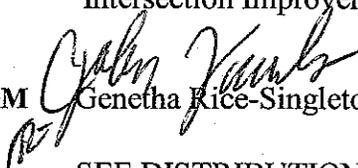


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0008033, Gwinnett County **OFFICE** Preconstruction
CSSTP-0008-00(033)
SR 10/US 78 at McGee Road and Cambridge Road-
Intersection Improvements **DATE** March 31, 2009

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

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

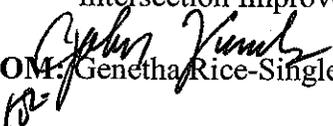
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0008033, Gwinnett County
CSSTP-0008-00(033)
SR 10/US 78 at McGee Road and Cambridge Street -
Intersection Improvements

OFFICE: Preconstruction

DATE: March 25, 2009

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT: PROJECT CONCEPT REPORT

This project is the SR 10/US 78 at McGee Road and Cambridge Street intersection improvements in Gwinnett County, Georgia. This project was split from project P.I. No. 0007535- US 78 Corridor Improvements. Currently, Cambridge Street is offset approximately 165' from McGee Road along US 78. Due to the offset, vehicle conflicts and crash rates are higher than the statewide averages for a roadway with similar classification, and the projected future Level of Service (LOS) is unacceptable. SR 10/US 78 is also known as Main Street and is a vital east-west corridor for the Snellville Metropolitan area transportation system. Also, the section of SR 10/US 78 between Cambridge Street and McGee Road is currently a reversible lane system. Construction has started on project STP-0003-00(406) to remove the reversible lane system and replace it with a raised median and three lanes in each direction. The most current traffic data (2007) indicates that the total traffic volume is 40,900 vehicles per day (VPD) for SR 10/US 78, 5,700 VPD for McGee Road and 400 VPD for Cambridge Street. The accident information from 2004 to 2006 has a total of 116 accidents within the project limits. Forty of the accidents were right angle accidents, fifty six were rear end collisions, and twenty were a side-swipe.

The proposed project would align Cambridge Street with McGee Road at the existing traffic signal and proposed median opening on SR 10/US 78 at McGee Road. Cambridge Street will be realigned from Middlesex/Sussex Court to SR 10/US 78 on new alignment for 0.10 miles with curb and gutter and sidewalk. McGee Road will be modified slightly to provide a through lane to Cambridge Street. Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion will be prepared; a Public hearing is not required; Time saving procedures are appropriate.

P.I. No. 0008033, Gwinnett County
Page 2
March 25, 2009

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 815,000	\$ 537,297	LY10	2009
Right-of-way & Utilities	Local	Local	Local	Local

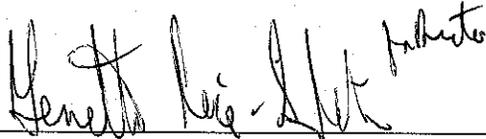
* Gwinnett County signed PFA on 7-10-2007 for PE, utilities and 100% CST over 480k

I recommend this project concept be approved and the project description be revised to reflect the project described herein.

GRS: JDQ

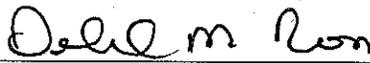
Attachment

CONCUR



Director of Preconstruction

APPROVED



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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 1

PROJECT CONCEPT REPORT

Project Number CSHPP-0008-00(033)
County Gwinnett
P I Number 0008033
Realignment of Cambridge Street with McGee Road
Federal Route Number 78
State Route Number 10

(See following page for Location Map)

Recommendation for approval

DATE 11-18-08

Douglas M. Faddol
Project Manager

DATE 11-19-08

Bill R. McManis
District Engineer

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 _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 11-25-08

Shed Bell
State Traffic Engineer

DATE _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 1

PROJECT CONCEPT REPORT

Project Number CSHPP-0008-00(033)
County Gwinnett
P I Number 0008033
Realignment of Cambridge Street with McGee Road
Federal Route Number 78
State Route Number 10

(See following page for Location Map)

