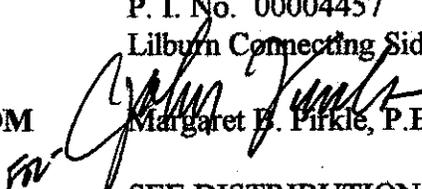


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0004-00(457) Gwinnett County **OFFICE** Preconstruction
P. I. No. 00004457
Lilburn Connecting Sidewalks **DATE** April 22, 2004

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

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

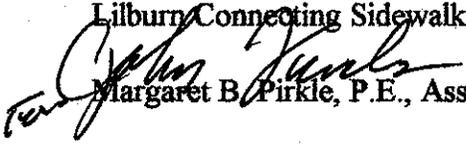
DISTRIBUTION:

- David Mulling
- Harvey Keeper
- Jerry Hobbs
- Jamie Simpson
- Michael Henry
- Phillip Allen
- Joe Palladi (file copy)
- Paul Liles
- Brent Story
- Todd Long
- BOARD MEMBER**

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0004-00(457) Gwinnett County **OFFICE** Preconstruction
P.I. No. 0004457
Lilburn Connecting Sidewalks **DATE** April 6, 2004

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

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

SUBJECT PROJECT CONCEPT REPORT

This project proposes to construct 5' sidewalks along major streets in Lilburn. The project limits constitute heavily traveled corridors connecting major destinations within the city. The proposed project will support efforts to reduce dependence upon automobile-oriented development by investing in a developed area where no pedestrian infrastructure presently exists, which is connected to neighborhoods, schools, businesses and parks via a local street network.

The construction proposes sidewalks for the following streets:

- ◆ Indian Trail/Lilburn Road/Killian Hill Road between Jackson Creek and Burns Road
- ◆ Church Street between Main Street and Killian Hill Road
- ◆ Arcado Road between Arcadia Place and Jamestown Court

Improvements will include sidewalks, landscaping, and streetscaping connecting neighborhoods, businesses, parks and schools in Lilburn. Miscellaneous improvements (benches, banners, trash receptacles, informational signage, directional signage) will be added where appropriate. Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public information open house will be held; time saving procedures are 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)	\$527,000	\$500,000	Q23	2004
Right-of-Way & Utilities*	Local	Local		

Paul V. Mullins
Page 2

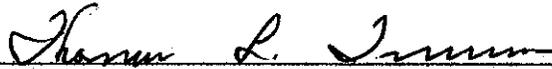
STP-0004-00(457) Gwinnett
April 6, 2004

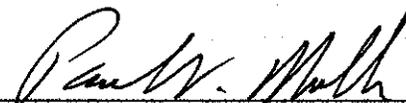
*To be done by PMA contract with Lilburn

I recommend this project concept be approved.

MBP:JDQ/cj

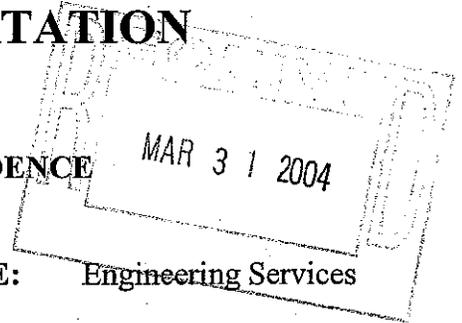
Attachment

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

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE



FILE: STP-0004-00(457) Gwinnett
P.I. No. 0004457
Lilburn Sidewalk Project

OFFICE: Engineering Services

DATE: March 31, 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 March 29, 2004 by the letter from Russell McMurry dated March 8, 2004, and have no comments.

The costs for this project are:

Construction	\$478,590
Inflation	\$0.00
E&C	\$47,860
Reimbursable Utilities	Locals
Right of Way	Locals

REW

c: Todd Long, Attn.: Brent Cook

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-0004-00(457)		County: Gwinnett		PI No.: 0004457	
Report Date: March 5, 2004		Concept By: DOT Office: District 1			
<input checked="" type="checkbox"/> Concept Stage		Consultant: The Jaeger Company			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" 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 type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input checked="" 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**

INTERDEPARTMENTAL CORRESPONDENCE

FILE STP-0004-00(457), Gwinnett County
P.I. No. 0004457

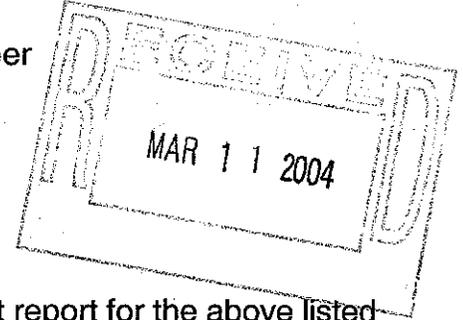
OFFICE Gainesville

DATE March 8, 2004

FROM *RRM*
Russell R. McMurry, P.E., District Preconstruction Engineer

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

SUBJECT Submittal of Project Concept Report



Attached for your review and further handling is a concept report for the above listed project. This report was prepared and submitted for approval by Jack Burnside for the City of Lilburn. Please note that the project sponsor is the City of Lilburn and the project is entirely within Gwinnett County Right-of-Way. Gwinnett County has reviewed the concept and their comments are attached.

If additional information is required, please contact Brent Cook at (770) 532-5530.

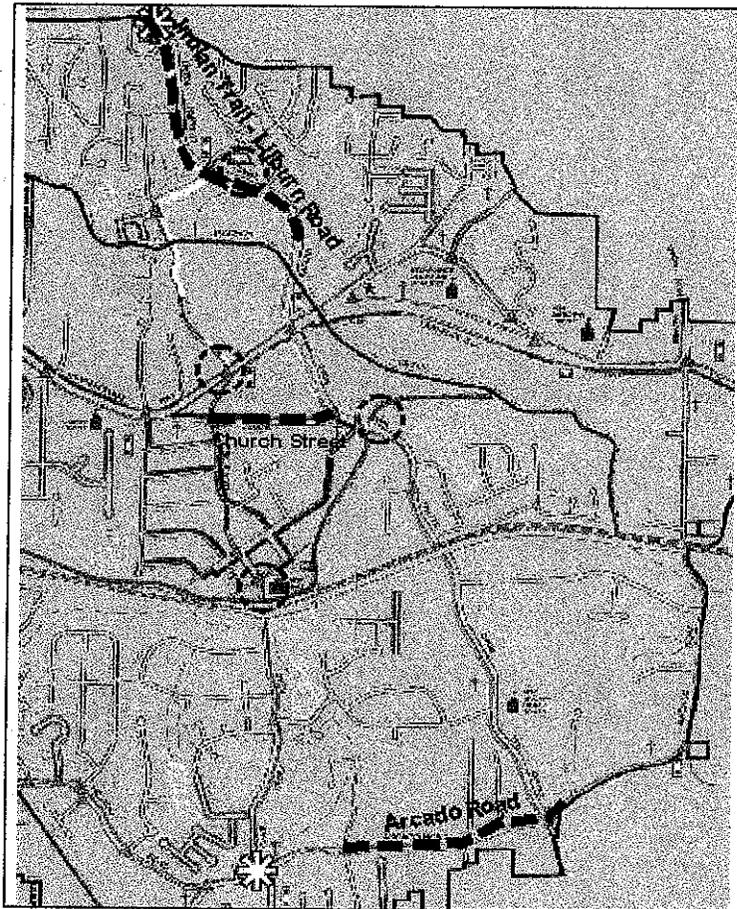
RRM/bec
Attachment

DAVID MULLING
HARVEY KEEPLER
JOE PALLADI
PERCY MIDDLEBROOKS

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

PROJECT CONCEPT REPORT

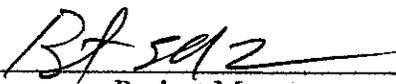
Lilburn Connecting Sidewalks Project
GaDOT Project Number: STP-0004-00(457)
P.I. Number: 0004457, Gwinnett County

