

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. #0010017  
GDOT District 1 - Gainesville  
Gwinnett County  
Grayson City School System - SRTS

**OFFICE** Design Policy & Support

**DATE** August 15, 2012

**FROM**  for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

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

Attachment

**DISTRIBUTION:**

Bobby Hilliard, Program Control Administrator  
Genetha Rice-Singleton, State Program Delivery Engineer  
Cindy VanDyke, State Transportation Planning Administrator  
Angela Robinson, Financial Management Administrator  
Glenn Bowman, State Environmental Administrator  
Kathy Zahul, State Traffic Engineer  
Georgene Geary, State Materials & Research Engineer  
Lisa Myers, State Project Review Engineer  
Jeff Baker, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
Bayne Smith, District Engineer  
Brent Cook, District Preconstruction Engineer  
Jason Dykes, Asst. District Utilities Engineer  
Derrick Cameron, Project Manager  
BOARD MEMBER - 7th Congressional District

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
PROJECT CONCEPT REPORT

Safe Routes to School

Project Type: Safe Routes to School P.I. Number: 0010017  
GDOT District: 7 County: Gwinnett  
Federal Route Number: N/A State Route Number: N/A

Grayson City School System – Safe Routes to School

Submitted for approval:

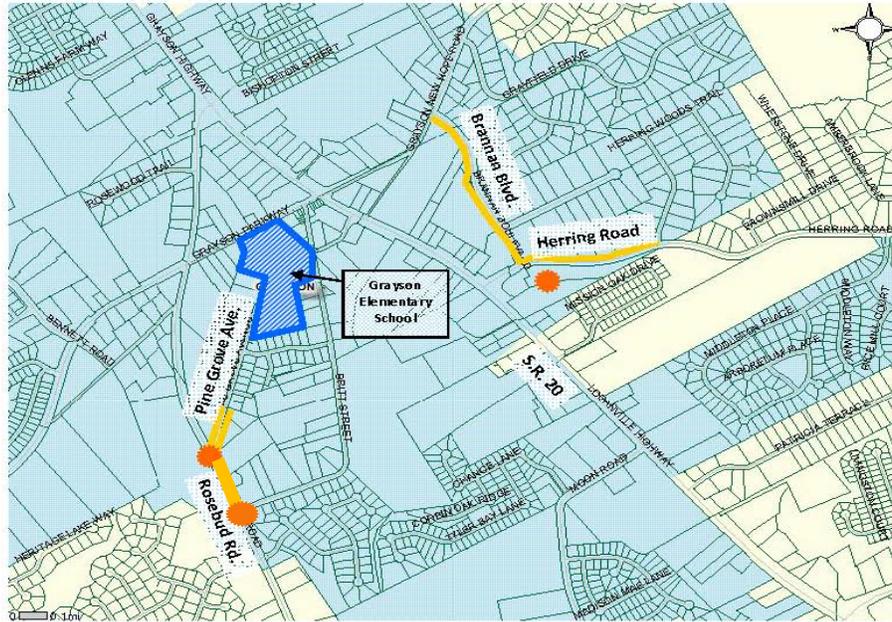
Loretta C. Washington DATE: 7/12/12  
Consultant Designer & Firm: Loretta Washington, CV Engineering, Inc.

Shajan P. Joseph [SHAJAN P. JOSEPH] DATE: 07/12/12  
Project Manager

Approvals: Samuel Rice-Lick DATE: 7/13/2012  
Concur: State Program Delivery Engineer

Approve: Bill R. M. M. DATE: 8/8/12  
Director of Engineering

### GRAYSON CITY SCHOOL SYSTEM - SRTS



Proposed Safe Routes To School Pedestrian Improvements <b>Grayson Elementary School Area</b>	<b>Legend</b>
	Proposed Sidewalk  Proposed Crosswalk 

