

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0010242

OFFICE Design Policy & Support

Gwinnett County
GDOT District 1 - Gainesville

DATE February 21, 2013

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
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
Tamaya Huff, State Pedestrian and Bicycle Coordinator
Bayne Smith, District Engineer
Brent Cook, District Preconstruction Engineer
Neil Kantner, District Utilities Engineer
Charner Rodgers-Register, Project Manager
BOARD MEMBER - 7th Congressional District

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

| | |
|----------------------------------|--------------------------------|
| Project Type: <u>Enhancement</u> | P.I. Number: <u>0010242</u> |
| GDOT District: <u>1</u> | County: <u>Gwinnett</u> |
| Federal Route Number: <u>N/A</u> | State Route Number: <u>N/A</u> |

South Lee Street Pedestrian Improvements
SR 13 (Buford Highway) to West Moreno Street
See Location Sketch on Page 2

Submitted for approval:

| | |
|---|------------|
| <u><i>[Signature]</i></u> Keck & Wood, Inc. | 12/18/2012 |
| Consultant Designer & Firm | DATE |
| <u><i>[Signature]</i></u> City of Buford | 12/18/2012 |
| Local Government | DATE |
| <u><i>[Signature]</i></u> | 1/28/2013 |
| Office Head | DATE |
| <u><i>[Signature]</i></u> | 1/28/2013 |
| GDOT Project Manager | DATE |

Recommendation for approval:

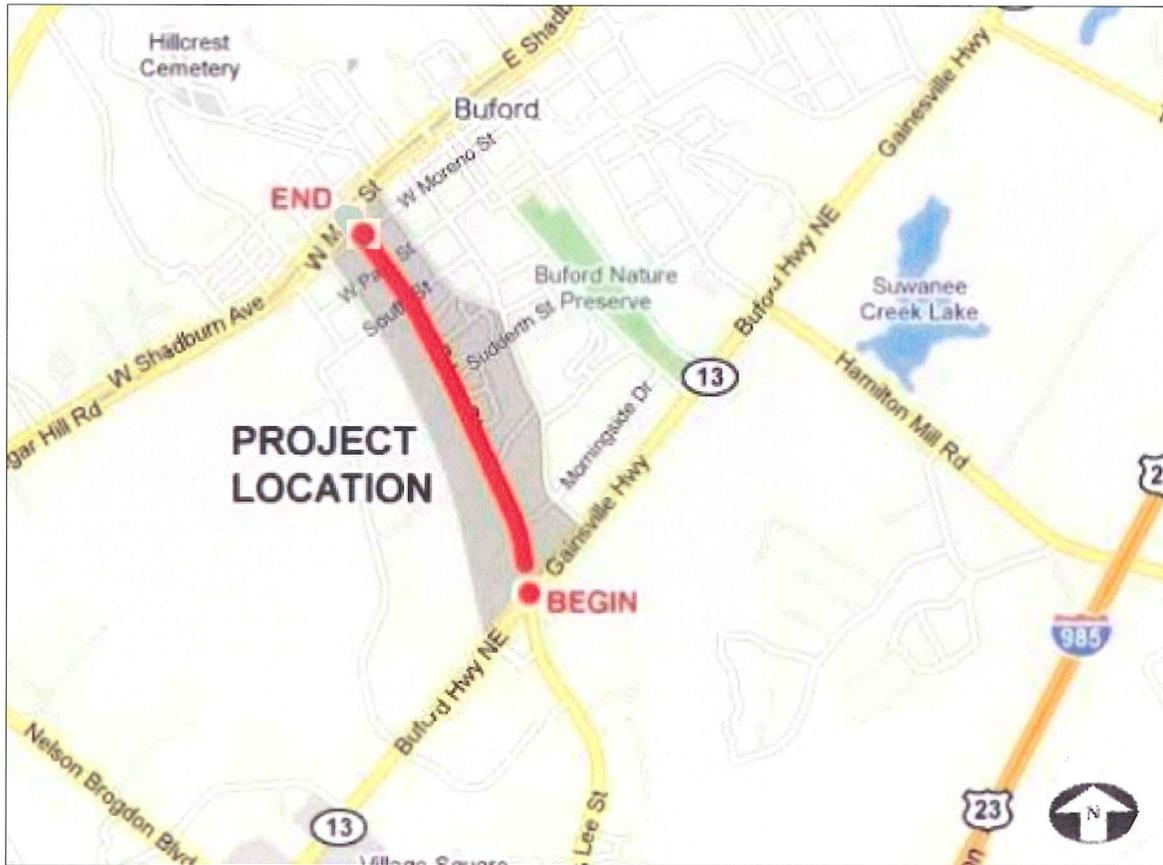
| | |
|---|------------|
| <u><i>[Signature]</i></u> | 2/4/2013 |
| Program Control Administrator | DATE |
| <u><i>[Signature]</i></u> | 11-21-2012 |
| State Environmental Administrator | DATE |
| <u><i>[Signature]</i></u> | 12-10-2012 |
| State Traffic Engineer | DATE |
| <u><i>[Signature]</i></u> | 11-13-2012 |
| Project Review Engineer | DATE |
| <u><i>[Signature]</i></u> | 11-16-2012 |
| for State Utilities Engineer | DATE |
| _____ | DATE |
| District Engineer | DATE |
| _____ | 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><i>[Signature]</i></u> | 11-13-2012 |
| State Transportation Planning Administrator | DATE |

** Recommendation on file.*

PROJECT LOCATION



* See RC Info printouts attached

PLANNING & BACKGROUND DATA

Project Justification Statement: South Lee Street is a highly utilized vehicular corridor in the center of Buford, serving to connect Buford Highway with the City’s revitalized historic business district and also functioning as a minor arterial connection between SR-20 and Main Street. Unfortunately, current pedestrian facilities are inconsistent along both sides of the road and, where they exist, tend to be narrow and suffer from non-ADA compliance. This is due in part to the fact that the South Lee Street corridor has been purposed into the primary commercial corridor entering the downtown area, with wide curb cuts and other vehicular amenities, and less attention has been given towards more balanced travel alternatives. Presently, pedestrian circulation is limited throughout much of the corridor to the eastern side of South Lee Street, with approximately 0.4 mile having no formally constructed pedestrian facilities. Where they exist, sidewalk pavement materials are constructed of concrete, with a small section of brick banding along both sides of the road between Main Street and West Moreno Street. Sidewalk widths are narrow at 4’, with little to no buffer zone between pedestrians and vehicular circulation. When constructed, the South Lee Street Pedestrian Facilities Improvement Project will represent a vital extension of the downtown pedestrian network by providing a crucial link between Buford’s historic neighborhoods and commercial uses along Buford Highway. The project will also promote alternative modes of transportation by providing bicycle facilities and continuous sidewalks throughout the corridor.

Description of the proposed project: The project will construct new or expanded sidewalks for 0.9 miles along both sides of the corridor using a combination of brick and concrete. In addition, these improvements would include planting street trees and shrubs within a 4’ pedestrian buffer zone and a center median, and it would install raised curbs, defined pedestrian crossings and shared lane bicycle markings, pedestrian scale lighting and other street furnishings, and ADA-accessible curb ramps. Concurrent with this work, storm sewer upgrades would be completed with project funding, and existing overhead utilities would be buried by the City with local funds in order to enhance the corridor’s aesthetics while removing other pedestrian impediments. Improving pedestrian facilities along South Lee Street would facilitate greater connectivity between historic commercial uses along Main Street, as well as the goods and services located along Buford Highway. Using these two activity nodes as this project’s northern and southern termini would provide a stronger, more helpful, linkage to Buford’s historic neighborhoods, and more balanced transportation alternatives for all of South Lee Street’s users.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - RC Project ID # GW-356

Regional Commission: N/A RC – Atlanta Regional Commission

Congressional District(s): 7

Projected Traffic:

Current Year (2012): 8,001 * Open Year (2016): 8,660* Design Year (2036): 12,869*

*Assumed 2%/yr growth from 2010 AADT (from GDOT STARS data)

Truck %: 3%

Functional Classification (Mainline): Urban Minor Arterial Street

Is this project on a designated bike route? No YES

Is this project located on a pedestrian plan? No YES - Buford Town Center LCI

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None.

Context Sensitive Solutions: None.