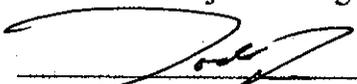


Recommendation for approval:

DATE: 3-5-04

DATE: 3-5-04


Project Manager


Office Head/District Engineer

Project Concept Report, page 2
Lilburn Connecting Sidewalks Project
Project Number: STP-0004-00(457)
P.I. Number 0004457
City of Lilburn, Gwinnett County

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

DATE: _____

State Transportation Planning Administrator

DATE: _____

State Transportation Programming Engineer

DATE: _____

State Environmental/Location Engineer

DATE: _____

State Traffic Safety & Design Engineer

DATE: _____

District Engineer

DATE: _____

Project Review Engineer

DATE: _____

Other:

NEED & PURPOSE STATEMENT:

The proposed project would construct minimum 5 foot wide sidewalks along major streets in Lilburn. The project limits constitute heavily traveled corridors connecting major destinations within the City. The proposed project would be constructed entirely within the city limits of Lilburn. The Lilburn area currently lacks adequate or enhanced pedestrian facilities, handicap access and improved linkage to the multimodal system. The project would provide substantial pedestrian improvements such as new and/or improved sidewalks, improved street crossings, pedestrian amenities – such as benches, trash receptacles, etc., handicap improvements, improved signage, landscaping and pedestrian level lighting. The completed project would make Lilburn substantially more pedestrian oriented and improve safety.

Due to its location within the greater Atlanta Metropolitan Statistical Area (MSA), the City of Lilburn is expected to remain a high growth area well into the future. The demands created by population and economic growth will require expansion of the transportation network. Due to the poor air quality of the region, alternatives to polluting, auto-oriented transportation are mandated by the United States Environmental Protection Agency (USEPA). The proposed project would provide an environmentally benign alternative to auto travel.

A mixture of single family residential, retail, restaurants, offices, public and civic buildings are located along the project corridors. The shops and stores located within the project limits are within a walkable distance to each other and to surrounding neighborhoods. However, due to the limited sidewalk network, awkward crosswalks, and increasing traffic on local roads, access to these destinations can be difficult for pedestrians.

The City of Lilburn is within the 13 County Atlanta non-attainment area for air quality. The proposed project would support efforts to reduce dependence upon automobile-oriented development by investing in a developed area where no pedestrian infrastructure presently exists, which is connected to neighborhoods, schools, businesses and parks via a local street network. The proposed project would support Atlanta Regional Commission (ARC), USEPA and regional efforts to “foster greater livability in activity and employment centers in our region”. The project would provide funding to enhance livability and mobility for residents, and support the fundamental concepts of:

- Connecting homes, shops and offices;
- Enhance streetscaping and sidewalks;
- Emphasizing the pedestrian.

In accordance with the Georgia Planning Act, the improvements are consistent with the City Comprehensive Plan and approved by the Lilburn City Council. The proposed improvements have been added to the five year Short Term Work Program (STWP). The Comprehensive Plan policies provide a framework to facilitate and encourage coordinated comprehensive planning and development. The City of Lilburn Comprehensive Plan currently calls for retail, services and office uses in the project area and community facilities where the institutional uses are located. These uses would be accentuated by the implementation of the proposed project, which would provide substantial improvement to the pedestrian network and would support the density and development types the City desires for the area.

Project Concept Report, page 4
Lilburn Connecting Sidewalks Project
Project Number: STP-0004-00(457)
P.I. Number 0004457
City of Lilburn, Gwinnett County

The No Build Alternative is one in which the City of Lilburn would take no action to construct the proposed project. This was the only alternative considered. The No Build alternative would not provide any pedestrian, safety or handicap access improvements in the project area. This alternative would not provide the social, economic, environmental and alternative transportation improvements provided by the build alternative.

PROJECT DESCRIPTION:

Project implementation will provide improved sidewalks, landscaping, and streetscaping connecting neighborhoods, businesses, parks and schools in Lilburn. Miscellaneous improvements – benches, banners, trash receptacles, informational signage, directional signage will be added where appropriate.

The project would be constructed along the following streets: 1) Indian Trail-Lilburn Road/Killian Hill Road. The project would begin at the ending point of a currently programmed Gwinnett County bridge replacement project over Jackson Creek, and continuing to Burns Road, Coordination will be conducted with Gwinnett County to determine the exact begin/end point. 2) Church Street, beginning at Main Street and ending at Killian Hill Road, 3) Arcado Road, beginning at Arcadia Place and ending at Jamestown Court. Existing right-of-way varies from approximately 60 to 100 feet. The proposed improvements are intended to be constructed within existing right-of-way.

NON-ATTAINMENT AREA: X YES NO

The proposed project would provide an environmentally benign, and air quality beneficial improvement by adding sidewalks along existing travel corridors. The project is exempt from air quality standards.

PDP CLASSIFICATION: Major Minor X

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

Functional Classification: Indian Trail-Lilburn Road/Killian Hill Road – Urban Principal Arterial, Arcado Road – Urban Minor Arterial, Church Street – Urban Local Street

U.S. Route Numbers: None **State Route Numbers:** None

Traffic (AADT): Current Year (2003) Not available Design Year: (2004) Not available

Existing design features:

- Typical Section: Four travel lanes with center turn lane on Indian Trail – Lilburn Road beginning immediately north of the existing bridge over Jackson Creek and extending to Burns Road. Right of way is approximately 100 feet. Some sidewalks have been constructed by property owners as required by City ordinance. Indian Trail-Lilburn Road currently has curb & gutter drainage at some locations. Church Street provides two travel lanes on approximately 60 foot right of way. Arcado Road provides two travel lanes on approximately 60 feet of right of way.
- Posted speed N/A mph.
- Maximum grade: N/A.
- Width of right of way: varies from 60 feet to 100 feet
- Major structures: Bridge over Jackson Creek – County to replace as separate project.
- Major intersections along the project: Indian Trail Road @ Burns Road, Church Street @ Killian Hill Road, and Arcado Road @ Killian Hill Road.
- Existing length of roadway segment: Indian Trail-Lilburn Road, Road, Burns Road to Jackson Creek bridge replacement – 0.5 mile; Church Street, Main Street to Killian Hill Road – 0.17 mile; Arcado Road, Emily Drive to Jamestown Court – 0.5 mile.

