

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0006698 **OFFICE** Design Policy & Support
CSMSL-0006-00(698)
GDOT District 1 - Gainesville
Gwinnett County **DATE** September 8, 2011
Jimmy Carter Blvd. Pedestrian Improvements
FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED CONCEPT REPORT

Attached is the approved Revised 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
Kim Coley for District Environmentalist
Colin Houppermans, Project Manager
BOARD MEMBER - 4th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

REVISED PROJECT CONCEPT REPORT

Project Number: CSMSL-0006-00(698)

County: Gwinnett

P. I. Number: 0006698

Federal Route Number: N/A

State Route Number: N/A

Revised concept to remove originally-proposed right-turn lane for westbound Singleton Road.

Submitted for approval:

DATE 6/10/11

M. J. P. / KIMLEY-HORN AND ASSOC., INC.
Design Consultant Name and Firm

DATE 6/10/11

[Signature]
Local Government

DATE 6/15/11

[Signature]
Office Head

DATE 6/14/11

[Signature]
Project Manager

Recommendation for approval:

DATE 7-22-11

Glenn Bowman * / KLP
State Environmental Administrator

* Recommendation on file

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

DATE 7-27-11

[Signature]
State Transportation Planning Administrator

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

Need and Purpose: The original statement of need and purpose is included in the concept report approved September 21, 2009. See attachments.

Project Location: Project P.I. 0006698 consists of approximately 0.32 miles of pedestrian improvements and widening along Jimmy Carter Blvd (MP 2.60 to MP 2.92) and approximately 0.15 miles of pedestrian improvements and widening along Singleton Road and South Norcross-Tucker Road. The project is located in unincorporated Gwinnett County.

Description of Approved Concept: P.I. 0006698 proposes improvements for pedestrian operations including construction of sidewalks along the east side of Jimmy Carter Boulevard (north of the intersection) and along the south side of Singleton Road (east of the intersection) to fill existing sidewalk "gaps" and create continuous sidewalk routes. Pedestrian crosswalks will be provided in accordance with current standards across all four of the intersection's approaches – improving the existing conditions of missing crosswalks. The project also includes pedestrian refuge islands and accessible curb ramps at all crosswalk. Additionally, the project includes installation of countdown pedestrian signal heads for all crosswalks, in accordance with current standards.

While the primary focus of the project is improvement of pedestrian movement at the intersection, the proposed improvements also 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.

Description of Proposed Revised Concept: The alignments and nature of construction will be the same as approved in the 2009 Approved Concept Report, except that the proposed dedicated right-turn lane on the westbound Singleton Road approach will be removed. The project termini and overall project length will remain the same. This revision was implemented to mitigate extensive impact to an adjacent property parcel.

Analysis of the revision (see Figure 1 below) indicates that delay on the individual westbound approach is increased for revised concept alternative. However, the overall intersection level-of-service (LOS) is maintained at LOS F in design year 2032, with minimal increase in operational delay for the overall intersection.

Figure 1
Level of Service Summary
Build - Year 2032

Intersection	Approach	Approved Concept LOS (Delay in Seconds)		Revised Concept LOS (Delay in Seconds)	
		AM Peak	PM Peak	AM Peak	PM Peak
Jimmy Carter Boulevard at Singleton Road/South Norcross Tucker Road	Northbound (JCB)	F (117.3)	E (67.5)	F (101.1)	E (65.2)
	Southbound (JCB)	D (39.6)	F (83.9)	D (49.4)	F (88.6)
	Eastbound (S Norcross-Tucker)	E (64.1)	F (106.6)	E (64.1)	F (113.4)
	Westbound (Singleton)	E (61.1)	E (70.1)	F (115.7)	F (89.9)
	Overall Intersection	F (81.8)	F (80.4)	F (85.9)	F (85.5)

PDP Classification: Major _____ Minor X

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

Updated Traffic (AADT):

N/A

Revised Project Concept Report Page 4
Project Number: CSMSL-0006-00(698)
P. I. Number: 0006698
County: Gwinnett

Approved Programmed/Schedule:

P.E.: Jan 2009 R/W: June 2010 Construction: Feb 2012

VE Study Required Yes () No (X)

Benefit/Cost Ratio: N/A (Pedestrian safety project)

Is this project located in an Ozone Non-attainment area? Yes (X) No ()

Is the project located in a P.M. 2.5 Non-attainment area? Yes (X) No ()

Exempt from conformity modeling.

Approved Features:	Proposed Features:
<ul style="list-style-type: none"> • 11' right-turn lane on westbound Singleton Rd approach 	<ul style="list-style-type: none"> • No right-turn lane on westbound Singleton Rd approach
Reason for Change: Mitigate extensive impact to adjacent property parcel (Parcel 7)	

Potential Environmental Impacts of proposed Revision: No environmental impacts are anticipated. The project area will be reduced as a result of the Revision. It is anticipated that the environmental/project schedule will not be impacted because the changes can be documented through a Categorical Exclusion Re-Evaluation. No formal additional public outreach is anticipated. Additional public outreach will be performed by posting graphics of the revised design on the CID website.

Have proposed Revisions Been Reviewed by Environmental Staff? (X) Yes () No

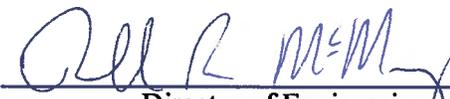
Updated Cost Estimate	
Base Construction Cost	\$822,290
Engineering and Inspection @ 5%	\$41,115
Fuel Price Adjustment	\$80,750
<u>Total Construction Cost</u>	<u>\$944,155</u>
Right-of-way	\$1,360,000
Utilities (reimbursable)	\$594,500
Environmental Mitigation	N/A

