

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0004-00(456) Gwinnett County **OFFICE** Preconstruction
P. I. No. 0004456
McCinnis Ferry Road Extension **DATE** March 1, 2005

FROM *John Kumb*
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO *For* SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

- David Mulling
- Harvey Keeper
- Ken Thompson
- Jamie Simpson
- Michael Henry
- Keith Golden
- Joe Palladi (file copy)
- Paul Liles
- Babs Abubakari
- Russell McMurry
- BOARD MEMBER
- FHWA

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE ~~STP-0004-00(456)~~ Gwinnett County **OFFICE** Preconstruction
 P.I. No. 0004456
 McGinnis Ferry Road Extension **DATE** January 4, 2005

FROM *Stephen J. Fumals*
 Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO Paul V. Mullins, P.E., Chief Engineer

SUBJECT **PROJECT CONCEPT REPORT**

This project is the extension of McGinnis Ferry Road from Satellite Boulevard across I-85 to Lawrenceville Suwanee Road. The project also includes the construction of a new bridge over I-85 and the extension of Northbrook Parkway. Existing McGinnis Ferry Road is a four lane facility from Peachtree Industrial Boulevard to Satellite Boulevard. This section of roadway serves as a primary east-west arterial from Gwinnett County to south Forsyth County. This roadway ends at Satellite Boulevard where it becomes a rural two lane winding roadway, ultimately connecting west of the Lawrenceville-Suwanee interchange. The proposed McGinnis Ferry Road extension will extend the existing corridor further to the east over I-85 and will alleviate traffic congestion at the interchanges of I-85 with Lawrenceville-Suwanee Road, Old Peachtree Road, and Sugarloaf Parkway. Alleviating traffic congestion will significantly improve the operating characteristics in this vicinity and will increase safety. Traffic projections are as follows

<u>Location</u>	<u>VPD 2007</u>	<u>VPD 2027</u>
McGinnis Ferry Road	18,000	35,000
Lawrenceville-Suwanee Road	40,000	50,000
Satellite Boulevard	30,000	40,000
Northbrook Parkway/ Old Peachtree Road	12,000	40,000

The proposed construction will connect to the existing intersection of McGinnis Ferry Road and Satellite Boulevard, with only minor improvements to Satellite Boulevard and McGinnis Ferry Road. The roadway will continue east where Burnette Road will be widened to four lanes with a 20' raised median and a 16' shoulder (5' sidewalk) on the south side and a 20' shoulder (10' wide mixed-use facility) on the north side. From I-85 to the east, McGinnis Ferry Road extension will be on new alignment using the same typical section. The bridge over I-85 will be constructed to provide future additional laneage on I-85 and for a possible future interchange at McGinnis Ferry Road extension. The bridge length will accommodate a barrier separated HOV lane with exit, four SOV lanes, collector-distributor lanes, and ramps. McGinnis Ferry Road extension will connect to Lawrenceville-Suwanee Road east of Old Peachtree Road. As part of this project, Northbrook Parkway will be extended from its exiting northern terminus to the intersection of Old Peachtree

Paul V. Mullins

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STP-0004-00(456) Gwinnett

January 4, 2005

Road and Gwinco Boulevard. From this point, Old Peachtree Road will be widened through the intersection with Lawrenceville-Suwanee Road. The typical section for Northbrook Parkway extension and the widening of Old Peachtree Road will include four, 12' lanes, a 20' raised median, and 16' urban shoulders with 5' sidewalks.

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$17,341,000	\$17,341,000	Q23	2006
Right-of-Way & Utilities*	Local	Local		

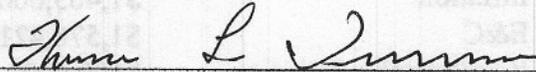
*Gwinnett County signed PMA on 9-10-04 for PE, right-of-way and utilities.

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR


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

**APPROVE


F&E Robert M. Callan, Administrator, FHWA

APPROVE


Paul V. Mullins, P.E., Chief Engineer

**Full oversight at I-85 bridge only

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

DEC - 7 2004

FILE: STP-0004-00(456) Gwinnett
P.I. No. 0004456
McGinnis Ferry Extension

OFFICE: Engineering Services

DATE: December 6, 2004

FROM: David Mulling, Project Review Engineer *REW*

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted November 17, 2004 by the letter from Todd Long dated November 12, 2004, and have no comments.

The costs for this project are:

Construction	\$14,298,600
Inflation	\$1,465,600
E&C	\$1,576,421
Reimbursable Utilities	\$100,000
Right of Way	\$16,641,600

REW

c: Todd Long, Attn.: Russell McMurry

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-0004-00(456)		County: Gwinnett		PI No.: 0004456	
Report Date: November 11, 2004			Concept By: DOT Office: District 1		
<input checked="" type="checkbox"/> Concept Stage			Consultant: PBS & J		
Project Type: 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 Replacement
				<input type="checkbox"/> Building	<input type="checkbox"/> Interchange Reconstruction
				<input type="checkbox"/> Intersection Improvement	<input type="checkbox"/> Interstate
				<input checked="" type="checkbox"/> New Location	<input type="checkbox"/> Widening & Reconstruction
				<input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

NOV 17 2004
OFFICE District 1
DATE November 12, 2004

FILE PI 0004456
STP-0004-00(456) Gwinnett

FROM Todd I. Long, P.E., District Engineer *TRM*

TO Meg Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT Project Concept Report

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

The project consists of the extension of McGinnis Ferry Road from Satellite Boulevard across Interstate 85 to Lawrenceville Suwanee Road. The project also includes the construction of a new bridge over Interstate 85 and the extension of Northbrook Parkway.

Should you need any additional information, please contact Russell McMurry, District Preconstruction Engineer.

TIL:rrm

Attachment

Distribution:

- David Mulling, Project Review Engineer
 - Harvey Keepler, State Environment/Location Engineer
 - Phillip Allen, State Traffic Safety and Design Engineer
 - Joe Palladi, State Transportation Planning Administrator
 - Jamie Simpson, State Transportation Financial Management Administrator
 - Paul Liles, State Bridge Design Engineer
- file

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Project Concept Report

Project Number: STP-0004-00(456)

County: Gwinnett

P. I. Number: 0004456

Federal Route Number: NA

State Route Number: NA

Recommended for approval:

DATE: 11-11-2004

Russell R. McManis
Project Manager

DATE: 11-11-2004

[Signature]
District One Engineer

This 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 Financial Management Administrator

DATE: _____

State Environmental/Location Engineer

DATE: _____

State Traffic Safety and Design Engineer

DATE: _____

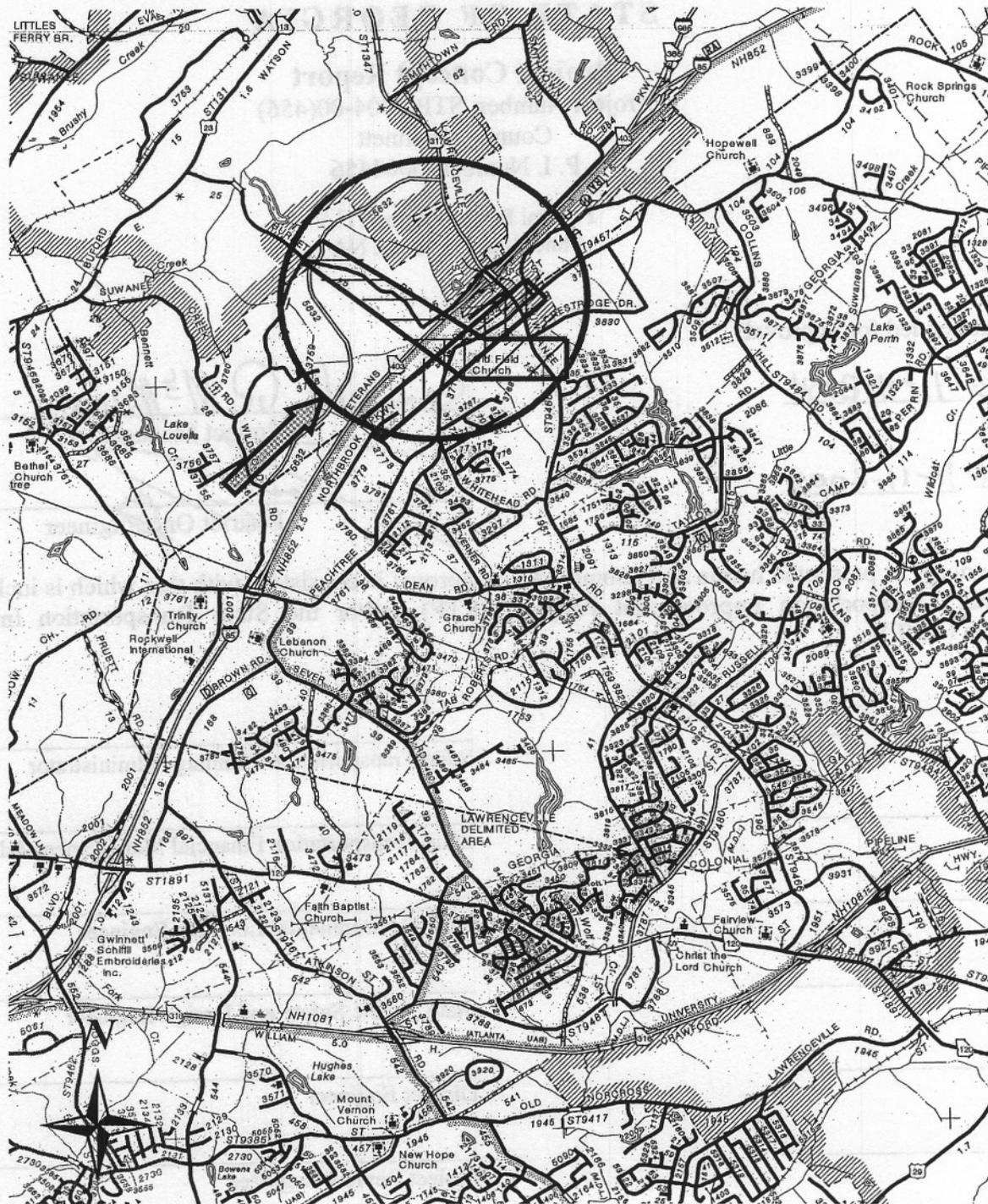
District Engineer

DATE: _____

Project Review Engineer

DATE: _____

State Bridge & Structural Design Engineer



Scale: 1 inch = 1 mile

Location Map

Project: STP-0004-00(456) Gwinnett County PI No.: 0004456

Description: McGinnis Ferry extension from Lawrenceville-Suwanee to Satellite Blvd.

Need and Purpose:

Existing McGinnis Ferry Road is a 4-lane facility from Peachtree Industrial Boulevard to Satellite Boulevard. This section of roadway serves as a primary east-west arterial from Gwinnett County to South Forsyth County. This roadway ends at Satellite Boulevard where it becomes a rural two-lane winding roadway, ultimately connecting west of the Lawrenceville-Suwanee interchange. To travel further east from Satellite Boulevard, drivers must travel either north or south on Satellite Boulevard, travel several miles and then cross over Interstate 85 at the congested interchanges at Lawrenceville-Suwanee Road or at Old Peachtree Road. The proposed McGinnis Ferry Extension will extend the existing corridor further to the east over Interstate 85 and will alleviate traffic congestion at the interchanges of Interstate 85 with Lawrenceville-Suwanee Road, Old Peachtree Road and Sugarloaf Parkway.

McGinnis Ferry Extension is proposed between Satellite Boulevard and Lawrenceville-Suwanee Road. Part of this project includes widening of Northbrook Parkway from its current northern termini to the existing intersection of Old Peachtree Road and Gwinco Boulevard. From the intersection of Old Peachtree Road and Gwinco Boulevard, Old Peachtree Road will be widened. Roadways are proposed to be 4-lane urban, with 20-foot raised medians. Roadway facilities will include sidewalks on both shoulders and a mixed-use facility on the north side of the proposed McGinnis Ferry Extension.

These improvements will alleviate significant traffic congestion on Satellite Boulevard, McGinnis Ferry Road, Lawrenceville-Suwanee Road/SR 317, and the interchange at SR 317 and Interstate 85. Alleviating traffic congestion will significantly improve the operating characteristics in this vicinity and will increase safety. The addition of turn lanes will remove vehicles from the through lanes, reducing the potential for rear-end collisions. Providing the divided median will reduce or eliminate head-on collisions, reduce headlight glare to oncoming drivers and will provide a safe refuge for left-turning vehicles. Providing pedestrian facilities on the shoulders and pedestrian striping and signalization at the intersections will remove the pedestrians from the roadway and provide for better safety when crossing intersections.

Addition of turn lanes at the intersections, improved intersection timings and coordination with adjacent signals will significantly increase the Level of Service at all of the intersections, reducing driver delay and increasing safety.

Description of the project:

This project is 2.67 miles in length and is located entirely within Gwinnett County. Small portions along the northwest side of Old Peachtree Road and the northeast side of Lawrenceville-Suwanee Road are located within the Suwanee city limits. This proposed project will connect to the existing intersection of McGinnis Ferry Road and Satellite Boulevard, with only minor improvements to Satellite Boulevard and McGinnis Ferry Road. The roadway will continue east where Burnette Road will be widened to 4-lanes, with a 20-foot raised median and a 16-foot shoulder (5-foot sidewalk) on the south side and a 20-foot shoulder (10-foot wide mixed-use facility) on the north side. From Interstate 85 to the east, McGinnis Ferry Extension will be on new alignment using the same typical section. The bridge over Interstate 85 will be constructed to provide for future additional laneage on Interstate 85 and for a possible future interchange at McGinnis Ferry Extension. The bridge length will accommodate a barrier separated HOV lane with exit, 4 SOV lanes, collector-distributor lanes, and ramps. McGinnis Ferry Extension will connect to Lawrenceville-Suwanee Road east of Old Peachtree Road. Minor improvements will be necessary to provide for turning movements at this new intersection.

