

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0004644, Gwinnett County **OFFICE** Preconstruction
MSL-0004-00(644)
SR 20 Widening-SR 81 to Ozora Road **DATE** May 19, 2005

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

TO *MBP* SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0004644, Gwinnett County **OFFICE** Preconstruction
MSL-0004-00(644)
SR 20 Widening - SR 81 to Ozora Road **DATE** May 9, 2005

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

TO *David E. Studstill, Jr.*
David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 20/Loganville Highway from SR 81 to Ozora Road for a total of 3.4 miles. Existing SR 20 within the project limits consists of two, 12 lanes with rural shoulders on 100' of existing right-of-way. The purpose of this project is to improve east-west mobility along SR 20, which serves as a primary arterial between Gwinnett and Walton Counties in the area southeast of Lawrenceville. With SR 20 experiencing extremely high traffic volumes today, widening this section of SR 20 will substantially reduce the existing traffic congestion in the area and will improve safety by providing an additional through lane in each direction. Accident history along this section of SR 20 indicates that there were 15 accidents with 5 injuries during the year 2002 and 19 accidents with 4 injuries during the year 2003. Traffic is projected to be 25,525 VPD and 37,950 VPD in the years 2009 and 2029 respectively.

The proposed construction will provide two, 12' travel lanes in each direction separated by a 24' raised median, with a 16' shoulder on each side containing curb and gutter and a 5' sidewalk. Where appropriate, side road intersections will be revised to intersect SR 20 at or near 90 degrees. Traffic will be maintained during construction.

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)	\$8,525,000	\$5,250,000	RRB/Q24	2007
Right-of-Way & Utilities*	Local	Local		2006

David Studstill

Page 2

P. I. No. 0004(644), Gwinnett

May 9, 2005

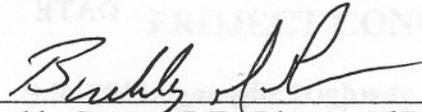
*Gwinnett County signed PMA on 4-20-04 for PE, right-of-way, utilities and construction.

I recommend this project concept be approved.

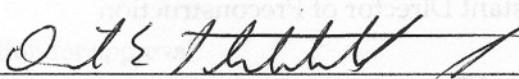
MBP:JDQ/cj

Attachment

CONCUR

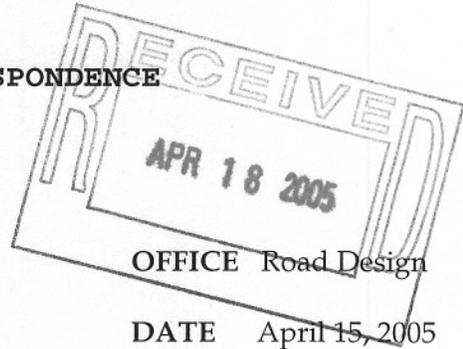

Buddy Gratten, P.E., Director of Preconstruction

APPROVE


David E. Studstill, Jr., P.E., Chief Engineer

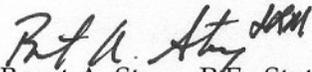
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE



FILE MSL-0004-00(644) Gwinnett/Walton Counties
P.I. No. 0004644
S.R. 20 from Grayson to Loganville

OFFICE Road Design
DATE April 15, 2005

FROM 
Brent A. Story, P.E., State Road & Airport Design Engineer

TO Margaret B. 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).

If there any questions, please contact Jim Simpson at 404-657-9192.

BAS:JSS:ss

Attachment

cc: Buddy Gratton
Joe Palladi, w/attachment
Jamie Simpson, w/attachment
Harvey Keeper, w/attachment
Russell McMurry, w/attachment
David Mulling, w/attachment
Keith Golden, w/attachment

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Road and Airport Design**

**Project Number: MSL-0004-00(644)
Counties: Gwinnett and Walton
P. I. Number: 0004644
Federal Route Number: N/A
State Route Number: S.R. 20**

PROJECT CONCEPT REPORT

S.R. 20/ Loganville Highway from S.R. 81 to Ozora Road

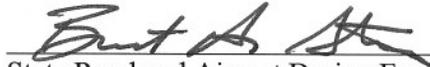
PROJECT LOCATION MAP: See Page 2

Recommendation for approval:

DATE April 15, 2005


Project Manager

DATE Apr. 15, 2005


State Road and Airport Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic and Safety Design Engineer

DATE _____

District Engineer

DATE _____

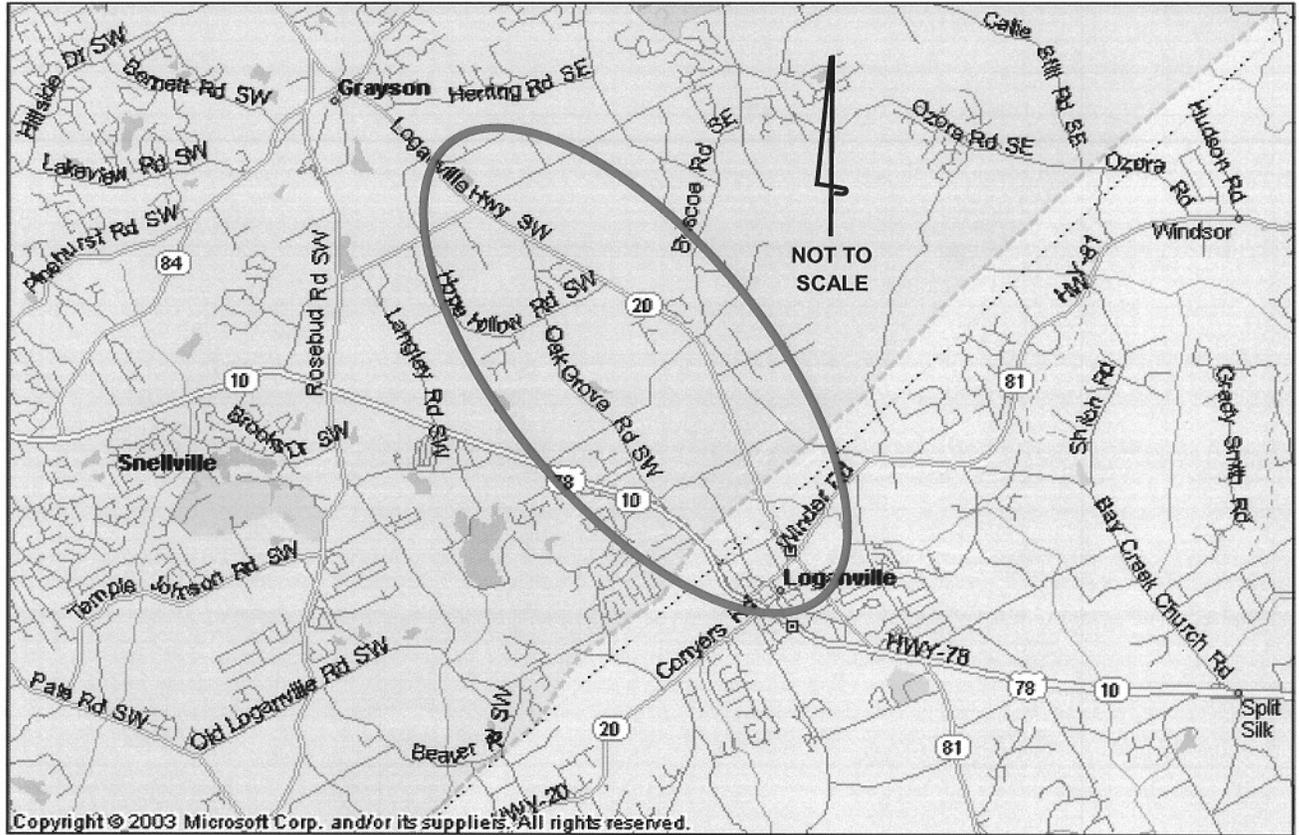
State Project Review Engineer

DATE _____

N/A

State Bridge and Structural Design Engineer

PROJECT LOCATION MAP



Project Concept Report page 3
Project Number: MSL-0004-00(644)
P. I. Number: 0004644
County: Gwinnett

Project: MSL-0004-00(644)

PI No.: 0004644

Description: S.R. 20/ Loganville Highway from S.R. 81 to Ozora Road

Need and Purpose:

Planning Background and Project History:

The current State Transportation Improvement Program (STIP) includes improvements to SR 20 in both the northwest and southeast portions of Gwinnett County, including this project between Grayson and Loganville. The Atlanta Regional Commission's (ARC) Mobility 2030 Regional Transportation Plan also includes this project and calls for improving the two-lane roadway to a four-lane facility. In the ARC Plan, this project is listed as Project Numbers GW-020F1 and GW-020F2. SR 20 is now included in the National Highway System.

The existing roadway to be improved as a part of this project is a two-lane facility with rural shoulders. The existing right of way along SR 20 is 100 feet wide and the posted speed limit in the project area is 45 or 55 miles per hour. The only signalized intersection within the project limits is the SR 20/Hope Hollow Road intersection near Grayson High School.

Description of Proposed Project:

The purpose of this project is to improve east-west mobility along SR 20, which serves as a primary arterial between Gwinnett and Walton Counties in the area southeast of Lawrenceville. The proposed improvements would widen SR 20 from two lanes to four lanes with a raised median between Ozora Road in Gwinnett County and SR 81 in Walton County—a distance of approximately 3.4 miles. The proposed improvements would also include curb and gutter and five-foot sidewalks on both sides of the road for the entire length of the project. SR 20 in this area is not on a designated bike route.

With SR 20 experiencing extremely high traffic volumes today, widening this section of SR 20 would substantially reduce the existing traffic congestion in the area and would improve safety by providing an additional through lane in each direction, plus turn lanes at the intersections along the project.

Logical Termini:

The west terminus of this project is just east of the SR 20/Ozora Road intersection. At that point, this project would tie to a Georgia Department of Transportation (GDOT) project, Project No. STP-154-1(37), that is currently in the preliminary engineering phase. That project includes a typical section that is compatible with the typical section that is proposed for this project as well as improvements to the SR 20/Ozora Road intersection.

The east terminus of this project is at the SR 20/SR 81 intersection in the City of Loganville. A GDOT project is currently in the preliminary engineering phase to provide improvements to the SR 20/SR 81 intersection as well as a one-way couple for SR 20/SR 81 traffic through Loganville.

Other Projects in the Area:

- SR 20 Segment 5 From Plantation Boulevard to Ozora Road/Cooper Road
ARC TIP No. GW-020E; GDOT Project No. STP-054-1(37); PI No. 121710
Project No. STP-054-1(37) will widen SR 20 from two to four lanes and abut this project at the west terminus as noted above.

- SR 20 From North Sharon Church Road to SR 81 (Includes a one-way pair in Loganville); ARC TIP No. WA-021; GDOT Project No. STP-2584(9); PI No. 142000

Project No. STP-2584(9) will widen SR 20 from two to five lanes and will include a one-way pair through the City of Loganville near the east terminus of this project as noted above.

- There are no other known projects that abut or cross this project.

Traffic:

Average daily traffic (ADT) counts conducted by GDOT in 2003 on SR 20 in the project area recorded 14,880 vehicles at Count Station No. 0154 just north of Brand Road. Counts conducted in 2004 as a part of this project recorded 15,212 vehicles in that same area. Accident history along this section of S.R. 20 indicates that there were 15 accidents with 5 injuries during the year 2002 and 19 accidents with 4 injuries during the year 2003. There were no fatalities recorded in either of those years. Additional information regarding project traffic is contained in the attached "SR 20 Widening Traffic Study" dated January 2005.

Land Use and Development Trends:

Land use along this project is primarily residential with intermittent agricultural uses. Near each project terminus, some commercial land uses exist. In recent months, new subdivisions have been developed along the SR 20 corridor and this trend is expected to continue. The level of residential growth in the project corridor is likely to encourage more commercial development throughout the length of the project.

Environmental Concerns:

An environmental screening was performed in the fall of 2004 for this project. It is anticipated that the widening of SR 20 will cause stream impacts to several small perennial streams as well as wetland impacts to several wetland areas along the project. It is anticipated that a Section 404 Nationwide Permit Application from the U. S. Corps of Engineers (COE) will be needed. The environmental screening identified no potentially historic properties. All environmental, cultural, and social concerns, including environmental justice, will be examined further as part of the Environmental Assessment (EA) that is currently underway.

Description of the proposed project:

Project MSL-0004-00(644) will begin approximately 2,600 feet southeast of the Ozora Road/Cooper Road/S.R. 20 intersection and will end at the S.R. 81/S.R. 20 intersection in Loganville. The proposed section will be two 12-foot travel lanes in each direction separated by a 24-foot raised median, with a 16-foot shoulder on each side containing curb and gutter and a 5-foot sidewalk. Where appropriate, side road intersections will be revised to intersect the S.R. 20 at or near 90-degrees. The length of the proposed project is approximately 3.4 miles and the design speed for proposed improvements is 45 miles per hour.

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

PDP Classification: Major Minor

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

Functional Classification: Major Urban Arterial

U. S. Route Number(s): N/A

State Route Number(s): S.R. 20

Traffic (AADT):

Base Year (2009): 25,525

Design Year (2029): 37,950

Existing design features:

- Typical Section: Two 12-foot travel lanes with grassed shoulders.
- Maximum degree of curvature: N/A
- Posted speed: 45-55 mph
- Maximum grade: 2.5% (mainline)
- Width of right of way: 100 feet (on S.R. 20)
- Major structures: Existing double 6-foot by 4-foot box culvert at Big Flat Creek.
- Major interchanges or intersections along the project: Intersection at S.R. 81

Proposed Design Features:

- Proposed typical section(s): Two 12-foot travel lanes in each direction separated by a 24-foot raised median. Shoulder width will be 16 feet with curb and gutter, a 6-foot grass strip, and a 5-foot concrete sidewalk (See the attached typical section).
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: 5.0% Maximum grade allowable: 7.0 %
- Proposed Maximum grade Side Street: 3.9% Maximum grade allowable: 7.0 %
- Proposed Maximum grade driveway: N/A
- Proposed Minimum radius of curve: 2,871' Minimum radius allowable: 660'
- Right of way:
 - Width: 130 ft. minimum (on S.R. 20)
 - Easements: Temporary (X), Permanent (X), Utility (), Other ()
 - Type of access control: Full (), Partial (), By Permit (X), Other ()
 - Number of affected properties: 84 Number of displacements: 1
 - Business: 0
 - Residences: 1
 - Mobile homes: 0
 - Other: N/A
- Structures:
 - Culvert(s): An extension of the existing double 6-foot by x 4-foot concrete box culvert at Big Flat Creek will be designed to accommodate the proposed cross section.
 - Retaining walls: None anticipated.
- Major intersections and interchanges: Intersection at S.R. 81
- Traffic control during construction: On site traffic control will be utilized during construction on existing alignments.
- Design Exceptions to controlling criteria anticipated:

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

HORIZONTAL CLEARANCE:	<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 Variance(s): None anticipated.
- Environmental concerns: An environmental screening was performed (by others) for this project. It is anticipated that the widening of S.R. 20 will cause stream impacts to several small perennial streams as well as wetland impacts to several wetland areas along the project length. It is anticipated that a Section 404 Nationwide Permit Application from the Corps of Engineers (COE) will be needed for the project. The environmental screening identified no potentially historic properties. All environmental, cultural and social concerns will be examined further as part of an Environmental Assessment (EA) that is underway (by others).
- Level of environmental analysis: EA anticipated.
 - Are Time Saving Procedures appropriate? Yes (), No (X),
 - Categorical exclusion anticipated (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - Environmental Impact Statement (EIS) ().
- Utility involvement: Overhead and underground utilities such as gas, water, sanitary sewer, electric, cable TV, and telephone are anticipated.

Project responsibilities:

- Design: Consultant
- Right of Way Acquisition: Gwinnett County
- Relocation of Utilities: Gwinnett County
- Letting to contract: Gwinnett County
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: N/A

Coordination:

- Initial Concept Meeting: Held 10/08/2004 (Minutes attached)
- Concept Meeting: Held 12/16/2004 (Minutes attached)
- P. A. R. meetings, dates and results: Possible based on stream crossing.
- FEMA, USCG, and/or TVA: None anticipated.
- Public involvement: Public Information Open House (PIOH) and a Public Hearing are anticipated.
- Other projects in the area: STP-2584(9); Walton County; S.R. 20 from Rosebud Road to S.R. 81 and STP-054-1(37); Gwinnett County; S.R. 20/Loganville Highway from Ozora Road north to Plantation Boulevard.
- Railroads: N/A
- Other Coordination to date: N/A

Scheduling – Responsible Parties' Estimate:

- Time to complete the environmental process: 9 Months
- Time to complete preliminary construction plans: 12 Months
- Time to complete right of way plans: 6 Months
- Time to complete the Nationwide permit: 6 Months, after approved FONSI
- Time to complete final construction plans: 6 Months
- Time to complete to purchase right of way: 12 Months
- List other major items that will affect the project schedule: N/A

Alternates considered:

Alternate 1—This alternate was investigated in an attempt to align the proposed widening of S.R. 20 almost entirely to the east of the existing roadway. This alternate would begin with two proposed lanes being added to the west near the S.R. 20/S.R. 81 intersection and the two existing lanes being retained. Approximately 1,500 feet north of the S.R. 81 intersection, the alignment would transition so that the two proposed lanes would be added on the east side of the existing roadway with the two existing S.R. 20 lanes being retained. The widening would remain on the east side for most of the remainder of the project length. Although this alternate would retain the two existing lanes for most of the project length and would accommodate the abutting GDOT project at S.R. 81, it is not recommended because of the anticipated impacts and relocations along the corridor—particularly in the vicinity of the Sutton Place subdivision.

Alternate 2—This alternate was investigated in an attempt to align the proposed widening of S.R. 20 almost entirely to the west of the existing roadway. This alternate would begin with two proposed lanes being added to the west near the S.R. 20/S.R. 81 intersection with the two existing lanes of S.R. 20 being retained. The widening would continue to the west side until approximately 1,500 feet from the end of the project where the alignment would transition such that the two proposed lanes would be added on the east side with the two existing lanes retained. Although this alternate would retain the two existing lanes for most of the project length and would accommodate the abutting GDOT project at S.R. 20 and Ozora Road, it is not recommended because of the impacts and relocations along the corridor—particularly at the Crossgate subdivision.

Alternate 3—This alternate was investigated in an attempt to align the proposed widening of S.R. 20 to maximize use of the existing roadway, to facilitate the maintenance of vehicular traffic during construction, and to minimize impacts on existing development. The widening would begin symmetrically at the S.R. 20/S.R. 81 intersection and would accommodate the adjacent GDOT project in Walton County. The widening would transition to the east with the two existing lanes being retained and two new lanes being added to the east. This widening

would continue through the intersection of Hoke O’Kelly Mill Road. Near the intersection of S.R. 20 and Hoke O’Kelly Mill Road, the widening will begin transitioning to symmetrical widening. The proposed centerline for this symmetrical section will be offset 10 feet to the east of the existing centerline.

The widening will be symmetrical from approximately 1,000 feet north of the intersection of Hoke O’Kelly Mill Road to approximately 1,000 feet southeast of the north project terminus. At that point, the widening will shift to the east side of the existing roadway with the existing pavement retained and two new lanes being added to the east. The median width will transition, from 24 feet to 20 feet, approximately 400 feet before the north end of the project to match the adjacent GDOT project at Ozora Road.

This alternate is recommended due to the reduction in impacts to subdivisions and homes adjacent to the project, the retaining of the existing pavement as much as is reasonably practical, and to the enhancement of safety to the traveling public during construction.

Alternate 4—The No Build alternate was considered, but not analyzed in detail, because it would offer no improvement to traffic flow, congestion, or safety in the project area.

Comments: None

Attachments:

1. Cost estimates:
 - a. Construction including E&C;
 - b. Right of Way; and
 - c. Utilities
2. Typical section
3. Traffic Study
4. Initial Concept Team Meeting Minutes
5. Concept Team Meeting Minutes
6. LGPA
7. Conforming plan’s network schematics showing thru lanes

PRELIMINARY COST ESTIMATE

Alternate # 3

PROJECT NUMBER: MSL-0004-00(644)
DATE: 11/4/2004
PREPARED BY: Kimley-Horn and Associates

COUNTY: GWINNETT
ESTIMATED LETTING DATE:
PROJECT LENGTH: 3.40 miles

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

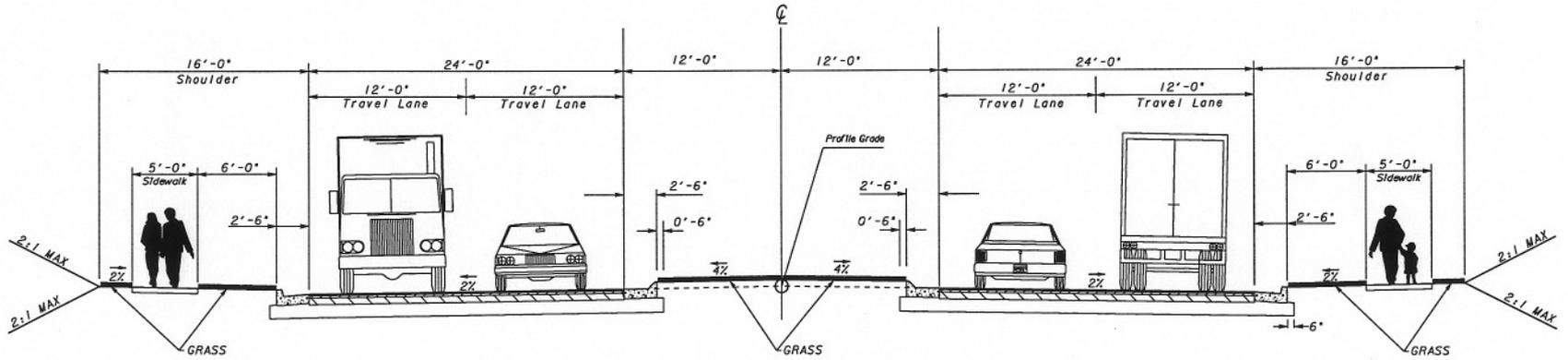
PROJECT COST		
A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT)	(See Note 1)	\$975,000
2. DISPLACEMENTS; RES: 1, BUS; 0, M.H.: 0	(See Note 2)	\$150,000
3. OTHER COST (ADM./COST, INFLATION)		
SUBTOTAL: A		\$1,125,000
B: REIMBURSEABLE UTILITIES:		
1. RAILROAD		
2. TRANSMISSION LINES		
3. SERVICES (Water, Sewer, Gas, Electric, Cable)		\$500,000
SUBTOTAL: B		\$500,000
C: CONSTRUCTION:		
1. MAJOR STRUCTURES		
a. CULVERT (Extend Double 6'x4' 75')		\$125,000
SUBTOTAL: C-1		\$125,000
2. GRADING AND DRAINAGE:		
a. EARTHWORK (incl. GRADING): In place embankment - 100,000CY @ \$7.00/CY		\$700,000
b. DRAINAGE:		
1) Cross Drain Pipe		\$96,000
(500' of 36" pipe - \$40,000)		
(40 side drains @ 40' - \$56,000)		
2) Curb and Gutter (\$36000 ft x \$25/ft)		\$900,000
3) Longitudinal System (incl. catch basins)		\$800,000
(17952ft of 24" RCP - \$725,000)		
(50 Catch Basins - \$75,000)		
SUBTOTAL: C-2		\$2,496,000
3. BASE AND PAVING:		
a. AGGREGATE BASE: 78,200SY @ \$10/SY	SUBTOTAL: C-3a	\$780,000
b. ASPH. PAVING: Surface: 8650 TN @ \$44/TN	\$381,000	
Binder: 9400 TN @ \$40/TN	\$380,000	
Base: 28400 TN @ \$40/TN	\$1,136,000	
SUBTOTAL: C-3b		\$1,897,000
c. CONCRETE PAVING		
d. OTHER		
SUBTOTAL: C-3		\$2,677,000
4. LUMP ITEMS:		
a. GRASSING (21 AC @ \$6000/AC)		\$125,000
b. CLEARING AND GRUBBING: (60 AC @ \$8300/AC)		\$500,000
c. LANDSCAPING		\$0
d. EROSION CONTROL: 3.4 MILES @ (\$44000/MILE)		\$150,000
e. TRAFFIC CONTROL: 3.4 MILES @ (\$59000/MILE)		\$200,000
SUBTOTAL: C-4		\$975,000
5. MISCELLANEOUS:		
a. TRAFFIC SIGNALS (\$50000 x 4 EA)		\$200,000
b. SIGNING & MARKING: (3.3 MILES @ \$15000/MILE)		\$50,000
c. GUARDRAIL		
Type W (\$9.00 x 300')		\$2,700
Type 12 Anchor (\$1250 x 2 EA)		\$2,500
Type 1 Anchor (\$375 x 2 EA)		\$750
d. SIDEWALK: (3.4 MILES, 2 SIDES, 5' SIDEWALK @ \$25/SY)		\$500,000
SUBTOTAL: C-5		\$755,950
6. SPECIAL FEATURES		
SUBTOTAL: C-6		\$0

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY		\$1,125,000
B. REIMBURSEABLE UTILITIES		\$500,000
C. CONSTRUCTION		
1. MAJOR STRUCTURES		\$125,000
2. GRADING AND DRAINAGE		\$2,496,000
3. BASE AND PAVING		\$2,677,000
4. LUMP ITEMS		\$975,000
5. MISCELLANEOUS		\$755,950
6. SPECIAL FEATURES		\$0
SUBTOTAL CONSTRUCTION COST		\$7,028,950
INFLATION (5% PER YEAR)		
NUMBER OF YEARS	2	\$720,467
E. & C. (10%):		\$774,942
TOTAL CONSTRUCTION COST		\$8,524,359
GRAND TOTAL PROJECT COST		\$10,149,359

NOTES:

1. Based on 650,000 square feet of required right-of-way and easement at \$1.50 per square foot as directed by Gwinnett County.
2. Estimated value of the small, vacant residence that will be displaced.

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
QUINNITT	MSL-004-0016441		



SR 20/LOGANVILLE HIGHWAY



REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROADWAY DESIGN

DRAWING NO.

Traffic Study

**SR 20 Widening
Traffic Study
Gwinnett and Walton Counties
MSL-004-00(644)
PI# 0004644**

Prepared for:

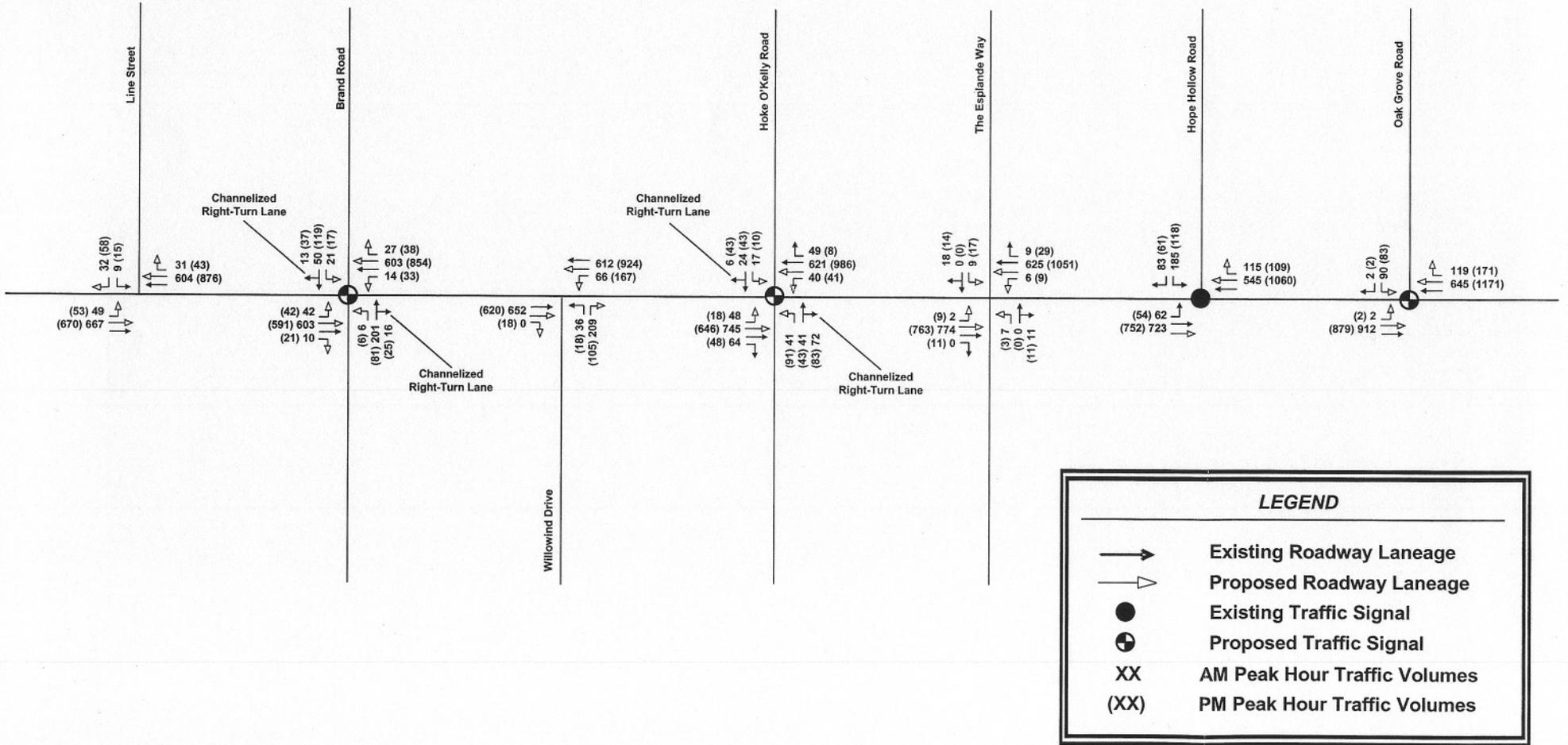
Gwinnett County

Prepared by:

Kimley-Horn and Associates, Inc.
Norcross, Georgia



NOT TO SCALE



Kimley-Horn and Associates, Inc.

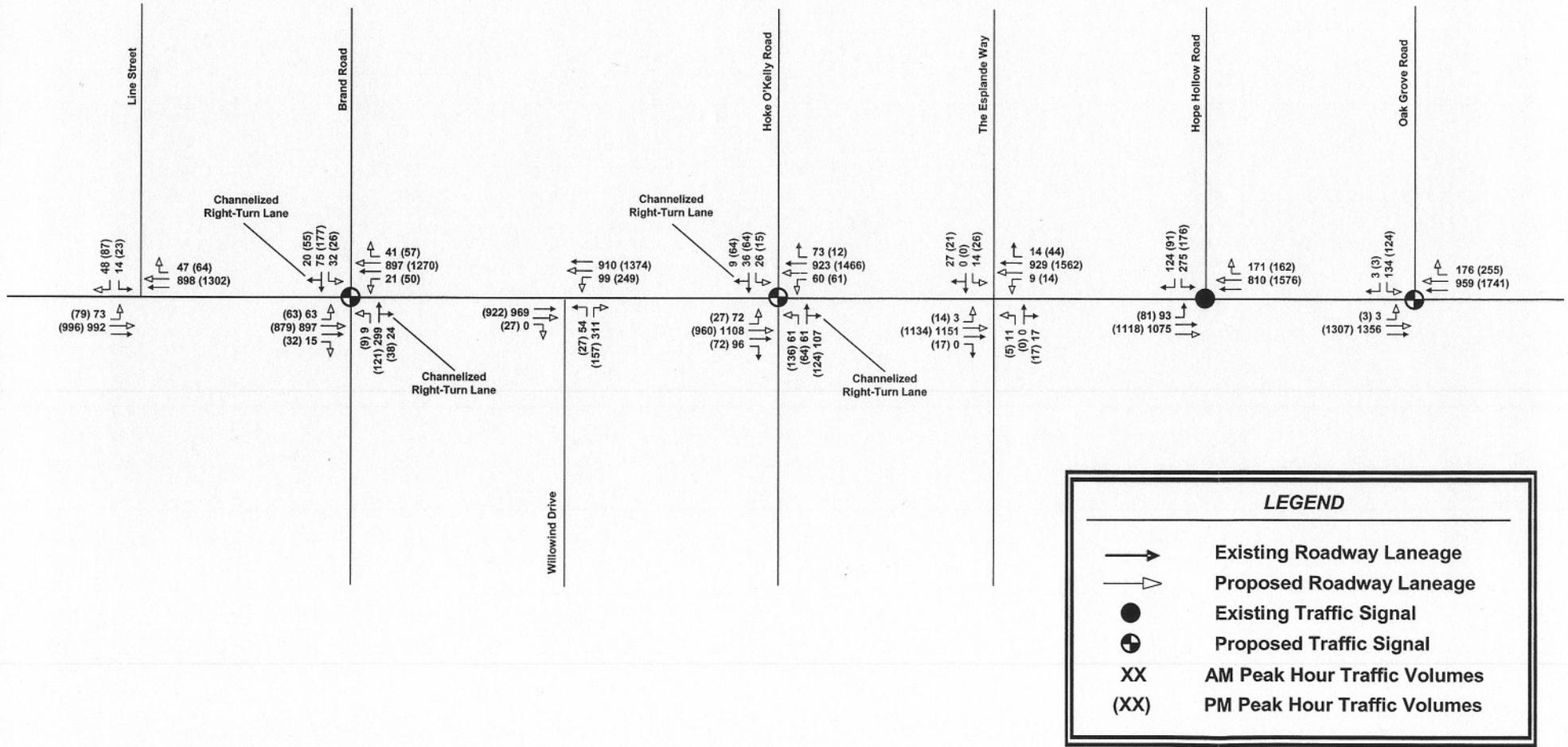
SR 20 Widening Traffic Study

Base Year 2009 Traffic Volumes

Figure 1



NOT TO SCALE



LEGEND

- Existing Roadway Laneage
- Proposed Roadway Laneage
- Existing Traffic Signal
- Proposed Traffic Signal
- XX** AM Peak Hour Traffic Volumes
- (XX)** PM Peak Hour Traffic Volumes

1.0 INTRODUCTION

SR 20 (Loganville Highway) is a two-lane roadway located in southeast Gwinnett County that is oriented generally in a southeast to northwest direction from SR 81 in Walton County (Loganville) to north of Oak Grove Road in Gwinnett County. It is scheduled to be widened to a four-lane divided roadway with curb and gutter and sidewalks on both sides. The proposed improvements are planned to be constructed by year 2009 (base year) with a design year of 2029. Seven existing intersections along the project length were analyzed under design year 2029 traffic conditions to determine turn-lane and potential signalization needs.

This report summarizes the data collection, analysis of projected traffic conditions, and conclusions from the analysis. For purposes of this report, SR 20 will be considered a north-south oriented roadway and all side roads and streets will be considered east-west oriented roadways.

2.0 DATA COLLECTION

Vehicle turning movement volume counts were collected at seven intersections along the SR 20 widening corridor during the AM peak and PM peak hours to quantify existing peak hour traffic conditions and patterns. The counts were collected at the following intersections:

- Line Street
- Brand Road
- Willowind Drive
- Hoke O'Kelly Road
- The Esplande Way
- Hope Hollow Road
- Oak Grove Road

Two 24-hour automatic tube count were conducted on SR 20—one just north of Line Street recorded 15,212 vehicles (7,338 northbound and 7,874 southbound) and the one just north of Oak Grove Road recorded 19,977 vehicles (9,680 northbound and 10,297 southbound). **Table 1** summarizes ADT recorded along SR 20 by Georgia Department of Transportation (GDOT) Count Station 0152, located just north of Ozora Road, and GDOT Count Station 0154, located just north of Brand Road. The average growth rate per year over the past 5 years (1999-2004) on SR 20, between the two count

stations and the 2004 ADT count, was calculated to be approximately 4.88% per year. Copies of the traffic counts are included in the Appendix.

Table 1 ADT for SR 20		
YEAR	Count Station #0152	Count Station #0154
2003	22,000	14,880
2002	20,905	12,550
2001	16,193	12,640
2000	15,800	11,560
1999	17,994	11,124

3.0 ACCIDENT DATA

Accident data for the Oak Grove Road, Lacey Oak Lane, Hope Hollow Road, The Esplande Way, Hoke O'Kelly Road, and Brand Road intersections were obtained from the Gwinnett County Department of Transportation for years 2002 and 2003. **Tables 2** and **3** summarize the number of accidents, injuries, and fatalities for those intersections in each of those years, respectively. The rates determined for accidents, injuries, and fatalities were based on 1,000,000 vehicles entering the intersection.

**Table 2
Accident Summary for Year 2002**

Intersection	SR 20/ Oak Grove Road	SR 20/ Lacey Oak Lane	SR 20/ Hope Hollow Road	SR 20/ The Esplande Way	SR 20/ Hoke O'Kelly Road	SR 20/ Brand Road
Total Accidents	3	1	5	1	3	2
Accident Rate*	0.41	0.14	0.68	0.14	0.41	0.27
Injuries	0	0	1	1	3	0
Injury Rate*	0	0	0.14	0.14	0.41	0
Fatalities	0	0	0	0	0	0
Fatality Rate*	0	0	0	0	0	0

**Table 3
Accident Summary for Year 2003**

Intersection	SR 20/ Oak Grove Road	SR 20/ Lacey Oak Lane	SR 20/ Hope Hollow Road	SR 20/ The Esplande Way	SR 20/ Hoke O'Kelly Road	SR 20/ Brand Road
Total Accidents	2	3	8	2	0	4
Accident Rate*	0.27	0.41	1.10	0.27	0	0.55
Injuries	0	0	2	0	0	2
Injury Rate*	0	0	0.27	0	0	0.27
Fatalities	0	0	0	0	0	0
Fatality Rate*	0	0	0	0	0	0

4.0 BASE YEAR 2009 TRAFFIC ANALYSIS

The proposed SR 20 widening is expected to be constructed by the year 2009. Base year 2009 traffic conditions were analyzed for the intersections along SR 20. The existing 2004 peak hour traffic volumes were increased at 5% per year for 5 years to account for background growth in traffic. **Figure 1** (located in the Appendix) illustrates the base year 2009 traffic conditions for the AM and PM peak periods. It should be noted that recommended laneage as well as proposed signalization at intersections along the corridor is based on design year 2029 traffic volumes.

4.1 Level of Service

Level of service determinations were made for the intersections along SR 20 during the weekday AM and PM peak hours. Intersection laneage was based on design year 2029 traffic conditions. Both signalized and unsignalized analyses were performed using *Synchro Professional, Version 5.0* (signalization optimization and analysis program).

Level of service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists perceptions with a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst. Copies of the intersection capacity analyses are included in the Appendix.

Table 4 summarizes the levels of service and delay in seconds (per vehicle) for the intersections of Brand Road, Hoke O’Kelly Road, Hope Hollow Road, and Oak Grove Road. The Hope Hollow Road intersection has an existing traffic signal and the Brand Road, Hoke O’Kelly Road, and Oak Grove Road intersections are projected to be signalized. All intersections are projected to operate at a LOS A in the AM and PM peak periods under base year 2009 traffic conditions.

Table 4 Level of Service Summary, Base Year 2009 Signalized Intersections		
Intersection	Overall LOS (Delay in Seconds)	
	AM Peak	PM Peak
SR 20/Brand Road	A (6.3)	A (6.2)
SR 20/Hoke O’Kelly Road	A (5.2)	A (6.6)
SR 20/Hope Hollow Road	A (7.8)	A (8.1)
SR 20/Oak Grove Road	A (4.3)	A (4.0)

Table 5 summarizes the level of service and control delay (seconds per vehicle) for the unsignalized intersections of Line Street, Willowind Drive, and The Esplande Way. At unsignalized intersections, the critical movement is the minor street approach and its operation with the mainline free-flow traffic. All of the minor street movements at each intersection are projected to operate at LOS C or above during the AM and PM peak hours except the eastbound approach of the The Esplande Way intersection, which during the PM peak hour, that approach is projected to operate at LOS E. The LOS E is a common occurrence at an unsignalized intersection during peak hours as side street traffic may find it difficult to turn left onto a major roadway.

Table 5
Level of Service Summary, Base Year 2009
Unsignalized Intersection

Approach	Approach LOS (Approach Delay in Seconds)	
	AM Peak	PM Peak
Line Street (Eastbound Approach)	B (13.9)	C (18.6)
Willowind Drive (Westbound Approach)	C (16.5)	C (18.7)
The Esplande Way (Eastbound Approach)	C (17.1)	E (48.7)
The Esplande Way (Westbound Approach)	C (20.2)	C (19.2)

5.0 DESIGN YEAR 2029 TRAFFIC ANALYSIS

Intersection laneage along the proposed SR 20 corridor was determined based on design year 2029 traffic volumes. The base year 2009 peak hour traffic volumes were increased at 2% per year for 20 years to account for background growth in traffic. The 2% per year is an approximate average growth for traffic over a long range of time, in this case 20 years. **Figure 2** (located in the Appendix) illustrates the projected design year 2029 traffic conditions and recommends roadway laneage and signalization.

5.1 Roadway/Intersection Laneage Recommendations

The projected design year 2029 roadway and intersection laneage recommendations were proposed to achieve LOS D or better during the AM and PM peak hours. SR 20 will be widened from two to four lanes from SR 81 to north of Oak Grove Road. At all study intersections along the project, SR 20 will have two through lanes in each direction, plus exclusive northbound and southbound left and right-turn lanes where needed. In addition the following laneage per intersection is recommended:

SR 20/Line Street

- Add an exclusive eastbound right-turn lane.

SR 20/Brand Road

- Signalize the intersection.
- Add exclusive eastbound and westbound left-turn lanes.
- Channelize the eastbound and westbound right-turn lanes.

SR 20/Willowind Drive

- Add an exclusive westbound right-turn lane.

SR 20/Hoke O'Kelly Road

- Signalize the intersection.
- Add exclusive eastbound and westbound left-turn lanes.
- Channelize the eastbound and westbound right-turn lanes.

SR 20/The Esplande Way

- Add exclusive eastbound and westbound left-turn lanes.

SR 20/Hope Hollow Road

- The existing eastbound left-turn lane should have a minimum of 200' of storage.

SR 20/Oak Grove Road

- Signalize the intersection.
- Add an exclusive eastbound left-turn lane.

5.2 Intersection Signalization Recommendations

The existing unsignalized intersections of Brand Road, Hoke O'Kelly Road, and Oak Grove Road were analyzed for peak hour signal warrants under projected base year 2009 traffic conditions. All three intersections met peak hour warrants in both the AM and PM peak hours. Therefore, all three intersections are recommended to be signalized in conjunction with proposed improvements. The signal warrant analysis worksheets can be found in the Appendix.

5.3 Level of Service

Level of service determinations were made for the design year 2029 AM and PM peak hour traffic conditions for the existing and projected signalized intersections with the intersection laneage

recommendations incorporated. **Table 6** summarizes the levels of service and delay in seconds (per vehicle) for the intersections of Brand Road, Hoke O’Kelly Road, Hope Hollow Road, and Oak Grove Road. The intersections of Brand Road, Hoke O’Kelly, and Oak Grove are projected to operate at a LOS A in the AM and PM peak periods under design year 2029 traffic conditions. The intersection of Hope Hollow Road is projected to operate at LOS B during the AM and PM peak hours. Copies of the intersection capacity analyses are included in the Appendix.

Table 6 Level of Service Summary, Design Year 2029 Signalized Intersections		
Intersection	Overall LOS (Delay in Seconds)	
	AM Peak	PM Peak
SR 20/Brand Road	A (8.6)	A (7.8)
SR 20/Hoke O’Kelly Road	A (6.1)	A (8.8)
SR 20/Hope Hollow Road	B (10.9)	B (11.2)
SR 20/Oak Grove Road	A (5.7)	A (6.0)

Table 7 summarizes the level of service and control delay (seconds per vehicle) for the projected unsignalized intersections of Line Street, Willowind Drive, and The Esplande Way under design year 2029 traffic conditions. During the AM and PM peak hours all the minor street movements at each intersection are projected to operate at LOS E or LOS F, except Line Street’s eastbound approach during the AM peak hour which is projected to operate at LOS C. The LOS E or LOS F is a common occurrence at an unsignalized intersection during the peak hours as side street traffic may find it difficult to turn left onto a major roadway. It should be noted that signal warrants are not projected to be met at these existing unsignalized intersections under both base year 2009 and design year 2029 traffic conditions.

Table 7 Level of Service Summary, Design Year 2029 Unsignalized Intersection		
Approach	Approach LOS (Approach Delay in Seconds)	
	AM Peak	PM Peak
Line Street (Eastbound Approach)	C (24.1)	F (64.6)
Willowind Drive (Westbound Approach)	F (52.5)	F (110.9)
The Esplande Way (Eastbound Approach)	E (38.2)	F (484.3)
The Esplande Way (Westbound Approach)	F (51.7)	F (56.7)

6.0 CONCLUSION

The SR 20 widening from two to four lanes is projected to be completed by 2009. Traffic counts were collected at seven intersections in the vicinity of the proposed extension to establish existing 2004 traffic conditions. The 2004 traffic counts were grown at 5% for five years to establish base year 2009 volumes. The design year 2029 traffic volumes were developed by growing the base year 2009 traffic volumes by 2% per year for 20 years. This report analyzed the intersections of Line Street, Brand Road, Willowind Drive, Hoke O'Kelly Road, The Esplande Way, Hope Hollow Road, and Oak Grove Road under both base year 2009 and design year 2029 traffic conditions. Recommended laneage and signalization per intersection was based on design year 2029 traffic conditions.

Initial Concept Team Meeting Minutes
(Gwinnett County DOT; 10/8/04)

SR 20 EAST (OZORA TO SR 81)
PN 3148

Typical Section – Project to be designed with a 24 foot wide raised median (as per email from Jim Simpson); with a 45 mph speed design; with curb and gutter and sidewalks on both outside shoulders; shoulders to be 16 foot wide with 4:1 slopes to the clear zone (24 feet).

The widening to be symmetrical from Ozora Road to Hoke Okelly Road and widen to the northeast side from Hoke Okelly Road to the County line in order to preserve existing pavement..

Right of way to be set 65 feet from centerline for a total of 130 feet, with additional right of way for drainage structures and easements as required.

Need to locate the new Elks Lodge on mapping.

Todd Long suggested the median opening spacing may need to be increased to up to 1000 feet in order to provide for turning lanes with the 28 foot wide median.

The designer indicated that the new centerline would be offset about 5 foot from the existing centerline to allow two new lanes of pavement to be constructed while maintaining traffic on the old pavement. To handle traffic safely you must have some minimum shoulder, approximately 4 feet. It would be best to offset the new centerline a minimum of 10 feet to allow space for shoulder and difference in vertical profile. Without this you may have to add some temporary pavement to shift traffic away from construction.

Note: The designers are reminded that the minimum K factor for vertical curves in the 2001 design manual do not provide adequate sight distance for intersections and driveways.

Attendees were:

Russell McMurry	GADOT	770-532-5520
Jim Simpson	GADOT	404-657-9192
Brain Allen	Gwinnett DOT	770-822-7417
Todd Long	GADOT	770-532-5526
Bryon Letourneau	Kimley-Horn	770-825-0744
Peter Coakley	Kimley-Horn	678-533-3906
Bill Powell	Gwinnett DOT	770-822-7417
Tom Moreland	MAAI	770-263-5945
Alan Chapman	Gwinnett DOT	770-822-7485
David Tucker	Gwinnett DOT	770-822-7485

Bob Chaapel
Rich Boullain
Ron Braziel

MAAI
MAAI
MAAI

770-263-5945
770-263-5945
770-822-7487

CONCEPT TEAM MEETING MINUTES

Date: December 16, 2004; 3:00 pm

Place: GDOT Area Engineer's Office
410 Hurricane Shoals Road; Lawrenceville, Georgia

Project: MSL-0004-00(644); PI No. 0004644
SR 20 (Loganville Highway) from Ozora Road to SR 81 in Walton County
Gwinnett County Project No. 3148

Attendees:	Jim Simpson	GDOT Office of Road and Airport Design
	Corey Carter	GDOT Office of Environment and Location
	Klint Rommell	GDOT Office of Environment and Location
	Russell McMurry	GDOT District 1
	Brent Cook	GDOT District 1
	Neil Kantner	GDOT District 1
	Robby Oliver	GDOT District 1
	John Hancock	GDOT District 1
	Brian Allen	Gwinnett County DOT
	Bill Powell	Gwinnett County DOT
	David Tucker	Gwinnett County DOT
	Kevin Conaway	Gwinnett County DPU
	Henry Hoertz	Gwinnett County DPU
	Ron Braziel	Gwinnett County DOT (MAAI)
	Bo Cone	City of Grayson (Land Solutions Group)
	Bill Pate	Kimley-Horn and Associates, Inc. (KHA)
	Bryon Letourneau	Kimley-Horn and Associates, Inc.
	Peter Coakley	Kimley-Horn and Associates, Inc.

The purpose of the meeting was to: (a) review and discuss the concept alternatives that were developed by KHA, (b) review the Draft Concept Report, and (c) discuss issues related to the implementation of the project. The following items summarize the discussions.

1. Jim Simpson opened the meeting with a brief discussion as to the purpose of the meeting and asked each attendee to introduce himself. He noted that the project is currently scheduled for right-of-way in FY 2006 and construction in FY 2007.
2. Bryon Letourneau briefly described each of three "build" alternatives that KHA had developed for widening SR 20, then described in more detail the alternative that KHA is recommending in the Draft Concept Report as the preferred alternative. To facilitate discussions, Bryon referred to a 1" = 100' aerial photograph of the project annotated to indicate the preferred alternative and the proposed typical section. He noted that the proposed typical section is two 12-

foot lanes in each direction separated by a 24-foot raised median with curb and gutter and sidewalks within the GDOT-preferred 16-foot urban shoulder section. He also noted that the estimated overall cost of the preferred alternative as shown in the Draft Concept Report is approximately \$9.1 million.

3. The environmental investigations for this project are being conducted by Moreland Altobelli and Associates, Inc. for Gwinnett County. Those investigations are underway and the initial screening has been completed. Currently, archaeological investigations are underway.
4. An adjacent project north of Ozora Road is being designed by GDOT. That project is currently scheduled for a December 2005 letting, although it will likely be delayed until mid-2006.
5. Regarding geotechnical issues, it was mentioned that evaluation of the existing pavement should be done by KHA's geotechnical subconsultant, United Consulting. When the scope of services for this project was initially discussed with the County, those services were specifically excluded as they are usually provided by GDOT OMR on projects involving state routes.
6. The following specific comments were made concerning utilities along the project:
 - a. A 12-inch diameter ductile iron water line exists along the northeast side of the roadway from Ozora Road to Oak Grove Road. It then becomes an 8-inch cast iron line southward to Brand Road where it terminates. Following the meeting, the County furnished KHA information on 8 1/2" x 11" sheets showing the water line along SR 20 as described above, as well as water lines along some of the side streets.
 - b. An 8-inch PVC force main crosses SR 20 at Hoke O'Kelly Road.
 - c. There are gas lines that exist along SR 20 although the exact location was not discussed.
 - d. The GDOT District Utilities office should be on the distribution list for future meetings.
 - e. Gwinnett County will send preliminary plans out for first and second utility distribution when appropriate. Copies of all correspondence with the affected utility companies should be sent to the GDOT District Utilities office.
7. The following specific comments were made concerning the Draft Concept Report:
 - a. The Need and Purpose statement should be expanded to address traffic issues.
 - b. Information regarding how the right-of-way costs were developed should be added.
 - c. Revise the report to indicate that the project will be let by Gwinnett County rather than GDOT.

- d. Indicate that a Public Hearing, as well as a Public Information Open House (PIOH), will be included as a part of public involvement on this project. Gwinnett County will coordinate scheduling a PIOH with GDOT and KHA. The County will prepare appropriate signs for both the PIOH and Public Hearing.
- e. A copy of the Draft Concept Report containing additional GDOT comments was furnished to KHA at the conclusion of the meeting.

These minutes represent the understanding of the Kimley-Horn attendees at the meeting. Any additions, deletions, or other revisions should be brought to the attention of Kimley-Horn as soon as possible.

Prepared by: Kimley-Horn and Associates, Inc.

Date: December 20, 2004

Jm



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

PAUL V. MULLINS
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

June 24, 2004

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

The Honorable F. Wayne Hill, Chairman
Gwinnett County
75 Langley Drive
Lawrenceville, Georgia 30045

ARTERIAL

Dear Chairman Hill:

I am returning for your files an executed agreement between the Georgia Department of Transportation and Gwinnett County for the following project:

PROJECT#:MSL-0004-00(644), Gwinnett County, P.I.#0004644

We look forward to working with you on the successful completion of this joint project. Should you have any questions, please contact Jim Simpson at (404)657-9192.

Sincerely,

James T. Simpson
James T. Simpson,
Financial Management Administrator

JTS:as

Enclosure

c: Bob Rogers, w/attachment
Todd - District 1
Gerald Ross

\$700,000

Rev. 9/9/03
Rev. 10/6/03
Rev. 11/5/03

LOCAL GOVERNMENT PROJECT AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

GWINNETT COUNTY, GEORGIA

for

PRIORITY LAND TRANSPORTATION PROJECT
SR 20/LOGANVILLE HIGHWAY FM OZORA ROAD TO SR 81

This AGREEMENT is made and entered into this 20 day of April, 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 Chairman and Board of Commissioners, hereinafter called the "COUNTY".

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to construct the land transportation project described as SR 20/Loganville Highway from Ozora Road in Gwinnett County to SR 81 in Walton County, Georgia, currently described as Georgia Department of Transportation Project Number MSL-0004-00(644), P. I. Number 0004644, hereinafter referred to as the "PROJECT"; and

WHEREAS, the DEPARTMENT, the COUNTY, the Georgia Regional Transportation Authority, a public authority of the State of Georgia ("GRTA"), and the State Road and Tollway Authority, a public authority of the State of Georgia ("SRTA"), previously entered into an Intergovernmental Agreement Relating to Land Public Transportation Systems and Land Transportation Projects ("Intergovernmental Agreement") concerning specific commitments of the respective parties to support the implementation of this PROJECT; and

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to participate in certain activities of the PROJECT as set forth in this AGREEMENT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this AGREEMENT.

NOW, THEREFORE in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the COUNTY hereby agree each with the other as follows:

1. The COUNTY shall be responsible for the PROJECT'S preconstruction engineering (design) activities, right of way acquisitions, utility relocations, and construction ("phases") for the entire PROJECT, located in Gwinnett and Walton Counties.
2. The COUNTY shall fund all costs for the PROJECT's preconstruction engineering (design) activities, right of way acquisitions, utility relocations, and construction ("phases") for the portion of the PROJECT located in Gwinnett County. To fulfill its commitment, the COUNTY may utilize COUNTY funds, the funds identified in the Intergovernmental Agreement, or seek additional funding through, and in accordance with the existing regional transportation TIP or STIP programming process. The amount currently identified in the Intergovernmental Agreement for this project is \$7,000,000.
3. The DEPARTMENT shall reimburse the COUNTY for all costs for the PROJECT'S preconstruction engineering (design) activities, right of way acquisitions, utility relocations and construction ("phases") for the portion of the PROJECT located in Walton County. To fulfill its commitment, the DEPARTMENT may utilize funds other than that identified in the Intergovernmental Agreement.
4. The DEPARTMENT shall support the implementation of the PROJECT as outlined in the Intergovernmental Agreement and the parties recognize that no funding is currently available in the regional transportation programming process. Funding for the portion of the PROJECT located in Gwinnett County is limited to that amount currently identified in paragraph 2 of this Agreement.
5. The COUNTY shall be responsible for all costs for providing energy, maintenance, and operational costs of any roadway and interchange lighting within the PROJECT limits within Gwinnett County.
6. The COUNTY shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks within the PROJECT limits within Gwinnett County.
7. Both the COUNTY and the DEPARTMENT hereby acknowledge that TIME IS OF THE ESSENCE for the implementation of this PROJECT. Both parties shall adhere to the

priorities established in the detailed project schedule attached as Schedule A of the Addendum to Local Government Project Agreement, ("Schedule A"), and the approved State Transportation Improvement Program ("STIP") or earlier. In the completion of respective commitments contained herein, changes may be made to the schedule if mutually identified and agreed upon, in writing, by the DEPARTMENT, the COUNTY, GRTA, and SRTA. If, for any reason, the COUNTY does not produce acceptable deliverables at the milestone dates defined in Schedule A or the STIP, the DEPARTMENT reserves the right to delay the project's implementation until the COUNTY comes into compliance with the Schedule A or until a revision can be mutually agreed upon.

8. All preconstruction engineering activities shall be accomplished by the COUNTY and in accordance with the DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications for the Construction of Transportation Systems, PROJECT schedules, Plan Presentation Guide, and applicable guidelines of the DEPARTMENT. The COUNTY'S 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 COUNTY as provided for in paragraph 6b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the COUNTY beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the COUNTY 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 (p.m.) 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, ("NEPA"). This shall include, but not be limited to, any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), hazardous waste site, and environmental justice studies required. The COUNTY 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 practices.
 - 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 drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.
 - i. Prepare traffic studies, preliminary construction plans, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including signing, marking, and signal plans, erosion control, traffic handling, and construction sequence plans and specifications including special provisions for the PROJECT.
 - j. The COUNTY shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The COUNTY shall perform all necessary survey efforts in order to complete the design of the bridge(s) and prepare any required hydraulic and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this AGREEMENT.
 - k. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT guidelines.
 - l. Failure of the COUNTY to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds and it shall be the responsibility of the COUNTY to make up a loss of that funding.
9. All Primary Consultant firms hired by the COUNTY to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the COUNTY with a list of prequalified consultant firms in the appropriate area-classes.

10. The PROJECT construction and right of way plans shall be prepared in English Units.
11. 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.
12. 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 COUNTY.
13. Upon the COUNTY's determination of the rights of way required for the PROJECT and the approval of the right of way plans by the DEPARTMENT, the necessary rights of way for the PROJECT shall be acquired by the COUNTY. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT, and in accordance with the Contract for Acquisition of Right of Way to be prepared by the DEPARTMENT and executed between the COUNTY and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the COUNTY to follow these requirements may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the COUNTY to make up the loss of that funding. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The COUNTY shall further be responsible for making all changes to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right of way or to match actual conditions encountered.
14. The COUNTY shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.
15. The COUNTY shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.
16. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained, the COUNTY shall let the PROJECT for construction. The COUNTY shall be solely responsible for securing and awarding the construction contract for the PROJECT. The COUNTY shall perform and bear all costs associated with inspection and materials testing during construction. Such inspection and materials testing shall be done in accordance with the Transportation Online Policy and Procedure System 5020-1 on file at the DEPARTMENT and available to the COUNTY.

17. The COUNTY shall Certify that the provisions of Section 36-81-7 of the official Code of Georgia Annotated, relating to the "Requirements of Audits" are complied with in full such that:
- a. Each Unit of local government having a population in excess of 1,500 persons or expenditures of \$175,000.00 or more shall provide for and cause to be made an annual audit of the financial affairs and transactions of all funds and activities of the local government for each fiscal year of the local government.
 - b. The governing authority of each local unit of government not included above shall provide for and cause to be made the audit required not less often than once every two fiscal years.
 - c. The governing authority of each local unit of government having expenditures of less than \$175,000.00 in that government's most recently ended fiscal year may elect to provide for and cause to be made, in lieu of the biennial audit, an annual report of agreed upon procedures for that fiscal year.
 - d. A copy of the report and any comments made by the state auditor shall be maintained as a public record for public inspection during the regular working hours at the principal office of the local government. Those units of local government not having a principal office shall provide notification to the public as to the location of and times during which the public may inspect the report.
18. The COUNTY shall review and recommend all shop drawings to the DEPARTMENT for approval by the DEPARTMENT.
19. The COUNTY 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 COUNTY.
20. The COUNTY 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 COUNTY pursuant to this AGREEMENT. The COUNTY shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. Failure by COUNTY to address the errors or deficiencies within 30 days shall cause the COUNTY to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The COUNTY shall, to the extent allowable by law, 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 COUNTY pursuant to this AGREEMENT.

21. 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.
22. The parties agree this AGREEMENT shall not be binding and neither party hereto shall have any obligation or liability to the other whatsoever under this AGREEMENT unless and until such time as that certain Addendum to Local Government Project Agreement (Arterial Road Project) regarding the PROJECT shall have been (a) executed and delivered by the parties, and acknowledged and consented to by the SRTA and GRTA, and (b) attached to this AGREEMENT.
23. This AGREEMENT contains the entire understanding between the parties relating to the subject matter of the previously executed Local Government Project Agreement and supercedes all prior oral and written understandings, arrangements and agreements between the parties relating thereto. Any amendments to this AGREEMENT must be in writing, executed by the parties and have express reference to be made a part of this AGREEMENT.

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

RECOMMENDED:

BOARD OF COMMISSIONERS
Gwinnett County, Georgia

[Signature]
Road Design Engineer

BY: [Signature]
Chairman

[Signature]
Director of Preconstruction

Signed, sealed and delivered this day of
4/20 2004, in the _____ presence of:

[Signature]
Chief Engineer

[Signature]
Witness
[Signature]
Notary Public



APPROVED AS TO FORM:
[Signature]
COUNTY ATTORNEY

DEPARTMENT OF TRANSPORTATION

BY: [Signature]
Commissioner

This Agreement approved by the Gwinnett
County Commission at a meeting held at
Lawrenceville, Ga. this
20 day of April, 2004.

ATTEST:
[Signature]
Treasurer

[Signature]
Clerk of Commission

Reviewed as to Legal Form:

[Signature]
Office of Legal Services

PRE-AWARD EXAMINATION

- No Pre-Award Examination Performed
 - No Audit Findings Reported
- By: [Signature]
Date: 5-12-04

ADDENDUM TO
LOCAL GOVERNMENT PROJECT AGREEMENT
(Arterial Road Project)

This ADDENDUM TO LOCAL GOVERNMENT PROJECT AGREEMENT (this "Addendum") is made effective as of this 20th day of April, 2001, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia ("DEPARTMENT"), and **GWINNETT COUNTY**, GEORGIA, acting by and through its Board of Commissioners ("COUNTY").

WITNESSETH: That;

WHEREAS, the DEPARTMENT and the COUNTY entered into that certain Agreement between Department of Transportation State of Georgia and **GWINNETT** County, dated April 20, 2001 (the "Local Government Project Agreement"), relating to the construction of **S.R. 20** improvements described as **WIDENING AND RECONSTRUCTION FROM OZORA ROAD TO S.R. 81**, currently identified as Georgia Department of Transportation Project Number **MSL-0004-00(644)**, P.I. Number **0004644**, hereinafter referred to as the "PROJECT"; and

WHEREAS, the DEPARTMENT and the COUNTY, together with the GEORGIA REGIONAL TRANSPORTATION AUTHORITY, a public authority of the State of Georgia ("GRTA"), and the STATE ROAD AND TOLLWAY AUTHORITY, a public authority of the State of Georgia ("SRTA") entered into that certain Intergovernmental Agreement Relating to Land Public Transportation Systems and Land Transportation Projects, dated June 13, 2002 (the "Intergovernmental Agreement"); and

WHEREAS, Section 2.6 of the Intergovernmental Agreement requires the DEPARTMENT and the COUNTY to amend the Local Government Project Agreement to clearly indicate the parties' respective roles and responsibilities with respect to each Land Transportation Project (as defined in the Intergovernmental Agreement); and

WHEREAS, the DEPARTMENT and the COUNTY desire to enter into this Addendum to the Local Government Project Agreement as required by the Intergovernmental Agreement, on the terms and conditions hereinafter set forth; and

NOW, THEREFORE, for and in consideration of the mutual promises made and of the benefits to flow from one to the other, the adequacy and sufficiency of which are hereby acknowledged, the DEPARTMENT and the COUNTY agree as follows:

1. **Recitals; Definitions.** The foregoing Recitals are true, correct and complete and are hereby incorporated in this Addendum by this reference. All capitalized terms used herein and not otherwise defined herein shall have the meanings ascribed to them in the Intergovernmental Agreement.

2. Projects. The PROJECT identified under this Addendum to the Local Government Project Agreement is acknowledged to be one of the Land Transportation Projects specified in the Intergovernmental Agreement. The COUNTY acknowledges and agrees that the PROJECT is and shall at all times be for the essential public purpose of providing facilities and services to meet land public transportation needs and environmental standards for the State of Georgia and to aid in the accomplishment of the purposes of GRTA.
3. Schedule. In addition to the provisions of the Local Government Project Agreement, the DEPARTMENT and the COUNTY recognize the need to maintain the PROJECT schedule for SRTA purposes and shall complete the PROJECT in accordance with the detailed project schedule attached hereto as Schedule A as near as practicable, provided that SRTA shall be notified by the COUNTY if a PROJECT milestone will be missed and what corrective actions will take place to reinstate the PROJECT schedule.
4. Funding. Notwithstanding the provisions of the Local Government Project Agreement, the PROJECT shall be funded as described in the Intergovernmental Agreement and as set forth below:
 - 4.1 The COUNTY will submit requisitions to the DEPARTMENT solely for, and will apply the proceeds received from the DEPARTMENT solely to, the payment of costs associated with the PROJECT.
 - 4.2 Each requisition for funds shall include the certifications substantially as described in Schedule B hereto, including a certificate of compliance with the Sources and Uses of Funds attached as Schedule C hereto (the "Sources and Uses of Funds Schedule") or an explanation of variances thereto.
 - 4.3 Each requisition for funds shall include evidence of payment by the COUNTY of the work or services for which the COUNTY would seek reimbursement.
5. Applicable Regulations. The COUNTY shall follow the DEPARTMENT's Plan Development Process and all applicable federal regulations, requirements, and restrictions in order to maintain federal eligibility for reimbursement through the Federal Highway Administration, if any, regardless of fund availability through the Intergovernmental Agreement.
6. Intergovernmental Agreement. The Intergovernmental Agreement is hereby incorporated in this Addendum by this reference. Nothing contained herein shall modify or amend any provision of the Intergovernmental Agreement. In the event of a conflict between the Local Government Project Agreement, this Addendum to the Local Government Project Agreement, and the Intergovernmental Agreement, the provisions of the Intergovernmental Agreement shall control.
7. No Further Modification. In the event of any inconsistency between the Local Government Project Agreement and this Addendum, the terms of this Addendum shall control. Except as otherwise modified herein, all terms and conditions in the Local Government Project Agreement shall remain in full force and effect.

8. Limited Purposes. The parties to this Addendum acknowledge and agree that this is a limited undertaking for the sole purpose of addressing the matters expressly agreed to herein. The parties hereto agree to work together in good faith to resolve any issues that arise and are not addressed in this Addendum.
9. Non-Discrimination. During the term of this Addendum, the parties agree to abide by the provisions of Executive Order 11246 on non-discrimination and will not discriminate against any person because of race, color, religion, sex or national origin. The parties will take affirmative action to ensure that perspective employees are employed without regard to their race, color, religion, sex or national origin. It is further agreed that the parties shall comply and shall require their contractors and consultants to comply with the regulations for COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended, and 23 CFR 200.
10. Awards of Contract. The parties agree that in any contracts to be developed and awarded pursuant to this Addendum and all work and procedures relating to said contracts shall, at all times, conform to the applicable Federal and State of Georgia laws, rules, regulations, orders and approvals, including specifically procedures and requirements relating to labor standards, equal employment opportunity, non-discrimination and compliance with the Americans with Disabilities Act.
11. Miscellaneous.
 - 11.1 Assignment. Without the express written consent of the other parties, no party may assign, in whole or in part, any of its rights and obligations hereunder to any other party.
 - 11.2 No Third-Party Beneficiaries. Nothing herein shall be construed as conferring upon or giving to any person or entity, other than the parties hereto, any rights or benefit under or by reason of this Addendum.
 - 11.3 Notices. It shall be sufficient service or any notice, approval, consent, request, complaint, demand or other communication if the same shall be delivered or mailed by first class registered or certified mail, return receipt requested, or by facsimile transmission immediately followed by a telephone call to confirm receipt, and addressed as follows:

If to the DEPARTMENT:

Georgia Department of Transportation
No. 2 Capital Square
Atlanta, Georgia 30334
Attention: Harold E. Linnenkohl, Commissioner
(404) 656-5206
(404) 657-8389 Fax

If to the COUNTY: **The Honorable F. Wayne Hill, Chairman,**
Gwinnett County Commission
75 Langley Drive
Lawrenceville, Georgia 30045

The date upon which such notice is delivered will be deemed the date of receipt thereof. The persons listed above may, by notice given hereunder, designate any further or different addresses to which subsequent notices, approvals, consents, requests, complaints, demands or other communications shall be sent or persons to whose attention the same shall be directed.

- 11.4 Governing Law. This Addendum shall be governed by and interpreted in accordance with the laws of the State of Georgia.
- 11.5 Headings. The section and paragraph headings contained in this Addendum are for reference purposes only and shall not affect the meaning or interpretation of this Addendum.
- 11.6 No Waivers. No failure of a party to exercise any power given such party hereunder or to insist upon strict compliance by the other to its obligation hereunder, and no custom or practice of the parties in variance with the terms hereof, shall constitute a waiver of any rights of a party to demand exact compliance with the terms hereof.
- 11.7 Severability. If any provision of this Addendum, or any portion thereof, should be ruled void, invalid, unenforceable or contrary to public policy by any court of competent jurisdiction, then any remaining portion of such provision and all other provisions of this Addendum shall survive and be applied, and any invalid or unenforceable portion shall be construed or reformed to preserve as much of the original words, terms, purpose and intent as shall be permitted by law.
- 11.8 Interpretation. Should any provision of this Addendum require judicial interpretation, it is agreed and stipulated by and between the parties hereto that the court interpreting or construing the same shall not apply a presumption that the terms, conditions and provisions hereof shall be more strictly construed against one party by reason of the rule of construction that an instrument is to be construed more strictly against the party who prepared the same.
- 11.9 Time of the Essence. Time is of the essence in this Addendum and with respect to each and every provision herein.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the DEPARTMENT and the COUNTY have hereunto executed this Addendum and affixed their seal through their duly authorized representatives, who have been first authorized to do so, on the day and year first above specified.

GWINNETT COUNTY

By: [Signature]
Name: F. Wayne Hill
Title: Chairman

Attest: [Signature]
Name: Brenda Maddox
Title: County Clerk

(SEAL)

APPROVED AS TO FORM:

By: [Signature]

APPROVED PER MINUTES:

By: _____

**DEPARTMENT OF
TRANSPORTATION,
STATE OF GEORGIA**

By: [Signature]
Name: Harold E. Kinnenkohl
Title: Commissioner

APPROVED AS TO FORM:

By: [Signature]

ACKNOWLEDGED AND CONSENTED TO BY:

**STATE ROAD AND
TOLLWAY AUTHORITY**

By: [Signature]
Name: Douglas R. Hooker
Title: Executive Director

**GEORGIA REGIONAL
TRANSPORTATION
AUTHORITY**

By: [Signature]
Name: Steven L. Stanford
Title: Ex Director

Schedule A

County	Proj Id	Description	Activity Description	Sched Finish
GWINNETT	0004644	SR 20/LOGANVILLE HIGHWAY FM OZORA RD TO SR 81	PE Funding Authorization	Completed
			Environmental Approval Complete	17-Oct-2005
			Let Contract	29-Jun-2007
			Construction 75% Complete	23-Jun-2008
			Construction 100% Complete	21-Oct-2008
			Construction Final Payment	5-Dec-2008

WILLE HIGHWAY FM OZORA RD TO SR 81

Activity Name	Description	scheduled start date	cheduled finish date	2004												2005												2006												2007												2008												2009																																																																																			
00000	Project	01Jul03	29Jun07	[Gantt bar from 01Jul03 to 29Jun07]																																																																																																																																															
00200	Concept Development	25Aug03	20May04	[Gantt bar from 25Aug03 to 20May04]																																																																																																																																															
00300	Define Project Concept	26Aug03	27Feb04	[Gantt bar from 26Aug03 to 27Feb04]																																																																																																																																															
09000	Public Information Meeting	21May04	04Jun04	[Gantt bar from 21May04 to 04Jun04]																																																																																																																																															
10000	Environmental Approval	21May04	17Oct05	[Gantt bar from 21May04 to 17Oct05]																																																																																																																																															
11000	Ecology	24May04	24Sep04	[Gantt bar from 24May04 to 24Sep04]																																																																																																																																															
12000	History/Archaeology	24May04	05Nov04	[Gantt bar from 24May04 to 05Nov04]																																																																																																																																															
13000	Noise/Air	24May04	13Aug04	[Gantt bar from 24May04 to 13Aug04]																																																																																																																																															
15000	NEPA	08Nov04	17Oct05	[Gantt bar from 08Nov04 to 17Oct05]																																																																																																																																															
20000	Database Preparation	21May04	03Sep04	[Gantt bar from 21May04 to 03Sep04]																																																																																																																																															
20450	Field Surveys/SDE	02Aug04	03Sep04	[Gantt bar from 02Aug04 to 03Sep04]																																																																																																																																															
20700	Preliminary Plans	06Sep04	26Aug05	[Gantt bar from 06Sep04 to 26Aug05]																																																																																																																																															
22000	Preliminary Bridge Design	10Jan05	11Mar05	[Gantt bar from 10Jan05 to 11Mar05]																																																																																																																																															
28000	Underground Storage Tanks	21May04	25Jun04	[Gantt bar from 21May04 to 25Jun04]																																																																																																																																															
30000	404 Permit Obtainment	27Sep04	10Dec04	[Gantt bar from 27Sep04 to 10Dec04]																																																																																																																																															
40200	PFPR Inspection	08Nov05	09Nov05	[Gantt bar from 08Nov05 to 09Nov05]																																																																																																																																															
50000	R/W Plans	15Dec05	09May06	[Gantt bar from 15Dec05 to 09May06]																																																																																																																																															
60000	Location and Design Approval	15Dec05	13Mar06	[Gantt bar from 15Dec05 to 13Mar06]																																																																																																																																															
70000	R/W Acquisition	10May06	02May07	[Gantt bar from 10May06 to 02May07]																																																																																																																																															
80100	Soil Survey	15Dec05	12Jan06	[Gantt bar from 15Dec05 to 12Jan06]																																																																																																																																															
80700	Bridge Foundation Investigation	15Dec05	19Jan06	[Gantt bar from 15Dec05 to 19Jan06]																																																																																																																																															
81300	Final Design	20Dec05	23Oct06	[Gantt bar from 20Dec05 to 23Oct06]																																																																																																																																															
82400	Final Bridge Plans Preparation	18Jan06	09May06	[Gantt bar from 18Jan06 to 09May06]																																																																																																																																															
90200	FFPR Inspection	14Nov06	15Nov06	[Gantt bar from 14Nov06 to 15Nov06]																																																																																																																																															
95100	Final Plans Submission	13Dec06	26Dec06	[Gantt bar from 13Dec06 to 26Dec06]																																																																																																																																															
95800	Let Contract	29Jun07	29Jun07	[Gantt bar from 29Jun07 to 29Jun07]																																																																																																																																															
99300	Construction 75% Complete	30Jun07	23Jun08	[Gantt bar from 30Jun07 to 23Jun08]																																																																																																																																															
99400	Construction 100% Complete	24Jun08	21Oct08	[Gantt bar from 24Jun08 to 21Oct08]																																																																																																																																															
99500	Construction Final Payment	22Oct08	05Dec08	[Gantt bar from 22Oct08 to 05Dec08]																																																																																																																																															



Schedule B

Requisition Form

As the _____ of the COUNTY, I hereby certify that an obligation in the stated amount has been incurred by the COUNTY for the PROJECT, as defined in that certain Local Government Project Agreement dated _____, as amended by Addendum to Local Government Project Agreement (Arterial Road Project) dated _____ (as amended, the "LGPA"), as follows:

[specify the purpose and circumstances of such obligation in reasonable detail],

that a bill or statement of amount for such obligation or a copy thereof is on file with the COUNTY, that such obligation has been paid by the COUNTY, and, has not been the subject of a previous requisition, and [is] [is not] in compliance with the Sources and Uses of Funds Schedule (as defined in the LGPA). ***[If not in compliance, specify the variances here:***
_____.]

I oversee systems to discover errors, if any, in the information described in the foregoing sentence, and upon any such discovery will submit a corrective requisition posthaste.

Name: _____

Title: _____

Date: _____

**ALLOCATIONS
CASH FLOW SCHEDULE C**

Projected Cash Flow by Month

For Project Number

0004644

FOR FUNDCODE

LGPAA

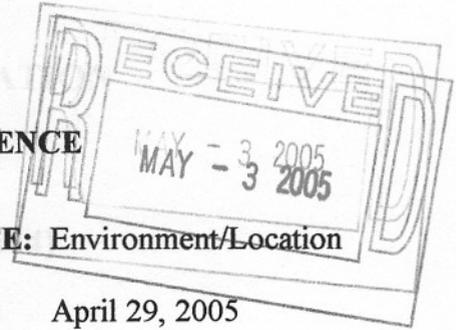
Report Date: August 15, 2003

Month	Year	PI#	Pe Amount	ROW Amount	Cst Amount	Total
November	2003	0004644	\$52,500.00	\$0.00	\$0.00	\$52,500.00
December	2003	0004644	\$52,500.00	\$0.00	\$0.00	\$52,500.00
Total for Year:	2003		\$105,000.00	\$0.00	\$0.00	\$105,000.00
January	2004	0004644	\$35,000.00	\$0.00	\$0.00	\$35,000.00
February	2004	0004644	\$35,000.00	\$0.00	\$0.00	\$35,000.00
March	2004	0004644	\$35,000.00	\$0.00	\$0.00	\$35,000.00
April	2004	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
May	2004	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
June	2004	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
July	2004	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
August	2004	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
September	2004	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
October	2004	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
November	2004	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
December	2004	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
Total for Year:	2004		\$203,437.50	\$0.00	\$0.00	\$203,437.50
January	2005	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
February	2005	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
March	2005	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
April	2005	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
May	2005	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
June	2005	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
July	2005	0004644	\$10,937.50	\$0.00	\$0.00	\$10,937.50
August	2005	0004644	\$35,000.00	\$0.00	\$0.00	\$35,000.00
September	2005	0004644	\$35,000.00	\$0.00	\$0.00	\$35,000.00
October	2005	0004644	\$35,000.00	\$0.00	\$0.00	\$35,000.00
November	2005	0004644	\$3,181.82	\$0.00	\$0.00	\$3,181.82
December	2005	0004644	\$3,181.82	\$17,500.00	\$0.00	\$20,681.82
Total for Year:	2005		\$187,926.14	\$17,500.00	\$0.00	\$205,426.14
January	2006	0004644	\$3,181.82	\$17,500.00	\$0.00	\$20,681.82
February	2006	0004644	\$3,181.82	\$17,500.00	\$0.00	\$20,681.82
March	2006	0004644	\$3,181.82	\$17,500.00	\$0.00	\$20,681.82
April	2006	0004644	\$3,181.82	\$17,500.00	\$0.00	\$20,681.82
May	2006	0004644	\$3,181.82	\$131,250.00	\$0.00	\$134,431.82
June	2006	0004644	\$3,181.82	\$131,250.00	\$0.00	\$134,431.82
July	2006	0004644	\$3,181.82	\$131,250.00	\$0.00	\$134,431.82
August	2006	0004644	\$3,181.82	\$131,250.00	\$0.00	\$134,431.82
September	2006	0004644	\$3,181.82	\$131,250.00	\$0.00	\$134,431.82
October	2006	0004644	\$14,000.00	\$131,250.00	\$0.00	\$145,250.00
Total for Year:	2006		\$70,636.36	\$1,120,000.00	\$0.00	\$1,190,636.36
November	2006	0004644	\$14,000.00	\$131,250.00	\$0.00	\$145,250.00
December	2006	0004644	\$14,000.00	\$131,250.00	\$0.00	\$145,250.00
Total for Year:	2006		\$70,636.36	\$1,120,000.00	\$0.00	\$1,190,636.36
January	2007	0004644	\$14,000.00	\$131,250.00	\$0.00	\$145,250.00
February	2007	0004644	\$14,000.00	\$131,250.00	\$0.00	\$145,250.00
March	2007	0004644	\$17,500.00	\$131,250.00	\$0.00	\$148,750.00
April	2007	0004644	\$17,500.00	\$131,250.00	\$0.00	\$148,750.00
May	2007	0004644	\$23,333.33	\$29,166.67	\$0.00	\$52,500.00
June	2007	0004644	\$23,333.33	\$29,166.67	\$0.00	\$52,500.00
July	2007	0004644	\$23,333.33	\$29,166.67	\$0.00	\$52,500.00

Month	Year	PH#	Pe Amount	ROW Amount	Cst Amount	Total
August	2007	0004644	\$0.00	\$0.00	\$0.00	\$0.00
September	2007	0004644	\$0.00	\$0.00	\$318,500.00	\$318,500.00
October	2007	0004644	\$0.00	\$0.00	\$318,500.00	\$318,500.00
November	2007	0004644	\$0.00	\$0.00	\$318,500.00	\$318,500.00
December	2007	0004644	\$0.00	\$0.00	\$318,500.00	\$318,500.00
Total for Year:	2007		\$133,000.00	\$612,500.00	\$1,274,000.00	\$2,019,500.00
January	2008	0004644	\$0.00	\$0.00	\$318,500.00	\$318,500.00
February	2008	0004644	\$0.00	\$0.00	\$318,500.00	\$318,500.00
March	2008	0004644	\$0.00	\$0.00	\$238,875.00	\$238,875.00
April	2008	0004644	\$0.00	\$0.00	\$238,875.00	\$238,875.00
May	2008	0004644	\$0.00	\$0.00	\$238,875.00	\$238,875.00
June	2008	0004644	\$0.00	\$0.00	\$238,875.00	\$238,875.00
July	2008	0004644	\$0.00	\$0.00	\$22,750.00	\$22,750.00
August	2008	0004644	\$0.00	\$0.00	\$22,750.00	\$22,750.00
September	2008	0004644	\$0.00	\$0.00	\$22,750.00	\$22,750.00
October	2008	0004644	\$0.00	\$0.00	\$22,750.00	\$22,750.00
November	2008	0004644	\$0.00	\$0.00	\$22,750.00	\$22,750.00
December	2008	0004644	\$0.00	\$0.00	\$22,750.00	\$22,750.00
Total for Year:	2008		\$0.00	\$0.00	\$1,729,000.00	\$1,729,000.00
Total \$ for the Fundcode:			\$700,000.00	\$1,750,000.00	\$3,003,000.00	\$5,453,000.00

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE



FILE: P.I. No. 0004644

OFFICE: Environment/Location

A handwritten signature in black ink, appearing to read "Harvey D. Keeper". The signature is fluid and cursive.

DATE: April 29, 2005

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

TO: Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT
MSL-0004-00(644) / Gwinnett/Walton Counties
S.R. 20 from Grayson to Loganville

The above subject concept report has been reviewed. Time to complete Environmental should be twelve (12) months (since EA).

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

HDK/lc

Attachment

cc: David Mulling, Project Review Engineer
Brent A. Story, P.E., State Road & Airport Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Road and Airport Design

Project Number: MSL-0004-00(644)
Counties: Gwinnett and Walton
P. I. Number: 0004644
Federal Route Number: N/A
State Route Number: S.R. 20

PROJECT CONCEPT REPORT

S.R. 20/ Loganville Highway from S.R. 81 to Ozora Road

PROJECT LOCATION MAP: See Page 2

Recommendation for approval:

DATE April 15, 2005

James A. Longino Jr.
Project Manager

DATE Apr. 15, 2005

Burt A. [Signature]
State Road and Airport Design Engineer

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

DATE 4/28/05

Joseph P. [Signature]
State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic and Safety Design Engineer

DATE _____

District Engineer

DATE _____

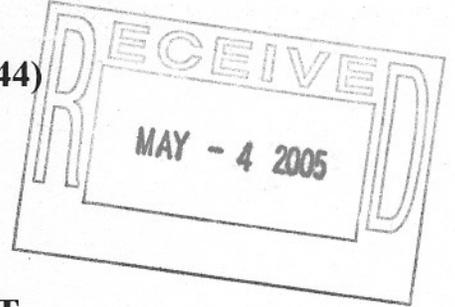
State Project Review Engineer

DATE _____

N/A
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Road and Airport Design

Project Number: MSL-0004-00(644)
Counties: Gwinnett and Walton
P. I. Number: 0004644
Federal Route Number: N/A
State Route Number: S.R. 20



PROJECT CONCEPT REPORT

S.R. 20/ Loganville Highway from S.R. 81 to Ozora Road

PROJECT LOCATION MAP: See Page 2

Recommendation for approval:

DATE April 15, 2005

James A. [Signature]
Project Manager

DATE Apr. 15, 2005

[Signature]
State Road and Airport Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic and Safety Design Engineer

DATE May 2, 2005

[Signature]
District Engineer

DATE _____

State Project Review Engineer

DATE _____

N/A
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Road and Airport Design

Project Number: MSL-0004-00(644)
Counties: Gwinnett and Walton
P. I. Number: 0004644
Federal Route Number: N/A
State Route Number: S.R. 20

PROJECT CONCEPT REPORT

S.R. 20/ Loganville Highway from S.R. 81 to Ozora Road

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DATE 5-2-05

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N/A
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