Proposed design features:

- Proposed Typical Section: The proposed project would provide a minimum five foot wide sidewalk adjacent to streets in Lilburn. Curb & gutter drainage will be constructed in those places where it does not presently exist, and/or replace existing curb & gutter where it is not up to standard. A grass strip buffer (minimum 2 feet) will be added where right-of-way width allows. Handicap ramps will be added at intersections. Existing right-of-way varies from 60 feet to 100 feet.
- Proposed speed N/A mph.
- Proposed Maximum grade: N/A.
- Width of right of way: varies from 60 feet to 100 feet
 - Easements: Temporary (X), Permanent (), Utility (), Other ()
 - Type of access control: N/A.
 - Number of parcels: To be determined Number of displacements: None.
- Structures: None Note: Gwinnett County DOT to replace bridge over Jackson Creek on Indian Trail – Lilburn Road, and add sidewalks for the length of the project. The subject project will connect where bridge sidewalks terminate.
- Major intersections along the project: Indian Trail Road @ Burns Road, Church Street @ Killian Hill Road, and Arcado Road @ Killian Hill Road.
- Traffic control during construction: No detours anticipated during construction.

- Design Exceptions anticipated: None

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

- Design Variances: None
- Environmental concerns: No significant effects anticipated.
- Level of environmental analysis:
 - Are time savings procedures appropriate? Yes No
 - Categorical Exclusion (X)
- Utility Involvements: None anticipated.

Project responsibilities: City of Lilburn

- Design, City of Lilburn
- Right of Way Acquisition, City of Lilburn
- Relocation of Utilities, City of Lilburn
- Letting to contract, City of Lilburn
- Supervision of construction, City of Lilburn
- Providing material pits, (Not Applicable) City of Lilburn
- Providing detours, (Not Applicable) City of Lilburn

Coordination

- Concept meeting held May 8, 2003 at Gainesville District 1 office (Summary attached).
- Other coordination to date: Designer coordination with Gwinnett County as needed.

Scheduling – Responsible Parties' Estimate

- Time to complete environmental process: 6 months, By March 31, 2004
- Time to complete Preliminary Construction Plans: 4 months, By March 31, 2004
- Time to complete right of way plans: 4 months, By April 30, 2004
- Time to complete final Construction Plans: 2 months, By May 31, 2004



GWINNETT COUNTY
Department of Transportation
Capital Program Management Division
(770)822-7400

February 27, 2004

Brent Cook
District Planning and Programming Engineer
Georgia Department of Transportation
Post Office Box 1057
Gainesville, Georgia 30503

RE: Project Concept Report
Lilburn Road Sidewalks
GaDOT Project No. STP-0004-00 (457), PI No. 000457, Gwinnett County

Dear Brent:

Below, please find the Gwinnett County DOT comments and questions on the above referenced project:

1. The report may need to clarify an exception area for the County's Bridge replacement over Jackson Creek and our Lawrenceville Highway @ Indian Trail Road project. It may be helpful for project exception limits to be specified by station numbers. We are currently negotiation a design agreement with Earth Tech on these two projects and have attached concept drawings from their proposal for your reference. Project limits may change during design however the concept should provide adequate estimation of road limits.
2. We request the opportunity to review plans through all phases of design.
3. On the two lane roads will the new C&G be set to provide a twelve foot lane next to the sidewalk?
4. As discussed in the meeting of 5/8/03, C&G needs to be replaced where resurfacing has already been placed in the gutter section.
5. If no structures are proposed, how does the designer plan to cross Jackson Creek on Arcado Road as the existing bridge has no shoulders?
6. Typical section shows trees placed just behind the five foot sidewalk with no beauty strip. Is consideration being give to sight distance, obstruction of signs, signals and street lights?

7. No handrail or guardrail are shown in any of the estimated quantities.

Please call if you have any questions or need to discuss the concept further.

Sincerely,

Alan R. Chapman

Alan R. Chapman, P.E., Director
Capital Program Management Division

c: Brian Allen
William P. Powell, P.E.
David S. Tucker
Kim Conroy
Bob Manning

Quarles, Johnny

From: Cook, Brent
Sent: Monday, April 12, 2004 1:50 PM
To: Quarles, Johnny
Subject: FW: Lilburn project

Johnny,

Below is the consultants response to the comments from Gwinnett County. I hope this is what Mr. Mullins is looking for.

Brent E. Cook, P.E.
District 1
Planning & Programming Engineer
(770) 532-5530
MailTo:brent.cook@dot.state.ga.us

-----Original Message-----

From: jackburnside [mailto:jackburnside@msn.com]
Sent: Tuesday, March 02, 2004 1:36 PM
To: Cook, Brent
Subject: Re: Lilburn project

I'll revise and re-submit concept (in mail today). However, all but one of Gwinnett's comments are covered in the current concept or would be more appropriately addressed during design review. Todd has been instructed to coordinate design closely with Gwinnett DOT. I've addressed each comment below.

- 1) Do we really need exact station locations identified in the concept report of where our project ends and the bridge replacement begins? The concept report already acknowledges we are aware of their project and will coordinate with them accordingly.
- 2) Already states in the concept that we will coordinate with the county. We're available whenever they wish to meet. They will review and approve drawings before executing a construction phase contract with GDOT anyway. Todd has been in contact with them regularly.
- 3) Shouldn't this be discussed and addressed during design? Widening the road to 12 feet is not anticipated. I believe we would construct our gutter where the existing pavement ends. We prefer to stay off the county's roads as much as possible.
- 4) We are aware of replacing existing curb & gutter where it is not up to standard. As much of the project is on county corridors, they will have design review opportunities. This can be addressed during design.
- 5) I will change the concept accordingly. The original funding application was cut by ARC, so we will terminate the Arcado Road sidewalks at Jamestown Court. Funds for the remaining segment have been requested in the FY 2005 - 2010 TIP.
- 6) Obviously we are required to adhere to GDOT design standards. Sight distances will be considered and requirements adhered to. This comment is covered in existing concept.
- 7) Shouldn't this be addressed during the design process? I'm sure we can and will add quantities for handrails and guardrails during the design process if they are needed anywhere.

----- Original Message -----

From: Cook, Brent
To: jackburnside
Sent: Tuesday, March 02, 2004 11:11 AM
Subject: RE: Lilburn project

No, I want the concept to reflect these comments before we submit it. This is an unusual project because it

4/12/2004

doesn't fit the normal process. I think it would raise a lot of question by our management by having comments from someone other than GDOT.

The corrections are not many, so it shouldn't take very long.

Brent E. Cook, P.E.
District 1
Planning & Programming Engineer
(770) 532-5530
MailTo:brent.cook@dot.state.ga.us

-----Original Message-----

From: jackburnside [mailto:jackburnside@msn.com]
Sent: Tuesday, March 02, 2004 10:57 AM
To: Cook, Brent
Subject: Re: Lilburn project

Brent:

The Jaeger Company will write a response to each comment from the County. Can we attach both the County comments and our responses to the concept, rather than make revisions to the existing concept report?