DESIGN AND STRUCTURAL DATA

Mainline Design Features:

*South Lee Street, Typical Section 1
 (Buford Highway Intersection)*

| Feature | Existing | Standard* | Proposed |
|---------------------------------|--------------------------|---------------------|-------------------------|
| Typical Section | | | |
| - Number of Lanes | 5 | 4 | 5 |
| - Lane Width(s) | 12' | 11' to 12' | 12' |
| - Median Width & Type | 6', Flush | N/A | 6', Flush |
| - Outside Shoulder Width & Type | 10', Urban | N/A | 13.5', Urban |
| - Outside Shoulder Slope | Varies | N/A | 2% |
| - Inside Shoulder Width & Type | None | N/A | None |
| - Sidewalks | 4-5' wide, both sides | 5' wide | 10' wide, both sides |
| - Auxiliary Lanes | 2 | N/A | 2 |
| - Bike Lanes | None | 4' wide | Sharrows |
| Posted Speed | 40 mph | | 35 mph |
| Design Speed | Unknown | 45 mph to 55 mph | 35 mph |
| Min Horizontal Curve Radius | N/A | 533 ft | N/A |
| Superelevation Rate | Normal Crown | 4.0% | Normal Crown |
| Grade | 1.5% | 7.0% | 1.5% |
| Access Control | Permitted Access | N/A | Permitted Access |
| Right-of-Way Width | 98 ft | N/A | 98 ft |
| Maximum Grade – Crossroad | N/A | 7.0% to 10.0% | N/A |
| Design Vehicle | N/A | WB-40 or BUS-40 | WB-67 |

*According to current GDOT design policy if applicable

**South Lee Street, Typical Section 2
 (South of Morningside Drive to Cole Street)**

| Feature | Existing | Standard* | Proposed |
|---------------------------------|------------------------------|------------------|------------------------------|
| Typical Section | | | |
| - Number of Lanes | 3 | 4 | 2 |
| - Lane Width(s) | 12' | 11' to 12' | 12' |
| - Median Width & Type | 12', Flush | N/A | 12', Various |
| - Outside Shoulder Width & Type | Varies, Urban | N/A | 13.5', Urban |
| - Outside Shoulder Slope | Varies | N/A | 2% |
| - Inside Shoulder Width & Type | None | N/A | None |
| - Sidewalks | 5' wide, one side only | 5' wide | 10' wide, both sides |
| - Auxiliary Lanes | 1 | N/A | 1 |
| - Bike Lanes | None | 4' wide | Sharrows |
| Posted Speed | 40 mph | | 35 mph |
| Design Speed | Unknown | 45 mph to 55 mph | 35 mph |
| Min Horizontal Curve Radius | 2000 ft | 533 ft | 533 ft (min) |
| Superelevation Rate | Varies, Normal Crown to 4.0% | 4.0% | Varies, Normal Crown to 4.0% |
| Grade | 1.5% | 7.0% | 1.5% |
| Access Control | Permitted Access | N/A | Permitted Access |
| Right-of-Way Width | 60 - 65 ft | N/A | 60 - 65 ft |
| Maximum Grade – Crossroad | 3.0% | 7.0% to 10.0% | 3.0% |
| Design Vehicle | N/A | WB-40 or BUS-40 | WB-67 |

*According to current GDOT design policy if applicable

**South Lee Street, Typical Section 3
 (Cole Street to West Moreno Street)**

| Feature | Existing | Standard* | Proposed |
|---------------------------------|---------------|------------|-------------------------------------|
| Typical Section | | | |
| - Number of Lanes | 2 | 4 | 2 |
| - Lane Width(s) | 12' | 11' to 12' | 12' |
| - Median Width & Type | None | N/A | None |
| - Outside Shoulder Width & Type | Varies, Rural | N/A | 8.5' - 13.5', Urban |
| - Outside Shoulder Slope | Varies | N/A | 2% |
| - Inside Shoulder Width & Type | None | N/A | None |
| - Sidewalks | None | 5' wide | 5' - 10' wide (10' where feasible), |

| | | | |
|-----------------------------|------------------|------------------|-------------------|
| | | | both sides |
| - Auxiliary Lanes | None | N/A | None |
| - Bike Lanes | None | 4' wide | Sharrows |
| Posted Speed | 30 mph | | 30 mph |
| Design Speed | Unknown | 45 mph to 55 mph | 35 mph |
| Min Horizontal Curve Radius | 2000 ft | 533 ft | 533 ft (min) |
| Superelevation Rate | Normal Crown | 4.0% | Normal Crown |
| Grade | 5.0% | 7.0% | 5.0% |
| Access Control | Permitted Access | N/A | Permitted Access |
| Right-of-Way Width | 30 - 53 ft | N/A | 30 - 53 ft |
| Maximum Grade – Crossroad | 10.0% | 7.0% to 10.0% | 10.0% |
| Design Vehicle | N/A | WB-40 or BUS-40 | WB-67 |

*According to current GDOT design policy if applicable

Major Structures:

- o Bridges: None
- o Retaining walls: To the extent possible, existing retaining walls will remain in place. Should existing retaining walls need to be replaced or new retaining be added, either GDOT Standard Gravity Retaining walls or special design brick veneer retaining walls will be specified. GDOT Office of Bridge Design is to approve plans for only those walls having a special design. Information to be sent is to include the wall envelope and design calculations sealed by a P.E. Structural. If the wall design uses 9031L or has a standard design then the design need not be sent to the Bridge Design Office.

Major Interchanges/Intersections:

- o South Hill Street @ Buford Highway / SR 13 (4-way intersection, traffic signal)
- o South Hill Street @ South Street (4-way intersection, 2-way stop)
- o South Hill Street @ West Park Street (4-way intersection, 2-way stop)
- o South Hill Street @ West Moreno Street (4-way intersection, traffic signal)

Utility Involvements:

- o Gas – City of Buford
- o Water – City Buford
- o Telephone – AT&T
- o Cable – Charter
- o Power – City of Buford
- o Sewer – City of Buford

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

SUE Required: Yes No

Railroad Involvement: The proposed South Lee Street Pedestrian Facilities project is within the vicinity of the Norfolk Southern Railroad main haul route, connecting Atlanta and Charlotte. However the proposed improvements will not affect or have any impacts to the adjacent railroad.

Right-of-Way: Refer to Chapter 3 of GDOT's Design Policy Manual for guidance.

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

Anticipated number of impacted parcels: 25
 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 *TTC IS EXPECTED TO BE NEEDED. (EKF)*

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"/> |

Design Variances to GDOT standard criteria anticipated:

| GDOT Standard Criteria | Reviewing Office | Appvl Date (if applicable) | | |
|---|------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| | | YES | NO | Undetermined |
| 1. Access Control - Median Opening Spacing | DP&S | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Median Usage & Width | DP&S | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Intersection Skew Angle | DP&S | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. Lateral Offset to Obstruction | DP&S | <input checked="" type="checkbox"/> | <input 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 - (if applicable) | DP&S | <input type="checkbox"/> | | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 11. Rumble Strips/Safety Edge | DP&S | <input type="checkbox"/> | | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Lateral Offset to Obstruction - The City hopes to receive an exception from GDOT's 8-foot horizontal clearance requirement so that new street trees can be planted and new pedestrian lighting can be installed along South Lee Street. As a city street with a design and posted speed limit of 35 miles per hour, such would be consistent with the guidelines established by the AASHTO in "A Policy on the Geometric Design of Highways and Streets."

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

The project would enhance an existing facility by adding pedestrian and bike improvements, upgrades to drainage, lighting, and landscaping, and would not have significant air quality effects. An "exempt" finding is anticipated upon submittal of the Air Quality Impact Assessment. The project is consistent with the State Implementation Plan for the attainment of clean air quality in Georgia and is in compliance with both state and federal air quality standards.

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"/> | Project is expected to be above one (1) acre of disturbance. |
| 8. FEMA | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 9. Cemetery Permit | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 10. Other Permits | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 11. Other Commitments | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 12. Other Coordination | <input checked="" type="checkbox"/> | <input type="checkbox"/> | The project may be reviewed for UST involvement, and underground monitoring wells at the south end of the project. |

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA: A Programmatic Categorical Exclusion (PCE) is anticipated for this project. No 4(f) effects are anticipated.

Ecology: An ecology study is currently underway. No significant resources are anticipated, and no adverse effects are anticipated. An ecology report will be submitted for GDOT approval and FHWA concurrence.

History: The project would be constructed within a NRHP-listed historic district. SHPO concurrence is required. 106 studies are currently underway.

Archeology: An archaeology study is currently underway. No impacts are anticipated. An archaeology worksheet identifying findings will be submitted for GDOT approval and SHPO concurrence.

Air & Noise:

A Noise Screening Assessment for Type III Projects will be submitted for GDOT approval. A PM2.5 exemption request has been submitted for interagency review and concurrence. An Air Quality Impact Assessment will be submitted for review and approval. It is anticipated the project will be found in compliance with both state and federal air quality standards for exempt projects.

Public Involvement: As the plans for South Lee Street are advanced and enter into the PE phase, further outreach and coordination efforts will be established. This will include conducting public meetings for residents and project stakeholders in order to assure that the proposed improvements will meet community expectations.

Major stakeholders: GDOT (state highway involvement), residents and visitors.

