



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(827)  
County: Gwinnett County  
P. I. Number: 0006827  
Federal Route Number: US 23 and US 29  
State Route Number: SR 13 and SR 8

Pleasant Hill Road ITS Design from Lawrenceville Highway/SR 8/US 29 to  
Buford Highway/SR 13/US 23

Submitted for approval:

DATE 3/8/10

Joshua M. Walker Gresham, Smith and Partners  
Design Consultant Name and Firm Name

DATE 3-9-10

[Signature] Gwinnett County DOT  
Local Government

DATE 3-11-10

Katmen Bahul  
Assistant State Traffic Engineer

DATE 9 Mar 2010

[Signature]  
Project Manager

Recommendation for approval:

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

DATE 4/15/2010

GLENN BOWMAN / O/SB / (ON FILE)  
State Environmental Administrator

DATE 4/2/2010

RON WISHON / O/SB / (ON FILE)  
Project Review Engineer

DATE 4/19/2010

TODD MCDUFFIE / O/SB / (ON FILE)  
District Engineer

DATE \_\_\_\_\_

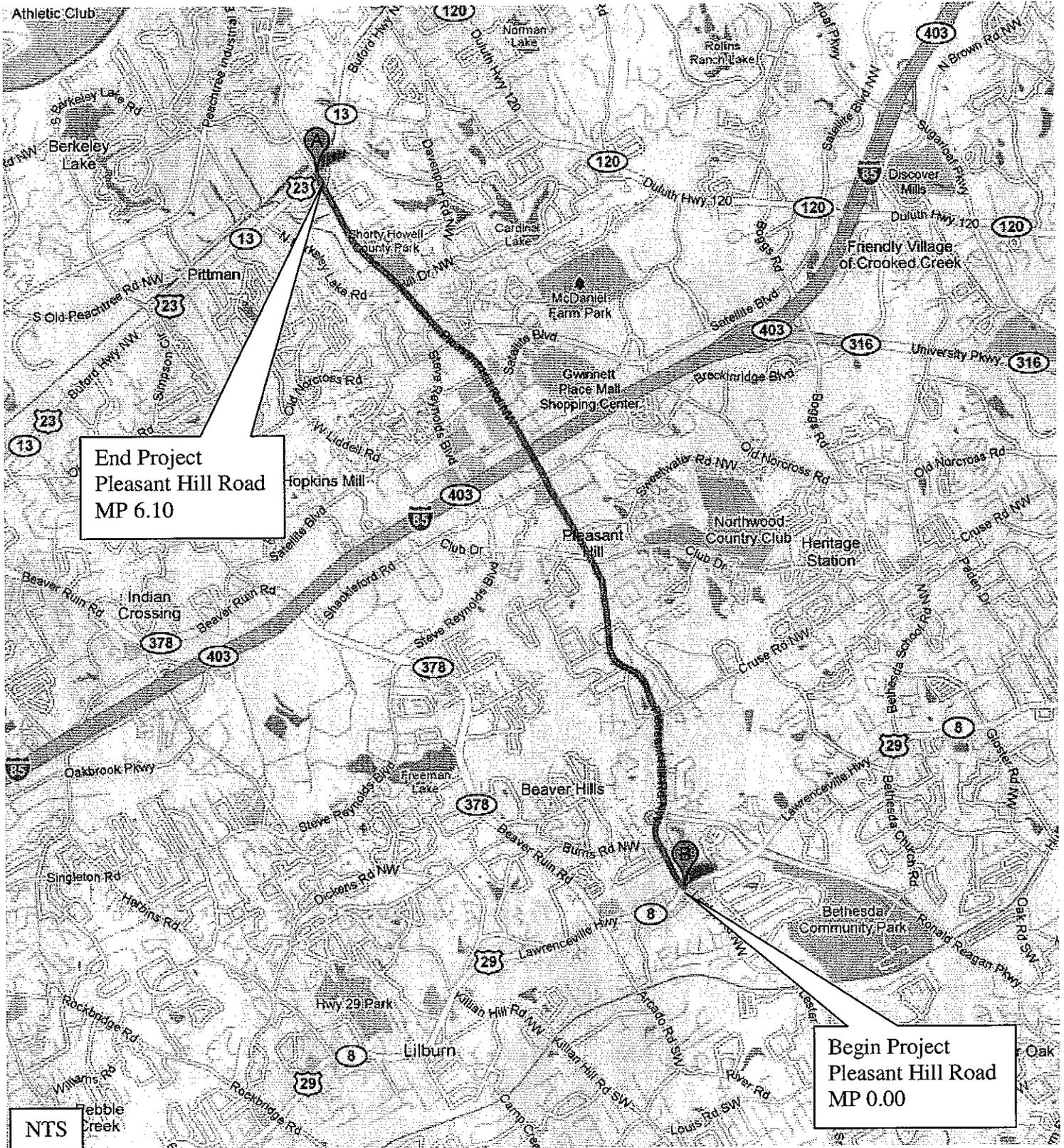
\_\_\_\_\_  
State Transportation Financial Management Administrator

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 3/29/10

Angela L. Alexander  
State Transportation Planning Administrator

# PROJECT LOCATION MAP



### **Need and Purpose:**

In recent years, daily traffic volumes on Pleasant Hill Road have increased to as high as 52,000 vpd. This arterial is congested and operates at an unacceptable LOS during peak hours based on current conditions. A traffic management system is needed to help manage peak hour congestion and improve safety.

The purpose of this project is to enable arterial traffic monitoring, signal control, and more rapid incident detection along Pleasant Hill Road/CR 3273 in Gwinnett County. An Intelligent Transportation System (ITS) will improve signal progression by providing fiber optic communication between intersections, provide traffic surveillance, as well as the ability to control signal timing and manage traffic back-up due to incidents along the roadway and Interstate 85 by installing CCTV cameras.

### **Description of the proposed project:**

This project includes the design of fiber optic communications cable and Closed Circuit Television (CCTV) cameras along Pleasant Hill Road/CR 3273 from Lawrenceville Highway/SR 8/US 29 in Lilburn to Buford Highway/SR 13/US 23 in Duluth. The approximate length of this project is 6.1 miles. An underground fiber optic trunk line will be installed, where existing fiber does not already exist, along a single shoulder of Pleasant Hill Road from Lawrenceville Highway/SR 8/US 29 to Buford Highway/ SR 13/US 23. Network connections to existing and planned (programmed) fiber optic trunk lines will be designed for the following crossing arterials: SR 8/US 29/Lawrenceville Highway, Club Drive, I-85, Satellite Boulevard, Steve Reynolds Boulevard and Buford Highway/SR 13/US 23. Eleven CCTV cameras will be installed, as well as fiber optic drop cables to the existing cameras and existing traffic signals. The cameras and signals will communicate with the Gwinnett County Traffic Control Center (TCC) through Ethernet field switches. In addition, system speed detectors will be installed along the corridor for data collection by the County.