Jack

----- Original Message -----

From: Cook, Brent
To: jackburnside
Sent: Tuesday, March 02, 2004 9:57 AM
Subject: RE: Fax

Jack,

Todd Miller said that it was your responsibility to do the concept, not theirs. I'm not going to get in the middle of this. I don't care who does it, I just want someone to make the corrections so I can submit it. I faxed a copy of the comments to both of you this morning. Just let me know when/who is going to do the report. I am going to be gone from March 10 - March 19, so if you don't get it to be before the 9th, then it will be after I get back before it is submitted.

Brent E. Cook, P.E.
District 1
Planning & Programming Engineer
(770) 532-5530
MailTo:brent.cook@dot.state.ga.us

-----Original Message-----

From: jackburnside [mailto:jackburnside@msn.com]
Sent: Tuesday, March 02, 2004 8:00 AM
To: Cook, Brent
Subject: Re: Fax

Brent:

Sorry, our phone lines were out - cut somewhere nearby. The FAX is working now 770-218-0995. Please also send to Todd Miller at Jaeger Co. As the project designer, I believe it is really their responsibility for the concept. I'm only supposed to handle administration. I only did the original concept as he didn't appear to know what a concept was. Their FAX is 770-534-0507.

Jack

----- Original Message -----

From: Cook, Brent

To: jackburnside

Sent: Monday, March 01, 2004 8:26 AM

Subject: Fax

There is something wrong with the fax machine. I can't get it to send (something about a network facilities problem). I am going to keep trying, but in the meantime I am going to drop a copy in the mail.

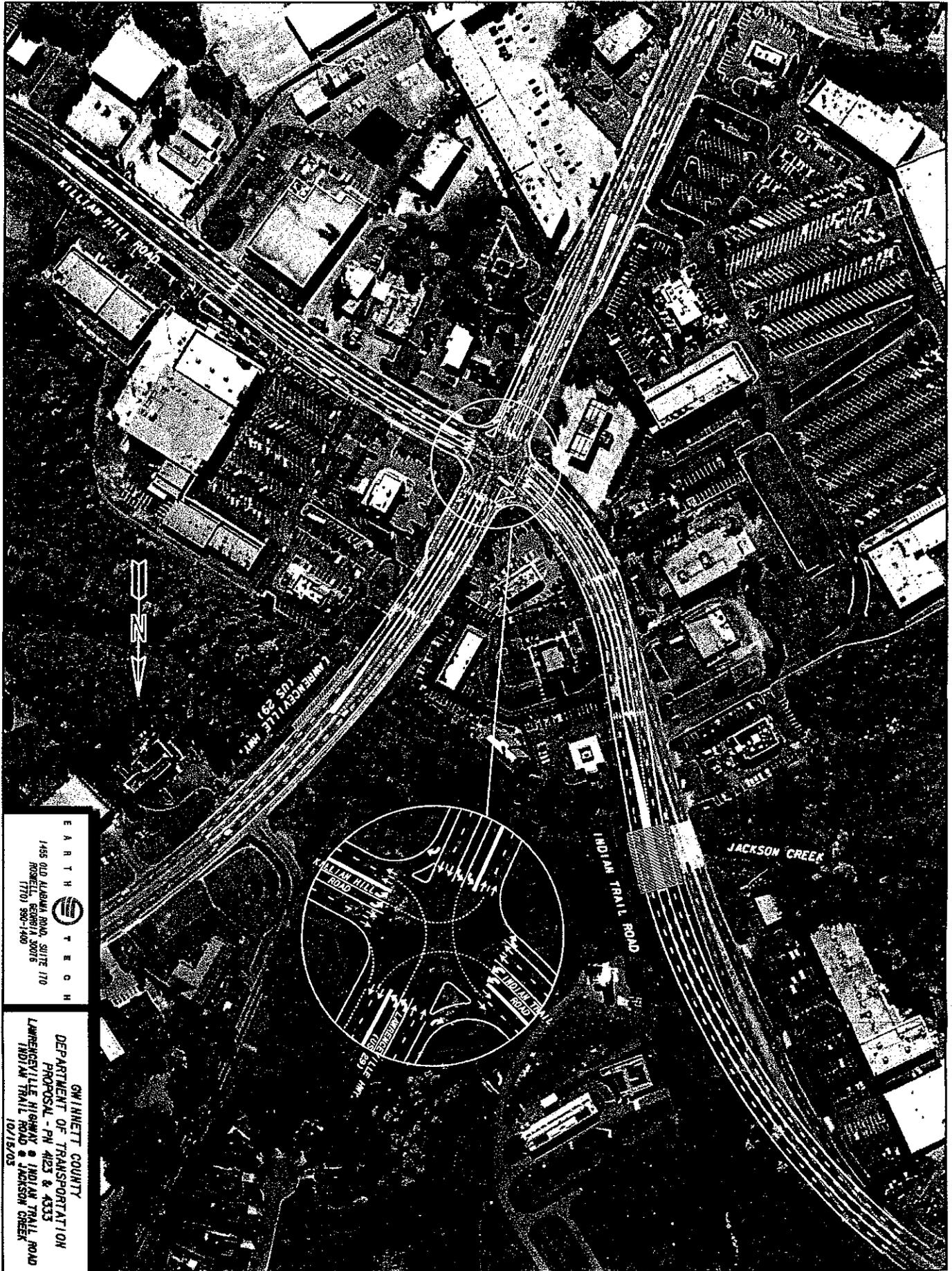
Brent E. Cook, P.E.

District 1

Planning & Programming Engineer

(770) 532-5530

[MailTo:brent.cook@dot.state.ga.us](mailto:brent.cook@dot.state.ga.us)



EARTH TECH
1455 OLD ALABAMA ROAD, SUITE 170
ROSWELL, GEORGIA 30076
(770) 590-1400

WINNETT COUNTY
DEPARTMENT OF TRANSPORTATION
PROPOSAL - PH 4123 & 4533
LAWRENCEVILLE HIGHWAY & INDIAN TRAIL ROAD
INDIAN TRAIL ROAD & JACKSON CREEK
10/15/03

Project Concept Report, page 7
Lilburn Connecting Sidewalks Project
Project Number: STP-0004-00(457)
P.I. Number 0004457
City of Lilburn, Gwinnett County

Other alternates considered: No Build (See Need & Purpose).

