

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. # 0011641

**OFFICE** Design Policy & Support

Walton County  
GDOT District 1 - Gainesville  
SR 11 Pedestrian & Bicycle Improvements

**DATE** January 22, 2014

**FROM** *Keith Pows*  
*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  
Bayne Smith, District Engineer  
Brent Cook, District Preconstruction Engineer  
Neil Kantner, District Utilities Engineer  
Ryan Fernandez, Project Manager  
BOARD MEMBER - 10th Congressional District

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

Project Type: Enhancement P.I. Number: 0011641  
 GDOT District: 1 County: Walton  
 Federal Route Number: N/A State Route Number: 11

North Broad Street Pedestrian & Bicycle Improvements  
 SR 11 from CS 654/Marable Street to SR 10/US 78  
 See Location Sketch on Page 2

**Submitted for approval:**

W. Matthews City of Monroe 9/20/2013  
 \_\_\_\_\_ DATE

Local Government

Scott Smith Keck & Wood, Inc 9/20/2013  
 \_\_\_\_\_ DATE

Consultant Designer & Firm

[Signature] \_\_\_\_\_ DATE 10/1/13

GDOT Project Manager

[Signature] \_\_\_\_\_ DATE 10/2/2013

State Program Delivery Engineer

**Recommendation for approval:**

GLENN BOWMAN\*/EKP 10/14/2013  
 \_\_\_\_\_ DATE

State Environmental Administrator

State Traffic Engineer (required for roundabout projects) \_\_\_\_\_ DATE

State Bridge Design Engineer (required for projects with major structures) \_\_\_\_\_ DATE

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

Cynthia A. Vanoy 10-17-13  
 \_\_\_\_\_ DATE

State Transportation Planning Administrator

**Approval:**

Concur: [Signature] 1/10/2014  
 \_\_\_\_\_ DATE

GDOT Director of Engineering

Approve: [Signature] 1-18-14  
 \_\_\_\_\_ DATE

GDOT Chief Engineer

\* - RECOMMENDATION ON FILE

### PROJECT LOCATION



County: Walton

## PLANNING & BACKGROUND DATA

**Project Justification Statement:** North Broad Street (SR 11) is a highly utilized vehicular corridor in the northern portion of Monroe, serving as a gateway to the City’s revitalized historic business district and also functioning as an urban principal arterial connection between US-78 and downtown Monroe. Unfortunately, current pedestrian facilities are inconsistent along both sides of the road and, where they exist, tend to be narrow and suffer from non-ADA compliance. This is due in part to the fact that the North Broad Street corridor has been purposed into the primary commercial corridor entering the downtown area, with wide curb cuts and other vehicular amenities, and less attention has been given towards more balanced travel alternatives. Presently, pedestrian circulation is limited throughout much of the corridor, with approximately 0.4 mile having no formally constructed pedestrian facilities. Where they exist, sidewalk pavement materials are constructed of concrete. Sidewalk widths are narrow, with little to no buffer zone between pedestrians and vehicular circulation. When constructed, the North Broad Street Pedestrian & Bicycle Improvements project will represent a vital extension of the downtown pedestrian network by providing a crucial link between Monroe’s neighborhoods and commercial uses in historic downtown Monroe. Specifically the project would provide wider sidewalks and dedicated bicycle lanes in a corridor that serves as a primary gateway for the residents and visitors of Monroe as they enter the City from the north. These improvements will create a more desirable connection with adjoining neighborhoods, local businesses as pedestrians, bicyclists and motorists enter the City of Monroe. The project will also promote alternative modes of transportation by providing bicycle facilities and continuous sidewalks throughout the corridor. This project is considered a high priority in the City’s effort to improve pedestrian and cycling mobility and encourage alternative transportation options to the City core.

**Description of the proposed project:** The project is located completely within the City of Monroe. The project will construct new or expanded sidewalks and new bicycle facilities for 0.58 miles along both sides of the North Broad Street (SR 11) from Marable Street to US 78. The pavement will be re-striped to allow for bicycle lanes and wider sidewalks. In addition, these improvements would install raised curbs, defined pedestrian crossings at intersections, a mid-block pedestrian crossing (if warranted, between Tyler Street and GW Carver Drive), shared lane and dedicated bicycle lane markings, street trees and landscaping, pedestrian scale lighting and other street furnishings, ADA-accessible curb ramps and storm sewer upgrades. Improving pedestrian facilities along North Broad Street would facilitate greater connectivity between neighborhood and commercial uses along North Broad Street, as well as the goods and services located in downtown Monroe. Connecting the project’s northern and southern termini would provide a stronger, more helpful, linkage to Monroe’s historic neighborhoods, and more balanced transportation alternatives for all of North Broad Street’s users.

**Federal Oversight:**  Exempt  State Funded  Other

**MPO:** Atlanta Regional Commission (ARC)

MPO Project ID WA-030

**Regional Commission:** Northeast Georgia RC

RC Project ID N/A

**Congressional District(s):** 10

**Projected Traffic:** AADT

Current Year (2013): 16,157    Open Year (2017): 17,489    Design Year (2037): 25,988  
 Traffic Projections Performed by: Assumed 2%/yr growth from 2011 AADT (from GDOT STARS data)

**Functional Classification (Mainline):** Urban Principal Arterial

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

**Will Context Sensitive Solutions procedures be utilized?**       No       Yes

**DESIGN AND STRUCTURAL DATA -**

**Mainline Design Features:**

*North Broad Street / SR 11 at Marable Street  
 Typical Section 1*

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	3	2	3
- Lane Width(s)	12'	11' to 12'	12'
- Median Width & Type	12' Left Turn	N/A	12' Left Turn
- Outside Shoulder or Border Area Width	12' Urban	10'	12' Urban
- Outside Shoulder Slope	Varies	2%	2%
- Inside Shoulder Width	None	N/A	None
- Sidewalks	4.5' - 5'	5'	7'
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	4'	Sharrows
Posted Speed	30 mph		30 mph
Design Speed	Not Available	30 – 60 mph	30 mph
Min Horizontal Curve Radius	N/A	371 ft	N/A
Superelevation Rate	Normal Crown	4% max	Normal Crown
Grade	0.5%	7% max	0.5%
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	60'	N/A	60'
Maximum Grade – Crossroad	N/A	7- 10%	N/A
Design Vehicle	N/A	WB-40 or BUS-40	WB-40

County: Walton

**North Broad Street / SR 11 (250' North of Marable Street to Tyler Street)****Typical Section 2**

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	2	2	2
- Lane Width(s)	12'	11' to 12'	12'
- Median Width & Type	None	N/A	None
- Outside Shoulder or Border Area Width	6' - 8' Rural	10'	14' Urban
- Outside Shoulder Slope	Varies	2%	2%
- Inside Shoulder Width	None	N/A	None
- Sidewalks	4.5' - 5'	5'	8' - 10'
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	4'	(2 bike lanes) 4' each
Posted Speed	30 - 35 mph		30 - 35 mph
Design Speed	Not Available	30 - 60 mph	35 mph
Min Horizontal Curve Radius	3,500 ft	371 ft	3,500 ft
Superelevation Rate	2%	4% max	2%
Grade	1.2%	7% max	1.2%
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	60'	N/A	60'
Maximum Grade – Crossroad	2%	7- 10%	2%
Design Vehicle	N/A	WB-40 or BUS-40	WB-40

**North Broad Street / SR 11 (Tyler Street to GW Carver Drive)****Typical Section 3**

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	3 - 4	2	3
- Lane Width(s)	12'	11' to 12'	12'
- Median Width & Type	12' Flush*	N/A	12' Flush*
- Outside Shoulder or Border Area Width	None	10'	14' - 26' Urban
- Outside Shoulder Slope	Varies	2%	2%
- Inside Shoulder Width	None	N/A	None
- Sidewalks	4.5' (one side)	5'	7' - 10'

\* Two Way Left Turn Lane

County: Walton

- Auxiliary Lanes	2 – 12'	N/A	1 - 12'
- Bike Lanes	None	4'	(2 bike lanes) 4' each
Posted Speed	35 mph		35 mph
Design Speed	Not Available	30 – 60 mph	35 mph
Min Horizontal Curve Radius	N/A	371 ft	N/A
Superelevation Rate	Normal Crown	4% max	Normal Crown
Grade	1.6%	7% max	1.6%
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	70' - 90'	N/A	70' - 90'
Maximum Grade – Crossroad	2%	7- 10%	2%
Design Vehicle	N/A	WB-40 or BUS-40	WB-40

**North Broad Street / SR 11 (GW Carver Drive to Mayfield Drive)  
Typical Section 4**

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	3	2	3
- Lane Width(s)	12'	11' to 12'	12'
- Median Width & Type	12' Flush*	N/A	12' Flush*
- Outside Shoulder or Border Area Width	0 – 12' Rural	10'	10' – 14.5' Urban
- Outside Shoulder Slope	Varies	2%	2%
- Inside Shoulder Width	None	N/A	None
- Sidewalks	None	5'	5' – 10'
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	4'	(2 bike lanes) 4' each
Posted Speed	35 mph		35 mph
Design Speed	Not Available	30 – 60 mph	35 mph
Min Horizontal Curve Radius	N/A	371 ft	N/A
Superelevation Rate	Normal Crown	4% max	Normal Crown
Grade	0.5%	7% max	0.5%
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	88'	N/A	88'

\* - Two Way Left Turn Lane

<b>Maximum Grade – Crossroad</b>	<b>2%</b>	<b>7- 10%</b>	<b>2%</b>
<b>Design Vehicle</b>	<b>N/A</b>	<b>WB-40 or BUS-40</b>	<b>WB-40</b>

