sup>2</sup>			Preliminary Engineering Grand Total (Phase I) <sup>2</sup>				
Percentage	PE Amount	Maximum PE Participation Amount (\$)	Participant	PE Activity Sponsor	Percentage	Amount	Participant	Percentage	Amount
0%	\$0.00	\$0.00	Federal	Local Government	0%	\$0.00	Federal	0%	\$0.00
0%	\$0.00	\$0.00	State		0%	\$0.00	State	0%	\$0.00
100%	N/A	N/A	Local		100%	\$43,000.00	Local	100%	\$43,000.00
0%	\$0.00	\$0.00	Other		0%	\$0.00	Other	0%	\$0.00
<b>100%</b>	<b>\$0.00</b>				<b>100%</b>	<b>\$43,000.00</b>		<b>100%</b>	<b>\$43,000.00</b>

Right of Way - Phase II		Acquisition Fund By:		
Percentage	ROW Amount	Maximum ROW Participation Amount (\$)	Participant	Acquisition Fund By:
0%	\$0.00	\$0.00	Federal	Local Government
0%	\$0.00	\$0.00	State	
100%	N/A	N/A	Local	
0%	\$0.00	\$0.00	Other	
<b>100%</b>	<b>\$0.00</b>			

Construction - Phase III		Letting By:		
Percentage	CST Amount	Maximum CST Participation Amount (\$)	Participant	Letting By:
50%	\$1,000,000.00	\$1,000,000.00	Federal	GDOT
0%	\$0.00	\$0.00	State	
50%	\$1,008,401.00	\$1,008,401.00	Local	
0%	\$0.00	\$0.00	Other	
<b>100%</b>	<b>\$2,008,401.00</b>			

Grand Total Phases II through III		Utility Phase IV		
Percentage	CST Amount	Maximum ROW Participation Amount (\$)	Participant	Acquisition Fund By:
49%	\$1,000,000.00	\$0.00	Federal	Local Government
0%	\$0.00	\$0.00	State	
51%	\$1,051,401.00	N/A	Local	
0%	\$0.00	\$0.00	Other	
<b>100%</b>	<b>\$2,051,401.00</b>			

The funding portion identified in 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.

<sup>1</sup>The Maximum allowable GDOT participating amounts for PE phase are shown above. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated.

<sup>2</sup>GDOT Oversight for PE (Phase I) is detailed in Attachment "D".

<sup>3</sup>The GDOT Oversight check shall be remitted to the District Planning and Programming Engineer along with the signed Project Framework Agreement (PFA).

<sup>4</sup>Right-of-Way and Construction amounts shown are for budget planning purposes only.

**ATTACHMENT "B" Project Timeline**  
**PI # 0010746 – WhitfieldCounty/Municipality**

**Proposed Project Timeline**

<b>Environmental Phase</b>  <b>Concept Phase</b>  <b>Preliminary Plan Phase</b>  <b>Right of Way Phase</b>								
<b>Deadlines for Responsible Parties</b>	<b>Execute Agreement</b>	<b>Month/Year</b>						
		(9/2012)	(6/2013)	(8/2013)	(10/2013)			

**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.

revised : 12/2011

ATTACHMENT "C"

Project# 0010746 /Whitfield County

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE OFFICE Planning  
DATE September 17, 2010  
FROM  Angela T. 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 Rounto 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.

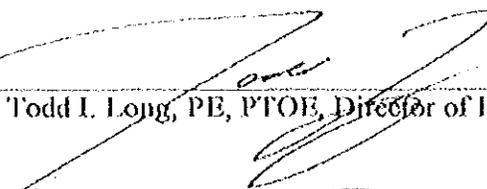
**GDOT Requests Local Government/Project Sponsor to Fund PE Oversight:**

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

- 1) A subsequent phaso 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:  \_\_\_\_\_ 9/27/10  
 Todd I. Long, PE, PTOE, Director of Planning Date

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

## GDOT Oversight Estimate for Locally Administered Project

Wednesday, May 16, 2012 9:31 AM

<b>PI Number</b>	0010746	<b>Project Number</b>	
<b>County</b>	Whitfield	<b>Project Length</b>	0.910 Miles
<b>Project Manager</b>	Nesbitt, Kimberly	<b>Project Cost</b>	\$ 1,000,000.00
<b>Project Type</b>	Urban Arterial/Collector (Widen/Reconstruct/New)		
<b>Project Description</b>	Carbondale Business Park-Local Access Road		
<b>Expected Life of Project</b>	1.50 Years		

