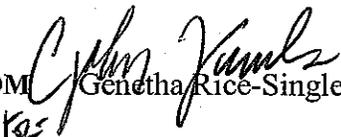


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006731, Fulton County **OFFICE** Preconstruction
CSSTP-0006-00(731)
SR 279/Old National Highway ATMS-
From I-285 to Jonesboro Road **DATE** June 22, 2009

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Rachel Brown
Paul Liles
Mike Lobdell
Sharon Evans
BOARD MEMBER

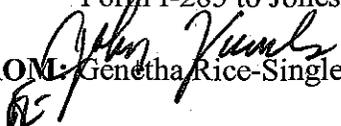
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0006731, Fulton County
CSSTP-0006-00(731)
SR 279/Old National Highway ATMS-
Form I-285 to Jonesboro Road

OFFICE: Preconstruction

DATE: June 15, 2009

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO:  Gerald M. Ross, P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project consists of the installation of fiber optic communications cable and closed circuit television (CCTV) cameras along Old National Highway/SR 279 from Jonesboro Road to Sullivan Road for a total of 4.96 miles. Traffic volumes on Old National Highway/SR 279 are projected to be 30,210 VPD in 2010. This arterial has become congested and operates below an acceptable level of service (LOS) during peak hours. The purpose of this project is to enable arterial traffic monitoring, signal control and quicker incident response along Old National Highway/SR 279. An intelligent Transportation System (ITS) will allow for improved progression and traffic surveillance. ITS will provide the ability to control signal timing and effectively manage traffic backup due to incidents along the roadway. The ITS system will allow for a more orderly progression of traffic through the Old National Highway/SR 279.

The project proposes to install a wireless communication within the project limits. The project will link with existing fiber along Jonesboro Road to Sullivan Road and existing GDOT Hub K at I-285/I-85/Old National Highway. Twelve (12) new CCTV cameras will be installed as well as fiber optic drop cables to the cameras and existing traffic signals. Traffic signals will be timed to maintain coordinated traffic flow progression through the synchronized intersections. The progression of vehicles along the major roadway will be given priority even when the characteristics of the roadway traffic flow and control changes. Shoulder closures and/or right lane closures will be required for installation of ITS devices and trenching for conduit and fiber optic trunk line.

Environmental concerns include requiring a COE 404 permit; Categorical Exclusion will be prepared; a Public Hearing is not required; time saving procedures are appropriate.

P.I. No. 0006731, Fulton County
Page 2
June 15, 2009

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 740,000	\$ 625,000	L400	2011(proposed)
Right-of-way & utilities	Local	Local		

* Fulton County signed PFA for PE, ROW, Utilities and 20% CST /100% over 625K

I recommend this project concept be approved.

GRS: JDQ
Attachment

CONCUR

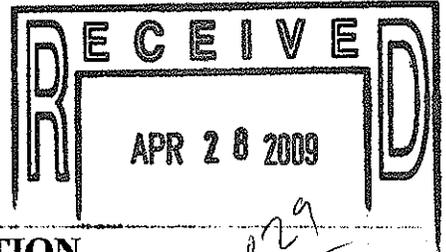
Bertha Rice-Spitzer *for Director*

Director of Preconstruction

APPROVED

Gerald M. Ross

Gerald M. Ross, P.E., Chief Engineer



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Traffic Operations

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(731)

County: Fulton

P. I. Number: 0006731

Federal Route Number: None

State Route Number: 279

SR 279/OLD NATIONAL HWY ATMS FROM I-285 TO JONESBORO ROAD

Recommendation for approval:

DATE 10 APR 2009

DATE 4-13-09

Project Manager

State Traffic Engineer

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

DATE 4/28/09

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

Project Concept Report Page 8
Project Numbers: CSSTP-0006-00(731)
P. I. Numbers: 0006731
County: Fulton

NOTICE OF LOCATION DESIGN APPROVAL

CSSTP-0006-00(731), FULTON COUNTY
P. I. No. 00006731

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

Date of Location Design Approval: JUNE 22, 2009

The project is located in land lots 0061, 0068, 0093, 0100, 0125, 0132, 0157, 0164, 0165, 0188, and 0189; 13th land district; 5th congressional district of Fulton County along Old National/SR 279 from Jonesboro Rd/ SR 138 to Sullivan Rd.

The project consists of installing a fiber optic backbone along the corridor to link with existing fiber along Jonesboro Road to Sullivan Road on the north end and existing GDOT Hub K at I-285/I-85/Old National Highway. The project will also provide for traffic signal interconnect and possible future CCTV or other ITS devices.