The following sections outline ITS field device locations:

#### Closed Circuit Television (CCTV) Cameras

Eleven new CCTV cameras will be installed and connected via Ethernet into the proposed communications system. Proposed camera locations include the following intersections:

1. Pleasant Hill Road @ Burns Road
2. Pleasant Hill Road @ Mary Street
3. Pleasant Hill Road @ Kenneth Lane/Cruise Road
4. Pleasant Hill Road @ Bob Hannah Circle/Lakehill Drive
5. Pleasant Hill Road @ Corley Place
6. Pleasant Hill Road @ Club Drive
7. Pleasant Hill Road @ Shackelford Road/Breckinridge Boulevard
8. Pleasant Hill Road @ Gwinnett Place Drive
9. Pleasant Hill Road @ Old Norcross Road
10. Pleasant Hill Road @ Steve Reynolds Boulevard
11. Pleasant Hill Road @ North Berkley Lake Road

Existing or future cameras installed under other projects:

1. *Pleasant Hill Road @ Lawrenceville Highway/SR 8/US 29 (Existing Gwinnett County camera)*
2. *Pleasant Hill Road @ I-85 (Existing GDOT camera)*
3. *Pleasant Hill Road @ Satellite Boulevard (To be installed under project P.I. 0006828)*

Communications Network

The proposed communications infrastructure for this project consists of three (3) 2" conduits, Type 7 pull boxes, and a 48-single mode fiber communication cable, which will be installed, where existing fiber does not already exist, in the shoulder of Pleasant Hill Road. Any proposed signals developed during design will also be connected. Fiber optic drop cables will be installed for traffic signals at the following intersections:

1. Lawrenceville Highway/SR 8/US 29
2. Berkmar High School Entrance
3. Burns Road
4. Mary Street
5. Kenneth Lane/Cruise Road
6. Bob Hannah Circle/Lakehill Drive
7. Arc Way
8. Corley Place
9. Club Drive
10. Sweetwater Road
11. Crestwood Parkway/Koger Boulevard
12. Shackleford Road/Breckenridge Boulevard
13. I-85 Northbound Ramps
14. I-85 Southbound Ramps
15. Venture Parkway
16. Gwinnett Place Drive
17. Mall Boulevard
18. Satellite Boulevard
19. Old Norcross Road
20. Steve Reynolds Boulevard
21. North Berkley Lake Road/Hill Drive
22. Shorty Howell Park Entrance
23. May Road

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

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

PDP Classification: Major \_\_\_\_\_ Minor

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

Functional Classification: Urban Principal Arterial

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

State Route Number(s): N/A

Traffic (AADT):

Current Year (2010): 52,000

Design Year (2030): N/A

**Existing design features:**

- Typical Section:
  - 1) *Lawrenceville Highway/SR 8/US 29 to Ronald Reagan Parkway: 4-12 foot travel lanes with 14 foot two way left turn lane and concrete curb and gutter on both sides of the roadway.*
  - 2) *Ronald Reagan Parkway to Buford Highway/SR 13/US 23: 6-12 foot travel lanes with 20 foot raised median and concrete curb and gutter on both sides of the roadway.*
- Posted speed:
  - *Lawrenceville Highway/SR 8/US 29 to Club Drive (45 mph)*
  - *Club Drive to Old Norcross Road (40 mph)*
  - *Old Norcross Road to Buford Highway/SR 13/US 23 (45 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 from 100 feet to 150 feet*
- Major structures:
  - *Ronald Reagan Parkway underpass bridge*
  - *Interstate 85 overpass bridge*
  - *Bridge over Beaver Ruin Creek between Mary Street and Cruse Road*
- Major interchanges or intersections along the project: *See intersection list on page 4*
- Existing length: *6.1 miles*
  - Begin Project MP 0.00*
  - End Project MP 6.10*
- If an expansion or add-on to an existing ITS system: *See project description on pages 3-4*

**Proposed Design Features:**

- Proposed Typical Section(s):
  - *Pleasant Hill Road: Existing sections to remain*
- Proposed Design Speed Mainline:
  - *Pleasant Hill Road: Existing speed limit to remain*
- 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:
  - Width \_\_\_\_\_
  - Easements: Temporary ( ) Permanent ( ) Utility ( ) Other ( )
  - Type of access control: Full ( ) Partial ( ) By Permit ( ) Other ( )
  - Number of parcels: \_\_\_\_\_ Number of displacements: \_\_\_\_\_
    - Business: \_\_\_\_\_
    - Residences: \_\_\_\_\_
    - Mobile homes: \_\_\_\_\_
    - Other: \_\_\_\_\_

- Structures: None
- Major intersections and interchanges: *None*
- Traffic control during construction: *Shoulder closures and/or right lane closures will be required for installation of ITS devices and boring for conduit and fiber optic trunk line.*
- Design Exceptions to controlling criteria anticipated: *None 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 Anticipated*
- Environmental Concerns: *None Anticipated*
- Anticipated Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (X) No ( )
  - Categorical exclusion ( X ),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ), or
  - Environmental Impact Statement (EIS) ( ).
- Utility involvements: *Power service will be required for all CCTV cameras.*
- Utilities in the project area:
  - Atlanta Gas Light
  - AT&T
  - Charter Communications
  - Georgia Power
  - Gwinnett Public Utilities Water & Sewer
  - Jackson EMC
  - Qwest
  - Colonial Pipeline
  - Plantation Pipeline
  - Level 3 Communication
- 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 Co	N/A	Gwinnett Co	80% Federal/ 20% Gwinnett Co.	N/A
\$ Amount	\$79,000	N/A	None	\$420,000	N/A

**Project Activities Responsibilities:**

- Design: *Gresham Smith and Partners on behalf of Gwinnett County*
- Right of Way Acquisition: *Gwinnett County*
- Right-of-Way funding: *Gwinnett County*
- Relocation of Utilities: *Gwinnett County*
- Letting to contract: *Gwinnett County*
- Supervision of construction: *Gwinnett County*
- Providing material pits: *None Required*
- Providing detours: *None Anticipated*
- Environmental Studies/Documents/Permits: *Moreland-Altobelli*
- Environmental Mitigation: *Moreland-Altobelli*

**Coordination**

- Initial Concept Meeting date and brief summary. *N/A*
- Concept meeting date and brief summary. *N/A*
- Submission of System Change Request: *Gresham Smith and Partners on behalf of Gwinnett County*
- P. A. R. meetings, dates and results. *None Required*
- FEMA, USCG and/or TVA: *None Required*
- Public involvement. *No public meetings are anticipated.*
- Local government comments. *None*
- Other projects in the area: *See Attachment #4*
- Railroads: *None Required*
- Other coordination to date: *None*

**Scheduling – Responsible Parties' Estimate**

- Time to complete the environmental process: *6 Months*
- Time to complete preliminary construction plans: *6 Months*
- Time to complete right of way plans: *N/A*
- Time to complete the Section 404 Permit: *N/A*
- Time to complete final construction plans: *2 Months*
- Time to complete to purchase right of way: *N/A*
- List other major items that will affect the project schedule: *None anticipated*