As part of this project, Northbrook Parkway will be extended from its existing northern terminus to the intersection of Old Peachtree Road and Gwinco Boulevard. From this point, Old Peachtree Road will be

Project Concept Report Page: 4
Project Number: STP-0004-00(456)
P. I. Number: 0004456
County: Gwinnett

widened through the intersection with Lawrenceville-Suwanee Road. The typical section for Northbrook Parkway Extension and the widening of Old Peachtree Road will include 4 12-foot lanes, a 20-foot raised median and 16-foot urban shoulders with 5-foot sidewalks.

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

PDP Classification: Major , Minor

Federal Oversight: Full Oversight (I-85 Bridge only), Exempt , State Funded , or Others

Functional Classification: Major Arterial

U. S. Route Number(s): NA

State Route Number(s): NA

Traffic (AADT):

Current Year: (2007) McGinnis Ferry Road – 18,000
Lawrenceville-Suwanee Road – 40,000
Satellite Boulevard – 30,000
Northbrook Parkway/Old Peachtree Road – 12,000

Design Year: (2027) McGinnis Ferry Extension – 35,000
Lawrenceville-Suwanee Road – 50,000
Satellite Boulevard – 40,000
Northbrook Parkway Extension/Old Peachtree Road – 40,000

Existing Design Features:

- Typical Section: Old Peachtree Road and Burnette Road are 2-lane, rural sections with 11'-12' lanes.
- Posted Speed: 35 mph for Burnette Road, 45 mph for Old Peachtree Road
- Minimum curve radius: 200'
- Maximum super-elevation rate for curve: 0.06
- Maximum Grade: 4%
- Width of right of way: 80 ft.
- Major structures: None
- Major interchanges or intersections along the project: McGinnis Ferry Road / Burnette Road at Satellite Blvd., Old Peachtree Rd. at Lawrenceville-Suwanee Rd. / SR 317

Proposed Design Features:

- Proposed typical section(s): 4, 12' travel lanes with a 20' raised median and 16' urban shoulders. 5' sidewalks on all shoulders with the exception of McGinnis Ferry Extension, which will have a 20' urban shoulder with a 10' mixed-use facility on the north side. The 20' clear zone will be acquired as either R/W or permanent easement.
- Proposed Design Speed Mainline 45 mph
- Proposed Maximum grade Mainline 6% Maximum grade allowable 7%
- Proposed Maximum grade Side Street 12% Maximum grade allowable 12%
- Proposed Maximum grade driveway 15%

- Proposed Minimum radius of curve 1000' Minimum radius allowable 730'
- Proposed Maximum super-elevation rate for curve: 0.04
- Right of way
 - ⇒ Width 100-140 ft, some additional R/W necessary at intersections.
 - ⇒ Easements: Temporary , Permanent , Utility , Others
 - ⇒ Type of access control: Full (300 ft from ends of bridge), Partial , By Permit , Others

⇒ Number of parcels 51 Number of displacements:

- ⇒ Business: 0
- ⇒ Residents: 4
- ⇒ Mobile homes: 1
- ⇒ Others: 0

- Structures:
 - ⇒ Bridges: Approximate 420' Bridge on McGinnis Ferry Extension over Interstate 85
 - ⇒ Retaining walls: 21,000 sf total at 11 locations
 - ⇒ Concrete Box Culvert: Approximate 300' bottomless culvert under Northbrook Parkway, approximate 150', single 6'x6' box culvert under McGinnis Ferry Road extension
- Major intersections and interchanges: McGinnis Ferry Extension at Satellite Blvd., McGinnis Ferry Extension at Old Peachtree Rd., McGinnis Ferry Extension at Lawrenceville-Suwanee Rd., Old Peachtree Rd. at Lawrenceville-Suwanee Rd.
- Proposed length of roadway segment: McGinnis Ferry Extension - 1.68 miles, Old Peachtree Road 1.08 miles, Total - 2.76 miles
- Traffic control during construction: Maintain traffic on existing facilities.
- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SITE DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HORIZONTAL CLEARANCE	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances: Possible variance for clear zone at the Peachtree Road Baptist Church cemetery
- Environmental concerns: Cemetery on Old Peachtree Road, stream and wetland impacts, one historic parcel currently being avoided
- Level of environmental analysis:
 - ⇒ Are Time Saving Procedures appropriate? Yes , No
 - ⇒ Categorical Exclusion:
 - ⇒ Environmental Assessment/Finding of No Significant Impact (FONSI) , or
 - ⇒ Environmental Impact Statement (EIS) .

- Utility involvement: Georgia Transmission Corporation, Georgia Power, Gwinnett Water & Sewer Authority, Atlanta Gas Light, BellSouth, Comcast Cable, Charter Communications, Jackson EMC

Project responsibilities:

- ⇒ Design, Gwinnett Co.
- ⇒ Right of Way Acquisition, Gwinnett Co.
- ⇒ Relocation of Utilities, Gwinnett Co.
- ⇒ Letting to contract, GDOT
- ⇒ Supervision of construction, GDOT
- ⇒ Providing material pits, Contractor
- ⇒ Providing detours, NA

Coordination:

- Initial Concept Team Meeting Date November 5, 2003
- Concept Team Meeting Date October 22, 2004
- Public involvement: Public Information Open House Date November 20, 2003
- Other projects in area: MSL-0003-00(154), Gwinnett County, I-85 from SR 316 North to Hamilton Mill Road for HOV lanes, P.I. No. 0003164
- Other coordination to date: None
- Railroads: None

Scheduling – Responsible Parties' Estimate

- Time to complete environmental process: 4 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 1 Months.
- Time to complete the Section 404 Permit: 9 Months.
- Time to complete final construction plans: 6 Months.
- Time to complete to purchase right of way: 9 Months.
- List other major items that will affect the project schedule: None.

Alternates considered:

- 1) **Preferred Alternative - McGinnis Ferry Extension widened along Burnette Road, across I-85, terminating south of Ingle's store on Lawrenceville-Suwanee Road (approx. 1,800 feet south of Old Peachtree/Lawrenceville-Suwanee Road Intersection).** This alternative addresses the needs for the corridor. The Burnette alignment maximizes use of existing right-of-way and minimizes displacements. The connection with Lawrenceville-Suwanee Road is at a good location far enough from the Old Peachtree Road intersection to optimize signalization spacing. With this alternative, Burnette Road will be cul-de-sacked north of the proposed McGinnis Ferry Extension. Gwinco Boulevard will be extended to McGinnis Ferry Extension with a right-in, right-out only connection. If possible due to development, an additional connector will be constructed between Gwinco Boulevard and Old Peachtree Road (between McGinnis Ferry Extension and Lawrenceville-Suwanee Road).

- 2) **No-Build Alternative** – This alternative does not address the very significant traffic demands placed on Satellite Boulevard, Old Peachtree Road, SR 317 near the I-85 interchange and Lawrenceville-Suwanee Road. The no-build alternative does not provide the ability for a future HOV or other interchange to be placed at McGinnis Ferry Road Extension and I-85.
- 3) **Connect McGinnis Ferry Extension to Lawrenceville-Suwanee Road at Crestridge Drive (approx. 1,000 feet south of Lawrenceville-Suwanee Road/Old Peachtree Road Intersection).** This alternative has insufficient distance from the Old Peachtree Road connection with Lawrenceville-Suwanee Road to work well operationally. Commercial displacements at Lawrenceville-Suwanee Road, impacts to Peachtree Road Baptist Church development and potential environmental impacts to a spring-fed pond make this alternative undesirable.
- 4) **Connect McGinnis Ferry Extension to Lawrenceville-Suwanee Road at Falcon Creek Drive (approx. 3,230 feet south of Lawrenceville-Suwanee Road/Old Peachtree Road Intersection).** This alternative would have several creek crossings, require a significant amount of additional R/W and has an undesirable connection at the entrance to a subdivision. The residents of the subdivision are opposed to this connection.

Bridge Alternatives

The proposed bridge at McGinnis Ferry Extension was designed not to preclude future interchange alternatives at this location. Alternatives that will be accommodated by this bridge will be a future HOV interchange, barrier separated HOV lanes, an additional travel lane and Collector Distributor roads with half and split diamond interchanges at McGinnis Ferry Extension. The proposed bridge will be approximately 350' long with 4 spans. The typical section for this alternative is included in the attachments to this Concept Report.

Programmed Dates:

- Right of Way: Local
- Construction: 2006

Comments: None

Attachments:

1. Cost Estimates:
 - a) Construction including E&C,
 - b) Right of Way, and
 - c) Utilities.
2. Typical Sections
3. LGPA
4. Capacity Analysis
5. Minutes of Initial Concept and Concept meetings
6. Conforming plan's network schematics showing thru lanes

Project Number: STP-0004-00(456)

P.I. Number: 0004456

County: Gwinnett

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-0004-00(456)

COUNTY: Gwinnett

DATE: October 31, 2004

ESTIMATED LETTING DATE: 2006

PREPARED BY: PBS&J

PROJECT LENGTH: 2.67 miles

PROGRAMMING
PROCESS

CONCEPT
DEVELOPMENT

DURING PROJECT
DEVELOPMENT

PROJECT COST	
A. RIGHT-OF-WAY: (LGPA)	
1. PROPERTY (LAND & EASEMENT) (1,629,300 sq. ft. @ \$8/sq. ft.)	\$13,034,400
2. DISPLACEMENTS; RES:4, BUS:0, M.H.:1	\$1,000,000
3. OTHER COST (ADM./COST, INFLATION)	\$2,607,200
SUBTOTAL A:	\$16,641,600
B. REIMBURSABLE UTILITIES: (LGPA)	
1. RAILROAD	\$0
2. TRANSMISSION LINES	\$0
3. SERVICES	\$100,000
SUBTOTAL B:	\$100,000
CONSTRUCTION	
C. MAJOR STRUCTURES:	
1. RETAINING WALLS (21,000 sf @ \$45/sf)	\$945,000
2. BRIDGES (420' x 90')	\$3,000,000
3. CULVERTS (350' long, 24' bottomless culvert, 150' long, single 6'x6' box culvert)	\$482,000
SUBTOTAL C:	\$4,427,000
D. GRADING AND DRAINAGE	
1. EARTHWORK	
a. BORROW: (475,000 cu.yd. @ \$6.00)	\$2,850,000
b. EXCAVATION: (61,250 cu.yd. @ \$4.00)	\$245,000
SUBTOTAL D-1:	\$3,095,000
2. DRAINAGE	
a. STORM DRAIN PIPE (30,000 ft of 18 in @ \$32/l.f.)	\$960,000
b. CATCH BASINS (100 @ \$2,100 EACH)	\$210,000
c. MISCELLANEOUS DRAINAGE	\$100,000
SUBTOTAL D-2:	\$1,270,000
SUBTOTAL D:	\$4,365,000

Project Number: STP-0004-00(456)

P.I. Number: 0004456

County: Gwinnett

E. BASE AND PAVING		
1.	AGGREGATE BASE (77,650 sq. yd. of 10" @ \$11)	\$854,200
2.	SURFACE AGGREGATE (500 tons @ \$15)	\$7,500
3.	ASPHALT PAVING	
a.	Surface (6400 tons @ \$40)	\$256,000
b.	Binder (8550 tons @ \$54)	\$461,700
c.	Base (17,100 tons @ \$37)	\$632,700
d.	Tack Coat (5000 gals @ \$1)	\$5,000
	SUBTOTAL E-3:	\$1,355,400
4.	CONCRETE PAVING - Approach Slabs (600 sq yd @ \$90/s.y.)	\$54,000
5.	CONC CURB & GUTTER, TYPE 2 (30,000 ft @ \$7/l.f.)	\$210,000
6.	CONC CURB & GUTTER, TYPE 7 (30,000 ft @ \$12/l.f.)	\$360,000
7.	CONC SIDEWALK, 4 in (11,100 sq yd @ \$30/s.y.)	\$333,000
8.	MIXED USE PATH, ASPHALTIC PAVING (10,000 ft @ \$60/l.f.)	\$600,000
	SUBTOTAL E:	\$3,774,100
F. LUMP ITEMS		
1.	TRAFFIC CONTROL	\$750,000
2.	CLEARING AND GRUBBING	\$100,000
3.	GRASSING	\$50,000
4.	EROSION CONTROL	\$100,000
	SUBTOTAL F:	\$1,000,000
G. MISCELLANEOUS		
1.	SIGNING	
a.	SIGNS	\$35,000
b.	POSTS	\$50,000
	SUBTOTAL G-1:	\$85,000
2.	STRIPING	
a.	5 IN WHITE SOLID (30,000 FT)	\$30,000
b.	5 IN YELLOW SOLID (30,000 FT)	\$30,000
	SUBTOTAL G-2:	\$60,000
3.	GUARDRAIL	
a.	TYPE W (2000 FT @ \$12)	\$24,000
b.	TYPE T (84 FT @ \$35)	\$3,000
c.	TYPE 12 ANCHORS (10 @ \$1600)	\$16,000
d.	TYPE 1 ANCHORS (10 @ \$450)	\$4,500
	SUBTOTAL G-3:	\$47,500
4.	TRAFFIC SIGNALS (4 INTERSECTIONS @ \$135,000 EACH)	\$540,000
	SUBTOTAL G:	\$732,500

Project Number: STP-0004-00(456)

P.I. Number: 0004456

County: Gwinnett

ESTIMATE SUMMARY

A. RIGHT-OF-WAY	\$16,641,600
B. REIMBURSABLE UTILITIES	\$100,000
CONSTRUCTION	
C. MAJOR STRUCTURES	\$4,427,000
D. GRADING AND DRAINAGE	\$4,365,000
E. BASE AND PAVING	\$3,774,100
F. LUMP ITEMS	\$1,000,000
G. MISCELLANEOUS	\$732,500
SUBTOTAL CONSTRUCTION COST	\$14,298,600
INFLATION (5% PER YEAR)	\$1,465,600
NUMBER OF YEARS	2
E. & C. (10%)	\$1,576,400
TOTAL CONSTRUCTION COST	\$17,340,600
GRAND TOTAL PROJECT COST	\$34,082,200

Project Number: STP-0004-00(456)

P.I. Number: 0004456

County: Gwinnett

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-0004-00(456)