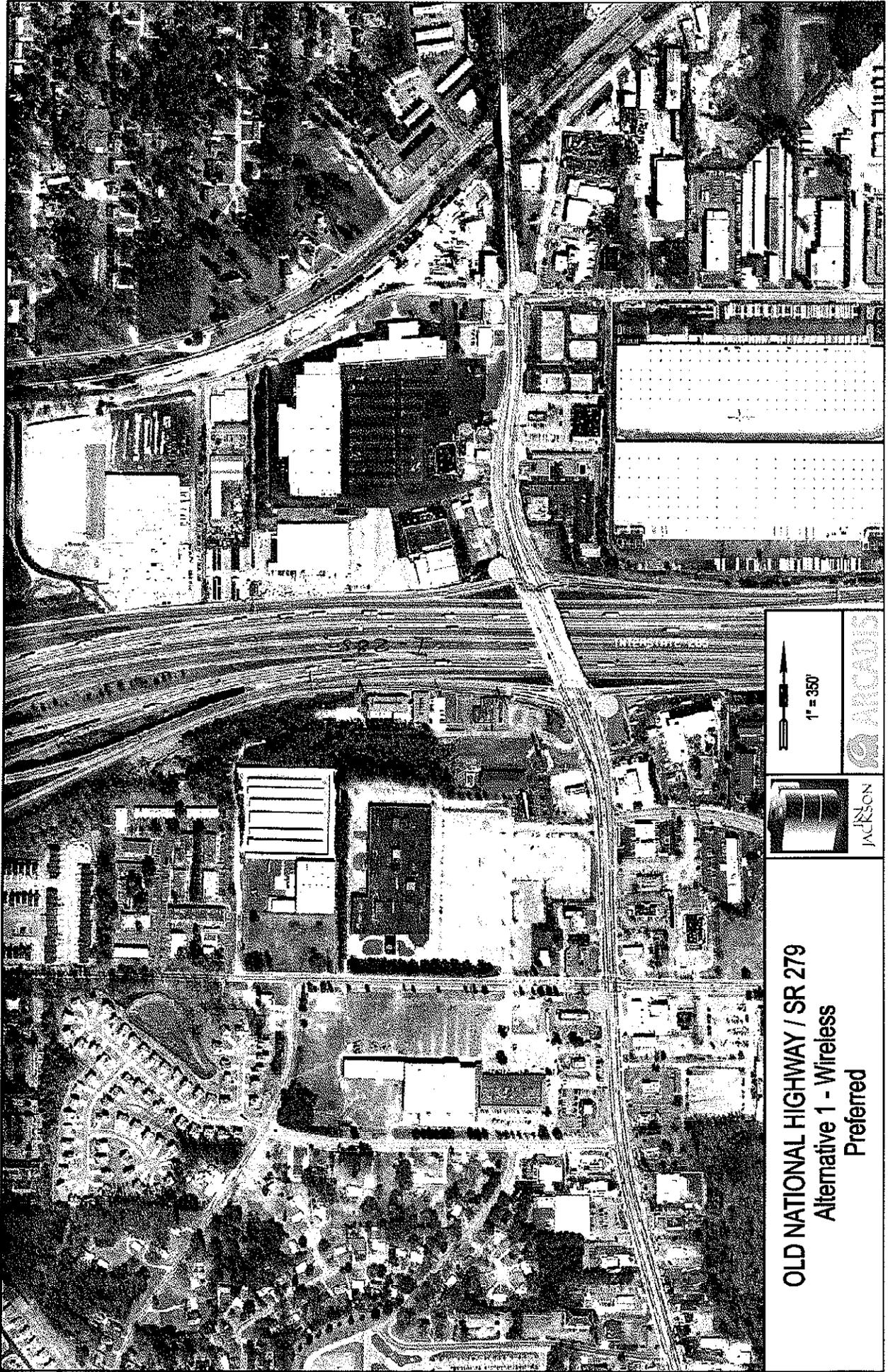
Drawings of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Ms. Cynthia C. Burney, P.E.
Office of Traffic Operations
935 E. Confederate Ave, Bldg 24
Atlanta, Georgia 30316
(404) 635-8149
email: cburney@dot.ga.gov

Any interested party may obtain a copy of the drawings or portions thereof by paying a nominal fee and requesting in writing to:

Keith Golden, P.E.
Office of Traffic Operations
935 E. Confederate Ave, Bldg 24
Atlanta, Georgia 30316
email: kgolden@dot.ga.gov

Any written request or communication in reference to this project or notice should include the Project and P.I. Number as noted at the top of this notice.