**Other alternates considered:**

*Alternative #1: No Build*

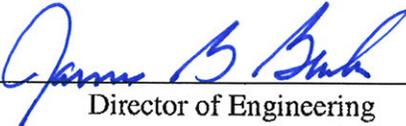
*Alternative #2: Gwinnett County considered aerial installation of the fiber optic trunk line in the areas that did not already have installed fiber, but because of the existing aerial utilities and anticipated make-ready work, it was decided that underground installation by directional boring was the most practical way to install the trunk line.*

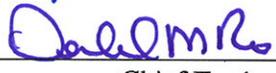
**Comments:** *None*

**Attachments:**

1. Cost Estimate
2. Project Framework Agreement (PFA)
3. Location and Design Notice
4. List of Projects in the Area
5. Projects in the Area Fact Sheets
6. CCTV Camera and Drop Cable Schematic
7. Concept Report Rating Form

**Exempt projects**

Concur:   
Director of Engineering

Approve:   
Chief Engineer

Date: 5/6/2010

**SCORING RESULTS AS PER TOPPS 2440-2**

<b>Project Number:</b> CSSTP-0006-00(827)		<b>County:</b> Gwinnett		<b>PI No.:</b> 0006827	
<b>Report Date:</b>		<b>Concept By:</b> DOT Office: Traffic Operations			
<input checked="" type="checkbox"/> CONCEPT		Consultant: Gresham Smith and Partners			
<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					

## Estimate Report for file "CSSTP-0006-00(827)"

Section Traffic ITS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	75000.0	TRAFFIC CONTROL - CSSTP-0006-00(827)	75000.0
615-1200	8750	LF	9.98	DIRECTIONAL BORE - 5 IN	87325.0
639-2001	500	LF	2.65	STEEL WIRE STRAND CABLE, 1/4 IN	1325.0
639-4004	11	EA	5819.39	STRAIN POLE, TP IV	64013.29
647-2130	8	EA	380.0	PULL BOX, PB-3	3040.0
647-2170	14	EA	1557.35	PULL BOX, PB-7	21802.89
682-6120	500	LF	9.34	CONDUIT, RIGID, 2 IN	4670.0
682-6222	200	LF	6.26	CONDUIT, NONMETL, TP 2, 2 IN	1252.0
682-6233	28250	LF	3.2	CONDUIT, NONMETL, TP 3, 2 IN	90400.0
682-6236	1100	LF	4.18	CONDUIT, NONMETL, TP 2 - POWER SERVICE, 2 IN	4598.0
935-1115	9500	LF	2.5	OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE MODE, 48 FIBER	23750.0
935-1512	1500	LF	2.0	OUTSIDE PALNT FIBER OPTIC CABLE, DROP, SINGLE MODE, 12 FIBER	3000.0
935-3102	8	EA	521.0	FIBER OPTIC CLOSURE, UNDERGROUND, 12 FIBER	4168.0
935-3105	4	EA	385.0	FIBER OPTIC CLOSURE, UNDERGROUND, 48 FIBER	1540.0
935-3603	15	EA	590.91	FIBER OPTIC CLOSURE, FDC PRE-TERMINATED, TYPE A, 12-FIBER	8863.65
935-4010	224	EA	52.14	FIBER OPTIC SPLICE, FUSION	11679.36
935-8000	1	LS	1940.15	TESTING	1940.15
935-8500	1	LS	558.37	TRAINING	558.37
936-1001	11	EACH	6000.0	CCTV, SYSTEM, TYPE B	66000.0
936-8000	1	LS	1000.0	TESTING	1000.0
936-8500	1	Lump Sum	5000.0	TRAINING	5000.0
939-1190	11	EA	6000.0	VIDEO ENCODER, TYPE B	66000.0
939-1195	2	EA	6000.0	VIDEO DECODER, TYPE A	12000.0
939-2232	2	EA	1500.0	GBIC, TYPE B	3000.0
939-2300	8	EA	3500.0	FIELD SWITCH, TYPE C	28000.0
939-2305	2	EA	3001.65	FIELD SWITCH, TYPE D	6003.3
939-4040	11	EA	4500.0	TYPE D CABINET	49500.0
939-5010	11	EA	2687.5	ELECTRICAL POWER SERVICE ASSEMBLY, AERIAL SERVICE POINT	29562.5
939-8000	1	LS	2265.0	TESTING	2265.0
939-8500	1	Lump Sum	10000.0	TRAINING	10000.0
940-8000	1	Lump Sum	10000.0	TESTING	10000.0
<b>Section Sub Total:</b>					<b>\$697,256.52</b>

**Total Estimated Cost: \$697,256.52**

**AGREEMENT**  
**BETWEEN**  
**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
**AND**  
**GWINNETT COUNTY**  
**FOR**  
**CR 3273/PLEASANT HILL RD FM LAWRENCEVILLE HWY TO BUFORD HWY**  
**(SAFETY IMPROVEMENTS- ATMS/ITS)**

This Framework Agreement is made and entered into this 31 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.

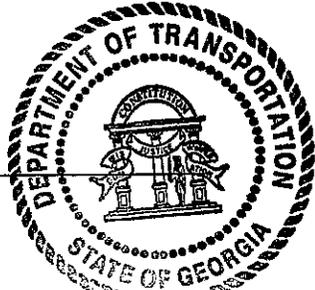
DEPARTMENT OF TRANSPORTATION

Gwinnett County

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

BY: Charles Bannister  
Charles Bannister  
County Commission Chairman

ATTEST:  
[Signature]  
Treasurer



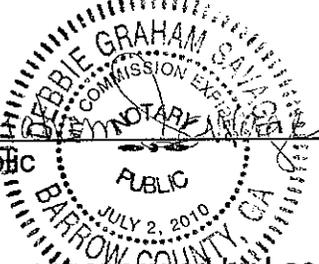
Signed, sealed and delivered this 22nd day of December, 2009, in the presence of:

Marybeth Palmer  
Witness

REVIEWED AS TO LEGAL FORM.

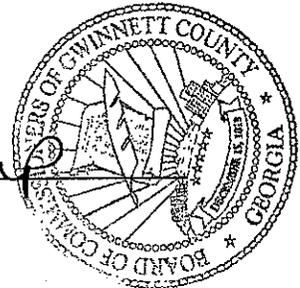
Office of Legal Services

Debbie Graham  
Notary Public



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

Attest  
Diane Kemp  
Name and Title  
Clerk



FEIN: 58-6000835

Approved as to form:

[Signature]  
Sr. Assistant County Attorney

**ATTACHMENT "A"**  
**PI # 0006827:- 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
0006827, CSSTP- 0006- 00(827)Gwinnett ATMS/ITS on Pleasant Hill Rd	Gwinnett County	Gwinnett County	Gwinnett County	Gwinnett County	Gwinnett County	Federal (\$336,000) State (\$0) (Gwinnett County) (\$84,000) >(\$420,000) 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 # 0006827 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.