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

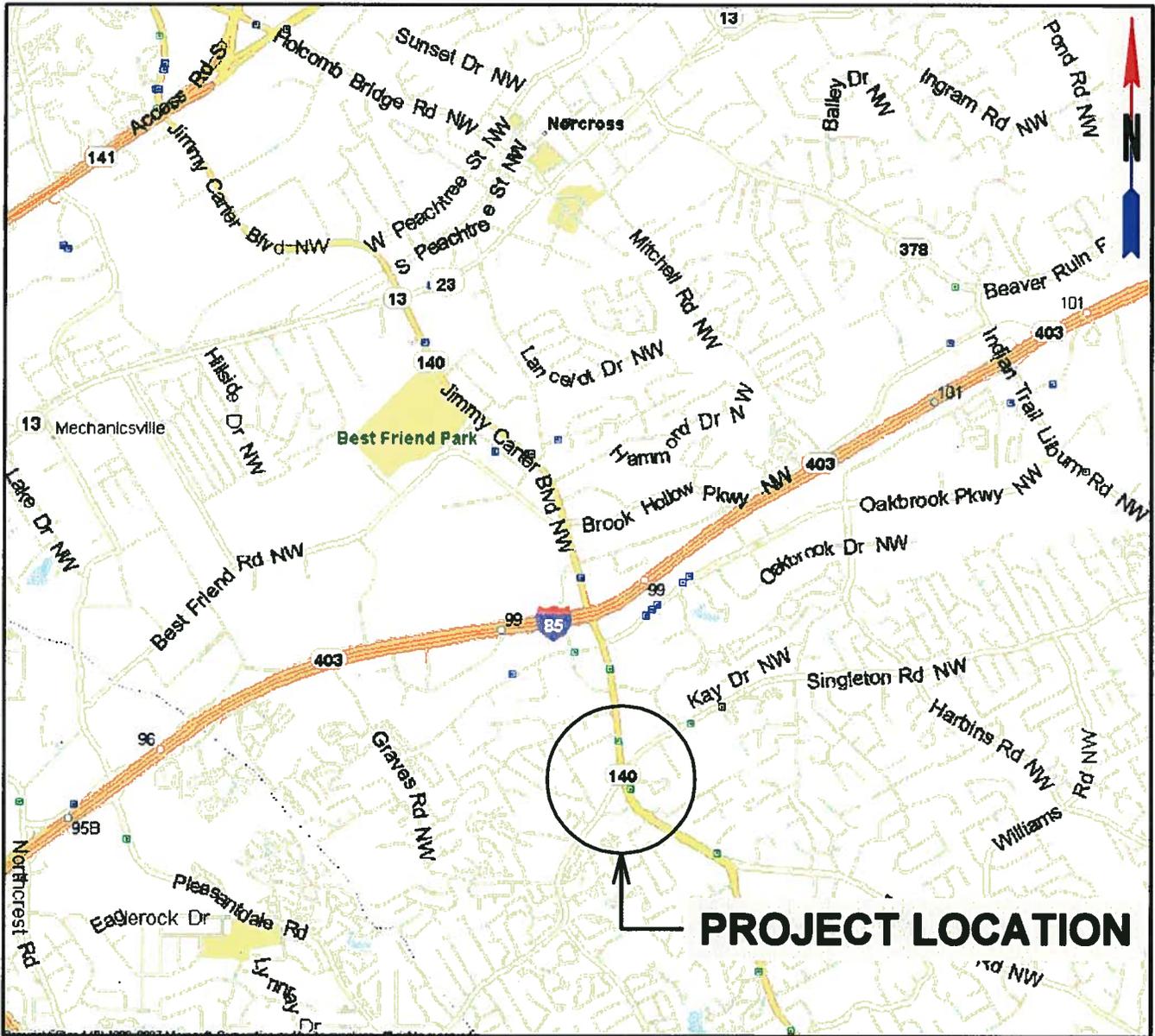
Revised Project Concept Report Page 6
Project Number: CSMSL-0006-00(698)
P. I. Number: 0006698
County: Gwinnett

Attachments:

1. Location Sketch Map
2. Typical Section
3. Approved Need and Purpose Statement – May 6, 2009
4. Cost Estimates:
 - a. Fuel Price Adjustment
 - b. Construction Cost Estimate
 - c. Right of Way Cost Estimate
 - d. Utilities Cost Estimate
5. Conforming plan's network schematics showing thru lanes
6. E-Mail chain of Comments and Responses

Concur: 
Director of Engineering

Approve:  Date: 9-6-11
Chief Engineer



Need and Purpose Statement
CSMSC-0006-00(698) in Gwinnett County
Jimmy Carter Boulevard at Singleton Road/South Norcross Tucker Road
P.I. Number 0006698

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 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

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.

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.

P.I. Number 0006698

County Gwinnett

Date 5/27/2011

Project Number CSMSL-0006-00(698)

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

ENTER FPL DIESEL	4.08
ENTER FPM DIESEL	9.180

ENTER FPL UNLEADED	3.86
ENTER FPM UNLEADED	8.685

<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)	1200.000	0.29	348.00	0.24	288.00	
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)	1925.000	2.90	5582.50	0.71	1366.75	
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 Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (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 Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(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=				6196.56	SUM QF UNLEADED=		1704.64	
DIESEL PRICE ADJUSTMENT(\$)					\$29,074.28			
UNLEADED PRICE ADJUSTMENT(\$)					\$7,566.88			

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

Use this side for Asphalt Cement Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)

L.I.N.	TYPE	TACK (GALLONS)

TMT =

TMT =

REMARKS:

REMARKS:

MONTHLY PRICE ADJUSTMENT(\$)

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$) \$29,074.28

UNLEADED PRICE ADJUSTMENT(\$) \$7,566.88

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$2,179.16

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$41,926.50

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

REMARKS:

TOTAL ADJUSTMENTS \$80,746.82

**GEORGIA DEPARTMENT OF TRANSPORTATION
DETAILED ROW COST ESTIMATE SUMMARY**

Date (MM/YYYY): May-11 Project: CSMSL-0006-00(698)
 Revised: County: Gwinnett
 PI: 0006698

Description: Powder Springs Multi-Use Path

Parcels: 12 R/W Plan Date: 3/4/2010

FOR FUNDING ONLY

CONTRACT

Land and Improvements _____ \$1,099,677.43
 Valuation Services _____ \$48,125.00
 Legal Services _____ \$83,100.00
 Relocation _____ \$0.00
 Demolition _____ \$0.00
TOTAL CONTRACT _____ \$1,230,902.43

IN-HOUSE

Sponsor In-house _____ \$99,500.00
 Sponsor Estimated Costs _____ \$1,330,402.43
 Agency Oversight In-house _____ \$22,000.00
TOTAL ESTIMATED COSTS _____ \$1,352,402.43