Attachments:

- Cost estimates
- Sketch location map
- Typical sections
- Summary of Concept meeting
- MOU
- Network Schematic (Not Applicable)

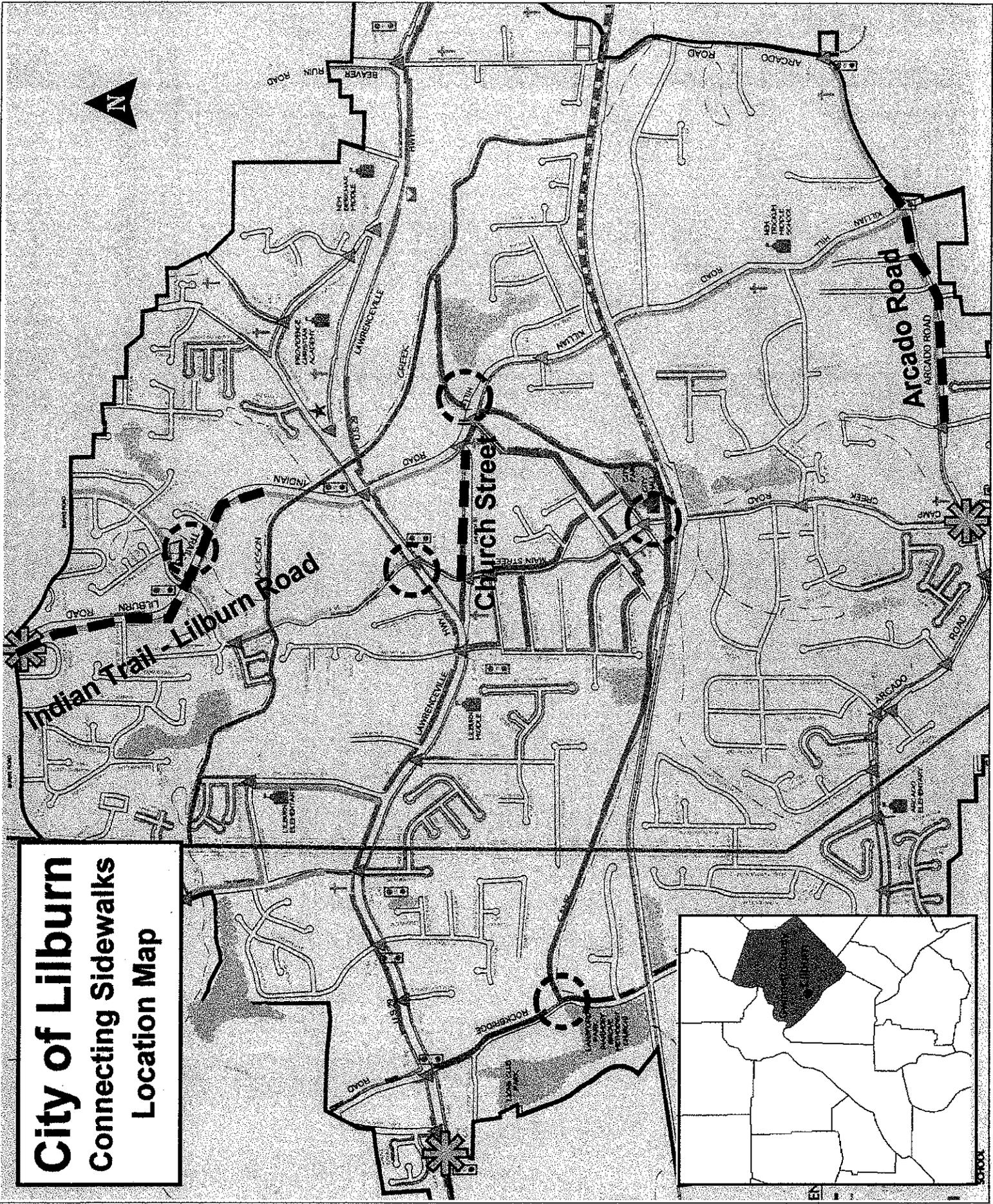
Libun Connecting Sidewalks Design						
The Jaeger Company						
Preliminary Cost Estimate 06.17.03						
ITEM	DESCRIPTION	QTY	UNIT	UNIT COST	SUB-TOT	TOTAL
INDIAN TRAIL (Burns Road to Hill Crest Road)						\$ 118,978
Demo curb and gutter		2,694	lf	\$ 5.00	\$ 13,470	
Concrete removal		600	sf	\$ 2.00	\$ 1,200	
Misc. Demolition/Removal		1	ls	\$ 500.00	\$ 500	
Adjust/Reloacte signs		10	ea	\$ 300.00	\$ 3,000	
Grading		1	ls	\$ 7,000.00	\$ 7,000	
Tree protection fencing		600	lf	\$ 3.75	\$ 2,250	
Erosion control-silt fence		860	lf	\$ 2.00	\$ 1,720	
Turf grass seed	Reseed of disturbed areas	10,700	sf	\$ 0.08	\$ 856	
Concrete s/w paving	4" thick, 5' wide	14,000	sf	\$ 3.50	\$ 49,000	
Concrete curb and gutter		2,694	lf	\$ 10.00	\$ 26,940	
Concrete retaining wall	header curb	400	lf	\$ 14.00	\$ 5,600	
ADA ramps (raised surface indicator)		3	ea	\$ 100.00	\$ 300	
Crosswalk striping		400	lf	\$ 2.00	\$ 800	
Signage		8	ea	\$ 230.00	\$ 1,840	
Adjust utilities and catch basins		1	ls	\$ 4,500.00	\$ 4,500	
INDIAN TRAIL (Hill Crest Road to Lawrenceville Hwy.)						\$ 103,562
Demo curb and gutter		1,871	lf	\$ 5.00	\$ 9,355	
Misc. Demolition/Removal		1	ls	\$ 500.00	\$ 500	
Adjust/Reloacte signs		2	ea	\$ 300.00	\$ 600	
Adjust existing landscape planting		1	ls	\$ 200.00	\$ 200	
Grading		1	ls	\$ 5,120.00	\$ 5,120	
Tree protection fencing		50	lf	\$ 3.75	\$ 188	
Erosion control-silt fence		250	lf	\$ 2.00	\$ 500	
Turf grass seed	Reseed of disturbed areas	8,276	sf	\$ 0.08	\$ 662	
Concrete s/w paving	4" thick, 5' wide	10,345	sf	\$ 3.50	\$ 36,208	
Concrete curb and gutter		1,871	lf	\$ 10.00	\$ 18,710	
ADA ramps (raised surface indicator)		22	ea	\$ 100.00	\$ 2,200	
Crosswalk striping		2,235	lf	\$ 2.00	\$ 4,470	
Pedestrian signals	Lawrenceville Hwy/Indian Trail	1	ls	\$ 20,000.00	\$ 20,000	
Signage		8	ea	\$ 230.00	\$ 1,840	
Adjust utilities and catch basins		1	ls	\$ 3,000.00	\$ 3,000	
KILLIAN HILL ROAD (Lawrenceville Hwy. to Church Street)						\$ 39,701
Demo curb and gutter		160	lf	\$ 5.00	\$ 800	
Misc. Demolition/Removal		1	ls	\$ 1,000.00	\$ 1,000	
Adjust/Reloacte signs		1	ea	\$ 300.00	\$ 300	
Adjust existing landscape planting		1	ls	\$ 200.00	\$ 200	
Grading		1	ls	\$ 2,900.00	\$ 2,900	
Erosion control-silt fence		50	lf	\$ 2.00	\$ 100	
Turf grass seed	Reseed of disturbed areas	4,700	sf	\$ 0.08	\$ 376	
Concrete s/w paving	4" thick, 5' wide	5,950	sf	\$ 3.50	\$ 20,825	
ADA ramps (raised surface indicator)		16	ea	\$ 100.00	\$ 1,600	
Crosswalk striping		1,300	lf	\$ 2.00	\$ 2,600	
Adjust utilities and catch basins		1	ls	\$ 3,000.00	\$ 3,000	
Stormwater improvements	RCP, Headwall, Drop Inlet	1	ls	\$ 6,000.00	\$ 6,000	
CHURCH STREET						\$ 41,633
Adjust existing landscape planting		1	ls	\$ 200.00	\$ 200	
Adjust/Reloacte signs, mailboxes		3	ea	\$ 300.00	\$ 900	
Grading		1	ls	\$ 2,100.00	\$ 2,100	
Tree protection fencing		100	lf	\$ 3.75	\$ 375	
Erosion control-silt fence		150	lf	\$ 2.00	\$ 300	
Turf grass seed	Reseed of disturbed areas	3,600	sf	\$ 0.08	\$ 288	
Concrete s/w paving	4" thick, 5' wide	4,520	sf	\$ 3.50	\$ 15,820	
Concrete curb and gutter		910	lf	\$ 10.00	\$ 9,100	
Driveway concrete	6" thick	720	sf	\$ 4.50	\$ 3,240	
ADA ramps (raised surface indicator)		1	ea	\$ 100.00	\$ 100	
Crosswalk striping		105	lf	\$ 2.00	\$ 210	
Stormwater improvements	RCP, Headwall, Drop Inlet	1	ls	\$ 9,000.00	\$ 9,000	