PROJECT RESPONSIBILITIES

Project Activities:

| Project Activity | Party Responsible for Performing Task(s) |
|---|--|
| Concept Development | City of Buford, Consultant |
| Design | City of Buford, Consultant |
| Right-of-Way Acquisition | City of Buford |
| Utility Relocation | Owner, City of Buford, Contractor |
| Letting to Contract | City of Buford |
| Construction Supervision | City of Buford, Consultant |
| Providing Material Pits | Contractor |
| Providing Detours | Contractor |
| Environmental Studies, Documents, and Permits | City of Buford, Consultant |
| Environmental Mitigation | N/A |
| Construction Inspection & Materials Testing | Consultant, Contractor |

Lighting required: No Yes

At this time, the City of Buford will be responsible for installation and maintenance of the pedestrian level lighting. A force account is anticipated. At this time, City expects to follow the GDOT approved QPL for lighting, including glass for the domes. The pedestrian lighting items in the estimate include materials and labor. The City of Buford power department would provide the materials and labor for installation of the pedestrian lighting (under force account).

Concept Meeting:

On April 28, 2010 a kickoff meeting for the Scoping Phase of the South Lee Street Pedestrian Improvements project was held at the City of Buford.

On February 21, 2012, a kickoff meeting for the LCI Implementation Phase of the South Lee Street Pedestrian Improvements project was held at the City of Buford.

On July 13, 2012, a Concept Team Meeting was held at GDOT with GDOT and ARC personnel present. See attached minutes.

Other projects in the area: There are no other projects immediately adjacent to this project.

Other coordination to date:

Public Involvement – The City of Buford completed a LCI Study in January of 2005. The South Lee Street Pedestrian Improvements project originated from the five year implementation plan in this LCI Study. As required by the LCI process, several coordination meetings with citizen groups and public hearings were held to seek input from the public regarding the scope of this project.

Monitoring Wells – Keck & Wood has been made aware of existing monitoring wells at the west side of the Buford Highway and South Lee Street intersection. Further coordination is anticipated.

Project Cost Estimate and Funding Responsibilities:

| | Breakdown of PE | ROW | Utility** | CST* | Environmental Mitigation | Total Cost |
|------------------|-------------------------|-----------|------------|---------------------------|--------------------------|-------------|
| By Whom | SPONSOR/ FEDERAL | SPONSOR | SPONSOR | SPONSOR/ FEDERAL | - | |
| \$ Amount | \$130,000/ \$153,000 | \$306,000 | \$400,000 | \$633,528/ \$2,320,472 | - | \$3,943,000 |
| Date of Estimate | 8/1/2011 | 8/28/2012 | 12/18/2012 | 12/18/2012 | - | |

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

** Utility relocation costs (if any) are the responsibility of the Sponsor.

ALTERNATIVES DISCUSSION

Alternative selection:

| | | | |
|---|--------------|------------------------------|-------------|
| Alternative 1 (Preferred Alternative): As discussed above, with sharrow markings. | | | |
| Estimated Property Impacts: | Undetermined | Estimated Total Cost: | \$3,943,000 |
| Estimated ROW Cost: | \$306,000 | Estimated CST Time: | 1 year |
| Rationale: This alternative meets the project goals with the least impacts and is within the project budget. | | | |

| | | | |
|--|-----|------------------------------|----------|
| Alternative 2: No-Build. | | | |
| Estimated Property Impacts: | \$0 | Estimated Total Cost: | \$0 |
| Estimated ROW Cost: | \$0 | Estimated CST Time: | 0 months |
| Rationale: This alternative does not meet the goals of the project. | | | |

| | | | |
|---|--------------|------------------------------|-------------|
| Alternative 3: Eliminate sharrow markings, add bike lanes. | | | |
| Estimated Property Impacts: | Undetermined | Estimated Total Cost: | \$5,700,000 |
| Estimated ROW Cost: | \$1,300,000 | Estimated CST Time: | 1 year |
| Rationale: Not selected due to increased utility relocation costs, increased construction costs, increased cost for retaining walls, increased impacts to adjacent property owners and increased right-of-way costs (assuming an additional 3400sf of acquired right-of-way for the additional pavement width for the bike lanes). | | | |

Comments: None.

Attachments:

1. Detailed Cost Estimates: Construction & Right-of-Way. *& Utility Cost Estimate ^{ms}*
2. Typical sections.
3. Traffic Accident Data.
4. RC Information Printouts.
5. Concept Team Meeting Minutes.
6. Project Area Map

APPROVALS

Concur: _____
Director of Engineering

Approve: *Allen McManis* _____
Chief Engineer

2/6/13 _____
Date

CONSTRUCTION COST ESTIMATE
South Lee Street Pedestrian Improvements - Buford, GA

P.I. Number 0010242

| GA. DOT ITEM NO. | PAY ITEMS DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | PRICE |
|---------------------|---|------|---------------|----------|---------------|
| 150-1000 | TRAFFIC CONTROL - | LS | \$ 20,000.00 | 1 | \$ 20,000.00 |
| 163-0232 | TEMPORARY GRASSING | LS | \$ 5,000.00 | 1 | \$ 5,000.00 |
| 163-0529 | CONSTRUCT AND REMOVE TEMPORARY SEDIMENT BARRIER | LF | \$ 3.76 | 1000 | \$ 3,760.00 |
| 163-0550 | CONSTRUCT AND REMOVE INLET SEDIMENT TRAP | EA | \$ 177.15 | 30 | \$ 5,314.50 |
| 171-0010 | TEMPORARY SILT FENCE, TYPE A | LF | \$ 1.90 | 10000 | \$ 19,000.00 |
| 210-0100 | GRADING COMPLETE - | LS | \$ 180,000.00 | 1 | \$ 180,000.00 |
| 310-1101 | GR AGGR BASE CRS, INCL MATL | TN | \$ 23.04 | 400 | \$ 9,216.00 |
| 402-1812 | RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LI | TN | \$ 68.16 | 490 | \$ 33,398.40 |
| 402-3130 | RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, IN | TN | \$ 69.41 | 1960 | \$ 136,043.60 |
| 432-0206 | MILL ASPH CONC PVMT, 1 1/2 IN DEPTH | SY | \$ 3.19 | 5000 | \$ 15,950.00 |
| 441-0016 | DRIVEWAY CONCRETE, 6 IN TK | SY | \$ 32.70 | 600 | \$ 19,620.00 |
| 441-0018 | DRIVEWAY CONCRETE, 8 IN TK | SY | \$ 34.38 | 600 | \$ 20,628.00 |
| 441-0104 | CONC SIDEWALK, 4 IN | SY | \$ 40.67 | 4600 | \$ 187,082.00 |
| 441-0108 | CONC SIDEWALK, 8 IN | SY | \$ 52.13 | 500 | \$ 26,065.00 |
| 441-0303 | CONC SPILLWAY, TP 3 | EA | \$ 1,626.92 | 2 | \$ 3,253.84 |
| 441-0304 | CONC SPILLWAY, TP 4 | EA | \$ 1,600.00 | 2 | \$ 3,200.00 |
| 441-5003 | CONCRETE HEADER CURB, 8 IN, TP 3 | LF | \$ 14.64 | 1000 | \$ 14,640.00 |
| 441-6022 | CONC CURB & GUTTER, 6 IN X 30 IN, TP 2 | LF | \$ 29.41 | 10500 | \$ 308,805.00 |
| 500-9999 | CLASS B CONC, BASE OR PVMT WIDENING | CY | \$ 165.80 | 200 | \$ 33,160.00 |
| 550-1240 | STORM DRAIN PIPE, 24 IN, H 1-10 | LF | \$ 42.30 | 3000 | \$ 126,900.00 |
| 573-2006 | UNDDR PIPE INCL DRAINAGE AGGR, 6 IN | LF | \$ 12.05 | 1000 | \$ 12,050.00 |
| 636-1033 | HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9 | SF | \$ 19.70 | 400 | \$ 7,880.00 |
| 636-2070 | GALV STEEL POSTS, TP 7 | LF | \$ 7.98 | 300 | \$ 2,394.00 |
| 652-0094 | PAVEMENT MARKING, SYMBOL, TP 4 | EA | \$ 45.92 | 50 | \$ 2,296.00 |
| 653-1501 | THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE | LF | \$ 0.57 | 13000 | \$ 7,410.00 |
| 653-1502 | THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW | LF | \$ 0.50 | 10000 | \$ 5,000.00 |
| 653-1704 | THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE | LF | \$ 4.18 | 500 | \$ 2,090.00 |
| 654-1001 | RAISED PVMT MARKERS TP 1 | EA | \$ 3.55 | 100 | \$ 355.00 |
| 654-1003 | RAISED PVMT MARKERS TP 3 | EA | \$ 3.84 | 100 | \$ 384.00 |
| 668-2100 | DROP INLET, GP 1 | EA | \$ 1,790.56 | 50 | \$ 89,528.00 |
| 681-1150 | LIGHTING STD, ALUM, 14 FT MH, POST TOP | EA | \$ 4,500.00 | 125 | \$ 562,500.00 |
| 682-1414 | CABLE, TP XHHW, AWG NO 3/0 | LF | \$ 3.86 | 9000 | \$ 34,740.00 |
| 682-6233 | CONDUIT, NONMETL, TP 3, 2 IN | LF | \$ 3.32 | 9000 | \$ 29,880.00 |
| 700-9300 | SOD | LS | \$ 11,000.00 | 1 | \$ 11,000.00 |
| 702-9999 | LANDSCAPING | LS | \$ 157,226.88 | 1 | \$ 157,226.88 |
| 900-0039 | BRICK PAVERS | SF | \$ 10.00 | 26500 | \$ 265,000.00 |
| 999-9995 | GATEWAY FEATURE | LS | \$ 20,000.00 | 1 | \$ 20,000.00 |
| 999-9996 | BRICK VENEER REINFORCED CONCRETE RETAINING WALLS | LS | \$ 280,215.74 | 1 | \$ 280,215.74 |
| 999-9997 | BIKE RACKS | EA | \$ 800.00 | 5 | \$ 4,000.00 |
| 999-9998 | STREET FURNITURE | EA | \$ 1,500.00 | 30 | \$ 45,000.00 |
| 999-9999 | PAVER TREE-GRATES | EA | \$ 500.00 | 125 | \$ 62,500.00 |