**North Broad Street / SR 11 (Mayfield Drive to US 78)  
 Typical Section 5**

<b>Feature</b>	<b>Existing</b>	<b>Standard*</b>	<b>Proposed</b>
<b>Typical Section</b>			
- <b>Number of Lanes</b>	<b>3 - 4</b>	<b>2</b>	<b>3 - 4</b>
- <b>Lane Width(s)</b>	<b>12'</b>	<b>11' to 12'</b>	<b>12'</b>
- <b>Median Width &amp; Type</b>	<b>4' Raised</b>	<b>N/A</b>	<b>4' - 16' Raised</b>
- <b>Outside Shoulder or Border Area Width</b>	<b>0' - 10' Rural</b>	<b>10'</b>	<b>10' Urban</b>
- <b>Outside Shoulder Slope</b>	<b>Varies</b>	<b>2%</b>	<b>2%</b>
- <b>Inside Shoulder Width</b>	<b>None</b>	<b>N/A</b>	<b>None</b>
- <b>Sidewalks</b>	<b>None</b>	<b>5'</b>	<b>5'</b>
- <b>Auxiliary Lanes</b>	<b>None</b>	<b>N/A</b>	<b>None</b>
- <b>Bike Lanes</b>	<b>None</b>	<b>4'</b>	<b>None</b>
<b>Posted Speed</b>	<b>35 - 45mph</b>		<b>35 -45mph</b>
<b>Design Speed</b>	<b>Not Available</b>	<b>30 – 60 mph</b>	<b>45 mph</b>
<b>Min Horizontal Curve Radius</b>	<b>N/A</b>	<b>371 ft</b>	<b>N/A</b>
<b>Superelevation Rate</b>	<b>Normal Crown</b>	<b>4% max</b>	<b>Normal Crown</b>
<b>Grade</b>	<b>0.5%</b>	<b>7% max</b>	<b>0.5%</b>
<b>Access Control</b>	<b>Permitted Access</b>	<b>N/A</b>	<b>Permitted Access</b>
<b>Right-of-Way Width</b>	<b>76'</b>	<b>N/A</b>	<b>76'</b>
<b>Maximum Grade – Crossroad</b>	<b>2%</b>	<b>7- 10%</b>	<b>2%</b>
<b>Design Vehicle</b>	<b>N/A</b>	<b>WB-40 or BUS-40</b>	<b>WB-40</b>

\*According to current GDOT design policy if applicable

**Major Structures:** N/A

**Major Interchanges/Intersections:**

- North Broad Street (SR 11) @ Marable Street (4-way intersection, traffic signal)
- North Broad Street (SR 11) @ SR 10/US 78 ramp (4-way intersection, un-signalized)

County: Walton

**Utility Involvements:**

- Gas – City of Monroe
- Water – City of Monroe
- Communication – Windstream, City of Monroe, Comcast
- Power – City of Monroe
- Sewer – City of Monroe

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

**SUE Required:**  No  Yes

**Railroad Involvement:** N/A

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

Warrants met:  None  Bicycle  Pedestrian  Transit

**Right-of-Way:**

Required Right-of-Way anticipated:  No  Yes  Undetermined  
 Easements anticipated:  None  Temporary  Permanent  Utility  Other

Anticipated number of impacted parcels:	5
Displacements anticipated:	Total: 0
	Businesses: 0
	Residences: 0
	Other: 0

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

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:** None

**Design Variances to GDOT Standard Criteria anticipated:** A "Lateral Offset to Obstruction" design variance will be needed for any existing utility poles or proposed pedestrian lighting poles that are greater than 1.5' but less than 8' from the face of curb to the face of pole.

**ENVIRONMENTAL DATA**

**Anticipated Environmental Document:**

GEPA:  NEPA:  CE  PCE

**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

County: Walton

Is a Carbon Monoxide hotspot analysis required?  No  Yes**MS4 Compliance – Is the project located in an MS4 area?**  No  Yes**Environmental Permits/Variances/Commitments/Coordination anticipated:** NPDES permit is expected due to an estimated disturbance of greater than one (1) acre.**NEPA/GEPA Comments & Information:****NEPA/GEPA:** A Programmatic Categorical Exclusion (PCE) is anticipated for this project. No 4(f) effects are anticipated.**Ecology:** An ecology study will be performed by a qualified ecologist. No significant resources are anticipated, and no adverse effects are anticipated. An ecology report will be submitted for GDOT approval and FHWA concurrence.**History:** A 106/historical study will be performed by a qualified historian. No adverse historic effects are anticipated.**Archeology:** An archaeology study will be performed by a qualified archeologist. No impacts are anticipated. An archaeology worksheet identifying findings will be submitted for GDOT approval and SHPO concurrence.**Air & Noise:** A PM2.5 exemption concurrence is anticipated. The project would not result in any adverse air quality or noise impacts. Air and noise reports will be submitted for GDOT approval.**Public Involvement:** No public meeting(s) deemed necessary.**Major stakeholders:** City of Monroe, ARC, GDOT (state highway involvement), residents and visitors.**PROJECT RESPONSIBILITIES****Project Activities:**

<b>Project Activity</b>	<b>Party Responsible for Performing Task(s)</b>
Concept Development	City of Monroe, Consultant
Design	City of Monroe, Consultant
Right-of-Way Acquisition	City of Monroe, Consultant
Utility Relocation	Owner, City of Monroe, Consultant, Contractor
Letting to Contract	City of Monroe
Construction Supervision	City of Monroe, Consultant, Contractor, GDOT
Providing Material Pits	Contractor

County: Walton

Providing Detours	Contractor
Environmental Studies, Documents, and Permits	City of Monroe, Consultant
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	City of Monroe, Consultant, Contractor, GDOT

**Lighting required:**  No  Yes

At this time, the City of Monroe will responsible for installation and maintenance of the pedestrian level lighting. A force account is anticipated. At this time, City expects to follow the GDOT approved QPL for lighting, including glass for the domes. The pedestrian lighting items in the estimate include materials and labor. The City of Monroe power department would provide the materials and labor for installation of the pedestrian lighting (under force account).

**Other projects in the area:** None

**Other coordination to date:** On February 2, 2012 a kickoff meeting for the Scoping Phase of the North Broad Street Pedestrian and Bicycle Improvements project was held at the City of Monroe.

**Project Cost Estimate and Funding Responsibilities:**

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
By Whom	SPONSOR/ FDERAL	SPONSOR/ FDERAL	SPONSOR	SPONSOR/ FDERAL	-	
\$ Amount	\$118,000/ \$160,000	\$10,000/ \$40,000	\$0	\$360,000/ \$1,440,000	-	\$2,128,000
Date of Estimate	5/1/2013	7/18/2013	7/18/2013	7/18/2013	-	

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

**ALTERNATIVES**

<b>Preferred Alternative:</b> As discussed above, with bike lanes and wider sidewalks.			
<b>Estimated Property Impacts:</b>	<b>0</b>	<b>Estimated Total Cost:</b>	<b>\$2,128,000</b>
<b>Estimated ROW Cost:</b>	<b>\$0</b>	<b>Estimated CST Time:</b>	<b>9 months</b>
<b>Rationale:</b> This project meets the project goals with the least impacts and is within the project budget. It provides bicycle and pedestrian improvements while utilizing the existing roadway pavement width, eliminating right-of-way acquisition and utility relocations costs.			

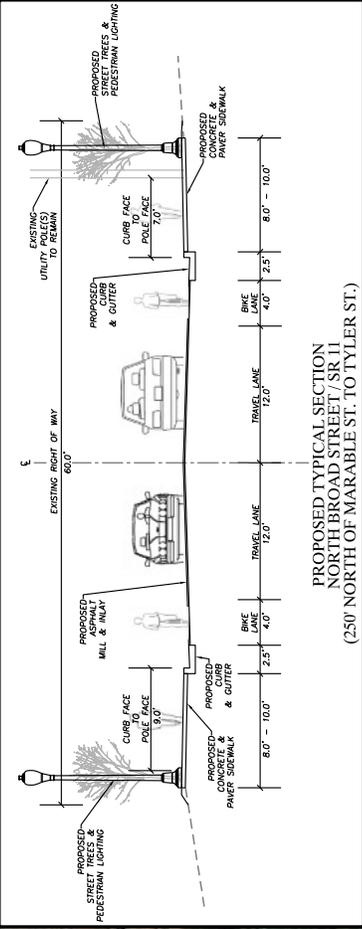
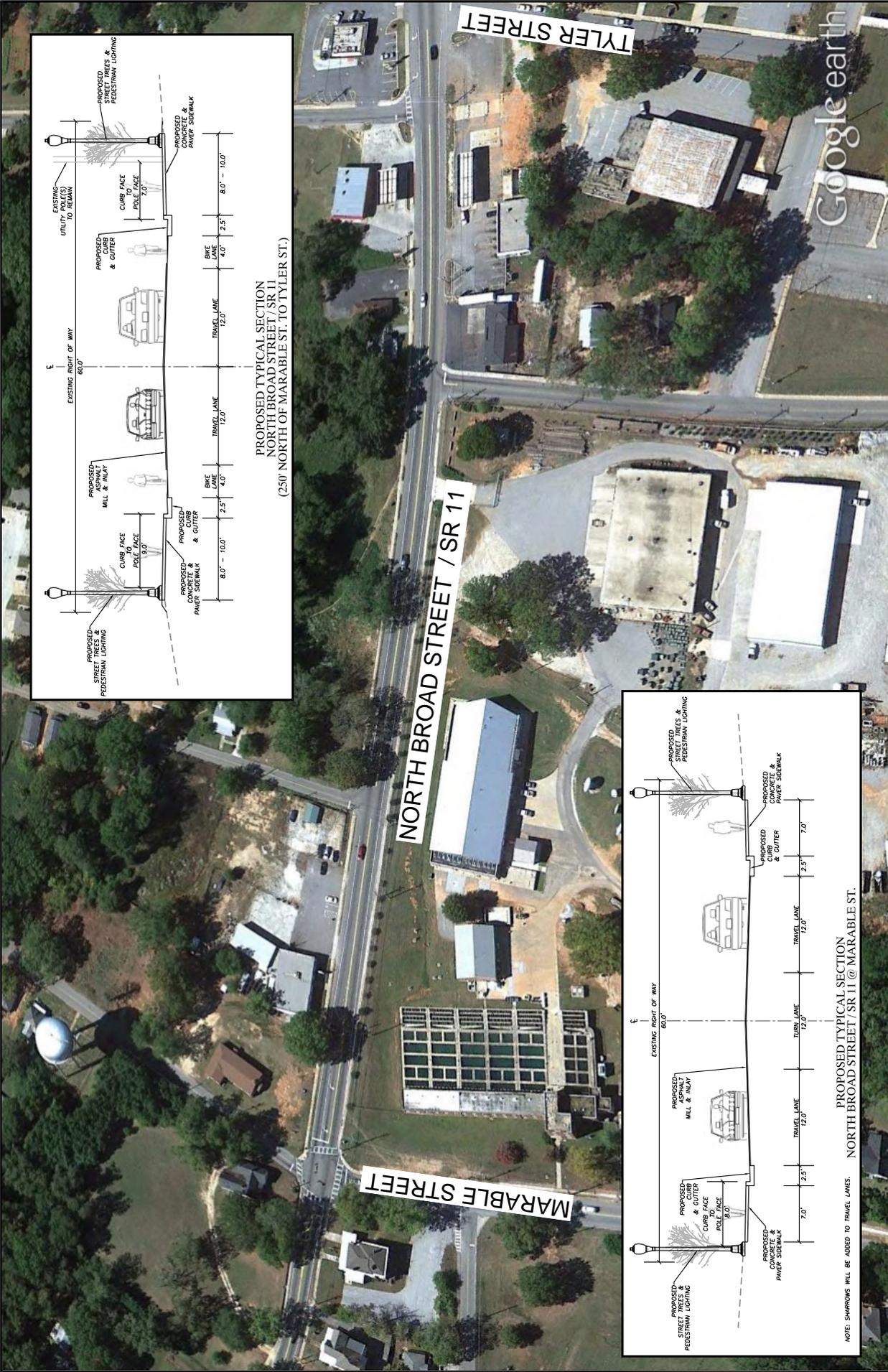
<b>No-Build Alternative:</b> No-Build.			
<b>Estimated Property Impacts:</b>	<b>0</b>	<b>Estimated Total Cost:</b>	<b>\$0</b>
<b>Estimated ROW Cost:</b>	<b>\$0</b>	<b>Estimated CST Time:</b>	<b>0 months</b>
<b>Rationale:</b> This alternative does not meet the goals of the project.			

