

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0008963 **OFFICE** Design Policy & Support
CSSTP-0008-00(963)
Gwinnett County
GDOT District 1 - Gainesville **DATE** 6/20/2013
Downtown Lawrenceville Ped Improvements
& One-Way Pair - LCI

FROM  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:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Paul Tanner, Asst. State Transportation Data Administrator
Attn: Systems & Classification Branch
Ken Thompson, Statewide Location Bureau Chief
Bayne Smith, District Engineer
Brent Cook, District Preconstruction Engineer
Neil Kantner, District Utilities Engineer
Charner Rodgers Register, Project Manager
BOARD MEMBER - 7th Congressional District
FHWA – attn: Rodney Barry, Georgia Division Administrator

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type:	<u>LCI</u>	P.I. Number:	<u>0008963</u>
GDOT District:	<u>District 1</u>	County:	<u>Gwinnett</u>
Federal Route Number:	<u>US 29</u>	State Route Number:	<u>SR 20/SR 8/SR 124/SR 120</u>

Project Number: CSSTP-0008-00(963)

DOWNTOWN LAWRENCEVILLE PEDESTRIAN IMPROVEMENTS & ONE-WAY PAIR CONVERSION

Submitted for approval:

<u>John Wallin PROS MGR</u> Consultant Designer - Klmley-Horn and Associates, Inc.	<u>3/27/2013</u> DATE
<u>Public Works Director</u> Local Government - City of Lawrenceville	<u>27 MAR, 13</u> DATE
<u>Albert Shelby Sr.</u> Office Head	<u>4/2/2013</u> DATE
<u>Channer Rodgers</u> GDOT Project Manager	<u>4/2/2013</u> DATE

Recommendation for approval:

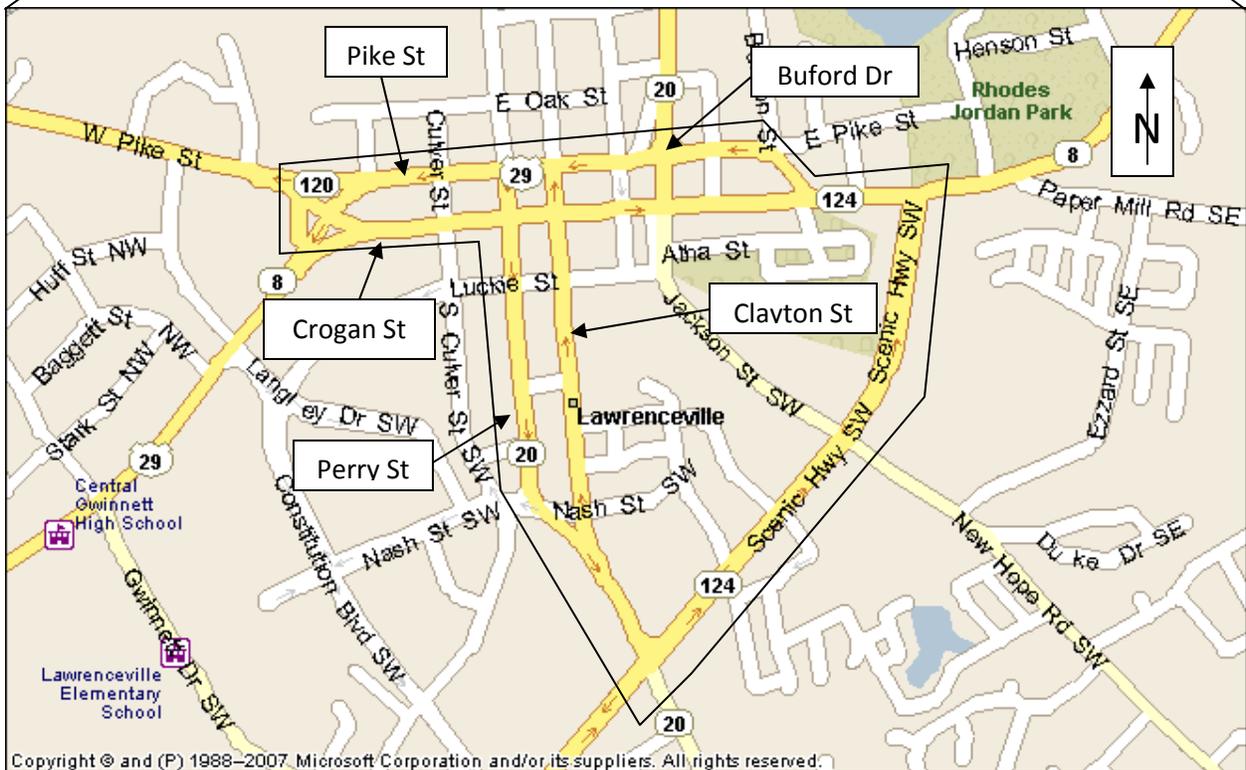
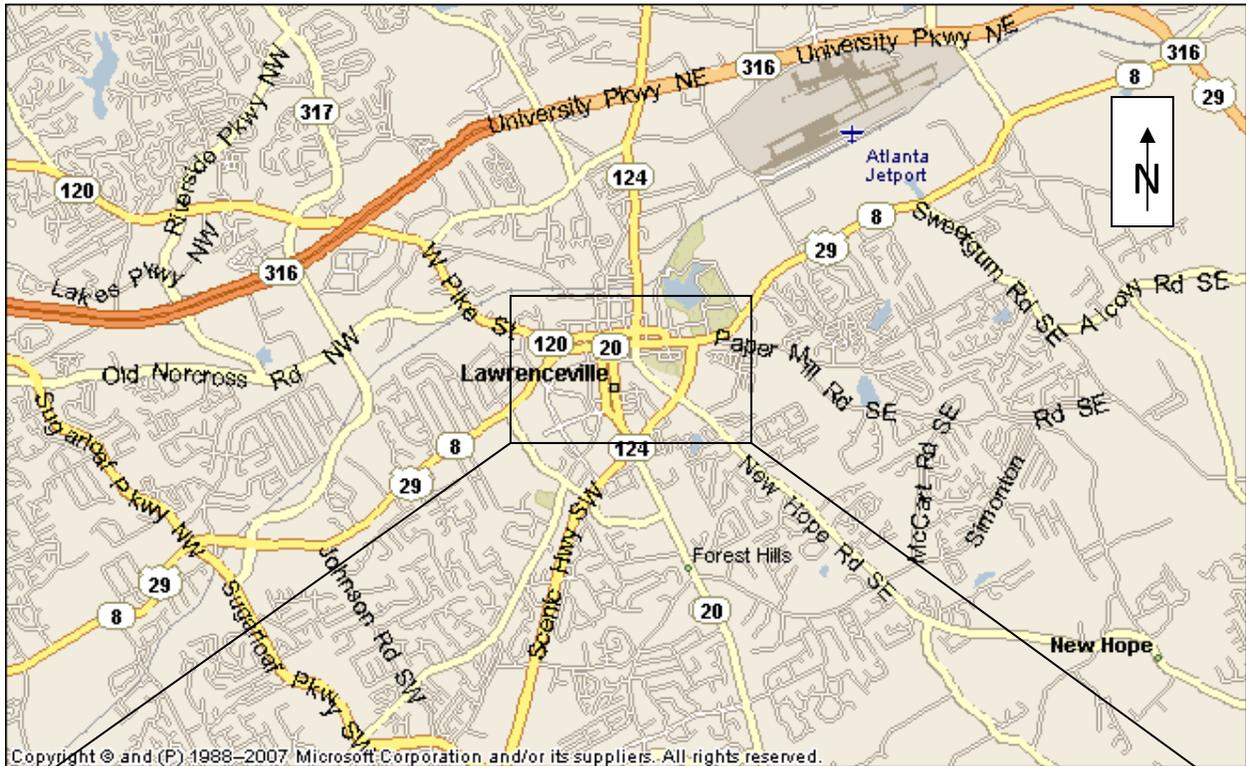
* <u>Bobby Hilliard/KLP</u> Program Control Administrator	<u>2-4-2013</u> DATE
* <u>Glenn Bowman/KLP</u> State Environmental Administrator	<u>8-12-2012</u> DATE
* <u>Kathy Zahal/KLP</u> State Traffic Engineer	<u>8-17-2012</u> DATE
* <u>Lisa Myers/KLP</u> Project Review Engineer	<u>8-9-2012</u> DATE
* <u>Patrick Allen/KLP</u> State Utilities Engineer	<u>8-14-2012</u> DATE
* <u>Bayne Smith/KLP</u> District Engineer	<u>8-27-2012</u> DATE
* <u>Ben Rabun/KLP</u> State Bridge Design Engineer	<u>8-7-2012</u> DATE
_____ State Transportation Financial Management Administrator	_____ DATE

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).

* <u>Cynthia VanDyke/KLP</u> State Transportation Planning Administrator	<u>8-3-2012</u> DATE
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* Recommendations on file

PROJECT LOCATION



PLANNING & BACKGROUND DATA

PROJECT JUSTIFICATION SUMMARY

(see Attachment 1: Project Justification Statement for full Project Justification statement)

DOWNTOWN LAWRENCEVILLE PEDESTRIAN IMPROVEMENTS & ONE-WAY PAIR CONVERSION

The project is proposed under the Livable Centers Initiative (LCI) program sponsored by the Atlanta Regional Commission (ARC). The LCI program studies and implements improvements in designated LCI activity centers to promote development that is consistent with regional planning goals of livability and sustainability. The primary goal of LCI is to encourage a mix of uses, transportation connectivity, pedestrian-friendly environments, and residential development within activity and town centers throughout the Atlanta metropolitan region – in order to reduce vehicle-miles-traveled and increase mode-share in order to improve regional air quality.

PI 0008963 is included in the Atlanta Regional Transportation Plan (RTP/"PLAN 2040") in *Appendix A-1: FY 2012-2017 Transportation Improvement Program*. ARC and the City of Lawrenceville have identified the need and desire to make Downtown Lawrenceville more pedestrian-friendly and to improve operations for bicyclists (including use of bicycle signing and shared-use lanes marked with "sharrows"). There is also a design to maximize the availability of on-street parking to serve local businesses and attractions.

Project Goals

The goals of this proposed project are:

1. Improve vehicular access to parking and businesses within the Downtown Lawrenceville Business District.
2. Discourage through-traffic from the Downtown Lawrenceville Business District to promote slower operating speeds, improve pedestrian operations, create a pedestrian-friendly experience, and encourage destination-oriented travel.
3. Encourage through-traffic to seek alternate routes around the downtown area by providing an efficient alternate route, including intersection improvements along the alternate route.

Achieving these goals will improve the pedestrian experience and local vehicular access to parking and attractions, better supporting the existing land uses in the Downtown Lawrenceville area and encouraging a more vibrant Downtown activity center.

Description of the proposed project:

The proposed project, within the limits of the City of Lawrenceville, includes conversion of SR 20 (Clayton Street) and SR 20 (Perry Street) to two-way operation. Clayton Street and Perry Street exist as a north-south one-way pair that are currently designated as SR 20. Clayton Street consists of three (3) northbound travel lanes and Perry Street consists of three (3) southbound travel lanes. Both Perry and Clayton Street support on-street parallel parking on both sides between Luckie Street and Crogan Street. Perry Street also supports angled parking on both sides between Crogan Street and Pike Street. Clayton Street supports angled parking on the west side of the street between Crogan Street and Pike Street. The proposed project will convert Perry Street and Clayton Street from three (3) one-way travel lanes to two-way operation. The primary typical section for two-way operation will consist of one (1) through-lane in each direction and one (1) center two-way left-turn lane. Existing signals along Perry and Clayton will be re-configured at Nash Street, Luckie Street, Crogan Street, and Pike Street to accommodate the two-way operation. Auxiliary right-turn lanes will be provided at key intersections (NB Clayton Street at Church Street, SB Perry Street at Nash Street) to provide for right-turn operations in consideration of the overall reduced capacity in those directions.

In order to convert Perry Street and Clayton Street, these two facilities will need to be removed from the state system. GDOT has committed to re-designating SR 20 around the Downtown area by using SR 124 (Scenic Highway) to SR 8/124 (East Crogan Street) as the re-designated SR 20 route. This re-designation will also remove Pike Street and Crogan Street from the SR 20 route. Pike Street and Crogan Street will still remain on the state system as part of SR 120.

The conversion to two-way operation will reduce the overall through-lane capacity on Perry and Clayton Streets and is anticipated to re-direct through traffic, in addition to the effect of SR 20 re-designation. As a result, traffic volumes are anticipated to increase along SR 124 (Scenic Highway), Jackson Street, and SR 20 (Buford Drive). In response to this, Buford Drive will be improved between Pike Street and Crogan Street to add one (1) lane, primarily for left-turn storage to improve signal operations within this short block. This will improve the existing back-to-back left-turn lane condition by providing for one (1) full-length left-turn lane for both northbound and southbound traffic. To the east of Buford Drive, both Pike Street and Crogan Street are currently one-way roadways and are not projected to need any improvements in conjunction with this project.

The SR 124 (Scenic Highway) / Jackson Street intersection is proposed to be improved to provide a dual left-turn lane for eastbound Scenic Highway traffic onto northbound Jackson Street. Similar to the improvement at Buford Drive, this improvement anticipates the diversion of through-traffic from Perry and Clayton Streets onto Scenic Highway as the alternative route around Downtown. Scenic Highway onto Jackson Drive represents the most direct alternative route.

Shared-use of these facilities will be encouraged through the proposed use of “sharrows” and share-the-road signage.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO
MPO Project TIP # ARC GW – 342

Regional Commission: N/A RC – Atlanta Regional Commission
RC Project ID # ARC GW – 342

Congressional District(s): #7

Projected Traffic

SR 20 (Clayton Street) [between Nash Street and Scenic Highway]
Current Year (2010): **16,135** Open Year (2013): **21,585** Design Year (2033): **26,330**

SR 124 (Scenic Highway) [between Clayton Street and Jackson Drive]
Current Year (2010): **31,370** Open Year (2013): **33,870** Design Year (2033): **41,325**

SR 20 (Buford Drive) [between Pike Street and Crogan Street]
Current Year (2010): **27,100** Open Year (2013): **28,805** Design Year (2033): **35,140**

*Note: State Route numbers are existing route numbers prior to proposed re-designation

Functional Classification (Mainline):	SR 20 (Perry St)	Urban Principal Arterial
	SR 20 (Clayton St)	Urban Principal Arterial
	SR 20/124 (Buford Dr)	Urban Principal Arterial
	SR 124 (Scenic Highway)	Urban Principal Arterial
	Jackson St	Urban Collector

*Note: State Route numbers are existing route numbers prior to proposed re-designation

Is this project on a designated bike route? NO YES

State Bike Route 70 is designated along one (1) block of SR 20 (Perry Street), which overlaps with the proposed improvements. Bicycle lanes are not marked along this block. State Bike Route 70 intersects with other facilities proposed for improvement, but does not run concurrently with any other facilities. Scenic Highway (SR 124) and Crogan Street (SR 8/20) also appear as a strategic bicycle corridor on the Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan, maintained by ARC.

See Attachment 15: Map/Description of State Bike Route 70 and Attachment 16: Map of ARC Strategic Bike Routes for maps and description of these designated bicycle facilities.

Is this project located on a pedestrian plan? NO YES

Is this project located on or part of a transit network? NO YES

Gwinnett County Transit Route 40 uses Clayton Street between SR 124 (Scenic Highway) and Nash Street. The overlap of this route with the proposed project limits is approximately 600 feet. There are no disturbed transit stops within this overlap.

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: Pedestrian-friendly environment for access to downtown attractions

Vehicular access to parking and local businesses

Proximity of building storefronts to R/W and street

Context Sensitive Solutions: Lane direction/operation changes to allow for two-way traffic and continuous left-turn lanes to improve local access

The City will apply truck restrictions to Perry and Clayton Streets to allow only SU trucks to operate in the Downtown area, improving the pedestrian environment

All through lanes proposed at 11' widths to be sensitive to restricted R/W and to reduce potential for impact at business access and storefronts. Where existing pavement widths provide for more space, lane widths can be expanded beyond the 11' minimum.

DESIGN AND STRUCTURAL DATA

Mainline Design Features: **SR 20 (Perry St)** (between Nash St and Crogan St)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	3 Through Lanes (SB)	N/A	1 Lane (NB) 1 Lane (SB) 1 Lane (TWLTL) 1 Lane (SB Right-Turn) ^
- Lane Width(s)	Varies (10'-13')	11'-12'	11' Through Lanes # 11' Right-Turn Lane #
- Median Width & Type	N/A	14' Flush	12' Flush (TWLTL)
- Border Area (Urban Shldr)	Varies (4.5'-30'), Urban	10'-16'	Varies (match exist)
- Border Area (Urban Shldr) Slope	2%	2%	2% (match exist)
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	Varies (4'-23')	5'	5'
- Auxiliary Lanes	N/A	11'-12'	N/A
- Bike Lanes	N/A	4'	N/A**
Posted Speed	35 MPH (S of Luckie St) 25 MPH (N of Luckie St)		35 MPH (S of Luckie St) 25 MPH (N of Luckie St)
Design Speed	UNKNOWN	35 MPH	35 MPH
Min Horizontal Curve Radius	375'	371'	375' (match exist)
Superelevation Rate	2.0%	4.0% Max	2.0% (match exist)
Grade	4.7%	8.0% (rolling)	4.7% (match exist)
Access Control	Permit	Permit	Permit
Right-of-Way Width	Varies (54'-87')	N/A	Varies (60'-90')
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	WB-40	SU ##

*According to current GDOT design policy if applicable

**Marked bike lanes are not being proposed. However, markings and signage for “shared lanes” will be incorporated. Shared lane markings will be applied in only the SB through-travel lane of Perry Street. Where available, additional width (up to 14' max) will be provided in the travel lane for the shared-use operation of bicyclists. At a minimum, the through-travel lane will be maintained at 11' with shared-lane markings. MUTCD allows for shared-lane markings (sharrows) within an 11' lane and/or adjacent to on-street parking (Section 9C.07).

No variance required. 11' lanes meet minimum width defined for urban arterials in the current edition of the Design Policy Manual.

Single-unit (SU) design vehicle considers conversion to two-way operation, serving more localized traffic instead of through-travel patterns. WB-40 is excessive given the proposed operation. No Bus routes operate on this section of SR 20 (Perry Street).

^ Right-turn lane provided for SB SR 20 (Perry Street) at Nash Street.

Pedestrian-level lighting along each side of Perry Street behind sidewalk, maintaining lateral offset in accordance with current GDOT design policy.

Mainline Design Features: SR 20 (Clayton St) (between Nash St and Crogan St)			
Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	3 Through Lanes (NB)	N/A	1 Lane (NB) 1 Lane (SB) 1 Lane (TWLTL) 1 Lane (NB Right-Turn) ^
- Lane Width(s)	Varies (10'-12')	11'-12'	11' Through Lanes # 11' Right-Turn Lane #
- Median Width & Type	N/A	14' Flush	12' Flush (TWLTL)
- Border Area (Urban Shldr)	Varies (5'-25'), Urban	10'-16'	Varies (match exist)
- Border Area (Urban Shldr) Slope	2%	2%	2% (match exist)
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	Varies (5'-10')	5'	5'
- Auxiliary Lanes	N/A	11'-12'	N/A
- Bike Lanes	N/A	4'	N/A**
Posted Speed	35 MPH (S of Luckie St) 25 MPH (N of Luckie St)		35 MPH (S of Luckie St) 25 MPH (N of Luckie St)
Design Speed	UNKNOWN	35 MPH	35 MPH
Min Horizontal Curve Radius	708'	371'	708' (match exist)
Superelevation Rate	2.0%	4.0% Max	2.0% (match exist)
Grade	3.0%	8.0% (rolling)	3.0% (match exist)
Access Control	Permit	Permit	Permit
Right-of-Way Width	Varies (56'-74')	N/A	Varies (56'-80')
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	WB-40	SU ##

*According to current GDOT design policy if applicable

**Marked bike lanes are not being proposed. However, markings and signage for “shared lanes” will be incorporated. Shared lane markings will be applied in only the NB through-travel lane of Clayton Street. Where available, additional width (up to 14' max) will be provided in the travel lane for the shared-use operation of bicyclists. At a minimum, the through-travel lane will be maintained at 11' with shared-lane markings. MUTCD allows for shared-lane markings (sharrows) within an 11' lane and/or adjacent to on-street parking (Section 9C.07).

No variance required. No variance required. 11' lanes meet minimum width defined for urban arterials in the current edition of the Design Policy Manual.

Single-unit (SU) design vehicle considers conversion to two-way operation, serving more localized traffic instead of through-travel patterns. WB-40 is excessive given the proposed operation. No Bus routes operate on this section of SR 20 (Clayton Street).

^ Right-turn lane provided for NB SR 20 (Clayton Street) at Church Street.

Pedestrian-level lighting along each side of Clayton Street behind sidewalk, maintaining lateral offset in accordance with current GDOT design policy.

Mainline Design Features: SR 20 / 124 (Buford Dr) (between Pike St and Crogan St)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	5 Total Lanes 2 Through Lanes NB 2 Through Lanes SB 1 Left-Turn Lane NB/SB	4 Through Lanes	6 Total Lanes 2 Through Lanes NB 2 Through Lanes SB 1 Left-Turn Lane NB 1 Left-Turn Lane SB
- Lane Width(s)	11' - 12' Through Lane 12' - 18' Turn Lane	11'-12'	11' Through Lane ## 11' Turn Lane ##
- Median Width & Type	N/A	N/A	N/A
- Border Area (Urban Shldr)	12', Urban	10'-16'	12' Urban
- Border Area (Urban Shldr) Slope	2% max	2% max	2% max
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	5'	5'	5'
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	4'	N/A
Posted Speed	35 MPH		35 MPH
Design Speed	UNKNOWN	35 MPH	35 MPH
Min Horizontal Curve Radius	N/A	371'	2500'
Superelevation Rate	2.0%	4.0% Max	2.0% (match exist)
Grade	4.6%	8.0% (rolling)	4.6% (match exist)
Access Control	Permit	Permit	Permit
Right-of-Way Width	Varies (92' - 180')	N/A	Varies (99' - 180')
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	WB-40 or BUS-40	WB-40 #

* According to current GDOT design policy if applicable

Trucks restricted on Jackson Street between Crogan Street and Scenic Highway. However, trucks allowed on this section of SR 20 (Buford Drive). With proposed re-designation of SR 20, anticipate higher usage of through-trucks. WB-40 is appropriate given the proposed operation. No bus routes operate on this section of SR 20 (Buford Drive).

No variance required. 11' lanes meet minimum width defined for urban arterials in the current edition of the Design Policy Manual.

Pedestrian-level lighting along each side of Buford Drive behind sidewalk, maintaining lateral offset in accordance with current GDOT design policy.

Mainline Design Features: SR 124 (Scenic Hwy)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	6 Total Lanes 2 Through Lanes EB 2 Through Lanes WB 1 Left-Turn Lane EB 1 Right-Turn Lane EB	4 Through Lanes	7 Total Lanes 2 Through Lanes EB 2 Through Lanes WB 2 Left-Turn Lanes EB 1 Right-Turn Lane EB
- Lane Width(s)	12'	11'-12'	11' #
- Median Width & Type	20' Raised	20' Raised	20' Raised
- Border Area (Urban Shldr)	10', Urban	10'-16'	10', Urban
- Border Area (Urban Shldr) Slope	2% max	2% max	2% max
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	Var 5' – 9'	5'	Var 5' – 9' (match exist)
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	4'	N/A
Posted Speed	40 MPH		40 MPH
Design Speed	UNKNOWN	45 MPH	45 MPH
Min Horizontal Curve Radius	N/A	711'	N/A
Superelevation Rate	2.0%	4.0% Max	2.0% (match exist)
Grade	5.6%	7.0%	5.6% (match exist)
Access Control	Permit	Permit	Permit
Right-of-Way Width	112'	N/A	Var (112' – 117')
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	WB-40	WB-40

*According to current GDOT design policy if applicable

No variance required. 11' lanes meet minimum width defined for urban arterials in the current edition of the Design Policy Manual.

Major Structures:
SR 20 / 124 (Buford Drive) between Pike St and Crogan St

Structure	Existing	Proposed
Retaining wall	Parapet-type walls (both sides)	Proposed parapet walls (varying locations)

Major Interchanges/Intersections:

None

Utility Involvements:

Utility Type	Owner
Electric	Jackson EMC
Electric	City of Lawrenceville Gas, Electric, & Water
Telephone/Telecom	Level 3
Telephone/Telecom	AT&T
Water & Sewer	Gwinnett County Department of Water Resources
Water & Sewer	City of Lawrenceville Gas, Electric, & Water
Gas	City of Lawrenceville Gas, Electric, & Water
Cable TV	Charter Communications
Signal Communications	Gwinnett County Department of Transportation

Public Interest Determination Policy and Procedure recommended (Utilities)? YES NO

SUE Required: Yes No

Railroad Involvement: None

Right-of-Way:

Required Right-of-Way anticipated: YES NO Undetermined
Easements anticipated: Temporary Permanent Utility Other

Anticipated number of impacted parcels: 24
Anticipated number of displacements (Total): 0
Businesses: 0
Residences: 0
Other: 0

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan Anticipated: YES NO

Special Provision 150.11 is anticipated.

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lane Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Shoulder Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Bridge Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Horizontal Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Superelevation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Vertical Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Grade	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Cross Slope	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Vertical Clearance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Lateral Offset to Obstruction	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Bridge Structural Capacity	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Proposed design speeds in some cases are lower than GDOT Policy “standard” but do not violate recommended design speeds per AASHTO.

NOTE: Sight distances have been reviewed at intersections where the proposed operational modifications are changing the traffic directions on existing streets. Based on field observations, photos, and available mapping the intersections in question appear to meet all sight distance requirements. Full analysis of the sight distance conditions will be performed and documented during the Preliminary Plans Development based on further design and survey availability.

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	Appvl Date		
		YES	(if applicable) NO	Undetermined
1. Access Control - <i>Median Opening Spacing</i>	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Safety Edge	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Intersection Skew Angle: To be determined based on final alignments. A potential variance location exists at Perry Street / Nash Street to fit existing conditions.

Bike & Pedestrian Accommodations: MUTCD allows for shared-lane markings (sharrows) within an 11' lane and/or adjacent to on-street parking (Section 9C.07). No variance required for 11' lane with sharrows.

VE Study anticipated: No Yes Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS

Air Quality:

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

CO analysis will be required.

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not in 100-yr / 500-yr floodplain
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Railing for wall – Butler property
12. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SHPO – Butler property

SHPO indicated potential need for enhanced railing on top of anticipated retaining wall adjacent to the Butler Property. See documentation of initial coordination with SHPO in Attachment 14: Summary of early coordination with SHPO for Butler House resource.

Is a PAR required? No Yes Completed – Date:

Technical assistance requested from SHPO regarding eligibility and anticipated impacts to eligible resource at SE corner of Jackson St/Crogan St intersection (Butler Property). See documentation of initial coordination with SHPO in Attachment 14: Summary of early coordination with SHPO for Butler House resource.

NEPA/GEPA: Desktop and background research has been conducted to identify any previously-documented resources or issues. Categorical Exclusion anticipated. Specific findings noted below:

Ecology: Combined report approved for transmittal to FHWA on August 27,2012. No protected species habitat is present within the project area. No federal jurisdiction resources (wetlands, streams, or open waters) were identified within the project area.

History: Special studies indicate that, along with the NR-eligible Butler House, some locations within the project corridor along Perry Street and Clayton Street are also NR-eligible. The extent of

the district and identification of any additional historic properties will be confirmed through resource agency coordination. Technical assistance and early coordination was performed with SHPO to get preliminary determinations regarding eligibility and anticipated impacts to NR-eligible Butler House at SE corner of Jackson St/Crogan St intersection. See Attachment 13: Exhibits of NR-Eligible Properties within Project Area and Attachment 14: Summary of early coordination with SHPO for Butler House resource for documentation of initial coordination with SHPO and a preliminary listing of potential NR-eligible properties within the project area.

Archeology: Archaeological Short Form of Negative Findings was approved August 14, 2012.

Air & Noise: Full air analysis anticipated, including CO analysis. Noise screening anticipated.

Stormwater: City of Lawrenceville is considered to be within a Phase 1 MS4 area.

Public Involvement: PIOHs anticipated
City Council Updates/Presentations anticipated
Downtown Development Authority Public Meeting – March 28, 2011

Major stakeholders: Traveling Public
Downtown Development Authority
Local business merchants and customers

ROUNDBABOUTS N/A

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: NONE

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	<i>City of Lawrenceville/Kimley-Horn & Associates, Inc.</i>
Design	<i>City of Lawrenceville/Kimley-Horn & Associates, Inc.</i>
Right-of-Way Acquisition	<i>City of Lawrenceville</i>
Utility Relocation	<i>Utility Owners</i>
Letting to Contract	<i>City of Lawrenceville</i>
Construction Supervision	<i>City of Lawrenceville</i>
Providing Material Pits	<i>City of Lawrenceville</i>
Providing Detours	N/A
Environmental Studies, Documents, & Permits	<i>City of Lawrenceville/Kimley-Horn & Associates, Inc.</i>
Environmental Mitigation	<i>City of Lawrenceville</i>
Construction Inspection & Materials Testing	<i>City of Lawrenceville</i>

Lighting required: No Yes

Lighting included at intersections as part of mast-arm signal reconstructions.

Pedestrian-level lighting along each side at the following locations:

SR 20/124 (Buford Drive)	Between Pike St and Crogan St
Perry St	Between Nash St and Crogan St
Clayton St	Between Nash St and Crogan St

These locations will provide for extension of existing street-lighting. Downtown design standards will be applied for selection of lighting fixtures.

Pre-Concept Meetings: ARC/City/GDOT – April 20, 2010
 ARC/City/GDOT – April 29, 2010
 ARC/City/GDOT – January 5, 2011
 ARC/City/GDOT – January 31, 2011
 (Minutes attached)

Initial Concept Meeting: January 19, 2012 (minutes attached)

Concept Meeting: TBD

Other projects in the area:

CSTEE-0008-00(150) [P.I. 0008150]: Enhancement project for bicycle/pedestrian facilities (known as the Heritage Trail project) along Luckie Street. The project will construct multi-use trails along Luckie Street to connect between an existing trail network at the GJAC facility (west of Culver Street) at the west and Jackson Street at the east.

[P.I. N/A]

Re-designation of SR 20 from Perry, Clayton, Pike, and Crogan Streets is proposed by GDOT forces. SR 20 will be re-designated to follow SR 124/Scenic Highway from Clayton Street to the intersection with East Pike Street/SR 8. Then, SR 20 will turn west to follow SR 8 and SR 124 to Buford Drive. See Attachment 17: Additional information regarding SR 20 re-designation for additional information.

Other coordination to date:

See Attachment 14: Summary of early coordination with SHPO for Butler House resource for documentation of early coordination and technical assistance from SHPO on Butler House eligibility.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	ARC/City	City	City	ARC/City	City of L'ville	
\$ Amount	\$ 577,500 (\$461,900 ARC) (\$115,540 City)	\$ 1,195,000	\$ 800,000	\$ 3,921,623 (\$ 3,137,298 ARC) (\$ 784,325 City)	\$ 0	\$6,608,185
Date of Estimate	11/17/2011	2/14/2012	9/27/2012	3/27/2012	3/27/2012	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

The project consists of multiple proposed improvements around the Lawrenceville Downtown core. The individual improvement alternatives considered and evaluated have been discussed individually below for clarity.

Preferred Alternative: Combines the improvements of Alternative 1A, Alternative 2A, and Alternative 3A described individually below for each “area” of the project. Total costs and impacts presented below are summations of the individual alternatives for each area.			
Estimated Property Impacts:	24 parcels	Estimated Total Cost:	\$3,921,623
Estimated ROW Cost:	\$1,195,000	Estimated CST Time:	15 months
Rationale: <i>See individual alternative descriptions for rationale of selection.</i>			

No-Build Alternative: <i>No improvements</i>			
Estimated Property Impacts:	0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	0
Rationale: This alternative does not address the project need and purpose. It does not discourage through-traffic within the Downtown Core and does not improve available alternate routes to encourage through-traffic to by-pass the Downtown Core. Thus, it will not meet the project goals of improving the pedestrian experience in the Downtown Core and will not improve local access to Downtown attractions.			

Area 1 - Alternative 1A: Perry and Clayton Streets “TWLTL”

Convert Perry Street and Clayton Street to two-way operation, consisting of (1) lane in each direction and (1) two-way left-turn lane. This alternative provides for two-way operation and a continuous left-turn lane to improve vehicular access to downtown attractions, businesses, and parking. The reduction of NB and SB capacity from (3) existing one-way through-lanes to (1) proposed through-lane in each direction on each street results in an overall reduction of available NB and SB through-lanes. Minor widening and re-striping will be installed to improve the dimensions and markings of on-street parking. Shared-lane use (vehicles and bicyclists) is proposed for the NB travel lane of Clayton Street and the SB travel lane of Perry Street. Shared-lane markings (i.e. “sharrows”) and signage will be installed.

Estimated Property Impacts:	20 parcels	Estimated Total Cost:	\$2,767,639
Estimated ROW Cost:	\$842,000	Estimated CST Time:	6 months

Rationale: The tables below compare Alternative 1A and 1B operations at the various intersections. As noted, there is minimal difference in intersection operations between the two alternatives. Since they are operationally similar, Alternative 1A is chosen as the preferred alternative because it better serves the proposed need and purpose by reducing “through-movement” capacity and is anticipated to divert more through-traffic from the Downtown area and onto available alternative routes. The reduction of “through-travel” operations and introducing friction of two-way movements and turn-lanes along these streets is anticipated to reduce travel speeds; thereby enhancing the operations and environment for pedestrians. Providing a continuous left-turn lane also improves vehicular access to downtown attractions and parking. Costs of the two alternatives are virtually identical.

Area 1 - Alternative 1B: Perry and Clayton Streets “2 + 1”

Convert Perry Street to two-way operation [(1) lane NB + (2) lanes SB] and Clayton Street to two-way operation [(1) lane SB + (2) lanes NB]. The “2 + 1” approach provides an additional through-lane in the anticipated peak direction on each street. It is projected that vehicles currently traveling one-way southbound along Perry Street will mostly choose Perry Street after the proposed conversion. Similarly, it is projected that vehicles currently traveling one-way northbound along Clayton Street will mostly continue to choose this route as opposed to Perry Street. Minor widening and re-striping will be installed to improve the dimensions and markings of on-street parking. Shared-lane use (vehicles and bicyclists) is proposed for the NB travel lane of Clayton Street and the SB travel lane of Perry Street. Shared-lane markings (i.e. “sharrows”) and signage will be installed.

Estimated Property Impacts:	20 parcels	Estimated Total Cost:	\$2,767,639
Estimated ROW Cost:	\$842,000	Estimated CST Time:	6 months

Rationale: Alternative 1B does not serve the project need and purpose as well as Alternative 1A because overall “through-travel” capacity on Perry Street and Clayton Street is not reduced – only partially redistributed to another route. Furthermore, Alternative 1B does not provide a continuous left-turn lane and does not serve local vehicular access to downtown attractions and parking as well as Alternative 1A.

Alternative 1A and Alternative 1B Level of Service Comparison AM Peak Hour – Base Year 2015 and Design Year 2035 Scenarios				
Intersection	Level of Service (Delay in Seconds)			
	Alt 1B 2015	Alt 1A 2015	Alt 1B 2035	Alt 1A 2035
Pike Street at Perry Street	D (35.9)	C (31.6)	F (157.0)	F (145.2)
Crogan Street at Perry Street	C (20.6)	B (15.3)	C (28.0)	C (28.0)
Perry Street at Luckie Street	B (17.7)	B (16.4)	B (19.1)	B (19.4)
Perry Street at Nash Street	B (10.6)	B (14.4)	B (12.5)	B (16.0)
Pike Street at Clayton Street	C (28.9)	C (25.3)	F (109.8)	F (85.4)
Crogan Street at Clayton Street	B (15.5)	A (8.8)	B (16.5)	B (16.3)
Clayton Street at Luckie Street	A (9.5)	A (9.7)	B (10.2)	B (11.5)
Clayton Street at Nash Street	A (9.2)	B (11.4)	B (12.3)	B (15.3)

Alternative 1A and Alternative 1B Level of Service Comparison PM Peak Hour – Base Year 2015 and Design Year 2035 Scenarios				
Intersection	Level of Service (Delay in Seconds)			
	Alt 1B 2015	Alt 1A 2015	Alt 1B 2035	Alt 1A 2035
Pike Street at Perry Street	B (19.2)	B (11.3)	C (26.1)	B (14.4)
Crogan Street at Perry Street	C (28.3)	C (27.8)	E (76.6)	E (76.6)
Perry Street at Luckie Street	B (12.4)	B (13.8)	B (19.8)	C (21.8)
Perry Street at Nash Street	B (14.4)	C (21.3)	B (17.2)	C (27.0)
Pike Street at Clayton Street	C (28.2)	B (18.9)	D (36.8)	C (27.7)
Crogan Street at Clayton Street	B (10.1)	A (9.8)	D (41.1)	D (40.8)
Clayton Street at Luckie Street	A (9.5)	B (12.7)	A (9.5)	B (10.1)
Clayton Street at Nash Street	B (12.4)	B (11.8)	B (12.4)	B (14.0)

Area 2 - Alternative 2A: SR 124 (Scenic Highway) at Jackson Street “Dual Left”			
<i>Improve the Scenic Highway eastbound approach at the Jackson Street intersection to add (1) left-turn lane onto northbound Jackson Street.</i> This improvement results in a total of (2) left-turn lanes onto northbound Jackson Street. Through-traffic diverted away from Perry/Clayton Streets is anticipated to use Jackson Street as one of the key available alternate routes. This improvement addresses the additional left-turn volumes that are likely to be shifted to this intersection. The improvement can be constructed by using the existing median width along Scenic Highway and introducing a minor offset in the through-lanes across the Jackson Street intersection.			
Estimated Property Impacts:	1 parcel	Estimated Total Cost:	\$317,886
Estimated ROW Cost:	\$0 (donation)	Estimated CST Time:	3 months
Rationale: Alternative 2A is chosen as the preferred alternative because it better serves the proposed need and purpose by better accommodating the diverted through-traffic from the Downtown area onto the chosen alternative route, as illustrated by the LOS analysis below. For a minimal difference in cost over Alternative 2B, operations are substantially improved. (Note: One parcel impacted is owned by the City of Lawrenceville, resulting in \$0 ROW cost.)			

Area 2 - Alternative 2B: SR 124 (Scenic Highway) at Jackson Street “Extended Storage”			
<i>Improve the Scenic Highway eastbound approach at the Jackson Street intersection by extending the existing left-turn lane onto northbound Jackson Street.</i> This improvement results in additional storage for left-turns onto northbound Jackson Street. This improvement addresses the additional left-turn volumes that are likely to be shifted to this intersection. The improvement can be constructed by removing a portion of the existing median width along Scenic Highway and extending the existing left-turn lane.			
Estimated Property Impacts:	0 parcel	Estimated Total Cost:	\$173,116
Estimated ROW Cost:	\$0	Estimated CST Time:	3 months
Rationale: Alternative 2B is not chosen as the preferred alternative because it does not perform as well to accommodate the diverted through-traffic from the Downtown area onto the chosen alternative route, as illustrated by the LOS analysis. The minimal cost savings over Alternative 2A do not justify the deficiencies in operations.			

Alternative 2A and Alternative 2B - Alternate Route Intersection Level of Service Comparison AM Peak Hour – Design Year 2035 Scenarios		
Intersection	Level of Service (Delay in Seconds)	
	Alt 2A	Alt 2B
Scenic Highway at Jackson Street	D (42.2)	E (57.5)

Alternative 2A and Alternative 2B - Alternate Route Intersection Level of Service Comparison PM Peak Hour – Design Year 2035 Scenarios		
Intersection	Level of Service (Delay in Seconds)	
	Alt 2A	Alt 2B
Scenic Highway at Jackson Street	E (61.1)	E (78.1)

Area 3 - Alternative 3A: SR 20 (Buford Drive) between Pike Street and Crogan Street “6 lane east”			
<i>Improve SR 20 (Buford Drive) to add (1) lane to the east, resulting in a total of (6) lanes and (1) full-length left-turn lane in each direction.</i> Through-traffic diverted away from Perry/Clayton Streets is anticipated to increase the volumes on Buford Drive between Pike and Crogan Streets. This improvement addresses the operational deficiencies of the existing half-block left-turn lanes. The provision of full-length left-turn lanes is an operational improvement for this “short block” between signalized intersections.			
Estimated Property Impacts:	3 parcels	Estimated Total Cost:	\$806,098
Estimated ROW Cost:	\$353,000	Estimated CST Time:	6 months
Rationale: Alternative 3A is chosen as the preferred alternative because of reduced impacts to adjacent property. While the number of parcel impacts are higher, the impacts are less severe. Specifically, impacts are confined to the un-developed property to the east and minor impact to the National Register-eligible Butler House property. These impacts are not considered adverse, based on early coordination with SHPO. Alternative 3A is operationally equivalent to Alternative 3B. Based on reduced property impacts and cost, Alternative 3A is chosen.			

Area 3 -Alternative 3B: SR 20 (Buford Drive) between Pike Street and Crogan Street “6 lane west”			
<i>Improve SR 20 (Buford Drive) to add (1) lane to the west, resulting in a total of (6) lanes and (1) full-length left-turn lane in each direction.</i> Through-traffic diverted away from Perry/Clayton Streets is anticipated to increase the volumes on Buford Drive between Pike and Crogan Streets. This improvement addresses the operational deficiencies of the existing half-block left-turn lanes. The provision of full-length left-turn lanes is an operational improvement for this “short block” between signalized intersections.			
Estimated Property Impacts:	1 parcels	Estimated Total Cost:	\$758,129
Estimated ROW Cost:	No estimate	Estimated CST Time:	6 months
Rationale: Alternative 3B is operationally equivalent to Alternative 3A but widening to the west has significant impact to the parking and circulation at the Post Office property. Cost-to-cure impacts at the Post Office property are not included in the above costs and would increase the ROW cost component.			

Note:

The construction of an 8’ median separation between the opposing left-turn lanes was evaluated. This is not practical, as it introduces too much offset in the lane alignments across the intersections at Crogan Street and Pike Street. For Alternative 3A, the NB Jackson Street approach cannot be shifted to the east to make up the offset because of the adjacent National Register-eligible Butler House property. Shifting to mitigate the lane offset would introduce adverse effects to the property. In Alternative 3B, the additional 8’ width just increases the R/W impacts on the post office by that much more.

Wider (approximately 20’) median separations are proposed in Alternative 3A for the approaches to the “short block” south of Crogan Street and north of Pike Street. If pedestrians are concerned about crossing 6 lanes of traffic, these zones are available on one leg of each intersection to break-up the crossing.

Alternative 3A and Alternative 3B - Alternate Route Intersection Level of Service Comparison to No-Build AM Peak Hour		
Intersection	Level of Service (Delay in Seconds)	
	No-Build 2035	Design 2035
Pike Street at Buford Drive	E (65.7)	E (63.9)
Crogan Street at Buford Drive/Jackson Street	B (18.9)	C (22.7)

Alternative 3A and Alternative 3B - Alternate Route Intersection Level of Service Comparison to No-Build PM Peak Hour		
Intersection	Level of Service (Delay in Seconds)	
	No-Build 2035	Design 2035
Pike Street at Buford Drive	C (29.8)	C (30.8)
Crogan Street at Buford Drive/Jackson Street	F (94.9)	F (100.9)

Attachments:

1. Project Justification Statement
2. Concept Layouts
3. Typical sections
4. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection, Liquid AC Cost Adjustment
 - i. Completed Fuel & Asphalt Price Adjustment forms
 - ii. Base Construction Cost estimate (CES)
 - b. Right-of-Way Estimate
 - c. Utility Estimate
5. Crash summaries (see Project Justification)
6. Traffic Approval Memo
7. Traffic diagrams
8. Capacity analysis summary (*tabular format*) (see Project Justification)
9. Summary of TE Study
10. Minutes of Concept meetings
11. Minutes of any meetings that shows support or objection to the concept
 - a. Downtown Development Authority – March 28, 2011
12. PFA's and/or SAA's.
13. Exhibits of NR-Eligible Properties within Project Area
14. Summary of early coordination with SHPO for Butler House resource
15. Map/Description of State Bike Route 70
16. Map of ARC Strategic Bike Routes
17. Additional information regarding SR 20 re-designation
18. Letters of Commitment for Lighting and Utility Costs

APPROVALS

Concur:  4/4/2013
Director of Engineering

Approve:  for
Division Administrator, FHWA

6/10/13
Date

Approve: 
Chief Engineer

6-17-13
Date

Attachment 1
Project Justification Statement

PROJECT JUSTIFICATION

DOWNTOWN LAWRENCEVILLE PEDESTRIAN IMPROVEMENTS & ONE-WAY PAIR CONVERSION

The project is proposed under the Livable Centers Initiative (LCI) program sponsored by the Atlanta Regional Commission (ARC). The LCI program studies and implements improvements in designated LCI activity centers to promote development that is consistent with regional planning goals of livability and sustainability. The primary goal of the LCI program is to encourage a mix of uses, transportation connectivity, pedestrian-friendly environments, and residential development within activity and town centers throughout the Atlanta metropolitan region – in order to reduce vehicle-miles-traveled and increase mode-share in order to improve regional air quality.

PI 0008963 is included in the Atlanta Regional Transportation Plan (RTP/"PLAN 2040") in *Appendix A-1: FY 2012-2017 Transportation Improvement Program*. ARC and the City of Lawrenceville have identified the need and desire to make Downtown Lawrenceville more pedestrian-friendly and to improve operations for bicyclists (including use of bicycle signing and "sharrows"). There is also a design to maximize the availability of on-street parking to serve local businesses and attractions.

Existing Conditions

The various primary facilities within the project limits are functionally classified as follows:

SR 20 (Perry St)	Urban Principal Arterial
SR 20 (Clayton St)	Urban Principal Arterial
SR 20/124 (Buford Dr)	Urban Principal Arterial
SR 124 (Scenic Highway)	Urban Principal Arterial
Jackson St	Urban Collector

The existing conditions of these facilities are summarized below. Note (*) indicates streets and route numbering after proposed SR 20 re-designation.

Perry St *

- (3) Through-Lanes (SB) (one-way operation)
- 35 MPH (South of Luckie Street) (posted)
- 25 MPH (North of Luckie Street) (posted)
- Scattered parallel parking
- Curb and gutter with scattered sidewalk facilities

Clayton St *

- (3) Through-Lanes (NB) (one-way operation)
- 35 MPH (South of Luckie Street) (posted)

- 25 MPH (North of Luckie Street) (posted)
- Scattered parallel parking
- Curb and gutter with scattered sidewalk facilities

SR 20/124 (Buford Dr)

- (2) Through-Lanes NB
- (2) Through-Lanes SB
- Left-Turn Lane NB/SB
- 35 MPH (posted)
- Curb and gutter with sidewalk

SR 20/124 (Scenic Highway) *

- (2) Through-Lanes EB
- (2) Through-Lanes WB
- Left-Turn Lane EB
- Right-Turn Lane EB
- 40 MPH (posted)
- Curb and gutter with sidewalk

Jackson St

- (2) Through-Lanes NB
- (2) Through-Lanes SB
- TWLTL
- 35 MPH (posted)
- Curb and gutter with sidewalk

Existing and Projected Traffic Volumes

A traffic study for the Downtown Area was completed in July 2011. In summary, the existing and projected traffic volumes are noted below.

Table 1 – Existing and Projected Traffic Volumes		
Location	Average Daily Traffic (ADT)	
	Existing 2010	No-Build 2033
Pike Street	33,000 (WB)	43,000 (WB)
Crogan Street	22,000 (EB)	29,000 (EB)
Perry Street	13,000 (SB)	17,000 (SB)
Clayton Street	16,000 (NB)	21,000 (NB)
Scenic Highway	31,000	41,000
Buford Drive	27,000	35,000
Jackson Street	24,000	31,000

Levels-of-Service (LOS)

Existing and No-Build Level-of-Service (LOS) analysis for SR 20 (Perry Street) and SR 20 (Clayton Street) is summarized in Tables 2 and 3. These streets operate as a one-way pair in existing and no-build conditions.

Table 2 - Downtown Intersections Level of Service Summary AM Peak Hour – Existing and No Build			
Intersection	Level of Service (Delay in Seconds)		
	Existing 2010	No Build 2015*	No Build 2035*
Pike Street at Perry Street	B (12.7)	B (14.4)	D (50.1)
Crogan Street at Perry Street	B (15.9)	B (14.8)	B (13.8)
Perry Street at Luckie Street	A (5.3)	B (10.2)	A (7.9)
Perry Street at Nash Street	C (33.5)	A (8.9)	B (11.6)
Pike Street at Clayton Street	B (11.2)	B (13.1)	C (24.0)
Crogan Street at Clayton Street	C (32.7)	B (10.0)	B (10.7)
Clayton Street at Luckie Street	A (5.9)	A (4.7)	A (5.0)
Clayton Street at Nash Street	C (24.3)	B (18.4)	B (20.0)

*Note: All future-year LOS projections based on optimized signal timing.

Table 3 - Downtown Intersections Level of Service Summary PM Peak Hour – Existing and No Build			
Intersection	Level of Service (Delay in Seconds)		
	Existing 2010	No Build 2015*	No Build 2035*
Pike Street at Perry Street	B (13.0)	B (12.6)	B (16.5)
Crogan Street at Perry Street	B (16.9)	B (17.6)	C (21.9)
Perry Street at Luckie Street	A (9.2)	A (9.6)	B (10.1)
Perry Street at Nash Street	B (15.6)	B (12.4)	B (12.9)
Pike Street at Clayton Street	B (11.1)	A (9.6)	B (13.9)
Crogan Street at Clayton Street	A (9.9)	A (9.6)	B (15.4)
Clayton Street at Luckie Street	A (6.3)	A (7.8)	A (8.1)
Clayton Street at Nash Street	C (22.8)	C (21.6)	C (22.5)

*Note: All future-year LOS projections based on optimized signal timing.

Tables 2 and 3 illustrate the operation of the one-way streets, demonstrating that Perry Street and Clayton Street provide generous capacity and low delay. The one-way operation is favorable for accommodating high volumes of through-traffic. The through-traffic usage results in high speed operations and presents unfavorable conditions at pedestrian/bicyclist interaction points and at parking locations along these routes. In order to discourage through-traffic from using these routes, operational, routing, and/or capacity changes are required.

By discouraging through-traffic from using Perry Street and Clayton Street, through-traffic will be required to seek alternate routes around Downtown Lawrenceville. LOS analysis of the Existing and No-Build conditions of the anticipated alternate route is included (Tables 4 and 5). It is anticipated that SR 124 (Scenic Highway) and Jackson Drive (a recently-completed five-lane facility) provides the chosen alternate route to by-pass the Downtown area because its alignment represents the most direct alternate route. It is not anticipated that diverted traffic will pass through the Scenic Highway/Crogan Street intersection because it is a less-direct route. Existing and No-Build conditions for the intersections along the potential alternate travel routes are illustrated.

Table 4 - Alternate Route Intersections Level of Service Summary AM Peak Hour – Existing and No Build			
Intersection	Level of Service (Delay in Seconds)		
	Existing 2010	No Build 2015*	No Build 2035*
Pike Street at Buford Drive (A)	C (32.5)	C (31.1)	E (65.9)
Crogan Street at Buford Drive/Jackson Street (B)	B (17.8)	B (15.5)	B (19.7)
Crogan Street at Scenic Highway (C)	D (36.1)	D (36.1)	E (55.1)
Scenic Highway at Jackson Street (D)	D (38.2)	D (43.8)	D (54.2)
Scenic Highway at Clayton Street (E)	D (40.9)	D (38.1)	E (57.3)

*Note: All future-year LOS projections based on optimized signal timing.

Table 5 - Alternate Route Intersections Level of Service Summary PM Peak Hour – Existing and No Build			
Intersection	Level of Service (Delay in Seconds)		
	Existing 2010	No Build 2015*	No Build 2035*
Pike Street at Buford Drive (A)	C (27.0)	C (22.8)	C (29.8)
Crogan Street at Buford Drive/Jackson Street (B)	C (30.9)	C (34.3)	F (94.9)
Crogan Street at Scenic Highway (C)	D (44.8)	E (57.5)	F (96.3)
Scenic Highway at Jackson Street (D)	D (40.8)	D (42.9)	E (74.6)
Scenic Highway at Clayton Street (E)	D (40.6)	D (43.0)	E (61.8)

*Note: All future-year LOS projections based on optimized signal timing.

No-Build conditions for these intersections include additional traffic passing through intersections (A), (B), (D), and (E). The principal addition of traffic through these intersections is due to diversion of through-traffic from Perry Street and Clayton Street based on the assumption that operations and/or capacity are modified to discourage through-travel. It is noted that minimal impact is anticipated from the actual re-designation of SR 20 along Scenic Highway; rather, the diverted traffic is anticipated to largely divert to Jackson Street as the most direct alternate route.

These tables illustrate the conditions at the intersections along the alternate routes, considering the effects of through-traffic diversion and traffic growth to the Year 2033. As illustrated, the intersection operations deteriorate as traffic grows and do not perform acceptably in the No-Build 2033 condition, with exceptions for Pike Street at Buford Drive in the PM and Crogan Street at Buford Drive in the AM. These eastbound/westbound streets are one-way and perform acceptably in the off-peak direction.

Without improvements to the alternate route, the additional traffic diverted due to the operational and/or capacity modifications to Perry Street and Clayton Street will result in an inefficient, unattractive alternative route for through-traffic around the Downtown Lawrenceville core. Specifically, the greatest impacts to operations occur at intersections (A) in the AM, (B) in the PM, and (D). The deterioration at intersection (C) is noted to only include the effects of traffic growth, as previously discussed, and is not due to a significant volume of re-routed traffic.

Crash Data

Crash data for the project area was obtained from the Georgia Department of Transportation accident records for the years 2006 - 2009. Tables 6, 7, 8 and 9 summarize crash data for the approximate project limits along Perry Street, Pike Street, Crogan Street, and Clayton Street. The total number of crashes and pedestrian-related injuries and fatalities are summarized, along with crashes involving parked vehicles.

Table 6 - Crash History											
Perry Street – From SR 124/Scenic Highway to SR 20/Pike Street											
Year	Total Crashes	Total Pedestrian Incidents	Pedestrian Injuries	Pedestrian Fatalities	Total Parked Vehicle Incidents	Angle	Head On	Not a Collision with a Motor Vehicle	Rear End	Sideswipe – Opposite Direction	Sideswipe – Same Direction
2006	254	1	1	0	1	117	2	5	94	4	32
2007	126	0	0	0	0	60	1	2	44	2	17
2008	119	0	0	0	0	51	3	2	38	0	25
2009	86	0	0	0	1	39	2	2	34	1	8
Total	585	1	1	-	2	267	8	11	210	7	82

Table 7 - Crash History											
Pike Street – From Langley Drive to SR 20/Buford Drive											
Year	Total Crashes	Total Pedestrian Incidents	Pedestrian Injuries	Pedestrian Fatalities	Total Parked Vehicle Incidents	Angle	Head On	Not a Collision with a Motor Vehicle	Rear End	Sideswipe – Opposite Direction	Sideswipe – Same Direction
2006	155	1	1	0	0	53	0	5	57	2	38
2007	155	1	1	0	0	58	3	6	56	0	32
2008	136	1	1	0	1	56	4	7	43	0	26
2009	105	0	0	0	2	40	2	2	40	1	20
Total	551	3	3	-	3	207	9	20	196	3	116

Table 8 - Crash History Crogan Street – From Langley Drive to SR 20/Buford Drive											
Year	Total Crashes	Total Pedestrian Incidents	Pedestrian Injuries	Pedestrian Fatalities	Total Parked Vehicle Incidents	Angle	Head On	Not a Collision with a Motor Vehicle	Rear End	Sideswipe – Opposite Direction	Sideswipe – Same Direction
2006	215	1	1	0	1	88	1	7	76	2	41
2007	192	0	0	0	0	74	1	2	81	3	31
2008	157	0	0	0	1	65	2	3	46	0	41
2009	147	0	0	0	2	56	2	2	60	0	27
Total	711	1	1	-	4	283	6	14	263	5	140

Table 9 - Crash History Clayton Street – From Born Street to SR 124/Scenic Highway											
Year	Total Crashes	Total Pedestrian Incidents	Pedestrian Injuries	Pedestrian Fatalities	Total Parked Vehicle Incidents	Angle	Head On	Not a Collision with a Motor Vehicle	Rear End	Sideswipe – Opposite Direction	Sideswipe – Same Direction
2006	27	0	0	0	0	16	0	1	8	0	2
2007	42	0	0	0	0	21	1	0	16	1	3
2008	45	0	0	0	0	26	1	0	16	0	2
2009	34	0	0	0	0	12	2	1	16	0	3
Total	148	0	0	0	0	75	4	2	56	1	10

As illustrated below, crash data indicates that pedestrian and parked-vehicle incidents occur along Perry, Pike, and Crogan Streets. No pedestrian-related incidents were recorded within the approximate project limits along Clayton Street. Statewide average rates for pedestrian incidents are not maintained by GDOT records; thus, no comparison to statewide rates can be made. While these results do not necessarily indicate a high rate of incidents, the occurrence of pedestrian incidents and parked-vehicle incidents indicate conditions that deter pedestrian activity and local parking access along these streets. It is also anticipated that pedestrian and parked-vehicle incidents would increase as the land-use in the Downtown core trends toward higher future densities, infill development, and destination-oriented trips.

Existing conditions along these streets do not provide for a designated turning lane – at mid-block locations, possibly contributing to the number of rear-end crashes. Also, it is likely that a portion of the side-swipe incidents result from through-traffic trying to abruptly change lanes to move around a turning vehicle. The proposed conversion of Perry Street and Clayton Street to two-way operation with a center two-way left-turn will provide better operation for deceleration and storage for left-turns at mid-block locations. It is anticipated that this would reduce the potential for rear-end crashes and side-swipe incidents.

Proposed Project Limits

The southern project terminus (Clayton Street/Scenic Highway intersection) is the southern limit of improvement needed to adequately transition lanes to create the one-way to two-way conversion that begins at the Nash Street intersection with Clayton and Perry Streets. This intersection also represents the beginning of the re-designated SR 20 route along Scenic Highway.

The north-eastern project terminus (Buford Drive (SR 20)/Pike Street intersection) represents the extreme northern intersection that requires improvement to create an efficient alternative route to accommodate diverted through-traffic onto the alternative route around the Downtown area. This is the first intersection that is projected to see an increase in traffic volume due to the diversion of traffic around the Downtown area.

The northern terminus of Perry Street and Clayton Street improvements are clearly established at Pike Street. This is the northern limit of the existing one-way operation and also the northern limit of the Downtown core.

The south-eastern project terminus is established at the Scenic Highway (SR 124)/Jackson Drive intersection. This intersection connects a recently-completed five-lane facility (Jackson Drive), which is an available alternative route at the eastern edge of the Downtown area, to the re-designated SR 20 route along a four-lane section of Scenic Highway. This intersection is projected to see an increase in traffic volume due to the diversion of through-traffic onto Scenic Highway and Jackson Street as high-capacity alternative routes.

Project Goals

The goals of this proposed project are:

1. Improve vehicular access to parking and businesses within the Downtown Lawrenceville Business District.
2. Discourage through-traffic from the Downtown Lawrenceville Business District to promote slower operating speeds, improve pedestrian operations, create a pedestrian-friendly experience, and encourage destination-oriented travel.
3. Encourage through-traffic to seek alternate routes around the downtown area by providing an efficient alternate route, including intersection improvements along the alternate route.

Achieving these goals will improve the pedestrian experience and local vehicular access to parking and attractions, better supporting the existing land uses in the Downtown Lawrenceville area and encouraging a more vibrant Downtown activity center.

Attachment 2
Concept Layouts

DOWNTOWN LAWRENCEVILLE
PEDESTRIAN IMPROVEMENTS
AND
ONE-WAY PAIR CONVERSION
P. I. 0008963
LOCATION MAP



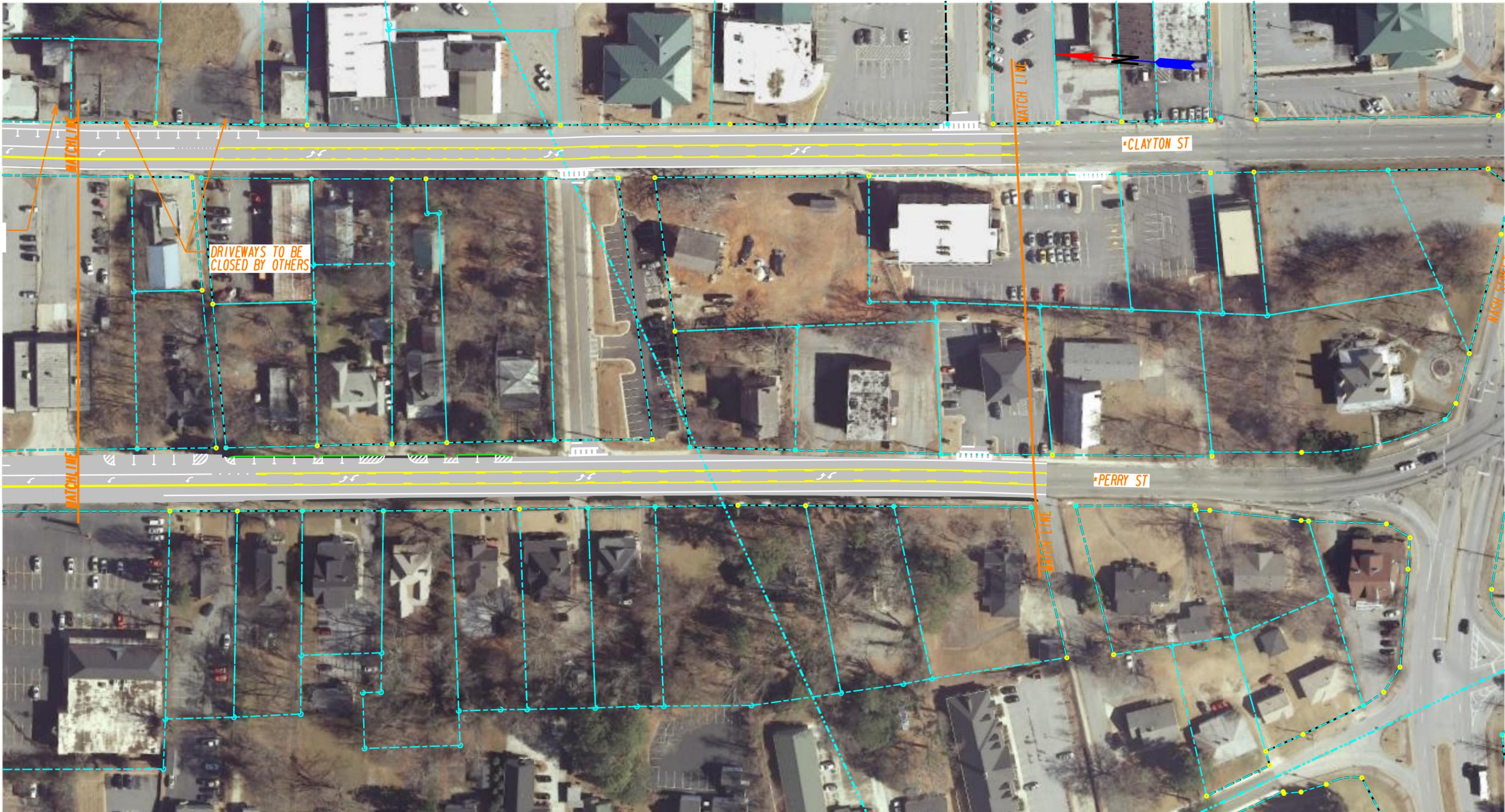


AREA 1 - PREFERRED ALTERNATIVE
PERRY ST AND CLAYTON ST



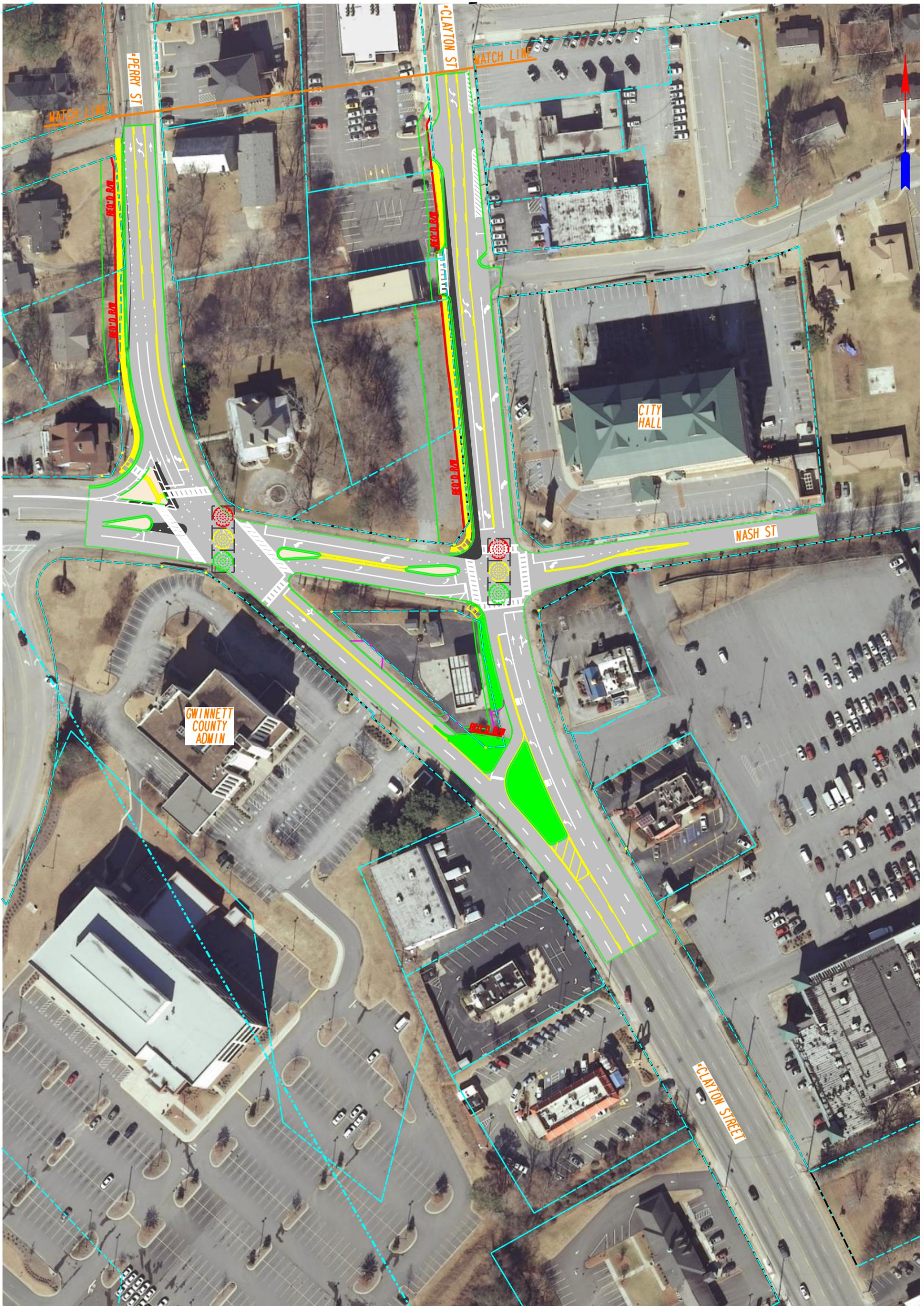
• ANTICIPATES S.R. 20 RE-DESIGNATION

SHEET 1 OF 3



*ANTICIPATES S.R. 20 RE-DESIGNATION

AREA 1 - PREFERRED ALTERNATIVE PERRY ST AND CLAYTON ST



**AREA 1 - PREFERRED ALTERNATIVE
PERRY STREET AND CLAYTON STREET**

SHEET 3 OF 3

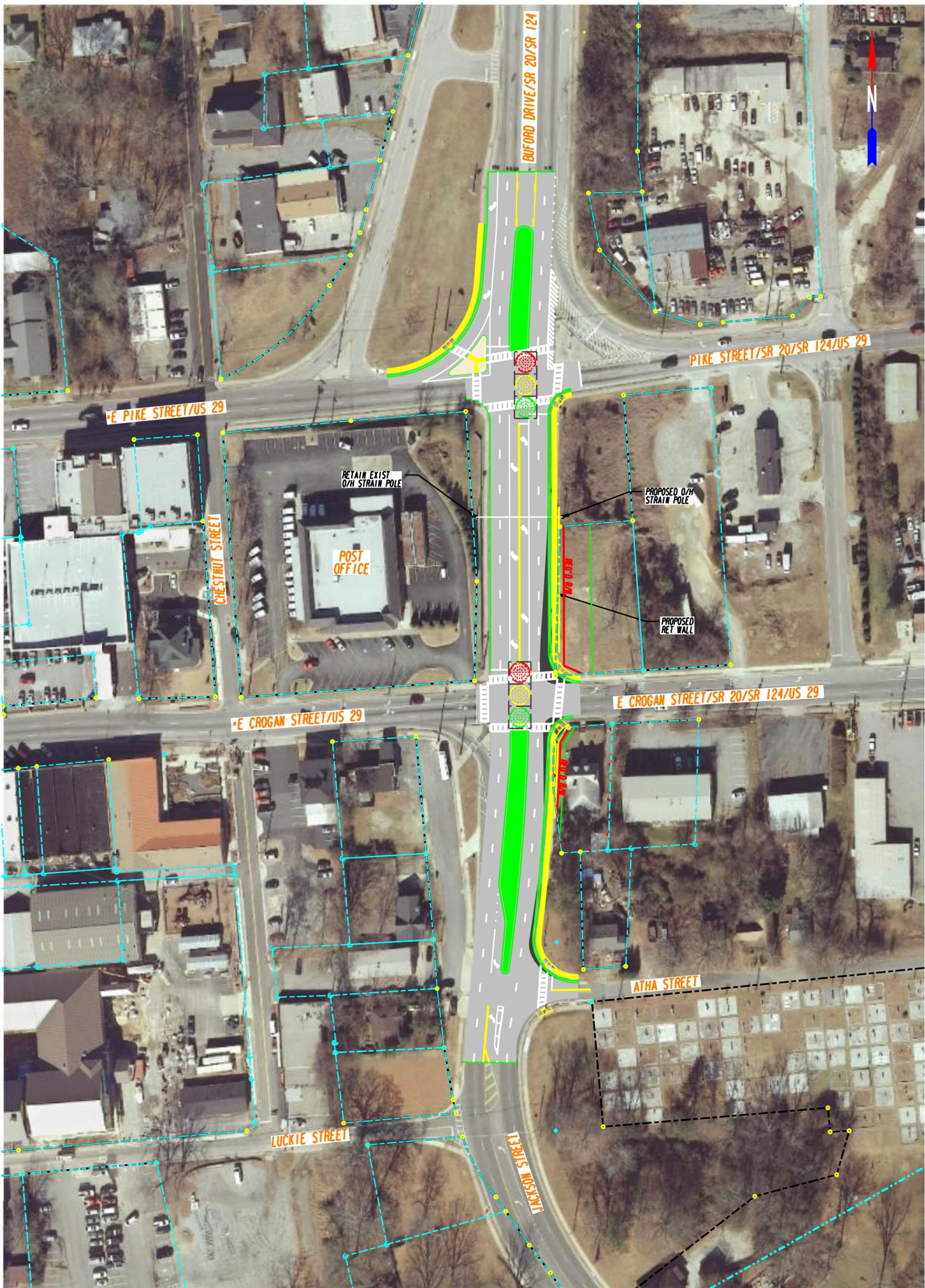
*ANTICIPATES S.R. 20 RE-DESIGNATION



*ANTICIPATES S. R. 20 RE-DESIGNATION



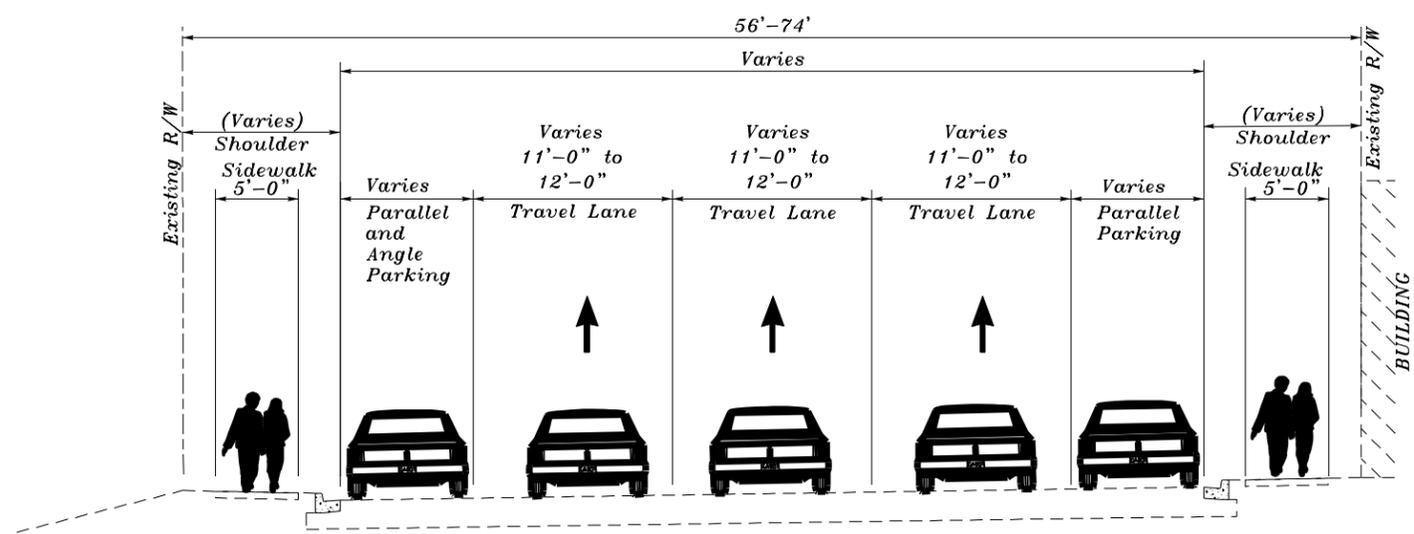
AREA 2 - PREFERRED ALTERNATIVE
JACKSON STREET AT SCENIC HWY



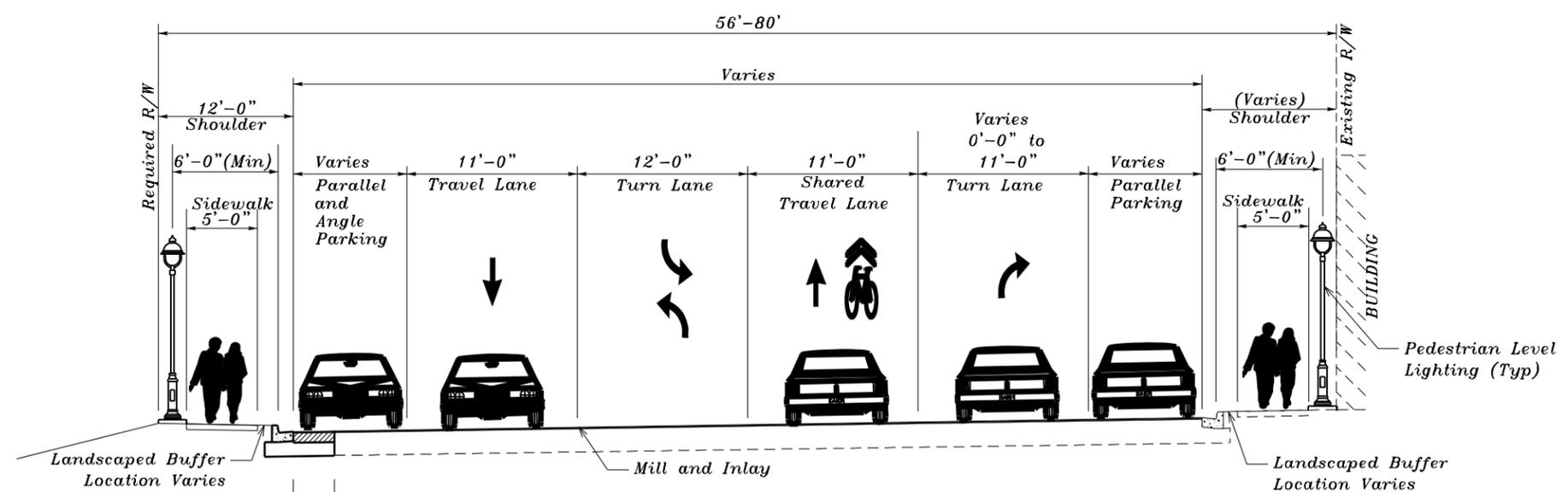
AREA 3 - PREFERRED ALTERNATIVE
 BUFORD DRIVE BETWEEN
 PIKE ST AND CROGAN ST

*ANTICIPATES S.R. 20 RE-DESIGNATION

Attachment 3
Typical Sections



EXISTING
 SR 20/CLAYTON STREET
 (NORTHBOUND)
 NORTH OF NASH STREET



PREFERRED ALTERNATIVE-AREA 1
 CLAYTON STREET
 (NORTHBOUND / SOUTHBOUND)
 NORTH OF NASH STREET

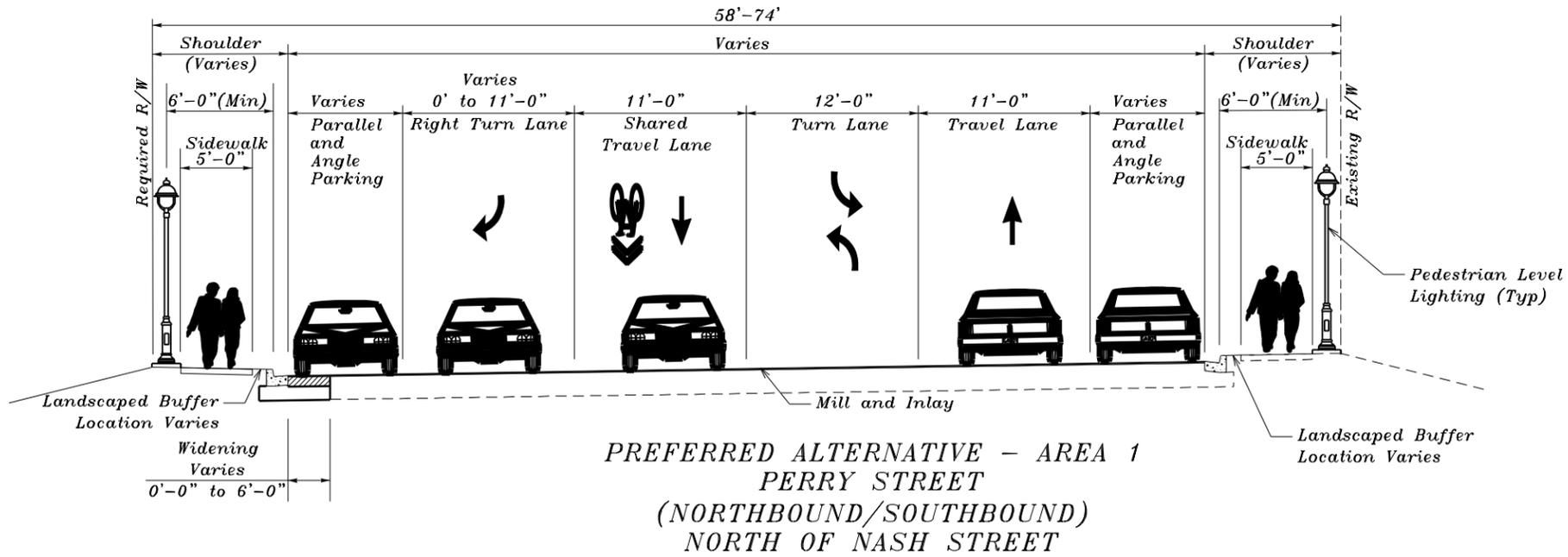
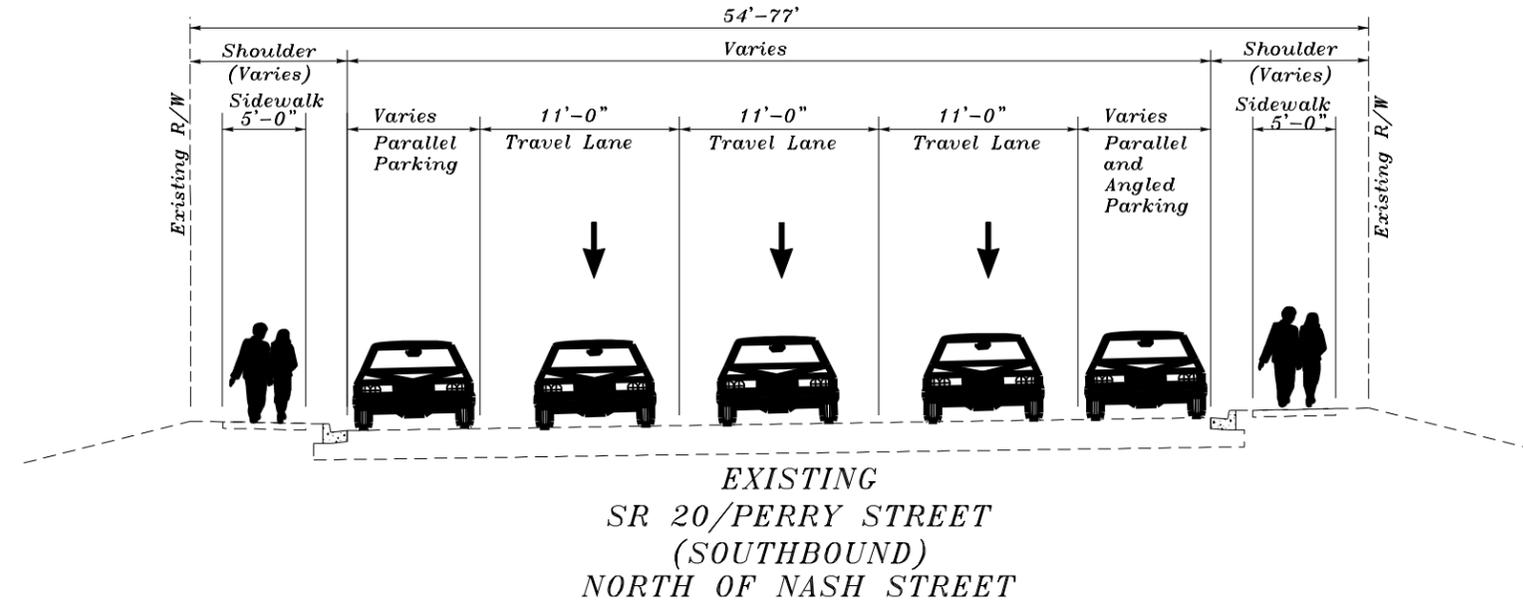
Widening
 Varies
 0'-0" to 6'-0"

NO SCALE

REVISION DATES		

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
TYPICAL SECTIONS
AREA 1

DRAWING No. _____



NO SCALE

REVISION DATES		

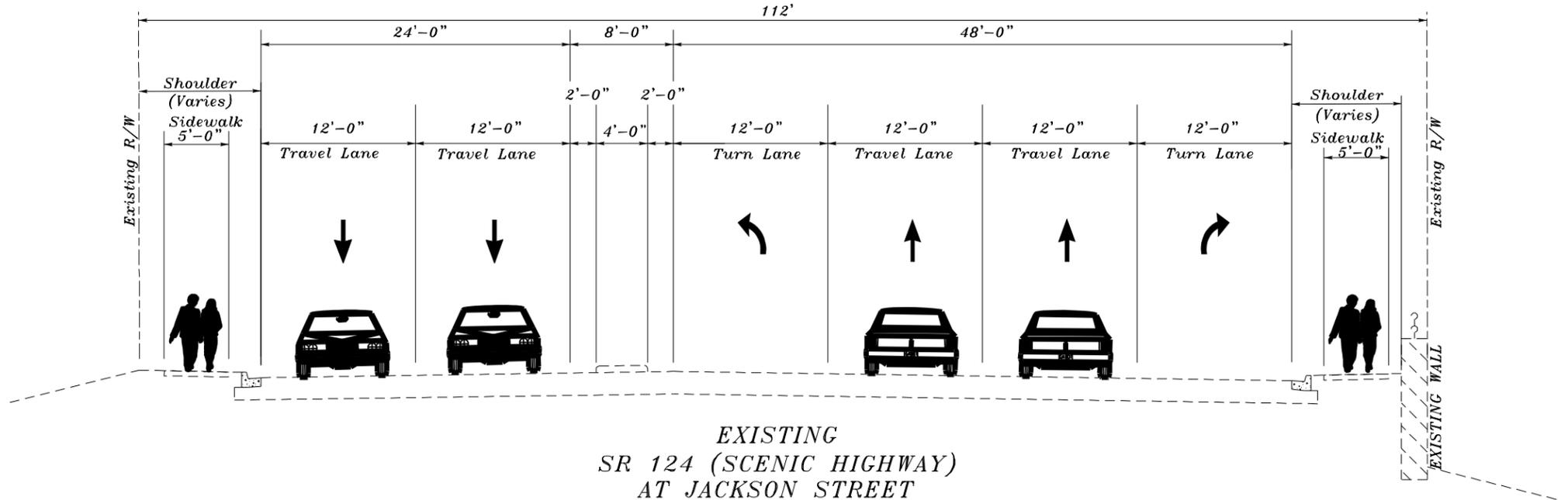
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:

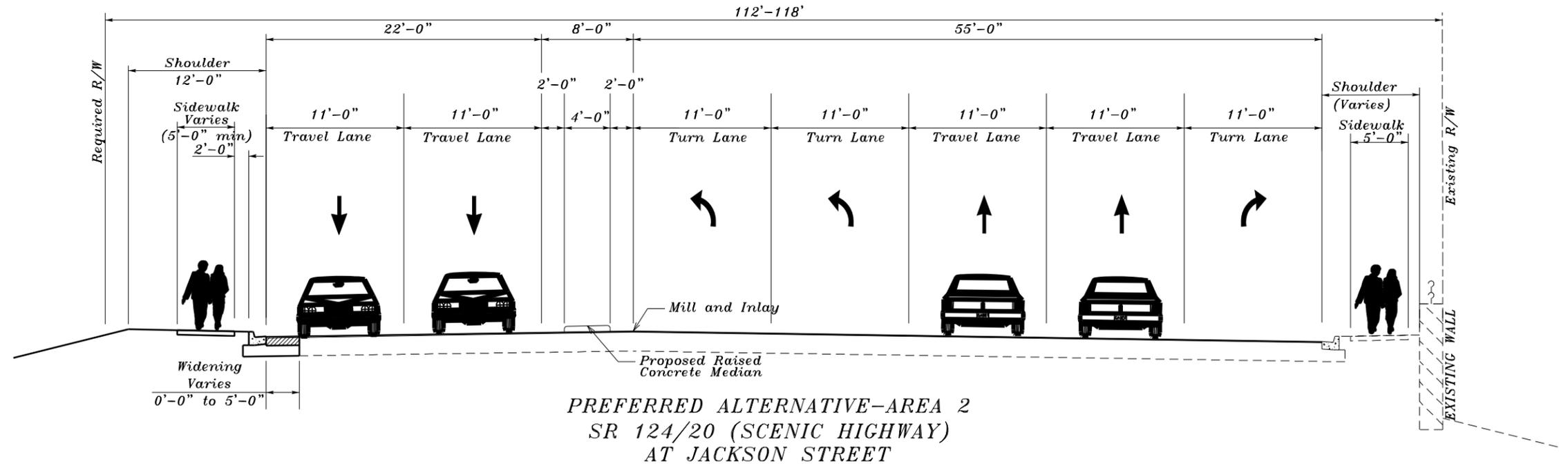
TYPICAL SECTIONS

AREA 1

DRAWING No.



EXISTING
 SR 124 (SCENIC HIGHWAY)
 AT JACKSON STREET



PREFERRED ALTERNATIVE-AREA 2
 SR 124/20 (SCENIC HIGHWAY)
 AT JACKSON STREET

			NO SCALE	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
					OFFICE:
					TYPICAL SECTIONS
					AREA 2
					DRAWING No.

Attachment 4
Detailed Cost Estimates

PROJ. NO.: Preferred Alternative - Combined Total Summary

P.I. NO. 0008963

DATE: 3/27/2013

Base Construction Cost		\$	3,634,082.00
E & I	5%	\$	181,704.10
Construction Contingency	0%	\$	-
Subtotal Construction Cost		\$	3,815,786.10
Liquid AC Adjustment (50 % cap)		\$	105,837.00
Total Construction Cost		\$	3,921,623.10

PROJ. NO.	Preferred Alternative - Combined Total Summary
P.I. NO.	0008963
DATE	3/27/2013

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Mar-13	\$ 3.683
DIESEL		\$ 4.092
LIQUID AC		\$ 567.00

Link to Fuel and AC Index:

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

LIQUID AC ADJUSTMENTS

$PA = \left[\frac{APM - APL}{APL} \right] \times TMT \times APL$

Asphalt

Price Adjustment (PA)				102587.31	\$	102,587.31
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	907.20		
Monthly Asphalt Cement Price month project let (APL)			\$	567.00		
Total Monthly Tonnage of asphalt cement (TMT)				301.55		

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	4767	5.0%	238.35
9.5 mm SP		5.0%	0
25 mm SP	947	5.0%	47.35
19 mm SP	317	5.0%	15.85
	6031		301.55

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$ 3,249.69	\$	3,249.69
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	907.20		
Monthly Asphalt Cement Price month project let (APL)			\$	567.00		
Total Monthly Tonnage of asphalt cement (TMT)				9.55230445		

Bitum Tack

Gals	gals/ton	tons
2224	232.8234	9.55230445

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	907.20		
Monthly Asphalt Cement Price month project let (APL)			\$	567.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	0	0.20	0	232.8234	0
Double Surf.Trmt.	0	0.44	0	232.8234	0
Triple Surf. Trmt	0	0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT **\$ 105,837.00**

STATE HIGHWAY AGENCY

DATE : 09/04/2012
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0008963-7 SPEC YEAR: 01
DESCRIPTION: PREFERRED ALTERNATIVE - AREA 1 PART 2
 NASH AT PERRY & CLAYTON

ITEMS FOR JOB 0008963-7

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - PI 0008963	1.000	100000.00	100000.00
0010	210-0100		LS	GRADING COMPLETE - PI 0008963	1.000	50000.00	50000.00
0015	310-1101		TN	GR AGGR BASE CRS, INCL MATL	700.000	18.90	13232.21
0020	402-1802		TN	RECYL AC PATCHING, INCL BM&HL	0.000		
0025	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	247.000	69.72	17222.34
0030	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	83.000	79.67	6612.78
0035	402-4510		TN	RECYL AC 12.5 MM SP,GP2ONLY,INC P-MBM&HL	1412.000	68.56	96817.44
0040	413-1000		GL	BITUM TACK COAT	652.000	2.75	1793.01
0045	432-0208		SY	MILL ASPH CONC PVMT/ 2" DEP	16361.000	3.64	59590.36
0050	441-0104		SY	CONC SIDEWALK, 4 IN	520.000	29.61	15402.02
0055	441-0740		SY	CONC MEDIAN, 4 IN	119.000	29.43	3502.35
0060	441-0756		SY	CONC MEDIAN, 8 IN	0.000		
0065	441-6022		LF	CONC CURB & GUTTER, 6"X30"TP2	1600.000	14.09	22546.13
0070	500-3115		LF	CLASS A CONCRETE, TYPE P2, RETAINING WAL	0.000		
0075	500-3201		CY	CL B CONC, RET WALL	0.000		
0079	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	5.000	175.63	878.17
0080	610-0714		SY	REM CONC MEDIAN	980.000	28.54	27973.08
0085	641-1200		LF	GUARDRAIL, TP W	0.000		
0090	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	0.000		
0095	163-0001		LS	EROSION CONTROL, NON-REFUNDABLE DEDUCT PERMANENT	1.000	15000.00	15000.00
0100	163-0001		LS	EROSION CONTROL, NON-REFUNDABLE DEDUCT TEMPORARY	1.000	10000.00	10000.00
0105	550-1180		LF	STM DR PIPE 18",H 1-10	34.000	33.11	1125.76
0110	611-3000		EA	RECONSTR CATCH BASIN, GROUP 1	1.000	2027.50	2027.50
0115	611-3030		EA	REC STORM SEW MANHOLE, TYPE 1	4.000	1124.24	4497.00
0120	611-8050		EA	ADJUST MANHOLE TO GRADE	5.000	881.83	4409.17
0125	668-1100		EA	CATCH BASIN, GP 1	4.000	2174.10	8696.43
0130	636-1033		SF	HWY SIGNS, TPLMAT,REFL SH TP 9	420.000	18.59	7810.19
0135	639-4004		EA	STRAIN POLE, TP IV	0.000		
0140	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	100000.00	100000.00
0145	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 2	1.000	100000.00	100000.00
0150	653-0120		EA	THERM PVMT MARK, ARROW, TP 2	41.000	68.58	2811.98
0155	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	1640.000	0.47	781.77
0160	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	4035.000	0.35	1449.13
0165	653-1704		LF	THERM SOLID TRAF STRIPE,24",WH	200.000	3.97	795.13
0170	653-1804		LF	THERM SOLID TRAF STRIPE, 8",WH	2520.000	1.73	4370.18
0175	653-3501		GLF	THERMO SKIP TRAF ST, 5 IN, WHI	3435.000	0.20	689.34
0180	653-3502		GLF	THERMO SKIP TRAF ST, 5 IN, YEL	2205.000	0.17	387.59
0185	653-6004		SY	THERM TRAF STRIPING, WHITE	365.000	2.94	1074.89
0190	653-6006		SY	THERM TRAF STRIPING, YELLOW	40.000	3.25	130.27

STATE HIGHWAY AGENCY

DATE : 09/04/2012
PAGE : 2

JOB ESTIMATE REPORT

0195	009-3500		LS	MISC LANDSCAPE ITEMS	1.000	75000.00	75000.00
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ITEM TOTAL							756626.22
INFLATED ITEM TOTAL							756626.22

TOTALS FOR JOB 0008963-7

ESTIMATED COST:	756626.22
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	756626.22

STATE HIGHWAY AGENCY

DATE : 09/04/2012
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0008963-4 SPEC YEAR: 01
DESCRIPTION: PREFERRED ALTERNATE - AREA 3
(WIDENING FROM 5 LANES TO 6 LANES; WIDENING TO THE EAST)

ITEMS FOR JOB 0008963-4

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - PI 0008963	1.000	100000.00	100000.00
0010	210-0100		LS	GRADING COMPLETE - PI 0008963	1.000	50000.00	50000.00
0015	310-1101		TN	GR AGGR BASE CRS, INCL MATL	572.000	19.18	10975.63
0020	402-1802		TN	RECYL AC PATCHING, INCL BM&HL	0.000		
0025	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	154.000	71.94	11079.85
0030	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	52.000	82.38	4283.98
0035	402-4510		TN	RECYL AC 12.5 MM SP,GP2ONLY,INC P-MBM&HL	739.000	70.30	51957.15
0040	413-1000		GL	BITUM TACK COAT	346.000	2.92	1012.08
0045	432-0208		SY	MILL ASPH CONC PVMT/ 2" DEP	8481.000	3.64	30889.67
0050	441-0104		SY	CONC SIDEWALK, 4 IN	725.000	28.64	20771.18
0055	441-0740		SY	CONC MEDIAN, 4 IN	107.000	29.60	3167.64
0060	441-0756		SY	CONC MEDIAN, 8 IN	0.000		
0065	441-6022		LF	CONC CURB & GUTTER, 6"X30"TP2	2168.000	14.09	30550.00
0070	500-3115		LF	CLASS A CONCRETE, TYPE P2, RETAINING WAL	271.000	363.66	98552.32
0075	500-3201		CY	CL B CONC, RET WALL	54.000	565.66	30546.16
0079	500-9999		CY	CL B CONC,BASE OR FVMT WIDEN	30.000	157.95	4738.73
0080	610-0714		SY	REM CONC MEDIAN	159.000	28.54	4538.49
0085	641-1200		LF	GUARDRAIL, TP W	0.000		
0090	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	0.000		
0095	163-0001		LS	EROSION CONTROL, NON-REFUNDABLE DEDUCT PERMANENT	1.000	5000.00	5000.00
0100	163-0001		LS	EROSION CONTROL, NON-REFUNDABLE DEDUCT TEMPORARY	1.000	10000.00	10000.00
0105	550-1180		LF	STM DR PIPE 18",H 1-10	204.000	30.70	6263.53
0110	611-3000		EA	RECONSTR CATCH BASIN, GROUP 1	0.000		
0115	611-3030		EA	REC STORM SEW MANHOLE, TYPE 1	6.000	1366.01	8196.07
0120	611-8050		EA	ADJUST MANHOLE TO GRADE	0.000		
0125	668-1100		EA	CATCH BASIN, GP 1	7.000	2014.73	14103.18
0130	636-1033		SP	HWY SIGNS, TPLMAT,REFL SH TP 9	270.000	19.11	5160.67
0135	639-4004		EA	STRAIN POLE, TP IV	1.000	6128.51	6128.52
0140	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	50000.00	50000.00
0145	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 2	1.000	50000.00	50000.00
0150	653-0120		EA	THERM PVMT MARK, ARROW, TP 2	10.000	71.43	714.37
0155	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	796.000	0.53	428.77
0160	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	1485.000	0.41	621.00
0165	653-1704		LF	THERM SOLID TRAF STRIPE,24",WH	162.000	4.03	654.35
0170	653-1804		LF	THERM SOLID TRAF STRIPE, 8",WH	2522.000	1.73	4373.50
0175	653-3501		GLF	THERMO SKIP TRAF ST, 5 IN, WHI	1904.000	0.21	413.89
0180	653-3502		GLF	THERMO SKIP TRAF ST, 5 IN, YEL	125.000	0.42	53.02
0185	653-6004		SY	THERM TRAF STRIPING, WHITE	220.000	3.00	661.76
0190	653-6006		SY	THERM TRAF STRIPING, YELLOW	7.000	3.55	24.88

STATE HIGHWAY AGENCY

DATE : 09/04/2012
PAGE : 2

JOB ESTIMATE REPORT

0195	009-3500		LS	MISC LANDSCAPE ITEMS	1.000	100000.00	100000.00
0200	500-3101		CY	CLASS A CONCRETE	3.000	422.44	1267.33
0205	511-1000		LB	BAR REINF STEEL	250.000	0.93	234.03
0210	681-3750		EA	ALUM PERF LIGHT POST, 12 FT	5.000	3500.00	17500.00
0215	681-6520		EA	LUMINAIRE,TP 5, 150W,HP SODIUM	5.000	882.82	4414.14
0220	682-6222		LF	CONDUIT, NONMETL, TP 2, 2 IN	400.000	6.11	2447.28
0225	682-9021		EA	ELEC JCT BX,CONC GRD MOUNTED	2.000	2634.78	5269.57

ITEM TOTAL 746992.73
INFLATED ITEM TOTAL 746992.74

TOTALS FOR JOB 0008963-4

ESTIMATED COST: 746992.74
CONTINGENCY PERCENT (0.0): 0.00
ESTIMATED TOTAL: 746992.74

Department of Transportation State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE February 14, 2012

FROM Phil Copeland, Right of Way Administrator
LaShone Alexander, Right of Way Cost Estimator

TO Charner Rodger Register Ph.D., Project Manager

SUBJECT **Preliminary Right of Way Cost Estimate**
Project: Downtown Lawrenceville LCI
P.I. No.: 0008963
Description: Preferred Alternative-Area 1
Preferred Alternative-Area 3

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

**Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet**

Date: 2/14/2012
Revised:

Project: Downtown Lawrenceville LCI
County: Gwinnett County
PI: 0008963

Description: Alt 1A and 1B
Project Termini:

Parcels: 20 Existing ROW:
Required ROW:

Land and Improvements \$484,350.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Carry	\$0.00
Trade Fixtures	\$0.00
Improvements	\$0.00

Valuation Services \$23,250.00

Legal Services \$126,000.00

Relocation \$40,000.00

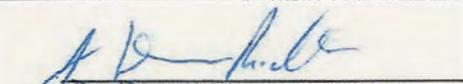
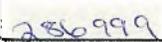
Demolition \$0.00

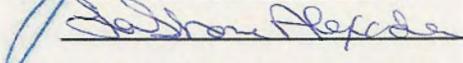
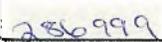
Administrative \$167,500.00

TOTAL ESTIMATED COSTS \$841,100.00

TOTAL ESTIMATED COSTS (ROUNDED) \$842,000.00

Preparation Credits	Hours	Signature

Prepared By:  CG#:  16 FEB, 12 (DATE)

Approved By:  CG#:  4/19/12/2012

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

**Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet**

Date: 2/14/2012
Revised:

Project: Downtown Lawrenceville LCI
County: Gwinnett County
PI: 0008963

Description: Alt 3A
Project Termini:

Parcels: 3

Existing ROW:
Required ROW:

Land and Improvements \$272,400.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Traffic Fixtures	\$0.00
Improvements	\$0.00

Valuation Services \$6,000.00

Legal Services \$39,525.00

Relocation \$6,000.00

Demolition \$0.00

Administrative \$28,500.00

TOTAL ESTIMATED COSTS \$352,425.00

TOTAL ESTIMATED COSTS (ROUNDED) \$353,000.00

Preparation Credits	Hours	Signature

Prepared By: *[Signature]*

CG#: _____

16 FEB, 12

Approved By: *[Signature]*

CG#: 286999

4/19/2012

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0008-00(963), etc
P.I. No. 0008963

FROM Mike Rushing
Kimley-Horn and Associates

TO Charner Rodgers-Register
Project Manager

OFFICE

DATE September 27, 2012

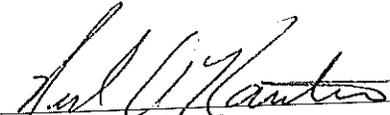
SUBJECT CONCEPT UTILITY COST (ESTIMATE)

As required by PDP process, we are furnishing you with a Concept-Level Utility Cost estimate for known utilities with facilities potentially located within the project limits.

SERVICE	FACILITY OWNER	NON-REIMB	REIMB
Electric	Jackson EMC	\$0.00	\$150,000.00
Electric	City of Lawrenceville	\$0.00	\$150,000.00
Telephone/Telecom	AT&T	\$0.00	\$100,000.00
Water & Sewer	Gwinnett County Department of Water Resources	\$0.00	\$100,000.00
Water & Sewer	City of Lawrenceville	\$0.00	\$100,000.00
Gas	City of Lawrenceville	\$0.00	\$100,000.00
Cable TV	Charter Communications	\$0.00	\$100,000.00
		\$0.00	\$800,000.00

Approvals,

Concur:


 State Utilities Engineer
 District

Attachment 5

Crash Summaries

(See Attachment 1: Project Justification Statement)

Attachment 6
Traffic Approval Memo

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0008-00(963) **OFFICE** Planning
Gwinnett County
P.I. # 0008963
DATE March 13, 2012

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Bobby Hilliard, P.E., State Program Delivery Engineer
Attention: Charner Rodgers-Register

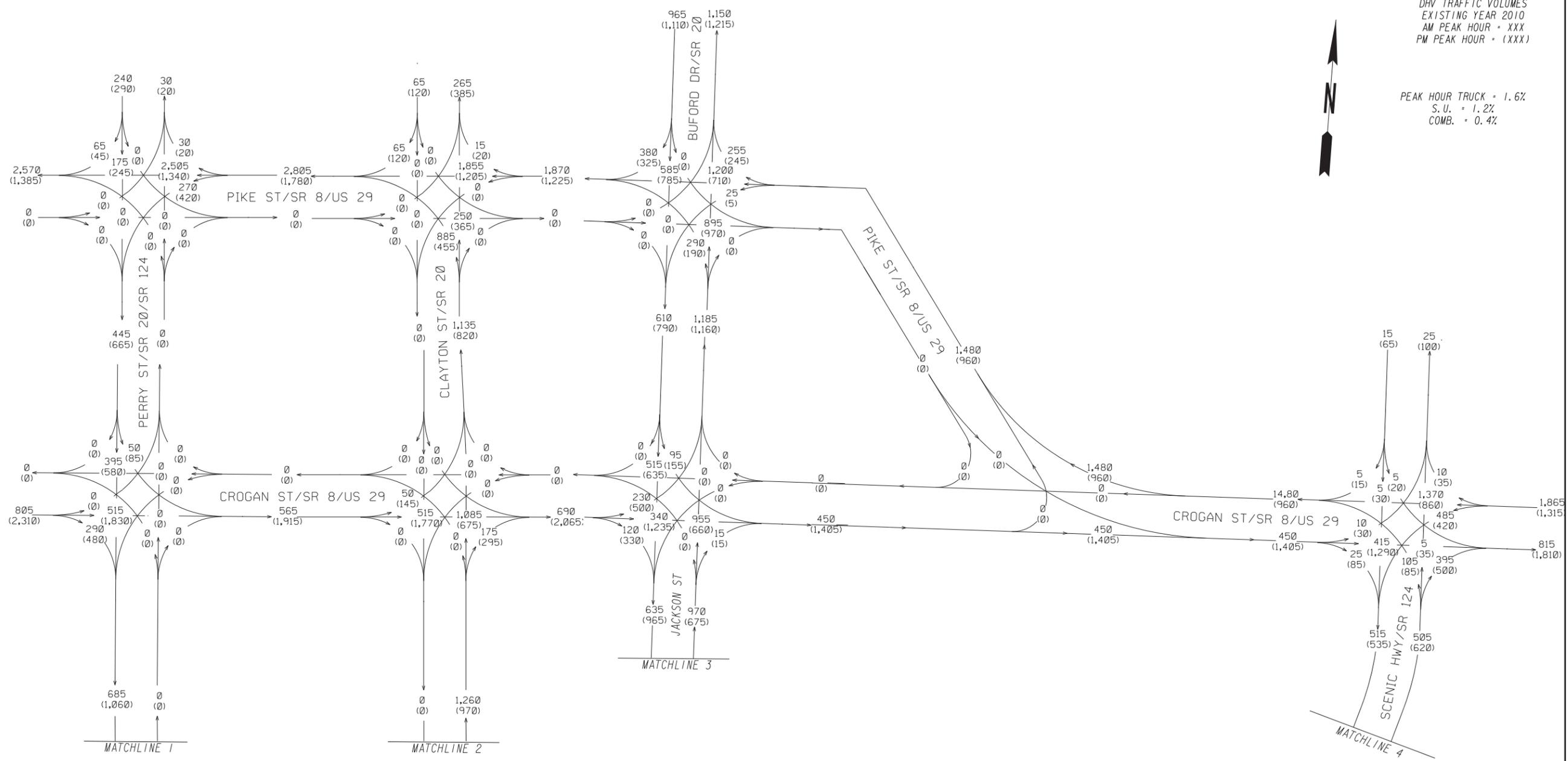
SUBJECT **Reviewed** Updated Design Traffic for DOWNTOWN LAWRENCEVILLE
PED IMPROVEMENTS & ONE-WAY PAIR - LCI

Per request, we have reviewed the consultant's design traffic data for the above project. Based on the information furnished, we find the diagrams to be satisfactory, and approve the updated design traffic volume.

If you have any questions concerning this information please contact Andre Washington at (404) 631-1925.

CLV/AMW

Attachment 7
Traffic Diagrams



DHV TRAFFIC VOLUMES
EXISTING YEAR 2010
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

PEAK HOUR TRUCK = 1.6%
S.U. = 1.2%
COMB. = 0.4%



CITY OF LAWRENCEVILLE
LAWRENCEVILLE LC1
GDOT PROJECT NO. 0008963

DRAWN BY JGF FEB 2012

**Kimley-Horn
and Associates, Inc.**
Engineering, Planning, and Environmental Consultants
Suite 220, 2 Sun Court
Norcross, Georgia 30092

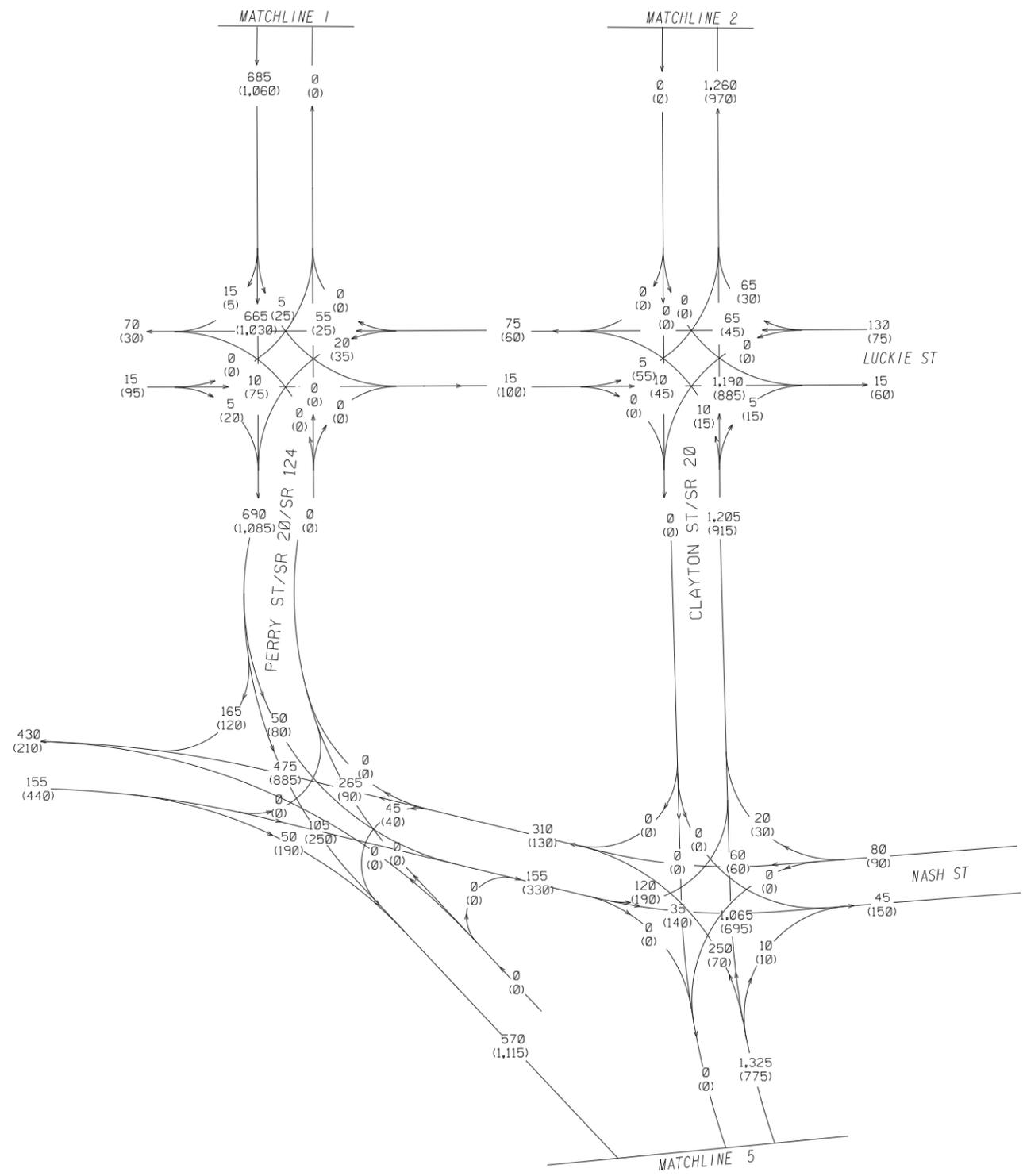
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:
TRAFFIC DIAGRAM

EXISTING (2010) DHV
SHEET 1 OF 3

DRAWING No.
10-01



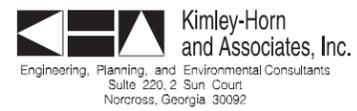
DHV TRAFFIC VOLUMES
EXISTING YEAR 2010
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

PEAK HOUR TRUCK = 1.6%
S.U. = 1.2%
COMB. = 0.4%



CITY OF LAWRENCEVILLE
LAWRENCEVILLE LCI
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TRAFFIC DIAGRAM

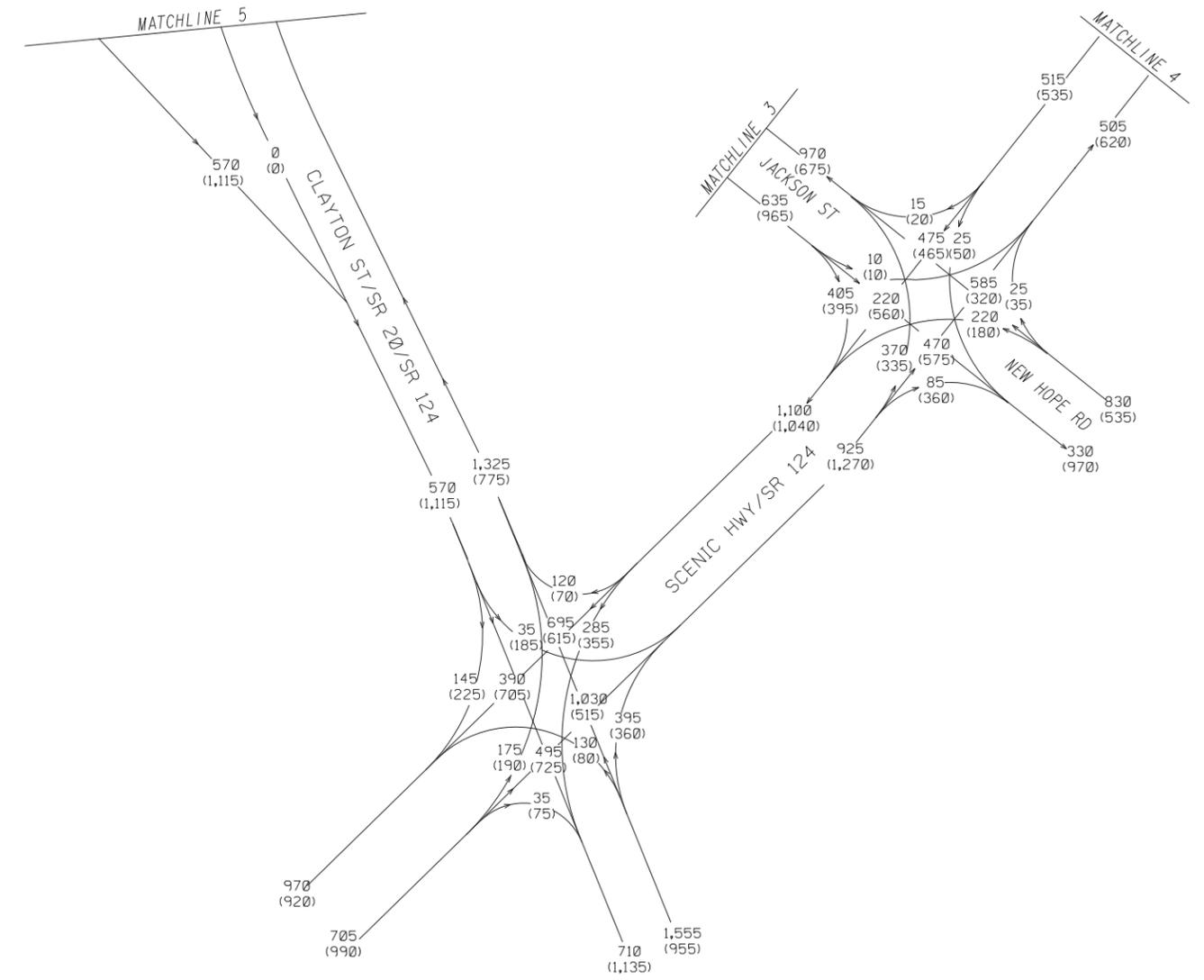
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DHV TRAFFIC VOLUMES
EXISTING YEAR 2010
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

PEAK HOUR TRUCK = 1.6%
S.U. = 1.2%
COMB. = 0.4%



CITY OF LAWRENCEVILLE
LAWRENCEVILLE LC1
GDOT PROJECT NO. 0008963

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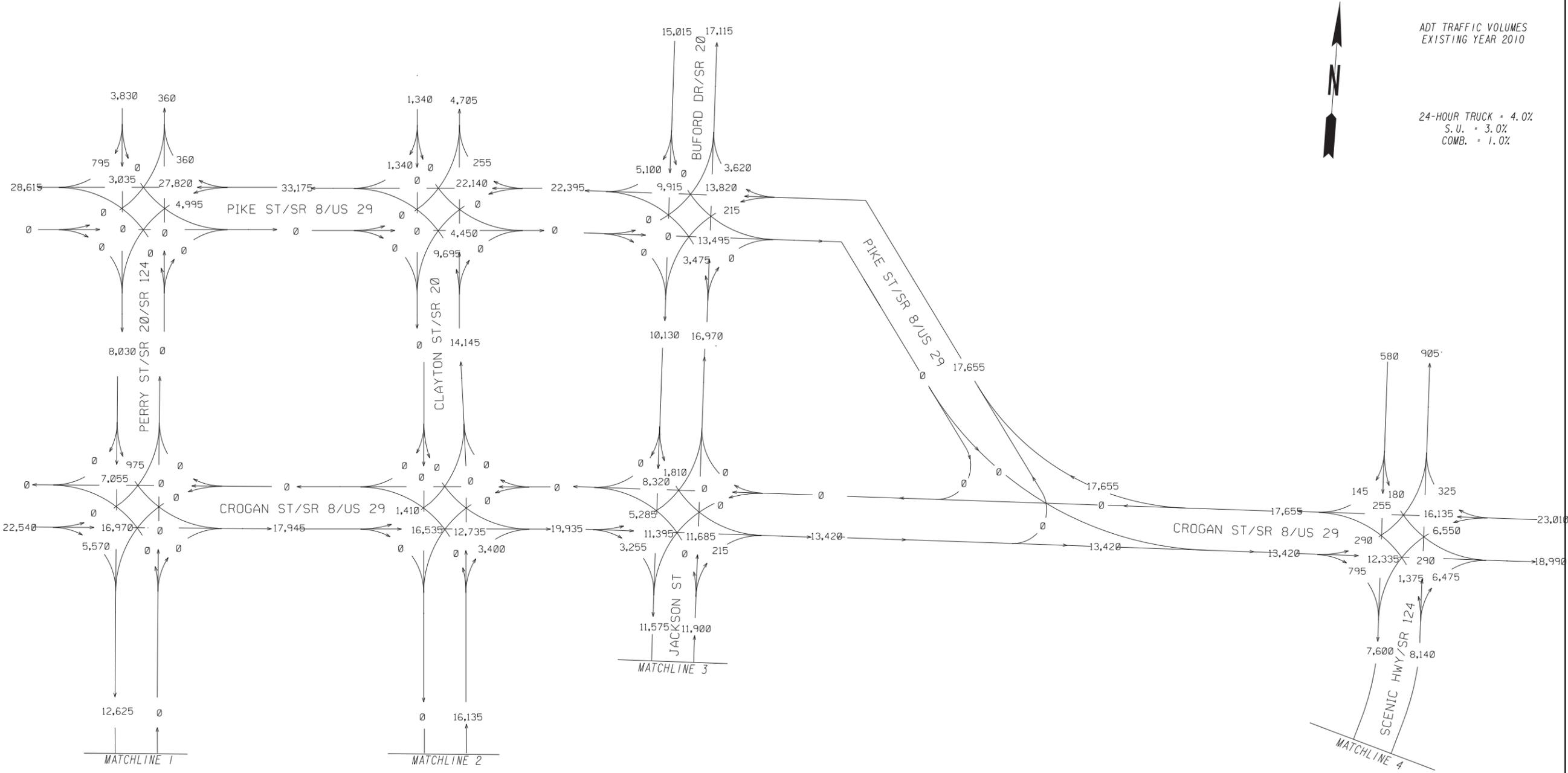
**Kimley-Horn
and Associates, Inc.**
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Suite 220, 2 Sun Court
Norcross, Georgia 30092

REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TRAFFIC DIAGRAM

EXISTING (2010) DHV
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DRAWING No.
10-03



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LAWRENCEVILLE LC1
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Norcross, Georgia 30092

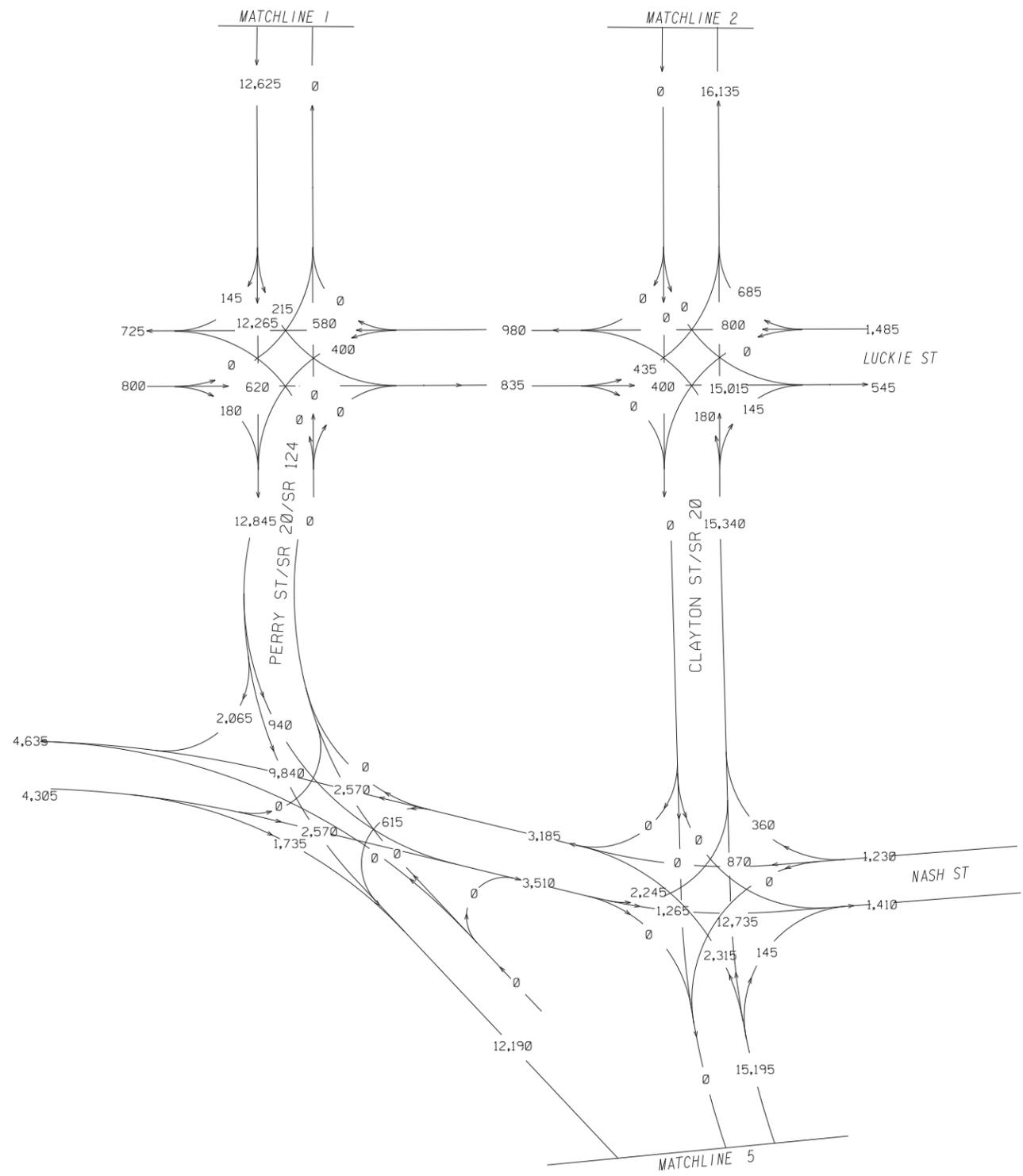
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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:
TRAFFIC DIAGRAM

EXISTING (2010) ADT
SHEET 1 OF 3

DRAWING No.
10-04



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LAWRENCEVILLE LCI
GDOT PROJECT NO. 0008963

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Norcross, Georgia 30092

REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TRAFFIC DIAGRAM

EXISTING (2010) ADT
SHEET 2 OF 3

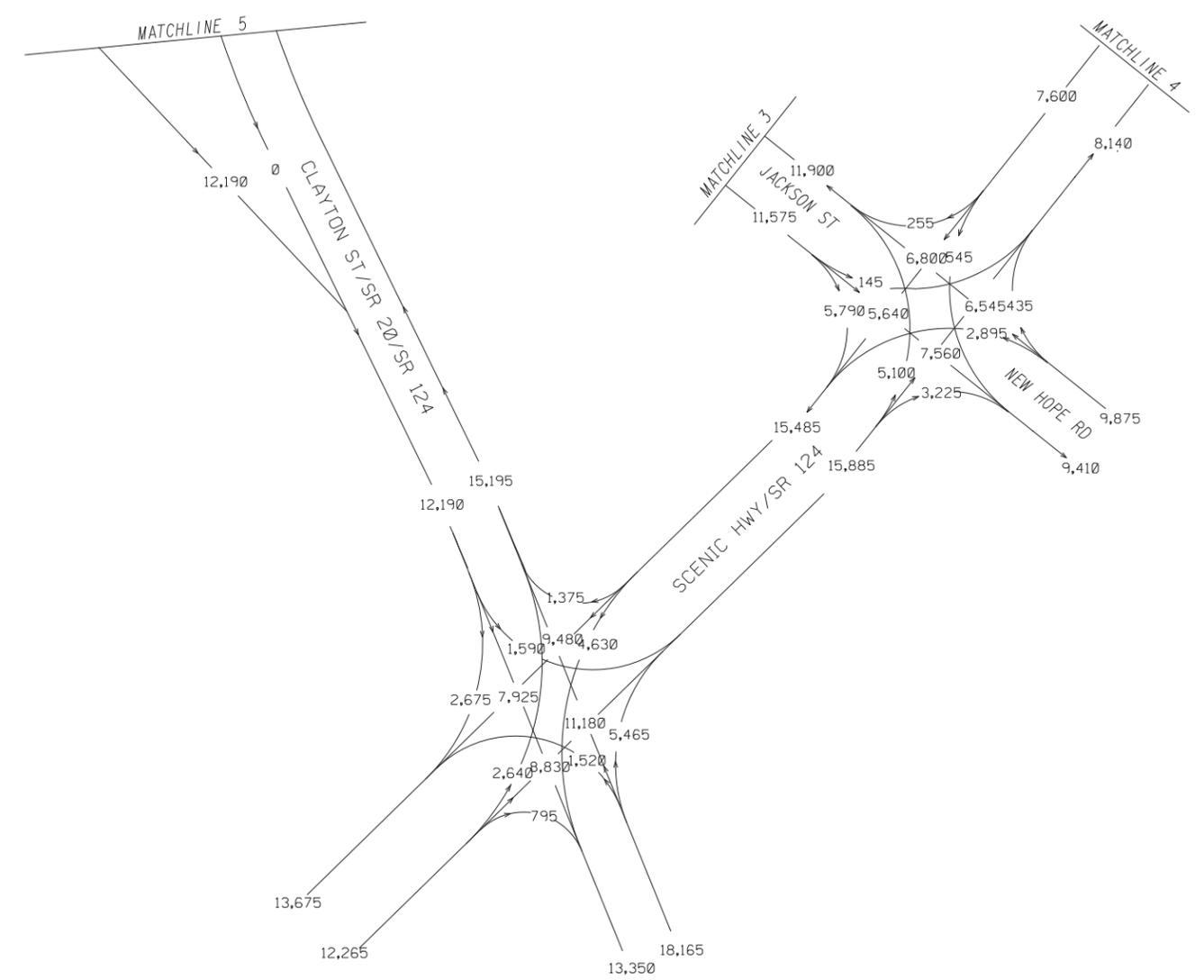
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ADT TRAFFIC VOLUMES
EXISTING YEAR 2010

24-HOUR TRUCK = 4.0%
S.U. = 3.0%
COMB. = 1.0%

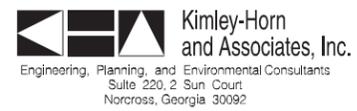


3/1/2007
GPLN

3/1/2007
GPLN

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CITY OF LAWRENCEVILLE
LAWRENCEVILLE LCI
GDOT PROJECT NO. 0008963



REVISION DATES		

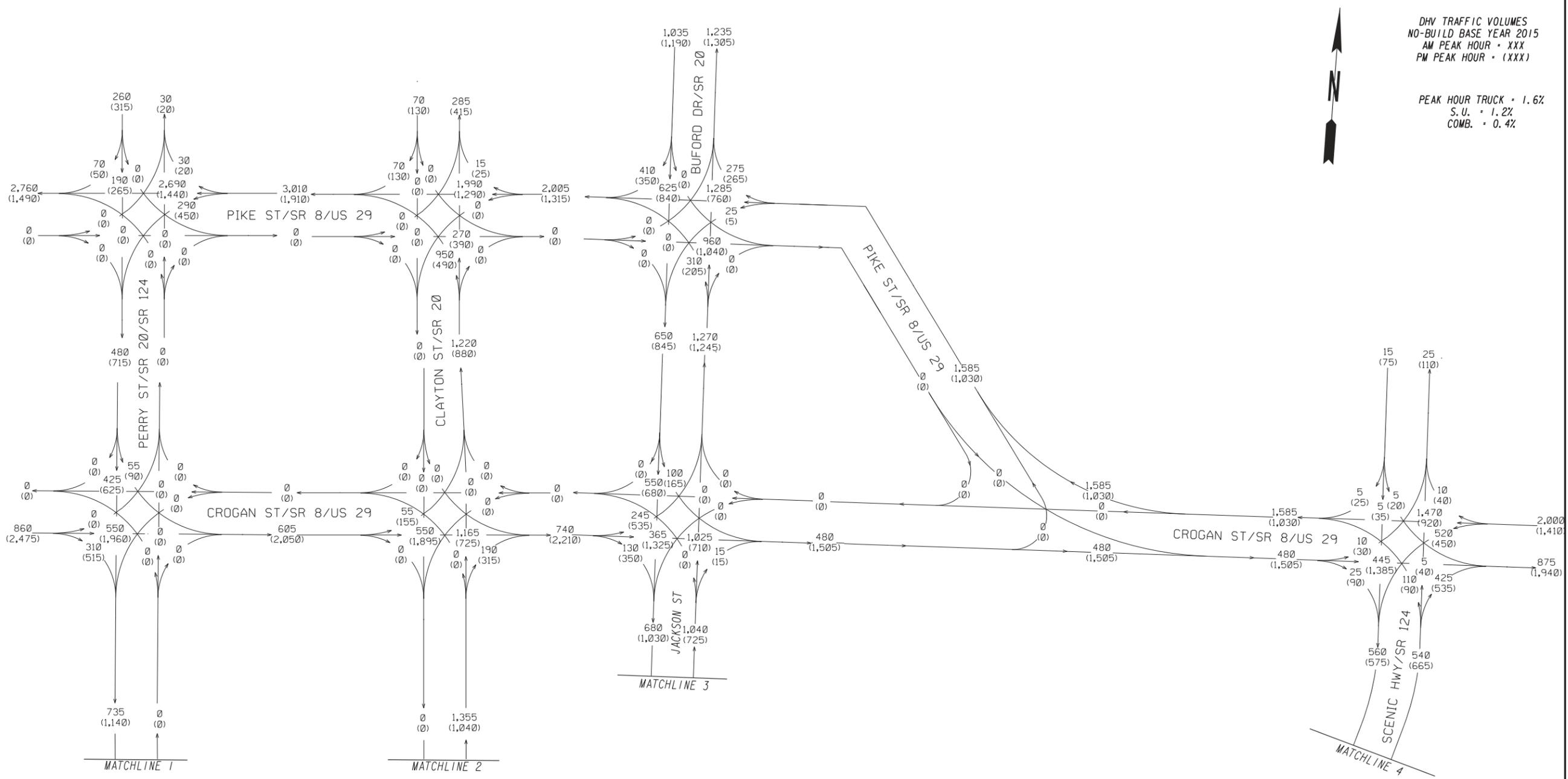
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:
TRAFFIC DIAGRAM

EXISTING (2010) ADT
SHEET 3 OF 3

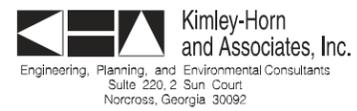
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CITY OF LAWRENCEVILLE
LAWRENCEVILLE LC1
GDOT PROJECT NO. 0008963

DRAWN BY JGF MAR 2012

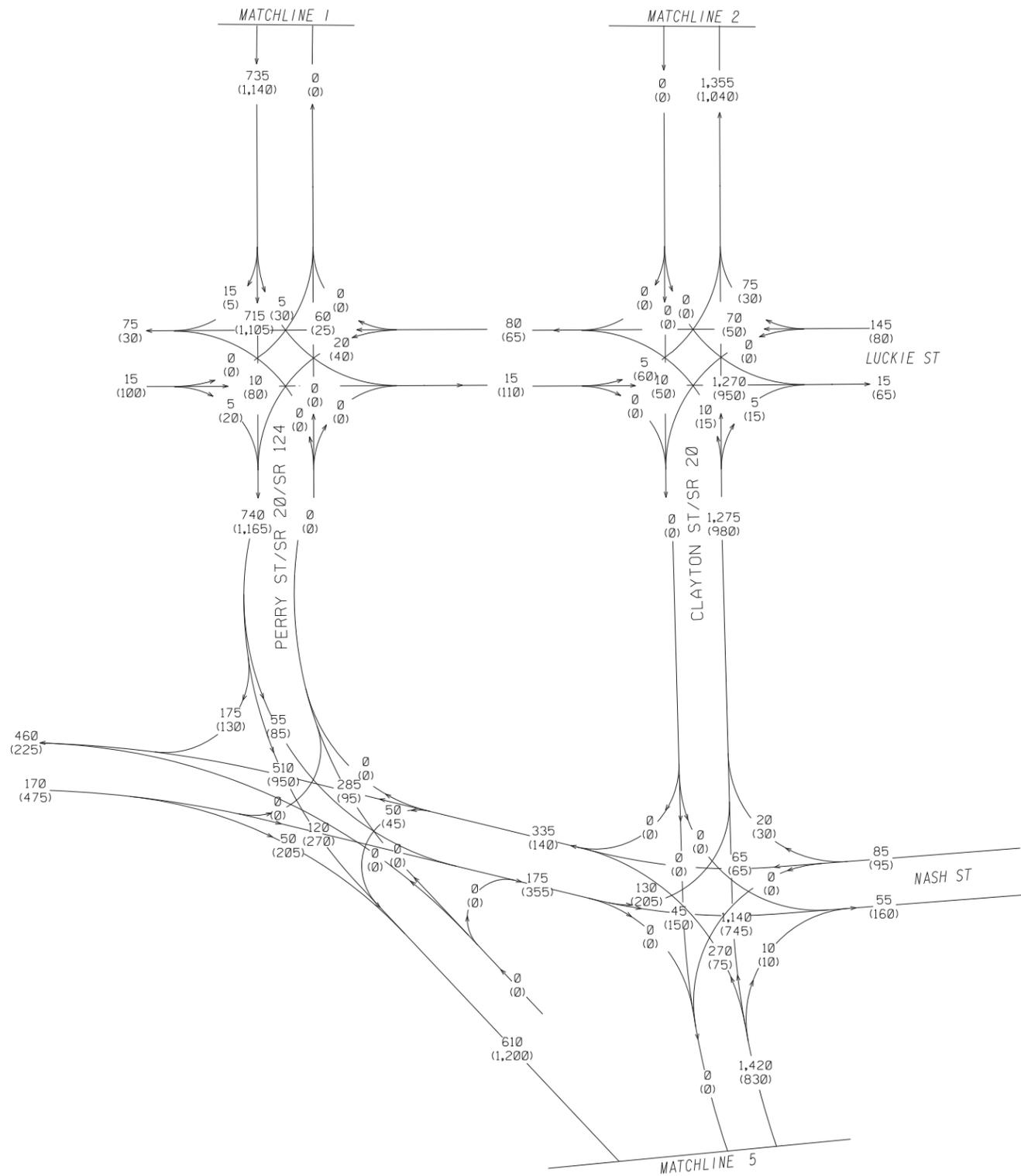


REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TRAFFIC DIAGRAM

NO-BUILD BASE YEAR (2015) DHV
SHEET 1 OF 3

DRAWING No.
10-07



DHV TRAFFIC VOLUMES
 NO-BUILD BASE YEAR 2015
 AM PEAK HOUR = XXX
 PM PEAK HOUR = (XXX)

PEAK HOUR TRUCK = 1.6%
 S.U. = 1.2%
 COMB. = 0.4%

CITY OF LAWRENCEVILLE
 LAWRENCEVILLE LC1
 GDOT PROJECT NO. 0008963

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STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
TRAFFIC DIAGRAM

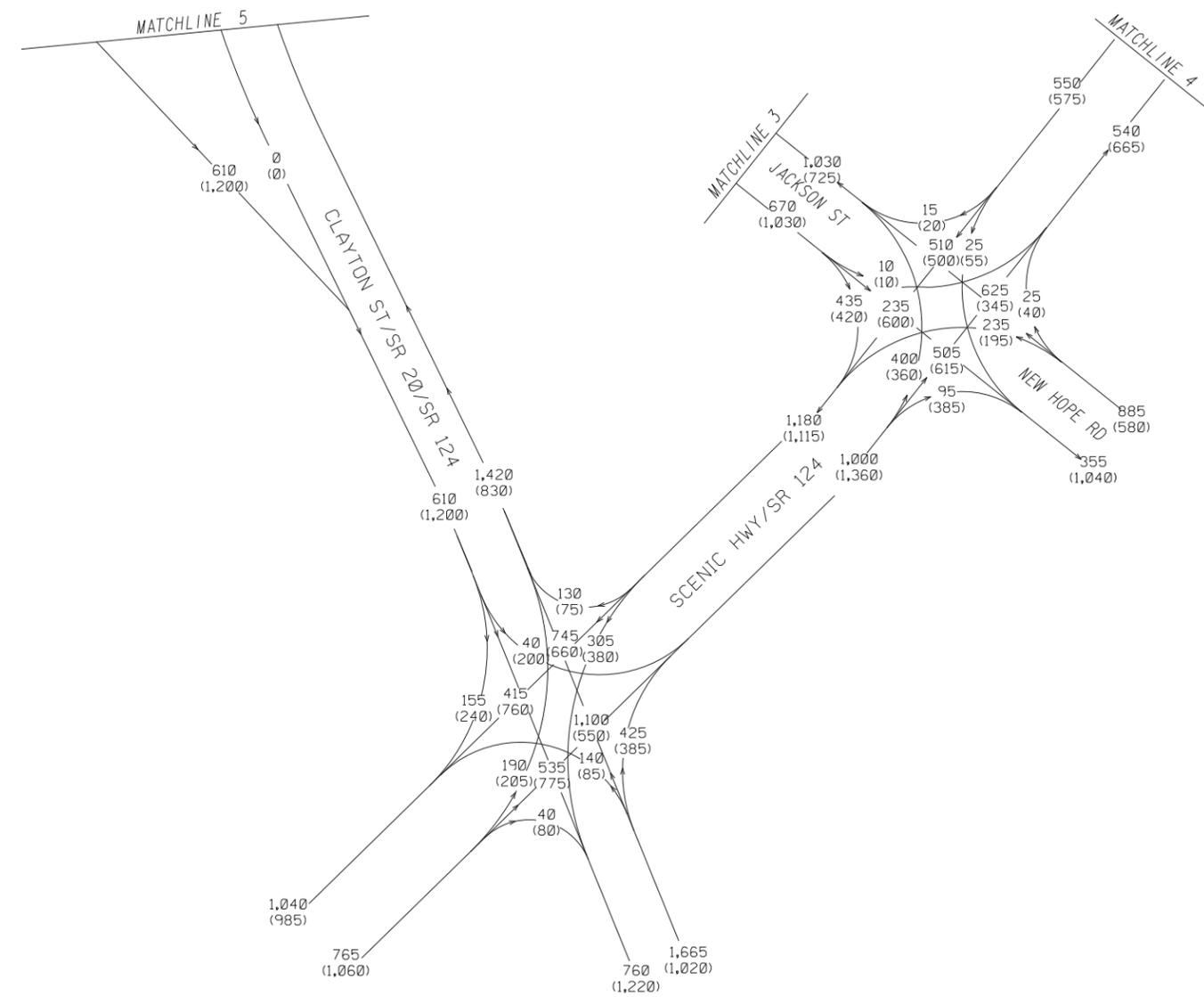
NO-BUILD BASE YEAR (2015) DHV
 SHEET 2 OF 3

DRAWING No.
10-08



DHV TRAFFIC VOLUMES
NO-BUILD BASE YEAR 2015
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

PEAK HOUR TRUCK = 1.6%
S.U. = 1.2%
COMB. = 0.4%



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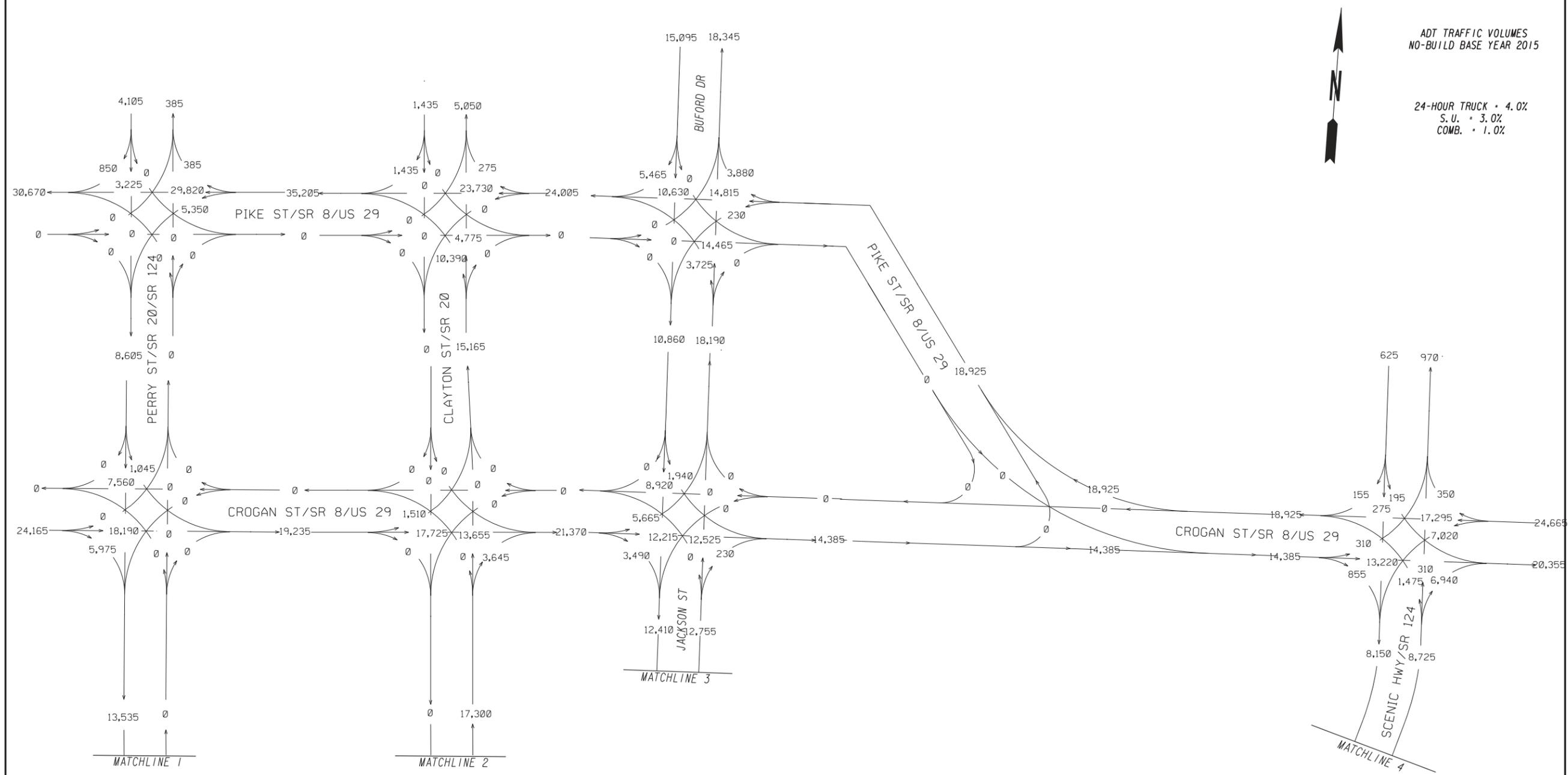
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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:

TRAFFIC DIAGRAM

NO-BUILD BASE YEAR (2015) DHV
SHEET 3 OF 3

DRAWING No.
10-09



**ADT TRAFFIC VOLUMES
NO-BUILD BASE YEAR 2015**

 24-HOUR TRUCK • 4.0%
 S. U. • 3.0%
 COMB. • 1.0%

CITY OF LAWRENCEVILLE
 LAWRENCEVILLE LC1
 GDOT PROJECT NO. 0008963

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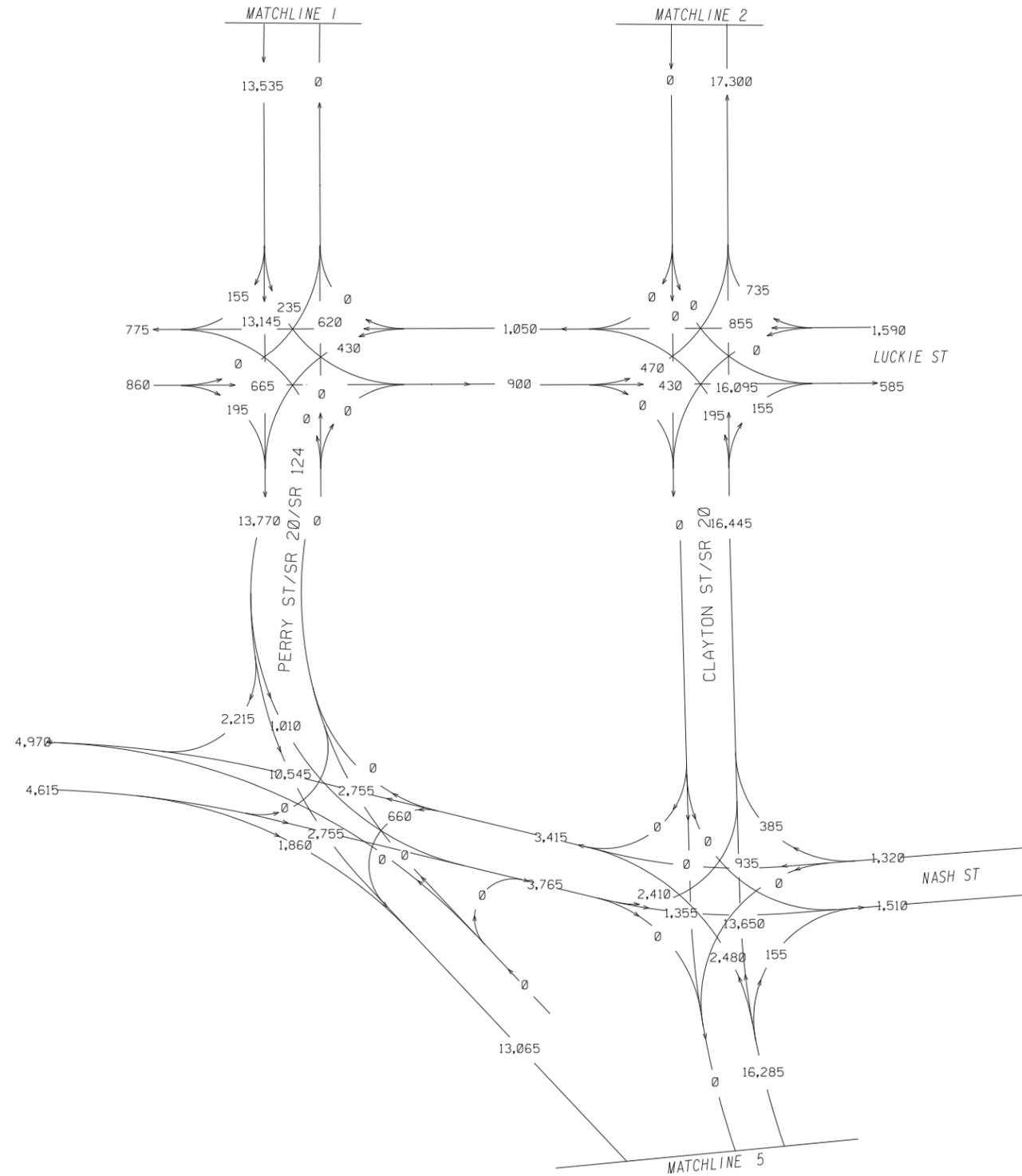


REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
TRAFFIC DIAGRAM

 NO-BUILD BASE YEAR (2015) ADT
 SHEET 1 OF 3

DRAWING No.
10-10

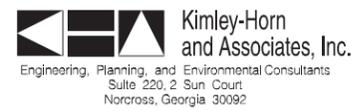


ADT TRAFFIC VOLUMES
NO-BUILD BASE YEAR 2015

24-HOUR TRUCK = 4.0%
S. U. = 3.0%
COMB. = 1.0%

CITY OF LAWRENCEVILLE
LAWRENCEVILLE LCI
GDOT PROJECT NO. 0008963

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REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:
TRAFFIC DIAGRAM

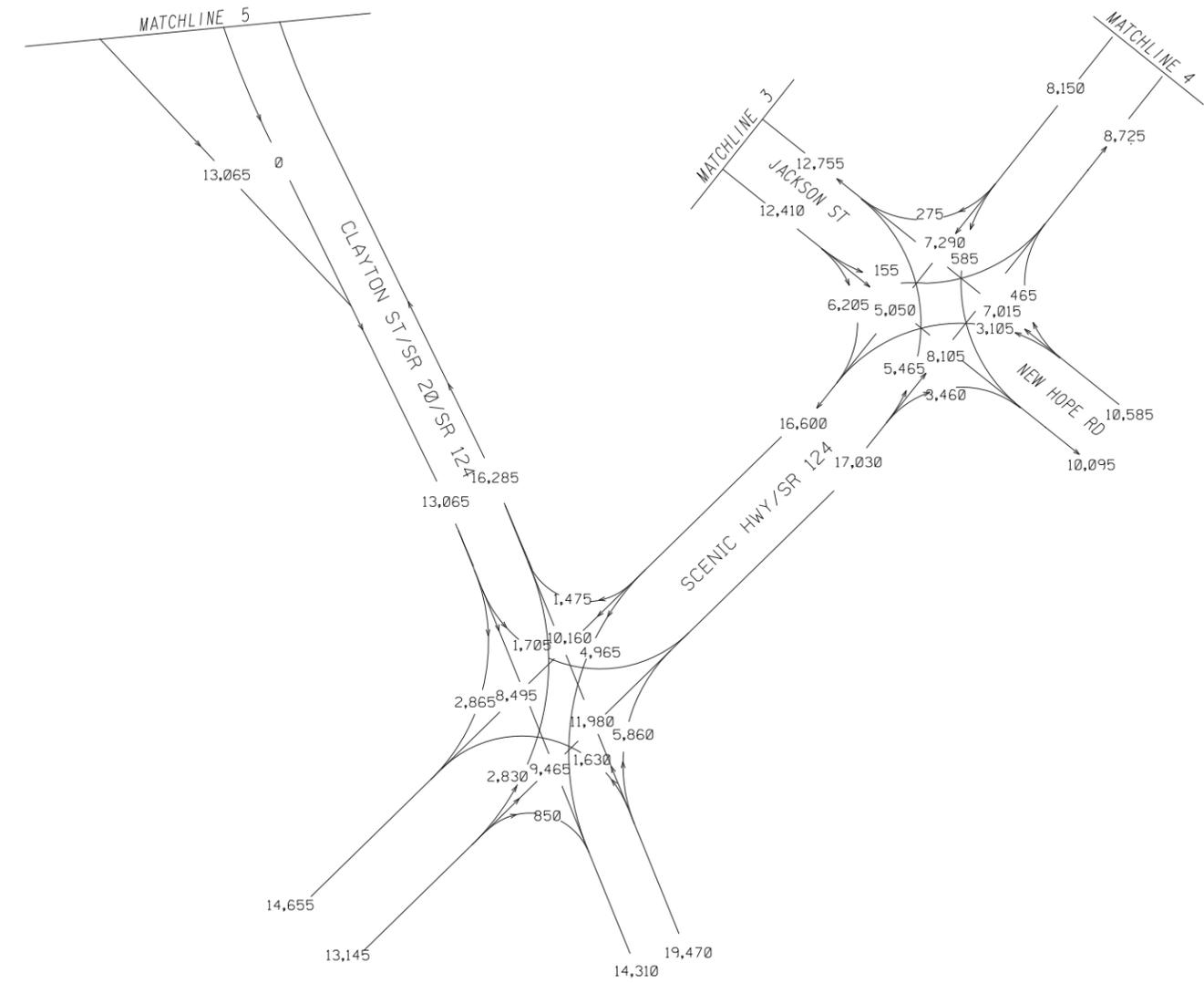
NO-BUILD BASE YEAR (2015) ADT
SHEET 2 OF 3

DRAWING No.
10-11

DATE### #USER#	TIME### ##PENTABLE##	SDGN#	STATE GA	COUNTY GWINNETT	PI NUMBER / PROJECT NUMBER PI# 0008963 CSSTP-0008-00(963)	SHEET NO.	TOTAL SHEETS
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ADT TRAFFIC VOLUMES
NO-BUILD BASE YEAR 2015

24-HOUR TRUCK = 4.0%
S. U. = 3.0%
COMB. = 1.0%



CITY OF LAWRENCEVILLE
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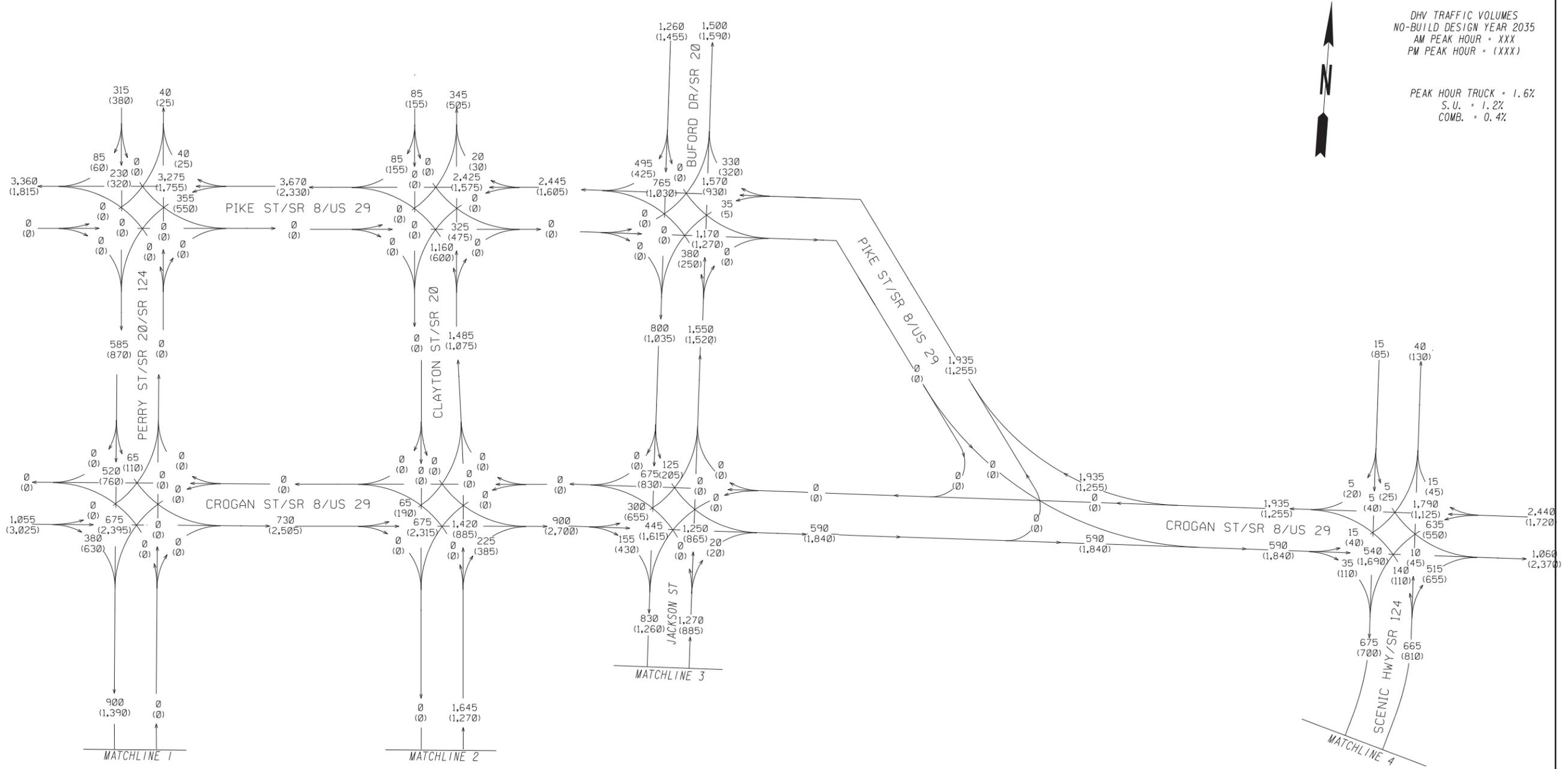
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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:
TRAFFIC DIAGRAM

NO-BUILD BASE YEAR (2015) ADT
SHEET 3 OF 3

DRAWING No.
10-12

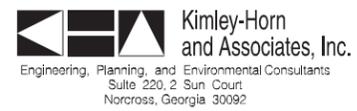


DHV TRAFFIC VOLUMES
NO-BUILD DESIGN YEAR 2035
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

PEAK HOUR TRUCK = 1.6%
S.U. = 1.2%
COMB. = 0.4%

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LAWRENCEVILLE LC1
GDOT PROJECT NO. 0008963

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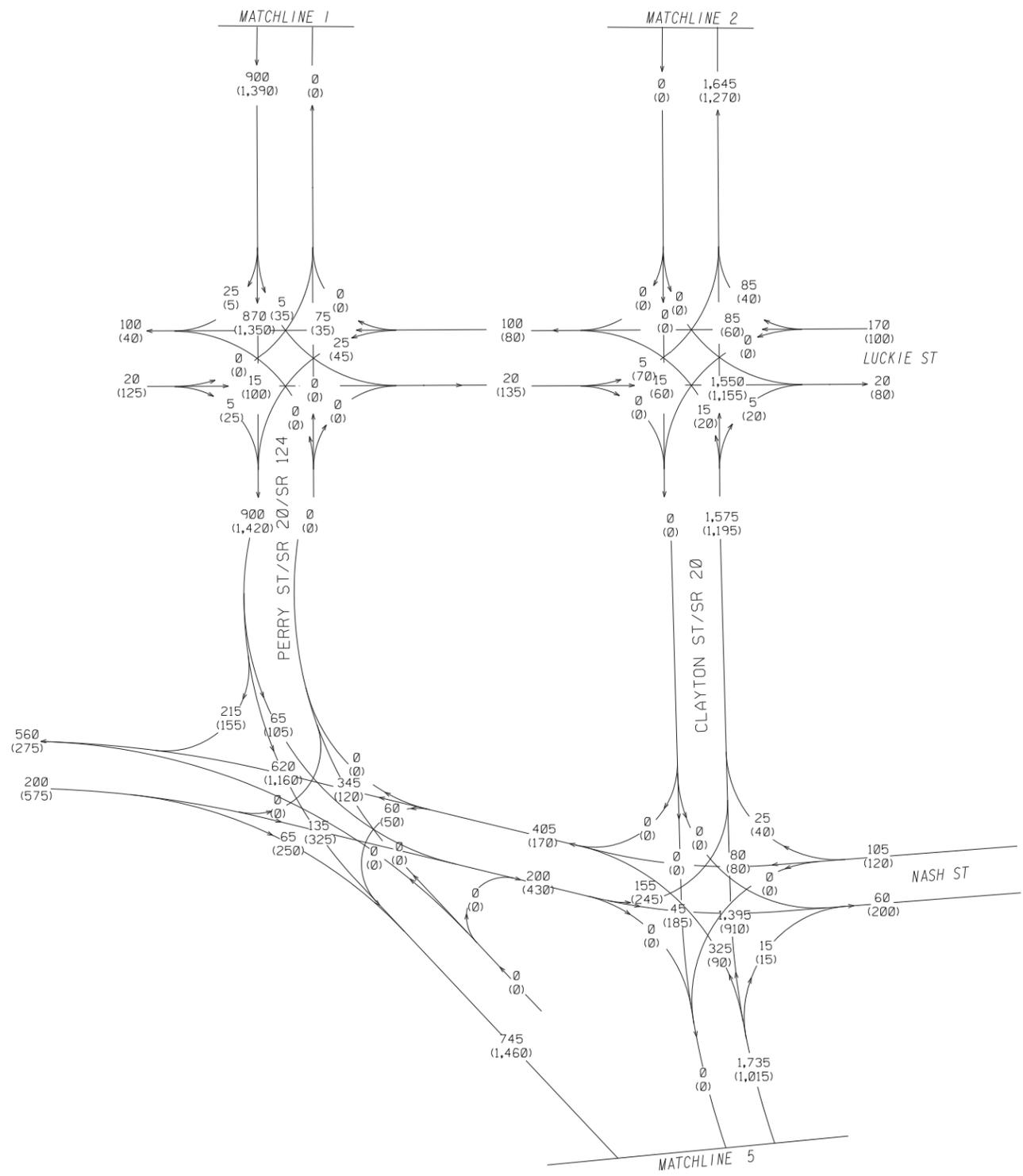
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DEPARTMENT OF TRANSPORTATION

OFFICE:
TRAFFIC DIAGRAM

NO-BUILD DESIGN YEAR (2035) DHV
SHEET 1 OF 3

DRAWING No.
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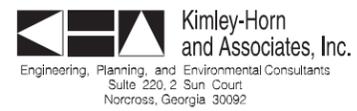


DHV TRAFFIC VOLUMES
 NO-BUILD DESIGN YEAR 2035
 AM PEAK HOUR = XXX
 PM PEAK HOUR = (XXX)

PEAK HOUR TRUCK = 1.6%
 S.U. = 1.2%
 COMB. = 0.4%

CITY OF LAWRENCEVILLE
 LAWRENCEVILLE LCI
 GDOT PROJECT NO. 0008963

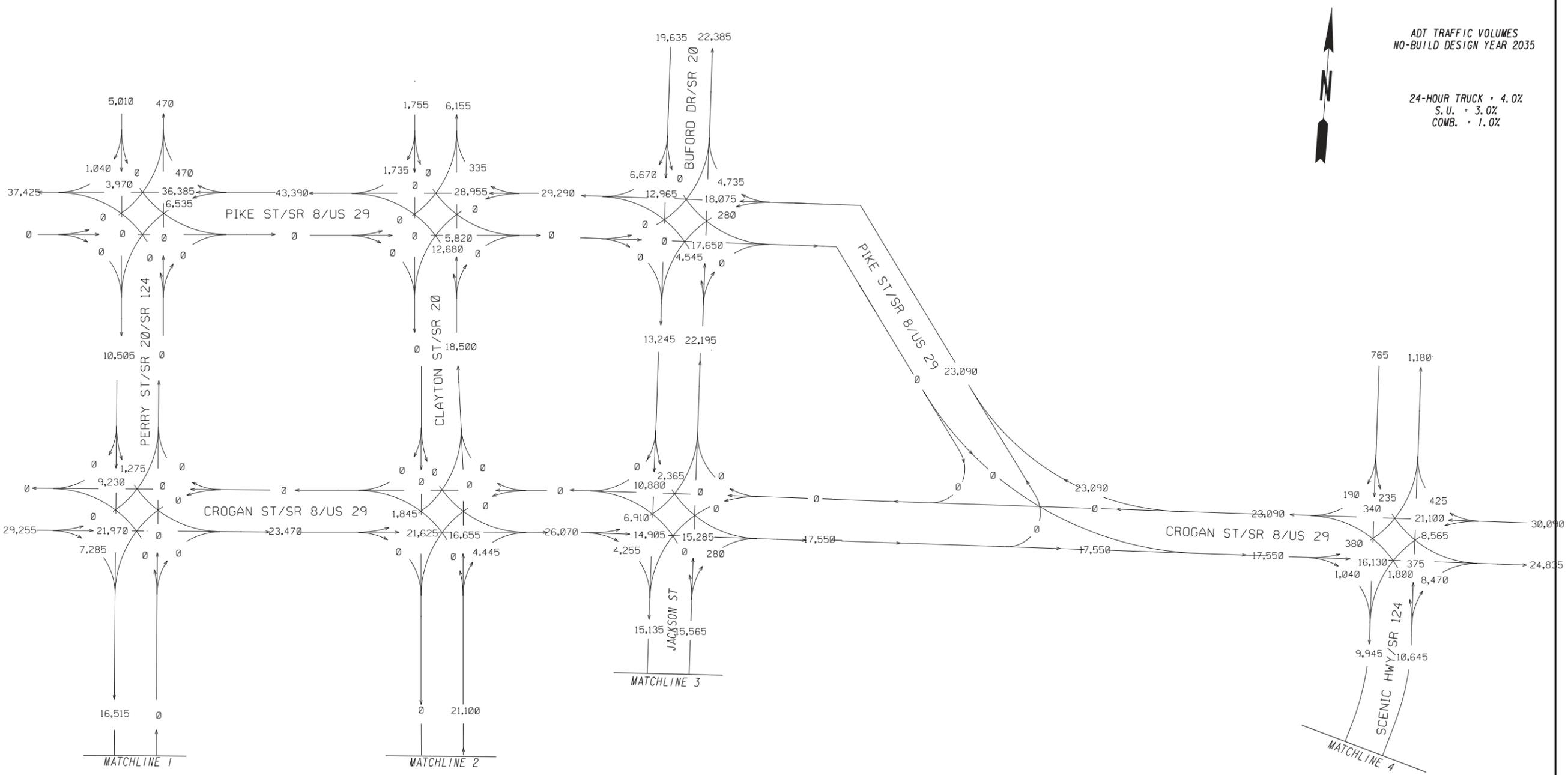
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REVISION DATES	

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 OFFICE:
TRAFFIC DIAGRAM
 NO-BUILD DESIGN YEAR (2035) DHV
 SHEET 2 OF 3

DRAWING No.
 10-14



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 Norcross, Georgia 30092

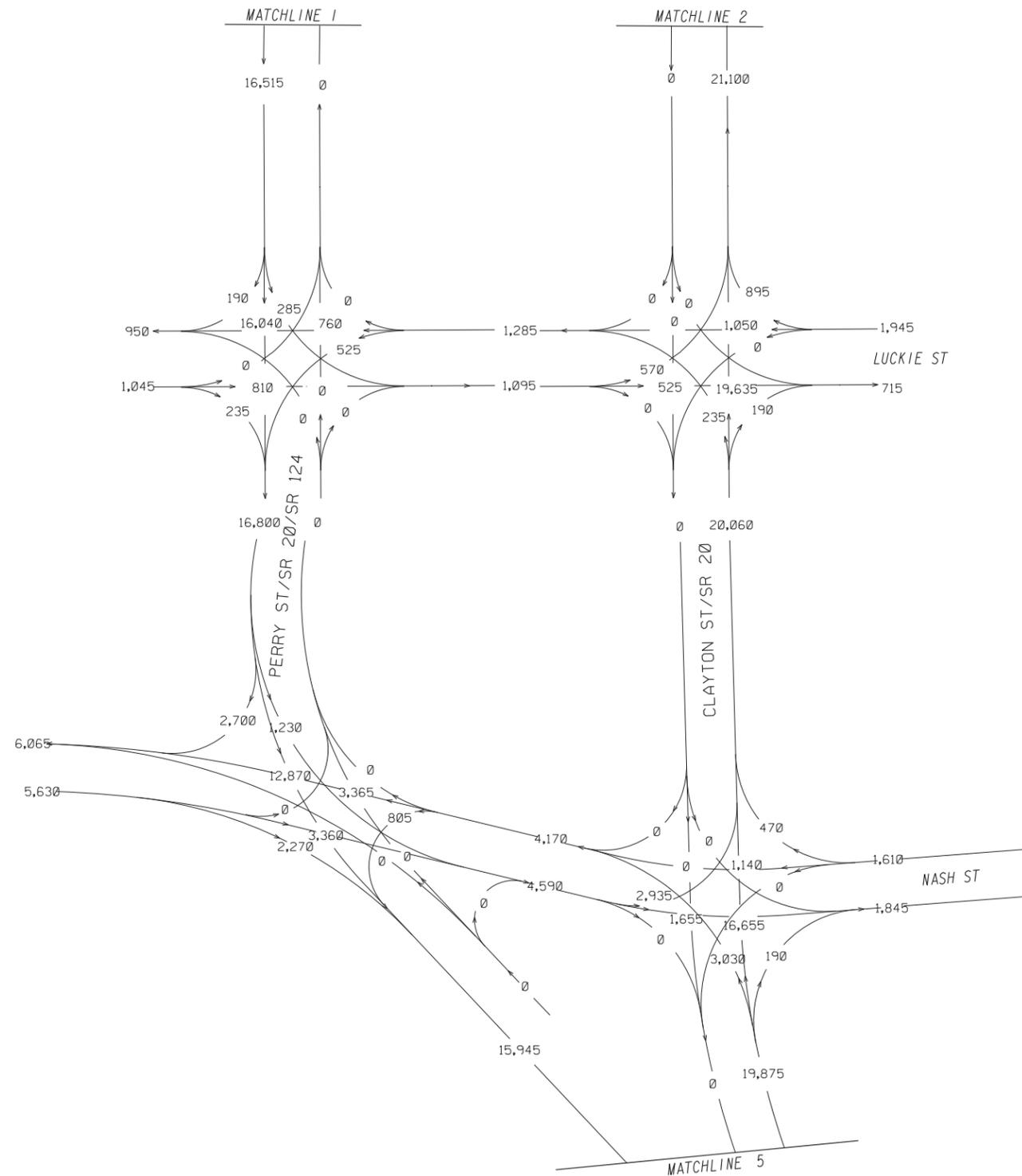
REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: **TRAFFIC DIAGRAM**

NO-BUILD DESIGN YEAR (2035) ADT
SHEET 1 OF 3

DRAWING No.
10-16



ADT TRAFFIC VOLUMES
 NO-BUILD DESIGN YEAR 2035

24-HOUR TRUCK • 4.0%
 S.U. • 3.0%
 COMB. • 1.0%



CITY OF LAWRENCEVILLE
 LAWRENCEVILLE LCI
 GDOT PROJECT NO. 0008963

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REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION

OFFICE:

TRAFFIC DIAGRAM

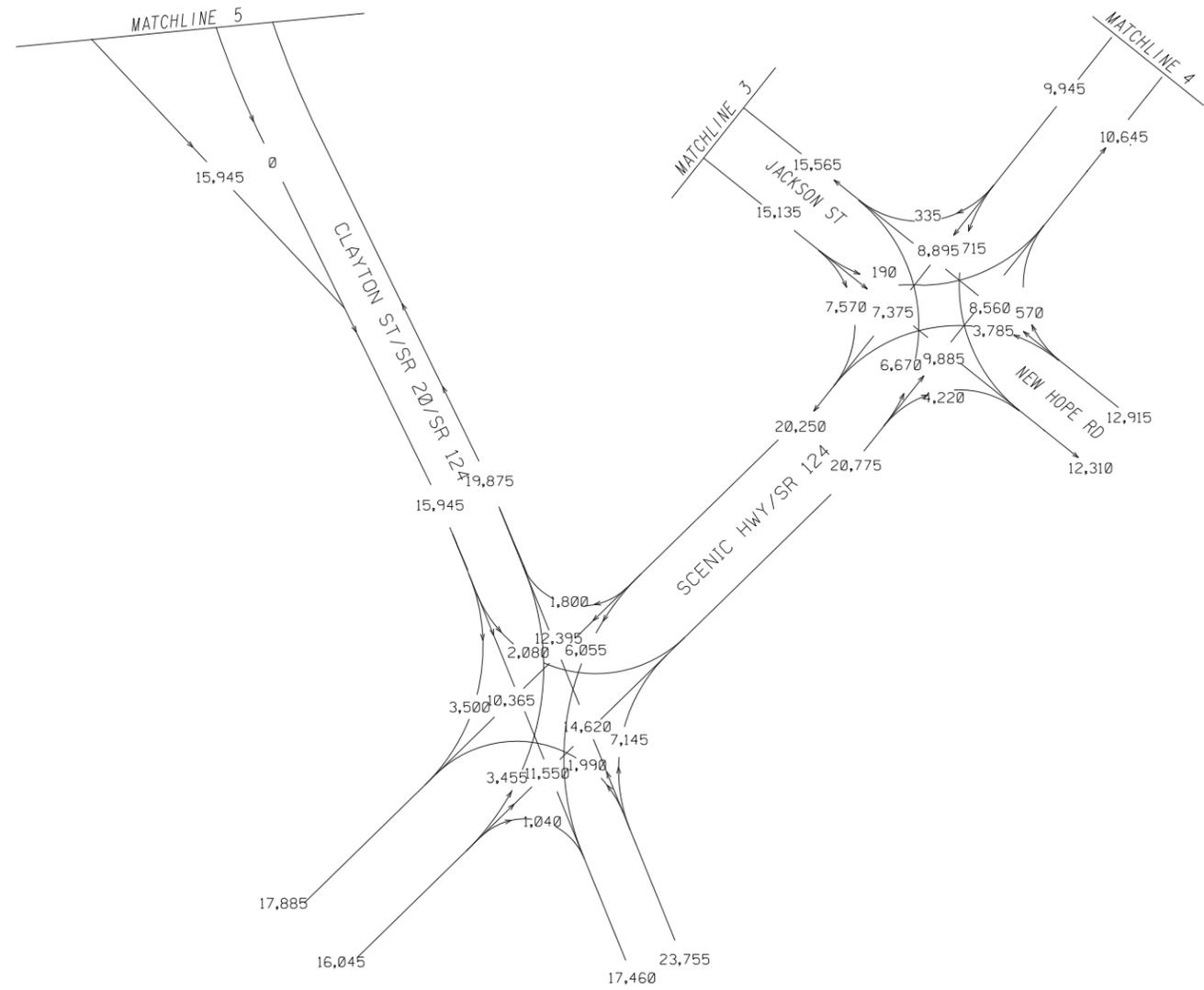
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 SHEET 2 OF 3

DRAWING No.
10-17

DATE### #USER#	TIME### ##PENTABLE##	SDGN#	STATE GA	COUNTY GWINNETT	PI NUMBER / PROJECT NUMBER PI# 0008963 CSSTP-0008-00(963)	SHEET NO.	TOTAL SHEETS
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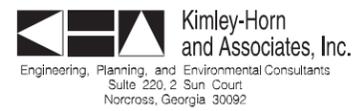
ADT TRAFFIC VOLUMES
NO-BUILD DESIGN YEAR 2035

24-HOUR TRUCK = 4.0%
S.U. = 3.0%
COMB. = 1.0%



CITY OF LAWRENCEVILLE
LAWRENCEVILLE LCI
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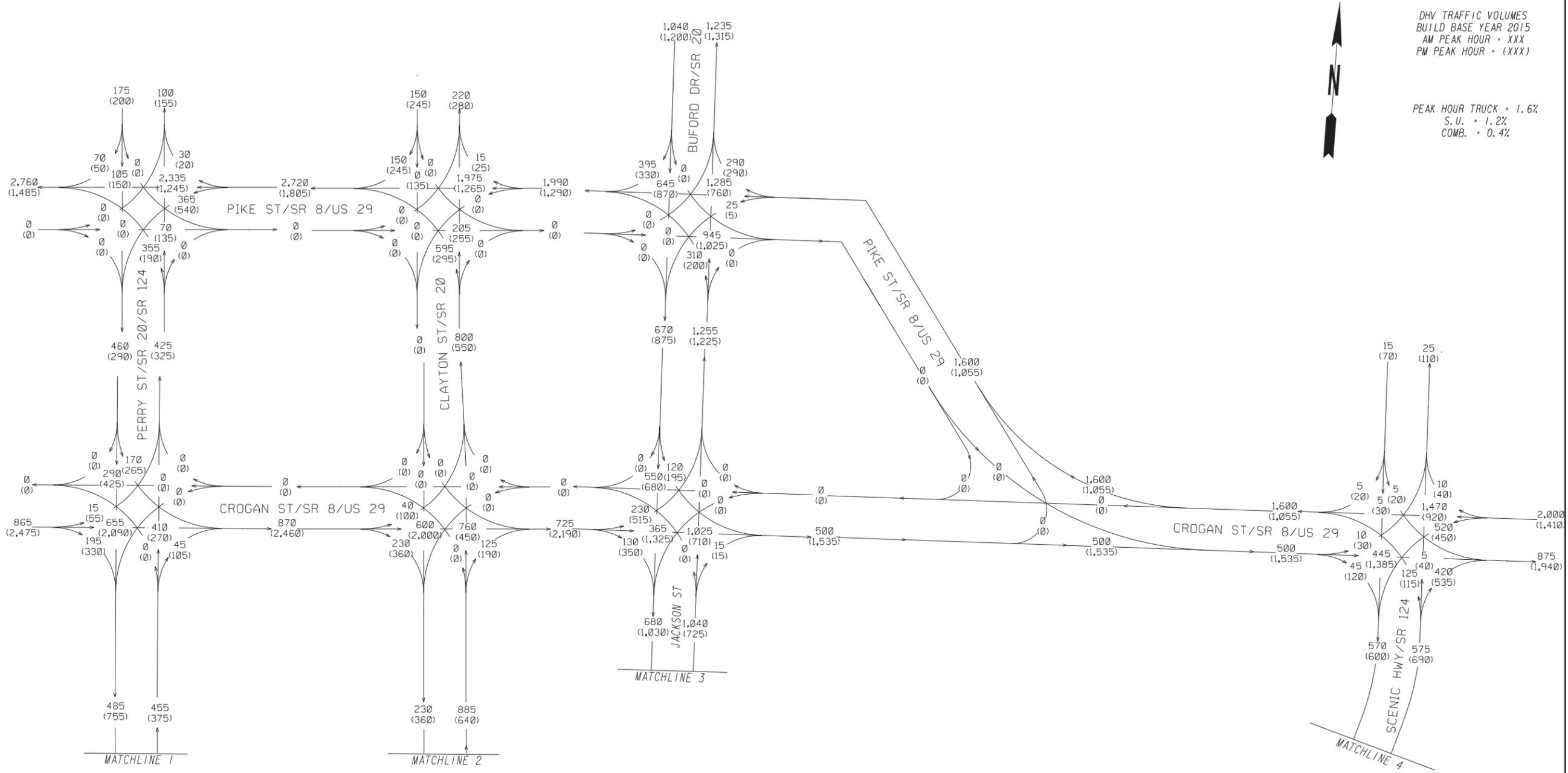
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STATE OF GEORGIA
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OFFICE:
TRAFFIC DIAGRAM

NO-BUILD DESIGN YEAR (2035) ADT
SHEET 3 OF 3

DRAWING No.
10-18

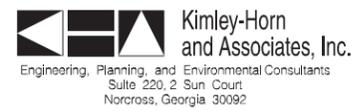


DHV TRAFFIC VOLUMES
 BUILD BASE YEAR 2015
 AM PEAK HOUR = XXX
 PM PEAK HOUR = (XXX)

PEAK HOUR TRUCK = 1.6%
 S.U. = 1.2%
 COMB. = 0.4%

CITY OF LAWRENCEVILLE
 LAWRENCEVILLE LC1
 GDOT PROJECT NO. 0008963

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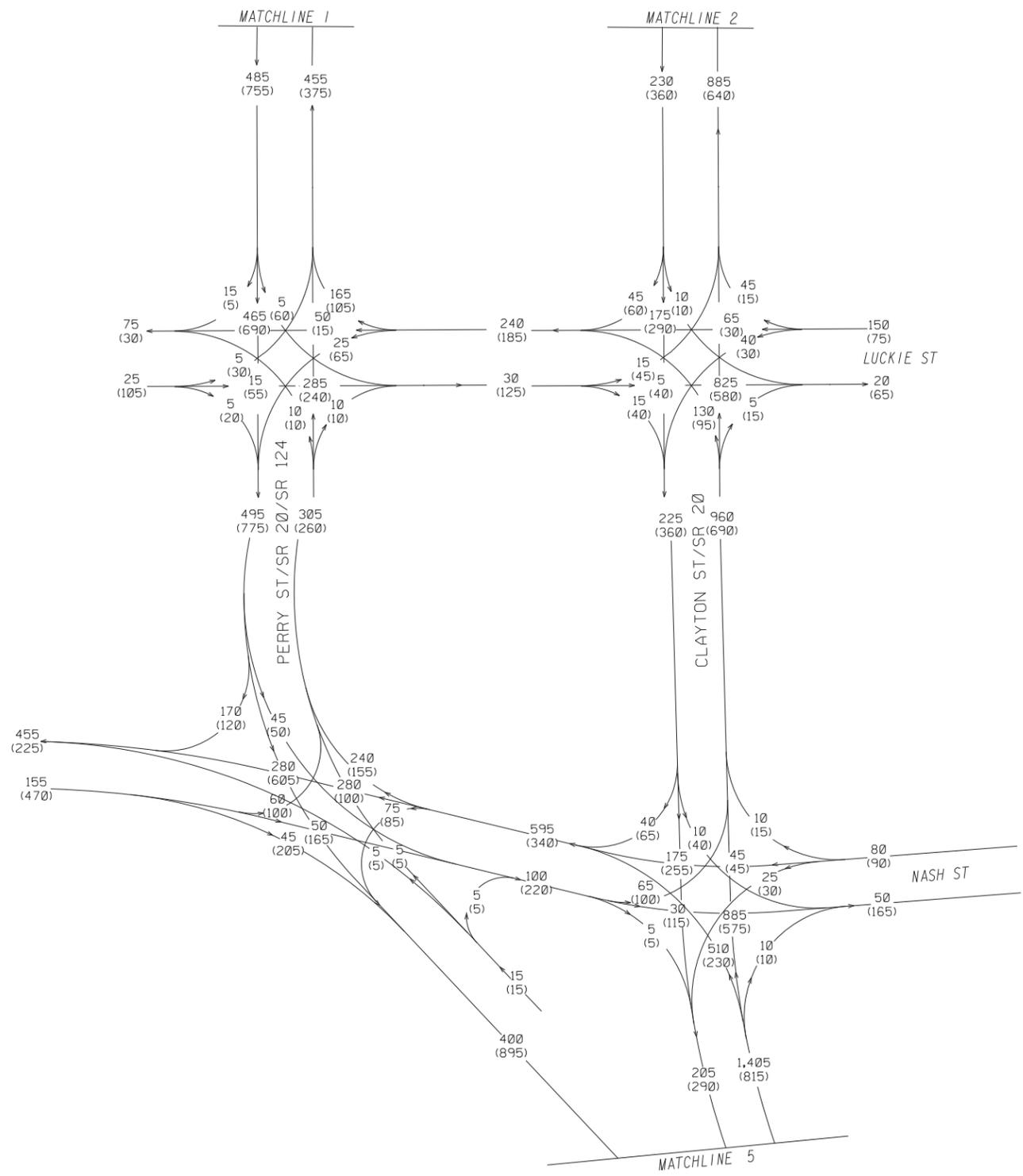
REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION

OFFICE: **TRAFFIC DIAGRAM**

BUILD BASE YEAR (2015) DHV
 SHEET 1 OF 3

DRAWING No.
10-19



DHV TRAFFIC VOLUMES
 BUILD BASE YEAR 2015
 AM PEAK HOUR = XXX
 PM PEAK HOUR = (XXX)

PEAK HOUR TRUCK = 1.6%
 S.U. = 1.2%
 COMB. = 0.4%

CITY OF LAWRENCEVILLE
 LAWRENCEVILLE LCI
 GDOT PROJECT NO. 0008963

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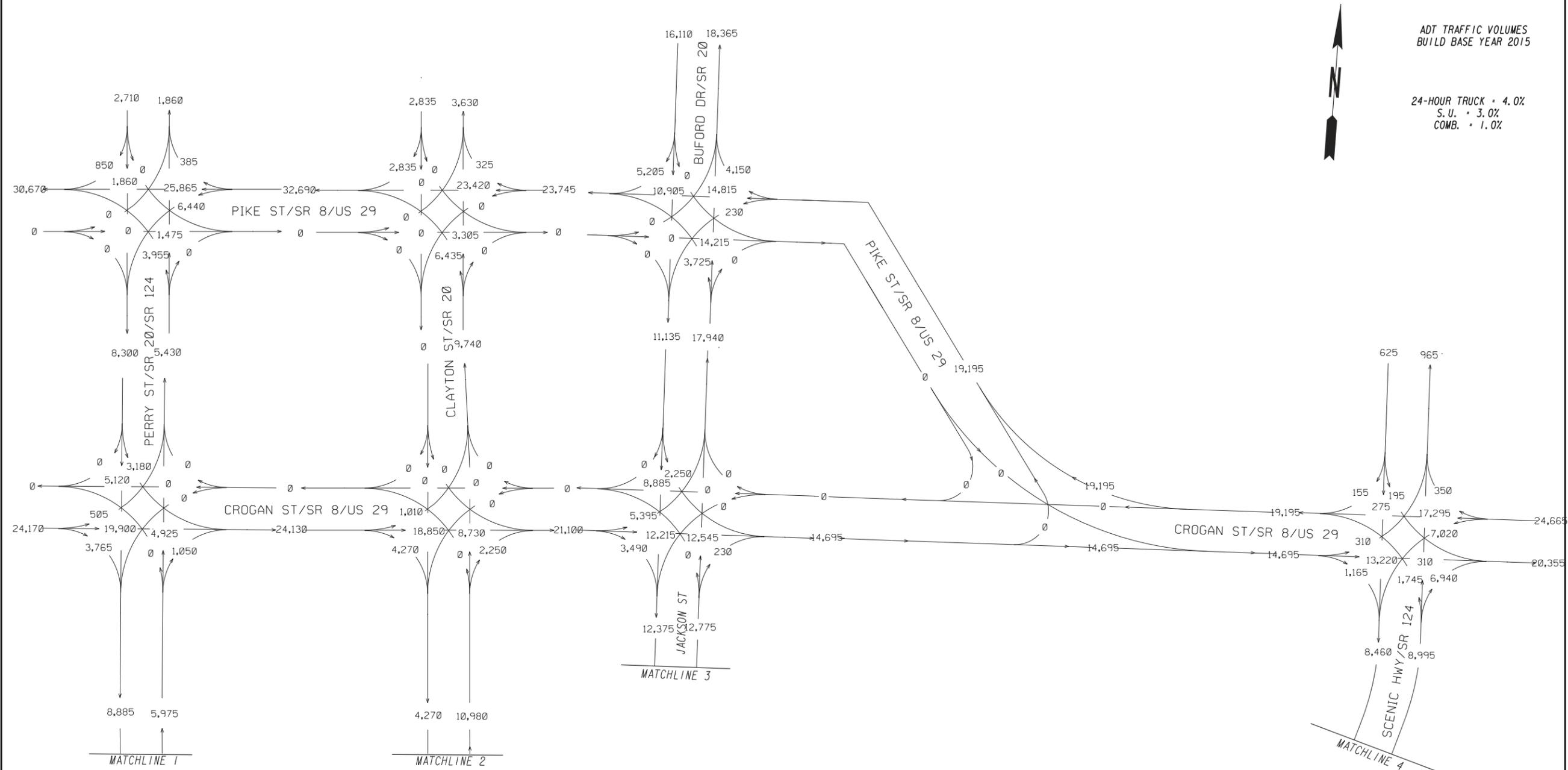
REVISION DATES

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TRAFFIC DIAGRAM

BUILD BASE YEAR (2015) DHV
 SHEET 2 OF 3

DRAWING No.
10-20



CITY OF LAWRENCEVILLE
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Norcross, Georgia 30092

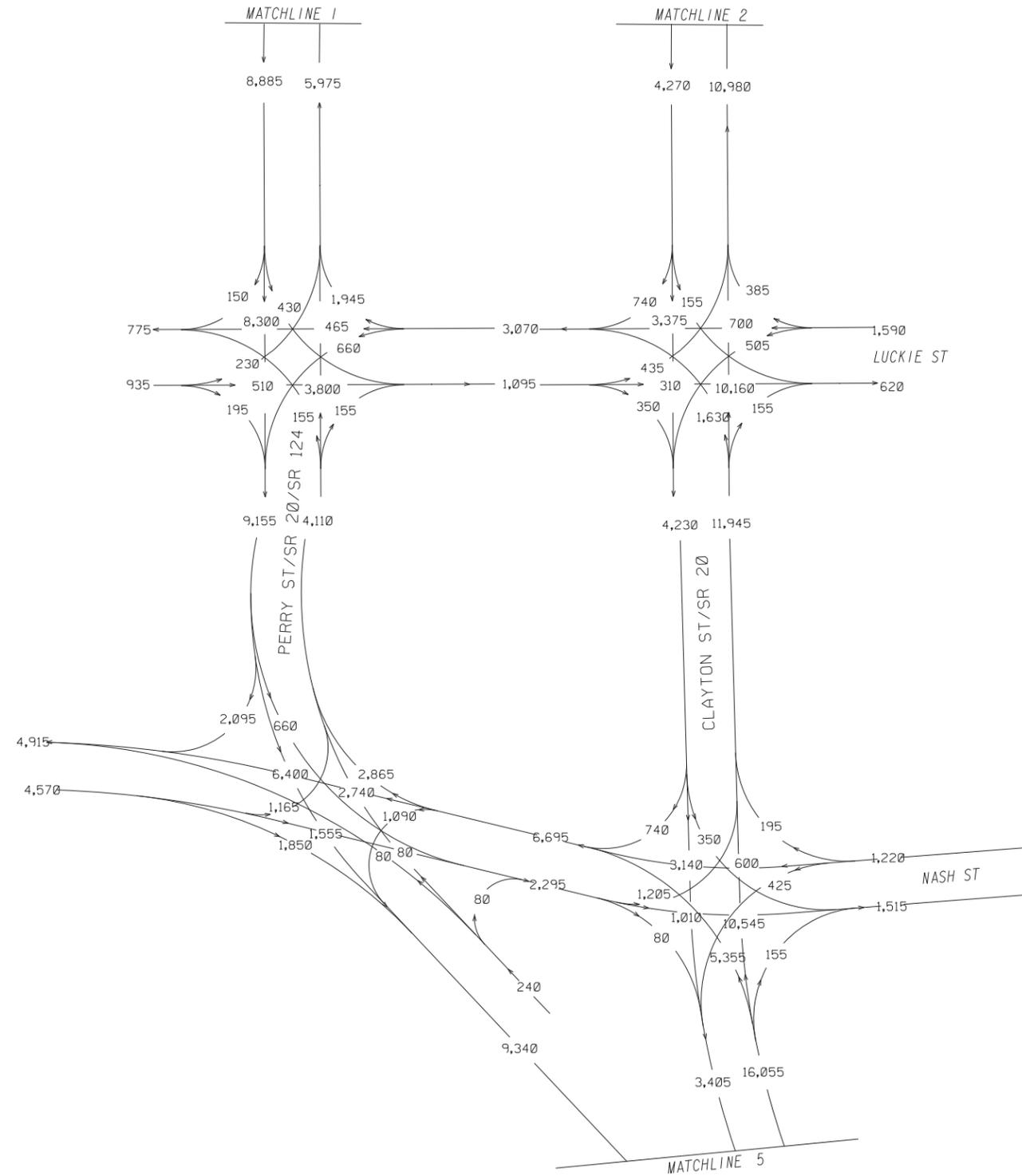
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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: **TRAFFIC DIAGRAM**

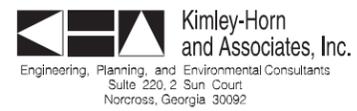
BUILD BASE YEAR (2015) ADT
SHEET 1 OF 3

DRAWING No.
10-22



CITY OF LAWRENCEVILLE
LAWRENCEVILLE LCI
GDOT PROJECT NO. 0008963

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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:
TRAFFIC DIAGRAM

BUILD BASE YEAR (2015) ADT
SHEET 2 OF 3

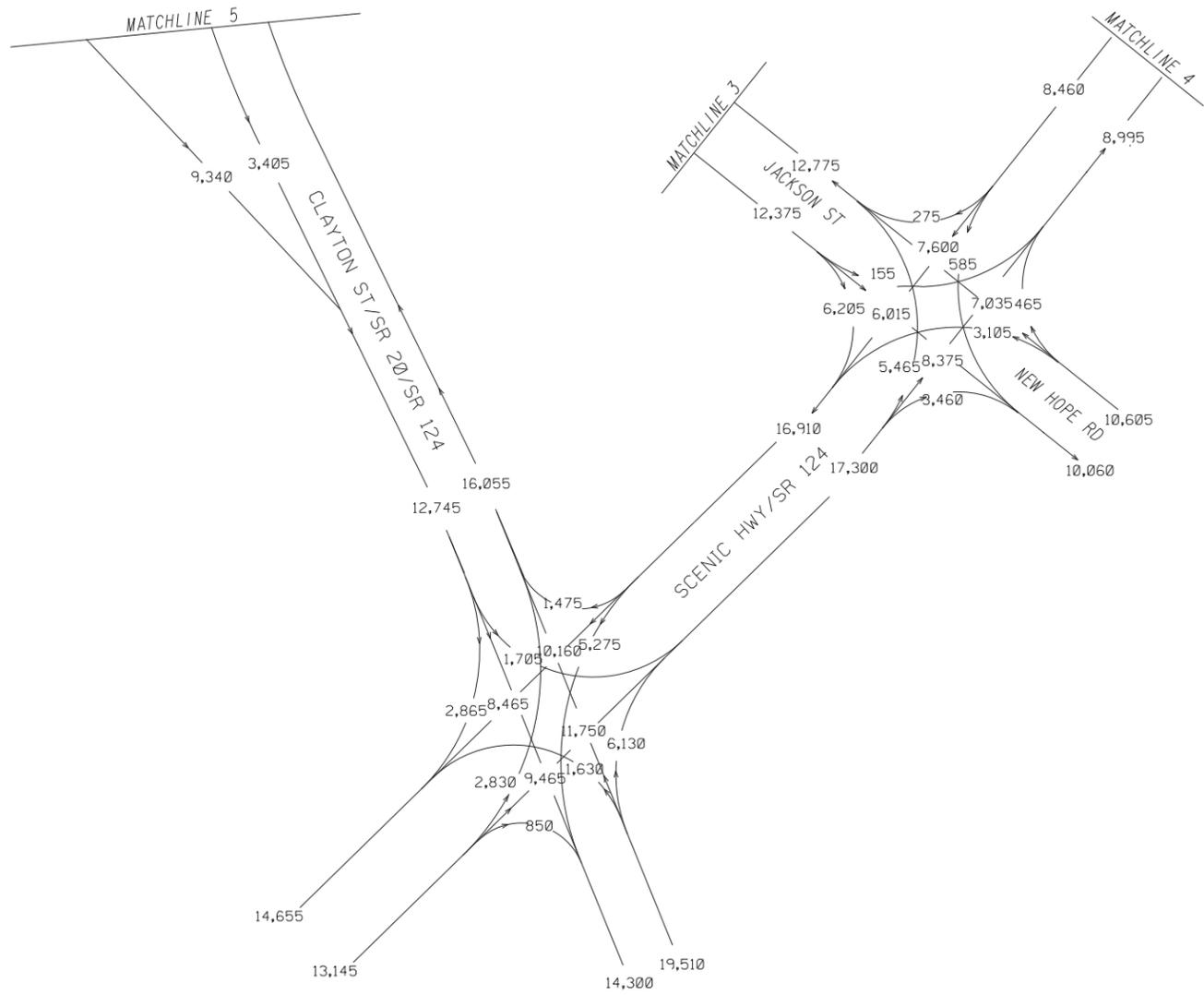
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10-23

DATE### #USER#	TIME### ##PENTABLE##	\$DGN#	STATE GA	COUNTY GWINNETT	PI NUMBER / PROJECT NUMBER PI# 0008963 CSSTP-0008-00(963)	SHEET NO.	TOTAL SHEETS
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ADT TRAFFIC VOLUMES
BUILD BASE YEAR 2015

24-HOUR TRUCK = 4.0%
S.U. = 3.0%
COMB. = 1.0%



CITY OF LAWRENCEVILLE
LAWRENCEVILLE LCI
GDOT PROJECT NO. 0008963

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and Associates, Inc.**
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Suite 220, 2 Sun Court
Norcross, Georgia 30092

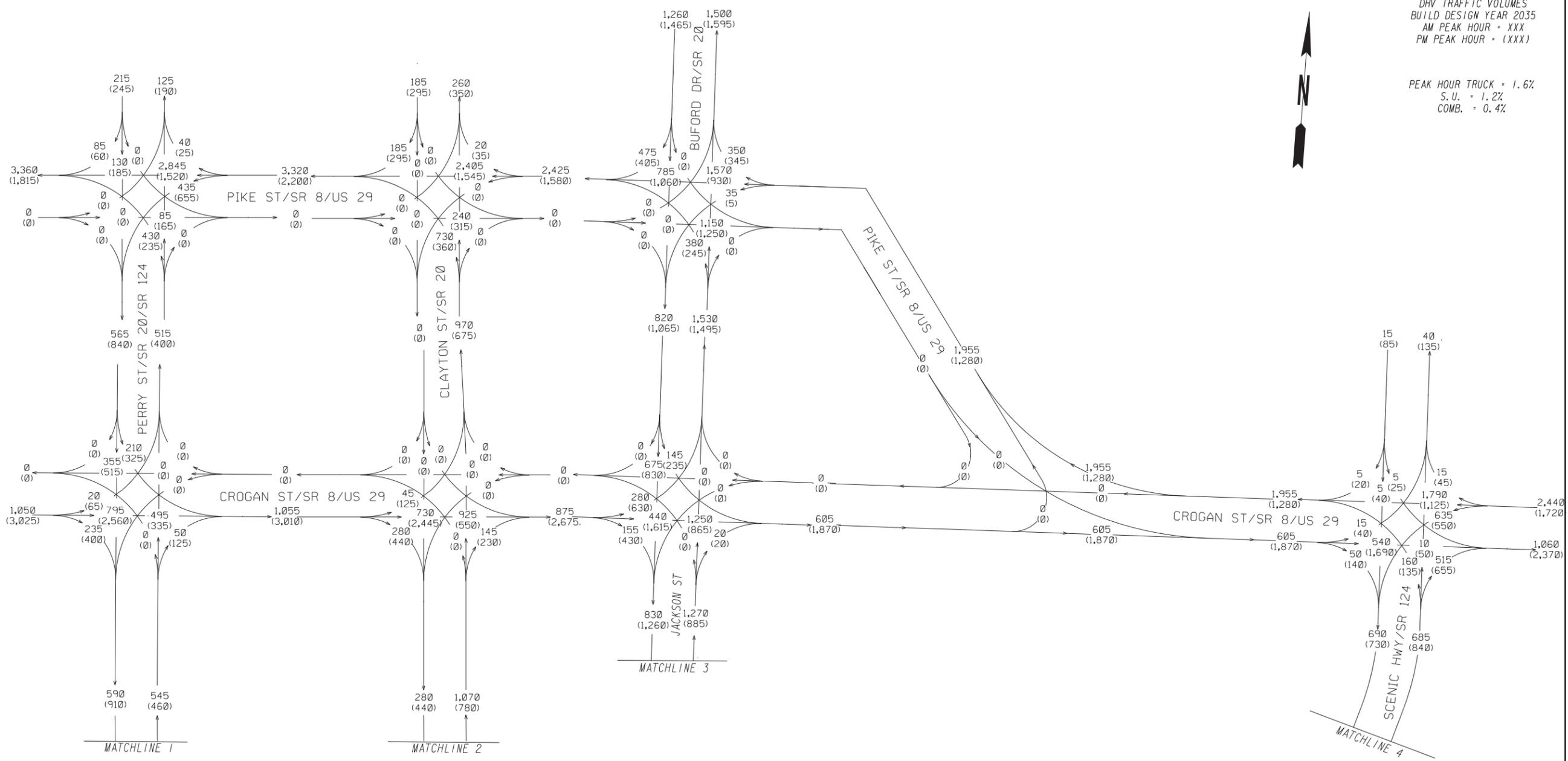
REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:
TRAFFIC DIAGRAM

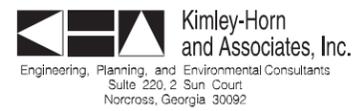
BUILD BASE YEAR (2015) ADT
SHEET 3 OF 3

DRAWING No.
10-24



CITY OF LAWRENCEVILLE
LAWRENCEVILLE LC1
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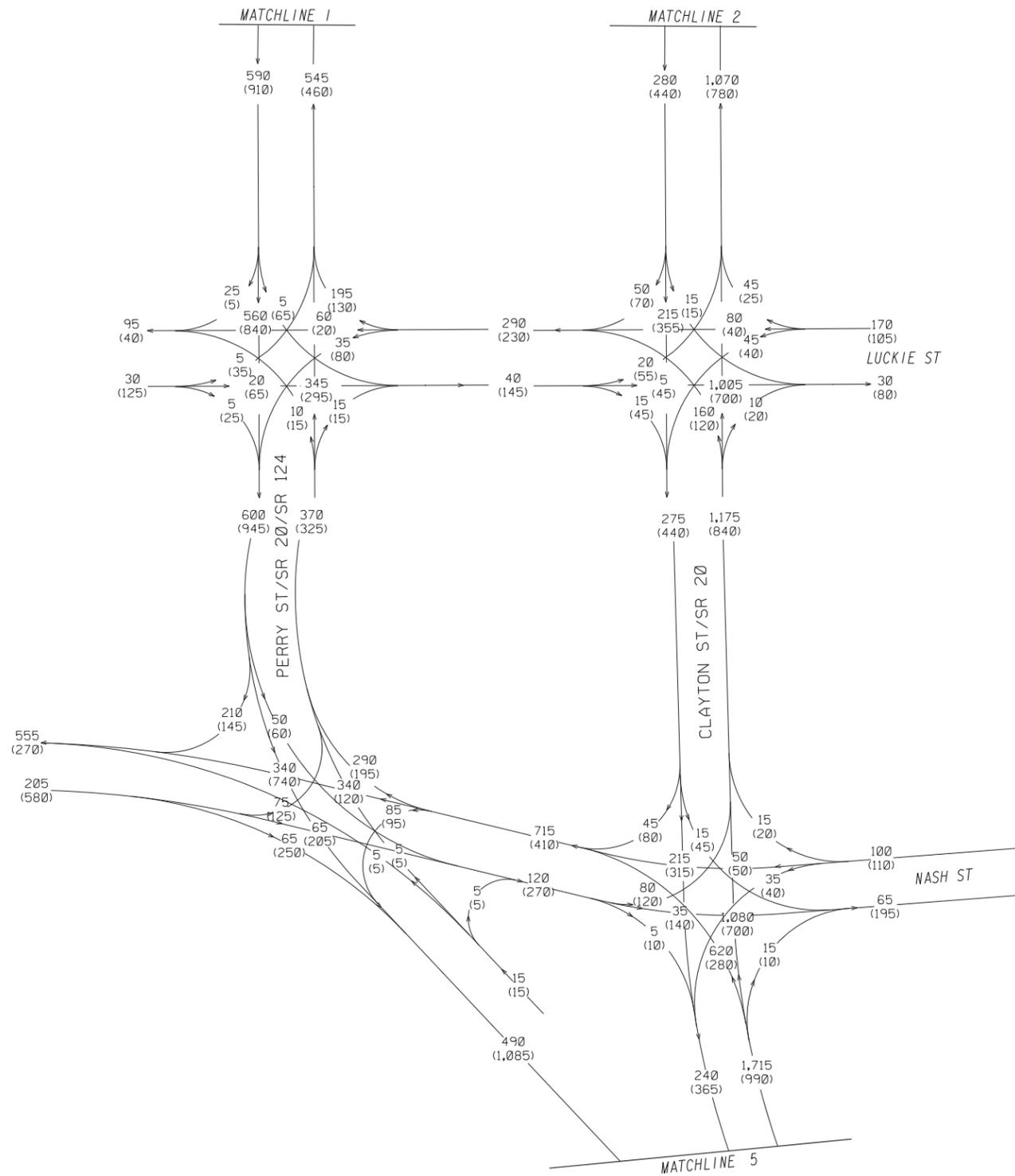


REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TRAFFIC DIAGRAM

BUILD DESIGN YEAR (2035) DHV
SHEET 1 OF 3

DRAWING No.
10-25



DHV TRAFFIC VOLUMES
 BUILD DESIGN YEAR 2035
 AM PEAK HOUR - XXX
 PM PEAK HOUR - (XXX)

PEAK HOUR TRUCK - 1.6%
 S. U. - 1.2%
 COMB. - 0.4%

CITY OF LAWRENCEVILLE
 LAWRENCEVILLE LCI
 GDOT PROJECT NO. 0008963

DRAWN BY JGF MAR 2012

Kimley-Horn and Associates, Inc.
 Engineering, Planning, and Environmental Consultants
 Suite 220, 2 Sun Court
 Norcross, Georgia 30092

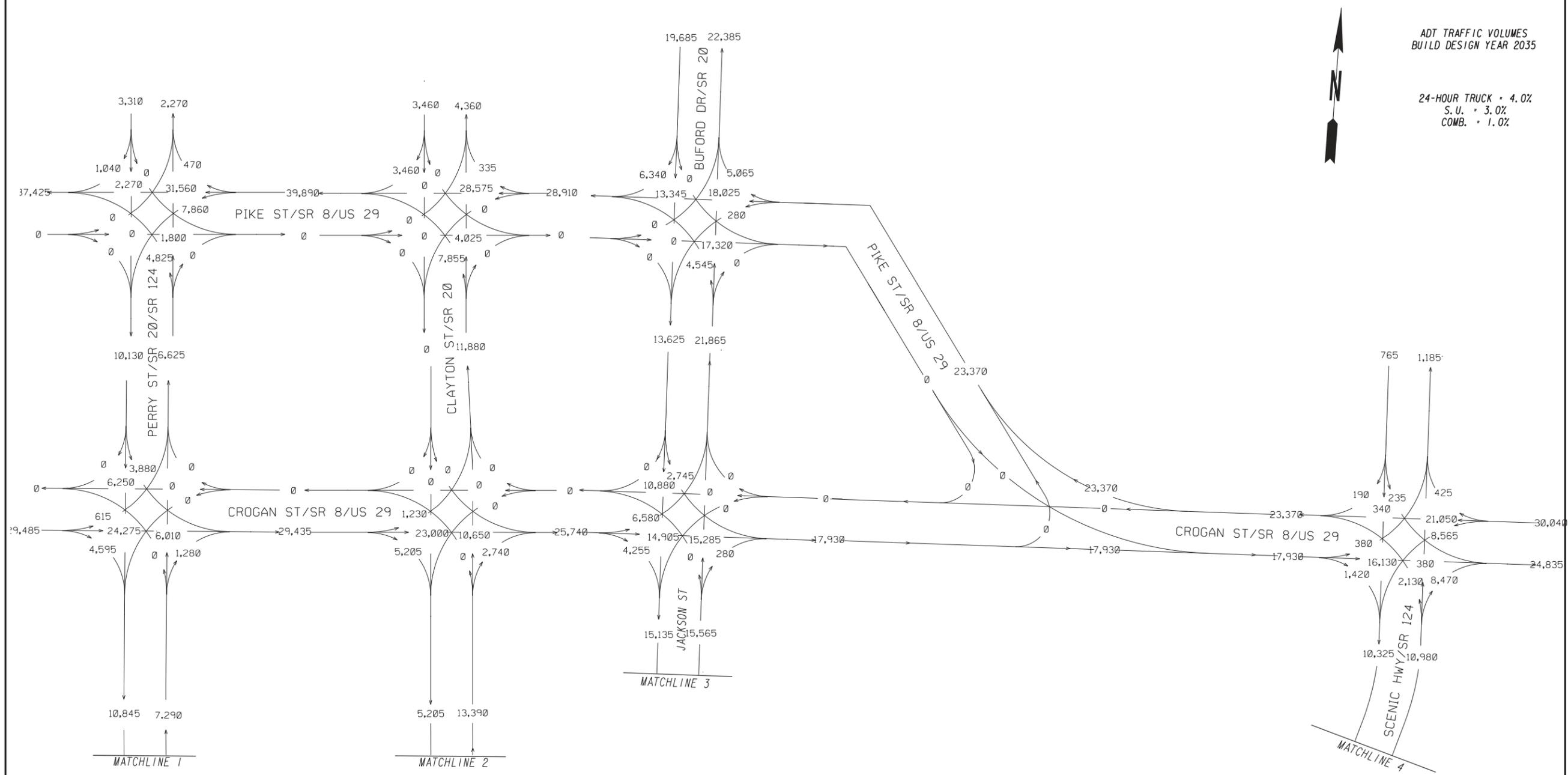
REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION

OFFICE:
TRAFFIC DIAGRAM

BUILD DESIGN YEAR (2035) DHV
 SHEET 2 OF 3

DRAWING No.
10-26



CITY OF LAWRENCEVILLE
LAWRENCEVILLE LC1
GDOT PROJECT NO. 0008963

DRAWN BY JGF MAR 2012

**Kimley-Horn
and Associates, Inc.**
 Engineering, Planning, and Environmental Consultants
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 Norcross, Georgia 30092

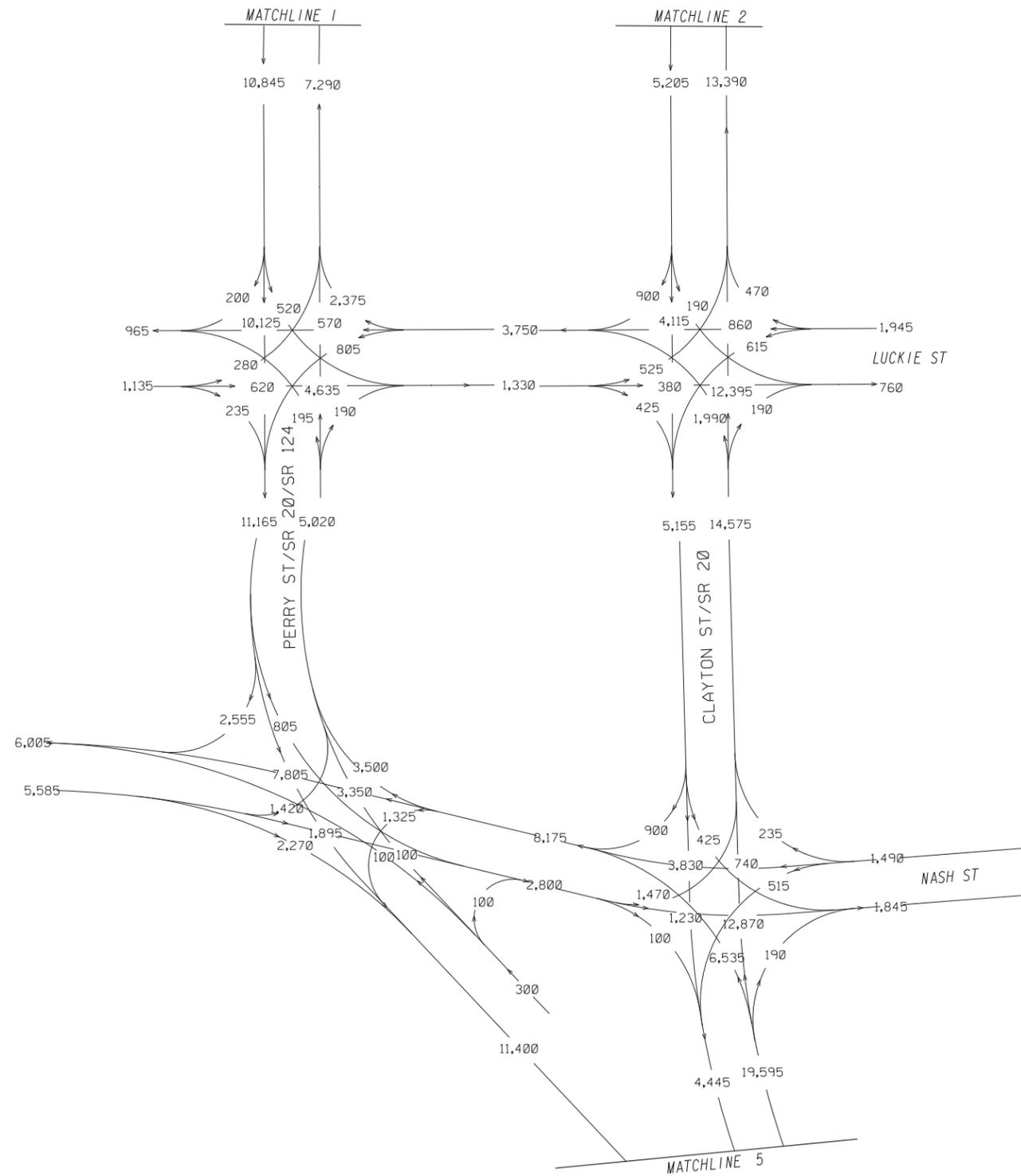
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:
TRAFFIC DIAGRAM

BUILD DESIGN YEAR (2035) ADT
SHEET 1 OF 3

DRAWING No.
10-28



ADT TRAFFIC VOLUMES
BUILD DESIGN YEAR 2035

24-HOUR TRUCK • 4.0%
S.U. • 3.0%
COMB. • 1.0%

CITY OF LAWRENCEVILLE
LAWRENCEVILLE LCI
GDOT PROJECT NO. 0008963

DRAWN BY JGF MAR 2012



REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TRAFFIC DIAGRAM
BUILD DESIGN YEAR (2035) ADT
SHEET 2 OF 3

DRAWING No.
10-29

Attachment 8

Capacity Analysis Summary (*tabular format*)

(see Attachment 1: Project Justification Statement)

Attachment 9
Summary of TE Study

LCI Improvements (Proposed):

Perry Street and Clayton Street

- Convert these roads from one-way to two-way travel.

Nash Street at Perry Street, and Nash Street at Clayton Street

- Modify the configuration of Nash Street to accommodate the conversion of Perry Street and Clayton Street from one-way to two-way travel.

Nash Street at Clayton Street

- Construct a westbound left-turn lane along Nash Street.

Buford Drive, between Pike Street and Crogan Street

- Provide one (1) additional lane of pavement to construct side-by-side left-turn lanes.
- The storage length for each left-turn lane should be approximately 300' (northbound left-turn lane at Pike Street and southbound left-turn lane at Crogan Street).

Scenic Highway at Jackson Street

- Construct a 2nd northbound left-turn lane along Scenic Highway.

No-Build 2013 Improvements (necessary without the various proposed options) – these are needed to achieve overall intersection LOS D or better:

Crogan Street at Scenic Highway

- Construct a 3rd eastbound through lane along Crogan Street.

Base 2013 Improvements (necessary with the various proposed options) – these are needed to achieve overall intersection LOS D or better:

No additional improvements are necessary beyond the No-Build 2013 Improvements.

Attachment 10
Minutes of Concept Meetings

Livable Centers Initiative - Meeting Summary

Date: January 5, 2011
Location/Time: ARC's Office / 10:00 AM

Attendees:

Amy Goodwin	ARC	agoodwin@atlantaregional.com
Joe Palladi	ARC	jpalladi@atlantaregional.com
Judy Jordan Johnson	Major, City of Lawrenceville	judyjordan.johnson@lawrencevillegaweb.org
Tony Powell	City of Lawrenceville, City Council	tpowell@wtpllp.com
Dennis Billew	City of Lawrenceville	dennis.billew@lawrencevillegaweb.org
Robert Hughes	GDOT	rhughes@dot.ga.gov
John Walker	Kimley-Horn and Associates	john.walker@kimley-horn.com

Purpose: Discuss the Lawrenceville LCI project - PI 0008963 / ARC GW-342
Provide a project update to ARC and GDOT
Discuss outstanding issues

The following were items discussed at the meeting:

1. John Walker provided a summary of the project that included past milestones and background information for the project.
2. Tony Powell indicated that when the LCI project was contemplated years ago, he was the City's outside attorney. Additionally; Ms. Judy Johnson was on the City Council. Recently, Mr. Powell was elected to the City Council, and Ms. Johnson was elected to be the City's Mayor. Both Mr. Powell and Ms. Johnson have been familiar with the LCI project for many years. They both currently support both the SR 20 re-designation and the LCI project.
3. John Walker provided a summary of the results of the traffic study. The following alternatives were included in the traffic study; 2 possible routes for the new SR 20 re-designation, and the 2 possible new typical sections for Perry Street and Clayton Street.
4. The SR 20 re-designation would follow either 1) Jackson Street to Scenic Highway or 2) Pike/Crogan to Scenic Highway.
5. The two alternatives for Perry Street and Clayton Street include: 1) Converting Perry and Clayton Streets to one lane in each direction separated by a two-way left-turn lane (TWLTL), or 2) Perry Street to include two SB lanes and one NB lane and Clayton Street to include one SB lane and two NB lanes.
6. John Walker mentioned that the traffic study assumed that the re-designation of SR 20 only adjusts traffic patterns slightly (5% diversion). It was noted that some heavy vehicles and out-of-town vehicles may divert their route. The majority of traffic is familiar with the roadway network and would likely maintain their current travel patterns. Additionally, John mentioned that the traffic volumes along Jackson Street have increased from approximately 18,000 VPD in 2005 to approximately 25,000 VPD in 2010.
7. John Walker mentioned the "short block" along Buford Drive between Crogan and Pike would need to be widened from a 5-lane roadway to a 6-lane roadway (under all scenarios). This would allow an additional left-turn lane such that it would provide side-by-side left turn lanes along this block (approximately 375' length).
8. Regarding the "short-block", Dennis Billew asked how much traffic currently travels southbound along Buford Drive and turns left onto Crogan Street. He then asked how much additional traffic it would take such that dual southbound left-turn lanes would be required. With the SR 20 re-designation possibly following Crogan Street to Scenic Highway, this southbound left-turn

movement will be impacted. (The intent of this question is to determine if the current 5-lane section would need to be widened to 7 lanes – addition of two southbound left-turn lanes). This was an important observation as the group felt that this type of improvement would NOT be feasible. If this southbound left-turn movement proves to be problematic, to lessen the impacts to this movement, the SR 20 re-designation “may” need to follow Jackson Street instead of Crogan Street to Scenic Highway.

9. Dennis Billew indicated the City’s desire to have a pedestrian crosswalk that would cross Crogan Street near Chestnut Street. The location of this potential crosswalk would be approximately halfway between the traffic signal at Clayton Street and the traffic signal at Buford Drive/Jackson Street (approximately 400’ from each existing signal). This topic should be discussed with GDOT District One.
10. The traffic study report (dated October 2010) is currently being reviewed by the City, ARC, and GDOT.
11. A meeting with GDOT District One is important so that the City of Lawrenceville, ARC, and GDOT can select the preferred alternative out of these 4 possible options.
12. Joe Palladi stated that receiving an answer on the status of the SR 20 re-designation is important. Additionally, it is important to obtain any GDOT conditions so that they can be incorporated into the GDOT Concept Report.
13. Robert Hughes asked John Walker to email the Traffic Study to him (PDF format).
14. John Walker provided his opinion on possible traffic study results based on much more traffic being diverted from the downtown based on the SR 20 re-designation. Hypothetically, if the SR 20 re-designation follows Jackson Street, and much more traffic diverts from Perry and Clayton onto Jackson, then additional turn lane improvements may be needed at the Jackson Street/Scenic Highway intersection and the Scenic Highway/Clayton Street intersection. If the SR 20 re-designation follows Pike/Crogan to Scenic Highway (and much more traffic diverts from downtown), then additional turn lane improvements may be needed at the Buford/Crogan Street intersection and the Scenic Highway/Clayton Street intersection.

IMMEDIATE ACTION ITEMS:

1. Robert Hughes will schedule a meeting with GDOT District One. The City of Lawrenceville, ARC, and GDOT to agree on 1 preferred alternative to be incorporated in the GDOT Concept Report.
2. John Walker to email the Updated Traffic Study report to Robert Hughes.
3. John Walker to contact Brent Cook to discuss a separate project in Winder, Georgia where a 3-lane roadway was implemented (one lane in each direction separated by a TWLTL).

Livable Centers Initiative - Meeting Summary

Date: April 29, 2010
Location/Time: GDOT District 1 Offices / 10:30 AM

Attendees:

Amy Goodwin	ARC	agoodwin@atlantaregional.com
Joe Palladi	ARC	jpalladi@atlantaregional.com
Rex Millsaps	City of Lawrenceville	rex.millsaps@lawrencevillega.org
Josh Ferguson	City of Lawrenceville	josh.ferguson@lawrencevillegaweb.org
Dennis Billew	City of Lawrenceville	dennis.billew@lawrencevillegaweb.org
Robert Hughes	GDOT	rhughes@dot.ga.gov
Elaine Armster	GDOT	earmster@dot.ga.gov
Brent Cook	GDOT District 1	bcook@dot.ga.gov
Todd McDuffie	GDOT District 1	tmcduffie@dot.ga.gov
John Walker	Kimley-Horn and Associates	john.walker@kimley-horn.com
Brad Waldschmidt	Kimley-Horn and Associates	brad.waldschmidt@kimley-horn.com

Purpose: Discuss the Lawrenceville LCI project - PI 0008963 / ARC GW-342
Discuss the proposed SR 20 re-designation
Discuss the methodology for the revised traffic study

The following were items discussed at the meeting:

1. A previous meeting was held at the City of Lawrenceville on April 20, 2010. This meeting is being held to discuss the project's next steps with GDOT District 1.
2. Several alternatives to be included in the traffic study were discussed; 2 possible routes for the new SR 20 designation, and the 2 possible new typical sections for Perry Street and Clayton Street.
3. The City of Lawrenceville, ARC, and GDOT will select the preferred alternative out of these 4 possible options.
4. While the option of converting Perry and Clayton Streets to one lane in each direction separated by a two-way left-turn lane (TWLTL), the concept of a 'road diet' was discussed. Brent Cook mentioned that a two-way left-turn lane (similar typical section) worked on a 'road diet' project in Winder. He was uncertain as to whether the traffic volumes on that project were similar to the volumes along Perry Street and Clayton Street.
5. A statement was made that the re-designation of SR 20 only adjusts traffic patterns slightly for 2 categories: heavy vehicles and out-of-town vehicles. The majority of traffic is familiar with the roadway network and would likely maintain their current travel patterns.
6. Mike Henry is the GDOT person who approves State Route re-designations. He will likely rely on the recommendation of District 1.
7. The methodology for the revised traffic study was discussed. Step 1 is to perform new traffic counts to obtain more recent data. Step 2 is to submit the updated traffic study to the City, ARC, and GDOT for their review. Step 3 is to receive approval of the traffic study from ARC and GDOT and to gain concurrence from the City, ARC, and GDOT on the preferred alternative. Step 4 is to incorporate the preferred alternative into the GDOT Concept Report.

IMMEDIATE ACTION ITEMS:

1. Kimley-Horn will obtain new traffic count data.
2. Kimley-Horn will prepare and submit the revised traffic study evaluating the 4 alternatives.
3. City of Lawrenceville, ARC, and GDOT to agree on 1 preferred alternative to be incorporated in the GDOT Concept Report.

Livable Centers Initiative- Meeting Summary

Date: April 20, 2010

Location/Time: Lawrenceville City Hall / 10:30 AM

Attendees:

Amy Goodwin	ARC	agoodwin@atlantaregional.com
Rob LeBeau	ARC	rlebeau@atlantaregional.com
Joe Palladi	ARC	jpalladi@atlantaregional.com
Josh Ferguson	City of Lawrenceville	josh.ferguson@lawrencevillegaweb.org
Matt Benson	Mahaffey Pickens Tucker	mbenson@mptlawfirm.com
William Hunter	GDOT	wihunter@dot.ga.gov
Robert Hughes	GDOT	rhughes@dot.ga.gov
Elaine Armster	GDOT	earmster@dot.ga.gov
John Walker	Kimley-Horn and Associates	john.walker@kimley-horn.com
Brad Waldschmidt	Kimley-Horn and Associates	brad.waldschmidt@kimley-horn.com
Mike Rushing	Kimley-Horn and Associates	mike.rushing@kimley-horn.com

Purpose: Discuss the Lawrenceville LCI project - PI 0008963 / ARC GW-342
Discuss the proposed SR 20 redesignation

The following were items discussed at the meeting:

1. A previous ARC kick-off meeting was held on December 1, 2009. The kick-off meeting is being held again because many new participants are now involved on this LCI project.
2. John Walker provided a summary of the project that included past milestones and background information on the LCI project.
3. Prior to signing the PFA, GDOT required the City of Lawrenceville to address 4 concerns related to the LCI project and the proposed SR 20 redesignation. These 4 concerns and the City of Lawrenceville's responses are attached to these minutes.
4. Once the PFA was signed by GDOT, the City of Lawrenceville issued an RFQ for this LCI project to perform efforts associated with the LCI implementation per GDOT's PDP process. Kimley-Horn and Associates was selected by the City.
5. John Walker identified that the LCI project and the proposed SR 20 redesignation have been considered separate projects to date. They may begin to "blend" together within the LCI efforts.
6. New traffic data will likely be required for the GDOT Concept Report; previous traffic data was collected in October 2005 (widened Jackson Street was completed in approx. February 2007). It is important to collect this new data before school ends for the summer.
7. Newer traffic counts at 3 intersections (collected in October 2009) show that traffic has already moved from Perry Street/Clayton Street to Jackson Street. Discussion was held on whether the official redesignation of SR 20 would move additional traffic from Perry Street/Clayton Street onto Jackson Street.
8. Joe Palladi stated that receiving an answer on the status of the SR 20 redesignation is important.
9. Rob LeBeau stated that the LCI project currently has construction funds programmed for 2011 – an administrative modification should be made to adjust the funding schedule, since construction in 2011 is unlikely (2012 is more likely).

10. Robert Hughes requested the Synchro files (for the 3 intersections) once the additional traffic analysis for SR 20 is completed. Once this effort is completed, the files will be delivered via email.
11. Using a 2% annual growth rate is causing design year 2035 conditions to operate very poorly. It may be wise to research the ARC model to determine if a different growth rate should be used to obtain design year 2035 traffic volumes. Also, consideration should be made to future capacity improvements along SR 316.
12. There was discussion on whether LCI funds can be used to improve Buford Drive/Jackson Street. Jackson Street @ Scenic Highway cannot be included, but Buford Drive @ Crogan Street and Buford Drive @ Pike Street may be included. One option discussed was to allow LCI funds to be used to **study** (and design) improvements to Buford Drive at Crogan and Pike, but NOT use LCI funding for constructing improvements to these intersections.
13. Robert Hughes reminded everyone that it is important to have logical termini while going through the PDP.
14. Rob LeBeau stated that a detailed cost estimate on any Buford Drive/Jackson Street improvements would be needed.
15. Questions for GDOT, District 1 include “What is the status of the SR 20 redesignation” and “will GDOT approve the SR 20 redesignation without approval of the GDOT Concept Report for the LCI project”
16. The LCI reimbursement and invoicing process was discussed to ensure that ARC, City of Lawrenceville, and Kimley-Horn were aware with the protocol.
17. Additional public involvement and outreach will be necessary – the City of Lawrenceville may want to do more than the PDP minimum for the benefit of local business owners. Joe Palladi agreed that this will be beneficial.
18. There are some historical properties in the area; they may be a concern in the environmental documentation.
19. ARC stated that if the LCI wants construction supervision to be included in LCI reimbursements, that effort needs to be included in the cost estimate.
20. The 20% maximum increase on the LCI funding for this project has already been achieved, when the Nash Street intersections were added to the project.

IMMEDIATE ACTION ITEMS:

1. Kimley-Horn will deliver a scope/fee to the City of Lawrenceville to have updated traffic data collected; this will be used for the GDOT Concept Report. NOTE: Kimley-Horn received authorization from the City on April 22 to collect this data.
2. Kimley-Horn will coordinate the traffic data collection, if possible, to occur before school ends for the summer. Counts will begin after coordination/concurrence from ARC on the scope of the study area.
3. ARC will deliver a scope for the traffic study to Kimley-Horn, after coordinating with GDOT. This will likely be addressed at the meeting scheduled for April 29 at the GDOT District 1 offices in Gainesville.
4. ARC will prepare and distribute documentation on whether the Buford/Pike and Buford/Crogan intersections can be included in the LCI funding. This was accomplished via an email from Amy Goodwin on April 22.

5. Kimley-Horn and/or ARC will discuss the proposed SR 20 redesignation with GDOT. This will likely be addressed at the meeting scheduled for April 29 at the GDOT District 1 offices in Gainesville.
6. Kimley-Horn will review the ARC model to determine if there is a more appropriate annual growth rate to apply to the study network in order to obtain design year traffic conditions.

**WEBB, TANNER,
POWELL, MERTZ & WILSON LLP**
ATTORNEYS AT LAW

10 LUMPKIN STREET
LAWRENCEVILLE, GA 30045
MAILING ADDRESS:
POST OFFICE BOX 1390
LAWRENCEVILLE, GA 30046

TELEPHONE: (770) 962-0100
FACSIMILE: (770) 963-3424
EMAIL: WTP@WTP LLP.COM
WEBSITE: WWW.WTP LLP.COM

JONES WEBB
WILLIAM G. TANNER
ANTHONY O. L. POWELL, P.C.
ANDREW R. MERTZ, P.C.
ROBERT JACKSON WILSON, P.C.
LOUISE TANNER GRACEY, P.C.
WILLIAM T. WATTS, JR.

JODY C. CAMPBELL
JAMES E. CARLSON
BRIAN EDWARDS
MATTHEW R. GIRARDOT
MELODY A. GLOUTON
J. DAVID GUSSIO

February 23, 2009

Mr. Brent E. Cook, P.E.
District Traffic Engineer
Department of Transportation
State of Georgia
#2 Capitol Square, S. W.
Atlanta, Georgia 30334-1002

Re: Lawrenceville LCI Project

Dear Brent:

The purpose of this letter is to respond to your letter of September 12, 2008, and to summarize the City's response to the issues raised in the meeting at the Lawrenceville City Hall on November 20, 2008, attended by representatives of your office, the City and the Gwinnett County Department of Transportation. In the meeting, we identified four issues that need to be resolved by the City of Lawrenceville in order to satisfy the concerns of the Georgia Department of Transportation with our pending LCI Project. If the Georgia DOT and the City are able to resolve these concerns, we are seeking to have the DOT execute the planning agreement for our L.C.I. grant Public Framework Agreement (P.F.A.). The four transportation concerns are as follows:

- (1) Correction of the left turn storage in the turn lane moving traffic from State Route 124 onto Jackson Street by extending the lane to 350 feet total.
- (2) Planning for the need of an additional right turn lane for southbound traffic on Jackson Street at the State Route 124 intersection by providing and setting aside the land necessary for the construction of a 12-foot additional right turn lane onto State Route 124.
- (3) Correction of the northbound and southbound left turn lanes along Jackson Street (Buford Drive) as they intersect with State Route 8 (Crogan Street) and State Route 120 (Pike Street) to revise both intersections to adequately accommodate the volumes of traffic encountered in this unusually short

block. This correction must include a determination of the best location for the relocated State Route 20 either along Jackson Street or following the existing route of State Route 124 or a split lane combination of both streets.

- (4) Correction of the LCI plan to allow all three through lanes along Crogan Street to remain. The current plan calls for narrowing Crogan Street to two through lanes. Your office would like to keep all three through lanes in place and to plan for a longer turn lane from Crogan Street onto Perry Street.

With regard to the first item, the City is willing to accept responsibility for extending the left turn lane from State Route 124 to Jackson Street. As you are aware, the City has applied for a grant with the Department of Transportation to perform this extension; however, in the event grant funds are not available, the City will use its own resources to extend this turn lane.

With regard to the second item, the City has already set aside an area of a 12-foot right of way along Jackson Street for the installation of a right turn lane that meets the requirements set forth in our meeting of November 20th. Again, the City of Lawrenceville already owns the area that would be necessary to construct a right turn lane. The City had already allowed an additional lane to be set aside in its right-of-way dedication. The lane will be shown in all the plans for the new City of Lawrenceville Police Station.

With regard to the third and fourth items, finding solutions is not as easy as the first two items. The City has agreed to keep the three-lane traffic along Crogan Street heading east as you requested in the meeting; however, this request will modify substantially the LCI grant plans for modifying the parking places along Crogan Street. Because this change will modify the LCI plans, the City will need to confirm agreement to this change with the ARC. If approved, this change should make available a substantial portion of the financial resources to correct the turn lane issue in the short block between Crogan and Pike Streets (Item Number 3).

The City is respectfully requesting that you and the Department of Transportation allow Kimley-Horn, and specifically John Walker, to move forward with the DOT Concept Report stage of the LCI grant in order to design the improvements that are necessary in this area and to make a specific recommendation with regard to the exact location of the State Route 20 lanes. Of course, all of these concept plans will be submitted to the Department of Transportation for their approval; however, moving forward with the concept report stage of the LCI will provide a source of funding of the

Mr. Brent E. Cook
February 23, 2009
Page 3

design of the changes. This fully preserves the Department of Transportation's right to approve any changes (documented in the Concept Report) before they occur and allows for the funding of the required planning from the LCI. My client is particularly appreciative of this process being used because we did not want to relocate the state routes prior to the time of the implementation of our LCI plan anyway.

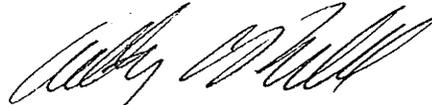
This letter is intended to be a binding commitment of the City of Lawrenceville with regard to these issues. To evidence this commitment, I have asked the Mayor and City Council Members to execute their consent to this letter after official action of the Mayor and Council.

I have also gone over this with all of the supervising agencies, including the Atlanta Regional Commission, to make sure they are in agreement with this procedure. We have received their blessing to move forward under these guidelines to the Georgia Department of Transportation concept report stage. Therefore, based on this information, we are requesting GDOT's execution of the PFA between GDOT and the City. If you have any questions, please feel free to contact me.

With best regards, I am

Very truly yours,

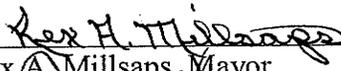
WEBB, TANNER,
POWELL, MERTZ & WILSON, LLP

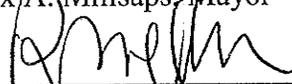


By: Anthony O. L. Powell

AOLP/bcs

The terms of this letter are hereby affirmed by the Mayor & Council of the City of Lawrenceville.



Rex A. Millsaps, Mayor


Council Member

Mr. Brent E. Cook
February 23, 2009
Page 4



Council Member



Council Member



Council Member

cc: Mr. Greg Noah, Precision Planning
Mayor Rex Millsaps
Mr. Robert P. Baroni, City Clerk
All Council Members
Mr. John D. Walker, Kimley-Horn ✓
Ms. Haley Fleming, ARC
Mr. Bradford P. Leonard, Director, P & Z
Mr. Vince Edwards, Gwinnett DOT
Mr. Chuck Bailey, Gwinnett DOT

Livable Centers Initiative - Meeting Summary

Date: January 31, 2011
Location/Time: GDOT District 1 Office / 1:30 PM

Attendees:

Joe Palladi	ARC	jpalladi@atlantaregional.com
Tony Powell	City of Lawrenceville, City Council	tpowell@wtpllp.com
Dennis Billew	City of Lawrenceville	dennis.billew@lawrencevillegaweb.org
Robert Hughes	GDOT	rhughes@dot.ga.gov
Elaine Armster	GDOT	earmster@dot.ga.gov
Brent Cook	GDOT District 1	bcook@dot.ga.gov
Todd Sumption	GDOT District 1	tsumption@dot.ga.gov
Robert Mahoney	GDOT District 1	rmahoney@dot.ga.gov
Mike Henry	GDOT - Office of Transportation Data	mhenry@dot.ga.gov
John Walker	Kimley-Horn and Associates	john.walker@kimley-horn.com
Mike Rushing	Kimley-Horn and Associates	mike.rushing@kimley-horn.com

Purpose: Discuss the Lawrenceville LCI project - PI 0008963 / ARC GW-342
Discuss recommendations and discuss outstanding issues

The following were items discussed at the meeting:

1. John Walker provided a summary of the project that included past milestones and background information for the project. John indicated the PFA was signed on November 3, 2009. Prior to signing the PFA, GDOT required the City of Lawrenceville to address 4 concerns related to the LCI project and the proposed SR 20 re-designation. John briefly mentioned those 4 concerns.
2. Recent LCI project meetings occurred on April 20, 2010 (Lawrenceville), April 29 (GDOT District 1), October 20, 2010 (City Council Work Session), December 29, 2010 (City Council Work Session), and January 5, 2011 (ARC).
3. John Walker indicated the City's desire to move this project forward as quickly as possible.
4. John Walker provided a summary of the results of the traffic study update report dated October 2010. The results indicated the need to maintain the 3 through lanes of traffic through downtown along Crogan Street and Pike Street. Without tapering those two streets to 2 lanes, some LCI money can be saved and used for other improvements located within the project boundary. Perry and Clayton Streets will continue to be proposed as 2-way traffic flow per the LCI. And, based on the 5 % traffic shift, the same limited number of intersections under each alternate had operational deficiencies.
5. The traffic study also documented the results of the following alternatives: 2 possible routes for the new SR 20 re-designation, and the 2 possible new typical sections for Perry Street and Clayton Street.
6. The SR 20 re-designation would follow either 1) Jackson Street to Scenic Highway or 2) Pike/Crogan to Scenic Highway. It seemed the group discussion preferred option 1.
7. In addition to the SR 20 re-designation, Dennis Billew asked that these minutes reflect that SR 120 will loop back on itself on the same route as SR 20, thereby freeing-up a block of Clayton Street. Currently, SR 120 runs along Clayton Street between Pike Street and Crogan Street. With the resignation of SR 20 (removing it from Perry Street and Clayton Street), this block of SR 120 along Clayton would be re-designated over to the "short-block of Buford Drive between Pike Street and Crogan Street.

8. The two alternatives for Perry Street and Clayton Street include: 1) Converting Perry and Clayton Streets to one lane in each direction separated by a two-way left-turn lane (TWLTL), or 2) Perry Street to include two SB lanes and one NB lane and Clayton Street to include one SB lane and two NB lanes. It seemed the group discussion preferred option 1.
9. John Walker mentioned that the traffic study assumed that the re-designation of SR 20 only adjusts traffic patterns slightly (5% diversion). It was noted that some heavy vehicles and out-of-town vehicles may divert their route. The majority of traffic is familiar with the roadway network and would likely maintain their current travel patterns. Additionally, John mentioned that the traffic volumes along Jackson Street have increased from approximately 18,000 VPD in 2005 to approximately 25,000 VPD in 2010. In 2005, Jackson Street was a 2-lane roadway. However, in approximately 2006, Jackson Street was widened to a 5-lane facility.
10. John Walker provided his opinion on possible traffic study results based on more traffic being diverted from the downtown based on the SR 20 re-designation. Hypothetically, if the SR 20 re-designation follows Jackson Street, and much more traffic diverts from Perry and Clayton onto Jackson, then additional turn lane improvements may be needed at the Jackson Street/Scenic Highway intersection (dual EB left-turn lanes from Scenic onto Jackson) and the Scenic Highway/Clayton Street intersection (dual WB left-turn lanes from Scenic onto Clayton).
11. John Walker mentioned the “short block” along Buford Drive between Crogan and Pike would need to be widened from a 5-lane roadway to a 6-lane roadway (under all scenarios). This would allow an additional left-turn lane such that it would provide side-by-side left turn lanes along this block (approximately 365’ centerline length and 290’ stop-bar to stop-bar length). Dennis Billew asked if increasing to 7-lanes through this short block would be beneficial. If so, purchasing the necessary right of way for 7 lanes should be considered. Joe Palladi questioned whether a median would be required on this section as well as on Jackson Street due to the volumes being over the 24,000 AADT GDOT threshold. The median could be placed on the short block, and removed in the future to provide an additional turn lane (3), when needed.
12. A discussion occurred concerning Jackson Street and the possibility of installing a median at some point in the future (if Jackson Street were to become the State Route). With a median, how many median openings would be allowed? The distance is approximately 2,350’ from Crogan Street to Scenic highway. This distance would likely allow 1 or 2 median openings, and would be determined under the permit process with GDOT.
13. Dennis Billew indicated the City’s desire to have an actuated pedestrian crosswalk that would cross Crogan Street near Chestnut Street. The location of this potential crosswalk would be approximately halfway between the traffic signal at Clayton Street and the traffic signal at Buford Drive/Jackson Street (approximately 400’ from each existing signal). GDOT indicated that the minimum distance from an adjacent signal would need to be 300’. Joe Palladi pointed out the signal timing would need to be coordinated/interconnected with the upstream signal at Clayton Street and its coordination/operation would only affect turning traffic at the Clayton Street signal. GDOT mentioned that if the City wanted to request an actuated pedestrian crossing (located just west of Chestnut), the process is similar to requesting a traffic signal permit. If desired by the City, the request for this pedestrian crossing could proceed now (independent of the LCI project). Additionally, Brent Cook mentioned the HAWK technology that should be considered for this pedestrian crossing.
14. A discussion occurred concerning making Chestnut Street (beside the Post office) operate with 2-way traffic.
15. Joe Palladi stated that receiving an answer on the status of the SR 20 re-designation is important. Additionally, it is important to obtain any GDOT conditions so that they can be incorporated into the GDOT Concept Report. Additionally, if additional funding is required, the parties would work together to determine roles and responsibilities for implementation and funding.

16. Joe Palladi indicated the need to have preliminary cost information for the various areas where improvements are being considered. Joe wondered how much the \$3,800,000 LCI grant would “cover” versus improvements that may be funded by other sources.
17. John asked if the State Route 20 re-designation could occur prior to the implementation of the LCI project. Mike Henry indicated a more likely scenario would involve the SR 20 re-designation after the LCI project construction has been completed.

IMMEDIATE ACTION ITEMS:

1. Robert Hughes will email the Traffic Study report to Mike Henry and Brent Cook.
2. John Walker will prepare meeting minutes.
3. GDOT Planning will make a decision concerning the State Route re-designation and will let Robert Hughes know their recommendation.
4. Kimley-Horn will develop a “rough” cost estimate concerning improvements to the short-block, including the 6th or 7th lane addition, with and w/o the median. Similarly, Kimley-Horn will estimate the “savings” of NOT tapering Crogan and Pike Streets to 2 through lanes of traffic.

Attachment 11

Minutes of any meetings that show support or objection to the concept



Lawrenceville Downtown Development Authority

P.O. Box 2200
Lawrenceville, Georgia 30046

CITY OF LAWRENCEVILLE DOWNTOWN DEVELOPMENT AUTHORITY MEETING NOTICE

MEMO TO: Downtown Development Authority (DDA) Board of Directors
City of Lawrenceville Mayor and City Council Members
City of Lawrenceville Planning and Zoning Department
City Attorney
Gwinnett Daily Post – J. K. Murphy
AJC – Doug Nurse, Gwinnett Citizen-Carolyn Bagheri
Charter Communications – Sally G. Brooks

FROM: Joe Burnett, DDA Executive Director

RE: DDA Board Meeting

DATE: Monday, March 28, 2011

TIME: 7:00 PM

LOCATION: Old City Hall

18 S. Clayton Street, Lawrenceville, GA 30045

MEETING AGENDA

March 28, 2011

- 1.0 Call to Order
- 2.0 Determination of Quorum
- 3.0 Approval of Minutes-February 28, 2011
- 4.0 Approval of Agenda
- 5.0 Treasurer's Report
- 6.0 Old Business
 - 6.1 City Signage Update-Mike Reedy
- 7.0 New Business
 - 7.1 City Council Update-Mayor Johnson
 - 7.2 Downtown Master Plan Projects Review-Board
 - 7.3 Depot Update-Joe Burnett
 - 7.4 Future Agenda Items-Mike Reedy
- 8.0 Citizen Comments
- 9.0 Adjournment for Public Meeting on Proposed Downtown Street Changes-Kimley-Horn

CITY OF LAWRENCEVILLE

DOWNTOWN DEVELOPMENT AUTHORITY

MEETING NOTICE

MEMO TO: Downtown Development Authority (DDA) Board of Directors
City of Lawrenceville Mayor and City Council Members
City of Lawrenceville Planning & Zoning Department
Matt Benson, City Attorney (Mahaffey, Pickens, Tucker, LLP)
Gwinnett Daily Post – J. K. Murphy
AJC – Doug Nurse, Gwinnett Citizen – Carolyn Bagheri
Charter Communications – Sally G. Brooks

FROM: Jay Markwalter, DDA Administrative Staff

RE: DDA Board Meeting

DATE: Monday, October 25, 2010

TIME: 7:00 PM

LOCATION: Old City Hall

18 S. Clayton Street, Lawrenceville, GA 30045

MEETING AGENDA

October 25, 2010

- 1.0 Call to Order**
- 2.0 Determination of a Quorum**
- 3.0 Welcome new Board Member**
- 4.0 Approval of Minutes – August 23, 2010 (September meeting was Cancelled)**
- 5.0 Approval of Agenda**
- 6.0 Treasurer’s Report**
- 7.0 Old Business**
 - 7.1 Traffic Calming Analysis Update**
 - 7.2 Form-Based Code Zoning (Ref: Businesses in Downtown Overlay District)**
 - 7.3 Streetscape (Square to Depot District) – City Presentation Update**
 - 7.4 Way-finding Signage Implementation Update**
 - 7.5 City Airport Resolution Discussion**
- 8.0 New Business**
 - 8.1 LTTA Board Nominations Proposal**
 - 8.2 Electronic Message Signage in Downtown Overlay**
 - 8.3 Future Agenda Items – Prioritizing DDA Projects**
- 9.0 Citizen Comments**
- 10.0 Adjournment**



Lawrenceville Downtown Development Authority

P.O. Box 2200

Lawrenceville, Georgia 30046

Lawrenceville Downtown Development Authority

Board Meeting Minutes

October 25, 2010

DDA Members Present: Mike Reedy (Chair), Danny Gravit, (Treasurer), Mary Kay Jordan (V. Chair), Meg Earhart, D. H. Malcolm, John Heard and Parker Gann.

Members Absent: None

Others Present: Mayor Rex Millsaps, Kenneth Stroud (City Attorney), Marie Biser, City Council, Judy Johnson, Dennis Billew, Planning Director, Mike Sabine, Econ. Development Director, Jay Markwalter, Staff, Joe Burnett, Downtown Management Services, DOT Representatives and private citizens and property owners.

The Board Members of the Lawrenceville Downtown Development Authority met on Monday, October 25, 2010 at 7:00 pm at the Old City Hall in Lawrenceville, GA. Joe Burnett kept the minutes of the meeting.

1.0 Call to Order - Mike Reedy (Chair) called the meeting to order at 7:02 pm and welcomed D. H. Malcolm, of the Aurora Theatre staff, as a new appointee by Mayor and Council due to the resignation of Larry Still since he had been appointed to the Planning Commission. The Board voiced its appreciation of Larry's service and welcomed D.H.

2.0 Quorum - It was determined that a quorum was present.

3.0 - Welcome of New Member - See 1.0.

4.0 Minutes - John Heard moved, seconded by Meg Earhart, to approve the Minutes of August 23, 2010 (No September meeting) as presented. The Board approved the motion unanimously.

5.0 Agenda Approval - The Agenda for the meeting was unanimously approved on a motion by Mary Kay Jordan and a second by Parker Gann.

6.0 Treasurer's Report - Danny Gravit presented the Treasurer's Report giving the current account balance of \$18,063.31. He reported on checks written in the amount of \$7,079.45 during the past two months.

7.0 OLD BUSINESS

7.1 - Traffic Calming Analysis Update - John Heard introduced DOT representatives from the Atlanta office and the district office in Gainesville. They discussed some of the ideas that have been considered to help alleviate the volume and speed of traffic on E. Crogan, especially. After study it was determined that 29 and 120 would have to remain one-way while 124 and 20 can be two way. They are considering the removal of state routing on Jackson and the routing of truck traffic down 124 to Rhodes Jordan Park and back up 29 on Pike and out 20 to 316. The Board discussed their concern of the excessive amount of speed on E. Crogan and how that could be solved. The addition of 25 mph signage was discussed especially the addition of a "dynamic speed limit sign" (Flashing). They suggested that the City request such a sign and the Mayor said he would. The DOT reps suggested that enforcement is the best short-term way to slow traffic down while other improvements to divert through traffic were in the works. They suggested that if state routing were removed from E. Crogan that the intersections should be "tabled" to help slow the traffic down. One of their problems with improving Jackson was the lack of storage capacity between Crogan and Pike. The city would have to acquire additional right of way. The current LCI grant was funding studies that the DDA should have input into according to the DOT reps.

7.2 - Form-Based Code Zoning (Ref: Businesses in Downtown Overlay District)

Dennis Bilew, City Planning Director, was present to assist the DDA Board as they sought possible modifications in the overlay district to allow for uses now prohibited. Mike suggested that a form-based code approach to the district may take some of the "sting" out of a possible use if the building was designed to fit into the district look. Mr. Bilew stated that the current overlay district regulations appeared to have been based on a form-based approach. He did not believe that a city could ever have a pure form-based approach, but would have to factor the use in at some point. He offered at some point to sit down with the Board and go through the uses and see which ones may be added and

which ones may be removed. He stated that the Planning Department's approach now is to assist businesses solve use problems and find alternatives. He offered to refer uses to the DDA for assistance when they encountered problems within the district. The Board expressed their appreciation of this new approach. Danny stated that his experience with the Architectural Review Board is that it is working smoothly. Dennis stated that sometimes in an inactive period it is hard to know where the problems are since there are not many projects taking place. He is willing to always look at special use allowances.

7.3 Streetscape-Downtown Square to Depot District

Mike reported that he had presented the Streetscape plans to a work session of City Council last week. They were very enthusiastic and had some funds that could be used to accomplish the work. The City will investigate the current right-of-way situation to see if any additional property would need to be purchased. The City has a contractor that has done streetscape work for them in the past that has given a quote of \$16-20.00/linear foot for the brick-lined sidewalks. This figure does not include the lamp posts and trees. Mike plans to meet with Jim Walker who owns the former service station in front of the depot to see about his desire to donate some right of way. The Board expressed their excitement in getting this project started and the potential it will have to jump-start the College Corridor.

7.4 Way-finding Signage Implementation Update - Mike reported that the bids are out and due in by November 15th. The City then will select the best bid for construction and installation. He hoped to be able to report the winning bid at the next DDA Board meeting on November 22nd.

7.5 City Airport Resolution Discussion - Mike reminded the Board that Larry Still had brought up the issue of having the DDA Board pass a similar resolution to that which the City Council had passed in opposition to the commercialization of the airport. He asked if any Board member wished to proceed with this since Larry was no longer on the Board. There was some discussion about the make-up of the County Commission Board being very different after the first of the year and the whole issue may be moot at that time. There was discussion about doing an impact study, but was decided that it was not the DDA's job to do that. On a motion by D.H. Malcolm and a second by Danny Gravit to take no action, the Board voted unanimously in favor of the motion.

7.0 NEW BUSINESS

7.1 LTТА Board Nominations Proposal - Jay passed out a list of recommended Board appointments from the LTТА Board. The recommendations included the reappointment of Randy Sutt-Property owner of Honest Alley Exchange and the appointment of Mark Mullin, Development Director of Gwinnett Medical Center and Renee Arant, the Manager of the Historic Court House for Gwinnett County Park and Recreation. The Board voted to approve the recommendations of these appointments on a motion by Mary Kay Jordan and a second by Meg Earhart.

8.2 Electronic Message Signage in Downtown Overlay District - Mike brought up the fact that the City is discussing the possibility of allowing electronic message signs in the City which are prohibited now. After discussion by the Board a motion was made by John Heard to allow electronic message signage on publicly owned property only within the Overlay District. Parker Gann expressed some concern and Danny Gravit questioned why the need for DDA to act at all. Parker Gann offered an amendment to the motion to say "allowed only in the 9 block historic district within the Downtown Overlay District". The Board approved the amended motion with Mr. Heard's concurrence and Mr. Gann's second.

8.3 Board Discussion - Future Agenda Items - The Board members suggested an update on the Depot bids; an update from Paul Simo on the National Register Nomination; and a return to the discussion of the Master Plan projects discussion.

9.0 Citizen Comments

No one signed up to make comments.

9.0 Adjournment

Parker Gann moved seconded by D. H. Malcolm to adjourn at 9:00 pm. The Board unanimously voted to adjourn.

Respectfully submitted for the Secretary by Joe Burnett.

A handwritten signature in black ink, appearing to read "Joe Burnett", is written over a horizontal line. The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Attachment 12

PFA's and/or SAA's



November 2, 2009

Mr. Bradford Leonard
Planning Director
City of Lawrenceville
PO Box 2200
70 South Clayton Street
Lawrenceville, GA 30046

Re: Notice to Proceed with Preliminary Engineering
Downtown Lawrenceville Pedestrian Improvements and One-Way Pair Conversion
STP-0008-00(963), Gwinnett County, PI #0008963

Dear Mr. Leonard:

Attached is the Authorization to Proceed with Preliminary Engineering activities for this project. Attached for your records is the executed Project Framework Agreement.

The concept stage of the preliminary engineering activities, as outline in Chapter 5 of the GDOT Plan Development Process, can now begin. Project concept report preparation and environmental documentation activities may be done simultaneously; however, the project concept report must be approved prior to submittal of the environmental document for approval. Please submit a draft of the concept report to ARC for forwarding to GDOT for review and approval.

If you have any questions or need additional information, please contact me at 404-463-3311.

Sincerely,


M. Haley Fleming, AICP
Principal Planner

MHF: mhf

Enclosure

cc: Robert Hughes, GDOT Planning

GEORGIA DEPARTMENT OF TRANSPORTATION
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308

AUTHORIZATION TO PROCEED WITH PRELIMINARY ENGINEERING

PROJECT NO.: CSSTP-0008-000(963)

P.I. NO.: 0008963

COUNTY: Gwinnett

DISTRICT: GDOT District 1

SPONSOR: City of Lawrenceville

EFFECTIVE DATE: October 22, 2009

The concept stage of preliminary engineering, as outlined in Chapter 5 of the GDOT Plan Development Process, can now begin.

cc: File; Office of Financial Management – Windy Bickers; District 1 Engineer; Area 5 Engineer

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
CITY OF LAWRENCEVILLE
FOR
DOWNTOWN LAWRENCEVILLE PED IMPROVEMENTS

This Framework Agreement is made and entered into this 3rd day of November, 2009, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the City of Lawrenceville, 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, ¶(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.

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.

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:

[Signature]
District Engineer

[Signature]
Director of ~~Dis~~ Construction Planning
N/A
Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY: [Signature]
Commissioner

ATTEST: [Signature]
Treasurer - Asst.

REVIEWED AS TO LEGAL FORM:

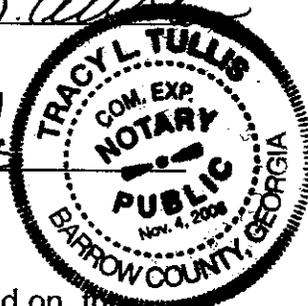
[Signature]
Office of Legal Services

BY: [Signature]
Rex A. Millsaps
Mayor

Signed, sealed and delivered this 12th day of September, 2008 in the presence of:

[Signature]
Witness

[Signature]
Notary Public



This Agreement approved on the 8th day of Sept, 2008.

[Signature]
City/County Clerk (as appropriate)

FEIN: 58-6000604

ATTACHMENT "A"
Project Number: CSSTP-0008-00(963)- 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 #0008963 STP-0008-00(963) DOWNTOWN LAWRENCEVILLE PED IMPROVEMENTS & ONE-WAY PAIR	L230 Ped Project	\$288,800 20% by City = \$57,800; 80% by Fed = \$231,000	City of Lawrenceville	100% Local	City of Lawrenceville	\$3,444,000 20% by City = \$688,800; 80% by Fed = \$2,755,200	Local	100% City of Lawrenceville

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

ATTACHMENT "B"
Project Number: CSSTP-0008-00(963)– Gwinnett County
Proposed Project Schedule

Environmental Phase						
Concept Phase						
Preliminary Plan Phase						
Right of Way Phase						

Deadlines for Responsible Parties	Execute Agreement	Month/Year (Approve Concept)	Month/Year (Approve Env. Document)	Month/2010 (Authorize Right of Way funds)	Month/2011 (Authorize Const. funds)
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Annual Reporting Requirements

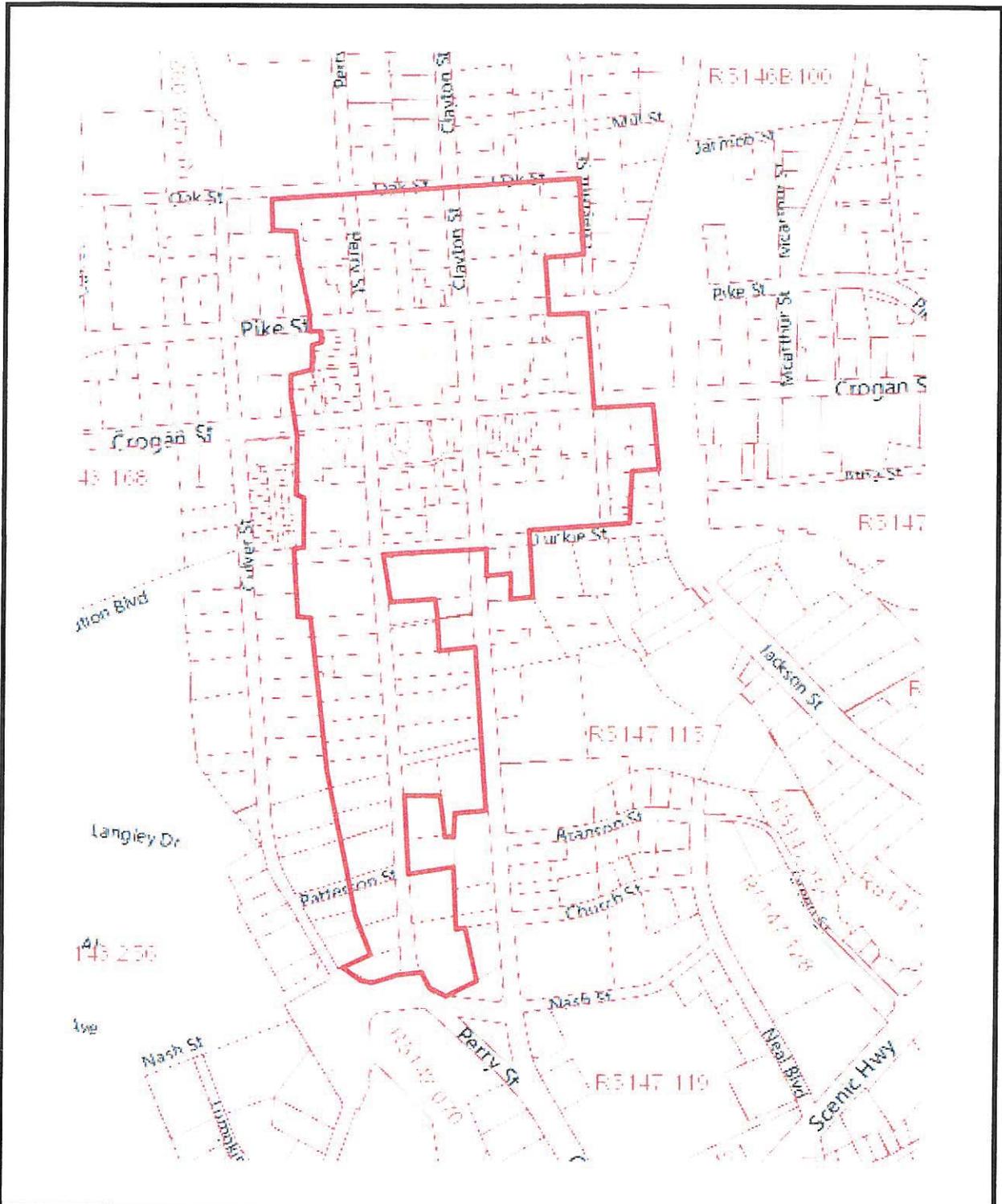
The Local Government shall provide a written status report to the Department's Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of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

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 13

Exhibits of NR-Eligible Properties within Project Area

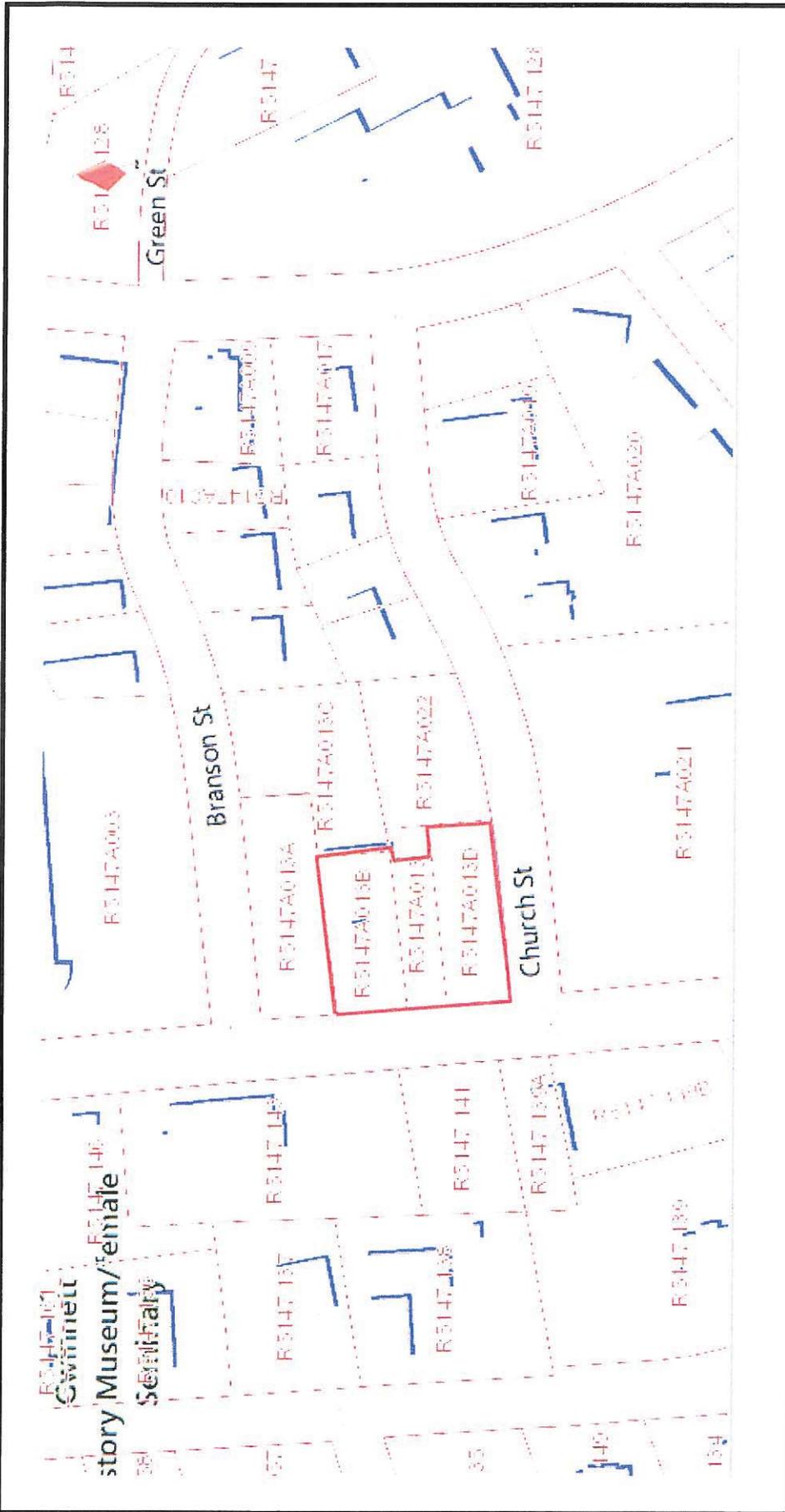


**PROPOSED NATIONAL REGISTER BOUNDARY FOR THE
DOWNTOWN LAWRENCEVILLE HISTORIC DISTRICT (RESOURCE 1)**

Downtown Lawrenceville Improvements, Gwinnett County
P.I. No. 0008963 and HP # 111116-001



Source: Gwinnett County Tax Map



**PROPOSED NATIONAL REGISTER BOUNDARY FOR THE
SOUTH CLAYTON STREET COMMERCIAL BUILDING (RESOURCE 3)**

Downtown Lawrenceville Improvements, Gwinnett County
P.I. No. 0008963 and HP # 111116-001

Source: Gwinnett County Tax Map



Attachment 14

Summary of early coordination with SHPO for Butler House resource

Rushing, Mike

From: Mark Grindstaff [mgrindstaff@edwards-pitman.com]
Sent: Monday, August 22, 2011 9:15 AM
To: Rushing, Mike
Subject: RE: Lawrenceville LCI PI 0008963

Mike,

See the e-mail from SHPO below. Just let me know when you want us to get moving on getting the history completed for the rest of the project. Thanks.

Mark

-----Original Message-----

From: Amanda Schraner [mailto:Amanda.Schraner@dnr.state.ga.us]
Sent: Friday, August 19, 2011 3:58 PM
To: Mark Grindstaff
Subject: RE: Lawrenceville LCI Project

Hi, Mark,

Yes, the Butler House is eligible. We do not believe that what is proposed, moving the edge of pavement and sidewalk 4 ft closer to the Butler House and building a new retaining wall, will be an adverse effect on the Butler House. However, we'd like to discuss further the railing on the retaining wall that the engineer mentions will probably be proposed. Do you guys know of a more visually appealing alternative to the grey pipe railing that already is in the vicinity? We're going to ponder this as well.

Also, could you give me the PI number if there is one? I'll need to file our correspondence for the record, either in an existing file or to make a new technical assistance file. Thanks, have a great weekend, Amanda

>>> "Mark Grindstaff" <mgrindstaff@edwards-pitman.com> 8/19/2011 9:50 AM

>>> >>>

Hi Amanda,

I passed your questions along to the project engineer. Below are his responses. Just let me know if you need anything else. Thanks. Mark

1. We're adding additional lane within the block between Pike and Crogan. This addition is to provide full-length left turn storage from NB Jackson onto East Pike and SB Jackson onto East Crogan. This is for operational purposes and would not be considered new "capacity" since no lanes are added north or south of this block.
 - a. We are not adding lanes on Jackson St south of Crogan (where the Butler House is located). The widening here is simply to allow lanes to line up across the intersection with the added lanes noted above. The new sidewalks would be moved closer to the property to accommodate the lane widening.
2. Based on contour elevations, the existing wall appears to be approximately 3' tall.
3. We anticipate building the wall up to match into the existing grades, so the grades in the yard would be similar to what they are now. The wall just needs to move back to allow for the widening on Jackson St. We'd just need the easement in order to construct the wall, then we'd replace those existing grades within the areas disturbed for building

the new wall. The wall would be similar to the existing - in that you would not see any projection of the concrete wall from the house.

4. It should be noted that the existing wall does not have any railing at the top. Honestly I'm not sure why this was done, as it doesn't appear to be a very safe condition. You'll note the other walls in the area (between Pike and Crogan St) do have handrails. Granted they are much taller, but I think a drop-off of 3' would warrant protection. I think it is likely that we would propose to put a handrail on top of the new wall. I don't know if that's a show-stopper from a history perspective??? The rail could be decorative in nature if it needed to be to mitigate any visual impact.

-----Original Message-----

From: Amanda Schraner [mailto:Amanda.Schraner@dnr.state.ga.us]
Sent: Wednesday, August 17, 2011 3:25 PM
To: Mark Grindstaff
Subject: Re: Lawrenceville LCI Project

Also, I looked for this in what you sent, forgive me if I overlooked it:
can you give me a written description of what's happening in this area? Is there a new lane being added along Jackson St.? Increased capacity? New turn lane? And there's already a sidewalk, but proposed is a new sidewalk slightly closer to the house? And there's already a non-historic retaining wall on the Jackson Street side, but proposed is a new retaining wall slightly closer to the house and up to 4 feet tall? Do you know how tall the existing wall is? And I guess it would be good to know more about the additional easement required for the grading of slopes. How much slope will be created (sloping down from the house to the retaining wall)? Will the new retaining wall be similar to what's there now, that it can't be seen from the house because it's below the house?

From: Mike.Rushing@kimley-horn.com [mailto:Mike.Rushing@kimley-horn.com]
Sent: Saturday, August 20, 2011 7:22 AM
To: Mark Grindstaff
Subject: RE: Lawrenceville LCI PI 0008963

Did you have a phone conversation with them or did you get response via e-mail? If there's an e-mail, I'd like to have it too.

We absolutely have some different choices on the handrailing. If they propose something back, that might actually be helpful – because there are lots of potential options. It would help to get some general direction from SHPO on a few different railing styles that they think is compatible with the historic residence.

Thanks for your help coordinating this. This puts us in a good position on our current concepts.

Mike Rushing, P.E. (GA/NC/SC/TX)

PLEASE NOTE NEW ADDRESS

Kimley-Horn and Associates, Inc.

2 Sun Court
Suite 220
Norcross, GA 30092
(678) 533-3925 Office
(678) 896-3205 Mobile
(770) 825-0074 Fax

From: Mark Grindstaff [mailto:mgrindstaff@edwards-pitman.com]
Sent: Friday, August 19, 2011 4:12 PM
To: Rushing, Mike
Subject: RE: Lawrenceville LCI PI 0008963

Mike,

The SHPO has reviewed the information I submitted regarding this project. The Butler House is eligible for the National Register. However, the proposed alternative, as currently designed, will not result in any adverse effects to the property. The SHPO's only concern is the proposed railing. They were wondering if there were any alternatives to the grey pipe railing currently out there at other locations. If you have any insight on railing alternatives, let me know. The SHPO is doing some research into this as well, so they might be proposing ideas to you at some point. Either way, this isn't a possible show-stopper unless there is absolutely no railing alternative (and even then, we could potentially work around it), so you should be fine with the proposed design. Let me know if you need anything else. Thanks.

Mark

From: Mike.Rushing@kimley-horn.com [mailto:Mike.Rushing@kimley-horn.com]
Sent: Friday, August 19, 2011 8:42 AM
To: Mark Grindstaff
Subject: FW: Lawrenceville LCI PI 0008963

Mark – thanks for your help on this. See below:

1. We're adding additional lane within the block between Pike and Crogan. This addition is to provide full-length left turn storage from NB Jackson onto East Pike and SB Jackson onto East Crogan. This is for operational purposes and would not be considered new "capacity" since no lanes are added north or south of this block.
 - a. We are not adding lanes on Jackson St south of Crogan. The widening here is simply to allow lanes to line up across the intersection with the added lanes noted above.
2. Based on contour elevations, the existing wall appears to be approximately 3' tall.
3. We anticipate building the wall up to match into the existing grades, so the grades in the yard would be similar to what they are now. The wall just needs to move back to allow for the widening on Jackson St. We'd just need the easement in order to construct the wall, then we'd replace those existing grades within the areas disturbed for building the new wall. The wall would be similar to the existing – in that you would not see any projection of the concrete wall from the house.

It should be noted that the existing wall does not have any railing at the top. Honestly I'm not sure why this was done, as it doesn't appear to be a very safe condition. You'll note the other walls in the area (between Pike and Crogan St) do have handrails. Granted they are much taller, but I think a drop-off of 3' would warrant protection. I think it is likely that we would propose to put a handrail on top of the new wall. I don't know if that's a show-stopper from a history perspective??? The rail could be decorative in nature if it needed to be to mitigate any visual impact. Just thinking ahead here.....

Call if you think we need to discuss before sending to SHPO.

From: Mark Grindstaff [mailto:mgrindstaff@edwards-pitman.com]
Sent: Thursday, August 18, 2011 9:41 AM
To: Rushing, Mike; Mitchen, Diana
Subject: Lawrenceville LCI PI 0008963

Mike and Diana,

The SHPO contacted me yesterday to let me know that the proposed alignment in the area of the Butler property (Jackson at East Crogan) was being reviewed. Based on the information I provided them, they had a few additional questions they were needing answered before they could make their recommendation. These questions are below (pulled directly from the SHPO's e-mail). If either of you can provide some clarification in the next day or so, I'll forward your responses to the SHPO, and we should have their decision by the end of this week or sometime next week. Along with these responses, if you have any information regarding the Need and Purpose for the project, or a basic project description, we could pass that along as well to help them out. Thanks.

-- Is there a new lane being added along Jackson St.? Increased capacity? New turn lane?

--Do you know how tall the existing retaining wall is?

-- It would be helpful to know more about the additional easement required for the grading of slopes. How much slope will be created (sloping down from the house to the retaining wall?)? Will the new retaining wall be similar to what's there now, that it can't be seen from the house because it's below the house?

Mark

Mark Grindstaff
Edwards-Pitman Environmental, Inc.
770.333.9484
mgrindstaff@edwards-pitman.com

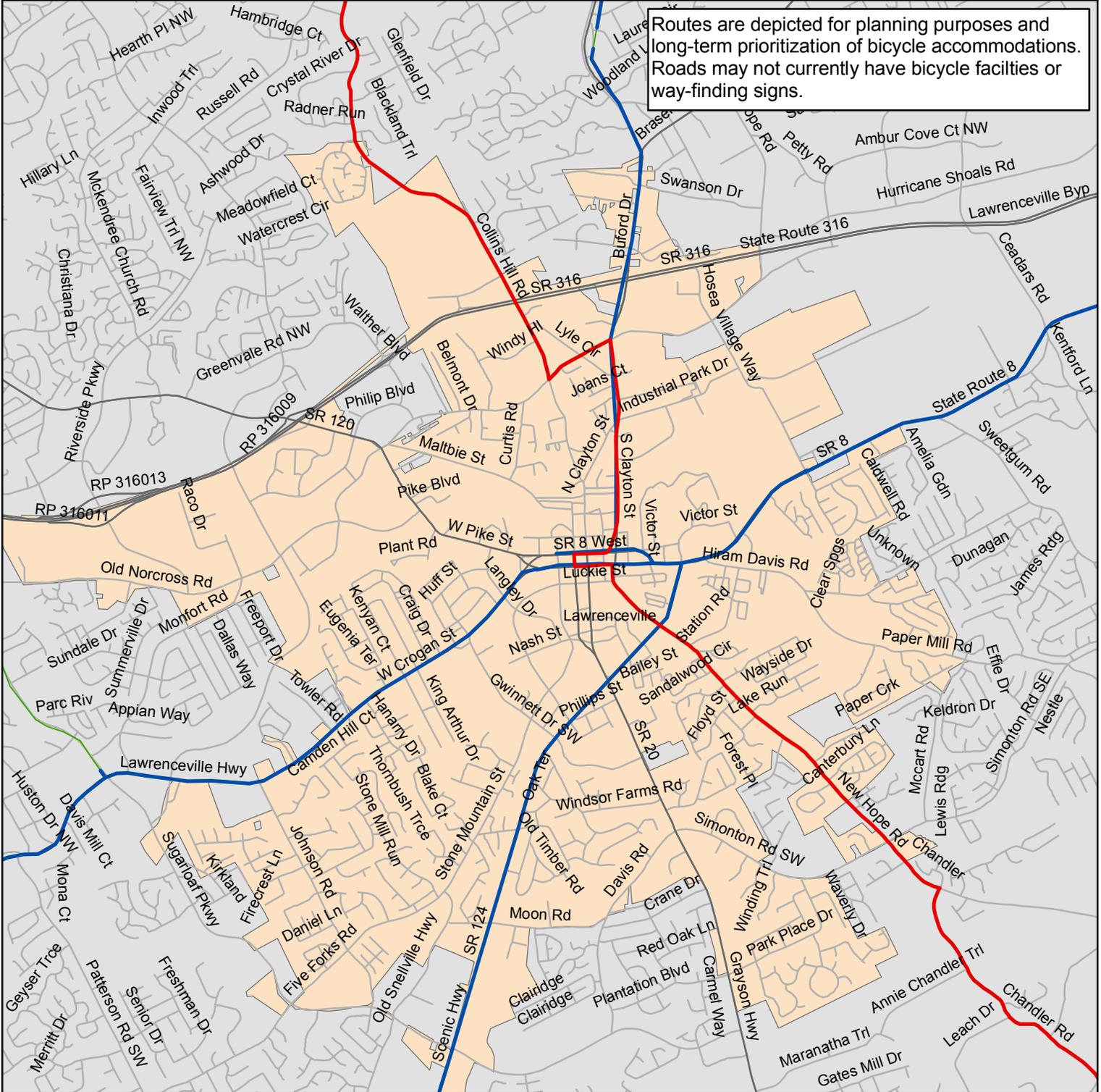
Attachment 15

Map/Description of State Bike Route 70

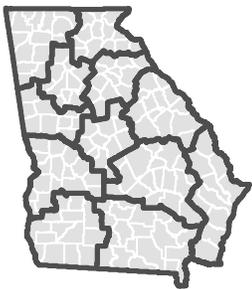
Compiled Statewide Bicycle Route Networks

City of Lawrenceville, Gwinnett County, GA area

Routes are depicted for planning purposes and long-term prioritization of bicycle accommodations. Roads may not currently have bicycle facilities or way-finding signs.



Regional Boundaries



- GA Statewide Bicycle Routes (GDOT)
- Regional Bicycle Routes (State Roads)
- Regional Bicycle Routes (Local Roads)
- Interstates Highways (bicycle traffic prohibited)
- State Highways (open to bicycle traffic)
- Cities
- Counties



0 0.5 1

Miles

Georgia DOT
State Bicycle Route Network
April 2011

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network
Northern Crescent Corridor Description (Route 70 West to East)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Cobb	Lemon St.		Begin at Main St. / March to Sea Route		Acworth		7	No
Cobb	Lemon St.	0.1	Southside Dr.	Turn right		Seaboard RR	7	No
Cobb	Southside / Hick. Grove Rd. (CR92)	3.2	Baker Rd. (CR110)	Continue straight			7	No
Cobb	Hickory Grove Rd. (CR4399)	1.0	I-75	Cross over I-75		I-75	7	No
Cobb	Hickory Grove Rd. (CR4399)	1.0	Wade Green Rd. (CR4396)	Turn right			7	No
Cobb	Wade Green Rd. (CR4396)	0.6	I-75	Cross over I-75		I-75	7	No
Cobb	Wade Green Rd. (CR4396)	0.3	Shiloh Rd. (CR149)	Turn left			7	No
Cobb	Shiloh Rd. (CR149)	0.5	I-75	Cross over I-75		I-75	7	No
Cobb	Shiloh Rd. (CR149)	0.8	Wooten Lake Rd. (CR4400)	Continue straight			7	No
Cobb	Shiloh Rd. (CR4400/CR4521)	1.2	Bells Ferry Rd. (CR2845)	Continue straight			7	No
Cobb	Shallowford Rd. (CR3318)	1.3	I-575	Cross over I-575		I-575	7	No
Cobb	Shallowford Rd. (CR3318)	1.3	GA754 (Canton Rd.)	Continue straight		Noonday Creek	7	No
Cobb	Jamerson Rd. (CR4401)	2.3	Trickum Rd. / Cherokee County line	Turn left		Rubes Creek	7	No
Cherokee	Trickum Rd. (CR387)	0.9	GA92	Turn right			6	No
Cherokee	GA92	2.2	Wiley Bridge Rd. (CR398)	Turn left			6	Yes
Cherokee	Wiley Bridge Rd. (CR398)	1.5	Cox Rd. (CR396)	Turn left			6	No
Cherokee	Cox Rd. (CR396)	0.7	Cox Rd. (CR396) bears left	Bear left		Rocky Creek	6	No
Cherokee	Cox Rd. (CR396)	0.2	Fulton County line	Continue straight			6	No
Fulton	Cox Rd. (CR56)	3.0	Etris Rd. (CR57)	Turn right			7	No
Fulton	Etris Rd. (CR57)	0.4	Cagle Rd. (CR46)	Turn left			7	No
Fulton	Cagle Rd. (CR46)	0.6	GA140 (Arnold Mill Rd.)	Turn right			7	No
Fulton	GA140 (Arnold Mill Rd.)	0.1	Green Rd. (CR50)	Turn left			7	Yes
Fulton	Green Rd. (CR50)	0.4	GA372 (Birmingham Hwy.)	Turn left			7	No
Fulton	GA372 (Crabapple Rd.)	0.7	GA372 (Birmingham Hwy.)(turns to left)	Continue straight			7	Yes
Fulton	Mayfield Rd. (CR1324)	1.0	Bethany Rd. (CR1324)	Continue straight			7	No
Fulton	Mayfield Rd. (CR1661)	2.1	Main St. (CR1323)	Turn right			7	No
Fulton	Main St. (CR1323)	0.3	Academy St. (CR70)	Turn left	Alpharetta		7	No
Fulton	Academy St. (CR70)	1.6	US19 / GA400	Cross over GA400		US19/GA400	7	No
Fulton	Webb Bridge Rd. (CR70)	0.4	North Pointe Pkwy.	Continue straight			7	No
Fulton	Webb Bridge Rd. (CR70)	2.8	GA120 (Kimball Bridge Rd.)	Bear left		Big Creek	7	No
Fulton	GA120 (Kimball Bridge Rd.)	0.4	Jones Bridge Rd. (CR65)	Turn left			7	Yes
Fulton	Jones Bridge Rd. (CR65)	0.5	Sargent Rd. (CR66)	Turn right			7	No
Fulton	Sargent Rd. (CR66)	1.5	McGinnis Ferry Rd. (CR1319)	Continue straight			7	No
Fulton	McGinnis Ferry Rd. (CR1319)	0.7	GA141 (Medlock Bridge Rd.)	Continue straight		Johns Creek	7	No
Fulton	McGinnis Ferry Rd. (CR1319)	4.5	Chattahoochee River / Gwinnett Co. line	Continue straight		Chattahoochee River	7	No
Gwinnett	McGinnis Ferry Rd. (CR1962)	0.3	Peachtree Industrial Blvd. (CR1954)	Turn left			1	No
Gwinnett	Peachtree Ind. Blvd. (CR1954)	1.4	GA317 (Suwanee Dam Rd.)	Turn right			1	No
Gwinnett	GA317 (Suwanee Dam Rd.)	0.7	US23 (Buford Highway)	Continue straight	Suwanee	Southern RR	1	Yes
Gwinnett	GA317 (L'ville Suwanee Rd.)	2.3	I-85	Cross over I-85		Suwanee Creek; I-85	1	Yes
Gwinnett	GA317 (L'ville Suwanee Rd.)	0.3	Horizon Dr. (CR3761)	Turn left			1	Yes
Gwinnett	Horizon Dr. (CR3761)	0.1	Old Peachtree Rd. (CR14)	Turn left			1	No
Gwinnett	Old Peachtree Rd. (CR14)	0.9	Horizon Dr. (CR3761)	Continue straight			1	No
Gwinnett	Old Peachtree Rd. (CR14)	0.7	Collins Hill Rd. (CR104)	Turn right			1	No
Gwinnett	Collins Hill Rd. (CR104)	2.8	Russell Rd. (CR109)	Continue straight		Little Suwanee Creek	1	No
Gwinnett	Collins Hill Rd. (CR104)	2.3	GA316	Continue straight		Yellow River	1	No
Gwinnett	Collins Hill Rd. (CR104)	0.5	Hurricane Shoals Rd. (CR173)	Turn left			1	No
Gwinnett	Hurricane Shoals Rd. (CR173)	0.4	GA20 (Buford Dr.)	Turn right			1	No
Gwinnett	GA20 (Buford Dr.)	1.1	US29 SB (Pike St.)	Turn right		Seaboard RR overpass	1	Yes
Gwinnett (1)	US29 SB (Pike St.)	0.1	GA20 EB (Perry St.)	Turn left	Lawrenceville		1	Yes
Gwinnett (1)	GA20 EB (Perry St.)	0.1	US29 NB (Crogan St.)	Turn left			1	Yes
Gwinnett (1)	US29 NB (Crogan St.)	0.1	Jackson St. (CR1946)	Turn right			1	Yes
Gwinnett (2)	US29 SB (Pike St.)	0.1	GA20 (Buford Dr.)	Turn right			1	Yes

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network
Northern Crescent Corridor Description (Route 70 West to East)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Gwinnett (2)	McArthur St.	0.1	US29 SB (Pike St.)	Turn left			1	No
Gwinnett (2)	US29 NB (Crogan St.)	0.1	McArthur St.	Turn left			1	Yes
Gwinnett (2)	Jackson St. (CR1946)	0.5	US29 NB (Crogan St.)	Turn right	Lawrenceville		1	Yes
Gwinnett	Jackson St. (CR1946)	0.5	GA124	Continue straight			1	No
Gwinnett	New Hope Rd. (CR1946)	2.2	Chandler Rd.	Turn right			1	No
Gwinnett	Chandler Rd.	1.8	Grayson - New Hope Rd. (CR299)	Turn right			1	No
Gwinnett	Grayson - New Hope Rd. (CR299)	1.9	GA20	Continue straight	Grayson		1	No
Gwinnett	GA84	1.5	Pinehurst Rd. (CR329)	Turn right			1	Yes
Gwinnett	Pinehurst Rd. (CR329)	2.9	GA124	Turn left		Big Haynes Creek	1	No
Gwinnett	GA124	0.3	Dogwood Rd. / March to Sea Route	End of route	Snellville		1	Yes

TOTALS 66.1

- (1) Southbound direction of one-way street pair used through Lawrenceville.
(2) Northbound direction of one-way street pair used through Lawrenceville.

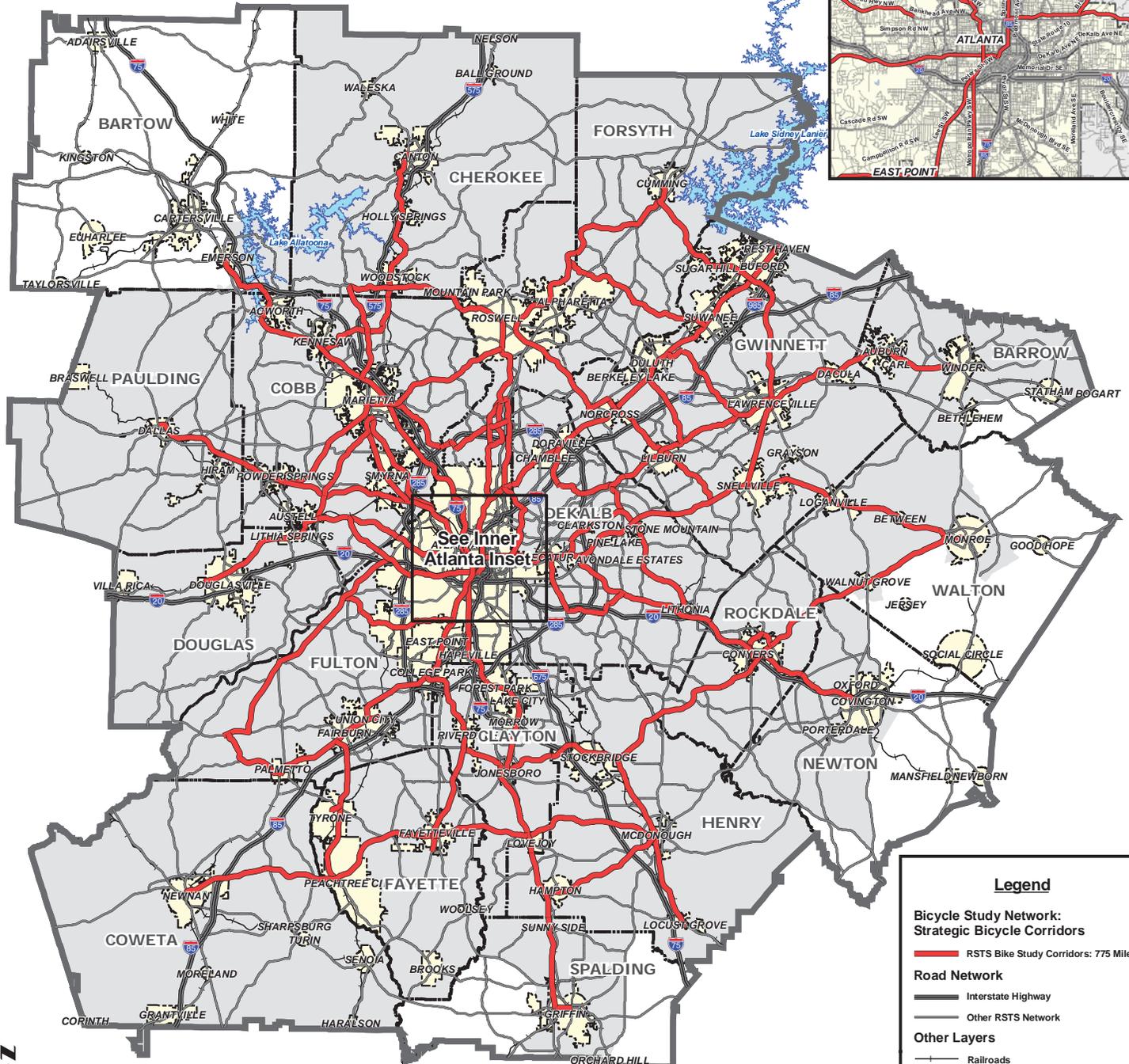
Attachment 16
Map of ARC Strategic Bike Routes



Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan (Bike/Ped Plan)

Bicycle Study Network: Strategic Bicycle Corridors

Inner Atlanta Inset



Legend

Bicycle Study Network:
Strategic Bicycle Corridors

— RSTS Bike Study Corridors: 775 Miles

Road Network

— Interstate Highway

— Other RSTS Network

Other Layers

— Railroads

— City Limits

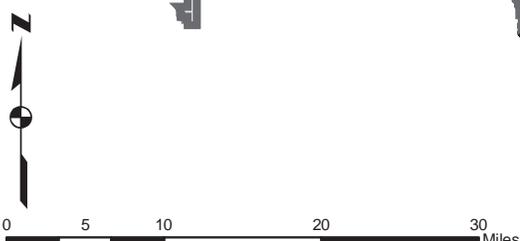
— Atlanta MPO Boundary

— Atlanta Metropolitan Transportation Planning Area

— County Boundary

— Lakes

Source: ARC, GDOT, Sprinkle Consulting, and Carter & Burgess, Inc.
This map is intended for planning purposes only. Preliminary Draft.



Attachment 17

Additional information regarding SR 20 re-designation

Rushing, Mike

From: Cook, Brent <bcook@dot.ga.gov>
Sent: Friday, February 03, 2012 8:48 AM
To: Walker, John; agoodwin@atlantaregional.com; JPalladi@atlantaregional.com; DENNIS.BILLEW@lawrencevillegaweb.org; tpowell@wtpllp.com; chuck.bailey@gwinnettcounty.com; Sumption, Todd; Rodgers-Register, Charner; Lott, Justin; lewis.cooksey@gwinnettcounty.com; Cox, Jonathan
Cc: Mitchen, Diana; Rushing, Mike
Subject: RE: Meeting Minutes - PI 0008963 - Downtown Lawrenceville - one way to two way conversion

Here is an update regarding the relocation of SR 20. I have discussed with the Office of Transportation Data and advised that we are all in agreement with the recommended rerouting. OTD advised they will prepare all of the documents and begin the process to get SR 20 moved.

Brent E. Cook, P.E.
District Traffic Engineer
770-532-5563
770-532-5581 (fax)



PRIVILEGED AND CONFIDENTIAL INFORMATION:

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From: John.Walker@kimley-horn.com [<mailto:John.Walker@kimley-horn.com>]
Sent: Wednesday, February 01, 2012 2:54 PM
To: agoodwin@atlantaregional.com; JPalladi@atlantaregional.com; DENNIS.BILLEW@lawrencevillegaweb.org; tpowell@wtpllp.com; chuck.bailey@gwinnettcounty.com; Cook, Brent; Sumption, Todd; Rodgers-Register, Charner; Lott, Justin; lewis.cooksey@gwinnettcounty.com; Cox, Jonathan
Cc: diana.mitchen@kimley-horn.com; Mike.Rushing@kimley-horn.com
Subject: Meeting Minutes - PI 0008963 - Downtown Lawrenceville - one way to two way conversion

Please find attached the Concept Team Meeting Minutes from January 19, 2012.
Please send any comments to be included in these minutes by next Tuesday, February 7, 2012.
Feel free to forward this to others as you feel appropriate.

Thank you,
John

John D. Walker, P.E., PTOE

Kimley-Horn and Associates, Inc.

817 West Peachtree Street, NW

The Biltmore - Suite 601

Atlanta, Georgia 30308

john.walker@kimley-horn.com

direct phone: 404-201-6157

cell phone: 678-793-4836

fax: 404-419-8701

Attachment 18

Letter of Commitment for Lighting and Utility Costs

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INDICATION OF LIGHTING SUPPORT
STREETSCAPE/EHNANCEMENT PROJECT

Georgia Department of Transportation
ATTN: Scott MacLean, Lead Design Engineer
Office of Design Policy & Support
26th Floor – One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308

Location

The City of Lawrenceville supports the consideration of streetscape/enhancement lighting.

Description: *downtown Lawrenceville pedestrian improvements & one-way pair - LCI*

State/County Route Numbers: (see project cover sheet)

Project: CSSTP-0008-00(963) Gwinnett County P.I. No. 0008963

Associated Conditions

The undersigned agrees to participate in the following maintenance of installed streetscape/enhancement lighting:

- The full and entire cost to energize the lighting system installed and provide for the maintenance/operation thereof;
- Any maintenance costs associated with the landscaping as approved by the local government and the Georgia Department of Transportation (after construction is complete)

We agree to participate in a formal *Local Government Lighting Project Agreement* during the preliminary design phase. This indication of support is submitted and all the conditions are hereby agreed to. The undersigned are duly authorized to execute this agreement.

This is the 26th day of March, 2013

Attest:

Heleen Pierce
Clerk

By: *Robert B. Davis*
Title: *city manager*

CITY OF LAWRENCEVILLE

**P.O. Box 2200
Lawrenceville, Georgia 30046
770/963-2414**

March 27, 2013

RE: Concept Report
City of Lawrenceville
Project PI-008963

Dear Mike:

As stated in the Concept Report Application for the referenced Project, the City of Lawrenceville hereby confirms its commitment to pay Reimbursable Cost associated with project utility relocations.

Sincerely,



Dennis Billew, Director
Public Works
[Direct] 6788-407-6582
[Cell] 404-427-3017