| | |
|--|------------------------|
| Roadway Subtotal = | \$ 2,772,485.96 |
| Construction Engineering & Inspection (CEI) Rate 5.0% = | \$ 138,624.30 |
| Liquid AC Adjustment = | \$ 42,889.74 |
| Subtotal = | \$ 2,954,000.00 |
| Utilities Subtotal (Utility costs cannot be paid for using Federal Transportation Funds) = | \$ 400,000.00 |
| Right of Way = | \$ 306,000.00 |
| Total = | \$ 3,660,000.00 |

PROJ. NO.

CSSTP-0010-00(242)

CALL NO.

P.I. NO.

0010242

DATE

12/18/2012

INDEX (TYPE)

DATE

INDEX

REG. UNLEADED

Dec-12

\$ 3.276

DIESEL

\$ 3.997

LIQUID AC

\$ 568.00

Link to Fuel and AC Index:

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

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)

41748

\$

41,748.00

Monthly Asphalt Cement Price month placed (APM)

908.80

\$

41,748.00

Monthly Asphalt Cement Price month project let (APL)

568.00

\$

568.00

Total Monthly Tonnage of asphalt cement (TMT)

122.5

ASPHALT

| Leveling | Tons | %AC | AC ton |
|-----------|-------------|------|--------------|
| Leveling | 490 | 5.0% | 24.5 |
| 12.5 OGFC | 0 | 5.0% | 0 |
| 12.5 mm | 1960 | 5.0% | 98 |
| 9.5 mm SP | 0 | 5.0% | 0 |
| 25 mm SP | 0 | 5.0% | 0 |
| 19 mm SP | 0 | 5.0% | 0 |
| | 2450 | | 122.5 |

BITUMINOUS TACK COAT

Price Adjustment (PA)

1,141.74

\$

1,141.74

Monthly Asphalt Cement Price month placed (APM)

908.80

\$

908.80

Monthly Asphalt Cement Price month project let (APL)

568.00

\$

568.00

Total Monthly Tonnage of asphalt cement (TMT)

3.350178719

Bitum Tack

Gals

gals/ton

tons

780

232.8234

3.35017872

PROJ. NO.

CSSTP-0010-00(242)

CALL NO.

P.I. NO.

0010242

DATE

12/18/2012

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)

0

\$

Monthly Asphalt Cement Price month placed (APM)

908.80

\$

Monthly Asphalt Cement Price month project let (APL)

568.00

\$

Total Monthly Tonnage of asphalt cement (TMT)

0

60%

Max. Cap

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

\$

42,889.74

Preliminary Right of Way Cost Estimate

Date: August 28, 2012

Project: South Lee Street LCI Project

P.I. Number: 0010242

Existing/Required R/W: Required

No. Existing Parcels: 25

Project Termini: South Lee Street from Buford Highway (SR 13) to Main Street located entirely in the City of Buford, Gwinnett County

Project Description: Pedestrian Improvements

Land:

Estimated Required ROW

| | | |
|--------------|------------------------|------------|
| Commercial | 4000 sf @ \$12.00 / sf | = \$48,000 |
| Industrial | 0 sf @ \$0 / sf | = \$0 |
| Residential | 500 sf @ \$8.00 / sf | = \$4,000 |
| Agricultural | 0 sf @ \$0 / sf | = \$0 |

Estimated Easements for Construction and Maintenance

| | | |
|--------------|-------------------------|------------|
| Commercial | 10,000 sf @ \$6.00 / sf | = \$60,000 |
| Industrial | 0 sf @ \$0 / sf | = \$0 |
| Residential | 2,000 sf @ \$4.00 / sf | = \$8,000 |
| Agricultural | 0 sf @ \$0 / sf | = \$0 |

\$120,000

Improvements:

0 businesses, 0 houses, 0 mobile homes, curbing, paving, signs, fencing and site improvements = \$0

\$0

Relocation:

0 Commercial @ \$ 25,000 / parcel = \$0
0 Residential @ \$ 20,000 / parcel = \$0

\$0

Damages:

Proximity = \$0
Consequential = \$0
Cost To Cure = \$0

\$0

| | | |
|------------------------|------|------------------|
| Net Cost | | <u>\$120,000</u> |
| Scheduling Contingency | 55 % | <u>\$66,000</u> |
| Adm/Court Cost | 60 % | <u>\$72,000</u> |
| Inflation Factor | 40 % | <u>\$48,000</u> |

Total Cost \$306,000

Prepared By :



Reviewed By:



Sponsor



KECK & WOOD, INC.

2750 Premiere Parkway
Suite 900
Duluth, GA 30097
(678) 417-4000
FAX (678) 417-4055

DATE: 2/6/13

PI NO. 0010242

Memo

TO: Charner Rodgers-Register
OFFICE: Georgia Department of Transportation

FROM : Sam J. Serio, P.E.
OFFICE: Keck & Wood, Inc.

SUBJECT: Conceptual Utility Cost Estimate
PI 0010242, South Lee Street Pedestrian Improvements
Buford, GA

As requested by your office, we are furnishing you with a Conceptual Non-Reimbursable Utility Cost estimate for the PI 0010242, South Lee Street Pedestrian Improvements Project, located in Buford, GA.

| FACILITY OWNER | NON-REIMBURSABLE | REIMBURSABLE |
|------------------------|-------------------------|---------------------|
| City of Buford – Gas | \$0 | \$0 |
| City of Buford – Water | \$120,000 | \$0 |
| AT&T – Telephone | \$30,000 | \$0 |
| Charter – Cable | \$30,000 | \$0 |
| City of Buford – Power | \$120,000 | \$0 |
| City of Buford – Sewer | \$100,000 | \$0 |
| Totals: | \$400,000 | \$0 |

Total estimated reimbursable costs for the above project is \$0.

If you have questions, please contact me at 678-417-4023.

