

D.O.T. 66

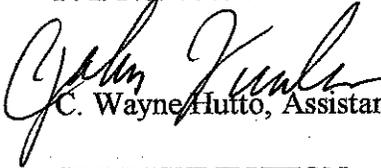
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0003-00(406) Gwinnett County
P. I. No. 0003406

OFFICE Preconstruction

DATE July 15, 2002

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

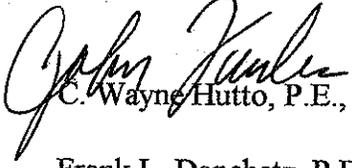
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**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0003-00(406) Gwinnett County **OFFICE** Preconstruction
P.I. No. 0003406
DATE June 27, 2002

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 elimination of the reversible lane system along US 78/SR 10 from East Park Place in Stone Mountain to SR 124 in Snellville for a total of 5.90 miles. This project proposes (Phase I) to remove the reversible lane system and replace it with a raised concrete median. Phase II consists of constructing sidewalk along the length of the project. The existing roadway consists of six lanes: four, 10' wide outside lanes and two, 11' wide reversible center turn lanes. The corridor operates with three westbound travel lanes during the a.m. hours and changes to three eastbound travel lanes in the p.m. hours. The US 78/SR 10 corridor area has experienced significant growth and development since 1989 when the reversible lane system was implemented. Public perception is that the reversible lane system no longer provides a safe facility for motorists per a public information meeting held in November, 2001. The fatality rate increased to 3.08 in 1998, which was much greater than the statewide average of 1.76. Accident types include intersection and mid-block collisions. In addition to accidents in the area, the US 78/SR 10 corridor is not operating at an acceptable Level of Service (LOS). This may be attributed to the large number of turning movements at the 13 signalized intersections along the corridor. The current (2001) traffic volumes of 51,600 VPD utilize this corridor to access I-285 and the downtown Atlanta area. Traffic volumes are projected to increase to 87,700 VPD by the design year (2005).

Phase I construction includes removing the existing reversible lane system and improving existing intersections. This includes milling and inlay, construction of the concrete median between the eastbound and westbound lanes, signal modification and construction of retaining walls. In some locations, the existing right turn lanes will be eliminated. The curb and gutter will be left in place and the lane will be striped out. The proposed typical section will consist of three, 10' lanes in each direction with a 2' raised concrete median (4' median at intersections). Left turn lanes will be provided at all intersections and some intersections will be reconstructed for dual left turn movements to meet demand.

Phase II consists of constructing sidewalk along the length of the project. This includes constructing retaining walls in select locations to eliminate the need for required right-of-way.

Frank L. Danchetz

Page 2

STP-0003-00(406) Gwinnett

June 27, 2002

Environmental concerns include requiring a Categorical Exclusion be prepared; a public information meeting has been held; time saving procedures are appropriate. The estimated costs for this project are:

**STP-0003-00(406) Gwinnett - Phase I-Remove Reversible Lane System/
Phase II - Construct Sidewalk Along Length of Project**

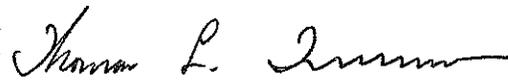
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
	Phase I/ Phase II			
Construction (includes E&C and inflation)	\$9,151,000/ \$1,482,000	\$10,500,000	Lump	03-12
Right-of-Way	\$2,500,000	\$ 2,500,000		
Utilities	----	----		

This improvement will reduce the number of accidents along the corridor without compromising the capacity of the facility. 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

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0003-00(406), Gwinnett County
P.I.: 0003406
SR 10/US 78 fm East Park Place to SR 124
Safety/Intersection Improvement

OFFICE: Traffic Operations
Atlanta, Georgia
DATE: May 22, 2002

FROM: *PM* Phillip M. Allen, State Traffic Safety & Design Engineer

TO: Wayne Hutto, Assistant Director of Preconstruction

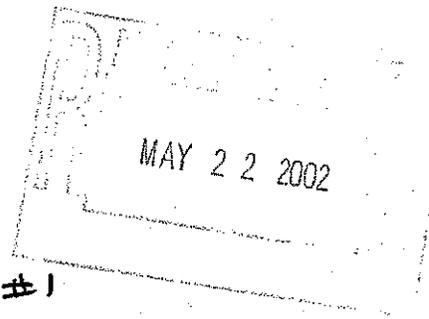
SUBJECT: **PROPOSED PROJECT CONCEPT REPORT**

Attached is the original copy of the proposed concept report for your further handling for approval.

Should you have any questions, please contact Ken Werho of this office at 404-635-8125.

PMA:KPW

cc: Keith Golden
Chuck Hasty
General Files
HARVEY KEEPLER
MARTA ROSEN
HERMAN GRIFFIN
LARRY DENT - GAINESVILLE DIST #1
PAUL LILES.