Recommendation for approval

DATE 11-18-08

Douglas M. Faddol
Project Manager

DATE 11-19-08

Bill R. McManis
District Engineer

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 12-28-2009

Angela J. Alford
State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

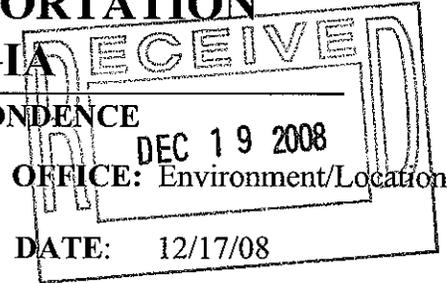
State Traffic Engineer

DATE _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

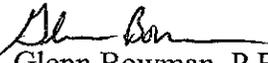


FILE: P.I. No. 0008033

**PROJECT No. CSHPP-0008-00(033) / GWINNETT
County**

DATE: 12/17/08

Realignment of Cambridge Street with McGee Road

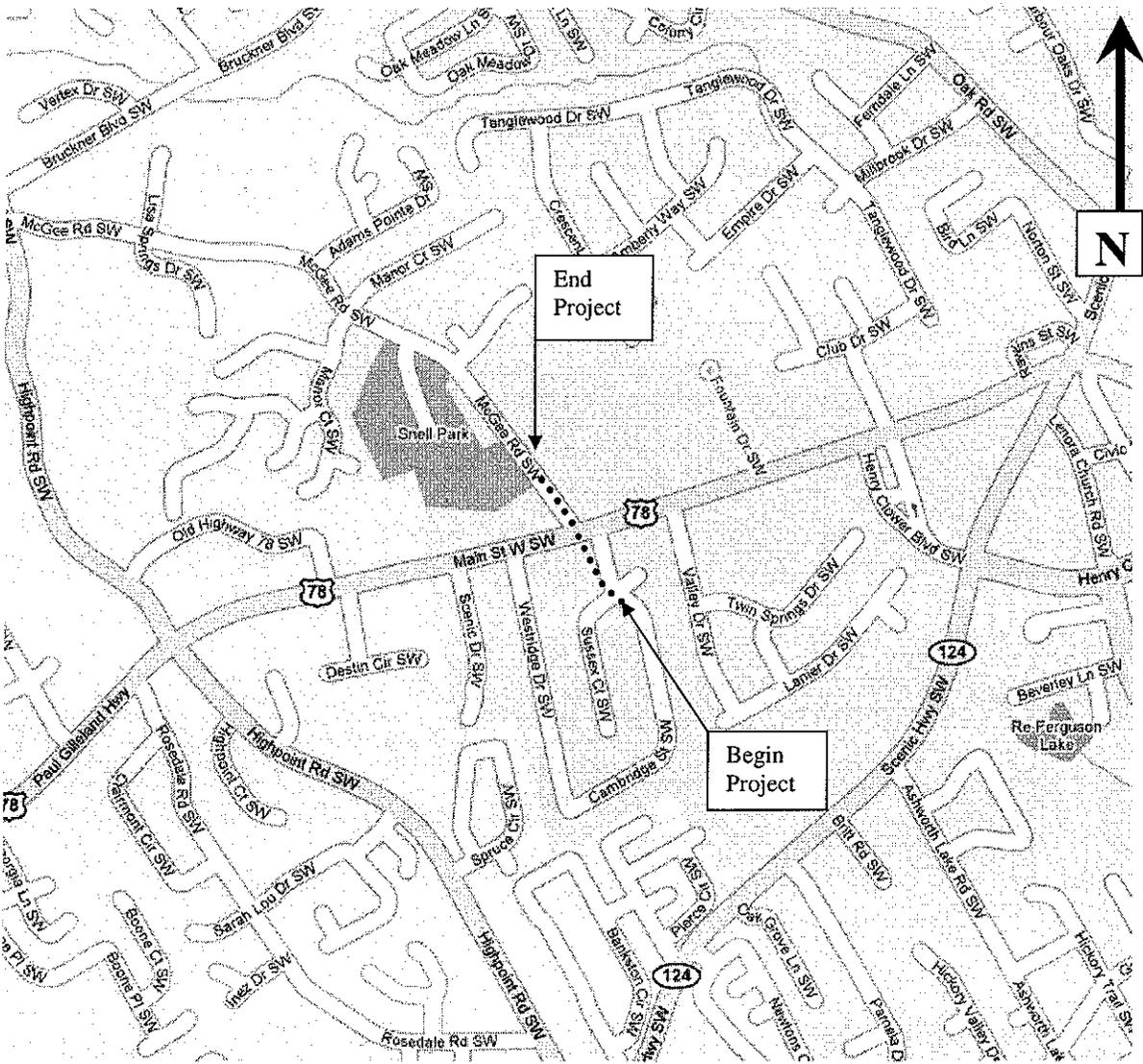
FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer
TO: Genetha Rice-Singleton, Assistant Director of Preconstruction
SUBJECT: PROJECT CONCEPT REPORT REVIEW

The Concept Report for the above project has been reviewed and appears satisfactory for approval.
If you have any questions, please contact Glenn Bowman at (404) 699-4401.

GB:lc

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

Project Concept Report page 2
Project Number: CSHPP-0008-00(033)
P. I. Number: 0008033
County: Gwinnett



Project Location Map
Realignment of Cambridge Street with McGee Road
Gwinnett County

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 1

PROJECT CONCEPT REPORT

Project Number CSHPP-0008-00(033)
County Gwinnett
P I Number 0008033
Realignment of Cambridge Street with McGee Road
Federal Route Number 78
State Route Number 10

(See following page for Location Map)

Recommendation for approval

DATE 11-18-08

Douglas M. Fadoo
Project Manager

DATE 11-19-08

Bill E. McManis
District Engineer

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 _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE 12/17/08

Bill Berni
State Environmental/Location Engineer

DATE _____

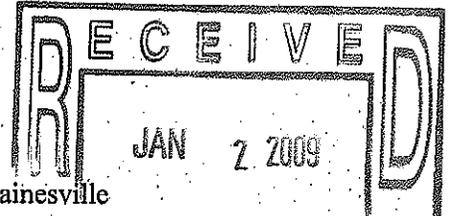
State Traffic Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE CSHPP-0008-00(033), Gwinnett County **OFFICE** Gainesville
PI #0008033
Realignment of Cambridge Street
with McGee Road **DATE** November 20, 2008

FROM Douglas Fadool, Project Manager *Douglas Fadool*

TO Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT Project Concept Report

Attached is the Project Concept Report for your further handling and approval in accordance with the Plan Development Process (PDP).

The purpose of the proposed project is to improve mobility, operations, and safety for residents on Cambridge Street, West Ridge Drive, Sussex Court, and to improve the traffic operational conditions along SR 10/US 78. The proposed project would align Cambridge Street with McGee Road at the existing traffic signal and median opening on SR 10/US 78 at McGee Road. Cambridge Street will be re-aligned from Middlesex/Sussex Court to SR 10/US 78 on new roadway alignment for 0.1 miles with curb and gutter and sidewalk. McGee Road will be modified slightly to provide a through lane to Cambridge Street. The proposed project is located in the City of Snellville in Gwinnett County and within the Evermore Community Improvement District.

The Project Concept Report 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 12-28-08

Angela J. Alexander
State Transportation Planning Administrator

DMF:dmf
Attachment

Distribution:
Glenn Bowman, State Environmental/Location Engineer
Angela Alexander, State Transportation Planning Administrator
Jamie Simpson, State Financial Management Administrator
Brian Summers, Project Review Engineer
Keith Golden, State Traffic Safety and Design Engineer

Existing Intersection Level of Service

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 existing LOS at the intersections of McGee Road at SR 10/US 78 and Cambridge Street at SR 10/US78.

Intersection	Traffic Control	LOS (2007)	LOS (2010)	LOS (2030)
SR 10/US 78 @ McGee Road	Traffic Signal	B/B	B/B	C/B
SR 10/US 78 @ Cambridge Street	Stop Control	D/F	A/B	A/C
Realignment Cambridge St. w/ McGee Rd.	Traffic Signal		B/B	C/C

*LOS shown am/pm

Logical Termini

The project beginning termini was chosen at Cambridge Street and Sussex Court to tie back to the existing roadway elevations. The project ending termini is approximately 450 feet northwest of the McGee Road and SR 10/US 78 intersection. The project is mainly an intersection improvement so logical termini is based on its own independent utility.

Project Description

The proposed project would align Cambridge Street with McGee Road at the existing traffic signal and median opening on SR 10/US 78 at McGee Road. Cambridge Street will be re-aligned from Middlesex/Sussex Court to SR 10/US 78 on new roadway alignment for 0.1 miles with curb and gutter and sidewalk. McGee Road will be modified slightly to provide a through lane to Cambridge Street. The proposed project is located in the City of Snellville in Gwinnett County and within the Evermore Community Improvement District.

The project is identified and included in the Atlanta Regional Commission (ARC) 2008 – 2013 Transportation Improvement Program (TIP). It is shown as TIP# GW-332 and is sponsored by the Evermore CID.

Cultural Resources

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

Environmental Justice

The project is located within the city limits of Snellville, Gwinnett County, which is part of the Atlanta metropolitan area. According to the ARC, the total population of Snellville in 2004 was 86,116; 19.5 percent of which is comprised of minority races. For Gwinnett County, the total population in 2004 was 670,800; 30.8 percent of which was comprised of minority races.

Need and Purpose

Need and Purpose

The purpose of the proposed project is to improve mobility, operations, and safety for residents on Cambridge Street, West Ridge Drive, Sussex Court, and to improve the traffic operational conditions along SR 10/US 78. As seen in the traffic analysis to follow, the need for such improvements is based on existing and projected traffic conditions. Currently, Cambridge Street is offset from the three-legged signalized intersection of McGee and SR 10/US 78. Due to the offset, vehicle conflicts and crash rates are higher than the statewide averages for a roadway with similar classification, and the projected future Level of Service (LOS) is unacceptable. The proposed project would give residents access to a traffic signal and a median opening on SR 10/US 78; thereby, improving access to and from their homes while providing a safe crossing of SR 10/US 78. In addition, pedestrian safety will be provided via sidewalks, pedestrian crossings, pedestrian refuge islands and landscaped buffers.

Corridor Description

The proposed project is located within the city limits of Snellville and also within the Evermore Community Improvement District (CID). Currently, Cambridge Street is offset approximately 165 feet from McGee Road along US 78. Also, the section of SR 10/ US 78 between McGee Road and Cambridge Street is currently a reversible lane system. The reversible lane system is a six-lane section with a two-way left turn lane. The lanes are reversed in the AM to three lanes westbound and two lanes eastbound and in the PM to three lanes eastbound and two lanes westbound. Construction has started on project STP-0003-00(406) to remove the reversible lane system and replace it with a raised median with three lanes in each direction.

The most current traffic data (2007) indicates that the total traffic volume is 40,900 vehicles per day (vpd) for SR 10/US 78, 5,700 vpd for McGee Road and 400 vpd for Cambridge Street. SR 10/US 78 is also known as Main Street and is a vital east-west corridor for the Snellville Metropolitan area transportation system.

Land Use

Along SR 10/US 78 land use is mainly commercial/retail use. Along McGee Road, Snell Park is located approximately 200 yards north of the intersection with SR 10/US 78 and a major commercial development is across from Snell Park. Further north on McGee, land use is primarily residential. Cambridge Street is primarily residential land use with some commercial land use at the intersection of SR 10/US 78.

Safety

SR 10/US 78 is functionally classified as an Urban Principal Arterial while Cambridge Street and McGee Road are functionally classified as Urban Streets within the study area. The tables below provide a comparison of the crash rates on the section of SR 10/US 78 between McGee Road and Cambridge Street (from MP 5.90 to MP 6.03) with the state average for the similar functionally classified road for the years 2004-2006.

Project Concept Report page 4
 Project Number: CSPPP-0008-00(033)
 P. I. Number: 0008033
 County: Gwinnett

SR10/US78	2004		2005		2006	
	SR10/US78	State	SR10/US78	State	SR10/US78	State
Crash Rate*	1,189	490	1,718	534	2,379	531
Injury Rate*	88	123	529	135	617	132
Fatality Rate*	0.00	1.29	0.00	1.48	0.00	1.38

*Per100 million vehicle miles.

The crash and injury rates typically far exceed the statewide average on SR 10/US 78. However, there were no reported fatalities in those years.

About 78% of the crashes that occurred between McGee Road and Cambridge Street 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/%)
2004	10 / 37%	13 / 48%	4 / 15%	0 / 0%	0 / 0%	0 / 0%
2005	14 / 36%	17 / 44%	6 / 15%	0 / 0%	2 / 5%	0 / 0%
2006	16 / 30%	26 / 48%	10 / 19%	2 / 4%	0 / 0%	0 / 0%

Travel Demand and Operational Conditions

The volume of traffic at the intersections of SR 10/US 78 at McGee and Cambridge Street has grown significantly in the last few years. 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	Open to Traffic AADT (2010)	Future AADT (2030)
SR 10/US 78 from McGee Road to Cambridge Street	42,750	57,600
McGee Road	5,950	8,025
Cambridge Street	425	575

Project Concept Report page 6
 Project Number: CSHPP-0008-00(033)
 P. I. Number: 0008033
 County: Gwinnett

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 minority or low income communities were identified during initial field surveys of the project area.

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

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): 78 State Route Number(s): 10

Traffic (AADT):

Roadway Segment	Open to Traffic AADT (2010)	Future AADT (2030)
SR 10/US 78 from McGee Road to Cambridge Street	42,750	57,600
McGee Road	5,950	8,025
Cambridge Street	425	575

Existing design features (Cambridge Street and McGee Road):

- Typical Section: 2-12 foot lanes with curb and gutter and no sidewalks
- Posted speed: 25 mph Maximum degree of curvature: N/A
- Maximum grade: 10 %
- Width of right of way: 50 ft.
- Major structures: none
- Major interchanges or intersections along the project: SR 10 / US 78

Proposed Design Features(Cambridge Street and McGee Road):

- Proposed typical section(s): 2-12 foot lanes and 12 foot turn lanes with 13 foot urban shoulder which includes curb and gutter and 5 foot sidewalk.
- Proposed Design Speed Mainline: 25 mph
- Proposed Maximum grade Mainline: 9.7 % Maximum grade allowable: 11 %
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: Residential-16 % Commercial-11%
- Proposed Minimum radius of curve: 167' Minimum radius allowable: 154'
- Proposed maximum super-elevation rate for curve: Reverse Crown
 (Utilize Exhibit 3-16: Minimum Radii and Superelevation for Low-Speed Urban Streets from ASHTO Greenbook)
- Right of way
 - Width : 50'
 - Easements: Temporary (), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 3 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - None
- Major intersections and interchanges: none
- Traffic control during construction: Maintain traffic on current location of Cambridge Street, but may have to temporarily close Cambridge and re-route via West Ridge Drive.
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances; None anticipated.
- Environmental concerns: None known
- 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: (Cable, Electrical, Water, Sewer, Gas, Telephone, Signal & ATMS)

Project Concept Report page 8
Project Number: CSHPP-0008-00(033)
P. I. Number: 0008033
County: Gwinnett

Project responsibilities:

- Design, Gwinnett County DOT (GS&P as consultant); GDOT review
- Right of Way Acquisition, Gwinnett County DOT
- Relocation of Utilities, Gwinnett County DOT
- Letting to contract, Gwinnett County DOT
- Supervision of construction, Gwinnett County DOT
- Providing material pits, Contractor
- Providing detours, Contractor

Coordination

- Initial Concept Meeting September 18, 2007.
- Public involvement: PIOH was held on March 27th 2008.
- Concept Team Meeting September 11, 2008
- Other projects in the area: STP-0003-00(406) SR 10 / US 78 Stone Mountain Highway from East Park Place to SR 124-Remove Reversible Lane System; Old US 78 @ Walton Court; CSHPP-0007-00(535) Connector Street from Hewatt Road to Britt Road.

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 6 Months.
- Time to complete preliminary construction plans: 4 Months.
- Time to complete right of way plans: 2 Months.
- Time to complete the Section 404 Permit: N/A .
- Time to complete final construction plans: 6 Months.
- Time to complete purchase right of way: 9 Months.

Other alternates considered:

- Re-aligning McGee Road with Cambridge Street was considered as an alternative. However, the re-aligning of McGee with Cambridge Street would cause three property owners to be displaced; therefore, it was not considered a viable alternative.
- No build-due to the construction of a median on SR 10/ US 78, commercial and residential property owners would be unable to make left turns on SR 10/ US 78. If access is difficult, business and property values likely would decline. Therefore, to provide access and safety the project is proposed.

Attachments

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
2. Conceptual Layout,
3. Typical section,
4. Minutes of Initial Concept Meeting and Concept Team Meeting

Estimate Report for file "PI0008033"

Section Roadway					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	Lump Sum	40000.00	TRAFFIC CONTROL-PI NO 0008033	40000.00
210-0100	1	Lump Sum	36000.00	GRADING COMPLETE-PI NO 0008033	36000.00
310-1101	1300	TN	22.00	GR AGGR BASE CRS, INCL MATL	28600.00
402-1812	10	TN	75.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	750.00
402-3110	200	TN	75.00	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	15000.00
402-3121	500	TN	95.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	47500.00
402-3190	300	TN	85.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	25500.00
413-1000	300	GL	2.00	BITUM TACK COAT	600.00
432-0206	4800	SY	2.00	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	9600.00
441-0104	250	SY	35.00	CONC SIDEWALK, 4 IN	8750.00
441-6012	2370	LF	35.00	CONC CURB & GUTTER, 6 IN X 24 IN, TP 2	82950.00
Section Sub Total:					\$295,250.00

Section Drainage					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	750	LF	45.00	STORM DRAIN PIPE, 18 IN, H 1-10	33750.00
550-1240	300	LF	50.00	STORM DRAIN PIPE, 24 IN, H 1-10	15000.00
550-3518	6	EA	1000.00	SAFETY END SECTION 18 IN, STORM DRAIN, 6:1 SLOPE	6000.00
668-1100	10	EA	3000.00	CATCH BASIN, GP 1	30000.00
Section Sub Total:					\$84,750.00

Section Signing & Marking					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-XXXX	5	EA	300.00	HIGHWAY SIGNS	1500.00
652-0120	2	EA	75.00	PAVEMENT MARKING, ARROW, TP 2	150.00
653-1501	2000	LF	1.00	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	2000.00
653-1502	1000	LF	1.00	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	1000.00
653-1704	50	LF	4.00	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	200.00
653-1804	40	LF	2.00	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	80.00
653-6006	25	SY	3.00	THERMOPLASTIC TRAF STRIPING, YELLOW	75.00
654-1001	10	EA	3.00	RAISED PVMT MARKERS TP 1	30.00
654-1003	5	EA	4.00	RAISED PVMT MARKERS TP 3	20.00
Section Sub Total:					\$5,055.00

Section Signal					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	100000.00	TRAFFIC CONTROL -	100000.00
615-1200	290	LF	12.00	DIRECTIONAL BORE -	3480.00
639-3004	4	EA	15000.00	STEEL STRAIN POLE, TP IV	60000.00
647-1000	1	LS	55000.00	TRAFFIC SIGNAL INSTALLATION NO -	55000.00
647-2120	3	EA	600.00	PULL BOX, PB-2	1800.00
647-2140	1	EA	1500.00	PULL BOX, PB-4	1500.00
647-3000	4	EA	3000.00	INTERNALLY ILLUMINATED STREET SIGN	12000.00
647-3100	1	EA	1000.00	INTERNALLY ILLUMINATED STREET NAME SIGN CONTROL ASSEMBLY	1000.00
682-6219	40	LF	5.00	CONDUIT, NONMETL, TP 2, 1 IN	200.00
682-6223	1000	LF	20.00	CONDUIT, NONMETL, TP 2, 3 IN	20000.00
682-6233	25	LF	5.00	CONDUIT, NONMETL, TP 3, 2 IN	125.00
938-1100	4	EA	6000.00	INTERSECTION VIDEO DETECTION SYSTEM ASSEMBLY, TYPE A	24000.00
Section Sub Total:					\$279,105.00

Summary of Costs

Project P.I. No.0008033

Subtotal Construction Cost **\$703,970.00**

- Engineering & Inspection 5% \$35,198.00
- Construction Contingency 5% \$36,958.00
- Total Fuel Adjustment \$10,783.00
- Total Liquid AC Adjustment \$27,696.00

Total Construction Cost **\$814,605.00**

- Right-of-Way \$745,163.00
- Reimbursable Utilities \$105,000.00

Total Project Cost **\$1,664,758.00**

Section Erosion Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	1	AC	1000.00	TEMPORARY GRASSING	1000.00
163-0240	10	TN	200.00	MULCH	2000.00
163-0503	5	EA	550.00	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	2750.00
163-0521	4	EA	250.00	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	1000.00
163-0550	10	EA	300.00	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	3000.00
165-0030	750	LF	2.00	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	1500.00
165-0087	5	EA	200.00	MAINTENANCE OF SILT CONTROL GATE, TP 3	1000.00
165-0105	10	EA	100.00	MAINTENANCE OF INLET SEDIMENT TRAP	1000.00
167-1000	2	EA	1200.00	WATER QUALITY MONITORING AND SAMPLING	2400.00
167-1500	12	MO	1100.00	WATER QUALITY INSPECTIONS	13200.00
171-0030	1500	LF	5.00	TEMPORARY SILT FENCE, TYPE C	7500.00
603-2024	10	SY	55.00	STN DUMPED RIP RAP, TP 1, 24 IN	550.00
603-7000	10	SY	6.00	PLASTIC FILTER FABRIC	60.00
700-6910	1	AC	1100.00	PERMANENT GRASSING	1100.00
716-2000	50	SY	35.00	EROSION CONTROL MATS, SLOPES	1750.00
Section Sub Total:					\$39,810.00

Total Estimated Cost: \$703,970.00

Preliminary Right of Way Cost Estimate

Date 09/15/08

Project: Realignment of Cambridge St with McGee Rd
Existing/Required R/W 50'

P.I. Number- 0008033
No. Parcels 2

Project Termini: The project beginning termini was chosen at Cambridge Street and Sussex Court to tie back to the existing roadway elevations. The project ending termini is approximately 450 feet northwest of the McGee Road and SR 10/US 78 intersection.

Project Description: The proposed project would align Cambridge Street with McGee Road at the existing traffic signal and median opening on SR 10/US 78. Cambridge Street will be Realigned from Middlesex/Sussex Court to SR 10/US 78 on new roadway alignment for 0.1 miles with curb and gutter and sidewalk.

Land

Commercial	21,437 sf @ \$14.00	/sf = \$ 300,118.00	
Industrial	sf @ \$	/sf. = \$ 0.00	
Residential	305 sf @ \$1.15	/sf = \$ 351.00	
Agricultural	sf @ \$	/sf = \$ 0.00	
TOTAL			\$ 300,469.00

Improvements

Relocation.

Commercial @ \$25,000/parcel	=	\$ 0
Residential @ \$40,000/parcel	=	\$ 0

TOTAL

\$ 0

Damages.

Proximity -	\$ 0
Consequential -	\$ 0
Cost to Cure -	\$ 0

TOTAL

\$ 0

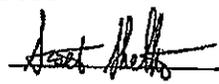
SUB-TOTAL

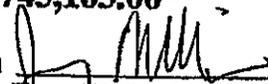
\$ 300,469.00

Net Cost		\$ 300,469.00
Scheduling Contingency 55%		\$ 165,258.00
Adm/Court Cost 60%		\$ 279,436.00
TOTAL		\$ 745,163.00

Total Cost

\$ 745,163.00

Prepared By 

Reviewed / Approved 

Howard P. Copeland
R/W Administrator

Note: Accuracy of estimate is the sole responsibility of the Preparer

Note: The Market Appreciation (40%) is not included in this Preliminary Cost Estimate.

REVISED - 12-8-06

P.I. Number 0008033

County Gwinnett

Date 1/23/2009

Project Number CSHPP-0008-00(033)

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

ENTER FPL DIESEL	2.373
ENTER FPM DIESEL	5.339

ENTER FPL UNLEADED	1.566
ENTER FPM UNLEADED	3.5235

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

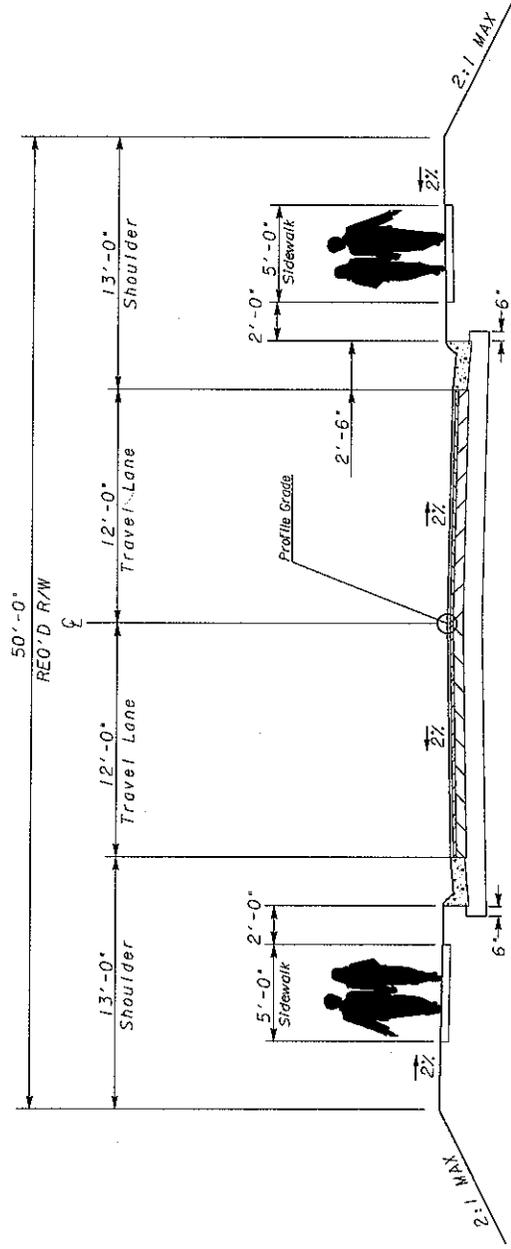
INCREASE ADJUSTMENT
125.00%

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		N/A
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		N/A
GAB paid as specified by the ton under Section 310 (TON)	1300.000	0.29	377.00	0.24	312.00	N/A
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		N/A
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	1000.000	2.90	2900.00	0.71	710.00	25 mm + 19 mm + 9.5 mm
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		N/A

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				8.00		1.50		
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____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Pile Encasement,____ (LF) Section 547				8.00		1.50		
Pile Encasement,____ (LF) Section 547				8.00		1.50		
SUM QF DIESEL=				3277.00	SUM QF UNLEADED=		1022.00	
DIESEL PRICE ADJUSTMENT(\$)					\$8,942.77			
UNLEADED PRICE ADJUSTMENT(\$)					\$1,840.52			



* NO SIDEWALK ON EAST SIDE OF CAMBRIDGE STREET

GEORGIA
 DEPARTMENT OF TRANSPORTATION
 CAMBRIDGE ROAD RE-ALIGNMENT
 TYPICAL SECTION
 PROJECT - CSSTP-0008-00(033)
 COUNTY - GWINNETT



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

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

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

ENTER APL

ENTER APM

125.00% INCREASE ADJUSTMENT

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 150px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 150px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

MONTHLY PRICE ADJUSTMENT(\$)

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$) \$8,942.77

UNLEADED PRICE ADJUSTMENT(\$) \$1,840.52

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$695.81

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$27,000.00

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

REMARKS:

TOTAL ADJUSTMENTS \$38,479.10



G R E S H A M
S M I T H A N D
P A R T N E R S

September 25, 2007

Initial Concept Team Meeting Notes

**SR 10/US 78 PARCEL ACCESS / MEDIAN LIGHTING / BEAUTIFICATION
CAMBRIDGE STREET RE-ALIGNMENT @ US 78 / SR 10 / STONE MOUNTAIN HWY
CONNECTOR STREETS FROM HEWATT TO PARKWOOD RD AND PARKWOOD TO BRITT RD
CSHPP-0007-00(535), GWINNETT COUNTY,
PI NO. 0007535
TIP GW-331**

GS&P Project No. 25981.02, .03, & .04

MEETING DATE: September 18, 2007
GDOT District 1 Office

PARTICIPANTS: Robert Mahoney – GDOT District 1 Pre-construction Engineer
Billy Cantrell – GDOT District 1 Pre-construction
Chris Dills – GDOT Office of Traffic Safety and Design
Todd Sumpton – GDOT District 1 Traffic Operations
Brent Cook – GDOT District 1 Traffic Engineer
Kim Byers – GDOT Local Government R/W
Kim Coley – GDOT Environmental
Robby Oliver – GDOT District 1 Utilities
David Tucker – Gwinnett County DOT
Vince Edwards – Gwinnett County DOT
Brett Harrell – Evermore CID
Jennifer Dudley – Edwards Pitman
Douglas Fadoo – GDOT District 1 Design
Jeff Church - Gresham, Smith and Partners (GS&P)
Scott Shelton - Gresham, Smith and Partners (GS&P)

DISCUSSION: CONCEPT REPORT

- Change US 78 to SR 10 / US 78 throughout the concept report.
- Change Parallel Circular Route to Connector Street on the location maps and all other occurrence's.
- Add accident history to need and purpose statement.
- Delete text about ARC fact sheet for non-attainment area.
- Update traffic to 2010 & 2030.
- Change Cambridge to McGee in major interchanges section.
- Remove last line of text under existing design features.
- Only list existing design features of state routes and not public facilities. Delete existing design feature section if not a state route.
- Check maximum grade allowable of 11%.
- Under proposed design features show the maximum allowable grade for commercial and residential driveways.

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.



G R E S H A M
S M I T H A N D
P A R T N E R S

September 11, 2008

Concept Team Meeting Notes

**REALIGNMENT OF CAMBRIDGE STREET WITH MCGEE ROAD
CSHPP-0008-00(033), GWINNETT COUNTY,
PI NO. 0008033
TIP GW-333
GS&P Project No. 25981.02**

MEETING DATE: September 11, 2008
GDOT District 1 Office

PARTICIPANTS: Robert Mahoney – GDOT District 1 Pre-construction Engineer
Douglas Fadoo – GDOT District 1 Design
Billy Cantrell – GDOT District 1 Pre-construction
Nathaniel O'Kelley - GDOT
Brent Cook – GDOT District 1 Traffic Engineer
Tony Harris – Gwinnett County DOT Water Resources
John Ray – Gwinnett County DOT
Lewis Cooksey – Gwinnett County DOT
Kelly Wade – FHWA
Richard Randall – AT&T
Bob McGinnis – Walton EMC
Brett Harrell – Evermore CID
Russell Treadway – City of Snellville
Susan Thomas – Edwards Pitman
Scott Shelton - Gresham, Smith and Partners (GS&P)
Rani Velpuri - Gresham, Smith and Partners (GS&P)

DISCUSSION: CONCEPT REPORT

- Remove "safety & design" from "State Traffic safety & design Engineer" on the cover sheet signatures block.
- Remove District Engineer signature line.
- Change "State Transportation Programming Engineer" to "State Transportation Financial Management Administrator".
- Provide more space in between the signature lines.
- Update the project name on the location map sheet.
- Move the Need and Purpose statement to the beginning of the need and purpose description.
- Move the "Project Description" under "Logical termini".
- Eliminate "Projects in the Area" and the Chart.
- Add justification if providing a left turn phase on Cambridge Street in the project description.
- Add CSHPP-0007-00(535) project in the "Other projects in the area" section.
- Spell Check the whole concept report.
- Remove McGee from major interchanges line in the Existing Design features section.

MEETING NOTES

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

September 25, 2007

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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

MEETING NOTES
RE-ALIGNMENT OF CAMBRIDGE ST WITH MCGEE RD

September 11, 2008

Page 2

- Add "none" to the Environmental concerns line.
- Change the title of the cost estimate to Pl#.
- On the Concept layout sheet, remove the taper striping for the left turn and increase the storage length for the left turn on Cambridge street.
- The Evermore CID noted how this project will improve access and safety for the homeowners.
- The Evermore CID also noted that they will help in co-ordinating with the RV dealership for ROW negotiations.
- GS&P will have to make the 1st utility submission to the Gwinnett County.
- GS&P will co-ordinate with the utility companies for the utility locations, conflicts or changes due to this project.
- GDOT will co-ordinate with the existing median project construction engineer to avoid conflicts of the median construction with Cambridge re-alignment project.
- GDOT mentioned about having all the utilities within the ROW instead of having utility easments.
- Edwards Pitman will start working on the environmental document as a CE for this project.
- GDOT mentioned that this project will undergo the benefit to cost ratio(B/C) analysis in accordance to the GDOT's project prioritization.

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: Rani Velpuri

Copy Participants