SJS

**SOUTH LEE ST
EXISTING TYPICAL SECTION 1
(BUFORD HIGHWAY INTERSECTION)**

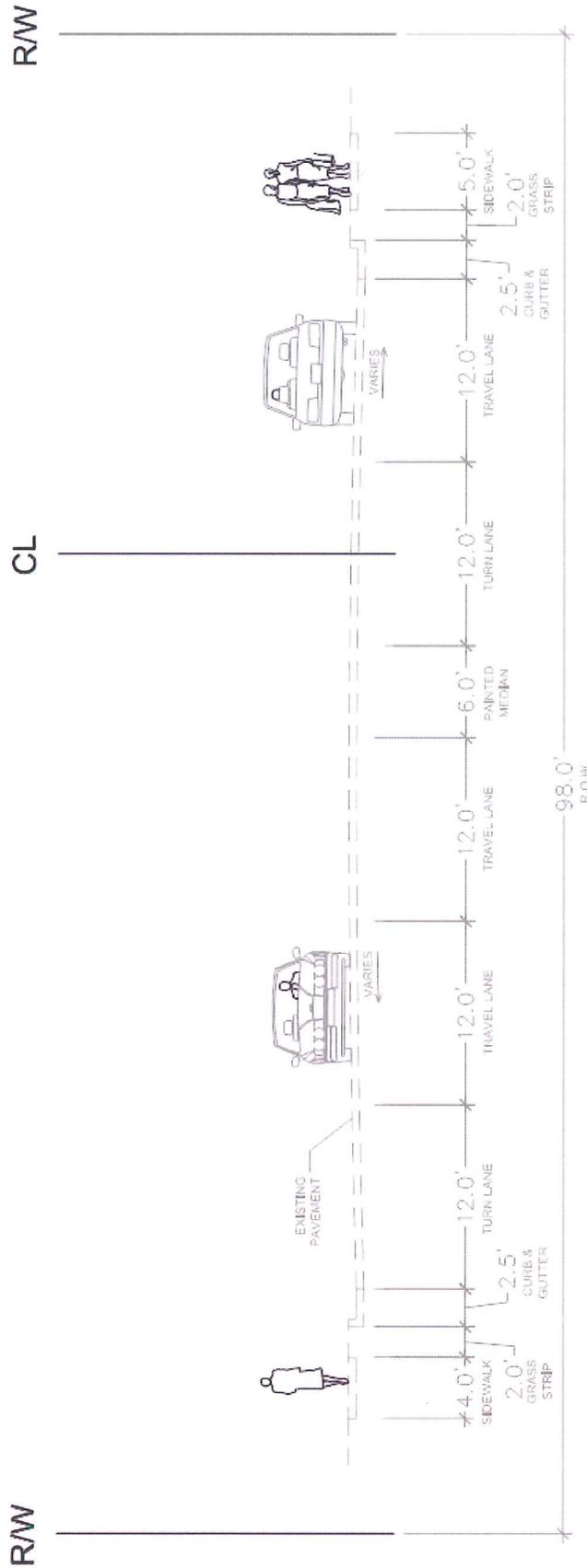


FIGURE 1

Keck & Wood, Inc. ENGINEERS SURVEYORS
PLANNERS
2550 PREMIERE PARKWAY SUITE 900
DUBLIN, GEORGIA 30097
(678) 477-1055

CITY OF BUFORD, GEORGIA

**SOUTH LEE STREET
TYPICAL SECTIONS
for
SOUTH LEE STREET
PEDESTRIAN IMPROVEMENTS**

SOUTH LEE ST PROPOSED TYPICAL SECTION 1 (BUFORD HIGHWAY INTERSECTION)

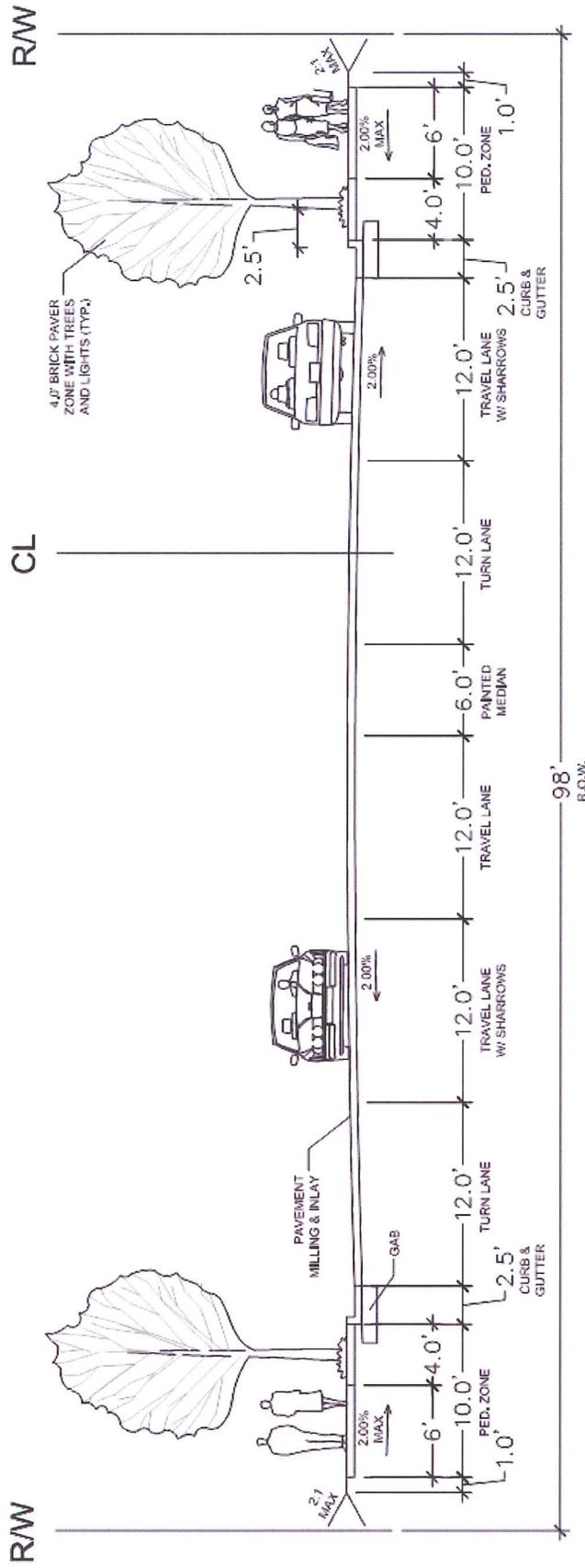


FIGURE 2



Keck & Wood, Inc.
ENGINEERS SURVEYORS
PLANNERS
2750 PREMIERE PARKWAY, SUITE 900
DULUTH, GEORGIA 30097
(678) 477-4055

CITY OF BUFORD, GEORGIA

**SOUTH LEE STREET
TYPICAL SECTIONS
for
SOUTH LEE STREET
PEDESTRIAN IMPROVEMENTS**

SOUTH LEE ST
 EXISTING TYPICAL SECTION 2
 (SOUTH OF MORNINGSIDE DR TO COLE ST)