COUNTY: Gwinnett

DATE: October 31, 2004

ESTIMATED LETTING DATE: 2006

PREPARED BY: PBS&J

PROJECT LENGTH: 2.67 miles

PROGRAMMING
PROCESS

CONCEPT
DEVELOPMENT

DURING PROJECT
DEVELOPMENT

PROJECT COST	
A. RIGHT-OF-WAY: (LGPA)	
1. PROPERTY (LAND & EASEMENT) (1,629,300 sq. ft. @ \$8/sq. ft.)	\$13,034,400
2. DISPLACEMENTS; RES:4, BUS;0, M.H.:1	\$1,000,000
3. OTHER COST (ADM./COST, INFLATION)	\$2,607,200
SUBTOTAL A:	\$16,641,600
B. REIMBURSABLE UTILITIES: (LGPA)	
1. RAILROAD	\$0
2. TRANSMISSION LINES	\$0
3. SERVICES	\$100,000
SUBTOTAL B:	\$100,000
CONSTRUCTION	
C. MAJOR STRUCTURES:	
1. RETAINING WALLS (21,000 sf @ \$45/sf)	\$945,000
2. BRIDGES (420' x 90')	\$3,000,000
3. CULVERTS (350' long, 24' bottomless culvert, 150' long, single 6'x6' box culvert)	\$482,000
SUBTOTAL C:	\$4,427,000
D. GRADING AND DRAINAGE	
1. EARTHWORK	
a. BORROW: (475,000 cu.yd. @ \$6.00)	\$2,850,000
b. EXCAVATION: (61,250 cu.yd. @ \$4.00)	\$245,000
SUBTOTAL D-1:	\$3,095,000
2. DRAINAGE	
a. STORM DRAIN PIPE (30,000 ft of 18 in @ \$32/l.f.)	\$960,000
b. CATCH BASINS (100 @ \$2,100 EACH)	\$210,000
c. MISCELLANEOUS DRAINAGE	\$100,000
SUBTOTAL D-2:	\$1,270,000
SUBTOTAL D:	\$4,365,000

Project Number: STP-0004-00(456)

P.I. Number: 0004456

County: Gwinnett

E. BASE AND PAVING		
1. AGGREGATE BASE (77,650 sq. yd. of 10" @ \$11)		\$854,200
2. SURFACE AGGREGATE (500 tons @ \$15)		\$7,500
3. ASPHALT PAVING		
a. Surface (6400 tons @ \$40)		\$256,000
b. Binder (8550 tons @ \$54)		\$461,700
c. Base (17,100 tons @ \$37)		\$632,700
d. Tack Coat (5000 gals @ \$1)		\$5,000
	SUBTOTAL E-3:	\$1,355,400
4. CONCRETE PAVING - Approach Slabs (600 sq yd @ \$90/s.y.)		\$54,000
5. CONC CURB & GUTTER, TYPE 2 (30,000 ft @ \$7/l.f.)		\$210,000
6. CONC CURB & GUTTER, TYPE 7 (30,000 ft @ \$12/l.f.)		\$360,000
7. CONC SIDEWALK, 4 in (11,100 sq yd @ \$30/s.y.)		\$333,000
8. MIXED USE PATH, ASPHALTIC PAVING (10,000 ft @ \$60/l.f.)		\$600,000
	SUBTOTAL E:	\$3,774,100
F. LUMP ITEMS		
1. TRAFFIC CONTROL		\$750,000
2. CLEARING AND GRUBBING		\$100,000
3. GRASSING		\$50,000
4. EROSION CONTROL		\$100,000
	SUBTOTAL F:	\$1,000,000
G. MISCELLANEOUS		
1. SIGNING		
a. SIGNS		\$35,000
b. POSTS		\$50,000
	SUBTOTAL G-1:	\$85,000
2. STRIPING		
a. 5 IN WHITE SOLID (30,000 FT)		\$30,000
b. 5 IN YELLOW SOLID (30,000 FT)		\$30,000
	SUBTOTAL G-2:	\$60,000
3. GUARDRAIL		
a. TYPE W (2000 FT @ \$12)		\$24,000
b. TYPE T (84 FT @ \$35)		\$3,000
c. TYPE 12 ANCHORS (10 @ \$1600)		\$16,000
d. TYPE 1 ANCHORS (10 @ \$450)		\$4,500
	SUBTOTAL G-3:	\$47,500
4. TRAFFIC SIGNALS (4 INTERSECTIONS @ \$135,000 EACH)		\$540,000
	SUBTOTAL G:	\$732,500

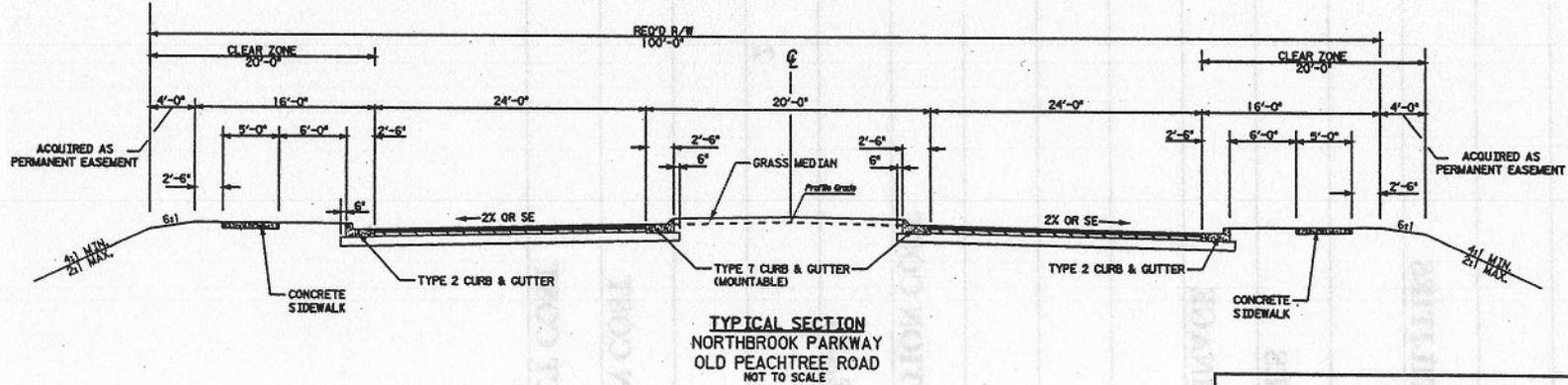
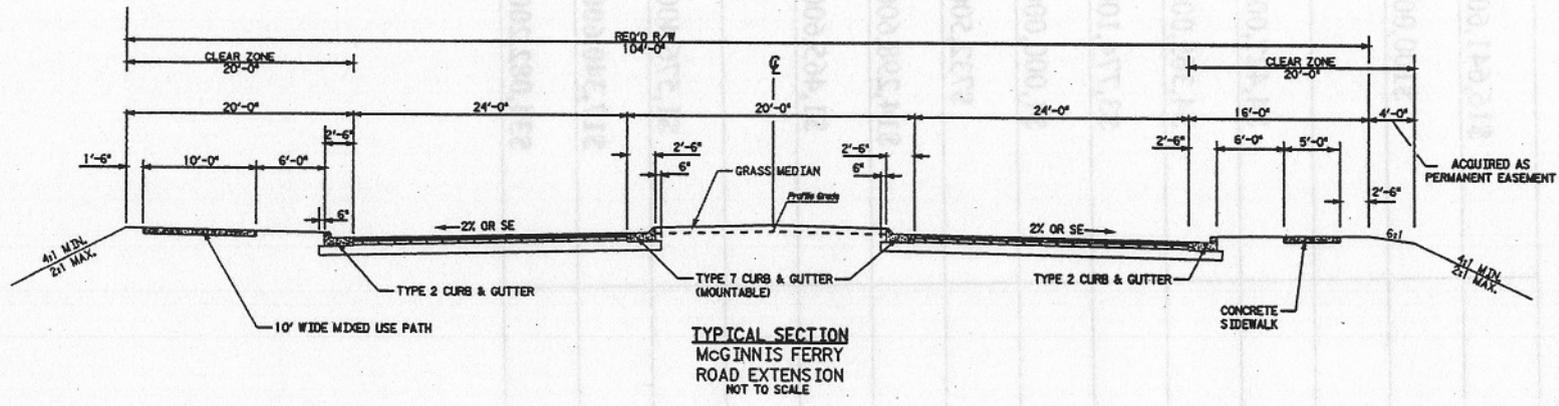
Project Number: STP-0004-00(456)

P.I. Number: 0004456

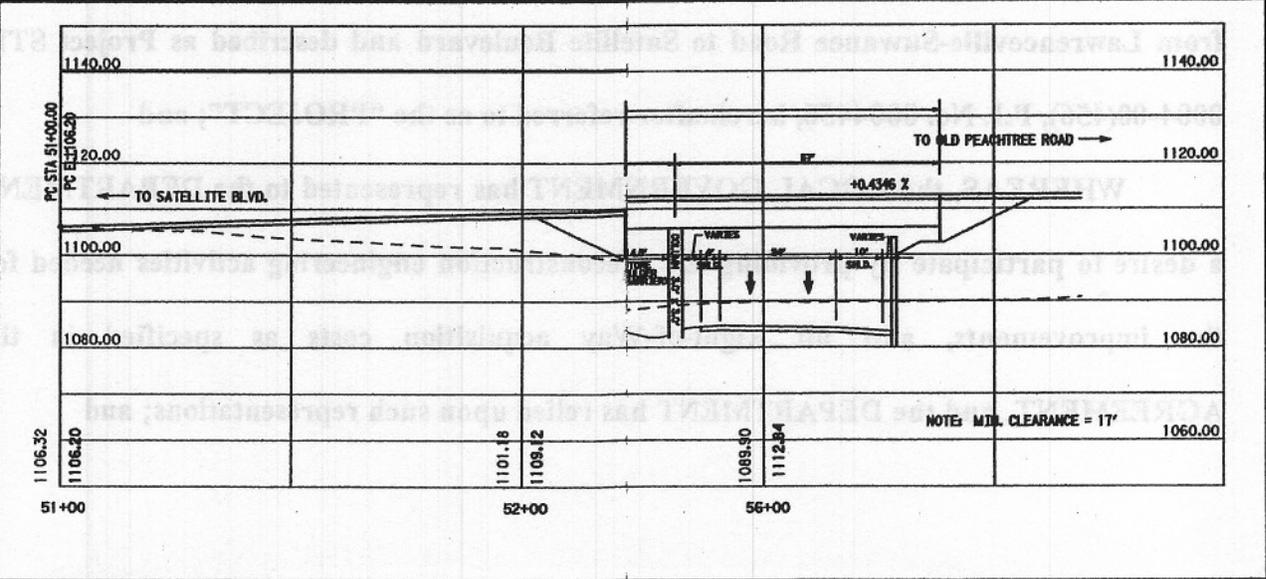
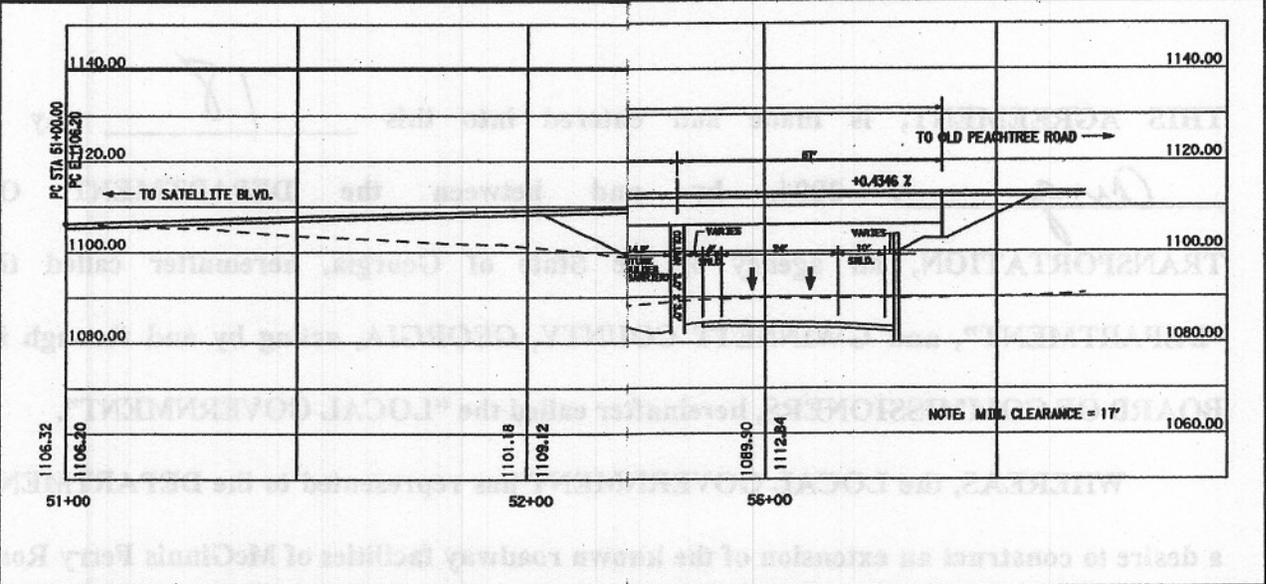
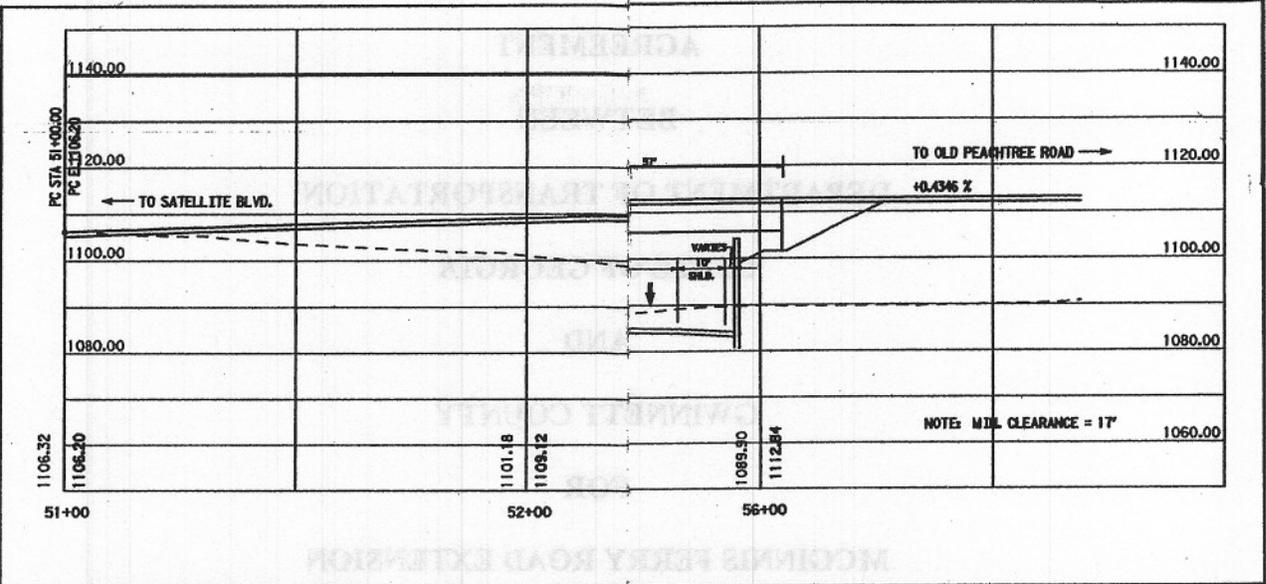
County: Gwinnett

