

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 1

PROJECT CONCEPT REPORT
Project Number CSHPP-0007-00(535)
County Gwinnett
P I Number 0007535
Federal Route Number N/A
State Route Number N/A

Connector Street from Hewatt to Parkwood Road and Parkwood Road to Britt Drive

Submitted for approval

DATE 3/16/10
DATE 3/18/10
DATE 3/18/10
DATE 3/18/10

Scott Hutto GSP
Design Consultant Name and Firm Name
[Signature]
District/Phase/Office Head
[Signature]
Office Head
[Signature]
Project Manager

Recommendation for approval

DATE _____
DATE _____
DATE 4/10/2010
DATE 4/12/2010
DATE 4/21/2010
DATE 4/21/2010
DATE _____

State Design Policy Engineer

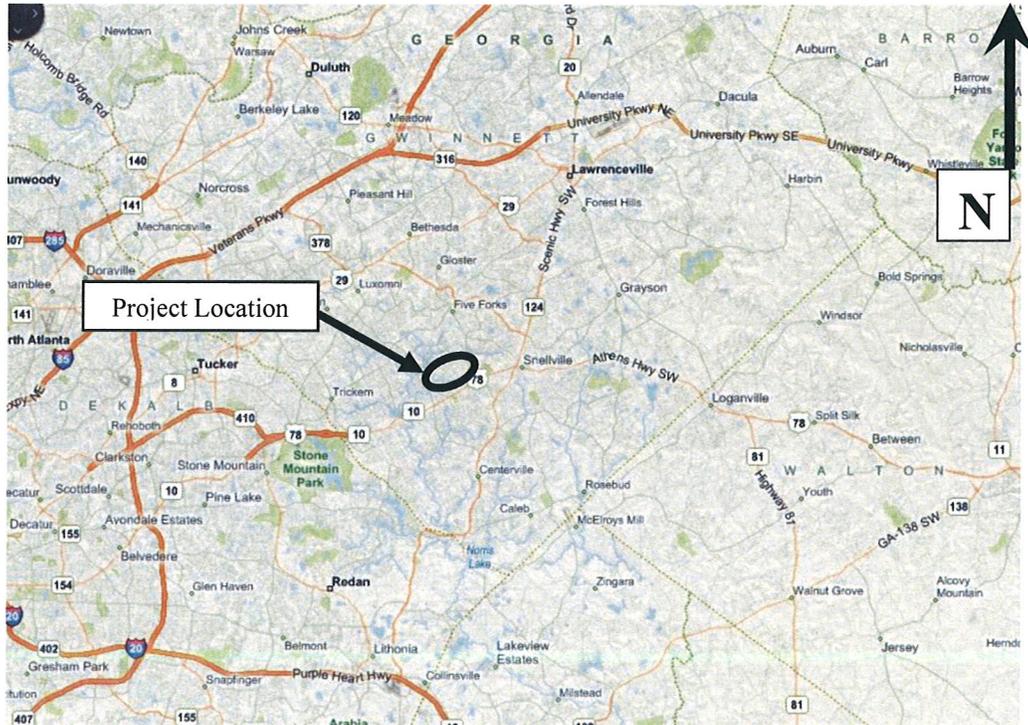
Program Control Administrator
GLENN BOWMAN / [Signature] (APPROVAL ON FILE)
State Environmental Administrator
KATHY ZAHUK / [Signature] (ON FILE)
State Traffic Operations Engineer
RON WISHOW / [Signature] (APPROVAL ON FILE)
Project Review Engineer
TODD MCDUFFIE / [Signature] (APPROVAL ON FILE)
District Engineer

State Transportation Financial Management Administrator

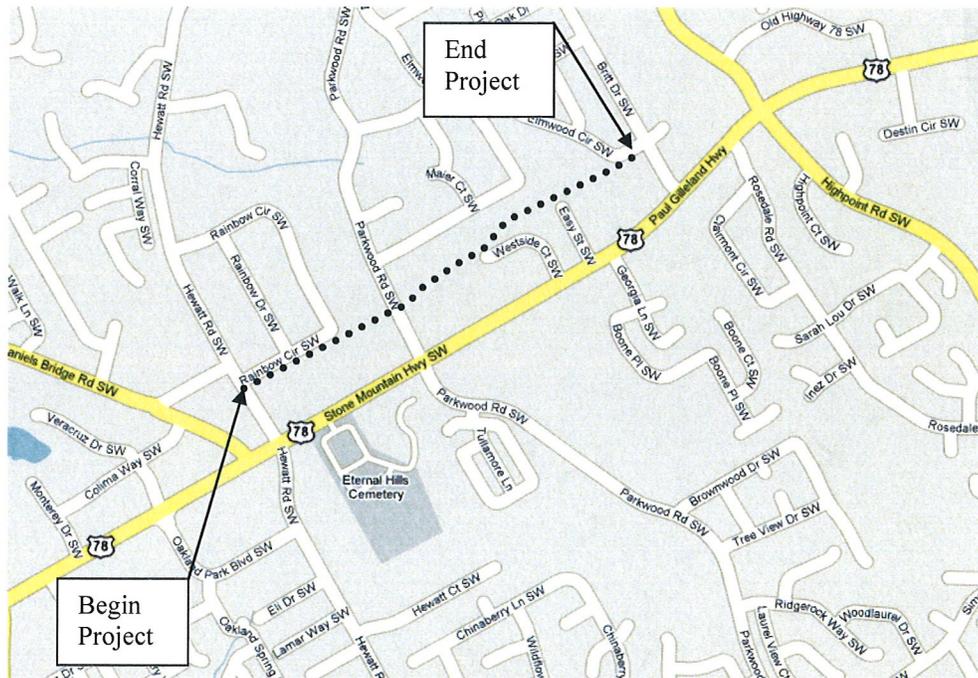
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP)

DATE 4/5/10

Angela L. Alexander
State Transportation Planning Administrator



Overview Map



Project Location Map

Need and Purpose

The proposed project is needed to: enhance access to local property owners along the SR 10/US 78 corridor, to start the connector street system, and facilitate traffic operation as future traffic volumes increase. Currently 25 commercial property owners located along the north side of SR 10/US 78 from Hewatt Road to Britt Drive do not have a reasonable means of accessing the eastbound travel lanes of SR 10/US 78 due to the recent construction of a raised median in front of the commercial properties. The purpose of the proposed project is to provide property owners along the north side of SR 10/US 78 from Hewatt Road to Britt Drive an alternative means of accessing the eastbound lanes at the controlled intersections of Hewatt Road/Britt Drive and SR 10/US 78. In addition, the proposed project is needed because of the predicted increase of traffic volumes on SR 10/US 78 in the future. Pedestrian safety will be provided via sidewalks, pedestrian crossings, pedestrian refuge islands on the commercial side, and landscaped buffers on the residential side of the proposed connector street. This project provides independent utility because it does not require additional construction features in order to satisfy the need and purpose of the project.

Corridor Description

The proposed project is located in Gwinnett County approximately 0.5 mile west of the City of Snellville and within the Evermore Community Improvement District (CID). GDOT Project STP-0003-00(406) is currently under construction on SR10/US 78, which will remove the existing reversible lane system from East Park Place to SR 124 and replace it with a raised median with three lanes in each direction. The construction of the median on US 78/SR 10 will eliminate left turn access into the commercial properties via SR10/US 78 for businesses from Hewatt Road to Britt Drive. In addition, the removal of reversible lanes project STP-0003-00(406) will provide median openings at Hewatt and Parkwood Roads and Britt Drive, and signalization at Hewatt and Parkwood Road providing left turn access onto SR 10/US 78. Currently, Hewatt and Parkwood Roads and Britt Drive provide access for residential neighborhoods to SR 10/US 78. The proposed project would provide an additional opportunity to travel along SR10/US 78 corridor without utilizing the heavily travelled SR10/US 78 roadway facility.

Land Use and Community Issues

Along SR 10/US 78 land use is mainly commercial/retail use. Hewatt Road, Parkwood Road and Britt Drive are considered urban streets which provide access to residential neighborhoods. Land use for all these roads at the intersection of SR 10/US 78 is primarily commercial.

Existing Traffic

The proposed project is on new alignment. Therefore, no existing traffic data is available.

Travel Demand and Operational Conditions

The table below lists current and future traffic as provided by the Georgia Department of Transportation’s Office of Environment/Location. Traffic volumes are reported as total average annual daily traffic (AADT) in both directions.

Roadway Segment	Current Traffic AADT (2009)	Open to Traffic AADT (2012)	Future AADT (2032)
Connector Street from Hewatt to Parkwood Road	N/A	3,385	4,360
Connector Street from Parkwood Road to Britt Drive	N/A	3,385	4,360
US 78/SR 10	54,000	56,600	77,200

Cultural Resources

A survey for cultural resources for the project identified no eligible historic properties. Also, no eligible archaeological sites have been previously recorded within the project study limits.

Environmental Justice

The project is located within Gwinnett County, which is part of the Atlanta metropolitan area. According to the ARC, the total population of Gwinnett County in 2007 was 670,800; 30.8 percent of which was comprised of minority races. Also according to the ARC, the median household income in Gwinnett County was \$56,636 in 2003, which was higher than the statewide median household income of \$42,421 for the same year. However, over the four-year period from 2000 to 2003, Gwinnett County experienced the largest decline in median household income (8.6 percent) compared with the other counties in the 10-county Atlanta region.

No environmental justice communities were identified during initial field surveys of the project area.

Description of the proposed project:

The proposed project would begin approximately 430 feet north of the intersection with SR 10 / US 78 and Hewatt Road, and would proceed east following the existing funeral home driveway for 0.16 miles before continuing on new roadway alignment for 0.16 miles to Parkwood Road. After crossing Parkwood Road, the project continues east on new roadway alignment for 0.15 miles to Westside Circle and then follows existing Westside Circle for 0.05 miles. The proposed project then proceeds north on new alignment and then turns east to follow the residential property line along Birchwood Trail before tying into existing Elmwood Circle and ending at Britt Drive. The proposed length of the project is 0.91 miles.

Logical Termini

The beginning terminus was chosen at Hewatt Road to further the interconnectivity or connector street system of McDaniels Bridge Road and Colima Way to the west of Hewatt Road. The terminus at Hewatt Road is logical because this location provides connectivity to the surrounding street system and residential areas via McDaniels Bridge Road connector street, and the terminus at Hewatt Road provides direct access to US 78/SR 10 via the median opening at the intersection of Hewatt Road and US 78/SR 10. The beginning terminus is approximately 430 feet north of US 78/SR 10 on Hewatt Road and corresponds with the existing driveway for the funeral home. The project traverses Parkwood Road approximately 640 feet north of US 78/SR 10.

The ending terminus at Britt Drive was chosen since the area from Britt Drive to Highpoint Road north of US 78 is currently under development. The new development from Britt Drive to Highpoint will extend the proposed connector street system from Hewatt to Britt to Highpoint Road, and will connect with Old US 78 an existing connector street. Britt Drive was picked as a logical terminus because it also conduces connectivity to the local street system and provides direct access to US 78/SR 10. The proposed project combined with the development from Britt Drive to Highpoint Road and the existing connector streets (Colima Way, McDaniels Bridge Road and Old US 78) will provide approximately 2 miles of connector streets along US 78. Thus, the ending terminus is at the intersection of Britt Drive with Elmwood Circle approximately 600 feet north of US 78/SR 10 on Britt Drive.

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

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

The proposed project concept matches the conforming plans model description identified in the FY 2008-2013 TIP as GW-331. The service type programmed is general purpose roadway capacity with 0 existing and 2 planned thru lanes and proposed corridor length is 1 mile. The proposed open to traffic year in the plan is 2012. The proposed project is exempt from Air Quality Analysis(40 CFR 93).

