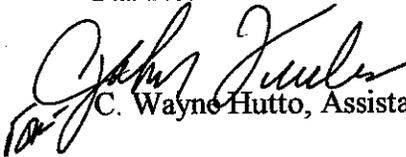


ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-0000-00(845) Gwinnett County **OFFICE** Preconstruction  
P.I. No. 0000845  
**DATE** August 17, 2001  
**FROM**  C. Wayne Hutto, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

**DISTRIBUTION:**

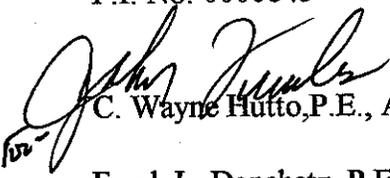
Tom Turner  
David Mulling  
Harvey Keeper  
Jerry Hobbs  
Herman Griffin  
Michael Henry  
Marion Waters  
Marta Rosen  
Paul Liles  
Jimmy Chambers  
Larry Dent  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

---

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-0000-00(845) Gwinnett County      **OFFICE** Preconstruction  
P.I. No. 0000845  
**DATE** August 13, 2001

**FROM**  C. Wayne Hutto, P.E., Assistant Director of Preconstruction

**TO** Frank L. Danchetz, P.E., Chief Engineer

**SUBJECT** PROJECT CONCEPT REPORT

This project is the intersection improvements on US 29/SR 8 at Beaver Ruin Road/Arcado Road in Gwinnett County. US 29/SR 8 is a major east-west arterial, and Beaver Ruin Road, which becomes Arcado Road south of US 29, is a major north-south arterial through Gwinnett County. US 29/SR 8 is an existing five lane urban section with a 12' flush median. This intersection is located within a densely developed retail commercial area. It serves both local and commuter traffic. The current lane configuration and traffic operations do not serve the existing traffic operations effectively. The existing (2000) traffic volumes on this section of US 29/SR 8 is 44,000 VPD and future volumes are expected to be 69,000 VPD in the year 2020. Accident data indicate that many accidents occur when vehicles attempt to make a left turn into the many commercial developments at this intersection. Traffic operations at this intersection will continue to deteriorate unless improvements are made.

The construction proposes to install a 20' raised median on US 29/SR 8 from Postal Way to Luxomni Road. Dual left turn lanes will be provided at the Beaver Ruin Road and Arcado Road intersection to allow the vehicles to clear the intersection efficiently and reduce overall delays. Additionally, this project will provide a separate right turn lane from westbound US 29/SR 8 to Beaver Ruin Road and from northbound Arcado Road to US 29/SR 8. A 5' sidewalk will be added to each side of the entire project. The existing signals within the project limits will be upgraded and interconnected. Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public information meeting will be held; time saving procedures are appropriate.

Frank L. Danchetz

Page 2

STP-0000-00(845) Gwinnett

August 13, 2001

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$2,268,000	\$500,000	2005	FY-05
Right-of-Way	\$1,012,000	\$200,000		
Utilities	\$ 250,000	----		

\*Gwinnett County signed LGPA on 9-27-00 for P.E.

I recommend this project concept be approved.

CWH:JDQ/cj

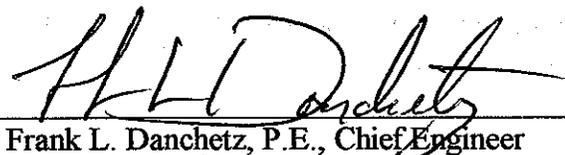
Attachment

CONCUR



Thomas L. Turner, P.E., Director of Preconstruction

APPROVE



Frank L. Danchetz, P.E., Chief Engineer

# Concept Report

## DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

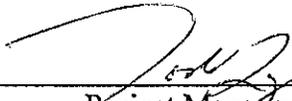
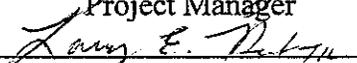
Project Number: STP 0000 00 (845)  
County: GWINNETT  
P. I. Number: 0000845

Federal Route Number : 29  
State Route Number: 8

Recommendation for approval:

DATE 7/5/01

DATE 7/5/02

  
\_\_\_\_\_  
Project Manager  
  
\_\_\_\_\_  
Office Head/District Engineer

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Programming Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Operations Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

-----  
INTERDEPARTMENTAL CORRESPONDENCE

**FILE:** STP-0000-00(845) Gwinnett  
P.I. Number 0000845

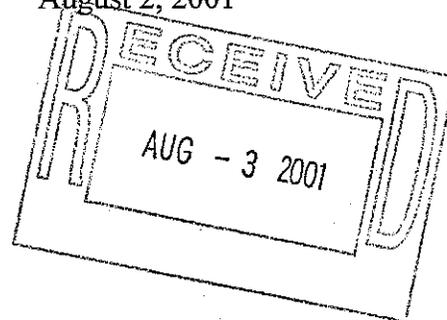
**OFFICE:** Engineering Services

**DATE:** August 2, 2001

**FROM:** David Mulling, <sup>DM</sup> Project Review Engineer

**TO:** Wayne Hutto, Assistant Director of Pre-construction

**SUBJECT:** CONCEPT REPORT



We have reviewed the concept report submitted July 18, 2001 by the letter from Todd Long dated July 12, 2001, and have the following comments:

1. Estimated quantities and unit prices were not provided in the concept cost estimate. This information is needed in order to verify the costs.
2. The report is not clear as to the purpose for the proposed retaining wall.
3. The estimated costs for Reimbursable Utilities was not provided.
4. The report notes the environmental analysis as both Categorical Exclusion and Environmental Assessment/FONSI. Also permit requirements not addressed.

The costs for the project are:

Construction	\$1,793,000
Inflation	\$ 269,000
E&C	\$ 206,000
Reimbursable Utilities	\$ ?
Right of Way	\$1,011,000

DTM

c: Todd Long – District 1 Preconstruction

## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> STP-0000-00(845)		<b>County:</b> GWINNETT		<b>PI No.:</b> 0000845	
<b>Report Date:</b> 7/12/01		<b>Concept By:</b> DOT Office: DISTRICT 1			
<input checked="" type="checkbox"/> CONCEPT		Consultant: Wolverton & Associates			
<b>Project Type:</b> Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input checked="" type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
<b>FOCUS AREAS</b>	<b>SCORE</b>	<b>RESULTS</b>			
<b>Presentation</b>	80%	Estimated quantities and unit costs on in concept estimate, retaining wall need not clear, reimbursable utility costs not provided			
<b>Judgement</b>	100%				
<b>Environmental</b>	90%	level of environmental analysis not clear, permit needs not addressed.			
<b>Right of Way</b>	100%				
<b>Utility</b>	100%				
<b>Constructability</b>	100%				
<b>Schedule</b>	100%				

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

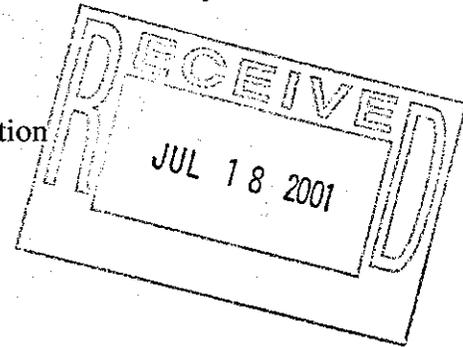
**FILE**            STP-0000-00 (844), Gwinnett County            **OFFICE**    Gainesville, GA  
                     STP-0000-00 (845)  
                     P.I. NOS. 0000844 & 0000845

**DATE**    July 12, 2001

**FROM**           <sup>TIL</sup> Todd I. Long, P. E., Assistant District Engineer

**TO**                Wayne Hutto, Assistant Director of Preconstruction

**SUBJECT**        **Submittal of Project Concept Report**



Attached for your review and further handling are the concept reports for the above listed projects. These projects consist of intersection improvements on SR 8/US 29 @ Pleasant Hill Road and Beaver Ruin Road/SR 378. The project also consists of providing a raised median on SR 8/US 29 from just West of Postal Road to Ronald Reagan Parkway. A raised median will also be installed along Pleasant Hill Road from SR 8/US 29 to Carter Drive. The project length for PI 0000844 is 0.985 miles and for PI 0000845 is 1.10 miles. Gwinnett County is responsible for the engineering on these projects.

If additional information is required, please contact Tony R. Bradley at (770) 532-5580.

TIL:trb

Cc: David Mulling, w/attachment  
Harvey Keepler, w/attachment  
Marion Waters, w/attachment  
Marta Rosen, w/attachment  
Herman Griffin, w/attachment  
Paul Liles, w/attachment

