

ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0008905 **OFFICE** Design Policy & Support
CSSTP-0008-00(905)
GDOT District 1 - Gainesville
Gwinnett County **DATE** April 28, 2011
Re-alignment of Old Highway 78 to intersect
US78 directly across from existing Walton Court

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Ron Wishon, State Project Review Engineer
Glenn Bowman, State Environmental Administrator
Ken Thompson, Statewide Location Bureau Chief
Kathy Zahul, State Traffic Engineer
Bobby Hilliard, State Program Delivery Engineer
Georgene Geary, State Materials & Research Engineer
Angela Robinson, Financial Management Administrator
Jeff Baker, State Utilities Engineer
Michael Henry, Systems & Classification Branch Chief
Allen Ferguson, District Utilities Engineer
Robert Mahoney, District Preconstruction Engineer
Todd McDuffie, District Engineer
Robert Hughes, Project Manager
BOARD MEMBER - 7th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSSTP-0008-00(905)

County: Gwinnett County

P. I. Number: 0008905

Federal Route Number: US 78

State Route Number: SR 10

OLD HIGHWAY 78 @ WALTON COURT INTERSECTION REALIGNMENT

Submitted for approval:

DATE 6/30/10

Jerry L. Brooks
Jerry L. Brooks, P.E. Smiley-Horn and Associates
Design Consultant Name and Firm Name

DATE 7/6/10

Alan R. Chapman
Local Government

DATE 8/27/2010

Bobby Hilliard
Office Head

DATE 2/25/10

Robert Hughes
Project Manager

Recommendation for approval:

DATE 11/7/2011

Vanetta Rice-Slate
Program Control Administrator

DATE 1-12-11

Glenn Bowman (Recommendation on file) LC
State Environmental Administrator

DATE _____

State Traffic Engineer

DATE 1-20-11

Ron Wishon (Recommendation on file) LC
Project Review Engineer

DATE 12-27-11

Lee Upkins (Recommendation on file) LC
State Utilities Engineer

DATE _____

District Engineer / District Utilities Engineer

DATE _____

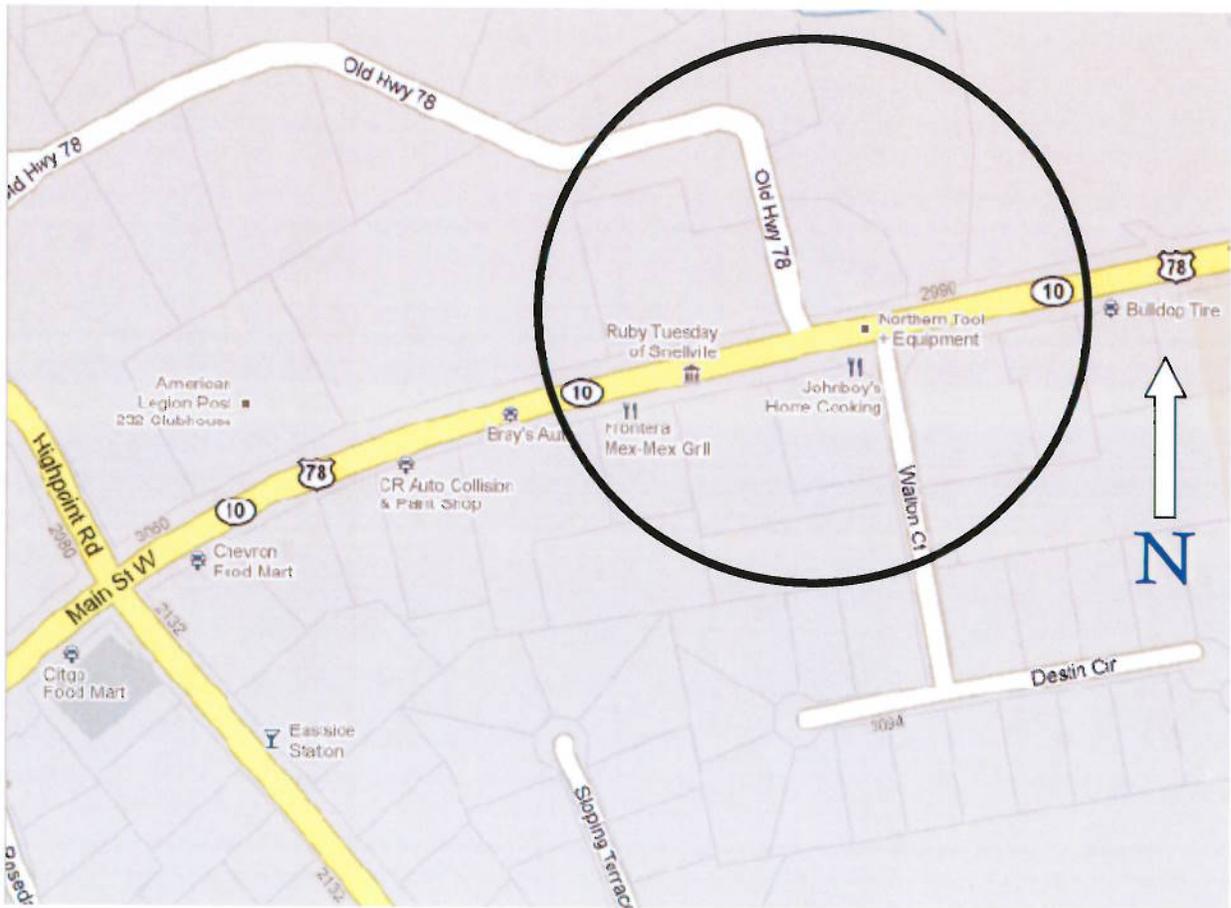
State Transportation Financial Management Administrator

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

DATE 1-4-11

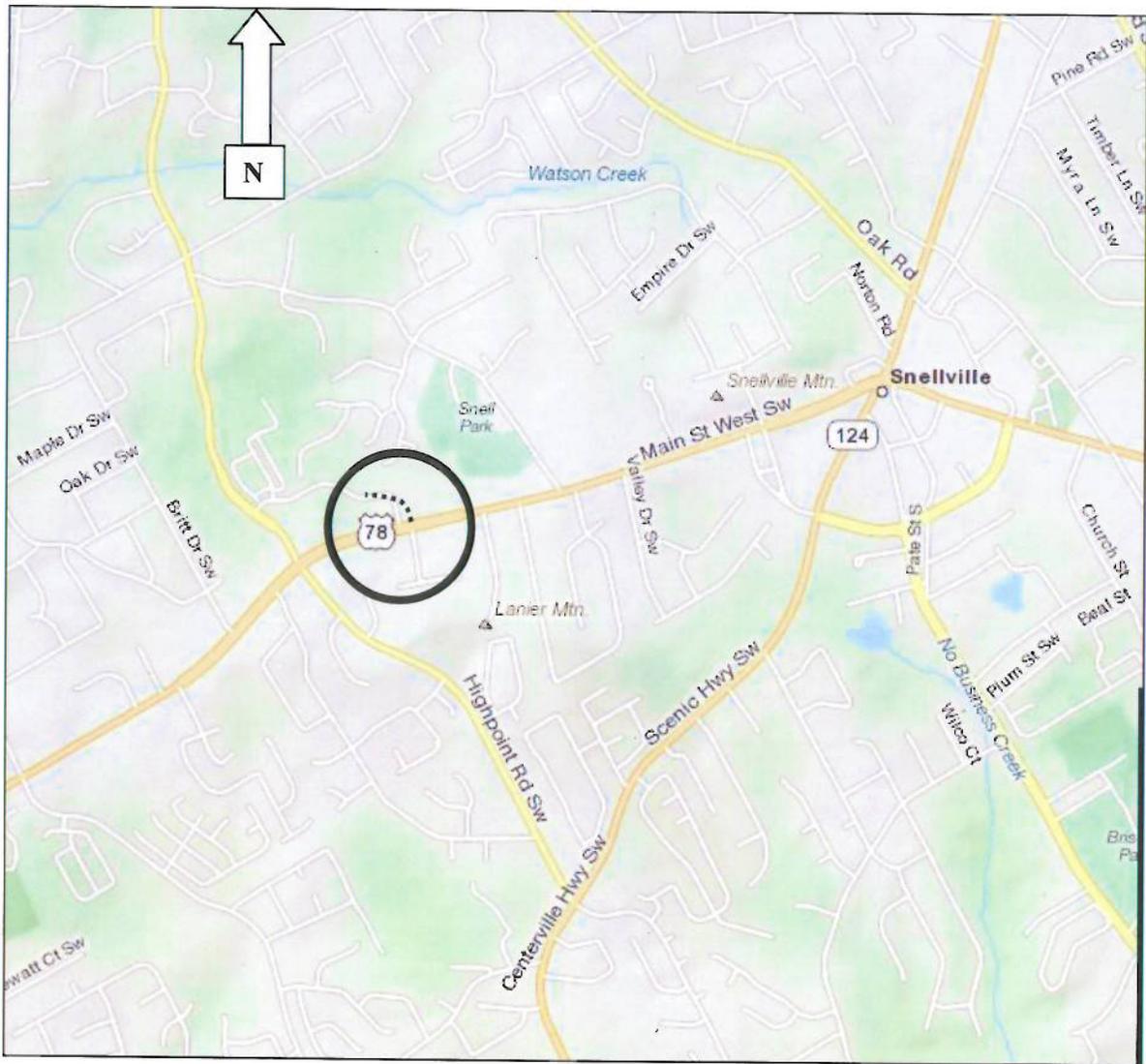
Cindy Van Dyke (Recommendation on file) LC
State Transportation Planning Administrator

LOCATION MAP
PI# 0008905
CSSTP-0008-00(905)
GWINNETT COUNTY



PROJECT LOCATION MAP
PROJECT NUMBER CSSTP-0008-00(905)
P.I. NO. 0008905
GWINNETT COUNTY

OLD HIGHWAY 78 AT WALTON COURT/US78 REALIGNMENT



Need and Purpose:

The goal of the Evermore CID is to establish an upscale destination area, improve business development opportunities, and enhance property values by developing and promoting coordinated transportation improvements along the SR10/US78 corridor. This Livable Centers Initiative (LCI) project consists of realigning Old Highway 78 on the north side of US 78/SR10 directly across from existing Walton Court. The proposed project is needed to improve vehicular and pedestrian mobility. Currently, existing Old Highway 78 is a two-lane rural roadway with shoulders that intersects US78/SR10 at a non-signalized intersection approximately 160 feet west of the signalized T-intersection of Walton Court and US78/SR10.

Description of the proposed project:

The proposed project would realign approximately 600 feet of Old Highway 78 so that the road intersects with US78/SR10 directly across from Walton Court at the existing signalized intersection. Traffic circulation will be improved by the elimination of the offset on US78/SR10 between Old Highway 78 and Walton Court. A total of three lanes are proposed for the realigned intersection. One lane would be a southbound right/through lane, one a dedicated left-turn lane for turning movements onto eastbound US78/SR10, and the third a northbound through lane. The three lanes would taper to two travel lanes and tie into the existing Old Highway 78 alignment. A short right-turn lane with 25-foot taper on westbound US78/SR10 is also proposed, to accommodate traffic turning north onto the realigned intersection. Pedestrian access will be provided via sidewalks with countdown-style pedestrian signals, crosswalks, and lighting on both sides of the roadway. Proposed sidewalks will connect with existing sidewalks on US78/SR10. The project is located in unincorporated Gwinnett County, approximately 0.1 mile west of the Snellville City limits and is located within the Evermore Community Improvement District (CID).

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

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

PDP Classification: Major _____ Minor _____

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

Functional Classification: Urban local road

U. S. Route Number(s): US 78 State Route Number(s): SR 10

Traffic (AADT): Base year (2012) 230 Design Year (2032) 350

Existing design features:

- Typical Section: 2 lane rural
- Posted speed 25 mph Minimum radius for curve: 75'
- Maximum super-elevation rate for curve: N/A

- Maximum grade: 8.5%
- Width of right-of-way: 50' typical
- Major structures: None
- Major interchanges or intersections along the project: None
- The length of existing roadway affected by this project is approximately 600'

Proposed Design Features:

- Proposed typical section(s): 2-11' travel lanes with curb & gutter, pedestrian lighting, street trees and sidewalks
- Proposed Design Speed Mainline: 30 mph
- Proposed Maximum grade: 8%
- Maximum grade allowable: 10%
- Proposed Minimum Radius for Curve: 300'
- Minimum Radius Allowable: 250'
- Proposed Maximum grade driveway: 12%
- Maximum allowable superelevation rate: 4%
- Proposed maximum superelevation rate: 4%
- Right of Way
 - Width 80'
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (), Other ().
 - Number of parcels: 5 Number of displacements: 0
- Structures: None
- Major Intersections: US78 at Walton Court including traffic signal, median opening and crosswalks.
- Transportation Management Plan Anticipated: Yes () No ()
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: None
- Environmental concerns: None
- Anticipated level of environmental analysis:
 - Are time savings procedures appropriate? Yes (), No (),
 - Categorical exclusion anticipated (),

- Environmental Assessment/Finding of No Significant Impact anticipated (FONSI) (),
- Environmental Impact Statement (EIS) ().
- Utility involvements: Water, overhead power, and communications in the area
- VE Study anticipated Yes() No(X)
- Benefit/Cost Ratio: N/A

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST	MITIGATION
By Whom	Evermore CID/Gwinnett Co; Fed 80% to \$200,000	Evermore CID/Gwinnett Co	Evermore CID/Gwinnett Co	Evermore CID/Gwinnett Co; Fed 80% to \$233,600	N/A
\$ Amount	\$120,000	\$815,000	\$11,880	\$480,818*	N/A

*CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment

Project Activities Responsibilities:

- Design: Evermore CID (Kimley-Horn as Consultant)
- Right-of-Way Acquisition: Evermore CID/Gwinnett County
- Right-of-Way Funding: Evermore CID/Gwinnett County
- Relocation of Utilities: Evermore CID/Gwinnett County
- Letting to contract: Gwinnett County
- Supervision of construction: Gwinnett County
- Providing material pits: Contractor
- Providing detours: None required
- Environmental Studies/Documents/Permits: Evermore CID (Kimley-Horn as Consultant)
- Environmental Mitigation: None required

Coordination

- Concept meeting: Held 4/29/10, Minutes are attachment.
- P A R meetings: Not Required
- FEMA, USCG, and/or TVA: Not Required
- Public involvement: TBD
- Local Government Comments: N/A
- Railroads: None
- Other projects in the area: STP00-0003-00(406) SR10/US78 Removal Reverse lanes

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: Begin: 10/2009 End: 2/2011
- Time to complete preliminary construction plans: Begin: 3/2010 End: 5/2011
- Time to complete right-of-way plans: Begin: 7/2010 End: 5/2011
- Time to complete the Section 404 Permit: N/A

- Time to complete final construction plans: Begin: 5/2011 End: 8/2011
- Time to complete to purchase right-of-way: Begin: 7/2011 End: 4/2012
- List other major items that will affect the project schedule: LCI Guidelines limit one phase (PE, ROW, CST) per year

Other alternates considered:

- No Build
- Alternate with a 90 degree curve at the intersection using a 150 foot radius to eliminate right of way requirements from three parcels. No acceptable speed design could be obtained and this alternate was ruled out due to safety concerns.

Comments: Evermore CID requires the lighting in their overlay districts and will be responsible for the power and maintenance of the lights.

Attachments:

- 1) Detailed Cost Estimates:
 - a) Construction including Engineering and Inspection
 - b) Completed Fuel & Asphalt Price Adjustment forms
 - c) Right-of-way
 - d) Utilities
- 2) Plan Layout
- 3) Typical Section
- 4) Traffic Diagrams and LOS Summary
- 5) Concept Team Meeting Minutes
- 6) PFA

Exempt projects

Concur: 
Director of Engineering

Approve:  Date: 4/29/2011
Chief Engineer

P.I. Number 0008905

County Gwinnett

Project Number CSSTP-0008-00(905)

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

ENTER FPL DIESEL	3.092
ENTER FPM DIESEL	6.957

ENTER FPL UNLEADED	2.776
ENTER FPM UNLEADED	6.246

<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)	10000.000	0.29	2900.00	0.15	1500.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	1500.000	0.29	435.00	0.24	360.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	1085.000	2.90	3146.50	0.71	770.35	
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				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
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Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50	
Stru Steel <u>Plan Quantity</u> (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 <u>Plan Quantity</u> (LB) Section 511				8.00		1.50	
Stru Reinf <u>Plan Quantity</u> (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=	6481.50	SUM QF UNLEADED=	2630.35
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DIESEL PRICE ADJUSTMENT(\$)	\$23,046.92
UNLEADED PRICE ADJUSTMENT(\$)	\$8,397.13

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
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Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	
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ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (<i>ENGLISH 125% MAX</i>)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$23,046.92</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$8,397.13</u>
ASPHALT CEMENT PRICE ADJUSTMENT (<i>BITUMINOUS TACK COAT 125% MAX</i>)	<u>\$705.08</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT <i>125% MAX</i>	<u>\$29,685.60</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(<i>Surface Treatment 125% MAX</i>)	

REMARKS:	
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TOTAL ADJUSTMENTS	\$61,834.73
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Department of Transportation State of Georgia

Interdepartmental Correspondence

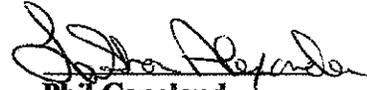
FILE R/W Cost Estimate **OFFICE** Atlanta
DATE October 14, 2010
FROM Phil Copeland, Right of Way Administrator
TO Jerry Brooks, PE
SUBJECT **Preliminary Right of Way Cost Estimate**
Project: CSSTP-0008-00(905) Gwinnett County
P.I. No.: 0008905
Description: Old Highway 78 & Walton Court @US 78/SR 10
Intersection Realignment

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

If you have any questions, please contact LaShone Alexander at One Georgia Center 600 West Parkway Street, NW Atlanta, GA 30308, Right of Way Office at (478) 553-1569 or (478) 232-4045.

PC:LA
Attachments
c: File

Preliminary Right of Way Cost Estimate



Phil Copeland
 Right of Way Administrator
 By: LaShone B. Alexander

Date: October 14, 2010

Project: CSSTP-0008-00(905) Gwinnett

Existing/Required R/W: 30'/80'

Project Termini : US78

Project Description: Old Highway 78 & Walton Court @ US 78/SR 10 Intersection Realignment

P.L. Number: 0008905

No. Parcels: 6

Land: Commercial R/W: 28,800 sf @ \$ 7.5/sf	\$ 216,000
Residential RW: 1650 sf @ \$ 7.5/sf @ 50%	\$ 12,375
	228,375
 Improvements : misc. site improvements	 100,000
 Relocation: Commercial (0) X 25,000	
Residential (0) X 40,000	
 Damage : Proximity (0)	 \$
Consequential (0)	
Cost to Cure (0)	000
Net Cost	\$ 328,375
 Net Cost	 \$ 328,375
Scheduling Contingency 55 %	180,606
Adm/Court Cost 60 %	305,388
	\$ 814,370

Total Cost \$815,000

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0008-00(905) **OFFICE** Gainesville
P.I. No. 0008905
Old Highway 78 @ Walton Court-Realignment **DATE** December 14, 2010