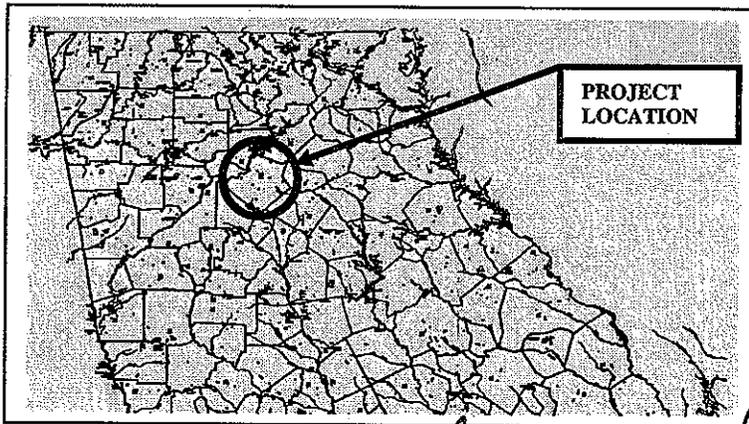
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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF TRAFFIC OPERATIONS

PROJECT CONCEPT REPORT

US 78 Reversible Lane System
Project Number: STP-0003-00(406)
County: Gwinnett
P. I. Number: 0003406

Federal Route Number: US 78
State Route Number: SR 10



Recommendation for approval:

DATE May 21, 2002

Charles A. Harty
Project Manager

DATE May 21, 2002

Phillip M. Allen
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/or the State Transportation Improvement Program (STIP).

DATE _____
DATE _____
DATE _____
DATE _____
DATE _____
DATE _____
DATE _____

State Transportation Planning Administrator

State Transportation Programming Engineer

State Environmental/Location Engineer

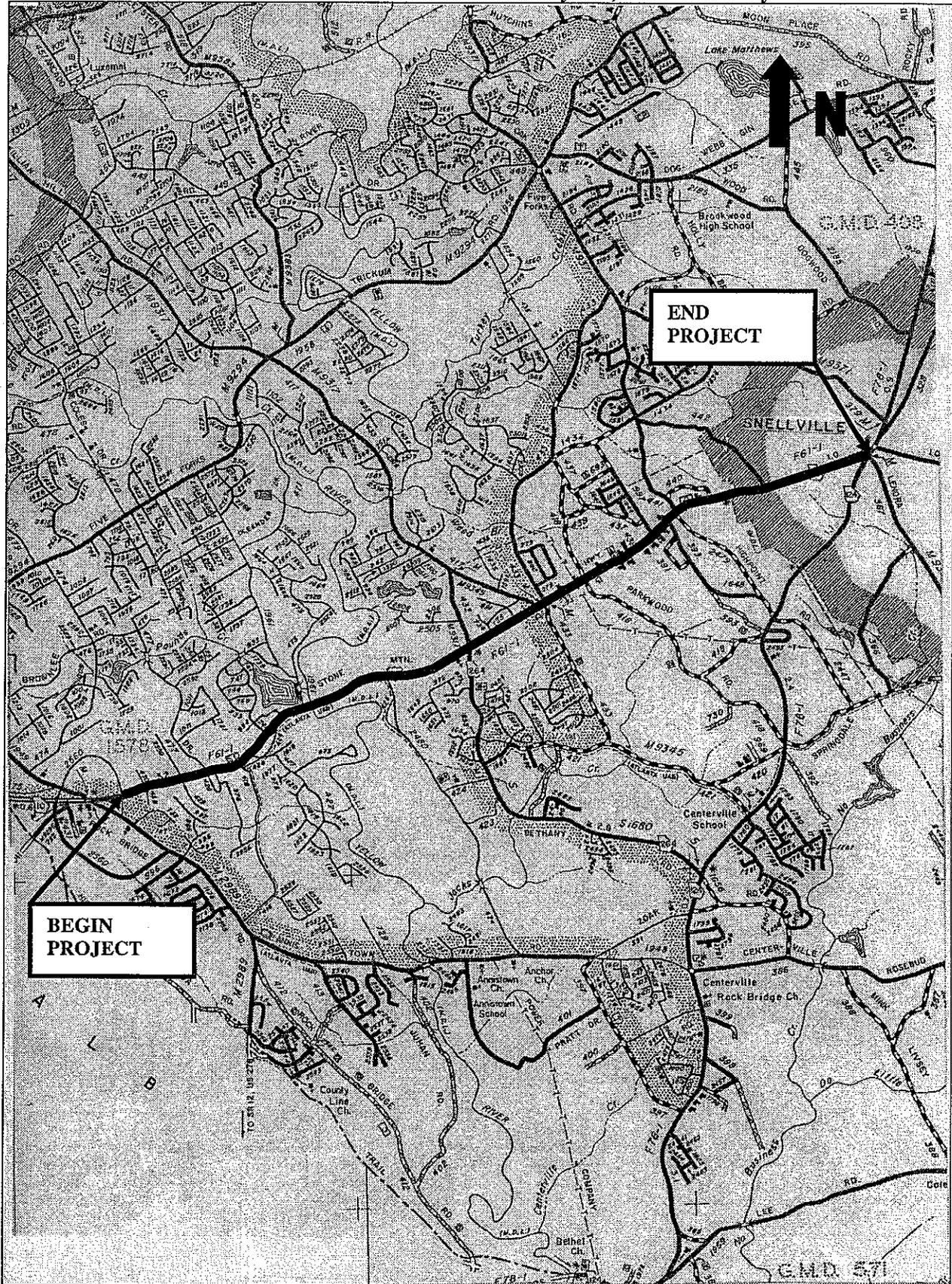
State Traffic Safety and Design Engineer

District Engineer

Project Review Engineer

State Bridge and Structural Design Engineer

PROJECT MAP- US 78 Reversible Lane System, Gwinnett County



Need and Purpose: See attached Need & Purpose Statement

Description of the proposed project:

This project is located in southwestern Gwinnett County. The project route is along SR 10/US 78, from East Park Place Boulevard to SR 124. The purpose of this project is to eliminate the reversible lane system by changing the lane configuration to three lanes in each direction with a median and provide an acceptable level of service while minimizing costs and impacts as much as possible.