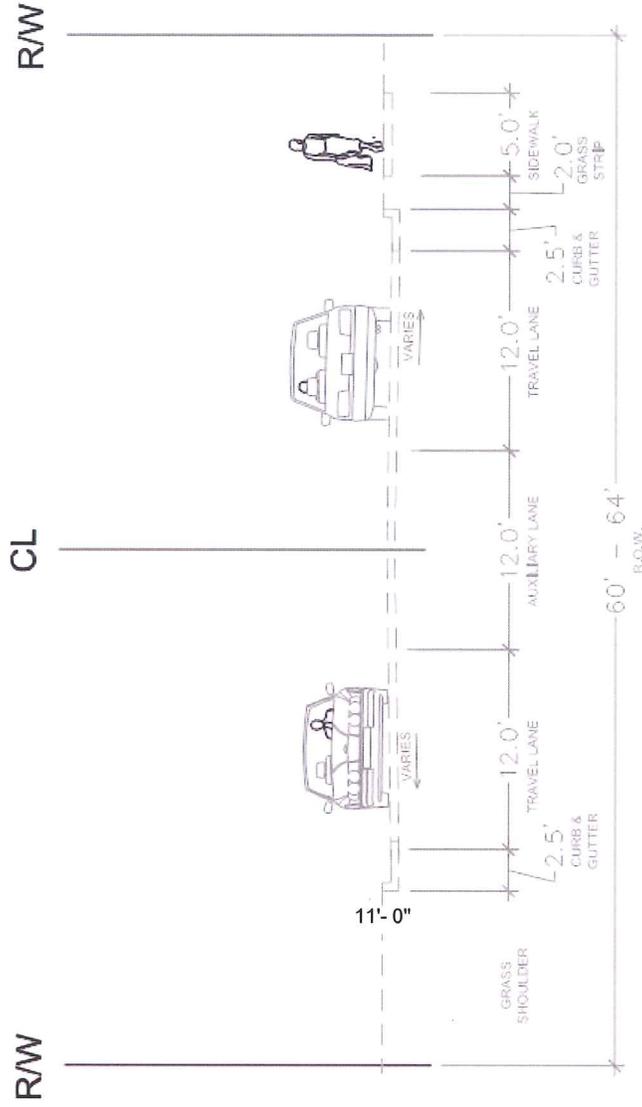


FIGURE 3

Keck & Wood, Inc.
 ENGINEERS SURVEYORS
 PLANNERS
 2750 PREMIERE PARKWAY SUITE 900
 DULUTH, GEORGIA 30097
 (678) 417-4055

SOUTH LEE STREET
 TYPICAL SECTIONS
 for
 SOUTH LEE STREET
 PEDESTRIAN IMPROVEMENTS

CITY OF BUFORD, GEORGIA

**SOUTH LEE ST
PROPOSED TYPICAL SECTION 2
(SOUTH OF MORNINGSIDE DR TO COLE ST)**

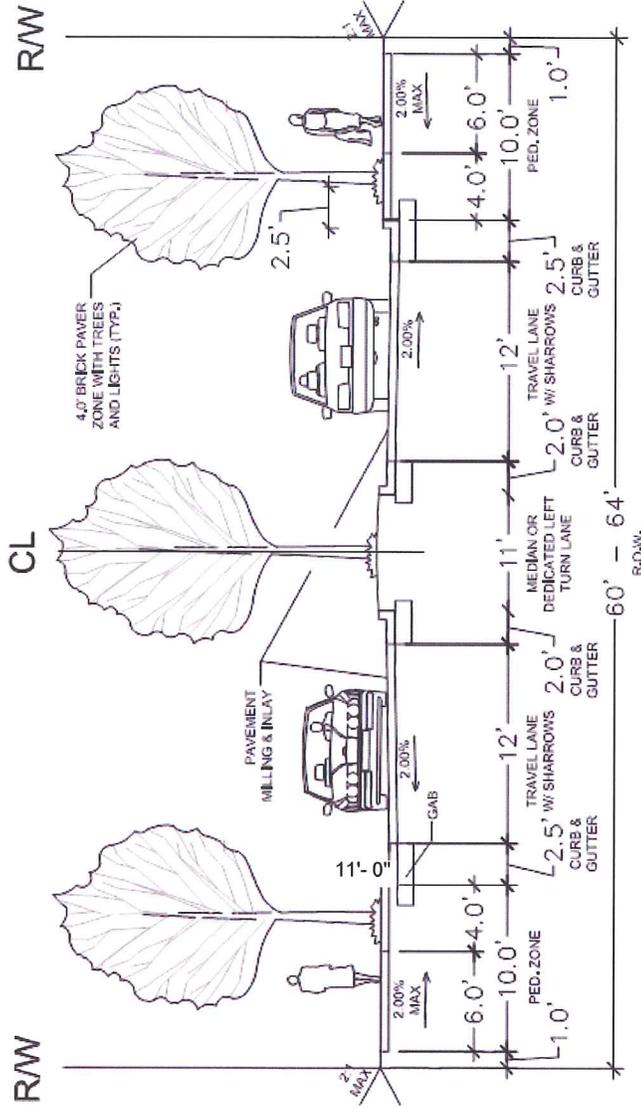


FIGURE 4

Keck & Wood, Inc.
ENGINEERS, SURVEYORS
PLANNERS
2730 PREMIERE PARKWAY SUITE 900
DULUTH, GEORGIA 30097
(770) 477-4055

**SOUTH LEE STREET
TYPICAL SECTIONS
for
SOUTH LEE STREET
PEDESTRIAN IMPROVEMENTS**

CITY OF BUFORD, GEORGIA

SOUTH LEE ST
 EXISTING TYPICAL SECTION 3
 (COLE ST TO WEST MORENO ST)

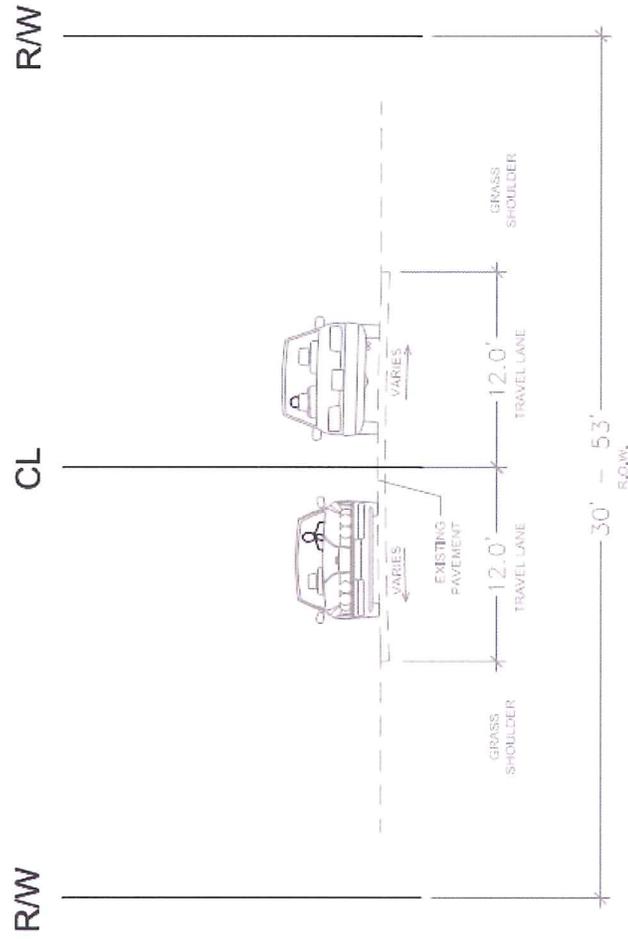


FIGURE 5

Keck & Wood, Inc. ENGINEERS SURVEYORS
 PLANNERS
 2750 PREMIERE PARKWAY SUITE 900
 DUBLIN, GEORGIA 30097
 (678) 417-4055

SOUTH LEE STREET
 TYPICAL SECTIONS
 for
 SOUTH LEE STREET
 PEDESTRIAN IMPROVEMENTS

CITY OF BUFORD, GEORGIA

**SOUTH LEE ST
PROPOSED TYPICAL SECTION 3
(COLE ST TO WEST MORENO ST)**

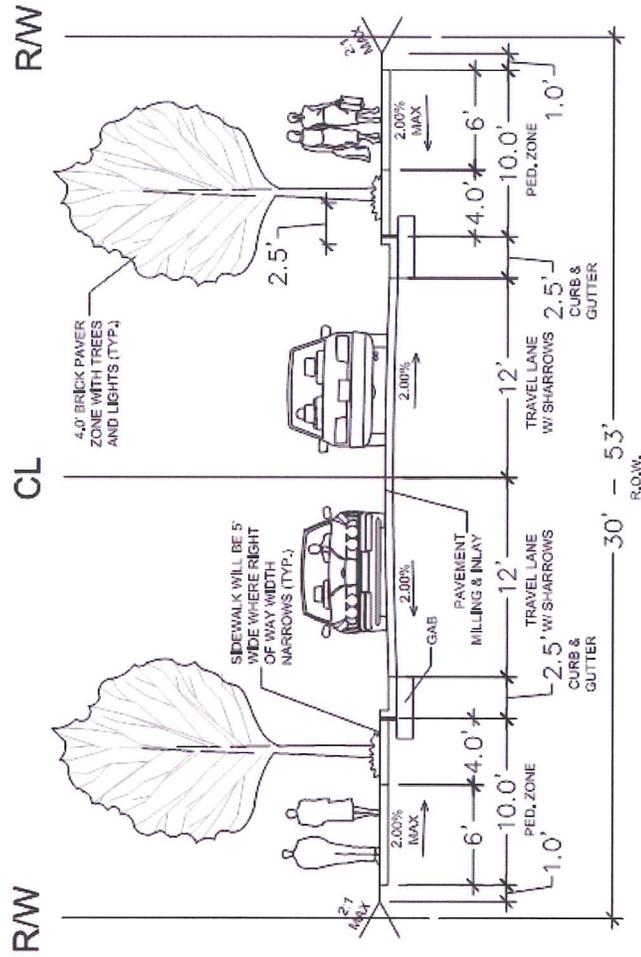


FIGURE 6

Keck & Wood, Inc. ENGINEERS, SURVEYORS
PLANNERS
2750 PREMIERE PARKWAY SUITE 900
DULUTH, GEORGIA 30097 (678)-417-1055

**SOUTH LEE STREET
TYPICAL SECTIONS
for
SOUTH LEE STREET
PEDESTRIAN IMPROVEMENTS**

CITY OF BUFORD, GEORGIA

Traffic Accident Data Summary
South Lee Street LCI Project
PI 0010242

South Lee Street (between SR 13/Buford Hwy and Main Street)

| | 2007 | 2008 | 2009 |
|------------|------|------|------|
| Crashes | 7 | 6 | 3 |
| Injuries | 0 | 5 | 1 |
| Fatalities | 0 | 0 | 0 |

South Lee Street & SR 13/Buford Hwy Intersection

| | 2007 | 2008 | 2009 |
|------------|------|------|------|
| Crashes | 29 | 32 | 17 |
| Injuries | 13 | 15 | 5 |
| Fatalities | 0 | 0 | 0 |

South Lee Street (including SR 13/Buford Hwy intersection)

| | 2007 | 2008 | 2009 |
|------------|------|------|------|
| Crashes | 36 | 38 | 20 |
| Injuries | 13 | 20 | 6 |
| Fatalities | 0 | 0 | 0 |

South Lee Street (between SR 13/Buford Hwy and Main Street)

| Accident Type | Total | % of Overall Total |
|--------------------------------------|-------|--------------------|
| Angle | 7 | 43.75% |
| Head On | 2 | 12.50% |
| Not A Collision With A Motor Vehicle | 2 | 12.50% |
| Rear End | 4 | 25.00% |
| Sideswipe - Opposite Direction | 1 | 6.25% |
| Sideswipe - Same Direction | 0 | 0.00% |

South Lee Street & SR 13/Buford Hwy Intersection

| Accident Type | Total | % of Overall Total |
|--------------------------------------|-------|--------------------|
| Angle | 16 | 20.51% |
| Head On | 3 | 3.85% |
| Not A Collision With A Motor Vehicle | 2 | 2.56% |
| Rear End | 48 | 61.54% |
| Sideswipe - Opposite Direction | 0 | 0.00% |
| Sideswipe - Same Direction | 9 | 11.54% |

South Lee Street (including SR 13/Buford Hwy intersection)

| Accident Type | Total | % of Overall Total |
|--------------------------------------|-------|--------------------|
| Angle | 23 | 24.47% |
| Head On | 5 | 5.32% |
| Not A Collision With A Motor Vehicle | 4 | 4.26% |
| Rear End | 52 | 55.32% |
| Sideswipe - Opposite Direction | 1 | 1.06% |
| Sideswipe - Same Direction | 9 | 9.57% |

Note: See the following page for more detailed accident data.