PDP Classification: Major () Minor (X)

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

Functional Classification: Urban Local Street

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

Traffic (AADT):

Roadway Segment	Open to Traffic AADT (2012)	Future AADT (2032)
Connector Street from Hewatt to Parkwood Road	3385	4360
Connector Street from Parkwood Road to Britt Drive	3385	4360

Existing design features:

- Typical Section: N/A
- Posted speed: N/A Minimum radius of curve: N/A
- Maximum super-elevation rate for curve: N/A
- Maximum grade: N/A
- Width of right of way: N/A
- Major structures: N/A
- Major interchanges or intersections along the project: N/A
- Existing length of roadway segment: N/A

Proposed Design Features:

- Proposed typical section(s): 2-11 foot lanes with a 14 foot urban shoulder with curb and gutter and a 5 foot sidewalk on the commercial side and a 6 foot urban shoulder with curb and gutter on the residential side.
- Proposed Design Speed Mainline: 25 mph
- Proposed Maximum grade Mainline: 7 % Maximum grade allowable: 10 %
- Proposed Maximum grade Side Street: 7 % Maximum grade allowable: 10 %
- Proposed Maximum grade driveway: Residential-16 % Commercial-11%
- Proposed Minimum radius of curve: 510' Minimum radius allowable: 371'
(Utilize Exhibit 3-16: Minimum Radii and Superelevation for Low-Speed Urban Streets from AASHTO Greenbook)
- Proposed maximum super-elevation rate for curve: none
- Right of way
 - Width : 50'
 - Easements: Temporary (), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 36 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Traffic Signal – none
- Structures:
 - Retaining walls-may be needed to limit property impacts. The alternative is to pay for additional r/w or easements needed to construct tie slopes for roadway.
- Major intersections and interchanges: N/A
- Transportation Management Plan Anticipated: Yes () No (X)

Design Exceptions to controlling criteria anticipated:

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

- Design Variances; None anticipated.
- Environmental concerns: None anticipated.
- Anticipated Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical exclusion (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - Environmental Impact Statement (EIS) ().
- Utility involvements: (Cable, Electrical, Water, Sewer, Gas, Telephone & ATMS)
- VE Study Anticipated: Yes () No (X)
- Benefit/Cost Ratio: N/A earmark funded

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	Utility	CST	Mitigation
By Whom	GDOT	Gwinnett	Gwinnett	Gwinnett	N/A
\$ Amount	\$565,000	\$3,600,000	\$175,000	\$3,630,515	N/A

Project Activities Responsibilities:

- Design (GS&P as consultant); GDOT review
- Right of way acquisition, Gwinnett County
- Right of way funding (Real property), Gwinnett County, Evermore CID & City of Snellville
- Relocation of utilities, Gwinnett County
- Letting to contract, Gwinnett County
- Supervision of construction, Gwinnett County
- Providing material pits, Contractor
- Providing detours, none anticipated
- Environmental studies/documents/permits, Edwards-Pitman
- Environmental mitigation, None anticipated

Coordination

- Initial Concept Meeting September 18, 2007 (See Attachment 6)
- PAR meetings-none required
- FEMA, USCG, and TVA – none required
- Public Involvement (See Attachment 11 for meeting minutes)
 - PIOH March 27, 2008
 - PIOH December 4, 2008
 - PHOH anticipated 2010.
- Railroads – none
- Other Projects in the area

P I Number	Project Description	Project Schedule
0008034	Pedestrian bridge over Yellow River	Const.-2010

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 18 Months.
- Time to complete preliminary construction plans: 12 Months.
- Time to complete right of way plans: 3 Months.
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 6 Months.
- Time to complete to purchase right of way: 12 Months.
- List other major items that will affect the project schedule: None anticipated

Other alternates considered:

- **No build:** The No Build Alternative was considered; however, the No Build Alternative does not satisfy the Need and Purpose.
- **Alternative 1** (Parkwood Road to Britt Drive Connector Street) project started approximately 435 feet north of US 78/SR 10 on Hewatt Road and proceeded east along the existing funeral home driveway then proceeded on new alignment and crossed Parkwood approximately 450 feet north of US 78/SR 10 utilizing dedicated r/w from Amazing Luxury Cars. The alternative then went between the Fence Company and old Pike Nursery properties and moved to the north to follow the residential property lines along Birchwood Trail then ended at Elmwood Circle and Britt Drive. The alternative was not considered viable due to sight distance issues on Parkwood, impacts to a newly constructed building off of Parkwood and the proximity of the roadway to residential properties along Birchwood Trail.
- **Alternative 2:** (Parkwood Road to Britt Drive Connector Street) started approximately 435 feet north of US 78/SR 10 on Hewatt Road and proceeded east along the existing funeral home driveway then proceeded on new alignment and crossed Parkwood approximately 640 feet north of US 78/SR 10 to utilize the crest vertical curve on Parkwood to provide adequate sight distance. The alternative then followed the Fence Company driveway and bisected the Fence Company’s property before reconnecting with

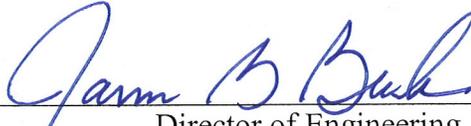
Westside Court and then moved to the north to follow the residential property lines along Birchwood Trail. The alternative ended at Elmwood Circle and Britt Drive. The alternative was not considered viable due to impacts to the Fence Company and the proximity of the roadway to residential properties along Birchwood Trail.

- **Alternative 3:** The connector street was broken into two separate t-intersections on Parkwood Road. The Hewatt to Parkwood Road Connector Street started approximately 435 feet north of US 78/SR 10 on Hewatt Road and proceeded east along the existing funeral home driveway then proceeded on new alignment and ended at Parkwood approximately 640 feet north of US 78/SR 10 to utilize the crest vertical curve on Parkwood for sight distance. The Connector Street from Parkwood Road to Britt Drive started approximately 300 feet north of the Hewatt Road to Parkwood Road Connector Street, and followed the property line of the residential properties along Birchwood Trail and ended at Elmwood Circle and Britt Drive. The alternative was not considered viable due to intersection sight distance for the Connector Street from Britt Drive to Parkwood Road and the proximity of the roadway to residential properties along Birchwood Trail.

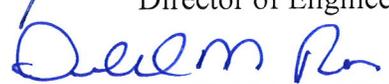
Attachments

1. Detailed Cost Estimates:
 - a. Construction including Contingencies, Engineering and Inspection.
 - b. Right-of-Way.
 - c. Utilities.
 - d. Environmental Mitigation – none anticipated
2. Typical Sections
3. Accident Summaries
4. Traffic Diagrams
5. Capacity Analysis Summary
6. Minutes of Concept Meetings
7. PFAs
8. Conforming Plan's Network Schematics Showing Thru Lanes
9. Concept Layout
10. Completed Fuel/Asphalt Price Adjustment Form.
11. Public Involvement Meeting Minutes

Concur: _____


Director of Engineering

Approve: _____


Chief Engineer

Date: 5/18/2010

**CONCEPT
SCORING RESULTS AS PER POLICIES AND PROCEDURES 2440-2**

Project Number: CSHPP-0007-00(535)		County: Gwinnett		PI No.: 0007535	
Report Date:		Concept By: DOT Office: District 1			
<input checked="" type="checkbox"/> CONCEPT		Consultant: Gresham Smith & Partners			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation					
Judgment					
Environmental					
Right of Way					
Utility					
Constructability					
Schedule					

Attachment 1

Detailed Cost Estimates:

- a. Construction including Contingencies, Engineering and Inspection.
- b. Right-of-Way.
- c. Utilities.

Estimate Report for file "Evermore-PI0007535"

Section Roadway					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	Lump Sum	20000 0	TRAFFIC CONTROL-PI NO 0007535	20000 0
210-0100	1	Lump Sum	50000 0	GRADING COMPLETE-PI NO 0007535	50000 0
310-5100	16730	SY	13 39	GR AGGR BASE CRS, 10 INCH, INCL MATL	224014 7
402-1812	100	TN	75 0	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	7500 0
402-3110	1460	TN	75 0	RECYCLED ASPH CONC 9 5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	109500 0
402-3121	2920	TN	95 0	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	277400 0
402-3190	1950	TN	85 0	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	165750 0
413-1000	1240	GL	2 0	BITUM TACK COAT	2480 0
441-0104	6310	SY	34 98	CONC SIDEWALK, 4 IN	220723 8
441-6012	11985	LF	32 13	CONC CURB & GUTTER, 6 IN X 24 IN, TP 2	385078 05
621-4021	2600	LF	411 33	CONCRETE SIDE BARRIER, TYPE 2A	1069458 0
641-1200	200	LF	15 93	GUARDRAIL, TP W	3186 0
641-5001	1	EA	635 9	GUARDRAIL ANCHORAGE, TP 1	635 9
641-5012	1	EA	1775 69	GUARDRAIL ANCHORAGE, TP 12	1775 69
Section Sub Total.					\$2,537,502.14

Section Signing & Marking					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-XXXX	40	EA	300 0	HIGHWAY SIGNS	12000 0
647-1000	1	LS	51264 67	TRAFFIC SIGNAL INSTALLATION NO -	51264 67
652-0120	2	EA	72 61	PAVEMENT MARKING, ARROW, TP 2	145 22
653-1501	10530	LF	0 64	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	6739 2
653-1502	12100	LF	0 61	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	7381 0
653-1704	210	LF	4 08	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	856 80
653-1804	1770	LF	2 05	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	3628 49
653-6006	25	SY	2 97	THERMOPLASTIC TRAF STRIPING, YELLOW	74 25
654-1001	130	EA	3 11	RAISED PVMT MARKERS TP 1	404 3
654-1003	5	EA	3 7	RAISED PVMT MARKERS TP 3	18 5
Section Sub Total'					\$82,512 44

Section Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	2	AC	707 73	TEMPORARY GRASSING	1415 46
163-0240	90	TN	176 49	MULCH	15884 1
163-0503	5	EA	542 06	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	2710 29
163-0521	4	EA	212 99	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	851 96
163-0550	40	EA	281 3	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	11252 0
165-0030	2375	LF	1 61	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	3823 75
165-0087	5	EA	166 07	MAINTENANCE OF SILT CONTROL GATE, TP 3	830 34
165-0105	40	EA	94 99	MAINTENANCE OF INLET SEDIMENT TRAP	3799 6
167-1000	4	EA	1175 47	WATER QUALITY MONITORING AND SAMPLING	4701 88
167-1500	12	MO	1027 27	WATER QUALITY INSPECTIONS	12327 24
171-0030	4700	LF	4 06	TEMPORARY SILT FENCE, TYPE C	19081 99
603-2024	100	SY	53 49	STN DUMPED RIP RAP, TP 1, 24 IN	5349 0
603-7000	100	SY	5 25	PLASTIC FILTER FABRIC	525 0
700-6910	3	AC	1066 58	PERMANENT GRASSING	3199 74
716-2000	50	SY	35 0	EROSION CONTROL MATS, SLOPES	1750 0
Section Sub Total.					\$87,502.38

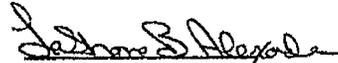
Section Drainage					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	1350	LF	44 93	STORM DRAIN PIPE, 18 IN, H 1-10	60655 5

550-1240	2775	LF	50 86	STORM DRAIN PIPE, 24 IN, H 1-10	141136 5
550-1300	600	LF	68 91	STORM DRAIN PIPE, 30 IN, H 1-10	41346 0
550-1360	90	LF	86 02	STORM DRAIN PIPE, 36 IN, H 1-10	7741 79
550-1480	170	LF	126 41	STORM DRAIN PIPE, 48 IN, H 1-10	21489 7
550-3518	4	EA	929 05	SAFETY END SECTION 18 IN, STORM DRAIN, 6 1 SLOPE	3716 2
550-3524	2	EA	1106 55	SAFETY END SECTION 24 IN, STORM DRAIN, 6 1 SLOPE	2213 1
550-4218	2	EA	661 52	FLARED END SECTION 18 IN, STORM DRAIN	1323 04
550-4224	2	EA	780 97	FLARED END SECTION 24 IN, STORM DRAIN	1561 94
550-4248	2	EA	2200 0	FLARED END SECTION 48 IN, STORM DRAIN	4400 0
668-1100	42	EA	2840 49	CATCH BASIN, GP 1	119300 57
Section Sub Total					\$404,884.36

Total Estimated Cost. \$3,112,401.32

Subtotal Construction Cost	\$3,112,401.32
E&C Rate 5 0 %	\$155,620 07
Inflation Rate 0 0 % @ 0 Years	\$0 00
Total Construction Cost	\$3,268,021.39
Right Of Way	3600000 00
ReImb Utilities	173710 61
Grand Total Project Cost	\$7,041,732.00

Preliminary Right of Way Cost Estimate



Phil Copeland
 Right of Way Administrator
 By LaShone B. Alexander

Date November 12, 2009
 Project CSHPP-0007-00(535) Gwinnett County UPDATE
 Existing/Required R/W Varies/Varies
 Project Termini Connector from Hewatt to Parkwood Road to Britt
 Project Description Connector from Hewatt to Parkwood Road to Britt

PI Number 0007535
 No Parcels 36

Land Commercial R/W	74,303 SF @ \$9 25/SF	\$	687,302
Commercial Easement	47,277 SF @ \$9 25/SF x 50%	\$	218,656
Residential R/W	22,445 SF @ \$2 50 /SF	\$	56,112
Residential Easement	16,424 SF @ \$2 50 /SF x 50%	\$	20,530
Light Industrial Easement	64,322 SF @ \$4 75 /SF x 50%	\$	152,764

\$ 1,135,364

Improvements misc site improvements \$ 300,000

Relocation Commercial (0)
 Residential (0) \$ 0

Damage Proximity (0)
 Cost to Cure (0) \$

Net Cost \$ 1,435,364 00

Net Cost		\$	1,435,364 00
Scheduling Contingency	55 %		789,450 00
Adm/Court Cost	60 %		1,334,888 00
		\$	3,559,702 00

Total Cost \$3,600,000

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

**EVERMORE CID PROJECTS
UTILITY RELOCATION COST ESTIMATES
January 5, 2007**

PI 0008035 Rockbridge to Davis Parallel Circular Route

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
16" DIP Watermain	L F	100	\$69 08	\$6,908 00
16" B F Valve	EA	1	\$32 48	\$32 48
Fire Hydrant	EA	1	\$3,239 02	\$3,239 02
6" DIP Watermain	L F	150	\$47 59	\$7,138 50
8" Gravity Sewer	L F	1300	\$88 55	\$115,115 00
4" Diameter Manhole	EA	7	\$4,322 55	\$30,257 85
SUB TOTAL				\$162,690 85

PI 0008033 Cambridge Street Realignment @ US 78

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
8" DIP Watermain	L F	800	\$51 99	\$41,592 00
8" B F Valve	EA	1	\$29 00	\$29 00
Fire Hydrant	EA	1	\$3,239 02	\$3,239 02
10" DIP Watermain	L F	150	\$43 17	\$6,475 50
8" Gravity Sewer	L F	400	\$88 55	\$35,420 00
4" Diameter Manhole	EA	1	\$4,322 55	\$4,322 55
SUB TOTAL				\$91,078 07

PI 0007535 Hewatt to Parkwood Parallel Circular Route

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
12" DIP Watermain	L F	200	\$48 53	\$9,706 00
12" B F Valve	EA	3	\$31 00	\$93 00
Fire Hydrant	EA	2	\$3,239 02	\$6,478 04
8" DIP Watermain	L F	150	\$51 99	\$7,798 50
24" Sewer Forcemain	L F	150	\$125 80	\$18,870 00
SUB TOTAL				\$42,945 54

PI 0007535 Parkwood to Brntt Parallel Circular Route

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
12" DIP Watermain	L F	100	\$48 53	\$4,853 00
10" DIP Watermain	EA	700	\$43 17	\$30,219 00
Fire Hydrant	EA	3	\$3,239 02	\$9,717 06
8" DIP Watermain	L F	200	\$51 99	\$10,398 00
8" Gravity Sewer	L F	500	\$88 55	\$44,275 00
4" Diameter Manhole	EA	2	\$4,322 55	\$8,645 10
SUB TOTAL				\$108,107 16

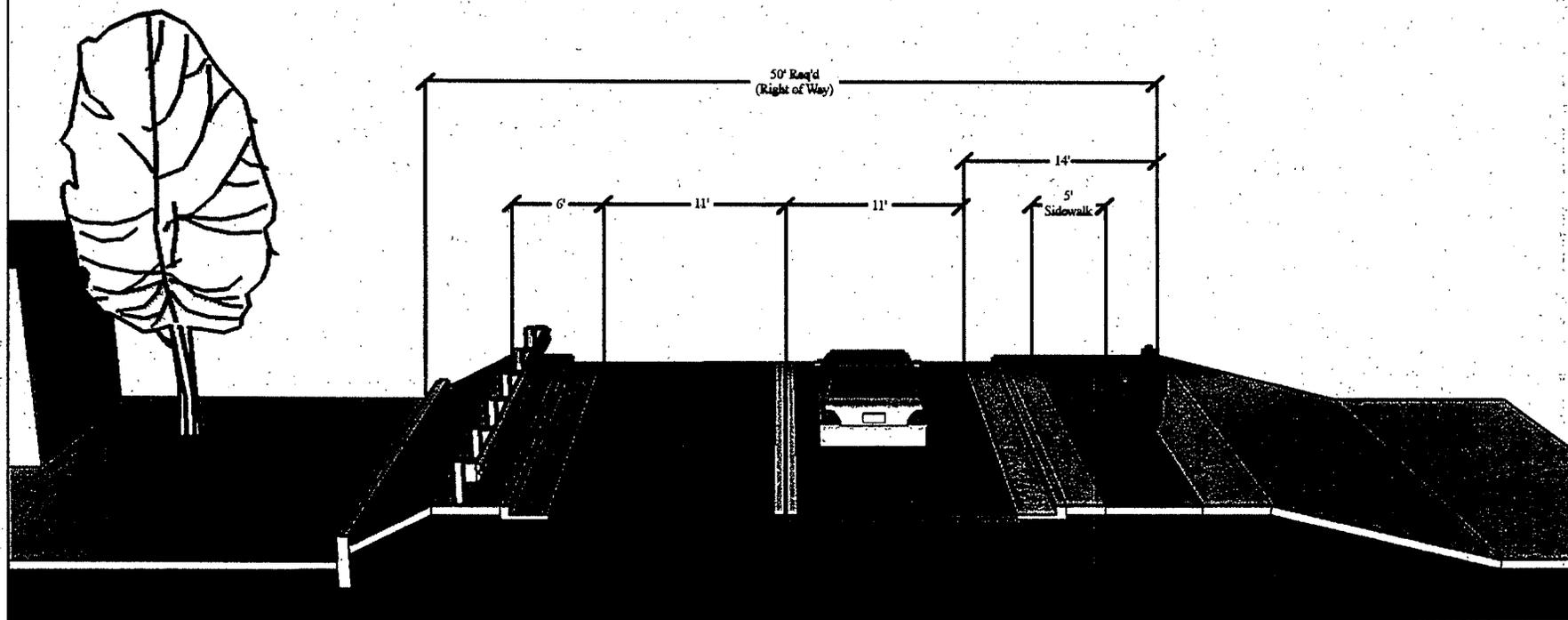
BASE TOTAL	\$404,821 62
15% CONTINGENCY	\$60,723 24
TOTAL	\$465,544 86

Attachment 2

Typical Sections

(Residential Side)

(Commercial Side)



GRESHAM
SMITH AND
PARTNERS



Connector Street
Hewatt to Parkwood Rd. & Parkwood to Britt Dr.
Typical Section View
P.I. No.:0007535, CSHPP-0007-00(535)
Gwinnett County



Gwinnett County

SR 10/US 78 Accident Summaries

Project Number: CSHPP-0007-00(735)

County: Gwinnett

P. I. Number: 0007535

SR 10/US 78 is functionally classified as an Urban Principal Arterial. The tables below provide a comparison of the crash rates on the section of SR 10/US 78 between Hewatt Road and Britt Drive (from MP 4.16 to MP 5.21) with the state average for the similar functionally classified road for the years 2005-2008.

	2005		2006		2007		2008	
	SR10/US78	State	SR10/US78	State	SR10/US78	State	SR10/US78	State
Crash Rate*	855	534	918	531	843	514	718	471
Injury Rate*	194	135	212	132	219	126	231	116
Fatality Rate*	0.00	1.48	0.00	1.38	0.00	1.34	0.00	1.33

*Per100 million vehicle miles.

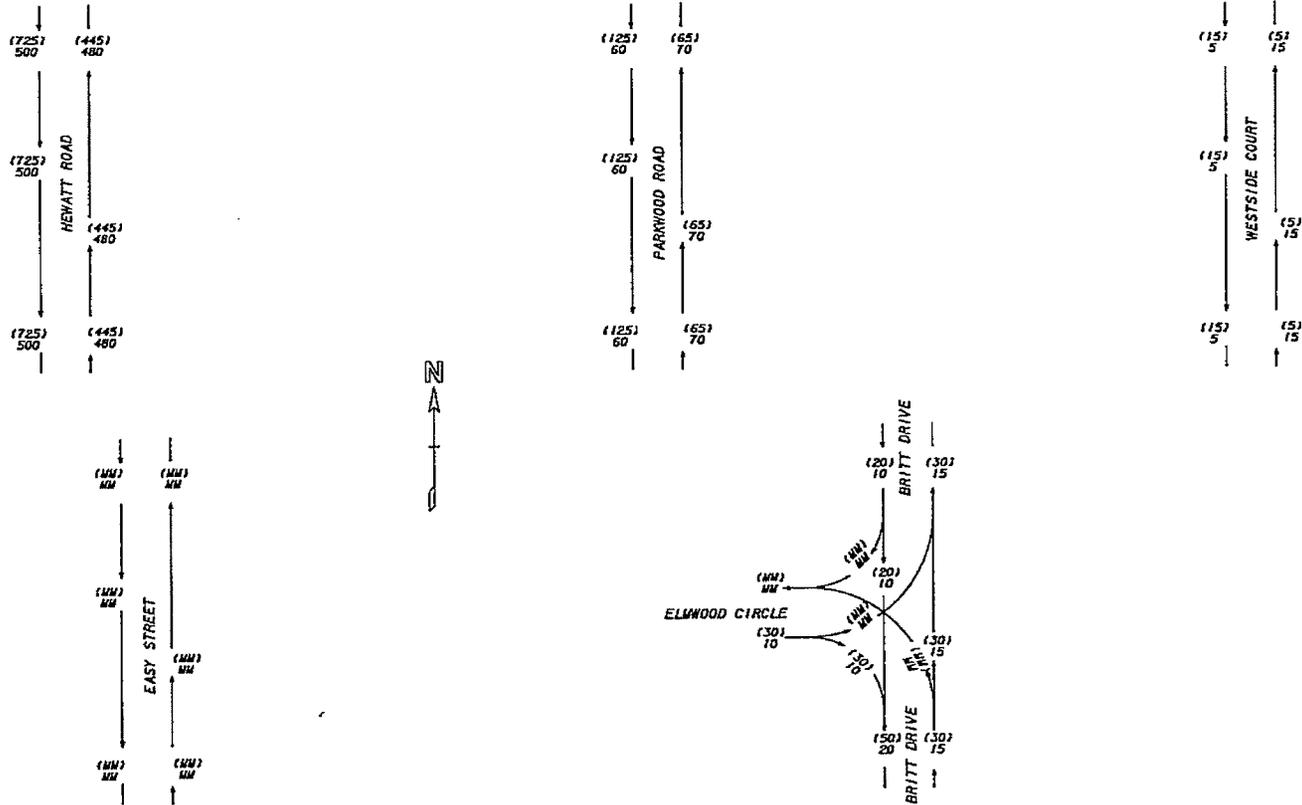
The crash and injury rates typically far exceed the statewide average on SR 10/US 78.

About 80% of the crashes that occurred between Hewatt Road and Britt Drive in each of the following years were angle and rear end type crashes. Most crashes occurred when the vehicles stopped for the traffic signal or were turning at the intersections.

Year	Angle (Number/%)	Rear End (Number/%)	Side Swipe (Number/%)	Not A Collision with another vehicle (Number/%)	Head-On (Number/%)	Fatality (Number/%)
2005	52 / 38%	56 / 41%	18 / 13%	4 / 3%	7 / 5%	0 / 0%
2006	49 / 36%	69 / 50%	20 / 15%	4 / 3%	5 / 4%	0 / 0%
2007	40 / 29%	69 / 50%	13 / 9%	8 / 6%	5 / 4%	0 / 0%
2008	37 / 27%	56 / 41%	13 / 9%	4 / 3%	5 / 4%	0 / 0%

Attachment 4

Traffic Diagrams



2007 EXISTING YEAR
 AM AND PM PK HR
 TRAFFIC VOLUMES

LEGEND

2007 PM DHV = (000)
 2007 AM DHV = 000

T = 1/

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION



NOT TO SCALE

REVISION DATES

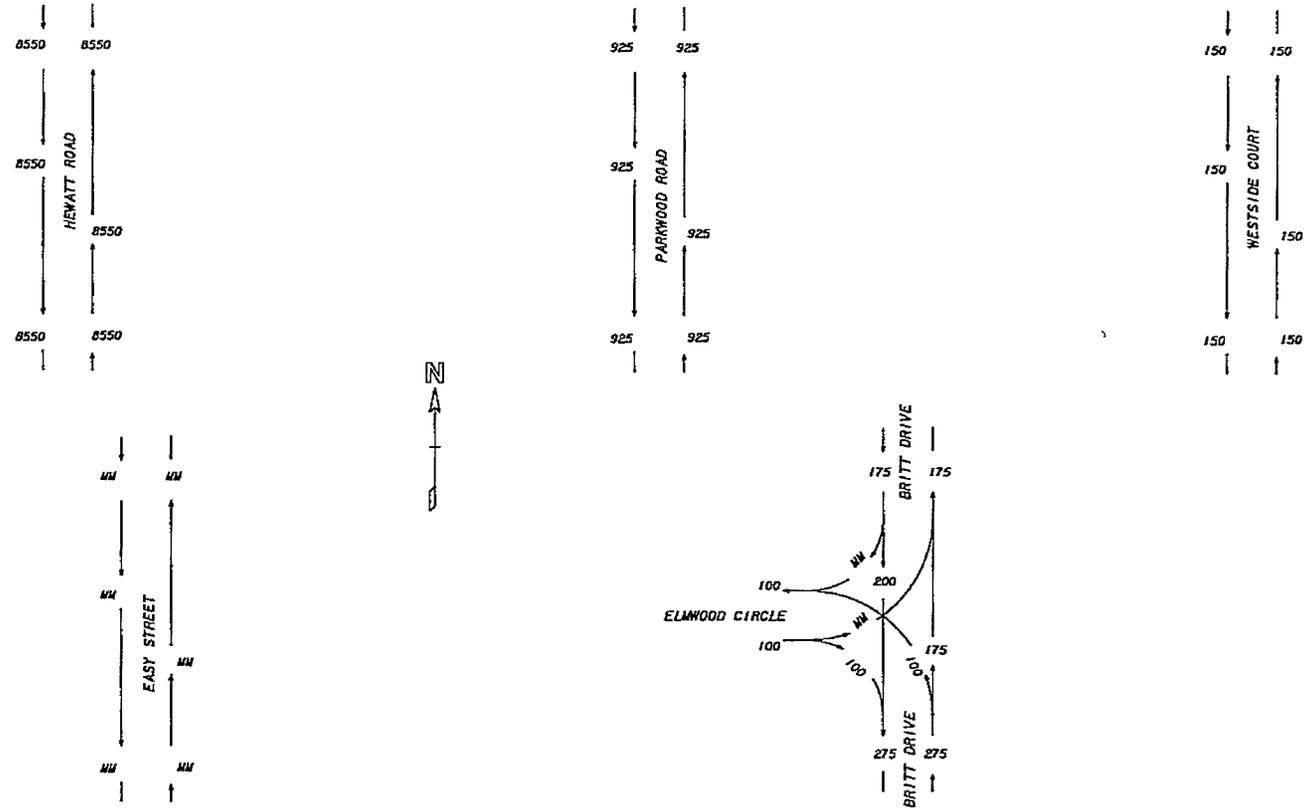
NO.	DATE	DESCRIPTION

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: TRAFFIC DIAGRAM

PROJECT P1 #: 0007535
 PROJECT: GSHPP-0007-00(535)
 COUNTY: GWINNETT

10-01



2007 EXISTING YEAR
AADT VOLUMES

LEGEND
2007 AADT - 000
24 HR T - 3%
S U - 2/ COMB - 17

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

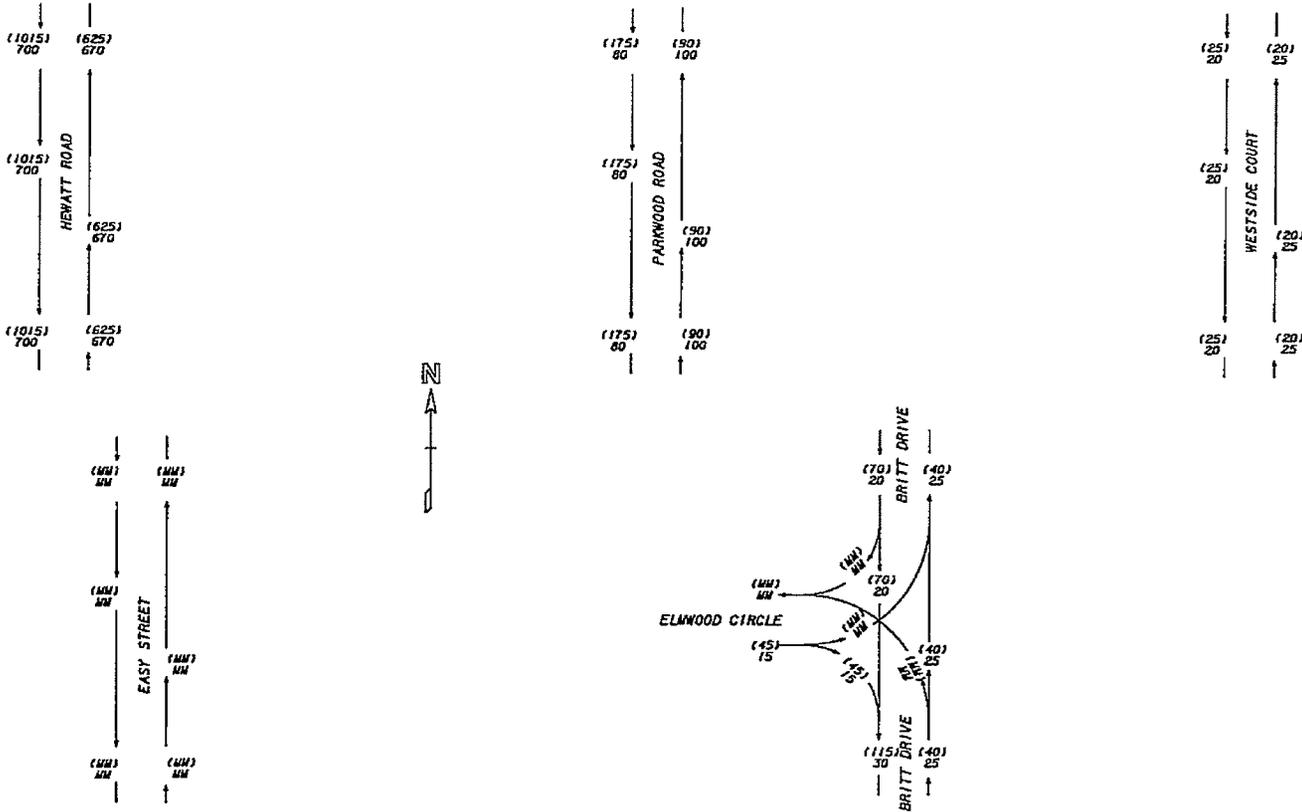
 GRESHAM
SMITH AND
PARTNERS

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TRAFFIC DIAGRAM
PROJECT P1*: 0007535
PROJECT: CSHPP-0007-001535
COUNTY GWINNETT

10-02

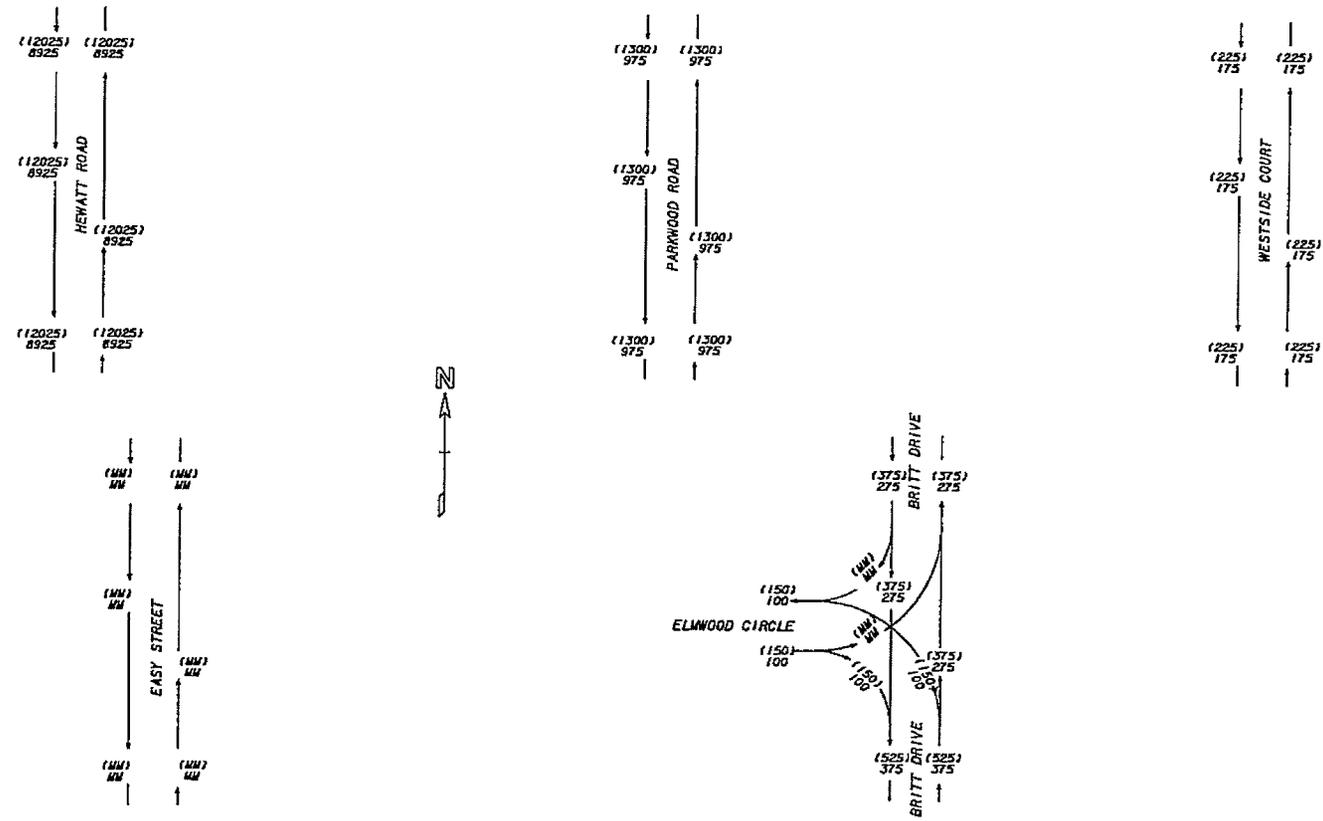


2030 DESIGN YEAR NO BUILD AM AND PM PK HR TRAFFIC VOLUMES	LEGEND 2030 PM DHV - (000) 2030 AM DHV - 000 T - 17	GEORGIA DEPARTMENT OF TRANSPORTATION	GRESHAM SMITH AND PARTNERS	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE TRAFFIC DIAGRAM PROJECT P1#: 0007535 PROJECT CSHPP-0007-0015353 COUNTY: GWINNETT
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COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
WINNETT	CSHP-007-001535		



2010 OPENING YEAR & 2030
 DESIGN YEAR NO BUILT AADT
 VOLUMES

LEGEND
 2010 AADT - 000
 2030 AADT - (000)
 24 HR T - 3/
 S U - 2/ COMB - 1/

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

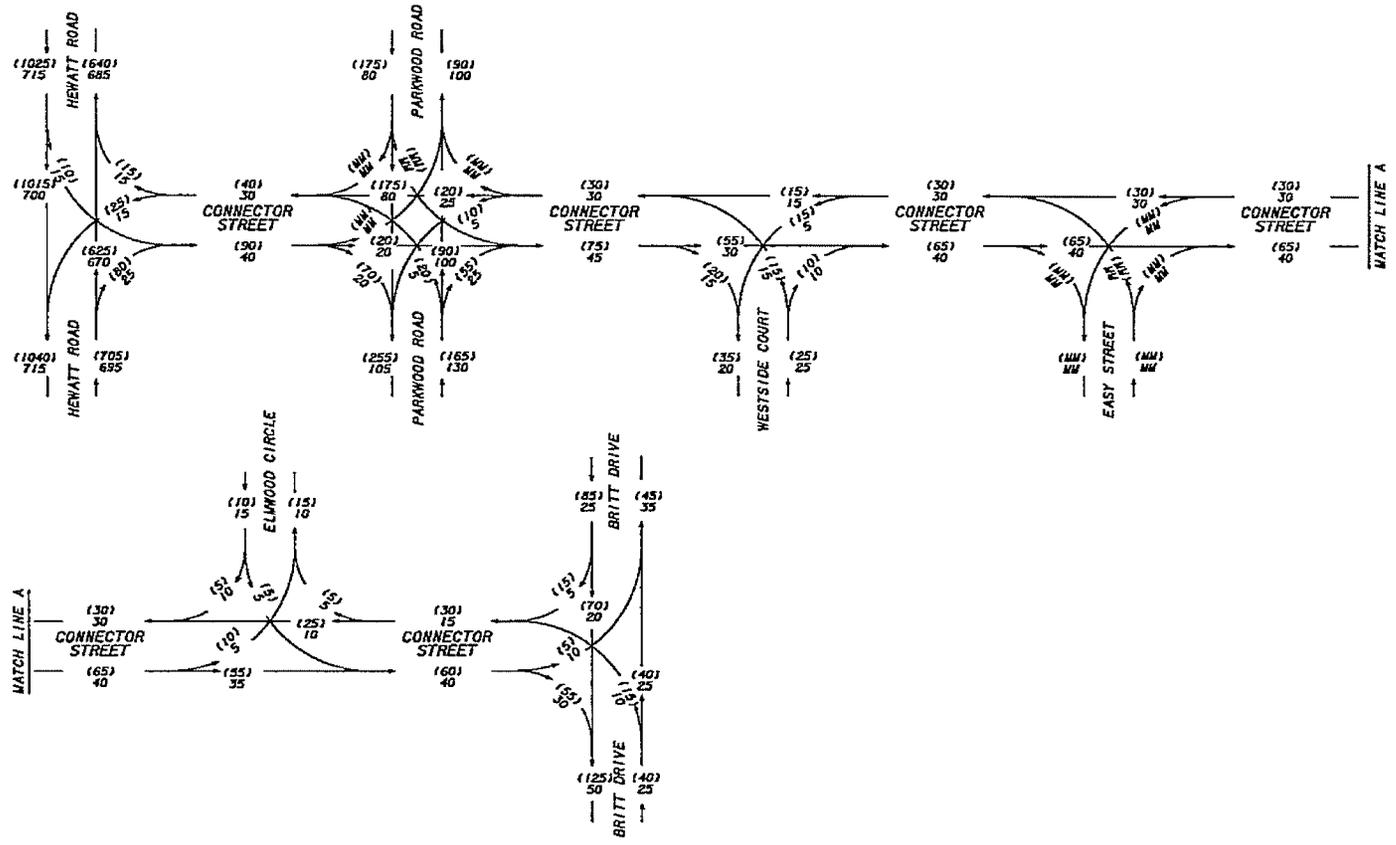


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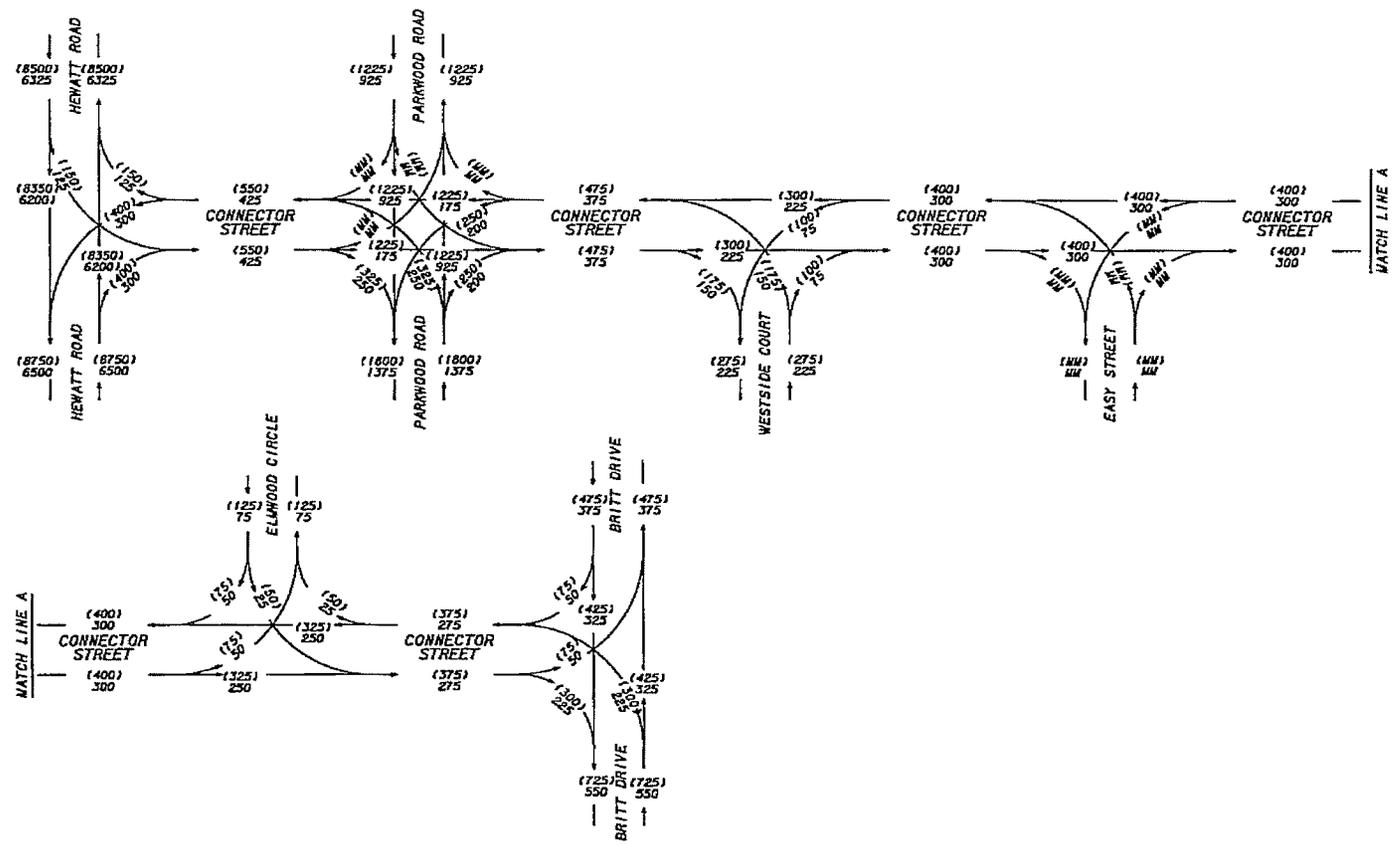
REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE
TRAFFIC DIAGRAM
 PROJECT P1*: 0007535
 PROJECT: CSHP-007-001535
 COUNTY: WINNETT

DRAWING NO.
10-04



2030 DESIGN YEAR BUILD AM AND PM PK HR TRAFFIC VOLUMES	LEGEND 2030 PM DHV - (000) 2030 AM DHV - 000 T = 1%	GEORGIA DEPARTMENT OF TRANSPORTATION	GRESHAM SMITH AND PARTNERS NOT TO SCALE	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE
				PROJECT PI*, 0007535 PROJECT, GSHPP-0007-001535 COUNTY GWINNETT	TRAFFIC DIAGRAM 10-05



2010 OPENING YEAR & 2030
 DESIGN YEAR BUILD AADT
 VOLUMES

LEGEND
 2010 AADT - 000
 2030 AADT - (000)
 24 HR T - 3/4
 S U - 2/4 COMB - 1/4

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION



NOT TO SCALE

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
TRAFFIC DIAGRAM
 PROJECT P1*: 0007535
 PROJECT: CSHP-007-00(535)
 COUNTY GWINNETT

10-06

Attachment 5

Capacity Analysis Summary

Anticipated Intersection Level of Service (LOS)

Project Number: CSHPP-0007-00(535)

County: Gwinnett

P. I. Number: 0007535

Level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic streams. There are six defined LOS tiers at which a roadway can operate. Each of the six tiers are identified by a letter, "A" represents the best operating conditions and LOS "F" represents the worst. If a roadway is operating at LOS "A", "B", or "C", that is considered acceptable operating conditions. The following table describes the anticipated LOS for the open to traffic year and 20 year future traffic for the proposed new segments of Connector Street.

Segment	2012 LOS	2032 LOS
Connector Street from Hewatt to Parkwood Road	C	C
Connector Street from Parkwood Rd to Britt Drive	C	C

Attachment 6

Minutes of Concept Meetings

MEETING NOTES

SR 10/US 78 PARCEL ACCESS / MEDIAN LIGHTING / BEAUTIFICATION

September 25, 2007

Page 2

- Use a round number for right of way width (i.e. 60' rather than 56')
- GDOT noted that coordination with the Bridge department might be warranted if a non-standard wall is needed for the project GS&P will verify the wall type needed for the project and will add Bridge Coordination if needed
- Edwards-Pitman will provide GS&P with environmental concerns after initial screening
- Combine environmental analysis into one
- Delete table under Utility involvements
- List utilities that will be impacted under utility involvements Delete Railroads
- Remove Evermore CID from project responsibilities list
- Add Contractor responsible for providing material pits & detour
- Gwinnett County will handle utility submissions
- Delete PAR meetings, FEMA, and Railroads under the coordination section
- Add PIOH and PH to public involvement section
- Add the Walton Court @ Old US 78 project to the other projects list
- Combine scheduling into one
- Change right of way time to 9 months under scheduling
- Delete last line from scheduling-Other major items
- Discuss the other alternates considered
- Delete any attachments in list not relevant to the project
- Check price for retaining walls
- Gwinnett County DOT will provide utility cost estimate
- GDOT will provide R/W cost estimate
- Remove inflation cost from estimate
- Improve clarity of overall layout drawing
- Gwinnett County DOT requested the shoulder width be reduced to 12' The current typical has a 16' shoulder GDOT and GS&P will review traffic data and clear zone requirements to determine if the shoulder width can be reduced A design variance or exception might be needed to reduce the shoulder width GS&P will research the AASHTO low volume design guide
- GDOT noted that signal work would be required for the Cambridge Street Re-alignment so signal work should be included in the cost estimate
- GDOT noted that right of way would be required to construct the project not access easement
- Remove the kinks in the connector street from Hewatt to Parkwood Road
- Gwinnett County DOT prefers a CE for the project GDOT will check with FHWA FHWA might be lenient since the connector street is a local street
- GDOT prefers Edwards Pitman complete the environmental screening prior to meeting with FHWA Edwards Pitman anticipates completing the environmental screening by September 28th
- GDOT recommends staying off of buildings with right of way to eliminate displacements The right of way may be reduced if the urban shoulder can be reduced to 12'
- The Evermore CID prefers the speed be reduced to 25 mph for the connector streets from Hewatt to Parkwood Road and Parkwood to Britt Road
- The Evermore CID noted the Cambridge Street re-alignment would provide a signalized left turn for 200 plus homes, thus, improving access and safety for the homeowners GS&P will include in the need and purpose
- The Evermore CID also suggested adding to the need and purpose that the proposed connector streets will provide access to signalized median openings on US 78 / SR 10

MEETING NOTES

SR 10/US 78 PARCEL ACCESS / MEDIAN LIGHTING / BEAUTIFICATION

September 25, 2007

Page 3

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

Prepared by Scott Shelton
Project Engineer
770-754-0755

Copy Participants

Attachment 7

PFA



Department of Transportation

State of Georgia

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

HAROLD E LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

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

EARL L MAHFUZ
TREASURER
(404) 656-5224

July 13, 2007

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

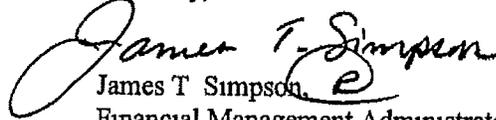
Dear Chairman Bannister

I am returning for your files an executed agreement between the Georgia Department of Transportation and Gwinnett County for the following projects

PROJECT#: CSHPP-0007-00(535) Gwinnett County, P.I. #0007535 — *Hewitt to Parkwood*
PROJECT#: CSHPP-0008-00(033) Gwinnett County, P.I. #0008033 — *Parkwood to Britt*
PROJECT#: CSHPP-0008-00(034) Gwinnett County, P.I. #0008034 — *Cambridge St Realignment*
PROJECT#: CSHPP-0008-00(035) Gwinnett County, P.I. #0008035 — *Yellow River Ped. Bridge*
Sharp Turn Extension
(Rockledge Rd to Davis Rd)

We look forward to working with you on the successful completion of the joint project
Should you have any questions, please contact the Project Manager Robert Mahoney at
(770)532-5520

Sincerely,


James T Simpson
Financial Management Administrator

JTS rm

Enclosure

c Bob Rogers
Russell McMurry - District 1
Jeff Baker - Utilities

**AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
GWINNETT COUNTY
FOR
VARIOUS US 78 CORRIDOR IMPROVEMENTS**

This Framework Agreement is made and entered into this 10th day of July, 2007, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and 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, ¶1(a)

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

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

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

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

3 It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the Preconstruction Engineering Activities

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

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

shall acknowledge the change through written response letter, provided that the DEPARTMENT shall have final authority for approving any change

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

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

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

a Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT The concept for the PROJECT shall be

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

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

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

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

any environmental reevaluations required. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

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

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

g Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.

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

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

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

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

8 All Primary Consultant firms hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes

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

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

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

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

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

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

15 If the right of way phase is 100% local funding with no Federal or State reimbursement, upon the DEPARTMENT's approval of the project right of way plans, verification that the approved environmental document is current, which shall mean that the approval of the environmental document occurred within six (6) months of the approval notice by the DEPARTMENT's for project right of way plans, and delivery of a written notice to proceed, the LOCAL GOVERNMENT may proceed with the acquisition of the necessary right of way for the PROJECT. If the right of way phase involves federal and/or state funding reimbursement, upon the Department's approval of the project right of way plans, the Local Government may proceed with all pre-acquisition right of way activities, however, property negotiation and acquisition cannot commence until right of way funding authorization is approved. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code, 23 CFR 710, et Seq, and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT and in accordance with the "Contract for the Acquisition of Right of Way" to be prepared by the Office of Right of Way and executed between the LOCAL GOVERNMENT and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. In the event the LOCAL GOVERNMENT is to receive reimbursement of all or part of the acquisition funding, reimbursable right of way costs are to include land and improvement costs, property damage values, relocation assistance expenses and contracted property

management costs. Non reimbursable costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the required right of way.

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

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

18 The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if required. This data shall be

organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

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

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

US 78 CID IMPROVEMENTS, GWINNETT COUNTY

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

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

RECOMMENDED

Gwinnett County

Quinn R. McManis
District Engineer

BY Charles Bannister
Charles Bannister
County Commission Chairman

Joe J.
Director of Preconstruction

David E. Studstill, Jr.
Chief Engineer

Signed, sealed and delivered this 6th day of June, 2007, in the presence of

DEPARTMENT OF TRANSPORTATION

Marie Dwyer
Witness

BY Buddy A.
Deputy Commissioner

Debbie L. Graham
Notary Public
Notary Seal: Debbie L. Graham, Commission Expires July 2, 2010, Gwinnett County, GA

ATTEST

This Agreement approved on the 6th day of June, 2007

Paul R. Yalga
Treasurer

Diare Kemp
City/County Clerk (as appropriate)

REVIEWED AS TO LEGAL FORM

Jane Sayers 6.25.07
Office of Legal Services

FEIN 58-6000835

Approved as to form

Yusanda Ruth Williams
Sr Assistant County Attorney

ATTACHMENT "A"

Project Number: CSHPP-0007-00(535), CSHPP-0008-00(033),(034),(035) GWINNETT COUNTY

Project (PI#, Project #Description)	Work Type	Preliminary Engineering		Right of Way		Construction		Utilities
		Funding	Design	Funding of Real Property	Acquisition & Administrative Cost by	Funding	Letting by	Relocation Costs by
0007535 CSHPP-0007-00(535) US 78 Parcel access/median/lighting/beautification	LY10 Enhancement - Streetscapes	\$750,000 Gwinnett/US 78 CID \$50,000 (LY10)	Design Gwinnett/ US 78 CID GDOT Review	\$210,000 Gwinnett/US 78 CID \$1,801,900 GDOT	Gwinnett/US 78 CID	\$210,000 Plus 100% Overruns Gwinnett/US 78 CID \$2,948,100 GDOT	Gwinnett/ US 78 CID	Gwinnett/ US 78 CID
0008033 CSHPP-0008-00(033) US 78 Corridor infrastructure - phase II	LY10 Enhancement - Streetscapes	\$125,000 Gwinnett/US 78 CID	Design Gwinnett/ US 78 CID			\$38,400 Plus 100% Overruns Gwinnett/US 78 CID \$480,000 GDOT	Gwinnett/ US 78 CID	Gwinnett/ US 78 CID
0008034 CSHPP-0008-00(034) US 78 Corridor Improvement	LY20 Enhancement - Streetscapes	\$250,000 Gwinnett/US 78 CID	Design Gwinnett/ US 78 CID	\$463,501 Gwinnett/US 78 CID	Gwinnett/US 78 CID	\$213,392 Plus 100% Overruns Gwinnett/US 78 CID \$400,000 GDOT	Gwinnett/ US 78 CID	Gwinnett/ US 78 CID
0008035 CSHPP-0008-00(035) US 78 Improvements to 7 mile corridor Snellville	LY20 Enhancement - Streetscapes	\$250,000 Gwinnett/US 78 CID	Design Gwinnett/ US 78 CID	\$612,400 Gwinnett/US 78 CID	Gwinnett/US 78 CID	\$144,270 Plus 100% Overruns Gwinnett/US 78 CID \$600,000 GDOT	Gwinnett/ US 78 CID	Gwinnett/ US 78 CID

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

ATTACHMENT "B"

0007535,8033,8034,8035 – Gwinnett County

Proposed Project Schedule

Environmental Phase				
Concept Phase				
Preliminary Plan Phase				
Right of Way Phase				

Deadlines for Responsible Parties **Execute Agreement** **October/2006**
 (Approve Concept) **May/2007**
 (Approve Env Document) **March/2008**
 (Authorize Right of Way funds) **May/2008**
 (Authorize Const funds)

Annual Reporting Requirements

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

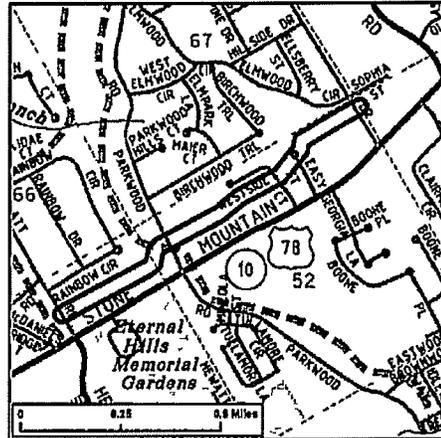
Training Certification Requirement

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

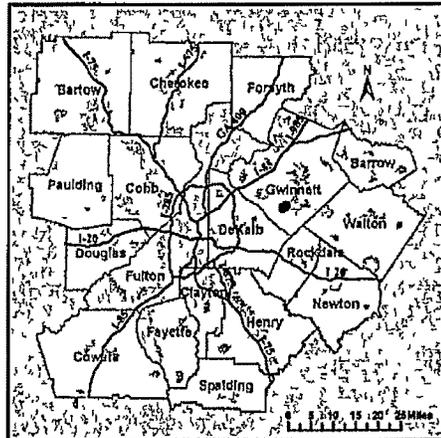
Attachment 8

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

Short Title	CONNECTOR STREET FROM HEWATT ROAD TO BRITT ROAD
GDOT Project No.	0007535
Federal ID No.	CSHPP-0007 00(535)
Status	Programmed
Detailed Description and Justification	This project consists of constructing a new two-lane locally classified roadway along US 78 between Hewatt Road and Britt Road within the city limits of Snelville to preserve capacity along US 78 and will include sidewalks, pedestrian crossings, and landscape buffers
Service Type	General Purpose Roadway Capacity
Sponsor	Evermore CID
Jurisdiction	Gwinnett County
Existing Thru Lane	0 (applicable for road projects only)
Planned Thru Lane	2 (applicable for road projects only)
Corridor Length	1 miles (not applicable for all project types)
Network Year	2020 (required if modeled for conformity)
Completion Date	2012
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



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Phase Status & Funding Information	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BONDS	LOCAL/OTHER
PE Local Jurisdiction/Municipality Funds	2008	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
ROW SAFETEA LU Earmark	2010	\$4,928,090	\$1,418,278	\$0,000	\$0,000	\$3,509,812
CST SAFETEA LU Earmark	2011	\$3,626,553	\$2,901,242	\$0,000	\$0,000	\$725,311
			\$4,319,520	\$0,000	\$0,000	\$4,235,123

PE Preliminary Engineering / Design / Study

ROW Right-of-way Acquisition

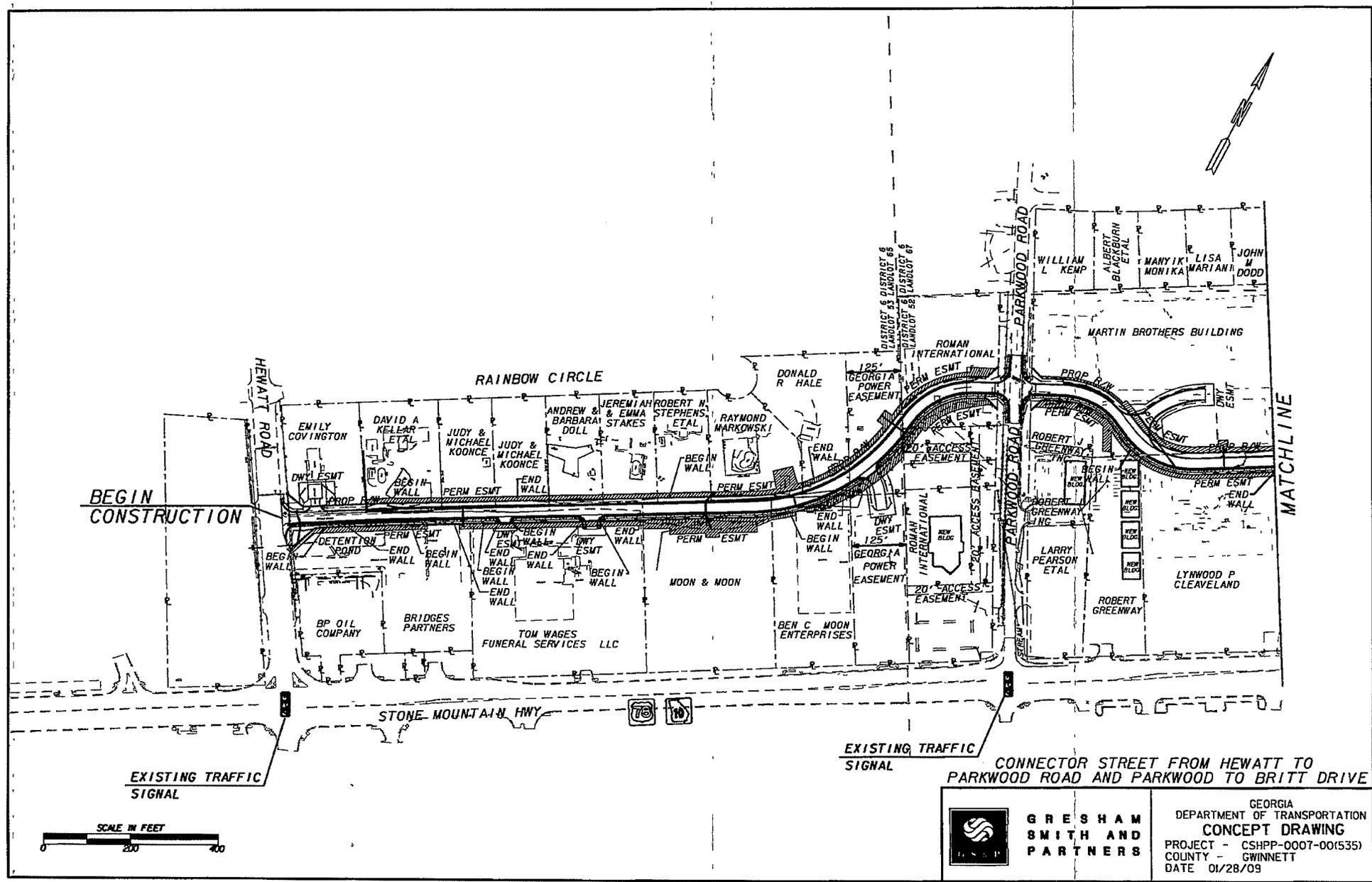
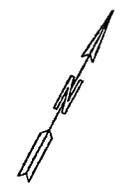
CST Construction / Implementation



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



Attachment 9
Concept Layout



BEGIN CONSTRUCTION

MATCHLINE

EXISTING TRAFFIC SIGNAL

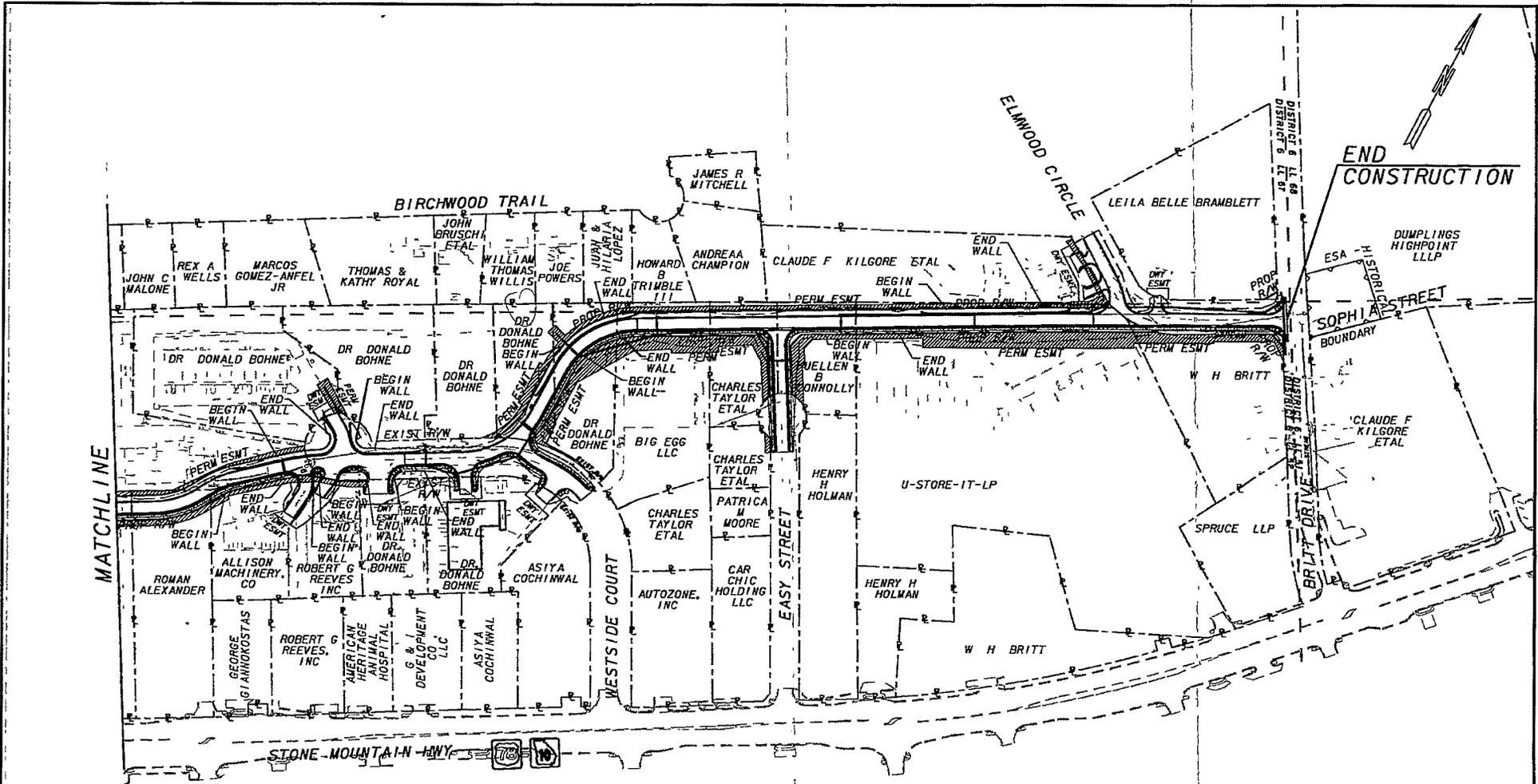
EXISTING TRAFFIC SIGNAL

CONNECTOR STREET FROM HEWATT TO PARKWOOD ROAD AND PARKWOOD TO BRITT DRIVE



GRESHAM SMITH AND PARTNERS

GEORGIA DEPARTMENT OF TRANSPORTATION
CONCEPT DRAWING
PROJECT - CSHPP-0007-00(535)
COUNTY - GWINNETT
DATE 01/28/09



END CONSTRUCTION

MATCHLINE

CONNECTOR STREET FROM HEWATT TO PARKWOOD ROAD AND PARKWOOD TO BRITT DRIVE



	GRESHAM SMITH AND PARTNERS	GEORGIA DEPARTMENT OF TRANSPORTATION CONCEPT DRAWING PROJECT - CSHP-0007-00(535) COUNTY - GWINNETT DATE 01/28/09

Attachment 10

**Completed Fuel/Asphalt Price
Adjustment Form**

PI Number 0007535

County GWINNETT

Date 3/19/2010

Project Number CSHPP-0007-00(535)

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

ENTER FPL DIESEL	2 814
ENTER FPM DIESEL	6 332

ENTER FPL UNLEADED	2 647
ENTER FPM UNLEADED	5 9576

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

INCREASE ADJUSTMENT
125 00%

INCREASE ADJUSTMENT
125:00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0 29		0 15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0 29		0 15		
GAB paid as specified by the ton under Section 310 (TON)	1112 000	0 29	322 48	0 24	266 88	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2 90		0 71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	6330 000	2 90	18357 00	0 71	4494 30	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0 25		0 20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8 00		1 50		
Class Concrete (CY) Section 500		200 00		8 00		1 50		Pvmt widening
Class Concrete (CY) Section 500				8 00		1 50		
Class Concrete (CY) Section 500				8 00		1 50		
Superstru Con Class (CY) Section 500				8 00		1 50		
Superstru Con Class (CY) Section 500				8 00		1 50		
Superstru Con Class (CY) Section 500				8 00		1 50		
Concrete Handrail (LF) Section 500				8 00		1 50		
Concrete Barrier (LF) Section 500				8 00		1 50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel Plan Quantity (LB) Section 501				8 00		1 50		
Stru Steel Plan Quantity (LB) Section 501				8 00		1 50		
PSC Beams (LF) Section 507				8 00		1 50		
PSC Beams (LF) Section 507				8 00		1 50		
PSC Beams (LF) Section 507				8 00		1 50		
Stru Reinf Plan Quantity (LB) Section 511				8 00		1 50		
Stru Reinf Plan Quantity (LB) Section 511				8 00		1 50		
Bar Reinf Steel (LB) Section 511				8 00		1 50		
Piling (LF) Section 520				8 00		1 50		
Piling (LF) Section 520				8 00		1 50		
Piling (LF) Section 520				8 00		1 50		
Piling (LF) Section 520				8 00		1 50		
Piling (LF) Section 520				8 00		1 50		
Piling (LF) Section 520				8 00		1 50		
Drilled Caisson (LF) Section 524				8 00		1 50		
Drilled Caisson (LF) Section 524				8 00		1 50		
Drilled Caisson (LF) Section 524				8 00		1 50		
Pile Encasement (LF) Section 547				8 00		1 50		
Pile Encasement (LF) Section 547				8 00		1 50		
SUM QF DIESEL=		18679 48		SUM QF UNLEADED=		4761 18		
DIESEL PRICE ADJUSTMENT(\$)				\$60,448 67				
UNLEADED PRICE ADJUSTMENT(\$)				\$14,493 27				

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

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC SECTION 413 5 01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

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

ENTER APL

ENTER APM

Use this side for Asphalt Emulsion Only

LINE	TYPE	ASPHALT EMULSION (GALLONS)

TMT =

REMARKS

Use this side for Asphalt Cement Only

LINE	TYPE	TACK (GALLONS)
413-1000	PG 58-22	1500

TMT =

REMARKS

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$) \$60,448.67

UNLEADED PRICE ADJUSTMENT(\$) \$14,493.27

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$3,157.21

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$187,621.20

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

REMARKS

TOTAL ADJUSTMENTS **\$269,013.83**

Attachment 11

**Public Involvement Meeting
Minutes**

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P I Nos 0007535 & 0008035 **OFFICE** Environment/Location
DATE May 21, 2008

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

TO Distribution Below

SUBJECT Project CSHPP-0007-00(535) & CSHPP-0008-00(035), Gwinnett County,
Summary of Comments Received During the Public Comment Period – Project
CSHPP-0007-00(535) Includes the proposed Cambridge Street/McGee Road
realignment and the proposed Connector Street from Hewatt Road to Britt Drive
Project CSHPP-0008-00(035) Includes the proposed Roackbridge Road/East
Park Place Boulevard to Davis Road Connector Street

COMMENT TOTALS

A total of 139 people attended the public information open house held for the subject project on March 27, 2008

From those attending, 18 comment forms, 0 letters and 31 verbal statements were received. An additional 39 comments were received during the ten-day comment period following the public information open house, for a total of 88 comments from 51 individuals. They are summarized as follows

Project	No Opposed	No In Support	Uncommitted	Conditional
CSHPP-0007-00(535)	<u>32</u>	<u>7</u>	<u>4</u>	<u>8</u>
CSHPP-0008-00(035)	<u>3</u>	<u>4</u>	<u>0</u>	<u>2</u>

MAJOR CONCERNS

Comments expressed concern over potential impacts to residential property and adverse impacts to neighborhoods due to noise, visual, and the potential for increased crime due to pedestrian access. Several people were concerned that the drivers would speed on the new streets.

Summary of Comments

CSHPP-0007-00(535) & CSHPP-0008-00(035), PI Nos 0007535 & 0008035, Gwinnett County

May 21, 2008

Page 2

OFFICIALS

Officials attending included the following

Commissioner Mike Beaudreau, Gwinnett County, District 3

Mayor Jerry Oberholtzer, City of Snellville

MEDIA

DISPOSITION OF COMMENTS

Gresham Smith Partners and Edwards-Pitman Environmental will respond to all comments on behalf of the Department of Transportation

The GDOT offices below will be asked to review the responses provided by the consultant for the comments in their section. The project manager will review all responses

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT
District 1 Design	PI 0008035 2, 5	Would like to see landscaping with blooming trees. Look into possible vegetation planting along stretch of land behind the residences
	PI 0008035 5	Would like to start roadway beginning arc further away from homes and closer to businesses. Could utilize more of existing roadway from behind Hong Kong Buffet as beginning point. Reduce speed limit from 35 mph to 25 or 30 mph
	PI 0008035 5	Would like consideration for a noise reduction wall and guard rails
	PI 0008035 5	Need to elaborate on what will happen to city sewer line if the road is located over this line. Will property owners be required to hook up to sewer line?
	PI 0008035 5	Need to look at the environmental impact of drainage CFMS from road water fed into the stream that runs through the residences. Need to assure that there will be no erosion into the residences

Summary of Comments
 CSHPP-0007-00(535) & CSHPP-0008-00(035), PI Nos 0007535 & 0008035, Gwinnett County
 May 21, 2008
 Page 3

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT
District 1 Design (continued)	PI 0008035 9	Minimize Impacts to private property as much as possible
	PI 0007535 4, 6, 13	Plans show an entrance on Cambridge for property shown as "Realty Income Corp " which should not be allowed This was agreed to when the property was originally zoned
	PI 0007535 13	The concept is great, but not if the existing deceleration lanes into businesses along US 78 are taken away The existing deceleration lanes are important safety items on busy highways like US 78
	PI 0007535 8	Concerned that Robert B Reeves Inc has access to Westside Ct and the new access road via current driveway into the existing cul de sac Design so this is maintained
	PI 0007535. 14	Request a copy of the plans, specifications and details of the project, including cross sections, so we can see how our property is going to be affected What is a temporary easement and what are the terms of this?
	PI 0007535 36	The connector road will remove 12 big trees from my lot The noise will increase if the pine trees are removed I have a vacant lot behind by place between the funeral home and the furniture place If they put this road through there all that water is going to drain and come right down through my lot What kind of provisions will there be to deal with water when they catch it all on this paved street?
	PI 0007535. 47	The engineers need to take another look at the site limitations on Parkwood
	PI 0007535 49	Why do sidewalks need to be included as part of the road proposal? There is no need for sidewalks They will increase crime in the residential area

Summary of Comments

CSHPP-0007-00(535) & CSHPP-0008-00(035), PI Nos 0007535 & 0008035, Gwinnett County

May 21, 2008

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REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT
Right-of-Way	PI 0007537 11, 18, 19, 20, 23, 28, 31, 35, 38, 39, 40, 43, 45, 47	Project will adversely affect residential property values
	PI 0007535 15	Martin Brothers Building Property located at 2025 Westside Court is concerned about the potential loss of parking in front of their building, the loss of outdoor storage space in the rear of their facility, and the layout of the new entrance into their parking lot
	PI 0007535 31	This project will take the building that shares the same electrical circuit as my home. This building is my storage unit for the lawn equipment, shop equipment etc. This project will come very close to my pool area and I will lose privacy in my backyard.
	PI 0007535 23	How will the landowners affected by the road project be compensated? Compensation should be based on fair market value plus damages to the road.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT
Traffic Operations	PI 0007535 34	Speed control is needed on Cambridge Street. Now that traffic will be increasing, speed humps need to be put in place.
	PI 0007535 11	Project will increase traffic on Birchwood Trail.
	PI 0007535 31	I am concerned with the congestion impact on exiting Rainbow Circle to Hewatt Road with an intersection for the parallel road to Highway 78.
	PI 0007535 39	This new road will become an alternative to Highway 78 and bring more cut through traffic through a residential area.

Summary of Comments
 CSHPP-0007-00(535) & CSHPP-0008-00(035), PI Nos 0007535 & 0008035, Gwinnett County
 May 21, 2008
 Page 5

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT
Planning	PI 0008035 5	Would like to be able to contribute to road design and impact to residences
	PI 0008035 6	This project will only benefit the businesses and not the people who live in the area
	PI 0008035 8	Gwinnett County needs to stop the growth and do more for the older, established residents
	PI 0007535 1, 10, 17, 21, 33, 39, 40, 43, 44	This project will only benefit the businesses in the Evermore CID and negatively impact the residents
	PI 0007535 1, 33, 39, 40	Concerned that the "Brookwood Village" is helping drive these ideas and this project is really for the benefit of the Morseberger Group
	PI 0007535 3, 29, 31, 42	The project is designed over the actual traffic need. The businesses are not high-volume and there is non-existent pedestrian traffic. There is already a roadway to circle around to Britt. This project is not needed.
	PI 0007535 5	Hewett to Britt Drive Connector Street is ill advised and no feasibility study has been presented to the homeowners for review.
	PI 0007535 17, 23	The Hewett to Britt Connector Road will be located in a 50-foot buffer zone between my property and the commercial properties along US 78. If the road went the entire length of US 78 it might have some merit, but as it stands it has none.
	PI 0007535 19	Public input was not invited until the project was well underway and tax dollars committed to the project.
	PI 0007535 22	All projects directly affecting an area should be approved only with the consent of the residents that would be directly affected. We do not need the state or county forcing projects on us.
	PI 0007535. 45	How did this project get this far and the public just finding out about it now? I don't think the public was properly notified of the project.

Summary of Comments
 CSHPP-0007-00(535) & CSHPP-0008-00(035), PI Nos 0007535 & 0008035, Gwinnett County
 May 21, 2008
 Page 6

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT
Planning (continued)	PI 0007535 23	<p>The local residents do not feel they have any representation or communication with the Evermore CID officials</p> <p>Why are buildings still being approved for construction on the same land that the road ahead of the road project is slated for? One such building is a warehouse on Parkwood that is right in the way of the proposed road as it's proposed right now</p> <p>Will there be a buffer along the access road between the road and the adjacent residents?</p> <p>Evermore parcel map Evermore is made up of commercial and nonresidential businesses One Evermore's parcel map they show residential property as part of their commercial and nonresidential map. So we would like to ask why is our residential property shown and do we get a voting right?</p>
	PI 0007535 23, 51	<p>Evermore is made up of businesses for increasing property value of said businesses What voice does the homeowner, landowner have for fair representation in this matter?</p>

Summary of Comments
 CSHPP-0007-00(535) & CSHPP-0008-00(035), PI Nos 0007535 & 0008035, Gwinnett County
 May 21, 2008
 Page 7

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT
Environment	PI 0008035 1, 6	Project will negatively affect the home owners and neighborhoods and businesses Project will bring more trash on the road and bring more crime into the community
	PI 0008035 5	Need to establish noise reduction standards for businesses behind residences
	PI 0007535 50	More detailed information should have been presented at this meeting, i e , ground renderings of an artist's perspective The website should include more information about the progression of project-related events
	PI 0007535 1, 2, 10, 19, 23, 24, 28, 31, 39, 42, 25, 20, 45, 46, 51	Concerned about increased crime, noise, traffic, and the speeds of traffic
	PI 0007535 39	The propose wall near Elmwood Circle will be an eyesore
	PI 0007535 23	We would like to get a clear answer as to exactly the date that the environmental study started and when it will be completed We've asked several people and don't get a clear date from the project team

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT
OEL	All Letters	<p>Thank you for your input regarding the public information open house for the proposed project Your interest in this meeting and your comments are appreciated Your comments will be made a part of the official record of the project</p> <p>The attendees of the open house and those persons sending in comments afterwards raised the following questions and concerns The GDOT has prepared one response to all comments so that everyone can be aware of the concerns raised and the responses given Please find the comments, concerns, and questions listed below along with their response.</p>

Attached is a complete transcript of the comments received during the comment period and a copy of the public information open house handout for review If you have any feedback at this

Summary of Comments

CSHPP-0007-00(535) & CSHPP-0008-00(035), PI Nos. 0007535 & 0008035, Gwinnett County
May 21, 2008

Page 8

time, please reply to Susan Thomas (sthomas@edwards-pitman.com) and copy Kim Coley, of
this office at kcoley@dot.ga.gov by May 31, 2008

If you have any questions about the comments, please either email or call Kim Coley at (770)
532-5582

GB/KC/slt

Attachments

DISTRIBUTION

Todd Long, P E

Robert Mahoney w/attachments

District 1 (Attn. Russell McMurry) w/attachments

Angela T. Alexander w/attachments

Kelth Golden, P E, w/attachments

**LIST OF ATTENDEES
PROPERTY OWNER'S MEETING
CSHPP-0008-00(035), GWINNETT COUNTY
PI No 0008035
November 13, 2008**

<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>
Lisa Navarre	2102 Colonial Oak Way	770 879 1017
Johnny Navarre	2102 Colonial Oak Way	770 879 1017
Harold Lippitt	2112 Colonial Oak Way	678 476 0446
Tom Dalton	2132 Colonial Oak Way	770 498 2366
Suzanne Dalton	2132 Colonial Oak Way	770 498 2366
Jennifer Harris-Dunham	2251 Colonial Oak Way	770 879 8982
Nicholas Dunham	2251 Colonial Oak Way	770 879 8982

Source Meeting Sign-in Sheet