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

District One

PROJECT CONCEPT REPORT

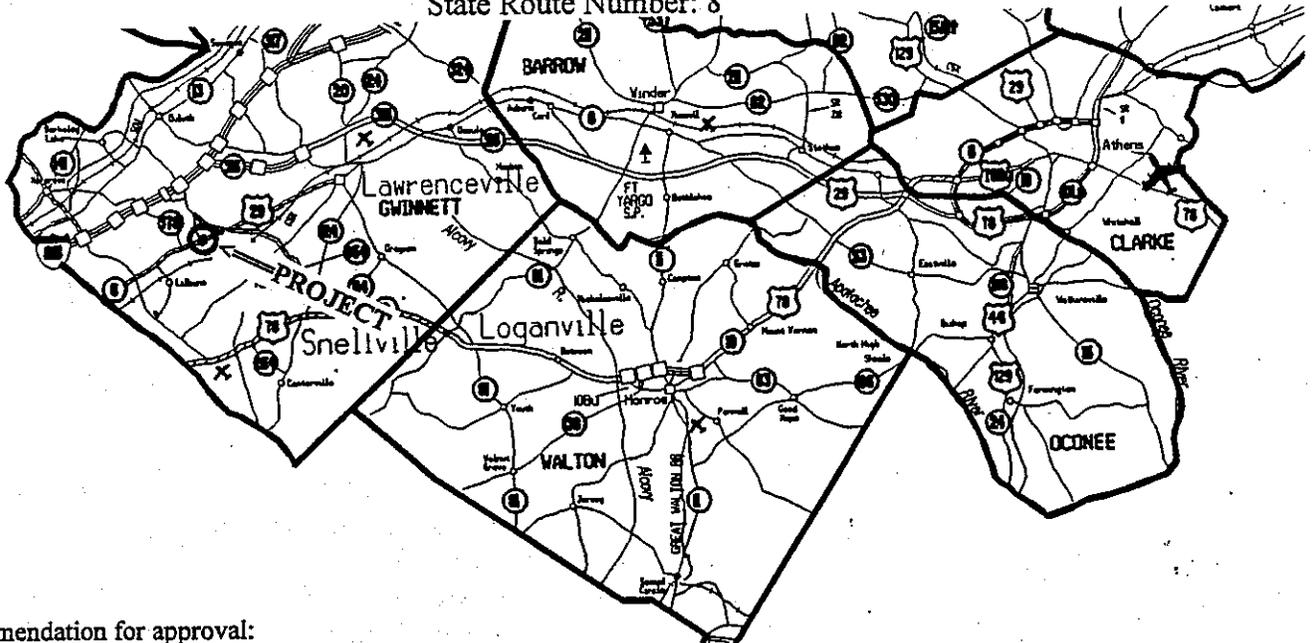
Project Number: STP-0000-00(844)

County: Gwinnett

P. I. Number: 0000844

Federal Route Number: 29

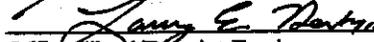
State Route Number: 8



Recommendation for approval:

DATE 7/12/01

DATE 7/12/01

  
Project Manager  
  
Office Head/District Engineer

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Programming Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Operations Engineer

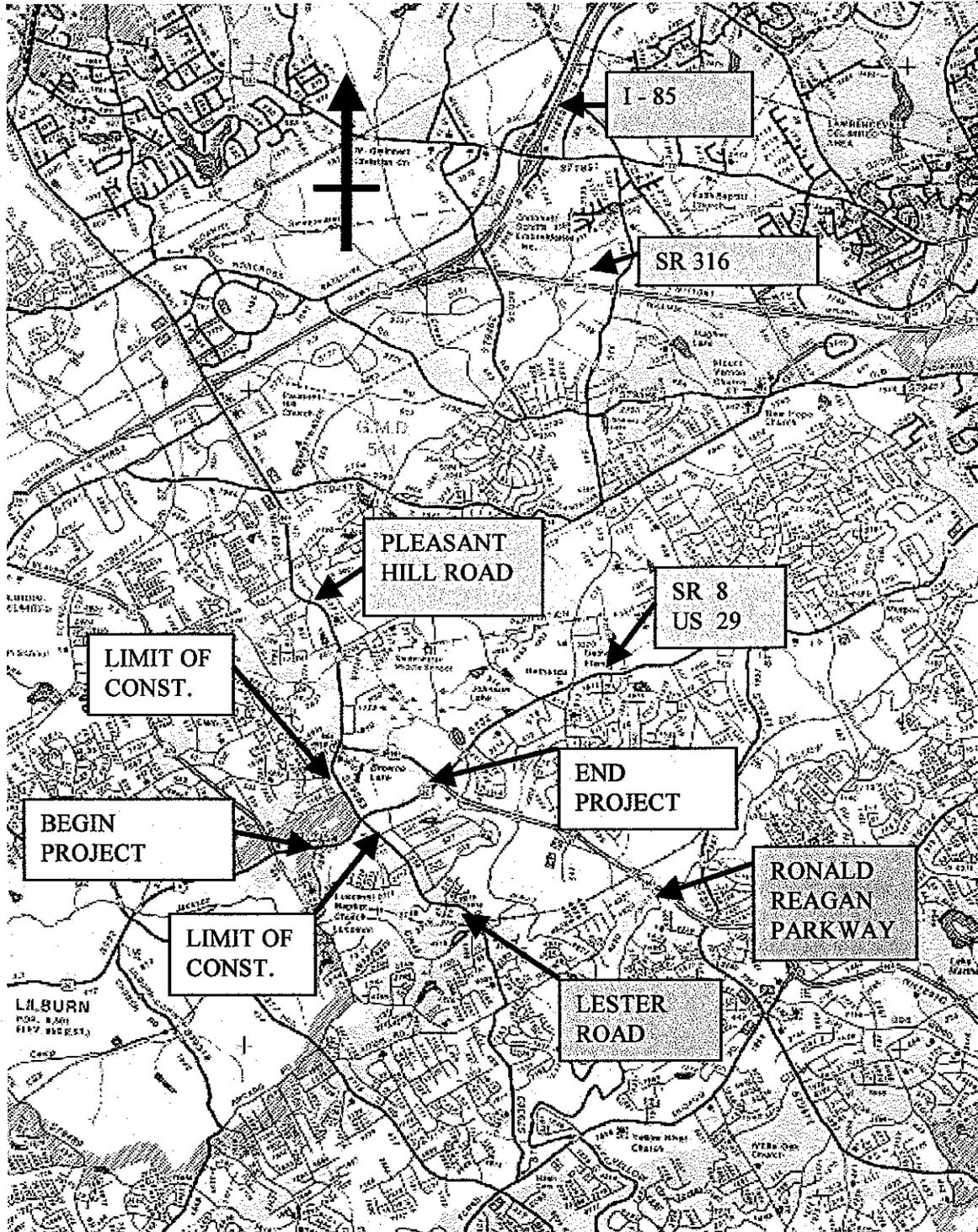
DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge & Structural Engineer

**PROJECT LOCATION MAP:**  
**PROJECT NUMBER: 9608 Gwinnett**  
**GA DOT PROJECT No. STP-0000-00(844) GWINNETT**



Project Concept Report page 3  
Project Number: STP-0000-00(844)  
P. I. Number: 0000844  
County: Gwinnett

**Need and Purpose:** This intersection is located within a densely developed retail commercial area. It serves both local and commuter traffic. The current lane configuration and traffic operations do not serve the existing traffic operations effectively. Through the 1997 sales tax program, Gwinnett County is implementing this project to improve traffic operations at this intersection. Based on the current and projected traffic volume, there is a need to upgrade this intersection to provide efficient traffic operations. Dual left turn lanes on Pleasant Hill Road and U.S. 29 eastbound approach will allow vehicles to clear the intersection efficiently and reduce overall delay at the intersection. This project will also improve right turn lanes on Pleasant Hill Road at Berkmar High School and provide a sidewalk. Accident data from the past indicates the need for a raised median for each approach to the intersection. Traffic operations will continue to deteriorate due to volume increases unless improvements are made. This project is necessary to provide safe and efficient traffic operations for the traveling public.

**Description of the proposed project:** U.S.29 and Pleasant Hill Road / Lester Road is located in western Gwinnett County, approximately 3.3 miles south of I-85 and 9.0 miles east of I-285. U.S.29 is a major east - west arterial and Pleasant Hill Road is a major north - south arterial through Gwinnett County. Project consists of installing 20 ft. raised median on S.R.8 / U.S.29 from Luxomni Road to Ronald Reagan Parkway and Pleasant Hill Road from S.R.8 / U.S.29 to Carter Drive. Project also provides a dual left turn lane at the intersection of S.R.8 / U.S.29 Pleasant Hill Road.

**PROJECT LENGTH :** 0.985 miles

**Is the project located in a Non-attainment area?** ~~NO~~ YES

**PDP Classification:** <sup>2a</sup> ~~Major Project / Existing Location~~ Minor  
Full Oversight ( ), Exempt ( X ), State Funded ( ), or Other ( )

**Functional Classification:** Urban Principal Arterial

**Federal Route Number(s):** 29

**State Route Number(s):** 8

**Traffic (AADT):**

Current Year: (1997) 39,215

Projected Year (2020) 67,000

**Existing design features:**

- Typical Section: 4 Lane divided with 12 ft. flush median / urban outside section
- Posted speed 40 / 45 mph
- Width of right of way: 84 ft min. ( S.R.8 ) 86 ft min. ( Pleasant Hill )
- Major Structure: none



Project Concept Report page 5  
Project Number: STP-0000-00(844)  
P. I. Number: 0000844  
County: Gwinnett

- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( ), No ( X ),
  - Categorical exclusion ( X ),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
  - Environmental Impact Statement (EIS) ( ).
- Utility involvements: *Standard Distribution within limits*

**Project responsibilities:**

- Design, Gwinnett County
- Right of Way Acquisition, GDOT & Gwinnett DOT
- Relocation of Utilities, Gwinnett County
- Letting to contract, Gwinnett County GDOT
- Supervision of construction, Gwinnett County & GDOT
- Providing material pits, N/A
- Providing detours. N/A

**Coordination**

- CONCEPT TEAM MEETING DATE: April 9,2001
- P. A. R. METTING: Not Needed
- FEMA, USCG, and / or TVA
- Public involvement ( To be held at yet undetermined date )
- Local government comments: LGPA
- Other projects in the area: STP-0000-00(845) Gwinnett County

**Scheduling – Responsible Parties' Estimate**

- Time to complete the environmental process: 3 Months.
- Time to complete preliminary construction plans: 3 Months.
- Time to complete right of way plans: 2 Months.
- Time to complete the Section 404 Permit: 3 Months.
- Time to complete final construction plans: 3 Months.
- Time to complete to purchase right of way: 6 Months.

