

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0006439 **OFFICE** Design Policy & Support
CSSTP-0006-00(439)
GDOT District 1 - Gainesville
Gwinnett County **DATE** May 3, 2011
SR 10 US/78 @ SR 124 Intersection Improvements

FROM *for Brent Story*
for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Ron Wishon, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Todd McDuffie, District Engineer
Robert Mahoney, District Preconstruction Engineer
Allen Ferguson, District Utilities Engineer
Tim Matthews, Project Manager
BOARD MEMBER - 7th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(439)

County: Gwinnett

P. I. Number: 0006439

Federal Route Number: 78

State Route Number: 10 & 124

Two-Legged Continuous Flow Intersection on SR 10/US 78 at SR 124 & Eastbound Bypass on Henry
Clower Boulevard

Submitted for approval:

DATE 02/03/11

DATE 02/03/11

DATE 2/4/2011

DATE 2/4/11

Scott Shelton
Scott Shelton, P.E., Gresham, Smith and Partners

Russell G. Treadway
City of Snellville, Georgia

Bobby Hilbard
Office Head (Project Manager's Office)

[Signature]
Project Manager

Recommendations for approval:

DATE 2/21/2011

DATE 2/24/2011

DATE 2/21/2011

DATE 2/14/2011

DATE 2/14/2011

DATE _____

DATE _____

GENETHA RICE-SINGLETON T.J. * *
Program Control Administrator

CLENN BOWMAN T.J. * *
State Environmental Administrator

KATHY ZAHUL T.J. * *
State Traffic Engineer

KON WISHON T.J. * *
Project Review Engineer

JEFF BAKER T.J. * *
State Utilities Engineer

District Engineer / District Utilities Engineer

State Transportation Financial Management Administrator

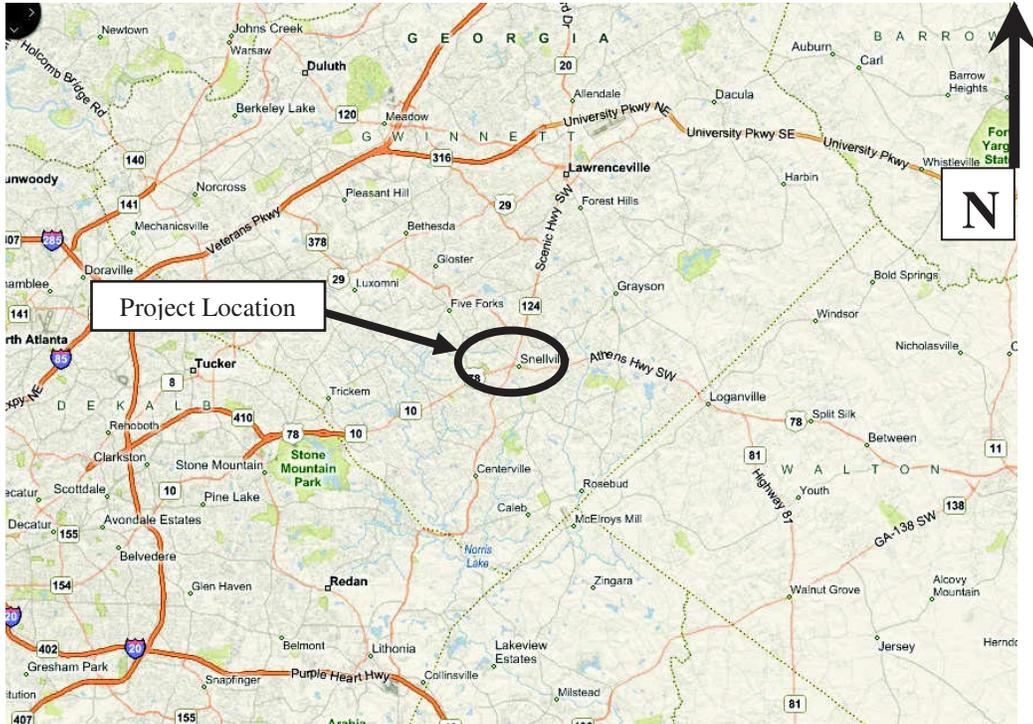
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional
Transportation Improvement Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 3-2-11

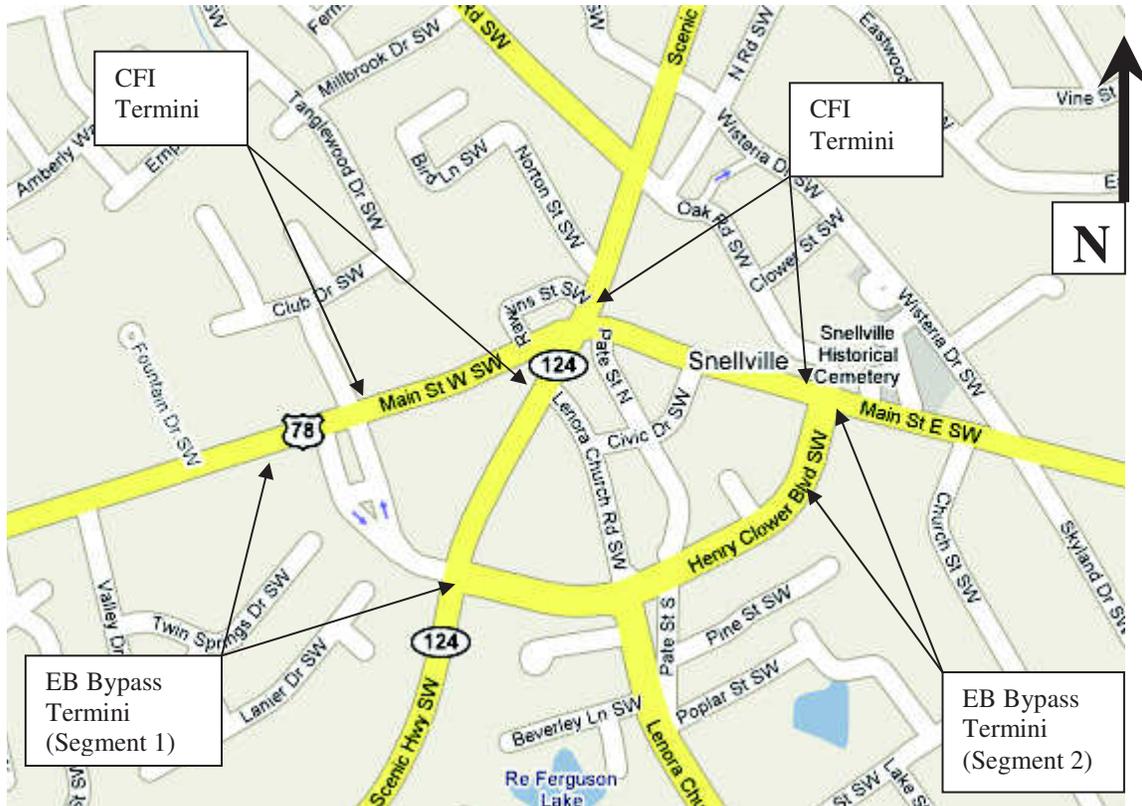
Cynthia L. Nappie *
State Transportation Planning Administrator

* * RECOMMENDATION ON FILE

* PLEASE NOTE THAT THIS CONCEPT IS APPROVED WITH THE UNDERSTANDING THAT
THE PRESENTED CONCEPT DOES NOT MATCH THE CURRENT RTP/STIP. THE OFFICE
OF PLANNING IS WORKING WITH THE MPO TO CHANGE THE DESCRIPTION IN THE
RTP FROM A GRADE SEPARATION TO A CONTINUOUS FLOW INTERSECTION. THIS CHANGE
IS INCLUDED WITHIN THE NEW PLAN 2040 RTP WHICH IS SCHEDULED FOR APPROVAL
IN JULY 2011. SIMILARLY, THE DESCRIPTION IN TPRO WILL BE UPDATED UPON CONCEPT APPROVAL.
* ALSO, PLEASE NOTE THE REVISED NEED + PURPOSE TO BE INCLUDED IN THE APPROVED CONCEPT.



Overview Map



Project Location Map

Need and Purpose

In 2003, the Snellville Town Center Livable Centers Initiative (LCI) identified the need for improvements at the subject intersection, and labeled the intersection as the source of greatest congestion within the City of Snellville. The crash and injury rates for 2006 to 2008 at the intersection of SR 10/US 78 and SR 124 exceeded the statewide average for similar facilities per attachment 3; furthermore, this intersection operates at an unacceptable Level of Service (LOS) of E/F for the anticipated 2012 year with a travel delay of 62/126 seconds per vehicle in the am/pm peaks per attachment 5. A LOS of D or better is considered acceptable for most drivers in urban and suburban areas. Also, based on the future anticipated 20-year traffic projections, the LOS will degrade to F/F and the travel delay will increase to 139/256 seconds per vehicle in the am/pm peaks. Therefore, the need exists to address traffic congestion and safety at SR 10/US 78 and SR 124. The purpose of the proposed project is to reduce the frequency and severity of crashes and improve operations at the SR 10/US 78 and SR 124.

Corridor Description

The existing section of SR 10/ US 78 between Fountain Drive and SR 124 is a raised median with three 10-foot lanes in each direction with sidewalks on both sides. At the SR 10/US 78 approach to SR 124, there are three lanes westbound and two lanes eastbound and a dual left turn lane to SR 124 northbound. The existing section of SR 10/US 78 between SR 124 and Henry Clower Boulevard and the section of SR 124 between Henry Clower Boulevard and Oak Road is a five-lane section with a center two-way turn lane.

The 2012 traffic data indicates that the total traffic volume varies from 37,000 to 41,300 vehicles per day (vpd) along SR 10/US 78 and from 20,900 to 39,200 vpd along SR 124. SR 10/US 78 is also known as Main Street and is a vital east-west corridor for the Snellville Metropolitan area transportation network. SR 124 is also known as Scenic Highway or Centerville Highway and provides access to/from I-20 to the south and to/from the City of Lawrenceville to the north.

Land Use and Community Issues

Land use immediately along the project limits is mainly commercial/retail use with a mix of low density residential areas. The residential areas are concentrated on the northwest quadrant of the SR 10/US 78 at SR 124 intersection. The Snellville City Hall is located off of Oak Road approximately 1000 feet east of the SR 10/US 78 at SR 124 intersection.

Travel Demand and Operational Conditions

The volume of traffic at the intersection of SR 10/US 78 and SR 124 has grown significantly in the last few years. Below is a table listing the open to traffic and anticipated future traffic volumes. Traffic volumes are reported as total average annual daily traffic (AADT) in both directions. The twenty four hour truck percentage is eight percent.

Roadway Segment	Opening Year AADT (2012)	Anticipated Future AADT (2032)
SR 10/US 78 from Fountain Drive to Henry Clower Blvd*	37,000 to 41,300	53,300 to 60,000
SR 124 from Henry Clower Blvd to Oak Rd**	20,900 to 39,200	30,600 to 50,400

(* Mile point 6.23 to 7.23)

(**Mile point 6.54 to 7.54)

Cultural Resources

A screening for cultural resources for the project identified eleven (11) potentially eligible historic properties. No adverse impacts are anticipated to these resources. No eligible archaeological sites have been previously identified or recorded within the project study limits.

Description of the proposed project:

The proposed project would construct a two legged Continuous Flow Intersection (CFI) on SR 10/US 78 or, as referenced in an FHWA Tech Brief in October 2009 (Attachment 13), a Displaced Left Turn Intersection. For the purpose of this report, CFI will be used to describe the proposed improvement since CFI was used during coordination with the public via the Citizen Advisory Committees and the Public Information Open House. The project proposes to construct a 2-legged CFI on SR 10/US78 at the intersection with SR 124. The CFI would provide dual left turn lanes offset from the through lanes on the east and west legs of SR 10/US 78 so left turn movements could occur simultaneously with the mainline through. Also, a free flow right turn lane will be provided for southbound SR 124 traffic to travel west on SR 10/US78. Limited access is proposed along the north side of SR 10/US 78 for approximately 1,300 feet west of SR 124 and for approximately 400 feet on the south side of SR 10/US 78 east of SR 124. On SR 124, limited access will be needed for approximately 120 feet on the east side, south of the intersection with SR 10/US 78. The SR 124 northbound left and right turn lanes will be removed and relocated via signage to Henry Clower Boulevard. Also, the intersection of SR 10/US 78 with Pate Street will be closed and converted to a cul-de-sac, and the intersection of Rawlins Street and SR 10/ US 78 will be closed. The CFI medians will utilize concrete and grass, and a 16-foot urban shoulder with sidewalk will be used throughout the project limits. Lastly, the existing pedestrian accessibility will be maintained at the intersection by providing crosswalks and pedestrian signals at the intersection.

Second, the proposed project would make minor improvements to Henry Clower Boulevard to provide an effective eastbound bypass of the SR 10/US 78 and SR 124 intersection. The proposed work on Henry Clower Boulevard will be broken into two segments. Segment One (1) would add dual right turn lanes on SR 10/US 78 for eastbound traffic to utilize Henry Clower Boulevard, and a changeable message sign would be added on SR 10/ US 78 to notify eastbound drivers of the travel time savings by taking the bypass. Pedestrian access would be provided via sidewalks along the proposed improvements, and a signalized pedestrian crossing will be provided approximately 300 feet south of SR 10/US 78 on the bypass. At Henry Clower Boulevard and SR 124, a right turn lane will be added for eastbound traffic to turn south onto SR 124, and a concrete median will be added on Henry Clower Boulevard west of SR 124.

Concrete islands will be added at the SR 124 and Henry Clower Boulevard intersection to provide pedestrian refuge,. Segment Two (2) located at SR 10/US 78 and Henry Clower Boulevard would add dual right turn lanes on Henry Clower Boulevard to turn east onto SR 10/US 78. Existing pedestrian access will be maintained by modifying crosswalks. A 16-foot urban shoulder with sidewalk will be used throughout the project limits.

The proposed CFI would improve the intersection LOS to C/D and reduce the travel delay to 32/47 seconds per vehicle in the am/pm peaks for 2012. To reduce the frequency and severity of crashes at the intersection, the CFI will relocate the left turning movement from the center of the intersection to the side; thereby, reducing the potential for angle type crashes at the intersection. For additional information on a CFI, please see the public's response to the CFI in Baton Rouge, LA (Attachment 14) and how to make a left turn in a CFI (Attachment 15). The completion of the eastbound bypass on Henry Clower Boulevard would not improve the LOS for the SR 10/US 78 and SR 124 intersection, but the travel delay would be reduced to 32/38 seconds per vehicle in the am/pm peaks for 2012.

Logical Termini

For the CFI, the beginning terminus is approximately 350 feet east of the SR 10/US 78 intersection with Knollwood Drive (M.P. 6.51). The ending terminus is approximately 250 feet west of the intersection of SR 10/US 78 with Oak Road/Henry Clower Boulevard (M.P. 7.10). The proposed length of project along SR 10/US 78 is 0.59 miles for the CFI. On SR 124, the project limits will extend approximately 500 feet south of the intersection(M.P. 6.91) with SR 10/US 78 to remove the northbound left onto SR 10/US 78, and the proposed project will terminate at the intersection with SR 10/US 78 (M.P. 7.00). The proposed length of project along SR 124 is 0.09 miles. The termini for the CFI were designed to tie into the existing roadway on SR 10/US 78 while providing adequate room to complete the tapers for the turn lanes associated with the CFI.

For the eastbound bypass on Henry Clower Boulevard, the project will be completed in two segments. Segment One (1) will start on SR 10/US 78 approximately 600 feet west of Knollwood Drive (M.P. 6.32) and will end on Henry Clower Boulevard at the intersection with SR 124 (M.P. 0.26). The proposed length of project for Segment One (1) is 0.30 miles. Segment Two (2) will start at the intersection of SR 10/US 78 with Henry Clower Boulevard east of SR 124 and extend approximately 1,000 feet south on Henry Clower Boulevard. The proposed length of project for Segment Two (2) is 0.19 miles, and the total proposed length for the eastbound bypass is 0.49 miles. Minor turn lane improvements will be made on Oak Road at the intersection with SR 10/US 78. The termini were set based on the taper requirements to add right turn lanes and to provide sufficient storage volume for turning vehicles.

Is the project located in a PM 2.5 Non-attainment area? X Yes No

Is the project located in an Ozone Non-attainment area? X Yes No

The proposed project concept does not match the conforming plans model description identified in the FY 2010-2014 TIP as GW-078C. However, GW-078C is being revised to match the conforming plans model. It is anticipated that an amendment to the TIP will be made after the concept report is approved. The amendment will change the project description to match the approved concept report project name. The service type programmed is interchange capacity with four existing and four planned lanes. The proposed open-to-traffic year in the plan is 2030, but will be revised to 2032 by amendment to the TIP later this year. The proposed project is in the region’s air quality conformity analysis.

PDP Classification: Major (X) Minor ()

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

Functional Classification: Urban Principal Arterial (SR 10/US 78 & SR 124) & Urban Local Street (Henry Clower Boulevard)

U. S. Route Number(s): 78 **State Route Number(s):** 10, 124

Traffic (AADT):

Base Year: (2012) US 78 – 41,300 Design Year: (2032) US 78 – 60,000
 Base Year: (2012) SR 124 – 39,200 Design Year: (2032) SR 124 – 50,400

Existing design features:

- Typical Section: US 78 between Fountain Drive and SR 124 consists of a raised median with 3-10 foot lanes in each direction, until you get to the intersection. At the intersection, US 78 consists of 3-10 foot lanes westbound, 2-10 foot lanes eastbound and dual left turn lanes onto SR 124. US 78 between SR 124 and Henry Clower Boulevard/Oak Road is a five lane section with a 14-foot center two-way turn lane and 12-foot through lanes (two in each direction). Henry Clower Boulevard is a 4-lane divided roadway with a raised grass median, sidewalks and curb and gutter.

Roadway	Posted Speed	Min. Radius for curve	Max. Super for curve	Max. Grade	Right of Way Width
US 78/SR 10	35 mph	700'	N/A	2%	80' to 100'
SR 124	35 mph	N/A	N/A	4%	90'
Henry Clower Blvd fm US 78 to SR 124	25 mph	350'	4%	5%	90' to 100'
Henry Clower Blvd fm SR 124 to US 78	35 mph	350'	4%	5%	90' to 100'
Oak Road	25 mph	154'	4%	4%	80' to 90'

- Major structures: none
- Major interchanges or intersections along the project: SR 10/US 78 at SR 124

- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
LANE WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
VERTICAL ALIGNMENT:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)
LATERAL OFFSET TO OBSTRUCTION:	()	()	(X)

- Design Variances; None anticipated.
- Environmental concerns: None anticipated.
- Anticipated Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (), or
 - Environmental Impact Statement (EIS) ().
- Utility involvements: (Cable, Electrical, Water, Sewer, Gas, Telephone, Signal & ATMS)
- VE Study Anticipated: Yes (X) No () (Completed April 29, 2010)
- Benefit/Cost Ratio: 14.48 (See attachment 10)

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	Utility	CST	Mitigation
By Whom	Local/GDOT	GDOT	Locals	GDOT	GDOT
Amount	TBD	\$10,988,300.00	\$111,800	\$6,138,428.56	\$0

*CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment.

Project Activities Responsibilities:

- Design Gwinnett County, GDOT
- Right of way acquisition, GDOT
- Right of way funding (Real property), GDOT
- Relocation of utilities, Locals
- Letting to contract, GDOT
- Supervision of construction, GDOT
- Providing material pits, Contractor
- Providing detours, none anticipated
- Environmental studies/documents/permits, GDOT
- Environmental mitigation, None anticipated

Coordination

- Initial Concept Meeting – December 17, 2007 (See Attachment 6)
- Concept Meeting – November 16, 2010 (See Attachment 6)
- PAR meetings-none to date

- FEMA, USCG, and TVA – none to date
- Public Involvement (See Attachment 14 for meeting minutes)
 - Citizen Advisory Committee Meeting #1 February 12, 2008.
 - Citizen Advisory Committee Meeting #2 May 15, 2008.
 - Citizen Advisory Committee Meeting #3 October 17, 2008.
 - Meeting with Mill Brook and Nob Hill Homeowner’s associations on May 5, 2009.
 - Property owner meeting with Mr. Randolph Simpson on May 14, 2009.
 - Citizen Advisory Committee Meeting #4 May 21, 2009.
 - Property owner meeting with M&P Shopping Center on June 17, 2009.
 - Snellville Lion’s Club Meeting on October 1, 2009
 - PIOH September 3, 2009
- Local government comments – City of Snellville was part of the CAC meetings and comments are contained within the CAC meeting minutes. Mayor of Snellville supports project per comment from PIOH.
- Railroads – none
- Other Projects in the area

P I Number	Project Description	Project Schedule
City of Snellville	North Road from Wisteria Drive to Oak Road- Change to one way	Completed
0008578	Signal Upgrades along SR 124 & Ronald Regan Pkwy-includes Oak Road @ SR 124	Under Construction
M003729	Milling & Resurfacing on SR 124 from Henry Clower Blvd to SR 8/US 29/Winder Hwy	Under Construction
0008033	Cambridge Street Re-alignment with McGee Road	Under Construction
0007535	Connector Street from Hewatt Road to Britt Drive	Const.-2013
0006993	Snellville Town Center Bike and Pedestrian Improvements from Oak to Wisteria	Const.-2010
0008905	Walton Court at Old US 78 Intersection Re-alignment Project	Const.-2012
0007852	Widening SR 10/US 78 from SR 124/Scenic Hwy to east of SR 84/Grayson Pkwy	Long Range
0006921	Widening SR 124 from US 78 to SR 864/Ronald Reagan Parkway	Long Range

Scheduling – Responsible Parties’ Estimate:

Time to complete	Begin	End
Environmental process	September 2010	July 2011
Preliminary construction plans	February 2011	October 2011
Right of way plans	November 2011	February 2012
Purchase Right of way	March 2012	September 2013
Section 404 permit	N/A	N/A
Final construction plans	February 2012	April 2013
Other major items	N/A	N/A

Other alternates considered:

- Several grade separated alternatives were considered and evaluated, but construction and right of way costs in conjunction with impacts to historical resources and to the downtown Snellville area made grade separation a non-viable alternative for the intersection. Therefore, the alternative was removed from consideration.
- No build-based on future anticipated traffic volumes, the intersection will operate at unacceptable level of service. Therefore, the alternative was removed from consideration.
- Alternative A would add turn lane storage to the SR 10/US 78 and SR 124 intersection. The proposed alternative would provide a travel time savings for eastbound through traffic and eastbound to northbound left turn traffic. However, the Citizen Advisory Committee (CAC) ranked this alternative 6 out of 7, and, lastly, the alternative would not reduce the congestion at the SR 10/US 78 and SR 124 intersection. Therefore, the alternative was removed from consideration.
- Alternative B would construct a left turn flyover for eastbound traffic on SR 10/US 78 onto SR 124. The proposed alternative would provide a travel time savings for eastbound to northbound left turn traffic, but only a small travel time savings for eastbound through traffic. The CAC ranked this alternative 7 out of 7, and the alternative would have major impacts to the downtown Snellville area and would only have a minimal potential to reduce crashes at the intersection. Therefore, it was removed from consideration.
- Alternative C would construct an eastbound bypass by making minor modifications to Henry Clower Boulevard and add turn lane storage to the SR 10/US 78 and SR 124 intersection. The alternative would provide a travel time savings for eastbound to northbound left turn traffic, and a travel time savings for eastbound PM peak through traffic. However, the CAC ranked this alternative 3 out of 7, and the alternative was removed from consideration since it would not reduce the congestion at the intersection.
- Alternative E1 would construct a 3-legged continuous flow intersection on the east and west legs of SR 10/US 78 and the north leg of SR 124. The proposed alternative would provide a travel time savings for eastbound to northbound left turn traffic, and a travel time savings for eastbound through traffic. However, the alternative would impact access to the Snellville Plaza on the northeast quadrant. The CAC ranked this alternative 5 out of 7. Therefore, the alternative was removed from consideration.
- Alternative E2 is the same as E1 with the addition of an eastbound bypass utilizing Henry Clower Boulevard. The proposed alternative would provide a travel time savings for eastbound to northbound left turn traffic, and a travel time savings for eastbound through traffic. The CAC ranked this alternative 4 out of 7. Therefore, the alternative

was removed from consideration.

- Construct a one way pair through the city – eastbound use Henry Clower Boulevard and westbound use US 78. This alternative was not considered viable due to the deficient level of service of F for Henry Clower Boulevard at SR 124 with the proposed alternative. The alternative would have several potentially adverse impacts to the churches and businesses in Snellville. Therefore, the alternative was removed from consideration.

Attachments

1. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection.
 - b. Completed Fuel/Asphalt Price Adjustment Form.
 - c. Right-of-Way.
 - d. Utilities. (not attached)
2. Typical Sections
3. Accident Summaries
4. Traffic Diagrams
5. Capacity Analysis Summary
6. Minutes of Concept Meetings
7. PFAs
8. Conforming Plan's Network Schematics Showing Thru Lanes
9. Concept Layout
10. Benefit Cost Analysis
11. US 78 @ SR 124 Detailed Matrix Comparison of Viable Alternatives
12. Public Involvement Meeting Minutes
13. Public and Media Response to CFI in Baton Rouge, LA
14. How to Make a Left Turn in a CFI
15. FHWA Tech Brief-Displaced Left Turn Intersection
16. Response to Value Engineering Report

Concur: 
Director of Engineering

Approve:  4/26/2011
for Division Administrator, FHWA

Approve:  Date: 3/11/2011
Chief Engineer

Attachment 1

Detailed Cost Estimates:

- a. Construction including Engineering and Inspection.
- b. Completed Fuel/Asphalt Price Adjustment Form.
- b. Right-of-Way.
- c. Utilities

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. CSSTP-0006-00(439), Gwinnett County
US 78/SR 124 Continuous Flow Intersection CFI
P.I. No. 0006439

OFFICE Program Delivery
DATE 2/28/2011

FROM Bobby K. Hilliard, P.E., State Program Engineer

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Tim W. Matthews, P.E.

MNGT LET DATE 8/15/2012

MNGT R/W DATE 3/15/2011

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$4,754,747.00

DATE 9/24/2010

RIGHT OF WAY \$9,473,000.00

DATE 9/24/2010

UTILITIES \$111,800.00

DATE 1/6/2009

REVISED COST ESTIMATES

CONSTRUCTION* \$6,138,429.00

RIGHT OF WAY \$10,896,000.00

UTILITIES** \$111,800.00

* Costs contain 5% engineering

REASON FOR COST INCREASE Scope Change, Combining phase I & II provides a positive impact to the project during the construction phase relating to staging and traffic control of the project. In addition, completing both phases at once will enhance the operations of the CFI. The benefit cost analysis shows an increase in congestion benefit with a B/C ratio of 14.48. Combining both phases shows a positive overall return on investment by saving future increased cost of construction and congestion relief.

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$5,207,835.00	(Base Estimate)
Engineering and Inspection:	\$260,400.00	(Base Estimate x 5 %)
Total Fuel Adjustment	\$ 203,551.29	(From attached worksheet)
Total Liquid AC Adjustment	\$ 466,642.27	(From attached worksheet)
Construction Total:	\$6,138,428.56	
Utility Total:	\$111,800.00	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
Walton EMC	\$91,800.00
Atlanta Gas Light	\$20,000.00
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Attachments

Job Estimate Report
DESCRIPTION: CONTINUOUS FLOW INTERSECTION ON SR 10/US 78 AT SR 124 & Eastbound Bypass on Henry Clower Blvd
JOB NUMBER : 0006439 SPEC YEAR: 01
February 1, 2011

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
5	150-1000		LS	TRAFFIC CONTROL - CSSTP-0006-00(439)	1	\$350,000.00	\$350,000.00
10	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1	\$80,000.00	\$80,000.00
15	210-0100		LS	GRADING COMPLETE - CSSTP-0006-00(439)	1	\$550,000.00	\$550,000.00
20	310-1101		TN	GR AGGR BASE CRS, INCL MATL	17630	\$25.00	\$440,750.00
25	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	8815	\$75.00	\$661,125.00
30	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	5215	\$75.00	\$391,125.00
35	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	2785	\$75.00	\$208,875.00
40	413-1000		GL	BITUM TACK COAT	1950	\$3.00	\$5,850.00
45	432-0206		SY	MILL ASPH CONC PVMT/ 1.50" DEP	30000	\$2.25	\$67,500.00
50	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	20000	\$2.25	\$45,000.00
55	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	2000	\$40.00	\$80,000.00
60	441-0104		SY	CONC SIDEWALK, 4 IN	7000	\$30.00	\$210,000.00
65	441-0740		SY	CONC MEDIAN, 4 IN	1100	\$30.00	\$33,000.00
70	441-0748		SY	CONC MEDIAN, 6 IN	1750	\$45.00	\$78,750.00
75	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	11000	\$15.00	\$165,000.00
80	441-6740		LF	CONC CURB & GUTTER/ 8"X30" TP7	12000	\$15.00	\$180,000.00
85	446-1100		LF	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	4000	\$5.00	\$20,000.00
90	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	135	\$200.00	\$27,000.00
95	621-4023		LF	CONCRETE SIDE BARRIER, TY 2C	250	\$750.00	\$187,500.00
100	634-1200		EA	RIGHT OF WAY MARKERS	65	\$95.00	\$6,175.00
105	550-1180		LF	STM DR PIPE 18",H 1-10	1350	\$30.00	\$40,500.00
110	550-1240		LF	STM DR PIPE 24",H 1-10	6040	\$40.00	\$241,600.00
115	550-3524		EA	SAFETY END SECTION 24",STD,6:1	2	\$900.00	\$1,800.00
120	611-4001		EA	RECONSTR MINOR DRAINAGE STR	8	\$1,500.00	\$12,000.00
125	611-9000		EA	CAPPING MINOR STRUCTURE	16	\$1,000.00	\$16,000.00
130	668-1100		EA	CATCH BASIN, GP 1	55	\$2,500.00	\$137,500.00
135	668-2100		EA	DROP INLET, GP 1	14	\$2,000.00	\$4,000.00
140	163-0232		AC	TEMPORARY GRASSING	5	\$350.00	\$1,750.00
145	163-0240		TN	MULCH	60	\$350.00	\$21,000.00
150	163-0503		EA	CONSTR AND REMOVE SILT CONTROL GATE,TP 3	25	\$450.00	\$11,250.00
155	163-0523		EA	CONSTR AND REM TEMP DCH CK - TP C SLT FN	10	\$250.00	\$2,500.00
160	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	170	\$150.00	\$25,500.00
165	165-0010		LF	MAINT OF TEMP SILT FENCE, TP A	3000	\$1.00	\$3,000.00

170	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	5000	\$1.50	\$7,500.00	
175	165-0087		EA	MAINT OF SILT CONTROL GATE, TP 3	8	\$150.00	\$1,200.00	
180	165-0105		EA	MAINT OF INLET SEDIMENT TRAP	170	\$100.00	\$17,000.00	
185	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	2	\$530.00	\$1,060.00	
190	167-1500		MO	WATER QUALITY INSPECTIONS	12	\$600.00	\$7,200.00	
195	171-0010		LF	TEMPORARY SILT FENCE, TYPE A	6000	\$2.50	\$15,000.00	
200	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	10000	\$3.00	\$30,000.00	
205	603-2024		SY	STN DUMPED RIP RAP, TP 1, 24"	20	\$50.00	\$1,000.00	
210	631-0001		EA	PERM CHGABLE MSG SIGN,P/3L/TP1	1	\$150,000.00	\$150,000.00	
215	636-1020		SF	HWY SGN,TP1MAT,REFL SH TP3	180	\$15.00	\$2,700.00	
220	636-1033		SF	HWY SIGNS, TP1MAT,REFL SH TP 9	180	\$20.00	\$3,600.00	
225	636-2080		LF	GALV STEEL POSTS, TP 8	600	\$10.00	\$6,000.00	
230	636-2090		LF	GALV STEEL POSTS, TP 9	300	\$9.00	\$2,700.00	
235	636-8099		EA	HIGHWAY SIGN, SPCL - OVERHEAD SIGNS	6	\$3,000.00	\$18,000.00	
240	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 1 - US 78 AT SR 124	1	\$100,000.00	\$100,000.00	
245	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 2 - CFI	1	\$100,000.00	\$100,000.00	
250	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 3 - CFI	1	\$100,000.00	\$100,000.00	
255	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 4	1	\$50,000.00	\$50,000.00	
260	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 5	1	\$100,000.00	\$100,000.00	
265	653-0110		EA	THERM PVMT MARK, ARROW, TP 1	10	\$75.00	\$750.00	
270	653-0120		EA	THERM PVMT MARK, ARROW, TP 2	75	\$70.00	\$5,250.00	
275	653-0130		EA	THERM PVMT MARK, ARROW, TP 3	4	\$100.00	\$400.00	
280	653-0210		EA	THERM PVMT MARK, WORD , TP 1	55	\$125.00	\$6,875.00	
285	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	30000	\$1.00	\$30,000.00	
290	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	20000	\$1.00	\$20,000.00	
295	653-1704		LF	THERM SOLID TRAF STRIPE,24",WH	1200	\$5.00	\$6,000.00	
300	653-1804		LF	THERM SOLID TRAF STRIPE, 8",WH	6000	\$2.00	\$12,000.00	
305	653-3501		GLF	THERMO SKIP TRAF ST, 5 IN, WHI	20000	\$1.00	\$20,000.00	
310	653-3502		GLF	THERMO SKIP TRAF ST, 5 IN, YEL	750	\$1.00	\$750.00	
315	653-6004		SY	THERM TRAF STRIPING, WHITE	1500	\$3.00	\$4,500.00	
320	653-6006		SY	THERM TRAF STRIPING, YELLOW	350	\$3.00	\$1,050.00	
325	700-6910		AC	PERMANENT GRASSING	3	\$750.00	\$2,250.00	
330	700-9300		SY	SOD	18500	\$4.00	\$74,000.00	
335	716-2000		SY	EROSION CONTROL MATS, SLOPES	2500	\$2.00	\$5,000.00	
ITEM TOTAL								\$5,207,835.00
INFLATED ITEM TOTAL								\$5,207,835.00
TOTAL S FOR JOB 0006439								
ESTIMATED COST:								\$5,207,835.00
CONTINGENCY PERCENT (0.0):								.
ESTIMATED TOTAL:								\$5,207,835.00

Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

ENTER FPL DIESEL	3.092
ENTER FPM DIESEL	6.957

ENTER FPL UNLEADED	2.776
ENTER FPM UNLEADED	6.246

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	14880.000	0.29	4315.20	0.24	3571.20	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	13985.000	2.90	40556.50	0.71	9929.35	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500	135.00	200.00	27.0000	8.00	216.00	1.50	40.50	Pvmt widening
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50	
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50	
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50	
Bar Reinf Steel (LB) Section 511				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	

SUM QF DIESEL=	45087.70	SUM QF UNLEADED=	13541.05
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DIESEL PRICE ADJUSTMENT(\$)	\$160,322.84
UNLEADED PRICE ADJUSTMENT(\$)	\$43,228.45

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00%	INCREASE ADJUSTMENT
---------	---------------------

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 58-22	1400
TMT =		<input style="width: 100px;" type="text" value="6.0131"/>
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	\$3,290.39
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ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$160,322.84

UNLEADED PRICE ADJUSTMENT(\$) \$43,228.45

ASPHALT CEMENT PRICE ADJUSTMENT (*BITUMINOUS TACK COAT 125% MAX*) \$3,293.48

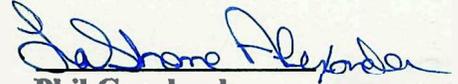
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT *125% MAX* \$460,058.40

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(*Surface Treatment 125% MAX*) \$3,290.39

REMARKS:

TOTAL ADJUSTMENTS	\$670,193.56
--------------------------	---------------------

Preliminary Right of Way Cost Estimate



Phil Copeland
Right of Way Administrator
By: LaShone B. Alexander

Date: February 25, 2011
Project: CSSTP-0006-00(439) Gwinnett
Existing/Required R/W: Varies/Varies
Project Termini : Phase 1 & 2 Legged CFI on SR 10/US 78 at SR 124
Project Description: Phase 1 & 2 Legged CFI on SR 10/US 78 at SR 124

P.I. Number: 0006439
No. Parcels: 18

Land: Commercial R/W: 307,860 sf @ \$ 7.5/sf	\$ 2,308,950
Commercial Easement: 75,797 sf @ \$ 7.5/sf @ 50%	\$ 284,238
	<u>2,593,188</u>

Improvements : misc. site improvements, businesses 1,650,000

Relocation: Commercial (6) X 25,000 150,000
Residential (0) X 40,000

Damage : Proximity (0)
Consequential (0)
Cost to Cure (2) 85,000

Net Cost \$ 4,393,188

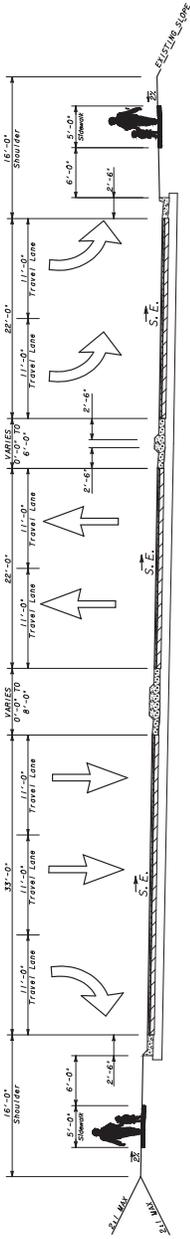
Net Cost		\$ 4,393,188
Scheduling Contingency	55 %	2,416,253
Adm/Court Cost	60 %	<u>4,085,664</u>
		\$ 10,895,106

Total Cost \$10,896,000

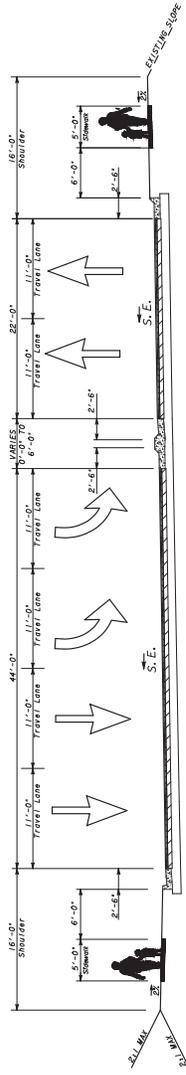
Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

Attachment 2

Typical Sections

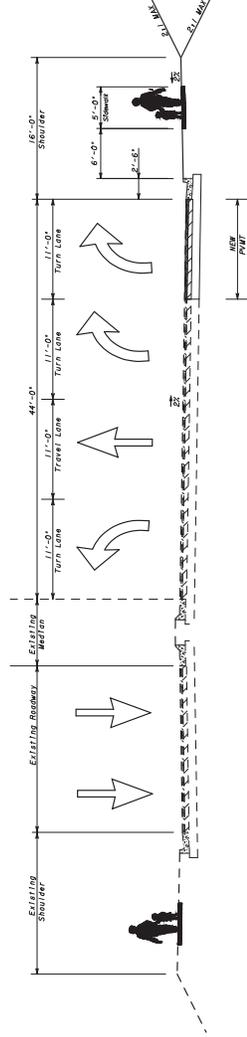


TYPICAL SECTION C-C



TYPICAL SECTION D-D

	 GRESHAM SMITH AND PARTNERS	REVISION DATES 	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PROGRAM DELIVERY CSSTP-006-00(439) PI# 0066439 CONTINUOUS LOW INTERSECTION SP Locus 8' Locus SF 124 CONCEPT TYPICALS GWINNETT COUNTY FEBRUARY 2, 2011
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TYPICAL SECTION G-G

	 G R E S H A M S M I T H A N D P A R T N E R S	REVISION DATES <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td> </td><td> </td></tr> </table>																					STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PROGRAM DELIVERY CSSTP-006-00(430) PI* 0006439 HENRY CUMBERBY PASS SP10 US 78 AL SR 124 CONCEPT TYPICALS GWINNETT COUNTY FEBRUARY 2, 2011 DRAWING NO. 5-04

Attachment 3

Accident Summaries

SR 10/US 78 and SR 124 Accident Summaries

Project Number: CSSTP-0006-00(439)

County: Gwinnett

P. I. Number: 0006439

SR 10/US 78 and SR 124 are both functionally classified as an Urban Principal Arterial. The tables below provide a comparison of the crash rates along SR 10/US 78 and SR 124 with the statewide average for similarly classified roads for the years 2006-2008.

Crashes on SR 10/US 78

(Mile point 6.23 to 7.23)

	2006		2007		2008	
	SR10/US78	State	SR10/US78	State	SR10/US78	State
Crash Rate*	1,508	531	1,372	514	1,136	471
Injury Rate*	307	132	307	126	257	116
Fatality Rate*	0.00	1.38	0.00	1.34	0.00	1.33

*Per 100 million vehicle miles.

Crashes on SR 124

(Mile point 6.54 to 7.54)

	2006		2007		2008	
	SR124	State	SR124	State	SR124	State
Crash Rate*	2,114	531	1,881	514	1,873	471
Injury Rate*	451	132	369	126	399	116
Fatality Rate*	0.00	1.38	0.00	1.34	0.00	1.33

*Per 100 million vehicle miles.

The crash and injury rates for SR 10/US 78 and SR 124 typically far exceed the statewide average as indicated above. There have been no reported fatalities in recent years.

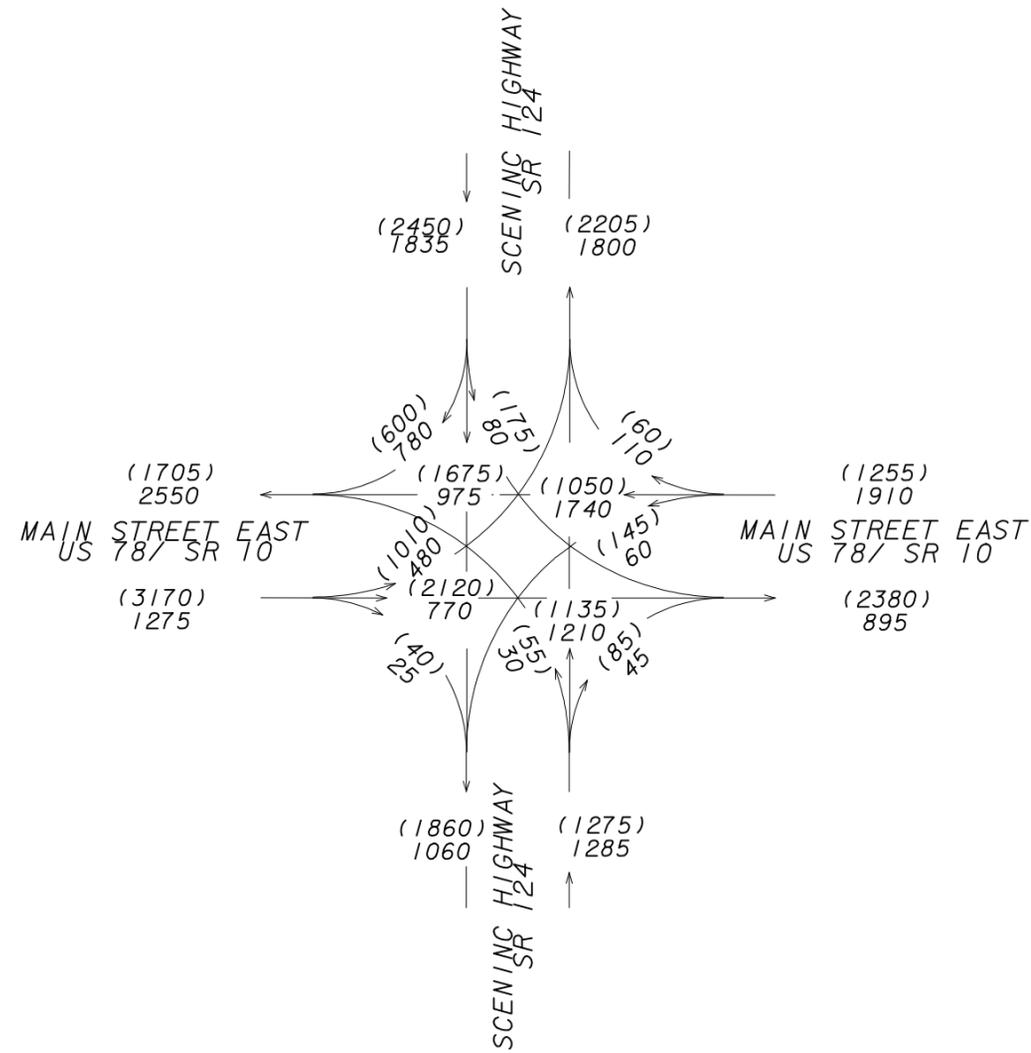
Approximately 80 percent of the crashes that occurred at SR 10/US 78 and SR 124 each year were angle and rear end type crashes. The majority of the rear end type collisions were apparently caused by vehicles stopping for the traffic signal at the intersection of SR 10/US 78 and SR 124.

Crash Analysis at SR 10/US 78 and SR 124

Year	Angle (Number/%)	Rear End (Number/%)	Side Swipe (Number/%)	Not A Collision with another vehicle (Number/%)	Head-On (Number/%)	Fatality (Number/%)
2006	19 / 22%	50 / 58%	14 / 17%	1 / 1%	2 / 2%	0
2007	11 / 14%	55 / 70%	12 / 15%	0 / 0%	1 / 1%	0
2008	11 / 16%	50 / 69%	6 / 8%	2 / 3%	3 / 4%	0

Attachment 4

Traffic Diagrams



2032 DESIGN YEAR NO BUILD
AM AND PM PEAK HOUR
TRAFFIC VOLUMES

LEGEND

2032 PM DHV = (000)
2032 AM DHV = 000

T = 9%



**GRESHAM
SMITH AND
PARTNERS**

NOT TO SCALE

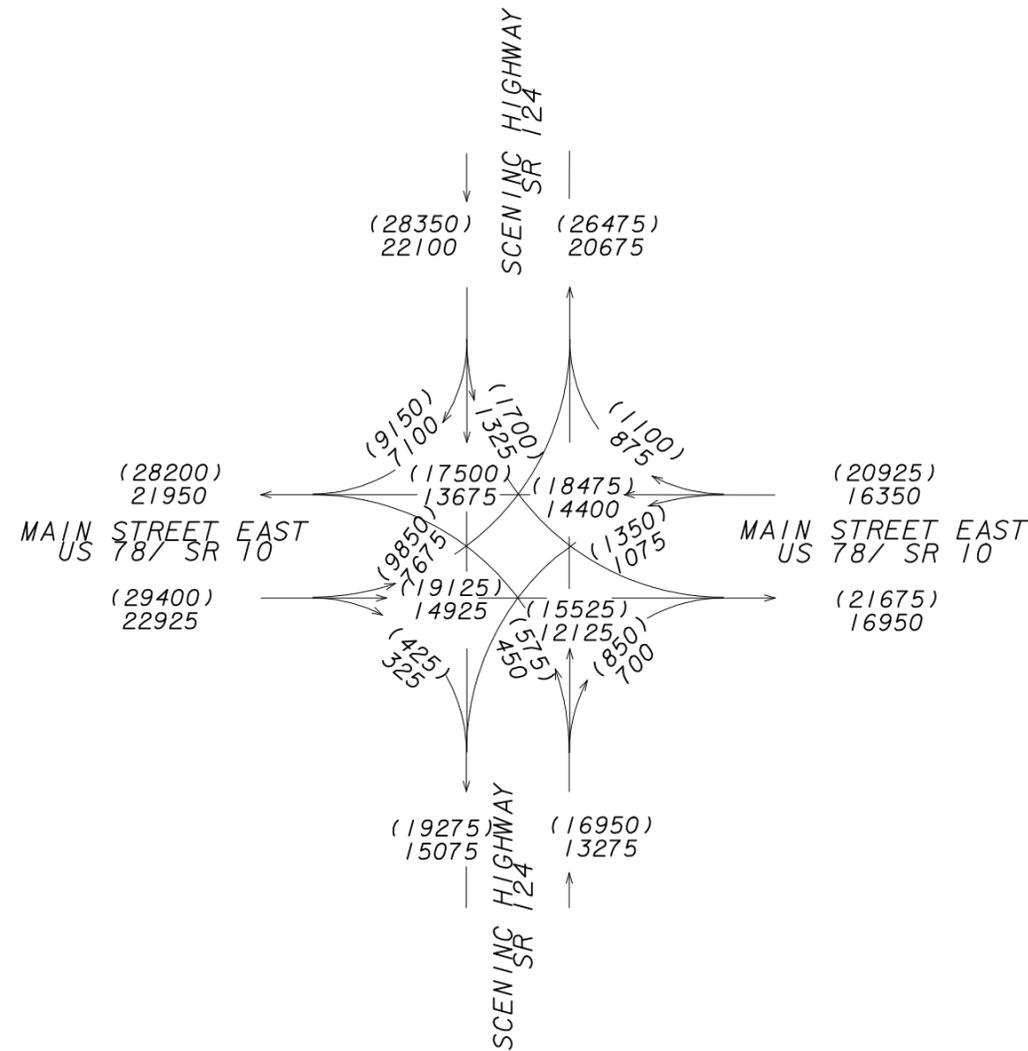
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: PROGRAM DELIVERY
CSSTP-0006-00(439) PI* 0006439

SR 10/US 78 AT SR 124
CONCEPT LAYOUT
GWINNETT COUNTY FEBRUARY 2, 2011

DRAWING No.
10-01



2012 OPENING YEAR AND
2032 DESIGN YEAR NO BUILD AADT
TRAFFIC VOLUMES

LEGEND

2032 AADT = (000)
2012 AADT = 000
24 HOUR T = 8%
S. U. = 6%, COMB. = 2%



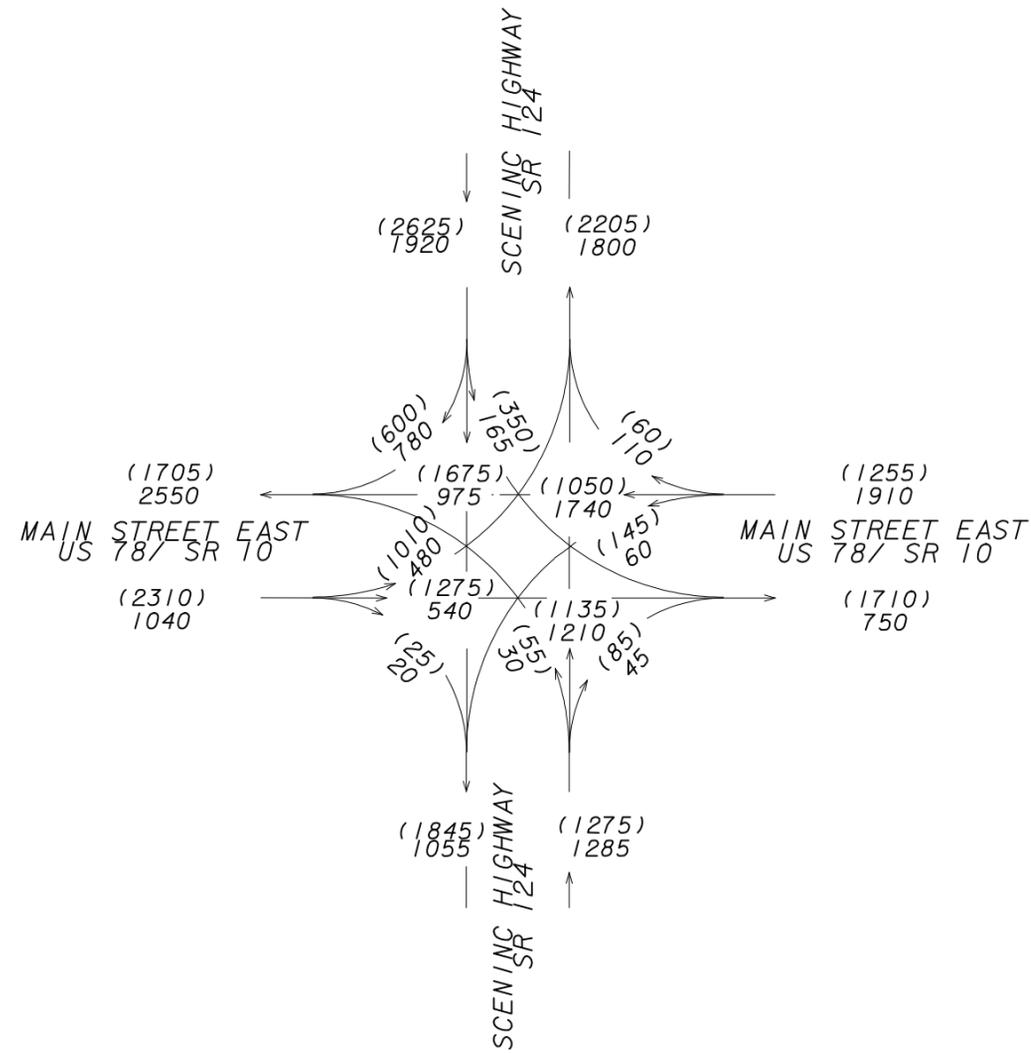
GRESHAM
SMITH AND
PARTNERS

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
CSSTP-0006-00(439) PI* 0006439
SR 10/US 78 AT SR 124
CONCEPT LAYOUT
GWINNETT COUNTY FEBRUARY 2, 2011

DRAWING No.
10-02



2032 DESIGN YEAR BUILD
AM AND PM PEAK HOUR
TRAFFIC VOLUMES

LEGEND

2032 PM DHV = (000)
2032 AM DHV = 000

T = 9%



GRESHAM
SMITH AND
PARTNERS

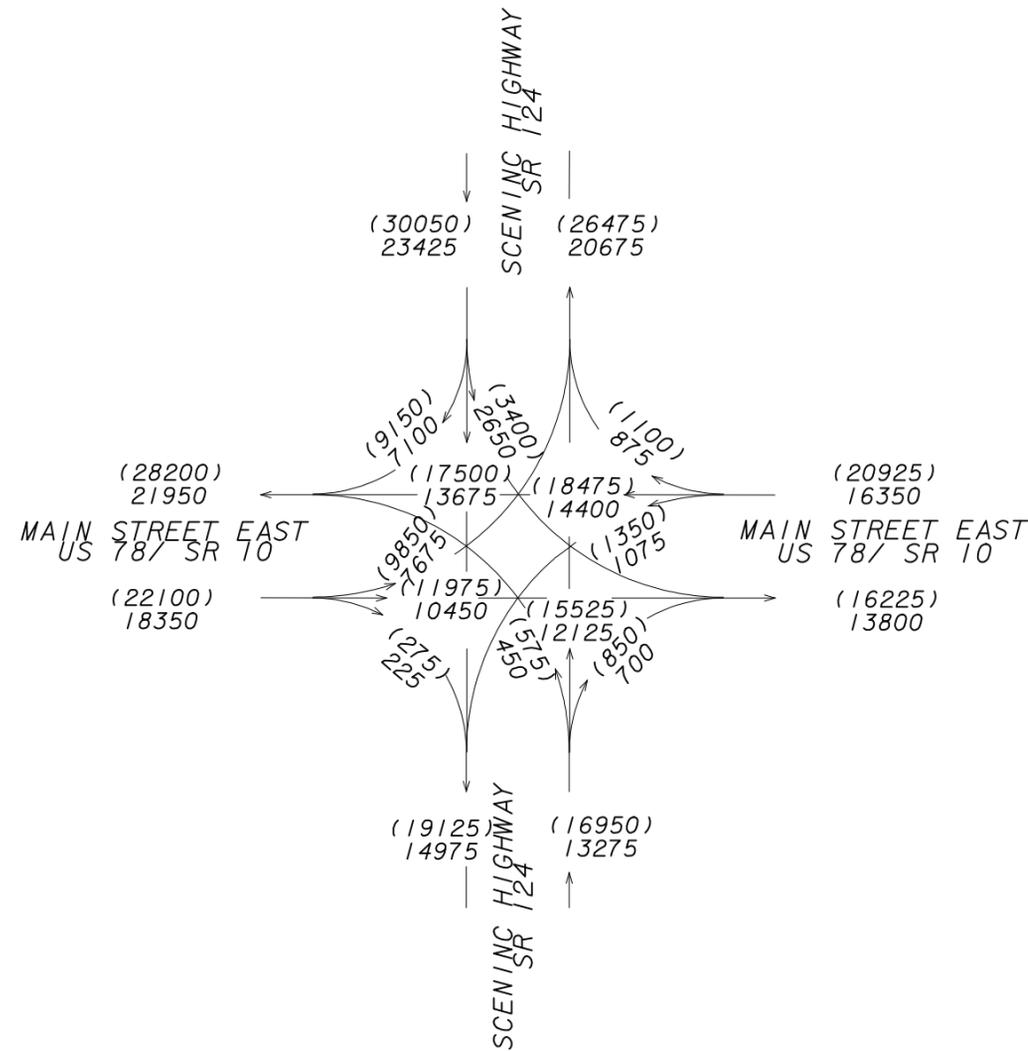
NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
CSSTP-0006-00(439) PI* 0006439

SR 10/US 78 AT SR 124
CONCEPT LAYOUT
GWINNETT COUNTY FEBRUARY 2, 2011

DRAWING No.
10-03



2012 OPENING YEAR AND
2032 DESIGN YEAR BUILD AADT
TRAFFIC VOLUMES

LEGEND

2032 AADT = (000)
2012 AADT = 000
24 HOUR T = 8%
S. U. = 6%, COMB. = 2%



GRESHAM
SMITH AND
PARTNERS

NOT TO SCALE

REVISION DATES

NO.	DATE	DESCRIPTION

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
CSSTP-0006-00(439) PI* 0006439
SR 10/US 78 AT SR 124
CONCEPT LAYOUT
GWINNETT COUNTY FEBRUARY 2, 2011

DRAWING No.
10-04

Attachment 5

Capacity Analysis Summary

Anticipated Intersection Level of Service (LOS) for SR 10/US 78 at SR 124

Project Number: CSSTP-0006-00(439)

County: Gwinnett

P. I. Number: 0006439

LOS is defined as a qualitative measure describing operational conditions within a traffic streams. There are six defined LOS tiers at which a roadway can operate. Each of the six tiers are identified by a letter, “A “ represents the best operating conditions and LOS “ F” represents the worst. If a roadway is operating at LOS “A”, “B”, or “C”, that is considered acceptable operating conditions.

The poor operation of the SR 10/US 78 and SR 124 intersection affects other roadways and intersections within the study area, as motorists seek to minimize their delay by avoiding the intersection. As such, they often seek alternate routes, such as Oak Road and Wisteria Drive. In the table below, the SR 10/US 78 at Wisteria intersection has a LOS of E and the SR 124 at Wisteria intersection operates at LOS F. The low LOS is a direct result of Wisteria Drive serving primarily cut-through traffic. With the realignment of Oak Road at US 78 completed, the trend of motorists bypassing the SR 10/US 78 at SR 124 intersection will continue, as another direct route with a traffic signal will be available.

Anticipated LOS for SR10/US 78 at SR 124

Improvement Type (Delay in seconds per vehicle)	2012 Traffic		2032 Traffic	
	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS
No Build	E(62)	F(126)	F(139)	F(256)
CFI with Eastbound Bypass on Henry Clower Boulevard	C(33)	D(38)	E(65)	E(76)

(Note: 2032 LOS increases due to insufficient roadway capacity on SR 10/US 78 east and on SR 124 north of intersection)

Attachment 6

Minutes of Concept Meetings



G R E S H A M
S M I T H A N D
P A R T N E R S

December 19, 2007

Initial Concept Team Meeting Notes

US 78 @ SR 124
STP-0006-00(439), Gwinnett County
GS&P Project No. 26284.00

MEETING DATE: December 17, 2007

PARTICIPANTS: Jill Franks – GDOT Urban Design
 Neal O'Brien – GDOT Urban Design
 Kent Black – GS&P
 Jeff Church – GS&P
 Scott Shelton – GS&P
 Marion Waters – GS&P
 Chris Dills – GDOT– Dist. 1, Area 5 Construction
 Matt Needham – GDOT– Dist. 1, Area 5 Construction
 Linda Edwards – Edwards-Pitman
 Jason Moore – Gwinnett County Water Resources
 Kevin Conaway – Gwinnett County Water Resources
 Jim Brooks – City of Snellville
 Nebiat Abrham – GDOT Urban Design
 Tony Eadie – GDOT Urban Design
 Ron Wishon – GDOT Engineering Services
 Robby Oliver – GDOT District 1 Utilities
 Glenn Bowman – GDOT Office of Environment & Location
 Jeff Jacques – GDOT Utilities
 Russ Danser – Edwards-Pitman
 Laura Rish – GDOT Office of Environment & Location
 Robert Mahoney – GDOT District 1 Preconstruction Engineer
 Todd Long – GDOT Director of Preconstruction
 Steven Gafford – GDOT Utilities
 Chuck Hasty – GDOT Assistant State Urban Design Engineer
 Danielle Tanner – GDOT Urban Design
 Ben Buchan – GDOT State Urban Design Engineer
 Russell McMurry – GDOT District 1 Engineer

DISCUSSION: See attached meeting agenda

The meeting was started by introductions of the consultants GS&P (design) and Edwards-Pitman (Environmental) and was followed with introductions from the various GDOT, County and City departments represented. The need and purpose statement, public involvement plan and schedule were discussed and key elements were

Design Services For The Built Environment



MEETING NOTES
US 78 @ SR 124
STP-0006-00(439), Gwinnett County
GS&P Project No. 26284.00
December 19, 2007

highlighted by GS&P. Below were the comments received after the presentation was completed by GS&P.

1. The City of Snellville recommended coordinating with the Citizen Advisory Committee (CAC) via email.
2. The City of Snellville stated that accident data is available and tracked with red light cameras at the SR 10/US 78 at SR 124 intersection. GS&P will coordinate with the City of Snellville and update the accident data in the need and purpose statement.
3. The City of Snellville will coordinate with GS&P to update the elected officials section of Public Involvement Plan.
4. Gwinnett County Water Resources (GCWR) noted that 24" water main exists in the proposed area of study. GCWR left a copy of the Water & Sewer GIS for the study area with GS&P for use in development of the conceptual alternatives. GCWR noted the drawings could be made available via the ftp site if needed.
5. The GDOT Office of Environment and Location (OEL) noted the importance of obtaining concurrence of the Historic Boundaries with the State Historic Preservation Officer (SHPO).
6. Edwards Pitman said the special studies should be completed by the first quarter of next year and a clearer understanding of Environmentally Sensitive Areas should occur within the first six months of next year.
7. OEL recommended mentioning and showing the Environmentally Sensitive Areas to the CAC so that alternatives are considered accordingly.
8. OEL recommended coordinating with and getting a determination from SHPO as soon as possible.
9. GDOT District 1 stated the roles and responsibilities of the CAC be clearly defined at the first CAC meeting and a mission statement be established.
10. GDOT District 1 emphasized educating the CAC about the importance of the environmental resources and the design and schedule complications created if an environmental resource is impacted.
11. GDOT Engineering Services requested a cost estimate be provided as soon as conceptual alternatives are created.



MEETING NOTES

US 78 @ SR 124

STP-0006-00(439), Gwinnett County

GS&P Project No. 26284.00

December 19, 2007

12. GDOT Engineering Services will be providing reviews of cost estimates and will perform a value engineering report.
13. GDOT District 1 Construction stated project PI#121720 is complete and could be removed from the projects in the area list. GS&P will remove and update the need and purpose.

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact me.

Prepared by: Scott Shelton

Attachments: Initial Concept Team Meeting Agenda
Need and Purpose
Public Involvement Plan
Sign In Sheet

Copy Participants



G R E S H A M
S M I T H A N D
P A R T N E R S

December 20, 2010

Concept Team Meeting Notes

SR 10/US 78 at SR 124
CSSTP-0006-00(439) Gwinnett County
GS&P Project No. 26284.00

MEETING DATE: November 16, 2010

ATTENDEES: Tim Matthews – GDOT
 Terry Allgood – Walton EMC
 Robert Mahoney – GDOT
 Nathaniel O'Kelley – GDOT/Utilities
 Jason Moore – GCDWR
 Andrew Heath – GDOT/Planning
 Raymond Chandler – GDOT/Utilities/SUE
 Kelly Wade – FHWA
 Roy Whitehead – Snellville PD
 Russell Treadway – City of Snellville
 Casey Graham – Gwinnett DOT
 Vince Edwards – Gwinnett DOT
 Jim McNeely – GDOT R/W Division
 Chris Dills – GDOT
 Harold Mull – GDOT
 Hudson Kingery – Walton EMC
 Kent Black – GS&P
 Scott Shelton – GS&P
 Jeff Church – GS&P
 Jay Bockisch – GS&P

DISCUSSION: SR 10/US 78 at SR 124 CFI

1. Gresham, Smith and Partners briefly described the proposed project. Phase One of the proposed project would construct a two-legged continuous flow intersection (CFI) on SR 10/US 78 at the intersection with SR 124 in Snellville, Georgia. A free flow right turn lane will be provided for SR 124 south bound onto SR 10/US 78 west bound. The CFI will provide dual left turn access onto SR 124. The CFI will move the left turn movement approximately 300 feet east and west of the intersection of SR 10/US 78 and SR 124, so the left turn movement can occur concurrently as the east-west thru movement on SR 10/US 78. Pedestrian accessibility will be provided by signalization and refuge islands. The SR 124 north bound left turn lane onto SR 10/US 78 west bound and the SR 124 north bound right turn lane onto SR 10/US 78 east bound will be removed at the intersection with SR 10/US 78 and rerouted via signage to Henry Clower Boulevard. Pate Street will be converted to a cul-de-sac at the intersection with SR 10/US 78 to protect access along SR 10/US 78. Limited access is proposed along the free flow right

turn lane from SR 124 south bound to SR 10/US 78 west bound to prevent the potential for rear end collisions and maximize the efficiency of the free flow right turn lane. Sidewalks will be provided along both sides of the project and the larger medians will be grassed and/or landscaped and smaller medians will be concrete.

2. Phase Two of the proposed project would improve Henry Clower Boulevard to create an east bound bypass. A right turn lane and a shared thru and right turn lane will be provided on SR 10/ US 78 at Henry Clower Boulevard. The one way configuration south bound on Henry Clower Boulevard will be carried from SR 10/US 78 until Henry Clower Boulevard merges with Knollwood Drive. A concrete median will be constructed from the Henry Clower Boulevard merge with Knollwood to the SR 124 intersection. A right turn lane will be added on Henry Clower Boulevard at SR 124 to precede south bound onto SR 124. Signalization and a crosswalk will be provided at the intersection of Henry Clower Boulevard and the access road to Knollwood Drive/New London Plaza for pedestrian accessibility.
3. At the Henry Clower Boulevard/Oak Road intersection with SR 10/US 78, an additional right turn lane will be constructed to provide dual right turn lanes from Henry Clower Boulevard onto SR 10/US 78 east bound. An additional left turn lane will be added to Oak Road.
4. District construction recommended modifications be made to the signal timing on Henry Clower Boulevard so that traffic flow will be easier when traffic is re-routed to Henry Clower Boulevard during the construction of the CFI at SR 10/US 78 and SR 124. The District also recommended using changeable message signs during construction to inform motorists of travel savings time if they use Henry Clower Boulevard in lieu of the SR 10/US 78 and SR 124 intersection.
5. District construction recommended a free flow right turn lane from Henry Clower Boulevard/Oak Road to Wisteria Drive be added to the proposed project. GS&P noted this would potentially adversely impact the church and gas station properties at Wisteria Drive, so it was not considered a viable option as part of this project.
6. Walton EMC noted that 15 to 16 poles would be impacted on the northwest quadrant of the intersection of SR 10/US 78 and SR 124. Walton EMC inquired if GDOT would allow the poles to be relocated on GDOT right-of-way since limited access is proposed. GDOT utilities will work with Walton EMC to maintain service in the area.
7. GDOT utilities requested a SUE analysis for the corridor with a quality level of A or B. However, the current project framework agreement states that locals will be responsible for utility relocation costs, so it would be up to the locals to request a SUE analysis for the project.
8. The City of Snellville prefers Phase One (CFI) be constructed first and if funding is available, construct Phase Two at the same time as Phase One. FHWA noted that if Phase One proceeds forward and Phase Two is tabled to a later date, the public needs

to be notified that Phase One is to be built and Phase Two will be constructed at a later date.

9. District construction recommended removing striping for the north bound SR 124 left turn lane onto SR 10/US 78 west bound prior to the start of construction. This removal will allow the public to become familiar with using Henry Clower Boulevard to access SR 10/US 78 west bound before construction starts on the CFI. If not prior to construction, maybe add to the construction sequence to complete the removal of the north bound SR 124 left turn lane prior to the contractor constructing the CFI at SR 10/US 78 and SR 124 intersection.
10. District construction inquired how the CFI would be impacted when SR 10/US 78 is widened to three lanes in each direction from Snellville to Loganville. GS&P stated that the east bound bypass will reroute traffic around SR 10/US 78 and SR 124, so no widening would be needed through the CFI to accommodate the additional lanes on SR 10/US 78 from Snellville to Loganville. Also, the widening of SR 10/US 78 is scheduled for long range so it does not warrant integration into this project since the future widening of SR 10/US 78 is not scheduled to be implemented until 20 to 30 years from now.
11. District construction recommended extending the raised median barrier for the proposed project to the intersection with Oak Road/Henry Clower Boulevard on SR 10/US 78. GS&P noted this would require additional right-of-way, environmental studies and impacts to property owners, so it was not considered a viable option to add to this project.
12. District construction recommended repairing the transition thru the intersection of SR 10/US 78 traveling south bound on SR 124 and crossing over SR 10/US 78. District construction stated the offset is currently twelve feet. GS&P will review during design. However, major alignment changes are needed on SR 124 to correct the offset, which is outside the scope of the proposed project.

This represents our understanding of the items discussed at the meeting. If you have any questions or comments concerning any of the information contained herein, please contact me.

Prepared by: Scott Shelton

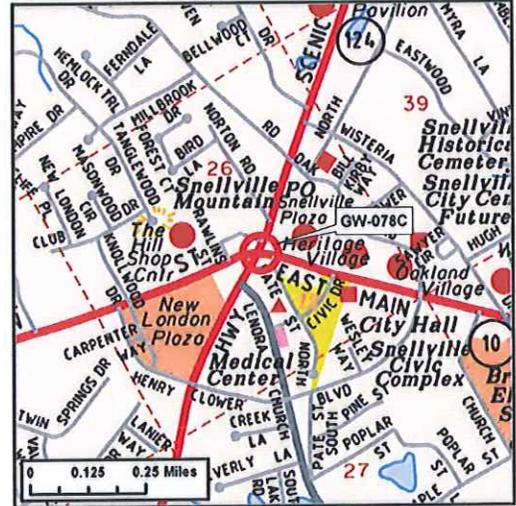
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rjc

Attachment 8

**Conforming Plan's Network
Schematics Showing Thru
Lanes**

Short Title	US 78 (MAIN STREET IN CITY OF SNELLVILLE) GRADE SEPARATION AT SR 124 (SCENIC HIGHWAY)
GDOT Project No.	0006439
Federal ID No.	CSSTP-0006-00(439)
Status	Programmed
Detailed Description and Justification	The proposed project is a two phase project to improve the intersection of US 78 and SR 124 in Snellville, Georgia. Phase 1 would construct a two-legged continuous flow intersection (CFI) with concrete and landscaped medians. The project termini on SR 10/US 78 for Phase 1 would be Knollwood Drive west of SR 124 and Henry Clower Boulevard east of SR 124. The termini on SR 124 would be approximately 1,000 feet north and south of the intersection with US 78. Phase 2 of the proposed project would construct an eastbound bypass on Henry Clower Boulevard. Pedestrian facilities will be incorporated in all phases of the project.
Service Type	Interchange Capacity
Sponsor	GDOT
Jurisdiction	Gwinnett County
Existing Thru Lane	4 (applicable for road projects only)
Planned Thru Lane	4 (applicable for road projects only)
Corridor Length	N/A miles (not applicable for all project types)
Network Year	2030 (required if modeled for conformity)
Completion Date	2030
Analysis Level	In the Region's Air Quality Conformity Analysis



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Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	Local Jurisdiction/Municipality Funds	2009	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
PE	STP - Statewide Flexible (GDOT)	2011	\$500,000	\$400,000	\$100,000	\$0,000	\$0,000
ROW	Local Jurisdiction/Municipality Funds	2011	\$50,000	\$0,000	\$0,000	\$0,000	\$50,000
ROW	General Federal Aid - 2014-2030	LR 2021-2030	\$18,000,000	\$14,400,000	\$3,600,000	\$0,000	\$0,000
CST	General Federal Aid - 2014-2030	LR 2021-2030	\$25,000,000	\$20,000,000	\$5,000,000	\$0,000	\$0,000
				\$34,800,000	\$8,700,000	\$0,000	\$50,000

PE: Preliminary Engineering / Design / Study

ROW: Right-of-way Acquisition

CST: Construction / Implementation



For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.



Envision6 Regional Transportation Plan and FY 2008-2013 Transportation Improvement Program - Sorted by ARC Project Number

GW-078C
US 78 (MAIN STREET IN CITY OF SNELLVILLE) GRADE SEPARATION
 AT SR 124 (SCENIC HIGHWAY)
 0006439
 Programmed

Jurisdiction: Gwinnett County
 Sponsor: GDOT
 Service Type: Interchange Capacity
 Existing: 4
 Planned: 4
 Length (mi.): N/A
 Analysis: In the Region's Air Quality Conformity Analysis
 Network Year: 2030
 Open Year: 2030

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE AUTH	2009	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
PE AUTH	2011	STP - Statewide Flexible (GDOT)	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
ROW	2011	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$50,000	\$0,000	\$50,000
ROW	LR 2021-2030	General Federal Aid - 2014-2030	\$14,400,000	\$3,600,000	\$0,000	\$0,000	\$18,000,000
CST	LR 2021-2030	General Federal Aid - 2014-2030	\$20,000,000	\$5,000,000	\$0,000	\$0,000	\$25,000,000
			\$34,400,000	\$8,600,000	\$50,000	\$0,000	\$43,050,000

GW-099A
US 23 (BUFORD HIGHWAY); SEGMENT 1
 FROM OLD PEACHTREE ROAD TO SUGARLOAF PARKWAY
 132360-
 Long Range

Jurisdiction: Gwinnett County
 Sponsor: GDOT
 Service Type: General Purpose Roadway Capacity
 Existing: 2
 Planned: 4
 Length (mi.): 1.1
 Analysis: In the Region's Air Quality Conformity Analysis
 Network Year: 2030
 Open Year: 2030

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	LR 2021-2030	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$1,000,000	\$0,000	\$1,000,000
ROW	LR 2021-2030	General Federal Aid - 2014-2030	\$6,240,000	\$1,560,000	\$0,000	\$0,000	\$7,800,000
CST	LR 2021-2030	General Federal Aid - 2014-2030	\$6,960,000	\$1,740,000	\$0,000	\$0,000	\$8,700,000
			\$13,200,000	\$3,300,000	\$1,000,000	\$0,000	\$17,500,000

Attachment 9

Concept Layout

LEGEND

- PROPERTY AND EXISTING R/W LINE
- REQUIRED R/W LINE
- TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED SIDEWALK
- PROPOSED SIGNAL
- EXISTING SIGNAL



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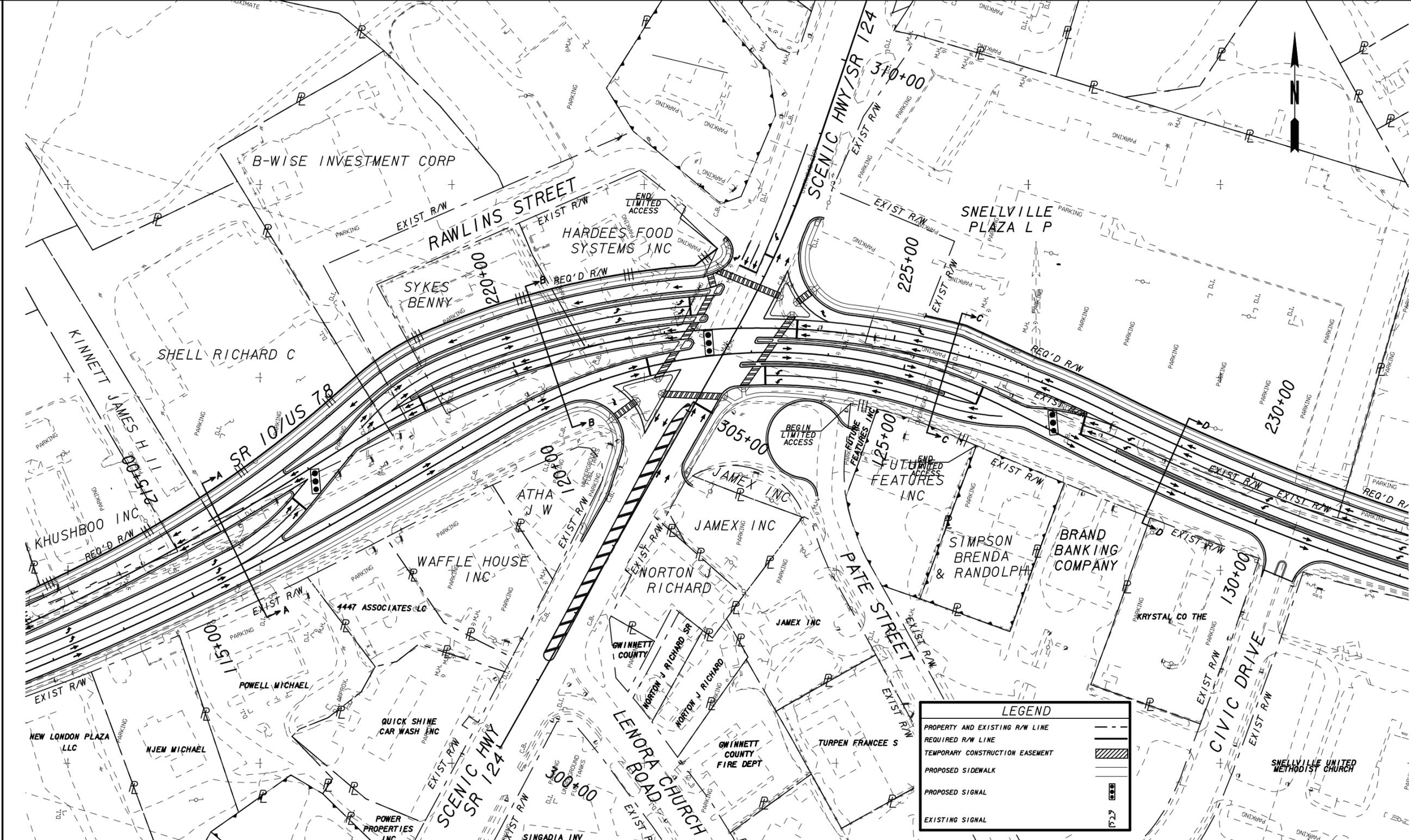


REVISION DATES

NO.	DATE	DESCRIPTION

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
CSSTP-0006-00(439) PI* 0006439
CONTINUOUS FLOW INTERSECTION
SR 10/US 78 AT SR 124
CONCEPT LAYOUT
GWINNETT COUNTY FEBRUARY 2, 2011

DRAWING No.
13-01



REVISION DATES

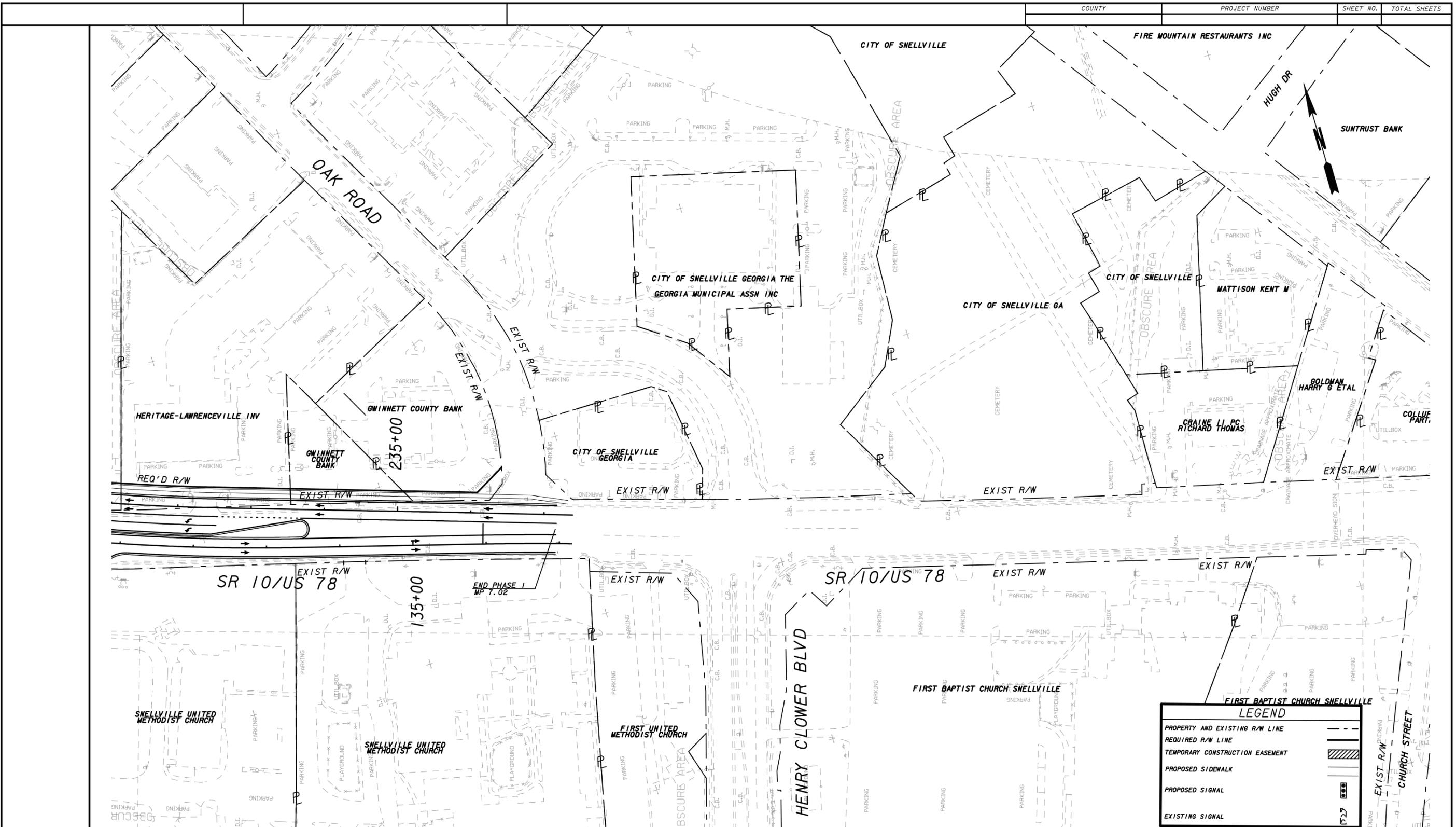
STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY
 CSSTP-0006-00(439) PI* 0006439
 CONTINUOUS FLOW INTERSECTION
 SR 10/US 78 AT SR 124
 CONCEPT LAYOUT
 GWINNETT COUNTY FEBRUARY 2, 2011



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DRAWING No.
13-02



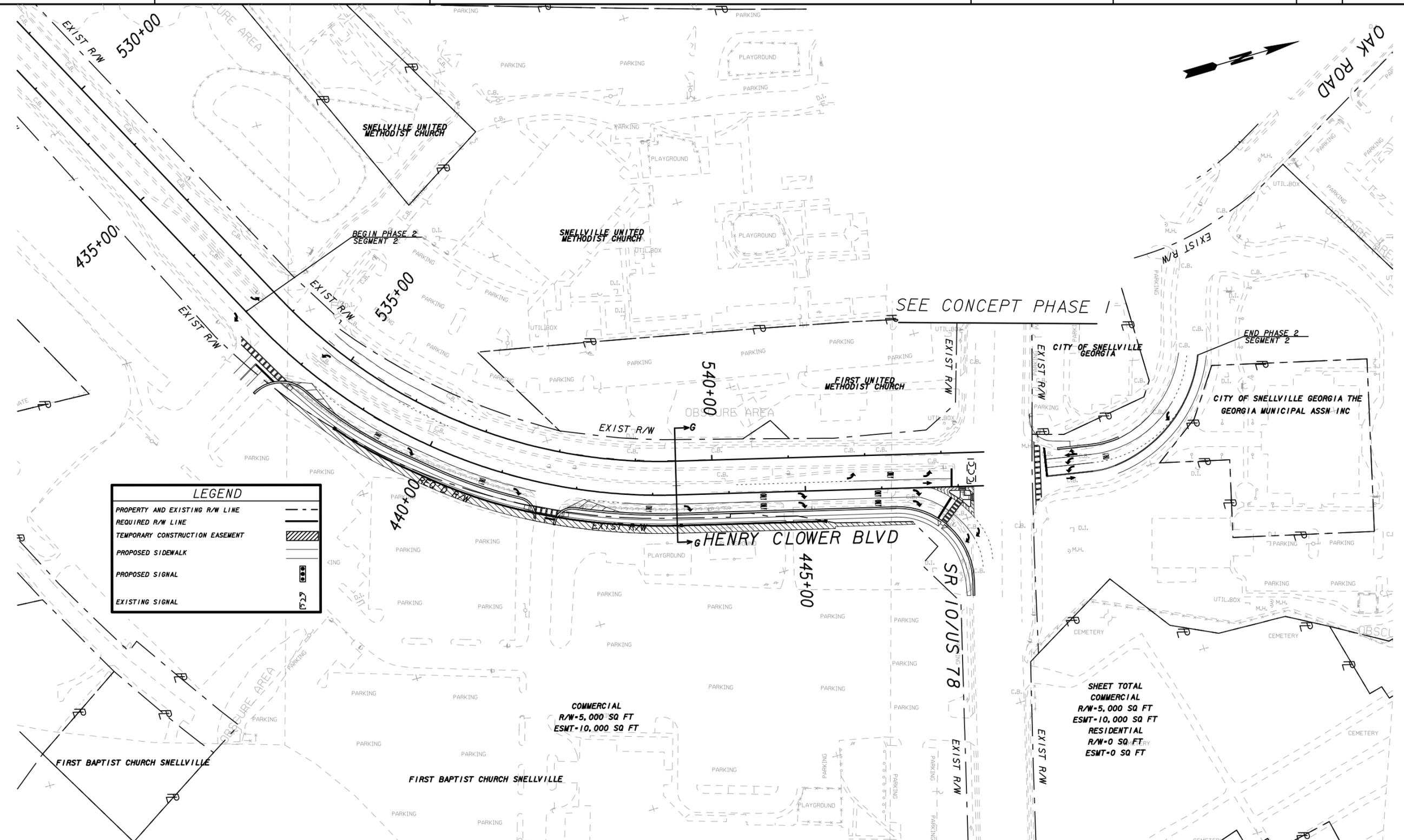
LEGEND	
PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	====
TEMPORARY CONSTRUCTION EASEMENT	▨
PROPOSED SIDEWALK	▤
PROPOSED SIGNAL	⬢
EXISTING SIGNAL	⬢



REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
CSSTP-0006-00(439) PI* 0006439
CONTINUOUS FLOW INTERSECTION
SR 10/US 78 AT SR 124
CONCEPT LAYOUT
GWINNETT COUNTY FEBRUARY 2, 2011

DRAWING No.
13-03



LEGEND	
PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
TEMPORARY CONSTRUCTION EASEMENT	
PROPOSED SIDEWALK	
PROPOSED SIGNAL	
EXISTING SIGNAL	

SHEET TOTAL
 COMMERCIAL
 R/W-5,000 SQ FT
 ESMT-10,000 SQ FT
 RESIDENTIAL
 R/W-0 SQ FT
 ESMT-0 SQ FT



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 PARTNERS



REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY
 CSSTP-0006-00(439) PI* 0006439
 HENRY CLOWER BYPASS
 SR 10/US 78 AT SR 124
 CONCEPT LAYOUT
 GWINNETT COUNTY FEBRUARY 2, 2011

DRAWING No.
14-02

Attachment 10

Benefit Cost Analysis

Benefit Cost Analysis Work Sheet
CONGESTION Projects

Project Number: CSSTP-0006-00(439)

P. I. Number: 0006439

Gwinnett County

2-Legged Continuous Flow Intersection on SR 10/US 78 at SR 124 &
with Eastbound Bypass on Henry Clower Boulevard

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

*Db (hrs)	0.0500
ADT	90,025
Tb (\$s)	\$154,730,468.75

Commercial or Truck Time Savings Benefit (CMb)

Db (hrs)	0.0500
% Truck Traffic	0.05
ADT	90,025
CMb	\$40,876,976.56

Fuel Savings Benefit (Fb)

ADT	90,025
Fb (\$s)	\$53,921,223.96

Total Congestion Benefit	\$249,528,669.27
Total Project Cost	\$19,088,028.56
B/C Ratio	13.07

*Reduction in delay or **Delay Benefit (D_b)** can be defined as the difference between the peak hour travel time through the corridor without the proposed improvement and the peak hour travel time through the corridor with the proposed improvement.

Attachment 11

**US 78 @ SR 124 Detailed
Matrix Comparison of Viable
Alternatives**



US 78 @ SR 124 Detailed Matrix Comparison of Viable Alternatives

(NSSTIP-4006-001-139) PH000639

	AH A Turn Lanes	AH B Left Turn Flyover	AH C EB By Pass & Turn Lanes	AH D1 2 Leg. CFI	AH D2 2 Leg. CFI & EB By Pass	AH E1 3 Leg. CFI	AH E2 3 Leg. CFI & EB By Pass
Operations & Safety	No Build	E (71) F (100) F (146) F (139) F (183) F (137) NA NA	E (66) F (86) F (116) F (183) 5 50 115	C (32) D (47) E (64) F (137) 50 115	C (33) D (38) E (65) F (76) 150 115	C (24) D (39) C (34) E (66) 95 180 115	C (24) C (31) C (34) E (66) 180 115
Through Traffic Flow							
US 78/SR 124 2012 LOS (Delay in sec) - AM Peak	E (62)						
US 78/SR 124 2012 LOS (Delay in sec) - PM Peak	F (126)						
US 78/SR 124 2032 LOS (Delay in sec) - AM Peak	F (139)						
US 78/SR 124 2032 LOS (Delay in sec) - PM Peak	F (256)						
Travel Time Savings (sec) for EB Through (PM Peak)	NA						
Travel Time Savings (sec) for EB to NB Left (PM Peak)	NA						
Local Access		Eliminates access to properties along SR 124 north of US 78	Maintains all access	NW Quadrant Access Issues	NW Quadrant Access Issues	NE & NW Quadrant Access Issues	NE & NW Quadrant Access Issues
Crash Reduction	Medium	Low	High	Medium	High	Medium	High
Community & Environment							
Pedestrian & Bike Accessibility	Minor increase in ped travel times at intersection	Impact along US 78	Minor increase in ped travel times at intersection	Minor increase in ped travel times at intersection	Minor increase in ped travel times at intersection	Increase in ped travel times at intersection	Increase in ped travel times at intersection
Aesthetics	No Impact	Impact of elevated structure	No Impact	No Impact	No Impact	No Impact	No Impact
Impacts to Historic and 4f Properties	No ROW Impacts	No ROW Impacts	No ROW Impacts	No ROW Impacts	No ROW Impacts	No ROW Impacts	No ROW Impacts
Potential Displacements	0	0	0	0	0	0	0
Residential	0	6	0	6	6	7	7
Commercial	0	6	0	6	6	7	7
Total	0	6	0	6	6	7	7
Neighborhood Connectivity	No change	Divides all four quadrants by an elevated structure	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact
Business							
Right of Way Impacts	No Impact	Significant Impact	No Impact	Minor Impact	Minor Impact	Major Impact	Major Impact
Access to Businesses	No Impact	Major Impact	No Impact	Impact to businesses in NW quadrant	Impact to businesses in NW quadrant	Impact to businesses in NE & NW quadrant	Impact to businesses in NE & NW quadrant
Visibility	No Impact	Elevated structure reduces visibility of businesses	Removes EB traffic from US 78 - Less traffic in front of businesses	Removes EB traffic from US 78 - less traffic in front of businesses	Removes EB traffic from US 78 - less traffic in front of businesses	No Impact	Removes EB traffic from US 78 - less traffic in front of businesses
Feasibility & Cost							
Project Development Time (Once Funding is Secured)	2 to 3 years	6 to 7 years	2 to 3 years	3 to 4 years	3 to 4 years	3 to 4 years	3 to 4 years
Constructability	Simple Construction	Complex Construction	Simple Construction	Simple Construction	Simple Construction	Simple Construction	Simple Construction
Required Number of New Structures	None	1 Flyover Bridge	None	None	None	None	None
Construction Staging/Maintenance of Traffic	Minimal impact to traffic	Minimal impact to traffic	Minor impact to traffic	Minimal impact to traffic	Minimal impact to traffic	Minimal impact to traffic	Minimal impact to traffic
Right of Way Impact (Acres)	0.23	2.30	1.23	2.20	3.20	2.60	3.60
Cost							
Right of Way/Business Displacement	\$500,000	\$25,100,000	\$1,900,000	\$3,500,000	\$4,900,000	\$10,200,000	\$11,600,000
Construction⁽¹⁾	\$1,400,000	\$8,200,000	\$3,500,000	\$4,600,000	\$6,700,000	\$5,500,000	\$7,600,000
Total	\$1,900,000	\$33,300,000	\$5,400,000	\$8,100,000	\$11,600,000	\$15,700,000	\$19,200,000
Benefit-Cost Ratio	High (23)	Low (3)	Medium (17)	High (21)	High (21)	Medium (14)	Medium (13)
Citizens Advisory Committee Input							
Survey Ranking	6	7	3	2	1	5	4
Ranking Based on Weighted Criteria	3	7	4	2	1	6	5
Meets CAC Mission Statement	No	No	No	Yes	Yes	No	No
Meets Need and Purpose of Project	No	No	No	Yes	Yes	No	Yes
Issues/Comments	- Low cost/impacts - Does not solve congestion problem	- High Cost/impacts - Low Benefit/Cost ratio	- Should consider traveler information system to manage diversions to EB By Pass	- Should consider traveler information system to manage diversions to EB By Pass	- Should consider traveler information system to manage diversions to EB By Pass	Access issues in NE Quadrants	- Access issues in NE Quadrant - Should consider traveler information system to manage diversions to EB By-Pass - Ped crossing issues at US 78/ By Pass

Attachment 12

**Public Involvement Meeting
Minutes**

US 78 and SR 124 Citizens Advisory Committee Meeting #1

March 4, 2008

MEETING NOTES

STP-0006-00(439) Gwinnett County
P.I. NO. 0006439
GS&P Project No. 26284.00

MEETING DATE: February 12, 2008

TIME: 11:00am – 1:30pm

LOCATION: Community Room at City Hall - Snellville

PARTICIPANTS: Brett Harrell (Evermore CID)
Berry Simmons (South Gwinnett High School)
Bill Norman (Westminster Presbyterian Church)
Charles Wells (Gwinnett Co. Fire Department)
Dave Foster (Nob Hill)
Dustin Greene (Emory Eastside hospital Complex)
Dwight Harrison (Volkswagon Dealership)
Elijah Collins Jr. (New Jerusalem Church)
Jimmy Dallas (Snellville United Methodist Church)
Jimmy Norton (Snellville Downtown Development Authority)
Mark Light (M&P Shopping Centers)
Mark Brannan (Hickory Hills)
Patricia Port (Summit Chase)
Robert Meredith (Snellville First Baptist Church)
Randolph Simpson (Simpson Property)
Roy Whitehead (Snellville Public safety)
Stan Hall (Harbor Oakes)
Tom Flynn (East Snellville)

Alan Chapman (Gwinnet County)
John Ray (Gwinnet County)
Jim Brooks (City of Snellville)
Susan Thomas (Edwards Pittman)
Russ Danser (Edwards Pittman)
Neal O'Brien (GDOT)
Jill Franks (GDOT)
Chuck Hasty (GDOT)
Laura Rish (GDOT)
Russell McMurry (GDOT District 1)
Jeff Church (GS&P)
Kent Black (GS&P)
Scott Shelton (GS&P)
Rani Velpuri (GS&P)
Lisa Uhlman (GS&P)



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PARTNERS

Design Services For The Built Environment

DISCUSSION: CITIZEN'S ADVISORY COMMITTEE MEETING #1

A. Introductions

Kent Black opened the meeting and asked the meeting participants to introduce themselves. Kent then briefly reviewed the meeting agenda, the CAC notebook, and the expectations for the committee.

B. Role and Purpose

Kent Black provided a general view of the project team and the members of the team. He discussed the role of the committee as to gather and share information on critical issues, assist in development of alternatives, and support the project team.

C. Area Overview

1. Neal O'Brien (GDOT - Project Manager) stressed that the current project represents a fresh start for looking at the transportation needs at US 78 and SR 124 intersection and in Snellville in general. Neal reinforced that no decisions have been made and that the project team and CAC are starting with a clean slate and he looks forward to working with all parties.
2. Alan Chapman (Gwinnett County – Asst. Director of Transportation) provided a detailed overview of County projects in the vicinity of Snellville. He also mentioned that the County is a technical and financial partner to this project.
3. Jim Brooks (City of Snellville – Interim City Manager) welcomed the CAC to Snellville City Hall and mentioned that the City is also a technical and financial partner in this project. The City looks forward to supporting the study recommendations. Finally, Jim identified that this week is his last week of employment at the City.
4. Brett Harrell (Evermore CID – Executive Director) provided a brief update of CID-lead improvements in the area including projects along US 78. He also mentioned that the construction related to removing the reversible lanes along US 78 should commence shortly.

D. Project Area Issues

Kent Black provided an introduction to the deficiencies in the project area and proceeded to request that the CAC members identify the issues that they would like to see addressed.

1. Randolph Simpson requested that the environmentally sensitive areas be identified and considered. He stressed that impacts to these key resources should be minimized.



2. Several CAC members mentioned that they do not prefer having an overpass in the downtown area which would result in dividing the City into two separate communities.
3. Elijah Collins Jr. said there is congestion for left turn movements on SR 124 @ Wisteria Drive during lunch and in the late afternoon(3-4pm & 5-7pm).
4. Mark Brannan mentioned the need for sidewalks and proper sidewalk connectivity. He mentioned the lack of street lighting on US 78 and Wisteria Drive. He also mentioned about vertical curve US 78 and Highpoint Road and the challenges created by the physical condition.
5. Jimmy Norton said to maintain adequate access to the downtown via US 78 and SR 124 and not to put any barrier to the downtown area of the City.
6. Dave Foster said that they wanted to see an improvement to the US 78 and SR 124 intersection but would not want to see business impacts, and that there is a need to balance the desires of residents and businesses. He suggested that having an underpass might be better than an overpass to avoid dividing the City and consequently this would not block views of the City Hall.
7. Tom Flynn mentioned to improve the entire corridor area and not just the main intersection (US 78 and SR 124) in order to reduce traffic congestion.
8. Brett Harrell mentioned that providing a median from the US 78 reversible lane project would be helpful, however adequate access to the businesses must be maintained.
9. Patricia Port mentioned that improving US 78 and SR 124 intersection will not address the congestion in the area but would transfer it to other intersections. She asked to look beyond the main study location for improvements to include the adjacent intersections and back door access in the area.
10. On Wisteria Drive, drivers are turning left from the through lane because they don't want to wait.
11. The CAC recommended updating the signal timing at US 78 & SR 124.
12. The CAC requested something be done to help businesses on the west of City Hall.



13. Pastor Elijah mentioned the presence of heavy truck traffic at Ronald Regan and SR 124.
14. The CAC mentioned that an existing spring at the southwest corner of Oak and SR 124. The spring goes under the church property and runs to the treatment plant.
15. The CAC recommended creating a bypass for Walton travelers to reduce traffic at the US 78 & SR 124 intersection, and the bypass would help businesses.
16. The CAC mentioned Highpoint Road has a steep grade and poor visibility prior to US 78.
17. Other Members mentioned that they want to encourage development and provide access through the city.

Scott Shelton recorded the CAC member comments and proceeded to identify seven (7) major issue categories.

E. Lunch Break

(During the lunch break, Scott Shelton had each CAC member prioritize their top three (3) categories).

F. Prioritize Area Issues

Kent Black discussed the major issue categories and identified the results of the CAC member prioritization as:

- Priority #1. US 78 @ SR124 Intersection Improvements
- Priority #2. Downtown Business Preservation
- Priority #3. Traffic Operations
- Priority #4. Neighborhood Cut –Through / Regional Traffic
- Priority #5. Pedestrian Accommodations/Safety
- Priority #6. Traffic Safety / Lighting / Aesthetics
- Priority #7. Environmental / Historic Resources

G. Background Information

1. Kent described the study process for the project and referred to process diagrams provided in the participant notebook.
2. Kent informed that 32 intersections were considered for the traffic studies and 18 locations for origin destinations studies. He also mentioned that US 78, SR 124, Wisteria Drive and Oak Road were considered for collecting Travel Time data.



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Design Services For The Built Environment

3. Kent emphasized public involvement and outreach is important to this process. The residents and business community will be able to participate through the CAC meetings, public information open houses, public hearings and the project website. The GDOT is committed to obtaining local interests and input.
4. Susan Thomas briefly discussed the process of evaluating environmentally sensitive areas using NEPA process. Later, Neal O'Brien discussed about the phases and budget allocation for the project. He identified that the concept and environmental phase is funded; however no design, right of way acquisition or construction funding has been allocated to date.

H. Mission Statement

Kent Black provided some initial guidance to the CAC and then proceeded to obtain thoughts on the Mission Statement for the group. CAC members provided numerous thoughts for drafting a mission statement. The project team will prepare a draft for the CAC to review and comment.

I. Closing

1. Kent Black mentioned that next meeting will be in 2-3 months and the date and time are pending. He informed that the project website will be launched soon and website address is www.US78-SR124.com
2. Kent Black asked everyone to go through the commitment letter as part of the roles and responsibilities and requested that these be signed and returned as soon as possible.
3. Kent Black thanked the CAC for their involvement and stressed again that it is important for the success of the project that they stay involved. Kent then adjourned the meeting.

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained here, please contact me.

Prepared by: Rani Velpuri

RCV



ATTACHMENT
(Summary of Flip Charts)

Major Issue Categories:

- US 78 and SR124 Intersection Improvements
 - Addition of turn lanes for SR124 and Wisteria Drive
 - West Park place Bypass
 - Prefer Underpass than Overpass
 - Improving Henry Clower Blvd. and SR 124
- Downtown Business Preservation
 - No overpass in the downtown
 - Need balance resident and business
 - Providing median on US 78 corridor
 - Access to downtown via US 78 and SR124
- Traffic Operations
 - Improving entire corridor of US 78
 - US 78 and Highpoint Road intersection improvement
 - Signal coordination on SR 124
 - Wisteria Drive –use thru lane to make left turn
- Neighborhood Cut –Through / Regional Traffic
 - Wisteria Drive and Oak Rd cut throughs
- Pedestrian Accommodations/Safety
 - Pedestrian crossings west of SR 124
 - Sidewalks / Connectivity
- Traffic Safety / Lighting / Aesthetics
- Environmental / Historic Resources
 - Limit impacts
 - Spring location at SR124 and Oak Road

Mission Statement:

- To improve Traffic flow and safety with minimum impacts to residences and businesses in downtown Snellville
- Improve flow of traffic while maintaining integrity and Snellville's identity
- Economic catalyst by preserving existing conditions
- To make US 78 corridor safe and convenient for residents and businesses
- Balance past and future conscious of the environment



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US 78 and SR 124 Citizens Advisory Committee Meeting #2

May 27, 2008

MEETING NOTES

STP-0006-00(439) Gwinnett County
P.I. NO. 0006439
GS&P Project No. 26284.00

MEETING DATE: May 15, 2008

TIME: 11:00am – 1:30pm

LOCATION: Community Room at City Hall - Snellville

PARTICIPANTS: Jason Atha (Brand Bank)
Mark Brannon (Hickory Hills)
Jimmy Dallas (Snellville United Methodist Church)
Tom Flynn (East Snellville)
Dave Foster (Nob Hill)
Brett Harrell (Evermore CID)
Dwight Harrison (Evermore, Volkswagen Dealership)
Mark Light (M&P Shopping Centers)
Jimmy Norton (Snellville Downtown Development Authority)
Patricia Port (Summit Chase)
Capt. Geoff Jacobs (sub for Roy Whitehead, Snellville Public Safety)
Randolph Simpson (Simpson Property)
Charles Wells (Gwinnett County Fire Department)
Jeremy Rosenthal (M&P Shopping Centers)

John Ray (Gwinnet County)
Neal O'Brien (GDOT)
Jill Franks (GDOT)
Chuck Hasty (GDOT)
Laura Rish (GDOT)
Susan Thomas (Edwards Pittman)
Russ Danser (Edwards Pittman)
Cindy Hall (ABMB)
Michael Bruce (ABMB)
Kent Black (GS&P)
Jay Bockisch (GS&P)
Jeff Church (GS&P)
Nithin Gomez (GS&P)
Scott Shelton (GS&P)
Marion Waters (GS&P)

DISCUSSION: CITIZEN'S ADVISORY COMMITTEE MEETING #2



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Design Services For The Built Environment

A. Introductions

Kent Black opened the Citizen's Advisory Committee (CAC) meeting #2 and welcomed the participants and asked them to make introductions. A brief outline and expected outcomes of the meeting was then presented, along with an overview of the distributed material.

B. Mission Statement Review

Kent Black pledged that the CAC was committed to building consensus among the members and moving forward assimilating every constructive input with due respect to each member's valuable time and opinions.

Kent Black then reviewed the mission statement collaborated on by the committee members. He then defined the mission statement as: *"To identify and recommend transportation improvements for the US 78 at SR 124 intersection and immediate intersections to enhance the safety and flow of all modes of travel, while being responsible to the residential and business communities and preserving the key historic, social and natural environments."*

C. Traffic Data and Findings

Jay Bockisch provided a synopsis of the traffic data collected and analyzed. Jay then reviewed the traffic portion of the distributed material and elaborated on a few pertinent issues and findings.

D. Environmental Update

Susan Thomas provided an up-to-date summary of the environmental analysis and findings. Susan also outlined the plan for the upcoming environmental analysis.

E. Package Discussion

Kent Black recapped the transportation concerns and issues of the downtown Snellville area. The committee was then apprised of the five different transportation 'packages' (packages A through E) developed to address the transportation needs of the downtown Snellville area. Kent explained that each package represented a different category of transportation improvement and that the distributed material regarding each package contained specific transportation improvement examples and generic benefits and impacts. He reminded the committee that all workgroups (a group of five or six CAC members and a moderator) would discuss each of the packages subsequent to a concise introduction about that package and that they would be expected to rank the specific transportation improvement examples within each package. He also stated that after all packages were discussed and examples within the packages ranked, the workgroup would also be expected to rank the packages themselves against one another.



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F. Group Discussion

Following the discussion and ranking of the packages, the committee members had the opportunity to express their concerns and opinions regarding the proposed US 78 and SR 124 intersection improvement packages. Several members participated in the open discussion voicing their views and sentiments which are noted below:

1. Jimmy Dallas mentioned that he would rather not have an improvement involving grade separation and added that grade separation would lead to severing the downtown area into two separate communities. He also recorded that within grade separated solutions he would prefer a Package B improvement (grade separated intersection) over a Package A improvement (grade separated interchange).
2. Mark Light suggested that preserving the downtown should be a decisive factor in the alternative-selection process.
3. Patricia Port noted that Package C improvements (major at-grade intersection improvements) & Package D improvements (minor intersection improvements) could be done simultaneously as they involve minimal impact, lesser construction time and lower costs compared to Package A or Package B improvements.
4. Jimmy Norton expressed his concerns about the Intelligent Transportation System (ITS) infrastructure in the Snellville area and how they would help alleviate the congestion in the downtown area. Jay Bockisch explained that with a good coordinated signal system a 5% - 10% decrease in intersection delay could be achieved with some capacity increase as well, based on several studies conducted nationwide. Marion Waters clarified that Gwinnett County DOT has a well developed ITS infrastructure in place, with several improvements being currently executed. He mentioned that Gwinnett County DOT will be improving the signal system in the area to reflect any changes based on the proposed US 78 and SR 124 intersection improvement project. He also added that the existing ITS infrastructure will be improved and maintained regardless of the outcome of this project.
5. Tom Flynn requested that the existing ITS infrastructure on US 78 be extended to and beyond Wisteria Drive to improve traffic flow to Rosebud Road. He also alluded to the fact that any improvement strategy should consider the region as a whole as opposed to the main intersection only, thereby not risking the chance of merely 'shifting the problem to the next intersection.'



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MEETING NOTES

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May 27, 2008

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6. Randolph Simpson pointed out that all efforts must be taken to balance the mission statement with project cost in order to accomplish results leading to better traffic flow in the downtown area.
7. Several members agreed that grade separation would not be practical without plans to improve capacity on US 78.
8. Jimmy Dallas inquired about the possibility of a regional bypass to help traffic going through Snellville, with Ronald Reagan Parkway or some other roadway acting as a bypass around downtown Snellville. Neal O'Brien expressed Georgia Department of Transportation's (GDOT) willingness to consider regional options pertinent to the area.
9. Several members said they were aware of several bypass concepts in the past which were unsuccessful for a variety of reasons, but still liked the idea. Neal O'Brien added that several bypasses were considered in the past, but none were pursued because of public concerns.

H. Next Steps

Kent Black presented the future steps that will be taken by the project team and discussed the action items with the committee. He also mentioned that the CAC meeting #3 will be held no sooner than September 2008.

I. Closing remarks

In closing the meeting, Kent Black thanked the CAC members for their valuable time and opinions and emphasized their continued involvement for the success of this project.

This represents our understanding of the items discussed at the CAC Meeting #2 on May 15th 2008. If you have any questions or comments concerning any of the information contained here, please contact me.

Prepared by: Nithin M Gomez

NMG



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US 78 and SR 124 Citizens Advisory Committee Meeting #3

November 4, 2008

MEETING NOTES

STP-0006-00(439) Gwinnett County
P.I. NO. 0006439
GS&P Project No. 26284.00

MEETING DATE: October 16, 2008
TIME: 11:00am – 1:30pm
LOCATION: Community Room at City Hall - Snellville
PARTICIPANTS: Mack Brannan (Hickory Hills)
Susan Butler (Brand Bank)
Jimmy Dallas (Snellville United Methodist Church)
Tom Flynn (East Snellville)
Dave Foster (Nob Hill)
Dustin Greene (Emory Eastside Hospital Complex)
Brett Harrell (Evermore CID)
Dwight Harrison (Evermore CID)
Bill Norman (Westminster Presbyterian Church)
Patricia Port (Summit Chase)
Randolph Simpson (Simpson Property)
Charles Wells (Gwinnett County Fire Department)
Roy Whitehead (Snellville Public Safety)
Jeremy Rosenthal (M&P Shopping Center)

Lewis Cooksey (Gwinnett County DOT)
John Ray (Gwinnett County DOT)
Russell Treadway (City of Snellville)
Talya Trudell (Atlanta Regional Commission)
Kent Black (GS&P)
Jay Bockisch (GS&P)
Jeff Church (GS&P)
Ronda Coyle (GS&P)
Nithin Gomez (GS&P)
Scott Shelton (GS&P)
Marion Waters (GS&P)
Cindy Hall (ABMB)
Laurence Lambert (ABMB)

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Jill Franks (GDOT Urban Design)
Chuck Hasty (GDOT Urban Design)
Neal O'Brien (GDOT Urban Design)
Laura Rish (GDOT NEPA)
Susan Thomas (Edwards-Pittman)
Russ Danser (Edwards-Pittman)

DISCUSSION: CITIZEN'S ADVISORY COMMITTEE MEETING #3

A. Introductions

Kent Black opened the Citizen's Advisory Committee (CAC) meeting and asked the participants to introduce themselves. Kent then presented a brief outline for the meeting and described the materials given to the CAC members.

B. Mission Statement & Roles & Responsibilities Review

Kent Black reminded the CAC about their signed pledge agreement to commit to build consensus among the members and assist with public coordination at the Public Information Open House.

Kent Black reviewed the mission statement developed by the CAC. He read the mission statement to the CAC. *"To identify and recommend transportation improvements for the US 78 at SR 124 intersection and immediate intersections to enhance the safety and flow of all modes of travel, while being responsible to the residential and business communities and preserving the key historic, social and natural environments."*

C. Summary of CAC #2

Kent Black summarized the results from CAC #2 and described how 13 alternatives were developed and refined to seven alternatives based on input from CAC #2 and the staff work group. After CAC #3 input, one or two viable alternatives will be identified and presented at CAC #4 in January (tentative). At CAC #2, the CAC suggested a regional bypass of Snellville. Kent Black presented results from ARC's proposed Snellville North Bypass and the public consensus was against the bypass. Also, the regional bypass was not within the scope of this project.

Kent Black reviewed five of the alternatives that were considered non-viable after CAC input and technical analysis completed by the staff work group:

1. Full Local Bypass
2. Single Point Urban Exchange
3. Echelon
4. Tight Diamond Interchange
5. Full Local Bypass with CFI

Each of these alternatives had significant and/or fatal flaws.

The following seven viable alternatives were then presented to the CAC:

1. Turn Lanes at US 78 and SR 124
2. Left Turn Flyover
3. EB US 78 Bypass and Turn Lanes
4. 2-Legged Continuous Flow Intersection
5. 2-Legged CFI with EB US 78 Bypass
6. 3-Legged CFI
7. 3-Legged CFI with EB US 78 Bypass

Kent Black highlighted recommended additional improvements needed to correspond with US 78 at SR 124 (Widening of US 78 and SR 124 East and North, Intersection Improvements at SR 124 and Oak, US 78 and Oak, US 78 and Wisteria, Wisteria and North Road and Wisteria at Clower Street).

D. Environmental Update

Susan Thomas stated historic resources were identified on the conceptual layout and are bound by SECTION 4(f) which states:

The Secretary may approve projects requiring use of publicly owned land of a public park, recreation area, wildlife/waterfowl refuge or land of national, state, or local significance if there is no feasible and prudent alternative to such use and the project includes all possible planning to minimize harm.

Kent Black reminded the CAC that the seven viable alternatives were researched and screened for environmental impacts and are not expected to have impacts to SECTION 4(f) lands or properties.

E. Work Group Discussion

Kent Black discussed the Weighting Criteria worksheet with the committee and asked the CAC to weight each category using 100 points total.

Each viable alternative was presented to the CAC in work groups. Kent Black explained each viable alternative and showed a brief traffic simulation. The CAC work group reviewed conceptual layouts and traffic simulations and provided comments for each viable alternative. After each viable alternative was presented, the CAC ranked the seven viable alternatives.

F. Group Discussion

After the workgroup discussion of the viable alternatives, the CAC members shared their concerns and opinions regarding the seven viable alternatives. Below are comments received during the discussion.

1. Roy Whitehead shared that a 2-Legged CFI with a US 78 eastbound bypass would not impact development. Russell Treadway and Pat Port concurred with Mr. Whitehead.
2. Mack Brannan noted that a northwest access road should be added to the 2-Legged CFI with an eastbound bypass. The northwest bypass would provide access to businesses on the westbound side of US 78.
3. Charles Wells stated that a northwest access road would help with public safety by providing firemen access to utilities. He noted if a fire occurred on US 78 the road would be shut down and cause major traffic congestion.
4. Tom Flynn stated that a US 78 eastbound bypass did not add much since traffic backs up to Henry Clower Blvd. on US 78. He stated something needed to be done with US 78 eastbound. He believes that more capacity on Henry Clower Blvd. would work better with future widening on US 78.
5. Randolph Simpson pointed out that he was ranking Alternative A as his first choice since Alternative A was the most cost effective.
6. Dave Foster informed the group that the Nob Hill Neighborhood would oppose the northwest access road. Mr. Foster noted that the northwest access road would potentially open up properties to be rezoned commercial.

H. Next Steps

GS&P will summarize the input received from the CAC for the criteria weighting and viable alternatives. The staff work group will select a preferred alternative based on refined environmental screening and CAC input. GS&P will develop a PIOH display based on the preferred alternative and present at the next CAC meeting no sooner than January 2009.

I. Closing remarks

In closing, Kent Black thanked the CAC members for their time and opinions and reminded the CAC of their responsibility to assist with public understanding of the preferred alternative.

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This represents our understanding of the items discussed at CAC Meeting #3 on October 16, 2008. If you have any questions or comments concerning any of the information contained here, please contact Scott Shelton.

Prepared by: Ronda J. Coyle

RJC

May 19, 2009

MEETING MINUTES

TO: Meeting Attendees (see attached list)
Project File

FROM: Scott Shelton, P.E., Gresham Smith Partners
Russ Danser, AICP, Edwards-Pitman Environmental

SUBJECT: STP-0006-00(439), Gwinnett County, P.I. No. 0006439
Neighborhood Meeting

A meeting was held on May 5, 2009 at the Mason-Todd House in Snellville with representatives from of the homeowners' associations of Nob Hill and Millbrook subdivisions to discuss the proposed improvements associated with the US 78/SR 124 intersection project in Snellville, GA (PI 0006439, Gwinnett County). The meeting took place from 7 to 8 pm. A list of meeting attendees is attached at the end of this memorandum.

Below is a summary of discussion from the meeting:

1. Following individual introductions, Mr. David Foster explained the purpose of the Citizen's Advisory Committee (CAC) is to provide input to GDOT in regard to intersection improvements at US 78 and SR 124. Mr. Foster also provided a brief overview of the results of the last three CAC meetings, and noted that the CAC had voted for a preferred alternative of a Continuous Flow Intersection (CFI).
2. A number of those in attendance were uncertain how such a design worked so Jay Bockisch (Gresham Smith & Partners) explained that a CFI allows the concurrent movement of left turns and thru movements at an intersection. Meeting attendees were encouraged to visit the project website to see a video interpretation of the CFI concept. Information for accessing this website is provided at the end of these meeting minutes. They also were told that animation and video of the CFI would be provided at the upcoming Public Information Open House (PIOH) for the project.
3. Neal O'Brien (GDOT) then presented the preferred alternative a CFI with no access road in the northwest quadrant of US 78 at SR 124.
 - a. To protect the free-flow right turn lane, limited access will be needed along US 78, west from SR 124. This could result in a number of commercial relocations at that location.
 - b. Right-of-way costs and potential litigation complications influenced the decision to remove the northwest access road.
 - c. Neighborhood representatives were concerned about the *uneconomic remnant* that remains if sold to GDOT during the acquisition of right-of-way and how this is handled by GDOT.

- d. By law, if the property is deemed uneconomically developable, then GDOT would make an offer to buy the remnant. However, the property owner does not have to accept that offer. The property owners may elect to sell the property themselves or join their property with an adjacent property to create a useable parcel.
 - e. If the property owner accepts GDOT's offer for the remnant, GDOT would put the property into surplus and the property would be available to be bought by the public or the City. GDOT will remove the building if GDOT takes ownership of the property.
4. Robert Lenz then asked about the potential impacts to zoning and their adjacent subdivisions.
- a. Byers explained that zoning of the vacant remnant would be at the discretion of the city because zoning is not within the GDOT jurisdiction and is considered a local planning issue.
 - b. O'Brien also noted that there are other variables that influence development potential within the area. These could include water and sewer capacity that might limit the potential for development.
 - c. Lenz followed up by asking who would be responsible for upkeep of these properties once GDOT has obtained ownership. Byers explained that there were two options. One option was that GDOT could deed the property to the city and they would then be responsible for its maintenance. However, if this were not done, then GDOT would be responsible for maintenance of the property.
5. Betty Goble asked if the large property owner within the study area would be able to purchase these uneconomic remnants from GDOT. Byers explained if GDOT purchases property remnants, GDOT would not be able to influence or limit the parties able to bid on the surplus property remnants.
6. Foster noted that the group was pleased with the removal of the access road from consideration for the project and asked about the timeline for project right-of-way and construction.
- a. O'Brien explained that there is currently no money identified for right-of-way or construction of the project. It is currently considered a long-range project for GDOT.
 - b. O'Brien noted GDOT would like to get the concept and the federal environmental document for the project approved.
7. Lenz asked about retaining the foliage on the properties adjacent to the subdivisions to reduce noise from the project. Russ Danser (Edwards-Pitman Environmental) and O'Brien provided explanation regarding noise abatement measures and how vegetation may and may not influence noise in the development. Danser added that noise modeling was complete and the more detailed Noise Report was being finalized. Danser also noted that some reduction was the result of the topography between US 78 and the residential properties. Laurie Tis added that she believed that noise levels seemed to come from SR 124 more than from US 78 because of this difference.
8. Lenz asked about how this alternative would influence cut-through traffic on the surrounding residential roads. Scott Shelton (Gresham Smith & Partners)

explained that a more detailed traffic analysis is being prepared and would look beyond the intersection of US 78 @ SR 124. GS& P stated that improving the intersection of US 78 at SR 124 will help to prevent cut through traffic by reducing delay at the intersection. Therefore, cut-through traffic is not anticipated since drivers would not be enticed to bypass the intersection.

9. HOA representatives inquired about speed bumps. To install speed bumps, 75 percent of property owners must request the action and Snellville's city council must approve this request.
10. O'Brien and Byers concluded by explaining the actions that will follow this meeting. There will be another CAC meeting where the preferred alternative will be presented in greater detail. This CAC meeting will be followed by a PIOH where public comments will be taken and further refinements may result in the project. Meeting attendees were again encouraged to visit the project website to see more information about the CFI concept as well as other aspects of the project as it progresses. Information is available for the US78/SR 124 Intersection project online at www.dot.state.ga.us/informationcenter by clicking on the "Active Projects" action tool at the left of the screen then select active projects by state route. Finally, click US 78 SR 124.

ACTION ITEMS:

1. None

**MAY 5, 2009 NEIGHBORHOOD ASSOCIATION REPRESENTATIVES MEETING
MEETING ATTENDEES**

Name	Organization	Email
Scott Shelton	Gresham Smith & Partners	scott_shelton@gspnet.com
Jay Bockisch	Gresham Smith & Partners	jay_bockisch@gspnet.com
Lewis Cooksey	Gwinnett County DOT	lewis.cooksey@gwinnettcountry.com
Neal O'Brien	Georgia Dept of Transportation (GDOT)	nobrien@dot.ga.gov
Troy Byers	GDOT - Right of Way	tbyers@dot.ga.gov
Brad Tuten	Nob Hill/Millbrook HOA	brad@tuten.com
Laurie L Tis	Nob Hill/Millbrook HOA	l_tis@bellsouth.net
Robert Lenz	Nob Hill/Millbrook HOA	lenzrl@bellsouth.net
Betty Goble	Nob Hill/Millbrook HOA	Gobl7965@bellsouth.net
David Foster	Nob Hill/Millbrook HOA	Fost6705@bellsouth.net
Gina Foster	Nob Hill/Millbrook HOA	Fost6705@bellsouth.net
Russ Danser	Edwards-Pitman Environmental, Inc.	rdanser@edwards-pitman.com
Russell Treadway	City Manager - Snellville	None given



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May 21, 2009

MEETING NOTES

**US 78 @ SR 124
SNELLVILLE, GEORGIA**
GS&P Project No. 26284.00

LOCATION: Simpson Residence
MEETING DATE: May 14, 2009

PARTICIPANTS: Randolph Simpson – Property Owner
Brenda Simpson – Property Owner
Neal O'Brien, P.E. – GDOT
Marion Waters, P.E., P.T.O.E. - GS&P
Scott Shelton, P.E. – GS&P

DISCUSSION: ACCESS TO SIMPSON PROPERTY

1. GDOT opened the meeting by saying the US 78 @ SR 124 project is in concept and no funding has been identified to date for the right-of-way or construction. No design work has been completed at this time.
2. GDOT noted that the current concept may restrict access on US 78 for several properties and that broad alternatives will be considered in regards to accessing Mr. Simpson's property.
 1. Provide safe access onto US 78.
 2. Provide access to the rear of Mr. Simpson's property via Pate Street and limited access on US 78
 3. Limited access on US 78 and no access onto Pate Street
3. Mr. Simpson noted concern for the overall safety for his driveway access and the general public in regard to the proposed Continuous Flow Interchange (CFI) at US 78 and SR 124.
4. GS&P stated that the CAC members had chosen the CFI as the preferred alternative. GS&P also noted that the traffic signal in front of Mr. Simpson's property would control left turns and thru movements on US 78 and left turn and thru movements would not be moving at the same time at that location.

Design Services For The Built Environment



MEETING NOTES

US 78 @ SR 124

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5. GDOT and GS&P noted the safest alternative would be no access on US 78 and create an access point for Mr. Simpson on Pate Street. Mr. Simpson commented that removing access on US 78 to Brand Bank and Krystal's would be costly.
6. GDOT stated that all alternatives are open for consideration and will be evaluated before a decision is made. GDOT does not anticipate a decision to be made during conceptual design.
7. GDOT and GS&P requested Mr. Simpson's input on how to handle access onto his property. Mr. Simpson presented three alternatives.
 1. Right in/right out access driveway with Brand Bank
 2. Keep current access
 3. Right out access on US 78 and access on Pate Street.However, if right in / right out access is provided to Brand Bank, Mr. Simpson would request the same for his driveway.
8. GS&P requested what concerns Mr. Simpson had for access to US 78 access would be provided off Pate Street. Mr. Simpson noted concern potentially to sell as commercial property.
9. GS&P noted that the CFI alternative would move the road away from the Historic Resource thereby creating a buffer. In addition, GS&P stated if access was provided via Pate Street the Historic Resource would have a safe access point from Pate Street. Therefore, preservation and safe access would be provided for the Historic Resource.
10. GS&P and GDOT stated that if access is taken from Mr. Simpson along US 78, GDOT would appraise the damages during right-of-way negotiation and GDOT would make an offer based on an appraisal. GS&P noted that Mr. Simpson has the right to hire an independent appraiser and then negotiate with GDOT based on Mr. Simpson's appraisal and GDOT's appraisal to construct access to Pate Street for Mr. Simpson and Brand Bank. Also, right-of-way would be purchased from Brand Bank for the Pate Street access. The right-of-way would be deeded to the City after completion of the project. Lastly, GDOT would pay for and construct a driveway from Mr. Simpson's current driveway to Pate Street and GDOT noted that Mr. Simpson would not be paid for the easement to rebuild the driveway. GS&P noted cooperation would be needed from Mr. Simpson to provide access on Pate Street.
11. Mr. Simpson presented documentation that showed the amount GDOT paid for two commercial properties on the corner of US 78 @ SR 124.



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12. Mr. Simpson inquired if taxes would have to be paid on sums paid by GDOT to mitigate access damages to his property. GDOT was unsure how taxes would be handled and noted Mr. Simpson could call a GDOT right-of-way representative to discuss further.
13. GDOT noted that damages to Mr. Simpson's property would be based on the zoning and use of the property. Mr. Simpson could pursue a commercial zoning through the City and if approved GDOT would pay a commercial impact in lieu of residential impact. However, Mr. Simpson's property would be taxed as a commercial property.
14. Mr. Simpson stated that Walgreens had made an offer to purchase Mr. Simpson's property, however the purchase was blocked due to a moratorium on sewer access imposed by the City.
15. Mr. Simpson inquired if a noise analysis had been completed. Due to the number of driveways along US 78, GDOT noted that sound barriers would have little benefit.
16. Mr. Simpson requested an explanation of the NEPA process. GDOT replied that all projects with federal funding were required to follow the National Environmental Policy Act (NEPA). NEPA requires a roadway project be evaluated to determine if environmental and/or historical resources are impacted. For this project, a written environmental assessment must be prepared and approved by FHWA to show that federal money would not significantly impact the environment or historical resources.

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact me.

Prepared by: Scott Shelton, P. E.
Project Manager



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US 78 and SR 124 Citizens Advisory Committee Meeting #4

May 26, 2009

MEETING NOTES

STP-0006-00(439) Gwinnett County
P.I. NO. 0006439
GS&P Project No. 26284.00

MEETING DATE: May 21, 2009
TIME: 10:30 am – 12:00 pm
LOCATION: Community Room at City Hall - Snellville
PARTICIPANTS: Mack Brannan, Gwinnett County Fire/Hickory Hills
David Foster, Nob Hill/Millbrook
Bill Norman, Westminster Presbyterian Church
Paul O'Rosz, Showcase Jewelry
Jimmy Dallas, Snellville United Methodist Church
Roy Whitehead, Snellville Police Department
Jeremy Rosenthal, M&P Shopping Centers
Susan Butler, Brand Bank
Tom Flynn, East Snellville
Randolph Simpson, Simpson Property
Jimmy Norton, Snellville Downtown Development
Jill Franks (GDOT Urban Design)
Chuck Hasty (GDOT Urban Design)
Neal O'Brien (GDOT Urban Design)
Laura Rish (GDOT NEPA)
Susan Thomas (Edwards-Pittman)
Russ Danser (Edwards-Pittman)
Lewis Cooksey (Gwinnett County DOT)
John Ray (Gwinnett County DOT)
Kent Black (GS&P)
Jay Bockisch (GS&P)
Ronda Coyle (GS&P)
Nithin Gomez (GS&P)
Scott Shelton (GS&P)
Marion Waters (GS&P)

DISCUSSION: CITIZEN'S ADVISORY COMMITTEE MEETING #4

Design Services For The Built Environment

A. Introductions

Kent Black opened the Citizen's Advisory Committee (CAC) meeting and asked the participants to introduce themselves. Kent noted the Public Information Open House (PIOH) would be held later this summer.

B. Mission Statement & Roles & Responsibilities Review

Kent Black reminded the CAC about their signed pledge agreement to commit to build consensus among the members and assist with public coordination at the PIOH.

Kent Black reviewed the mission statement developed by the CAC and summarized the CAC process to date:

1. CAC #1 – February 12, 2008 – Identified concerns and problems
2. CAC #2 – May 15, 2008 - Reviewed different packages of improvements
3. CAC#3 – October 16, 2008 - Evaluated and ranked 7 viable alternatives.

C. Activity since CAC #3

Based on CAC #3 rankings, the 2-legged CFI with an Eastbound Bypass was the preferred CAC alternative. The CAC ranked operations and safety as most important in regard to weighting criteria. The staff work group met and created a matrix to evaluate the viable alternatives based on CAC input, environmental, cost, traffic and safety. Kent Black noted the matrix was attached to the handouts for CAC #4. The matrix showed the 2-legged CFI with Eastbound Bypass was the preferred alternative. Kent Black also noted that collaboration had occurred with GDOT, Gwinnett County, City of Snellville and several property owners per access along US 78.

D. Environmental Update

Susan Thomas stated that Edwards-Pitman was continuing to work on the environmental resources studies and evaluating the preferred alternative. Specifically, they are anticipating no adverse effects to historic resources and will be seeking concurrence of the Assessment of Effects to historic resources with GDOT and the State Historic Preservation Officer (SHPO).

Susan Thomas noted that a noise analysis had been conducted in the area and there would be no more than a 10 decibel increase in noise. Susan Thomas stated they have researched methods to mitigate the noise, such as sound barriers, and they would not be feasible due to the number of driveways along the corridor, which make a continuous barrier not possible,

Susan Thomas stated a PIOH would be scheduled later this summer and advertised to the general public. The public will have the opportunity to comment at the PIOH about the project. GDOT will respond to comments received from the PIOH. After the PIOH, the next step will be to complete a

Draft Environmental Assessment (EA). Once the Draft EA is approved by GDOT and FHWA, the Draft EA will be made available to the public for comments and a public hearing open house (PHOH) will be scheduled. At the PHOH, displays of the project and the Draft EA will be available to the public for comment. The Draft EA will also be available at the local library and a copy of the Draft EA may be requested by the public for review. All public comments will have to be addressed by GDOT prior to submitting the EA for approval. The last step is to submit a Finding of No Significant Impact (FONSI) to FHWA with the final EA document for FHWA approval. When FHWA approves, the environmental document is complete and the project is ready for the next phase.

Randolph Simpson inquired if Susan Thomas had a timeline for the Environmental Assessment or PIOH process. Susan Thomas responded that the PIOH would be scheduled for late summer and the draft EA and PHOH would occur in 2010.

Randolph Simpson asked if Susan Thomas would keep the CAC members abreast of all the information being disseminated to GDOT and FHWA. Susan Thomas assured the members they would be notified of decisions in a timely manner.

Randolph Simpson stated he was still unsure of the sequence of events as they pertained to the Environmental Assessment. Mr. Simpson requested a general outline of the process be documented for all CAC members. Susan Thomas agreed that would be a good idea and will create a timeline for the CAC.

Neal O'Brien stated that the goal was to have a PIOH by the end of the summer. Neal O'Brien noted that the CAC members needed to make a commitment to support the CAC process and attend the PIOH. Neal O'Brien also requested the CAC to partner with GDOT in explaining and presenting the project to the public at the PIOH.

E. Funding

Neal O'Brien stated that only Preliminary Engineering has been funded which includes the concept and environmental phases for the project. However, no current funding exists for the right-of-way or construction. Mr. O'Brien requested that each CAC member contact their state legislators and state senators to encourage transportation funding so that right-of-way and construction might be funded for this project. Kent Black stated the City of Snellville as well as Gwinnett County provided the funding for the Preliminary Engineering for the project to date.

Kent Black stated that CAC involvement did not end with the CAC meetings. CAC members need to attend the PIOH as well as encourage neighbors and

friends attend the PIOH to provide comments and input. Kent Black stated that personally, you may not support all the elements of the project, but as a CAC member, please show support of the CAC process.

F. Group Discussion

Tom Flynn asked if signal timing coordination had been discussed. Kent Black replied yes that enhancements to other intersections would be a part of the engineering design. Marion Waters added that Gwinnett County DOT is active in traffic signal management and currently enhancements are being done at Wisteria and Oak Road.

Mack Brannan asked if the Draft EA might be added to the project Web-site so that the public can review and comment. Kent Black noted that it would be added to the project Web-site and hard copies would be made available for those without access to a computer.

A CAC member inquired how the CFI in Baton Rouge, LA was received. Kent Black responded that the public was favorable and thankful for the CFI.

G. Next Steps

1. Assist GDOT with advertising the PIOH later this summer. Encourage neighbors or affiliates to provide comments at PIOH or on-line.
2. Attend and participate with GDOT, Gwinnett DOT, City of Snellville and GS&P in explaining the project to the public and answering questions or comments.

H. Closing remarks

In closing, Kent Black thanked the CAC members for their time and opinions and reminded the CAC of their responsibility to assist with public understanding of the preferred alternative.

This represents our understanding of the items discussed at CAC Meeting #4 on May 21, 2009. If you have any questions or comments concerning any of the information contained here, please contact Scott Shelton.

Prepared by: Ronda J. Coyle

RJC



G R E S H A M
S M I T H A N D
P A R T N E R S

July 1, 2009

MEETING NOTES

STP-0006-00(439) Gwinnett County
P.I. NO. 0006439
GS&P Project No. 26284.00

MEETING DATE: June 15, 2009
TIME: 10:00 am – 11:00 pm
LOCATION: GDOT Urban Design Conference Room
PARTICIPANTS: Jeremy Rosenthal – M&P Shopping Centers (M&P)
Mark Light – M&P Shopping Centers (M&P)
Eliot Arnovitz – M&P/Snellville Plaza (M&P)
Michael Plasker – M&P/Snellville Plaza (M&P)
Neal O'Brien – GDOT Urban Design
Jill Franks – GDOT Urban Design
Troy Byers – GDOT Right of Way
Kent Black – GS&P
Marion Waters – GS&P
Scott Shelton – GS&P

DISCUSSION: CONTINUOUS FLOW INTERSECTION (CFI) AT US 78 @ SR 124

GS&P opened the meeting with an explanation of how a CFI operates. GS&P showed on aerial photography how left turns are moved from the center of the roadway to the top of the roadway so that left turns and thru movements can occur at the same time. Since lefts and thrus operate at the same time, the overall efficiency of the intersection is improved and the delay to get through the intersection is reduced.

M&P asked what would be the improvement in delay. GS&P stated the current intersection delay is 126 seconds and the CFI will reduce the delay by 86 seconds.

GS&P showed how a vehicle making a left on US 78 via the CFI could access the M&P Shopping Center by making an immediate right once on SR 124. GS&P suggested a right turn lane might be added in order to provide safe access without disrupting the CFI.

GS&P noted the CFI was moved to the north to prevent impacts to the historic resources on the south side of US 78.

M&P inquired how parking might be relocated due to impacts by the CFI. During right-of-way negotiations, GDOT will evaluate the property and determine if impacts exist due

MEETING NOTES
STP-0006-00(439) GWINNETT COUNTY
GS&P Project No. 26284.00
July 1, 2009
Page 2

to the roadway project. If impacts are determined to exist, GDOT will negotiate with the property owner to mitigate impacts to the property.

M&P inquired if the parcel on the northeast quadrant of US 78 @ SR 124 might be available to help mitigate damages to M&P's property. GDOT stated that might be an option and would be discussed during right-of-way negotiations.

M&P inquired about the status of the project. GDOT stated no funding had been secured for right-of-way acquisition or construction. However, the Mayor of the City of Snellville supports the project and has mentioned possibly funding part of the project. Also, if the state approves a transportation funding source, GDOT would not see the money until 2011-2012, and the US 78 @ SR 124 project would have to compete with other projects to receive the money. GDOT estimated right-of-way acquisition might not start until 5-10 years from now.

GS&P recommended M&P coordinate with GDOT if considering redevelopment in order to provide adequate access. M&P replied that any new development would have to be made aware of the project at US 78 and SR 124, and M&P was doubtful a new developer would like the right in/right out access on US 78.

GDOT noted that any improvements on US 78 would have a concrete median in order to improve safety along the corridor. In addition, GDOT noted a median is currently being constructed on US 78 from East Park Place to SR 124. Therefore, any project not just this project, would create right in/right out access on US 78 for the M&P Shopping Center.

GS&P and GDOT noted that a grade separated interchange would have drastically improved the intersection, yet caused major property and business impacts and would have limited access to US 78 and SR 124. Thus it was not considered a viable alternative.

M&P requested GDOT and GS&P work to minimize impacts to the shopping center. GS&P & GDOT agreed to coordinate with M&P during design to determine driveway access, but GDOT noted that driveway access would be right in/right out only along US 78.

M&P inquired if the signal on US 78 might be modified to provide left turn access. GS&P responded that the signal would be for left turns only onto SR 124 and any changes to the signal would adversely impact the flow of the CFI.

M&P requested GDOT and GS&P consider u-turn accessibility as soon as practical after the median. GDOT stated the median would probably extend to the US 78 and Oak/Henry Clower Blvd intersection, and adjustments could be made to make u-turns possible at the intersection.

MEETING NOTES
STP-0006-00(439) GWINNETT COUNTY
GS&P Project No. 26284.00
July 1, 2009
Page 3

On June 17, 2009, GS&P sent M&P a display of the US 78 @ SR 124 CFI, an illustration of how to make a left turn in a CFI and a DVD with an animation of the US 78 @ SR 124 CFI and a video of the CFI in Baton Rouge, LA.

This represents our understanding of the items discussed at the meeting. If you have any questions or comments concerning any of the information contained here, please contact Scott Shelton.

Prepared by: Ronda J. Coyle

RJC



G R E S H A M
S M I T H A N D
P A R T N E R S

October 9, 2009

MEETING NOTES

**US 78 @ SR 124
SNELLVILLE, GEORGIA**
GS&P Project No. 26284.00

MEETING DATE: October 1, 2009

PARTICIPANTS: Neal O'Brien — Georgia Department of Transportation
 Scott Shelton – Gresham, Smith and Partners
 Jay Bockisch – Gresham, Smith and Partners
 Lion's Club Members

DISCUSSION: US 78 @ SR 124 PROJECT

- Gresham, Smith and Partners (GS&P) provided a brief overview of the US 78 @ SR 124 project and the Citizen Advisory Committee (CAC) process. GS&P highlighted how the CAC and technical evaluation selected the Continuous Flow Intersection (CFI) with an eastbound bypass on Henry Clower Boulevard as the preferred alternative. GS&P noted the public, in general, supported the project per the Public Information Open House (PIOH) held on September 3, 2009.
- A Lion's Club member was concerned the CFI was another experimental project similar to the reversible lane system on US 78. GS&P and GDOT noted the three operational CFIs in the nation (Maryland, Louisiana and Missouri). GS&P and GDOT also stated that a CFI costs substantially less than a grade separated interchange and has fewer impacts to property owners. So the CFI is a good alternative due to the cost and the minor impact to downtown Snellville and the historical resources.
- Another member of the Lion's Club questioned if a CFI would work at this location. The member noted that traffic might back up from the CFI turn lanes and cause US 78 to back up. GS&P responded that sufficient storage would be provided in the CFI turn lanes to prevent the left turn queue from impacting US 78.
- One member inquired why drivers might use the eastbound bypass on Henry Clower Boulevard. GS&P noted that turn lanes on US 78 would make access to Henry Clower Boulevard easier and traffic on the bypass would be less than on US 78. So, trip times on the bypass would be quicker than on US 78. Also, a

Design Services For The Built Environment



MEETING NOTES
US 78 @ SR 124 PRESENTATION

GS&P Project No. 26284.00

October 9, 2009

Page 2

changeable message sign would be constructed on US 78 to let people know the time savings of the bypass to help encourage drivers to use the bypass

- A Lion's Club member questioned why 10' lanes were used on US 78. GS&P and GDOT explained that right-of-way costs and impacts to businesses along the corridor limited the widening of the roadway to the existing pavement width.
- GS&P and GDOT informed the Lion's Club members that limited access would be required on the northwest quadrant of US 78 and SR 124. The limited access would require GDOT to purchase the access rights from the property owners and then possibly make a fair market value offer for the remnant of property left. The property owner then has a right to accept GDOT's offer for the remnant property or reject GDOT's offer and possibly consolidate the remnant with another adjacent property owner to gain access to US 78.
- GDOT stated that to date funding was not available to complete the project. Currently, the project is funded to complete the concept and environmental phases. GDOT encouraged the Lion's Club members to contact their state representatives and senators to encourage them to provide a funding source for transportation projects so that this project might move forward. In GDOT's opinion, the US 78 @ SR 124 has a good chance of being funded if money is identified / provided by the state.
- GS&P and GDOT noted that the current schedule for the project is to complete the environmental and concept by fall 2010. If a funding source is identified in the upcoming legislature it will be 2012 before those funds will likely be available.
- GDOT informed the Lion's Club members about the project web-site for US 78 @ SR 124, www.US78-SR124.com. The Lion's Club will add the web address to their newsletter and distribute to their members.

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact me.

Prepared by: Scott Shelton
Project Manager

rjc

Copy Participants



January 13, 2010

Address Block

Subject: CSHPP-0006-00(439), PI No. 0006439, Gwinnett County – SR 10/US 78 at SR 124 Intersection Improvements

Greeting Line,

Thank you for your comments concerning the proposed project referenced above. We appreciate all of the input that was received as a result of the September 3, 2009 Public Information Open House (PIOH), and every comment will be made part of the official record of the project. On behalf of the Georgia Department of Transportation (Department), please accept our sincere apologies for the delay in sending this response.

A total of 144 people attended the PIOH. Of the comments we received, 27 were in support of the project, none were opposed to the project, six were uncommitted, and five expressed conditional support for the project.

The attendees of the PIOH and those persons sending in comments afterwards raised the following questions and concerns. The Department has prepared this one response letter that addresses all comments received so that everyone can be aware of the concerns raised and the responses given. Please find the comments summarized below (*in italics*) followed by our response.

- *I need to keep my business open.*

Since the proposed project moves US 78 slightly to the north, access into the businesses located on the south side of US 78 would be enhanced over current conditions; however, some access impacts would occur to properties on the north side of US 78. As the design is developed, the Department will work with property owners to address access and minimize impacts.

- *It appears that a lot of expense and time is involved with a limited improvement.*

GDOT evaluated several different types of grade separated intersections at SR 10/US 78 and SR 124, and found that a grade separated intersection would provide improvement to traffic congestion at the intersection. However, the costs to build a grade separated intersection were found to be approximately \$33 to \$70 million dollars, and a grade separated intersection would adversely impact the downtown Snellville area and historic resources. So, the grade separated intersections were not considered prudent and feasible alternatives due to the costs and impacts to Snellville and the historic resources. On the other hand, the proposed two-legged continuous flow intersection (CFI) at SR 10/US 78 and SR 124 and the east bound bypass on Henry Clower Boulevard would cost approximately \$12 million dollars and would preserve the downtown Snellville area and historic resources. Also, the proposed improvement would reduce congestion at the intersection. Therefore, the proposed alternative is considered prudent and feasible due to the lower cost than a grade separated intersection, minimal impacts to Snellville and historic resources and improvements to traffic flow at the intersection.

- *The City needs to extend Pate St. north to Henry Clower Blvd. to allow access to businesses on Pate St. north for traffic traveling west bound on US 78.*

Currently, the extension of Pate Street to Henry Clower Boulevard is outside of the scope for the proposed project. However, your request will be forwarded to the City of Snellville for their consideration.

- *Northbound on SR 124, if you move the whole intersection about 30 feet to the north, you should have room for a right-turn lane.*

The Department will evaluate the traffic to determine if a right turn lane is warranted from northbound SR 124 onto eastbound SR 10/US 78. The Department will also evaluate the right of way impacts that would result in order to construct the right turn lane. The Department will examine the design speed to determine if the alignment can be moved. If a right turn lane is warranted and no major property impacts are anticipated, and if the alignment can be moved and still meet design speed, the Department will consider this roadway alignment as part of the overall concept for the CFI.

- *About another 75 feet off the bottom of the curb is needed to eliminate the old tire shop in the corner and to give some extra room to work. If they need more room, straighten that curve out and take the tire shop and the waffle shop and straighten that curve out.*

The current roadway alignment cannot be moved to the south to correct the skew of the intersection at SR 10/US 78 and SR 124 due to impacts to the historic resources located on the south side of SR 10/US 78 between Pate Street and Civic Drive. In accordance with federal law, the Department is not allowed to adversely affect historic resources unless no other prudent and feasible alternative exists. In this case, the proposed CFI provides an alternative that does not impact the historic resources.

- *Please make sure green space and plantings are part of the project.*

Several areas along the proposed project at SR 10/US 78 and SR 124 might be wide enough for green space/plantings. Plantings will be considered based on the safety of the roadway per the American Association of State Highway and Transportation Officials (AASHTO) design standards and Department landscaping standards. Landscaping will be considered for the project based on available funding and the City of Snellville agreeing to maintain the landscaping.

- *I live near the proposed CFI at SR 400 and SR 53. Innovation equating to lower costs (construction and traffic delays) is what we need.*

The Department agrees. In order to fund construction projects, costs must be lowered by using an innovative design like a CFI.

- *Is this type of design already being used elsewhere and, if so, how successful is it? I believe the improvements will cut down on accidents and keep traffic moving.*

Yes, several other States have used CFIs, including West Valley City, Utah; Baton Rouge, Louisiana; Dowling College in Oakdale, New York; and in Maryland at the intersection of routes 210 and 228 near Washington, DC. At the Baton Rouge CFI, 36 fewer crashes occurred after the CFI was constructed, including 7 fewer fatal/injury crashes. Also, according to the Utah DOT website, wait times at the new CFI in Utah have been reduced by half during rush hour. Also, the CFI improves the efficiency of an intersection by allowing the left turn movement to occur at the same time as the through movement. The Department agrees that a CFI would be successful at the intersection of SR 10/US 78 and SR 124 and that the proposed project would help reduce accidents and improve the traffic flow through the intersection.

- *I wonder if the lane changes will confuse people who aren't from around here or don't speak English. I hope we are not creating a new location for head-on collisions to take place.*

Signage will be developed to guide the motorist through the intersection and into the turn lanes. Once a motorist is in a turn lane, the remaining maneuver is intuitive and is the same as a regular intersection. Also, since the left turn movement would be separated from the through movement, the conflict point for a potential head-on collision with a turning vehicle would be eliminated. Therefore, the Department does not anticipate that the CFI would cause driver confusion for motorists who do not speak English, nor would the CFI create the potential for head-on collisions.

- *I hope the median going down through US 78 doesn't cause US 78 to become a ghost town (like Memorial Drive has become). If it does, there won't be any need for this project because there won't be any traffic to move.*

The median on SR 10/US 78 was constructed to alleviate the numerous head-on collisions occurring along the corridor. Median openings were provided at all major intersections along SR 10/US 78, and the Department is coordinating with Evermore Community Improvement District (CID) to assist with the re-alignment of Cambridge Street with McGee Road for additional access. The Department is committed to providing access for locals and providing regional mobility for the corridor. The Department does not anticipate growth along the corridor to decrease or end because of the addition of the median. In fact, traffic volumes are expected to increase in the future due to the projected growth along the corridor, and the Evermore CID's commitment to make improvements along the corridor to promote economic development.

- *Businesses considered an "eye sore" need to be removed or improved to keep the area "appealing".*

Please note that local zoning regulations and ordinances govern property maintenance and improvements. Therefore, the Department does not have jurisdiction over land use or zoning regulations for an area, and cannot require property owners to remove unsightly buildings or to improve their property. However, the Department will pass your concerns onto the City of Snellville and Gwinnett County who's zoning regulations and ordinances govern the area.

- *There needs to be sufficient signage at the intersection of Lenora Church Road and Henry Clower Blvd. to direct motorists to use Henry Clower Blvd. to access Hwy. 78 west bound.*

When the proposed two-legged continuous flow intersection (CFI) at SR 10/US 78 and SR 124 is constructed in Phase 1, signage will be added at the Lenora Church Road and SR 124 intersections with Henry Clower Boulevard to direct motorists to SR 10/US 78 westbound.

- *Should be a great improvement in traffic flow. It will take some getting use to when making left turns from 124 to US 78; will have to remember to use Henry Clower or Oak Road.*

Based on traffic modeling, the CFI would reduce travel delay at the intersection of SR 10/US 78 and SR 124 by 115 seconds per vehicle. Also, only the northbound left turn on SR 124 to westbound SR 10/US 78 would be removed as part of this project, and signage would be provided at Henry Clower Boulevard and SR 124 to direct motorists to use Henry Clower Boulevard to access SR 10/US 78 westbound. The southbound left turn on SR 124 to eastbound SR 10/US 78 would be left in place.

- *My concern is the signal lights at the intersection of Highway 78/124. There needs to be something added to this design where there will not be any power outage problems.*

The signals for the CFI will have a battery backup system installed so that when a power outage occurs power would be maintained for the traffic signals within the CFI.

January 13, 2010

Page 4 of 5

- *When Henry Clower comes into US 78 across from Oak Road, camera enforcement will be necessary to prevent congestion.*

Traffic cameras for red light enforcement are installed and maintained by the local jurisdiction and in this case the City of Snellville. The Department will provide your recommendation to the City of Snellville for their consideration.

- *I hope someone finds the money to have this project completed within the next 10 years. The State should give this project a higher priority. Do the project or don't do it, just make a decision either way.*

The Department is actively engaged in the concept development of this project and is moving this project forward as quickly as possible. Unfortunately, however, due to a severe and unprecedented funding shortage statewide, funding for the right of way acquisition and construction phase of this project is not currently identified. The Department fully understands the strong support from the local governments for the completion of this important project and will continue to pursue all funding options to deliver its completion as funds are available.

- *Could not find the meeting notification on DOT website.*

The meeting announcement was displayed on the Department's website from August 4, 2009 through September 5, 2009. To access the information, begin at the GDOT home page www.dot.ga.gov and select **Calendar of Events** from the **Information Center** dropdown menu.

- *We only saw one sign posted at the intersection; how else was the meeting publicized?*

The Department placed signs at eight locations in the project corridor. Four of the signs were placed at the intersection of SR10/US 78 and SR 124, and the other four signs were placed approximately 1,000 feet back from the intersection on each approach. In addition, the meeting was advertised in the Gwinnett Daily Post on August 21, 2009 and August 28, 2009. Local community groups also partnered with the Department to provide notice of the meeting, including posting on the City of Snellville website, the Evermore CID website, notification in local church bulletins, and distribution of the flyers by the Citizens Advisory Committee (CAC).

- *I hope this project can be a catalyst to improve central Snellville.*

The proposed project would improve the level of service and operational conditions at the intersection of SR 10/ US 78 and SR 124 in downtown Snellville. Also, the proposed project would be designed to handle the future traffic volumes as Snellville and the surrounding areas continue to grow. The proposed CFI design would achieve the goals of improved level of service, better access to the local businesses, and improved regional mobility, while minimizing property impacts to the downtown area. The proposed project would not prevent economic growth or downtown revitalization from occurring in the future.

Thank you for your input regarding the PIOH for the proposed project. Your interest in this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project. Should you have any further questions concerning this project, please call the Department's project manager Neal O'Brien at (404) 631-1725 or Laura Rish of the Office of Environmental Services at (404) 631-1415.

Sincerely,

Glenn Bowman, P.E.
State Environmental Administrator

CSHPP-0006-00(439), Gwinnett County, PI No. 0006439
January 13, 2010
Page 5 of 5

GB/LR/epei-slt

Cc: Neal O'Brien, Georgia DOT Project Manager

Attachment 13

**Public and Media Response to
CFI in Baton Rouge, LA**



Public and Media Response to CFI
Baton Rouge, LA
Airline Highway at Sherwood-Siegen Intersection



September 3, 2009

Gwinnett County



The Advocate
4 Months After Opening



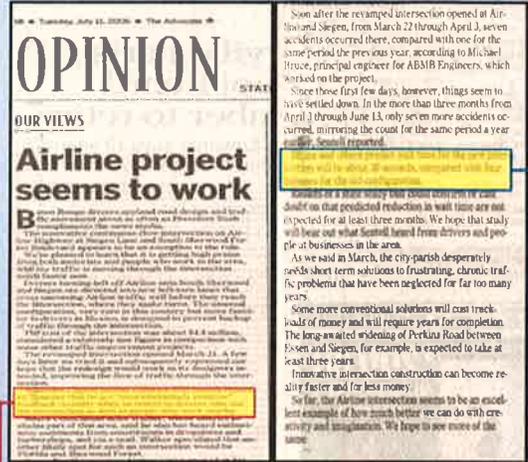
"...the cost of the project, \$4.4 million, is modest compared with traffic improvements that often cost \$20 million or \$30 million."

"I love it... I wish they would put them all over town."

"This is so moving now... it used to take me 10 or 15 minutes to get through."

"Before the change? '... you might sit there 15 or 20 minutes... Now if I'm there 5 minutes it's unusual."

The Advocate
July 11th, 2006



"Advocate Capitol bureau reporter... got 'overwhelmingly positive' feedback recently when he talked to drivers who use the intersection as well as people who work nearby."

"...wait time for the new intersection will be about 30 seconds, compared with four minutes for the old configuration."

The Advocate
May 5th, 2006

225 Magazine
June 2007

Two roads converge ...
 Dear Smiley: I have always been a strong advocate of highway overpasses to help move Baton Rouge traffic.
 The new intersection at Siegen Lane and Airline Highway is better than an overpass, and has to be much less in cost.
 The person that came up with this idea should win the "Highway Nobel Prize," or whatever they give a genius engineer.
 I've tried it at different times of the day, and it is still the best ...
 I sure hope they will use this plan on many of our "deadlocked" intersections.
VERNON YIELDING
 Baton Rouge

FOR LOCAL TRAFFIC
 Dear Editor,
 I am aware of the traffic problems that exist in Baton Rouge ("Cross-town traffic," March 2007), but in fairness I must report that there is good news in the southeastern part of the parish.
 The widening of Tiger Bend Road/Jefferson Highway and the improvement of George O'Neal Road were lifesavers for those of us who live that way. The intersection at Siegen/Sherwood and Airline is a godsend! Even at rush hour that traffic moves smoothly and fast.
 If that were not enough, the Interstate 10 service road from Siegen to Bluebonnet has made it possible to get the Mall of Louisiana via Picardy without any delay.
 So when people complain about the lack of solutions to traffic problems, I recommend that they travel to southeast Baton Rouge to experience some wonderful improvements.
Dot Dickinson

Public Survey
August 2006

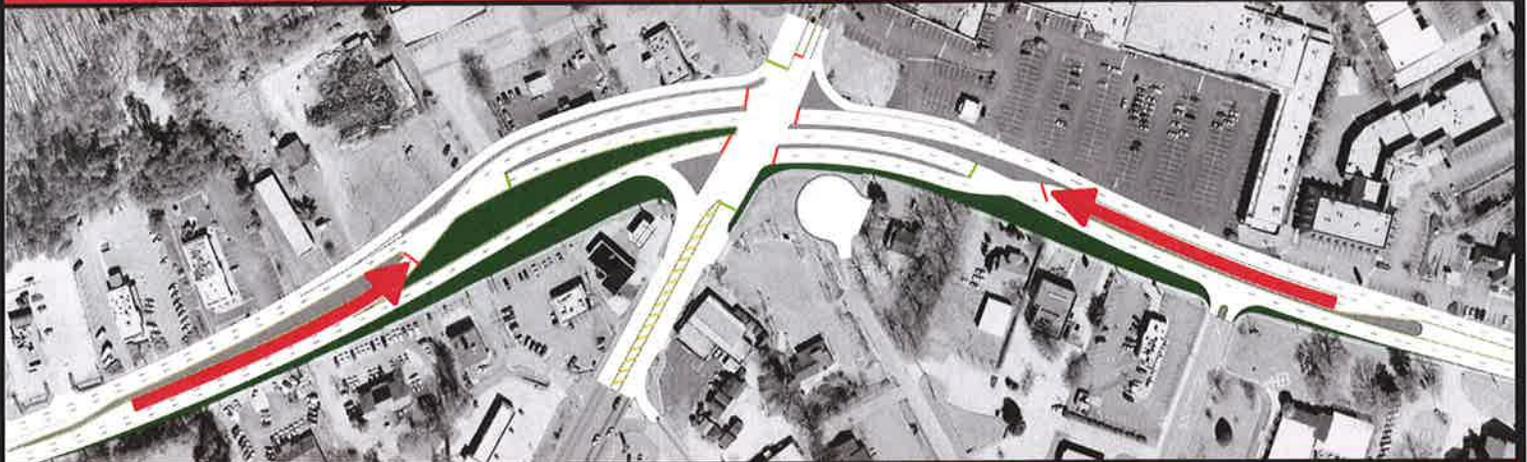
- "Well worth the money spent."
- "Traffic flows much better. Need to do more intersections this way."
- "Best traffic improvement in Baton Rouge history."
- "Great Project! Use this design wherever possible."
- "I drive this area all day (driving 16 yrs. here) and think the new intersection is GREAT!!!"
- "I was somewhat apprehensive at first, but quickly became comfortable and pleasantly surprised."
- "Never thought it would work, but I was wrong, works beautifully. Keep up the good work!!"

Attachment 14

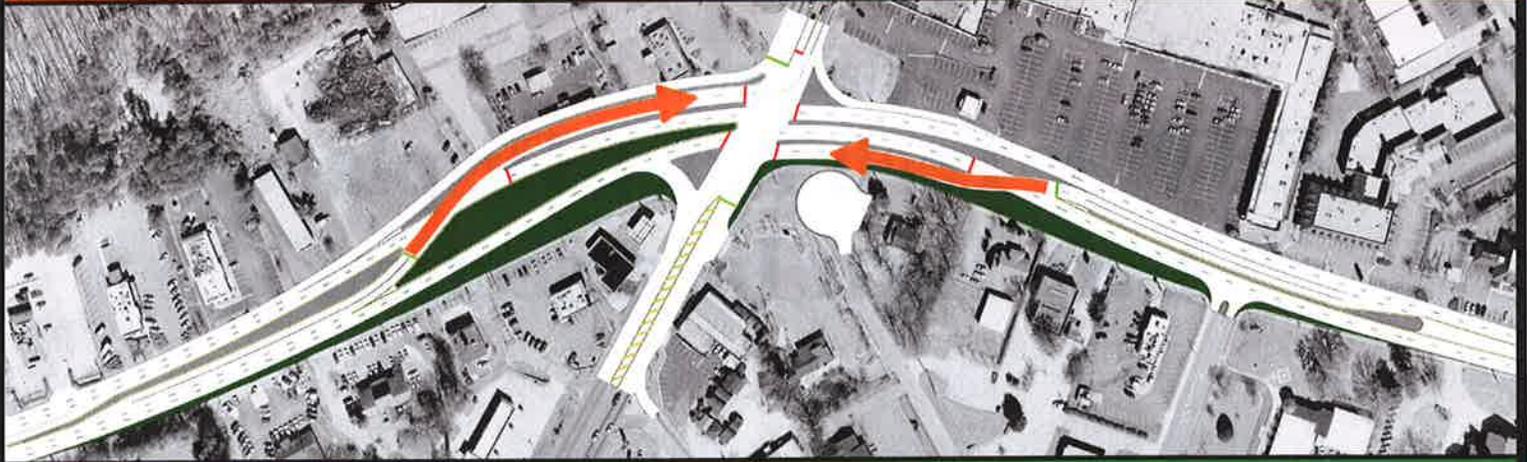
How to Make a Left Turn in a CFI

How To Make a Left Turn in a CFI

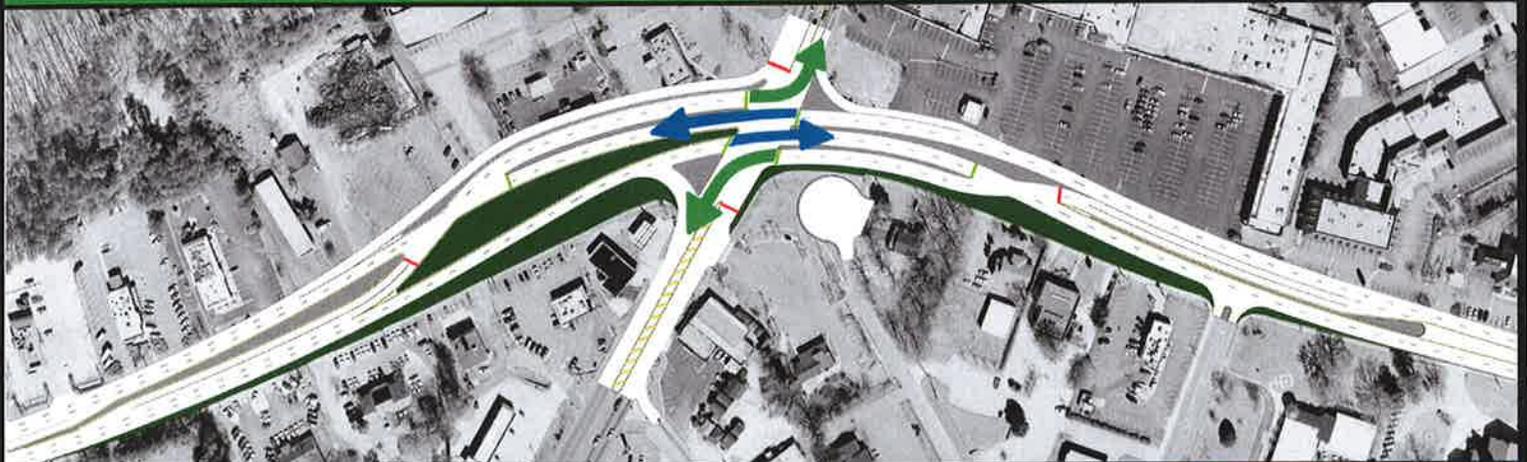
Step 1: Left turning vehicles queue in left turn lanes- Same as traditional left turn



Step 2: Left turn vehicles cross over through lane and travel in separate lanes- Different than traditional left turn



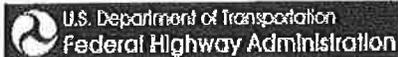
Step 3: Left turn vehicles complete left turn maneuver- Same as traditional left turn



Left turn vehicles and through vehicles can go at same time

Attachment 15

**FHWA Tech Brief-Displaced
Left Turn Intersection**

[Research Home](#) | [FHWA Home](#) | [Feedback/Request](#)

TECHBRIEF

This techbrief is an archived publication and may contain dated technical, contact, and link information

[Federal Highway Administration](#) > [Publications](#) > [Research](#) > Displaced Left-Turn Intersection

Publication Number: FHWA-HRT-09-055

Date: October 2009

Displaced Left-Turn Intersection

FHWA Contact: Joe Bared, HRDS-05,
(202) 493-3314, joe.bared@dot.gov

[PDF Version](#) (785 KB)

PDF files can be viewed with the [Acrobat® Reader®](#)

This document is a technical summary of the Federal Highway Administration report, *Alternative Intersections/Interchanges: Information Report (AIIR)* (FHWA-HRT-09-060).

Objective

Today's transportation professionals, with limited resources available to them, are challenged to meet the mobility needs of an increasing population. At many highway junctions, congestion continues to worsen, and drivers, pedestrians, and bicyclists experience increasing delays and heightened exposure to risk. Today's traffic volumes and travel demands often lead to safety problems that are too complex for conventional intersection designs to properly handle. Consequently, more engineers are considering various innovative treatments as they seek solutions to these complex problems.

The corresponding technical report, *Alternative Intersections/Interchanges: Informational Report (AIIR)* (FHWA-HRT-09-060), covers four intersection designs and two interchange designs. These designs offer substantial advantages over conventional atgrade intersections and grade-separated diamond interchanges. The *AIIR* provides information on each alternative treatment and covers salient geometric design features, operational and safety issues, access management, costs, construction sequencing, and applicability. This TechBrief summarizes information on one alternative intersection design—the displaced left-turn (DLT) intersection (see [figure 1](#)). Within the figure, the red circles symbolize signal-controlled crossovers; the blue patterned circle represents a signal-controlled main intersection; the orange arrows indicate left-turn crossover movement; and the yellow arrows indicate opposing through movement at signal-controlled crossovers. Figure 1 is a partial DLT intersection where the DLT movements have been implemented on two opposing approaches of the major road. The crossroad left turns are treated identical to a conventional design.

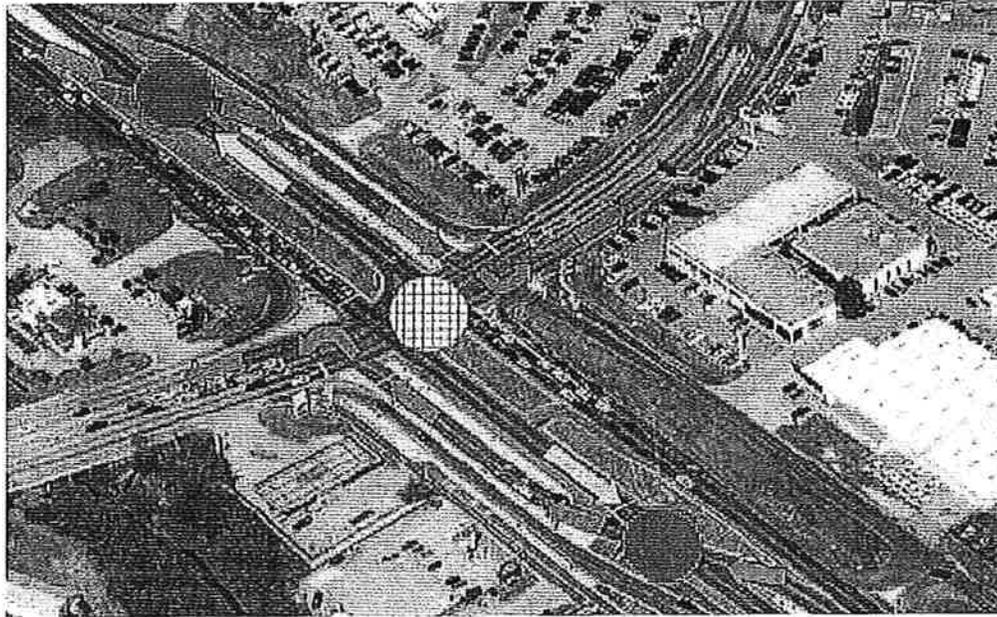


Figure 1. Left-turn crossover movement at a partial DLT intersection in Baton Rouge, LA.

Introduction

The DLT intersection, also known as the continuous flow intersection (CFI) or the crossover displaced left-turn (XDL) intersection, has been implemented at several locations in the United States. The primary benefit of the DLT intersection is the reduction in the number of traffic signal phases and conflict points with consequent improvements in operations and safety. The main geometric feature of the DLT intersection is the removal of left-turn movements from the main intersection to an upstream signalized location. Traffic that would turn left at the main intersection in a conventional design now has to cross opposing through lanes at a signal-controlled intersection several hundred feet upstream and then travel on a new roadway parallel to the opposing lanes. This traffic is now able to execute the left turn simultaneously with the through traffic at the main intersection. Traffic signals at the left-turn crossovers and the main intersection are operated in a coordinated mode so that vehicles do not stop multiple times in the intersection area.

Several DLT intersections have been built in the United States, including the following:

- Airline Highway and Seigen Lane in Baton Rouge, LA (see [figure 1](#)).
- Entrance to the Dowling College National Aviation Technology Center in Shirley, NY (see [figure 2](#)). The orange arrows in the figure show the leftturn movement from the major road.
- MD 210 and MD 228 in Accokeek, MD (see [figure 3](#)).
- 3500 South and Bangerter Highway in Salt Lake City, UT (see [figure 4](#)).
- Route 30 and Summit Drive in Fenton, MO (see [figure 5](#)).



Figure 2. Left-turn crossover movement at a 3-legged partial DLT Intersection in Shirley, NY.

Geometric Design

The geometry for two legs of a full DLT intersection, where all four left turns are displaced, is shown in [figure 6](#). The key characteristics of the DLT design are as follows:

- Left-turning vehicles are removed from conflict at the main intersection by having them move across the opposing through traffic stream at a signal-controlled crossover 300 to 400 ft upstream of the main intersection.
- Crossover movement radii can range from 200 to 400 ft.
- Access limitations in the vicinity of DLT intersections are likely, as some State design manuals preclude median breaks within 600 to 700 ft of the intersection. Also, driveways near the intersection have to be right-in and right-out.
- Pedestrians can be accommodated at DLTs at the main intersection (see [figure 7](#)).

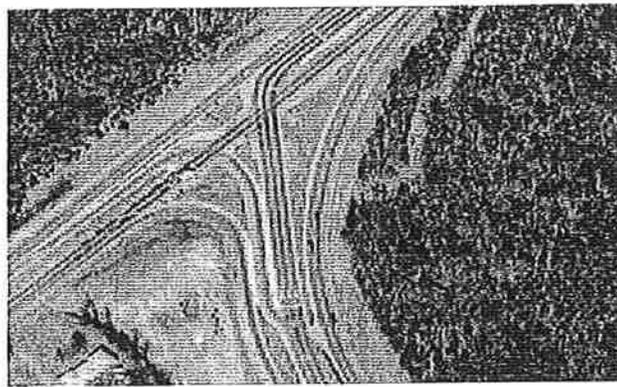


Figure 3. A 3-legged partial DLT intersection in Accokeek, MD.



Figure 4. DLT Intersection in Salt Lake City, UT.

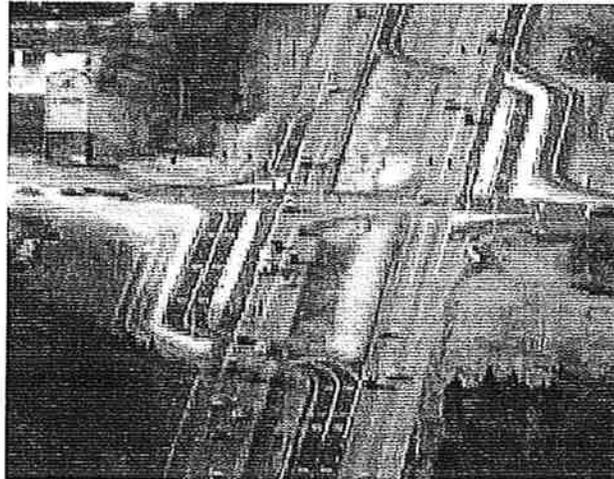


Figure 5. A partial DLT intersection in Fenton, MO.

Traffic Signal Control

The DLT intersection requires traffic signal control at both the upstream left-turn crossovers and the main intersection. The traffic signal controls are synchronized and therefore operate with just two phases. Typical cycle lengths range from 60 to 90 s and are fully actuated to minimize delay and promote progression. Either single or multiple signal controllers are used.

Operational Performance

The traffic simulation software VISSIM was used to compare the operational performance of a DLT intersection to a conventional intersection. Four cases were modeled and compared to conventional intersections:

- Case 1-Three lanes on the major road intersecting three lanes on the crossroad.
- Case 2-Three lanes intersecting two lanes.
- Case 3-Two lanes intersecting two lanes.
- Case 4-T-intersection with three lanes intersecting two-lane roads.

From cases 1, 2, and 3, the full DLT intersection simulations showed a 30-percent increase in throughput over comparable conventional intersections when the opposing flows on the main lines were fully balanced. With unbalanced main lines opposing flows, the throughput increase compared to a conventional intersection was approximately 25 percent. For a partial DLT intersection, the increase in throughput ranged from 10 percent for unbalanced flows to 20 percent for balanced flows. The reduction in observed intersection delay was between 30 and 40 percent for a partial DLT intersection and 50 and 80 percent for a full DLT intersection. For the T-intersection (case 4), the increase in throughput was about 16 percent. These operational gains are also expected to result in substantial environmental gains in terms of reduced fuel consumption and pollution, although these have not yet been calculated.

DLT intersections require that drivers pay careful attention to signage; however, a preliminary Federal Highway Administration (FHWA) study on this issue suggests roadside mounted signs may be sufficient to guide drivers to the displaced left-turn crossing.⁽¹⁾

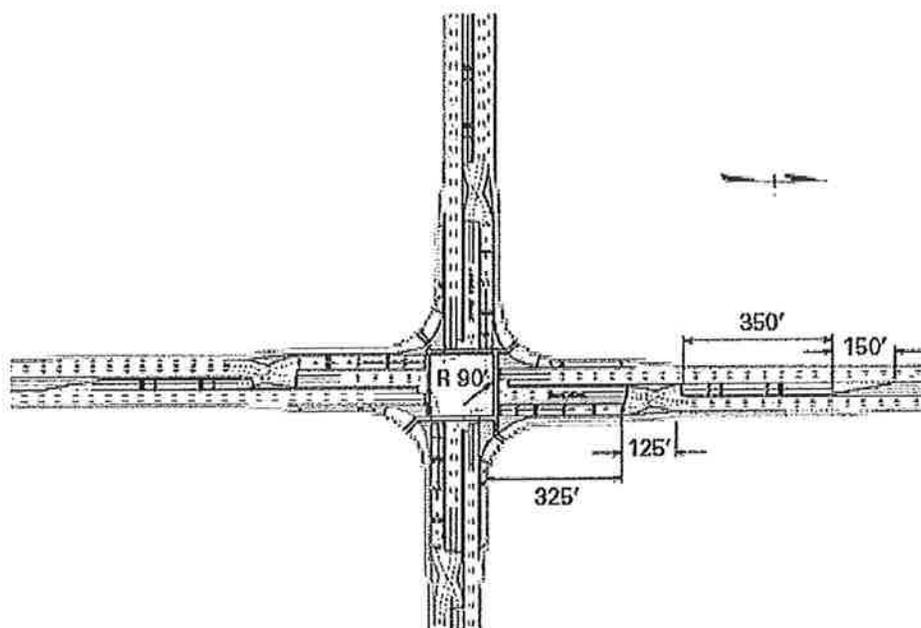


Figure 6. Typical full DLT intersection with displaced left turns on all approaches.

Safety Performance

With respect to safety, the full and partial DLT intersections have 28 and 30 conflict points respectively, compared to a conventional intersection, which has 32. Results from a simple before-after study of the DLT intersection at Airline Highway and Seigen Lane in Baton Rouge, LA, showed a 24-percent reduction in total crashes and a 19-percent reduction in fatal and injury crashes during the 2 years following installation of the partial DLT. Further research is needed to more accurately quantify the safety benefits of the DLT.

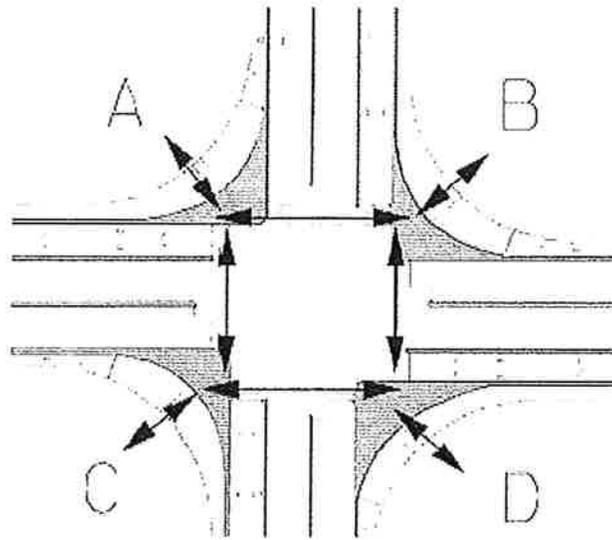


Figure 7. Possible pedestrian movements at a DLT Intersection.

Applicability

The DLT intersection design offers greater throughput compared to conventional intersections when high and balanced through volumes and high left-turn volumes exist on the approaches with DLT configuration. The design requires some additional right-of-way and therefore may be best suited to areas where right-of-way is not prohibitively expensive.

Summary

The main distinguishing feature of the DLT intersection is the relocation of the left-turn movement upstream of the main intersection. This eliminates the left-turn signal phase for the approach at the main intersection. It also provides additional advantages over conventional designs under a wide spectrum of traffic conditions including the following:

- Increased intersection capacity that could postpone or even eliminate the need for future grade-separation intersections.
- Potential safety measures to reduce crashes at high crash sites.

More details can be found in the full *AIR* report available from the FHWA.

Reference

1. Inman, V.W. (2008). *Evaluation of Sign and Marking Alternatives for Displaced Left-Turn Lane Intersections*, FHWA-HRT-08-071, Federal Highway Administration, Washington, DC.

Researchers—This study was performed by Principal Investigators Warren Hughes and Ram Jagannathan. For more information about this research, contact Joe Bared, FHWA Project Manager, HRDS-05 at (202) 493-3314, joe.bared@dot.gov.

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Key Words—Continuous flow intersection, CFI, Displaced left-turn, DLT, Crossover displaced left-turn, XDL, and Alternative intersection.

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Technical Issues: TFHRC.WebMaster@dot.gov

Topics: research, safety, Intersection safety, Interchanges, non-signalized Intersection, continuous flow Intersection

Keywords: Continuous flow intersection, CFI, Displaced left-turn, DLT, Crossover displaced left-turn, XDL, and Alternative Intersection

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United States Department of Transportation - Federal Highway Administration

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0006-00(429) Gwinnett **OFFICE:** Engineering Services
P.I. No.: 0006439
US 78 @ SR 124 Intersection **DATE:** July 9, 2010

FROM: Ronald E. Wishon, State Project Review Engineer *REW*

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Tim Matthews

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held April 12-15, 2010. Responses were received on July 6, 2010. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/L.CC	Implement	Comments
A-5	Construct right turn lane/bay for eastbound US 78 traffic entering Henry Clower Boulevard (Bypass) curve	Proposed Cost Increase = (-\$204,000) Actual Cost Increase = (-\$510,000)	Yes	This will be done.
A-8	Close the existing Rawlins Street/SR 124 and Bird House/SR 124 access openings and provide access via Norton Road	Proposed Cost Increase = (-\$563,000) Actual Cost Increase = (-\$700,000)	No	This recommendation would add significant cost to the project, and it is anticipated that the change would be opposed by local residents. This recommendation would require that the parking for the existing businesses between Norton Rd and Rawlins St be relocated.
A-12	Reduce the width of the roadway shoulder from 16 ft to 12 ft	\$412,000	No	Walton EMC, Comcast cable, Gwinnett County water and sewer, Atlanta Gas Light and Bellsouth are all located along this corridor. The wider shoulder will be required for placement of these utilities.
B-1	Reduce the US 78 lane widths through the CFI from 12 ft to 11 ft	\$488,000	Yes	This will be done.

A-1	Construct only Phase 2 (Bypass), and improve the US 78 Bypass signing to maximize its use, and leave the existing SR 124/US 78 intersection as is	\$12,750,000	No	This recommendation is not consistent with the need and purpose of the overall project. The worst movements at the US 78 and SR 124 intersection (EB US 78 to NB SR 124) would not be improved, and the community has expressed the need for significant improvements at this intersection.
A-1.1	Construct only Phase 2 (Bypass), and improve the US 78 Bypass signing to maximize its use, and eliminate the left turns from SR 124 in the existing SR 124/US 78 intersection	Proposed = \$12,050,000 Actual = \$10,885,000	No	This recommendation is not consistent with the need and purpose of the overall project. The worst movements at the US 78 and SR 124 intersection (EB US 78 to NB SR 124) would not be improved, and the community has expressed the need for significant improvements at this intersection.
A-2	Modify the existing SR 124/US 78 intersection by adding through lanes to US 78 and southbound SR 124	Proposed = \$9,133,000 Actual = \$1,423,000	No	This recommendation is not consistent with the need and purpose of the overall project. Given that traffic volumes along EB US 78 do not significantly drop within the study area, the widening of US 78 east of SR 124 does not have clear logical termini.
B-3	Eliminate the US 78 left turn lanes at the SR 124/US 78 intersection and provide for them via Henry Clower Boulevard (Bypass jug handle concept)	Proposed = \$13,184,000 Actual = \$7,483,000	No	This recommendation is not consistent with the need and purpose of the overall project. Given that traffic volumes along EB US 78 do not significantly drop within the study area, the widening of US 78 east of SR 124 does not have clear logical termini.
A-11	Eliminate the need for the new CFI by constructing a one-way pair through the city (EB use Henry Clower Boulevard, WB use US 78)	Proposed = \$11,720,000 Actual Cost Increase = (-\$12,117,000)	No	This recommendation would create deficient levels of service at the SR 124 and Henry Clower Boulevard intersection. The one-way pair would have significant impacts to several churches and businesses along the project. The revised estimated costs are far more expensive than the original concept.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:



Gerald M. Ross, PE, Chief Engineer

Date:

7/12/10

REW/LLM

Attachments

c: Ben Buchan
Bobby Hilliard/Stanley Hill/Tim Matthews
Russell McMurray/Chuck Hasty/Neal O'Brien/Jill Franks
Paul Lites/Bill Duvall/Bill Ingalsbe/
Laura Rish
Randall Davis/Harold Mull
Ken Werho
Lisa Myers
Matt Sanders

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0006-00(439), Gwinnett County **OFFICE:** Program Delivery
P.I. No. 0006439
SR 124/US 78 Continuous Flow Intersection **DATE:** July 6, 2010

FROM: Bobby K. Hilliard, PE, State Program Delivery Engineer *B.H.*

TO: Ronald E. Wishon, State Project Review Engineer
Attn.: Lisa Myers

SUBJECT: RESPONSE TO VALUE ENGINEERING STUDY ALTERNATIVES

Attached are the responses for the Value Engineering Study. This office concurs with the responses.

If you have any questions, please contact Tim Matthews, P.E., Project Manager, at 404-631-1586.

SH.
BKH:SH:twm
c: Ben Buchan, P.E.



G R E S H A M
S M I T H A N D
P A R T N E R S

July 6, 2010

Mr. Tim Matthews, P.E.
GDOT Office of Program Delivery
One Georgia Center
600 West Peachtree Street, Floor 25
Atlanta, GA 30308

Subject: Project No.: CSSTP-0006-00(439)
Contract No.: AEURDES070189
US 78 at SR 124
GS&P Project No. 26284.00

Dear Mr. Matthews,

Please find attached the response to the Value Engineering (VE) Report prepared for the SR 124 and US 78 Continuous Flow Intersection. The project team recommends the following proposed changes to the original concept: Ideas A-5 and B-1. However, the project team does not recommend the following proposed changes to the original concept: Ideas A-12, A-8, A-1, A1.1, A-2, B-3 and A-11.

Sincerely,

Scott Shelton, P.E.
Project Manager

Attachments: Response to Value Engineering Report

Design Services For The Built Environment

2325 Lakeview Parkway, Suite 400 / Alpharetta, Georgia 30009-7940 / Phone 770.754.0755 / www.gspnet.com

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Executive Summary

Gresham, Smith & Partners (GS&P) has prepared a response to the Value Engineering (VE) Report prepared for SR 124 / US 78 Continuous Flow Intersection, CSSTP-0006-00(439), PI No. 0006439, Gwinnett County (dated April 29, 2010). This report was prepared by MACTEC Engineering and Consulting, Inc. for the Georgia Department of Transportation (GDOT).

Based on the detailed responses provided in this report, the project team recommends the following proposed changes to the original concept:

- **Idea A-5:** Construct a right turn lane / bay for eastbound US 78 traffic entering the Bypass (Henry Clower Boulevard) curve.
- **Idea B-1:** Reduce the width of the through and left turn lanes on US 78 from 12 feet to 11 feet.

The potential cost increase of these proposed changes to the original concept is \$22,000 (B-1 savings of \$488,000 minus A-5 cost of \$510,000).

Based on the detailed responses provided in this report, the project team does not recommend the following proposed changes to the original concept:

- **Idea A-12:** Reduce the width of the shoulders from 16 feet to 12 feet.
- **Idea A-8:** Close the existing Rawlins Street / SR 124 and Bird House / SR 124 access openings and provide new access via Norton Road.
- **Idea A-1:** Construct only Phase 2 (Bypass), improve the US 78 Bypass Signing to maximize its use, and leave the existing SR 124 / US 78 intersection "as is".
- **Idea A-1.1:** ALTERNATIVE TO A-1. Construct only Phase 2 (Bypass), improve the US 78 Bypass Signing to maximize its use, and eliminate the Left Turns from SR 124 in the existing SR 124 / US 78 intersection.
- **Idea A-2:** Modify the existing SR 124 / US 78 intersection by adding another through lane to US 78 and the south side of SR 124.
- **Idea B-3:** Eliminate the left turn lanes from US 78 at the SR 124 / US 78 intersection, add a lane to US 78, require (sign) the left turns to be made via the Bypass (jug handle concept), and close Lenora Church Road south of the fire station.
- **Idea A-11:** Eliminate the need for the new CFI by constructing a one-way pair through the city (EB use Henry Clower Boulevard, WB use US 78).

Evaluation Criteria

The following criteria were used to evaluate the proposed changes to the project:

- Traffic Analysis
- Roadway Design Analysis
- Revised Cost Estimate
- Potential Environmental Impacts
- Potential Community Impacts
- Consistency with Need & Purpose of Project

The revised cost estimate of the proposed idea was prepared using the Atlanta Regional Commission's (ARC) "2006 Transportation Project Cost Tool" spreadsheet. The costs reflected in the spreadsheet were adjusted to current year dollars for comparison purposes. The ARC spreadsheet was used due to time constraints to evaluate the proposed ideas. Right of way costs were calculated using the Gwinnett County GIS property data to determine appraised property and building values.

GS&P has prepared an intersection capacity analysis utilizing the Synchro 7.0 software and the same saturation flow rate and signal timing assumptions that were used as part of the original analysis. This will provide a direct comparison between the original concept and the proposed concept.

Proposed need and purpose

Safety -- crash and injury rates at the US 78 and SR 124 intersection exceeded the statewide average for similar facilities.

Reduce Congestion and Delay -- the US 78 and SR 124 intersection is projected to operate at an unacceptable Level of Service (LOS) of E/F for the anticipated 2012 year with a travel delay of 62/126 seconds per vehicle in the AM and PM peak hours. Also, based on the future anticipated 20-year traffic projections, the LOS will degrade to F/F and the travel delay will increase to 139/256 seconds per vehicle in the AM and PM peak hours.

In 2003, the Snellville Town Center Livable Centers Initiative (LCI) identified the need for improvements at the subject intersection, and labeled the intersection as the source of greatest congestion within the City of Snellville. Therefore, the need exists to address traffic congestion and safety at the US 78 and SR 124 intersection. The purpose of the proposed project is to reduce congestion and improve the safety of the SR 10/US 78 and SR 124 intersection.

Idea A-5 Analysis

Idea: Construct a right turn lane / bay for eastbound US 78 traffic entering the Henry Clower Boulevard (Bypass) curve.

Roadway Design Assumptions

- 250 Linear feet of wall needed in front of Bellsouth property.

Traffic Analysis

This proposed change will have no impact to intersection levels of service, but would improve the traffic operations of the US 78 at Henry Clower Boulevard (West) intersection.

Revised Cost Estimate

The cost estimate for this proposed change is \$510,000, which is \$306,000 higher than the cost estimate in the VE Report. So the new revised savings is -\$510,000 for this idea.

Potential Environmental Impacts

No adverse environmental impacts have been identified with this proposed change.

Potential Community Impacts

This improvement would require modifications to the existing Bellsouth facility driveway along the south side of US 78.

Consistency with Need & Purpose of Project

This improvement is consistent with the Need & Purpose of the project.

Recommendation

The project team concurs with this recommendation.

Idea A-8 Analysis

Idea: Close the existing Rawlins Street / SR 124 and Bird House / SR 124 access openings and provide access via Norton Road.

Roadway Design Assumptions

- 50 feet right of way width for the access roadway
- New parking and underground detention needed due to impacts to parking area
- 12 foot travel lanes and 13 foot shoulders
- Construct cul-de-sac on Rawlins Street for emergency vehicle access
- Close Rawlins Street and Bird house access to SR 124

Traffic Analysis

This proposed change will have no impact to intersection levels of service, but would improve the traffic operations for southbound rights at the US 78 at SR 124 intersection.

However, it should be noted that both Rawlins Street and the Bird House access carry very low traffic volumes and do not currently impact the operations of US 78 at SR 124 intersection.

Revised Cost Estimate

The cost estimate for this proposed change is \$700,000, which is \$279,000 higher than the cost estimate in the VE Report. So the new revised savings is -\$700,000 for this idea.

Potential Environmental Impacts

The project team has identified that this proposed change could have potential adverse environmental impacts to the view shed of the Historic Bird House.

Potential Community Impacts

The existing commercial business located between Norton Road and Rawlins Street would have to relocate their parking lot for this alternative. Also, input from the community (i.e. Nob Hill subdivision) via the Citizen Advisory Committee (CAC) process, community meetings and the Public Information Open House, stated that there would probably be opposition to any access road in the northwest quadrant of US 78 and SR 124. Therefore, it is anticipated that this proposed change would be viewed as the first phase of a service road between SR 124 and Knollwood Drive and would be opposed by local residents. If the service road was part of the proposed improvements at US 78 and SR 124, the local residents stated that they would oppose the entire project.

Consistency with Need & Purpose of Project

This improvement is consistent with the Need & Purpose of the project.

Recommendation

The proposed idea would add significant cost (\$700,000) to the project. In addition, it is anticipated that this change would be opposed by local residents and cause local residents to disapprove of improvements at US 78 and SR 124. So this idea is not recommended to be included in the project.

Idea A-12 Analysis

Idea: Reduce the width of the roadway shoulder from 16 feet to 12 feet.

Traffic Analysis

This proposed change will have minimal impact to intersection levels of service and traffic operations at the project intersection.

Roadway Design Assumptions

Given the scope of the improvement, no concept drawing is needed to analyze the proposed change.

Revised Cost Estimate

GS&P has reviewed the cost estimate provided in the VE Report and agrees with the general magnitude of the cost estimate.

Potential Environmental Impacts

No adverse environmental impacts have been identified with this proposed change.

Potential Community Impacts

No adverse community impacts have been identified with this proposed change.

Consistency with Need & Purpose of Project

This improvement is consistent with the Need & Purpose of the project.

Recommendation

The project team does not concur with this recommendation due to potential utility relocation issues with a smaller shoulder. The existing utilities along the corridor include: Walton EMC, Comcast cable, Gwinnett County water and sewer, Atlanta Gas Light, and Bellsouth telecommunications.

Idea B-1 Analysis

Idea: Reduce the US 78 lane widths through the CFI from 12 feet to 11 feet.

Traffic Analysis

This proposed change will have minimal impact to intersection levels of service and traffic operations at the project intersections.

Roadway Design Assumptions

Given the scope of the improvement, no concept drawing is needed to analyze the proposed change.

Revised Cost Estimate

GS&P has reviewed the cost estimate provided in the VE Report and agrees with the general magnitude of the cost estimate.

Potential Environmental Impacts

No adverse environmental impacts have been identified with this proposed change.

Potential Community Impacts

No adverse community impacts have been identified with this proposed change.

Consistency with Need & Purpose of Project

This improvement is consistent with the Need & Purpose of the project.

Recommendation

The project team concurs with this recommendation.

Idea A-1 Analysis

Idea: Construct only Phase 2 (Bypass), improve the US 78 Bypass Signing to maximize its use, and leave the existing SR 124 / US 78 intersection “as is”.

Roadway Design Assumptions

Given the scope of the improvement, no concept drawing is needed to analyze the proposed change.

Traffic Analysis

The following table shows the Year 2032 “With Project” levels of service and average intersection delay (in seconds) for both the original concept and the proposed concept at the US 78 at SR 124 intersection and other critical intersections in project vicinity:

Year 2032 “With Project” Levels of Service and Delay in Seconds

Intersection	Original Concept		Idea A-1	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
US 78/SR 124	E (65)	E (76)	F (158)	F (225)
US 78/Oak Rd/Henry Clower Blvd	C (32)	E (73)	D (37)	D (52)
US 78/Wisteria Dr	F (111)	F (197)	F (113)	F (193)
SR 124/Henry Clower Blvd	C (26)	D (49)	C (25)	D (49)
SR 124/Oak Rd	C (33)	F (112)	C (22)	F (158)
SR 124/Wisteria Dr/Harbour Oaks Dr ¹	F (> 200)	F (16)	F (> 200)	F (> 200)

Note: (1) This is an unsignalized intersection; the delay reported is for the worst approach

As shown in the previous table, this concept does not improve the levels of service at the US 78 at SR 124 intersection, with projected LOS of F in the AM and PM peak hours. In addition, this proposed concept does not improve the worst movement at the US 78 at SR 124 intersection (eastbound US 78 to northbound SR 124). Given that there would be no change to the geometry at this intersection the proposed concept would not significantly improve traffic safety at this intersection.

Revised Cost Estimate

GS&P has reviewed the cost estimate provided in the VE and agrees with the general magnitude of the cost estimate.

Potential Environmental Impacts

No adverse environmental impacts have been identified with this proposed change.

Potential Community Impacts

Since the worst movement at the US 78 at SR 124 intersection is not improved (eastbound US 78 to northbound SR 124), the public may not perceive this concept as a significant improvement. During the CAC process, the community made it clear that significant improvements were required at this intersection and ranked minimal improvement options very low.

Consistency with Need & Purpose of Project

As a standalone project this improvement is not consistent with the Need & Purpose of the project due to deficient levels of service. If this concept is constructed as Phase I of the overall project, it could meet the need and purpose. However since the worst movement at the US 78 at SR 124 intersection (eastbound US 78 to northbound SR 124) is not improved, the public may not perceive this concept as a significant improvement.

Recommendation

Due to deficient levels of service at the US 78 at SR 124 intersection, lack of improvement for the worst movement (eastbound US 78 to northbound SR 124) at the main intersection, and inconsistency with community input, the project team does not concur with this recommendation.

Idea A-1.1 Analysis

Idea: ALTERNATIVE TO A-1. Construct only Phase 2 (Bypass), improve the US 78 Bypass Signing to maximize its use, and eliminate the left turns from SR 124 in the existing SR 124 / US 78 intersection.

Roadway Design Assumptions

- Widen 12 feet to add southbound right turn lane at the US 78 at Oak Road/Henry Clower Boulevard intersection.
- Use 12 feet offset to set right of way for this improvement.
- Reconfiguration of Wisteria and US 78 intersection.

Traffic Analysis

The following table shows the Year 2032 "With Project" levels of service and average intersection delay (in seconds) for both the original concept and the proposed concept at the US 78 at SR 124 intersection and other critical intersections in project vicinity:

Year 2032 "With Project" Levels of Service and Delay in Seconds

Intersection	Original Concept		Idea A-1.1	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
US 78/SR 124	E (65)	E (76)	F (134)	F (174)
US 78/Oak Rd/Henry Clower Blvd	C (32)	E (73)	D (38)	E (68)
US 78/Wisteria Dr	F (111)	F (197)	F (114)	F (194)
SR 124/Henry Clower Blvd	C (26)	D (49)	C (25)	D (47)
SR 124/Oak Rd	C (33)	F (112)	C (26)	F (162)
SR 124/Wisteria Dr/Harbour Oaks Dr ¹	F (> 200)	F (16)	F (> 200)	F (> 200)

Note: (1) This is an unsignalized intersection; the delay reported is for the worst approach

As shown in the previous table, this concept does not improve the levels of service at the US 78 at SR 124 intersection, with projected LOS of F in the AM and PM peak hours. In addition this proposed concept does not improve the worst movement at the US 78 at SR

124 intersection, eastbound US 78 to SR 124. Additionally, this improvement does not significantly improve traffic safety at this intersection.

Revised Cost Estimate

The cost estimate for changes at Oak and US 78 is \$415,000, which is \$165,000 higher than the cost estimate in the VE Report. The VE report had a cost of \$250,000 for changes to Wisteria and US 78; however, the skew on Wisteria is more severe so potential impacts and costs would be higher than at Oak. The design team did not develop a cost estimate and sketch for Wisteria at US 78, but anticipates the cost to be threefold the cost of Oak Road and US 78 improvements or approximately \$1,250,000 which is \$1,000,000 higher than the cost estimate in the VE report. So, the new revised savings for this idea would be \$10,885,000.

Potential Environmental Impacts

No adverse environmental impacts have been identified with this proposed change.

Potential Community Impacts

Since the worst movement at the US 78 at SR 124 intersection is not improved (eastbound US 78 to northbound SR 124), the public may not perceive this concept as a significant improvement. During the CAC process, the community made it clear that significant improvements were required at this intersection and ranked minimal improvement options very low.

Consistency with Need & Purpose of Project

As a standalone project this improvement is not consistent with the Need & Purpose of the project due to deficient levels of service. If this concept is constructed as Phase 1 of the overall project, it could meet the need and purpose. However since the worst movement at the US 78 at SR 124 intersection (eastbound US 78 to northbound SR 124) is not improved, the public may not perceive this concept as a significant improvement.

Recommendation

Due to deficient levels of service at the US 78 at SR 124 intersection, lack of improvement for the worst movement (eastbound US 78 to northbound SR 124) at the main intersection, and inconsistency with community input, the project team does not concur with this recommendation.

Idea A-2 Analysis

Idea: Modify the existing SR 124 / US 78 intersection by adding through lanes to US 78 and southbound SR 124.

Roadway Design Assumptions

- Shift US 78 to the north to miss Historic resources to add 3 lanes for approximately 750 feet, 4 lanes for 350 feet and 2 lanes for 600 feet prior to Henry Clower on US 78. Maintain dual lefts onto SR 124.

- Provide free flow right turn lane for 300 feet on US 78 since existing right turn lane SB SR 124 to WB US 78 is unopposed.
- Add third lane on SR 124 by shifting alignment to the east to miss historic Bird House off of Rawlins Street approximately 1350 feet of one new lane.
- Start 3rd SB lane on SR 124 at Oak and carry through intersection with US 78. Drop 3rd lane approximately 300 feet past intersection with US 78.
- Carry three lanes in each direction on US 78 from SR 124 east to Henry Clower Boulevard.
- 600 linear feet of new 10-15' high wall needed along New London Plaza shopping center (on Knollwood Drive).
- Parking lot impacts to two properties south of US 78, and two properties on SR 124 in Snellville Plaza.
- Snellville Plaza will lose approximately 28 parking spaces.

Traffic Analysis

The following table shows the Year 2032 "With Project" levels of service and average intersection delay (in seconds) for both the original concept and the proposed concept at the US 78 at SR 124 intersection and other critical intersections in project vicinity:

Year 2032 "With Project" Levels of Service and Delay in Seconds

Intersection	Original Concept		Idea A-2	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
US 78/SR 124	E (65)	E (76)	E (74)	F (171)
US 78/Oak Rd/Henry Clower Blvd	C (32)	E (73)	C (35)	D (53)
US 78/Wisteria Dr	F (111)	F (197)	F (114)	F (193)
SR 124/Henry Clower Blvd	C (26)	D (49)	C (27)	D (47)
SR 124/Oak Rd	C (33)	F (112)	C (22)	F (158)
SR 124/Wisteria Dr/Harbour Oaks Dr ¹	F (> 200)	F (16)	F (> 200)	F (> 200)

Note: (1) This is an unsignalized intersection; the delay reported is for the worst approach

As shown in the previous table, this concept does not improve the levels of service at the US 78 at SR 124 intersection, with projected LOS of F in the PM peak hour.

Revised Cost Estimate

The cost estimate for this proposed change is \$13,860,000, which is \$7,710,000 higher than the cost estimate in the VE Report. So, the new revised savings is \$1,423,000 for this idea.

Potential Environmental Impacts

Given that the traffic volumes along eastbound US 78 do not significantly drop within the study area, the widening of US 78 east of SR 124 does not have a clear logical termini. Further study and analysis would be required to determine logical termini and the environmental impacts associated with widening eastbound US 78 to its logical termini.

Potential Community Impacts

While no immediate community impacts were identified, there may be impacts once the logical termini is determined. Further input from the community would be required to determine if this is an acceptable concept for the community.

Consistency with Need & Purpose of Project

This improvement is not consistent with the Need & Purpose of the project due to deficient levels of service at the US at SR 124 intersection.

Recommendation

Due to deficient levels of service at the US 78 at SR 124 intersection, and lack of logical termini the project team does not concur with this recommendation.

Idea B-3 Analysis

Idea: Eliminate the US 78 left turn lanes at the SR 124 / US 78 intersection and provide for them via Henry Clower Boulevard (Bypass jug handle concept).

Roadway Design Assumptions

- 250 linear feet of wall needed to protect detention pond at Henry Clower and SR 124
- Use 12 feet offset to set right of way
- Stripe out through lane on Henry Clower westbound to taper down to one lane at SR 124
- Costs from third eastbound through lane along US 78 calculated from A-2 display.
- Shift US 78 to the north to miss Historic resources to add 3 lanes for approximately 750 feet, 4 lanes for 350 feet and 2 lanes for 600 feet prior to Henry Clower on US 78. Maintain dual lefts onto SR 124
- Provide free flow right turn lane for 300 feet on US 78 since existing right turn lane SB SR 124 to WB US 78 is unopposed.
- Carry 3 lanes in each direction on US 78 from SR 124 to Henry Clower Blvd
- 600 linear feet of new 10-15' high wall needed along new London Plaza shopping center on US 78
- Parking lot impacts to two properties south of US 78
- Snellville Plaza will lose approximately 28 parking spaces.

Traffic Analysis

The following table shows the Year 2032 "With Project" levels of service and average intersection delay (in seconds) for both the original concept and the proposed concept at the US 78 at SR 124 intersection and other critical intersections in project vicinity:

Year 2032 “With Project” Levels of Service and Delay in Seconds

Intersection	Original Concept		Idea B-3	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
US 78/SR 124	E (65)	E (76)	F (108)	F (202)
US 78/Oak Rd/Henry Clower Blvd	C (32)	E (73)	D (40)	F (152)
US 78/Wisteria Dr	F (111)	F (197)	F (111)	F (187)
SR 124/Henry Clower Blvd	C (26)	D (49)	D (39)	E (65)
SR 124/Oak Rd	C (33)	F (112)	C (32)	F (160)
SR 124/Wisteria Dr/Harbour Oaks Dr ¹	F (> 200)	F (16)	F (> 200)	F (> 200)

Note: (1) This is an unsignalized intersection; the delay reported is for the worst approach

As shown in the previous table, this concept does not improve the levels of service at the US 78 at SR 124 intersection, with projected LOS of F in the AM and PM peak hours.

Revised Cost Estimate

The cost estimate for this proposed change is \$7,800,000, which is \$5,701,000 higher than the cost estimate in the VE Report. So, the new revised savings is \$7,483,000 for this idea.

Potential Environmental Impacts

Given that the traffic volumes along eastbound US 78 do not significantly drop within the study area, the widening of US 78 east of SR 124 does not have a clear logical termini. Further study and analysis would be required to determine logical termini and the environmental impacts associated with widening eastbound US 78 to its logical termini.

Potential Community Impacts

Given that the traffic volumes along eastbound US 78 do not significantly drop within the study area, the widening of US 78 east of SR 124 does not have a clear logical termini. Further study and analysis would be required to determine logical termini and the environmental impacts associated with widening eastbound US 78 to its logical termini.

Consistency with Need & Purpose of Project

This improvement is not consistent with the Need & Purpose of the project due to deficient levels of service at the US at SR 124 intersection.

Recommendation

Due to deficient levels of service at the US 78 at SR 124 intersection and lack of logical termini, the project team does not concur with this recommendation.

Idea A-11 Analysis

Idea: Eliminate the need for the new CFI by constructing a one-way pair through the city (EB use Henry Clower Boulevard, WB use US 78).

Roadway Design Assumptions

- Used 35 mph speed design for curves onto and off of US 78 Bypass.
- All 3 lanes moved from US 78 to the US 78 Bypass
- Cul-de-sac Church Street.
- Carry two lanes from Bypass back onto US 78 and one through lane to Oak Street through the Wisteria Drive intersection. Drop the third eastbound lane 1,000 feet east of Wisteria Drive.

Traffic Analysis

The following table shows the Year 2032 “With Project” levels of service and average intersection delay (in seconds) for both the original concept and the proposed concept at the US 78 at SR 124 intersection and other critical intersections in project vicinity:

Year 2032 “With Project” Levels of Service and Delay in Seconds

Intersection	Original Concept		Idea A-11	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
US 78/SR 124	E (65)	E (76)	D (48)	D (47)
US 78/Oak Rd/Henry Clower Blvd	C (32)	E (73)	B (16)	D (50)
US 78/Wisteria Dr	F (111)	F (197)	F (111)	F (194)
SR 124/Henry Clower Blvd	C (26)	D (49)	D (38)	F (111)
SR 124/Oak Rd	C (33)	F (112)	C (29)	F (163)
SR 124/Wisteria Dr/Harbour Oaks Dr ¹	F (> 200)	F (16)	F (> 200)	F (> 200)

Note: (1) This is an unsignalized intersection; the delay reported is for the worst approach

As shown in the previous table, this concept does not improve the levels of service at the US 78 at SR 124 intersection. However, due to the heavy turning movements at the SR 124 at Henry Clower Boulevard intersection, it is projected to operate at LOS F in the PM peak hour. Under the original concept this intersection is projected to operate at LOS D in the PM peak hour.

The proposed concept moves the congestion from the US 78 at SR 124 intersection to the SR 124 at Henry Clower Boulevard intersection. With the proposed concept the delay is reduced by 29 seconds in the PM peak hour at the US 78 at SR 124 intersection. However the delay is increased by 62 seconds at the SR 124 at Henry Clower Boulevard intersection.

Revised Cost Estimate

The cost estimate for this proposed change is \$27,400,000, which is \$23,837,000 higher than the cost estimate in the VE Report, so the new revised savings is -\$12,117,000 for this idea.

Potential Environmental Impacts

No adverse environmental impacts have been identified with this proposed change.

Potential Community Impacts

This improvement would have significant impacts to the following properties:

- Snellville First Baptist Church
- Citgo Gas Station at the US 78 at Wisteria Drive intersection
- Bellsouth Facility along US 78, west of Henry Clower Boulevard
- Office Building along Henry Clower Boulevard, south of US 78

In addition the one way circulation patterns would have significant impact to the access to the following properties:

- New London Plaza shopping center
- McDonald's along US 78, east of Henry Clower Boulevard
- Snellville United Methodist Church

Consistency with Need & Purpose of Project

Since the bypass would be a major through way, the bypass was designed to meet a 35 mph speed design. However, to meet the 35 mph speed design several significant impacts were identified. In contrast, the VE concept drawing did not meet speed design. Therefore, this improvement is not consistent with the Need & Purpose of the project due to deficient levels of service at the US 78 at SR 124 intersection and significant impacts to churches and businesses in Snellville.

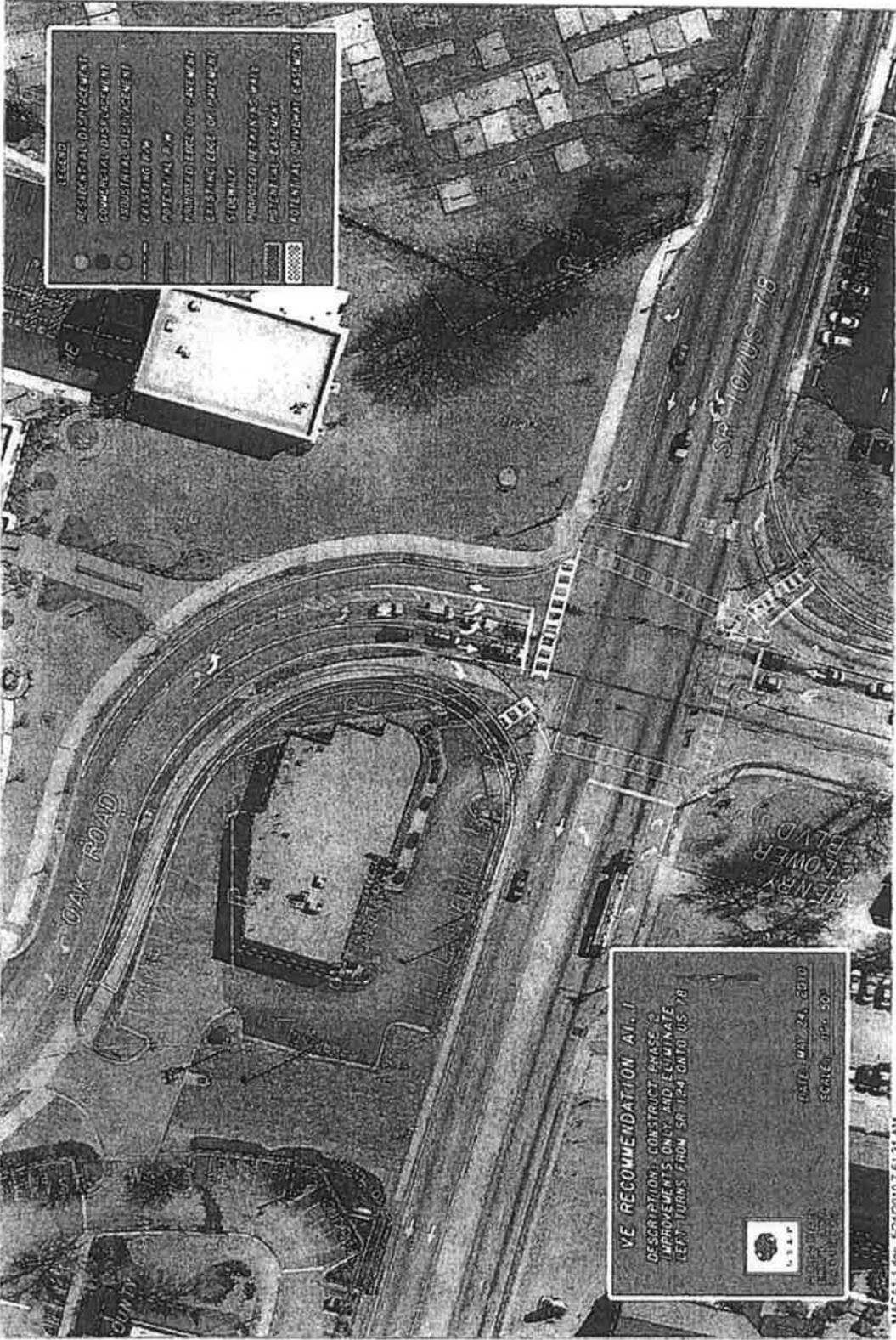
Recommendation

Due to deficient levels of service at the SR 124 at Henry Clower Boulevard intersection, significant impacts to churches and businesses in Snellville and estimated costs that are more expensive than the original concept, the project team does not concur with this recommendation.

Appendix

1. Conceptual displays

2. Cost Estimates



LEGEND

(Symbol)	RESIDENTIAL DISPLACEMENT
(Symbol)	COMMERCIAL DISPLACEMENT
(Symbol)	INDUSTRIAL DISPLACEMENT
(Symbol)	EXISTING DPM
(Symbol)	POTENTIAL DPM
(Symbol)	PROPOSED EDGE OF PAVEMENT
(Symbol)	EXISTING EDGE OF PAVEMENT
(Symbol)	STREETWALK
(Symbol)	PROPOSED RETAINING WALL
(Symbol)	POTENTIAL CASEMENT
(Symbol)	POTENTIAL SIDEWALK CASEMENT

VE RECOMMENDATION AV. 1

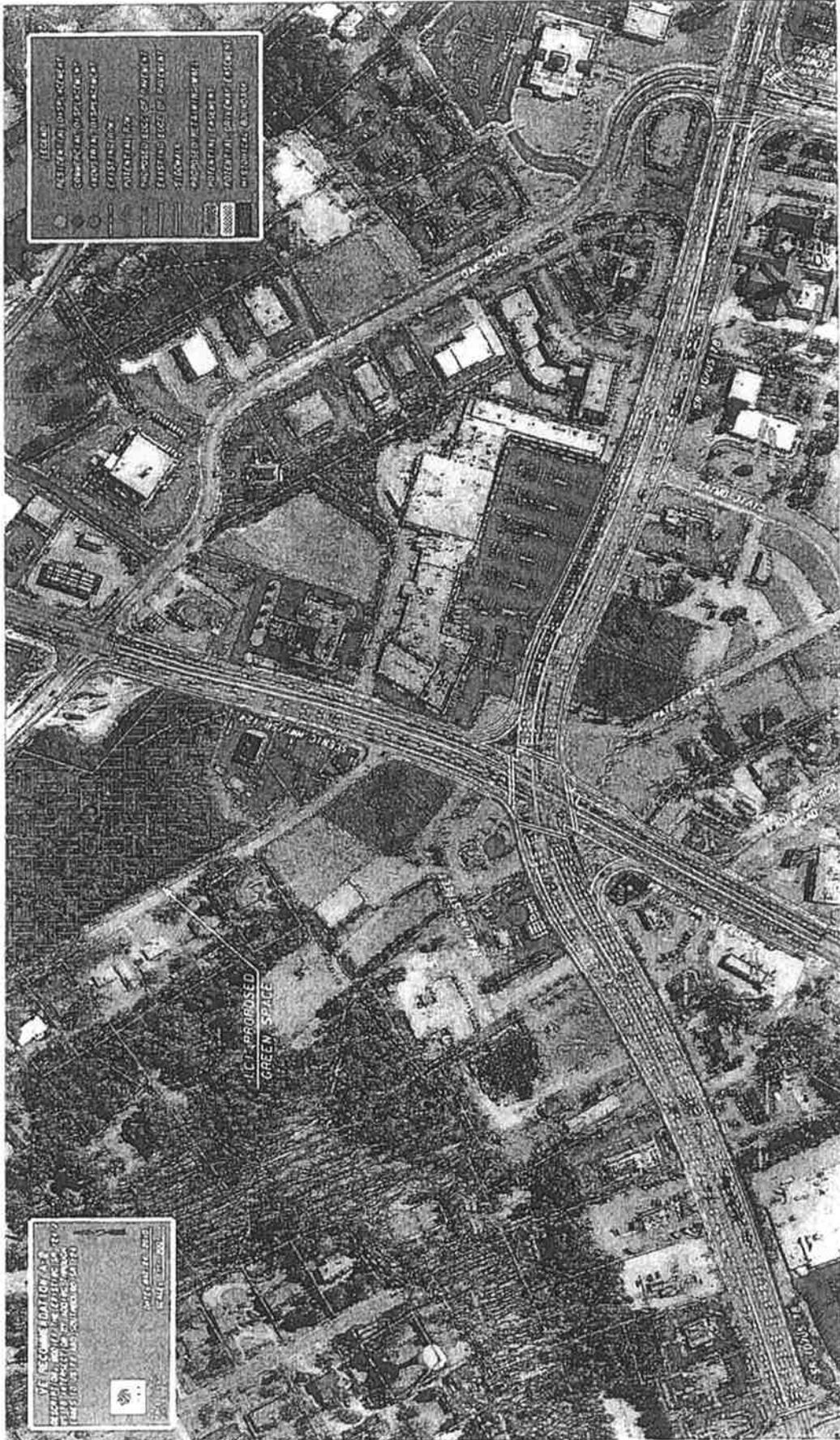
DESCRIPTION: CONSTRUCT PHASE 2 IMPROVEMENTS ONLY AND ELIMINATE LEFT TURNS FROM SR 101/US 78

DATE: MAY 26, 2010

SCALE: 1/4" = 50'

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

MACA11.dgn 5/26/2010 7:51:31 AM



LEGEND

- POTENTIAL DEVELOPMENT
- EXISTING DEVELOPMENT
- EXISTING PARKS
- POTENTIAL PARKS
- POTENTIAL GREEN SPACE
- EXISTING GREEN SPACE
- EXISTING SIDEWALKS
- POTENTIAL SIDEWALKS
- POTENTIAL BIKEWAYS
- POTENTIAL TRAILS
- POTENTIAL WATERWAYS
- POTENTIAL UTILITIES
- POTENTIAL FUTURE DEVELOPMENT

PROJECT INFORMATION

PROJECT NAME: SUNNYVALE GREEN SPACE

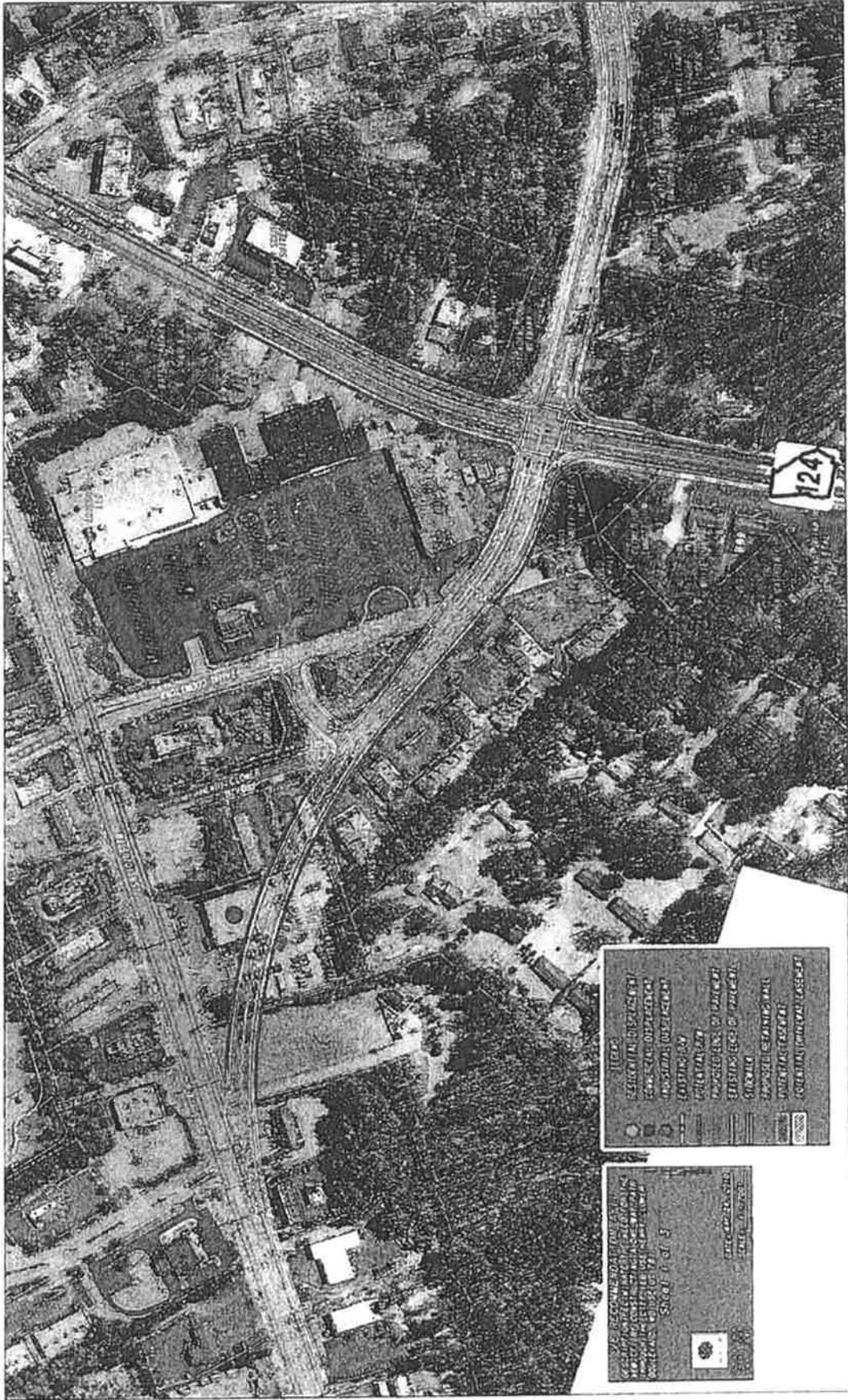
PROJECT LOCATION: SUNNYVALE, CA

PROJECT NUMBER: 123456789

DATE: 12/31/2023

SCALE: 1" = 100'

MAPS 2023 5/24/2010 7:55:50 AM



TEMP

- EXISTENTIAL DISPLACEMENT
- ENVIRONMENTAL DISPLACEMENT
- PROPOSED DISPLACEMENT
- EXISTING ROAD
- PROPOSED LINES OF INTERMENT
- EXISTING LINES OF INTERMENT
- SCHEDULE
- POTENTIAL REPAIRS HALL
- POTENTIAL IMPROVEMENT ASSESSMENT

SCALE 1" = 500'

SECTION 10 TO 15

SCALE 1" = 500'

DATE: 10/10/2010

blank	\$0				\$0
Special E&S control	\$0				\$0
					\$0
				Subtotal	\$0
Individual Components	Unit Cost	Length (ft)	Width (ft)	Ht (ft)	Cost
Retaining Walls - Gravity 0 - 5' (LF)	\$50	0			\$0
Retaining Walls-Gravity 5'-max (LF)	\$120	500			\$60,000
Retaining Walls-Special Design(SF)	\$60	0		0	\$0
Bridges - widen (SF)	\$85	0	0		\$0
Bridges - widen (SF)	\$85	0	0		\$0
Bridges - replace (SF)	\$85	0	0		\$0
Bridges - replace (SF)	\$85	0	0		\$0
Bridges - detour (SF)	\$40	0	0		\$0
Bridge Removal (SF)	\$15	0	0		\$0
Cofferdams (ea)	\$15,000	0			\$0
Box Culverts (SF)	\$80	0	0		\$0
Box Culverts (SF)	\$80	0	0		\$0
Large cross drains (LF)	\$60	0			\$0
Replace cross drains (LF)	\$100	0			\$0
Sediment/ detention ponds (ea)	\$20,000	0			\$0
Pavement patching (Sq yd)	\$20	0.00	0.00		\$0
	\$0				\$0
Traffic Signalization / Upgrade (ea)	\$160,000	0			\$0
				Subtotal	\$60,000
				Total Construction Cost	\$290,639

65%

Right-of-Way Costs

Area Type	Unit Cost (acre Miles)	Width (ft)	Acres	Cost
Urban Commercial	\$435,600	0.1	16	\$84,480
	\$435,600	0	0	\$0
Displacements		Number	factor	
Residential	\$200,000	0	1.00	\$0
Business	\$800,000	0	0.75	\$0
Damages	\$50,000	0	1.00	\$0
			ROW multiplier	1.65
			Total Right-of-Way Cost	\$139,392

31%

Reimbursable Utility Costs

				0
				\$ 14,532
			Total Reimbursable Utility Cost	\$14,532

3.27%

Preliminary Engineering Costs

PE %	0%	Total Preliminary Engineering Cost	\$0
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0.00%

Contingency Costs

Contingency %	0%	Total Contingency Cost	\$0
		Total (PE+Util.+ROW+CST)	\$444,563
		Grand Total	\$444,563

Cl. B Conc. Base or pvt widening	\$15,000	0.00	1.00		\$0
blank	\$0				\$0
Special E&S control	\$0				\$0
					\$0
				Subtotal	\$0
Individual Components	Unit Cost	Length (ft)	Width (ft)	Ht (ft)	Cost
Retaining Walls - Gravity 0 - 5' (LF)	\$50	0			\$0
Retaining Walls-Gravity 5'-max (LF)	\$120	0			\$0
Retaining Walls-Special Design(SF)	\$60	0			\$0
Bridges - widen (SF)	\$85	0			\$0
Bridges - widen (SF)	\$85	0			\$0
Bridges - replace (SF)	\$85	0			\$0
Bridges - replace (SF)	\$85	0			\$0
Bridges - detour (SF)	\$40	0			\$0
Bridge Removal (SF)	\$15	0			\$0
Cofferdams (ea)	\$15,000	0			\$0
Box Culverts (SF)	\$80	0			\$0
Box Culverts (SF)	\$80	0			\$0
Large cross drains (LF)	\$60	0			\$0
Replace cross drains (LF)	\$100	0			\$0
Sediment/ detention ponds (ea)	\$20,000	1			\$20,000
Pavement patching (Sq yd)	\$20	0.00			\$0
	\$0				\$0
Traffic Signalization / Upgrade (ea)	\$160,000	0			\$0
				Subtotal	\$20,000
				Total Construction Cost	\$235,329

38%

Right-of-Way Costs

Area Type	Unit Cost (acre)	Miles	Width (ft)	Acres	Cost
Urban Commercial	\$435,600	0.07	50	0.42	\$184,800
	\$435,600	0	0	0.00	\$0
Displacements		Number	factor		
Residential	\$200,000	0	0.00		\$0
Business	\$800,000	0	0		\$0
Damages	\$50,000	1	1		\$50,000
				ROW multiplier	1.65
				Total Right-of-Way Cost	\$387,420

62%

Reimbursable Utility Costs

					0
					\$ -
				Total Reimbursable Utility Cost	\$0

0.00%

Preliminary Engineering Costs

PE %	0%	Total Preliminary Engineering Cost	\$0
------	----	---	------------

0.00%

Contingency Costs

Contingency %	0%	Total Contingency Cost	\$0
		Total (PE+Util.+ROW+CBT)	\$622,749
		Grand Total	\$622,749

Bridges - replace (SF)	\$85			\$0
Bridges - detour (SF)	\$40			\$0
Bridge Removal (SF)	\$15			\$0
Cofferdams (ea)	\$15,000			\$0
Box Culverts (SF)	\$80			\$0
Box Culverts (SF)	\$80			\$0
Large cross drains (LF)	\$60			\$0
Replace cross drains (LF)	\$100			\$0
Sediment/ detention ponds (ea)	\$20,000			\$0
Pavement patching (Sq yd)	\$20			\$0
Traffic Signalization / Upgrade (ea)	\$160,000	1		\$160,000
			Subtotal	\$232,000
			Total Construction Cost	\$3,514,867

Old 41

34%

Right-of-Way Costs

Area Type	Unit Cost (acre Miles)	Width (ft)	Acres	Cost
Urban Commercial	\$435,600		2.60	\$1,132,560
	\$435,600	0	0	\$0
Displacements		Number	factor	
Residential	\$200,000	0	1.00	\$0
Business	\$800,000	3	1	\$2,400,000
Damages	\$50,000	4	1.00	\$200,000
Snellville Plaza Damages	\$250,000	1	1.00	\$250,000
			ROW multiplier	1.65
			Total Right-of-Way Cost	\$6,571,224

Notes

64%

Reimbursable Utility Costs

				0
				\$ 175,743
			Total Reimbursable Utility Cost	\$175,743

Notes

use 5% const. maximum

1.71%

Preliminary Engineering Costs

PE %	0%	Total Preliminary Engineering Cost	\$0
			0.00%

Notes

Contingency Costs

Contingency %	0%	Total Contingency Cost	\$0
		Total (PE+Util.+ROW+CS1)	\$10,261,834
		Grand Total	\$10,261,834

Bridges - detour (SF)	\$40			\$0
Bridge Removal (SF)	\$15			\$0
Cofferdams (ea)	\$15,000			\$0
Box Culverts (SF)	\$80			\$0
Box Culverts (SF)	\$80			\$0
Large cross drains (LF)	\$60			\$0
Replace cross drains (LP)	\$100			\$0
Sediment/ detention ponds (ea)	\$20,000			\$0
Pavement patching (Sq yd)	\$20			\$0
Traffic Signabzation / Upgrade (ea)	\$160,000	1		\$160,000
			Subtotal	\$244,500
			Total Construction Cost	\$1,716,863

24%

Right-of-Way Costs

Area Type	Unit Cost (acre Miles)	Width (ft)	Acres	Cost	Notes
Urban Commercial	\$435,600		1.01	\$439,956	19043
	\$435,600	0	0.00	\$0	1642
Displacements		Number	factor		2000
Residential	\$200,000	0	1.00	\$0	8200
Business	\$800,000	3	1	\$2,400,000	6000
Damages	\$50,000	2	1.00	\$100,000	
Snellville Plaza Damages	\$250,000	1	1.00	\$250,000	
			ROW multiplier	1.65	
			Total Right-of-Way Cost	\$5,283,427	

74%

Reimbursable Utility Costs

				\$ 85,830	Notes
				\$85,830	36885
					44262 1.016116
					use 5% const minimum
					1.21%

Preliminary Engineering Costs

PE %	0%	Total Preliminary Engineering Cost	\$0	Notes
			0.00%	

Contingency Costs

Contingency %	0%	Total Contingency Cost	\$0
		Total (PE+UTIL+ROW+CS)	\$7,065,863
		Grand Total	\$7,065,863

Retaining Walls-Gravity 5'-max (LF)	\$120	0	\$0
Retaining Walls-Special Design(SF)	\$60	0	\$0
Bridges - widen (SF)	\$85	0	\$0
Bridges - widen (SF)	\$85	0	\$0
Bridges - replace (SF)	\$85	0	\$0
Bridges - replace (SF)	\$85	0	\$0
Bridges - detour (SF)	\$40	0	\$0
Bridge Removal (SF)	\$15	0	\$0
Cofferdams (ea)	\$15,000	0	\$0
Box Culverts (SF)	\$80	0	\$0
Box Culverts (SF)	\$80	0	\$0
Large cross drains (LF)	\$60	0	\$0
Replace cross drains (LF)	\$100	0	\$0
Sediment/ detention ponds (ea)	\$20,000	0	\$0
Pavement patching (Sq yd)	\$20	0.00	\$0
Traffic Signalization / Upgrade (ea)	\$160,000	3	\$480,000
			Subtotal \$480,000
			Total Construction Cost \$5,888,211

24%

Right-of-Way Costs

Area Type	Unit Cost (acre Miles)	Width (ft)	Acres	Cost	Notes
Urban Commercial	\$435,600	0.47	60	\$1,488,960	
	\$435,600	0	0	\$0	
Displacements		Number	factor		
Residential	\$200,000	0	1.00	\$0	
Business	\$800,000	6	1.00	\$4,800,000	
Church	\$5,000,000	1	1.00	\$5,000,000	
Damages	\$50,000	0	1.00	\$0	
			ROW multiplier	1.65	
			Total Right-of-Way Cost	\$18,828,784	

75%

Reimbursable Utility Costs

	0	
	\$ 294,411	use 5% const. minimum
	Total Reimbursable Utility Cost	\$294,411

1.19%

Preliminary Engineering Costs

PE %	0%	Total Preliminary Engineering Cost	\$0
------	----	------------------------------------	-----

0.00%

Contingency Costs

Contingency %	0%	Total Contingency Cost	\$0
		Total (PE+Util.+ROW+CST)	\$24,809,406
		Grand Total	\$24,809,406

Project Number: CSSTP-0006-00(439)

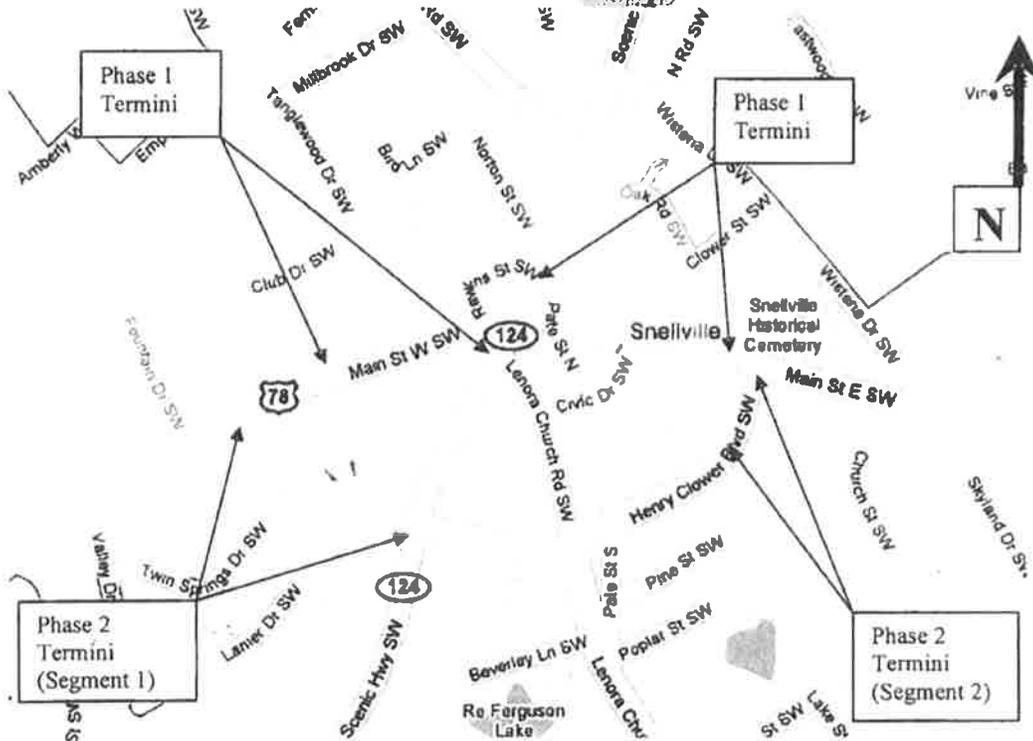
P. I. Number: 0006439

County: Gwinnett

2-Legged Continuous Flow Intersection on SR 10/US 78 at SR 124 (Phase 1)
& Eastbound Bypass on Henry Clower Boulevard (Phase 2)



Overview Map



Project Location Map