ESTIMATE SUMMARY

A. RIGHT-OF-WAY		\$16,641,600
B. REIMBURSABLE UTILITIES		\$100,000
CONSTRUCTION		
C. MAJOR STRUCTURES		\$4,427,000
D. GRADING AND DRAINAGE		\$4,365,000
E. BASE AND PAVING		\$3,774,100
F. LUMP ITEMS		\$1,000,000
G. MISCELLANEOUS		\$732,500
SUBTOTAL CONSTRUCTION COST		\$14,298,600
INFLATION (5% PER YEAR)		\$1,465,600
NUMBER OF YEARS	2	
E. & C. (10%)		\$1,576,400
TOTAL CONSTRUCTION COST		\$17,340,600
GRAND TOTAL PROJECT COST		\$34,082,200



MCGINNIS FERRY ROAD EXTENSION GWINNETT COUNTY DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
GWINNETT CO. PROJECT No. 4101
GDOT PROJECT No. STP-0004-00(456)
GA PI No. 0004456



AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

GWINNETT COUNTY

FOR

MCGINNIS FERRY ROAD EXTENSION

THIS AGREEMENT, is made and entered into this 18 day of Aug, 2004, 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 an extension of the known roadway facilities of McGinnis Ferry Road from Lawrenceville-Suwanee Road to Satellite Boulevard and described as Project STP-0004-00(456), P.I. No. 0004456, 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 all Right-of-Way acquisition costs as specified in the AGREEMENT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to fund one hundred percent (100%) 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.

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

6. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the LOCAL GOVERNMENT.

7. The LOCAL GOVERNMENT shall ensure that the guidelines set forth in the DEPARTMENT'S Public Involvement Plan (PIP) are followed. The LOCAL GOVERNMENT shall also ensure that any Primary Consultants retained will be advised of these PIP guidelines and will adhere to them.

8. Upon the LOCAL GOVERNMENT'S determination of the rights-of-way required for the PROJECT and the approval of the right-of-way plans by the DEPARTMENT, the LOCAL GOVERNMENT will acquire the necessary rights-of-way for the PROJECT. Right-of-way acquisition will be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT. All required right-of-way shall be obtained and cleared of obstructions, including underground storage tanks, prior to the DEPARTMENT'S advertising the PROJECT for bids.

9. The LOCAL GOVERNMENT shall be responsible for the design of any bridges which lay within the limits of this PROJECT. The LOCAL GOVERNMENT shall perform all necessary survey efforts regarding the design of the bridge and shall incorporate these plans into this PROJECT as a part of this Agreement.

10. The LOCAL GOVERNMENT shall be responsible for all utility relocation costs necessary for the construction of the PROJECT.

11. The LOCAL GOVERNMENT shall be responsible for providing energy, maintenance and operational costs of any roadway and interchange lighting within the PROJECT limits.

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

13. The LOCAL GOVERNMENT shall follow the DEPARTMENT'S procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing and proposed marked plans to be distributed to the involved utility owners by the LOCAL GOVERNMENT. The marked plans are then to flow through the DEPARTMENT'S Project Liaison and the District Utilities Engineer for review prior to incorporation into the project utility plans. The District Utilities Office will provide transmittal letters to the LOCAL GOVERNMENT for their use in distributing plans to the utility owners.

14. 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.

15. 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

16. 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.

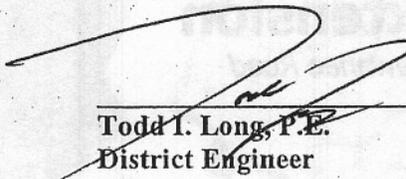
17. The LOCAL GOVERNMENT shall prepare all shop drawings for approval by the DEPARTMENT.

18. 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.

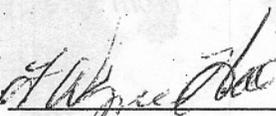
IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

BOARD OF COMMISSIONERS



Todd I. Long, P.E.
District Engineer

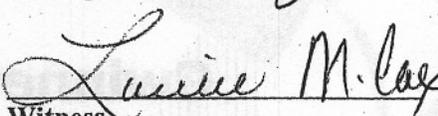
BY: 

Chairman

Thomas Turner, P.E.
Director of Preconstruction

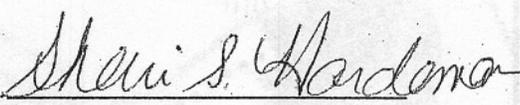
Signed, sealed and delivered this
18 Day of Aug, 2004
in the presence of:

Frank L. Danchetz
Chief Engineer



Witness

DEPARTMENT OF TRANSPORTATION

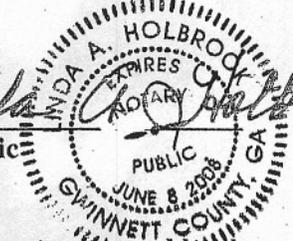


Witness

BY: _____
Harold Linnenkohl
Deputy Commissioner



Notary Public



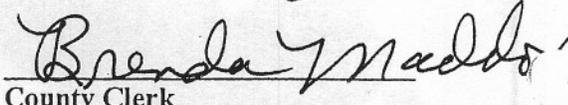
ATTEST:

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

Treasurer

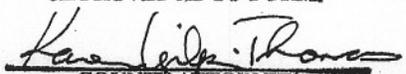
Lawrenceville, Ga.

The 5 day of Aug, 2004

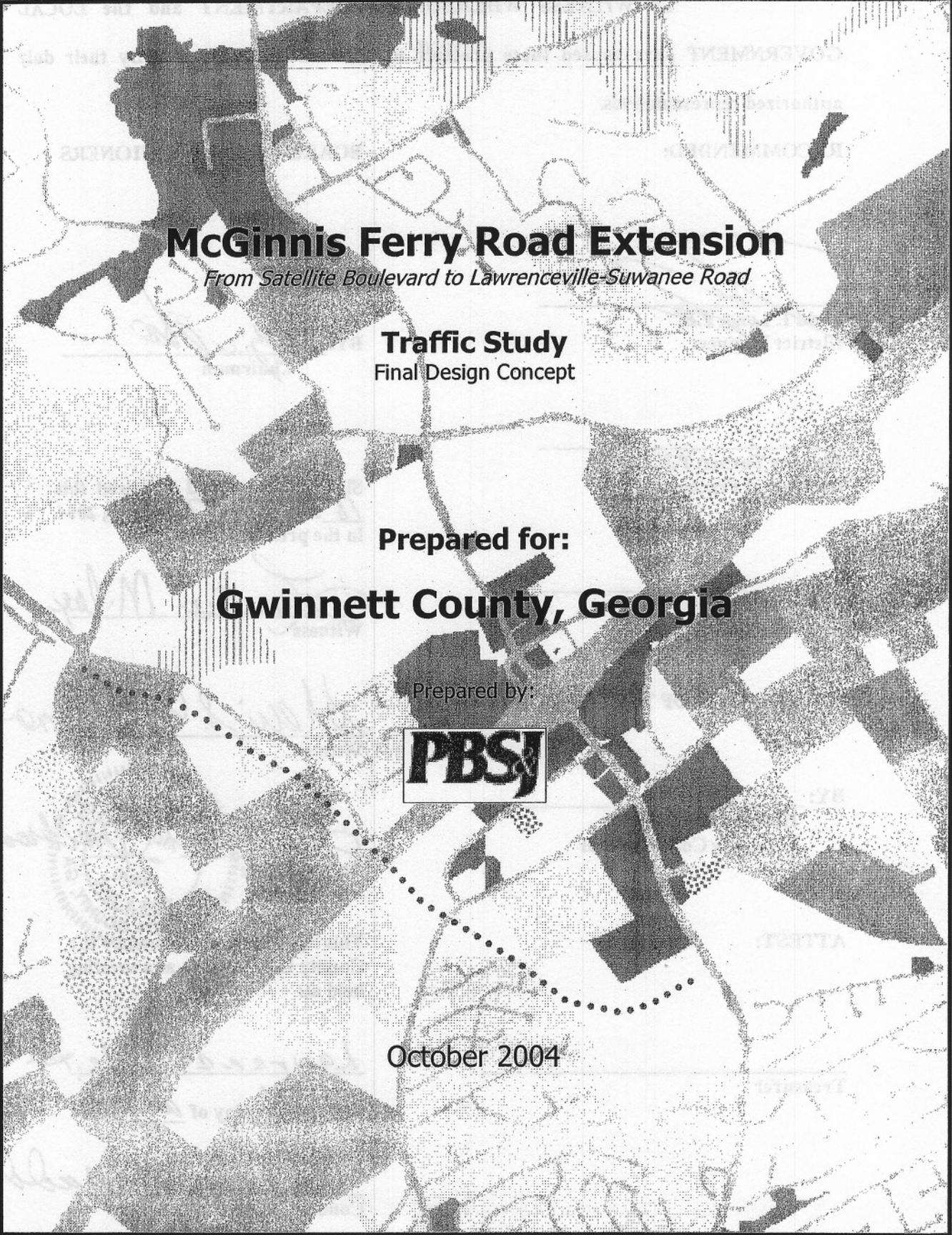


County Clerk

APPROVED AS TO FORM:



COUNTY ATTORNEY



McGinnis Ferry Road Extension

From Satellite Boulevard to Lawrenceville-Suwanee Road

Traffic Study
Final Design Concept

Prepared for:

Gwinnett County, Georgia

Prepared by:



October 2004

McGinnis Ferry Road Extension

Satellite Boulevard to Lawrenceville-Suwanee Road

Final Traffic Analysis

Technical Memorandum

INTRODUCTION

This technical memorandum summarizes the traffic analysis performed for the final design concept of the McGinnis Ferry Road Extension Project in Gwinnett County. This analysis supplements a previous traffic analysis that is documented in a separate technical memorandum. The previous traffic analysis resulted in several design modifications that are included in the final design concept. This final analysis was performed to confirm the traffic operational effectiveness of those changes in the final design concept.

McGinnis Ferry Extension is a new location, four-lane divided arterial that is proposed to extend south from the intersection of Satellite Boulevard and McGinnis Ferry Road, following Burnette Road to a new bridge over Interstate 85. After crossing over Interstate 85, McGinnis Ferry Road Extension will intersect Old Peachtree Road (near the existing intersection of Gwinco Boulevard) and will then intersect Lawrenceville-Suwanee Road, south of Old Peachtree. The proposed concept also includes an extension of Northbrook Parkway to the intersection of McGinnis Ferry Road Extension and Old Peachtree Road, and also widening of Old Peachtree to four-lanes between McGinnis Ferry Road Extension and Lawrenceville-Suwanee Road.

TRAFFIC DATA

PBS&J estimated future traffic volumes ("design traffic") using Gwinnett County traffic counts, existing turning movement counts, and traffic projections from the Gwinnett County travel demand model. Trip tables were first estimated that closely replicated observed existing turn movements counts. Initial future trip tables were then estimated by adjusting them based on projected growth in traffic volumes.

Gwinnett County's travel demand model indicates that future travel demands through the project corridor exceed the capacity of several key intersections in the corridor. Traffic volumes on Lawrenceville-Suwanee Road are constrained by the capacity of intersections at Burnette Road, I-85 ramps, and Old Peachtree Road/Horizon Boulevard. This analysis assumes that traffic volumes on McGinnis Ferry Road Extension will likewise be constrained by the capacity of intersections at Satellite Boulevard, Old Peachtree Road and Lawrenceville-Suwanee Road. Much of the capacity of these intersections will be consumed by significant growth in traffic crossing McGinnis Ferry Road at Satellite Boulevard and Old Peachtree Road (Northbrook Parkway Extension).

CORSIM MODEL

To evaluate the impact of the proposed design concept on traffic operations, a computer program called CORSIM was used. CORSIM is a model that was developed by the Federal Highway Administration (FHWA) in order to simulate vehicular traffic using geometric data (e.g. number of lanes, length of turn bays, etc.), traffic control data (e.g. stop signs, traffic signals, etc.) and traffic data (e.g. automobiles and trucks per hour). The CORSIM model keeps track of the operating characteristics of every vehicle that passes through an intersection. Once a roadway facility is modeled by CORSIM, the quality of travel (e.g. average delay, speed) through the intersection can be determined. CORSIM can also be used to test a proposed improvement for a roadway facility to see if it will properly serve anticipated traffic volumes before it is actually constructed.