Project Phase	Oversight Hours	Oversight Cost
<b>1. Project Initiation</b>	60	\$ 3,000.00
<b>2. Concept Development</b>	39	\$ 2,000.00
<b>3. Database Preparation</b>	119	\$ 5,000.00
<b>4. Preliminary Design</b>	252	\$ 11,000.00
<b>5. Environmental</b>	298	\$ 10,000.00
<b>6. Final Design</b>	232	\$ 10,000.00
<b>Travel Expenses</b>		\$ 2,000.00
<b>Total Oversight Estimate</b>	<b>1,000</b>	<b>\$ 43,000.00</b>
<b>Percentage of Project Cost</b>	4.30 %	

C:\Documents and Settings\knesbitt\Desktop\Oversight Estimate for Consultant 0010746.xlsm

### ATTACHMENT E

#### APPENDIX E--GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Name of Contracting Entity: Whitfield County Bd. of Commissioners

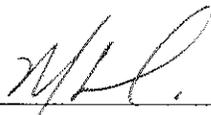
Contract No. and Name: PI # 0010746 - Carbondale Business  
Park Local Access Road Grant

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 entity 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, or any subsequent replacement program, 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 within five (5) business days after any subcontractor is retained to perform such service.

120578  
E-Verify / Company Identification Number

  
Signature of Authorized Officer or Agent

05/15/2008  
Date of Authorization

Mark Gibson  
Printed Name of Authorized Officer or Agent

County Administrator  
Title of Authorized Officer or Agent

02/07/13  
Date

SUBSCRIBED AND SWORN  
BEFORE ME ON THIS THE

7 DAY OF February, 2013

[Signature]  
Notary Public

My Commission Expires: September, 13 2016



**ATTACHMENT F**

**TITLE VI INTRODUCTION**

As a sub-recipient of federal funds from Georgia Department of Transportation, all municipalities are required to comply with Title VI of the Civil Rights Act of 1964 which provides that:

**“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, or be denied the benefits of, or be subjected To discrimination under any program or activity receiving federal assistance under This title or carried out under this title.”**

Additionally, the Civil Rights Restoration Act of 1987, expanded the definition of the terms “programs and activities” to include all programs or activities of federal recipients, subrecipients, and contractors, whether or not such programs and activities are federally assisted.

The provisions of Title VI apply to all contractors, subcontractors, consultants and suppliers. And is a condition for receiving federal funds. All sub recipients must sign Title VI assurances that they will not discriminate as stated in Title VI of the Civil Rights Act of 1964. In the event that the sub recipient distributes federal aid funds to second tier entity, the sub-recipient shall include Title VI language in all written documents and will monitor for compliance. If, these assurances are not signed, the City or County government may be subjected to the loss of federal assistance.

All sub recipients that receive federal assistance must also include Federal Highways Administrations 1273 in their contracts. The FHWA 1273 sets out guidance for ensuring non discrimination and encouraging minority participation and outreach.

Enclosed you will find Title VI acknowledgment form and the Title VI assurances. The Title VI acknowledgment form and Title VI assurances must be signed by your local government official if it has not been signed.

**TITLE VI ACKNOWLEDGEMENT FORM**

The Whitfield Co. Bd. of Commissioners assures that no person shall on the grounds or race, color, national origin or sex as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any City or County sponsored program or activity. The Whitfield Co. Bd. of Commissioners assures that every effort will be made to ensure non discrimination in all of its programs or activities, whether those programs are federally funded or not.

Assurance of compliance therefore falls under the proper authority of the City Council or the County Board of Commissioners. The Title VI Coordinator or Liaison is authorized to ensure compliance with provisions of this policy and with the Law, including the requirements of 23 Code of Federal Regulations (CFR) 200 and 49 CFR 21.