County: Walton

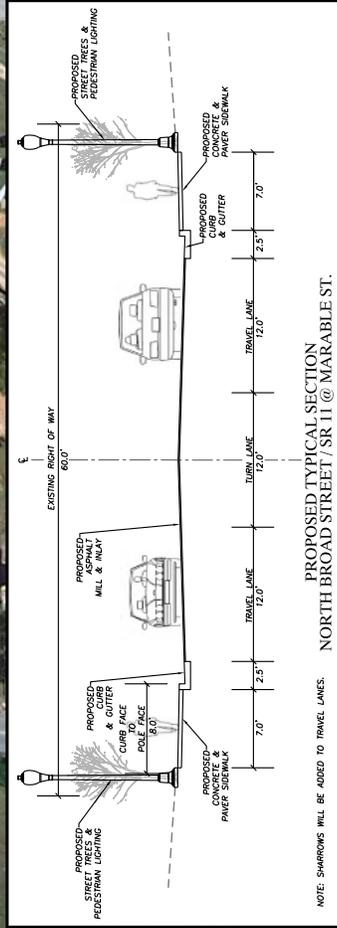
<b>Alternative 1:</b> Off-street shared use path on the east side and sidewalk only on the west side.			
<b>Estimated Property Impacts:</b>	<b>8</b>	<b>Estimated Total Cost:</b>	<b>\$3,000,000</b>
<b>Estimated ROW Cost:</b>	<b>\$200,000</b>	<b>Estimated CST Time:</b>	<b>16 months</b>
<b>Rationale:</b> This alternative was not selected due to the number of potential driveway conflicts with the shared use path, high right-of-way acquisition costs and utility relocation costs.			

**Comments/additional information:** None**Attachments:**

1. Concept Layout
2. Typical Sections
3. Cost Estimates
4. Crash Summaries with Milepost References
5. Concept Team Meeting Minutes
6. Pedestrian Lighting Letter
7. Project Framework Agreement



PROPOSED TYPICAL SECTION  
NORTH BROAD STREET / SR 11  
(250' NORTH OF MARABLE ST. TO TYLER ST.)



PROPOSED TYPICAL SECTION  
NORTH BROAD STREET / SR 11 @ MARABLE ST.

NOTE: SHARROWS WILL BE ADDED TO TRAVEL LANES.



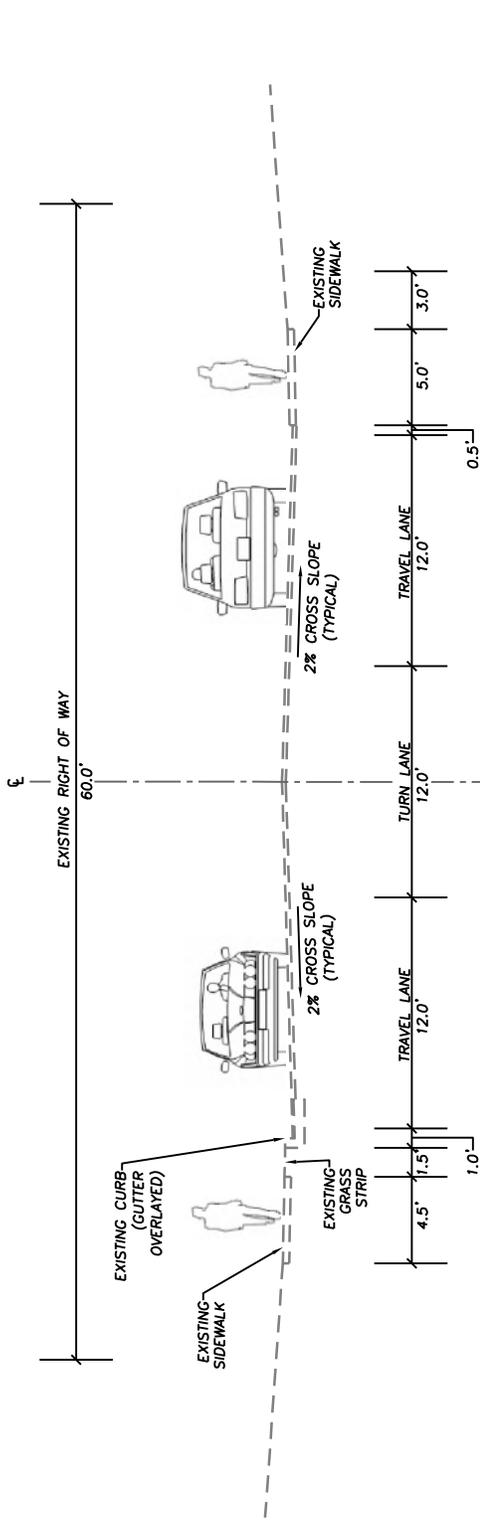
**Keck & Wood, Inc.** ENGINEERS SURVEYORS  
PLANNERS  
2750 PREMIERE PARKWAY SUITE 900  
DULUTH, GEORGIA 30097 (o) (678) 417-4000 (f) (678) 417-4055

CONCEPT LAYOUT  
for  
NORTH BROAD STREET PEDESTRIAN  
& BICYCLE IMPROVEMENTS  
PI 0011641 - WALTON COUNTY

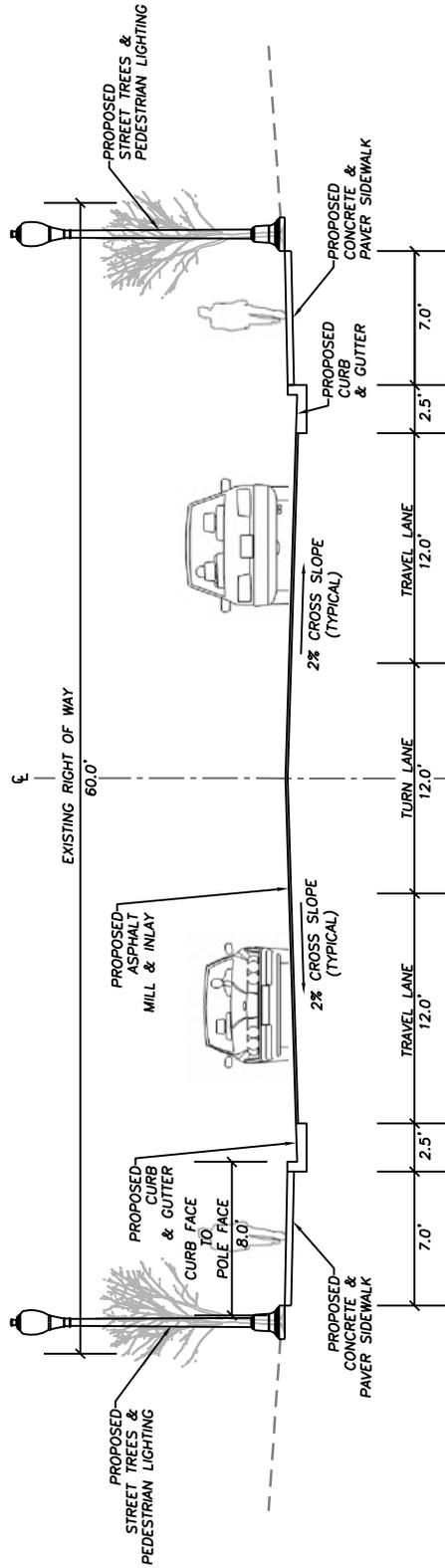
NORTH BROAD STREET / SR 11  
FROM  
MARABLE STREET TO TYLER STREET

CITY OF MONROE, GEORGIA





EXISTING TYPICAL SECTION  
NORTH BROAD STREET / SR 11 @ MARABLE ST.



PROPOSED TYPICAL SECTION  
NORTH BROAD STREET / SR 11 @ MARABLE ST.

NOTE: SHARROWS WILL BE ADDED TO TRAVEL LANES.