**Project Location Map**  
**NTS**

## **PROJECT CONCEPT REPORT**

**P.I. NO.:**  
0010017

**Route No:**  
N/A

**Description:**

The proposed infrastructure project for improve pedestrian routes to Grayson Elementary School. The project includes the installation of a sidewalk along the northern side of Herring Road from Brannan Blvd. to Herring Woods Trail; the installation of a sidewalk along the western side of Brannan Blvd. from the end of Fire Station #8 property (near the intersection of Brannan Blvd. and Herring Road) to Grayson New Hope Road; the installation of sidewalks along both the western and eastern sides of Pine Grove Avenue from the start of Pine Grove Village Subdivision to Rosebud Road; and the installation of sidewalk along the eastern side of Rosebud road from Pine grove Road to Britt Street. The project also includes the installation of crosswalks at the intersection of Herring Road and Brannan Blvd.; the installation of a crosswalk at the intersection of Pine Grove Avenue and Rosebud; and the installation of a crosswalk at the intersection of Road Rosebud Road and Britt Street.

**ADT:**

2009: Rosebud Road – 10,080  
Pine Grove Road - < 1,000  
Brannan Blvd. - < 1,000  
Herring Road - < 1,000

**Existing Right of Way:**

Brannan Blvd – 80’	Herring Road – 80’
Rosebud Road – 80’	Pine Grove Road – 50’

**Existing Traffic Control:**

Intersections are controlled by stop signs.

**Existing Major Structures:**

None

**Statement of Need & Purpose:**

The City of Grayson desires to increase walking and biking opportunities for school-age children in the neighborhoods around Grayson Elementary School. The City has identified a number of areas that could be enhanced through an SRTS project. The following issues exist that could be addressed by the completion of certain sidewalk infrastructure improvements:

Sidewalks missing or sidewalk gaps

An analysis of the neighborhoods around these schools revealed that sidewalks are present along some of the streets that lead to the schools but are not present on all streets (or gaps exist) which poses difficulties for pedestrians. Sidewalks are installed in new subdivisions and along frontage

roads, but many older sections of the community do not have sidewalks. The posted speed limits on the streets are 45 mph in many cases, therefore, sidewalks are desired to provide a level of comfort for pedestrians. SR 20 is in the process of being widened, and sidewalks are being installed along the right-of-way, but many of the collector streets that feed into SR 20 do not have sidewalks. For instance, there are a number of neighborhoods east of SR 20 which are home to school age-children without any sidewalks on the collector streets (i.e., Herring Road and Brannan Blvd.).

Increase in Pedestrian/Bicycle Accidents in Gwinnett County

According to Traffic Crash Profiles for the Atlanta Region (Atlanta Regional Commission, 2006), between 2002 and 2004, Gwinnett County averaged 103 pedestrian/vehicle accidents and 31 bicycle/vehicle crashes per year. Two of these accidents during this period occurred in the Grayson area, with one fatality and one injury crash near the targeted school. SR 20 and SR 84 (which passes in front of Grayson Elementary School) and Rosebud Road are heavily traveled roadways that are congested during peak hours. Given that Grayson Elementary School is located on SR 84/Grayson Parkway sidewalks are needed in the area to encourage parents to allow their kids to walk to school.

**Bicycle and Pedestrian Considerations:**

Pedestrian accommodations will be added or improved along the proposed sidewalk routes.

**Length:**

0.75 miles

**Termini:**

- Pine Grove Road @ Pine Grove Village Subdivision to Rosebud Road to Britt Street.
- Brannan Blvd. from Grayson New Hope Road to Herring Road to Herring Woods Trail.

**PDP Class:**

Minor

**Functional Classification:**

Urban Minor Arterial, Urban Collector Street

**Design Speed:**

45 mph

**Proposed Typical Section:**

5' sidewalks with curb and gutter and 2' grass strip

**Proposed Major Structures:**

None

**Type Access Control:**

By Permit

**Traffic Control During Construction:**

Temporary shoulder/lane closures

**Right-of-Way Requirements:**

None

**Utilities:**

None Anticipated

**Estimated Cost:**

\$251,590.00

**Item Total Amount**

<b><u>Item</u></b>	<b><u>State</u></b>
R/W	\$0
Utilities	\$0
Est. LGPA Total	\$0
Construction	\$ 312,140.00
Engineering and Inspection 5%	\$ 15,610.00
Total Construction	\$ 327,750.00

**Permits Required:**

None

**Level of Environmental Analysis:**

PCE anticipated.