Traffic Accident Data

| GWINNETT COUNTY, S. Lee Street (CS 117803) from SR 13 to Main Street | | | | | | | | | | | | | | | | | | | | |
|--|------------|----------|----------|-------------|--------|------------|-----------------|------|----------|------------|----------------|---------------------------|--------------------------------------|-------------|------------------|---------|---------|---------|---------------------------|---------------|
| Accident No | Date | Time | County | Route Type | Route | Mile/Block | Intersecting Rt | Type | Injuries | Fatalities | Harshful Event | Collision | Location of Impact | Light | Surface | DirVeh1 | DirVeh2 | MovVeh1 | MovVeh2 | |
| 70510274 | 2/17/2007 | 1:24 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | E | S | Turning Left | Turning Left |
| 70540182 | 2/18/2007 | 4:30 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | W | W | Turning Right | Turning Right |
| 71280434 | 3/13/2007 | 9:42 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Angle | On Roadway | Dark-Not Lighted | Dry | W | W | Changing Lanes | Straight |
| 71290008 | 4/22/2007 | 11:27 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | N | N | Straight | Straight |
| 72580053 | 6/23/2007 | 6:35 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | E | E | Straight | Stopped |
| 76080028 | 11/15/2007 | 9:45 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | S | S | Straight | Stopped |
| 76390149 | 1/26/2007 | 6:21 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Dark-Not Lighted | Dry | S | S | Straight | Stopped |
| 74210008 | 10/12/2007 | 1:50 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | N | W | Turning Right | Turning Right |
| 73730291 | 9/5/2007 | 5:58 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Angle | Median | Daylight | Dry | S | S | Straight | Stopped |
| 71450251 | 6/13/2007 | 1:41 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Sideswipe - Same Direction | On Roadway | Daylight | Dry | S | S | Changing Lanes | Lanes |
| 70250482 | 1/27/2007 | 1:01 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 2 | 0 | Motor Vehicle in Motion | Angle | On Roadway | Dark-Lighted | Dry | N | E | Straight | Straight |
| 70300270 | 1/2/2007 | 11:21 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 1 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | W | W | Turning Right | Stopped |
| 74240179 | 9/21/2007 | 6:35 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | N | N | Straight | Stopped |
| 73570187 | 8/24/2007 | 8:08 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Sideswipe - Same Direction | On Roadway | Daylight | Dry | S | S | Changing Lanes | Straight |
| 72390359 | 6/12/2007 | 6:09 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | S | S | Straight | Stopped |
| 72390224 | 6/8/2007 | 7:18 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | S | S | Straight | Stopped |
| 73405059 | 8/30/2007 | 3:06 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Sideswipe - Same Direction | On Roadway | Daylight | Dry | S | S | Passing | Straight |
| 71860279 | 9/7/2007 | 5:40 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | W | W | Turning Right | Turning Right |
| 71510380 | 4/16/2007 | 4:43 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 2 | 0 | Motor Vehicle in Motion | Angle | On Roadway | Daylight | Dry | N | E | Turning Left | Straight |
| 72270458 | 6/1/2007 | 9:45 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 2 | 0 | Motor Vehicle in Motion | Angle | On Roadway | Dark-Lighted | Dry | S | W | Straight | Straight |
| 72505091 | 5/23/2007 | 4:39 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | N | N | Turning Right | Turning Right |
| 71320180 | 5/14/2007 | 3:37 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | S | S | Turning Left | Straight |
| 72780012 | 7/5/2007 | 12:15 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 2 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | S | S | Turning Left | Straight |
| 71780294 | 5/3/2007 | 9:20 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Sideswipe - Same Direction | On Roadway | Daylight | Dry | S | S | Changing Lanes | Straight |
| 71680093 | 4/30/2007 | 1:07 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 1 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | E | E | Turning Left | Turning Left |
| 75390251 | 1/28/2007 | 3:33 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | N | N | Changing Lanes | Straight |
| 75390148 | 1/25/2007 | 9:21 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Sideswipe - Same Direction | On Roadway | Dark-Lighted | Dry | E | E | Turning Left | Turning Left |
| 74580205 | 11/11/2007 | 9:25 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Angle | On Roadway | Dusk | Dry | S | W | Straight | Turning Left |
| 72350238 | 6/7/2007 | 4:46 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | W | W | Turning Right | Stopped |
| 70500282 | 2/12/2007 | 11:00 AM | Gwinnett | City Street | 102003 | 1.07 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Angle | On Roadway | Daylight | Dry | N | E | Straight | Straight |
| 70920038 | 2/27/2007 | 8:19 AM | Gwinnett | City Street | 108603 | 0 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | S | S | Straight | Stopped |
| 73990537 | 9/18/2007 | 1:16 PM | Gwinnett | City Street | 108603 | 0 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Sideswipe - Opposite Direction | On Roadway | Daylight | Dry | N | S | Straight | Straight |
| 75190552 | 12/1/2007 | 4:49 PM | Gwinnett | City Street | 108603 | 0.74 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Angle | On Roadway | Daylight | Dry | E | S | Straight | Straight |
| 75610499 | 12/21/2007 | 10:13 AM | Gwinnett | City Street | 108603 | 0.74 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | E | E | Straight | Stopped |
| 74520538 | 10/18/2007 | 8:00 PM | Gwinnett | City Street | 117803 | 0.07 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Dark-Lighted | Dry | W | W | Stopped | Straight |
| 70120055 | 1/15/2007 | 9:05 AM | Gwinnett | City Street | 117803 | 0.38 | 3 | | 117803 | 0 | 0 | Fence | Not A Collision With A Motor Vehicle | Off Roadway | Daylight | Wet | E | E | Turning Left | Stopped |
| 80250249 | 11/11/2008 | 3:23 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | E | E | Straight | Stopped |
| 80090428 | 1/16/2008 | 11:05 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Angle | On Roadway | Daylight | Dry | S | N | Straight | Turning Left |
| 80520139 | 2/16/2008 | 11:38 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 1 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | W | W | Straight | Straight |
| 80540665 | 2/17/2008 | 7:28 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Angle | On Roadway | Dark-Lighted | Wet | E | N | Straight | Straight |
| 80690512 | 2/20/2008 | 7:15 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Head On | On Roadway | Dark-Lighted | Dry | S | S | Backing | Stopped |
| 82000087 | 5/19/2008 | 12:42 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Sideswipe - Same Direction | On Roadway | Daylight | Dry | W | W | Changing Lanes | Straight |
| 82700006 | 1/31/2008 | 4:25 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 1 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | S | S | Straight | Stopped |
| 83140187 | 8/14/2008 | 5:54 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Sideswipe - Same Direction | On Roadway | Daylight | Dry | S | S | Changing Lanes | Straight |
| 83140236 | 8/15/2008 | 10:14 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | N | N | Turning Right | Stopped |
| 83180475 | 7/22/2008 | 9:21 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | S | S | Straight | Stopped |
| 84290187 | 10/17/2008 | 11:45 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Angle | On Roadway | Dark-Lighted | Wet | S | W | Straight | Straight |
| 84320229 | 10/29/2008 | 12:59 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 3 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | W | E | Straight | Lanes |
| 84290186 | 10/17/2008 | 10:45 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Wet | S | S | Turning Left | Making U-Turn |
| 84290214 | 10/22/2008 | 9:54 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | S | S | Straight | Stopped |
| 84800184 | 11/25/2008 | 6:04 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Dark-Lighted | Dry | N | N | Straight | Straight |
| 84890308 | 11/22/2008 | 9:11 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Ditch | Not A Collision With A Motor Vehicle | On Shoulder | Dark-Not Lighted | Wet | N | N | Turning Left | Stopped |
| 85240214 | 12/16/2008 | 5:16 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 2 | 0 | Motor Vehicle in Motion | Angle | On Roadway | Dusk | Wet | E | N | Turning Left | Straight |
| 80380264 | 2/8/2008 | 10:35 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Wet | W | W | Turning Right | Turning Right |
| 83690469 | 9/26/2008 | 3:44 AM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Highway Traffic Sign Post | Head On | On Roadway | Daylight | Dry | S | S | Changing Lanes | Straight |
| 83380371 | 8/26/2008 | 2:02 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 1 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Wet | S | S | Straight | Straight |
| 80480125 | 3/12/2008 | 3:32 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Head On | On Roadway | Daylight | Dry | E | W | Changing Lanes | Straight |
| 81020476 | 1/20/2008 | 8:48 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | S | S | Turning Left | Turning Left |
| 81070307 | 3/24/2008 | 3:45 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Sideswipe - Same Direction | On Roadway | Daylight | Dry | N | N | Entering/Leaving Driveway | Turning Left |
| 81070325 | 3/22/2008 | 12:41 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | N | N | Turning Right | Stopped |
| 81070327 | 3/22/2008 | 12:03 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Rear End | On Roadway | Daylight | Dry | N | N | Turning Left | Turning Left |
| 81190429 | 3/30/2008 | 1:43 PM | Gwinnett | State Route | 001300 | 20.25 | 3 | | 117803 | 0 | 0 | Motor Vehicle in Motion | Angle | On Roadway | Daylight | Dry | S | W | Turning Left</ | |

RC Information Printouts

| Route Number | Begin Measure | End Measure | Description | Functional Class | Intersection 1 | Intersection 2 |
|--------------|---------------|-------------|------------------|---------------------------|----------------|----------------|
| 117803 | 0 | 0.03 | SR 001300 BEG AT | 16 - Urban Minor Arterial | BUFORD HWY | |
| 117803 | 0.03 | 0.06 | | 16 - Urban Minor Arterial | | |
| 117803 | 0.06 | 0.07 | | 16 - Urban Minor Arterial | | |
| 117803 | 0.07 | 0.14 | | 16 - Urban Minor Arterial | | |
| 117803 | 0.14 | 0.2 | CST 108303 R | 16 - Urban Minor Arterial | | MORNINGSIDE DR |
| 117803 | 0.2 | 0.26 | | 16 - Urban Minor Arterial | | |
| 117803 | 0.26 | 0.35 | CST 106003 R | 16 - Urban Minor Arterial | | S CHURCH ST |
| 117803 | 0.35 | 0.42 | CST 106403 R | 16 - Urban Minor Arterial | | LEATHER ST |
| 117803 | 0.42 | 0.46 | CST 106303 R | 16 - Urban Minor Arterial | | HOGAN ST |
| 117803 | 0.46 | 0.52 | CST 106203 R | 16 - Urban Minor Arterial | | SUDDERTH ST |
| 117803 | 0.52 | 0.53 | | 16 - Urban Minor Arterial | | |
| 117803 | 0.53 | 0.56 | CST 106603 R | 16 - Urban Minor Arterial | | WATSON ST |
| 117803 | 0.56 | 0.57 | | 16 - Urban Minor Arterial | | |
| 117803 | 0.57 | 0.58 | | 16 - Urban Minor Arterial | | |
| 117803 | 0.58 | 0.65 | CST 106703 R | 16 - Urban Minor Arterial | | COLE ST |
| 117803 | 0.65 | 0.67 | CSX 102003 | 16 - Urban Minor Arterial | SOUTH ST | |
| 117803 | 0.67 | 0.7 | | 16 - Urban Minor Arterial | | |
| 117803 | 0.7 | 0.71 | | 16 - Urban Minor Arterial | | |
| 117803 | 0.71 | 0.73 | | 16 - Urban Minor Arterial | | |
| 117803 | 0.73 | 0.81 | CSX 103703 | 16 - Urban Minor Arterial | W PARK ST | |
| 117803 | 0.81 | 0.86 | CSX 108603 | 16 - Urban Minor Arterial | W MORENO ST | |
| 117803 | 0.86 | 0.86 | CS 113803 END AT | 16 - Urban Minor Arterial | W MAIN ST | |



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MEETING Minutes

WHAT: Concept Team Meeting

DATE/TIME: July 13, 2012 10:00 AM

WHERE: One Georgia Center, Conference Room 408

PROJECT: P.I. 0010242 South Lee Street Pedestrian Improvements

PERSONNEL PRESENT:

| NAME | COMPANY | PHONE # | EMAIL |
|--------------------------|-------------------|--------------|--|
| Clyde Black | City of Buford | 678-725-5284 | cblack@cityofbuford.com |
| Charner Rodgers Register | GDOT | 404-631-1161 | crodders-register@dot.ga.gov |
| Ken Werho | GDOT | 404-635-2859 | kwelho@dot.ga.gov |
| Ryan Jenkins | TSW | 404-873-6730 | rjenkins@tsw.design.com |
| Amy Goodwin | ARC | 404-463-3311 | agoodwin@atlantaregional.com |
| Joe Palladi | ARC | 404-261-5788 | jpalladi@atlantaregional.com |
| Sam Serio | Keck & Wood, Inc. | 678-417-4023 | sserio@keckwood.com |
| Rick Gurney | Keck & Wood, Inc. | 678-417-4008 | rgurney@keckwood.com |
| Matt Dunagin | Keck & Wood, Inc. | 678-417-4011 | mdunagin@keckwood.com |

KEY TOPICS:

- The meeting opened with introductions of those present.
- Sam Serio gave an overview of the project.
- Sam Serio led a page by page review of the concept report.
- Roadway classification in the Project Justification Statement should be changed from major arterial to minor arterial.
- Amy Goodwin indicated that this project is a MPO and requested the RC Project ID Number be placed by the MPO checkbox rather than the Regional Commission checkbox.
- Ken Werho indicated that many congressional districts will be realigned on January 1, 2013 and the congressional district for this project should be reviewed for changes at that time.
- Amy Goodwin indicated that the project is located on a pedestrian plan and requested the Buford Town Center LCI Plan to be listed.
- Amy Goodwin requested that the City of Buford document all evaluated bicycle facilities options and provide explanation of any inability to supply these bicycle facilities.
- Ken Werho requested that a WB-67 design vehicle to be used for all sections of the project due to the existing truck traffic and businesses within the project limits.
- It was requested that (min.) be added after 533 ft under the Proposed Min. Horizontal Curve Radius for Typical Section 2 to avoid any confusion that the horizontal curve radius is being altered from the existing 2000 ft radius.
- Joe Palladi requested that the titles for the alternates be numbered in sequential order.

- A 3rd alternate will be added which provides a bike lane on the uphill eastside of South Lee Street and sharrows on the downhill westside of South Lee Street.
- Joe Palladi requested special attention be paid to bicycle facility signage during design and construction.
- Joe Palladi requested the existing right-of-way as researched by Keck & Wood, Inc. be reviewed by the GDOT Right-of-Way Department.
- Ken Werho suggested the design speed to be 35 mph for all sections of South Lee Street.
- It was requested that 35 mph be stated as the design and proposed speed limit in the concept report.
- Keck & Wood, Inc. to add this Concept Team Meeting to the coordination section of the concept report.
- Keck & Wood, Inc. will add coordination of the existing monitoring wells at the intersection of Buford Highway to the section 'Other coordination to date' on page 10 of the concept report.
- On page 9 of the concept report under the paragraph beginning with 'History:', Keck & Wood, Inc. to replace the word 'with' with the word 'within' in the first line of the paragraph.
- Amy Goodwin asked if there was any more public involvement planned. Keck & Wood, Inc indicated that an informal open house with proposed project renderings and a Q&A session was planned. Ken Werho suggested using the church in the project limits as a possible open house meeting location to maximize public participation.
- Railroad coordination was discussed. Keck & Wood, Inc. indicated that railroad right-of-way is present north of the project, but no proposed features will impact the railroad right-of-way.
- GDOT to verify if a schedule is needed for the concept report.
- Joe Palladi requested that Construction Engineering and Inspection be added to the Construction Cost Estimate.
- Ken Werho requested a pay item for 8" concrete sidewalk be added to the Construction Cost Estimate for wheelchair ramps.
- Ken Werho requested a pay item for solid white traffic stripe paint be added to the Construction Cost Estimate for bike lane striping.
- Ken Werho requested pay item for type 10 raised pavement markers be replaced with type 3 raised pavement markers on the Construction Cost Estimate.
- Charner Rodgers-Register requested the cost estimate and right-of-way estimate files be provided to her as separate digital files.
- Charner Rodgers-Register requested that the estimated easements for construction and maintenance be edited to include residential area on the Preliminary Right of Way Cost Estimate.
- Ken Werho suggested having asphalt core samples to determine pavement depth and material. He stated Superpave mix design cannot be used over OGFC.

- Amy Goodwin stated that ARC will potentially have additional funding during the 2016 physical year. She suggested the City proceed with their preferred option since additional funding may be available during the construction phase.
- Joe Palladi pointed out the number of rear end collisions were high and suggested a change in speed limit and additional warning to remind drivers of upcoming intersections.
- Charner Rodgers-Register is to check with GDOT Right-of-Way Office to confirm if sidewalks can be placed on permanent easements or if right-of-way much be purchased.
- Keck & Wood, Inc. to replace the meeting minutes from the Project Kickoff Meeting at the back of the concept report with these meeting minutes

ATTACHMENT: None

DISTRIBUTION: To above listed personnel present.

Notes by: Matt Dunagin / Matt Dunagin, P.E. (Keck & Wood, Inc.)

Project Area Map
South Lee Street LCI Project
PI 0010242