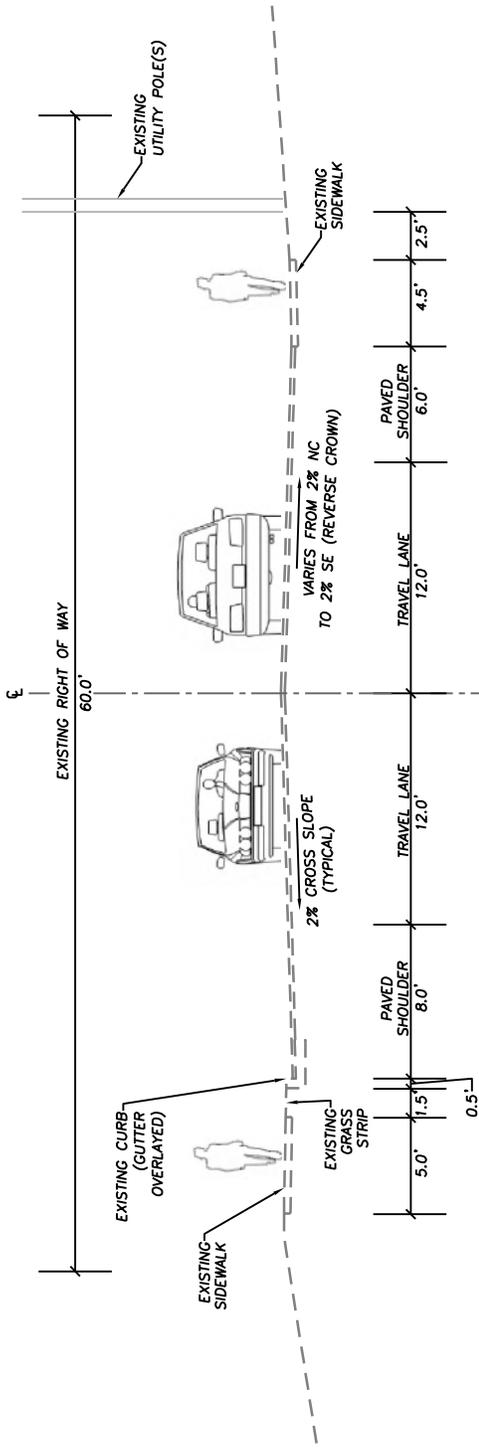


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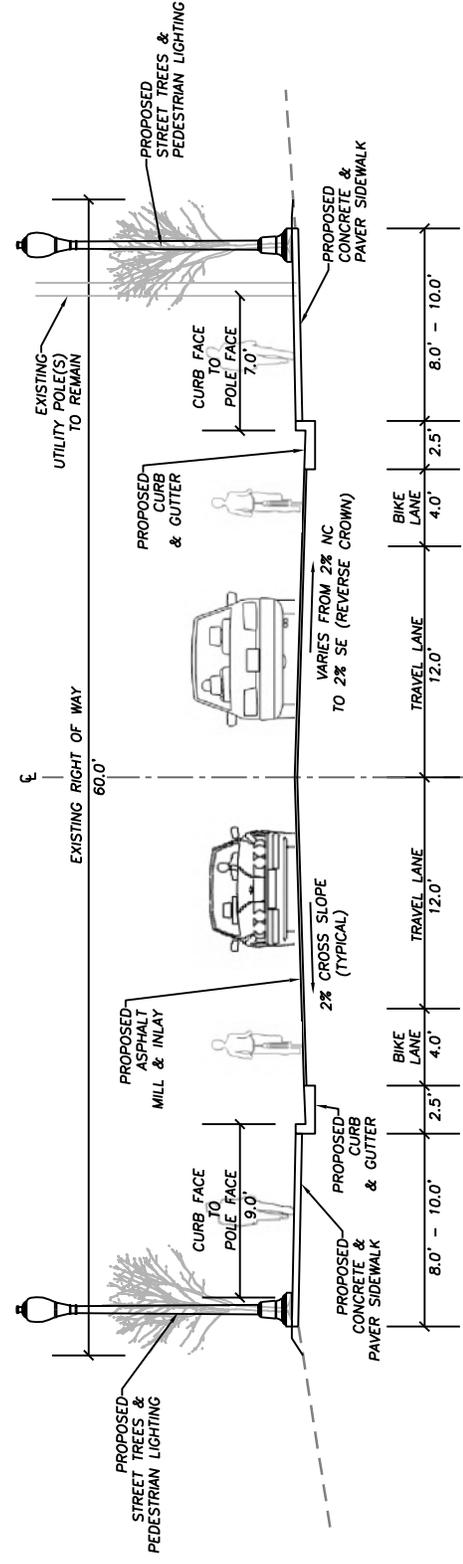
**CITY OF MONROE, GEORGIA**

TYPICAL SECTIONS  
for  
NORTH BROAD STREET PEDESTRIAN  
& BICYCLE IMPROVEMENTS  
PI 0011641 - WALTON COUNTY

TYPICAL SECTION 1  
NORTH BROAD STREET / SR 11 @  
MARABLE STREET



EXISTING TYPICAL SECTION  
 NORTH BROAD STREET / SR 11  
 (250' NORTH OF MARABLE ST. TO TYLER ST.)



PROPOSED TYPICAL SECTION  
 NORTH BROAD STREET / SR 11  
 (250' NORTH OF MARABLE ST. TO TYLER ST.)

**Keck & Wood, Inc.**  
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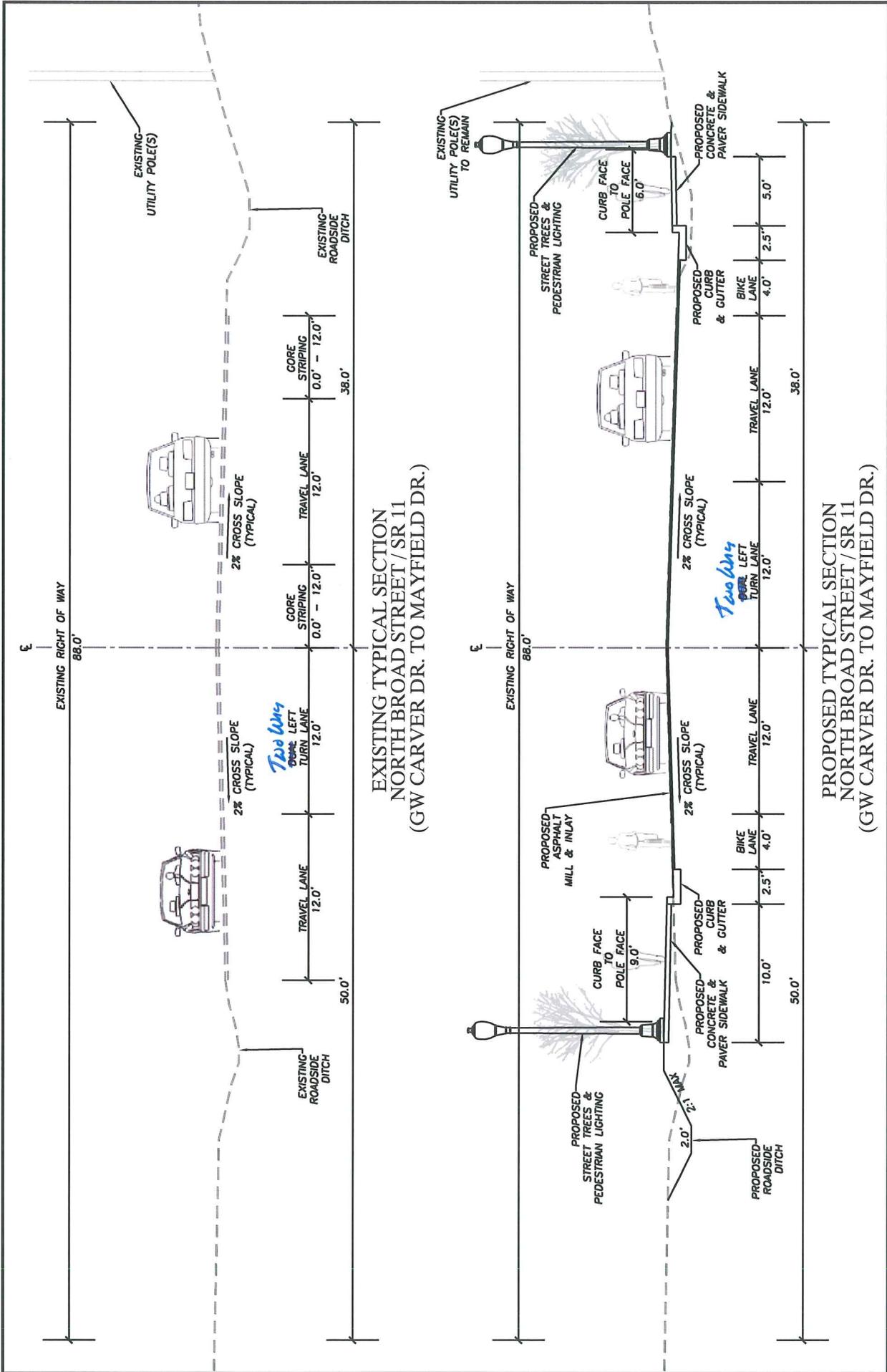
TYPICAL SECTIONS  
 for  
 NORTH BROAD STREET PEDESTRIAN  
 & BICYCLE IMPROVEMENTS  
 PI 0011641 - WALTON COUNTY