Project Concept Report page 6  
Project Number: STP-0000-00(844)  
P. I. Number: 0000844  
County: Gwinnett

**Other alternates considered:**

1. Widen S.R.8 / U.S.29 symmetrically, from Luxomni Road to Ronald Reagan Parkway, about the existing centerline, to provide for a 20 ft. raised median. Improve the vertical alignment of S.R.8 / U.S.29 for 45 mph by raising the roadway in the vicinity of the sub-standard crest. There are two such locations on U.S.29. Widen Pleasant Hill Road on the east side from S.R.8 / U.S.29 to the entrance just north of Berkmar High School to provide for a 20 foot raised median. Improve the sub-standard vertical alignment of Pleasant Hill Road between S.R.8 / U.S.29 and the entrance to Berkmar High School by lowering Pleasant Hill Road. This project also provides dual left turn lanes on eastbound S.R.8 / U.S.29. (Acceptable)
2. Identical to previous with the inclusion of vertical alignment improvements to S.R.8 / U.S.29 by lowering S.R.8 / U.S.29. (Unacceptable due to traffic maintenance, construction difficulty, and expense.)
3. Identical to alternate 1 except it widens S.R.8 / U.S.29 from Luxomni Road to 1500 feet east on the south side and then it widens symmetrical about the existing centerline to the end of the project at Ronald Reagan Parkway.
4. Identical to alternate 3 except it improves the vertical alignment of S.R.8 / U.S.29 by lowering it. (Unacceptable due to traffic maintenance, construction difficulty, and expense.)
5. No build.

**Comments:** None

**Attachments:**

1. Cost Estimates:
  - a. Construction including E&C,
  - b. Right of Way, and
  - c. Utilities.
2. Sketch location map,
3. Typical sections,
4. Traffic analysis,
5. Minutes of Concept meeting,
6. LGPA
7. Location and Design Notice



b. ASPHALT PAVING:		
1. Asph Conc, 4" superpave base ( 3450 tons x \$40)		138,000.00
2. Asph Conc, 2" superpave binder ( 1725 tons x \$40)		69,000.00
3. Asph Conc, 1 1/2" superpave surface (1125 tons x \$40)		45,000.00
4. Asph Conc Leveling (25,150 tons x \$40)		1,006,000.00
5. Tack Coat (2300 gallons x \$1/gallon)		2300.00
	SUBTOTAL: C-3	1,385,400.00
4. LUMP ITEMS:		
a. TRAFFIC CONTROL		25,000.00
b. CLEARING AND GRUBBING: 24 acres (1500 / ac.)		36,000.00
c. GRASSING: 7.75 acres ( 2500 / ac )		19,375.00
d. EROSION CONTROL		75,000.00
e. Traffic Signal at Pleasant Hill Rd & SR 8 / US 29		60,000.00
f. Traffic Signal at Burkmar High School & Pleasant Hill		50,000.00
	SUBTOTAL: C-4	265,375.00
5. MISCELLANEOUS:		
a. SIGNING & STRIPING		15,000.00
b. FIELD OFFICE		30,000.00
c. CONCRETE CURB AND GUTTER - 15000 ft (\$10 / ft)		150,000.00
d. CONCRETE SIDEWALK - 8750 SY (\$25 / SY)		218,750.00
e. MEDIAN PAVING - 6250 SY (\$30 / SY)		187,500.00
	SUBTOTAL: C-5	601,250.00
6. SPECIAL FEATURES:		
a. RETAINING WALL - 10,000 S.F. (\$40 /S.F.)		400,000.00
	SUBTOTAL: C-6	400,000.00

\* TBD = "To Be Determined"

<b>ESTIMATE SUMMARY - ALTERNATE No. 1</b>		
A. RIGHT-OF-WAY:	2,214,000.00	
B. REIMBURSABLE UTILITIES:	TBD*	
C. CONSTRUCTION:		
1. MAJOR STRUCTURES	0.00	
2. GRADING AND DRAINAGE	490,950.00	
3. BASE AND PAVING	1,385,400.00	
4. LUMP ITEMS	265,375.00	
5. MISCELLANEOUS	601,250.00	
6. SPECIAL FEATURES:	400,000.00	
SUBTOTAL CONSTRUCTION COST	3,142,975.00	
E. & C. (10%)	314,300.00	
INFLATION (5% PER YEAR)		
NUMBER OF YEARS: 2	314,300.00	
TOTAL CONSTRUCTION COST	3,771,575.00	

\* TBD = "To Be Determined"

<b>ESTIMATED COST - ALTERNATE No. 1</b>			
CONSTRUCTION:	\$3,142,975.00	RIGHT-OF-WAY:	\$2,214,000.00
E & C (10%):	\$ 314,300.00	ACQUIRED BY:	GDOT
INFLATION (5%, 2 yrs):	\$ 314,300.00	UTILITIES:	To Be Determined
		ADJUSTED BY:	
TOTAL CONSTRUCTION COST:	\$3,771,575.00		

<b>ESTIMATED COST - ALTERNATE No. 3</b>			
CONSTRUCTION:	\$3,028,500.00	RIGHT-OF-WAY:	\$2,164,000.00
E & C (10%):	\$302,850.00	ACQUIRED BY:	GDOT
INFLATION (5%, 2 yrs):	\$302,850.00	UTILITIES:	To Be Determined
		ADJUSTED BY:	
TOTAL CONSTRUCTION COST:	\$3,634,200.00		



3. BASE AND PAVING:		
a. 12" GR AGGR BASE CRS - ( 8840 ton @ \$15 / ton)		132,600.00
b. ASPHALT PAVING:		
1. Asph Conc, 4" superpave base ( 3660 tons x \$40)		146,400.00
2. Asph Conc, 2" superpave binder ( 1830 tons x \$40)		73,200.00
3. Asph Conc, 1 1/2" superpave surface (1200 tons x \$40)		48,000.00
4. Asphalt Leveling (25000 tons x \$40)		1,000,000.00
5. tack Coat 2300 gallons x \$1.00)		2,300.00
SUBTOTAL: C-3		1,402,500.00
4. LUMP ITEMS:		
a. TRAFFIC CONTROL		25,000.00
b. CLEARING AND GRUBBING ( 24 ac. X 1500/ ac. )		36,000.00
c. GRASSING ( 7.5 ac. X \$2500/ ac. )		18,750.00
d. EROSION CONTROL		75,000.00
e. Traffic Signal at Pleasant Hill Rd & S R 8 / US 29		60,000.00
f. Traffic Signal at Berkmar High School & Pleasant Hill Rd.		50,00.00
SUBTOTAL: C-4		264,750.00
5. MISCELLANEOUS:		
a. SIGNING & STRIPING		15,000.00
b. FIELD OFFICE		30,000.00
c. CONCRETE CURB AND GUTTER - 15000 ft (\$10 / ft)		150,000.00
d. CONCRETE SIDEWALK - 8750 sy (\$25 / SY )		218,750.00
e. CONCRETE MEDIAN PAVING - 8750 sy (\$30 / SY )		187,500.00
SUBTOTAL: C-5		601,250.00
6. SPECIAL FEATURES:		
a. RETAINING WALL - 7000 S.F. (\$40 /S.F.)		280,000.00
SUBTOTAL: C-6		280,000.00

\* TBD = "To Be Determined"

<b>ESTIMATE SUMMARY - ALTERNATE No. 3</b>		
A. RIGHT-OF-WAY:	2,164,000.00	
B. REIMBURSABLE UTILITIES:	TBD*	
C. CONSTRUCTION:		
1. MAJOR STRUCTURES	0.00	
2. GRADING AND DRAINAGE	480,000.00	
3. BASE AND PAVING	1,402,500.00	
4. LUMP ITEMS	264,750.00	
5. MISCELLANEOUS	601,250.00	
6. SPECIAL FEATURES:	280,000.00	
SUBTOTAL CONSTRUCTION COST	3,028,500.00	
E. & C. (10%)	302,850.00	
INFLATION (5% PER YEAR)		
NUMBER OF YEARS: 2	302,850.00	
TOTAL CONSTRUCTION COST	\$3,634,200.00	

\* TBD = "To Be Determined"

## Environmental Scan

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### Jurisdictional Wetland and Surface Waters.

An on-site inspection of the proposed corridor was conducted to determine if any jurisdictional wetlands or surface waters were present within the corridor. The proposed corridor is at the intersection of S R 8 / U S 29 and Pleasant Hill Road. During the investigation, NO area of concern was identified.

### Environmental Concerns.

#### UST's

An on-site inspection of the proposed corridor was conducted to determine if any environmental concerns were present within the corridor. During the investigation, five areas of concern were identified. Areas of concern consists of five locations of underground storage tanks (UST).

The first area of concern involves a possible UST's at a Used Car Lot, and it is located at southeast corner of the intersection of SR 8 / U S 29 and Luxomni Road

The second area of concern involves a possible UST at a Barber Shop located at approximately 1000 ft east of Loxomni Road on the south side.

The third area of concern involves a possible UST at a Car Wash located at the northwest corner of Pleasant Hill Road and S R 8 / U S 29 intersection.

The fourth area of concern involves a possible UST's at an Amoco station, and it is located southeast of the intersection of S R 8 / U S 29. The UST's are located between the gasoline pumps and the diesel pump. The UST's and the diesel pump are approximately 40 feet from the right-of-way.

The fifth area of concern involves two UST's at a Gas Station / Convenience Store , and it is located at the southeast corner of the intersection of Lester Road and S R 8 / U S 29. A car wash is located directly behind the store.

**Residential and Business Impacts.**

Hotels, Apartments, Gas stations, and Businesses.

An on-site inspection of the proposed corridor was conducted to determine if any residential or business areas would be impacted by the widening. During the investigation sixty three properties were identified as impacted. One displacement of a Gas Station / Convenience Store at the southeast corner of Lester Road / S R 8 / U S 29 intersection and car wash / car detailing place at the Northwest corner of Pleasant Hill / SR 8 / US 29 intersection is identified.