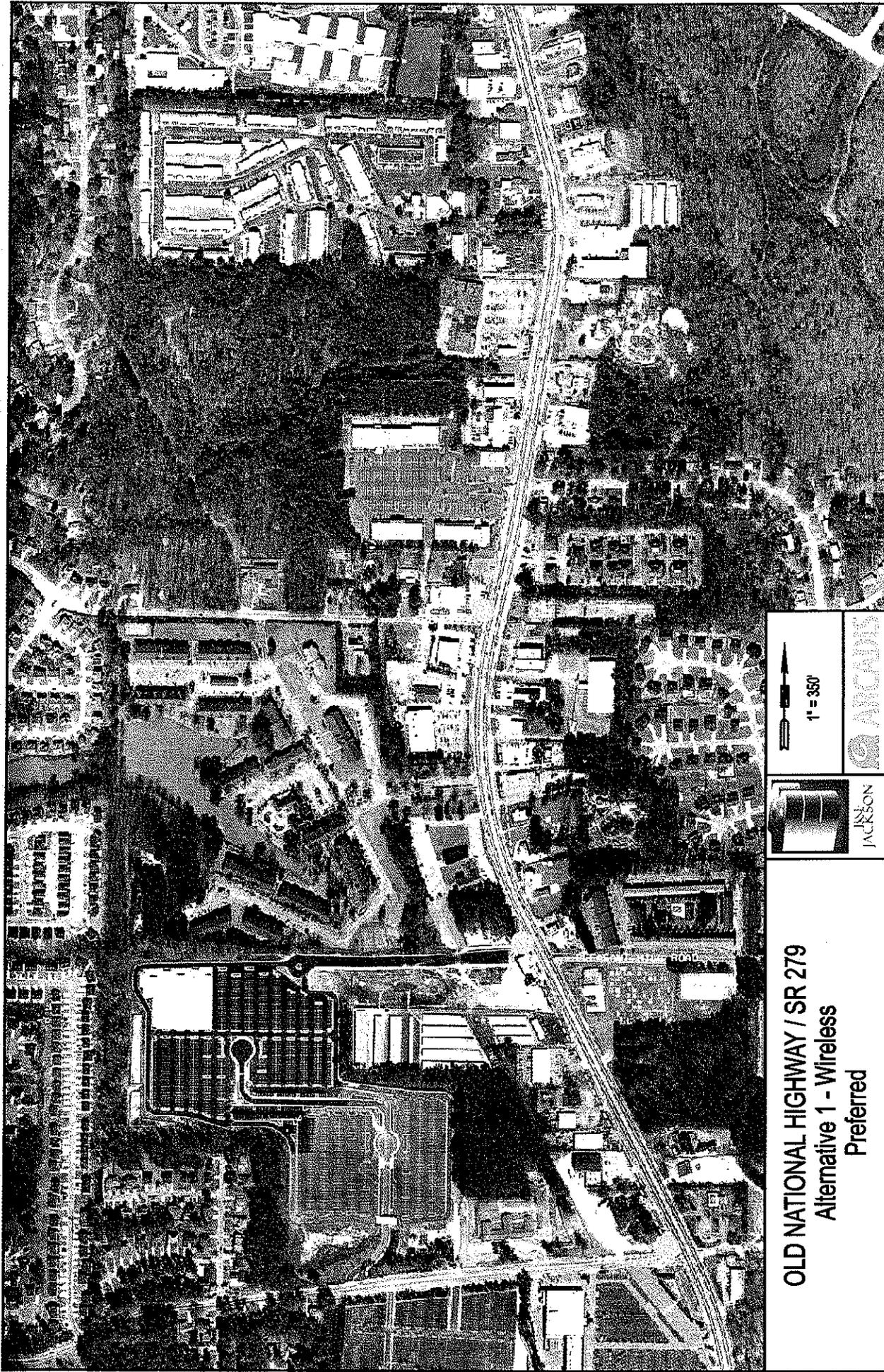


OLD NATIONAL HIGHWAY / SR 279
Alternative 1 - Wireless
Preferred

JACKSON
ALCOUS

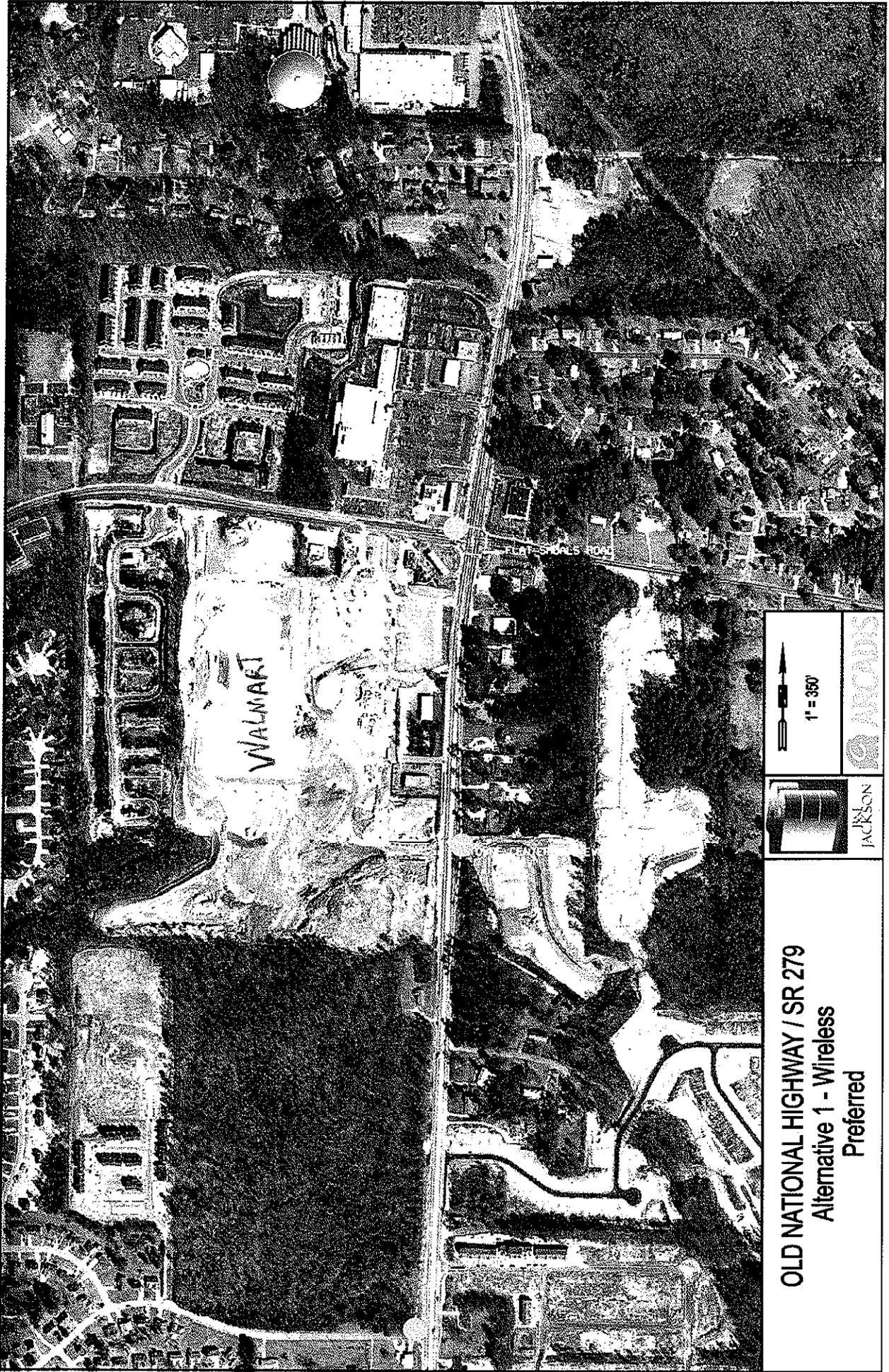
1" = 350'