TYPICAL SECTION 2  
 NORTH BROAD STREET / SR 11  
 250' NORTH OF MARABLE STREET TO  
 TYLER STREET



CITY OF MONROE, GEORGIA



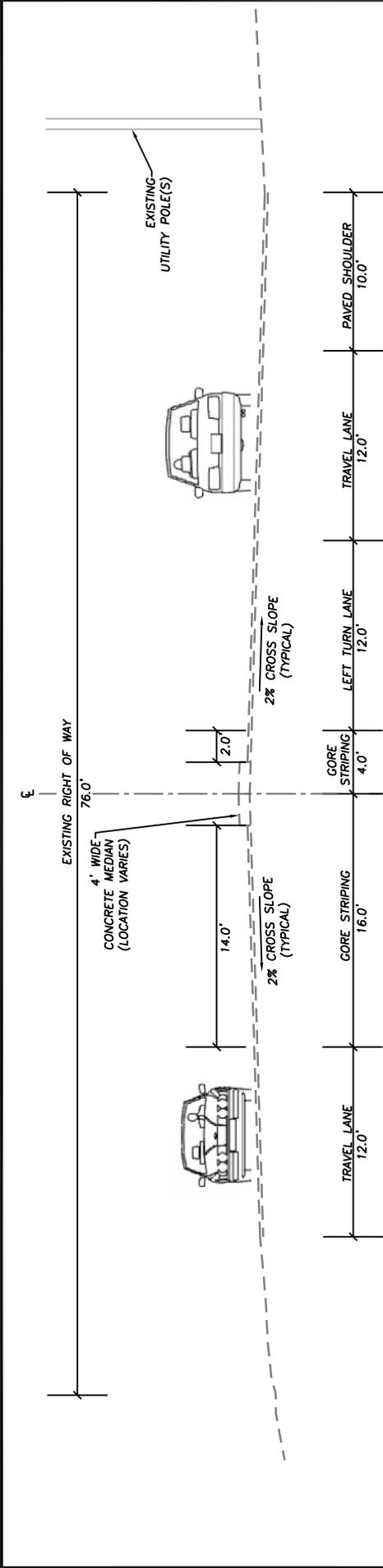


TYPICAL SECTION 4  
NORTH BROAD STREET / SR 11  
GW CARVER DRIVE TO  
MAYFIELD DRIVE

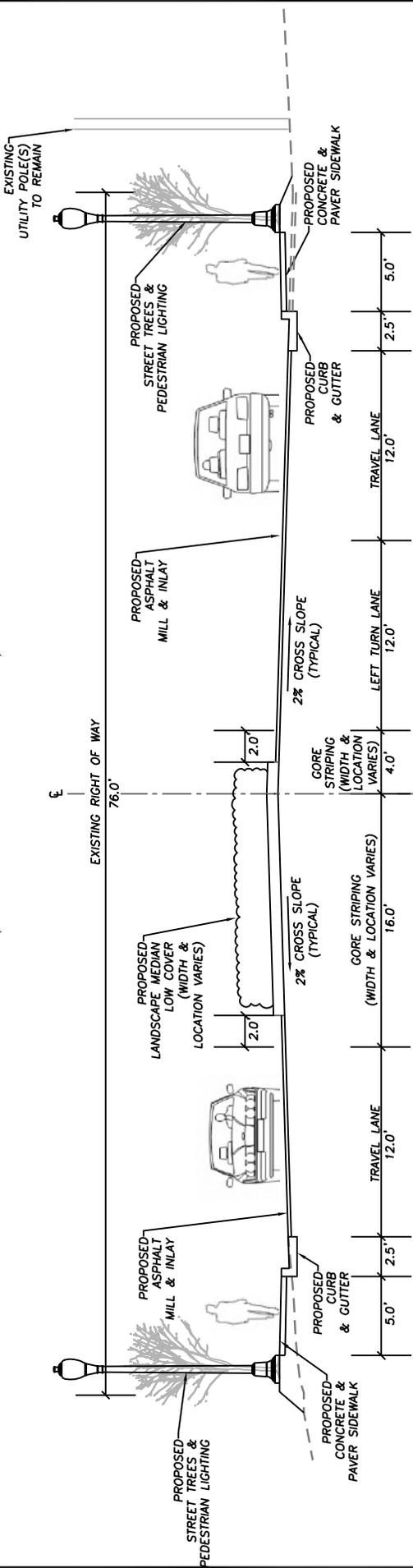
TYPICAL SECTIONS  
for  
NORTH BROAD STREET PEDESTRIAN  
& BICYCLE IMPROVEMENTS  
PI 0011641 - WALTON COUNTY

**Keck & Wood, Inc.**  
ENGINEERS, SURVEYORS  
PLANNERS  
2750 PREMIERE PARKWAY SUITE 900  
DULUTH, GEORGIA 30097 (o) (678) 417-4000 (f) (678) 417-4055

**CITY OF MONROE, GEORGIA**



EXISTING TYPICAL SECTION  
NORTH BROAD STREET / SR 11  
(MAYFIELD DR. TO US 78)



PROPOSED TYPICAL SECTION  
NORTH BROAD STREET / SR 11  
(MAYFIELD DR. TO US 78)

 <p><b>Keck &amp; Wood, Inc.</b> ENGINEERS SURVEYORS PLANNERS 2750 PREMIERE PARKWAY SUITE 900 DULUTH, GEORGIA 30097 (o) (678) 417-4000 (f) (678) 417-4055</p>	<p>TYPICAL SECTIONS for NORTH BROAD STREET PEDESTRIAN &amp; BICYCLE IMPROVEMENTS PI 0011641 - WALTON COUNTY</p>	<p>TYPICAL SECTION 5 NORTH BROAD STREET / SR 11 MAYFIELD DRIVE TO US 78</p>
<p>CITY OF MONROE, GEORGIA</p>		

**PROJECT COST ESTIMATE**  
**NORTH BROAD STREET PEDESTRIAN & BICYCLE IMPROVEMENTS**  
**PI 0011641**

GA. DOT ITEM NO.	PAY ITEMS DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	PRICE
150-1000	TRAFFIC CONTROL - PI 0011641	LS	\$20,000.00	1	\$20,000.00
163-0232	TEMPORARY GRASSING	LS	\$1,000.00	1	\$1,000.00
163-0240	MULCH	LS	\$500.00	1	\$500.00
165-0502	SILT CONTROL GATE, TP 2	LS	\$250.00	7	\$1,750.00
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	\$158.88	10	\$1,588.80
171-0010	TEMPORARY SILT FENCE, TYPE A	LF	\$1.58	6000	\$9,480.00
210-0100	GRADING COMPLETE - PI 0011641	LS	\$200,000.00	1	\$200,000.00
310-1101	GR AGGR BASE CRS, INCL MATL	TN	\$18.47	400	\$7,388.00
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY	TN	\$125.25	1105	\$138,401.25
432-0206	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	SY	\$4.13	1105	\$4,563.65
441-0016	DRIVEWAY CONCRETE, 6 IN TK	SY	\$35.05	80	\$2,804.00
441-0018	DRIVEWAY CONCRETE, 8 IN TK	SY	\$44.50	400	\$17,800.00
441-0104	CONC SIDEWALK, 4 IN	SY	\$37.29	4000	\$149,160.00
441-0108	CONC SIDEWALK, 8 IN	SY	\$60.17	120	\$7,220.40
441-0303	CONC SPILLWAY, TP 3	EA	\$1,720.17	2	\$3,440.34
441-0304	CONC SPILLWAY, TP 4	EA	\$1,963.37	2	\$3,926.74
441-4030	CONC VALLEY GUTTER, 8 IN	SY	\$43.38	400	\$17,352.00
441-5002	CONCRETE HEADER CURB, 6 IN, TP 2	LF	\$14.48	1000	\$14,480.00
441-6022	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	LF	\$29.41	6000	\$176,460.00
500-3201	CLASS B CONCRETE, RETAINING WALL	CY	\$512.80	185	\$94,868.00
500-9999	CLASS B CONC, BASE OR PVMT WIDENING	CY	\$174.97	152	\$26,595.44
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	\$34.05	1250	\$42,562.50
550-1240	STORM DRAIN PIPE, 24 IN, H 1-10	LF	\$42.35	1250	\$52,937.50
550-3324	SAFETY END SECTION 24 IN, STORM DRAIN, 4:1 SLOP	EA	\$820.38	7	\$5,742.66
603-2180	STN DUMPED RIP RAP, TP 3, 12 IN	SY	\$36.82	21	\$773.22
611-4003	RECONSTRUCT MISC DRAINAGE STRUCTURE	EA	\$1,450.66	5	\$7,253.30
611-5551	RESET SIGN	EA	\$646.83	10	\$6,468.30
634-1200	RIGHT OF WAY MARKERS	EA	\$104.12	2	\$208.24
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	\$18.32	450	\$8,244.00
636-2070	GALV STEEL POSTS, TP 7	LF	\$7.46	400	\$2,984.00
652-5451	SOLID TRAFFIC STRIPE, 5 IN, WHITE	LF	\$0.33	7000	\$2,310.00
652-5452	SOLID TRAFFIC STRIPE, 5 IN, YELLOW	LF	\$0.35	14000	\$4,900.00
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	\$74.73	20	\$1,494.60
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	\$5.12	240	\$1,228.80
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	\$1.96	3000	\$5,880.00
657-5002	PREFORMED PLASTIC PAVEMENT MARKING, GREEN (BIKE LANE)	SY	\$18.51	2500	\$46,275.00
668-1100	CATCH BASIN, GP 1	EA	\$2,138.58	20	\$42,771.60
668-2100	DROP INLET, GP 1	EA	\$1,860.49	5	\$9,302.45
668-4300	STORM SEWER MANHOLE, TP 1	EA	\$1,820.36	2	\$3,640.72
681-4120	LIGHTING STD, 12 FT MH, POST TOP	EA	\$1,658.00	70	\$116,060.00
682-1414	CABLE, TP XHHW, AWG NO 1/0	LF	\$4.00	6000	\$24,000.00
682-6233	CONDUIT, NONMETL, TP 3, 2 IN	LF	\$3.39	6000	\$20,340.00
700-9300	SOD	SY	\$4.53	3300	\$14,949.00
702-0140	CERCIS CANADENSIS - EASTERN REDBUD	EA	\$319.00	140	\$44,660.00
702-9999	LANDSCAPING	LS	\$43,830.59	1	\$43,830.59
900-0037	CONCRETE PAVERS	SF	\$11.00	24000	\$264,000.00
999-9998	BENCH	EA	\$2,000.00	10	\$20,000.00
999-9999	BIKE RACKS	EA	\$800.00	5	\$4,000.00
<b>ROADWAY SUB-TOTAL</b>					<b>\$1,695,595.10</b>
<b>CONSTRUCTION ENGINEERING &amp; INSPECTION (CEI) RATE 5.0% SUB-TOTAL</b>					<b>\$84,779.76</b>
<b>LIQUID AC ADJUSTMENT SUB-TOTAL</b>					<b>\$19,625.14</b>
<b>SUB-TOTAL</b>					<b>\$1,800,000.00</b>
<b>PE SUB-TOTAL</b>					<b>\$278,000.00</b>
<b>ROW SUB-TOTAL</b>					<b>\$50,000.00</b>
<b>TOTAL</b>					<b>\$2,128,000.00</b>

**PROJ. NO.**

CSSTP-0011-00(641)

CALL NO.