**Protected Species.**

Not investigated.

Date: April 9, 2001

To: See Distribution

Subject: Concept Meeting Minutes

Projects: STP-0000-00(844) And STP-0000-00(845) Gwinnett County  
Gwinnett County Project 9608 and 9618 Respectively

A concept meeting was held on this date covering the above listed projects. Project STP-0000-00(844) Gwinnett is the reconstruction of SR8/US29 from Luxomni Road to the ramps for Ronald Reagan Parkway, including the reconstruction of the Pleasant Hill/Lester intersection and project STP-0000-00(845) Gwinnett is the reconstruction of SR8/US29 from Postal Way to Luxomni Road, including the reconstruction of the Beaver Ruin/Arcado Road intersection. The proposed reconstruction includes the addition of a 20 foot wide raised median along SR8/US29 through the limits of the two projects, the addition of dual left turns in four quadrants of the Beaver Ruin/Arcado intersection, the addition of dual lefts in one quadrants of the Pleasant Hill/Lester intersection, the correction of substandard verticals along SR8/US29 and Pleasant Hill and the addition of a signal at the ramps to the Ronald Reagan Parkway.

Todd Long opened the meeting. He asked the attendees to identify themselves and started a sign in sheet. He indicated that the project would be financed by both the County and State (County to pay for design and utilities and acquire the right of way with the State funding the right of way and construction). He talked about the purpose of the project and then turned the meeting over to Ron Braziel.

Ron Braziel gave a history of the project development. He explaining that the projects were identified as intersection improvements in the County's Capital Improvement program and that public information meetings were held on the intersection improvements before the State projects were identified.

Alternates considered were widening to one side or the other and correcting the verticals by either cutting the crests or raising the sags. The alternate selected was to widening symmetrically and raise the sags.

Todd Long suggested that we start with the Beaver Ruin section and opened the meeting up for comments and suggestion.

A discussion was opened about the design of the new lane configurations based on the design year traffic. It was agreed that the proposed design will improve the traffic flow and make the intersections safer for pedestrian traffic.

Also discussed was the spacing of the proposed median openings. Georgia DOT preferred openings are at Postal Way, Woodcliff Drive, Beaver Ruin/Arcado, the entrance to Beaver Ruin Village, Luxomni Road, entrance to Pep Boys, Pleasant Hill/Lester, a left in only to Pleasant Hill Market/the Bowling center,

relocated Summer Ridge Lane, entrance to Quiktrip/Little Gardens and the ramps to Ronald Reagan Parkway.

Pleasant Hill reconstruction will require the lowering of a crest approaching SR8/US29. Staging will be required to lower the roadway with impacts to the existing car wash to provide for detour construction.

The concept team felt that that the radius of SR8/US29 and Arcado Road needed to be changed to a 75 foot radius with a right turn lane from Arcado to SR8/US29 and additional width added on SR8/US29 to provide for u-turns.

Todd Long ask that the County verify that this is not a designated bike route. The County has since confirmed that this is not a bike route.

The improvements to Pleasant Hill and Beaver Ruin will mean the displacement of one gas station/dry cleaners, one car wash and a Texaco Station at Beaver Ruin/Arcado.

Utility representatives present were AT&T, Bellsouth and Gwinnett Department of Public Utilities. AT&T representatives stated most of their fiber and regular lines were on poles and would be relocated and that the poles needed to be checked for ownership and if they are on a separate private easement. Bellsouth has conduit and above ground shared with Georgia Power and would like to leave the conduit under pavement. Gwinnett Department of Public Utilities has a 16" water main throughout the project and will need to replace it.

Also discussed was providing interconnects for all signals and ATMS lines for cameras.

The Consultants were instructed to finalize the concept report based on comments from the meeting and to break the projects at Luxomni Road.

A recommendation was made that an additional Public Meeting would be necessary.

The State funding for these projects is in FY2005, therefore the projects need to be ready for letting in the summer of 2004.

There were no further questions, so the meeting was concluded.

**Distribution:**

Georgia DOT – Todd Long, Joe Garland, Keith Deyton and Tony R Bradely  
Gwinnett DOT – Bill Powel, Joe Womble, Alan Chapman, and Frank Clark  
MAAI – Alva Byrom, Pete Barnett, Don Watson and Ron Braziel  
R. K. Shah & Associates – R. K. Shah  
Wolverton & Associates – Wayne Sorrow, Vern Wilburn and Chris Haggard  
AT&T – Dennis Beaulieu and Jack Kovalski  
Bellsouth – Sev Burkhalter  
Gwinnett DPU – Tommy Hunter





INTERSECTION CAPACITY ANALYSIS

SR 8/US 29 AT PLEASANT HILL ROAD & LESTER ROAD

PROJECT # 9608

DEPARTMENT OF TRANSPORTATION  
GWINNETT COUNTY

MARCH 12, 2001

MARCH 12/2001

PROJECT: SR 8/ US 29 AT PLEASANT HILL ROAD & LESTER ROAD  
 PROJECT # 9608

SUB: SUMMARY OF CAPACITY ANALYSIS--DELAY/APPROCH

ROADWAY APPROCH	EXISTING CONDITION--2000				DESIGN YEAR NO BUILD--2020				DESIGN YEAR NO BUILD--2020			
	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.	
	150 SEC.	180 SEC	150 SEC.	180 SEC	150 SEC.	180 SEC	150 SEC.	180 SEC	150 SEC.	180 SEC	150 SEC.	180 SEC
SR 8/US 29--EB	23.9	28.4	*	*	*	*	*	*	*	*	*	*
SR 8/ US 29--WB	*	*	45.5	39.1	*	*	*	*	*	*	*	*
LESTER ROAD--NB	117.6	*	37.9	46.4	*	*	*	*	*	*	39.5	48.4
PLEASANT HILL--SB	19.7	23.4	92.8	*	79.6	79.8	*	*	*	79.8	*	*

Please note that proposed does not add any new lane on any approach except additional Left Turn on Eastbound approach

TRAFFIC VOLUME

EXISTING CONDITION

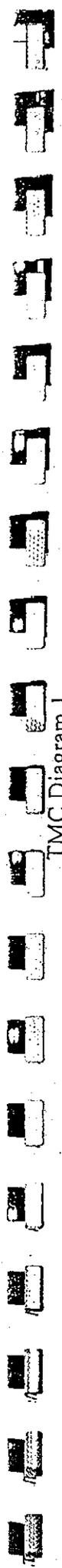
Existing Counts

Pleasant Hill / Lester Road

at

Hwy 29

Project



TMC Diagram 1

Node #: 1045  
 Date: 6/10/98  
 Peak Period: AM  
 Peak Hour: 7:15 AM  
 IO 8:15 AM

47

Pleasant Hill Rd / Lester Rd

1780

37.08% 62.92%  
 660 1120

56.97% 16.52% 26.52%

376 109 175

SBR SBT SBL NBDep  
 SBL NBDep

1-B

(W)

74.51%

2286

WBDep <---  
 EBL ----^  
 EBT ----> (A)  
 EBR ----v

3068 34.02% 266  
 782 62.02% 485  
 25.49% 3.96% 31 EBR ----v

Lawrenceville Hwy (U.S. 29, S.R. 8)

^--- WBR 540 23.62% 76.89%  
 (H) <--- WBT 1,722 75.33% 2286  
 v--- WBL 24 1.05%  
 ----> EBDep 687

v < ^ >  
 SBDep NBL NBT NBR  
 188 314 27

35.54% 59.36% 5.10%  
 164 529

23.67% 76.33%  
 693

Pleasant Hill Rd / Lester Rd

1-B

Lawrenceville Hwy (U.S. 29, S.R. 8)

23.11%

Node #: 1045  
 Date: 6/10/98  
 Peak Period: PM  
 Peak Hour: 5:00 PM  
 to 6:00 PM

Pleasant Hill Rd / Lester Rd

2126  
 60.63% 39.37%  
 1289 837

21.02% 24.98% 54.00%

271 322 696

SBR SBT SBL NBDep

<- v -> ^

38.26%

1336

WBDep <---  
 EBL ----^  
 EBT --->  
 EBR ---v

3492

20.59%

444

73.98%

1,595

5.43%

117

Lawrenceville Hwy (U.S. 29, S.R. 8)

^--- WBR 207 16.61% 34.84%  
 <--- WBT 956 76.73% 1246  
 v--- WBL 83 6.66%  
 ---> EBDep 2330 3576

v SBDep NBL NBT NBR  
 109 186 39

<- ^ ->

32.63% 55.69% 11.68%

522 334

60.98% 39.02%

856

Pleasant Hill Rd / Lester Rd

Lawrenceville Hwy (U.S. 29, S.R. 8)

65.16%

Projected Volumes

Pleasant Hill / Lester Road

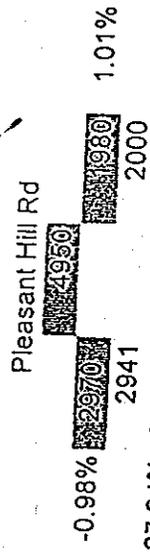
at

Hwy 29

Project

Horizon Year: 2020  
 Growth Scenario: High  
 Peak Hour: PM

Street	Daily Vol.	Est. Pk. Hr.	k	d	Maj. Dir.	Min. Dir.	Peak Dir.
NB Lester Road	19,000	1710	9.00%	60%	1026	684	S
WB Hwy 29	62,000	5580	9.00%	65%	3627	1953	E
SB Pleasant Hill Rd	55,000	4950	9.00%	60%	2970	1980	S
EB Hwy 29	67,000	6030	9.00%	60%	3618	2412	E



Street	Vol.	Est. Pk. Hr.	k	d	Maj. Dir.	Min. Dir.	Peak Dir.
NB Lester Road	19,000	1710	9.00%	60%	1026	684	S
WB Hwy 29	62,000	5580	9.00%	65%	3627	1953	E
SB Pleasant Hill Rd	55,000	4950	9.00%	60%	2970	1980	S
EB Hwy 29	67,000	6030	9.00%	60%	3618	2412	E

Street	Vol.	Est. Pk. Hr.	k	d	Maj. Dir.	Min. Dir.	Peak Dir.
NB Lester Road	19,000	1710	9.00%	60%	1026	684	S
WB Hwy 29	62,000	5580	9.00%	65%	3627	1953	E
SB Pleasant Hill Rd	55,000	4950	9.00%	60%	2970	1980	S
EB Hwy 29	67,000	6030	9.00%	60%	3618	2412	E

- Assumptions:
- 1) Daily volumes projected using the Gwinnett County Travel Demand Model running in TranPlan.
  - 2) Peak hour percentages (k) and peak hour major direction splits (d) estimated from existing turning movement counts.
  - 3) Initial peak hour turning movement estimate based on existing volumes at intersection.
  - 4) Major and minor peak hour directions estimated from existing counts and projected land uses in vicinity.