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$1,360,000.00

Preparation Credits	Hours	Signature
Emory D. Dixon III	1	
Benjamin M. Garland Jr.	2	<i>Benjamin M. Garland Jr.</i> CAL 270880

Emory D. Dixon III

*CG#: 2403

(DATE) 5-18-11

*CG#:

(DATE)

*CG required only if used for Negotiations

Attachment(s): Project Location Map; Subject/Comp Location Map; Comparable Sales Data

STATE HIGHWAY AGENCY

DATE : 08/08/2011
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JOB ESTIMATE REPORT

JOB NUMBER : 0006698 SPEC YEAR: 01
DESCRIPTION: JIMMY CARTER BLVD AT SINGLETON RD

ITEMS FOR JOB 0006698

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - F-0205	1.000	30000.00	30000.00
0010	210-0100		LS	GRADING COMPLETE - F-0205	1.000	75000.00	75000.00
0015	310-1101		TN	GR AGGR BASE CRS, INCL MATL	1682.000	18.82	31657.51
0016	400-3130		TN	ASPH CONC 12.5 MM SP,GP1OR2,INCL PMBM&HL	1227.000	90.00	110430.00
0018	402-1802		TN	RECYL AC PATCHING, INCL BM&HL	65.000	120.38	7825.33
0019	402-1812		TN	RECYL AC LEVELING, INC BM&HL	65.000	70.81	4603.24
0020	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	489.000	65.63	32096.27
0025	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 , INC BM&HL	198.000	71.64	14186.63
0035	413-1000		GL	BITUM TACK COAT	615.000	2.64	1628.56
0040	432-0206		SY	MILL ASPH CONC PVMT/ 1.50" DEP	13069.000	2.70	35298.32
0042	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	51.000	41.32	2107.63
0045	441-0104		SY	CONC SIDEWALK, 4 IN	1015.000	36.64	37196.14
0047	441-0108		SY	CONC SIDEWALK, 8 IN	226.000	48.72	11011.62
0050	441-0746		SY	CONC MEDIAN, 5 1/2 IN	28.000	49.89	1396.92
0055	441-0754		SY	CONC MEDIAN, 7 1/2 IN	113.000	51.87	5862.34
0056	441-4030		SY	CONC VALLEY GUTTER, 8 IN	153.000	35.32	5404.52
0058	441-5002		LF	CONC HEADER CURB, 6", TP 2	238.000	14.29	3402.74
0060	441-5004		LF	CONC HEADER CURB, 10", TP 4	167.000	18.00	3006.00
0062	441-6216		LF	CONC CURB & GUTTER/ 8"X24"TP2	269.000	10.08	2713.43
0063	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	1638.000	14.65	23999.03
0065	444-1000		LF	SAWED JTS IN EXIST PVMTS - PCC	60.000	4.35	261.33
0070	500-3201		CY	CL B CONC, RET WALL	65.000	438.65	28512.48
0073	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	50.000	160.71	8035.91
0074	515-2015		LF	GALV STEEL PIPE HANDRAIL - F-0205	184.000	45.65	8399.74
0075	573-2004		LF	UNDDR PIPE INCL DRAIN AGGR 4"	200.000	31.38	6276.92
0077	634-1200		EA	RIGHT OF WAY MARKERS	37.000	100.00	3700.00
0080	550-1180		LF	STM DR PIPE 18",H 1-10	196.000	31.72	6218.84
0083	611-3000		EA	RECONSTR CATCH BASIN, GROUP 1	1.000	1924.45	1924.46
0085	611-3030		EA	REC STORM SEW MANHOLE, TYPE 1	6.000	1548.17	9289.07
0087	611-3100		EA	RECONSTR JCT BOX	2.000	1572.89	3145.79
0090	611-8000		EA	ADJUST CATCH BASIN TO GRADE	3.000	1467.99	4403.98
0091	611-8050		EA	ADJUST MANHOLE TO GRADE	2.000	803.36	1606.73
0092	668-1100		EA	CATCH BASIN, GP 1	5.000	1945.28	9726.45
0095	668-1110		LF	CATCH BASIN, GP 1, ADDL DEPTH	1.000	171.63	171.64
0096	668-2100		EA	DROP INLET, GP 1	4.000	1774.93	7099.73
0097	668-2110		LF	DROP INLET, GP 1, ADDL DEPTH	1.000	174.80	174.80
0100	700-0200		LS	GRASSING - F-0205	1.000	10000.00	10000.00
0101	716-2000		SY	EROSION CONTROL MATS, SLOPES	630.000	1.03	649.35
0105	161-1000		LS	EROSION CONTROL - F-0205	1.000	15000.00	15000.00
0106	163-0300		EA	CONSTRUCTION EXIT	1.000	1456.50	1456.50
0109	163-0550		EA	CONS & REM INLET SEDIMENT TRAP (INCLUDES MAINTENANCE)	15.000	175.42	2631.30
0110	165-0101		EA	MAINT OF CONST EXIT	1.000	433.00	433.00
0111	171-0010		LF	TEMPORARY SILT FENCE, TYPE A	7640.000	1.44	11072.12