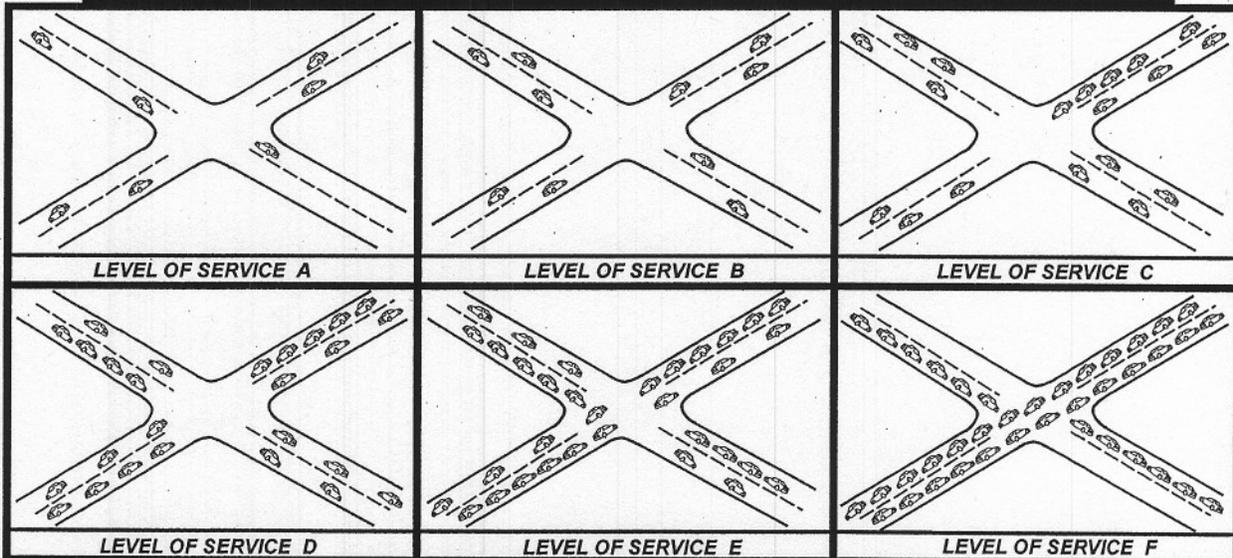
For this study, the CORSIM model also assisted in developing design traffic volumes. Initial design traffic volumes were developed (based on travel demand model volumes and traffic counts) and applied in CORSIM. Extreme congestion throughout the study area resulted in the CORSIM model when using initial design traffic volumes. Therefore, refined design traffic volumes were produced by gradually lowering them until tolerable levels of congestion were produced.

Once refined design traffic volumes were available, CORSIM was used to determine the average delay per vehicle at each intersection in the study area. The values of delay produced by CORSIM were then measured against the level of service criteria as stated in the Highway Capacity Manual (HCM), HCM 2000, for signalized and unsignalized intersections. A detailed explanation of the HCS level of service definitions and criteria for at-grade intersections is shown on Figure 1.

Based on the CORSIM analysis, all intersections in the study area will perform at a Level-of-Service (LOS) of D or better, for both the AM and PM peak hours. The few study area intersection approaches that will operate at LOS E or F are either outside the scope of this project or are constrained by adjacent development.

Final LOS results are attached in Appendix A. Final design traffic volumes are attached in Appendix B.

LEVEL OF SERVICE	DESCRIPTION	SIGNALIZED INTERSECTION MAXIMUM DELAY (In Seconds)	UNSIGNALIZED INTERSECTION MAXIMUM DELAY (In Seconds)
A	LITTLE OR NO DELAY. At signalized intersections, no vehicle must wait longer than one signal in order to travel through the intersection.	10.0	10.0
B	SHORT DELAYS. At signalized intersections, a vehicle might have to wait through more than one signal indication to pass through the intersection on a rare occasion.	20.0	15.0
C	AVERAGE DELAYS. At signalized intersections, a vehicle would be required to wait through more than one signal indication to pass through the intersection on an intermittent basis, and occasionally backups could occur behind left turning vehicles.	35.0	25.0
D	LONG DELAYS. At signalized intersections, delays may become extensive with some vehicles requiring two or more signal indications to pass through the intersection. However, sufficient signal cycles with lower demand are available to permit the periodic clearance of the intersection.	55.0	35.0
E	VERY LONG DELAYS. At signalized intersections, very long queues and high levels of congestion are prevalent which result in lengthy delays.	80.0	50.0
F	EXCESSIVE LONG DELAYS. The capacity of the roadway or intersection has been exceeded resulting in extremely high levels of congestion.	>80.0	>50.0



NOTE: Level of Service Definitions and Criteria are based on HCM 2000



MCGINNIS FERRY ROAD EXTENSION
 Level of Service Definitions and Criteria
 for At-Grade Intersections

Figure 1

McGinnis Ferry Road Extension

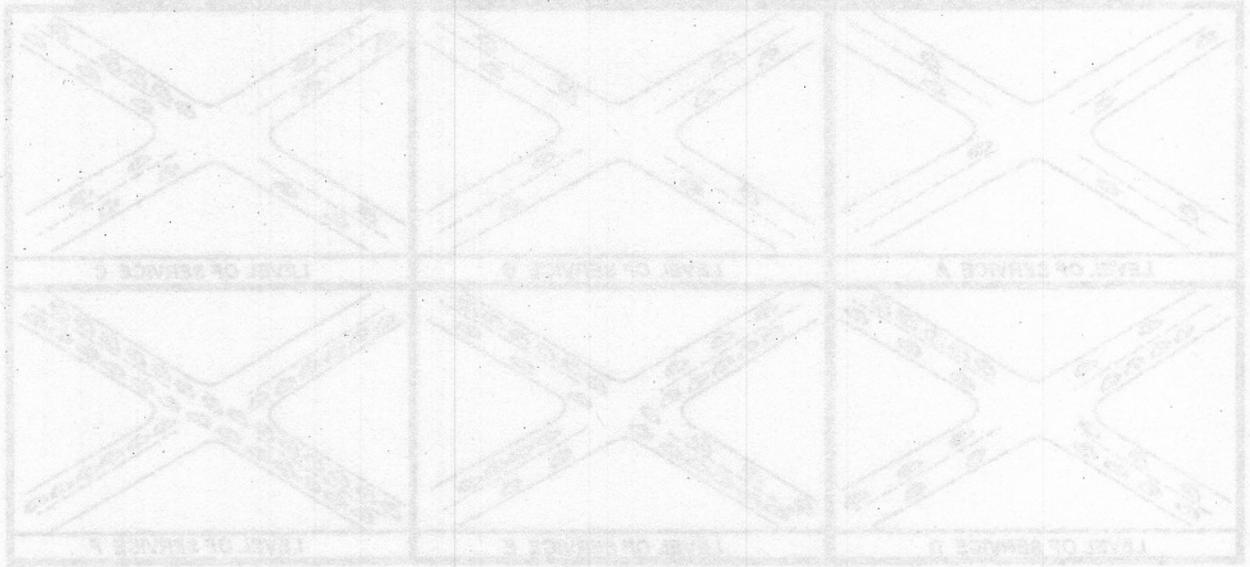
Satellite Boulevard to Lawrenceville-Suwanee Road

Traffic Analysis

Appendix A

Level-of-Service Results

LEVEL OF SERVICE	PERCENT OF TRAFFIC	PERCENT OF TRAFFIC	PERCENT OF TRAFFIC
A	10.0	10.0	10.0
B	18.0	20.0	18.0
C	38.0	35.0	38.0
D	32.0	35.0	32.0
E	80.0	80.0	80.0
F	>80.0	>80.0	>80.0



McGinnis Ferry Road Extension 2027 AM Peak Hour Intersection Level of Service

Intersection	Approach	CORSIM Nodes		Movement	2027 Volumes		Delay (Sec/Veh)	LOS	
		A	B		AM PK	CORSIM			
Lawrenceville-Suwanee Rd. I-85 Southbound (WB) Ramps	Southbound	52	1	Thru	1600	1503	18.5	B	
		52	1	Right	750	624	11.3	B	
				OVERALL	2350	2127	16.4	B	
	Northbound	2	1	Left	540	598	48.8	D	
		2	1	Thru	1740	1760	48.5	D	
				OVERALL	2280	2358	48.6	D	
	Westbound	22	1	Left	720	684	33.6	C	
		22	1	Right	550	589	27.4	C	
				OVERALL	1270	1273	30.7	C	
	Intersection Total					5900	5758	32.7	C
Lawrenceville-Suwanee Rd. I-85 Northbound (EB) Ramps	Eastbound	50	2	Left	320	305	31.0	C	
		50	2	Right	500	521	18.1	B	
				OVERALL	820	826	22.9	C	
	Northbound	53	2	Thru	1960	2079	33.5	C	
		53	2	Right	300	296	12.8	B	
				OVERALL	2260	2375	30.9	C	
	Southbound	1	2	Left	340	323	67.1	E	
		1	2	Thru	1980	1839	12.6	B	
				OVERALL	2320	2162	20.7	C	
	Intersection Total					5400	5363	25.6	C
McGinnis Ferry Road At Lawrenceville-Suwanee Rd.	Eastbound	46	57	Left	1	0	0.0	A	
		46	57	Right	350	403	9.4	A	
				OVERALL	351	403	9.4	A	
	Northbound	47	57	Left	850	839	27.8	C	
		47	57	Thru	1800	1838	3.9	A	
				OVERALL	2650	2677	11.4	B	
	Southbound	11	57	Thru	1720	1656	27.0	C	
		11	57	Right	1	0	0.0	A	
				OVERALL	1721	1656	27.0	C	
	Intersection Total					4722	4736	16.7	B
Satellite Blvd. At Lawrenceville-Suwanee Rd.	Northbound	45	42	Left	1	0	0.0	A	
		45	42	Thru	1140	1335	71.0	E	
		45	42	Right	670	797	48.9	D	
				OVERALL	1811	2132	62.7	E	
	Southbound	20	42	Left	130	125	39.3	D	
		20	42	Thru	770	754	23.4	C	
		20	42	Right	470	501	14.0	B	
				OVERALL	1370	1380	21.4	C	
	Eastbound	41	42	Left	70	76	53.9	D	
		41	42	Thru	370	333	132.6	F	
		41	42	Right	40	33	56.7	E	
				OVERALL	480	442	113.4	F	
	Westbound	43	42	Left	650	673	47.4	D	
		43	42	Thru	1100	1120	50.0	D	
		43	42	Right	80	69	50.0	D	
				OVERALL	1830	1862	49.1	D	
	Intersection Total					5491	5816	52.4	D

McGinnis Ferry Road Extension 2027 AM Peak Hour Intersection Level of Service

Intersection	Approach	CORSIM Nodes		Movement	2027 Volumes		Delay (Sec/Veh)	LOS
		A	B		AM PK	CORSIM		
McGinnis Ferry Road At Satellite Blvd.	Northbound	15	9	Left	290	306	54.2	D
		15	9	Thru	140	163	23.0	C
		15	9	Right	210	201	5.7	A
				OVERALL	640	670	32.1	C
	Southbound	14	9	Left	160	136	16.8	B
		14	9	Thru	1270	1360	18.6	B
		14	9	Right	110	120	10.5	B
				OVERALL	1540	1616	17.8	B
	Eastbound	8	9	Left	270	263	32.8	C
		8	9	Thru	250	279	27.5	C
		8	9	Right	940	928	44.0	D
				OVERALL	1460	1470	38.9	D
	Westbound	23	9	Left	600	547	38.8	D
		23	9	Thru	460	412	15.9	B
		23	9	Right	30	25	5.3	A
				OVERALL	1090	984	28.4	C
Intersection Total					4730	4740	28.6	C
McGinnis Ferry Road At Old Peachtree Road	Northbound	16	7	Left	190	187	42.7	D
		16	7	Thru	1120	1177	30.6	C
		16	7	Right	100	82	18.2	B
				OVERALL	1410	1446	31.5	C
	Southbound	10	7	Left	1	0	0.0	A
		10	7	Thru	1030	884	66.7	E
		10	7	Right	480	387	54.8	D
				OVERALL	1511	1271	63.1	E
	Eastbound	12	7	Left	140	189	30.5	C
		12	7	Thru	240	333	25.0	C
		12	7	Right	80	102	6.7	A
				OVERALL	460	624	23.7	C
	Westbound	46	7	Left	600	429	38.7	D
		46	7	Thru	560	409	32.1	C
		46	7	Right	1	0	0.0	A
				OVERALL	1161	838	35.5	D
Intersection Total					4542	4179	40.7	D

McGinnis Ferry Road Extension 2027 AM Peak Hour Intersection Level of Service

Intersection	Approach	CORSIM Nodes		Movement	2027 Volumes		Delay (Sec/Veh)	LOS	
		A	B		AM PK	CORSIM			
Lawrenceville-Suwanee Rd. At Burnett	Northbound	52	24	Left	110	119	24.9	C	
		52	24	Thru	2000	2047	10.4	B	
		52	24	Right	170	153	13.1	B	
				OVERALL	2280	2319	11.3	B	
	Southbound	48	24	Left	30	28	27.6	C	
		48	24	Thru	1690	1446	10.6	B	
		48	24	Right	1	0	0.0	A	
				OVERALL	1721	1474	10.9	B	
	Eastbound	25	24	Left	1	2	34.0	C	
		25	24	Thru	1	2	59.0	E	
		25	24	Right	1	0	0.0	A	
				OVERALL	3	4	46.5	D	
	Westbound	56	24	Left	660	679	51.6	D	
		56	24	Thru	1	0	0.0	A	
		56	24	Right	70	68	10.5	B	
				OVERALL	731	747	47.9	D	
	Intersection Total					4735	4544	17.2	B
	Lawrenceville-Suwanee Rd. Gwinco/Private Drive	Northbound	4	3	Left	0	0	0.0	A
			4	3	Thru	2250	2425	6.0	A
			4	3	Right	40	47	8.1	A
				OVERALL	2290	2472	6.0	A	
Southbound		53	3	Left	0	0	0.0	A	
		53	3	Thru	2350	2325	1.1	A	
		53	3	Right	60	37	3.7	A	
				OVERALL	2410	2362	1.1	A	
Eastbound		5	3	Left	0	0	0.0	A	
		5	3	Thru	0	0	0.0	A	
		5	3	Right	1	44	44.4	E	
				OVERALL	1	44	44.4	E	
Westbound		54	3	Left	0	0	0.0	A	
		54	3	Thru	0	0	0.0	A	
		54	3	Right	1	0	0.0	A	
				OVERALL	1	0	0.0	A	
Intersection Total					4702	4878	4.0	A	