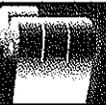




 1" = 380'	
 JACOBSON	

OLD NATIONAL HIGHWAY / SR 279
Alternative 1 - Wireless
Preferred



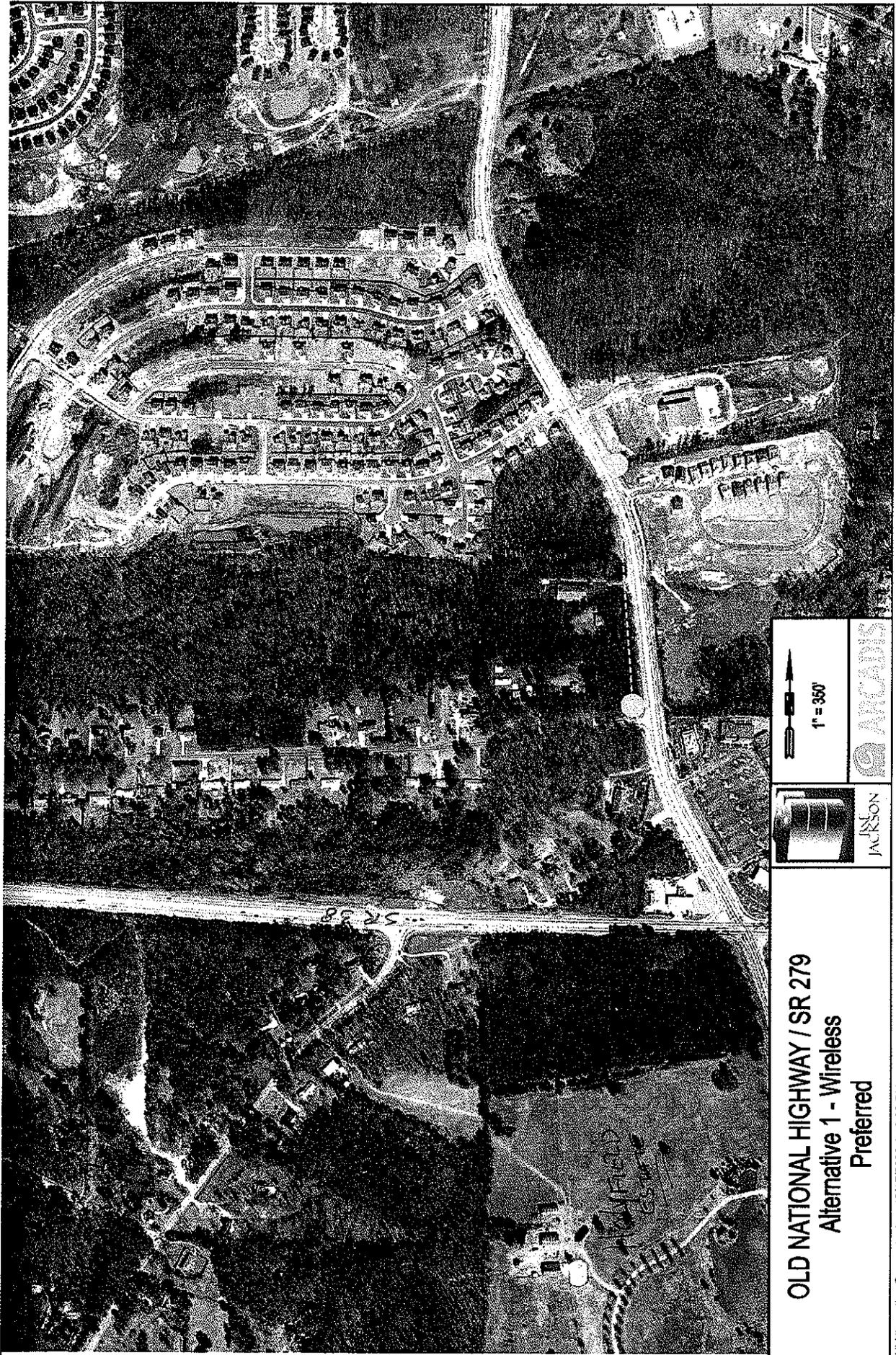
	1" = 350'
	JACKSON

OLD NATIONAL HIGHWAY / SR 279
Alternative 1 - Wireless
Preferred



 1" = 350'	 JACKSON ARCHITECTS
---	---

OLD NATIONAL HIGHWAY / SR 279
Alternative 1 - Wireless
Preferred



 1" = 360'	
	