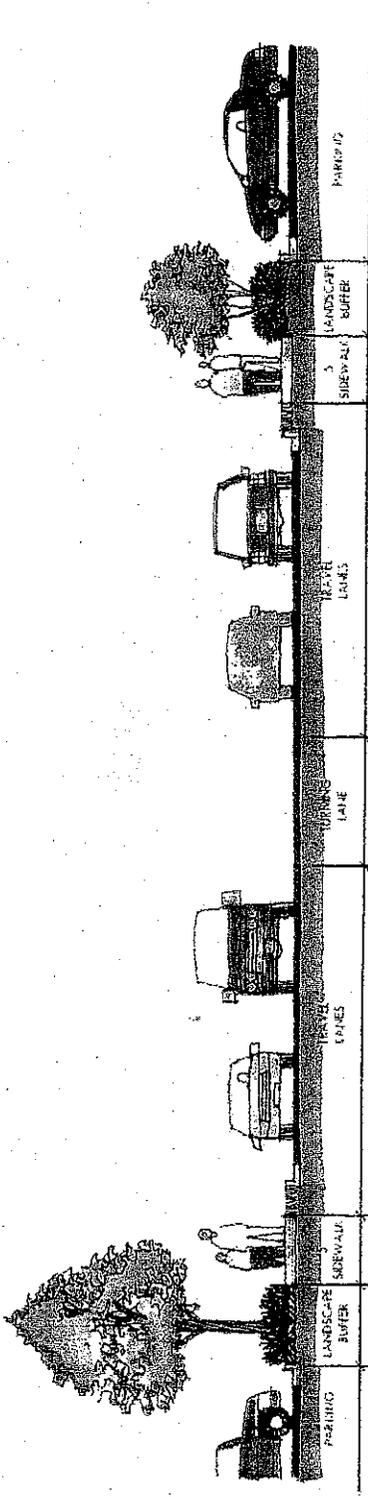
Lilbun Connecting Sidewalks Design						
The Jaeger Company						
Preliminary Cost Estimate 06.17.03						
ITEM	DESCRIPTION	QTY	UNIT	UNIT COST	SUB-TOT	TOTAL
Alternate D - Arcado Road (Killian Hill Road to Lawrenceville Hwy.)						\$ 408,110
Misc. Demolition/Removal		1	ls	\$ 7,000.00	\$ 7,000	
Adjust/Reloacte signs		14	ea	\$ 300.00	\$ 4,200	
Grading		1	ls	\$ 21,000.00	\$ 21,000	
Tree protection fencing		1,000	lf	\$ 3.75	\$ 3,750	
Erosion control-silt fence		2000	lf	\$ 2.00	\$ 4,000	
Turf grass seed	Reseed of disturbed areas	32,000	sf	\$ 0.08	\$ 2,560	
Concrete s/w paving	4" thick, 5' wide	40,000	sf	\$ 3.50	\$ 140,000	
Concrete curb and gutter		4,470	lf	\$ 10.00	\$ 44,700	
Driveway concrete	6" thick	2,700	sf	\$ 4.50	\$ 12,150	
ADA ramps (raised surface indicator)		30	ea	\$ 100.00	\$ 3,000	
Crosswalk striping		1,875	lf	\$ 2.00	\$ 3,750	
Stormwater improvements	RCP , Headwall, Drop Inlet	1	ls	\$ 30,000.00	\$ 30,000	
Pedestrian signals for Killian Hill Road		1	ls	\$ 12,000.00	\$ 12,000	
Foot Bridge		2	ea	\$ 60,000.00	\$ 120,000	
					CONTINGENCY 20%	\$ 81,622
					Alternate 'D' Total	\$ 489,732

Lilbun Connecting Sidewalks Design						
The Jaeger Company						
Preliminary Cost Estimate 06.17.03						
ITEM	DESCRIPTION	QTY	UNIT	UNIT COST	SUB-TOT	TOTAL
ARCADO ROAD (Emily Drive to Killian Hill Road)						\$ 166,728
Misc. Demolition/Removal		1	ls	\$ 500.00	\$ 500	
Adjust/Reloacte signs		7	ea	\$ 300.00	\$ 2,100	
Grading		1	ls	\$ 7,000.00	\$ 7,000	
Tree protection fencing		300	lf	\$ 3.75	\$ 1,125	
Erosion control-silt fence		1800	lf	\$ 2.00	\$ 3,600	
Turf grass seed	Reseed of disturbed areas	11,000	sf	\$ 0.08	\$ 880	
Concrete s/w paving	4" thick, 5' wide	13,835	sf	\$ 3.50	\$ 48,423	
Concrete curb and gutter		2,700	lf	\$ 10.00	\$ 27,000	
Concrete retaining wall		600	lf	\$ 20.00	\$ 12,000	
Handrail on retaining wall		600	lf	\$ 45.00	\$ 27,000	
ADA ramps (raised surface indicator)		5	ea	\$ 100.00	\$ 500	
Pedestrian Signals	Killian Hill and Arcado Road	1	ls	\$ 20,000.00	\$ 20,000	
Crosswalk striping		300	lf	\$ 2.00	\$ 600	
Stormwater improvements	RCP , Headwall, Drop Inlet	1	ls	\$ 15,000.00	\$ 15,000	
Traffic Control						\$ 9,000
Appropriate Signage and Barrels		1	ls	\$ 9,000.00	\$ 9,000	
DEBTOTAL						\$ 478,590
					CONTINGENCY 20%	\$ 95,718
					Project Total	\$ 574,307
TOTAL CONSTRUCTION PROJECT BUDGET=		\$500,000				