**P.I. NO.**

0011641

**DATE**

7/18/2013

**INDEX (TYPE)**

Link to Fuel and AC Index:

REG. UNLEADED

**DATE** **INDEX**

Dec-12 \$ 3.352

DIESEL

\$ 3.772

LIQUID AC

\$ 572.00

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>**LIQUID AC ADJUSTMENTS****PA=(((APM-APL)/APL)xTMTxAPL****Asphalt**

Price Adjustment (PA)				<b>18961.8</b>	<b>\$</b>	<b>18,961.80</b>
Monthly Asphalt Cement Price month placed (APM)			60%	915.20	\$	
Monthly Asphalt Cement Price month project let (APL)				572.00	\$	
<b>Total Monthly Tonnage of asphalt cement (TMT)</b>				<b>55.25</b>		

**ASPHALT**

	<b>Tons</b>	<b>%AC</b>	<b>AC ton</b>
Leveling	0	5.0%	0
12.5 OGFC	0	5.0%	0
12.5 mm	1105	5.0%	55.25
9.5 mm SP	0	5.0%	0
25 mm SP	0	5.0%	0
19 mm SP	0	5.0%	0
	<b>1105</b>		<b>55.25</b>

**BITUMINOUS TACK COAT**

Price Adjustment (PA)				<b>663.34</b>	<b>\$</b>	<b>663.34</b>
Monthly Asphalt Cement Price month placed (APM)			60%	915.20	\$	
Monthly Asphalt Cement Price month project let (APL)				572.00	\$	
<b>Total Monthly Tonnage of asphalt cement (TMT)</b>				<b>1.932795415</b>		

**Bitum Tack**

Gals	gals/ton	tons
450	232.8234	1.93279541



# Preliminary Right of Way Cost Estimate

Date: July 18, 2013

Project: North Broad Street Pedestrian & Bicycle Improvements P.I. Number: 0011641

Existing/Required R/W: Required

No. Existing Parcels: 36

Project Termini: North Broad Street (SR 11) from Marable Street to US 78

City of Monroe, Walton County

Project Description: Pedestrian & Bicycle Improvements

**Land:**

**Estimated Required ROW**

Commercial	500 sf	@ \$12.00 / sf	= \$7,200
Industrial	0 sf	@ \$10.00 / sf	= \$0
Residential	0 sf	@ \$8.00 / sf	= \$0
Agricultural	0 sf	@ \$6.00 / sf	= \$0

**Estimated Easements for Construction and Maintenance**

Commercial	2,067.5 sf@	\$6.00 / sf	= \$12,405
Industrial	0 sf	@ \$5.00 / sf	= \$0
Residential	0 sf	@ \$4.00 / sf	= \$0
Agricultural	0 sf	@ \$3.00 / sf	= \$0

\$19,605

**Improvements:**

0 businesses, 0 houses, 0 mobile homes, curbing,  
paving, signs, fencing and site improvements = \$0

\$0

**Relocation:**

0 Commercial	@	\$ 25,000 / parcel	= \$0
0 Residential	@	\$ 20,000 / parcel	= \$0

\$0

**Damages:**

Proximity	= \$0
Consequential	= \$0
Cost To Cure	= \$0

\$0

Net Cost		<u>\$19,605</u>
Scheduling Contingency	55 %	<u>\$10,785</u>
Adm/Court Cost	60 %	<u>\$11,765</u>
Inflation Factor	40 %	<u>\$7,845</u>

**Total Cost \$50,000**

Prepared By :

  
SAM SERIO (KECK & WOOD, INC.)



# KECK & WOOD, INC.

2750 Premiere Parkway

Suite 900

Duluth, GA 30097

(678) 417-4000

FAX (678) 417-4055

DATE: 7/18/13

PI NO. 0011641

## Memo

**TO:** Ryan Fernandez  
**OFFICE:** Georgia Department of Transportation

**FROM :** Sam J. Serio, P.E.  
**OFFICE:** Keck & Wood, Inc.

**SUBJECT:** Conceptual Utility Cost Estimate  
PI 0011641, North Broad Street Pedestrian & Bicycle Improvements  
Buford, GA

As requested by your office, we are furnishing you with a Conceptual Non-Reimbursable Utility Cost estimate for the PI 0011641, North Broad Street Pedestrian & Bicycle Improvements Project, located in Monroe, GA.

<u>FACILITY OWNER</u>	<u>NON-REIMBURSABLE</u>	<u>REIMBURSABLE</u>
City of Monroe – Gas	\$0	\$0
City of Monroe – Water	\$0	\$0
Windstream – Communication	\$0	\$0
City of Monroe – Communication	\$0	\$0
Comcast – Communication	\$0	\$0
City of Monroe – Power	\$0	\$0
City of Monroe – Sewer	\$0	\$0
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>

Total estimated reimbursable costs for the above project is \$0.

If you have questions, please contact me at 678-417-4023.

SJS

## Crash Summaries

N Broad Street (SR 11) - Marable St to US 78			
	2007	2008	2009
Crashes	24	23	5
Injuries	14	11	9
Fatalities	0	0	0

N Broad Street (SR 11) - Marable St to US 78		
Accident Type	Total	% of Overall Total
Angle	20	38.46%
Head On	1	1.92%
Not A Collision With A Motor Vehicle	5	9.62%
Rear End	25	48.08%
Sideswipe - Opposite Direction	0	0.00%
Sideswipe - Same Direction	1	1.92%