AM 150 EXIST

1985 HCM: SIGNALIZED INTERSECTIONS  
SUMMARY REPORT

\*\*\*\*\*

INTERSECTION..SR 8/US 29/PLEASANT HILL/LESTER

AREA TYPE.....OTHER

ANALYST.....R.K.SHAH

DATE.....03/12/01

TIME.....2000 A.M.

COMMENT.....EXISTING CONDITION/150

	VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB		EB	WB	NB	SB	EB	WB	NB	SB
LT	266	24	188	175	:	L	12.0	L	12.0	L	12.0	L	12.0
TH	485	1722	314	109	:	T	12.0	T	12.0	TR	12.0	L	12.0
RT	31	540	27	376	:	T	12.0	T	12.0		12.0	T	12.0
RR	2	2	2	2	:	R	12.0	R	12.0		12.0	R	12.0
					:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

	ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
NB	1.00	2.00	N	0	0	0.90	0	N	31.8	3
SB	1.00	2.00	N	0	0	0.90	0	N	31.8	3

	SIGNAL SETTINGS				CYCLE LENGTH = 150.0				
	PH-1	PH-2	PH-3	PH-4	PH-1	PH-2	PH-3	PH-4	
EB	LT X	X			NB	LT X			
	TH	X				TH	X		
	RT	X				RT	X		
	PD					PD			
WB	LT X	X			SB	LT X			
	TH	X				TH	X		
	RT	X				RT	X		
	PD					PD			
GREEN	20.0	65.0	0.0	0.0	GREEN	20.0	25.0	0.0	0.0
YELLOW	5.0	5.0	0.0	0.0	YELLOW	5.0	5.0	0.0	0.0

	LEVEL OF SERVICE							
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		0.882	0.613	36.8	D	23.9	C
	T		0.357	0.447	17.7	C		
	R		0.048	0.447	15.2	C		
WB	L		0.036	0.613	8.7	B	*	*
	T		1.268	0.447	*	*		
	R		0.888	0.447	32.9	D		
NB	L		0.846	0.147	63.0	F	117.6	F
	TR		1.194	0.180	148.0	F		
SB	L		0.427	0.147	44.7	E	19.7	C
	T		0.379	0.180	35.3	D		
	R		0.348	0.793	2.9	A		

INTERSECTION: Delay = \* (sec/veh) V/C = 1.184 LOS = \*

AM 180 EXIST

1985 HCM: SIGNALIZED INTERSECTIONS  
SUMMARY REPORT

\*\*\*\*\*  
INTERSECTION..SR 8/US 29/PLEASANT HILL/LESTER  
AREA TYPE.....OTHER  
ANALYST.....R.K.SHAH  
DATE.....03/12/01  
TIME.....2000 A.M.  
COMMENT.....EXISTING CONDITION/180

	VOLUMES				:	GEOMETRY					
	EB	WB	NB	SB		EB	WB	NB	SB		
LT	266	24	188	175	:	L	12.0	L	12.0	L	12.0
TH	485	1722	314	109	:	T	12.0	T	12.0	TR	12.0
RT	31	540	27	376	:	T	12.0	T	12.0	T	12.0
RR	2	2	2	2	:	R	12.0	R	12.0	R	12.0
					:		12.0		12.0		12.0
					:		12.0		12.0		12.0

	ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
NB	1.00	2.00	N	0	0	0.90	0	N	31.8	3
SB	1.00	2.00	N	0	0	0.90	0	N	31.8	3

SIGNAL SETTINGS						CYCLE LENGTH = 180.0					
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X			
	TH		X				TH		X		
	RT		X				RT	X	X		
	PD						PD				
WB	LT	X	X			SB	LT	X			
	TH		X				TH		X		
	RT		X				RT	X	X		
	PD						PD				
GREEN		25.0	80.0	0.0	0.0	GREEN		25.0	30.0	0.0	0.0
YELLOW		5.0	5.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.910	0.622	44.7	E	28.4	D
	T	0.350	0.456	20.6	C		
	R	0.047	0.456	17.6	C		
WB	L	0.036	0.622	10.0	B	*	*
	T	1.244	0.456	*	*		
	R	0.871	0.456	35.6	D		
NB	L	0.827	0.150	69.9	F	*	*
	TR	1.209	0.178	*	*		
SB	L	0.417	0.150	53.1	E	23.4	C
	T	0.384	0.178	42.5	E		
	R	0.345	0.800	3.3	A		

INTERSECTION: Delay = \* (sec/veh) V/C = 1.177 LOS = \*

PM 150 EXIST

1985 HCM: SIGNALIZED INTERSECTIONS  
SUMMARY REPORT

\*\*\*\*\*  
INTERSECTION..SR 8/US 29/PLEASANT HILL/LESTER  
AREA TYPE.....OTHER  
ANALYST.....R.K.SHAH  
DATE.....03/12/01  
TIME.....2000 P.M.  
COMMENT.....EXISTING CONDITION/150

VOLUMES				GEOMETRY									
	EB	WB	NB	SB		EB	WB	NB	SB				
LT	444	83	109	696	:	L	12.0	L	12.0	L	12.0	L	12.0
TH	1595	956	186	322	:	T	12.0	T	12.0	TR	12.0	L	12.0
RT	117	207	39	271	:	T	12.0	T	12.0		12.0	T	12.0
RR	2	2	2	2	:	R	12.0	R	12.0		12.0	R	12.0
					:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
NB	1.00	2.00	N	0	0	0.90	0	N	31.8	3
SB	1.00	2.00	N	0	0	0.90	0	N	31.8	3

SIGNAL SETTINGS						CYCLE LENGTH = 150.0					
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X			
	TH		X				TH		X		
	RT		X				RT	X	X		
	PD						PD				
WB	LT	X	X			SB	LT	X			
	TH		X				TH		X		
	RT		X				RT	X	X		
	PD						PD				
GREEN		25.0	45.0	0.0	0.0	GREEN		30.0	30.0	0.0	0.0
YELLOW		5.0	5.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		1.150	0.513	130.9	F	*	*
	T		1.675	0.313	*	*		
	R		0.271	0.313	25.0	D		
WB	L		0.131	0.513	14.5	B	45.5	E
	T		1.004	0.313	51.7	E		
	R		0.483	0.313	27.5	D		
NB	L		0.337	0.213	38.2	D	37.9	D
	TR		0.672	0.213	37.8	D		
SE	L		1.167	0.213	141.2	F	92.8	F
	T		0.946	0.213	57.7	E		
	R		0.261	0.760	3.5	A		

INTERSECTION: Delay = \* (sec/veh) V/C = 1.282 LOS = \*

PM 180 EXIST

1985 HCM: SIGNALIZED INTERSECTIONS  
SUMMARY REPORT

\*\*\*\*\*  
INTERSECTION..SR 8/US 29/PLEASANT HILL/LESTER  
AREA TYPE.....OTHER  
ANALYST.....R.K.SHAH  
DATE.....03/12/01  
TIME.....2000 P.M.  
COMMENT.....EXISTING CONDITION/180

	VOLUMES				:	GEOMETRY					
	EB	WB	NB	SB		EB	WB	NB	SB		
LT	444	83	109	696	:	L	12.0	L	12.0	L	12.0
TH	1595	956	186	322	:	T	12.0	T	12.0	TR	12.0
RT	117	207	39	271	:	T	12.0	T	12.0		12.0
RR	2	2	2	2	:	R	12.0	R	12.0		12.0
					:		12.0		12.0		12.0
					:		12.0		12.0		12.0

	ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
NB	1.00	2.00	N	0	0	0.90	0	N	31.8	3
SB	1.00	2.00	N	0	0	0.90	0	N	31.8	3

SIGNAL SETTINGS					CYCLE LENGTH = 180.0				
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB LT	X	X			NB LT	X			
TH		X			TH		X		
RT		X			RT	X	X		
PD					PD				
WB LT	X	X			SB LT	X			
TH		X			TH		X		
RT		X			RT	X	X		
PD					PD				
GREEN	30.0	60.0	0.0	0.0	GREEN	35.0	35.0	0.0	0.0
YELLOW	5.0	5.0	0.0	0.0	YELLOW	5.0	5.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.151	0.539	137.3	F	*	*
	T	1.523	0.344	*	*		
	R	0.247	0.344	27.3	D		
WB	L	0.159	0.539	15.9	C	39.1	D
	T	0.913	0.344	42.9	E		
	R	0.439	0.344	29.8	D		
NB	L	0.350	0.206	46.8	E	46.4	E
	TR	0.698	0.206	46.3	E		
SB	L	1.211	0.206	*	*	*	*
	T	0.982	0.206	72.9	F		
	R	0.257	0.772	3.8	A		