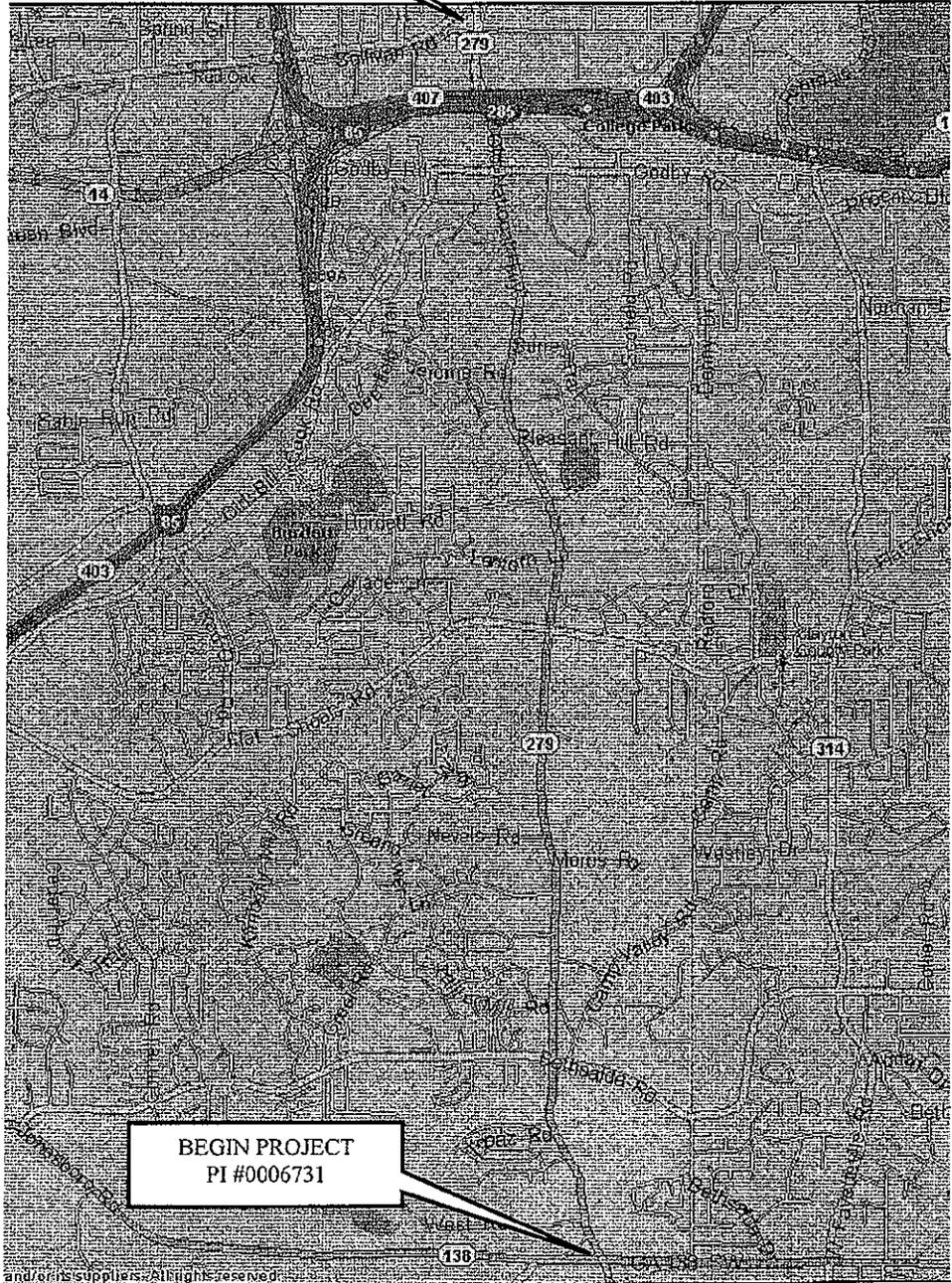
OLD NATIONAL HIGHWAY / SR 279
Alternative 1 - Wireless
Preferred

Project Concept Report Page 2
Project Numbers: CSSTP-0006-00(731)
P. I. Numbers: 0006731
County: Fulton

Project Location Map

Not to Scale

END PROJECT
PI #0006731



BEGIN PROJECT
PI #0006731

and/or its suppliers. All rights reserved.

Project Concept Report Page 3
Project Numbers: CSSTP-0006-00(731)
P. I. Numbers: 0006731
County: Fulton

Need and Purpose:

Project CSSTP-0006-00(731) recognizes that the Old National Highway/SR 279 corridor between Jonesboro Road and Sullivan Road is an important travel corridor with limited or no high speed communication infrastructure capable of supporting intelligent transportation systems (ITS) technologies such as signal communication. The corridor currently has fiber along Flat Shoals Road, aerial 48 single mode fiber optic (SMFO) along Old National from Burdett Road to Pleasant Hill Road, and aerial 6 SMFO along Old National from Godby Road to Sullivan Road.

The purpose of Project CSSTP-0006-00(731) is to install a wireless communication along the entire Old National Highway/SR 279 corridor from Jonesboro Road on the southern end to Sullivan Road on the northern end. The proposed wireless connection will link with the existing Georgia Department of Transportation (GDOT) Hub K at I-285/I-85/Old National Highway. The project will also provide for traffic signal interconnect and closed-circuit television (CCTV) surveillance at signalized intersections.

The addition of the wireless communication and traffic signal interconnect will provide South Fulton County with the following options:

- Signal timing monitoring and fine tuning
- Signal trouble call verification and improved resource dispatch

Description of the proposed project:

Project CSSTP-0006-00(731), the Old National Highway/SR 279 ATMS project, expands on the current ITS in place in Fulton County, GA. The project will consist of the installation of a wireless communication along approximately 4.96-mile section of Old National Highway/SR 279, starting at the intersection with Jonesboro Road and terminating at its intersection with Sullivan Road.

Project CSSTP-0006-00(731) includes the installation of wireless communication beginning on the southern end of the project at its intersection with Jonesboro Road and continuing to Sullivan Road, connecting to each traffic signal and providing connectivity to the Georgia DOT Hub K at I-285/I-85/Old National Highway and, therefore, connection to the Fulton County Traffic Control Center. There are a total of twelve (12) traffic signals within the project limits. There are a total of 12 traffic signals within the project limits, including the following:

Old National Highway/SR 279 at:

- Sullivan Road
- I-285 Ramp Eastbound
- I-285 Ramp Westbound
- Godby Road
- Jerome Road
- Pleasant Hill Road
- Burdett Road

Project Concept Report Page 4
Project Numbers: CSSTP-0006-00(731)
P. I. Numbers: 0006731
County: Fulton

- Flat Shoals Road
- Towne Center/Wal-Mart
- Creel Road
- Bethesaida Road
- Jonesboro Road

CCTV surveillance will be provided at each of the above signalized intersections.

Traffic Signal Timing and Coordination:

Traffic signals will be timed to maintain coordinated traffic flow progression through the synchronized intersections. The signal timing will be designed to minimize the overall total delay of the roadway segment. The major street typically carries the larger volumes. Thus, the signal timing will provide the majority of the green time to the major roadway approaches. The progression of vehicles along the major roadway will be given the priority even when the characteristics of the roadway traffic flow and control changes. Once a signal timing plan has been completed to optimize traffic flow, any modification to the signal timing to increase green time on minor streets will not adversely affect the traffic flow progression on the major roadway.