## NOTICE OF LOCATION AND DESIGN APPROVAL

**Project Number: CSSTP-0006-00(827) GWINNETT COUNTY**  
**P. I. Number: 0006827**

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

Date of Location and Design Approval: MAY 13, 2010

Project CSSTP-0006-00(827) in Gwinnett County consists of the installation of fiber optic communications cable and Closed Circuit Television (CCTV) cameras along Pleasant Hill Road/CR 3273 from Lawrenceville Highway/SR 8/US 29 in Lilburn to Buford Highway/SR 13/US 23 in Duluth. The approximate length of this project is 6.1 miles. An underground fiber optic trunk line will be installed, where existing fiber does not already exist, along a single shoulder of Pleasant Hill Road from Lawrenceville Highway/SR 8/US 29 to Buford Highway/ SR 13/US 23. Network connections to existing and planned (programmed) fiber optic trunk lines will be designed for the following crossing arterials: SR 8/US 29/Lawrenceville Highway, Club Drive, I-85, Satellite Boulevard, Steve Reynolds Boulevard and Buford Highway/SR 13/US 23. Eleven CCTV cameras will be installed, as well as fiber optic drop cables to the existing cameras and existing traffic signals. The cameras and signals will communicate with the Gwinnett County Traffic Control Center (TCC) through Ethernet field switches. In addition, system speed detectors will be installed along the corridor for data collection by the County.

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

Cynthia Burney, P.E., Traffic Design Manager  
Office of Traffic Operations  
Wayne Shackelford Building  
935 E. Confederate Avenue  
Building 24  
Atlanta, GA 30316  
(404) 635-8149  
Email: cburney@dot.ga.gov

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

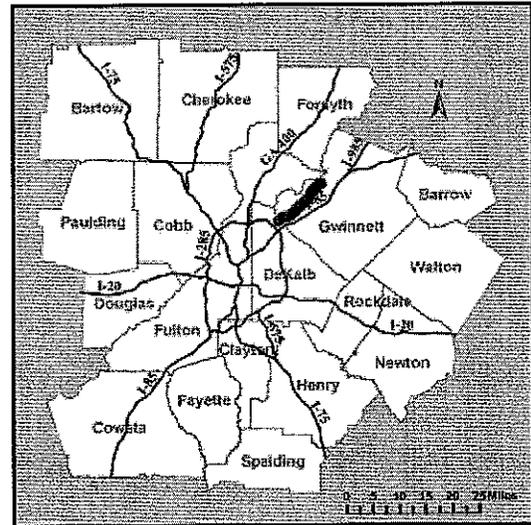
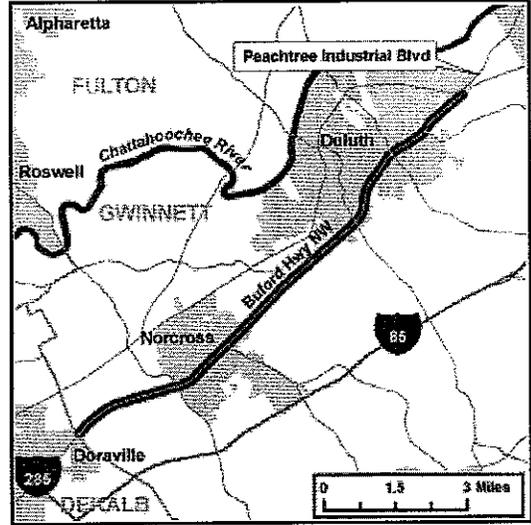
Kathy Zahul, P. E., Assistant State Traffic Engineer  
Office of Traffic Operations  
Wayne Shackelford Building  
935 E. Confederate Avenue  
Building 24  
Atlanta, GA 30316  
Email: kzahul@dot.ga.gov

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

**PROJECTS IN AREA (All within Gwinnett County):**

- 1. CSSTP-0006-00(825) - PI 0006825 - SR 13/US 23 (Buford Highway) ITS from DeKalb County line to Sugarloaf Parkway - see attached ARC project fact sheet GW-300**
- 2. STP-0000-00(844) - PI 0000844 - SR 8/US 29 (Lawrenceville Highway) at Pleasant Hill Road / Lester Road Intersection Improvement – see attached ARC project fact sheet GW-296**
- 3. CSSTP-0006-00(823) - PI 0006823 - Pleasant Hill Road ITS from SR 13/US 23 (Buford Highway) to Fulton County Line – see attached ARC project fact sheet GW-326**
- 4. CSSTP-0006-00(922) - PI 0006922 - Pleasant Hill Road widening from SR 13/US 23 (Buford Highway) to Chattahoochee River - see attached ARC project fact sheet GW-271B**
- 5. CSSTP-0086-00(828) – PI 0006828 - Satellite Boulevard ITS from SR 378 (Beaver Ruin Road) to SR 317 (Lawrenceville Suwanee Road) - see attached ARC project fact sheet GW-303**
- 6. PI 110720 - I-85 ITS from Pleasant Hill Road to Old Peachtree Road - see attached ARC project fact sheet GW-344**
- 7. Interchange Modification Report (IMR) Development Study for I-85 at Pleasant Hill Road - see attached ARC project fact sheet GW-336**
- 8. Pleasant Hill Road widening from Old Norcross Road to SR 13/US 23 (Buford Highway) - see attached ARC project fact sheet GW-271A**
- 9. PI 0009076 - Bike and Pedestrian Facility Enhancement on Club Drive from Pleasant Hill Road to Club Drive Park Entrance**
- 10. PI 0008148 - Bike and Pedestrian Facility Enhancement on Pleasant Hill Road from Breckenridge Boulevard to Satellite Boulevard**
- 11. PI 0009072 - Landscaping Enhancement on Pleasant Hill Road from Breckenridge Boulevard to Club Drive**
- 12. PI 0009070 - Landscaping Enhancement on Buford Highway/SR 13/US 23 from North Berkeley Lake Road to SR 120**

<b>Short Title</b>	US 23 (BUFORD HIGHWAY) ATMS FROM DEKALB COUNTY LINE TO SUGARLOAF PARKWAY
<b>GDOT Project No.</b>	0006825
<b>Federal ID No.</b>	CSSTP-0006-00(825)
<b>Status</b>	Programmed
<b>Detailed Description and Justification</b>	The proposed project is the expansion of Gwinnett County's ITS/ATMS infrastructure on Buford Highway/US 23/SR 13. The project will consist of installing new fiber optic cable along the corridor from DeKalb County line to Sugarloaf Parkway.
<b>Service Type</b>	ITS-Smart Corridor
<b>Sponsor</b>	Gwinnett County
<b>Jurisdiction</b>	Gwinnett County
<b>Existing Thru Lane</b>	N/A (applicable for road projects only)
<b>Planned Thru Lane</b>	N/A (applicable for road projects only)
<b>Corridor Length</b>	11.0 miles (not applicable for all project types)
<b>Network Year</b>	2010 (required if modeled for conformity)
<b>Completion Date</b>	2010
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)