FROM  Allen Ferguson
District Utilities Engineer

TO Robert Mahoney, District Preconstruction Engineer
ATTN Neil Kantner

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

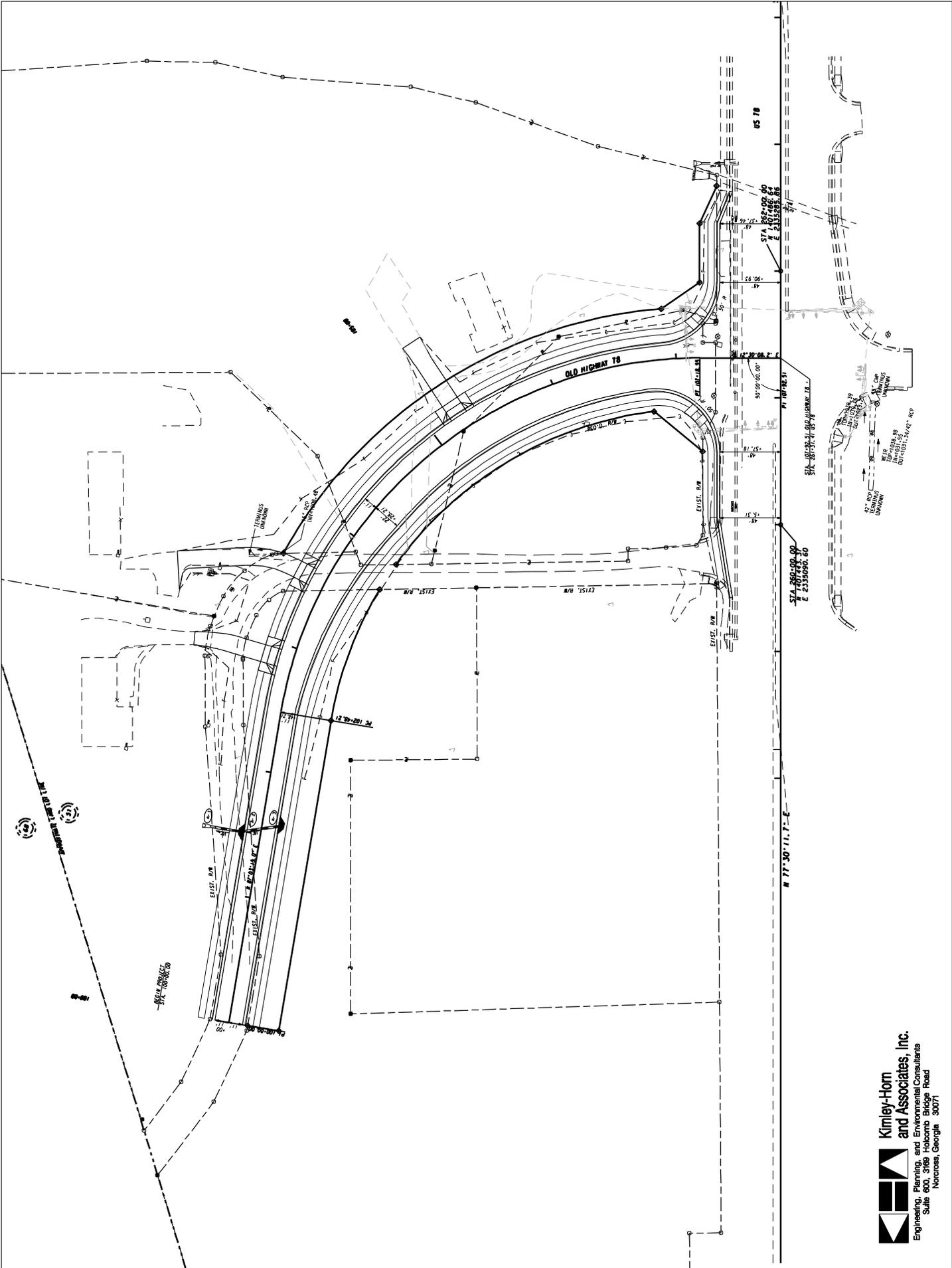
As requested by your office, we are furnishing you with a Preliminary Utility Cost estimate for the subject project.

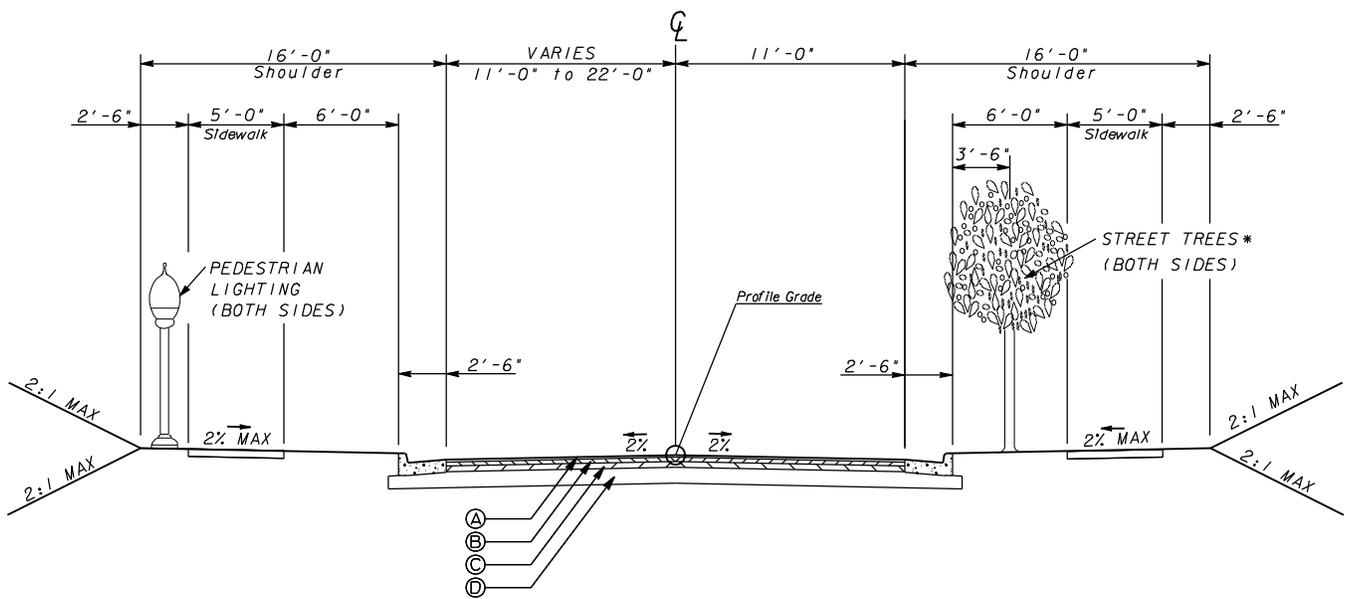
FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Walton EMC	\$7,830.00	
Gwinnett Co Water Resources		\$4,050.00
Total Estimated Reimbursement Cost:		\$4,050.00
Total Estimated Non-Reimbursement Cost: \$7,830.00		

If you have any questions, please contact Allen Ferguson at 770-532-5510.

RAF

C: Jeff Baker, State Utilities Engineer
Angie Robinson, Office of Financial Management
Harold Mull, Area Engineer
File





**TYPICAL SECTION
RELOCATED OLD US 78 / CR 440**

* TREES SHALL BE WILLOW OAK, PIN OAK, LACEBARK ELM OR EQUAL AS APPROVED BY EVERMORE CID

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0008-00(905), Gwinnett County **OFFICE** Planning
P.I. # 0008905 **DATE** May 26, 2010

FROM Angela T. Alexander, State Transportation Planning Administrator

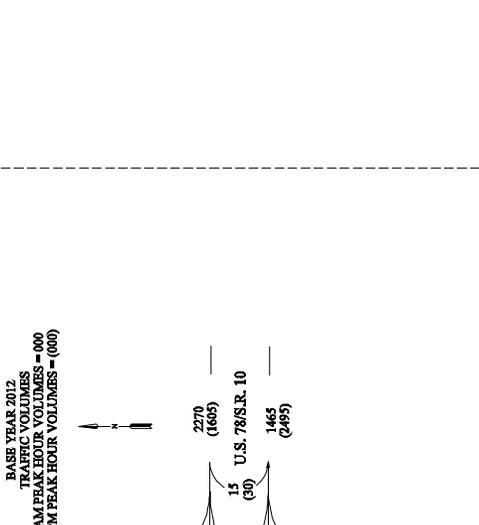
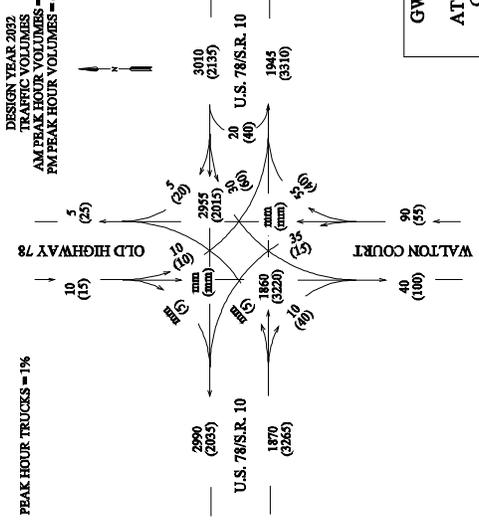
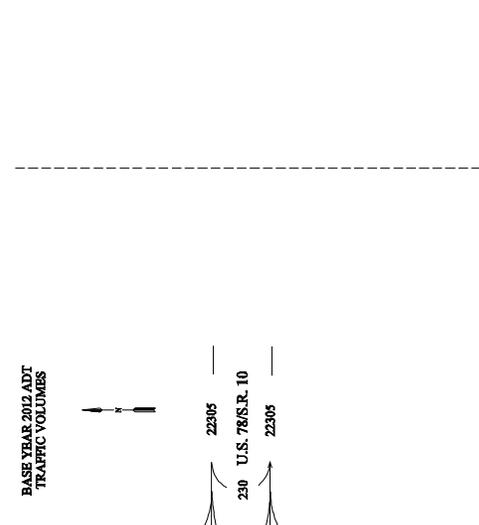
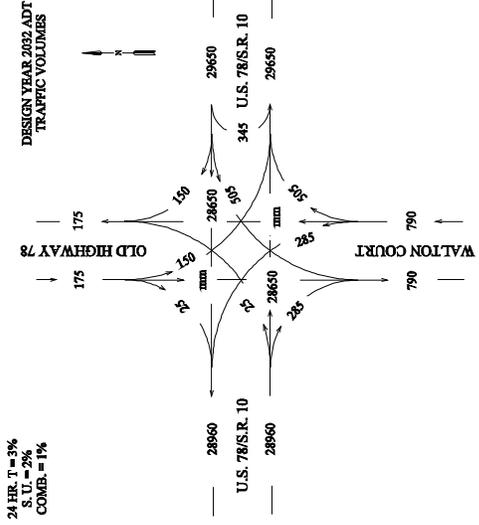
TO Bobby K. Hilliard, P.E., State Program Delivery Engineer
Attention: Robert Hughes

SUBJECT **Reviewed** Design Traffic for Old Highway 78 @ Walton Court -
Realignment.

We reviewed the Design Traffic for the above project. Based on information furnished, the traffic is approved.

If you have any questions concerning this information please contact Abby Ebodaghe at (404) 631-1923.