The project will be constructed in two phases. Phase I construction includes removing the existing reversible lane system and improving existing intersections. This includes milling and inlay, construction of the concrete median between the eastbound and westbound lanes, signal modification, and construction of retaining walls (35 gravity walls, average height of 4.2 feet; 8 reinforced concrete retaining walls, average height of 11.9 feet). A portion of the new curb and gutter will be constructed where required. At the following intersections, existing right turn lanes will be eliminated. During Phase 1, the curb and gutter will be left in place, and the lane will be striped out.

- | | |
|---|--------------------------|
| ▪ Glenn Club Drive | ▪ Oakland Park Boulevard |
| ▪ Parker Court | ▪ Hewatt Road |
| ▪ Stone Drive | ▪ Georgian Lane |
| ▪ Jessica Daron Court | ▪ Britt Drive |
| ▪ Ross Road | ▪ Highpoint Road |
| ▪ Paxton Drive | ▪ Walton Court |
| ▪ Killian Hill Road/Bethany Church Road | |

Phase 2 consists of constructing sidewalk along the length of the project. This includes constructing retaining walls (5 gravity walls, average height of 4.2 feet; 1 reinforced concrete retaining wall, height of 10 feet) in selected locations to eliminate the need for required right of way (easements will be needed for construction of walls). In order to construct the sidewalk, new curb and gutter will be built in areas where existing right turn lanes are being eliminated.

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

PDP Classification: Major, Existing Location

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

Functional Classification: Urban Principal Arterial

U. S. Route Number(s): US 78

State Route Number(s): SR 10

- Structures:
 - Existing 174'x78.5' Six-lane bridge on SR 10/US 78 over Yellow River – The only work required will be the addition of a raised median.
- Major intersections and interchanges: East Park Place Blvd, Lake Lucerne Rd, Ross Rd, Bethany Church Rd (SR 264)/Killian Hill Rd, Highpoint Rd, Scenic Hwy (SR 124)
- Traffic control during construction:
Traffic to be maintained on existing roadways during construction.
- Design exceptions to controlling criteria expected:

	<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)

A Design Exception will be required for substandard stopping sight distance at mileposts 1.4 and 1.8.

- Design Variances: A Design Variance will be required for substandard stopping sight distance at mileposts 1.1, 3.3, and 5.0. In the areas of elimination of right turn lanes, a Design Variance will be required for all locations that do not meet GDOT's MOG on right turn lanes.
- Environmental concerns: None anticipated
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No ()
 - Categorical exclusion (X)
 - Environmental Assessment/Finding of No Significant Impact (FONSI) ()
 - Environmental Impact Statement (EIS) ()
- Utility involvements:

Project responsibilities:

- Design: Georgia DOT
- Right of Way Acquisition: Georgia DOT
- Relocation of Utilities: GDOT will be responsible for reimbursable utilities.
- Letting to contract: Georgia DOT
- Supervision of construction: Georgia DOT
- Providing material pits: N/A
- Providing detours: N/A

Coordination:

- Initial Concept Meeting date and brief summary. N/A
- Concept meeting date and brief summary. Concept Team Meeting held March 7, 2002. See attached minutes.
- P. A. R. meetings, dates and results: None required
- FEMA, USCG, and/or TVA: None required
- Public involvement: A public information meeting was held on November 8, 2001.
- Local government comments:
- Other projects in the area: Project Number STP-061-1(83), US 78 Corridor from I-285/DeKalb County to SR 81/Walton County, PI Number 121490; Project Number STP-061-1(101), SR 10/US 78 from east of Hewatt Road to east of SR 124, PI Number 122520
- Other coordination to date

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 6 Months
- Time to complete preliminary construction plans: 6 Months
- Time to complete right of way plans: 3 Months
- Time to complete the Section 404 Permit: 0 Months
- Time to complete final construction plans: 6 Months
- Time to complete to purchase right of way: 6 Months

Other alternates considered:

- Upgrade Existing Reversible Lane Signal System: The funding required to replace the existing system would be better used to upgrade the facility to six lanes with a raised median. This plan is more consistent with long-range plans for the corridor.
- Install Moveable Barrier System: This alternate requires the daily movement of a barrier to provide adequate traffic control in the peak and non-peak directions. Lack of protection of the ends of the barrier at each intersection is a safety concern, as well as the considerable cost associated with this alternate.
- Construct a raised median without adding left turn lanes at intersections: The addition of a raised median would force all left turns to the intersections. The increased left turn demand would utilize the inside travel lanes for left turns and reduce the effective number of through lanes to two in each direction.
- Install Preformed Barrier System: This alternate includes the installation of a preformed barrier at midblock sections. However, the superelevated roadway sections would not allow proper drainage through the barrier system.
- No Build: This alternate does not meet the operational and safety needs of the project.