**Level of Public Involvement:**

None

**Time Saving Procedures Appropriate:**

Yes (X)      No ( )

**Design Variances Required:**

None

**Alternates Considered:**

No build

**Comments:**

None

**Attachments:**

- Cost Estimate
- Environmental Windshield Survey
- Concept Team Meeting Minutes
- Typical Section

# DETAILED COST ESTIMATE



**Job: 0010017\_SRTS**

**JOB NUMBER:** 0010017\_SRTS

**FED/STATE PROJECT NUMBER**

**SPEC YEAR:** 01

**DESCRIPTION:** GWINNETT COUNTY - SRTS  
CITY OF GRAYSON

**ITEMS FOR JOB 0010017\_SRTS**

**100 - SIDEWALK**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0095	163-0240	3.000	TN	\$319.53569	MULCH	\$958.61
0100	165-0030	3750.000	LF	\$0.56266	MAINT OF TEMP SILT FENCE, TP C	\$2,109.98
0105	171-0030	7500.000	LF	\$2.63133	TEMPORARY SILT FENCE, TYPE C	\$19,734.98
0107	210-0100	1.000	LS	\$25,000.00000	GRADING COMPLETE - PROJECT	\$25,000.00
0010	441-0016	300.000	SY	\$44.24506	DRIVEWAY CONCRETE, 6 IN TK ,	\$13,273.52
0005	441-0104	2500.000	SY	\$29.95605	CONC SIDEWALK, 4 IN	\$74,890.13
0011	441-0302	3.000	EA	\$2,075.90909	CONC SPILLWAY, TP 2	\$6,227.73
0012	441-4030	182.000	SY	\$61.71858	CONC VALLEY GUTTER, 8 IN	\$11,232.78
0015	441-6022	4000.000	LF	\$14.09133	CONC CURB & GUTTER, 6"X30"TP2	\$56,365.32
0016	500-3800	4.000	CY	\$674.19027	CL A CONC, INCL REINF STEEL	\$2,696.76
0040	550-1180	1845.000	LF	\$29.32283	STM DR PIPE 18",H 1-10	\$54,100.62
0045	550-1240	40.000	LF	\$43.22245	STM DR PIPE 24",H 1-10	\$1,728.90
0123	550-3318	4.000	EA	\$571.86620	SAFETY END SECTION 18",STD,4:1	\$2,287.46
0128	550-3324	8.000	EA	\$927.47809	SAFETY END SECTION 24",STD,4:1	\$7,419.82
0090	610-0959	240.000	LF	\$12.15729	REMOVE PIPE - STA.	\$2,917.75
0055	653-1804	900.000	LF	\$1.69155	THERM SOLID TRAF STRIPE, 8",WH	\$1,522.40
0065	668-1100	9.000	EA	\$2,060.65113	CATCH BASIN, GP 1	\$18,545.86
0070	668-1200	1.000	EA	\$2,418.11933	CATCH BASIN, GP 2	\$2,418.12
0080	668-5000	2.000	EA	\$1,722.12016	JUNCTION BOX	\$3,444.24
0085	700-6910	2.000	AC	\$1,113.15270	PERMANENT GRASSING	\$2,226.31
0108	700-6910	2.000	AC	\$1,113.15270	PERMANENT GRASSING	\$2,226.31
0113	700-7000	2.000	TN	\$53.63124	AGRICULTURAL LIME	\$107.26
0118	700-8000	1.500	TN	\$470.22222	FERTILIZER MIXED GRADE	\$705.33
<b>SUBTOTAL FOR SIDEWALK:</b>						<b>\$312,140.19</b>