INTERSECTION: Delay = \* (sec/veh) V/C = 1.262 LOS = \*

NO BUILD

AM 150 No Build

1985 HCM: SIGNALIZED INTERSECTIONS  
SUMMARY REPORT

\*\*\*\*\*

INTERSECTION..SR 8/US 29/PLEASANT HILL/LESTER  
AREA TYPE.....OTHER  
ANALYST.....R.K.SHAH  
DATE.....03/12/01  
TIME.....2020AM  
COMMENT.....NO BUILD/150

VOLUMES					GEOMETRY								
	EB	WB	NB	SB		EB	WB	NB	SB				
LT	700	41	363	491	:	L	12.0	L	12.0	L	12.0	L	12.0
TH	808	2912	921	317	:	T	12.0	T	12.0	TR	12.0	L	12.0
RT	55	1389	48	1091	:	T	12.0	T	12.0		12.0	T	12.0
RR	2	2	2	2	:	R	12.0	R	12.0		12.0	R	12.0
					:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
NB	1.00	2.00	N	0	0	0.90	0	N	31.8	3
SB	1.00	2.00	N	0	0	0.90	0	N	31.8	3

SIGNAL SETTINGS								CYCLE LENGTH = 150.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X			
	TH		X				TH		X		
	RT		X				RT	X	X		
	PD						PD				
WB	LT	X	X			SB	LT	X			
	TH		X				TH		X		
	RT		X				RT	X	X		
	PD						PD				
GREEN		20.0	65.0	0.0	0.0	GREEN		20.0	25.0	0.0	0.0
YELLOW		5.0	5.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		2.599	0.613	*	*	*	*
	T		0.595	0.447	20.6	C		
	R		0.088	0.447	15.4	C		
WB	L		0.036	0.613	8.7	B	*	*
	T		2.145	0.447	*	*		
	R		2.290	0.447	*	*		
NB	L		1.633	0.147	*	*	*	*
	TR		3.392	0.180	*	*		
SB	L		1.197	0.147	168.9	F	79.6	F
	T		1.104	0.180	105.2	F		
	R		1.012	0.793	30.0	D		

INTERSECTION: Delay = \* (sec/veh) V/C = 2.658 LOS = \*

AM180 NO BUILD

AM180 NO BUILD

1985 HCM: SIGNALIZED INTERSECTIONS  
SUMMARY REPORT

\*\*\*\*\*

INTERSECTION..SR 8/US 29/PLEASANT HILL/LESTER  
AREA TYPE.....OTHER  
ANALYST.....R.K.SHAH  
DATE.....03/12/01  
TIME.....2020AM  
COMMENT.....NO BUILD/180

VOLUMES				GEOMETRY										
	EB	WB	NB	SB	:	EB	WB	NB	SB	:	EB	WB	NB	SB
LT	700	41	363	491	:	L	12.0	L	12.0	:	L	12.0	L	12.0
TH	808	2912	921	317	:	T	12.0	T	12.0	:	TR	12.0	L	12.0
RT	55	1389	48	1091	:	T	12.0	T	12.0	:		12.0	T	12.0
RR	2	2	2	2	:	R	12.0	R	12.0	:		12.0	R	12.0
					:		12.0		12.0	:		12.0		12.0
					:		12.0		12.0	:		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
NB	1.00	2.00	N	0	0	0.90	0	N	31.8	3
SB	1.00	2.00	N	0	0	0.90	0	N	31.8	3

SIGNAL SETTINGS					CYCLE LENGTH = 180.0					
		PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X		
	TH		X				TH		X	
	RT		X				RT	X	X	
	PD						PD			
WB	LT	X	X			SB	LT	X		
	TH		X				TH		X	
	RT		X				RT	X	X	
	PD						PD			
GREEN		25.0	80.0	0.0	0.0	GREEN	25.0	30.0	0.0	0.0
YELLOW		5.0	5.0	0.0	0.0	YELLOW	5.0	5.0	0.0	0.0

LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		2.628	0.622	*	*	*	*
	T		0.584	0.456	23.8	C		
	R		0.086	0.456	17.9	C		
WB	L		0.036	0.622	10.0	B	*	*
	T		2.103	0.456	*	*		
	R		2.245	0.456	*	*		
NB	L		1.596	0.150	*	*	*	*
	TR		3.434	0.178	*	*		
SB	L		1.171	0.150	161.9	F	79.8	F
	T		1.117	0.178	119.4	F		
	R		1.004	0.800	29.5	D		

INTERSECTION: Delay = \* (sec/veh) V/C = 2.635 LOS = \*

PM 150 NO BULD

PM 150 NO BULD

1985 HCM: SIGNALIZED INTERSECTIONS  
SUMMARY REPORT

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INTERSECTION..SR 8/US 29/PLEASANT HILL/LESTER  
AREA TYPE.....OTHER  
ANALYST.....R.K.SHAH  
DATE.....03/12/01  
TIME.....2000 P.M.  
COMMENT.....NOBUILD/150

VOLUMES					GEOMETRY									
	EB	WB	NB	SB		EB	WB	NB	SB		EB	WB	NB	SB
LT	1169	99	196	1391	:	L	12.0	L	12.0	L	L	12.0	L	12.0
TH	2225	1439	434	749	:	T	12.0	T	12.0	TR	L	12.0	L	12.0
RT	189	397	48	801	:	T	12.0	T	12.0		T	12.0	T	12.0
RR	2	2	2	2	:	R	12.0	R	12.0		R	12.0	R	12.0
					:		12.0		12.0			12.0		12.0
					:		12.0		12.0			12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
NB	1.00	2.00	N	0	0	0.90	0	N	31.8	3
SB	1.00	2.00	N	0	0	0.90	0	N	31.8	3

SIGNAL SETTINGS					CYCLE LENGTH = 150.0				
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB LT	X	X			NB LT	X			
EB TH		X			EB TH		X		
EB RT		X			EB RT	X	X		
EB PD					EB PD				
WB LT	X	X			SB LT	X			
WB TH		X			WB TH		X		
WB RT		X			WB RT	X	X		
WB PD					WB PD				
GREEN	25.0	45.0	0.0	0.0	GREEN	30.0	30.0	0.0	0.0
YELLOW	5.0	5.0	0.0	0.0	YELLOW	5.0	5.0	0.0	0.0

LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		3.713	0.513	*	*	*	*
	T		2.336	0.313	*	*		
	R		0.440	0.313	26.9	D		
WB	L		0.184	0.513	14.9	B	*	*
	T		1.511	0.313	*	*		
	R		0.930	0.313	47.6	E		
NB	L		0.606	0.213	42.6	E	*	*
	TR		1.431	0.213	*	*		
SB	L		2.332	0.213	*	*	*	*
	T		2.200	0.213	*	*		
	R		0.775	0.760	8.8	B		

INTERSECTION: Delay = \* (sec/veh) V/C = 2.725 LOS = \*

PM 180 NO BUILD

1985 HCM: SIGNALIZED INTERSECTIONS  
SUMMARY REPORT

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INTERSECTION..SR 8/US 29/PLEASANT HILL/LESTER  
AREA TYPE.....OTHER  
ANALYST.....R.K.SHAH  
DATE.....03/12/01  
TIME.....2000 P.M.  
COMMENT.....NO BUILD/180

VOLUMES				GEOMETRY										
	EB	WB	NB	SB		EB	WB	NB	SB		EB	WB	NB	SB
LT	1169	99	196	1391	:	L	12.0	L	12.0	L	L	12.0	L	12.0
TH	2225	1439	434	749	:	T	12.0	T	12.0	TR	L	12.0	L	12.0
RT	189	397	48	801	:	T	12.0	T	12.0		T	12.0	T	12.0
RR	2	2	2	2	:	R	12.0	R	12.0		R	12.0	R	12.0
					:		12.0		12.0			12.0		12.0
					:		12.0		12.0			12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
NB	1.00	2.00	N	0	0	0.90	0	N	31.8	3
SB	1.00	2.00	N	0	0	0.90	0	N	31.8	3

SIGNAL SETTINGS						CYCLE LENGTH = 180.0					
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X			
	TH		X				TH		X		
	RT		X				RT	X	X		
	PD						PD				
WB	LT	X	X			SB	LT	X			
	TH		X				TH		X		
	RT		X				RT	X	X		
	PD						PD				
GREEN		30.0	60.0	0.0	0.0	GREEN		35.0	35.0	0.0	0.0
YELLOW		5.0	5.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		3.844	0.539	*	*	*	*
	T		2.125	0.344	*	*		
	R		0.401	0.344	29.2	D		
WB	L		0.214	0.539	16.5	C	*	*
	T		1.374	0.344	*	*		
	R		0.846	0.344	42.5	E		
NB	L		0.629	0.206	52.1	E	*	*
	TR		1.485	0.206	*	*		
SB	L		2.420	0.206	*	*	*	*
	T		2.283	0.206	*	*		
	R		0.763	0.772	9.2	B		

INTERSECTION: Delay = \* (sec/veh) V/C = 2.701 LOS = \*

PROPOSED IMPROVEMENTS/CONCEPT

1985 HCM: SIGNALIZED INTERSECTIONS  
SUMMARY REPORT

AM CONC 150

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INTERSECTION..SR 8/US 29/PLEASANT HILL/LESTER  
AREA TYPE.....OTHER  
ANALYST.....R.K.SHAH  
DATE.....03/12/01  
TIME.....2020AM  
COMMENT.....AMCONC/150

	VOLUMES				:	GEOMETRY					
	EB	WB	NB	SB		EB	WB	NB	SB		
LT	700	41	363	491	:	L	12.0	L	12.0	L	12.0
TH	808	2912	921	317	:	T	12.0	T	12.0	TR	12.0
RT	55	1389	48	1091	:	T	12.0	T	12.0	T	12.0
RR	2	2	2	2	:	R	12.0	R	12.0	R	12.0
					:		12.0		12.0		12.0
					:		12.0		12.0		12.0

	ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
NB	1.00	2.00	N	0	0	0.90	0	N	31.8	3
SB	1.00	2.00	N	0	0	0.90	0	N	31.8	3

SIGNAL SETTINGS										CYCLE LENGTH = 150.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4		
EB	LT	X	X			NB	LT	X					
	TH		X				TH		X				
	RT		X				RT	X	X				
	PD						PD						
WB	LT	X	X			SB	LT	X					
	TH		X				TH		X				
	RT		X				RT	X	X				
	PD						PD						
GREEN		20.0	65.0	0.0	0.0	GREEN		20.0	25.0	0.0	0.0		
YELLOW		5.0	5.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0		

LEVEL OF SERVICE									
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS	
EB	L		2.599	0.613	*	*	*	*	
	T		0.595	0.447	20.6	C			
	R		0.088	0.447	15.4	C			
WB	L		0.036	0.613	8.7	B	*	*	
	T		2.145	0.447	*	*			
	R		2.290	0.447	*	*			
NB	L		1.633	0.147	*	*	*	*	
	TR		3.392	0.180	*	*			
SB	L		1.197	0.147	168.9	F	79.6	F	
	T		1.104	0.180	105.2	F			
	R		1.012	0.793	30.0	D			

INTERSECTION: Delay = \* (sec/veh) V/C = 2.658 LOS = \*

1985 HCM: SIGNALIZED INTERSECTIONS  
SUMMARY REPORT

AM CONC 180

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INTERSECTION..SR 8/US 29/PLEASANT HILL/LESTER  
AREA TYPE.....OTHER  
ANALYST.....R.K.SHAH  
DATE.....03/12/01  
TIME.....2020AM  
COMMENT.....CONCEPT/180

VOLUMES					GEOMETRY								
	EB	WB	NB	SB		EB	WB	NB	SB				
LT	700	41	363	491	:	L	12.0	L	12.0	L	12.0	L	12.0
TH	808	2912	921	317	:	L	12.0	T	12.0	T	12.0	L	12.0
RT	55	1389	48	1091	:	T	12.0	T	12.0	TR	12.0	T	12.0
RR	2	2	2	2	:	T	12.0	R	12.0		12.0	R	12.0
					:	R	12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
NB	1.00	2.00	N	0	0	0.90	0	N	31.8	3
SB	1.00	2.00	N	0	0	0.90	0	N	31.8	3

SIGNAL SETTINGS										CYCLE LENGTH = 180.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4		
EB	LT	X	X			NB	LT	X					
	TH		X				TH		X				
	RT		X				RT	X	X				
	PD						PD						
WB	LT	X	X			SB	LT	X					
	TH		X				TH		X				
	RT		X				RT	X	X				
	PD						PD						
GREEN		25.0	80.0	0.0	0.0	GREEN		25.0	30.0	0.0	0.0		
YELLOW		5.0	5.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0		

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.428	0.622	*	*	*	*
	T	0.584	0.456	23.8	C		
	R	0.086	0.456	17.9	C		
WB	L	0.036	0.622	10.0	B	*	*
	T	2.103	0.456	*	*		
	R	2.245	0.456	*	*		
NB	L	1.596	0.150	*	*	*	*
	TR	1.803	0.178	*	*		
SB	L	1.171	0.150	161.9	F	79.8	F
	T	1.117	0.178	119.4	F		
	R	1.004	0.800	29.5	D		

INTERSECTION: Delay = \* (sec/veh) V/C = 2.424 LOS = \*

CONC PM 150

1985 HCM: SIGNALIZED INTERSECTIONS  
SUMMARY REPORT

\*\*\*\*\*  
INTERSECTION..SR 8/US 29/PLEASANT HILL/LESTER  
AREA TYPE.....OTHER  
ANALYST.....R.K.SHAH  
DATE.....03/12/01  
TIME.....2020PM  
COMMENT.....CONCEPT/150

VOLUMES					GEOMETRY									
	EB	WB	NB	SB		EB	WB	NB	SB		EB	WB	NB	SB
LT	1169	99	196	1391	:	L	12.0	L	12.0	:	L	12.0	L	12.0
TH	2225	1439	434	749	:	L	12.0	T	12.0	:	T	12.0	L	12.0
RT	189	397	48	801	:	T	12.0	T	12.0	:	TR	12.0	T	12.0
RR	2	2	2	2	:	T	12.0	R	12.0	:		12.0	R	12.0
					:	R	12.0		12.0	:		12.0		12.0
					:		12.0		12.0	:		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
NB	1.00	2.00	N	0	0	0.90	0	N	31.8	3
SB	1.00	2.00	N	0	0	0.90	0	N	31.8	3

SIGNAL SETTINGS								CYCLE LENGTH = 150.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X			
	TH		X				TH		X		
	RT		X				RT	X	X		
	PD						PD				
WB	LT	X	X			SB	LT	X			
	TH		X				TH		X		
	RT		X				RT	X	X		
	PD						PD				
GREEN		25.0	45.0	0.0	0.0	GREEN		30.0	30.0	0.0	0.0
YELLOW		5.0	5.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0

LEVEL OF SERVICE										
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS		
EB	L		2.017	0.513	*	*	*	*		
	T		2.336	0.313	*	*				
	R		0.440	0.313	26.9	D				
WB	L		0.184	0.513	14.9	B	*	*		
	T		1.511	0.313	*	*				
	R		0.930	0.313	47.6	E				
NB	L		0.606	0.213	42.6	E	39.5	D		
	TR		0.751	0.213	38.2	D				
SB	L		2.332	0.213	*	*	*	*		
	T		2.200	0.213	*	*				
	R		0.775	0.760	8.8	B				

INTERSECTION: Delay = \* (sec/veh) V/C = 2.364 LOS = \*

Cona PM 180

1985 HCM: SIGNALIZED INTERSECTIONS  
SUMMARY REPORT

\*\*\*\*\*  
INTERSECTION..SR 8/US 29/PLEASANT HILL/LESTER  
AREA TYPE.....OTHER  
ANALYST.....R.K.SHAH  
DATE.....03/12/01  
TIME.....2020PM  
COMMENT.....CONCEPT/180

VOLUMES				GEOMETRY										
	EB	WB	NB	SB		EB	WB	NB	SB		EB	WB	NB	SB
LT	1169	99	196	1391	:	L	12.0	L	12.0	L	L	12.0	L	12.0
TH	2225	1439	434	749	:	L	12.0	T	12.0	T	L	12.0	L	12.0
RT	189	397	48	801	:	T	12.0	T	12.0	TR	T	12.0	T	12.0
RR	2	2	2	2	:	T	12.0	R	12.0		R	12.0	R	12.0
					:	R	12.0		12.0			12.0		12.0
					:		12.0		12.0			12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
WB	1.00	2.00	N	0	0	0.90	0	N	25.8	3
NB	1.00	2.00	N	0	0	0.90	0	N	31.8	3
SB	1.00	2.00	N	0	0	0.90	0	N	31.8	3

SIGNAL SETTINGS										CYCLE LENGTH = 180.0					
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4				
EB	LT	X	X			NB	LT	X							
	TH		X				TH		X						
	RT		X				RT	X	X						
	PD						PD								
WB	LT	X	X			SB	LT	X							
	TH		X				TH		X						
	RT		X				RT	X	X						
	PD						PD								
GREEN		30.0	60.0	0.0	0.0	GREEN		35.0	35.0	0.0	0.0				
YELLOW		5.0	5.0	0.0	0.0	YELLOW		5.0	5.0	0.0	0.0				

LEVEL OF SERVICE										
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS		
EB	L		2.087	0.539	*	*	*	*		
	T		2.125	0.344	*	*				
	R		0.401	0.344	29.2	D				
WB	L		0.214	0.539	16.5	C	*	*		
	T		1.374	0.344	*	*				
	R		0.846	0.344	42.5	E				
NB	L		0.629	0.206	52.1	E	48.4	E		
	TR		0.780	0.206	47.0	E				
SB	L		2.420	0.206	*	*	*	*		
	T		2.283	0.206	*	*				
	R		0.763	0.772	9.2	B				

INTERSECTION: Delay = \* (sec/veh) V/C = 2.341 LOS = \*

**AGREEMENT**  
**BETWEEN**  
**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
**AND**  
**GWINNETT COUNTY**  
**FOR**  
**INTERSECTION IMPROVEMENTS AT SR 8/US 29 at CR 1956/PLEASANT HILL**  
**ROAD**

THIS AGREEMENT, is made and entered into this 7 day of Sept, 2000, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and GWINNETT COUNTY, GEORGIA, acting by and through its BOARD OF COMMISSIONERS, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to construct intersection improvements at SR 8/US 29 at CR 1956/PLEASANT HILL ROAD described as Project STP-0000-00(844), P.I. No. 0000844, hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate by providing the preconstruction engineering activities needed for the improvements and other costs as specified in the AGREEMENT, and the DEPARTMENT has relied upon such representations; and

**WHEREAS, the DEPARTMENT has expressed a willingness to fund the right-of-way and construction of the PROJECT with funds apportioned to the DEPARTMENT by the Federal Highway Administration, hereinafter referred to as the "FHWA", under Title 23, United States Code, Section 104, subject to those certain conditions set forth in the AGREEMENT.**

**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. 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.**
- 2. The PROJECT construction and right-of-way plans shall be prepared in English units.**
- 3. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that time is of the essence and both parties shall adhere to the priorities established in the approved State Transportation Improvement Program (STIP) or earlier. Furthermore, all parties shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the completion of respective commitments contained herein, if a change in schedule is needed, the DEPARTMENT shall have final authority. If, for any reason, the LOCAL GOVERNMENT does not produce acceptable**

deliverables at the milestone dates defined in the STIP, or in 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.