STATE HIGHWAY AGENCY

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JOB ESTIMATE REPORT

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0113	636-1020		SF	HWY SGN, TP1MAT, REFL SH TP3	76.000	13.84	1052.59
0115	636-1029		SF	HWY SGN, TP2 MATL, REFL SH TP 3	35.000	15.25	534.07
0116	636-1033		SF	HWY SIGNS, TP1MAT, REFL SH TP 9	31.000	19.73	611.84
0117	636-2070		LF	GALV STEEL POSTS, TP 7	128.000	7.56	967.88
0119	639-2002		LF	STEEL WIRE STRAND CABLE, 3/8"	710.000	3.43	2435.51
0120	639-3003		EA	STEEL STRAIN POLE, TP III	1.000	5744.11	5744.11
0121	639-5000		EA	PRESTRESSED CONC STR POLE, TP- II	1.000	5557.28	5557.28
0123	639-5000		EA	PRESTRESSED CONC STR POLE, TP- III	1.000	5557.28	5557.28
0125	653-0120		EA	THERM PVMT MARK, ARROW, TP 2	17.000	72.41	1231.09
0128	653-0210		EA	THERM PVMT MARK, WORD , TP 1	6.000	102.04	612.27
0130	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	3800.000	0.39	1488.19
0135	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	2193.000	0.39	873.60
0140	653-1704		LF	THERM SOLID TRAF STRIPE, 24", WH	229.000	3.78	865.79
0145	653-1804		LF	THERM SOLID TRAF STRIPE, 8", WH	3442.000	1.64	5667.60
0150	653-3501		GLF	THERMO SKIP TRAF ST, 5 IN, WHI	3861.000	0.26	1029.00
0155	653-6004		SY	THERM TRAF STRIPING, WHITE	59.000	3.03	179.36
0160	653-6006		SY	THERM TRAF STRIPING, YELLOW	279.000	2.93	818.61
0165	654-1001		EA	RAISED PVMT MARKERS TP 1	44.000	4.12	181.58
0170	654-1003		EA	RAISED PVMT MARKERS TP 3	145.000	3.24	470.40
0180	639-4004		EA	STRAIN POLE, TP IV	3.000	5037.93	15113.79
0185	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	125000.00	125000.00
0190	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 2	1.000	50000.00	50000.00
0195	682-6120		LF	CONDUIT, RIGID, 2 IN	410.000	10.28	4216.00

0200	639-2001	LF	STEEL WIRE STRAND CABLE, 1/4"	575.000	2.07	1192.90
0205	935-1130	LF	OUT PLNT FBR OPT CBL, LOOSE TB, HYB, SPCL	750.000	3.75	2812.50
0210	935-3206	EA	FBR OPTIC CLOSURE, AERL(SLD), 72 FBR	2.000	894.74	1789.50
0215	935-4010	EA	FIBER OPTIC SPLICE, FUSION	100.000	42.68	4268.99
0220	935-8000	LS	TESTING	1.000	3000.00	3000.00

ITEM TOTAL						822288.19
INFLATED ITEM TOTAL						822288.19

TOTALS FOR JOB 0006698

ESTIMATED COST:						822288.17
E&I PERCENT (5.0):						41114.41
ESTIMATED TOTAL:						863402.58

NOTE: The item totals include all alternate items. The estimated totals include only the low cost alternate items.

Houppermans, Colin

From: Mike.Rushing@kimley-horn.com
Sent: Tuesday, August 30, 2011 3:18 PM
To: Houppermans, Colin
Subject: utility back-up - PI 0006698
Attachments: utility estimate backup.pdf

Here's how we got to our number....if you total all the individual utilities (using \$100K for Lasercraft as the upper end of their range):

100K	Lasercraft
110k	Ga Power Dist
200K	Ga Power Trans
184.5K	Gwinnett Co Water/Sewer

Totals \$594,500.

Hope this gets you what you need.....thanks for your help on this.

Mike Rushing, P.E. (GA/NC/SC/TX)

PLEASE NOTE NEW ADDRESS

Kimley-Horn and Associates, Inc.

2 Sun Court
Suite 220
Norcross, GA 30092
(678) 533-3925 Office
(678) 896-3205 Mobile
(770) 825-0074 Fax

Rushing, Mike

From: Paul Ingle [PIngle@lascraftinc.com]
Sent: Tuesday, April 21, 2009 2:56 PM
To: Rushing, Mike
Cc: Geoff Gilbert
Subject: RE: JCB at Singleton

Mike relocation of the cameras could run between 75K to a 100K

Thanks

Paul Ingle
Project Administrator
Automated Enforcement
LaserCraft Inc.
770-409-9660 (off.)
678-538-5739 (cell)
pingle@lascraftinc.com

From: Mike.Rushing@kimley-horn.com [mailto:Mike.Rushing@kimley-horn.com]
Sent: Tuesday, April 21, 2009 1:24 PM
To: Paul Ingle
Subject: RE: JCB at Singleton

Paul

Needed to follow-up on a "concept-level" cost estimate for the relocation of LaserCraft facilities at the subject intersection. By my recollection, we discussed this a few weeks ago. I need to have cost by end of this week. You were going to work on a relo cost, even though we know there are a lot of variables. Is there any follow-up on that?

Thanks

From: Paul Ingle [mailto:PIngle@lascraftinc.com]
Sent: Tuesday, April 07, 2009 10:17 AM
To: Rushing, Mike
Subject: RE: JCB at Singleton

Mike no sooner had I put the drawing in the mail and I received PDF for subject.

Paul Ingle
Project Administrator
Automated Enforcement
LaserCraft Inc.
770-409-9660 (off.)
678-538-5739 (cell)
pingle@lascraftinc.com

From: Mike.Rushing@kimley-horn.com [mailto:Mike.Rushing@kimley-horn.com]
Sent: Tuesday, April 07, 2009 10:13 AM
To: Paul Ingle
Subject: RE: JCB at Singleton

Thanks Paul.

Rushing, Mike

From: Erwin, Jeremy [je2007@ATT.COM]
Sent: Thursday, April 16, 2009 11:02 AM
To: Rushing, Mike
Subject: PI0006698

Mike,

To the best of my knowledge, AT&T has no prior easement rights within the scope of this project. I do not believe there will be any reimbursable relocation work.

Thanks

The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential, proprietary, and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and delete the material from all computers. GA623

Rushing, Mike

From: Michael Alexander [malexan@agresources.com]
Sent: Monday, March 23, 2009 11:31 AM
To: Rushing, Mike
Cc: Brandon Stephens
Subject: RE: Jimmy Carter Blvd at Singleton Road - GDOT P.I. 0006698
Attachments: AGL-GAS.dgn

Mike-

We attempted to review your files, but had a problem identifying what you had placed as your SUE gas line.

Attached is your mainline plan with our best estimates as to the location of our main, based upon record searches. Based on this and assuming that there are not major grade changes that are accompanying this project, we do not believe that we will have conflicts with this project. We will review the project once again when the preliminary plans are distributed.

Please compare this file with your SUE results for our gas line and please let me know if there are major problems.

Also, feel free to contact me with any questions.

Michael Alexander
AGL Resources
Engineer | Engineering Design
404-831-3941

From: Mike.Rushing@kimley-horn.com [mailto:Mike.Rushing@kimley-horn.com]
Sent: Thursday, March 12, 2009 10:28 AM
To: Michael Alexander
Cc: Demetrious Ward
Subject: Jimmy Carter Blvd at Singleton Road - GDOT P.I. 0006698

Michael

I contacted Demetrious Ward about the above project. I know AGL had been initially contacted about this project during the records research phase. We have subsequently completed Level B SUE in the project area for this project. GDOT requires concept-level utility estimates to approve a concept report. We are submitting concept reports to GDOT in a few weeks.

Attached are various files that reflect our proposed construction, survey topo, property lines, above-ground and SUE level B for below-ground utilities. Note that in the "above-ground" file the overhead power lines are not exactly to the correct GDOT linestyle yet for existing overhead, but that is what they represent. Also attached is an aerial of the existing intersection and a location map to help get you oriented.

We need the following:

1. Review to verify your facilities that we show in the project area
2. Relocation estimates based on the proposed improvements shown in concept

Please contact me back and let me know if you need additional information. Also, please advise what your schedule might be to be able to provide the above information.

Thank you

Mike Rushing, P.E. (NC/SC/GA/TX)

Project: JCB @ Singleton

Scope of work covered in this cost estimate:

Relocation of Existing Utilities

Done By: Casey Graham

Date: 3/11/2009

ITEM	DESCRIPTION	UNITS	Estimated Quantity	@	Unit Item Bid Price	Total Unit Item Cost
2F	ADJUST MANHOLE FRAME/COVER TO GRADE 1 VF OR LESS PAVEMENT	EA	6	@	\$1,500.00	\$9,000.00
15D	DUCTILE IRON PIPE: Materials, Labor and Equipment					
	8" DIAMETER	LF	200	@	\$75.00	\$15,000.00
	10" DIAMETER	LF	270	@	\$80.00	\$21,600.00
	12" DIAMETER	LF	280	@	\$95.00	\$26,600.00
15D	DUCTILE IRON FITTINGS	TON	1.0	@	\$15,000.00	\$15,000.00
15F	GATE VALVES					
	8"	EA	2	@	\$1,200.00	\$2,400.00
	10"	EA	2	@	\$2,000.00	\$4,000.00
15F	BUTTERFLY VALVES:					
	12"	EA	4	@	\$2,200.00	\$8,800.00
15F	WET CUT INS, ALL DEPTHS					
	8"	EA	2	@	\$6,000.00	\$12,000.00
	10"	EA	2	@	\$5,000.00	\$10,000.00
	12"	EA	2	@	\$8,000.00	\$16,000.00
15H	RELOCATION AND/OR RECONNECTION OF EXISTING FIRE HYDRANTS	EA	3	@	\$1,500.00	\$4,500.00
15H	ADJUST EXISTING FIRE HYDRANTS	VF	1	@	\$400.00	\$400.00
15H	RELOCATE LARGE METERS/CHECK VALVES, VAULTS, Complete (Labor, Equipment and Materials other than Pipe or Fittings)					
	3" & 4" METERS	EA	1	@	\$6,000.00	\$6,000.00
	6" & 8" METERS	EA	2	@	\$8,000.00	\$16,000.00
15I	HOUSE SERVICE CONNECTIONS, COMPLETE					
	1 1/2" - 2" SHORT SIDE	EA	5	@	\$2,000.00	\$10,000.00
	1 1/2" - 2" LONG SIDE	EA	2	@	\$3,000.00	\$6,000.00
15S	ADJUST VALVE BOX	EA	2	@	\$600.00	\$1,200.00

TOTAL COST: \$184,500.00

Rushing, Mike

From: Austin, Kenneth L. [KLAUSTIN@southernco.com]
Sent: Friday, June 26, 2009 8:31 AM
To: Rushing, Mike
Subject: RE: status?
Attachments: Austin, Kenneth L..vcf

Mike,

I have identified 11 distribution poles that will need to be relocated, at about \$10,000 a pole. Also there are 3 Transmission poles that will need to be relocated. I will have to get you a contact for Transmission. Please let me know if the county will go forward with this project and what kind of timeline that Gwinnett is looking at.

Thanks,

Kenneth L. Austin
Engineering Representative
Lawrenceville Operating
Tel 770 995-4765
Fax 770 995-4892

From: Mike.Rushing@kimley-horn.com [mailto:Mike.Rushing@kimley-horn.com]
Sent: Friday, June 19, 2009 12:30 PM
To: Austin, Kenneth L.
Subject: RE: status?

Just checking in to see if you have what you need and if there is any update on status of our utility relocation estimate request....

Thanks

From: Austin, Kenneth L [mailto:KLAUSTIN@southernco.com]
Sent: Tuesday, June 09, 2009 12:47 PM
To: Rushing, Mike
Subject: RE: status?

Mike,

I am still waiting on the overlay from Sheila. As soon as it gets to me, I will give you a call.

Thanks,

Kenneth L. Austin
Engineering Representative
Lawrenceville Operating
Tel 770 995-4765
Fax 770 995-4892

Rushing, Mike

From: Oliver, Robby [roliver@dot.ga.gov]
Sent: Thursday, July 16, 2009 2:24 PM
To: Houppermans, Colin
Cc: Rushing, Mike
Subject: RE: 0006698 - Gwinnett - Jimmy Carter Blvd - Little Help?

Colin,

I spoke with Kenny Austin today. He advised that he had already provided a Ga Pow Distribution estimate of \$10,000/pole. He then turned it over to Transmission. I also spoke with Dan Everitt w/ GP Transmission today and he advised to **utilize \$200,000.00 as their estimate** because of the structure and R/W costs at this location. Note that this is a rough preliminary estimate and is subject to change as plans are developed. Thanks,

Robby B. Oliver
Assistant District Utilities Engineer
District One Utilities
(770) 532-5510
roliver@dot.ga.gov
Department of Transportation
2505 Athens Highway, S.E.
Gainesville, GA 30507



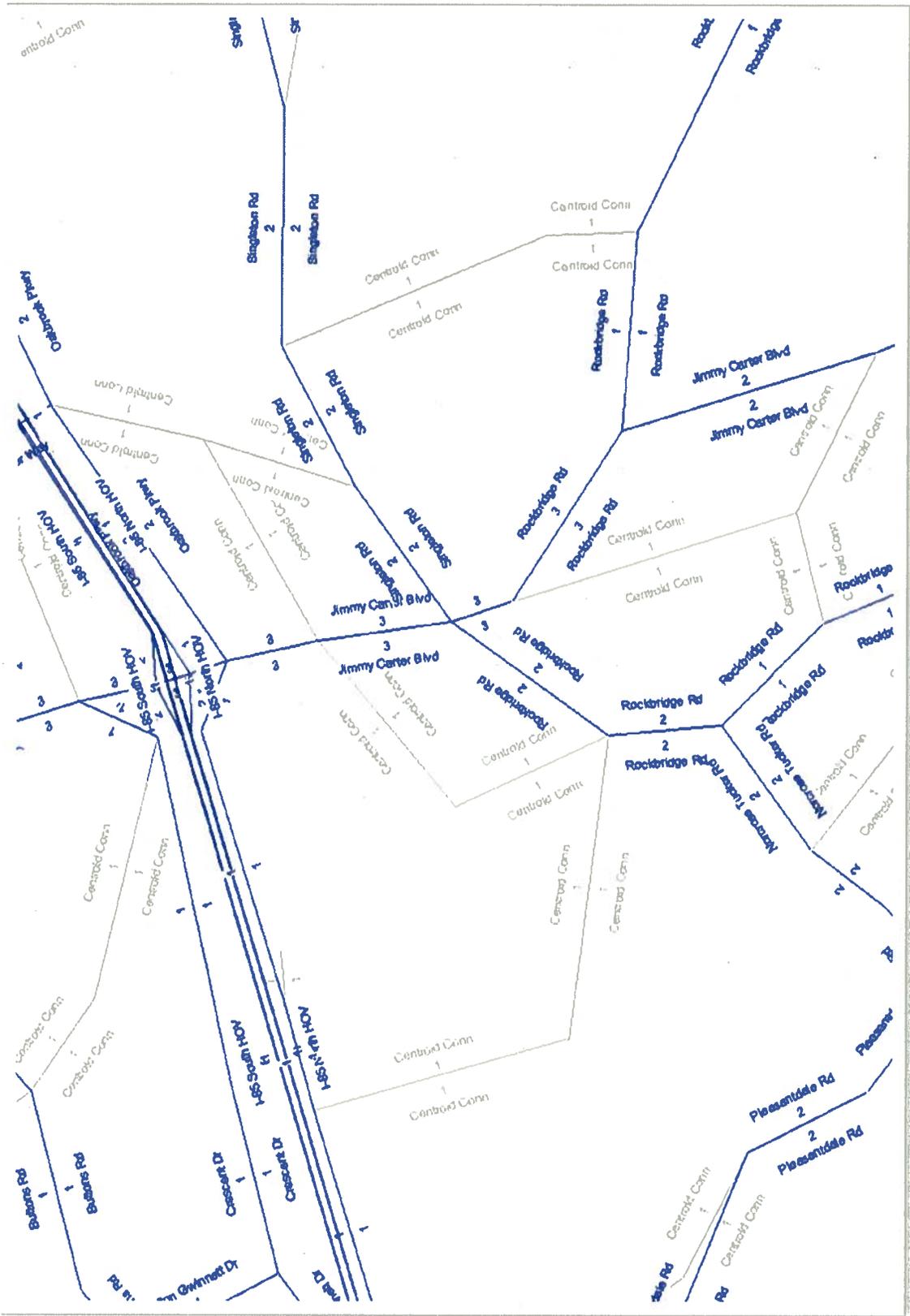
From: Houppermans, Colin
Sent: Wednesday, July 15, 2009 8:47 AM
To: Oliver, Robby
Subject: FW: 0006698 - Gwinnett - Jimmy Carter Blvd - Little Help?

Robby,

We are having an issue with GA Power on one of our consultant design project being done with Mike Rushing from Kimley Horn. A utility relocation cost estimate from GA Power has been holding up our projects concept report for about 2 months now and we would really like to get this moving. I was wondering if you could help apply some pressure to GA Power to get this utility relocation cost estimate to us. More information is highlighted in the e-mail below.

Colin Houppermans, E.I.T.
Transportation Engineer Associate
District 1 Design - Gainesville
Office Phone: (770) 718-5011
E-mail: chouppermans@dot.ga.gov

From: Mike.Rushing@kimley-horn.com [mailto:Mike.Rushing@kimley-horn.com]
Sent: Monday, July 13, 2009 8:31 PM



Network Schematic for 0006698

Houppermans, Colin

From: Phillips, Kim
Sent: Tuesday, July 19, 2011 9:12 AM
To: Houppermans, Colin
Cc: Peters, Dave
Subject: RE: 0006698 Gwinnett REVCR updated

Follow Up Flag: Follow up
Flag Status: Flagged

- The schedule needs to be checked; it does not agree with the info in TPro. **PM CHECKED TPRO AND DATES NOTED IN THE REVISED CONCEPT REPORT MATCH.**

In TPro, the proposed ROW funds are approved for 2011 while the baseline and concept report shows finishing R/W acquisition on 6/16/2010. You may want to check on this.

- Careful consideration, study and documentation is needed for the decision to remove the proposed right turn from the approved concept. With or without the turn lane, the LOS criteria falls below those listed in the DPM for an urban collector. If the calculations are available, at what year does failure occur if the turn was built? **THE LOS CRITERIA ARE PROVIDED FOR PURPOSES OF COMPARING THE CONCEPT ALTERNATIVES WITH REGARD TO THEIR IMPACT ON THE INTERSECTION. SINCE THIS IS A PEDESTRIAN SAFETY PROJECT, LOS CRITERIA IS NOT THE MOST APPROPRIATE MEASURE OF PROJECT EFFECTIVENESS.**

How will the removal of the right turn lane satisfy the approved need and purpose of the approved concept which is not for a solely a pedestrian improvement project? The approved need and purpose may need revision, especially if the project is to become only a pedestrian safety project. How will the removal of the right turn “facilitate more efficient vehicle turning movements”, as phrased in the need and purpose, than retaining it? If it is determined that the turn is not needed, it should be addressed in the report and documented how the currently proposed revision still addresses the approved need and purpose without it. With or without the turn lane, the LOS criteria falls below those listed in the DPM for an urban collector.

The numbers for the delay for the build LOS Summary were consistent with the old report, but where the no build delay was report they were not. While there are other improvements being considered, the numbers dropped by nearly half in the new report. **I THINK THE REVIEWER IS CONFUSED ABOUT WHAT FIGURE 1 IS REPORTING. NO-BUILD DELAY WAS NOT BEING REPORTED. THE DELAY BEING REPORTED IN FIGURE 1 IS A COMPARISON OF “BUILD” ALTERNATIVES BETWEEN THE ORIGINALLY-APPROVED CONCEPT IMPROVEMENTS AND THE PROPOSED REVISED CONCEPT IMPROVEMENTS. WE’RE TRYING TO SHOW THE DIFFERENCE IN BUILD YEAR RESULTS BETWEEN THE TWO IMPROVEMENT ALTERNATIVES.**

When submitting a concept revision, it is usual practice to update the traffic if needed (the revisions are usually not in the same year). Without current traffic, how are currently existing conditions being adequately evaluated? Has the Traffic Analysis Section in Planning approved the traffic for current use? If the information in the proposed revision is accurate, a request to deviate from accepted Department guidelines and standards would be needed. The overall LOS is shown to fail in the figure 1. With or without the turn lane, the LOS criteria falls below those listed in the DPM for an urban collector.

- The traffic for the report is old. The traffic and the accident data should at least be updated for evaluating the conditions with and without the proposed right turn. **AS NOTED ABOVE, WE ARE COMPARING 2 VARIATIONS OF BUILD ALTERNATIVES USING THE SAME BASE TRAFFIC – IN ORDER TO DETERMINE RELATIVE DIFFERENCE IN OPERATIONS. THUS, WE HAVE A CONSISTENT COMPARISON – REGARDLESS OF THE AGE OF THE BASE TRAFFIC. IT SEEMS THAT TAKING NEW TRAFFIC COUNTS AND PROJECTING NEW “BASE” AND “BUILD” TRAFFIC IS JUST AN ACADEMIC EXERCISE. THE DIFFERENCE IN OPERATIONS BETWEEN THE 2 VARIATIONS OF BUILD ALTERNATIVES WILL STILL BE THE SAME RELATIVE DIFFERENCE. ALSO, IS THIS UPDATE NECESSARY SINCE IT IS PEDESTRIAN SAFETY PROJECT? THE REASON WE ARE PROVIDING THE LOS/DELAY COMPARISONS IS THEY WERE PART OF THE**

“ORIGINAL” CONCEPT APPROVAL AND WE FELT IT WAS APPROPRIATE TO COMPARE THE REVISED ALTERNATIVE BACK TO THE ORIGINAL CONCEPT.

The date for the base traffic for the report is old. Has the traffic been recently approved by the Traffic Analysis section in Planning? The approved a concept includes a right turn lane which the proposed revision would remove. The revised project as presented will still include other improvements and will need to justify the revision to the approved concept which is not solely for pedestrian improvements. It will need to be demonstrated that the approved need and purpose is still addressed. If not, a revision may be needed. Without current traffic, how are currently existing conditions being adequately evaluated? How will the removal of the right turn “facilitate more efficient vehicle turning movements”, as phrased in the need and purpose, than retaining it?

- **TPro and the right-of-way shows 12 parcels being affected. Do the right-of-way estimate and TPro reflect the removal of the right turn lane? UPDATED R/W ESTIMATE SHOWN IN THE REVISED CONCEPT REPORT ACCOUNTS FOR THE REMOVAL OF THE RIGHT TURN LANE.**

The project manager may need to ensure TPro has the latest information consistent with the report.

- **Several pay items appears to be estimated at low value. WHICH ITEMS? THE ESTIMATE IS GENERATED THROUGH CES USING CURRENT AVERAGES.**

Please ensure the cost estimate is accurate. When comparing the costs to the item mean summaries, some of the pavement and concrete items fell at the mid to low change range between the weighted average and mean costs. Some were lower than the weighted average. If they need to be higher, they may make a significant impact to the overall estimate. Many of the grassing and traffic delineation items ran low.

- **A 5% contingency was included in the construction cost. It is shown in the estimate and included in the total construction cost listed in the report. Contingency costs are no longer included. ON THE LAST CONCEPT REPORT WE GOT APPROVED (FEB 2011 – SEE ATTACHED E-MAIL), WE WERE SPECIFICALLY ASKED TO INCLUDE E&I at 5%. THIS “CONTINGENCY” ITEM IS INTENDED TO BE THE E&I ADD-ON.**

If is intended to be the E&I, please label it appropriately.

Your assistance is appreciated.

Sincerely,

Kim L. Phillips
kiphillips@dot.ga.gov
Location Engineer 3
Georgia Department of Transportation
Office of Design Policy and Support
Conceptual Design Section
404-631-1775 Office

Houppermans, Colin

From: Phillips, Kim
Sent: Wednesday, July 20, 2011 2:44 PM
To: Houppermans, Colin
Cc: Peters, Dave
Subject: FW: PI # 0006698-Gwinnett County-Revised Concept Report for your review

Follow Up Flag: Follow up
Flag Status: Flagged

Fyi.

Your assistance is appreciated.

Sincerely,

Kim L. Phillips
kiphillips@dot.ga.gov
Location Engineer 3
Georgia Department of Transportation
Office of Design Policy and Support
Conceptual Design Section
404-631-1775 Office

From: Zahul, Kathy
Sent: Wednesday, July 20, 2011 2:42 PM
To: Phillips, Kim
Subject: Reject: PI # 0006698-Gwinnett County-Revised Concept Report for your review

Traffic Operations would prefer to retain the right turn lane on Singleton westbound. Recommend keeping the right turn lane as originally proposed and widening to the south side of the road rather than the north to reduce utility and ROW impacts. Retain edge of pavement on north side of singleton road, narrow lanes to 11', and shift traffic toward the south side. This would also eliminate the need to reconstruct the wall.

The proposed revision has a severe impact on the operation of the intersection, particularly on Singleton Road westbound where delay will be nearly double of the original proposed concept. The apparent ROW savings for this alternative appears to be less than \$300,000.