ATA/AFE



GWINNETT COUNTY
U.S. 78/S.R. 10
AT WALTON COURT
CSSTP-0008-00(905)
PI# 0008905
05/10

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: URBAN DESIGN
TRAFFIC DIAGRAM
U.S. 78/S. R. 10
AT WALTON COURT
SCALE: 1/8" = 1'-0"
10-03

REVISION DATES

NO.	DATE	DESCRIPTION



PEAK HOUR TRUCKS = 1%

Table 1 Level of Service Summary Base Year 2011 US 78/SR 10 at Walton Court/Old Highway 78		
	Overall LOS (Delay in Seconds)	
	AM Peak	PM Peak
Eastbound Approach – US 78/SR 10	A (8.3)	C (20.6)
Westbound Approach – US 78/SR 10	B (13.1)	A (9.9)
Northbound Approach – Walton Court	E (62.7)	E (62.1)
Southbound Approach – Old Highway 78	E (59.6)	E (60.2)
Overall Intersection	B (12.1)	B (16.8)

Table 2 Level of Service Summary Design Year 2031 US 78/SR 10 at Walton Court/Old Highway 78		
	Overall LOS (Delay in Seconds)	
	AM Peak	PM Peak
Eastbound Approach – US 78/SR 10	B (11.0)	E (76.7)
Westbound Approach – US 78/SR 10	C (34.5)	B (15.9)
Northbound Approach – Walton Court	E (70.0)	E (65.6)
Southbound Approach – Old Highway 78	E (62.0)	E (60.9)
Overall Intersection	C (26.2)	D (52.9)

Table 3 Synchro 95th Percentile Queue Lengths Design Year 2031 US 78/SR 10 at Walton Court/Old Highway 78		
	95th Percentile Queue Length (in feet)	
	AM Peak	PM Peak
Eastbound Left-Turn Lane	0'	3'
Westbound Left-Turn Lane	41'	190'
Westbound Right-Turn Lane	4'	6'
Northbound Approach	120'	88'
Southbound Left-Turn Lane	31'	31'



Suite 600
3169 Holcomb Bridge Road
Norcross, Georgia
30071

To: Attendees

From: Jerry L. Brooks, P.E.
Kimley-Horn and Associates, Inc.

Subject: Walton Court @ US78 Intersection
CSSTP-0008-00(905), P.I. No. 0008905, Gwinnett County
Concept Team Meeting

Date: May 6, 2010

A meeting was held on April 29, 2010 at 1:00 PM in the Conference Room of GDOT's Gainesville District Office. The following is a list of attendees (see attachment for e-mail addresses & phone numbers):

Robert Hughes	GDOT
Harold Mull	GDOT
Neil Kantner	GDOT
Brent Cook	GDOT
Robby Oliver	GDOT
Elaine Armster	GDOT
Kim Coley	GDOT
Todd Sumption	GDOT
Kim Byers	GDOT
Amy Goodwin	ARC
Joe Palladi	ARC
Lewis Cooksey	Gwinnett County
Jim Brooks	Evermore CID
Dwight Harrison	Evermore CID
Terry Allgood	Walton EMC
Doug Abrams	Comcast
Jonathan Todd	AGL Resources
Kevin Conaway	Gwinnett DWR
Doug Parrish	AT&T
Jerry Brooks	Kimley-Horn (KHA)
Diana Mitchen	Kimley-Horn (KHA)

The meeting was held as the official Concept Team Meeting (CTM) for Walton Court @ US78 intersection relocation project. Kimley-Horn and Associates is the design consultant for the Evermore CID.

The following items were discussed:

- Robert Hughes welcomed the attendants and listed the Walton Court Intersection project number, County, and PI Number for the record. He then asked everyone in the room to introduce themselves.
- The draft project concept report was discussed. The following comments were made regarding the project concept and the project concept report:
 - Robert Hughes requested KHA to update the cover sheet per the most recent PDP.
 - Amy Goodwin requested that pedestrian crossings and pedestrian countdown timers be included in the project description.
 - Joe Palladi requested that mast arms be included in the project description if they were to be used on the project.
 - Amy Goodwin asked if the posted speed of 25 MPH would change due to the design speed of 30 MPH. Lewis Cooksey commented that the County currently had no plans to change the posted speed.
 - Joe Palladi stated that a design exception would be required for 11 foot lanes.
 - Joe Palladi asked if Gwinnett County/Evermore CID wanted to be reimbursed for construction supervision. If so, the cost should be included in the cost estimates.
 - Amy Goodwin asked about the other projects in the area and was informed that the US78 reversible lane project was complete or near complete with 3 lanes in each direction and a 1' raised median. Joe Palladi asked if there was any pedestrian refuge and there is none. Brent Cook indicated that this is the same section for the entire US78 corridor. Amy Goodwin stated to make sure the signal timing was long enough to allow for complete crossing.
 - Joe Palladi asked if 6 months was enough time to acquire the necessary right of way. Kim Coley said 12 months is a better estimate.
 - Neil Kantner asked if any alternates were considered besides the No Build Alternate. Jerry Brooks said Evermore CID had originally suggested a very tight curve with a slow speed design. Neil suggested that the report document anything that was considered.
 - Amy Goodwin noted that the layout did not show any curb cuts or cross walks on US78. She said that 2 separate curb cuts are preferable to 1 large curb cut.
 - Joe Palladi noted that the decel lane into Old US78 was short. Jerry Brooks said it was to replace the short decel lane that was existing and was to avoid additional property and to avoid a creek. It was noted that the turning movement were 15 DHV and 145 ADT.
 - Neil Kantner noted that the typical had trees on one side and lights on the other and questioned if the lights and trees would be on both sides of the road. Jerry Brooks

indicated this was in the Evermore CID overlay district and the lights and trees would be by their standard and alternate on both sides of the road.

- Neil Kantner suggested that the section drawing should be called “typical section” in lieu of “tangent section”
- Joe Palladi mentioned that some projects have problems with force accounts for installing lighting. It has not been determined how the lighting will be handled for this project.
- Joe Palladi stated that the types of trees to be used for the project should be addressed in the design exception for placement of the trees.
- Neil Kantner asked if the traffic had been approved. He noted that the base year was 2011 and may need to be updated unless finished by June 30, 2011. Joe Palladi requested that a note be added indicating that there are no additional projects proposed to address the LOS E.
- Amy Goodwin noted that the original LCI application mentioned connecting to the Snellville Park and Recreation facilities and asked if this was part of the project. Jim Brooks said there were sidewalks along US78 and also along McGee Road to the park but there was no direct connectivity or path from this project to the park.
- Jerry Brooks stated that the L&D report should be included as an attachment to the concept report.
- Terry Allgood asked what will happen to the abandoned Old US78 right of way. Lewis Cooksey said the County could be petitioned to abandon the property back to the adjacent property owners but would leave an easement for any utilities that are not moved.
- Amy Goodwin asked if the existing houses on Old US78 would connect to the new road or the old road and was informed that they would connect to the new road.
- Brent Cook requested that the driveway to parcel 5 currently installed on US78 be abandoned and the access to parcel 5 be from the relocated Old US78. Jerry Brooks stated that the existing driveway on US78 would be closed.
- Neil Kantner asked about the funding source. Robert Hughes said it was L230. Neil asked if pedestrian lighting and street trees were OK under this funding and Robert indicated that they were.
- After the meeting there was a conversation concerning a proposed project at the intersection of US78 and SR124 to make it continuous flow. If that project is implemented, the LOS at the Walton Court intersection may improve.

This document represents Kimley-Horn’s interpretation of the meeting. Please contact Jerry Brooks if you have any questions, comments or concerns.

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
GWINNETT COUNTY
FOR
OLD HIGHWAY 78 @ WALTON COURT-REALIGNMENT

This Framework Agreement is made and entered into this 6th day of August, 2009, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the Gwinnett County, acting by and through its Mayor and City Council or Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of

certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another “for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide.” Ga. Constitution Article IX, §III, ¶I(a).

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

1. The LOCAL GOVERNMENT shall 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. The Right of Way and Construction funding estimate levels as specified in Attachment A are provided herein for planning purposes and does not constitute a funding commitment for right of way and construction activities. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for applicable Right of Way and Construction when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds, if the PROJECT does not proceed forward to completion due to a lack of available funding in future Project phases.

4. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance of the project 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. As part of the design an environmental assessment will be conducted, which may or may not result in environmental impacts of the surrounding area. If it is determined that there will be impacts that will

require mitigation, then it will be the responsibility of the LOCAL GOVERNMENT to resolve the matter.

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. Any Consultant hired by the Local Government to perform work on the Project must be compliant to applicable state and federal regulations relating to the procurement of design services in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act.

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 the DEPARTMENT's latest approved 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.

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

Russell R. McManis
District Engineer

BY: Charles Bannister
Charles Bannister
County Commission Chairman

Director of Preconstruction

Signed, sealed and delivered this 17th day of October, 2008, in the presence of:

Gerald M. Ross
Chief Engineer

DEPARTMENT OF TRANSPORTATION

Maybeth Palmer
Witness

BY: Vann C. Smith
Commissioner

Debbie Graham Savage
Notary Public

ATTEST: [Signature]
Treasurer - Asst.

This Agreement approved on the 17th day of October, 2008.

REVIEWED AS TO LEGAL FORM: [Signature]
Office of Legal Services

Deanne Kemp
City/County Clerk (as appropriate)



FEIN: 58-6000835

Approved as to form:

Tunwanda Ruth Williams
Sr. Assistant County Attorney

ATTACHMENT "A" Project Number: CSSTP-0008-00(905)- Gwinnett County

Project (PI#, Project #Description)	Work Type	Preliminary Engineering		Right of Way		Construction		Utilities Relocation Costs by
		Funding	Design	Funding of Real Property	Acquisition & Administrative Cost by	Funding	Letting by	
PI#0008905 STP-0008-00(905) Old Highway 78 @ Walton Court-Realignment	L230 Roadway Project	\$250,000 20% by County = \$50,000; 80% by Fed = \$200,000	County	100% Local	County	\$292,000 20% by County = 58,400; 80% by Fed = \$233,600	Local	100% County

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.
3. Utility relocations costs are not reimbursable for LCI projects.
4. If actual costs for any or all of the funding categories exceed the amounts set forth in Attachment "A", the SPONSOR shall fund 100% or such excess costs.