4. All drafting and design work performed on the project shall be done utilizing Microstation and CAICE software respectively, and shall be organized as per the DEPARTMENT'S guidelines on electronic file management.

5. The LOCAL GOVERNMENT shall contribute towards the PROJECT by funding all cost for the preconstruction engineering (design). The preconstruction engineering activities shall be accomplished in accordance with the DEPARTMENT'S Plan Development Process, the Plan Presentation Guide, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT'S Standard Specification for the Construction of Transportation Systems, 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 5b and approved by the

**DEPARTMENT.** It is recognized by the parties that the approved concept may be modified by the **LOCAL GOVERNMENT** as required by the **DEPARTMENT** and reapproved by the **DEPARTMENT** during the course of design due to public input, environmental requirements, or right-of-way considerations.

- b. Develop the **PROJECT'S** 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. 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, and soil investigation studies 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.
- h. Prepare the PROJECT'S draining 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, preliminary and final utility plans, preliminary and final right-of-way plans, staking of the required right-of-way, and final construction plans including erosion control, traffic handling, and construction sequence plans and specification including special provisions for the PROJECT.



design of the bridge and shall incorporate these plans into this PROJECT as a part of this Agreement.

9. The DEPARTMENT shall be responsible for all reimbursable utility relocation costs necessary for the construction of the PROJECT.
10. The LOCAL GOVERNMENT shall be responsible for providing energy, maintenance and operational costs of any roadway and interchange lighting within the PROJECT limits.
11. The LOCAL GOVERNMENT shall be responsible for all costs for maintaining any sidewalks within the PROJECT limits.
12. 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.
13. 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 DEPARTMENT shall let the PROJECT for construction. Except as provided herein and upon receipt of an acceptable bid, the DEPARTMENT shall bear 100% of all costs for construction, including all costs associated with inspection and materials testing during construction. The DEPARTMENT shall be solely responsible for securing and awarding the construction contract for the PROJECT.

14. 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. 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.
15. 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. 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 that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this AGREEMENT.
16. The LOCAL GOVERNMENT shall prepare all shop drawings for approval by the DEPARTMENT.

17. **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:

BOARD OF COMMISSIONERS

*Larry E. Dent*  
Larry E. Dent  
District Engineer

BY: *Julius [Signature]*  
Chairman

*Thomas R. Turner*  
Thomas Turner, P.E.  
Director of Preconstruction

Signed, sealed and delivered this  
7 Day of Sept, 2000  
in the presence of:

*Frank L. Danchetz*  
Frank L. Danchetz, P.E.  
Chief Engineer

*Linda A. Holbrook*  
Witness

DEPARTMENT OF TRANSPORTATION

BY: *Tom Coleman, Jr.*  
Tom Coleman, Jr.  
Commissioner

*April Medders*  
Witness

*Frances [Signature]*  
Notary Public



ATTEST:

This Agreement approved by the  
County Commission at a meeting  
held at:

*Billy & Sharp*  
Treasurer

Lawrenceville, Ga

The 6th day of Sept, 2000

REVIEWED 9-28-00  
(DATE)  
*Sanda [Signature]*  
LEGAL TRANSPORTATION

*Brenda Maddy*  
County Clerk

AS TO FORM:  
*Kae [Signature]*

# NOTICE OF LOCATION AND DESIGN APPROVAL

**STP-0000-00(844)**

**Gwinnett County**

**P.I. NO. 0000844**

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.

The date of location approval is: AUGUST 17, 2001

This project consists of installing 20 ft. raised median on S.R.8 / U.S.29 from Luxomni Road to Ronald Reagan Parkway and Pleasant Hill Road from S.R.8 / U.S.29 to Carter Drive. Project also provides a dual left turn lane at the intersection of S.R.8 / U.S.29 Pleasant Hill Road

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation. Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Todd I. Long, P.E., Project Manager  
Georgia Department of Transportation  
Gainesville District Office  
[Todd.long@dot.state.ga.us](mailto:Todd.long@dot.state.ga.us)  
2505 Athens Highway, S.E.  
Gainesville, GA 30503-1057  
770.532.5520

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

# Concept Report

## DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

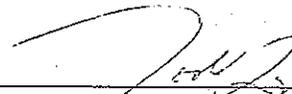
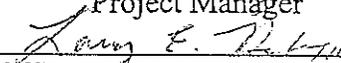
Project Number: STP 0000 00 (845)  
County: GWINNETT  
P. I. Number: 0000845

Federal Route Number : 29  
State Route Number: 8

Recommendation for approval:

DATE 7/5/01

DATE 7/5/01

  
\_\_\_\_\_  
Project Manager  
  
\_\_\_\_\_  
Office Head/District Engineer

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

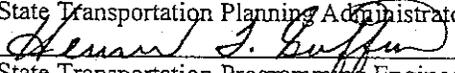
DATE \_\_\_\_\_

DATE 2/19/01

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator  
  
\_\_\_\_\_  
State Transportation Programming Engineer  
\_\_\_\_\_  
State Environmental/Location Engineer  
\_\_\_\_\_  
State Traffic Operations Engineer  
\_\_\_\_\_  
Project Review Engineer

Department of Transportation  
State of Georgia

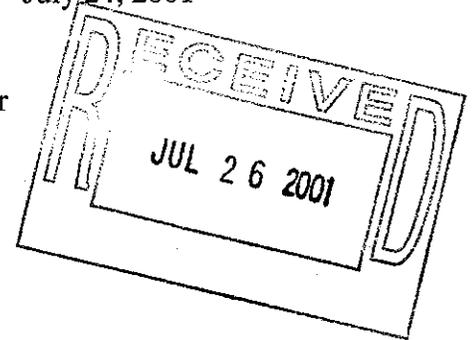
INTERDEPARTMENTAL CORRESPONDENCE

File: STP - 0000-00 (845) / Gwinnett County  
P.I. No. 000845

Office: Traffic Operations  
Atlanta, Georgia

Date: July 24, 2001

From: *M.G. Waters* M.G. Waters, III, P.E., State Traffic Operations Engineer  
To: Wayne Hutto, Assistant Director of Preconstruction  
Subject: Project Concept Report Review



We have reviewed the above referenced concept report for the installation of a 20-foot raised median on SR 8/US 29 and dual left turn lanes at the intersection of SR 8/US 29 and Beaver Ruin/Arcado Roads. The project length is 1.10 miles.

SR 8/US 29 is an existing 5-lane urban roadway with a 12-foot flush median and a current AADT of 44,000 vehicles. The posted speed limit is 45 mph.

This concept proposes to install the 20-foot raised median on SR 8/US 29 from Postal Way to Luxomni Road. Dual left turn lanes will be installed on Beaver Ruin Road and Arcado Road at the intersection of SR 8/US 29. The existing signals within the project limits will be upgraded and interconnected.

We believe this concept will improve safety and traffic operations within this area, therefore find this report satisfactory for approval.

MGW/BM

Attachment (signature page)

Cc: Harvey Keeper, State Environment/Location Engineer  
Todd Long, District Preconstruction Engineer  
David Mulling, State Review Engineer, w/ attachment  
Marta Rosen, State Transportation Planning Administrator  
Chuck Hasty, TMC  
General Files

# Concept Report

## DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Project Number: STP 0000 00 (845)

County: GWINNETT

P. I. Number: 0000845

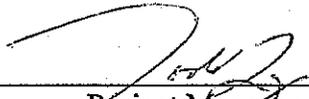
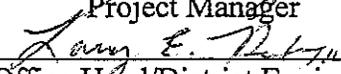
Federal Route Number : 29

State Route Number: 8

Recommendation for approval:

DATE 7/5/01

DATE 7/5/01

  
\_\_\_\_\_  
Project Manager  
  
\_\_\_\_\_  
Office Head/District Engineer

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Programming Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE 7/25/01

  
\_\_\_\_\_  
State Traffic Operations Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

# Concept Report

## DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Project Number: STP 0000 00 (845)

County: GWINNETT

P. I. Number: 0000845

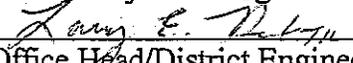
Federal Route Number : 29

State Route Number: 8

Recommendation for approval:

DATE 7/5/01

DATE 7/5/02

  
\_\_\_\_\_  
Project Manager  
  
\_\_\_\_\_  
Office Head/District Engineer

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

DATE \_\_\_\_\_

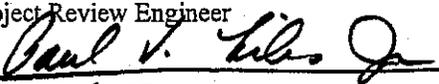
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DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

Date 7/24/01

\_\_\_\_\_  
State Transportation Planning Administrator  
\_\_\_\_\_  
State Transportation Programming Engineer  
\_\_\_\_\_  
State Environmental/Location Engineer  
\_\_\_\_\_  
State Traffic Operations Engineer  
\_\_\_\_\_  
Project Review Engineer  
  
\_\_\_\_\_  
State Bridge Engineer

Rec ES  
7/18/01

# Concept Report

## DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Project Number: STP 0000 00 (845)  
County: GWINNETT  
P. I. Number: 0000845

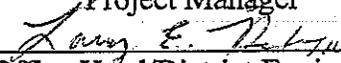
Federal Route Number : 29  
State Route Number: 8

Recommendation for approval:

DATE 7/5/01

  
\_\_\_\_\_  
Project Manager

DATE 7/5/01

  
\_\_\_\_\_  
Office Head/District Engineer

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Programming Engineer

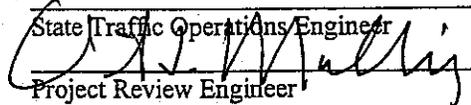
DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Operations Engineer

DATE 7/31/01

  
\_\_\_\_\_  
Project Review Engineer