**TOTALS FOR JOB 0010017\_SRTS**

<b>ITEMS COST:</b>	<b>\$312,140.19</b>
<b>COST GROUP COST:</b>	<b>\$0.00</b>
<b>ESTIMATED COST:</b>	<b>\$312,140.19</b>
<b>CONTINGENCY PERCENT:</b>	<b>0.00</b>
<b>ENGINEERING AND INSPECTION:</b>	<b>0.05</b>
<b>ESTIMATED COST WITH CONTINGENCY AND E&amp;I:</b>	<b>\$327,747.20</b>

**Windshield/Field Survey Findings in Support of the  
Grayson Elementary School Area:  
Brannan Boulevard/Herring Road and Grove Avenue/Rosebud Road  
Safe Routes to School Pedestrian Access Improvements  
December 2010**

**SOCIAL ENVIRONMENT**

**1. Land Use Changes**

Land use in the vicinity of the proposed pedestrian improvements for the Grayson Elementary School neighborhood is mixed, with residential development being the more dominant land use type present where the project is located. The location of the proposed sidewalk extension and crosswalk installation likely occurs within the state's road right-of-way. This segment of right-of-way does include the outlet of a few businesses, as well as the driveways of several houses. Given the existing use of the area in which the proposed project occurs and the nature of the proposed project itself, no changes in land use would occur as a result of the proposed project.

**2. Community Cohesion**

This project serves to connect an existing network of sidewalks already in place near the juncture of Pine Grove Avenue and Rosebud Road. In addition to the proposed pedestrian corridor improvements along Pine Grove Avenue, the Grayson Elementary School Safe Routes to School project would also serve to connect an existing network of sidewalks already in place near the juncture of Brannan Boulevard and Herring Road. The sidewalk extension and crosswalk installation will not isolate any existing residential, industrial, or commercial developments in the project area. Rather, the project will provide a safer, more user-friendly, non-motorized mode of access for those who live along these project roads and use them to access the nearby Grayson Elementary School as well as other neighborhoods and other amenities within this section of the Grayson community. Because the proposed sidewalk extension will help link existing sidewalk networks which ultimately increases the connectivity of families to Grayson Elementary School and other community amenities, this project actually serve to strengthen community cohesion.

**3. Relocation Potential**

Not applicable. No homes or businesses will have to be moved as a condition of this project.

**4. Churches and Institutions**

There is one church, Chestnut Grove Baptist Church, in the vicinity of the proposed project. The church is located adjacent to the project area across Rosebud Road. An existing sidewalk is located on the opposite side of Rosebud Road; no right-of-way access will need to be obtained from the church for this project. This project will not have any adverse impacts on the church.

There are no churches located within the vicinity of the Brannan Boulevard/Herring Road portion of the project area.

**5. Title VI Considerations**

Not applicable; project does not include any discriminatory or exclusionary elements.

**6. Controversy Potential**

The controversy potential for the proposed sidewalk extension and crosswalk installation should be low, as the project will not result in adverse impacts to the project area. Although the project will occur in a mixed land use neighborhood, community disruption expected to occur would be minimal and temporary in nature. Safe access into and out of the businesses and residences adjacent to the project corridor can be maintained during the installation of the sidewalks and crosswalks. During the construction of the new sidewalks, existing pedestrian and other non-motorized traffic will continue to have access into and out of Pine Grove Road and along Herring Road and Brannan Boulevard by simply staying on the opposite side of the road from where the sidewalk installation is taking place.