Comments:

Attachments:

1. Need and Purpose Statement
2. Cost Estimates:
 - a. Construction including E&C(10) and Inflation,
Phase I: \$9,150,300, Phase II: \$1,482,900
 - b. Right of Way: Not known
 - c. Utilities: Not known
3. Typical sections,
4. Accident summaries
5. Capacity analysis,
6. Minutes of Concept meeting,
7. LGPA

NEED AND PURPOSE STATEMENT
STP-0003-00(406); PI No. 0003406
U.S. 78 Reversible Lane System
Gwinnett County

A reversible lane system is currently in place along U.S. 78/S.R.10 from East Park Place in Stone Mountain to S.R. 124 in Snellville. The reversible lane system, implemented in 1989, was intended as a temporary traffic control measure until another solution could be programmed and constructed. However, the long term solutions proposed for the corridor required a Major Investment Study for planning purposes. The study delayed project development for the corridor and resulted in the continuance of the reversible lane system to the present day.

The roadway consists of six lanes; four 10-foot wide outside lanes and two 11-foot wide reversible center turn lanes. The corridor operates with three westbound travel lanes during the a.m. hours and changes to three eastbound travel lanes in the p.m. hours. The system operates through overhead lighted signage with red and green X's and arrows depicting travel lanes and the appropriate turn lane. This project proposes to remove the reversible lane system on U.S. 78/S.R. 10 from East Park Place to S.R. 124 and replace the traffic control feature with a raised median.

The current (2001) traffic volumes of 51,600 vehicles per day (vpd) utilize this corridor to access I-285 and the downtown Atlanta area. Traffic volumes are predicted to increase to 87,700 vpd by the design year (2005). Project Number NH-061-1(83) is proposed widening U.S. 78/S.R. 10 to eight lanes with a twenty-foot raised median.

The U.S. 78/S.R.10 corridor area has experienced significant growth and development since 1989 when the reversible lane system was implemented. Public perception is that the reversible lane system no longer provides a safe facility for motorists per a Public Information Meeting held in November 2001. In 1997, the accident rate along the corridor was 699; the statewide average for similar facilities was 663. In 1998, the accident rate decreased slightly to 642, but remained higher than the statewide average of 629. Furthermore, the fatality rate was 1.04 in 1997, which was lower than the statewide average of 1.71. However, the fatality rate increased to 3.08 in 1998, which was much greater than the statewide average of 1.76. Accident types include intersection and mid-block collisions. Confusion often occurs for the motorist when attempting to access a turn lane. At times, vehicles stop and attempt to make left turns from the designated inside travel lane and may be rear-ended or hit head-on. Driver confusion stems from an inability to clearly see the lighted signage and unfamiliarity with the reversible lane system.

In addition to accidents in the area, the U.S. 78/S.R. 10 corridor is not operating at an acceptable level of service (LOS). This may be attributed to the large number of turning movements at the thirteen signalized intersections along the corridor. Removing the reversible lane system and replacing the system with a raised median will reduce turning movements along the corridor. Turning movements will be restricted to median breaks at the signalized intersections, as well as other intersections as deemed necessary. Left and right outside turn lanes would be provided at all intersections and some intersections will be reconstructed for dual left turn movements to meet demand.

An Operational Review Team, consisting of representatives from the Department of Transportation and Gwinnett was established to evaluate options to address the safety and inadequate LOS along U.S. 78/S.R. 10. This review focused on identifying proposals that could quickly be implemented to improve safety and efficiency along the corridor. These proposals also needed to meet the requirements of the Clean Air Act, minimize impacts and limit right-of-way acquisition from the dense built environment fronting the corridor. A raised median was recommended along U.S. 78/S.R. 10 based on this Operational Review. This improvement will reduce the number of accidents along U.S. 78/S.R. 10 without compromising the capacity of the facility. Raised medians have shown a 30 percent accident reduction rate on similar facilities. Furthermore, the overall LOS along the corridor will be at a minimum of LOS D, an acceptable LOS for urbanized areas. Only the sections from East Park Place Boulevard to Parker Court and from McGee Road to S.R. 124 will be operating lower than LOS, D which is the current operational level of service along those sections.

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: 2077.774

COUNTY: Gwinnett

DATE: March 2002

ESTIMATED LETTING DATE:

PREPARED BY: J Criminger

PROJECT LENGTH: 5.9 Miles

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV

	PROJECT COST		Phase I	Phase II
	Phase I	Phase II		
A. RIGHT-OF-WAY:				
1. PROPERTY (PARCELS)	67		\$ -	-
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0			\$ -	-
3. OTHER COST (ADM./COST, INFLATION)			\$ -	-
			SUBTOTAL: A \$ -	
B. REIMBURSABLE UTILITIES:				
1. RAILROAD			\$ -	-
2. TRANSMISSION LINES			\$ -	-
3. SERVICES			\$ -	-
			SUBTOTAL: B \$ -	
C. CONSTRUCTION:				
1. MAJOR STRUCTURES				
a. BRIDGES				
Grade Separations (0)			\$ -	-
Stream Crossings (1)			\$ -	-
			SUBTOTAL: C-1.a \$ -	
b. OTHER				
Walls:				
Gravity (6220 LF) Class "B" Conc	1,477	203 CY @ \$500	\$ 738,500	101,500
Cantilever (2450 LF) Class "A" Conc	1,751	160 CY @ \$357.79	\$ 626,490	57,246
Bar Reinf Steel	227,630	20,800 LB @ \$0.51	\$ 116,091	10,608
Box Culverts			\$ -	-
Bridge Culverts (0)			\$ -	-
			SUBTOTAL: C-1.b \$ 1,481,082	
			SUBTOTAL: C-2 \$ 1,481,082	
2. GRADING AND DRAINAGE:				
a. EARTHWORK				
	75,000	CU YD @ \$3.99	\$ 299,250	-
			\$ -	-
b. DRAINAGE				
1) Cross Drain Pipe			\$ 225,000	-
2) Curb and Gutter	31,000	14,000 LF @ \$9.88	\$ 306,280	138,320
3) Longitudinal System			\$ 751,315	337,548
			SUBTOTAL: C-2.b \$ 1,282,595	
			SUBTOTAL: C-3 \$ 1,282,595	

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: 2077 774

COUNTY: Gwinnett

DATE March 2002

ESTIMATED LETTING DATE:

PREPARED BY: J Criminger

PROJECT LENGTH: 5.9 Miles

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

PROJECT COST				Phase I	Phase II
	Phase I	Phase II			
3. BASE AND PAVING:					
a. AGGREGATE BASE	25,300		Tons @ \$14.22	\$ 359,766	
b. ASPHALT PAVING (Mainline & Cross Roads):					
Surface - Superpave	1,960		Tons @ \$38.16	\$ 27,871	-
Surface - Superpave (Inlay)	26,080		Tons @ \$38.16	\$ 370,858	-
Binder - Superpave	4,000		Tons @ \$36.06	\$ 56,880	-
Binder - Superpave (Inlay)	34,780		Tons @ \$36.06	\$ 494,572	-
Base - Superpave	7,830		Tons @ \$37.62	\$ 111,343	-
Tack Coat	2,400		Gal @ \$0.99	\$ 34,128	-
Tack Coat (Inlay)	21,100		Gal @ \$0.99	\$ 300,042	-
			SUBTOTAL: C-3.b	\$ 1,095,651	-
c. CONCRETE PAVING				\$ -	-
d. OTHER (Milling)	225,800		SY @ \$2.25	\$ 508,050	-
			SUBTOTAL: C-4	\$ 1,963,467	-
4. LUMP ITEMS					
a. GRASSING				\$ 65,420	-
b. CLEARING AND GRUBBING				\$ 46,730	-
c. LANDSCAPING				\$ -	-
d. EROSION CONTROL				\$ 342,680	-
e. TRAFFIC CONTROL				\$ 720,000	-
			SUBTOTAL: C-5	\$ 1,174,830	-
5. MISCELLANEOUS:					
a. MODIFY EXISTING SIGNALS	15		@ \$75000	\$ 1,125,000	-
b. SIGNING - MARKING				\$ 200,135	-
c. GUARDRAIL					
W Beam	1,511	1,716	LF @ \$10.11	\$ 15,276	17,349
T Beam		36	LF @ \$29.08	\$ -	1,047
Anchors					
TYPE 12	1	5	@ \$1400	\$ 1,400	7,000
TYPE 1	2	1	@ \$435	\$ 870	435
TYPE 6		4	@ \$228	\$ -	1,740
			SUBTOTAL: C-5.c	\$ 17,546	27,571
d. SIDEWALK		29,422	SY @ \$20.96	\$ -	616,685
e. RAISED CONCRETE MEDIAN	20,173		SY @ \$35.3	\$ 712,107	-
f. APPROACH SLABS				\$ -	-
g. REMOVAL					
Concrete Paving				\$ -	-
Bridges				\$ -	-
			SUBTOTAL: C-5.g	\$ -	-
			SUBTOTAL: C-6	\$ 2,054,788	644,256
6. SPECIAL FEATURES					
				\$ -	-
			SUBTOTAL: C-7	\$ -	-

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: 2077.774

COUNTY: Gwinnett

DATE: March 2002

ESTIMATED LETTING DATE:

PREPARED BY: J Criminger

PROJECT LENGTH: 5.9 Miles

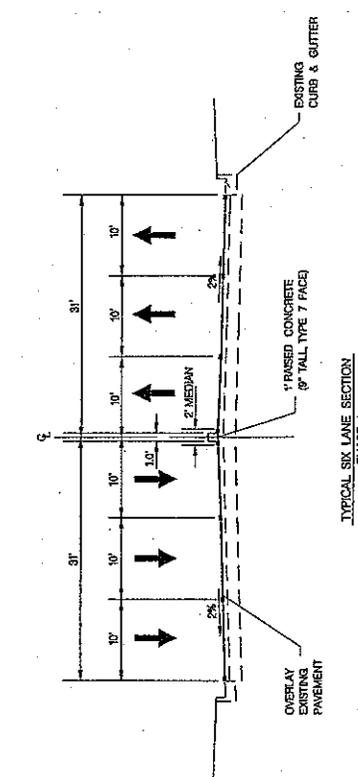
() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

PROJECT COST	Phase I		Phase II
	Phase I	Phase II	
SUMMARY			
A. RIGHT-OF-WAY			\$ -
B. REIMBURSABLE UTILITIES			\$ -
C. CONSTRUCTION			
1. MAJOR STRUCTURES			\$ 1,481,082
2. GRADING AND DRAINAGE			\$ 1,282,595
3. BASE AND PAVING			\$ 1,963,467
4. LUMP ITEMS			\$ 1,174,830
5. MISCELLANEOUS			\$ 2,054,788
6. SPECIAL FEATURES			\$ -
SUBTOTAL CONSTRUCTION COST			\$ 7,956,762
E. & C. (10%)			\$ 795,676
INFLATION (5% PER YEAR)			\$ 397,838
NUMBER OF YEARS	1		
TOTAL CONSTRUCTION COST			\$ 9,150,276
GRAND TOTAL PROJECT COST			\$ 9,150,276

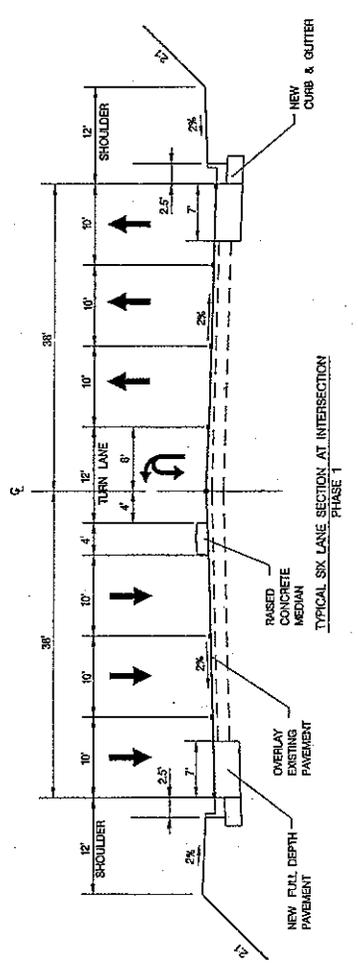
NOTE:

Phase 1 construction includes removing the existing reversible lane system and improving existing intersections. This includes milling and inlay, construction of the concrete median, signal modification, and construction of some retaining or gravity walls. A portion of the new curb and gutter will be constructed where required. In some locations, existing right turn lanes will be eliminated. During Phase I, the curb and gutter will be left in place, and the lane will be striped out.

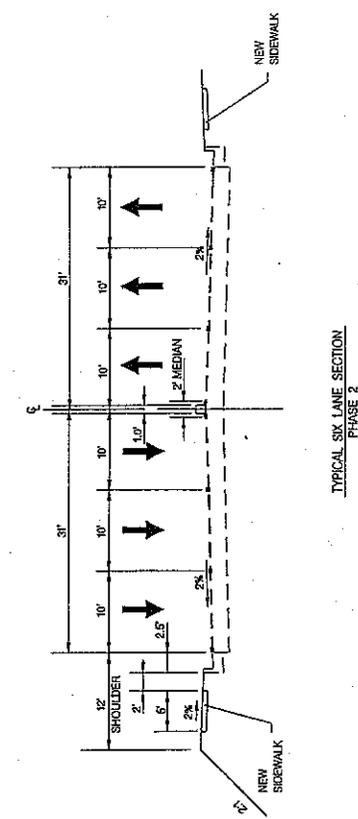
Phase 2 consists of constructing sidewalk along the length of the project. This includes constructing some retaining walls to eliminate the need for required right of way (easements will be needed for construction of walls). In order to construct the sidewalk, new curb and gutter will be built in areas where existing right turn lanes are being eliminated.



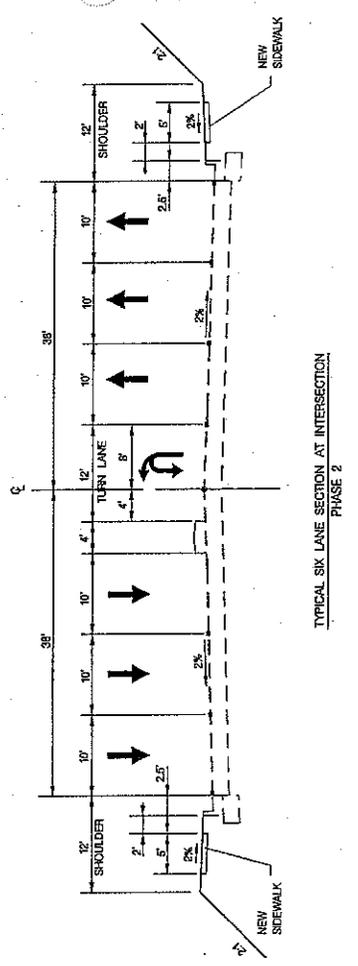
TYPICAL SIX LANE SECTION
PHASE 1



TYPICAL SIX LANE SECTION AT INTERSECTION
PHASE 1



TYPICAL SIX LANE SECTION
PHASE 2



TYPICAL SIX LANE SECTION AT INTERSECTION
PHASE 2

TYPICAL SECTIONS
STA-000+00.00
CHANNETT COUNTY
US 78
MARCH 7, 2002

Removal of Reversible Lanes on US 78
Project Number: STP-0003-00(406)
County: Gwinnett
P. I. Number: 0003406

ACCIDENT HISTORY			
<u>YEAR</u>	<u>Accident Rate</u>	<u>Injury Rate</u>	<u>Fatality Rate</u>
1997	699 (663)	360 (298)	1.04 (1.71)
1998	642 (629)	360 (267)	3.08 (1.76)

Note: All rates are per 100 million vehicle miles of travel. Numbers in parentheses are statewide average rates for urban principal arterials.

A Summary of US 78 Level of Service

Intersection	Level of Service			
	Existing		Proposed Alternative	
	AM	PM	AM	PM
East Park Place Boulevard	F	F	F	F
Parker Court	B	B	D	D
Stone Drive	B	C	D	E
Lake Lucerne Road	B	C	D	B
Ross Road	D	C	D	D
Killian Hill Road	C	C	D	E
Veracruz Drive	A	A	A	A
Hewatt Road	C	D	C	E
Parkwood Road	A	A	A	C
Highpoint Road	B	C	C	F
Walton Court	A	A	A	A
McGee Road	B	A	A	B
Fountain Drive	A	B	A	B
Knollwood Drive	C	C	B	C
SR 124	F	F	F	F

MEETING MINUTES – CONCEPT TEAM MEETING

US 78 Reversible Lane Removal
Project Number: STP-0003-00(406)

P.I. No. 0003406

Gwinnett County

March 7, 2002 @ 9:00 a.m.

Meeting at TMC

Attending:

Phillip Allen	GDOT – Traffic Safety and Design	(404) 635-8115
Keith Golden	GDOT – Traffic Safety and Design	(404) 635-8117
Chuck Hasty	GDOT – Traffic Safety and Design	(404) 635-8134
Kevin Stefanik	GDOT – Traffic Safety and Design	(404) 635-8125
Ken Werho	GDOT – Traffic Safety and Design	(404) 635-8144
Scott Zehngraft	GDOT – Traffic Safety and Design	(404) 635-8127
Keith Canup	GDOT – District One, TS&D	(770) 532-5563
Joe Garland	GDOT – District One, TS&D	(770) 532-5563
Todd Long	GDOT – Preconstr. Eng, Distr. One, TS&D	(770) 532-5520
Ron Wishon	GDOT – Engineering Services	(404) 651-7469
Gerald Milligan	GDOT – Right-of-Way	(404) 463-7514
Neal O'Brien	GDOT – Urban Design	(404) 656-5442
Darby Beach	GDOT – OEL	(404) 699-4417
Lisa Crawford	GDOT – OEL	(404) 699-3474
Tamue Gibson	GDOT – OEL	(404) 699-4413
Teresa Lotti	GDOT – OEL	(404) 699-6865
Chuck Bailey	Gwinnett DOT	(770) 822-7460
Kim Conroy	Gwinnett DOT	(770) 822-7414
Steve Reynolds	GDOT – Transportation Board	(404) 656-5226
Linda Edwards	Edwards-Pitman Environmental	(770) 333-9484
Andy Pitman	Edwards-Pitman Environmental	(770) 333-9484
Dave Painter	FHWA	(404) 562-3658
Sev Burkhalter	BellSouth	(770) 493-2006
Mike Wilson	Atlanta Gas Light	(404) 584-4677
Tommy Crochet	JJG	(678) 333-0416
Jill Hodges	JJG	(678) 333-0421
Paul Moore	JJG	(404) 880-3539
Jenny Criminger	JJG	(678) 333-0415

Phillip Allen began the meeting by giving some background information concerning the history of the corridor and how this project came about.

- Jill Hodges highlighted some of the significant items in the concept report, as well as noted any changes that need to be made.
 - The Need and Purpose Statement has not been completed; it will be added at a later date.
 - The report should be corrected to state that the project is located in a non-attainment area.
 - The *current traffic year* is listed as 2000; the correct year is 2001. The design year is listed as 2010; the correct year is 2005.

- A representative from OEL stated that thirteen resources were identified as eligible, five of which may be historic.
- The concept report should state that Time Saving Procedures are appropriate.
- The level of utility involvement is still undetermined. Representatives from Bellsouth and Atlanta Gas Light were present at the meeting, and Todd Long invited them to meet with GDOT to discuss their anticipated level of involvement.
- "Other projects in the area" should include project number STP-061-1(83) (US 78 Corridor from I-285/DeKalb County to SR 81/Walton County, PI Number 121490) and project number STP-061-1(101) (SR 10/US 78 from east of Hewatt Road to east of SR 124, PI Number 122520)

Everyone at the meeting was then invited to look at the conceptual layouts and express any comments. The following comments were noted:

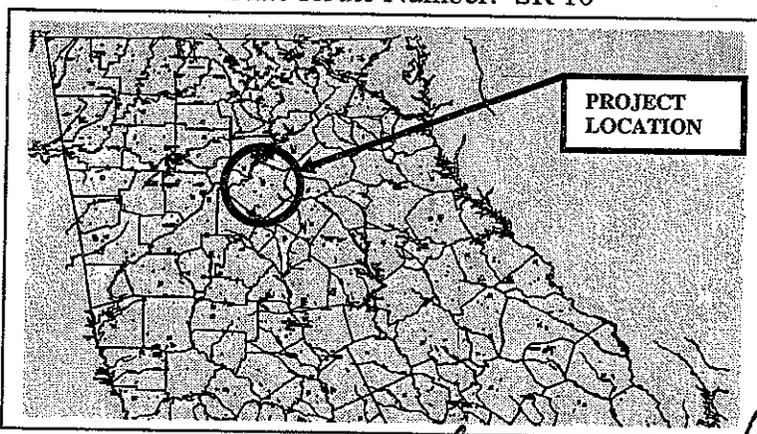
- Todd Long stated that the cost estimate seems low. He stated that the contractor would be responsible for maintaining the reversible lane system, which would increase the traffic control lump sum amount considerably.
- Todd also informed everyone of the formation of a business coalition composed of the business owners along US 78. It is expected that this group may request additional median breaks along the project route. They are also addressing landscaping and other aesthetic issues along the corridor.
- Dave Painter suggested that some of the W-beam guardrail called for in the concept be replaced with T-beam during detailed design. Jill Hodges agreed that the issue could be investigated further during the design process; a preliminary analysis indicates that there is room for additional grading around the bridge.
- The Department will be responsible for preparing the environmental document.
- Senator Reynolds inquired about the time frame for this project. Todd Long stated that he would like construction to begin as soon as possible. He would like to start the pre-acquisition process for right-of-way acquisition by using the information available in the conceptual layouts and offered to begin this process with the project manager's approval.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF TRAFFIC OPERATIONS**

PROJECT CONCEPT REPORT

US 78 Reversible Lane System
Project Number: STP-0003-00(406)
County: Gwinnett
P. I. Number: 0003406

Federal Route Number: US 78
State Route Number: SR 10



Recommendation for approval:

DATE May 21, 2002

Charles A. Harty
Project Manager

DATE May 21, 2002

Phillip M. Allen
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/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 Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

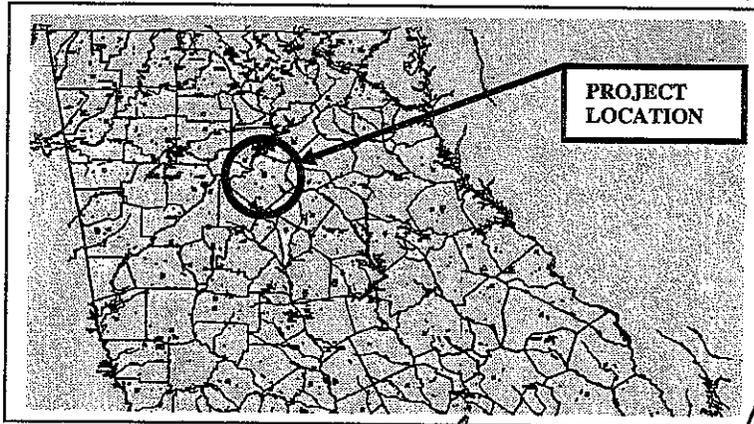
DATE 6/3/02

Paul V. [Signature]
State Bridge and Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF TRAFFIC OPERATIONS
PROJECT CONCEPT REPORT**

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DATE 5/30/02

Marta Rosen
State Transportation Planning Administrator

DATE _____

State Transportation Programming Engineer

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

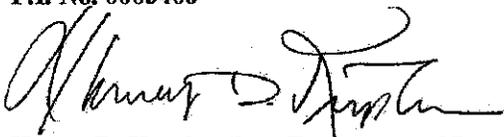
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0003406

OFFICE: Environment/Location

DATE: June 12, 2002

FROM: 
Harvey D. Keeper, State Environmental/Location Engineer

TO: Wayne Hutto, P.E., Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**
STP-0003-00(406), GWINNETT COUNTY

The above subject concept report has been reviewed. Several potentially eligible National Register resources. Design has information.

If you have any questions, please contact me at (404) 699-4401.

HDK/rtt

Attachment

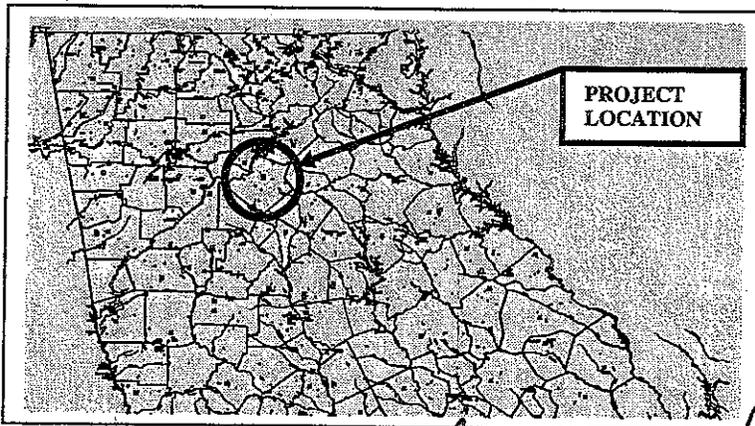
cc: David Mulling
Phillip Allen

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF TRAFFIC OPERATIONS

PROJECT CONCEPT REPORT

US 78 Reversible Lane System
Project Number: STP-0003-00(406)
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Charles A. Harty
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DATE May 21, 2002

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DATE _____

State Transportation Planning Administrator

DATE _____

Phillip M. Allen
State Transportation Programming Engineer

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

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Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer