



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(826)  
County: Gwinnett  
P. I. Number: 0006826  
Federal Route Number: US 23  
State Route Number: SR 20 / SR 365

Project Description: Expand the Gwinnett County ITS system approximately 2.6 miles along SR 20 between Peachtree Industrial Boulevard and I-985.

Submitted for approval:

DATE June 2, 2010

DATE June 3, 2010

DATE 6-9-10

DATE 7 Jun 2010

Recommendation for approval:

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE 7/1/2010

DATE 6/16/2010

DATE 6/16/2010

DATE \_\_\_\_\_

  
Taylor H. Stukes, PE, Iteris, Inc.

  
Gwinnett County

  
Kathleen B. Schulz  
Assistant State Traffic Engineer

  
Project Manager

\_\_\_\_\_  
State Design Policy Engineer

\_\_\_\_\_  
Program Control Administrator

  
Glenn Bowman \*  
State Environmental Administrator

  
Ron Dishon \*  
Project Review Engineer

  
Todd McDuffie \*  
District Engineer

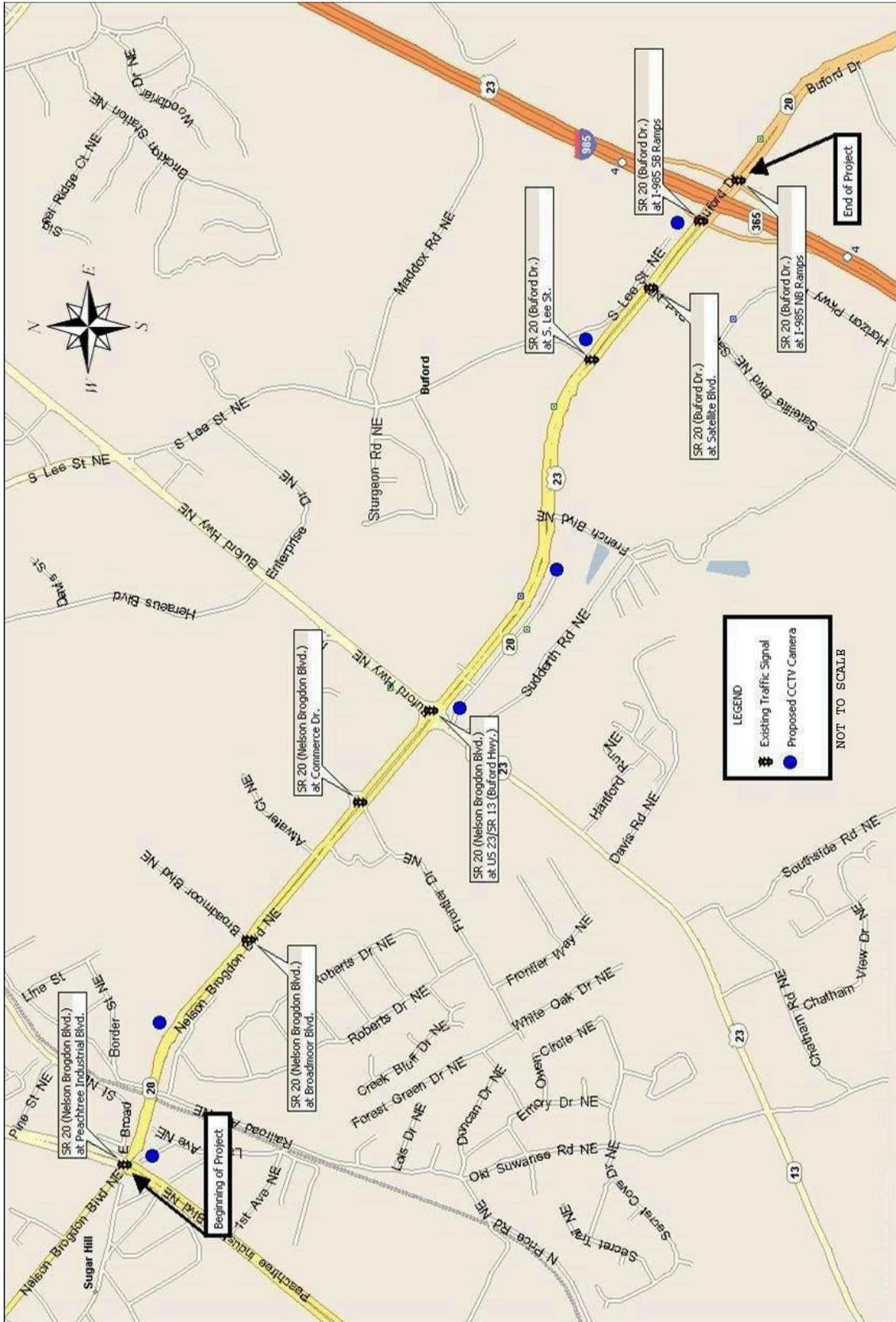
\_\_\_\_\_  
State Transportation Financial Management Administrator

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

DATE 6-24-10

  
Angela T. Alexander  
State Transportation Planning Administrator

\* Recommendation on file. 144f



**Need and Purpose:**

The SR 20/Buford Drive/Nelson Brogdon Boulevard Corridor between Peachtree Industrial Boulevard and Interstate 985 is an important travel corridor that currently has limited high speed data communications supporting modern Intelligent Transportation Systems (ITS) applications.

The purpose of this project is to install a fiber optic backbone along the corridor that will link several ITS projects to Gwinnett County's recently completed Traffic Control Center (TCC). The project will also provide for the installation of six CCTV cameras along the corridor.

The addition of the fiber optic backbone, CCTV cameras, and interconnection of the traffic signals will provide Gwinnett County the following options:

- Monitoring and early detection of arterial incidents
- Signal timing monitoring and fine tuning
- Signal trouble call verification allowing timely and proper dispatch of required resources
- Monitoring of accident "hot spots" to identify potential remedies
- Detour routes monitoring and implementation

**Description of the proposed project:**

The SR 20 ITS project expands upon the current Gwinnett County Intelligent Transportation System (ITS), and will be operated in the same manner as the existing system. The project will consist of the installation of a communication backbone of fiber optic cable and traffic surveillance cameras along SR 20 between I-985 and Peachtree Industrial Boulevard. The total project section is approximately 2.6 miles in length.

The fiber optic cable will splice to the existing hybrid fiber optic cable which runs along Peachtree Industrial Boulevard at the beginning of the project, and splice to an existing single mode fiber optic cable along SR 20/Buford Drive at the end of the project. An additional splice will be made to the existing fiber optic trunk cable along US 23/SR 13/Buford Highway.

This project will also include the installation of drop cables to connect the eight existing traffic signals along SR 20 to the new fiber optic trunk cable.

SR 20 (Buford Drive) at:

1. I-985 Northbound Ramp
2. I-985 Southbound Ramp
3. Satellite Boulevard
4. South Lee Street
5. Buford Highway

SR 20 (Nelson Brogdon Boulevard) at:

6. Commerce Drive
7. Broadmoor Boulevard
8. Peachtree Industrial Boulevard

There is one Norfolk Southern grade-separated railroad crossing near Peachtree Industrial Boulevard where SR 20/Buford Drive crosses the track on a concrete bridge. Fiber optic cable will be attached to the existing bridge and should not create any difficulties for the railroad company, although this will be carefully coordinated with them and the GDOT Bridge Office.

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

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

PDP Classification: Major   Minor  X

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

Functional Classification:  Urban Principal Arterial

U. S. Route Number(s):  US 23  State Route Number(s):  SR 20 and 365

Traffic (AADT):

**SR 20 between I-985 and South Lee Street:**

Base Year: (2009)  63,000

**SR 20 between South Lee Street and Peachtree Industrial Boulevard:**

Base Year: (2009)  42,000

**Existing design features:**

- Typical Section:  4 lane divided with 20 foot raised median with left turn lanes at median breaks between Peachtree Industrial Boulevard and Satellite Boulevard; 6-lane divided with 20 foot raised median with left turn lanes between Satellite Boulevard and I-985
- Posted speed  varies between 45 and 50  mph Minimum radius for curve:  N/A
- Maximum super-elevation rate for curve:  N/A
- Maximum grade:  N/A
- Width of right-of-way:  Varies 170 feet to 370 feet
- Major structures:

**SR 20 Over Norfolk Southern Railroad:**

Structure No:  135-0018-0  Length:  290 feet  Width:  68 feet  Sufficiency Rating:  72.18

**SR 20 Over I-985:**

Structure No:  135-5178-0  Length:  336 feet  Width:  140 feet  Sufficiency Rating:  91.28

- Major interchanges or intersections along the project: All signalized intersections are listed above. An existing interchange with I-985 lies within the project limits.
- Existing length of roadway segment: 2.6 miles; milepost 19.60 to milepost 22.20.

**Proposed Design Features:**

- ITS: Six CCTV camera sites along the SR 20 corridor are currently proposed on this project. The deployment includes the following proposed sites:
  1. Southeast corner at Peachtree Industrial Boulevard
  2. North side of SR 20 between the railroad and Broadmoor Boulevard
  3. Southeast corner at US 23/SR 13 (Buford Highway)
  4. South side of SR 20 just west of French Boulevard
  5. Northeast corner at South Lee Street
  6. Northwest corner at I-985 Southbound Ramps
- Proposed typical section(s): Existing typical section will remain.
- Proposed Design Speed Mainline: N/A
- Proposed Maximum grade Mainline: N/A
- Maximum grade allowable: N/A
- Proposed Maximum grade Side Street: N/A
- Maximum grade allowable: N/A
- Proposed Maximum grade driveway: N/A
- Proposed Maximum degree of curve: N/A
- Maximum degree allowable: N/A
- Maximum superelevation rate: N/A
- Right-of-Way: No new right of way required. All work will be contained within existing right of way.
  - Width: N/A
  - Easements: Temporary ( ) Permanent ( ) Utility ( ) Other ( )
  - Type of access control: Full ( ) Partial ( ) By Permit ( ) Other ( )
  - Number of parcels: 0      Number of displacements: \_\_\_\_\_
    - Business: \_\_\_\_\_
    - Residences: \_\_\_\_\_
    - Mobile homes: \_\_\_\_\_
    - Other: \_\_\_\_\_

**Structures:**

- Bridges: none
- Retaining walls: none
- Type IV strain poles for CCTV cameras inside the existing right-of-way will be required at identified locations
- Major intersections and interchanges: none
- ITS: Six CCTV cameras are proposed in this project; no new ITS control centers.
- Transportation Management Plan Anticipated:      Yes ( )      No ( X )

- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: none
- Environmental concerns: An environmental screening was performed for the project. There are no anticipated wetland/stream impacts or US Army Corps of Engineers permits. Historic properties and environmental justice communities will be examined further as part of the Categorical Exclusion (CE) that is underway.
- Anticipated Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( X ) No ( )
  - Categorical exclusion anticipated ( X ).
  - Environmental Assessment/Finding of No Significant Impact anticipated (FONSI) ( ).
  - Environmental Impact Statement (EIS) ( ).
- Utility involvements: New fiber optic cable will be installed underground. Designers will coordinate with utility owners during design and during construction. Utility Owners:
  - Atlanta Gas Light
  - AT&T
  - Charter Communications
  - City of Buford
  - City of Sugar Hill
  - Comcast
  - Georgia Power Distribution
  - Georgia Power Transmission
  - Gwinnett County DWR
  - MCI Telecommunications
  - M.E.A.G. Power
- VE Study Anticipated Yes ( ) No ( X )
- Benefit/Cost Ratio N/A

**Project Cost Estimate and Funding Responsibilities:**

	PE	ROW	UTILITY	CST	MITIGATION
By Whom	Gwinnett County	N/A	Gwinnett County	80% Federal 20% Gwinnett County	N/A
\$ Amount	\$97,000	none	none	\$1,001,878	none

**Project Activities Responsibilities:**

- Design: Gwinnett County
- Right-of-Way Acquisition: N/A
- Right-of-Way funding (real property): N/A
- Relocation of Utilities: Gwinnett County
- Letting to contract: Gwinnett County
- Supervision of construction: Gwinnett County
- Providing material pits: N/A
- Providing detours: Gwinnett County
- Environmental Studies/Documents/Permits: Gwinnett County
- Environmental Mitigation: N/A

**Coordination**

- Initial Concept Meeting date and brief summary. N/A
- Concept meeting date and brief summary. N/A
- P A R meetings, dates and results. N/A
- FEMA, USCG, and/or TVA: N/A
- Public involvement. No public involvement is necessary.
- Local government comments. None
- Other projects in the area.
  - GDOT PI 0004430, SR 20 Widening from Burnette Trail to Peachtree Industrial Boulevard
  - GDOT, PI 0002393, SR 13 Widening from Sugarloaf Parkway to SR 20
  - GDOT, PI 0007848, 0007849, 0007850, SR 20 Widening from I-985 to CR 104/Rock Springs Road
  - GDOT, PI M004052, SR 20 Resurface and Maintenance, from west of CR 1954 / Peachtree Industrial Boulevard to east of I-85
  - Gwinnett DOT, Project No. 3155 LO1 & LO3, SR 20 (Buford Dr) from TCC to I-985
- Railroads. There is a Norfolk Southern grade separated crossing on the project, therefore coordination will be required for conduit installation on bridge.
- Other coordination to date. None.

**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: N/A Months
- Time to complete the Section 404 Permit: N/A Months
- Time to complete final construction plans: 2 Months
- Time to complete to purchase right-of-way: N/A Months
- List other major items that will affect the project schedule:
  - System Change Request 3 Months
  - Utility Coordination 3 Months
  - Railroad Approval 6 Months

**Other alternates considered:**

Alternate 1: Installation of fiber trunk cable, ITS elements along the corridor and CCTV Camera Systems at six identified locations along the corridor. This Alternate was selected for design.

Alternate 2: No Build.

**Comments:** none

**Attachments:**

1. Detailed Cost Estimates:
2. PFA

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Project Number: CSSTP-0006-00(826)  
P. I. Number: 0006826  
County: Gwinnett

**Exempt projects**

Concur: James B Bush  
Director of Engineering

Approve: Dee M T  
Chief Engineer

Date: 7/19/2010

The construction cost estimate shown below was calculated through the Georgia DOT on-line Detailed Estimate system, using unit prices obtained from three recent ATMS projects let by Gwinnett County.

### Estimate Report for file "SR 20 Gwinnett "

Section ATMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	78839.06	TRAFFIC CONTROL -	78839.06
615-1200	1000	LF	6.09	DIRECTIONAL BORE - 3 IN	6090.0
615-1200	6500	LF	8.58	DIRECTIONAL BORE - 5 IN	55770.0
639-5000	6	EA	9879.83	PRESTRESSED CONC STRAIN POLE, TP - IV	59278.97
647-2130	3	EA	425.64	PULL BOX, PB-3	1276.92
647-2170	22	EA	1456.4	PULL BOX, PB-7	32040.80
682-6222	340	LF	5.0	CONDUIT, NONMETL, TP 2, 2 IN	1700.0
682-6233	47500	LF	7.94	CONDUIT, NONMETL, TP 3, 2 IN	377150.0
682-6236	600	LF	27.18	CONDUIT, NONMETL, TP 2 - POWER SERVICE, 2 IN	16308.0
682-6540	300	LF	53.99	CONDUIT, FIBERGLASS, 4 IN	16197.0
935-1117	16000	LF	2.54	OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE MODE, 96 FIBER	40640.0
935-1511	1300	LF	2.3	OUTSIDE PLANT FIBER OPTIC CABLE, DROP, SINGLE MODE, 6 FIBER	2989.99
935-3101	7	EA	651.18	FIBER OPTIC CLOSURE, UNDERGROUND, 6 FIBER	4558.25
935-3102	3	EA	813.97	FIBER OPTIC CLOSURE, UNDERGROUND, 12 FIBER	2441.91
935-3107	3	EA	1321.95	FIBER OPTIC CLOSURE, UNDERGROUND, 96 FIBER	3965.85
935-3602	13	EA	740.98	FIBER OPTIC CLOSURE, FDC PRE-TERMINATED, TYPE A, 6-FIBER	9632.74
935-4010	444	EA	42.67	FIBER OPTIC SPLICE, FUSION	18945.48
935-8000	1	LS	16524.44	TESTING	16524.44
935-8500	1	LS	3785.8	TRAINING	3785.8
936-1001	6	EA	7390.77	CCTV SYSTEM, TYPE B	44344.62
936-8000	1	LS	3782.31	TESTING	3782.31
939-1190	6	EA	6063.13	VIDEO ENCODER, TYPE A	36378.78
939-1195	6	EA	4250.04	VIDEO DECODER, TYPE A	25500.23
939-2305	12	EA	2486.48	FIELD SWITCH, TYPE C	29837.76
939-2310	2	EA	3152.0	FIELD SWITCH, TYPE D	6304.0
939-4040	6	EA	5279.32	TYPE D CABINET	31675.92
939-5010	6	EA	4167.6	ELECTRICAL POWER SERVICE ASSEMBLY, AERIAL SERVICE POINT	25005.60
939-8000	1	LS	11929.0	TESTING	11929.0
940-1000	1	LS	38985.0	INTEGRATION WITH NAVIGATOR 2	38985.0
<b>Section Sub Total:</b>					<b>\$1,001,878.47</b>

**Total Estimated Cost: \$1,001,878.47**

This project is 100% in Gwinnett County, GDOT District 1, and Congressional District 7.

**AGREEMENT**  
**BETWEEN**  
**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
**AND**  
**GWINNETT COUNTY**  
**FOR**  
**SR 20 FROM CR 1954/PEACHTREE IND. BLVD TO I-985**  
**(SAFETY IMPROVEMENTS- ATMS/ITS)**

This Framework Agreement is made and entered into this 3<sup>d</sup> day of February, <sup>2010</sup> 2009, 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, ¶I(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 by following the procedures in the DEPARTMENT's Local Administered Project Manual contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, hereinafter referred to as "PE", all reimburseable utility relocations, all non-reimburseable utilities owned by the LOCAL GOVERNMENT, railroad 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 prior to the execution of this AGREEMENT or subsequent funding agreements shall not be considered for reimbursement by the DEPARTMENT. PE expenditures incurred by the LOCAL

GOVERNMENT after execution of this AGREEMENT shall be reimbursed by the DEPARTMENT once a written notice to proceed is given by the DEPARTMENT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the PE, right of way acquisitions, reimbursable utility relocations, railroad costs, 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 PE. The Right of Way and Construction funding estimate levels as specified in Attachment "A" are provided herein for planning purposes and do not constitute a funding commitment for right of way and construction. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for funding applicable to Right of Way or 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, changes in local priorities or cancellation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

4. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and 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, hereinafter referred to as "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 right of way or construction, as applicable.

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

7. The LOCAL GOVERNMENT shall accomplish the PE activities for the PROJECT. The PE activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process hereinafter referred to as "PDP", 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, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective

PROJECT. Failure to follow the PDP and all applicable guidelines and policies will jeopardize the use of Federal Funds in some or all categories outlined in this agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. The LOCAL GOVERNMENT's responsibility for PE activities shall include, but is not limited to the following items:

a. Prepare the PROJECT Concept Report and Design Data Book 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 updated or modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

b. Prepare a Traffic Study for the PROJECT that includes Average Daily Traffic, hereinafter referred to as "ADT", volumes for the base year (year the PROJECT is expected to be open to traffic) and design year (base year plus 20 years) along with Design Hour Volumes, hereinafter referred to as "DHV", for the design year. DHV includes morning (AM) and evening (PM) peaks and other significant peak times. The Study shall show all through and

turning movement volumes at intersections for the ADT and DHV volumes and shall indicate the percentage of trucks on the facility. The Study shall also include signal warrant evaluations for any additional proposed signals on the PROJECT.

c. Prepare environmental studies, documentation, reports and complete Environmental Document for the PROJECT along with all environmental re-evaluations required that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act or the Georgia Environmental Policy Act as per the DEPARTMENT's Environmental Procedures Manual, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, community involvement, environmental justice, flood plains, underground storage tanks, and hazardous waste site studies required. The completed Environmental Document approval shall occur prior to Right of Way funding authorization. A re-evaluation is required for any design change as described in Chapter 7 of the Environmental Procedures Manual. In addition, a re-evaluation document approval shall occur prior to any Federal funding authorizations if the latest approved document is more than 6 months old. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all studies, documents and reports for review and approval by the DEPARTMENT, the FHWA and other environmental resource agencies. The LOCAL GOVERNMENT shall provide Environmental staff to attend all PROJECT related meetings where Environmental issues are discussed. Meetings

include, but are not limited to, concept, field plan reviews and value engineering studies.

d. Prepare all PROJECT public hearing and public information displays and conduct all required public hearings and public information meetings with appropriate staff in accordance with DEPARTMENT practice.

e. Perform all surveys, mapping, soil investigations and pavement evaluations needed for design of the PROJECT as per the appropriate DEPARTMENT Manual.

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency (FEMA) approvals. The LOCAL GOVERNMENT shall provide all mitigation required for the project, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction related mitigation must be obtained and completed 3 months prior to the scheduled let date. These efforts shall be coordinated with the DEPARTMENT.

g. Prepare the stormwater drainage design for the PROJECT and any required hydraulic studies for FEMA Floodways within the PROJECT limits. Acquire of all necessary permits associated with the Hydraulic Study or drainage design.

h. Prepare utility relocation plans for the PROJECT following the DEPARTMENT's policies and procedures for identification, coordination and conflict resolution of existing and proposed utility facilities on the PROJECT. These policies and procedures, in part, require the Local Government to submit all requests for existing, proposed, and relocated facilities to each utility owner within the project area. Copies of all such correspondence, including executed agreements for reimbursable utility/railroad relocations, shall be forwarded to the DEPARTMENT's Project Manager and the District Utilities Engineer and require that any conflicts with the PROJECT be resolved by the LOCAL GOVERNMENT. If it is determined that the project is located on an on-system route, the LOCAL GOVERNMENT and the District Utilities Engineer shall ensure that permit applications are approved for each utility company in conflict with the project. If it is determined through the DEPARTMENT's Project Manager and State Utilities Office during the concept or design phases the need to utilize Overhead/Subsurface Utility Engineering, hereinafter referred to as "SUE", to obtain the location of existing utilities, the LOCAL GOVERNMENT shall be responsible for acquiring those services. SUE costs are considered PE costs.

i. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. All drafting and design work performed on

the project shall be done utilizing Microstation and CAiCE, or AutoCad software respectively using the DEPARTMENT's Electronic Data Guidelines. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to acquire the right of way and construct the PROJECT.

j. Prepare PROJECT cost estimates for construction, Right of Way and Utility/railroad relocation along with a Benefit Cost, hereinafter referred to as "B/C ratio" at the following project stages: Concept, Preliminary Field Plan Review, Right of Way plan approval (Right of Way cost only), Final Field Plan Review and Final Plan submission using the applicable method approved by the DEPARTMENT. The cost estimates and B/C ratio shall also be updated yearly if the noted project stages occur at a longer frequency. Failure of the LOCAL GOVERNMENT to provide timely and accurate cost estimates and B/C ratio may delay the PROJECT's implementation until additional funds can be identified for right of way or construction, as applicable.

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

l. Provide certification, by a Level II Certified Design Professional that the Erosion Control Plans have been prepared under the guidance of the

certified professional in accordance with the current Georgia National Pollutant Discharge Elimination System.

m. 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 PDP Training Course and Local Administered Project Training. 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.

8. The Primary Consultant firm or subconsultants 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. The LOCAL GOVERNMENT shall comply with all applicable state and federal regulations for the procurement of design services and in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act, for any consultant hired to perform work on the PROJECT.

9. 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.

10. 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 hydraulic and hydrological studies and the design of the bridge(s). The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

11. The LOCAL GOVERNMENT unless otherwise noted in attachment "A" shall be responsible for funding all LOCAL GOVERNMENT owned utility relocations and all other reimbursable utility/railroad relocations. The costs include but are not limited to PE, easement acquisition, and construction activities necessary for the utility/railroad to accommodate the PROJECT. The terms for any such reimbursable relocations shall be laid out in an agreement that is supported by plans, specifications, and itemized costs of the work agreed upon and shall be executed prior to certification by the DEPARTMENT. The LOCAL GOVERNMENT shall certify via written letter to the DEPARTMENT's Project Manager and District Utilities Engineer that all Utility owners' existing and proposed facilities are shown on the plans with no conflicts 3 months prior to advertising the PROJECT for bids and that any required agreements for reimbursable utility/railroad relocations have been fully executed. Further, this certification letter shall state that the LOCAL GOVERNMENT understands that it is responsible for the costs of any additional reimbursable utility/railroad conflicts that arise on construction.

12. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects unless otherwise shown in attachment "A"; the LOCAL GOVERNMENT shall address concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT. If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A" on off-system routes, the LOCAL GOVERNMENT shall be responsible for all railroad coordination and addressing concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT for PROJECT.

13. The LOCAL GOVERNMENT shall be responsible for acquiring a Value Engineering Consultant for the DEPARTMENT to conduct a Value Engineering Study if the total estimated PROJECT cost is \$10 million or more. The Value Engineering Study cost is considered a PE cost. The LOCAL GOVERNMENT shall provide project related design data and plans to be evaluated in the study along with appropriate staff to present and answer questions about the PROJECT to the study team. The LOCAL GOVERNMENT shall provide responses to the study recommendations indicating whether they will be implemented or not. If not, a valid response for not implementing shall be provided. Total project costs include PE, right of way, utility/railroad relocation and construction.

14. The LOCAL GOVERNMENT, unless shown otherwise on Attachment A, shall acquire the Right of way 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. Upon the DEPARTMENT's approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL GOVERNMENT to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNMENT shall not proceed to property negotiation and acquisition whether or not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of Right of Way" prepared by the DEPARTMENT's Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. 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. Right of way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 3 months prior to advertising the PROJECT for bids.

15. The DEPARTMENT unless otherwise shown in Attachment "A" shall be responsible for Letting the PROJECT to construction, solely responsible for executing any agreements with all applicable utility/railroad companies and securing and awarding the construction contract for the PROJECT when the following items have been completed and submitted by the LOCAL GOVERNMENT:

- a. Submittal of acceptable PROJECT PE activity deliverables noted in this agreement.
- b. Certification that all needed rights of way have been obtained and cleared of obstructions.
- c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.
- d. Certification that all Utility/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved and reimbursable agreements, if applicable, are executed.

If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall provide the above deliverables and certifications and shall follow the requirements stated in Chapter 10 of the DEPARTMENT's Local Administered Project Manual.

16. The LOCAL GOVERNMENT shall provide a review and recommendation by the engineer of record concerning all shop drawings prior to the DEPARTMENT review and approval. The DEPARTMENT shall have final authority concerning all shop drawings.

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

18. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all reports, 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 reports, designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days of notification 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.

DEPARTMENT OF TRANSPORTATION

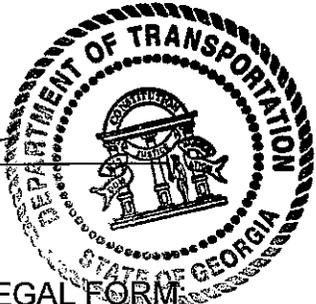
Gwinnett County

BY: Vance C. Smith, Jr.  
Vance C. Smith, Jr.  
Commissioner

BY: Charles Bannister  
Charles Bannister  
County Commission Chairman

ATTEST:

[Signature]  
Treasurer



Signed, sealed and delivered this 22nd day of December, 2009, in the presence of:

[Signature]  
Witness

REVIEWED AS TO LEGAL FORM

Office of Legal Services

[Signature]  
Notary Public



This Agreement approved by Local Government, the 17th day of November, 2009.

Attest

[Signature]  
Name and Title



FEIN: 58-6000835

Approved as to form:  
[Signature]  
S. Assistant County Attorney

**ATTACHMENT "A"**  
**PI # 0006826:-- Gwinnett County**

Project (PI#, Project #, Description)	Preliminary Engineering		Right of Way			Construction		Utility Relocation	
	Funding	PE Activity by	*Funding of Real Property	Acq. by	Acq. Fund by	*Funding	Letting by	Utility Funding by	Railroad Funding by
0006826, CSSTP- 0006- 00(826)Gwinnett ATMS/TTS on SR20	Gwinnett County	Gwinnett County	Gwinnett County	Gwinnett County	Gwinnett County	Federal (\$848,000) State (\$0) (Gwinnett County) (\$212,000) >(\$848,000) 100% Gwinnett County	Gwinnett County	Gwinnett County	Gwinnett County

**Note:** Maximum allowable GDOT participating amounts for PE category shall be shown above. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated. \*R/W and Construction amounts shown are estimates for budget planning purposes only.

**ATTACHMENT "B"**  
**PI # 0006826 Gwinnett County**

**Proposed Project Schedule**

<b>Environmental Phase</b>						
<b>Concept Phase</b>						
<b>Preliminary Plan Phase</b>						
<b>Right of Way Phase</b>						

<b>Deadlines for Responsible Parties</b>	<b>Execute Agreement</b>	<b>March/2010</b> (Approve Concept)	<b>June/2010</b> (Approve Env. Document)	<b>December/2010</b> (Authorize Right of Way funds)	<b>March/2011</b> (Authorize Const. funds)
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**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.

# CONCEPT

## SCORING RESULTS AS PER POLICIES AND PROCEDURES 2440-2

<b>Project Number:</b> CSSTP-0006-00(826)		<b>County:</b> Gwinnett		<b>PI No.:</b> 0006826	
<b>Report Date:</b>		<b>Concept By:</b>			
		DOT Office: Traffic Operations			
<input checked="" type="checkbox"/> CONCEPT					
		Consultant: Iteris, Inc.			
<b>Project Type:</b> Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input checked="" type="checkbox"/> ITS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
<b>FOCUS AREAS</b>	<b>SCORE</b>	<b>RESULTS</b>			
Presentation					
Judgment					
Environmental					
Right-of-Way					
Utility					
Constructability					
Schedule					



June 2, 2010

Cynthia C. Burney, PE  
Georgia Department of Transportation  
935 East Confederate Avenue  
Traffic Management Center, Building 24  
Atlanta, GA 30316

Re: QA/QC Certification: Concept Report  
CSSTP-0006-00(826), Gwinnett County  
PI 0006826, ATMS Installation along SR 20 from CR 1954/Peachtree Industrial Boulevard to I-985

Dear Ms. Burney:

In accordance with GDOT's request for Consultant QA/QC certification, this letter certifies that the Concept Report for PI 0006826, ATMS Installation along SR 20 from CR 1954/Peachtree Industrial Boulevard to I-985 in Gwinnett County, has been prepared in compliance with GDOT standards, is accurate, and has been reviewed by our internal quality control and quality assurance policies, procedures, and measures.

Please do not hesitate to contact me if you have any questions or require additional information. As always, it is a pleasure to be of service.

Sincerely  
Iteris, Inc.

A handwritten signature in blue ink, appearing to read "Taylor H. Stukes", is written over the typed name below.

Taylor H. Stukes, PE  
Traffic Design and Studies Manager