Although the controversy potential should be low for this project, the sidewalk extension component of this project could result in a minimal loss of area currently used by the automotive business located next to the proposed sidewalk extension corridor. It was not immediately clear whether the automotive lot is utilizing part of the state road-right-of-way; if it is not, it is extremely close to the boundary line. The portion of the automotive business located in close proximity to the sidewalk includes the car lot building, and a paved area used for temporary parking. The proximity of the car lot building to the location where construction of the sidewalk is proposed may result in a temporary noise nuisance on the part of the business owners. Additionally, there is a power line present that ties the car lot building to a utility pole on the opposite side of Pine Grove Avenue. The ground clearance of the power line ties into the car lot building is approximately 15-feet to 18-feet. Although this should not pose any construction constraints, additional caution would need to be exercised during the use of any large equipment or equipment with buckets. Additional communication with the business owner would prove valuable and would help ensure the sidewalk extension project could be constructed on schedule. Ingress and egress to the business can be maintained during the course of the construction of the proposed project and should therefore not result in any temporary or permanent isolation of the business from Pine Grove Avenue.

This sidewalk extension Project will connect into an existing network of sidewalks that provides safe access to multiple existing community amenities while providing additional recreational benefits to the residents of the community.

## **7. Economic**

Following construction of the Grayson Elementary School pedestrian access improvements project, area families would be provided with improved connectivity to Grayson Elementary School. Given the location and scale of the proposed project, this project is expected to have no adverse impact on the taxable land base of the county. Therefore, there should be no appreciable loss from the tax base of Gwinnett County or the Grayson Community. Sales volumes for the businesses within the project area may temporarily drop during the actual construction of the project in response to construction activities and the operation of construction equipment and vehicles; however, this interruption would be temporary and minimal.

## **CULTURAL ENVIRONMENT**

### **1. Section 4(f) [of the U.S. DOT Act]**

Not applicable. Section 4(f) of the Department of Transportation Act of 1966 is applicable to a project when implementation of the project would result in the temporary and/or permanent use or constructive use of publicly-owned land that is detrimental to the function of the resource, specifically publicly owned recreation land, parkland, wildlife/waterfowl refuges, and public and private historic sites. Construction of the project will not involve construction within any publicly owned recreation land.

Additionally, no historic sites (including buildings or structures 50 years old or older) were observed within the project corridor and no archaeological resources are assumed to be located within the project corridor. The project corridor has been extensively disturbed in the past during the road construction, subsurface utility corridors and construction of the existing sidewalk system near the proposed project area.

## **NATURAL ENVIRONMENT**

### **1. Wetlands**

Not applicable. The proposed corridor for the sidewalk and crosswalk enhancement project along Pine Grove Avenue has been surveyed with respect to jurisdictional wetland involvement as required by the provisions of Executive Order 11990 and subsequent federal regulations. Field studies did not result in the identification of any jurisdictional wetlands within the study area.

## **2. Water Quality**

The proposed pedestrian enhancement project would have a minimal impact on water quality in the project area. No jurisdictional waters were observed within or adjacent to the Brannan Boulevard/Herring Road portion of the project area. One jurisdictional stream, Brushy Fork Creek, intersects the project corridor near Rosebud Road. Brushy Fork Creek is shown on the USGS quadrangle map for this location as an intermittent stream in the project area. Brushy Fork Creek would be impacted if the culvert(s) through which it flows, is replaced. It is possible that the sidewalk extension would require several additional feet of pipe length to meet offset requirements of the sidewalk from the road in addition to meeting the standard width of the sidewalk on both sides of Pine Grove Avenue. Much of the area in which the sidewalk will be constructed over the stream has already been disturbed and is currently paved or is mowed during highway curbside maintenance work. Impacts to Brushy Fork Creek would be minimal given the disturbance necessary to extend the sidewalk in this area. Although an intact buffer on this stream is absent within the project area, every reasonable effort would be made to minimize land disturbance and to prevent runoff associated with the construction of the sidewalk extension from entering the stream until the site is seeded and stabilized.