where or 2, 3, + 4

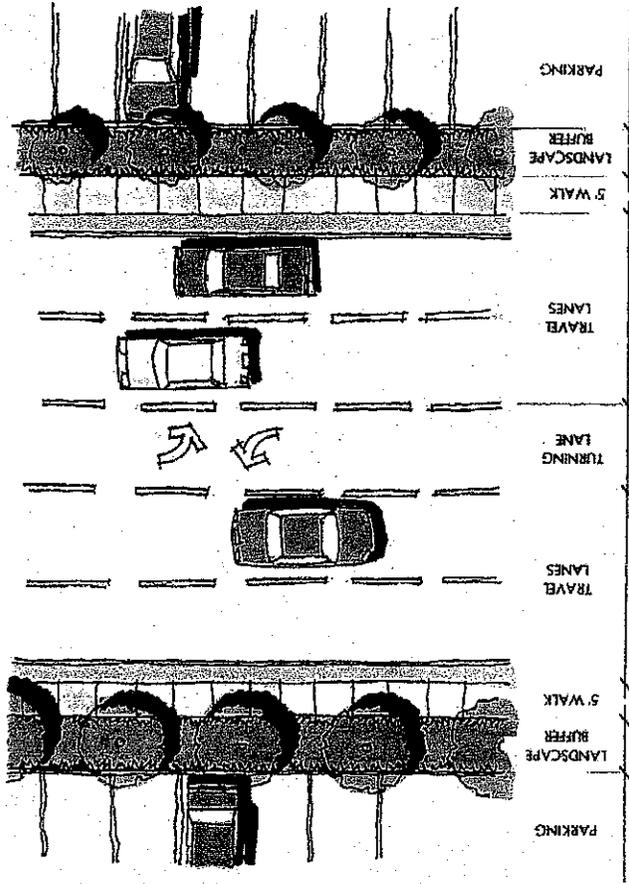
City of Lilburn Connecting Sidewalks Location Map





Typical Section

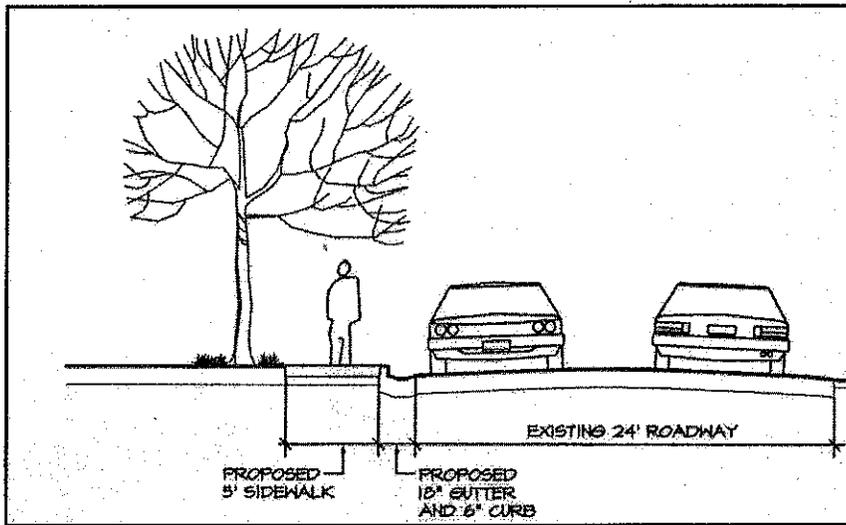
Dimensions



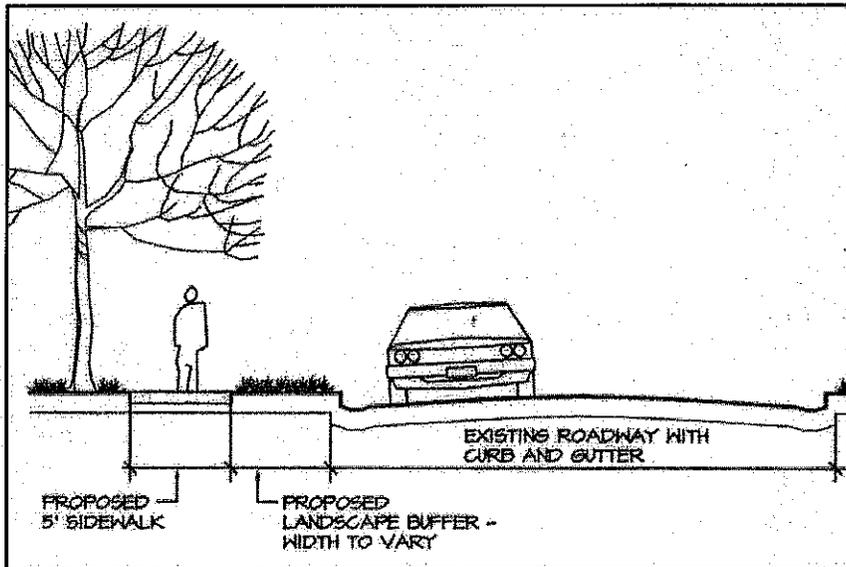
Typical Plan View

Dimensions

TYPICAL SECTIONS



Typical Section 1: Sidewalk with curb & gutter drainage without grass buffer.



Typical Section 2: Sidewalk with variable width grass buffer.

NOTICE OF LOCATION AND DESIGN APPROVAL

**PROJECT STP-0004-00(457), GWINNETT COUNTY
P.I. # 0004457**

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

The date of the location approval is APRIL 22, 2004.

The project consists of the construction of sidewalks and landscaping on the following streets: 1) Indian Trail-Lilburn Road/Killian Hill Road from Church Street to Burns Road; 2) Church Street from Main Street to Killian Hill Road; 3) Arcado Road from Arcadia Place to US 29/SR 8. The proposed project would provide a minimum 5 foot wide sidewalk. Curb and gutter drainage would be install where it does not currently exist. All construction will comply with the Americans with Disabilities Act. The proposed project lies entirely with GMD 405.

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

Randy Davis, Area Engineer
410 Hurricane Shoals Rd NW
Lawrenceville, Georgia 30045
770-339-2308
randall.davis@dot.state.ga.us

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

Brent Cook, P.E.
Gainesville District Office
P.O. Box 1057
Gainesville, GA 30503
770-532-5530
brent.cook@dot.state.ga.us

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

Concept Meeting Summary

Meeting Date: May 8, 2003 at Gainesville DOT Office (District 1)

Attendees: Brian Allen, Gwinnett DOT
Alan Chapman, Gwinnett DOT
Jack Burnside, Project Administrator for Lilburn
Todd Miller, Project Designer for Lilburn
Todd Long, GDOT District 1
Brent Cook, GDOT District 1

Issues discussed:

- 1) Gwinnett DOT expressed desire to have existing curb & gutter replaced along some sections of Indian Trail-Lilburn Road. The existing curb does not currently meet design standards due to repaving several times and not milling along curb prior to repaving. However, eligibility for replacing existing curb & gutter using Q23 funds remains to be checked with ARC and FHWA. Replacing existing curb & gutter was not included on approved TIP as part of project approval.
- 2) Gwinnett DOT instructed the designer to include upgrades to current design standards at all intersections with traffic signalization for pedestrian and handicap access. The designer will work closely with Alan Chapman of Gwinnett DOT throughout the preliminary engineering process.
- 3) Gwinnett DOT notified the Lilburn representatives of four projects which fall within the subject project limits.
 - a) US 29 & Indian Trail-Lilburn Road intersection improvements. Signal upgrades, handicap improvements and sidewalk installation currently in preliminary design.
 - b) Indian Trail-Lilburn Road and Burns Road intersection improvements. Signal upgrade and handicap improvements due for completion in mid/late 2003.
 - c) Killian Hill Road improvements. Roadway improvements proposed along Killian Hill Road terminating at Arcado Road. The Lilburn designer will keep in contact with Gwinnett per design and termination points for this project.
 - d) Indian Trail-Lilburn Road and Jackson Creek bridge replacement. The proposed bridge replacement, currently in pre-programming, will include sidewalks and connect with the subject project's sidewalks at a location to be identified. The designer and Gwinnett DOT agreed to confer on this as preliminary design proceeds.
- 4) GDOT representatives reminded Lilburn representatives of all GDOT and federal design criteria, regulations, and environmental guidelines which must be followed.

MEMORANDUM OF UNDERSTANDING

BETWEEN

The City of Lilburn, hereinafter called the "SPONSOR", and the Georgia Department of Transportation, hereinafter called the "DEPARTMENT",

RELATIVE TO

The SPONSOR assuming responsibility for tasks associated with Preliminary Engineering for Project STP-0004-00(457), PI 0004457, Gwinnett County, hereinafter called the "PROJECT".

WHEREAS the PROJECT is for the construction of a sidewalk approved for Federal-Aid funds with a required local match of at least 20% of the PROJECT's Total Construction Cost; and

I. IT IS THE INTENTION OF THE PARTIES:

That the SPONSOR will fund 100% of the Preliminary Engineering and Right-of-Way acquisition for the PROJECT.

II. IT IS AGREED:

- A. That the SPONSOR certifies that local funds have been budgeted to undertake Preliminary Engineering for the PROJECT; and that an accounting system has been established to track project-specific Preliminary Engineering expenditures.
- B. That the SPONSOR will be responsible for all Preliminary Engineering expenditures above those originally budgeted by the SPONSOR.
- C. That if the PROJECT includes structures such as bridges or retaining walls, the SPONSOR will be required to use consultants pre-qualified with the DEPARTMENT.

III. IT IS AGREED:

- A. That the SPONSOR will observe processes, standards, and requirements contained in the TEA Sponsor's Guidebook entitled "Road to Success Manual", or revisions thereto.
- B. That the SPONSOR will establish a project team to oversee PROJECT design and coordinate with the DEPARTMENT and other agencies throughout the design process; and that the SPONSOR will hold team meetings as required to guide PROJECT development.
- C. That the SPONSOR will prepare a PROJECT Concept Report; that the SPONSOR will seek public comment during the PROJECT'S design phase; and that the SPONSOR will ensure PROJECT design plans reflect safety, access, and design standards appropriate and required for completion of PROJECT construction.
- D. That the SPONSOR will perform all tasks necessary to secure historical/environmental clearances and will observe Federal and State Right-of-Way laws, regulations, requirements, and procedures.
- E. That the SPONSOR will adhere to the scope of work as programmed by the State Transportation Board. All proposed changes to the scope of work will require review and approval of the DEPARTMENT.

IV. IT IS AGREED:

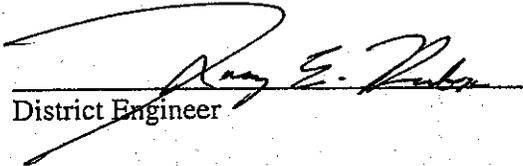
- A. That Right-of-Way negotiations, if appropriate, will not begin until the SPONSOR receives historical/environmental clearances through the DEPARTMENT.
- B. That construction funding will be dependent upon the SPONSOR receiving historical/environmental clearances through the DEPARTMENT; certifying existing or acquired Right-of-Way to the DEPARTMENT; producing a complete set of biddable construction plans meeting appropriate safety, access, and design standards; and preparing and forwarding construction bid procedures and documents for the DEPARTMENT'S review.

V. IT IS FURTHER AGREED:

- A. That nothing contained herein shall obligate the DEPARTMENT to proceed with subsequent stages of the PROJECT.
- B. Should the SPONSOR or the DEPARTMENT determine that for any reason the PROJECT is unable to enter subsequent stages, the DEPARTMENT is not responsible for reimbursement of local funds expended on the PROJECT.

In witness whereof, the parties hereto have executed this Memorandum of Understanding, this 14th day of April, 2003.

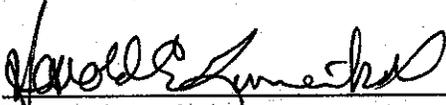
RECOMMENDED:


District Engineer

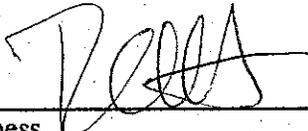
City of Lilburn

BY: 
Mayor

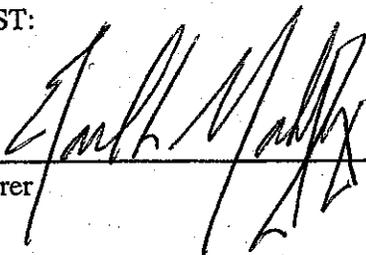
GEORGIA DEPARTMENT OF
TRANSPORTATION

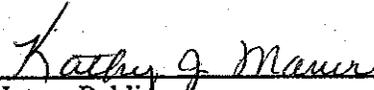
BY: 
Deputy Commissioner

IN THE PRESENCE OF:


Witness

ATTEST:


Treasurer


Notary Public

Notary Public, Gwinnett County, Georgia
My Commission Expires 3-11-2005

Project Concept Report, page 2
Lilburn Connecting Sidewalks Project
Project Number: STP-0004-00(457)
P.I. Number 0004457
City of Lilburn, Gwinnett County

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

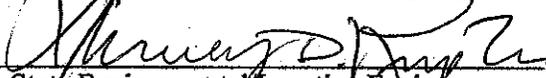
DATE: _____

State Transportation Planning Administrator

DATE: _____

State Transportation Programming Engineer

DATE: 4/5/04



State Environmental/Location Engineer

DATE: _____

State Traffic Safety & Design Engineer

DATE: _____

District Engineer

DATE: _____

Project Review Engineer

DATE: _____

Other:

Project Concept Report, page 2
Lilburn Connecting Sidewalks Project
Project Number: STP-0004-00(457)
P.I. Number 0004457
City of Lilburn, Gwinnett County

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

DATE: _____

State Transportation Planning Administrator

DATE: _____

State Transportation Programming Engineer

DATE: _____

State Environmental/Location Engineer

DATE: _____

State Traffic Safety & Design Engineer

DATE: _____

District Engineer

DATE: 3/31/04

David J. Mulligan
Project Review Engineer

DATE: _____

Other: