

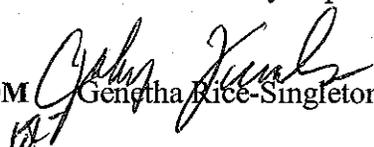
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0006698, Gwinnett County
CSMSL-0006-00(698)
Jimmy Carter Boulevard at Singleton Road-
Pedestrian Safety Improvements

OFFICE: Program Control

DATE: October 1, 2009

FROM  Genetha Rice-Singleton, Program Control Administrator

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Russell McMurry
Paul Liles
Robert Mahoney
Colin Houppermans
BOARD MEMBER

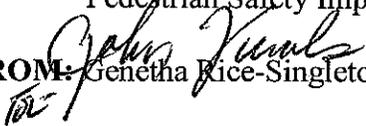
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0006698, Gwinnett County
CSMSL-0006-00(698)
Jimmy Carter Boulevard at Singleton Road-
Pedestrian Safety Improvements

OFFICE: Program Control

DATE: September 21, 2009

FROM:  Genetha Rice-Singleton, Program Control Administrator

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: *PROJECT CONCEPT REPORT*

This project consists of 0.32 miles of pedestrian improvements and widening along Jimmy Carter Boulevard and 0.10 miles of pedestrian improvements and widening along Singleton Road. The purpose of this project is to provide a safer location for pedestrian movement at the intersection of Jimmy Carter Boulevard and Singleton Road/South Norcross Tucker Road. The proposed project is part of a constructive effort and partnership between the Gwinnett Village Community Improvement District (CID) and the county, regional, state, and federal government entities to improve mobility within the CID service area. An integral element of the CID's mission to improve quality of life and promote business development is the improvement of pedestrian safety at key locations within the village. This intersection is one location identified within the village in need of improvement in terms of pedestrian safety and operations.

The proposed improvements include a number of pedestrian safety features including construction of sidewalks along the east side of Jimmy Carter Boulevard (north of the intersection) and the south side of Singleton Road (east of the intersection) to create continuous sidewalk routes. A pedestrian crosswalk across the south approach of Jimmy Carter Boulevard would be constructed resulting in crosswalks across all four of the intersection's approaches. The project would include pedestrian refuge islands and Type "A" curb ramps at crosswalks that direct pedestrians into the crosswalk and large ramp landings. The improvements will also include features to facilitate more efficient vehicle turning movements and signalization cycles and decrease the potential for vehicle/pedestrian conflicts. These features include a dedicated southbound right-turn lane and an additional northbound left-turn lane (creating dual left-turn lanes) on Jimmy Carter Boulevard. The proposed improvements for the Singleton Road westbound approach include an additional left-turn lane (creating dual left-turn lanes) and a dedicated right-turn lane. Traffic will be maintained at all times via stage construction.

Environmental concerns include requiring a Categorical Exclusion to be prepared; a Public Information Open House was held on May 12, 2009; time saving procedures are appropriate.

The estimated costs for this project are:

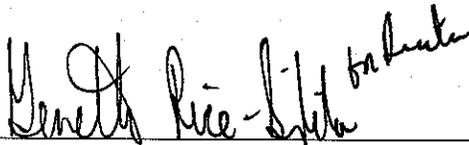
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 836,117	\$ 400,000	H170	2013(proposed)
Right-of-way & Utilities	LOCAL	LOCAL		

* Gwinnett County signed PFA for PE, ROW, Utilities & 100% CST over 400k.

I recommend this project concept be approved.

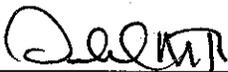
GRS: JDQ
Attachment

CONCUR



Director of Preconstruction

APPROVED



Gerald M. Ross, P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0006698

OFFICE: Environment/Location

PROJECT No. CSMSL-0006-00(698) / GWINNETT
County

DATE: 8/24/09

Jimmy Carter Boulevard -- Pedestrian Safety / Jimmy Carter Blvd. @ Singleton Road

FROM:



Glenn Bowman, P.E., State Environmental/Location Engineer

TO:

Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT:

PROJECT CONCEPT REPORT REVIEW

The Concept Report for the above project has been reviewed and appears satisfactory subject to the following comments:

1. Logical termini should not be an issue for this project since it is an intersection project. However, the logical termini discussion basically just restates the regulations and does not give any support.
2. Page 6 - In the Environmental Justice section it appears that conclusions have already been reached. It would be more appropriate to use phrases such as "anticipated results" since FHWA makes the final determination only after appropriate environmental studies have been completed.
3. Please state who is responsible for the environmental work in the Project Responsibilities section of the concept report.

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

GB:lc

cc: Ron Wishon
Angela Whitworth
Keith Golden
Angela Alexander
Russell McMurry

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Project Number: CSMSL-0006-00(698)
P. I. Number: 0006698
County: Gwinnett

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 1

PROJECT CONCEPT REPORT

Project Number: CSMSL-0006-00(698)

County: Gwinnett

P. I. Number: 0006698

Jimmy Carter Boulevard – Pedestrian Safety

Jimmy Carter Blvd at Singleton Road

Federal Route Number: N/A

State Route Number: N/A

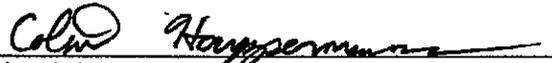
Local Intersecting Route: Singleton Road/South Norcross-Tucker Road

(Note: Project Location Map on Following Page)

Recommendation for approval:

DATE 7/27/09

DATE 7/27/2009



Project Manager


District Engineer

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

DATE _____

DATE _____

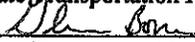
DATE 8/21/09

DATE _____

DATE _____

State Transportation Planning Administrator

State Transportation Financial Management Administrator



State Environment/Location Engineer

State Traffic Engineer

Project Review Engineer

Project Concept Report Page 1
Project Number: CSMSL-0006-00(698)
P. I. Number: 0006698
County: Gwinnett

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 1

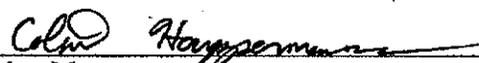
PROJECT CONCEPT REPORT
Project Number: CSMSL-0006-00(698)
County: Gwinnett
P. I. Number: 0006698
Jimmy Carter Boulevard – Pedestrian Safety
Jimmy Carter Blvd at Singleton Road

Federal Route Number: N/A
State Route Number: N/A
Local Intersecting Route: Singleton Road/South Norcross-Tucker Road
(Note: Project Location Map on Following Page)

Recommendation for approval:

DATE 7/27/09

DATE 7/27/2009


Project Manager

District Engineer

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

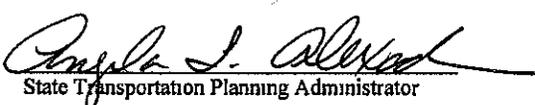
DATE 8/3/2009

DATE _____

DATE _____

DATE _____

DATE _____


State Transportation Planning Administrator

State Transportation Financial Management Administrator

State Environment/Location Engineer

State Traffic Engineer

Project Review Engineer

NOTICE OF LOCATION AND DESIGN APPROVAL

**Project CSMSL-0006-00(698)
P.I. No. 0006698**

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

The date of location approval is OCTOBER 1, 2009

The purpose of this project is to improve pedestrian safety at the intersection of Jimmy Carter Boulevard and Singleton Road/South Norcross Tucker Road. While the primary purpose of the project is improvement of pedestrian movement at the intersection, the proposed improvements also include some features such as lane additions to facilitate more efficient vehicle turning movements and signalization cycles in order to decrease the potential for vehicle/pedestrian conflict within the study area.

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

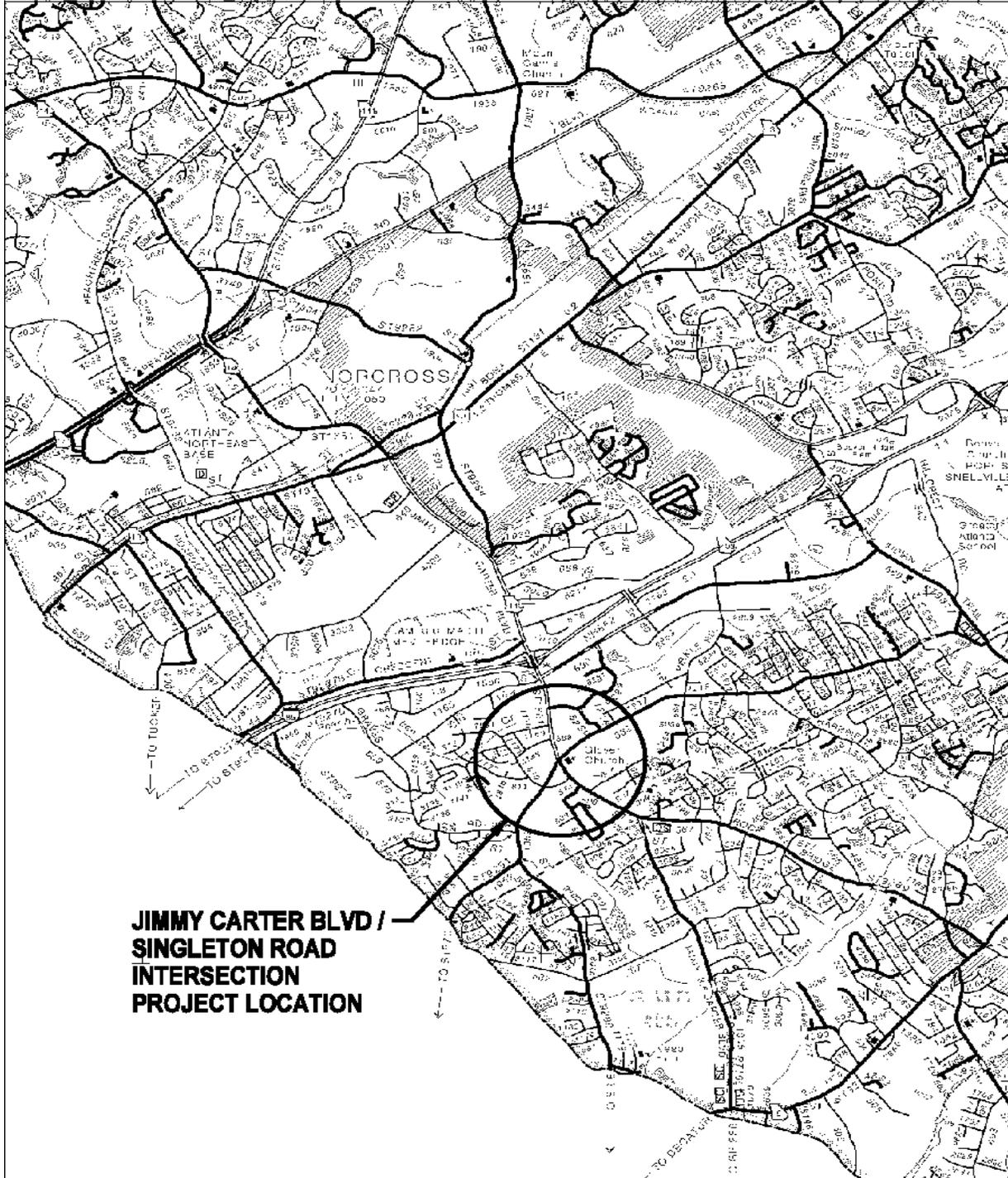
Harold Mull
Area Engineer
Georgia Department of Transportation
hmull@dot.ga.gov
Lawrenceville Area Office- Area Five
145 Hurricane Shoals Rd NW
Lawrenceville, GA 30045
(770) 339-2308

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

Colin Houppermans
Transportation Engineer Associate
Georgia Department of Transportation
chouppermans@dot.ga.gov
2505 Athens Highway
Gainesville, GA 30503
(770) 718-5011

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

Project Concept Report Page 2
Project Number: CSMSL-0006-00(698)
P. I. Number: 0006698
County: Gwinnett



Need and Purpose

The purpose of this project is to improve pedestrian safety at the intersection of Jimmy Carter Boulevard and Singleton Road/South Norcross Tucker Road. While the primary purpose of the project is improvement of pedestrian movement at the intersection, the proposed improvements also include some features such as lane additions to facilitate more efficient vehicle turning movements and signalization cycles in order to decrease the potential for vehicle/pedestrian conflict within the study area.

Background

The proposed project is part of a constructive effort and partnership between the Gwinnett Village Community Improvement District (CID) and other county, regional, state, and federal government entities to improve mobility within the CID service area. The mission of the Gwinnett Village CID is to “increase property values, promote business development, and improve the quality of life for all those who live, work, and play in the village.” An integral element of the CID’s mission to improve quality of life and promote business development is the improvement of pedestrian safety at key locations within the village. The intersection of Jimmy Carter Boulevard and Singleton Road/South Norcross Tucker Road is one location identified within the village in need of improvement in terms of pedestrian safety and operations.

The proposed design improvements include a number of pedestrian safety features including construction of sidewalks along the east side of Jimmy Carter Boulevard (north of the intersection) and the south side of Singleton Road (east of the intersection) to create continuous sidewalk routes. Pedestrian crosswalks will be constructed to current standards, resulting in crosswalks across all of the intersection’s approaches. The project would include pedestrian refuge islands, curb ramps at crosswalks that ‘direct’ pedestrians into the crosswalk, and large crosswalk ramp landings. Additionally, the project includes installation of countdown pedestrian signal heads for all crosswalks.

While the primary focus of the project is improvement of pedestrian movement at the intersection, the proposed improvements include some features necessary to facilitate more efficient vehicle turning movements and signalization cycles and (when partnered with the improvements previously noted) decrease the potential for vehicle/pedestrian conflict within the study area. These improvements include a dedicated southbound right-turn lane, a dedicated northbound right-turn lane, and an additional northbound left-turn lane (creating dual left-turn lanes) on Jimmy Carter Boulevard. The proposed design improvements for the Singleton Road westbound approach include an additional left-turn lane (creating dual left-turn lanes) and a dedicated right-turn lane.

Existing Travel Conditions

The existing conditions at the signalized intersection are as follows:

- Jimmy Carter Boulevard northbound has four approach lanes: an exclusive left-turn lane and three through lanes (one is a shared through/right-turn lane).
- Jimmy Carter Boulevard southbound has four approach lanes: an exclusive left-turn lane and three through lanes (one is a shared through/right-turn lane).

- Singleton Road westbound has three approach lanes: an exclusive left-turn lane, a shared left-turn/through lane, and a shared through/right-turn lane. There is a small-channelized right-turn.
- South Norcross Tucker Road eastbound has four approach lanes: two exclusive left-turn lanes, one through lane, and one shared through/right-turn lane. There is a small-channelized right-turn.
- The traffic signal operates split-phase for the eastbound and westbound approaches, and the northbound and southbound left-turn signal phases are protected/permitted.
- Pedestrian crosswalks and pedestrian signals are located across three approaches of the intersection; however, no crosswalk is provided across the southern Jimmy Carter Boulevard approach.
- The posted speed limit along Jimmy Carter Boulevard is 45 miles per hour (MPH) and along Singleton Road/South Norcross Tucker Road is 40 MPH.

Logical Termini

Logical Termini are defined as rational endpoints for a transportation improvement and rational endpoints for a review of the environmental impacts. In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall

- (1) connect logical termini and be of sufficient length to address environmental matters on a broad scope;
- (2) have independent utility or independent significance, i.e. be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
- (3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The project limits are of a sufficient length to improve operation of the signalized intersection while improving pedestrian mobility at the location. The preferred alternative would have independent utility and would not require additional transportation improvements. The preferred alternative would not restrict consideration of reasonably foreseeable transportation improvements.

Existing and Projected Traffic Conditions

Level of Service (LOS) is a measure used to describe operational conditions within a traffic stream. There are six identified Levels of Service at which a roadway can operate. A letter, "A" through "F," identifies each of the six. Level of Service "A" represents free flow traffic where drivers are virtually unaffected by the presence of other vehicles; whereas, level "F" represents operating conditions in which demand exceeds capacity. Table 1 summarizes the LOS and delay in seconds (per vehicle) for the signalized intersection. The signalized intersection operates at LOS D during the AM peak hour and at LOS E during the PM peak hours under Existing Year 2008 traffic conditions. Vehicles currently experience long delay along all approaches and some vehicles do not clear the intersection until the second signal cycle.

TABLE 1
Level of Service Summary
Existing Year 2008

Intersection	Approach	LOS (Delay in Seconds)	
		AM Peak	PM Peak
Jimmy Carter Boulevard at Singleton Road/ South Norcross Tucker Road	Northbound	D (35.3)	D (46.0)
	Southbound	C (30.1)	F (83.8)
	Eastbound	E (63.2)	E (72.8)
	Westbound	F (100.5)	F (101.6)
	Overall Intersection	D (49.3)	E (73.4)

LOS determinations were also made for the Design Year 2032 AM and PM peak hour traffic conditions for the study intersection and are presented in Table 2. While the signalized intersection under the Build condition is projected to operate at LOS F during the AM and PM peak hours under Design Year 2032 traffic, there are still significant reductions in delay as compared to the No-Build alternative. The LOS does not reflect the pedestrian safety improvements.

TABLE 2
Level of Service Summary
Design Year 2032, No Build and Build

Intersection	Approach	No Build LOS (Delay in Seconds)		Build LOS (Delay in Seconds)	
		AM Peak	PM Peak	AM Peak	PM Peak
Jimmy Carter Boulevard at Singleton Road/South Norcross Tucker Road	Northbound	F (124.6)	F (95.7)	F (117.3)	E (67.5)
	Southbound	D (41.1)	F (171.0)	D (39.6)	E (83.9)
	Eastbound	E (74.8)	F (189.9)	E (64.1)	F (106.6)
	Westbound	F (215.0)	F (195.6)	E (61.1)	E (70.1)
	Overall Intersection	F (112.6)	F (155.0)	F (81.8)	F (80.4)

In a previous study of the project intersection entitled *Concept Pedestrian Improvements Study* (2005), observations were made related to pedestrian movements. The study noted pedestrians cross mid-block to minimize their trip length, and these crossings were more prevalent than crossings at striped crosswalks. Currently, the roadways have very narrow raised medians and/or no medians to accommodate pedestrian mid-block crossings. The study also noted some pedestrian accidents occurred

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 Project Number: CSMSL-0006-00(698)
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 County: Gwinnett

at driveways near the intersection, but not at the study intersection. Some bicycle traffic was also observed both on the sidewalk and on the roadway.

Projects in the Area

A Livable Centers Initiative (LCI) Study has been prepared for the area along Jimmy Carter Boulevard from Buford Highway to Singleton Road and resulted in a five-year transportation plan with specific needed projects. Two of the projects along the boulevard – safety improvements at North Norcross Tucker Road and this proposed project at Singleton Road/South Norcross Tucker Road - have been pre-approved to compete for LCI transportation implementation funds. In addition, preliminary planning and design of the replacement and improvement of the existing interchange of Jimmy Carter Boulevard at I-85 is currently underway.

Environmental Justice *13 ANTICIPATED NOT TO APPL 4/21/09*

The project ~~does not~~ disproportionately burden or benefit any particular community. The project is considered a benefit to all of the communities that utilize the intersection of Jimmy Carter Boulevard and Singleton Road/South Norcross Tucker Road. The proposed project is located in four census tracts (504.17, 504.19, 504.20 and 504.21) and one census block group (504.17-01, 504.19-01, 504.20-01 and 504.21-01) within each of these tracts. Table 3 (below) provides select demographic data for the census block groups as well as for the Census Tracts and Gwinnett County for the purposes of comparison.

TABLE 3
Project Area Demographic Data
2000 U.S. Census

	Total Population	Percent Minority	Median Household Income	1999 Family Income for Household (percent of total households)				
				\$0 to 25,000	\$25,000 to 50,000	\$50,000 to 75,000	\$75,000 to 100,000	\$100,000 or more
Gwinnett County	588,448	33%	\$60,537	9.5%	23.0%	25.4%	19.0%	23.1%
Tract 504.17	6,086	81%	\$40,889	19.1%	39.7%	23.8%	12.0%	5.4%
504.17-01	851	58%	\$45,096	12.8%	43.3%	31.1%	5.0%	7.8%
Tract 504.19	6,677	65%	\$48,333	15.0%	28.2%	27.2%	19.1%	10.5%
504.19-01	2,233	81%	\$39,201	27.9%	46.3%	6.6%	13.1%	6.1%
Tract 504.20	9,404	76%	\$44,338	15.3%	39.9%	26.6%	10.0%	8.2%
504.20-01	2,128	54%	\$49,179	4.3%	42.5%	26.6%	12.2%	14.4%
Tract 504.21	7,203	70%	\$44,588	23.1%	35.3%	26.2%	7.9%	7.5%
504.21-01	3,193	74%	\$41,195	26.5%	42.6%	23.5%	4.2%	3.2%

Land Use

Because of the study area's proximity to an urban interstate interchange, the land use in this project area is predominately commercial and consists of retail and business office complexes. The land use adjacent to the proposed improvements at Singleton Road consists of large strip retail shopping centers in the southeast quadrant (Cedar Village Shopping Center) and northeast quadrant (Gwinnett Horizons Shopping Center). In addition to these large complexes, there are a number of smaller "box" retailers including Walgreens drug store (northwest quadrant), and Wendy's and Checker's fast food restaurants

(northeast and southwest quadrants, respectively). The study area also contains one multi-family residential complex (Rockbridge Courts Apartments) with access to Jimmy Carter Boulevard that is located southeast of the project intersection. Finally, the study area for this intersection includes two churches – John Wesley United Methodist (northwest quadrant) and Glover Baptist (southwest quadrant).

Bike and Pedestrian Facilities

No bike or pedestrian facilities are identified along the proposed corridor; however, the project would improve pedestrian traffic within the corridor through the following proposed improvements:

- Install pedestrian crosswalk across south approach of Jimmy Carter Boulevard, thereby providing crosswalks across all four roadway approaches.
- Install count-down pedestrian signal heads for all crosswalks.
- Install sidewalk along east side of Jimmy Carter Boulevard, north of the intersection.
- Install sidewalk along south side of Singleton Road, east of the intersection.
- Install pedestrian refuge island (minimum of five feet width) in pedestrian crosswalk across the north approach of Jimmy Carter Boulevard.
- If geometrically feasible, install pedestrian refuge island (minimum of five feet width) in pedestrian crosswalk across the south approach of Jimmy Carter Boulevard.
- Minimize the right-turn radius returns on the corners of the intersection to minimize the pedestrian crosswalk distance.
- Where feasible, provide Type A curb ramps at crosswalks, crosswalks that ‘direct’ pedestrian into the crosswalk, and large crosswalk ramp landings.

Crash Data

Crash data for the intersection of Jimmy Carter Boulevard and Singleton Road/South Norcross Tucker Road was obtained from the Gwinnett Department of Transportation for the years 2005, 2006, and 2007. Table 4 summarizes the number of accidents, injuries, and fatalities for this intersection. The rates determined for accidents, injuries, and fatalities were based on 100,000,000 vehicle miles traveled. This accident data was used to assess the safety of the roadway segment. This data was compared to the Statewide Average Rates provided by GDOT for an Urban Principal Arterial, which is the GDOT functional classification for Jimmy Carter Boulevard in the vicinity of Singleton Road/South Norcross Tucker Road.

**TABLE 4
 Crash Rate Comparison – Study Corridor & Statewide Average**

Crashes per 100 MVM ⁽¹⁾	Study Corridor			Statewide Average		
	2005	2006	2007	2005	2006	2007
All Crashes	356	306	349	513	494	495
Crashes involving Injuries	45	49	53	199	185	179
Crashes involving Fatalities	0.0	0.0	0.0	1.50	1.52	1.33

⁽¹⁾ Rates presented per 100 Million Vehicle Miles

For accident rate calculations, daily traffic volumes were obtained from Georgia’s State Traffic and Report Statistics (GDOT STARS). Daily traffic volumes along Jimmy Carter Boulevard were obtained between I-85 and Rockbridge Road, with Singleton Road being the approximate midpoint of this segment.

Type of Accident Summary

Table 5 summarizes the number of crashes, injuries, and fatalities for this intersection. The three-year accident data for this intersection indicates 234 total accidents with 34 total injuries and 0 fatalities.

**TABLE 5
 Crash Data – Summary**

Year	Number of Crashes	Number of Injuries	Number of Fatalities	Type of Crash					
				Angle	Head On	Rear End	Sideswipe (Same)	Sideswipe (Opposite)	Other
2005	80	10	0	11	0	50	14	1	4
2006	75	12	0	15	0	49	11	0	0
2007	79	12	0	17	0	41	18	0	3

A review of the crash data indicates the majority of these crashes were rear end collisions (approximately 60%). The second and third most frequent type of crash were angle collisions and side-swipe collisions. During the three-year period, the crash data indicates the number of accidents and injuries is consistent from year to year. Of the ‘other’ crash types, those involving a pedestrian occur once in 2005 and once in 2007. In both cases, a pedestrian was hit while trying to cross Jimmy Carter Boulevard at an un-marked crosswalk location. While the crash rate data indicates that accident rates along this segment are lower than statewide averages, there is evidence of pedestrian incidents. The significant pedestrian improvements proposed for this project are a response to that evidence.

Description of the proposed project: Project CSMSL-0006-00(698) consists of approximately 0.32 miles of pedestrian improvements and widening along Jimmy Carter Blvd (MP 2.60 to MP 2.92) and approximately 0.10 miles of pedestrian improvements and widening along Singleton Road. The purpose of the proposed project is to provide a safer location for pedestrian movement at the intersection of Jimmy Carter Boulevard and Singleton Road/South Norcross Tucker Road. The proposed design improvements include a number of pedestrian safety features including construction of sidewalks along the east side of Jimmy Carter Boulevard (north of the intersection) and the south side of Singleton Road (east of the intersection) to create continuous sidewalk routes. A pedestrian crosswalk across the south approach of Jimmy Carter Boulevard would be constructed resulting in crosswalks across all four of the intersection’s approaches. The project would include pedestrian refuge islands and Type A curb ramps at crosswalks that ‘direct’ pedestrians into the crosswalk and large crosswalk ramp landings. Additionally, the project includes installation of countdown pedestrian signal heads for all crosswalks.

While the primary focus of the project is improvement of pedestrian movement at the intersection, the proposed improvements include some features necessary to facilitate more efficient vehicle turning movements and signalization cycles and (when partnered with the improvements previously noted) decrease the potential for vehicle/pedestrian conflict within the study area. These improvements include a dedicated southbound right-turn lane, a dedicated northbound right-turn lane, and an additional northbound left-turn lane (creating dual left-turn lanes) on Jimmy Carter Boulevard. The proposed design improvements for the Singleton Road westbound approach include an additional left-turn lane (creating dual left-turn lanes) and a dedicated right-turn lane.

Is the project located in a Non-attainment area? **Yes** **No.**
 Exempt from conformity modeling.

PDP Classification: Major Minor

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

Functional Classification: Jimmy Carter Blvd. = Urban Principal Arterial
 Singleton Road = Urban Collector

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

Traffic (AADT):

Jimmy Carter Blvd		
Current Year: (2008) – 49,200	Base Year (2012) – 53,250	Design Year: (2032) – 64,975
Singleton Road		
Current Year: (2008) – 21,365	Base Year (2012) – 23,125	Design Year: (2032) – 28,200
South Norcross Tucker Road		
Current Year: (2008) - 22,470	Base Year (2012) – 24,300	Design Year: (2032) – 29,675

Existing design features:

Jimmy Carter Blvd

- Typical Section: Three (3) 12-foot through lanes NB & SB
One (1) 12-foot left-turn lane NB & SB
2-foot raised median (north of Singleton)
4-foot raised median (south of Singleton)
2'-6" curb and gutter
- Posted speed: 45 mph
- Minimum radius for curve: 637'
- Maximum super-elevation rate for curve: 6% +/-
- Maximum grade: 2.3%
- Width of right-of-way: Varies 97' to 110'

Singleton Road

- Typical Section: One (1) 12-foot through lane WB
One (1) 12-foot shared through-left lane
One (1) 12-foot left-turn lane
2'-6" curb and gutter
- Posted speed : 40 mph
- Minimum radius for curve: N/A
- Maximum super-elevation rate for curve: N/A
- Maximum grade: 4.0%
- Width of right-of-way: Varies 92' to 105'
- Major structures: None
- Major interchanges or intersections along the project: This project is located at a major intersection.
- Project extends along the county segment of Jimmy Carter Boulevard approximately 0.32 miles (MP 2.60 to MP 2.92).

Proposed Design Features:

Jimmy Carter Blvd

- Proposed typical Section(s): Three (3) 12-foot through lanes NB & SB
Two (2) 11-foot left-turn lanes NB
One (1) 11-foot left-turn lane SB
One (1) 11-foot right-turn lane NB & SB
Raised median (varies 2'-0" to 8'-0")
12'-0" urban shoulder, consisting of:
2'-6" curb and gutter
5'-0" sidewalk w/ 2'-0" grass strip buffer
- Proposed Design Speed Mainline: 45 mph

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- Proposed Maximum grade Mainline: 2.3%
- Maximum grade allowable: 7%
- Proposed Maximum grade driveway: 4%
- Proposed Maximum degree of curve: 8.1 degree (711' Radius)
- Maximum degree allowable: 8.9 degree (643' Radius)
- Right-of-Way
 - Width: Varies 115' (+/-) to 147' (+/-)
 - Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 11 Number of displacements:
 - Business: 1
 - Residences: 0
 - Mobile homes: 0
 - Other: 0

Singleton Road

- Proposed Typical Section(s): Two (2) 11-foot through lanes EB & WB
Two (2) 11-foot left-turn lanes WB
2-foot raised median (partial)
12'-0" urban shoulder, consisting of:
 - 2'-6" curb and gutter
 - 5'-0" sidewalk w/ 2'-0" grass strip buffer
- Proposed Design Speed Side Street: 40 mph
- Proposed Maximum grade Side Street: 4.0%
- Maximum grade allowable: 10%
- Proposed Maximum grade driveway: 4%
- Proposed Maximum degree of curve: N/A
- Maximum degree allowable: 10 degree (533' Radius)
- Right-of-Way
 - Width: Varies 100' (+/-) to 120' (+/-)
 - Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 1 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: None
 - Retaining walls: Possible. GDOT Standard gravity walls, if necessary.
- Major intersections and interchanges: This project is located at a major intersection.
- Traffic control during construction: No detours proposed. Improvements will be constructed with traffic predominantly in its existing pattern.
- Design Exceptions to controlling criteria anticipated:

Project Number: CSMSL-0006-00(698)

P. I. Number: 0006698

County: Gwinnett

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

- Design Exceptions:
 - Intersection Skew Angle < 60 degrees
 - Length of curve less than 15V
 - Location of utility poles within horiz clearance (undetermined but possible, depending on utility relocations)
- Design Variances: Design Variance for use of 11' lanes
- Environmental concerns: None anticipated
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No (),
 - Categorical Exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().
 - Utility involvements:
 - **Gas/Electric**
 - Atlanta Gas Light Company (AGL)
 - Engineering Design
 - Michael Alexander, Engineer
 - Ten Peachtree Place, 11th Floor
 - Atlanta, GA 30309
 - Tel. No.: 404-584-4398
 - e-mail: malexan@aglresources.com

Kenneth Austin
 Georgia Power
 Gwinnett Operation Headquarters
 1453 Highway 120
 Lawrenceville GA, 30043
 Tel. No.: 770-995-4765
 e-mail: KLAustin@southernco.com

Project Number: CSMSL-0006-00(698)

P. I. Number: 0006698

County: Gwinnett

▪ **Telecommunications (Telephone/Fiber-Optic)**

AT&T Communications
Ferdinand Henderson, Project Manager
675 West Peachtree Road
Atlanta, GA 30308
Tel. No.: 770-514-1480

AT&T Communications
Jeremy Erwin, Engineer
2310 Park Lake Drive
Atlanta, GA 30345
Tel. No.: 770-493-2616
e-mail: je2007@att.com

Level Three Communications
Russel Dunlap
Tel. No.: 404-427-7837
e-mail: Dunlap1@charter.net

▪ **Public Water/Sewer**

Gwinnett Department of Water Resources
Jason Moore
648 Winder Highway
Lawrenceville, GA 30045
Tel. No.: 678-376-7123
e-mail: Jason.Moore@gwinnettcountry.com

▪ **Traffic Signal Utilities**

LaserCraft Inc., (Traffic Camera Contractor)
Automated Enforcement
Paul Ingle, Project Administrator
1450 Oakbrook Drive, Suite 900
Norcross, GA 30093
Tel. No.: 770-409-9660

VE Study Required Yes () No (X)

Project responsibilities:

- Design: Gwinnett Village Community Improvement District (GVCID)
Consultant (Kimley-Horn and Associates, Inc)
- Right-of-Way Acquisition: GVCID and Gwinnett County Dept of Transportation
- Relocation of Utilities: GVCID

Project Number: CSMSL-0006-00(698)

P. I. Number: 0006698

County: Gwinnett

- Letting to contract: Gwinnett County Dept of Transportation
- Supervision of construction: Gwinnett County Dept of Transportation
- Providing material pits: Contractor as specified in contract
- Providing detours: N/A

Coordination

- Concept meeting date and brief summary: April 23, 2009 (Minutes Attached)
- P A R meetings, dates and results: N/A
- FEMA, USCG, and/or TVA: N/A
- Public involvement: PIOH May 12, 2009
- Railroads: N/A
- Local Government Commitments: The local government (GVCID) will be responsible for relocation of utilities. GVCID, with Gwinnett County participation, will be responsible for acquiring right of way. Gwinnett County will let the project to construction. PFA has been signed by Gwinnett County, GDOT execution currently in-progress.
- Other projects in the area: Interchange modifications at I-85 and Jimmy Carter Boulevard (Interchange Modification Report approved).
- Other coordination to date. Coordination of traffic projections and growth rates with those used in study of interchange modifications at I-85 and Jimmy Carter Boulevard.

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 9 Months.
- Time to complete preliminary construction plans: 3 Months.
- Time to complete right-of-way plans: 3 Months (including approval).
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 3 Months.
- Time to complete to purchase right-of-way: 9 Months (including certifications).
- List other major items that will affect the project schedule:
 - Utility relocations: 3 Months.
 - Construction Notice to Proceed/Form 1625 3 Months.

Other alternates considered:

A “no-build” alternate was considered. Summaries of intersection analysis for the no-build condition can be found in the Need and Purpose portion of this report. Generally, the overall intersection level of service is LOS F in both the AM and PM peak hours under a no-build 2030 design year intersection analysis. LOS F conditions are projected on all 4 approaches under the PM peak. The “build” condition reduces the PM delay to 71.8 seconds (LOS E) in the PM peak and to 70.7 seconds (LOS E) in the AM peak - which are significant improvements. The no-build alternate does not allow the intersection to keep pace with traffic growth over the next 20 years, as illustrated by the LOS deterioration between the existing year conditions and the no-build 2030 conditions. Building the improvements allows the intersection to basically maintain the existing LOS E condition for the overall intersection that exists today in the PM peak to a point 20 years in the future. A no-build alternate also does not address the

needed pedestrian safety improvements throughout the area.

A second alternate was evaluated to represent a lower-impact project. This “Alternate 2” analysis represented the same improvements as proposed in the Build condition, with the exception of providing only a single left-turn lane on NB Jimmy Carter Blvd at Singleton Road. The lower impact of this alternate is represented by requiring less R/W at the intersection due to construction of 1 less lane and the ability to shorten the overall project length on the south leg of the intersection since the 3 existing NB through lanes would not require transitioning to make room for a second left-turn lane. A summary of the intersection analysis for Alternate 2 is below:

Table 6 Level of Service Summary Design Year 2032 – Alternative 2 Signalized Intersection			
Intersection	Approach	LOS (Delay in Seconds)	
		AM Peak	PM Peak
Jimmy Carter Boulevard at Singleton Road/South Norcross Tucker Road	Northbound	F (106.8)	F (89.0)
	Southbound	D (37.0)	F (80.2)
	Eastbound	E (64.1)	F (106.6)
	Westbound	E (61.1)	E (70.1)
	Overall Intersection	E (76.5)	F (85.3)

It is noted that delay and LOS for Alternate 2 are largely similar to the Build option, with the exception of a significant increase in delay at the NB approach during the PM peak. This is reasonable given the loss of 1 left-turn lane on that NB approach. It should also be noted that the NB and SB approach left-turns are analyzed to operate in protected/permitted phase in Alternate 2 since they are single left-turns. While Alternate 2 looks generally comparable to the Build option, we recommend the Build option for the following reasons:

1. Build option provides for safer left-turn movement with protected-only phase, since left-turns are making a very sharp angle turn (i.e. slower operationally) and are opposing heavy through volumes.
2. Build option provides substantial improvement in NB approach delay during PM peak.

Comments: None.

Attachments:

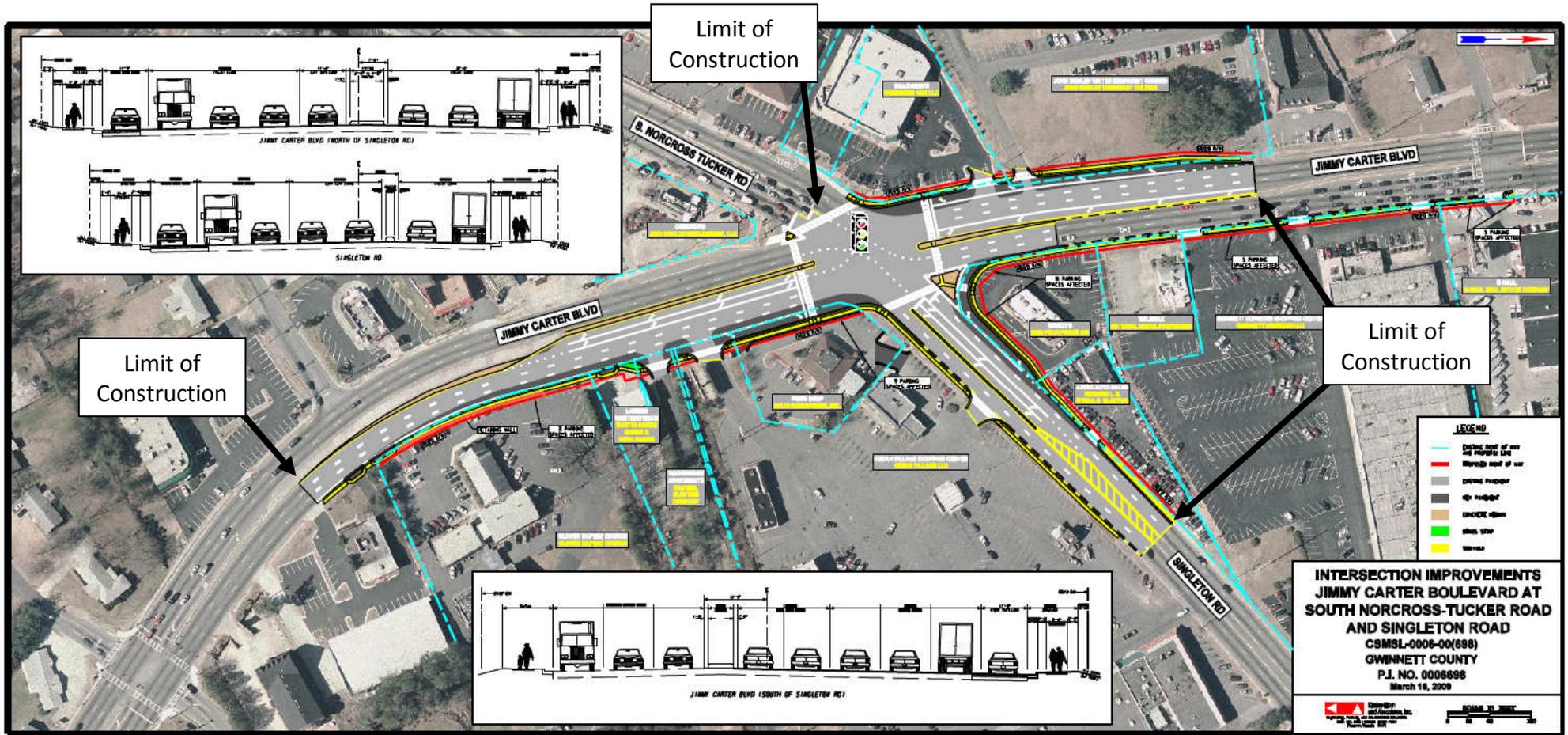
1. Project Layout
2. Typical sections
3. Cost Estimates:
 - a. Construction including E&C,
 - b. Right-of-Way, and
 - c. Utilities.

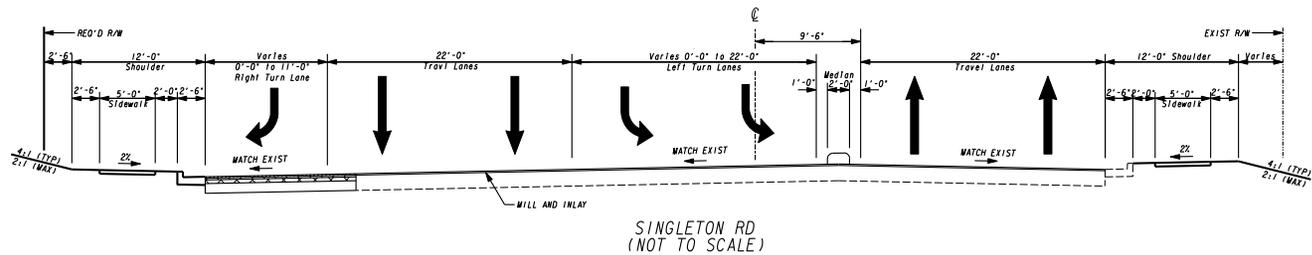
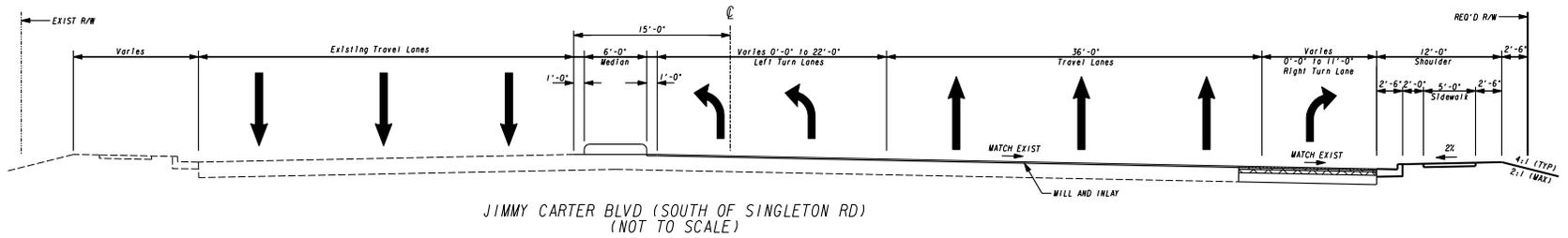
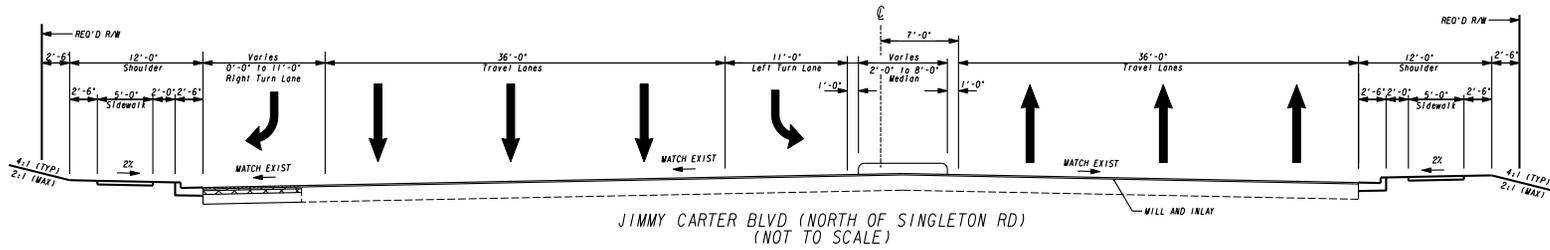
Project Number: CSMSL-0006-00(698)

P. I. Number: 0006698

County: Gwinnett

4. Traffic Studies
5. Traffic Diagram,
6. Minutes of Concept meeting,
7. Synopsis of PIOH,
8. PFA's or SAA's,
9. Notice of Location and Design Approval





Kimley-Horn and Associates, Inc.
Engineering, Planning, and Environmental Consultants
Suite 600, 3169 Holcomb Bridge Road
Norcross, Georgia 30071

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:

TYPICAL SECTIONS

JIMMY CARTER BLVD AT
SINGLETON RD

DRAWING No.
5-01

Estimate Report for file "PI_0006698_2009-07-21"

Section Roadway Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	15000.00	TRAFFIC CONTROL -	15000.00
210-0100	1	LS	50000.00	GRADING COMPLETE -	50000.00
310-5120	2749	SY	22.88	GR AGGR BASE CRS, 12 INCH, INCL MATL	62897.12
402-3121	1210	TN	59.47	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	71958.70
402-3130	955	TN	64.13	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	61244.15
402-3190	303	TN	67.77	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	20534.31
413-1000	1938	GL	2.00	BITUM TACK COAT	3876.00
432-0206	11133	SY	1.60	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	17812.80
441-0104	1568	SY	30.72	CONC SIDEWALK, 4 IN	48168.96
441-0748	716	SY	55.09	CONCRETE MEDIAN, 6 IN	39444.44
441-6022	2500	LF	12.46	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	31150.00
446-1100	1726	LF	4.57	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	7887.82
500-3201	60	CY	515.26	CLASS B CONCRETE, RETAINING WALL	30915.60
515-2020	242	LF	38.90	GALV STEEL PIPE HANDRAIL, 2 IN, ROUND	9413.80
610-0714	336	SY	69.34	REM CONC MEDIAN	23298.24
Section Sub Total:					\$493,601.94

Section Drainage Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	250	LF	36.27	STORM DRAIN PIPE, 18 IN, H 1-10	9067.50
611-3030	4	EA	357.59	RECONSTR STORM SEW MANHOLE, TYPE 1	1430.36
668-1100	8	EA	2429.74	CATCH BASIN, GP 1	19437.92
668-2110	1	LF	196.09	DROP INLET, GP 1, ADDL DEPTH	196.09
Section Sub Total:					\$30,131.87

Section Erosion Control Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-XXXX	1	Lump Sum	15000.00	TEMPORARY EROSION CONTROL	15000.00
700-XXXX	1	Lump Sum	5000.00	PERMANENT EROSION CONTROL	5000.00
Section Sub Total:					\$20,000.00

Section Signing and Marking Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-XXXX	1	Lump Sum	2500.00	SIGNS	2500.00
653-0120	27	EA	72.49	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1957.23
653-1501	4829	LF	0.44	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	2124.76
653-1502	2206	LF	0.45	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	992.70
653-1704	212	LF	3.47	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	735.64
653-1804	3330	LF	1.68	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	5594.40
653-3501	4917	GLF	0.33	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	1622.61
653-6004	107	SY	2.71	THERMOPLASTIC TRAF STRIPING, WHITE	289.97
653-6006	333	SY	2.63	THERMOPLASTIC TRAF STRIPING, YELLOW	875.79
656-0050	30	LF	2.01	REMOVE EXIST SOLID TRAFF STRIPE, 5 IN, THERMOPLASTIC	60.30
656-0080	523	LF	3.00	REMOVE EXIST SOLID TRAFF STRIPE, 8 IN, THERMOPLASTIC	1569.00
656-0240	39	LF	5.25	REMOVE EXIST SOLID TRAF STRIPE, 24 IN, THERMOPLASTIC	204.75

656-1050	350	GLF	1.66	REMOVE EXIST SKIP TRAFF STRIPE, 5 IN, THERMOPLASTIC	581.00
Section Sub Total:					\$19,108.15

Section Traffic Signal					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
647-1000	1	LS	125000.00	TRAFFIC SIGNAL INSTALLATION NO -	125000.00
Section Sub Total:					\$125,000.00

Total Estimated Cost: \$687,841.96

Subtotal Construction Cost \$687,841.96

 E&C Rate 17.0 % \$116,933.13

Inflation Rate 0.0 % @ 0 Years \$0.00

Total Construction Cost \$804,775.09

 Right Of Way \$3,290,000.00

 ReImb. Utilities \$594,500.00

Grand Total Project Cost \$4,689,275.09

Preliminary Right of Way Cost Estimate

Date: March 17, 2009
Project: CSMSL-006-00(698) **P.I. Number** 0006698
Existing/Required R/W: Varies/Varies **No. Parcels** 12
Project Termini: Jimmy Carter Blvd (720' S of intersection to 480' N), Singleton Rd (to 500' E of intrsctn.)
Project Description: Intersection Improvements - Jimmy Carter Blvd at South Norcross-Tucker Rd and Singleton Rd

Fee Simple:

Heavy Commercial	14,385 sf @ \$	18.37 /sf = \$	264,252	
Light Commercial	9,846 sf @ \$	10.33 /sf = \$	101,709	
Residential	10,164 sf @ \$	5.74 /sf = \$	58,341	
				\$ 424,302

Improvements:

0 Residential	=	\$	0	
12 Commercial	=	\$	100,000	
TOTAL				\$ 100,000

Relocation:

0 Residential	=	\$	0	
0 Commercial	=	\$	0	
TOTAL				\$ 0

Damages:

Proximity -	0 Parcels	\$	0	
Consequential -	2 Parcels	\$	750,000	
Cost to Cure -	1 Parcels	\$	50,000	
TOTAL				\$ 800,000

SUB-TOTAL **\$ 1,324,302**

Net Cost		\$	1,324,302
Scheduling Contingency	55%	\$	728,366
Adm/Court Cost	60%	\$	1,231,601
		\$	3,284,269

Total Cost

\$ 3,290,000

Prepared By: Emory D. Dixon III
 Emory D. Dixon III, Cert. No. 2403
 Moreland Altobelli Associates, Inc.

Reviewed / Approved: Howard P. Copeland
 Howard P. Copeland
 R/W Administrator

Note: Accuracy of estimate is the sole responsibility of the Preparer.
 Note: The Market Appreciation (40%) is not included in this Preliminary Cost Estimate.

Jimmy Carter Blvd at Singleton Road (PI 0006698)

Utility Owner List

Water/Sewer:

Gwinnett Department of Water Resources
Mike Pappas, G.I.S. Associate III
One Justice Square
446 West Crogan Street, Suite 275
Lawrenceville, GA 30045
Tel. No.: 678-376-7140

Gas:

Atlanta Gas Light Company (AGL)
Engineering Design
Michael Alexander, Engineer
Ten Peachtree Place, 11th Floor
Atlanta, GA 30309
Tel. No.: 404-584-4398
malexan@aglresources.com

Telecommunications:

AT&T Communications
Ferdinand Henderson, Project Manager
400 Chastain Center Blvd, NW
Kennesaw, GA 30144
Tel. No.: 770-514-1480

AT&T Communications
Jeremy Erwin, Engineer
2310 Park Lake Drive
Atlanta, GA 30345
Tel. No.: 770-493-2616

Level Three Communications
Russell Dunlap
404-427-7837
Dunlap1@charter.net

Power:

Georgia Power-Gwinnett Operation Headquarters
Mr. Kenneth Austin
1453 Highway 120
Lawrenceville GA, 30043
Tel. No.: 770-995-4765
KLAustin@southernco.com

Traffic Signal Utilities:

Gwinnett County Department of Transportation
Traffic Signal and I.T.S. Section
Tom Sever, P.E., Engineer V-Section Chief
One Justice Square
446 West Crogan Street
Lawrenceville, GA 30045
Tel. No.: 678-639-8800

LaserCraft Inc., (Traffic Camera Contractor)
Automated Enforcement
Paul Ingle, Project Administrator
1450 Oakbrook Drive, Suite 900
Norcross, GA 30093
Tel. No.: 770-409-9660

P.I. Number 0006698

County Gwinnett

Project Number CSMSL-0006-00(698)

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

ENTER FPL DIESEL	2.137
ENTER FPM DIESEL	4.808

ENTER FPL UNLEADED	1.903
ENTER FPM UNLEADED	4.28175

<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)	1360.000	0.29	394.40	0.24	326.40	
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)	2468.000	2.90	7157.20	0.71	1752.28	
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	60.00	554.30	33.2580	8.00	266.06	1.50	49.89	
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=	7817.66	SUM QF UNLEADED=	2128.57
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DIESEL PRICE ADJUSTMENT(\$)	\$19,212.30
UNLEADED PRICE ADJUSTMENT(\$)	\$4,658.26

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)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	
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ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (<i>ENGLISH 125% MAX</i>)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$19,212.30</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$4,658.26</u>
ASPHALT CEMENT PRICE ADJUSTMENT (<i>BITUMINOUS TACK COAT 125% MAX</i>)	<u>\$3,406.14</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT <i>125% MAX</i>	<u>\$50,495.28</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(<i>Surface Treatment 125% MAX</i>)	

REMARKS:	
----------	--

TOTAL ADJUSTMENTS	\$77,771.98
--------------------------	--------------------

Rushing, Mike

From: Houppermans, Colin [chouppermans@dot.ga.gov]
Sent: Wednesday, May 06, 2009 3:46 PM
To: Rushing, Mike
Subject: FW: PI 0006698 - revised Need and Purpose

Mike,

It has been approved.

Colin Houppermans, E.I.T.

Transportation Engineer Associate

District 1 Design - Gainesville

Office Phone: (770) 718-5011

E-mail: chouppermans@dot.ga.gov

From: Crane, Jason
Sent: Wednesday, May 06, 2009 1:56 PM
To: Houppermans, Colin
Cc: Mitchell, Ulysses
Subject: RE: PI 0006698 - revised Need and Purpose

Colin,

Looks good, approved. Thanks for updating/revising.

Sincerely,

Jason Crane

Office of Planning (5th Floor)

jcrane@dot.ga.gov

Phone: (404) 631-1774

From: Houppermans, Colin
Sent: Wednesday, May 06, 2009 11:42 AM
To: Crane, Jason
Subject: FW: PI 0006698 - revised Need and Purpose

Jason,

Here is the updated N&P for 0006698 – Jimmy Carter Blvd. For your approval.

Colin Houppermans, E.I.T.

Transportation Engineer Associate

District 1 Design - Gainesville

Office Phone: (770) 718-5011

E-mail: chouppermans@dot.ga.gov

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSMSL-0006-00(698), Gwinnett County **OFFICE** Environment/Location
P.I. # 0006698
DATE May 28, 2009

FROM *GB/AFE*
Glenn Bowman, P.E., State Environmental/Location Engineer

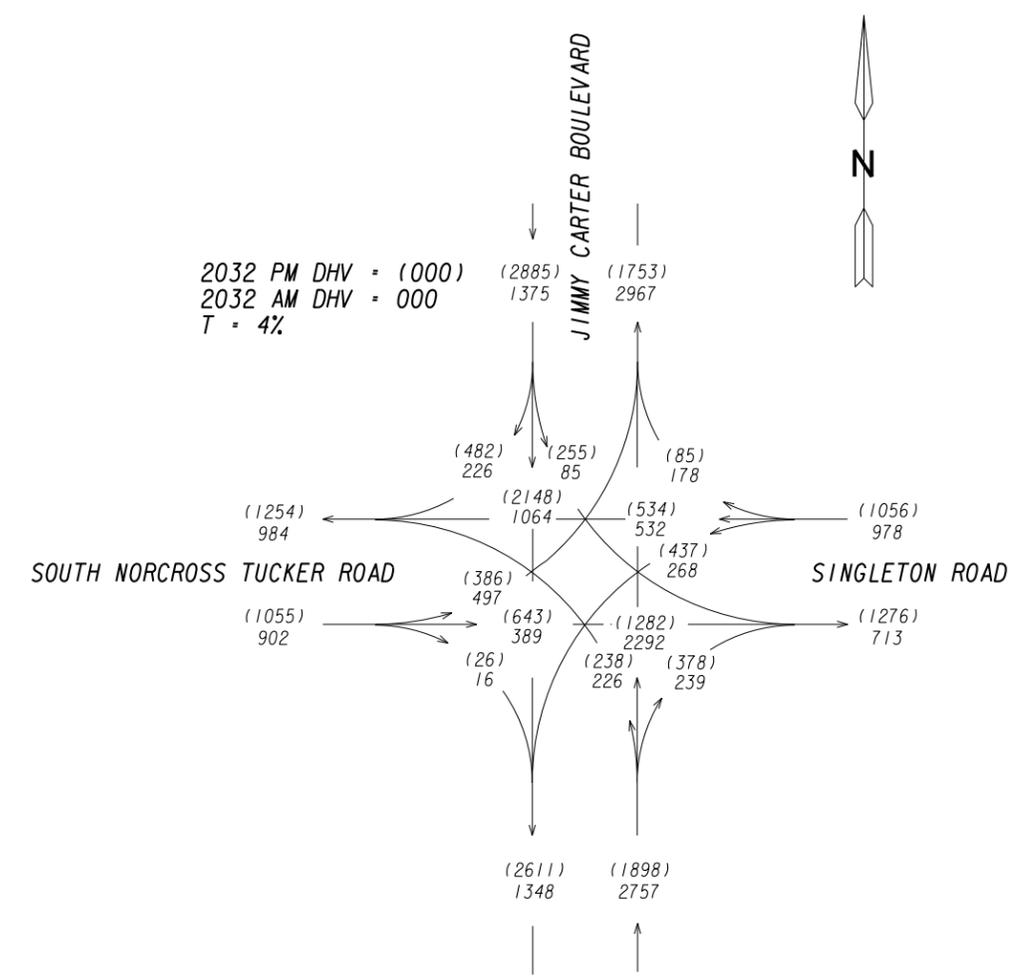
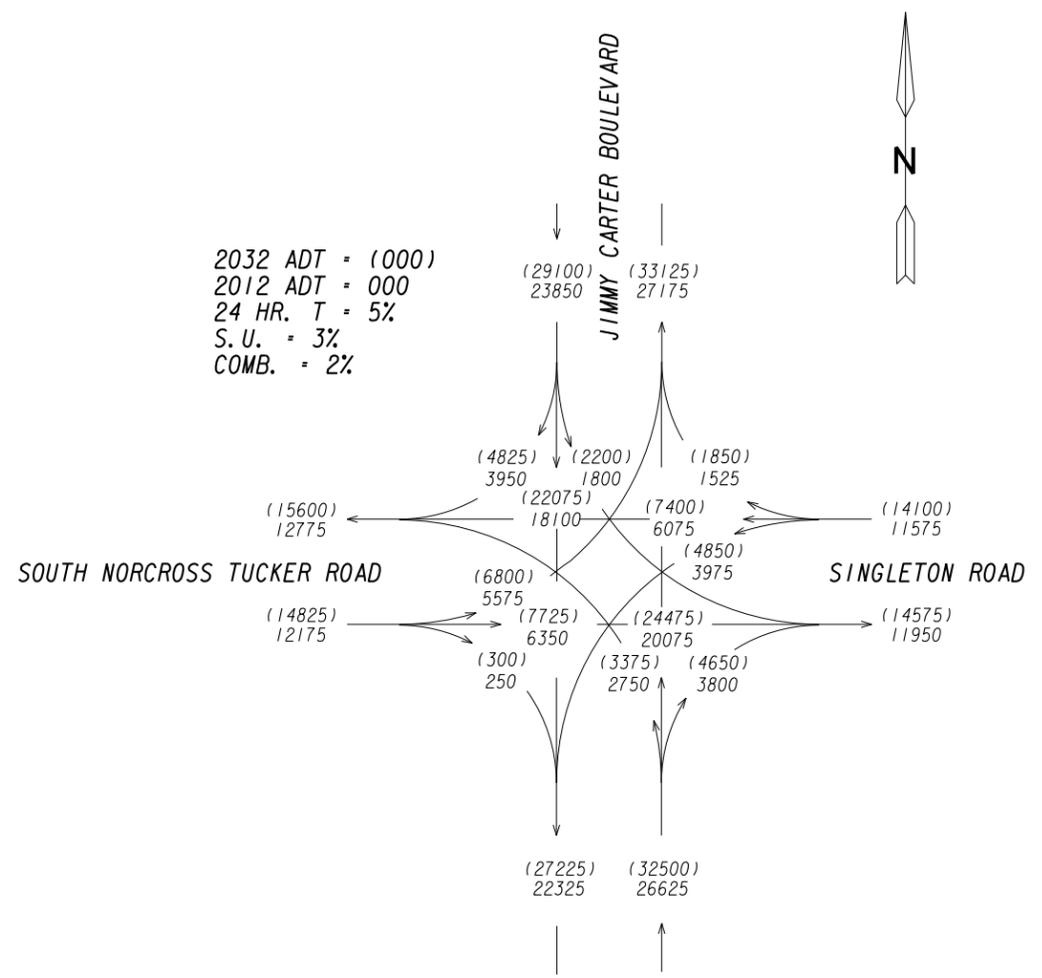
TO Russell McMurry, District Engineer
Attn. Justin Lott

SUBJECT **Review** Design Traffic for Jimmy Carter Blvd.-Pedestrian Safety.

As per your request, we have reviewed the consultant's Design Traffic projections for the above project.

The Design Traffic is approved based on the information furnished. If you have any questions concerning this information please contact Abby Ebodaghe at (404) 699-4454.

GSB/AFE



CSMSL-0006-00(698)
 PI * 0006698
 GWINNETT COUNTY
 JIMMY CARTER BLVD @ SINGLETON RD

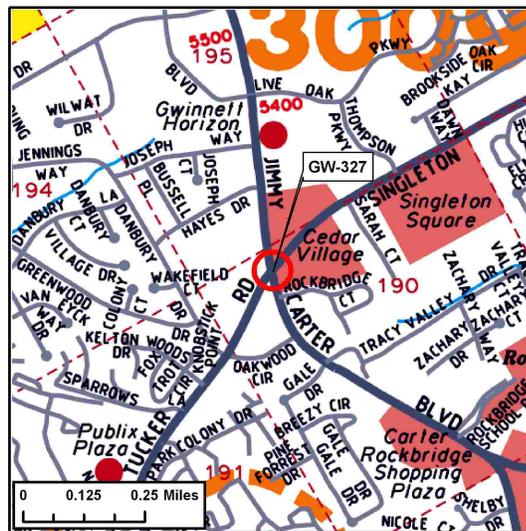
**Kimley-Horn
 and Associates, Inc.**
 Engineering, Planning, and Environmental Consultants
 Suite 600, 3169 Holcomb Bridge Road
 Norcross, Georgia 30071

REVISION DATES	

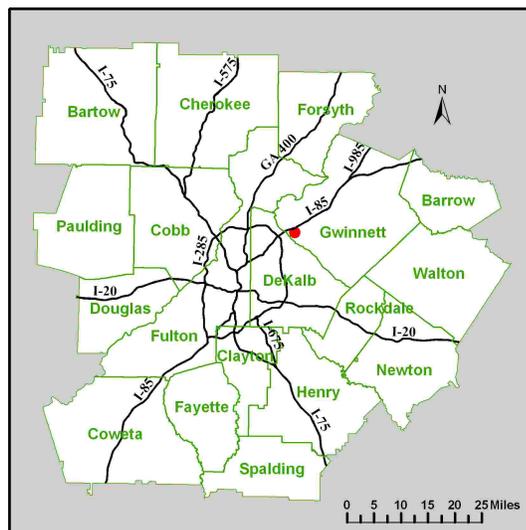
STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
TRAFFIC DIAGRAM

DRAWING No.
10-02

Short Title	JIMMY CARTER BOULEVARD PEDESTRIAN IMPROVEMENTS AT SINGLETON ROAD
GDOT Project No.	0006698
Federal ID No.	CSMSL-0006-00(698)
Status	Programmed
Detailed Description and Justification	This project will provide for the safe movement of pedestrians through the intersection of Jimmy Carter Boulevard and Singleton Road. The project includes construction of sidewalks along the east side of Jimmy Carter Boulevard (to the north) and the south side of Singleton Road (to the east), a pedestrian crosswalk on the southbound approach of Jimmy Carter Boulevard, refuge islands at least 5' on both approaches of Jimmy Carter Boulevard, and curb ramps and countdown pedestrian signals. Roadway improvements will include construction of dedicated right turn lanes on the northbound, southbound and westbound approaches and an additional left turn lane on the northbound and westbound approaches.
Service Type	Pedestrian Facility
Sponsor	Gwinnett County
Jurisdiction	Gwinnett County
Existing Thru Lane	N/A (applicable for road projects only)
Planned Thru Lane	N/A (applicable for road projects only)
Corridor Length	N/A miles (not applicable for all project types)
Network Year	2020 (required if modeled for conformity)
Completion Date	2012
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



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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	\$100,000	\$0,000	\$0,000	\$0,000	\$100,000
CST Federal Earmark Funding	2011	\$400,000	\$400,000	\$0,000	\$0,000	\$0,000
			\$400,000	\$0,000	\$0,000	\$100,000

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.





Kimley-Horn
and Associates, Inc.

CONCEPT TEAM MEETING MINUTES
APRIL 23, 2009
JIMMY CARTER BLVD AT SINGLETON ROAD
P.I. 0006698

Location/Time:

GDOT - District 1 Office

9:00 AM

Attendees:

Neil Kantner – GDOT, District 1
Colin Houppermans – GDOT, District 1
Robby Oliver – GDOT, District 1
Russell McMurry – GDOT, District 1
Matt Needham – GDOT, District 1
Todd Sumption – GDOT, District 1
Brent Cook – GDOT, District 1
Chris Dills – GDOT, District 1
Kim Byers – GDOT, District 1
Kim Coley – GDOT, District 1
Jason Moore – Gwinnett County DWR
John Ray – Gwinnett County DOT
Lewis Cooksey – Gwinnett County DOT
Russ Danser – Edwards Pitman Environmental
John McHenry – Gwinnett Village CID
Mike Rushing – Kimley-Horn
Jerry Brooks – Kimley-Horn
Jeremy Erwin – AT&T

Meeting Minutes:

1. Introductions
 - a. Neil conducted introductions
 - b. Neil stated that he anticipated this would serve as the initial and final concept team meeting due to the minor nature of the project
 - c. Neil noted the date of PIOH as May 12, 2009
2. Project Need/Purpose and Background
 - a. Mike R presented the Need/Purpose/Funding for the project
 - b. Mike R gave background on the project as pedestrian safety and intersection improvement project
 - c. Mike R gave overview of alternatives considered and discussion of recommended improvements
 - d. Russell M called special attention to the fact that the impetus for this project was pedestrian safety and the funding is tied specifically to that
 - i. Russell emphasized that the concept report and need/purpose statement should be consistent with the pedestrian safety focus of the project
 - ii. It was determined that there are portions of the Need and Purpose statement that need to be revised to put the primary focus on the pedestrian safety aspects of the project
 - iii. Need and purpose statement has been previously approved but will be resubmitted through planning with a revision note indicating the change to enhance the pedestrian safety aspects
 - iv. The intersection capacity and signalization improvements are secondary and complimentary to the pedestrian safety
3. Concept Report Review



Kimley-Horn
and Associates, Inc.

- a. Concept report was reviewed page-by-page
- b. Comments noted include:
 - i. Project description in TPRO should be revised to remove SR 140 from the project description as this portion of Jimmy Carter Blvd is off-system
 - ii. It was also noted that ARC/TIP info should be updated to include PE and ROW dollars provided by local funding sources
 - iii. Based on anticipated schedule of environmental clearance, ROW acquisition, and construction, it is anticipated that “open to traffic” year will be 2012; thus, update traffic base year and design year.
 1. Resubmit traffic memo to OEL
 - iv. It was noted that the design of a curve for less than 15V in length is an “exception”, not a “variance”
 - v. Horizontal clearance design criteria should be checked for clearance to signal poles to determine if exception
 - vi. Update utility contact info for Gwinnett county water and sewer utilities to Jason Moore
 - vii. Note that supervision of construction should be revised to Gwinnett County, since they are letting the project
 - viii. Update schedule estimate as follows:
 1. Environmental clearance = 9 months
 2. ROW plans (including approval process) = 3 months
 3. ROW acquisition (including ROW certification) = 9 months
 - ix. Feasibility of mast arm signals should be evaluated carefully based on size of intersection
 1. Will video detection be feasible if at the end of long mast arms?
 - x. Add fuel adjustment factors to cost estimates
 - xi. General discussion about the practicality of median refuge islands begin provided at Jimmy Carter Blvd
 1. Current practice for GDOT seems to be to provide adequate ped signal cycle length and avoid the use of median refuge since a ped could get “stuck” in the median for a while if no other peds appear at intersection to call the cycle

If there are any clarifications or questions regarding these minutes, please advise Mike Rushing at (678) 533-3925.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 0006698 OFFICE: Environmental/Location

DATE: May 27, 2009

FROM: Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Distribution Below

SUBJECT: PUBLIC INFORMATION OPEN HOUSE SYNOPSIS

PROJECT No. & COUNTY: CSMSL-0006-00(698), Gwinnett County

PROJECT DESCRIPTION: Pedestrian safety and intersection improvements

DATE: May 12, 2009

NUMBER IN ATTENDANCE: 50

FOR: 12

CONDITIONAL: 2

UNCOMMITTED: 0

AGAINST: 1

OFFICIALS IN ATTENDANCE: Shiv Aggarwal, GVCID Board of Directors Post 6
Michael Deming, GVCID Board of Directors Post 3
Hon. Hugh Floyd, State Representative – District 99

ADDITIONAL COMMENTS: Written comments (13) received include: Pedestrian bridge needed, more signage needed to promote crossing at crosswalks only, stoplight at Hayes Road needs to be coordinated better with other signals, increased lighting should be considered for safety, desire for landscaping to be part of project, desire for red-light cameras to remain in service once intersection improvements are complete, other sidewalk gaps along Jimmy Carter Blvd need to be filled.
Verbal comments (2) recorded include: desire for second left-turn lane on Jimmy Carter Blvd southbound at Singleton Road to reduce cut-through traffic on Live Oak Parkway, desire for guardrail between curb and sidewalk for pedestrian protection.

PREPARED BY: Mike Rushing, P.E. (Kimley-Horn and Associates, Inc.) FOR
Kim Coley, GDOT

TELEPHONE No.: Mike Rushing, P.E. – 678-533-3925, Kim Coley 770-532-5582
cc: Genetha Rice-Singleton
Gerald M. Ross, P.E.
Russell McMurry, P.E.
Colin Houppermans



Department of Transportation

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

BUDDY CRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHEUZ
TREASURER
(404) 656-5224

GENA L. ABRAHAM, Ph.D.
COMMISSIONER
(404) 656-5206

GERALD M. ROSS, P.E.
CHIEF ENGINEER
(404) 656-5277

October 29, 2008

GIVEN TO
VETTE
ON
11/12/2008
(NOV. 12)

RECEIVED
NOV 04 2008
MAIL ROOM
TO
SDOT
ON 12/19/2008

Mr. Charles Bannister
Gwinnett County Commission, Chairman
75 Langley Drive
Lawrenceville, Georgia 30045

Dear Mr. Bannister:

RE: CSMSL-0006-00 (698), Gwinnett County
P. I. No. 0006698, SR 140/Jimmy Carter Blvd – Pedestrian Safety

Three copies of the Project Framework Agreement on the above referenced project are attached for execution. Once completed, please return all three copies to this office at P. O. Box 1057; Gainesville, Georgia 30503 for further processing. Once the agreements are completed, you will receive a copy and a notice to proceed to begin engineering.

Please do not proceed with any preliminary engineering before receiving a notice to proceed and instructions from our office. Attempting to complete any of the plan development process prior to the notice will jeopardize federal funding.

If you have any questions, please contact me at (770) 532-5530.

Sincerely,

DEPARTMENT OF TRANSPORTATION

By: Billy Cantrell
District Planning and Programming Engineer

For: Russell R. McMurry, P.E.
District Engineer

RRM: wac

Attachments (3)

cc: Bob Rogers, OFM

NOV 6 2008

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
GWINNETT COUNTY
FOR

SR 140/JIMMY CARTER BLVD – PEDESTRIAN SAFETY

This Framework Agreement is made and entered into this ____ day of _____, 200_, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the Gwinnett County, acting by and through its Mayor and City Council or Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of

certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶(a).

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

1. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design), all reimburseable utility relocation costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT and eligible for reimbursement by the DEPARTMENT shall not be considered reimbursible to the

LOCAL GOVERNMENT until the LOCAL GOVERNMENT receives a written notice to proceed for each phase of the PROJECT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, right of way acquisitions or construction as specified in Attachment A.

3. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the Preconstruction Engineering Activities. The Right of Way and Construction funding estimate levels as specified in Attachment A are provided herein for planning purposes and does not constitute a funding commitment for right of way and construction activities. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for applicable Right of Way and Construction when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds, if the PROJECT does not proceed forward to completion due to a lack of available funding in future Project phases.

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

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP). Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction or right of way, as applicable.

6. The LOCAL GOVERNMENT shall certify that they have read and understands the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, AND FEDERAL AUDIT REQUIREMENTS" and will comply in full with said provisions.

7. The LOCAL GOVERNMENT shall accomplish all of the design activities for the PROJECT. The design activities shall be accomplished in accordance with the

DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, the DEPARTMENT's Plan Presentation Guide, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The LOCAL GOVERNMENT responsibility for design shall include, but is not limited to the following items:

a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

b. Develop the PROJECT base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (pm) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.

c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required as well as any environmental reevaluations required. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practice.

f. Perform all surveys, mapping, soil investigation studies and pavement evaluations needed for design of the PROJECT.

g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT. As part of the design an environmental assessment will be conducted, which may or may not result in environmental impacts of the surrounding area. If it is determined that there will be impacts that will

require mitigation, then it will be the responsibility of the LOCAL GOVERNMENT to resolve the matter.

h. Prepare the PROJECT drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

i. Prepare traffic studies, preliminary construction plans including a cost estimate for the Preliminary Field Plan Review, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including a cost estimate for the Final Field Plan Review, erosion control plans, lighting plans, traffic handling plans, and construction sequence plans and specifications including special provisions for the PROJECT.

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

k. Failure of the LOCAL GOVERNMENT to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds in some or all of the categories outlined in this Agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding.

8. All Primary Consultant firms hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes. Any Consultant hired by the Local Government to perform work on the Project must be compliant to applicable state and federal regulations relating to the procurement of design services in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act.

9. The PROJECT construction and right of way plans shall be prepared in English units.

10. All drafting and design work performed on the project shall be done utilizing the DEPARTMENT's latest approved software respectively, and shall be organized as per the Department's guidelines on electronic file management.

11. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

12. The LOCAL GOVERNMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The LOCAL GOVERNMENT shall perform all necessary survey efforts in order to complete the design of the bridge(s) and prepare any required hydraulic and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

13. The LOCAL GOVERNMENT shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.

14. The LOCAL GOVERNMENT shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.

15. If the right of way phase is 100% local funding with no Federal or State reimbursement, upon the DEPARTMENT's approval of the project right of way plans, verification that the approved environmental document is current, which shall mean that the approval of the environmental document occurred within six (6) months of the approval notice by the DEPARTMENT's for project right of way plans, and delivery of a written notice to proceed, the LOCAL GOVERNMENT may proceed with the acquisition of the necessary right of way for the PROJECT. If the

right of way phase involves federal and/or state funding reimbursement, upon the Department's approval of the project right of way plans, the Local Government may proceed with all pre-acquisition right of way activities, however, property negotiation and acquisition cannot commence until right of way funding authorization is approved. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT and in accordance with the "Contract for the Acquisition of Right of Way" to be prepared by the Office of Right of Way and executed between the LOCAL GOVERNMENT and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. In the event the LOCAL GOVERNMENT is to receive reimbursement of all or part of the acquisition funding, reimbursable right of way costs are to include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the approved right of way plans, as deemed necessary by the

DEPARTMENT, for whatever reason, as needed to purchase the required right of way.

16. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the LOCAL GOVERNMENT the PROJECT shall be let for construction. The DEPARTMENT, unless shown otherwise on Attachment A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

17. The LOCAL GOVERNMENT shall review and make recommendations concerning all shop drawings prior to submission to the DEPARTMENT. The DEPARTMENT shall have final authority concerning all shop drawings.

18. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if required. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

19. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

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

RECOMMENDED:

Gwinnett County

Russell R. McManis
District Engineer

BY: _____
Charles Bannister
Commission Chairman

Director of Preconstruction

Signed, sealed and delivered this
day of _____, 200_, in
the
presence of:

Chief Engineer

DEPARTMENT OF
TRANSPORTATION

Witness

BY: _____
Commissioner

Notary Public

ATTEST:

This Agreement approved on the
day of _____, 200_.

Treasurer

City/County Clerk (as appropriate)

REVIEWED AS TO LEGAL FORM:

Office of Legal Services

FEIN: _____

ATTACHMENT "A"

Project Number: CSMSL-0006-00(698) – Gwinnett County

Project (PI#, Project #Description)	Work Type	Preliminary Engineering		Right of Way		Construction		Utilities
		Funding	Design	Funding of Real Property	Acquisition & Administrative Cost by	Funding	Letting by	
PI# 0006698 - CSMSL-0006-00(698) SR 140/ Jimmy Carter Blvd – Pedestrian Safety	Safety	100% Local	Gwinnett County	Gwinnett County	Gwinnett	GDOT/FED-Maximum - (\$400,000) - 25% Local Match & Overruns - 100%Gwinnett	Local	100% Gwinnett

Note: 1. Maximum allowable GDOT reimbursible amount may be shown above in lieu of percentages when applicable. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated.
 2. Cash participation limits may be shown above in lieu of percentages when applicable.

ATTACHMENT "B"
0006698 – Gwinnett County

Proposed Project Schedule

Environmental Phase				
Concept Phase				
Preliminary Plan Phase				
Right of Way Phase				

Deadlines for Responsible Parties Execute Agreement April/2009 (Approve Concept) July/2009 (Approve Env. Document) Nov/2009 (Authorize Right of Way Funds) April/2010 (Authorize Const. funds)

Annual Reporting Requirements

The Local Government shall provide a written status report to the Department's Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

Training Certification Requirement

The Local Government shall provide a written certification that all appropriate staff (employees and consultants) involved in the Project have attended or are scheduled to attend the Department's Plan Development Process Training Course. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

NOTICE OF LOCATION AND DESIGN APPROVAL

Project CSMSL-0006-00(698)

P.I. No. 0006698

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

The date of location approval is _____.

The purpose of this project is to improve pedestrian safety at the intersection of Jimmy Carter Boulevard and Singleton Road/South Norcross Tucker Road. While the primary purpose of the project is improvement of pedestrian movement at the intersection, the proposed improvements also include some features such as lane additions to facilitate more efficient vehicle turning movements and signalization cycles in order to decrease the potential for vehicle/pedestrian conflict within the study area.

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

Harold Mull
Area Engineer
Georgia Department of Transportation
hmull@dot.ga.gov
Lawrenceville Area Office- Area Five
145 Hurricane Shoals Rd NW
Lawrenceville, GA 30045
(770) 339-2308

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

Colin Houppermans
Transportation Engineer Associate
Georgia Department of Transportation
chouppermans@dot.ga.gov
2505 Athens Highway
Gainesville, GA 30503
(770) 718-5011

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