  
\_\_\_\_\_  
Mike Babb, Chairman  
Official Name and Title

02/07/13  
Date

**Citations:**

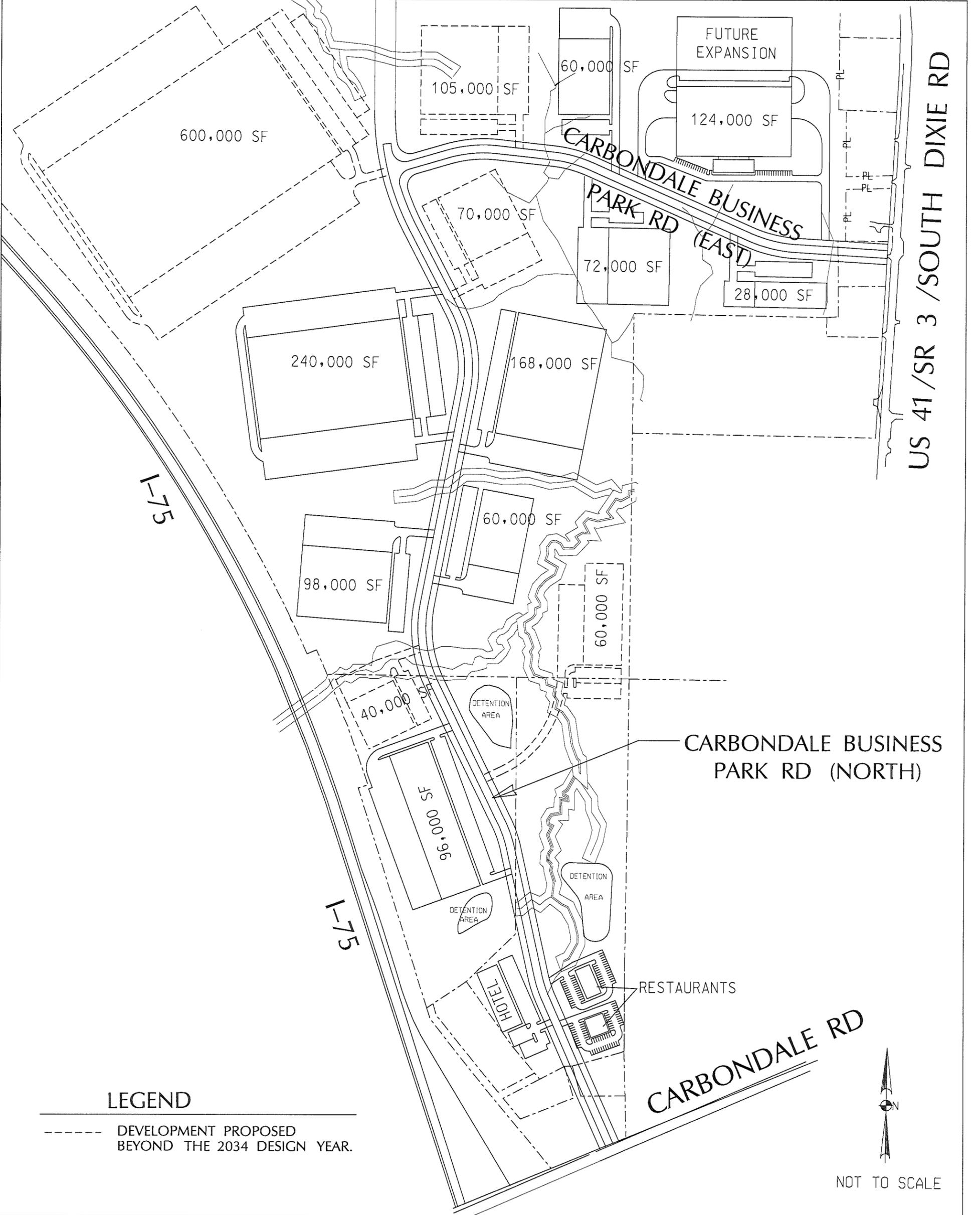
Title VI of the Civil Rights Act of 1964; 42 USC 2000d to 2000d-4; 42 USC 4601 to 4655; 23 USC 109(h); 23 USC 324; DOT Order 1050.2; EO 12250; EO 12898; 28CFR 50.3

**Other Nondiscrimination Authorities Expanded the range and scope of Title VI coverage and applicability**

- The 1970 Uniform Act (42 USC 4601)
- Section 504 of the 1973 Rehabilitation Act (29 USC 790)
- The 1973 Federal-aid Highway Act (23 USC 324)
- The 1975 Age Discrimination Act (42 USC 6101)
- Implementing Regulations (49 CFR 21 & 23 CFR 200)
- Executive Order 12898 on Environmental Justice (EJ)
- Executive Order 13166 on Limited English Proficiency (LEP)

# ATTACHMENT 8

## PROPOSED DEVELOPMENT



**LEGEND**

----- DEVELOPMENT PROPOSED  
BEYOND THE 2034 DESIGN YEAR.



NOT TO SCALE

US 41 / SR 3 / SOUTH DIXIE RD

CARBONDALE BUSINESS  
PARK RD (NORTH)

RESTAURANTS

CARBONDALE RD

I-75

I-75

600,000 SF

105,000 SF

60,000 SF

FUTURE  
EXPANSION

124,000 SF

70,000 SF

PARK RD  
(EAST)

72,000 SF

28,000 SF

240,000 SF

168,000 SF

60,000 SF

98,000 SF

60,000 SF

40,000 SF

DETENTION  
AREA

30,000 SF

DETENTION  
AREA

DETENTION  
AREA

HOTEL

CARBONDALE RD