McGinnis Ferry Road Extension 2027 AM Peak Hour Intersection Level of Service

Intersection	Approach	CORSIM Nodes		Movement	2027 Volumes		Delay (Sec/Veh)	LOS
		A	B		AM PK	CORSIM		
Lawrenceville-Swanee Rd. At Old Peachtree Rd./Horizon	Northbound	11	4	Left	30	29	56.5	E
		11	4	Thru	1720	1788	35.2	D
		11	4	Right	10	24	30.9	C
				OVERALL	1760	1841	35.5	D
	Southbound	3	4	Left	80	81	72.6	E
		3	4	Thru	1620	1607	54.5	D
		3	4	Right	650	645	39.0	D
				OVERALL	2350	2333	50.8	D
	Eastbound	55	4	Left	470	572	129.3	F
		55	4	Thru	570	747	59.2	E
		55	4	Right	20	19	38.9	D
				OVERALL	1060	1338	88.9	F
	Westbound	51	4	Left	20	19	40.8	D
		51	4	Thru	590	596	45.4	D
		51	4	Right	100	110	17.5	B
				OVERALL	710	725	41.0	D
Intersection Total					5880	6237	53.3	D

McGinnis Ferry Road Extension 2027 PM Peak Hour Intersection Level of Service

Intersection	Approach	CORSIM Nodes		Movement	2027 Volumes		Delay (Sec/Veh)	LOS
		A	B		PM PK	CORSIM		
Lawrenceville-Suwanee Rd. I-85 Southbound Ramps	Southbound	52	1	Thru	1900	1634	18.5	B
		52	1	Right	300	266	10.9	B
				OVERALL	2200	1900	17.4	B
	Northbound	2	1	Left	500	505	0.0	A
		2	1	Thru	1900	1781	1.5	A
				OVERALL	2400	2286	1.2	A
	Westbound	22	1	Left	300	292	34.3	C
		22	1	Right	500	513	19.3	B
				OVERALL	800	805	24.7	C
	Intersection Total					5400	4991	11.2
Lawrenceville-Suwanee Rd. I-85 Northbound Ramps	Eastbound	50	2	Left	800	734	41.0	D
		50	2	Right	700	668	17.6	B
				OVERALL	1500	1402	29.9	C
	Northbound	53	2	Thru	1600	1550	19.2	B
		53	2	Right	800	814	12.5	B
				OVERALL	2400	2364	16.9	B
	Southbound	1	2	Left	500	395	0.0	A
		1	2	Thru	1700	1530	1.5	A
				OVERALL	2200	1925	1.2	A
	Intersection Total					6100	5691	14.8
McGinnis Ferry Road At Lawrenceville-Suwanee Rd.	Eastbound	46	57	Left	1	0	46.0	D
		46	57	Right	600	599	0.0	A
				OVERALL	601	599	0.0	A
	Northbound	47	57	Left	600	623	24.7	C
		47	57	Thru	1300	1362	3.1	A
				OVERALL	1900	1985	9.9	A
	Southbound	11	57	Thru	1800	1628	25.6	C
		11	57	Right	1	0	0.0	A
				OVERALL	1801	1628	25.6	C
	Intersection Total					4302	4212	14.6
Satellite Blvd. At Lawrenceville-Suwanee Rd.	Northbound	45	42	Left	1	0	0.0	A
		45	42	Thru	1000	1130	67.4	E
		45	42	Right	500	546	33.1	C
				OVERALL	1501	1676	56.2	E
	Southbound	20	42	Left	300	282	57.0	E
		20	42	Thru	500	497	28.7	C
		20	42	Right	100	108	8.9	A
				OVERALL	900	887	35.3	D
	Eastbound	41	42	Left	500	273	59.1	E
		41	42	Thru	1300	673	35.3	D
		41	42	Right	100	51	23.2	C
				OVERALL	1900	997	41.2	D
	Westbound	43	42	Left	700	655	0.0	A
		43	42	Thru	1000	974	1.9	A
		43	42	Right	400	384	0.0	A
				OVERALL	2100	2013	0.9	A
	Intersection Total					6401	5573	30.2

McGinnis Ferry Road Extension 2027 PM Peak Hour Intersection Level of Service

Intersection	Approach	CORSIM Nodes		Movement	2027 Volumes		Delay (Sec/Veh)	LOS
		A	B		PM PK	CORSIM		
McGinnis Ferry Road At Satellite Blvd.	Northbound	15	9	Left	600	609	23.4	C
		15	9	Thru	800	820	17.2	B
		15	9	Right	500	486	8.9	A
		OVERALL		1900	1915	17.1	B	
	Southbound	14	9	Left	1	0	0.0	A
		14	9	Thru	500	669	7.9	A
		14	9	Right	300	412	9.2	A
		OVERALL		801	1081	8.4	A	
	Eastbound	8	9	Left	200	169	49.8	D
		8	9	Thru	500	470	49.2	D
		8	9	Right	600	541	10.4	B
		OVERALL		1300	1180	31.5	C	
	Westbound	23	9	Left	300	338	0.0	A
		23	9	Thru	200	226	0.5	A
		23	9	Right	1	0	0.0	A
		OVERALL		501	564	0.2	A	
Intersection Total					4502	4740	16.7	B
McGinnis Ferry Road At Old Peachtree Road	Northbound	16	7	Left	200	206	0.0	A
		16	7	Thru	1300	1314	1.3	A
		16	7	Right	200	190	0.0	A
		OVERALL		1700	1710	1.0	A	
	Southbound	10	7	Left	1	0	0.0	A
		10	7	Thru	700	632	1.3	A
		10	7	Right	300	251	0.0	A
		OVERALL		1001	883	0.9	A	
	Eastbound	12	7	Left	400	436	0.0	A
		12	7	Thru	400	417	1.5	A
		12	7	Right	100	111	0.0	A
		OVERALL		900	964	0.6	A	
	Westbound	46	7	Left	500	511	0.0	A
		46	7	Thru	100	108	0.0	A
		46	7	Right	1	0	10.3	B
		OVERALL		601	619	0.0	A	
Intersection Total					4202	4176	0.8	A

McGinnis Ferry Road Extension 2027 PM Peak Hour Intersection Level of Service

Intersection	Approach	CORSIM Nodes		Movement	2027 Volumes		Delay (Sec/Veh)	LOS	
		A	B		PM PK	CORSIM			
Lawrenceville-Suwanee Rd. At Burnett	Northbound	52	24	Left	200	176	20.6	C	
		52	24	Thru	1800	1689	10.4	B	
		52	24	Right	500	418	10.9	B	
				OVERALL	2500	2283	11.3	B	
	Southbound	48	24	Left	1	0	0.0	A	
		48	24	Thru	1600	1203	10.2	B	
		48	24	Right	1	0	0.0	A	
				OVERALL	1602	1203	10.2	B	
	Eastbound	25	24	Left	1	2	0.0	A	
		25	24	Thru	1	2	0.8	A	
		25	24	Right	1	0	0.0	A	
				OVERALL	3	4	0.4	A	
	Westbound	56	24	Left	600	706	51.7	D	
		56	24	Thru	1	0	0.0	A	
		56	24	Right	1	0	0.0	A	
				OVERALL	602	706	51.7	D	
	Intersection Total					4707	4196	17.8	B
	Lawrenceville-Suwanee Rd. Gwinco/Private Drive	Northbound	4	3	Left	0	0	0.0	A
			4	3	Thru	2400	2177	3.8	A
			4	3	Right	100	88	8.1	A
				OVERALL	2500	2265	4.0	A	
Southbound		53	3	Left	0	0	0.0	A	
		53	3	Thru	2100	2107	18.0	C	
		53	3	Right	100	82	23.4	C	
				OVERALL	2200	2189	18.2	C	
Eastbound		5	3	Left	0	0	0.0	A	
		5	3	Thru	0	0	0.0	A	
		5	3	Right	1	36	192.7	F	
				OVERALL	1	36	192.7	F	
Westbound		54	3	Left	0	0	0.0	A	
		54	3	Thru	0	0	0.0	A	
		54	3	Right	200	200	22.6	C	
				OVERALL	200	200	0.0	A	
Intersection Total					4901	4690	11.9	B	

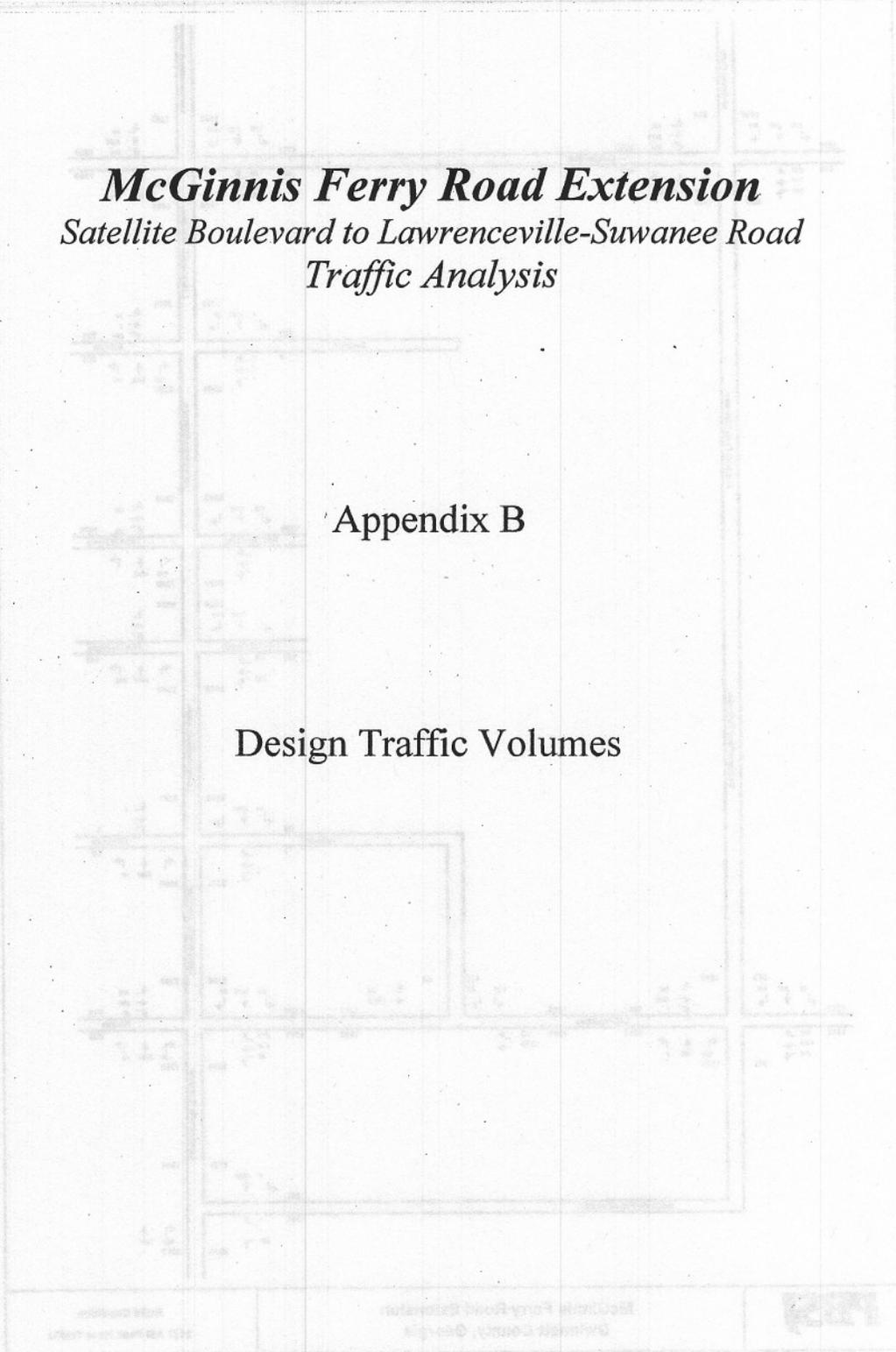
McGinnis Ferry Road Extension 2027 PM Peak Hour Intersection Level of Service