Is the project located in a non-attainment area? Yes No.

This project is not a capacity adding project. As such, this project is considered exempt.

PDP Classification: Major Minor

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

Functional Classification: Urban Minor Arterial

U. S. Route Number(s): None State Route Number(s): 279

Traffic (AADT):

Build Year (2010): 30,210 VPD

Design Year (2030): 40,690 VPD

Existing design features:

- Typical Section:
SR 279 is a five lane undivided highway, with a two-way left turn lane. Variations of this typical section occur at intersections and as SR 279 crosses I-285.
- Posted speed: 45 mph and 35 mph
- Minimum radius for curve: N/A
- Maximum super-elevation rate for curve: N/A
- Maximum grade: N/A
- Width of right-of-way: Varies 100 - 120 feet

Project Concept Report Page 5
 Project Numbers: CSSTP-0006-00(731)
 P. I. Numbers: 0006731
 County: Fulton

- Major structures: None
- Major interchanges or intersections along the project: I-285, Godby Road, Pleasant Hill Road, Flat Shoals Road, Bethesaida Road, Jonesboro Road
- Existing Length of Roadway Segment: 4.96 miles

Proposed Design Features:

- Proposed typical section(s): remain unchanged
- Proposed Design Speed Mainline: N/A
- Proposed Maximum grade Mainline: N/A Maximum grade allowable: N/A
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: N/A
- Proposed Maximum degree of curve: NA Maximum degree allowable: N/A
- Right of Way:
 - Width: Project to be constructed within existing R/W
 - Easements: Temporary (), Permanent (), Utility (), Other ()
 - Type of Access Control: Full (), Partial (), By Permit (x), Other ()
 - Number of parcels: 0 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0

- Structures: None
- Major intersections and interchanges: I-285, Godby Road, Pleasant Hill Road, Flat Shoals Road, Bethesaida Road, Jonesboro Road
- Traffic control during construction: Temporary lane closures and temporary shoulder closures.
- Design exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)

- Design Variances: None Anticipated
- Environmental concerns: A categorical exclusion is required and will be combined with the Old National Hwy transit oriented development implementation (STP-0006-00(912) and PI 0006912).

Project Concept Report Page 6
Project Numbers: CSSTP-0006-00(731)
P. I. Numbers: 0006731
County: Fulton

- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No ()
 - Categorical Exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) () or
 - Environmental Impact Statement (EIS) ()
- Utility involvements: The following have possible utilities located within the project limits:
 - Atlanta Gas Light
 - AGL Network
 - AT&T
 - City of Atlanta Water
 - College Park Water/Sewer
 - College Park Power
 - Comcast
 - Coweta EMC
 - Fayette EMC
 - Fayette County Water/Sewer
 - Fulton County Sewer
 - Georgia Power
 - Level 3 Comm
 - MCI
 - Southern Natural Gas
- VE Study Required: Yes (), No (X)

Project responsibilities:

- Design: Fulton County
- Right of Way Acquisition: None/Fulton County
- Relocation of Utilities: Fulton County
- Letting to contract: Fulton County
- Supervision of construction: Fulton County
- Providing material pits: Contractor
- Providing detours: Contractor

Coordination

- Initial concept meeting date: 10/10/08
- Concept meeting date: 10/10/08
- PAR meetings, dates and results: N/A
- FEMA, USCG, and/or TVA: N/A
- Public involvement: Pending
- Local government comments: TBD
- Other projects in the area: Georgia Department of Transportation (GDOT) project STP-0006-00(912), PI 0006912 is the Old National Highway/SR 279 Proposed streetscape improvements from Sullivan Road to Flat Shoals Road.
- Other coordination to date: None required at this time

Project Concept Report Page 7
Project Numbers: CSSTP-0006-00(731)
P. I. Numbers: 0006731
County: Fulton

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 9 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: N/A Months.
- Time to complete the Section 404 Permit: N/A Months.
- Time to complete final construction plans: 2 Months.
- Time to complete to purchase right of way: N/A Months.
- List other major items that will affect the project schedule: N/A

Other alternates considered:

Various ITS deployment options were analyzed for this project. A no-build scenario was considered which included no changes to the existing communication. An aerial option was considered using mostly existing utility poles to hang fiber. An underground option was considered with jacking and boring and trenching conduit for fiber runs. The preferred alternative is to install wireless communication.

Alternates including the preferred alternate were considered for the project. The alternates are as follows.

- No-build scenario
- Aerial Fiber
- Underground Fiber
- Wireless

With cost and future maintenance requirements being a determining factor, wireless is considered the preferred alternative.

Comments: none

Attachments:

Cost Estimate
Notice of Location Design Approval
Minutes from the Initial Concept Team Meeting
Capacity Requirements
Wireless Layout
PFA

Summary of Costs

Project P.I. No.0006731

Subtotal Construction Cost	\$677,100.00
• Engineering & Inspection 5%	\$33,855.00
• Construction Contingency 4%	\$28,438.20
• Total Fuel Adjustment	\$00.00
• Total Liquid AC Adjustment	<u>\$00.00</u>
 Total Construction Cost	 \$739,393.20
• Right-of-Way	\$00.00
• Reimbursable Utilities	<u>\$00.00</u>
 Total Project Cost	 \$739,393.20

CONSTRUCTION COST ESTIMATE

Project: SR 279/Old National Hwy ATMS from I-285 to Jonesboro Rd		Prepared by: ARCADIS			
Project No.: CSSTP-0006-00(731) PI 0006731		Last Modified: January 19, 2008			
County:					
ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	COST
ATMS ITEMS					
027-0300	2070 Mount Spread Spectrum Wireless	EA	22	\$10,000.00	\$220,000.00
939-2301	Field Switch	EA	12	\$3,800.00	\$45,600.00
939-4004	Strain Pole, Type IV	EA	8	\$4,000.00	\$32,000.00
939-4040	Type D Cabinet	EA	9	\$3,500.00	\$31,500.00
939-5020	Electrical Power Service Assembly	EA	8	\$2,000.00	\$16,000.00
936-1000	CCTV	EA	12	\$20,000.00	\$240,000.00
	Connection to TCC	Lump	Lump	\$50,000.00	\$50,000.00
939-4040	Signal Cabinet and Controller	EA	3	\$12,000.00	\$36,000.00

Total Construction Cost \$ 677,100.00



ARCADIS
2849 Paces Ferry Road
Suite 400
Atlanta
Georgia 30339
Tel 770.431.8666
Fax 770.435.2666

MEETING REPORT

Subject:

Old National Highway – ATMS project

Department:
Traffic

ARCADIS Project No.:
GA063849

Place/Date of Meeting:
GDOT - TCC
October 10, 2008

Report No.:
1
Revision 1

Minutes by:
Carrie McKinney

Issue Date:
October 14, 2008
Rev. October 15, 2008

Participants:
Wyvern Budram, Fulton County
Antonio Valenzuela, Fulton County
Stanley Mack, GDOT
James Gordon, GDOT
Ian Watson, GDOT
Ron Boodhoo, GDOT
Kathy Bailey, GDOT
Florie Villoria, B&E Jackson
Bernard Porche, B&E Jackson
Carrie McKinney, ARCADIS
Doug Tilt, ARCADIS

Copies:
File

A Meeting was arranged with GDOT, Fulton County, B&E Jackson, and ARCADIS to discuss the Old National ATMS project. The meeting was to discuss potential procurement options including traditional design/bid/build and design/build for the ATMS project on the Old National corridor.

1. Antonio with Fulton County described the Old National project, both the ATMS portion and the streetscape portion. These are two separate construction projects.
2. Both Local and Federal Funds are involved.
3. Design Build is possible for the ATMS portion of the project.
 - a. Changing to Design Build may move the ATMS portion of the project into the office of Procurement and would may a GDOT PM assigned out of that office rather than staying under Stanley Mack.

ARCADIS

- b. If a design/build procurement route was taken Fulton County (with B&E/ARCADIS) would develop 30% plans and environmental approval for the project.
 - c. Typical design build procurement includes initial qualifications submittal which typically shortlists to 3-5 bidders.
 - d. ARCADIS will provide a schedule comparing both procurement options to Fulton County to make a determination which method they would prefer.
4. If the ATMS project stays as a design/bid/build, an additional concept team meeting would not be needed with GDOT. GDOT would review the concept document and provide comments before routing for GDOT signature approval.
5. The streetscape project on Old National is being managed by Gerald Ford with District 7.
6. All documentation including the NEPA document would need to be completed and approved in the first few weeks of January to secure funding for FY 2009 for a traditional design-bid-build. Funds will need to be moved from FY09 to FY10 or later if Fulton County decides to pursue a traditional project development schedule. GDOT's tracking system indicates that the project is proposed to move from FY09 to FY11. Stanley Mack and Fulton County should work together to determine whether a TIP amendment has already been proposed.
7. Multiple Options were discussed in a "pre-meeting" of how to connect from Old National to the relocated Fulton County TCC in the Fulton County Signal Shop. The three option which ARCADIS will further evaluate and recommend include:
 - a. Providing a fiber or wireless connection along Martin Luther King Boulevard to the existing fiber on Fulton Industrial Blvd.
 - b. Extending a fiber optic or wireless connection from the CMS on I-20.
 - c. Connecting the fiber from I-285 (South of I-20) to Hub G.
8. ARCADIS will submit a SCR with the design option or options.
9. GDOT will remain available to discuss pros and cons of all potential letting methods. GDOT requests that Fulton County provide written notification to the Department when they have reached a decision regarding the preferred contracting method.

Corridor	Section	Length	Quantity of Devices					Total Serial Device Channels	Capacity Requirements	
			DMS	PTZ	VDS	Traffic Signals	CCTV		Without Digital Video (MBPS)	With Digital Video (MBPS)
Old National	Sullivan to Flat Shoals	2.56	1	0	0	8	8	9	0.08	40.29
	Flat Shoals to Jonesboro	2.4	1	0	0	4	4	5	0.05	20.15
								0	0.00	0.00
								0	0.00	0.00
								0	0.00	0.00
								0	0.00	0.00
								0	0.00	0.00
Totals		4.96	2	0	0	12	12	14	0.13	60.44

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

This Framework Agreement is made and entered into this ____ day of _____, 200_, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the Fulton County, acting by and through 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 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, ¶I(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 shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design), all reimburseable utility relocation costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT and eligible for reimbursement by the DEPARTMENT shall not be considered reimbursible to the LOCAL GOVERNMENT until the LOCAL GOVERNMENT receives a written notice to proceed for each phase of the PROJECT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, right of way acquisitions or construction as specified in Attachment A.

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

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

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

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation

Improvement Program/State Transportation Improvement Program (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 construction or right of way, as applicable.

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

7. The LOCAL GOVERNMENT shall accomplish all of the design activities for the PROJECT. The design activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications

Construction of Transportation Systems, the DEPARTMENT's Plan Presentation Guide, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The LOCAL GOVERNMENT responsibility for design shall include, but is not limited to the following items:

a. Prepare the PROJECT concept report 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 modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

b. Develop the PROJECT base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (pm) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.

c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required as well as any environmental reevaluations required. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practice.

f. Perform all surveys, mapping, soil investigation studies and pavement evaluations needed for design of the PROJECT.

g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT. As part of the design an environmental assessment will be conducted, which may or may not result in environmental impacts of the surrounding area. If it is determined that there will be impacts that will require mitigation, then it will be the responsibility of the LOCAL GOVERNMENT to resolve the matter.

h. Prepare the PROJECT drainage design including erosion control plans and the development of the hydraulic studies for the Federal

Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

i. Prepare traffic studies, preliminary construction plans including a cost estimate for the Preliminary Field Plan Review, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including a cost estimate for the Final Field Plan Review, erosion control plans, lighting plans, traffic handling plans, and construction sequence plans and specifications including special provisions for the PROJECT.