# Crash Summaries

WALTON COUNTY, SR 11 from Marable Street to US 78																			
Accident No	Date	Time	County	Route Type	Route	Milelog	Intersecting RT Type	Intersecting RT	Injuries	Fatalities	Harmlful Event	Collision	Location of Impact	Light	Surface	DirVeh1	DirVeh2	MnrvVeh1	MnrvVeh2
70310099	2/13/2007	6:21 PM	Walton	State Route	'001100	12.18	3	076415	1	0	Pedestrian	Not A Collision With A Motor Vehicle	On Roadway	Dark-Lighted	Wet	N		Straight	
711260451	2/13/2007	3:05 PM	Walton	State Route	'001100	12.16	3	065115	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
71260456	2/15/2007	5:18 PM	Walton	State Route	'001100	12.48	3	076115	0	0	Motor Vehicle in Motion	Angle	On Shoulder	Daylight	Dry	S	S	Passing	Turning Right
71260463	2/24/2007	1:37 PM	Walton	State Route	'001100	12.09	3	076115	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Straight
71260465	2/26/2007	4:43 PM	Walton	State Route	'001100	12.09	3	076115	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Straight
70660554	3/5/2007	5:09 PM	Walton	State Route	'001100	12.1	3	065415	2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Stopped
73030497	4/16/2007	2:35 PM	Walton	State Route	'001100	12	3	065415	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Stopped
73030503	4/21/2007	11:35 AM	Walton	State Route	'001100	12	3	065415	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Straight
73030504	4/25/2007	6:00 PM	Walton	State Route	'001100	12.48	3	065415	0	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Dry	E	S	Turning Left	Straight
73030527	5/16/2007	12:09 PM	Walton	State Route	'001100	12.18	3	073015	1	0	Overturn	Not A Collision With A Motor Vehicle	On Roadway	Daylight	Dry	S	S	Straight	
73490092	5/16/2007	12:09 PM	Walton	State Route	'001100	12.18	3	073015	0	0	Deer	Not A Collision With A Motor Vehicle	On Roadway	Daylight	Dry	S	S	Straight	
73030526	5/16/2007	2:46 PM	Walton	State Route	'001100	12.48	3	065115	3	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Turning Left	Turning Left
73040015	6/16/2007	8:11 PM	Walton	State Route	'001100	12.16	3	065115	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	N	N	Straight	Turning Left
73040028	6/28/2007	3:08 PM	Walton	State Route	'001100	12.09	3	076115	0	0	Motor Vehicle in Motion	Not A Collision With A Motor Vehicle	On Roadway	Daylight	Dry	S	S	Straight	Straight
73030541	7/2/2007	6:43 PM	Walton	State Route	'001100	12.09	3	076115	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	S	S	Straight	Turning Left
73040048	7/15/2007	1:14 AM	Walton	State Route	'001100	12.41	3	073015	1	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Wet	E	N	Turning Left	Straight
74320067	9/12/2007	4:55 PM	Walton	State Route	'001100	12.09	3	072715	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Turning Left
74320070	9/13/2007	3:44 PM	Walton	State Route	'001100	12.29	3	072715	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	S	N	Turning Left	Straight
74730351	10/11/2007	7:48 PM	Walton	State Route	'001100	12.13	3	065115	2	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	N	S	Turning Left	Straight
74750261	10/27/2007	11:00 PM	Walton	State Route	'001100	12.16	3	065115	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Dry	E	E	Straight	Stopped
75220252	11/14/2007	7:03 PM	Walton	State Route	'001100	12.09	3	076115	0	0	Parked Motor Vehicle	Sideswipe - Same Direction	On Roadway	Dark-Not Lighted	Dry	S	S	Straight	Turning Left
75220247	11/17/2007	8:39 AM	Walton	State Route	'001100	12.18	3	076415	2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Straight
75940478	11/30/2007	2:35 PM	Walton	State Route	'001100	11.91	3	065415	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Stopped
75740568	12/10/2007	6:02 PM	Walton	State Route	'001100	12.16	3	065115	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Dry	N	S	Straight	Straight
80720263	2/22/2008	5:00 PM	Walton	State Route	'001100	12.41	3	073015	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	S	Turning Left	Straight
80590031	2/26/2008	7:16 AM	Walton	State Route	'001100	12.31	3	073015	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	E	N	Turning Left	Negotiating a Curve
81190366	3/9/2008	1:28 PM	Walton	State Route	'001100	12.18	3	073015	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Turning Right
80590064	3/11/2008	12:08 PM	Walton	State Route	'001100	12.3	3	072915	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	N	Turning Left	Straight
82010328	5/6/2008	2:44 PM	Walton	State Route	'001100	12.26	3	072915	0	0	Motor Vehicle in Motion	Angle	On Shoulder	Daylight	Dry	W	N	Turning Left	Straight
82010335	5/20/2008	6:30 PM	Walton	State Route	'001100	12.48	3	073015	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	N	Turning Left	Turning Left
82010337	5/22/2008	10:00 AM	Walton	State Route	'001100	11.91	3	065415	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Changing Lanes	Straight
82690264	7/17/2008	12:52 PM	Walton	State Route	'001100	12.09	3	076115	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	S	Straight	Stopped
82690268	7/16/2008	7:06 PM	Walton	State Route	'001100	12.33	3	065015	1	0	Motor Vehicle in Motion	Angle	On Shoulder	Dark-Lighted	Dry	S	N	Changing Lanes	Straight
82690270	7/18/2008	12:38 PM	Walton	State Route	'001100	12.09	3	076115	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Turning Left
83520522	8/18/2008	5:55 PM	Walton	State Route	'001100	12.09	3	076115	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Stopped
83420299	8/20/2008	6:38 PM	Walton	State Route	'001100	12.16	3	065115	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	N	Straight	Stopped
83420311	8/27/2008	8:20 PM	Walton	State Route	'001100	12.32	3	065115	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Dry	N	S	Turning Left	Straight
84160379	9/4/2008	11:41 AM	Walton	State Route	'001100	12.11	3	065115	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Stopped
84200282	9/5/2008	4:19 PM	Walton	State Route	'001100	12.16	3	076115	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Stopped
84160383	9/15/2008	7:18 PM	Walton	State Route	'001100	12.09	3	076115	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	N	Turning Left	Straight
84150094	9/27/2008	11:54 AM	Walton	State Route	'001100	12.16	3	065115	5	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Stopped
84970374	11/2/2008	3:35 PM	Walton	State Route	'001100	11.91	3	065415	0	0	Motor Vehicle in Motion	Angle	Off Roadway	Daylight	Dry	N	W	Turning Left	Stopped
84890245	11/5/2008	12:01 AM	Walton	State Route	'001100	12.26	3	072915	0	0	Deer	Not A Collision With A Motor Vehicle	On Roadway	Daylight	Dry	S	S	Straight	
84970382	11/17/2008	6:33 PM	Walton	State Route	'001100	11.91	3	065415	1	0	Motor Vehicle in Motion	Angle	On Roadway	Dusk	Dry	E	E	Turning Right	Turning Left
85560137	12/5/2008	3:40 PM	Walton	State Route	'001100	12.19	3	065415	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Stopped
85560164	12/25/2008	5:28 PM	Walton	State Route	'001100	12.09	3	073015	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Wet	N	N	Straight	Stopped
90260294	1/10/2009	6:01 PM	Walton	State Route	'001100	12.41	3	073015	2	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Wet	N	S	Turning Left	Straight
91440375	2/3/2009	7:07 PM	Walton	State Route	'001100	12.16	3	076115	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Dry	S	N	Turning Left	Turning Left
91440382	2/6/2009	7:03 PM	Walton	State Route	'001100	12.09	3	076115	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Dry	S	S	Straight	Straight
92560414	5/17/2009	1:22 PM	Walton	State Route	'001100	12.09	3	076115	4	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	S	S	Straight	Straight
93090070	6/23/2009	8:55 AM	Walton	State Route	'001100	12.13	3	076115	3	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	S	Turning Left	Straight

## MILEPOST REFERENCES FROM CRASH SUMMARIES

Route Number	Begin Measure	End Measure	Description	Intersection 1	Intersection 2
001100	11.91	11.92	CSX 065415LCR0465R	W MARABLE ST	E MARABLE ST
001100	11.92	11.94			
001100	11.94	12			
001100	12	12.05	CST 065415 L	NOWELL ST	
001100	12.05	12.09	MP 012		
001100	12.09	12.16	CST 076115 R		SORRELLS ST
001100	12.16	12.18	CST 065115 L	PERRY ST	
001100	12.18	12.2	CST 076415 R		TYLER ST
001100	12.2	12.22			
001100	12.22	12.27			
001100	12.27	12.29	CST 072915 R		OAK ST
001100	12.29	12.31	CSY 072715 R		N MIDLAND AVE
001100	12.31	12.33			
001100	12.33	12.38	CSY 065015 L	G W CARVER DR	
001100	12.38	12.41			
001100	12.41	12.42	CST 073015 L	MAYFIELD DR	
001100	12.42	12.44			
001100	12.44	12.45			
001100	12.45	12.47	RPX 010003L010004R	FROM & TO SR 10	
001100	12.47	12.48			
001100	12.48	12.52	BRH 297-0017-0		



## KECK & WOOD, INC.

2750 Premiere Parkway, Suite 900

Duluth, GA 30097

(678) 417-4000

Fax (678) 417-4055

www.keckwood.com

# MEETING MINUTES

**WHAT:** Meeting Minutes for North Broad Street LCI Scoping Phase Kick Off Meeting

**DATE/TIME:** February 2, 2012 2:00 PM

**WHERE:** City of Monroe, City Hall

**PROJECT:** North Broad Street Pedestrian/Bicycle Improvements

### PERSONNEL PRESENT:

NAME	COMPANY	PHONE #	EMAIL
Julian Jackson	City Administrator	770-266-8110	jjackson@monroega.gov
Matthew Chancey	City Planner	770-266-5355	mchancey@monroega.gov
Rick Gurney	Keck & Wood	678-417-4008	rgurney@keckwood.com
Matt Dunagin	Keck & Wood	678-417-4011	mdunagin@keckwood.com
Sam Serio	Keck & Wood	678-417-4023	sserio@keckwood.com
Joe Palladi	ARC	404-261-5788	jpalladi@atlantaregional.com
Amy Goodwin	ARC	404-463-3311	agoodwin@atlantaregional.com
Rhonda Brady	GDOT Traffic Ops	770-532-5532	rbrady@dot.ga.gov
Shane Giles	GDOT Traffic Ops	770-532-5532	shgiles@dot.ga.gov

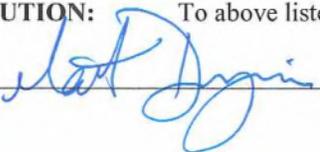
### KEY TOPICS:

- Collectively it was decided that the project would be rushed to make the March TIP deadline, therefore the project will be submitted in time for the June TIP
- Julian expressed that the citizens are excited about this project and he would like for them to have ample chances to give input on the project and "own the project"
- Additional northbound travel lane between Tyler Street and Oak Street was most likely used as a school bus deceleration lane. However, the Walton County Schools maintenance and storage facility is no longer located on Oak Street
- GDOT stated a lane reconfiguration is acceptable as long as GDOT standards and guidelines are followed
- City indicated that there is no knowledge of any planned redevelopment along the project corridor
- ARC (Amy) recommended a review of the AASHTO guidelines for multiuse paths, stated multiuse paths are not encouraged for this type of area and suggested bike lanes. Both options will require a more detailed investigation of their feasibility
- Keck & Wood to check both GDOT and ARC bicycle route plans for North Broad Street
- The City would like whichever option is more feasibility, but thinks the multiuse path would be used more. However ultimately would like to go with whichever option ARC approves.
- ARC stated that the project should connect to the existing sidewalk on the US 78 overpass bridge
- ARC stated that midblock crossings should be included in the scoping phase report and the locations could be identified in the concept report after public input and further observation
- ARC (Amy) stated to coordinate design with GDOT and acknowledge GDOT's involvement and support in the scoping and concept reports
- ARC (Joe) encouraged allotting at least 12 months for right-of-way acquisition regardless if any is anticipated for the project. ARC stated that it is easier for them to move a project forward in the TIP rather than move it back, therefore be conservative with the project timeline

- GDOT stated that once a proposed roadway lane reconfiguration plan is developed for the project, to submit the plans to Brent Cook. Amy and Joe with ARC asked to be copied this proposed lane reconfiguration submittal as well
- ARC (Joe) suggested a traffic study be conducted at the traffic signal located at the intersection of North Broad Street and Marable Street to ensure the proposed lane reconfiguration will not cause a volume issue along the project
- Due to the anticipated changes in the striping configuration the project must include an overlay or mill and inlay
- A GDOT administration fee (estimated \$27,000) will be charged for GDOT review and approval. Amy will check if this fee can be included in the PE costs and be subsidized with funding from the TIP. The budget should be revised during the scoping phase to account for these additional fees
- The construction cost estimate should include Construction Engineering & Inspections (CEI)
- ARC (Joe) reminded that gutter spread and drainage issues will need to be investigated if the curb lines are brought in closer to the travel lanes
- Keck & Wood anticipates no power poles will need to be relocated, and no major utility work will occur due to this project
- ARC (Joe) requested that the accident data in the concept report include prominent accident type, accident location, and if proposed features will impact the quantity of these types of accidents. Also include any pedestrian accident data if it exists. GDOT added that Norm Crestman could provide this data.
- ARC (Joe) suggested a very basic screening for historical sites be conducted by environmental during the scoping phase
- GDOT stated to use policies and procedures document 6755-9 "Landscaping on GDOT Right of Way"
- No irrigation is allowed in a raised median with landscaping, if one is proposed
- This project is not considered a "road diet" so a traffic study may not be needed

**ATTACHMENT:** None.

**DISTRIBUTION:** To above listed personnel present.

Notes by:  / Matt Dunagin. (Keck & Wood, Inc.)

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

**INDICATION OF LIGHTING SUPPORT**  
STREETSCAPE/ENHANCEMENT PROJECT

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

**Location**

The City of Monroe supports the consideration of streetscape/enhancement lighting.

Description: SR 11 from CS 654/Marable Street to SR 10/US 78

State/County Route Numbers: (see above)

Project: P.I. No. 0011641 ~ Walton County

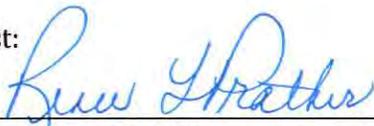
**Associated Conditions**

The undersigned agrees to participate in the following maintenance of installed streetscape/enhancement lighting:

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

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

Attest:

  
City Clerk

This 19 day of NOVEMBER, 2013

By: 

Title: CITY ADMINISTRATOR



June 7, 2013

Mr. Greg Thompson, Mayor  
City of Monroe  
P.O. Box 1249  
Monroe, GA 30655

Dear Mr. Thompson:

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

**Walton County, PI# 0011641**

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 Ryan Fernandez at (404) 631-1162.

Sincerely,

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

Angela Robinson,  
Financial Management Administrator

AR:kp

Enclosure

c: Bob Rogers  
Bayne Smith – District 1 Engineer  
Kim Coley – District 1 Planning & Programming Engineer  
Neil Kantner – District 1 Utilities Engineer  
Mike Bolden – State Utilities Engineer

**AGREEMENT**

**BETWEEN**

**DEPARTMENT OF TRANSPORTATION**

**STATE OF GEORGIA**

**AND**

**THE CITY OF MONROE**

**FOR**

**TRANSPORTATION FACILITY IMPROVEMENTS**

This Framework Agreement is made and entered into this 3<sup>rd</sup> day of June, 2013, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the CITY OF MONROE, acting by and through its Mayor and City Council, hereinafter called the "LOCAL GOVERNMENT".

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

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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, hereinafter referred to as "PE", all reimbursable utility relocations, all non-reimbursable 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%, and is enclosed as Attachment "C" and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT prior to the execution of this AGREEMENT or subsequent funding agreements shall not be considered for reimbursement by the DEPARTMENT. PE expenditures incurred by the LOCAL GOVERNMENT after execution of this AGREEMENT shall be reimbursed by the DEPARTMENT once a written notice to proceed is given by the DEPARTMENT.

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

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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 and sidewalk within the PROJECT limits. The LOCAL GOVERNMENT shall also be responsible for the continual maintenance and operation of all lighting systems installed to illuminate any

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roundabouts constructed as part of this PROJECT. Furthermore, the LOCAL GOVERNMENT shall also be responsible for the maintaining of all landscaping installed as part of any roundabout constructed as part of this PROJECT.

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

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

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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

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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

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

i. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. All drafting and design work performed on the project shall be done utilizing Microstation V8i and InRoads software respectively using the DEPARTMENT's Electronic Data Guidelines. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to acquire the right of way and construct the PROJECT.

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

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

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

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

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

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

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

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

the hydraulic and hydrological studies and the design of the bridge(s). The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

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

13. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects; the LOCAL

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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

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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,

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including underground storage tanks, 3 months prior to advertising the PROJECT for bids.

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

- a. Submittal of acceptable PROJECT PE activity deliverables noted in this agreement.
- b. Certification that all needed rights of way have been obtained and cleared of obstructions.
- c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.
- d. Certification that all Utility/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved and reimbursable agreements, if applicable, are executed.

If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall provide the above deliverables and certifications and

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

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

18. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if the PROJECT is being let by the DEPARTMENT. This data shall be

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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.

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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

BY: [Signature]  
Commissioner

LOCAL GOVERNMENT NAME

BY: [Signature]  
Mr. Greg Thompson  
Mayor, City of Monroe

ATTEST: [Signature]  
Treasurer

Signed, sealed and delivered this 26<sup>th</sup>  
day of March, 2013, in the  
presence of:



[Signature]  
Witness

[Signature]  
Notary Public

This Agreement approved by Local  
Government, the 12<sup>th</sup> day of  
March, 2013.

Attest

W. Matt Chis CITY ADMINISTRATION

Name and Title

FEIN: 58-6000626

**Attachment "A" Funding Sources and Distribution**  
 Project No.: 0011641 Sponsor: Walton County/City

PI No. 0011641, Walton County/City of Monroe  
 Attach "Project Manager" Project Charging Form for Approval

Preliminary Engineering - Phase I <sup>1</sup>				GDOT Oversight for PE (Phase I) <sup>2</sup>				Preliminary Engineering Grand Total (Phase I)			
Percentage	PE Amount	Maximum PE Participation Amount (\$)	Participant	PE Activity Sponsor	Percentage	Amount	Participant	Percentage	Amount	Percentage	Amount
80%	\$160,000.00	\$160,000.00	Federal	Local Government	#DIV/0!	\$0.00	Federal	80%	\$160,000.00		
0%	\$0.00	\$0.00	State		#DIV/0!	\$0.00	State	0%	\$0.00		
20%	\$40,000.00	\$40,000.00	Local		0%	\$0.00	Local	20%	\$40,000.00		
0%	\$0.00	\$0.00	Other		#DIV/0!	\$0.00	Other	0%	\$0.00		
100%	\$200,000.00	\$200,000.00			#DIV/0!	\$4.00		100%	\$200,000.00		
<b>Total</b>											

Right of Way - Phase II <sup>2</sup>				Utility Relocation - Phase IV			
Percentage	ROW Amount	Maximum ROW Participation Amount (\$)	Participant	Acquisition By:	Utility Funding By:	Percentage	Amount
80%	\$40,000.00	\$40,000.00	Federal	Local Government	Local Government	100%	\$40,000.00
0%	\$0.00	\$0.00	State				
20%	\$10,000.00	\$10,000.00	Local				
0%	\$0.00	\$0.00	Other				
100%	\$50,000.00	\$50,000.00					
<b>Total</b>							

Construction - Phase III <sup>2</sup>				GDOT Oversight for CST (Phase III) <sup>2</sup>			
Percentage	CST Amount	Maximum CST Participation Amount (\$)	Participant	Letting By:	Testing (Phase V) Funding By:	Percentage	Amount
80%	\$1,440,000.00	\$1,440,000.00	Federal	GDOT	GDOT	100%	\$1,440,000.00
0%	\$0.00	\$0.00	State				
80%	\$360,000.00	\$360,000.00	Local				
0%	\$0.00	\$0.00	Other				
100%	\$1,800,000.00	\$1,800,000.00					
<b>Total</b>							

Grand Total - All Phases I through III			
Percentage	TOTAL Amount	Maximum Participation Amount (\$)	Participant
80%	\$1,640,000.00	\$1,640,000.00	Federal
0%	\$0.00	\$0.00	State
20%	\$410,000.00	N/A	Local
0%	\$0.00	\$0.00	Other
<b>Total</b>	<b>\$2,050,000.00</b>		

<sup>1</sup>The maximum allowable GDOT participating amounts for PE phase are shown above. The 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>Right-of-Way and Construction amounts shown are for budget planning purposes only.

NOTE: Separate GDOT P.O.s will be established for each funding phase.

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

## ATTACHMENT "B" Project Timeline

### PI # 0011641 – Walton County/City of Monroe

**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</b>	<b>Execute</b>	<b>May/2013</b>	<b>September/2014</b>	<b>March/2015</b>	<b>January/2016</b>
<b>Responsible Parties</b>	<b>Agreement</b>	<b>(Approve Concept)</b>	<b>(Approve Env. Document)</b>	<b>(Authorize Right of Way funds)</b>	<b>(Authorize Const. funds)</b>

**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"

1641, Walton County/City of Monroe

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 Route to School (SRTS) funds will use SRTS funds to finance GDOT's PE oversight expenses, regardless of whether or not a subsequent phase of the project appears in the STIP/TIP.

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

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

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

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

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

Approved: \_\_\_\_\_

Todd I. Long, PE, PTOE, Director of Planning

7/27/19  
Date

Approved: \_\_\_\_\_

Gerald M. Ross, PE, Chief Engineer/Deputy Commissioner

10/7/20  
Date

**Attachment "D"**

**PE Budget Estimate for Local Government Oversight**

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

PE Phase	Cost Estimate
Procurement	
Concept Development	
Database	
Preliminary Design	
Environmental	
Final Design	
Total =	

**ATTACHMENT E**

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

Name of Contracting Entity: City of Monroe, GA

Contract No. and Name: PI No. 0011641

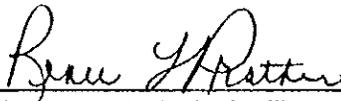
SR 11 from CS 654/Marable Street to SR 10.US 78

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.

134652  
E-Verify / Company Identification Number

  
Signature of Authorized Officer or Agent

July 8, 2008  
Date of Authorization

Renee L. Prather  
Printed Name of Authorized Officer or Agent

Finance Director  
Title of Authorized Officer or Agent

04/04/2013  
Date

SUBSCRIBED AND SWORN

revised : 12/2011

BEFORE ME ON THIS THE

4 DAY OF April, 2013

Beverly Johnson  
Notary Public

[NOTARY SEAL]



My Commission Expires: June 29, 2015

**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.

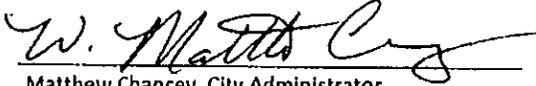
The provisions of Title VI apply to all contractors, subcontractors, consultants and suppliers. And is a condition for receiving federal funds. All sub recipients must sign Title VI assurances that they will not discriminate as stated in Title VI of the Civil Rights Act of 1964. In the event that the 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 City of Monroe 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 City of Monroe 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.



Matthew Chancey, City Administrator

Official Name and Title

Date 04/04/2013

**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)

revised : 12/2011