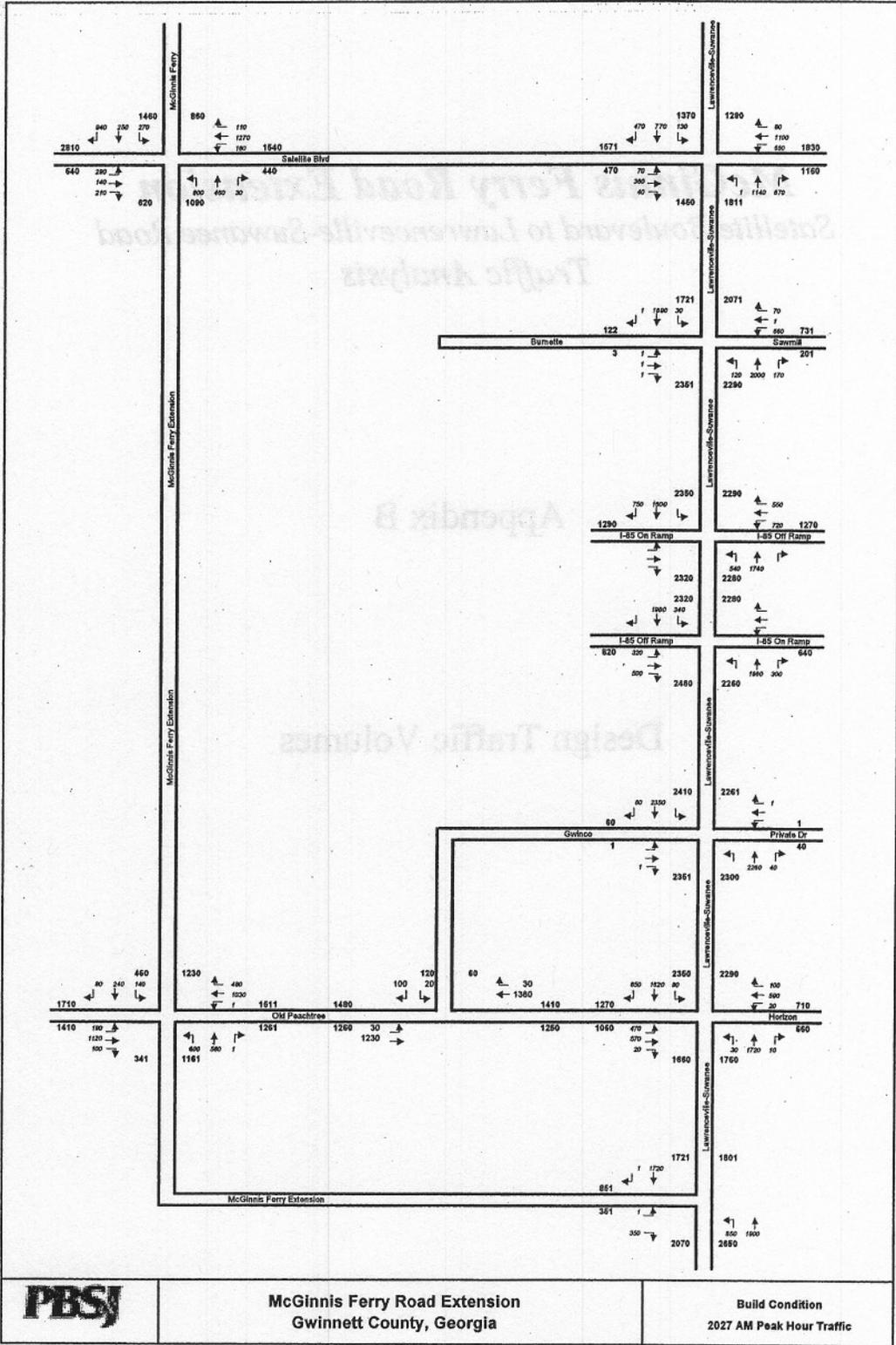
Intersection	Approach	CORSIM Nodes		Movement	2027 Volumes		Delay (Sec/Veh)	LOS
		A	B		PM PK	CORSIM		
Lawrenceville-Suwanee Rd. At Old Peachtree Rd./Horizon	Northbound	11	4	Left	1	0	0.0	A
		11	4	Thru	1200	1267	39.2	D
		11	4	Right	100	89	30.2	C
				OVERALL	1301	1356	38.6	D
	Southbound	3	4	Left	300	251	0.0	A
		3	4	Thru	1400	1447	2.8	A
		3	4	Right	400	383	0.0	A
				OVERALL	2100	2081	1.9	A
	Eastbound	55	4	Left	500	580	0.0	A
		55	4	Thru	1000	1194	0.9	A
		55	4	Right	1	0	4.3	A
				OVERALL	1501	1774	0.6	A
	Westbound	51	4	Left	200	189	54.4	D
		51	4	Thru	500	514	42.9	D
		51	4	Right	400	403	15.6	B
				OVERALL	1100	1106	34.9	C
Intersection Total					6002	6317	15.2	B

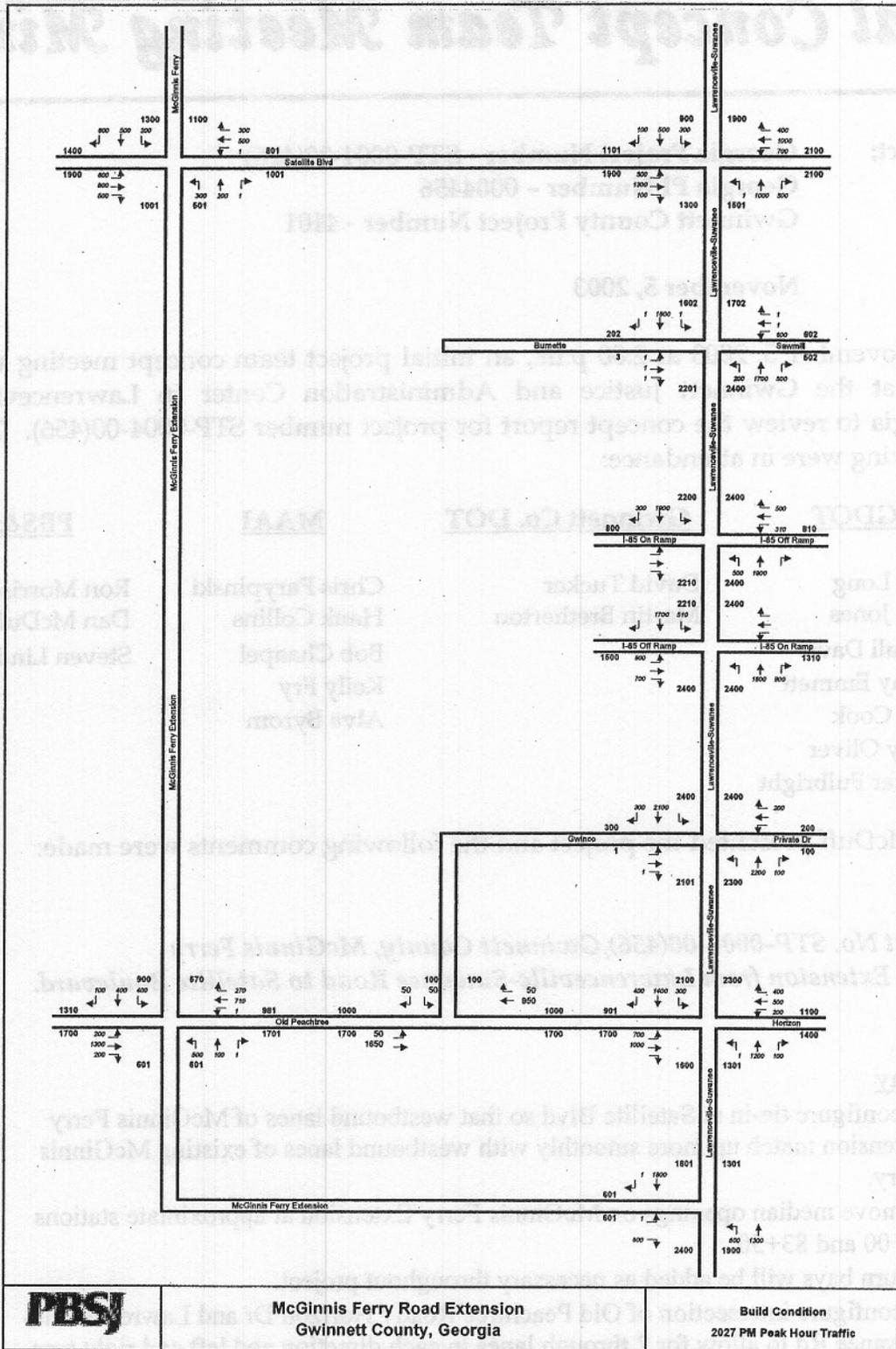
McGinnis Ferry Road Extension
Satellite Boulevard to Lawrenceville-Suwanee Road
Traffic Analysis

Appendix B

Design Traffic Volumes







Initial Concept Team Meeting Minutes

Project: Georgia Project Number - STP-0004-00(456)
Georgia PI Number - 0004456
Gwinnett County Project Number - 4101

Date: November 5, 2003

On November 5, 2003 at 2:00 p.m., an initial project team concept meeting was held at the Gwinnett Justice and Administration Center in Lawrenceville, Georgia to review the concept report for project number STP-0004-00(456). The following were in attendance:

<u>GDOT</u>	<u>Gwinnett Co. DOT</u>	<u>MAAI</u>	<u>PBS&J</u>
Todd Long	David Tucker	Chris Parypinski	Ron Morris
Nelta Jones	Martin Bretherton	Hank Collins	Dan McDuff
Randall Davis		Bob Chaapel	Steven Lindsey
Johnny Emmett		Kelly Fry	
Brent Cook		Alva Byrom	
Robby Oliver			
Jennifer Fulbright			

Dan McDuff presented the project and the following comments were made:

*Project No. STP-0004-00(456), Gwinnett County, McGinnis Ferry
Extension from Lawrenceville-Suwanee Road to Satellite Boulevard.*

Display

- Reconfigure tie-in at Satellite Blvd so that westbound lanes of McGinnis Ferry Extension match up more smoothly with westbound lanes of existing McGinnis Ferry.
- Remove median openings on McGinnis Ferry Extension at approximate stations 25+00 and 83+50.
- U-turn bays will be added as necessary throughout project.
- Reconfigure intersection of Old Peachtree Road / Horizon Dr and Lawrenceville-Suwanee Rd to allow for 2 through lanes in each direction and left and right turn lanes from Horizon Dr onto Lawrenceville-Suwanee Rd. The new configuration should avoid the gas station at the northeast corner of the intersection.

Project Meeting Minutes

STP-0004-00(456)

November 5, 2003

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- Consider moving the relocated Old Peachtree Rd intersection with Northbrook Pkwy southwest to provide a minimum of 1000' between that intersection and the intersection of McGinnis Ferry Extension and Old Peachtree Rd. This will allow for a signal to be installed in the future should it be warranted.
- Determine whether a 20' or 28' median will be provided.
- Shoulders must be a minimum of 16' to meet ADA requirements.
- Plans should be submitted to GDOT Right of Way so that they may come up with an estimate for right of way.
- Bridge over I-85 must accommodate barrier separated HOV.
- Show Gwinco Blvd tying into Old Peachtree Rd rather Than McGinnis Ferry Extension. Attempt to maintain at least 1000' between intersections so that Future signals may be installed if they become warranted.
- Show Burnette Rd ending in a cul-de-sac. Provide residences with driveway access to this cul-de-sac.
- Revise typical to show correct median width.
- All 10' of the multiuse path must tie into the flat area of the driveways. Entire 5' sidewalks must tie into the flat area of the driveways. This will meet ADA requirements.

Cover

- Replace State Urban Design Engineer signature line with District One Engineer signature line.

Cost Estimate

- Include costs for traffic signals.

Notice of Location and Design Approval

- Move Todd Long's contact information to replace James Buchan's, and add Gwinnett County contact information where Todd Long's was.

Public Information Meeting Handouts

- 150 handouts should be provided at the Public Information Meeting.
- 2 displays should be provided at the Public Information Meeting

- Do not include shoulder widths in the project description. Final shoulder widths are still to be determined.
- Federal, State and Local funds should be shown for Project Funding in the Project Description.
- Estimated Project Cost should be the construction cost (\$18,000,000).

Cover

- Replace State Urban Design Engineer signature line with District One Engineer signature line

Cost Estimate

- include costs for traffic signals

Notice of Location and Design Approval

- Move Todd Long's contact information to replace James Buchan's, and add O'Connell County contact information where Todd Long's was

Public Information Meeting Handouts

- 150 handouts should be provided at the Public Information Meeting
- 2 displays should be provided at the Public Information Meeting

Concept Team Meeting Minutes

Project: Georgia Project Number - STP-0004-00(456)
Georgia PI Number - 0004456
Gwinnett County Project Number - 4101

Date: October 22, 2004

On October 22, 2004 at 1:30 p.m., a Concept Team Meeting was held at the GDOT District 1, Lawrenceville Area Office in Gwinnett County to review the concept report for project number STP-0004-00(456). The following were in attendance:

<u>GDOT</u>	<u>Gwinnett Co.</u>	<u>MAAI</u>	<u>PBS&I</u>
Todd Long (Dist. 1)	David Tucker (DOT)	Tom Moreland	Ron Morris
Russell McMurry (Dist. 1)	Brian Allen	Chris Parypinski	Dan McDuff
John Hancock	Alan Chapman (DOT)	Ron Braziel	Steven Lindsey
Scott Zehngraft (Traffic)	Henry Hoertz (Util.)	Pat Smeeton	Chris Simons
Brent Cook (Dist. 1)	Bill Powell (DOT)	Alva Byrom	
Robby Oliver (Utilities)			
Jennifer Fulbright			
		<u>City of Suwanee</u>	<u>HNTB</u>
		Rich Edinger	Laurie Reed
		Marty Allen	
	<u>Utilities</u>		
	Tony Pritchett - GA Transmission Corp.		
	Jimmy Price - Charter Cable		
	Mike Hudlow - Jackson EMC		
	Mike Wilson - AGL Resources		

Charles Banister State Representative, Gwinnett County B.O.C. Chairman-Elect
John Heard State Representative
Scott Haggard Asst. to State Representative Charles Bannister

*Project No. STP-0004-00(456), Gwinnett County, McGinnis Ferry
Extension from Lawrenceville-Suwanee Road to Satellite Boulevard.*

Dan McDuff described the project in detail and the concept report was reviewed. The following comments were made:

- Dan McDuff explained that the bridge to be constructed over Interstate 85 would be designed to accommodate a future HOV interchange in the cany configuration of CD roads, HOV lanes and interchange ramps, which is yet to be determined.

Project Meeting Minutes

STP-0004-00(456)

October 22, 2004

Page 2

- Todd Long asked if the bridge over Interstate 85 would be steel or concrete since it is being designed with a 151-foot center span. Dan McDuff stated that it would be concrete and that the only issue would be transportation of the beams.
- Todd Long stated that the construction of the bridge over Interstate 85 would have full federal oversight, but that the rest of the project will not.
- Brian Allen requested that right-of-way be purchased to the shoulder break point and that the remainder of the clear zone and slopes be purchased as easement. Mr. Long stated that it is GDOT policy to purchase right-of-way to the clear zone. Mr. Allen noted that since building setbacks were calculated from the right-of-way, purchasing the clear zone as easement provided a distinct advantage to local landowners. Mr. Moreland indicated that the permanent easement negotiations could be done such that nothing would be allowed to be placed within the clear zone. Mr. Moreland also stated that the right-of-way for the Forsyth County portion of McGinnis Ferry was purchased to the shoulder break point, not the clear zone.
- Mr. McDuff mentioned that a design variance might be requested for the shoulder at the cemetery on Old Peachtree Road. In order to purchase right of way to the clear zone in this area, gravesites would have to be disturbed.
- Mr. McDuff explained the modifications proposed to Gwinco Boulevard and Burnette Road. Burnette Road will be turned into a cul-de-sac just north of the proposed McGinnis Ferry Extension. Gwinco Boulevard will be connected to the McGinnis Ferry extension, but will be a right-in, right-out in order to maintain the median through that section. A new section of roadway will also be constructed between Gwinco Boulevard and Old Peachtree Road. Mr. McDuff also mentioned that the median opening on Lawrenceville-Suwanee Road at Gwinco Boulevard would be closed because of safety issues.
- Mr. Long requested that Burnette Road be converted to a right-in, right-out at Lawrenceville-Suwanee Road as well.
- Mr. McDuff stated that due to recently received environmental and topographical information, the culvert listed in the concept report would probably be a 300' bottomless culvert in order to minimize stream impacts. He also noted there would be an additional culvert under the McGinnis Ferry Extension east of the intersection with Old Peachtree Road.
- Pat Smeeton advised that the EA could be submitted in about 4 months. Mr. Smeeton stated that the ecology report is underway and that many of the environmental studies were complete.
- Brian Allen noted that the new TIP reflects construction in 2006.
- Mr. McDuff discussed the different alternatives studied.
- Russell McMury asked if a future HOV interchange could be constructed at the proposed bridge. Mr. McDuff stated that indeed this could be done and that the bridge engineers have several options as to how the HOV ramps could be constructed.
- Tony Pritchett mentioned that Georgia Transmission Corporation would like the latest concept drawings in order to minimize future conflicts. Brian Allen indicated that it would be ok to send them the drawings.

Project Meeting Minutes

STP-0004-00(456)

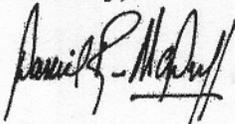
October 22, 2004

Page 3

- Mike Hudlow said that Jackson EMC had a majority of the power equipment in the project area. Mike Wilson with Atlanta Gas Light indicated that AGL had a 4" gas main on the south side of Burnette Road.
- Jimmy Price with Charter Communications stated that they provided a majority of the cable service in the area.
- Robby Oliver advised that 1st utility submittals be started soon.
- Henry Hoertz requested that a 16" main be allowed on the bridge. Mr. Oliver said that GDOT's initial response to this would be no. A case will have to be made that indicates it is not feasible to cross under Interstate 85 before utilities will be allowed on the bridge.
- Ron Braziel advised that full geotechnical studies will need to be performed since GDOT is letting the job.
- Ron Morris indicated that preliminary plans could be completed within 6 months of the notice to proceed and that right-of-way plans would take an additional month
- Brian Allen/Tom Moreland stated that Gwinnett could obtain the right-of-way within six to nine months of plan approval.
- **Action Items:**
 - *Submit plans to GDOT for 1st utility drawings*
 - *Investigate traffic impacts of making Burnette Road a right-in, right-out*
 - *Start soil survey and pavement evaluation process*
 - *Investigate need for design variance for clear zone at cemetery*
 - *Follow up on request that right-of-way end at shoulder break point*
 - *Revise concept report and cost estimate and submit for approval*

This document represents Post, Buckley, Schuh & Jernigan, Inc.'s interpretation of the meeting. Please contact the project manager if you have any questions.

Sincerely,

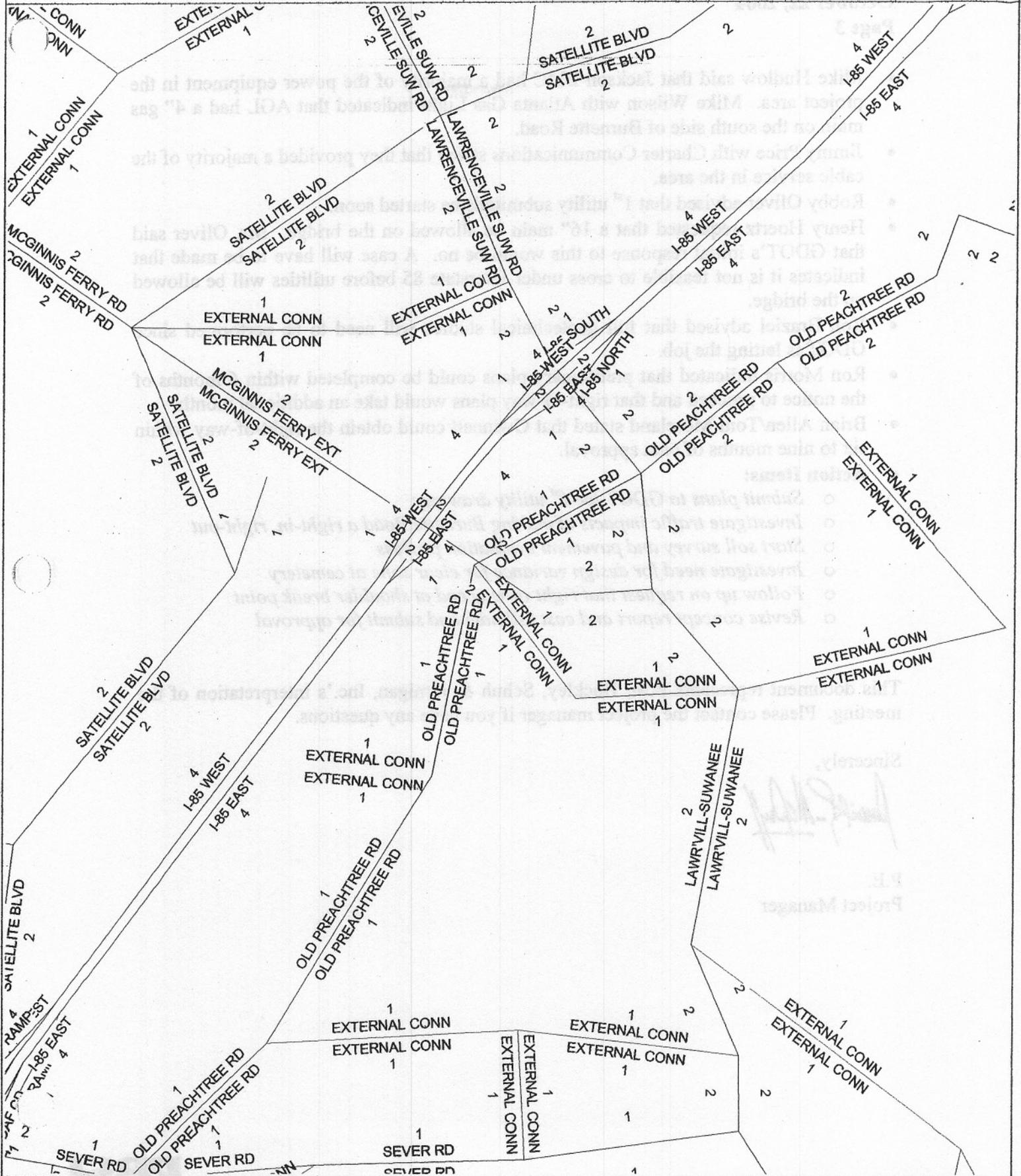


P.E.
Project Manager

PI 0004456 - MCGINNIS FERRY ROAD EXTENSION
FROM SATELLITE BOULEVARD TO SR 317 (LAWRENCEVILLE SUWANEE RD)

DRAFT 2030 RTP - October 28, 2004

2007 Network Year



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Project Concept Report

Project Number: STP-0004-00(456)

County: Gwinnett

P. I. Number: 0004456

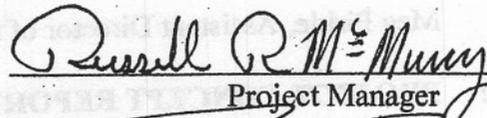
Federal Route Number: NA

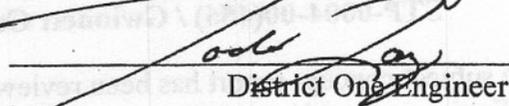
State Route Number: NA

Recommended for approval:

DATE: 11-11-2004

DATE: 11-11-2004


Project Manager

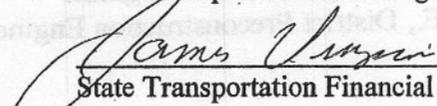

District One Engineer

This 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: 11-17-04


State Transportation Financial Management Administrator

DATE: _____

State Environmental/Location Engineer

DATE: _____

State Traffic Safety and Design Engineer

DATE: _____

District Engineer

DATE: _____

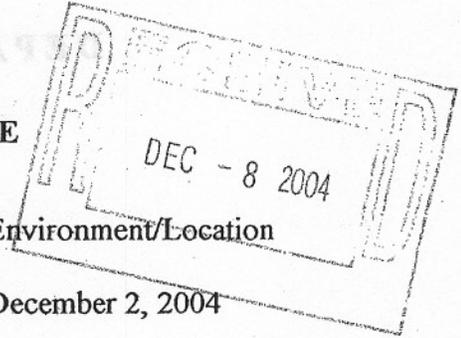
Project Review Engineer

DATE: _____

State Bridge & Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

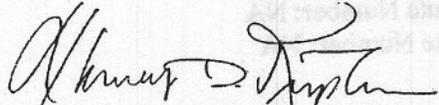
INTERDEPARTMENT CORRESPONDENCE



FILE: P.I. Nos. 0004456

OFFICE: Environment/Location

DATE: December 2, 2004

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

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**
STP-0004-00(456) / Gwinnett County

The above subject concept report has been reviewed. A public hearing will be needed. Time to complete Environmental is more like ten to twelve months. Draft EA not expected until March 2005.

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

HDK/lc

cc: David Mulling, P.E., Project Review Engineer
Todd I. Long, P.E., District Preconstruction Engineer

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

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-0004-00(456) Gwinnett County
P.I. No. 0004456

Office: Traffic Safety & Design
Atlanta, Georgia
Date: December 01, 2004

PMA/nc
From: Phillip M. Allen, State Traffic Safety and Design Engineer
To: Meg Pirkle, Assistant Director of Preconstruction
Subject: Project Concept Report Review

We have reviewed the above referenced concept report for the extension of McGinnis ferry Road from Satellite Boulevard across Interstate 85 to Lawrenceville Suwanee in Gwinnett County.

The Office of Traffic Safety and Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area.

PMA/SZ/nr

Attachment (signature page)

Cc: Harvey Keeper, State Environment /Location Engineer
David Mulling, State Review Engineer
Joe Palladi, State Transportation Planning Administrator
Jamine Simpson, Financial Management Administrator
Paul Liles, State Bridge Design Engineer
Todd Long, District Engineer
Attn.: Russel McMurry, District Preconstruction Engineer
General Files
Office Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Project Concept Report

Project Number: STP-0004-00(456)

County: Gwinnett

P. I. Number: 0004456

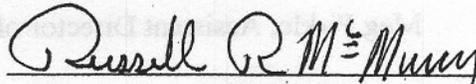
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State Route Number: NA

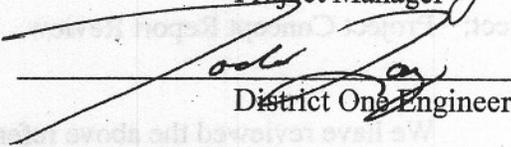
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Project Manager



District One Engineer

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State Transportation Planning Administrator

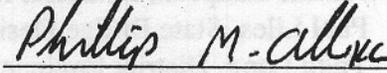
DATE: _____

State Transportation Financial Management Administrator

DATE: _____

State Environmental/Location Engineer

DATE: 12-2-04



State Traffic Safety and Design Engineer

DATE: _____

District Engineer

DATE: _____

Project Review Engineer

DATE: _____

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Project Concept Report

Project Number: STP-0004-00(456)

County: Gwinnett

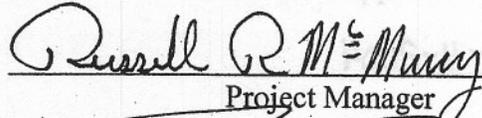
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Federal Route Number: NA

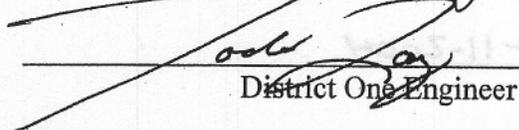
State Route Number: NA

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DATE: 11-11-2004


Project Manager

DATE: 11-11-2004


District One Engineer

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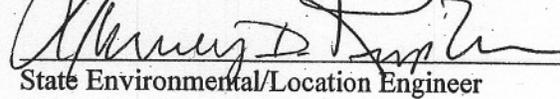
DATE: _____

State Transportation Planning Administrator

DATE: _____

State Transportation Financial Management Administrator

DATE: 11.23.04


State Environmental/Location Engineer

DATE: _____

State Traffic Safety and Design Engineer

DATE: _____

District Engineer

DATE: _____

Project Review Engineer

DATE: _____

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Project Concept Report

Project Number: STP-0004-00(456)

County: Gwinnett

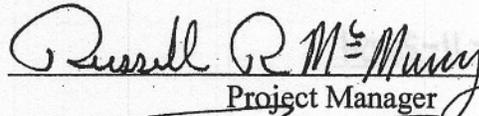
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Federal Route Number: NA

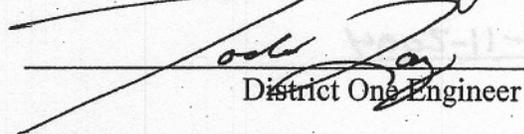
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Recommended for approval:

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Project Manager

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State Transportation Financial Management Administrator

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State Environmental/Location Engineer

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State Traffic Safety and Design Engineer

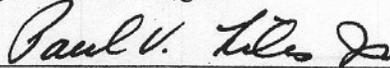
DATE: _____

District Engineer

DATE: _____

Project Review Engineer

DATE: 12/12/04



State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Project Concept Report

Project Number: STP-0004-00(456)

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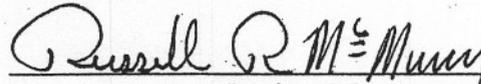
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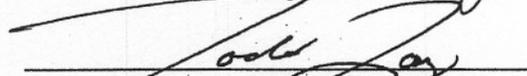
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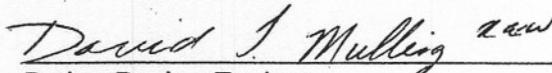
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State Traffic Safety and Design Engineer

DATE: _____

District Engineer

DATE: 12/6/04


Project Review Engineer

DATE: _____

State Bridge & Structural Design Engineer