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

k. Failure of the LOCAL GOVERNMENT to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds in some or all of the categories outlined in this Agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding.

8. All Primary Consultant firms 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. Any Consultant hired by the Local Government to perform work on

the Project must be compliant to applicable state and federal regulations relating to the procurement of design services in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act.

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

10. All drafting and design work performed on the project shall be done utilizing the DEPARTMENT's latest approved software respectively, and shall be organized as per the Department's guidelines on electronic file management.

11. 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.

12. 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 design of the bridge(s) and prepare any required hydraulic

and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

13. The LOCAL GOVERNMENT shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.

14. The LOCAL GOVERNMENT shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.

15. If the right of way phase is 100% local funding with no Federal or State reimbursement, upon the DEPARTMENT's approval of the project right of way plans, verification that the approved environmental document is current, which shall mean that the approval of the environmental document occurred within six (6) months of the approval notice by the DEPARTMENT's for project right of way plans, and delivery of a written notice to proceed, the LOCAL GOVERNMENT may proceed with the acquisition of the necessary right of way for the PROJECT. If the right of way phase involves federal and/or state funding reimbursement, upon the Department's approval of the project right of way plans, the Local Government may proceed with all pre-acquisition right of way activities, however, property negotiation and acquisition cannot commence until right of way funding authorization is approved. Right of way acquisition shall be in accordance with the law and the rules

and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT and in accordance with the "Contract for the Acquisition of Right of Way" to be prepared by the Office of Right of Way and executed between the LOCAL GOVERNMENT and the DEPARTMENT prior to the commencement of any right of way activities. 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. In the event the LOCAL GOVERNMENT is to receive reimbursement of all or part of the acquisition funding, reimbursable right of way costs are to include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the required right of way.

16. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the

LOCAL GOVERNMENT the PROJECT shall be let for construction. The DEPARTMENT, unless shown otherwise on Attachment A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

17. The LOCAL GOVERNMENT shall review and make recommendations concerning all shop drawings prior to submission to the DEPARTMENT. The DEPARTMENT shall have final authority concerning all shop drawings.

18. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if required. 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. Traffic signals will be timed to maintain coordinated traffic flow progression through the synchronized intersections. The signal timing will be designed to minimize the overall total delay of the roadway segment. The major street typically carries the larger volumes, thus the signal timing will provide the majority of the green time to the major roadway approaches. The progression of vehicles along the major roadway will be given the priority even when the characteristics of the roadway traffic flow and control changes. Once a signal timing plan has been completed to optimize traffic flow, any modification to the signal

timing to increase green time on minor streets will not adversely affect the traffic flow progression on the major roadway.

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

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

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

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

RECOMMENDED:

FULTON COUNTY

[Signature]
State Traffic Safety and Design
Engineer

BY: [Signature]
Name **John H. Eaves, Chairman**
Title

[Signature]
Director of Preconstruction

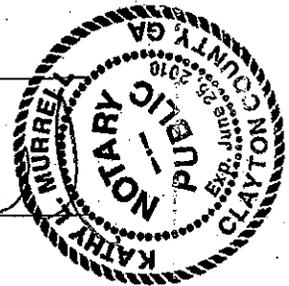
Signed, sealed and delivered this
13th day of January,
2008, in the presence of:

[Signature]
Chief Engineer

[Signature]
Witness

DEPARTMENT OF
TRANSPORTATION

[Signature]
Notary Public



BY: [Signature]
Commissioner

This Agreement approved on the
_____ day of _____, 2008.

ATTEST: [Signature]
Treasurer - Asst.

[Signature]
County Clerk
Mark Massey
Clerk to the Commission

REVIEWED AS TO LEGAL FORM:
[Signature]
Office of Legal Services

FEIN: 586001729

ITEM # 08-0986 RCS 12.17.08
RECESS MEETING

ATTACHMENT "A"
Project Number: CSSTP-006-00(731) – Fulton County

Project (PI#, Project #Description)	Work		Preliminary Engineering		Right of Way		Construction		Utilities	
	Type		Funding	Design	Funding of Real Property	Acquisition & Administrative Cost by	Funding	Letting by	Relocation Costs by	
PI# 0006731 CSSTP-0006-00(731) SR 279 / Old National Highway ATMS from I-285 to Jonesboro Rd	ATMS / ITS		\$175,000 Total 100% Local Gov.	Local Gov.	100% Local Gov.	Local Gov.	\$625,000 Total \$500,000 – 80% Fed \$125,000 – 20% Local Gov. >100% Local Gov.	Local Gov.	100% Local Gov.	

Note: 1. Maximum allowable GDOT reimbursible amount may be shown above in lieu of percentages when applicable. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated.
 2. Cash participation limits may be shown above in lieu of percentages when applicable.

ATTACHMENT "B"
0006731 – Fulton County

Proposed Project Schedule

Environmental Phase						
Concept Phase						
Preliminary Plan Phase						
Right of Way Phase						

Deadlines for Responsible Parties	Execute Agreement 4/2009	Month/Year (Approve Concept) 10/2009	Month/Year (Approve Env. Document) 1/2010	Month/Year (Authorize Right of Way funds) 4/2010	Month/Year (Authorize Const. funds) 9/2010
--	------------------------------------	--	---	--	--

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.

Training Certification Requirement

The Local Government shall 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 Plan Development Process 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.