Provisions in the construction contract would require the contractor to exercise every reasonable precaution during construction to prevent the pollution of Brushy Fork Creek. Where possible, early revegetation of disturbed areas should be accomplished to hold soil movement to a minimum. Additional contract provisions would require the use of temporary erosion control measures as provided in the project construction plans or as deemed necessary during construction. These temporary measures may include the use of berms, sediment basins, fiber mats, netting, gravel, mulches, grasses, slope drains, and other erosion control devices or methods, as applicable. These provisions would be coordinated with permanent erosion control features to assure economical, effective, and continuous erosion control throughout the construction and post-construction periods and in accordance with the *Federal-Aid Policy Guide, Part 650, Subpart B*. Dumping of chemicals, fuels, lubricants, bitumen, or other harmful wastes into or alongside of streams or impoundments, or natural or manmade channels leading thereto, would be prohibited.

## **3. Farmland**

Not applicable; no farmland will be impacted by the project.

## **4. Endangered/Threatened Species**

An office review of federal, state, and privately published resources was performed prior to field studies. Those resources include the federal "Redbook" — Region 4 (United States Fish and Wildlife Service (USFWS) 1992); the USFWS county database (updated May 2004); Protected Plants of Georgia (Patrick *et al.*, 1995); and various county lists developed for previous projects in the Gwinnett County area.

The office review indicated that 4 federally-protected species and 3 federal species of concern, in addition to 10 state-listed species, are known to be located in Gwinnett County. Those species are the bald eagle (*Haliaeetus leucocephalus*), bay star-vine (*Schisandra glabra*), piedmont barren strawberry (*Waldsteinia lobata*), red-cockaded woodpecker (*Picoides borealis*), pool sprite or snorkelwort (*Amphianthus pusillus*), black-spored quillwort (*Isoetes melanospora*), blue-stripe shiner (*Cyprinella callitaenia*), Georgia aster (*Aster georgianus*), small-head pipewort (*Eriocaulon kornickianum*), golden seal (*Hydrastis canadensis*), granite rock stonecrop (*Sedum pusillum*), and Wood's false hellebore (*Veratrum woodii*). Please refer to Table 1 for a summary of federal-listed species of possible occurrence in Gwinnett County. The appropriate state designation for each species is also included in Table 1.

**Table 1  
Federal- and State-Listed Species Known to Occur in Gwinnett County**

Scientific Name	Vernacular Name	Federal-Protected Status	State-Protected Status	Preferred Habitat
<b>Faunal Species</b>				
<i>Haliaeetus leucocephalus</i>	Bald eagle	T	E	lakes; rivers; nests in dominant trees overlooking foraging
<i>Cyprinella callitaenia</i>	Bluestripe shiner	SC	T	sandy/gravelly substrate of the Apalachicola river system
<i>Picoides borealis</i>	Red-cockaded woodpecker	E	E	mature pine forests with poorly developed understory
<b>Floral Species</b>				
<i>Schisandra glabra</i>	Bay star-vine	none	T	twining in rich alluvial woods; lower slopes near streams
<i>Isoetes melanospora</i>	Black-spored quillwort	E	E	shallow, vernal pools on granitic outcrops
<i>Amphianthus pusillus</i>	Pool sprite, Snorkelwort	T	T	shallow, vernal pools on granitic outcrops
<i>Aster georgianus</i>	Georgia aster	SC	T	Post oak savannah/prairie communities; openings associated with roads and utility corridors
<i>Waldsteinia lobata</i>	Piedmont barren strawberry	none	T	rocky, acidic woods along streams with mountain laurel
<i>Eriocaulon kornickianum</i>	Small-headed pipewort	SC	none	granite outcrops and upland-sandhill-acid seeps
<i>Sedum pusillum</i>	Granite rock stonecrop	none	T	granite outcrops among mosses and lichens in partial shade under red cedar trees
<i>Veratrum woodii</i>	Wood's false hellebore	none	R	moist hardwood-dominated woods, usually in small clumps on terraces along streams
<i>Hydrastis canadensis</i>	Golden seal	none	E	rich woods and cove forests in the mountains

E = endangered, T = threatened, R = rare, SC = species of concern

No threatened or endangered species were observed during a field survey for the Grayson Elementary School pedestrian access improvement project conducted December 1, 2010. With the exception of the Georgia aster, suitable habitat was not present within the project corridor for species listed for the County. Site conditions include paved surface and maintained road right-of-way. Wooded areas along Herring Road were fragmented and contained a mix of pine and oaks with oaks being the more dominant of the tree type observed. The wooded area along Brannan Boulevard was pine dominated and was similar in nature to wooded habitat observed near the other pedestrian access improvements site along Pine Grove Avenue. Most all of the trees did not appear to be mature, indicating the wooded area has been extensively disturbed within the last 20 to 30 years. Although potential habitat was observed for one state-protected species (Georgia aster), no impacts to potential habitats would occur as a result of the construction of the sidewalk extension. The sidewalk extensions will be constructed in a highly maintained corridor that is further disturbed by regular foot traffic.

**5. Invasive Species**

Not applicable; project area paved, or is otherwise maintained as road right-of-way or is landscaped.

**6. Streams**

No jurisdictional waters were observed within or adjacent to the Brannan Boulevard/Herring Road portion of the project area. The Pine Grove Avenue and Rosebud Road portion of the project will involve the crossing of one stream, primarily utilizing an existing crossing. Depending on the alignment of the sidewalk in this portion of the project area, an existing culvert may need to be replaced with another culvert that is a few feet longer. If the culvert replacement is required, applicable state and federal permits will be obtained.

## **7. Floodplains**

The project does not occur within a regulated floodway or floodplain as shown on the September 29, 2006 Panel #0119F of the Flood Insurance Rate Map (FIRM) for Gwinnett County.

### **PHYSICAL ENVIRONMENT**

#### **1. Noise**

Not applicable; the project would result in a temporary increase in noise during its construction phase from the operation of construction-related machinery and activities. However, the project would not add motorized-vehicle capacity to the project area, as the project proposes the construction of a multi-use pedestrian trail. No increase in traffic noise over the no-build condition is anticipated.

#### **2. Air**

Not applicable; project will not result in any air quality issues beyond disturbance during construction activities.

#### **3. Energy/Mineral Resources**

Not applicable; no energy or mineral resources will be affected by this project.

#### **4. Construction/Utilities**

Construction of the proposed project could create unavoidable temporary inconveniences to motorists on Herring Road, Brannan Boulevard, Pine Grove Avenue and its intersection with Rosebud Road, but construction activities would be conducted in a manner that would minimize conflict with traffic. The safety and convenience of the public and residents of the area would be provided for at all times. All other required construction functions would be accomplished in a timely and orderly fashion to keep disruptions minimal and to avoid compromising safety.

#### **5. USTs**

A survey for sites that may contain hazardous materials, including soil and/or water contaminated by underground storage tanks (USTs)/leaking underground storage tanks (LUSTs) was conducted for this project. The survey consisted of a review of the project area for any visible signs of potential USTs and LUSTs (i.e. searched for abandoned above ground tanks, previously occupied gas stations or similar businesses, etc.). In addition, a web tool Homefacts ([www.homefacts.com](http://www.homefacts.com)), was also used to query the site. No USTs or LUSTs were listed within a 2-mile radius of the project area. This "windshield" survey is based on observation and did not consist of field verification with soil or water testing.

#### **6. Hazardous Waste Sites**

A cursory field survey for sites that may contain hazardous materials, including soil and/or water contaminated by leaking USTs, was conducted. This field survey consisted of visual observations for any noticeable discoloration and/or odor emanating from soil and water within the project corridor. In addition, the same web tool used to research the presence of USTs or LUSTs, Homefacts, was also used to search for hazardous waste sites. No hazardous waste sites were listed within a 2-mile radius of the project area. This "windshield" survey is based on observation and did not consist of field verification with soil or water testing.

**CONCEPT TEAM MEETING MINUTES**  
**GDOT P.I. No. 0010016, DeKalb County; Sidewalk Improvements**

**SUBJECT:** Grayson City School System SRTS, P.I. No. 0010017, Gwinnett County; Sidewalk Improvements

**PROJECT NO:** N/A

**MEETING DATE:** January 26, 2011

**MEETING TIME:** 10:00 am

**LOCATION:** Grayson Elementary School Parking Lot, 460 Grayson Parkway, Grayson, GA, 30017

**CONCEPT TEAM MEETING ATTENDEES:**

Norm Cressman, GDOT Safety Program Manager  
Glenda Mayhue, Assistant Principal, Grayson Elementary  
Steve Sappington, Associate Senior Project Manager, Precision Planning, Inc.  
Andy Pittman, School Outreach Coordinator Northeast Georgia, URS, Inc.  
Bernd Serda, Consultant Project Engineer, LCW Engineering, Inc.

**PREPARED BY:** Bernd Serda, P.E.

**TOPICS DISCUSSED**

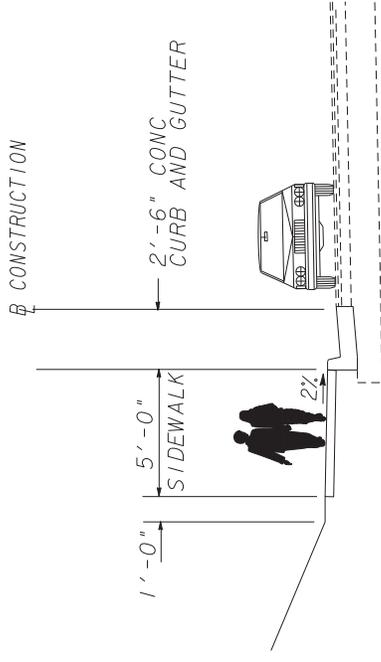
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• Introduction of attendees; Bernd Serda distributed draft layout and concept report; briefly described the proposed project as indicated on the concept report. Site visit followed.

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• Steve Sappington comments were as follows:

- Perform a hydraulic calculations to size proposed storm pipes.
- Forewarned that there may be a problem installing proposed sidewalk on the west side of Pine Grove Road (Property Owner of the Grayson Motor Co. and the vicinity to the existing Pine Grove road Right-of Way on the east side).
- Correct spelling of Pine Groove Road to Pine Grove Road.
- Steve and the concept team discussed proposing pedestrian treatment from the west side of Rosebud Road to the east side allowing safe crossing of Rosebud Road to the proposed sidewalk on Pine Grove Road. The proposed addition will allow safe crossing of Rosebud Road at the intersection Heritage Post Lane and Rosebud Road to the intersection of Shenandoah Lane and Rosebud Road, thence from this intersection along the west side of Rosebud Road to Pine Grove Road proposed sidewalk.
- Steve plans to meet with Gwinnett County Traffic Engineers to find out if the county has any plans for a proposed sidewalk on the west side of Rosebud Road. If the county is not planning sidewalk on the west side of Rosebud Road, than the additional side walk may be proposed which will extend from the west side of Rosebud Road and Pine Grove Road to Britt Street where it will tie to the existing sidewalk. This will include the pedestrian treatment crossing mentioned above.



TYPICAL SECTION

CONCEPT PLAN DECEMBER 2011

HERRING ROAD FROM BRANNAN BLVD TO HERRING WOODS TRAIL (NORTH SIDE ONLY)  
 BRANNAN BLVD FROM GRAYSON NEW HOPE ROAD TO HERRING ROAD (WEST SIDE ONLY)  
 PINE GROVE AVE FROM ROSEBUD ROAD TO PINE GROVE VILLAGE SUBDIVISION ENTRANCE (BOTH SIDES)  
 ROSEBUD ROAD FROM PINE GROVE AVE TO BRITT STREET (EAST SIDE ONLY)



**LCW Engineering**  
 INCORPORATED  
 South Dekalb Business Park  
 4260 Chausse Court, Suite 103  
 Decatur, Georgia 30035  
 404.917.1231

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE: PROGRAM DELIVERY  
 CONCEPT PLAN  
 GRAYSON CITY SCHOOL SYSTEM - SRTS