Houppermans, Colin

From: Phillips, Kim
Sent: Thursday, July 21, 2011 4:16 PM
To: Houppermans, Colin
Cc: Peters, Dave
Subject: FW: PI # 0006698-Gwinnett County-Revised Concept Report for your review

Follow Up Flag: Follow up
Flag Status: Flagged

Fyi.

Your assistance is appreciated.

Sincerely,

Kim L. Phillips
kiphillips@dot.ga.gov
Location Engineer 3
Georgia Department of Transportation
Office of Design Policy and Support
Conceptual Design Section
404-631-1775 Office

From: Simpson, Jim
Sent: Thursday, July 21, 2011 4:15 PM
To: Phillips, Kim
Cc: Peters, Dave
Subject: RE: PI # 0006698-Gwinnett County-Revised Concept Report for your review

Kim,

I have reviewed this revised concept report and have the following comments/questions:

1. I did not see a utility cost estimate included in the report.
2. Recommend that the 12.5mm asphalt type be clarified. On the detailed estimate it shows SMA; on the typical section it shows polymer-modified superpave. This could have a significant effect on the overall cost since the SMA shows \$118/ton. If normal 12.5 mm SP can be used, it would run about \$70/ton.
3. It appears that a 5% contingency has been added to the cost in addition to the normal 5% for E&I.

Jim Simpson
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(404)895-4999 - BlackBerry

Houppermans, Colln

To: Concept Reports
Cc: Phillips, Kim; Zahul, Kathy; Simpson, Jim; Kantner, Neil
Subject: 0006698 - Jimmy Carter Blvd - Revised Concept

Kim,

Below you will see the responses to the summarized comments we received. Comments not mentioned below were addressed and corrected accordingly. A Submittal Letter and Revised Concept Report are located on PCCCommon at: <L:\PCCCommon\Concept Report Submissions\0006698 Gwinnett\2011-08-31 Submission>.

1. **Traffic Ops review suggested looking at alternate geometry for the widening of Singleton Road in order to keep the right-turn lane.**
 - a. Lane widths of 11 or 12 ft was already considered during the concept development stage of the project. Using 11 ft lanes was selected and is already being utilized on Singleton Road to minimize the project footprint and to keep pedestrian cross walk lengths to a minimum.
 - b. Widening to the south side of Singleton Road was already considered during the concept development stage in order to have less Right-of-Way impacts on adjacent property. This option proved to not be prudent or feasible as widening to the south would have exasperated the existing intersection skew and misaligned Singleton's and South Norcross Tucker's lanes by more than an entire lane width, causing conflicts with opposing traffic. To prevent the safety concerns with misaligning traffic and avoid the even more costly solution of realigning S. Norcross Tucker, Singleton was widened to the north side.
2. **Traffic Ops review noted that with or without the right-turn lane in question, the design year LOS still falls below desired operational thresholds for an urban collector.**
 - a. Though the background information provided in the Need and Purpose section of the Concept Report indicates that operational improvements are being considered as part of the intersection modifications, the identified need and resulting purpose of the project is to provide enhanced pedestrian features and resulting pedestrian flow efficiency and safety at this intersection. Although improvements do include adding additional lanes to facilitate more efficient vehicle turning movements (thus a measurable benefit to the intersection as a whole), the purpose of the additional lanes are to improve the signalization cycles of the intersection, provide more cycle time for pedestrian movements, and to decrease the potential for vehicle/pedestrian conflict. Improving the LOS for the intersection was a beneficial side effect of these improvements, not the purpose. We do not believe that the actual Need and Purpose, located on page 5 of the N&P Statement, is being violated by removing the right turn lane.
3. **Traffic Ops review noted that there is only a \$300K savings associated with removal of the right-turn lane.**
 - a. While having a dedicated right turn lane for Singleton would improve operations for both pedestrians and vehicles, the cost to include the right turn lane exceed what was estimated in the comments we received. The reviewer needs to be aware that the right turn lane impacts the Wendy's parcel dramatically. Detailed studies for the property appraisals have shown that the Wendy's would not be left with adequate room for both a drive-thru lane plus a circulation lane around their building. Based on the original concept, this parcel had an estimated total acquisition cost of \$647,890 due to loss of parking and severely impaired maneuverability with the right turn lane.
 - b. The revised concept significantly reduced overall impacts to the property resulting in an appraised value of \$163,645. This indicates a total savings of \$484,245 with elimination of the right turn lane.
 - c. Because the project is being partially funded by the CID, there is a heightened sensitivity to impacting a currently-operating business. With the R/W savings above, removing the right-turn lane results in an overall lower-impact project which still is effective in achieving the primary project purpose. Further, it is consistent with the CID's mission. of increasing property values. This project meets many of the CID

goals by improving accessibility and safety for pedestrians (with added benefit of decreasing traffic congestion), while minimizing impacts on local businesses.

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Phillips, Kim

From: Kantner, Neil
Sent: Wednesday, August 31, 2011 11:42 AM
To: Phillips, Kim; Zahul, Kathy
Cc: Houppermans, Colin; Lewis.Cooksey@gwinnettcountry.com
Subject: 0006698 - Jimmy Carter Blvd - Revised Concept

Kim, Kathy

Colin transmitted responses to review comments and a revised concept report on the 0006698 project earlier this morning. I am asking for your assistance in advancing this for approval. The Gwinnett Village CID and Gwinnett County are the local sponsors of the project and received \$400,000 in earmark money for the pedestrian improvements. The CID and the County are adding another \$1,000,000 +/- to complete the improvements CST and Utilities. This particular intersection is off system and the County decided to include with the pedestrian elements additional geometric items for the intersection at the same time and to aid the pedestrian safety. The semantics of the original Concept Report text may not be the preferred wording but the earmark is for pedestrian safety which could be interpreted broadly.

The right turn land in question would create a damage condition on the corner parcel that would be very costly to account for. The right turn lane would add some operational improvement but at a fairly substantial cost. A [REDACTED] restaurant is located at this corner.

In terms of schedule we are scheduled for an FFPR next week. The County has acquired approximately ½ of the RW and will need to certify in December for the February let.

We would appreciate your assistance with this activity.

Neil

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