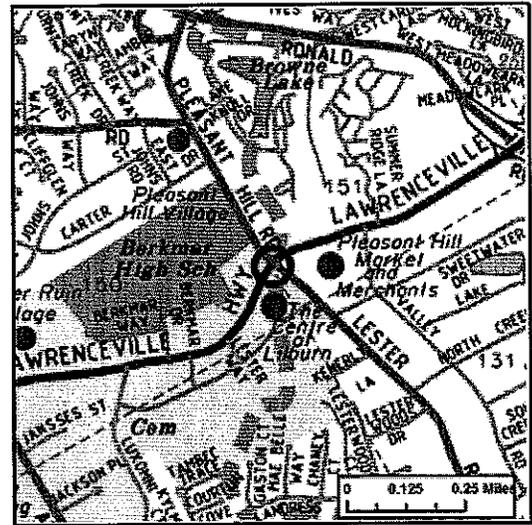
Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	Local Jurisdiction/Municipality Funds	2007	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
CST	ARRA - Urban (>200K) (ARC)	2009	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000

PE: Preliminary Engineering / Design / Study

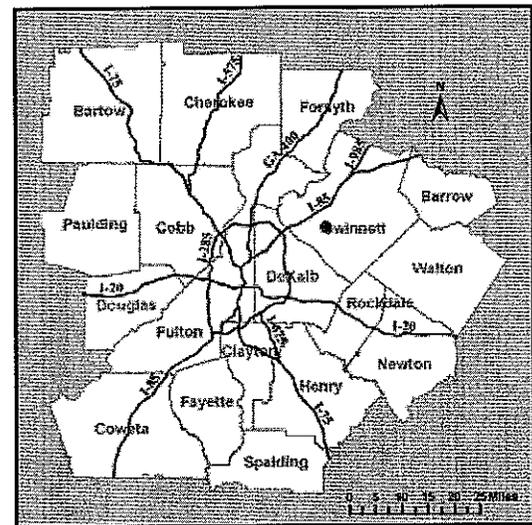
ROW: Right-of-way Acquisition

CST: Construction / Implementation

<b>Short Title</b>	US 29 (LAWRENCEVILLE HIGHWAY) AT PLEASANT HILL ROAD / LESTER ROAD
<b>GDOT Project No.</b>	0000844
<b>Federal ID No.</b>	STP-0000-00(844)
<b>Status</b>	Programmed
<b>Detailed Description and Justification</b>	This is an intersection improvement project at US 29/Lawrenceville Highway and Pleasant Hill Road. These improvements will add turn lanes at the intersection and facilitate efficient flow of traffic and improve safety.
<b>Service Type</b>	Roadway Operational Upgrades
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	Gwinnett County
<b>Existing Thru Lane</b>	4 (applicable for road projects only)
<b>Planned Thru Lane</b>	4 (applicable for road projects only)
<b>Corridor Length</b>	N/A miles (not applicable for all project types)
<b>Network Year</b>	2010 (required if modeled for conformity)
<b>Completion Date</b>	2010
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)



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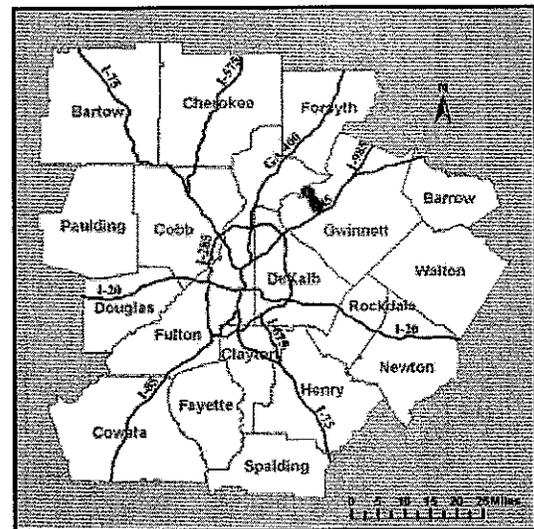
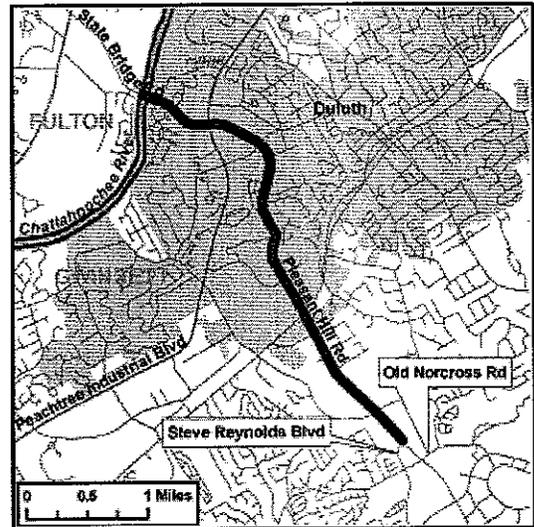
Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	STP - Statewide Flexible (GDOT)	2003	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
ROW	STP - Statewide Flexible (GDOT)	2005	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
ROW	STP - Statewide Flexible (GDOT)	2007	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
CST	ARRA - Statewide Flexible (GDOT)	2009	\$12,062,182	\$12,062,182	\$0,000	\$0,000	\$0,000
CST	SAFETEA-LU Earmark	2009	\$362,208	\$362,208	\$0,000	\$0,000	\$0,000
				<b>\$12,424,390</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

PE: Preliminary Engineering / Design / Study

ROW: Right-of-way Acquisition

CST: Construction / Implementation

<b>Short Title</b>	PLEASANT HILL ROAD ATMS FROM STEVE REYNOLDS BOULEVARD TO FULTON COUNTY LINE
<b>GDOT Project No.</b>	0006823
<b>Federal ID No.</b>	CSSTP-0006-00(823)
<b>Status</b>	Programmed
<b>Detailed Description and Justification</b>	The project will consist of installing new fiber optic cable along the corridor from Steve Reynolds Boulevard northwest to the Fulton County line. The new installation will connect to existing fiber optic cable from Gwinnett Place Mall to US 29/Lawrenceville Highway. This project will enhance the County's Advance Transportation Management system and provide gap closures in the existing system.
<b>Service Type</b>	ITS-Smart Corridor
<b>Sponsor</b>	Gwinnett County
<b>Jurisdiction</b>	Gwinnett County
<b>Existing Thru Lane</b>	N/A (applicable for road projects only)
<b>Planned Thru Lane</b>	N/A (applicable for road projects only)
<b>Corridor Length</b>	1.5 miles (not applicable for all project types)
<b>Network Year</b>	2020 (required if modeled for conformity)
<b>Completion Date</b>	2013
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)



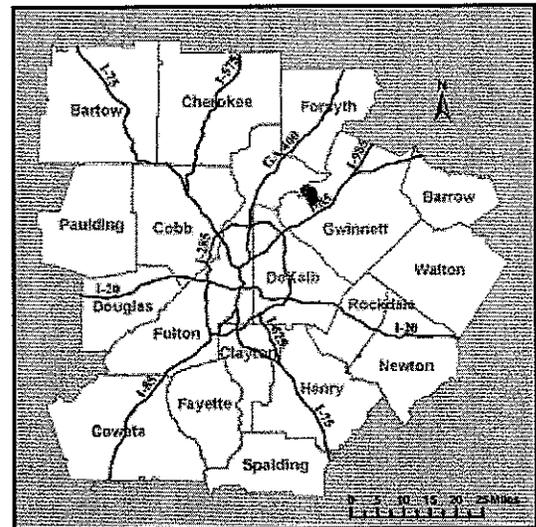
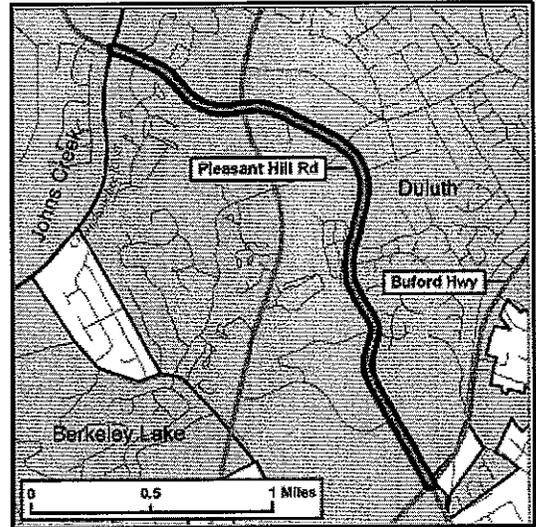
Phase Status & Funding Information	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BONDS	LOCAL/OTHER
PE Local Jurisdiction/Municipality Funds	2006	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
CST Congestion Mitigation and Air Quality	2012	\$1,190,000	\$952,000	\$0,000	\$0,000	\$238,000
			\$952,000	\$0,000	\$0,000	\$238,000

PE: Preliminary Engineering / Design / Study

ROW: Right-of-way Acquisition

CST: Construction / Implementation

<b>Short Title</b>	PLEASANT HILL ROAD FROM BUFORD HIGHWAY (US 23) TO CHATTAHOOCHEE RIVER
<b>GDOT Project No.</b>	0006922
<b>Federal ID No.</b>	CSSTP-0006-00(922)
<b>Status</b>	Programmed
<b>Detailed Description and Justification</b>	This project consists of widening 2.25 miles of Pleasant Hill Road from Buford Highway to the Chattahoochee River from a 5 lane road to a 6 lane divided highway with raised median and turn lanes. The project will include pedestrian facilities and multi use path. It will also include intersection improvements at Steve Reynolds Boulevard, North Berkeley Lake Road, McClure Bridge Road, and Peachtree Industrial Boulevard.
<b>Service Type</b>	General Purpose Roadway Capacity
<b>Sponsor</b>	Gwinnett County
<b>Jurisdiction</b>	Gwinnett County
<b>Existing Thru Lane</b>	4 (applicable for road projects only)
<b>Planned Thru Lane</b>	6 (applicable for road projects only)
<b>Corridor Length</b>	2.6 miles (not applicable for all project types)
<b>Network Year</b>	2030 (required if modeled for conformity)
<b>Completion Date</b>	2030
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis



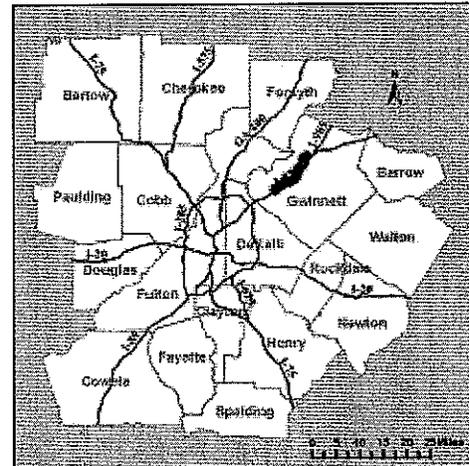
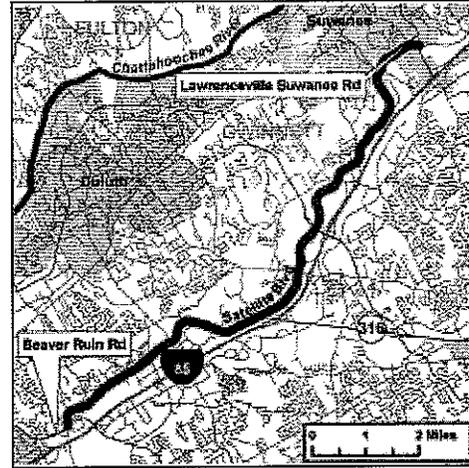
Phase Status & Funding Information	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BONDS	LOCAL/OTHER
PE Local Jurisdiction/Municipality Funds	2006	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
ROW Local Jurisdiction/Municipality Funds	2009	\$3,125,000	\$0,000	\$0,000	\$0,000	\$3,125,000
CST General Federal Aid - 2014-2030	LR 2021-2030	\$22,176,000	\$17,740,800	\$0,000	\$0,000	\$4,435,200
			<b>\$17,740,800</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$7,560,200</b>

PE: Preliminary Engineering / Design / Study

ROW: Right-of-way Acquisition

CST: Construction / Implementation

<b>Short Title</b>	SATELLITE BOULEVARD ATMS FROM SR 378 (BEAVER RUIN ROAD) TO SR 317 (LAWRENCEVILLE SUWANEE ROAD)
<b>GDOT Project No.</b>	0006828
<b>Federal ID No.</b>	CSSTP-0086-00(828)
<b>Status</b>	Programmed
<b>Detailed Description and Justification</b>	This project consists of the installation of fiber optic communications cable and closed circuit television (CCTV) cameras along Satellite Boulevard between SR 378/Beaver Ruin Road in Norcross and SR 317/Lawrenceville-Suwanee Road in Suwanee. The purpose of this project is to enable arterial traffic monitoring, signal control and quicker incident response along Satellite Boulevard. An Intelligent Transportation System (ITS) will allow for improved signal progression and traffic surveillance as well as the ability to control signal timing to effectively manage traffic backup due to incidents along the roadway. The construction proposes an underground fiber trunk line be installed along the shoulder of Satellite Boulevard between SR 378 and SR 317. Network connections to existing fiber optic trunk lines will be designed for the following crossing arterials: SR 378, Steve Reynolds Boulevard, Pleasant Hill Road, Boggs Road, SR 120, Sugarloaf Parkway, Old Peachtree Road, McGinnis Ferry Road, and SR 317. Twelve new CCTV cameras will be installed as well as fiber optic drop cables to 25 traffic signals.
<b>Service Type</b>	ITS-Smart Corridor
<b>Sponsor</b>	Gwinnett County
<b>Jurisdiction</b>	Gwinnett County
<b>Existing Thru Lane</b>	N/A (applicable for road projects only)
<b>Planned Thru Lane</b>	N/A (applicable for road projects only)
<b>Corridor Length</b>	11.3 miles (not applicable for all project types)
<b>Network Year</b>	2010 (required if modeled for conformity)
<b>Completion Date</b>	2009
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)



Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	Local Jurisdiction/Municipality Funds	2006	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
CST	Congestion Mitigation and Air Quality	2008	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000

PE: Preliminary Engineering / Design / Study

ROW: Right-of-way Acquisition

CST: Construction / Implementation

**Short Title** I-85 ATMS FROM PLEASANT HILL ROAD TO OLD PEACHTREE ROAD

**GDOT Project No.** 110720

**Federal ID No.**

**Status** Programmed

**Detailed Description and Justification** The proposed project involves the installation of fiber optic cable and HDPE conduit on I-85 from Pleasant Hill Road to Old Peachtree Road. The cable and conduit will be utilized to communicate with ATMS surveillance devices (CCTV and VDS Cameras) which will also be installed by this project.

**Service Type** ITS-Smart Corridor

**Sponsor** GDOT

**Jurisdiction** Gwinnett County

**Existing Thru Lane**  N/A (applicable for road projects only)

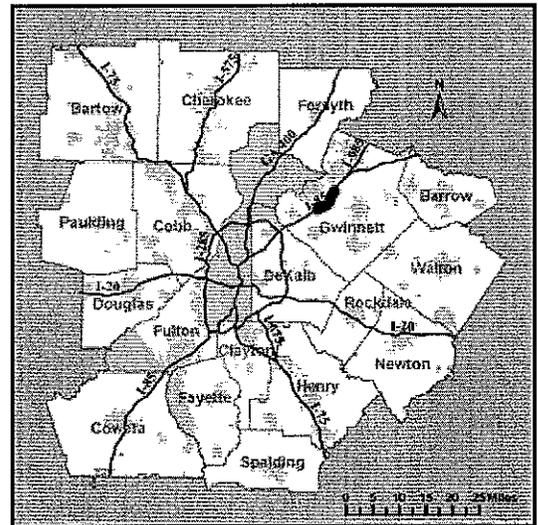
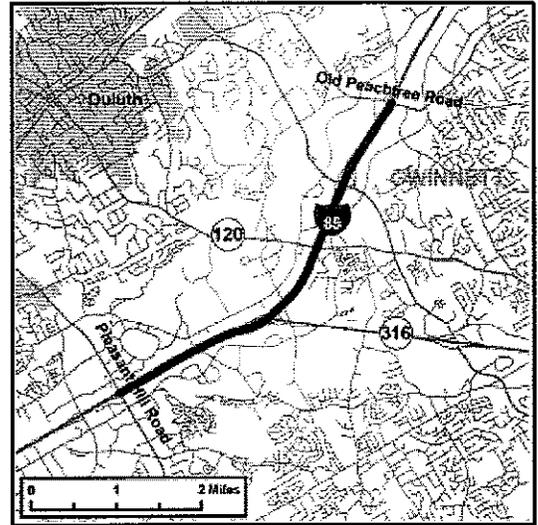
**Planned Thru Lane**  N/A (applicable for road projects only)

**Corridor Length**  4.9 miles (not applicable for all project types)

**Network Year**  2020 (required if modeled for conformity)

**Completion Date**  2011

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



Phase Status & Funding Information	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BONDS	LOCAL/OTHER
CST ARRA - Statewide Flexible (GDOT)	2010	\$4,110,000	\$4,110,000	\$0,000	\$0,000	\$0,000
			\$4,110,000	\$0,000	\$0,000	\$0,000

PE: Preliminary Engineering / Design / Study

ROW: Right-of-way Acquisition

CST: Construction / Implementation

**Short Title**  
INTERCHANGE MODIFICATION REPORT (IMR)  
DEVELOPMENT STUDY - I-85 AT PLEASANT HILL ROAD

**GDOT Project No.**  
N/A

**Federal ID No.**

**Status**  
Programmed

**Detailed Description and Justification**  
This study will review the current interchange configuration and identify geometric and operational changes to improve traffic flow and safety. Funding for construction of potential improvements has not yet been identified and will be considered in a future plan update.

**Service Type**  
Studies

**Sponsor**  
GDOT

**Jurisdiction**  
Gwinnett County

**Existing Thru Lane**  
N/A (applicable for road projects only)

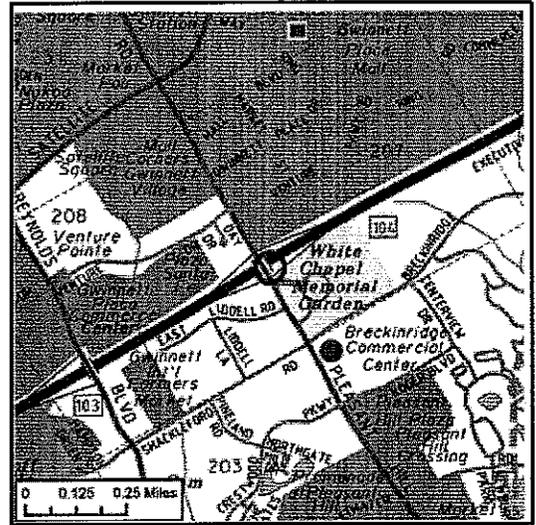
**Planned Thru Lane**  
N/A (applicable for road projects only)

**Corridor Length**  
N/A miles (not applicable for all project types)

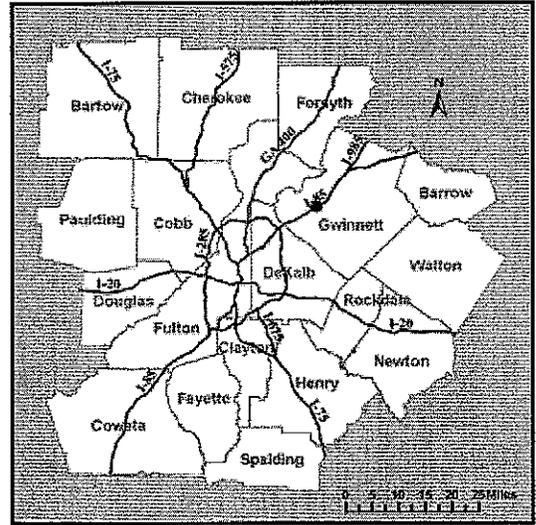
**Network Year**  
2010 (required if modeled for conformity)

**Completion Date**  
2009

**Analysis Level**  
Exempt from Air Quality Analysis (40 CFR 93)



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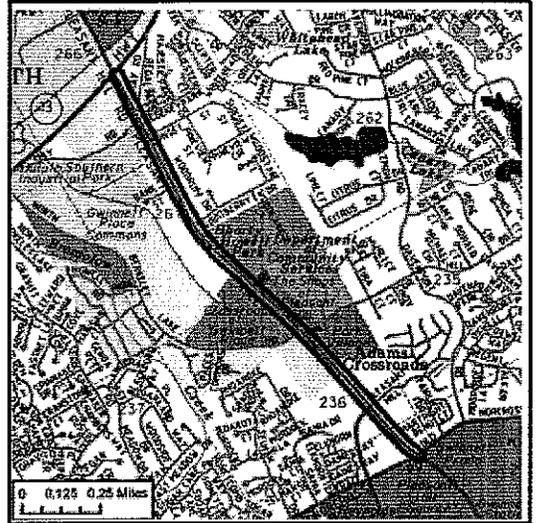
Phase Status & Funding Information	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BONDS	LOCAL/OTHER
PE   Local Jurisdiction/Municipality Funds	2008	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000

PE: Preliminary Engineering / Design / Study

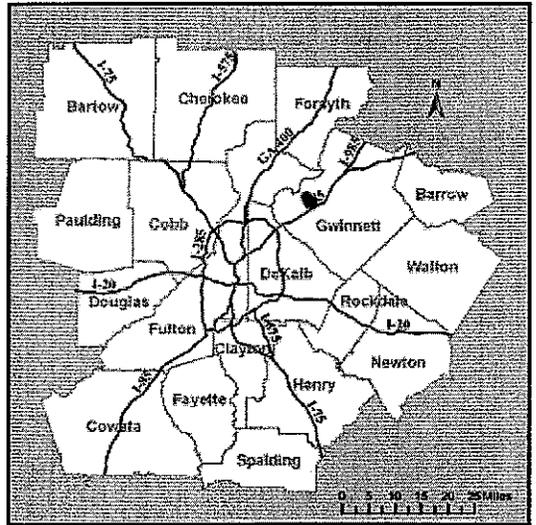
ROW: Right-of-way Acquisition

CST: Construction / Implementation

<b>Short Title</b>	PLEASANT HILL ROAD FROM US 23 (BUFORD HWY) TO OLD NORCROSS ROAD
<b>GDOT Project No.</b>	N/A
<b>Federal ID No.</b>	
<b>Status</b>	Programmed
<b>Detailed Description and Justification</b>	This project consists of widening 1.5 miles of Pleasant Hill Road from Old Norcross Road to Buford Highway to a 6 lane divided highway with raised median and turn lanes. The project will include pedestrian facilities, and intersection improvements at Old Norcross Road and North Berkeley Lake Road.
<b>Service Type</b>	General Purpose Roadway Capacity
<b>Sponsor</b>	Gwinnett County
<b>Jurisdiction</b>	Gwinnett County
<b>Existing Thru Lane</b>	4 (applicable for road projects only)
<b>Planned Thru Lane</b>	6 (applicable for road projects only)
<b>Corridor Length</b>	1.6 miles (not applicable for all project types)
<b>Network Year</b>	2010 (required if modeled for conformity)
<b>Completion Date</b>	2010
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis



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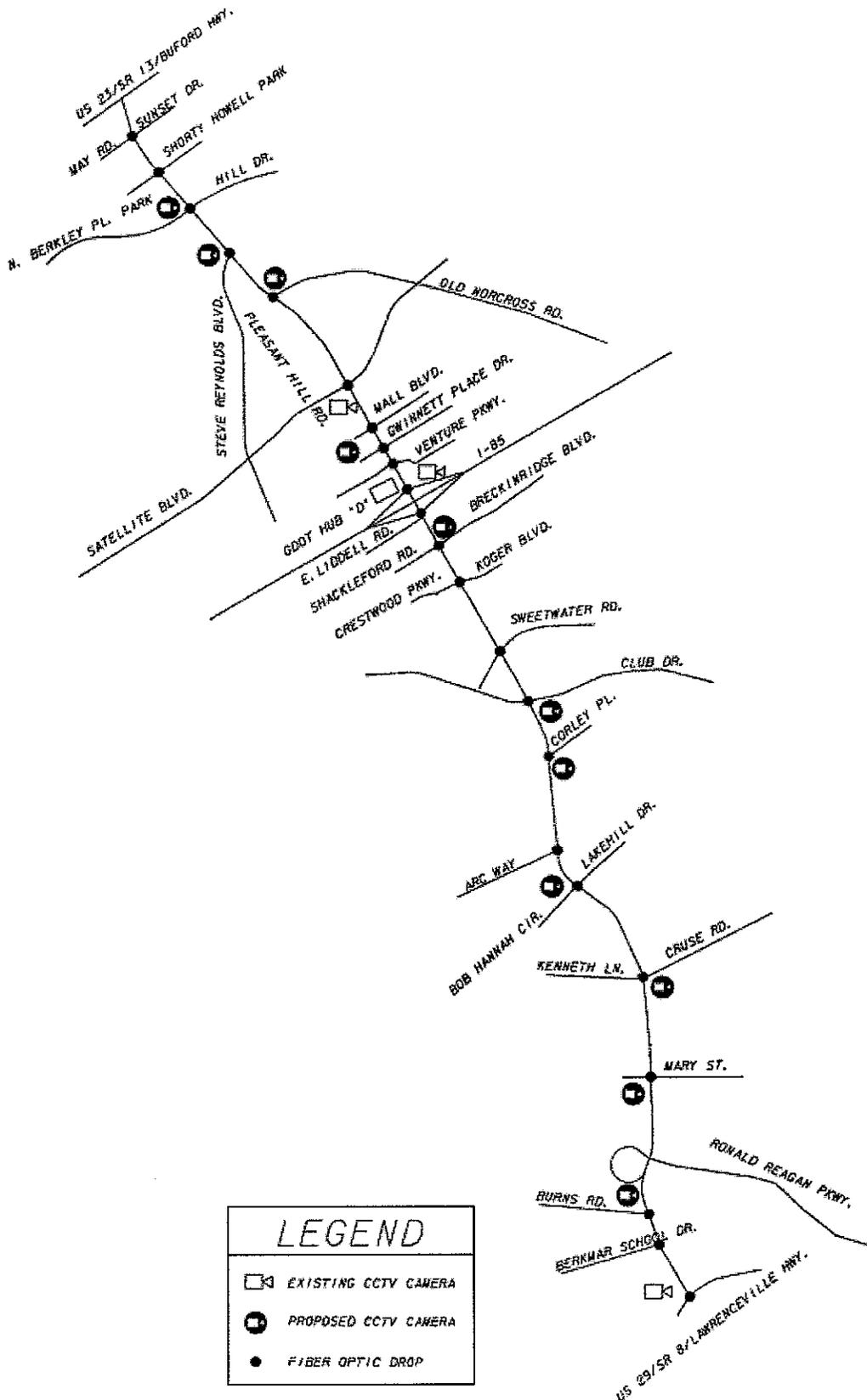
Phase Status & Funding Information	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BONDS	LOCAL/OTHER
PE Local Jurisdiction/Municipality Funds	2006	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
ROW Local Jurisdiction/Municipality Funds	2007	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
CST Local Jurisdiction/Municipality Funds	2008	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000

PE: Preliminary Engineering / Design / Study

ROW: Right-of-way Acquisition

CST: Construction / Implementation

# CCTV CAMERA AND DROP CABLE SCHEMATIC



LEGEND	
	EXISTING CCTV CAMERA
	PROPOSED CCTV CAMERA
	FIBER OPTIC DROP